

**MINUTES  
CITY OF EDINA, MINNESOTA  
PLANNING COMMISSION  
CITY COUNCIL CHAMBERS  
October 24, 2012  
7:00 P.M.**

**I. CALL TO ORDER**

Chair Grabiell called the meeting to order at 7:00 PM

**II. ROLL CALL**

Answering the roll call were Scherer, Forrest, Schroeder, Kilberg, Potts, Platteter, Cherkassy, Carpenter, Staunton Fischer and Grabiell.

**III. APPROVAL OF MEETING AGENDA**

The agenda was filed as submitted.

**IV. COMMUNITY COMMENT**

Kathleen Wasescha, 5348 Hollywood Road requested that she be kept informed on all development plans for the properties at 5109-5125 West 49<sup>th</sup> Street.

**V. REPORTS & RECOMMENDATIONS**

**Planner Presentation**

Planner Teague told the Commission they are being asked to consider a sketch plan to redevelop three lots 5109-5125 West 49<sup>th</sup> Street to build an 18-unit attached housing development. The subject properties are 1.28 acres in size, therefore the proposed density of the project would be 14-units per acre.

Continuing, Teague reminded the Commission they heard two previous sketch plan reviews for the subject properties; one on March 28, 2012 for a six-story, sixty-foot tall, 98-unit senior housing building and the last one on June 27, 2012 for a four-story, forty-foot tall, 60-unit senior housing building. Teague noted at both meetings the consensus of the Planning Commission was that the proposed development was too much for the site.

**Discussion**

Commissioners asked how many units are permitted by Code and the Comprehensive Plan. Teague responded that Code would allow roughly 10 -11 units. The Comprehensive Plan between 8-10 units, adding the request exceeds those standards.

**Applicant Presentation**

David Motzenbecker delivered a power point presentation highlighting the following:

- Site reconfigured to accommodate an 18-unit housing development; roughly 14 units/acre.
- Units are proposed at three levels and 30' high.
- Each unit would have a two stall garage.
- Development is envisioned to meet the demands of empty-nesters and would be considered life-cycle housing.
- High level of amenities
- Connecting the development to greater Edina by adding to the public walkway that would help connect 49<sup>th</sup> Street directly to Vernon Avenue.
- Rezone site from PRD-2 to PRD-4
- Comprehensive Plan Amendment
- Setback Variances; and
- Site Plan review

Motzenbecker added there also is the possibility of rezoning the site to a PUD; not PRD-4 as mentioned; however they would follow staff and Commission lead on this matter. Concluding, Motzenbecker said they will retain as much of the mature vegetation and trees as possible. Landscaping provides a good buffer from the surrounding traffic.

### **Discussion**

Commissioner Forrest inquired on the width of the driveway into the project and internally; noting that trash hauling would need to be accommodated in this area. Mr. Motzenbecker responded that at this time the proposed driveway aisle width is standard. Continuing, Motzenbecker said with regard to trash each individual unit would have its own trash and recycling bins.

Commissioner Platter asked if this project would be guided by bylaws establishing specific rules. Motzenbecker said their intent is for the building to have an association directing rules for trash enclosures and other standard multi-tenant issues.

Chair Grabiell asked for clarification on the internal workings of the site; especially at the east end. Motzenbecker responded at the east end of the site there will be a hammer head turn around.

Commissioner Staunton asked for clarification on unit construction noting the changing topography of the site. With graphics Mr. Worman explained the step down approach of some of the units as they take advantage of the topography, adding at 49<sup>th</sup> Street there would be a 2 ½ - story exposure.

Commissioner Schroeder asked how guest parking would be accommodated. Mr. Worman responded that guest parking would be accommodated in front of each garage (2 spaces). He said their goal is to achieve parking for 36 guests.

Commissioner Fischer asked if any thought was put into exterior materials. Mr. Worman said at this time their goal is to achieve high quality housing that has character. Worman said there has been some discussion on roof gables, dormers and brick but not much else.

Chair Grabiell said he salutes the fact that the number of units went down from 71 to 18, adding that's a large drop. Grabiell said he still has concerns about traffic moving into and out of the area. Mr. Motzenbecker responded that at this time a traffic study is being done on the project.

Commissioner Schroeder asked the applicant if any thought was given to storm water management. Mr. Motzenbecker said they have discussed some options including water gardens, cisterns and rain barrels to collect water off the roof.

### **Public Comment**

Kathleen Wasescha, 5348 Hollywood Road, stated she would like the Commission to consider when reviewing development proposals what the benefit would be for the neighborhood.

### **Discussion**

Commissioner Fischer told the applicant that he likes what he sees. He said the project utilizes the grade pretty well. Fischer said the Commission will ultimately answer the questions about variances; however, the concept is good.

Commissioners asked Planner Teague if the roadway addressing the single family home is included in the land; pointing out it is important to know if the street was vacated and is included as part of this development. Teague responded that at this time he is not sure if that roadway was vacated and recorded with Hennepin County.

Commissioner Scherer commented that she agrees with Fischer; she likes the concept. Scherer said at this time she doesn't want to comment on the proposed units at three stories, reiterating she likes the concept; it's a step in the right direction.

Commissioner Carpenter said he agrees with Commissioners comments; however, he still thinks the site may be a little tight. Carpenter suggested they reconsider the number of units to allow some "breathing" room.

Commissioner Forrest said she has a concern with the east setback; however, she would like a "clearer" picture before she makes any decision. Forrest also said it would be important to know if this project proceeds if the street (Pukuana) was vacated and is part of the site.

Commissioner Staunton said that this definitely is an area of transition although he's not sure R-1 is appropriate here, adding the townhouse project feels right. Continuing, Staunton acknowledged the applicants desire to embrace the Grandview area, but in his opinion how the project addresses 49<sup>th</sup> Street will be the most important. Concluding, Staunton said low density is desirable in this location.

Commissioner Potts commented that the proposed townhouse project appears to be a good fit, adding he could support a low density project in this location.

Commissioner Schroeder said with regard to the Grandview Small Area Plan and its surrounding roadway systems that reconfiguration of the Highway 100 ramps was discussed as a future possibility. Schroeder added if there was a reconfiguration of these ramps the excess land could serve a useful purpose. Schroeder said it may be important to anticipate "what could happen" in the future. Commissioners agreed.

Chair Grabiell thanked the applicant for their presentation and said the following should be addressed if the project proceeds:

- Find out if the road that serves the single family home was vacated;
  - Consider reducing the number of units;
  - Conduct a traffic study; and
  - Consider what this development would look like from the people that live directly across the street from it.
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## **B. Zoning Ordinance Amendments**

- **Grading**
- **Subdivisions**

### **Planner Presentation**

Planner Teague said what he would like from the Commission at this time is how to move forward getting public input on ordinance amendments.

Teague added he sees a couple ways the Commission can proceed; 1) Hold a public hearing at a regular meeting of the Planning Commission; or 2) Hold a public hearing at another venue; such as the Senior Center; not at a regular Planning Commission meeting.

Teague also said he would like further thought by the Commission on how to “reach out” to residents on specific issues.

### **Discussion**

Chair Grabiell commented that the Commission would need to decide if the public speaks more freely at an informal venue vs. a formal venue such as a televised Planning Commission meeting. Commissioner Platteter added in his opinion there are benefits from a less formal setting such as the Senior Center. Commissioner Potts agreed, adding he believes the language developed thus far on retaining walls and grading is good; however it would be good to have an informal discussion with residents on these topics. Continuing, Potts asked Planner Teague if the suggested language changes to the code with regard to retaining walls and grading add additional survey costs to residents. Teague responded in the affirmative. He noted that the Engineering Department in some instances has requested information on a survey for retaining walls less than 4-feet.

Commissioner Staunton said from his experience with the “Grandview” project that beginning with a less formal setting worked well. He noted that getting other people’s opinions and knowledge is a good thing. Staunton pointed out that the Council has proposed the use of “small working “groups ” adding, these small groups can discuss the best way to gather public input and also tackle ordinance topics. Continuing, Staunton said the goal is to reach out to everyone in a thoughtful manner and gather as much information as possible before the formal public hearing process begins.

feasibility study of the Braemar Soccer Field. The Park Board also recommended that the forward motion of the dome not occur until the issue of expanded playing fields was addressed, solved, and budgeted. Ms. Kattreh suggested a temporary solution, if a dome was built, to increase field space through a swap between the Edina Football Association and Edina Soccer Club to move football to the turf field in the fall to free up the Lewis Park fields for soccer and allow the ability to rest one of the fields at Lewis Park. She noted there was also ability on the very westerly field at Lewis Park to run two soccer fields width wise, similar to that at Braemar, creating a soccer complex. It was noted the Public Works Director and maintenance staff had indicated this was a viable solution.

The Council agreed there was a need to address the shortage of field space and potential for increased demand as additional sports become popular. Ms. Kattreh explained the swap was intended to be a temporary solution until the City was able to resolve the field shortage issue. She indicated it would be ideal if a field could be added to Pamela Park as studies had clearly indicated it was a need. The Council indicated support for the swap option, need to plan for the future with a broader vision, and preference to build to projected need rather than existing requests. Discussion ensued relating to use of Fred Richards Golf Course as an amenity (but not as a site for a dome) and possible turfing of McCarthy (school property), since it would be able to sustain three times more usage than a grass field, would fit the "do Town" initiative, and support youth activities.

Ms. Kattreh stated the action requested by the Park Board was to further study the Braemar athletic sites by consultants used in the first two phases to determine the kind of dome, cost, and financial feasibility, (create a business model) conditioned on resolving the need for expanded playing fields. The Council supported a parallel track to also study needed hours, projected hours, and potential solutions to field shortages. **Member Swenson made a motion, seconded by Member Sprague, receiving the Sports Dome recommendation conditioned upon studying the issue of expanded playing fields and financing for those expanded playing fields.**

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

#### ***VIII.B. SKETCH PLAN REVIEWED – 5109-5125 WEST 49<sup>TH</sup> STREET***

##### Community Development Director Presentation

Mr. Teague presented a map of the subject site and the Sketch Plan request to redevelop three lots at 5109-5125 West 49<sup>th</sup> Street. The proponent proposed to tear down the existing two apartments and single-family home and build an 18-unit attached housing development. The subject properties were 1.28 acres in size so the proposed density of the project would be 14 units per acre. The Comprehensive Plan guides these properties as low density residential (1-5 units per acre) and indicates over 12 units per acre as high density and between 5-12 units per acre as medium density. Mr. Teague advised that on October 24, 2012, the Planning Commission considered the Sketch Plan proposal and determined it generally believed that a medium-density residential designation was more appropriate for the site than high-density residential. At the time of the Planning Commission's review, the vacated right-of-way adjacent to the site was not used in the density calculations. However, using that acreage, the site area would be 1.43 acres and the density would be 12.57 units per acre.

##### Proponent Presentation

Daniel Hunt, 6516 Interlachen Boulevard, President of Hunt Associates, stated they previously came forward with two other larger proposals that were abandoned due to finding no common ground with the neighbors and receiving negative comments from the Planning Commission and City Council. Mr. Hunt stated the residential for sale market had dramatically improved, which was the genesis of this plan, a significant improvement on the existing buildings, answered opposition received relating to height of the building, traffic generation, and sunlight impact to the north. He noted some revisions had been made to the plan since Planning Commission consideration. In addition, as reported by Director Teague, they had approached the Canadian Pacific Railroad, owner of a 175-foot strip of property to the west and learned it

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needed only a 100-foot strip and was open to selling a portion, which would lower the density of this project to fewer than 13 units per acre.

Chris Palkowitsch, architect with the BKV Group, presented a revised Site Plan, noting it better fit the project into the neighborhood by reducing the scale to smaller-sized townhomes and continuing a wider bicycle trail/pedestrian pathway in compliance with the Comprehensive Plan and Grandview Plan. Mr. Palkowitsch indicated the project would include two types of townhomes: Type A abutting Vernon Avenue would be 2-story units above grade; and, Type B along 49<sup>th</sup> Street were 2½-story units and slightly recessed to grade. The project would comprise a total of 18 units with garages slightly set back to allow for guest parking (38 visitor stalls in total). Mr. Palkowitsch presented elevations depicting project views, noting the base of the ridgeline would fit the residential homes on the north side. Exterior treatments would incorporate gables, dormers, and brick subject to additional study on materials within the neighborhood and market.

The Council discussed the Site Plan and asked questions of the proponents. Mr. Palkowitsch explained that a height of 2.5-stories would provide for the underground parking and enough living space. The current zoning allowed for 35 feet at the ridgeline or 2.5 stories, whichever was less. The Type A units facing Vernon Avenue were 25 feet high but with the first level tucked under ground on the rear side to accommodate the 23-foot grade change in topography. Mr. Palkowitsch indicated exploration remained on water gardens, cisterns, and/or rain barrel collection.

Mr. Palkowitsch indicated the requested density allowed offset of major site costs related to topography and drainage. Mr. Hunt explained they had done little work on the architecture of the site, but all units would have large front porches and back decks, providing adequate programmed space. He pointed out this site was very unique with single-family homes to one side and non-residential uses on the Vernon Avenue side, requiring two faces. Mr. Hunt suggested that too much of a standard residential appearance would be out of place on the busy street and it would need more substance (architectural features) to hold its place. It was noted the eight larger units had a main floor master suite while the other units contained upper level bedrooms, allowing attraction of a different market.

Following discussion, the Council indicated that townhomes provide a needed lifecycle choice and including .15 acres from the railroad would be of benefit. It supported the proposed pathway, the attempt to engage Vernon Avenue, and found that creating housing along with commercial was intriguing. However, the Council indicated that 18 units created too high of a density for this site. Members Sprague and Swenson and Mayor Hovland stated a willingness to entertain a medium-density range to gain economic viability. Member Bennett stated her rationale to prefer a low-density range of 10-12 units, as guided by the Comprehensive Plan, to allow creation of a buffer space/transition between the single family homes across the street and this project, less impact on neighborhood streets, and improved quality of life. The Council found that additional green space and a common amenity would enhance the project.

**VIII.C. RESOLUTION NO. 2012-146 ADOPTED – ACCEPTING VARIOUS DONATIONS**

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Swenson introduced and moved adoption of Resolution No. 2012-146 accepting various donations.** Member Bennett seconded the motion.

Rollcall:

Ayes: Bennett, Sprague, Swenson, Hovland

Motion carried.

**VIII.D. ORDINANCE NO. 2012-19 – AMENDING CHAPTER 14 OF EDINA CODE CONCERNING BICYCLE LANES – ADOPTED**

March 28

P.C.



## **VIII. REPORTS AND RECOMMENDATIONS**

### **A. Sketch Plan Review for Senior Housing – 5109-5125 West 49<sup>th</sup> Street for Hunt Associates**

#### **Planner Presentation**

Planner Teague reported that the Planning Commission is being asked to consider a sketch plan proposal to redevelop three lots at 5109-5125 49<sup>th</sup> Street West. The applicant is proposing to tear down the existing two apartment buildings and single-family home and build a new six story, sixty foot tall, 98-unit senior housing building.

Teague pointed out the existing properties are zoned PRD-2, Planned Residential District which allow residential buildings containing six or fewer units. Teague said should the City decide to rezone these sites to PUD, the proposed setbacks, height of the building and number of parking stalls would become the standards for the site.

Continuing, Teague said a traffic study would need to be completed to determine impacts on adjacent roadways. Concern was expressed from residents in regard to congestion that would be created at the intersection of Brookside Avenue and Interlachen Boulevard.

Concluding, Teague stated which the proposal would be an improvement over the existing buildings on the site, staff is not sure that the proposal would rise to the level of meeting the purpose and intent of a PUD. The proposal far exceeds allowed densities. Seven variances would also be required under traditional senior housing zoning.

#### **Appearing for the Applicant**

Daniel Hunt, Hunt and Associates, David Motzenbecker, BKV Group

Chair Grabiell explained that before the Commission this evening is a sketch plan review. Grabiell clarified that a sketch plan wasn't a public hearing. It's an opportunity for the developer to obtain feedback from the Planning Commission on their concept.

#### **Discussion/Comments**

Chair Grabiell told the Commission he seems to remember the Commission and Council approving a development concept in this area for townhomes, adding he doesn't remember the unit count. Planner Teague responded that Chair Grabiell was correct. The Council approved a 6-unit townhouse development; however, the townhouse development only included the R-1 lot and right-of-way.

Commissioner Forrest observed that ordinance stipulates a building height limit of 2-stories in the PRD-2 zoning district. Planner Teague agreed adding PRD-2 also contains a density cap of 6-units.

### **Applicant Presentation**

Mr. Hunt addressed the Commission and said he believes the proposed use of the site as senior housing is good. Continuing, Hunt explained in Edina there is demand for senior housing. Edina residents want to be able to remain in their community when it comes time for them to sell their home. This proposal gives them that option. Hunt introduced David Motzenbecker to speak more on the proposal.

Mr. Motzenbecker told the Commission that in his opinion this is a key piece and an excellent location for a senior building. Continuing, Motzenbecker said that the project will entail tearing down the existing two apartments and single-family home to construct a new 98-unit, 6 story structure and rezoning the site to PUD incorporating the requirements of the City's PSR-4 zoning. The parcel is located adjacent to the Vernon Avenue exit ramp and West 49<sup>th</sup> Street.

Motzenbecker said in his opinion the proposed building would bookend with Grandview. With graphics Motzenbecker pointed out design elements and the goal of incorporating this site into the greater Grandview area. Motzenbecker also noted the goal of the ETC was to establish a comprehensive living streets policy that integrated all modes of transportation. Motzenbecker said he believes this project is a step in the right direction in implementing that goal. Concluding, Motzenbecker said they looked to the Grandview small area development plan and incorporated its key principles into their site. One principle was key; turning perceivable barriers into opportunities. In this respect the natural topography actually became an asset.

### **Discussion/Comments**

Chair Grabiell said in his opinion this may be a very difficult area to "get out of" including getting onto Interlachen Boulevard. Mr. Motzenbecker acknowledged that and informed the Commission a traffic study needs to be completed to ensure traffic is handled appropriately. Continuing, Motzenbecker said they also anticipate improving the sidewalks and boulevard along Vernon. Chair Grabiell noted their reference to senior housing and asked exactly what type of senior housing this would be. Motzenbecker said that the population served would be able bodied seniors 62+. Chair Grabiell asked if the units would be market rate or something else. Motzenbecker responded that the units would be market rate and be around \$2,000 per month depending on unit size.

Commissioner Staunton said he has a concern with the request as it relates to zoning/PUD/PSR-4. Staunton said to him it appears to be an excuse to get around

code. Mr. Motzenbecker said their intent was to create the best development possible and tie into the Grandview small area plan by bringing connection to the Grandview area. Vernon Avenue would also be enhanced through landscaping and walkways along with boulevard enhancement. Aligning the project with the PSR-4 zoning district provides the opportunity for the project to implement bonuses.

Commissioner Fischer said he has a difficult time justifying a building of this size and density in a small residential neighborhood. Mr. Motzenbecker said their intent was to set the building as far back from the street (49<sup>th</sup> Street) as possible and add amenities to the front of the building. Motzenbecker said the building would be 200' from the nearest residents across 49<sup>th</sup>. Concluding, Motzenbecker said they took advantage of the topography when designing the building pointing out that the topography absorbs the building height.

Commissioner Carpenter said in his opinion the building is too large. Carpenter asked the developers how parking was handled; not only parking for residents of the building but for guests. Mr. Motzenbecker said the building was designed with 132 enclosed parking spaces those spaces include spaces for visitor parking. Carpenter questioned if that would really work.

Commissioner Staunton stated in his opinion this plan is very aggressive and causes him concern. Staunton said he likes the attention paid to Vernon Avenue; however the unit count is way too high; more attention needs to be paid to the north side and traffic is a major concern. Staunton noted the one-way in and out scenario is difficult at best.

Commissioner Platteter agreed and questioned site circulation, traffic circulation on West 49<sup>th</sup> St, site drop-off, metro mobility, deliveries and visitor parking. Platteter said that he doesn't think the drop-off area as sketched would work. There's just too much going on with this building.

Commissioner Forrest added she was also concerned with the circulation on the site and on 49<sup>th</sup> St. This proposal will certainly add additional traffic into the area pointing out it's a one way in and out. Continuing, Forrest also said in her opinion the building is too tall, the site is too tight (especially on the east), and it's just too much. Concluding, Forrest said the Commission also has to keep in mind housing trends change over time, adding it may be a senior building today but maybe not in the future.

Commissioner Schroeder said the site intrigues him with the question of how you transition from Vernon into the residential neighborhood while maintaining the residential character. Schroeder said in his opinion this isn't a very friendly project. He added the building needs to relate better to the R-1 neighborhood. Concluding, Schroeder said the building at least at the residential level on 49<sup>th</sup> St. needs to be scaled back.

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Commissioner Staunton agreed with Schroeder's comments pointing out the proposal increases the density 10-fold. It's just too much. Concluding, Staunton said that he's also not sure if this is consistent with the GrandView Framework. The building is way out of scale.

Mr. Motzenbecker asked the Commission if they could provide some guidance on the number of units they would be comfortable with.

Commissioner Staunton said traffic is another large issue. He said the one way in and out nature of this neighborhood along with the RR tracks is key in redeveloping this site and achieving the correct unit count. Staunton concluded that he doesn't know the "right" unit number.

Commissioner Potts suggested that the applicant take another look and respond more to the topography and to the residential neighborhood. Potts asked if their intent was to build the building and sell it or would they continue to manage the property. Mr. Hunt responded they would build and manage the property.

Commissioner Fischer asked the applicants if they spoke with their neighbors. Mr. Motzenbecker responded they had, adding around 15-20 neighbors came to a neighborhood meeting. Motzenbecker said they received both positive and negative feedback.

Commissioner Forrest indicated the proposed use is fine with her, reiterating her concern is massing and traffic. Forrest said in her opinion this project isn't the right "transition" into the neighborhood. Concluding, Commissioner Forrest said that in her opinion 20 units at 2 ½ stories may be the right transition. As presented it's just too large.

Chair Grabiell said he agrees with all comments thus far adding his concern is that the building is just too large and the transition into the R-1 neighborhood just isn't there. Grabiell said he doesn't want to give false encouragement, adding he believes the use is right; however this is just way to large.

Mr. Motzenbecker said he understands the Commission's comments indicating they want to see a smaller building. He asked the Commission if they could provide him with a unit range.

Commissioner Schroeder commented that he understands the applicant is looking for a number; however, that can't be provided. Schroeder said he wants to see a creative solution that is sensitive to the neighborhood. Concluding Schroeder said there are other options out there.

Commissioner Carpenter suggested considering other areas, adding this may not be the right site.

Chair Grabiell thanked the applicants for their presentation adding the Commission would be receptive to them bringing forward another sketch plan for review.

### **Public Comment**

David Valentine, 5021 Hankerson, told the Commission he doesn't think a building of this size belongs in a residential neighborhood. Valentine said he has no objection that it's a senior building; however, the building is just too large with too many units.

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### **B. Modification to the Redevelopment Plan for Southeast Edina Redevelopment Project Area and the TIF Plan for the Establishment of the Southdale 2 TIF District.**

#### **Planner Presentation**

Planner Teague informed the Commission the City Council is considering the establishment of a new TIF District that would include Southdale and surrounding parcels.

Teague explained the purpose of creating the new TIF was to facilitate improvements to Southdale including the following renovations to common areas; new entrances, flooring, lighting, signage, restrooms, parking deck lighting, exterior seating, columns and interior treatments. Teague said at this time there are no proposed changes in use of the property with the proposed improvement project.

Teague told the Commission that at this time they are being asked to determine by resolution that the proposed improvement to the common areas are consistent with the Comprehensive Plan.

Commissioners asked Planner Teague to clarify their action.

Planner Teague explained the Commission is being asked to determine by resolution that the proposed use of TIF funds to improve common areas was consistent with the Comprehensive Plan.

#### **Motion**

**Commissioner Fischer moved to adopt the resolution as outlined by City staff on page A1. Commissioner Platteter seconded the motion. All voted aye; motion carried 9-0.**

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**B. Sketch Plan Review – BKV Group – 5109 and 5117 West 49<sup>th</sup> Street. Vernon Avenue Senior Housing**

**Planner Presentation**

Planner Teague informed the Commission they are being asked to consider a sketch plan request to redevelop three lots at 5109-5125 West 49<sup>th</sup> Street. The applicant is proposing to tear down the existing two apartments and single family home on the site and building a new four story 44-foot tall, 60 unit senior housing building. The density of the project would be 43 units per acre.

Teague reminded the Commission the applicant had previously proposed a six story, sixty foot tall, 98-unit senior housing building that was considered by the Planning Commission on March 28, 2012.

Teague explained that the existing property is zoned PRD-2, Planned Residential District-2, which allows residential building containing six or fewer dwelling units. The existing apartments contain four and five units each. The applicant would be seeking a rezoning of the property to PUD, Planned Unit Development. The site is guided LDAR, Low Density Attached Residential (1-4 units per acre), therefore, a Comprehensive Plan Amendment to HDR, High Density Residential would be required.

The applicant is again requesting a Sketch Plan review to solicit comments from the Planning Commission and City Council. Opinions or comments provided to the applicant shall be considered advisory only, and shall not constitute a binding decision on the request.

Concluding Teague indicated that staff remains concerned with the proposed density of the proposed density of the proposal at 44 units per acre. While the maximum density of the PSR-4 District is 44 units per acre as requested, it is still at the high end of what the City of Edina has allowed for high density development in the past. Additionally, this site is adjacent to single-family residential homes to the north and east. The City's other high density residential sites in town are not located so close to single-family residential areas. They are generally located in the Southdale area.

**Appearing for the Applicant**

David Motzenbecker, BKV Group and Jim Hunt, Hunt and Associates, applicant

Chair Grabiell welcomed everyone present and explained that the process for Sketch Plan Review allows a developer to bring a development/redevelopment plan before the Planning Commission to solicit comments and opinions. A Sketch Plan Review is not an official application and is not a public hearing. It is a public meeting.

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## Applicant Presentation

Jim Hunt, addressed the Commission and said he was excited to be present this evening to share the significant changes made to the plan since the Commission last viewed it. Hunt introduced David Motzenbecker.

Mr. Motzenbecker told the Commission the unit count and building height has been decreased from 98-units to 60-units and from 6 to 4-stories. Continuing, Motzenbecker said the setback of the building from West 49<sup>th</sup> Street was increased to 82-feet. Motzenbecker told the Commission he would stand for comments/questions.

## Comments from the Commission

Commissioner Potts said the massing along Vernon Avenue in his opinion is acceptable; however he has two points of concern as follows:

- Concerns with the R-1 residential properties directly adjacent and to the east of the subject site. How will this impact them.
- Traffic. Traffic and stacking is a major concern. There is only one way in and one way out of this neighborhood. Has a complete traffic study been done on the intersection at 49<sup>th</sup> St and Brookside and Brookside at Interlachen. Also, what about the RR tracks-they potentially pose a real stacking problem. Stacking at the most at the tracks would be 8-car lengths. This is an issue.

Mr. Motzenbecker agreed that with only one egress it will be challenging; however, they have to deal with what exists. Motzenbecker said he was open to any suggestions.

Commissioner Platteter agreed with Potts and added that his concern remains the same as before, internal circulation and drop off. Platteter said the site cannot function without a clearly designated drop off area. He pointed out as a senior facility there will be Metro Mobility drop offs, and the usual residential deliveries; not to mention medical deliveries, US mail and visitors. A lot will be going on in this area.

Chair Grabiell said the Commission supports redevelopment; but in this instance the topographical issues, proximity to RR tracks and the R-1 properties to north create difficulty for him to support the request as submitted. Grabiell said he can't see the benefit to the immediate neighbors nor the community as the result of this proposal.

Mr. Motzenbecker said that the site will be re-landscaped and everything possible will be done to retain the trees along Vernon Avenue and nestle this building into the

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hill away from the R-1 properties. Motzenbecker said that in his opinion the introduction of more life-style housing to Edina is a benefit to its residents and improving the site is also a big plus. Continuing, Motzenbecker pointed out market analysis supports the theory when people can no longer live in their single family homes they want to find housing in the same area; even neighborhood when available.

Commissioner Fischer commented that this request also includes an amendment to the Comprehensive Plan which would be a policy decision; however, for this neighborhood amending the Comprehensive Plan from low-density residential to high-density residential is a big leap. Fischer acknowledged that the proposal can be viewed as an improvement; however, this neighborhood is single family with two low-density buildings, adding he doesn't believe this type of density compensates for the improvements to the site and additional housing options.

Commissioner Potts stated he feels certain aspects of the project can be readdressed, adding he believes the proposal presented this evening is better than the previous proposal; however he still can't get by the traffic. Potts said to him that's the largest hurdle. The one way in and out and adding more density is a big concern for him.

Commissioner Scherer said she just can't get past the density. She stated in her opinion this is too much and too close to residential R-1 properties, pointing out R-1 properties are directly north and east. Scherer concluded reiterating the density of this project is too much

Commissioner Forrest said she has a number of concerns with this project. Her issues are with density, drop-off and pickup, street parking possibilities, staffing and traffic. Forrest stated in her opinion the proposed building is uncomfortable to enter and exit, pointing out the proposal has access steps to Vernon Avenue that are steep; especially for seniors. Concluding, Forrest pointed out a rezoning to PSR-4 may "fit" the project better, adding whatever process they pick; as presented this one is just too much.

Mr. Hunt responded that the proposed building will not have 24-hour staff and if "manned" would only have day staff. He asked the Commission to note that the proposed building; although for seniors, is proposed for the active senior that lives independently.

Commissioner Staunton said he agrees with many of the comments from Commissioners and added he continues to believe what's proposed is too dense. Staunton stated if the plan were to proceed the density must be reduced significantly. The proposal as submitted is just too dense for this site. Continuing, Staunton said he may feel differently if the entrance to the building was off Vernon Avenue, but it isn't, and the 49<sup>th</sup> Street entrance/exit is limited to one-way in and out, adding the railroad tracks and the steep hill to gain access to Interlachen/Vernon leave little stacking room for vehicles. Concluding, Staunton said he can't support the project as

proposed. He said he could envision townhomes; maybe 10-12, but can't visualize an apartment building of this density in this spot.

Mr. Motzenbecker informed the Commission they did consider a rezoning to PSR-4, adding with bonuses there may be a comfortable unit count range the developer could proceed with. Motzenbecker said he would take "another look" at the site and the proposed density.

Chair Grabiell reiterated his concern is with the size of the building. Grabiell said the building in a sense is on the wrong side of the hill; less disruption to the neighborhood would occur if the topography was more in their favor. Chair Grabiell thanked the applicants for their plan and told them to take all Commission comments in good faith.

Mr. Motzenbecker and Mr. Hunt thanked the Commission for their interest and comments.

#### **VIII. CORRESPONDENCE AND PETITIONS**

Chair Grabiell acknowledged "back of packet" materials.

Commissioner Staunton apprised the Commission that he attended a meeting with City Staff on the idea of developing work plans for each board or commission. Staunton said he believes sometime between now and the fall when the Commission and City Council hold their annual work session the Commission and planning staff need to "get together" to discuss developing a "work plan" for the Commission.

Commissioner Fischer said he attended a transportation meeting that discussed the France Avenue corridor. The meeting touched on three key intersections and the consultants are looking at the early start of transforming France Avenue. Fischer said this corridor needs guidance and a vision. The France Avenue of the future will not look like the France Avenue of today. Fischer said it's not unrealistic to envision bikes along this corridor.

Chair Grabiell asked the Commission to refer to a Memo from Kris Aaker on a property located at 5427 Woodcrest. Grabiell said it appears the City Council had some concerns about rear yard access, fill and retaining walls.

Commissioner Staunton asked if the retaining wall in question was a permitted use. Planner Teague responded in the affirmative. Expanding on his comment Teague explained the City Council expressed concern over retaining walls, fill and access. Teague said the question is should we regulate access. Continuing, Teague explained that with regard to grading, fill, etc. that the City's engineering reviews all plans to ensure property drainage. Teague said full review is also required if a retaining wall

Traffic Impact Report  
for Vernon Avenue  
Townhomes

Edina, MN

Wenck File #3022-01

Prepared for:

CITY OF EDINA  
EDINA FIFTY FIVE, LLC.

**DRAFT**

Prepared by:

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February 4, 2013



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## 1.0 Executive Summary

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The purpose of this Traffic Impact Report is to evaluate the traffic impacts of the proposed Vernon Avenue Townhomes development located in Edina, MN. The project site is located on the south side of 49<sup>th</sup> Street east of Brookside Avenue.

Based on direction from City of Edina staff, this study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development on the following intersections:

- Vernon Avenue/Interlachen Boulevard
- Interlachen Boulevard/Brookside Avenue
- Brookside Avenue/49<sup>th</sup> Street

### Proposed Development Characteristics

The proposed project will involve the construction of 17 new townhomes. The existing single family house and 9 rental apartment units will be removed and replaced by the proposed townhomes. Access for the development will be via a single driveway on 49<sup>th</sup> Street, which will provide full movement access. The project is expected to be complete by the end of 2014.

The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 1 net trip during the weekday a.m. peak hour, 2 net trips during the weekday p.m. peak hour, and 29 net weekday daily trips.
- All of the analyzed intersections have adequate capacity with existing geometrics and control to accommodate the proposed development. No improvements are needed at these intersections to accommodate the proposed project.
- The maximum southbound vehicle queue lengths at the Vernon Avenue/Interlachen Boulevard intersection do not interfere with operations at the Interlachen Boulevard/Brookside Avenue intersection under 2015 Build conditions.
- The maximum westbound queue at the Interlachen Boulevard/Brookside Avenue intersection does not result in any operational issues.
- The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.

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## 2.0 Purpose and Background

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The purpose of this Traffic Impact Report is to evaluate the traffic impacts of the proposed Vernon Avenue Townhomes development located in Edina, MN. The project site is located on the south side of 49<sup>th</sup> Street east of Brookside Avenue. The project location is shown in **Figure 1**.

Based on direction from City of Edina staff, this study examined weekday a.m. and p.m. peak hour traffic impacts of the proposed development on the following intersections:

- Vernon Avenue/Interlachen Boulevard
- Interlachen Boulevard/Brookside Avenue
- Brookside Avenue/49<sup>th</sup> Street

### Proposed Development Characteristics

The proposed project will involve the construction of 17 new townhomes. The existing single family house and 9 rental apartment units will be removed and replaced by the proposed townhomes.

Access for the development will be via a single driveway on 49<sup>th</sup> Street, which will provide full movement access. The current site plan is shown in **Figure 2**. The project is expected to be complete by the end of 2014.





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## 3.0 Existing Conditions

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The proposed site currently consists of one single family home and nine rental apartments. The project site is bounded by existing single family homes to the east, 49<sup>th</sup> Street to the north, railroad tracks to the west, and Vernon Avenue to the south.

Near the site location, 49<sup>th</sup> Street is a two-lane undivided local roadway. Brookside Avenue is also a two-lane undivided roadway near the site location. Interlachen Boulevard is a two-lane undivided roadway with turn lanes at Brookside Avenue and Vernon Avenue. Vernon Avenue is a four-lane divided roadway with turn lanes at major intersections. Existing conditions at the proposed project location are shown in **Figure 3** and described below.

### Vernon Avenue/Interlachen Boulevard

The signalized intersection provides one left turn/through lane and one through/right turn lane on the westbound approach. The eastbound approach consists of one left turn lane, one through lane, and one through/right turn lane. The northbound and southbound approaches consist of one left turn lane and one through/right turn lane. Striped crosswalks and pedestrian signal heads are present at this intersection.

### Interlachen Boulevard/Brookside Avenue

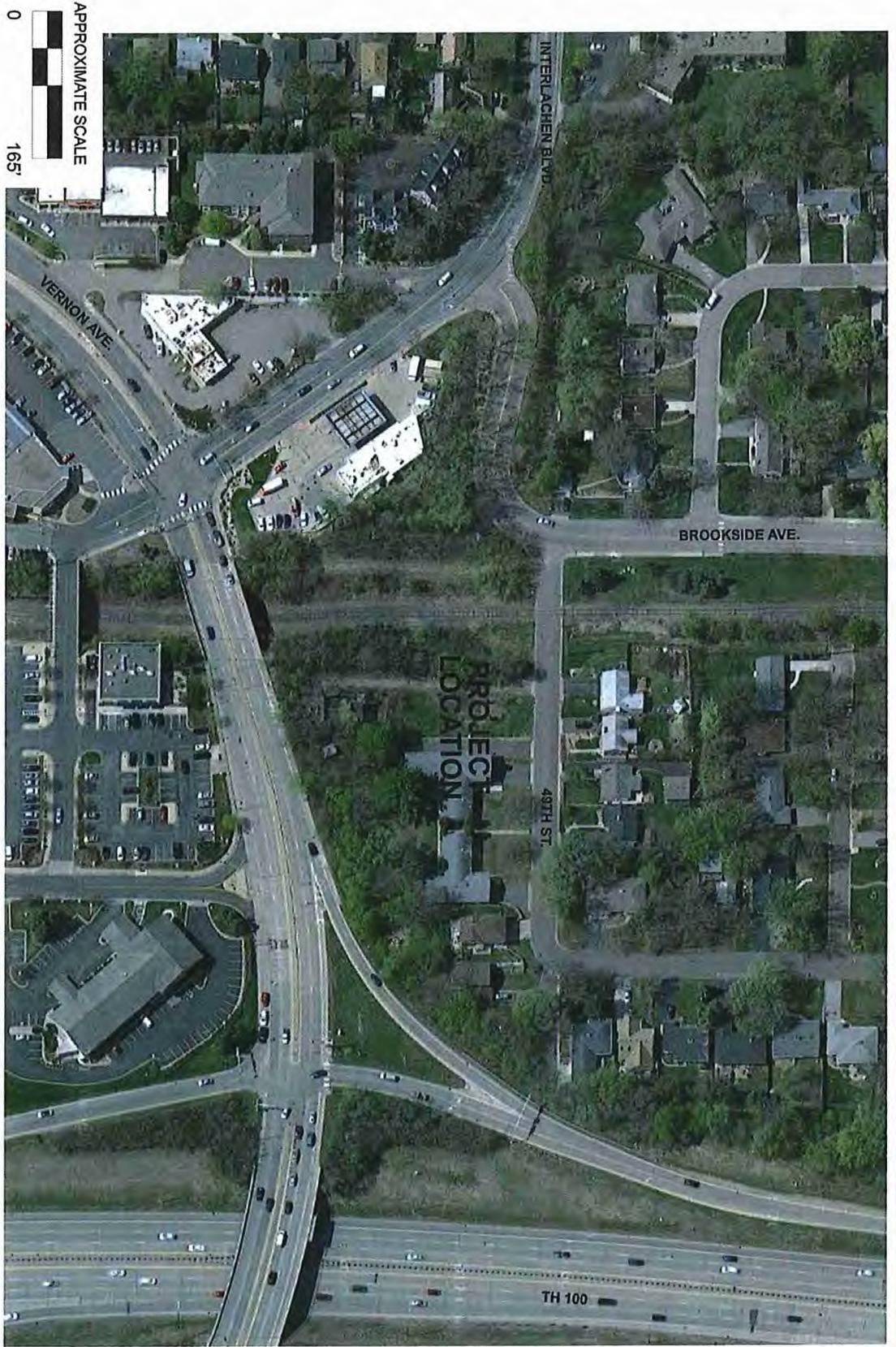
The three-way intersection is controlled with a stop sign on the westbound Brookside Avenue approach. The southbound approach consists of one left/through lane. The northbound approach consists of one through lane and one right turn lane. The westbound approach consists of one shared left turn/right turn lane. A bike lane is present on the northbound approach.

### Brookside Avenue/49<sup>th</sup> Street

This three-way intersection is controlled with a stop sign on the westbound approach. The westbound approach consists of one shared left turn/right turn lane. The northbound approach consists of one through/right turn lane. The southbound approach consists of one left turn/through lane.

Turn movement data for the intersections was collected during the weekday a.m. (7:00 - 9:00 a.m.) and p.m. (4:00 - 6:00 p.m.) peak periods in January 2013.

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Wenck  
Engineers • Scientists

TRAFFIC IMPACT REPORT  
FOR VERNON AVENUE TOWNHOMES  
IN EDINA, MN

FIGURE 3  
EXISTING CONDITIONS

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## 4.0 Traffic Forecasts

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### Traffic Forecast Scenarios

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2015. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2013 Existing.* Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses currently on the site.
- *2015 No-Build.* Existing volumes at the subject intersections were increased by 1.0 percent per year to determine 2015 No-Build volumes. The 1.0 percent per year growth rate was calculated based on both recent growth experienced near the site and projected growth in the area.
- *2015 Build.* Trips generated by the proposed development were added to the 2015 No-Build volumes to determine 2015 Build volumes. In addition, existing trips generated by the uses currently on the site were subtracted from the total volume.

### Trip Generation

Weekday a.m. and p.m. peak hour trip generation for the existing and proposed developments were calculated based on data presented in the ninth edition of Trip Generation, published by the Institute of Transportation Engineers (ITE). The resultant trip generation estimates are shown in **Table 1**.

**Table 1  
Net Trip Generation for Proposed Project**

Use (land use code)	Size	Unit	Peak Hour Trips Generated			Daily Total
			In	Out	Total	
<b>A.M. Peak Hour</b>						
<b>Proposed Project</b>						
Residential Townhouse (230)	17	DU	1	6	7	99
<b>Existing Uses Removed</b>						
Single-Family Detached Housing (210)	1	DU	(0)	(1)	(1)	(10)
Apartment (220)	9	DU	(1)	(4)	(5)	(60)
<b>Net Total Added by Project</b>			<b>0</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>P.M. Peak Hour</b>						
<b>Proposed Project</b>						
Residential Townhouse (230)	17	DU	6	3	9	99
<b>Existing Uses Removed</b>						
Single-Family Detached Housing (210)	1	DU	(1)	(0)	(1)	(10)
Apartment (220)	9	DU	(4)	(2)	(6)	(60)
<b>Net Total Added by Project</b>			<b>1</b>	<b>1</b>	<b>2</b>	<b>29</b>

Notes: DU=dwelling unit

Table 1 shows the net number of trips generated by the proposed development including reductions for existing trips. As shown, the project adds 1 net trip during the a.m. peak hour, 2 net trips during the p.m. peak hour, and 29 net trips daily.

Trip Distribution Percentages

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

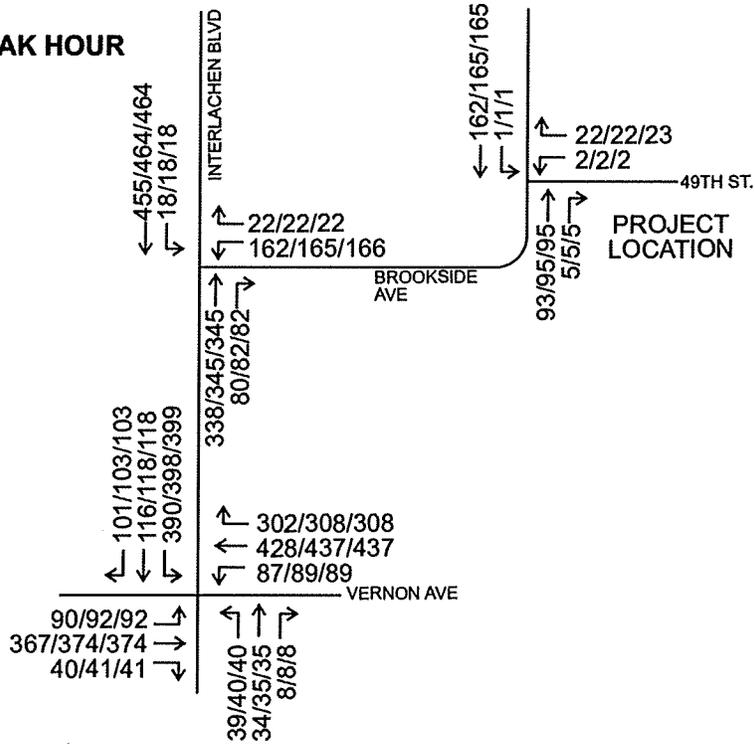
The distribution percentages for trips generated by the proposed development are as follows:

- 60 percent to/from the east on Vernon Avenue
- 10 percent to/from the north on Brookside Avenue
- 10 percent to/from the west on Interlachen Boulevard
- 10 percent to/from the west on Vernon Avenue
- 10 percent to/from the south on Interlachen Boulevard

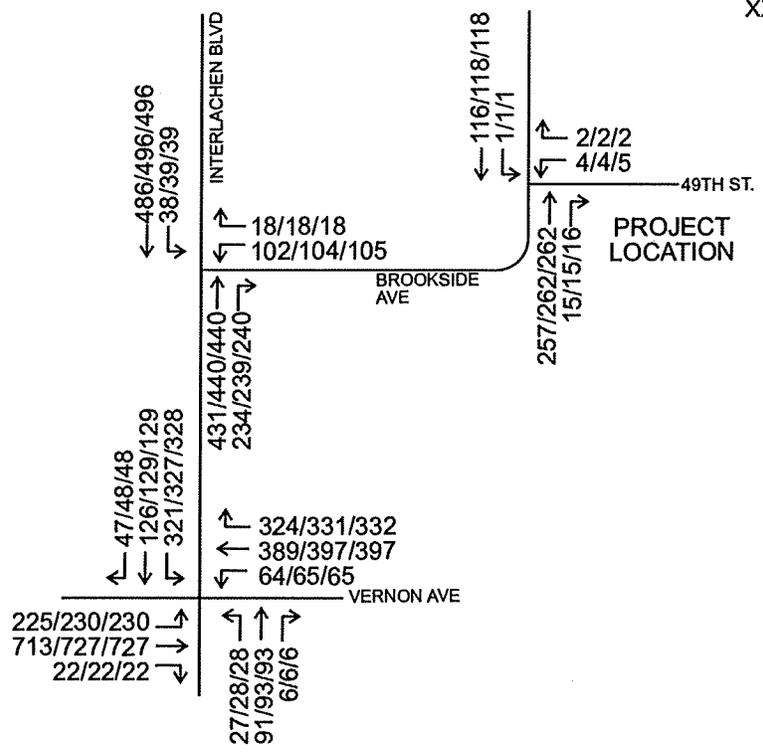
Traffic Volumes

Development trips were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant traffic volumes are presented in **Figure 4**.

**A.M. PEAK HOUR**



**P.M. PEAK HOUR**



EXISTING 2013  
 2014 NO BUILD  
 2014 BUILD  
 XX/XX/XX



TRAFFIC IMPACT REPORT  
FOR VERNON AVENUE  
TOWNHOMES IN EDINA, MN

**FIGURE 4**  
**WEEKDAY A.M. AND P.M.**  
**PEAK HOUR TRAFFIC**  
**VOLUMES**

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## 5.0 Traffic Analysis

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### Intersection Level of Service Analysis

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics, control, and signal timing.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.
- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.
- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.
- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.
- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.
- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience,

and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are presented in **Figure 5** and discussed below.

*Vernon Avenue/Interlachen Boulevard (signalized)* - During the a.m. peak hour under existing conditions, all movements except the eastbound left turn operate at LOS D or better. The eastbound left turn movement operates at LOS E. Under the 2015 No-Build and 2015 Build conditions, all movements except the eastbound and southbound left turns operate at LOS D or better. The eastbound and southbound left turn movements operate at LOS E. The overall intersection operates at LOS C for all scenarios.

During the p.m. peak hour under existing, 2015 No-Build, and 2015 Build conditions, all movements except the eastbound and southbound left turns operate at LOS D or better. The eastbound and southbound left turns operate at LOS E under all three conditions. The overall intersection operates at LOS C under all scenarios.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

*Interlachen Boulevard/Brookside Avenue (westbound stop controlled)* - During the a.m. and p.m. peak hours under existing, 2015 No-Build, and 2015 Build conditions, all movements operate at LOS D or better.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

*Brookside Avenue/49<sup>th</sup> Street (westbound stop controlled)* - During the a.m. and p.m. peak hours under existing, 2015 No-Build, and 2015 Build conditions, all movements operate at LOS B or better.

The traffic generated by the proposed development has minimal impact on the intersection operations and does not change the level of service of any movement. No improvements are needed at this intersection to accommodate the proposed project.

### Vehicle Queue Length Impacts

Vehicle queue lengths were reviewed to determine if any intersection blocking issues are expected. The expected maximum and average queues were determined with the SimTraffic software. By definition, the maximum queue occurs once during the one hour simulation time period. The average queue is the average of all the queue lengths during the simulation time period and therefore happens more frequently.

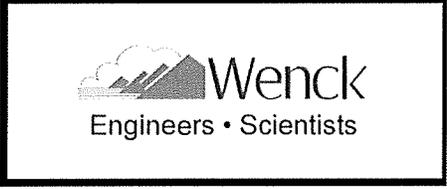
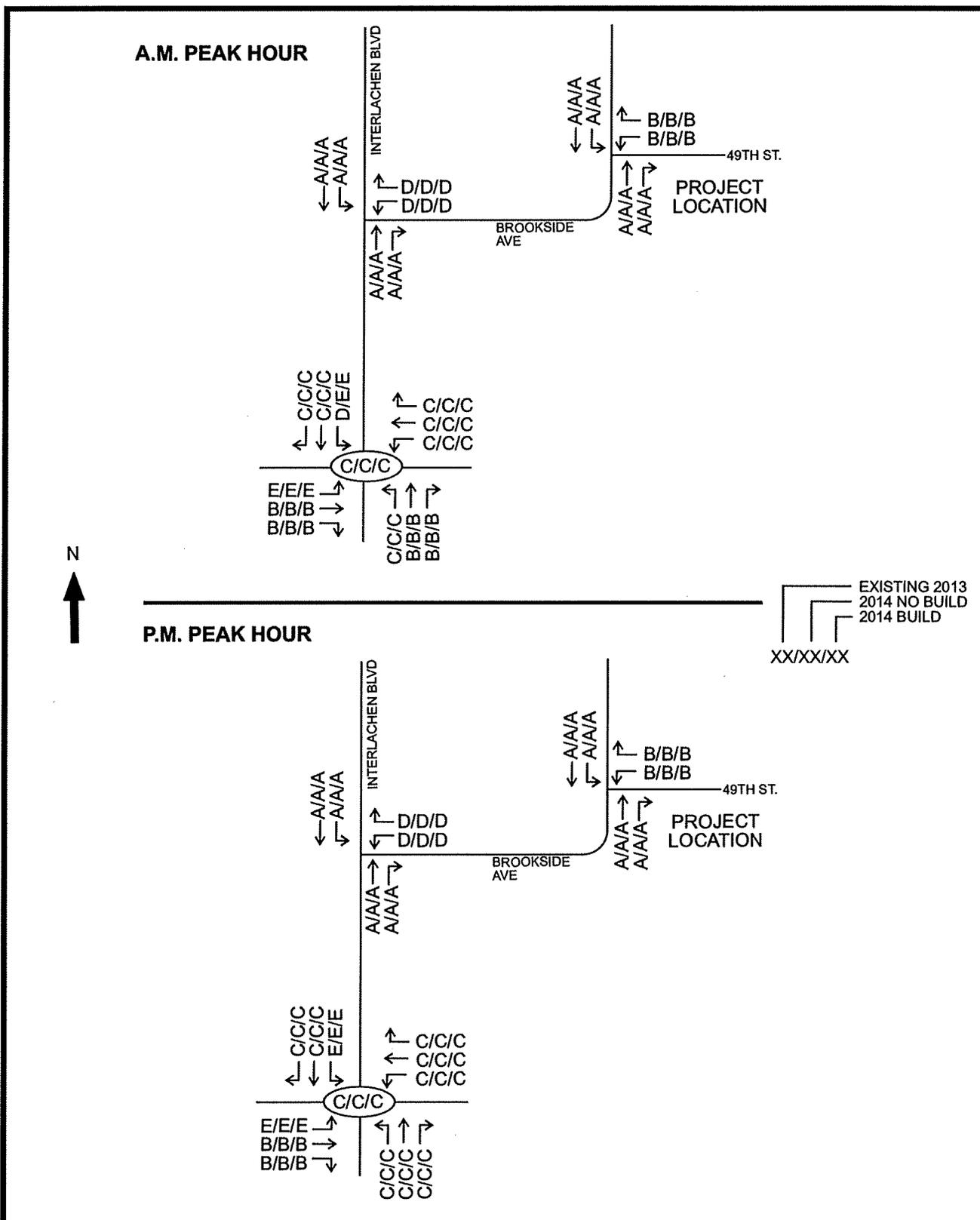
The southbound left turn and through/right turn queues at the Vernon Avenue/Interlachen Boulevard intersection were reviewed to determine if they impact operations at the Interlachen Boulevard/Brookside Avenue intersection. Under existing conditions, there is approximately 370 feet of available queuing space on Interlachen Boulevard between Vernon Avenue and Brookside Avenue. Under the 2015 Build condition during the a.m. peak hour, the maximum southbound queue is 356 feet and the average queue is 213 feet. Under the 2015 Build condition during the p.m. peak hour, the maximum southbound queue is 362 feet and the average queue is 203 feet. The maximum queue length is shorter than the available 370 feet and therefore does not block the intersection.

The forecasted southbound queue lengths are similar to those witnessed in the field during data collection. Even though the southbound queue came close to the Interlachen Boulevard/Brookside Avenue intersection, operations at the intersection were not greatly impacted. In addition, the southbound queues were able to clear onto Vernon Avenue during every signal cycle, which minimized the overall delays.

The westbound queue at the Interlachen Boulevard/Brookside Avenue intersection was also reviewed. Under the 2015 Build condition during the a.m. peak hour, the maximum westbound queue is 212 feet and the average queue is 79 feet. Under the 2015 Build condition during the p.m. peak hour, the maximum westbound queue is 197 feet and the average queue is 79 feet. Once again, these queue lengths are similar to those witnessed during the data collection. The queues at this intersection did not result in any operational issues.

### Railroad Crossing Impacts

The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. All vehicle traffic for this neighborhood must enter and exit via 49<sup>th</sup> Street at Brookside Avenue. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. Therefore, when a train is traveling through the area, all vehicle accessing the neighborhood must wait for the train to pass. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.



TRAFFIC IMPACT REPORT  
 FOR VERNON AVENUE  
 TOWNHOMES IN EDINA, MN

**FIGURE 5**  
**WEEKDAY A.M. AND P.M.**  
**PEAK HOUR LEVEL OF**  
**SERVICE RESULTS**

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## 6.0 Conclusions and Recommendations

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The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 1 net trip during the weekday a.m. peak hour, 2 net trips during the weekday p.m. peak hour, and 29 net weekday daily trips.
- All of the analyzed intersections have adequate capacity with existing geometrics and control to accommodate the proposed development. No improvements are needed at these intersections to accommodate the proposed project.
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- The maximum westbound queue at the Interlachen Boulevard/Brookside Avenue intersection does not result in any operational issues.
- The proposed project is located in a neighborhood that has only one roadway access point to the surrounding street system. The neighborhood is bound by the creek on the north, T.H. 100 on the east, and Vernon Avenue on the south. In addition, railroad tracks are located immediately east of Brookside Avenue. A review of the entire neighborhood area did not reveal an obvious location for a secondary access. If a train was stopped on the tracks for an excessive amount of time, additional steps would be needed to access the neighborhood.

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## 7.0 Appendix

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- Level of Service Worksheets

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	90	367	40	87	428	302	39	34	8	390	116	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Flt Permitted	0.950				0.826		0.532			0.727		
Satd. Flow (perm)	1770	3486	0	0	2763	0	991	1809	0	1354	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	442	0	0	888	0	42	46	0	424	236	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	57.2			42.4		36.8	36.8		36.8	36.8	
Actuated g/C Ratio	0.09	0.54			0.40		0.35	0.35		0.35	0.35	
v/c Ratio	0.63	0.23			0.74		0.12	0.07		0.89	0.37	
Control Delay	64.4	12.9			27.9		22.8	18.3		54.8	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	64.4	12.9			27.9		22.8	18.3		54.8	21.1	
LOS	E	B			C		C	B		D	C	
Approach Delay		22.2			27.9			20.4			42.7	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	64	78			238		18	16		255	88	
Queue Length 95th (ft)	#132	110			322		43	40		#429	151	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1907			1194		372	686		509	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.60	0.23			0.74		0.11	0.07		0.83	0.35	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 30.7  
 Intersection Capacity Utilization 81.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

KY9

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	162	22	18	455	338	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	176	24	20	495	367	87
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	901	367	454			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	901	367	454			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	42	96	98			
cM capacity (veh/h)	303	678	1106			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	200	514	367	87
Volume Left	176	20	0	0
Volume Right	24	0	0	87
cSH	325	1106	1700	1700
Volume to Capacity	0.62	0.02	0.22	0.05
Queue Length 95th (ft)	96	1	0	0
Control Delay (s)	32.4	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	32.4	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		5.8	
Intersection Capacity Utilization		55.5%	ICU Level of Service
Analysis Period (min)		15	B

A50

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	22	2	93	5	1	162
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	101	5	1	176
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	282	104			107	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282	104			107	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	707	951			1484	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	107	177
Volume Left	24	0	1
Volume Right	2	5	0
cSH	723	1700	1484
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		19.3%	ICU Level of Service
Analysis Period (min)		15	A

AS1

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	92	374	41	89	437	308	40	35	8	398	118	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Flt Permitted	0.950				0.823		0.529			0.726		
Satd. Flow (perm)	1770	3486	0	0	2753	0	985	1809	0	1352	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	452	0	0	907	0	43	47	0	433	240	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	56.7			41.9		37.3	37.3		37.3	37.3	
Actuated g/C Ratio	0.09	0.54			0.40		0.36	0.36		0.36	0.36	
v/c Ratio	0.64	0.24			0.77		0.12	0.07		0.90	0.37	
Control Delay	65.2	13.1			29.3		22.8	18.3		55.5	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.2	13.1			29.3		22.8	18.3		55.5	21.1	
LOS	E	B			C		C	B		E	C	
Approach Delay		22.5			29.3			20.4			43.2	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	66	81			247		19	16		263	90	
Queue Length 95th (ft)	#135	112			334		43	41		#443	154	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1890			1176		370	686		508	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.62	0.24			0.77		0.12	0.07		0.85	0.35	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 31.5  
 Intersection Capacity Utilization 83.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

A82

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	165	22	18	464	345	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	179	24	20	504	375	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	918	375	464			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	375	464			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	96	98			
cM capacity (veh/h)	296	671	1097			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	203	524	375	89
Volume Left	179	20	0	0
Volume Right	24	0	0	89
cSH	317	1097	1700	1700
Volume to Capacity	0.64	0.02	0.22	0.05
Queue Length 95th (ft)	104	1	0	0
Control Delay (s)	34.6	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	34.6	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		6.1	
Intersection Capacity Utilization		56.1%	ICU Level of Service B
Analysis Period (min)		15	

183

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	22	2	95	5	1	165
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	103	5	1	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	288	106			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	106			109	
IC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	702	948			1482	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	26	109	180
Volume Left	24	0	1
Volume Right	2	5	0
cSH	718	1700	1482
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		19.5%	ICU Level of Service
Analysis Period (min)		15	A

A84

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	92	374	41	89	437	308	40	35	8	399	118	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3486	0	0	3328	0	1770	1809	0	1770	1732	0
Fit Permitted	0.950				0.823		0.529			0.726		
Satd. Flow (perm)	1770	3486	0	0	2753	0	985	1809	0	1352	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			130			9			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	452	0	0	907	0	43	47	0	434	240	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	15.0	60.0		45.0	45.0		45.0	45.0		45.0	45.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	9.3	56.7			41.8		37.3	37.3		37.3	37.3	
Actuated g/C Ratio	0.09	0.54			0.40		0.36	0.36		0.36	0.36	
v/c Ratio	0.64	0.24			0.77		0.12	0.07		0.90	0.37	
Control Delay	65.2	13.1			29.4		22.8	18.3		55.7	21.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.2	13.1			29.4		22.8	18.3		55.7	21.1	
LOS	E	B			C		C	B		E	C	
Approach Delay		22.5			29.4			20.4			43.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	66	81			247		19	16		264	90	
Queue Length 95th (ft)	#135	112			334		43	41		#446	154	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	162	1888			1175		370	686		508	681	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.62	0.24			0.77		0.12	0.07		0.85	0.35	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 31.5  
 Intersection Capacity Utilization 83.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

AB5

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	166	22	18	464	345	82
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	180	24	20	504	375	89
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	918	375	464			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	918	375	464			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	39	96	98			
cM capacity (veh/h)	296	671	1097			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	204	524	375	89
Volume Left	180	20	0	0
Volume Right	24	0	0	89
cSH	317	1097	1700	1700
Volume to Capacity	0.65	0.02	0.22	0.05
Queue Length 95th (ft)	105	1	0	0
Control Delay (s)	34.9	0.5	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	34.9	0.5	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		56.2%	ICU Level of Service
Analysis Period (min)		15	B

AS6

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	23	2	95	5	1	165
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	2	103	5	1	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	288	106			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	106			109	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	100			100	
cM capacity (veh/h)	702	948			1482	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	27	109	180
Volume Left	25	0	1
Volume Right	2	5	0
cSH	717	1700	1482
Volume to Capacity	0.04	0.06	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		19.5%	ICU Level of Service
Analysis Period (min)		15	A

A87

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	225	713	22	64	389	324	27	91	6	321	126	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1788	0
Flt Permitted	0.950				0.800		0.585			0.691		
Satd. Flow (perm)	1770	3525	0	0	2653	0	1090	1846	0	1287	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	774	0	0	817	0	28	102	0	338	182	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.3	62.9			40.1		31.1	31.1		31.1	31.1	
Actuated g/C Ratio	0.16	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.81	0.37			0.72		0.09	0.19		0.89	0.34	
Control Delay	64.3	11.8			26.2		26.1	26.7		61.0	26.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	64.3	11.8			26.2		26.1	26.7		61.0	26.9	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.1			26.2			26.6			49.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	153	138			201		13	48		209	82	
Queue Length 95th (ft)	#268	178			281		35	89		#363	141	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2115			1131		347	591		410	583	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.76	0.37			0.72		0.08	0.17		0.82	0.31	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 30.2  
 Intersection Capacity Utilization 81.6%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service D

A-88

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	102	18	38	486	431	234
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	109	19	40	517	459	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1056	459	707			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1056	459	707			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	54	97	95			
cM capacity (veh/h)	238	602	891			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	128	557	459	249
Volume Left	109	40	0	0
Volume Right	19	0	0	249
cSH	262	891	1700	1700
Volume to Capacity	0.49	0.05	0.27	0.15
Queue Length 95th (ft)	62	4	0	0
Control Delay (s)	31.2	1.2	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	31.2	1.2	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		3.3	
Intersection Capacity Utilization		67.1%	ICU Level of Service C
Analysis Period (min)		15	

AB1

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	4	2	257	15	1	116
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	2	306	18	1	138
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	455	315			324	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	455	315			324	
tC, single (s)	6.4	6.2			4.1	
IC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	562	726			1236	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	324	139
Volume Left	14	0	1
Volume Right	2	18	0
cSH	581	1700	1236
Volume to Capacity	0.03	0.19	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.4	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.4	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		24.4%	ICU Level of Service
Analysis Period (min)		15	A

A90

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	230	727	22	65	397	331	28	93	6	327	129	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1786	0
Flt Permitted	0.950				0.797		0.578			0.690		
Satd. Flow (perm)	1770	3525	0	0	2643	0	1077	1846	0	1285	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	788	0	0	834	0	29	104	0	344	187	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.4	62.6			39.7		31.4	31.4		31.4	31.4	
Actuated g/C Ratio	0.17	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.83	0.37			0.75		0.09	0.19		0.90	0.34	
Control Delay	65.3	12.0			27.4		26.2	26.6		61.9	27.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.3	12.0			27.4		26.2	26.6		61.9	27.0	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.5			27.4			26.5			49.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	157	142			209		14	49		214	85	
Queue Length 95th (ft)	#277	182			292		36	90		#373	144	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2103			1116		343	591		409	582	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.78	0.37			0.75		0.08	0.18		0.84	0.32	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 30.8  
 Intersection Capacity Utilization 82.8%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

Ad1

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	104	18	39	496	440	239
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	111	19	41	528	468	254
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1079	468	722			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1079	468	722			
IC, single (s)	6.4	6.2	4.1			
IC, 2 stage (s)						
IF (s)	3.5	3.3	2.2			
p0 queue free %	52	97	95			
cM capacity (veh/h)	230	595	880			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	130	569	468	254
Volume Left	111	41	0	0
Volume Right	19	0	0	254
cSH	253	880	1700	1700
Volume to Capacity	0.51	0.05	0.28	0.15
Queue Length 95th (ft)	67	4	0	0
Control Delay (s)	33.2	1.3	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.2	1.3	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		68.3%	ICU Level of Service C
Analysis Period (min)		15	

A92

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement:	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	4	2	262	15	1	118
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	14	2	312	18	1	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	464	321			330	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	464	321			330	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	556	720			1230	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	330	142
Volume Left	14	0	1
Volume Right	2	18	0
cSH	575	1700	1230
Volume to Capacity	0.03	0.19	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.5	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		24.7%	ICU Level of Service
Analysis Period (min)		15	A

A93

Lanes, Volumes, Timings  
7: Interlachen Blvd & Vernon Ave

1/31/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2>	0	0	<2>	0	1	1>	0	1	1>	0
Volume (vph)	230	727	22	65	397	332	28	93	6	328	129	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	0		0	60		0	275		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3525	0	0	3303	0	1770	1846	0	1770	1786	0
Flt Permitted	0.950				0.797		0.578			0.690		
Satd. Flow (perm)	1770	3525	0	0	2643	0	1077	1846	0	1285	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			189			3			19	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		498			675			490			431	
Travel Time (s)		11.3			15.3			11.1			9.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	242	788	0	0	835	0	29	104	0	345	187	0
Turn Type	Prot	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases				2			4			4		
Total Split (s)	24.0	66.0		42.0	42.0		39.0	39.0		39.0	39.0	
Total Lost Time (s)	5.5	5.5			5.5		5.5	5.5		5.5	5.5	
Act Effct Green (s)	17.4	62.6			39.6		31.4	31.4		31.4	31.4	
Actuated g/C Ratio	0.17	0.60			0.38		0.30	0.30		0.30	0.30	
v/c Ratio	0.83	0.37			0.75		0.09	0.19		0.90	0.34	
Control Delay	65.3	12.0			27.5		26.2	26.6		62.1	27.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	65.3	12.0			27.5		26.2	26.6		62.1	27.0	
LOS	E	B			C		C	C		E	C	
Approach Delay		24.5			27.5			26.5			49.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	157	142			210		14	49		215	85	
Queue Length 95th (ft)	#277	182			292		36	90		#375	144	
Internal Link Dist (ft)		418			595			410			351	
Turn Bay Length (ft)	125						60			275		
Base Capacity (vph)	311	2102			1115		343	591		409	582	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.78	0.37			0.75		0.08	0.18		0.84	0.32	

Intersection Summary

Area Type: Other  
 Cycle Length: 105  
 Actuated Cycle Length: 105  
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay: 30.9  
 Intersection Capacity Utilization 82.9%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

A94

HCM Unsignalized Intersection Capacity Analysis  
 4: Interlachen Blvd & Brookside Ave

1/31/2013

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lanes	1>	0	0	<1	1	1
Volume (veh/h)	105	18	39	496	440	240
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	112	19	41	528	468	255
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)					431	
pX, platoon unblocked						
vC, conflicting volume	1079	468	723			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1079	468	723			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	52	97	95			
cM capacity (veh/h)	230	595	879			

Direction, Lane #	WB 1	SE 1	NW 1	NW 2
Volume Total	131	569	468	255
Volume Left	112	41	0	0
Volume Right	19	0	0	255
cSH	253	879	1700	1700
Volume to Capacity	0.52	0.05	0.28	0.15
Queue Length 95th (ft)	68	4	0	0
Control Delay (s)	33.5	1.3	0.0	0.0
Lane LOS	D	A		
Approach Delay (s)	33.5	1.3	0.0	
Approach LOS	D			

Intersection Summary			
Average Delay		3.6	
Intersection Capacity Utilization		68.3%	ICU Level of Service
Analysis Period (min)		15	C

A95

HCM Unsignalized Intersection Capacity Analysis  
 6: Brookside Ave & 49th St

1/31/2013

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lanes	1>	0	1>	0	0	<1
Volume (veh/h)	5	2	262	16	1	118
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	18	2	312	19	1	140
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	464	321			331	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	464	321			331	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
IF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	556	719			1228	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	20	331	142
Volume Left	18	0	1
Volume Right	2	19	0
cSH	571	1700	1228
Volume to Capacity	0.04	0.19	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	11.5	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.5	0.0	0.1
Approach LOS	B		

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		24.8%	ICU Level of Service
Analysis Period (min)		15	A

A96

## Jackie Hoogenakker

---

**From:** Dan Kersten <dankersten@gmail.com>  
**Sent:** Saturday, March 02, 2013 2:08 PM  
**To:** Jackie Hoogenakker  
**Subject:** re: 2013.005, Edina Fifty Five, LLC

My wife Michelle and I live at 4817 Rutledge.

We support the proposed rezoning and redevelopment. Sounds like it will be good for the neighborhood.

646-717-4584 (cell)  
952-984-3107 (work)

## Jackie Hoogenakker

---

**From:** dede skold <dedskold@gmail.com>  
**Sent:** Thursday, March 07, 2013 12:51 PM  
**To:** Jackie Hoogenakker  
**Subject:** Comments for Planning Commission Rezoning

Dear Commissioners,

I am writing you concerning the proposed rezoning on W. 49th St. and Puckwana. I am the last original member of this neighborhood. I have lived in my home since 1952. I love my neighborhood and want to see it retain it's charm and character.

I find that the plans that were sent to us March 1st are totally unacceptable. The front to W.49th street looks like a fortress. There are no trees, grass or a site line through the property.( We don't need a sidewalk along W. 49th but would greatly appreciate a walkway from 49th to Vernon.) We would lose two specimen maple trees and wonderful green space if this happens. The plan is far to dense to be welcoming. I think that the area could take on 12 units, max. I think that the present apartments could be reconfigured to have 1 and 2 story housing. Three story units could go along Puckwana and to the back of the lot along Vernon. The variety of elevations and landscaping would add interest and be welcoming to that space.

My second concern is the added traffic problem. We have seen an increase in both train and auto traffic at the only entrance/exit to our neighborhood. This will only get worse in the future.

Thank you for your time and the consideration that you will give this matter.

Sincerely,

Doris Skold  
5101 Millpond Place  
(922) 929-7163

MAR 08 2013











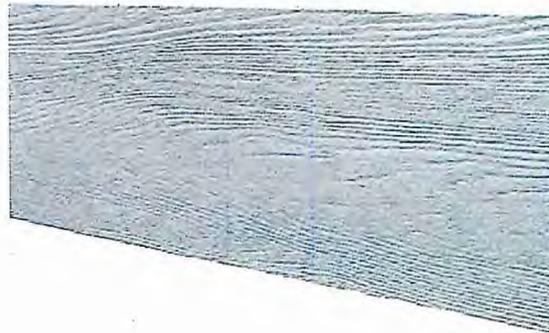
PAINTED FIBER CEMENT W/ BATTERNS



ARCHITECTURAL CAST STONE



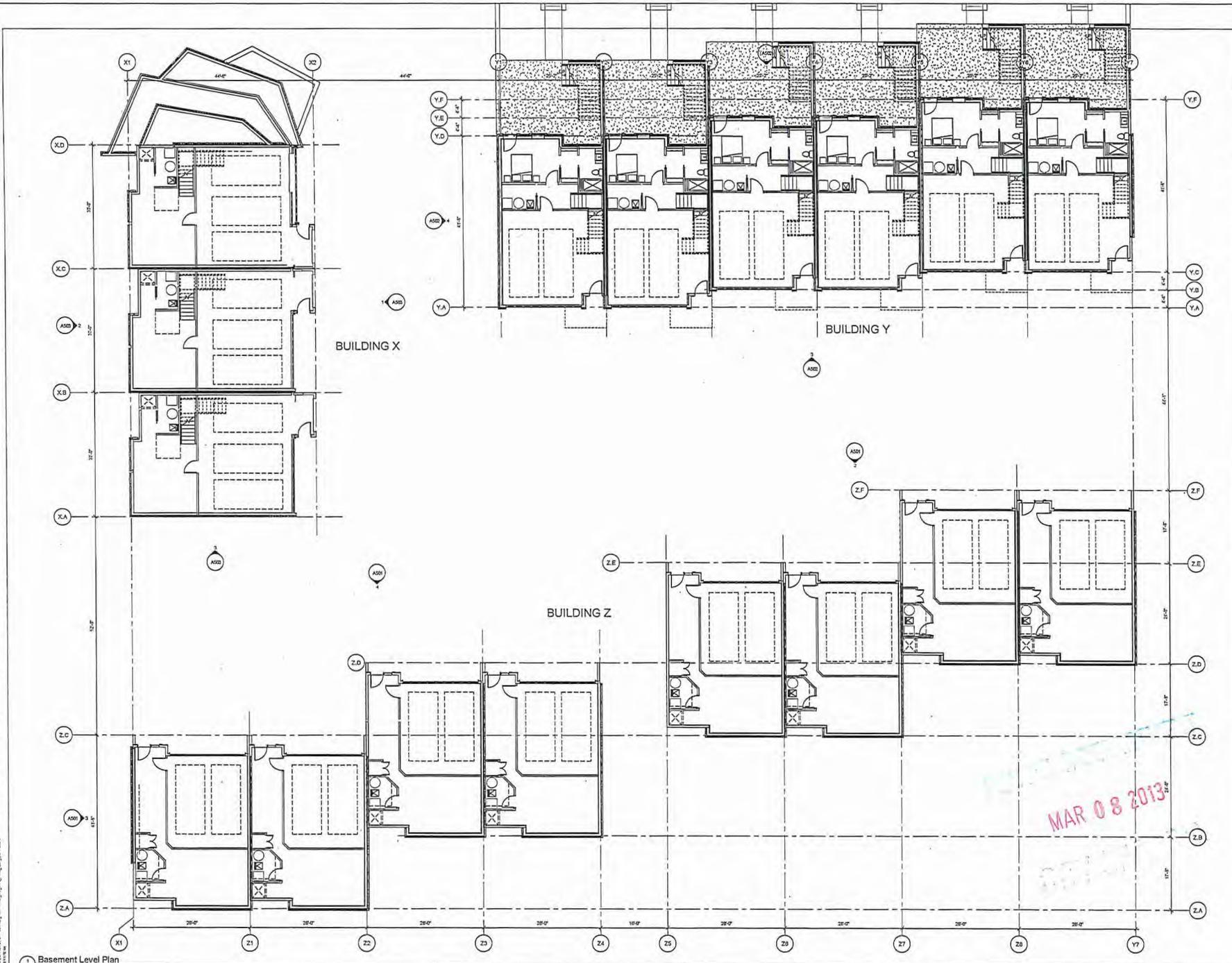
STAINED WOOD PANELS



FIBER CEMENT TRIM

FLUOROCARBON  
1/13 08 0719

SHEET BINDING AREA - DO NOT USE



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Facsimile: 612-339-6212  
[www.bkvgroup.com](http://www.bkvgroup.com)  
CONSULTANTS

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTH ARROW

CERTIFICATION  
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direct supervision and that I am a duly  
Licensed Professional  
under the laws of the State of Minnesota.

DATE	03-08-13
DRAWN BY	Adrian
CHECKED BY	Chris
COMMISSIONING	10/14/03

REVISION	DATE

Basement Floor  
Plan

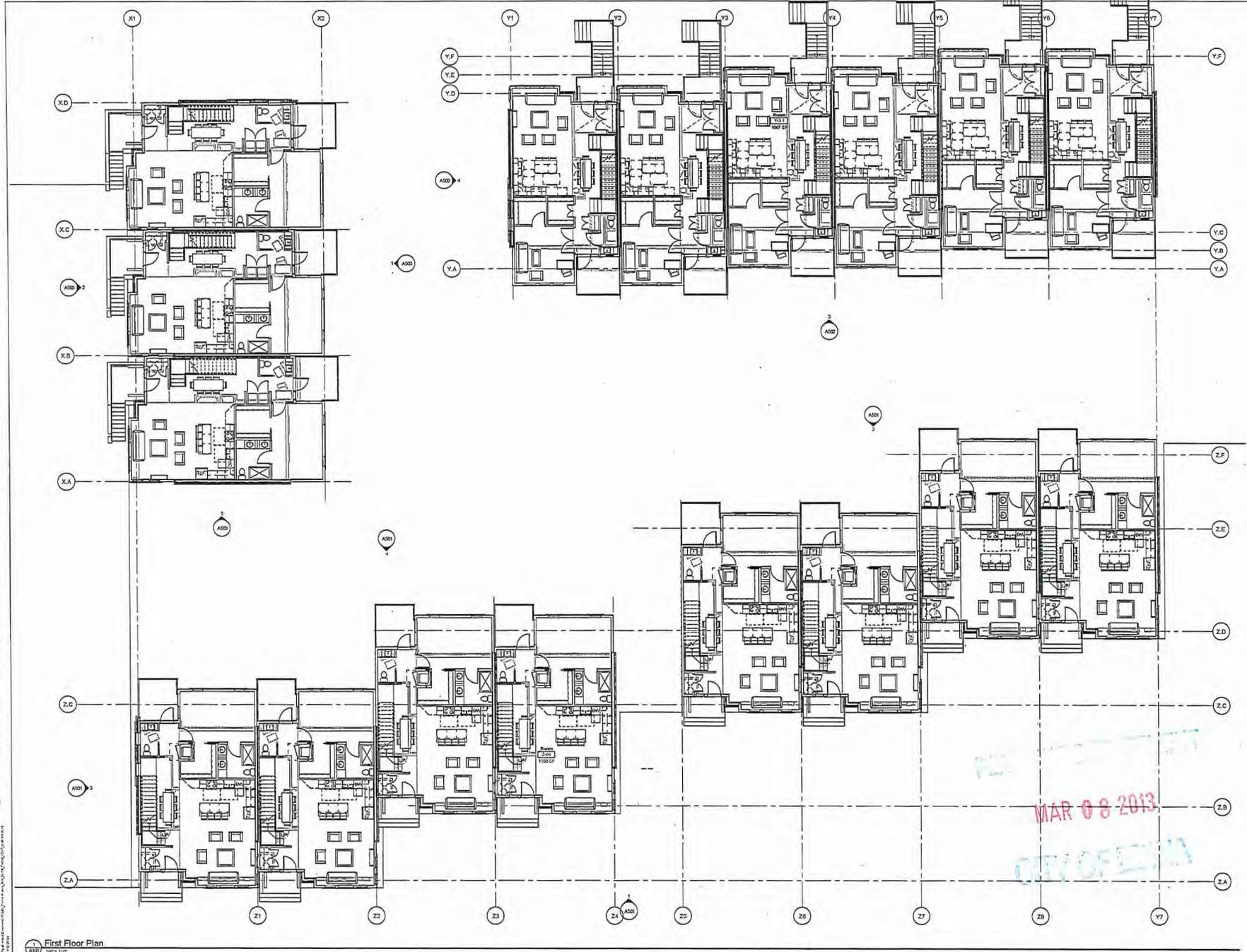
SHEET NUMBER

A100

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Basement Level Plan  
1/8" = 1'-0"

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DATE	03-06-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	1474.01
SHEET TITLE	

MAR 08 2013

CIVIL ENGINEER

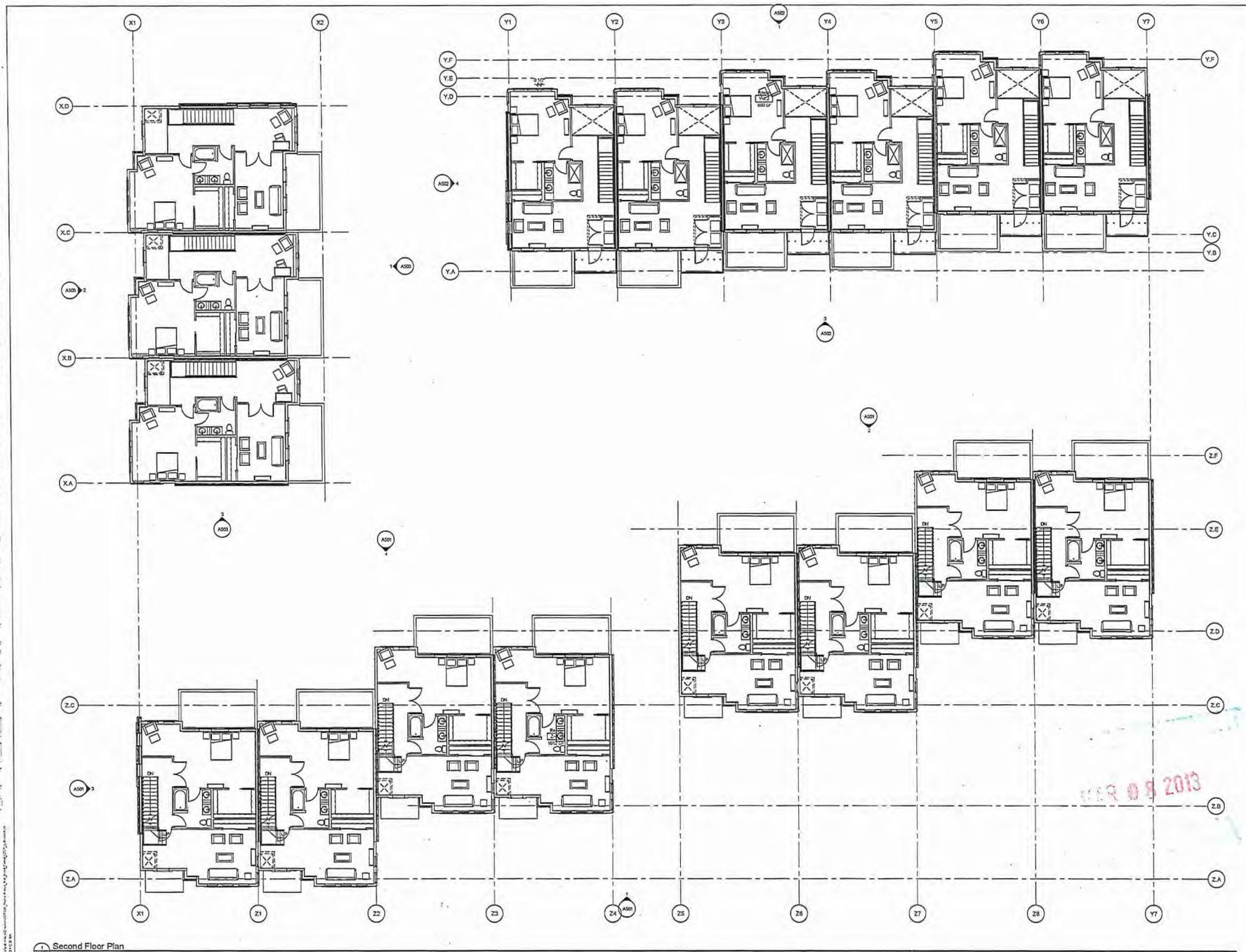
First Floor Plan

SHEET NUMBER  
**A101**

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1 First Floor Plan  
1/8" = 1'-0"

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DATE

DATE NUMBER

REVISION	DATE

DATE	05-09-13
DRAWN BY	Adler
CHECKED BY	Chapin
COMMISSION NO.	1074-01

SHEET TITLE

Second Floor Plan

SHEET NUMBER

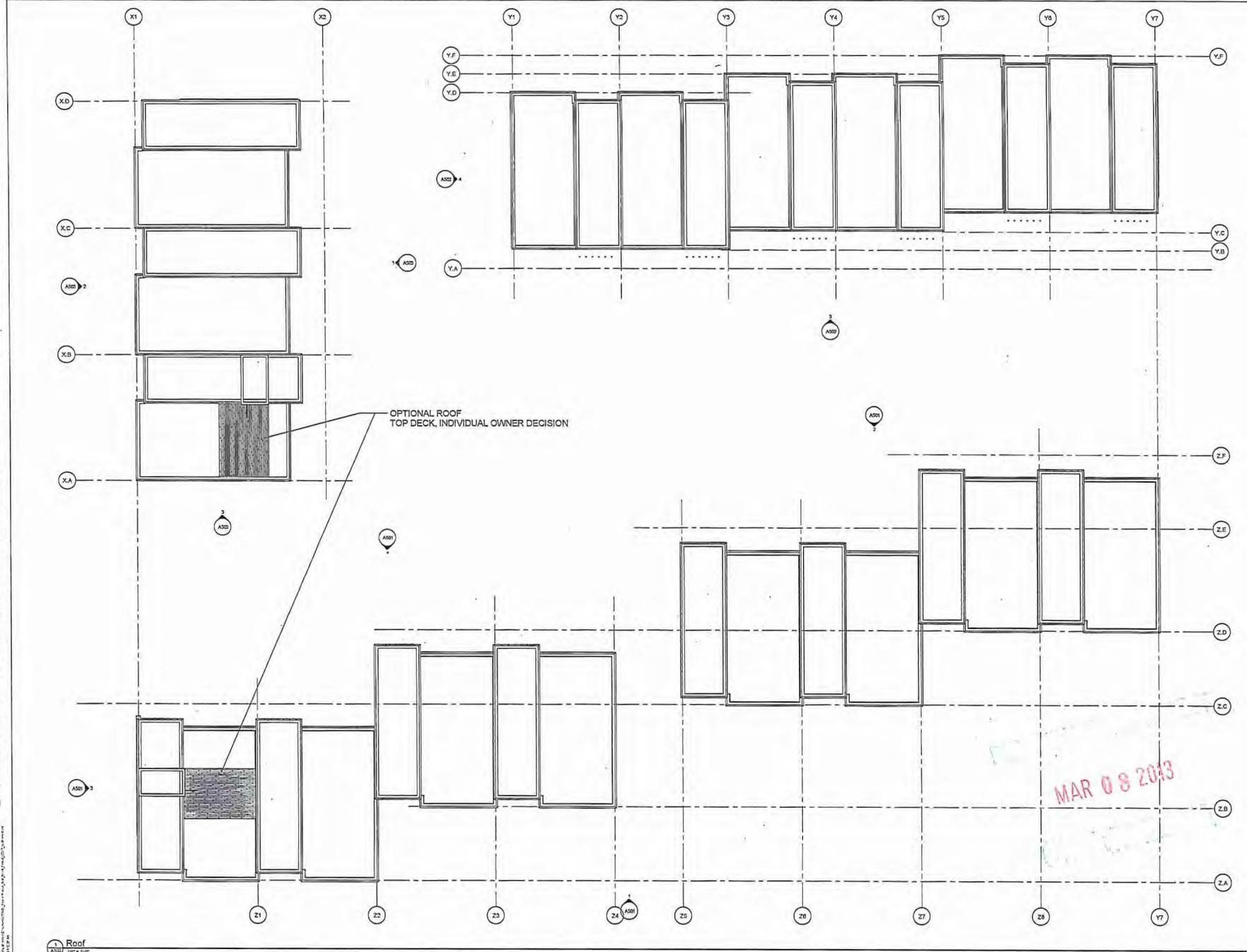
A102

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1 Second Floor Plan  
1/2" = 1'-0"

MAY 09 2013

SHEET BINDING AREA - DO NOT USE



Roof  
1/8" = 1'-0"

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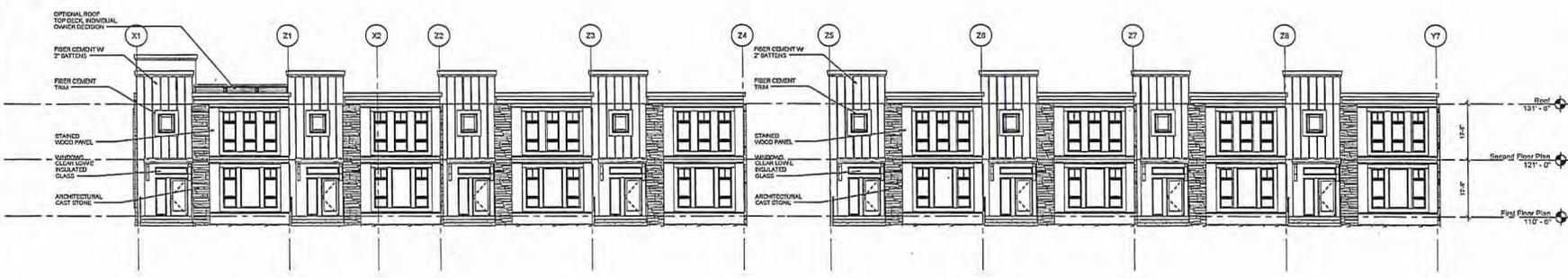
DATE	03-08-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	1841.01
SHEET TITLE	

Roof Plan

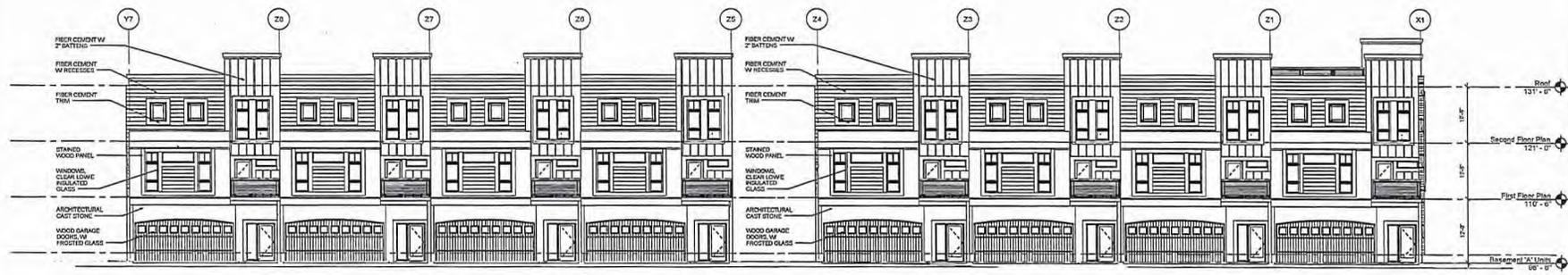
SHEET NUMBER  
**A103**

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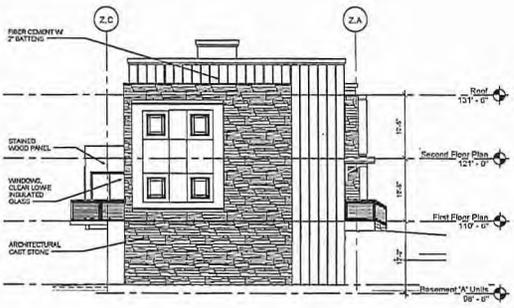
SHEET BINDING AREA - DO NOT USE



1 South Elevation - Building Z  
1/8" = 1'-0"



2 North Elevation - Courtyard Building Z  
1/8" = 1'-0"



3 West Elevation - Building Z  
1/8" = 1'-0"

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PROJECT TITLE

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direct supervision and that I am a duly  
Licensed Professional  
under the laws of the State of Minnesota.

DATE	03-09-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	1874.01

REVISION	DATE

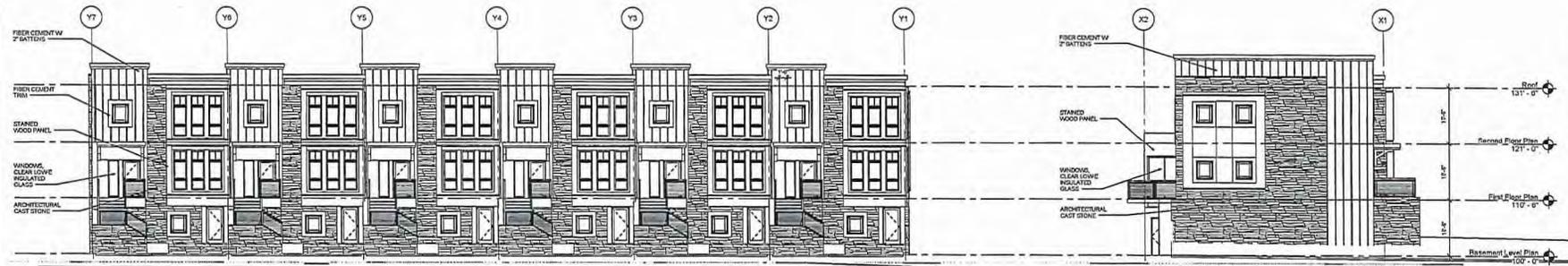
Exterior Elevations

SHEET NUMBER  
**A501**

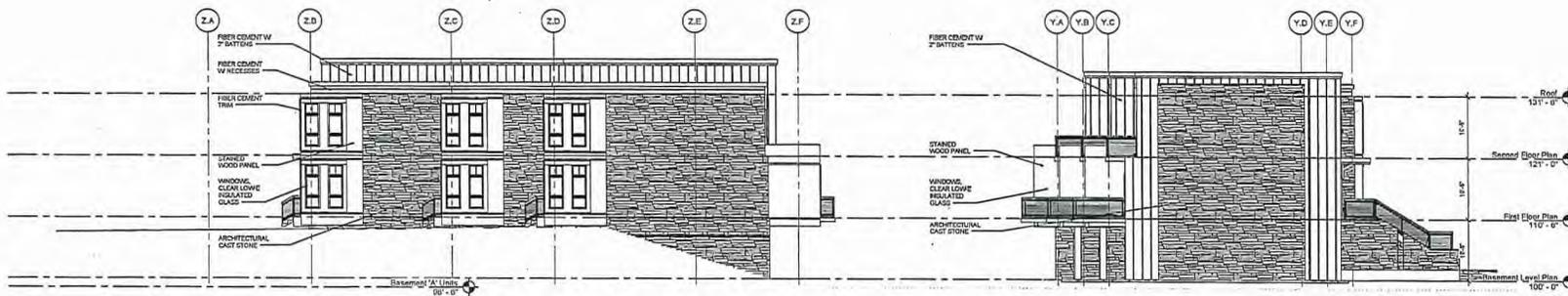
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MAR 08 2013

SHEET BINDING AREA - DO NOT USE



1 North Elevation - Building X & Y  
1/4" = 1'-0"



2 East Elevation - Building Y & Z  
1/4" = 1'-0"



3 South Elevation - Courtyard Building Y  
1/4" = 1'-0"

4 West Elevation - Building Y  
1/4" = 1'-0"

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Facsimile: 612-339-6212  
www.bkvgroup.com  
CONSULTANTS

PROJECT TITLE

Vernon Avenue  
Townhouses

KEY PLAN NORTHARROW

CERTIFICATION  
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or report was prepared by me or under my  
direct supervision and that I am a duly  
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DATE	03-06-13
DRAWN BY	Amor
CHECKED BY	Cherier
COMMISSIONING	03/06/13
SHEET TITLE	

REVISION	DATE

Exterior Elevations

SHEET NUMBER

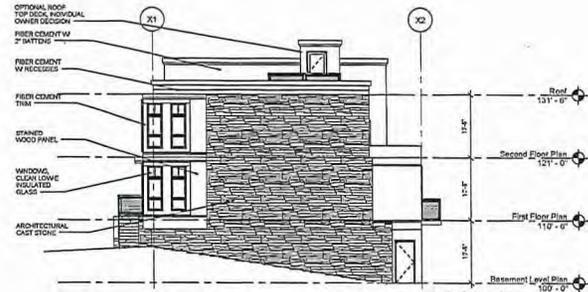
**A502**

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SHEET BINDING AREA - DO NOT USE



1 East Elevation - Courtyard Building X  
1/8" = 1'-0"



2 South Elevation - Building X  
1/8" = 1'-0"



3 West Elevation - Building X  
1/8" = 1'-0"

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PROJECT TITLE

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KEY PLAN NORTH ARROW

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LOGS

LOGS NUMBER

REVISION	DATE

DATE	03-08-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	104-01
SHEET TITLE	

Exterior Elevations

SHEET NUMBER  
**A503**

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VERNON AVENUE TOWNHOMES



49TH AVENUE - LOOKING EAST

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49TH AVENUE - LOOKING WEST

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3-25-13

VERNON AVENUE TOWNHOMES



VERNON AVENUE - LOOKING WEST

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3-25-13

# VERNON AVENUE TOWNHOMES



VERNON AVENUE - LOOKING WEST

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3-25-13



Vernon Avenue Townhouses  
03-22-13 Scale

Perspective View - Northeast

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Vernon Avenue Townhouses

03-22-13

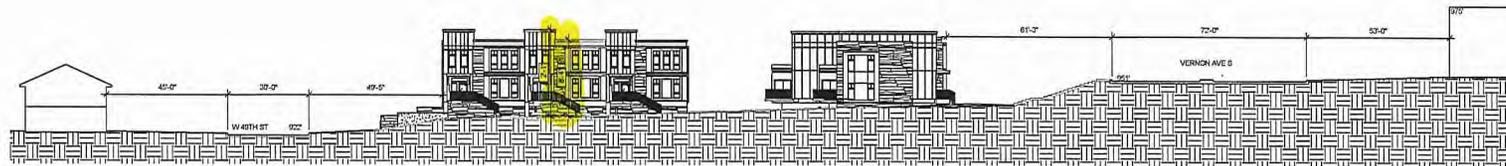
Scale

Perspective View - Northwest

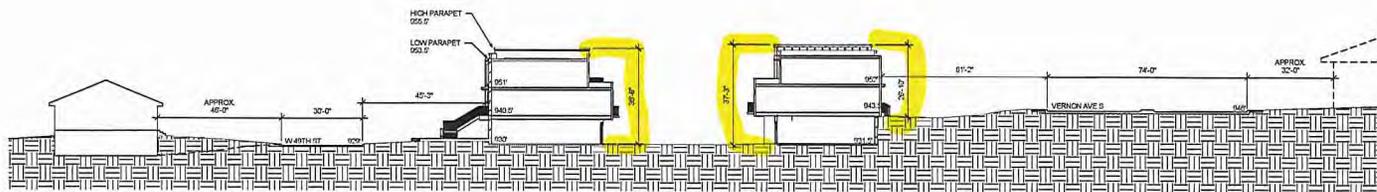
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1 SITE WEST ELEVATION  
1" = 20'-0"



2 SITE SECTION NORTH-SOUTH  
1" = 20'-0"



3 SITE SECTION EAST-WEST  
1" = 20'-0"

Vernon Avenue Townhouses  
03-22-13

Site Sections

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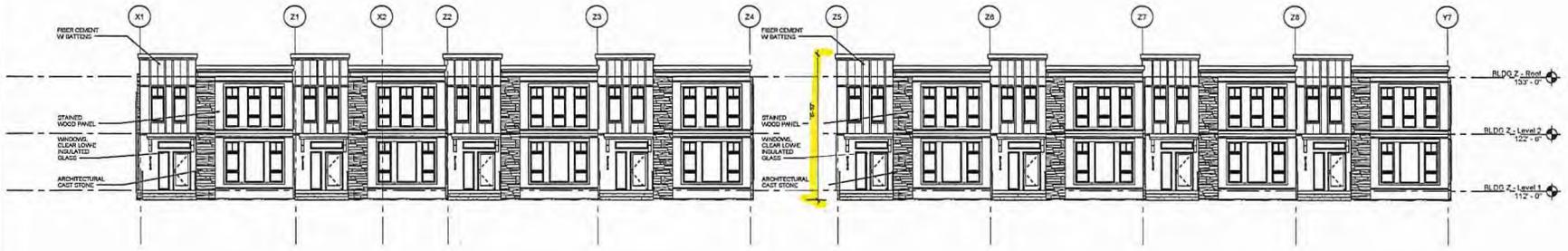
SHEET BINDING AREA - DO NOT USE

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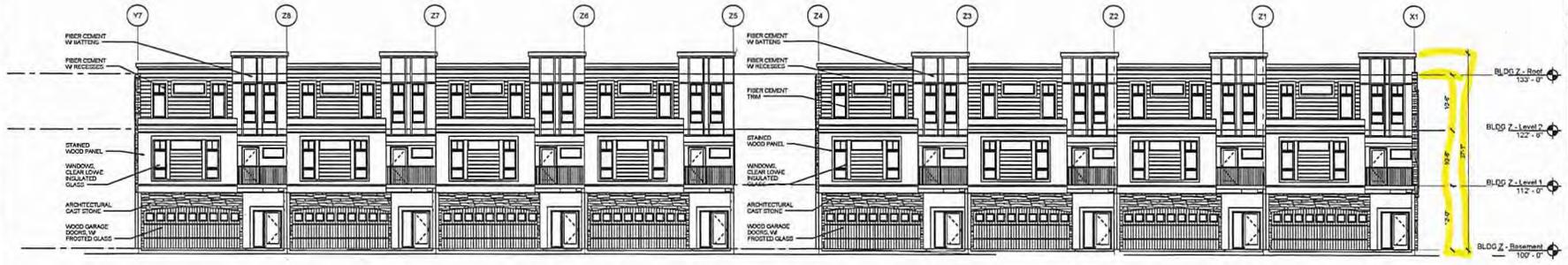
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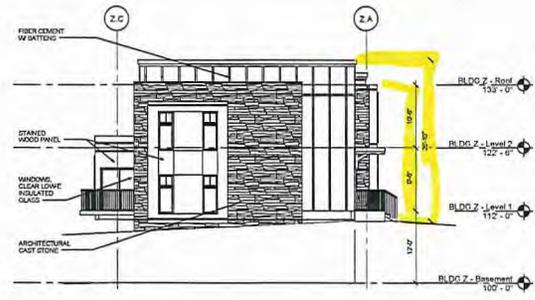
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1 South Elevation - Building Z  
1/8" = 1'-0"



2 North Elevation - Courtyard Building Z  
1/8" = 1'-0"



3 West Elevation - Building Z  
1/8" = 1'-0"

PROJECT TITLE

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KEY PLAN NORTH ARROW

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DATE

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DATE	05-25-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSIONED	10/14/11
SHEET TITLE	

Exterior Elevations

SHEET NUMBER

A501

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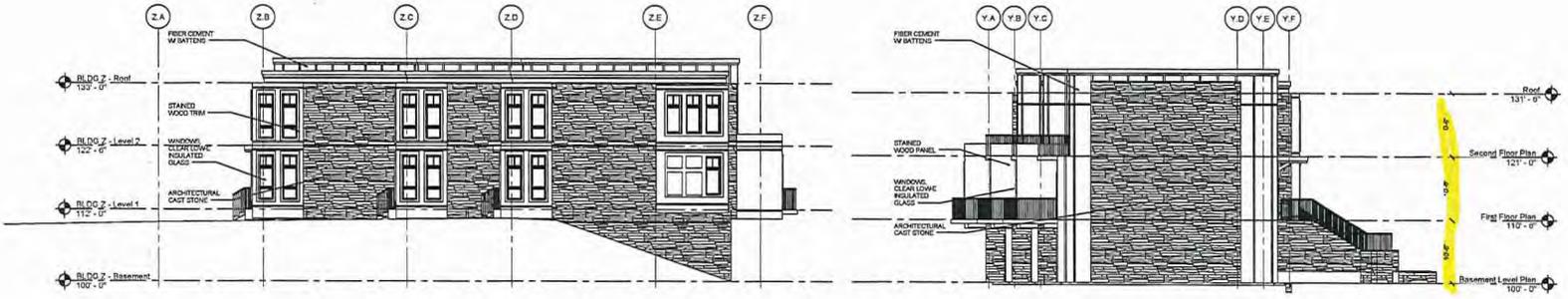
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3-27-13

SHEET BINDING AREA - DO NOT USE



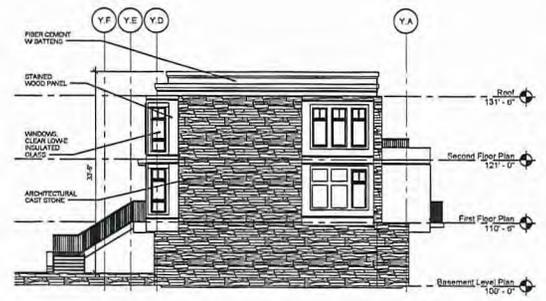
North Elevation - Building X & Y2  
1/2" = 1'-0"



East Elevation - Building Y & Z  
1/2" = 1'-0"



South Elevation - Courtyard Building Y1  
1/2" = 1'-0"



West Elevation - Building Y1  
1/2" = 1'-0"

PROJECT TITLE

Vernon Avenue  
Townhouses

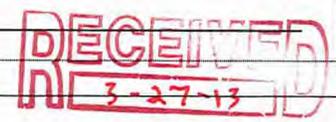
REY PLAN ORTH APPROV

CERTIFICATION  
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DATE	09-29-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	1674 01
SHEET TITLE	

Exterior Elevations

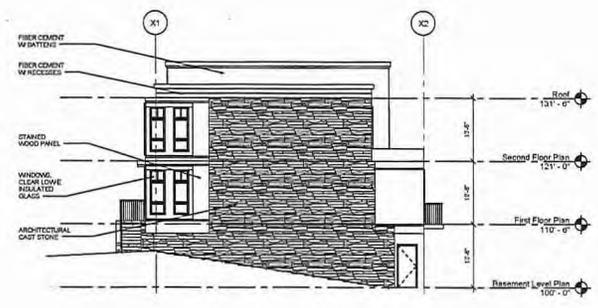
SHEET NUMBER  
**A502**



SHEET BINDING AREA - DO NOT USE



1 East Elevation - Courtyard Building X  
1/8" = 1'-0"



3 South Elevation - Building X  
1/8" = 1'-0"



2 West Elevation - Building X  
1/8" = 1'-0"

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KEY PLAN ORTHOGRAPH

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DATE	02-22-13
DRAWN BY	Aubrey
CHECKED BY	Chase
COMMISSION NO.	1274 01
SHEET TITLE	

DATE	02-22-13
DRAWN BY	Aubrey
CHECKED BY	Chase
COMMISSION NO.	1274 01
SHEET TITLE	

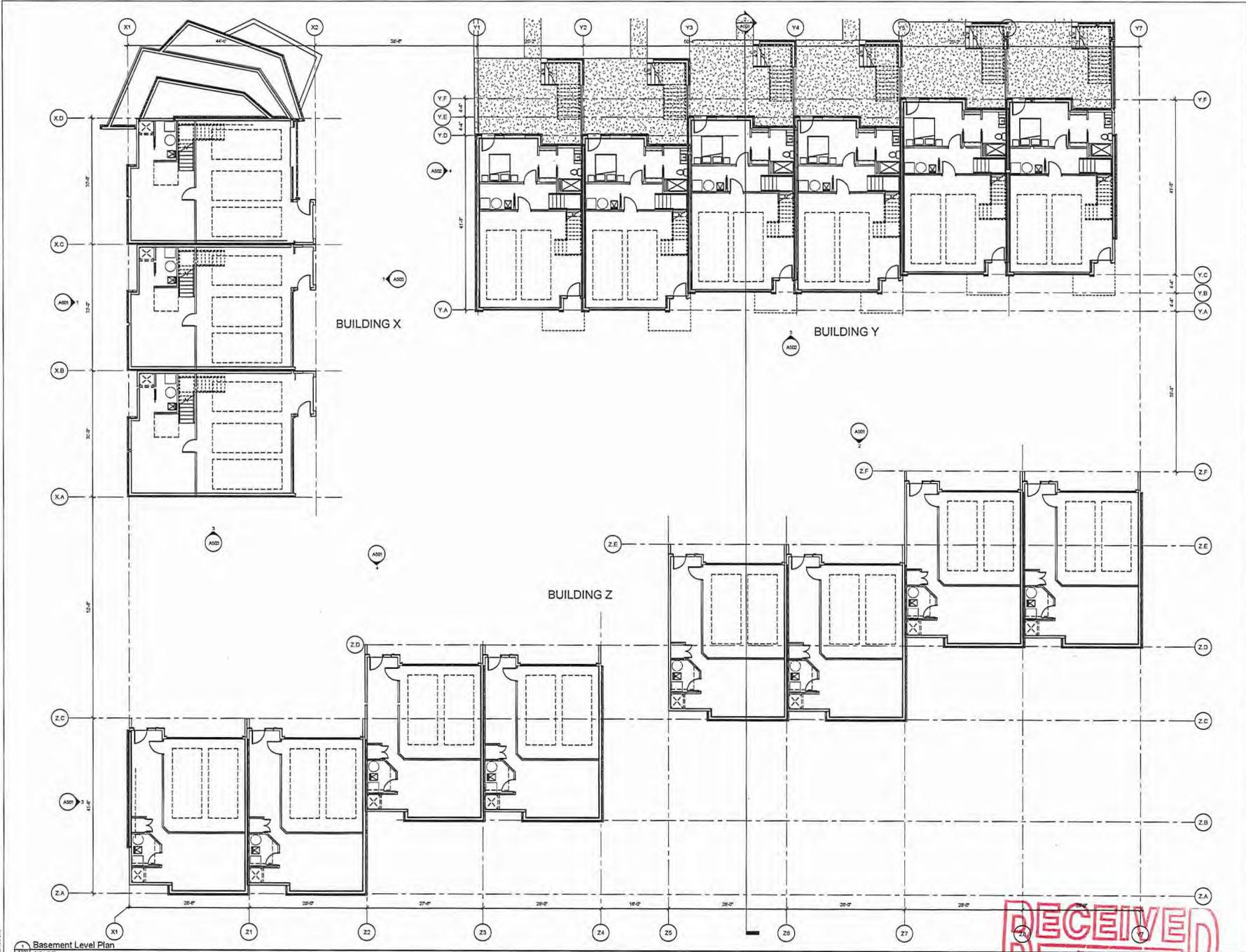
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KEYPLAN NORTHARROW

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DATE	09-22-15
DRAWN BY	Autor
CHECKED BY	Chenier
COMMISSION NO.	1674 01
SHEET TITLE	

DATE	09-22-15
DRAWN BY	Autor
CHECKED BY	Chenier
COMMISSION NO.	1674 01
SHEET TITLE	

Basement Floor  
Plan

SHEET NUMBER

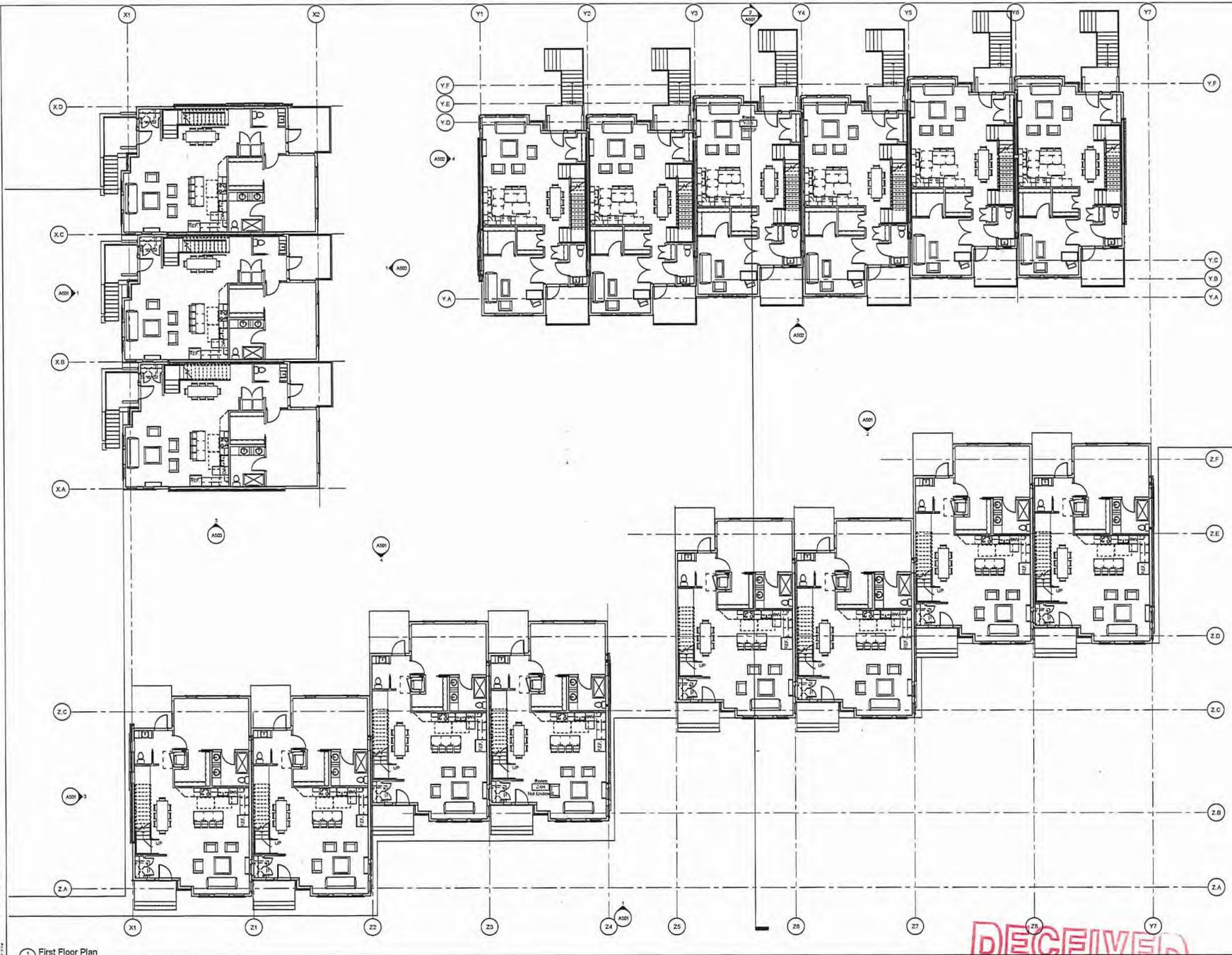
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1 Basement Level Plan  
1/8" = 1'-0"

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DATE	09-25-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	1824 01
SHEET TITLE	

First Floor Plan

SHEET NUMBER

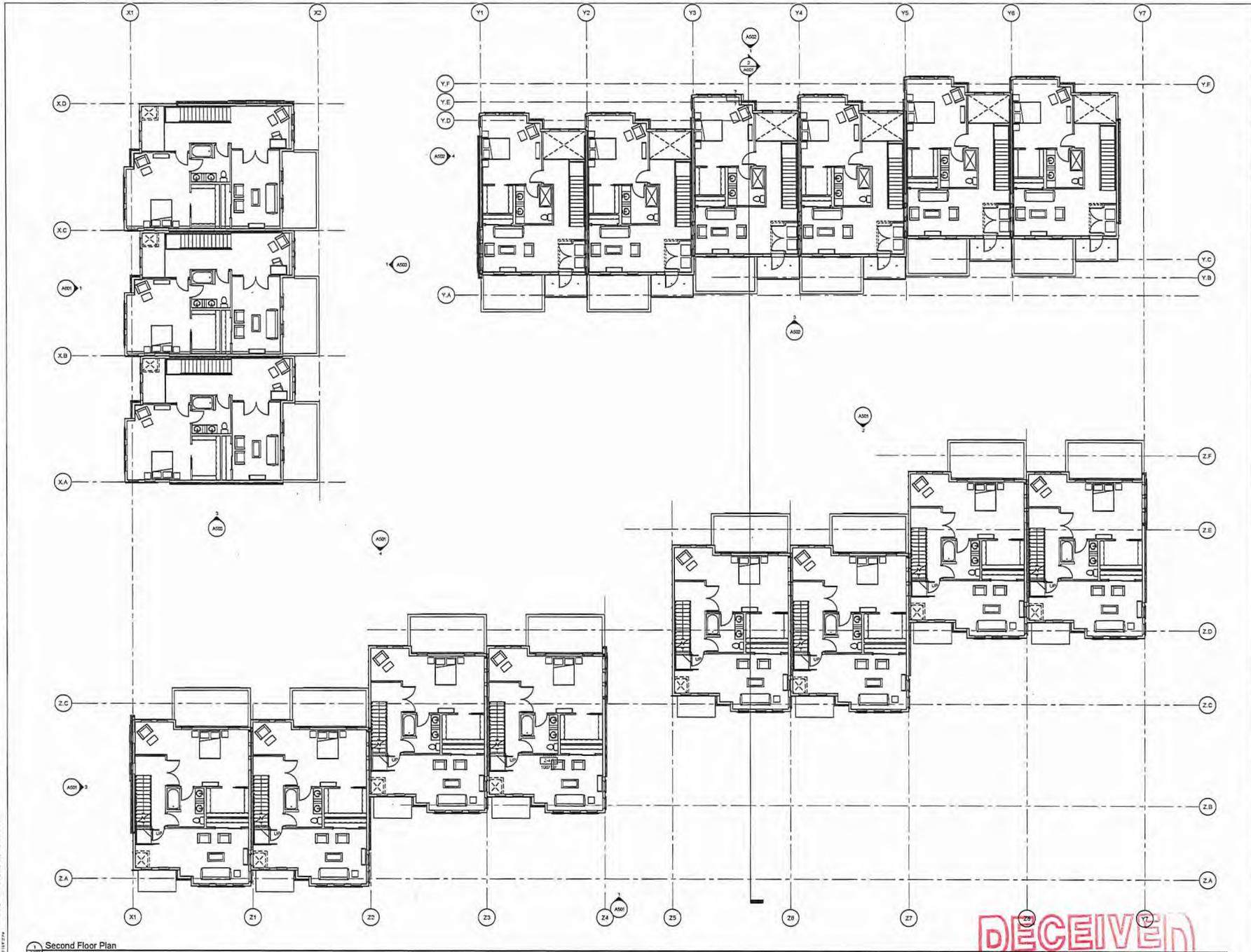
A101

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1 First Floor Plan  
1/8" = 1'-0"

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Second Floor Plan  
1/4" = 1'-0"

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KEY PLAN NORTH-HARROW

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DATE

License Number

REVISION	DATE

DATE	03-23-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSIONING	MEM 01

SHEET TITLE

Second Floor Plan

SHEET NUMBER

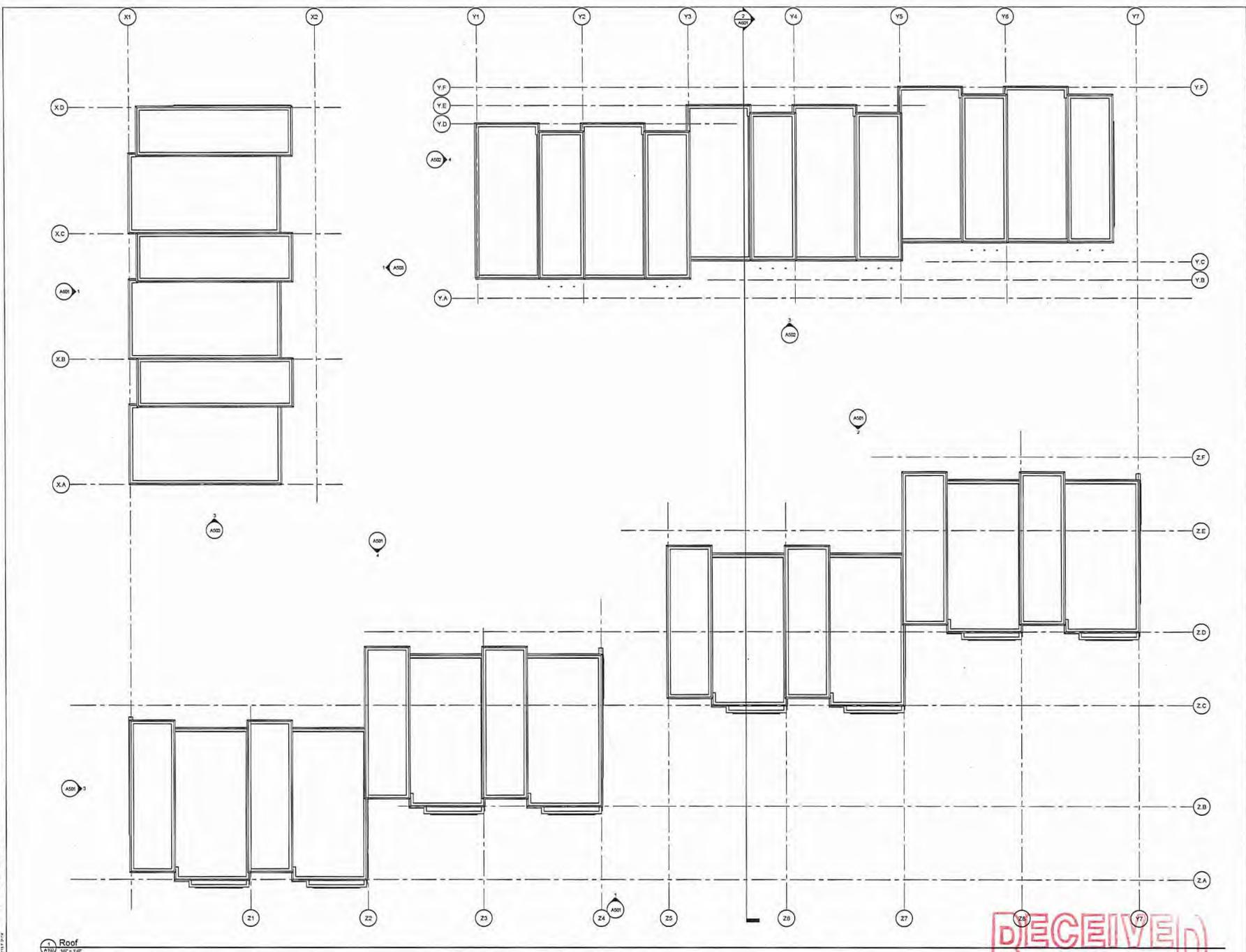
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DATE \_\_\_\_\_

License Number \_\_\_\_\_

REVISION	DATE

DATE	05-29-13
DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NO.	187491

SHEET TITLE

Roof Plan

SHEET NUMBER

A103

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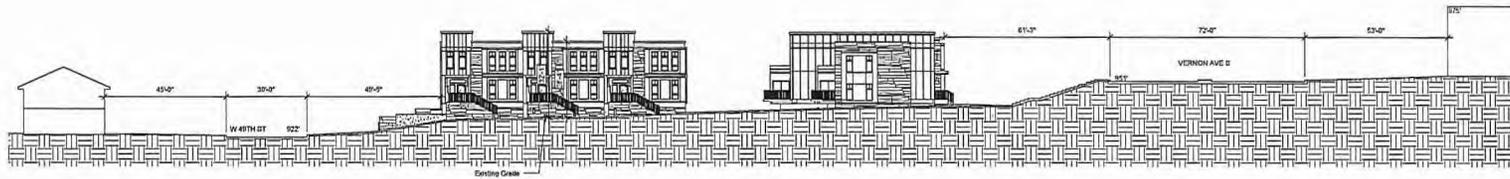
1 Roof  
10'-0" x 10'-0"

15.07.14 - 02.12

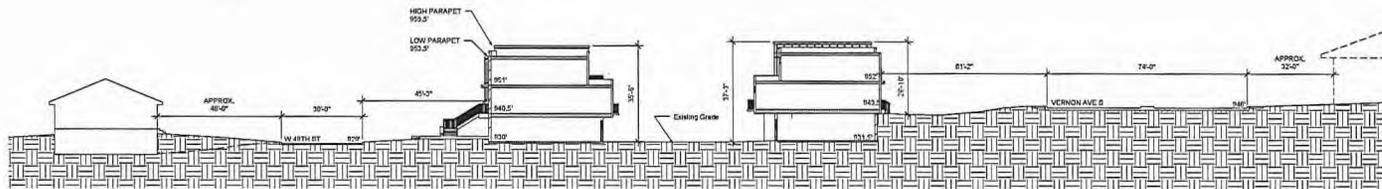
Drawn by: [illegible]  
Checked by: [illegible]  
Date: [illegible]



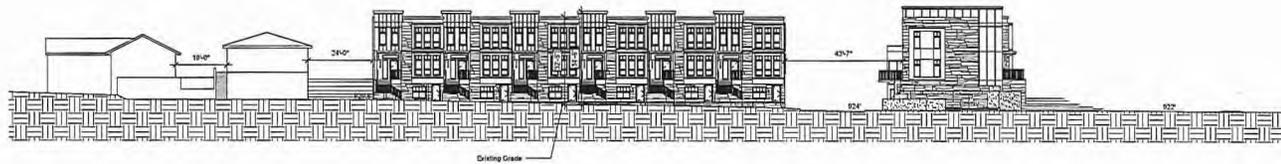




1 SITE WEST ELEVATION  
1" = 20'-0"



2 SITE SECTION NORTH-SOUTH  
1" = 20'-0"



3 SITE SECTION EAST-WEST  
1" = 20'-0"

Vernon Avenue Townhouses  
03-22-13

Site Sections

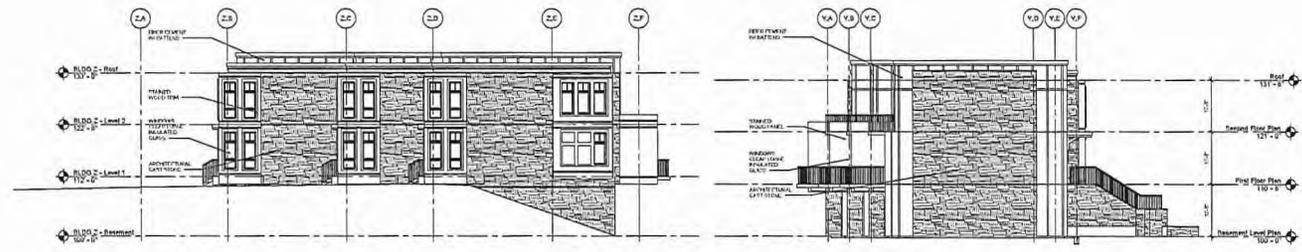
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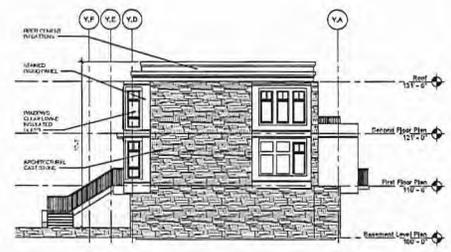
North Elevation - Building X & Y2



East Elevation - Building Y & Z



South Elevation - Courtyard Building Y1



West Elevation - Building Y1

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KEY PLAN NORTH ARROW

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DATE

DESIGNER(S)

REVISION DATE

DATE: 07-23-13  
DRAWN BY: JLD  
CHECKED BY: JLD  
COMMISSIONED BY: JLD  
SHEET TITLE: 01-10

Exterior Elevations

SHEET NUMBER

A502

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## Jackie Hoogenakker

---

**From:** nancy hall <niphall@comcast.net>  
**Sent:** Tuesday, March 26, 2013 9:44 PM  
**To:** Jackie Hoogenakker  
**Subject:** FW:  
**Attachments:** 49th Street Project.pdf

---

**From:** nancy hall [mailto:niphall@comcast.net]

**Sent:** Tuesday, March 26, 2013 6:22 PM

**To:** [alina.perez-campos@fallon.com](mailto:alina.perez-campos@fallon.com); Alex and Michael Landreville ([alexanderlandreville\\_2013@depauw.edu](mailto:alexanderlandreville_2013@depauw.edu)); ann legeros ([annlegeros@edina.k12.mn.us](mailto:annlegeros@edina.k12.mn.us)); [bkaroli@yahoo.com](mailto:bkaroli@yahoo.com); blake johnson; [Bigmama375@aol.com](mailto:Bigmama375@aol.com); brad case ([bdcase8@yahoo.com](mailto:bdcase8@yahoo.com)); Vicki Berg ([bergwolf@hotmail.com](mailto:bergwolf@hotmail.com)); Charles and Sue Kelly ([susanjkelly@comcast.net](mailto:susanjkelly@comcast.net)); [doug@waterdesigngroup.com](mailto:doug@waterdesigngroup.com); [elizabeth.macdonagh@gmail.com](mailto:elizabeth.macdonagh@gmail.com); Elizabeth King ([king.home@comcast.net](mailto:king.home@comcast.net)); [gretasim11@gmail.com](mailto:gretasim11@gmail.com); Gary Rooney ([MLRooney10@aol.com](mailto:MLRooney10@aol.com)); [ha.janet.222@gmail.com](mailto:ha.janet.222@gmail.com); John Purdum ([jpjr750@gmail.com](mailto:jpjr750@gmail.com)); [joyhazucha@gmail.com](mailto:joyhazucha@gmail.com); [jmkscott@msn.com](mailto:jmkscott@msn.com); Joel and Harmony Kaplan ([jkaplanslookout@comcast.net](mailto:jkaplanslookout@comcast.net)); Johnfolkestad ([johnfolkestad@salollc.com](mailto:johnfolkestad@salollc.com)); june kuntz ([jbk630@live.com](mailto:jbk630@live.com)); Julia Tangeman ([jjtangeman@aol.com](mailto:jjtangeman@aol.com)); [lagerstrom22@comcast.net](mailto:lagerstrom22@comcast.net); Kim Gharrity ([kcgharrity@gmail.com](mailto:kcgharrity@gmail.com)); marta martinez davison ([mmmdavison@mac.com](mailto:mmmdavison@mac.com)); [nhaley@mac.com](mailto:nhaley@mac.com); Nancy Peters ([nancy.peters@courts.state.mn.us](mailto:nancy.peters@courts.state.mn.us)); Olivia and Ricardo Gorostiaga ([o.gorostiaga@gmail.com](mailto:o.gorostiaga@gmail.com)); 'Penelope Purdum' ([penelope@waterdesigngroup.com](mailto:penelope@waterdesigngroup.com)); Randy Swanstrom ([randy.swanstrom@fcgm.com](mailto:randy.swanstrom@fcgm.com)); [shannon.case@yahoo.com](mailto:shannon.case@yahoo.com); [smithkaralyn@gmail.com](mailto:smithkaralyn@gmail.com); [sara\\_strothman@uhc.com](mailto:sara_strothman@uhc.com); 'Suzanne Kerwin'; [sfolkestad@comcast.net](mailto:sfolkestad@comcast.net); Tracey Zavadil ([shinybirdy@yahoo.com](mailto:shinybirdy@yahoo.com)); [shardy73@gmail.com](mailto:shardy73@gmail.com); [susengen@edina.k12.mn.us](mailto:susengen@edina.k12.mn.us); 'Jennifer Livingston'; [thequinbys@q.com](mailto:thequinbys@q.com); Katie and Tim Meehan ([Tsmeeh@aol.com](mailto:Tsmeeh@aol.com)); [keazar@comcast.net](mailto:keazar@comcast.net); kathy w. clifford; [kfgrooms@gmail.com](mailto:kfgrooms@gmail.com); [KristinSmith@edinarealty.com](mailto:KristinSmith@edinarealty.com); [jhoogenakker@edinagov.mn](mailto:jhoogenakker@edinagov.mn); 'k.carter@comcast.net'; Ann Swenson ([swensonann1@gmail.com](mailto:swensonann1@gmail.com)); [jhovland@krausehovland.com](mailto:jhovland@krausehovland.com); joni bennett ([jonibennett12@comcast.net](mailto:jonibennett12@comcast.net)); Josh Sprague ([joshsprague@edinarealty.com](mailto:joshsprague@edinarealty.com)); Mary Brindle ([mbrindle@comcast.net](mailto:mbrindle@comcast.net))

**Subject:**

Good Afternoon,

I am sending this proposal out to our neighborhood and the Edina City Council. I do not approve of this proposed rezoning.

This is the layout of the proposed rezoning on 49<sup>th</sup> and Brookside. This is really going to impact our neighborhood with traffic. The design is not in keeping with the neighborhood.

This is an unnecessary change to the comprehensive plan and our zoning code. There is no hardship proven and no need for this rezoning. The due diligence hasn't been done by our planning commission.

The traffic study was flawed at best saying that there will be no additional impact on the neighborhood with 17 additional homes, guests, etc. as it is nearly impossible to get on Interlachen from Brookside most mornings and evenings. This will definitely increase traffic on Rutledge, Hollywood, Vandervork, Division and Cooper.

If you know anyone in this area that I have missed, please forward this to them.

This will be happening on April 2<sup>nd</sup> at the city hall. I suggest that if you value your property you may wish to attend and please send a note to [jhoogenakker@edinagov.mn](mailto:jhoogenakker@edinagov.mn) as recommended on the page attached.

Regards,

Nancy Purdum-Hall  
4501 Parkside Lane  
Edina, MN 55436

City of Edina Planning Department

Case file: 20013.005 Hunt Associates

Property Address 5109-5125 49<sup>th</sup> Street West, Edina MN

Good Morning,

The purpose of this letter is to express our views on rezoning and planned development coming before the Council April 2, 2013. I will be attending the meeting. As a 35 year resident of the neighborhood and with 49<sup>th</sup> Street as our single access in/out of the neighborhood we have a vested interest in changes to zoning and final building plans.

Having attended a significant number of planning meetings on this project I believe the applicant has made progress in revising their intent and development designs for the land use. We want to see development on this parcel.

We are asking you for further modifications to make the project even better for the existing neighborhood and future residents.

Keep in mind we are a neighborhood. **I encourage you to visit 49<sup>th</sup> Street to understand the impact of decisions before you.**

**Density:** Our concern is for density on 49<sup>th</sup> Street. The number and height of the units are not in balance with the established neighborhood. A modification to reduce from 6 units to 4 units along 49<sup>th</sup> would allow for more “breathing room”, green space, and lessen the tunnel and wall effect to the neighborhood. Two fewer units might also allow the 49<sup>th</sup> street homes to be one story resulting in home sites more attractive to residents requiring single story living. One story would also be more in keeping with neighbor home styles (ramblers) on 49<sup>th</sup> Street and throughout the neighborhood.

**Parking:** Please consider where visitors, service, and emergency vehicles would park. Parking on 49<sup>th</sup> is very limited; 4-5 cars at best. How would pull off parking inside the development, as on Vernon Lane, work to improve the plan? In all seasons navigating is a challenge with cars parked on 49<sup>th</sup> street.

I did not see a turnaround for the development private road; how would service trucks (garbage, parking, utility) maneuver in the space?

I expect current **construction** discussions would be in play with this project. We would expect everything possible to be done to minimize impact to the neighborhood with drainage, roads, construction parking, deliveries and utilities. Your reassurances are important to us.

Finally, we are the 99%ers in Edina. We saw the benefits of Grandview long before it had a name. We ask you to hold developers accountable for projects that are **Right Sized for our neighborhood.**

Mary and Bill Hartupee

5016 Edinbrook Lane

Edina, MN 55436 [maltuvilla@earthlink.net](mailto:maltuvilla@earthlink.net) 952-926-1487

## Jackie Hoogenakker

---

**From:** Kevin Kuemmel <kevin.kuemmel@WDPI.com>  
**Sent:** Tuesday, March 12, 2013 6:57 PM  
**To:** Jackie Hoogenakker

Hi Jackie,

I'm a resident at 5008 edinbrook lane and I'm extremely concerned about the new development proposal. It is a lot of housing crammed into a space and my biggest two issues is the parking [corner on 49th is very tight and unsafe the way it is] and the traffic from 17 houses and only 1 exit for all of the houses. I'd be much more inclined to be a proponent of this with off street parking and another entrance [2 options]. I am or redeveloping those less appealing houses but this many people given the parking restraints and exits seems like a bad idea for me. I am unable to attend the meeting tomorrw but if there is anything I can do or ay questions you may have, please let me know.

Kevin kuemmel  
5008 edinbrook lane  
651 270 5645

Sent from my Samsung Epic™ 4G

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