



Appendix I

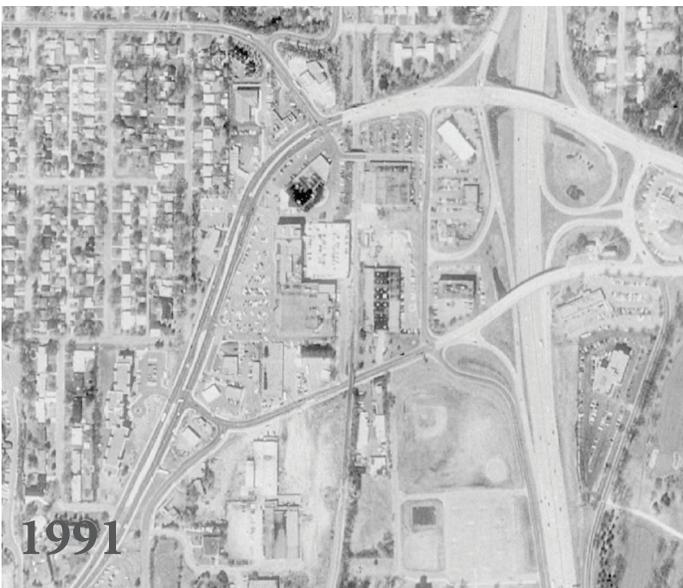
Briefing Book

GRANDVIEW DISTRICT TRANSPORTATION STUDY

EXISTING CONDITIONS BRIEFING BOOK

CITY OF EDINA | JUNE 2016 DRAFT





GRANDVIEW DISTRICT TRANSPORTATION STUDY

TABLE OF CONTENTS

CONTEXT | 4

TRANSPORTATION NETWORK | 9

PEDESTRIAN + BICYCLE | 13

LAND USE | 17

TRANSIT | 21

SAFETY | 23

ENVIRONMENT | 25

DEMOGRAPHICS | 28

Aerial photos showing Grandview change over time. Photos from the City of Edina.

CONTEXT

CONTEXT

WHAT IS THIS STUDY?

In December of 2009, as a response to some unsuccessful planning studies, planning commissioners proposed a new kind of “community-led” Small Area Guide process for the Grandview District as a precursor to a Small Area Plan.

The Small Area Guide process started with a self-selected 18-person Community Advisory Team of residents, business and property owners, and a 10-person volunteer design team made up of architects, landscape architects, urban planners, and engineers, all of whom are Edina residents. This innovative and collaborative process was short but intense, including ten meetings in 20 days, resulting in the unanimous approval of seven guiding principles for the redevelopment of the Grandview District in May of 2010.

83.6

acres in the Grandview District



Map of the study area (City of Edina)

Building on the momentum of the Small Area Guide process, City staff applied for and received a Met Council Livable Communities grant, enabling the hiring of a consultant team to work with a 52-member steering committee to create the Grandview District Development Framework.

This process began in April 2011 and was unanimously adopted by the City Council in April 2012. The Framework describes a catalytic new mixed-use public/private project for the Public Works Site that would set the tone for future development in the district.

7 GUIDING PRINCIPLES FROM THE SMALL AREA GUIDE PROCESS

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

THIS STUDY WILL

- Identify needs, challenges and opportunities based on existing conditions and future “build-out” with lower-density and high-density scenarios
- Review, evaluate and affirm the recommended changes to the transportation network contained in the Grandview District Development Framework (2012)
- Offer specific recommendations but remain flexible enough to take into account future unknown challenges and opportunities
- Recommend prioritized, phased improvements tied to key redevelopment events
- Recommend improved connections to adjacent neighborhoods, with a focus on bicycle and pedestrian connections
- Analyze motorized travel to guide intersection and roadway modifications identified in the Development Framework
- Follow the Living Streets Policy and Implementation Plan guidelines.

In April 2013, the City Council discussed various strategies to implement the Framework and selected the Request for Interest (RFI) process to find a development partner for the Public Works Site. A new Grandview Community Advisory Team (CAT) was convened to develop the RFI. For the first time since late 2009, the focus left the big Grandview vision where consensus had been building and zoomed in on the Public Works Site where opinions

differed on how much of site should be allocated for public vs. private uses.

The Council proceeded with an RFI for developers in June of 2014 and ultimately selected Frauenshuh as their developer partner. Together, the City and the Frauenshuh team worked with the community to arrive at a development program for the site that included a 60,000sf community center anchored

by the Edina Art Center and Edina Senior Center, an 8,000sf restaurant, a 170-unit apartment building, public plazas, pedestrian friendly streets and amenities. The City Council received the development team report at the September 1, 2015 council meeting which included a traffic study and preliminary cost estimates.



Map of the study area in Edina and the Twin Cities (City of Edina, Census Bureau)

The Council approved the formation of a task force to work with Park and Recreation staff in an effort to determine the feasibility of a new community center. The task force hired a multi-faceted team led by HGA architects and engineers to facilitate community visioning and programming of a multi-generational community center. The work will include concept design and cost estimating, operational analysis and an arts market/feasibility analysis. The results of the community center study are intended to be complete in May 2016.

OTHER POLICY AND PLANNING WORK

While the Grandview process has been progressing, the Transportation Commission was working with staff on a Living Streets Policy, approved by the City Council in August of 2013. By May 2015, a Living Streets Plan was approved by the Council outlining in detail how the policy will be implemented.

During this same period of time, the Metropolitan Design Center at the University of Minnesota approached the City about the idea of building a lid over Highway 100, similar to early sketches developed during the 2010 Grandview Guide Plan process. MnDOT has become increasingly interested in the lid concept as a way to create value from under-utilized State-owned land.

PROJECT GOALS

The primary purpose of this project is to prepare a comprehensive transportation study for the long-term redevelopment of the Grandview District that guides public and private investments in the area.

The City of Edina's Grandview District

PREVIOUS PLANS + STUDIES

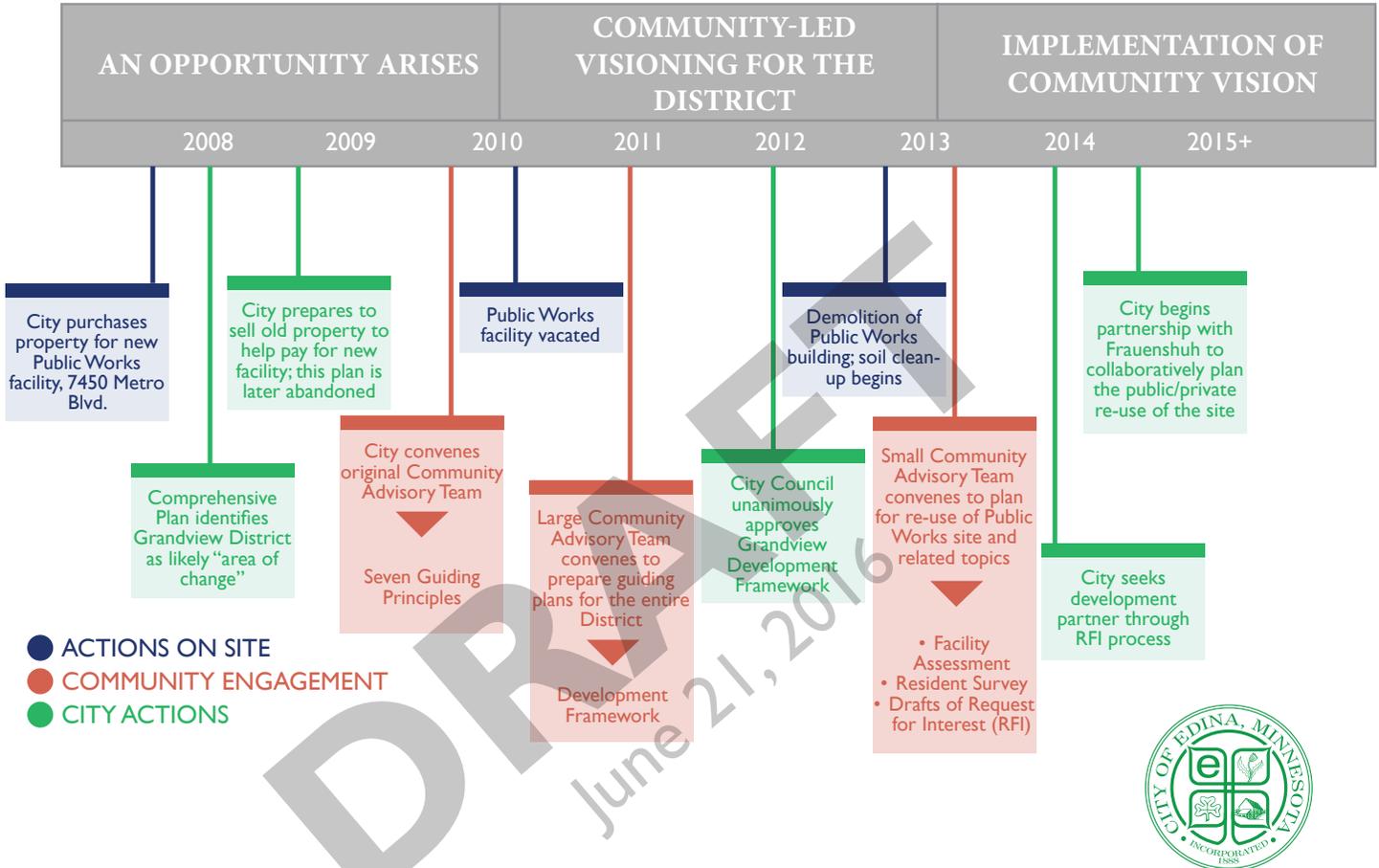
Several previous studies and planning efforts have focused on the Grandview District. The project team will review these documents and relevant elements of other city-wide plans and documents. These documents include (but may not be limited to) the following:

- Northeast Edina Transportation Study (2006)
- City of Edina Comprehensive Bicycle Transportation Plan (2007)
- Edina Comprehensive Plan (2008)
- Grandview District Development Framework (2012)
- Hennepin County Pedestrian Plan (2013)
- Grandview Transportation Summary prepared by consultant (March 6, 2014)
- Highway 100 Lid Preliminary Concept (July 2014)
- City of Edina 2015-2019 Capital Improvement Plan (2014)
- Grandview Former Public Works Site Redevelopment Planning (2015)
- Grandview Former Public Works Site Traffic Study (2015)
- Hennepin County 2040 Bicycle Transportation Plan (2015)
- Living Streets Plan (2015)
- Metropolitan Council 2040 Transportation Policy Plan (2015, see Chapter 6 for transit investments, including Figure 6-5 for Express Bus/Park-and-Rides and Chapter 7 for bicycle and pedestrian investments, including Figure 7-2 for regional bicycle trails)

Transportation Study seeks to identify challenges and opportunities, evaluate previously recommended transportation changes, and offer additional recommendations to improve the area's transportation system. The findings of this study will inform planning and investment in the area for decades to come, and is an opportunity to tailor transportation infrastructure and development in a progressive multi-modal and mixed-use framework that meets the community's long-term needs.

CONTEXT

GRANDVIEW HISTORY



Spanning 125 years of history, the Grandview District has always changed and achieved a unique perspective among residents and admirers of Edina. Transportation infrastructure has long been an ally to the economic and cultural improvements of the area. In 1913, the Dan Patch Rail Line was developed through the high ground east of Brookside Avenue, providing passenger service to Minneapolis from 1915 to 1942. The line also supported freight trains, which eventually supplanted passenger service in the 1960's. In 1927, new Highway

169/212 (current Vernon Avenue) was cut through the District, bringing new businesses including the Biltmore Motel and several restaurants. Highway 100 was first built in the 1930's as part of a regional "Belt Line" that now consists of I-494 and I-694. It was a surface street until the 1960's, when it became a grade-separated freeway. Highway 169/212 was relocated in 2005.

Over the years, the Grandview area has hosted cafes, restaurants, gas stations, hardware stores, office buildings, a funeral home,

and the widely recognized Jerry's enterprises, a longtime business in the District.

The District continued to evolve during the 80s and 90s, where economic growth encouraged the distinct commercial aspect of the area. The District provides an entryway into several memorable cultural and historic sites in Edina, including City Hall, 50th and France, the Country Club District, Interlachen, the historic Grange Hall and school house, and the Edina Library.



CONTEXT

RECENT DEVELOPMENT



Photo of the study area.

In 2008, the Edina Comprehensive Plan identified the Grandview area as a “Potential Area of Change.” However, no new development has occurred in the Grandview District since the Grandview Square development including condominiums, office, parking, library and senior center in the early 2000’s. Prior to that, the newest development was the mid-1980’s Jerry’s office tower and municipal parking ramp.

The Eden Avenue Grill added a sunporch to the south side of their building in 2014 and is currently undergoing an interior remodel. Many other businesses have remodeled their interiors, including Jerry’s grocery store, Davanni’s, Grandview Tire and

Auto and Edina Liquor. In 2011, Jerry’s enterprises sold their hardware store location to Walgreens and moved the hardware store into a former pharmacy space adjacent to the grocery store. The CSM retail building on Gus Young Lane immediately north of the Public Works Site has consistently updated tenants throughout the years.

Two significant demolition projects have created development opportunity in the District. Our Lady of Grace Church purchased the former Wanner Property, demolishing several small industrial buildings. Meanwhile, the City demolished the old Public Works building in 2013.

TRANSPORTATION NETWORK

TRANSPORTATION NETWORK

STREETS



The Grandview area is bounded by Vernon Avenue and Eden Avenue and bisected by Highway 100 and the active CP freight rail corridor. Local streets are a patchwork of discontinuous pieces. The excessive transportation infrastructure visible today is the remnant of the former Highway 169/212 intersecting with Highway 100.

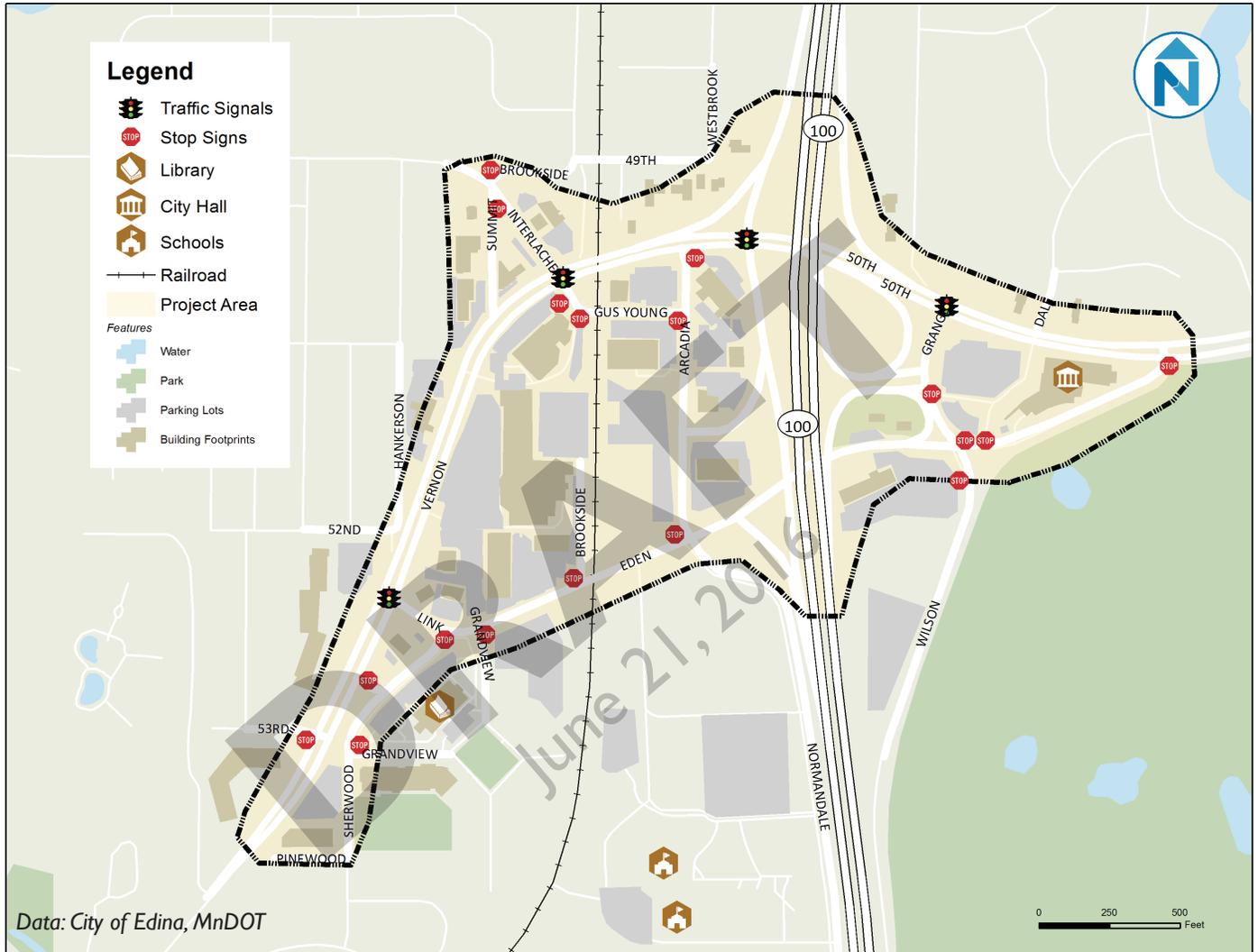
The sweeping curves and width of Vernon Avenue were appropriate for a highway, but currently, they form a barrier to the neighborhoods on either side. The excessive entrance and exit ramps on both

sides of Highway 100 occupy valuable real estate, impede pedestrian and bicycle movement, and create unfriendly highway merges for motorists.

Eden Avenue is designated as a primary bike route through the District while Vernon Avenue and Interlachen Boulevard are designated as secondary bike routes. In general, bicycle and pedestrian facilities range from poor to non-existent, effectively excluding the surrounding neighborhoods of from the businesses and public facilities at Grandview.

TRANSPORTATION NETWORK

TRAFFIC SIGNALS + STOP SIGNS



Most intersections along Vernon Avenue are signalized, while stop signs are more common on smaller side streets and on Edén Avenue.

Community members have provided feedback that some intersections are not safe due to the wrong signal or stop configuration.

TRANSPORTATION NETWORK

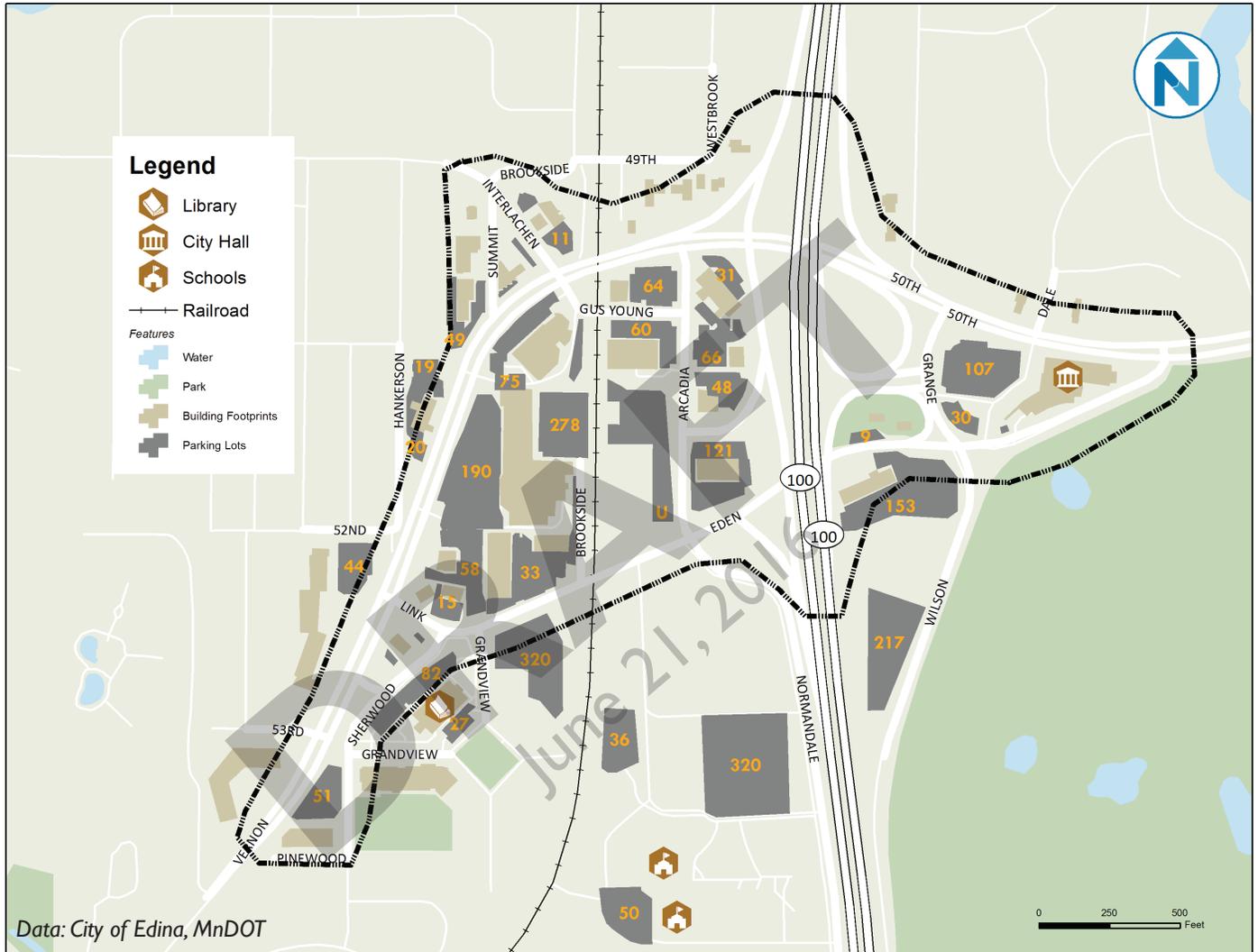
TRAFFIC COUNTS + LEVEL OF SERVICE



Busy Highway 100 bisects the Grandview District, carrying over 110,000 vehicles per day. However, most roads and intersections in the study area have far less vehicle traffic. The next-busiest street, Vernon Avenue, carries one-fifth that amount, with just 22,500 vehicles east of Highway 100 and 20,400 vehicles west of Highway 100. Interlachen Boulevard and Edin Avenue are other well-used streets in the study area, though they carry just 10,300 and 8,500 vehicles, respectively.

Nearly all of the intersections in the Grandview District are ranked a “C” or better on the Level of Service scale, which solely measures how many motor vehicles can pass through an intersection during the morning and evening rush hours (see inset). Intersections along Vernon/50th and Edin avenues are graded either an A, B, or C during rush hour, indicating a free flow of vehicle traffic during those periods.

TRANSPORTATION NETWORK PARKING



There is extensive parking in the study area. Parking lots cover one-sixth of the study area, while over 2500 parking spaces are available. In general, parking appears to be adequate for existing uses with the exception of during peak events at the Senior Center and Library.

2552
marked parking spaces in Grandview
(calculated using aerial photos)

16.7%
of Grandview is used for parking

13.96
acres of parking in Grandview

PEDESTRIAN + BICYCLE

DRAFT
June 21, 2016

PEDESTRIAN + BICYCLE SIDEWALKS



The map represents the relative stress level a pedestrian might experience when walking in the project area. Routes are scored based on proximity to the roadway and roadway traffic volumes. Since almost all sidewalks in the project area are 5 feet wide, sidewalk width was not a major consideration.

Portions of 50th Street and Arcadia Avenue scored highest in terms of pedestrians' estimated stress level. Segments of Edén Avenue, a block of 50th Street, Gus Young Lane, and Link Road scored lowest in terms of estimated stress level. The on-

and off-ramps for Highway 100 pose concerns for pedestrians' comfort, particularly when traveling along 50th Street/Vernon Avenue and Edén Avenue.

Gaps in the sidewalk network exist along one or both sides of the following roadways:

- 52nd
- 53rd
- Arcadia
- Brookside
- Edén
- Grange
- Gus Young
- Hankerson
- Interlachen
- Pinewood
- Sherman
- Summit
- Vernon

PEDESTRIAN + BICYCLE

CROSSWALKS + CURB RAMPS

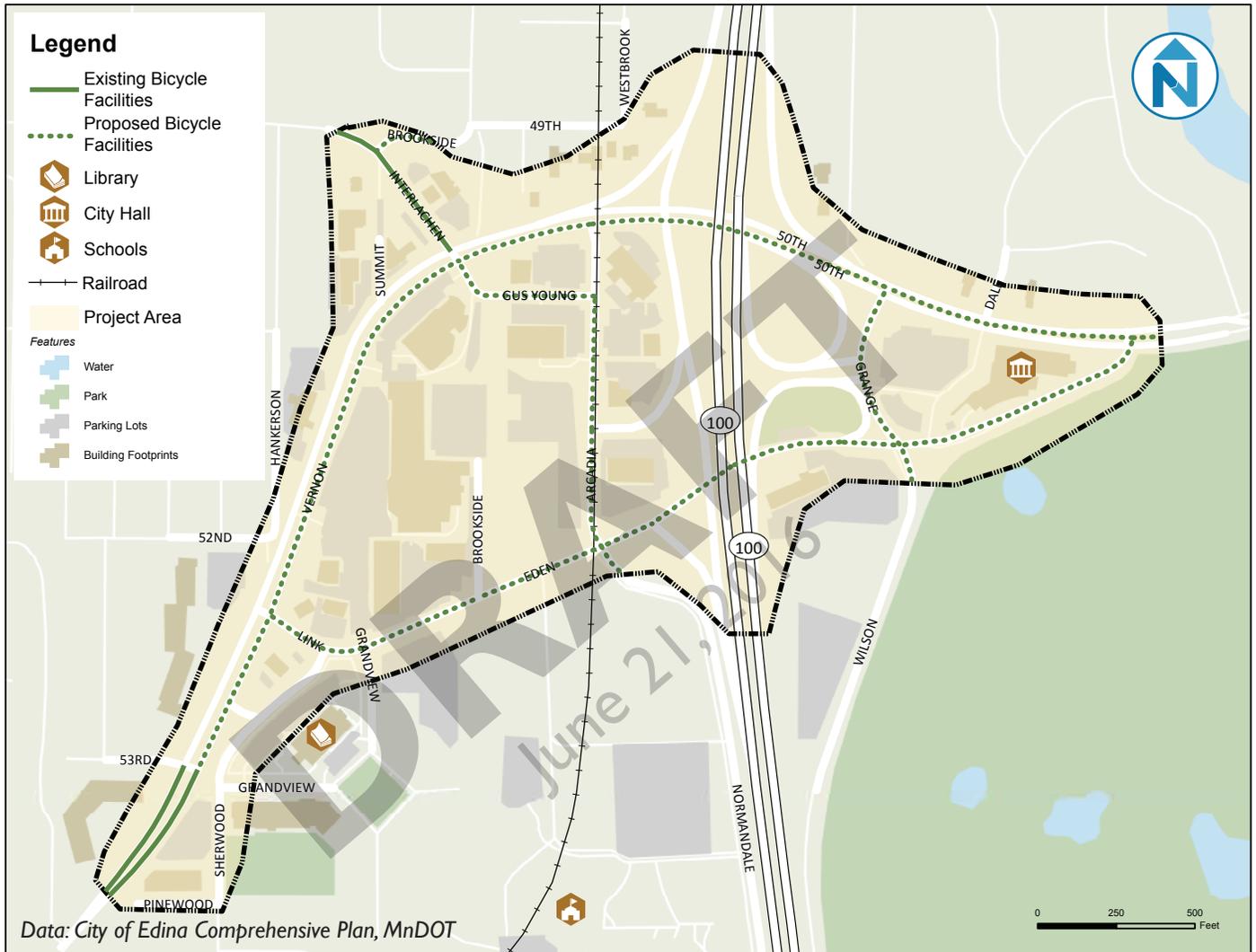


This is a map of crosswalks and curb ramps in the study area. Dashed white lines with gray backing show painted, continental-style crosswalks (pictured). Solid gray lines show decorative crosswalks. The latter is found at the intersection of Eden Avenue and West 50th Street near Edina City Hall. Orange circles show locations with curb ramps. All crosswalks within the study area feature curb ramps.



A continental-style crosswalk.

PEDESTRIAN + BICYCLE BICYCLE NETWORK



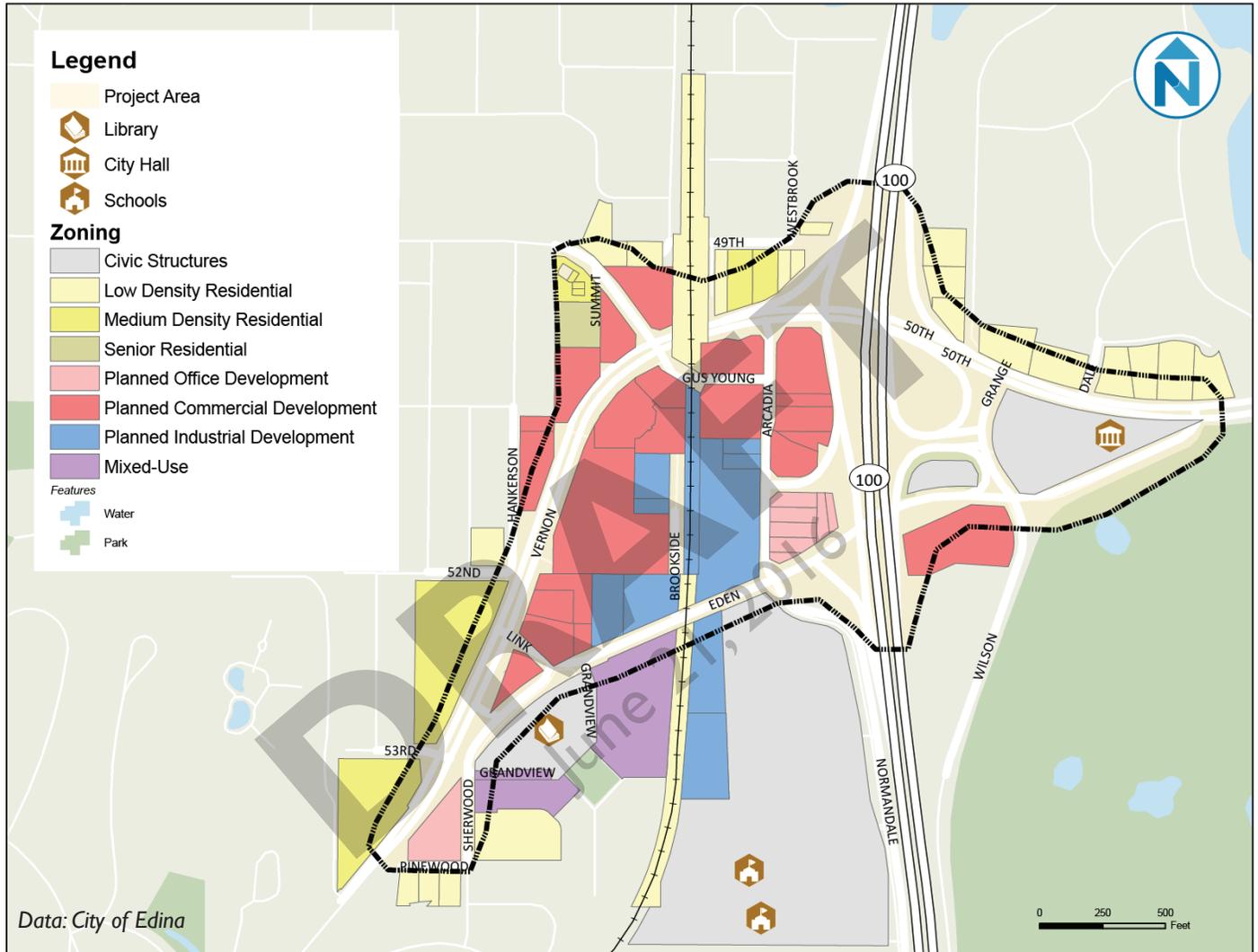
This is a map of the study area’s existing and proposed bicycle facilities. Vernon Avenue currently has bicycle lanes on both sides of the street, south of W 53rd Street. Bicycle lanes are also found on Interlachen Boulevard; they begin at Boyce Street on Blake Road and extend to the intersection of Interlachen Boulevard and Vernon Avenue S.

Previously produced plans propose bike lanes along:

- Arcadia
- Brookside
- Grange
- Gus Young
- Link/Eden
- Vernon/50th

LAND USE

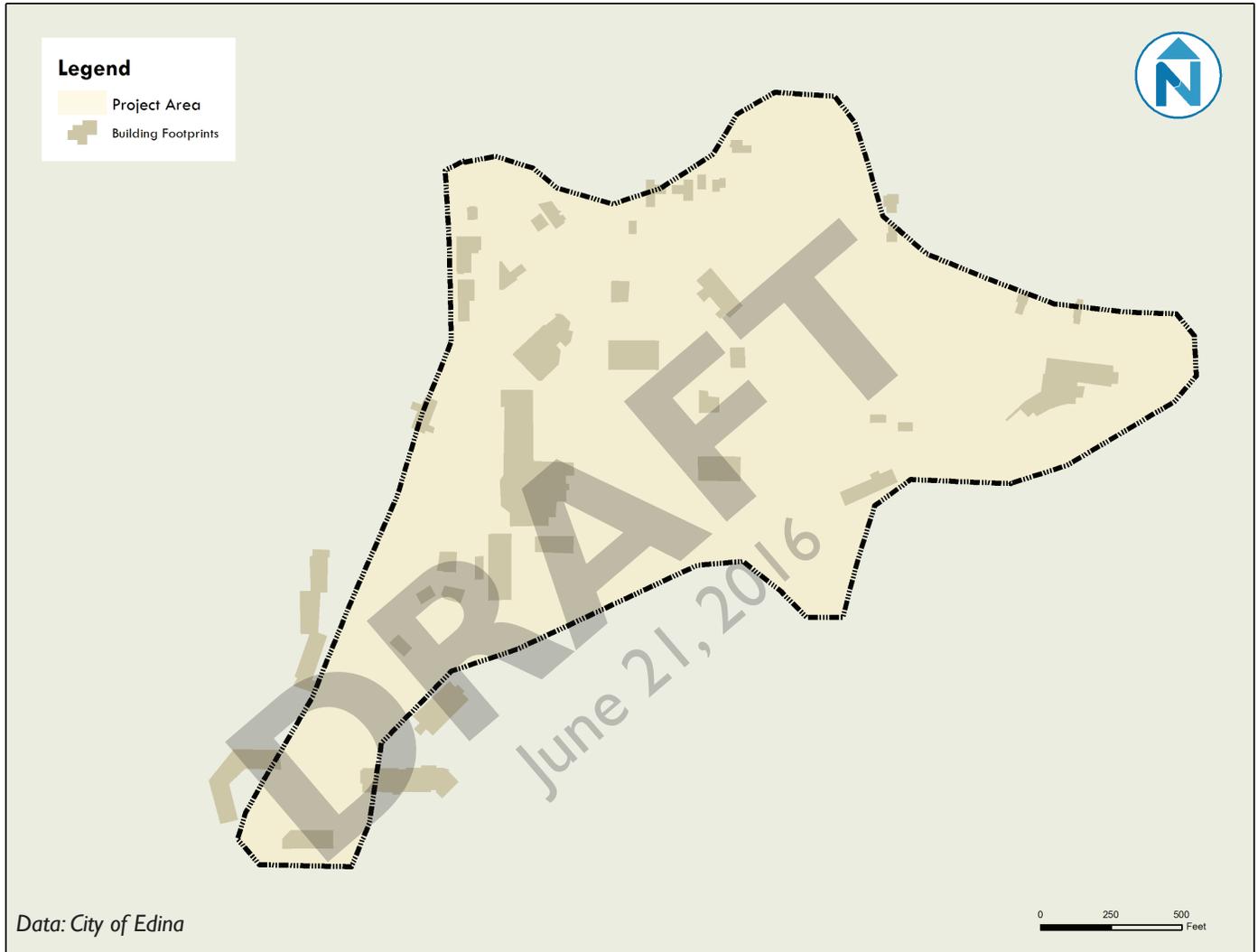
LAND USE ZONING



The study area is zoned for a mix of land uses, though it is predominantly commercial in nature. Commercial and industrial zoning dominates the area bounded by Vernon Avenue, Eden Avenue, and Highway 100, while residential zoning is more common north and west of Vernon Avenue. Mixed-use zoning occurs south of Eden Avenue.

LAND USE

BUILDING FOOTPRINTS

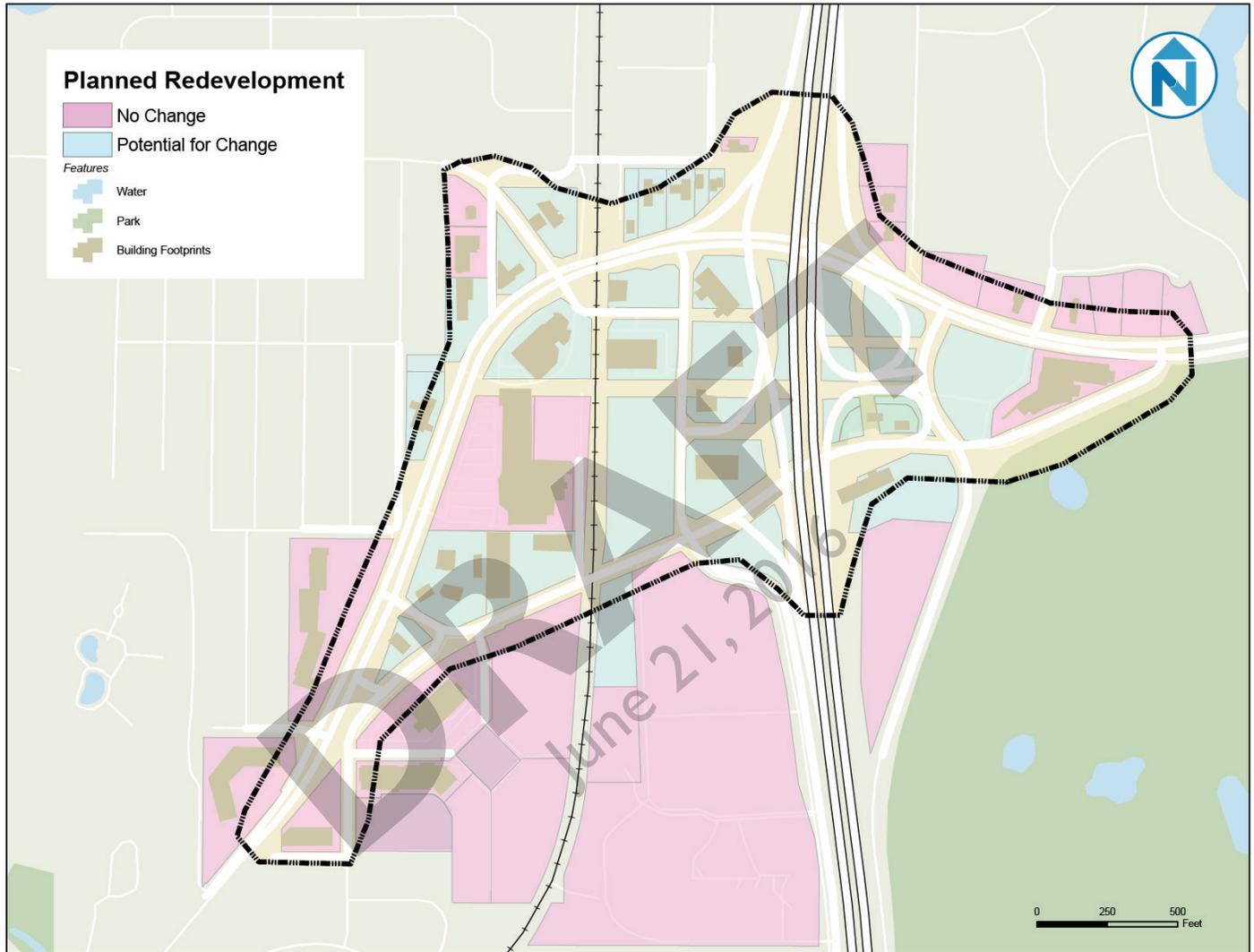


Like many suburban areas built during the mid-20th century, the Grandview District consists primarily of low-rise, horizontal building types, such as strip malls, drive-thru restaurants, and office parks. Most buildings are set back behind large parking lots. The result is an urban fabric that consists mainly of buildings scattered among large, paved open spaces.

More recent development, such as Grandview Square, has a more urban pattern with buildings tightly clustered around streets and public green spaces.

LAND USE

POTENTIAL FOR CHANGE



The City's 2008 Comprehensive Plan identifies the Grandview district as an area of potential change. Many of the parcels in the Grandview district have the potential to change significantly if the Grandview District Framework Plan or the Grandview Green are implemented. Others are fairly stable and seem unlikely to change in the planning timeframe of this study. Understanding the potential for change helps us predict how much additional traffic may be generated by development in this area.

959

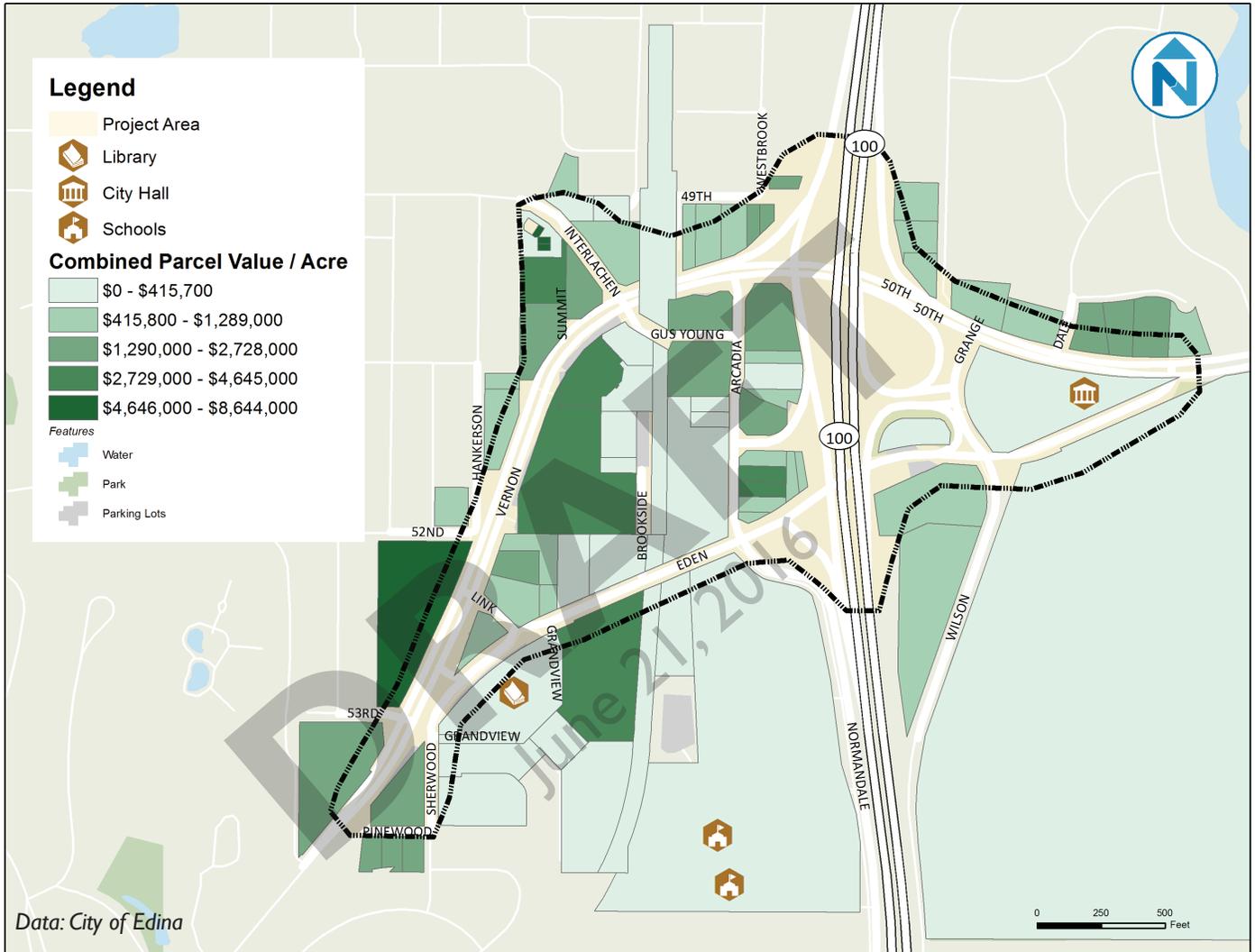
new units in Grandview if the land is developed at 30 units/acre gross

1,917

new units in Grandview if the land is developed at 60 units/acre gross

LAND USE

LAND VALUES



Land values per acre vary widely throughout the study area. The highest-value properties are commercial and residential uses along Vernon Avenue.

\$2,000,000

The average value per acre of land in Grandview

TRANSIT

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June 21, 2016

TRANSIT

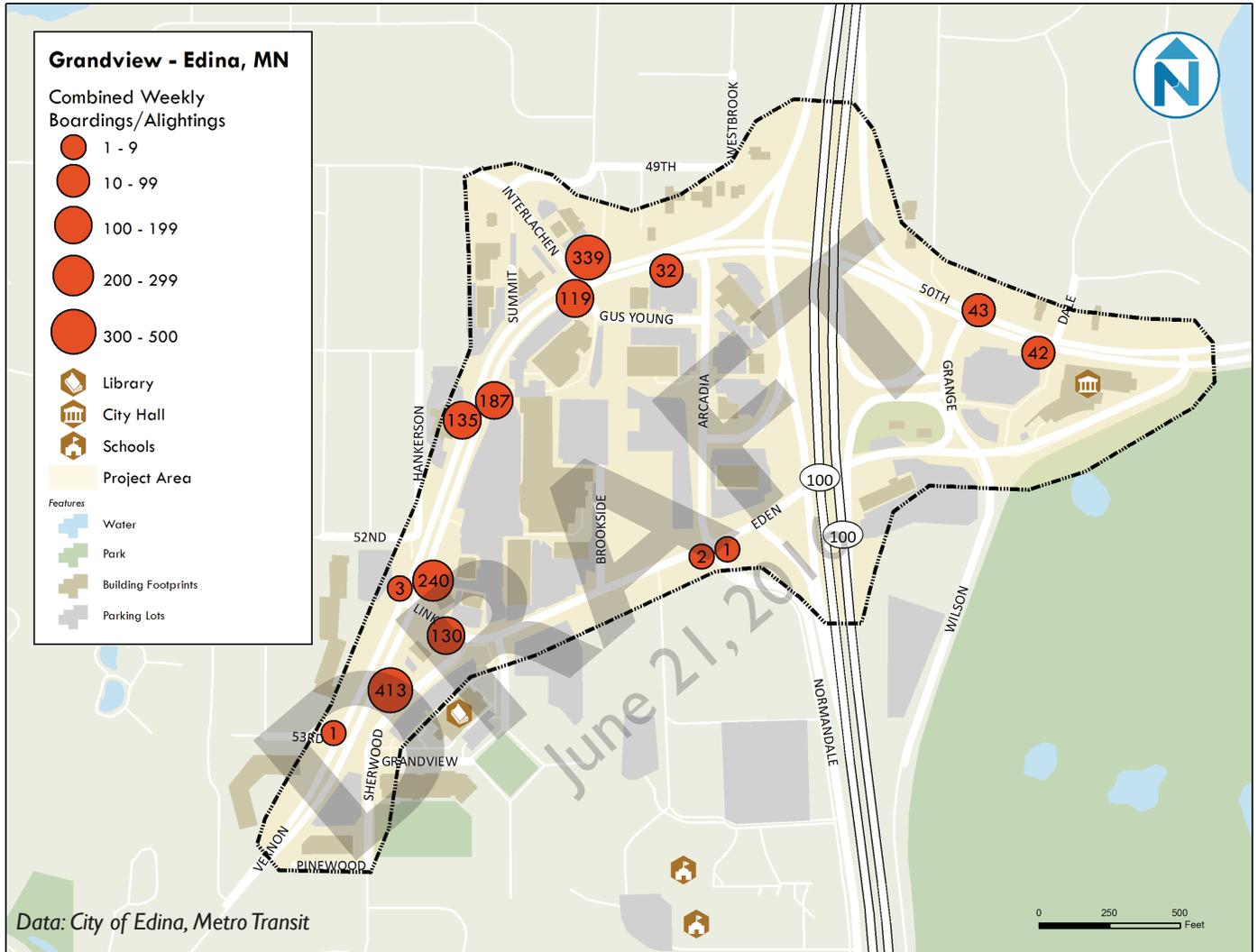
TRANSIT NETWORK



ROUTE	FREQUENCY	SERVICE
46	15-30 minutes	Weekdays
146	15-20 minutes	Rush hour, peak direction
568	One trip per day	Rush hour, peak direction
587	30 minutes	Rush hour, peak direction

TRANSIT

TRANSIT RIDERSHIP



Overall, the busiest bus stops are located along Vernon Avenue. The most boardings and alightings are at Vernon and Interlachen Boulevard, followed by Vernon and Edin Avenue.

Dan Patch Rail Line for passenger rail service to this corridor between Minneapolis and Des Moines within the next 20 years, though there are no current plans for implementation.

There are two major transit improvements planned for the study area. The Metropolitan Council is planning a 150-space park-and-ride somewhere in the vicinity of Highway 100 and Vernon Avenue, though no details or implementation plans currently exist. In addition, the Minnesota Department of Transportation (MnDOT) has proposed using the

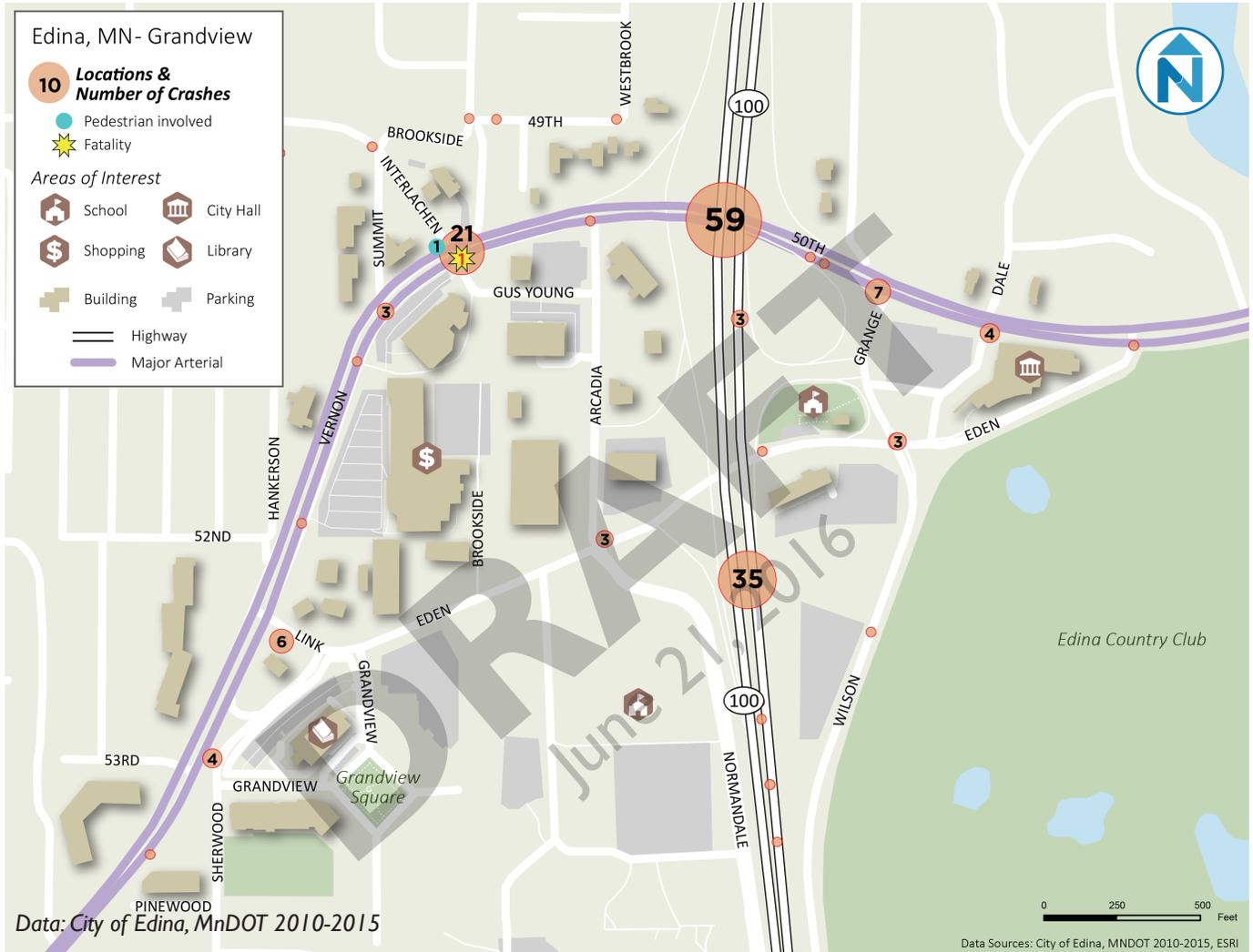
1,687

transit boardings and alightings each week in the Grandview District in 2014

SAFETY

SAFETY

AUTO, BIKE + PED COLLISIONS

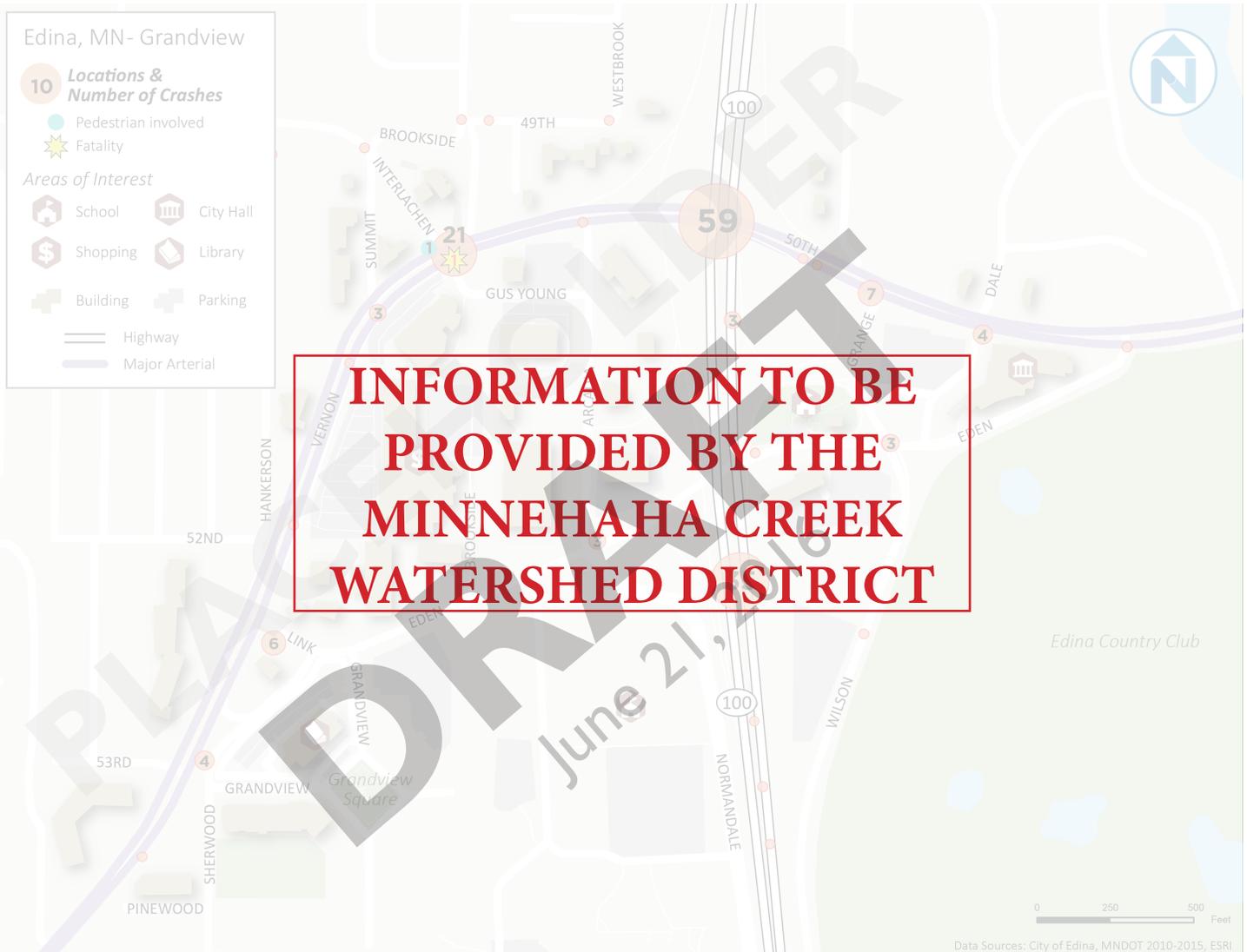


Between 2010 and 2015, Highway 100 was the site of many automobile collisions in the study area, followed by the intersection of Vernon Avenue and Interlachen Boulevard. There was just one pedestrian collision and one fatality, both of which occurred at that intersection as well.

ENVIRONMENT

ENVIRONMENT

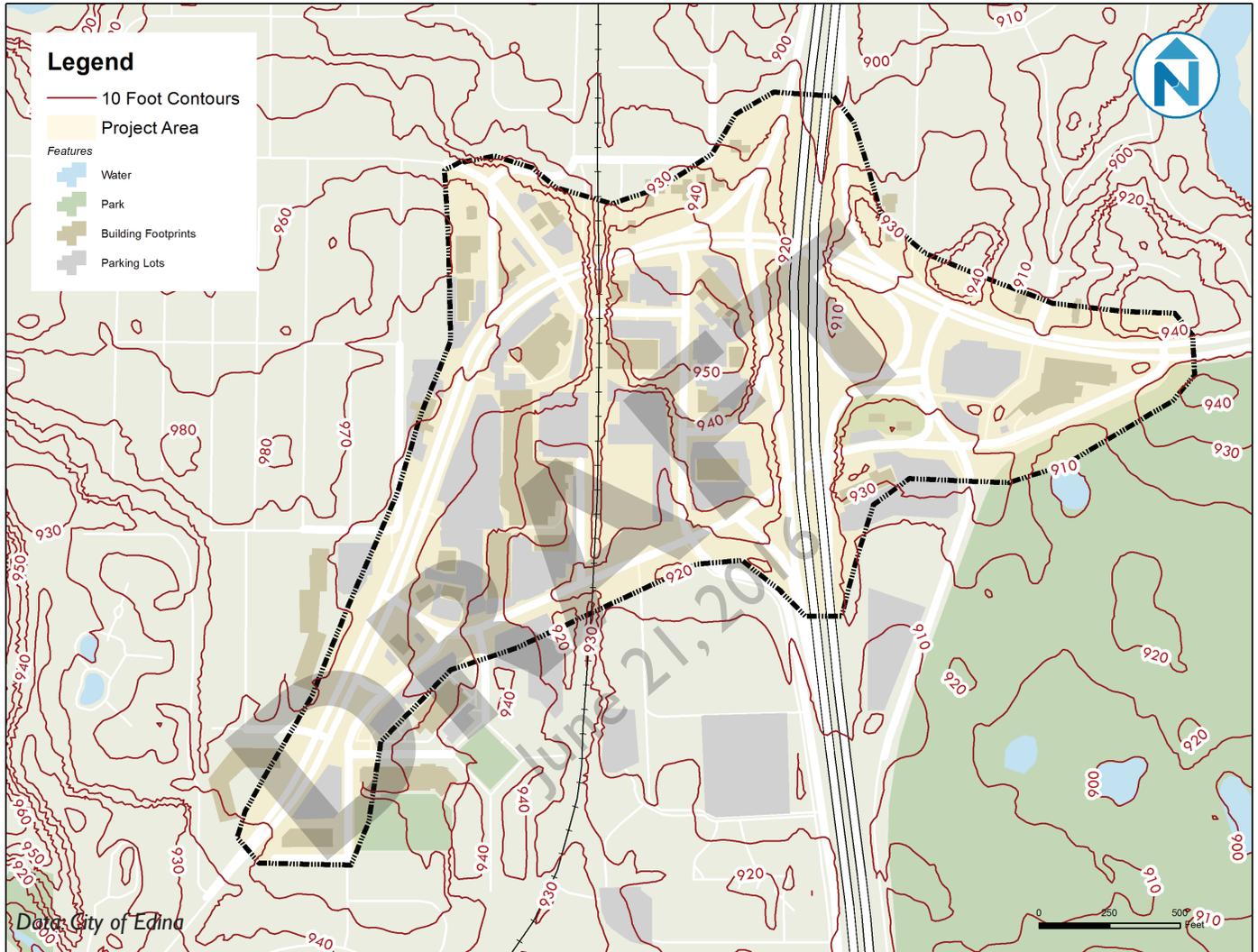
IMPERVIOUS SURFACE



Information to be provided by the Minnehaha Creek Watershed District.

ENVIRONMENT

TOPOGRAPHY



The study area has gentle to moderate slopes, and generally decreases in elevation from north to south. However, there is a significant change in elevation around the railroad line and Highway 100. This is the hill that originally gave the area its “grand view.”

ENVIRONMENT

SEWER SYSTEMS



There are a variety of sewer utilities serving the Grandview district, including sewers, manholes, inlets, and lift stations.

ENVIRONMENT

STREET TREES



Street tree cover is inconsistent throughout the district. The greatest concentration of trees is along the streetscape of Vernon Avenue and within the semi-private roadways in the condominium development by the library. However, most of these trees are very small to moderate in size. Mature street trees are rare in the district.

The species diversity of the street trees have not been assessed at this stage of exploration. This bears further inquiry as more refined plans for the district are developed, in an effort to increase species

diversity and therefore resiliency of the district's flora.

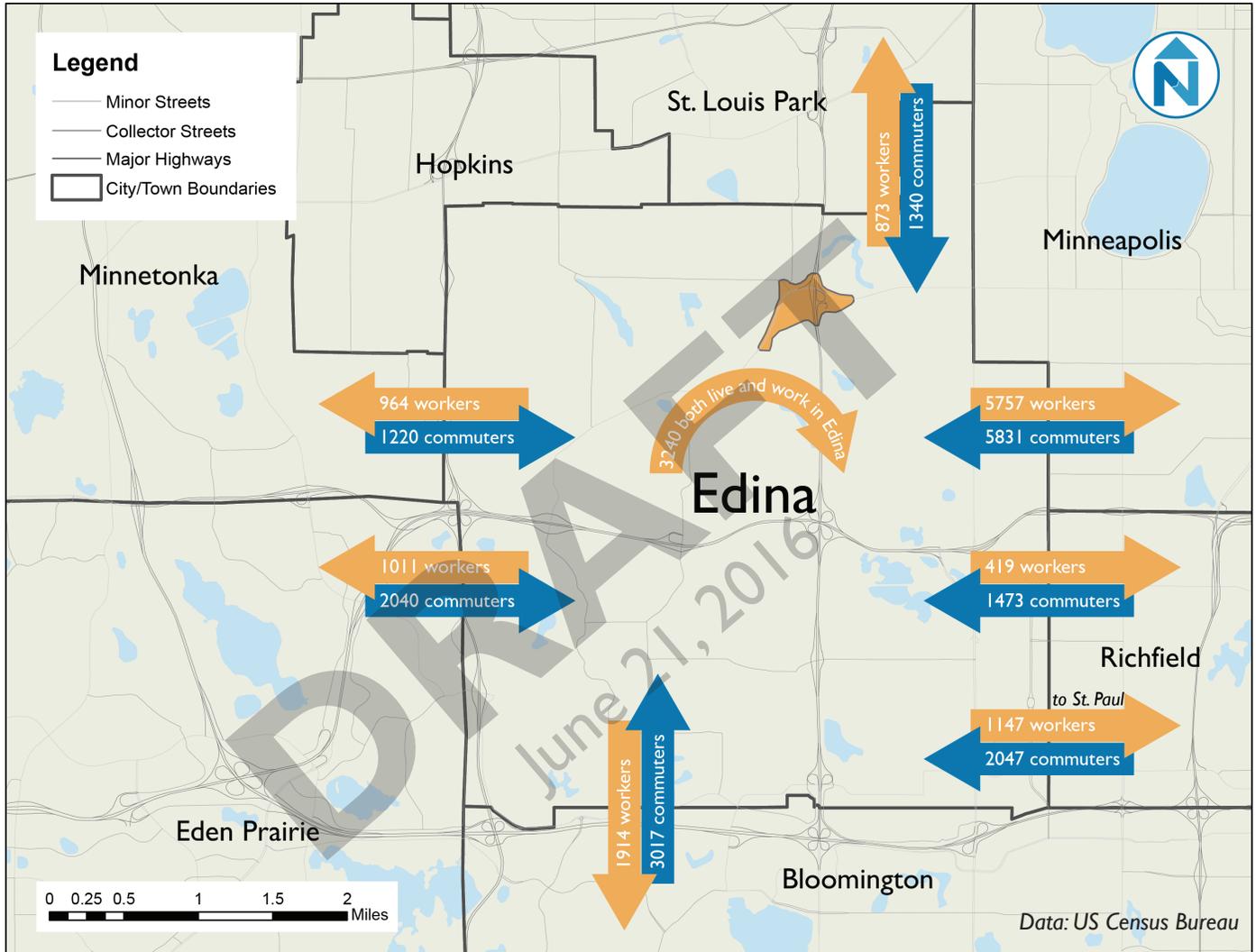
Trees that contribute to the streetscape experience were included in this assessment, even if they are located within private property. Trees that are significantly setback from the roadway, in the highway right-of-way, or the railroad right-of-way were excluded from this assessment. Exceptionally large shrubs were also excluded.

DEMOGRAPHICS

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June 21, 2016

DEMOGRAPHICS

WHERE PEOPLE WORK



The City of Edina is a destination for commuters across the Twin Cities area, while Edina residents commute to activity centers throughout the Twin Cities as well, according to the US Census Bureau.

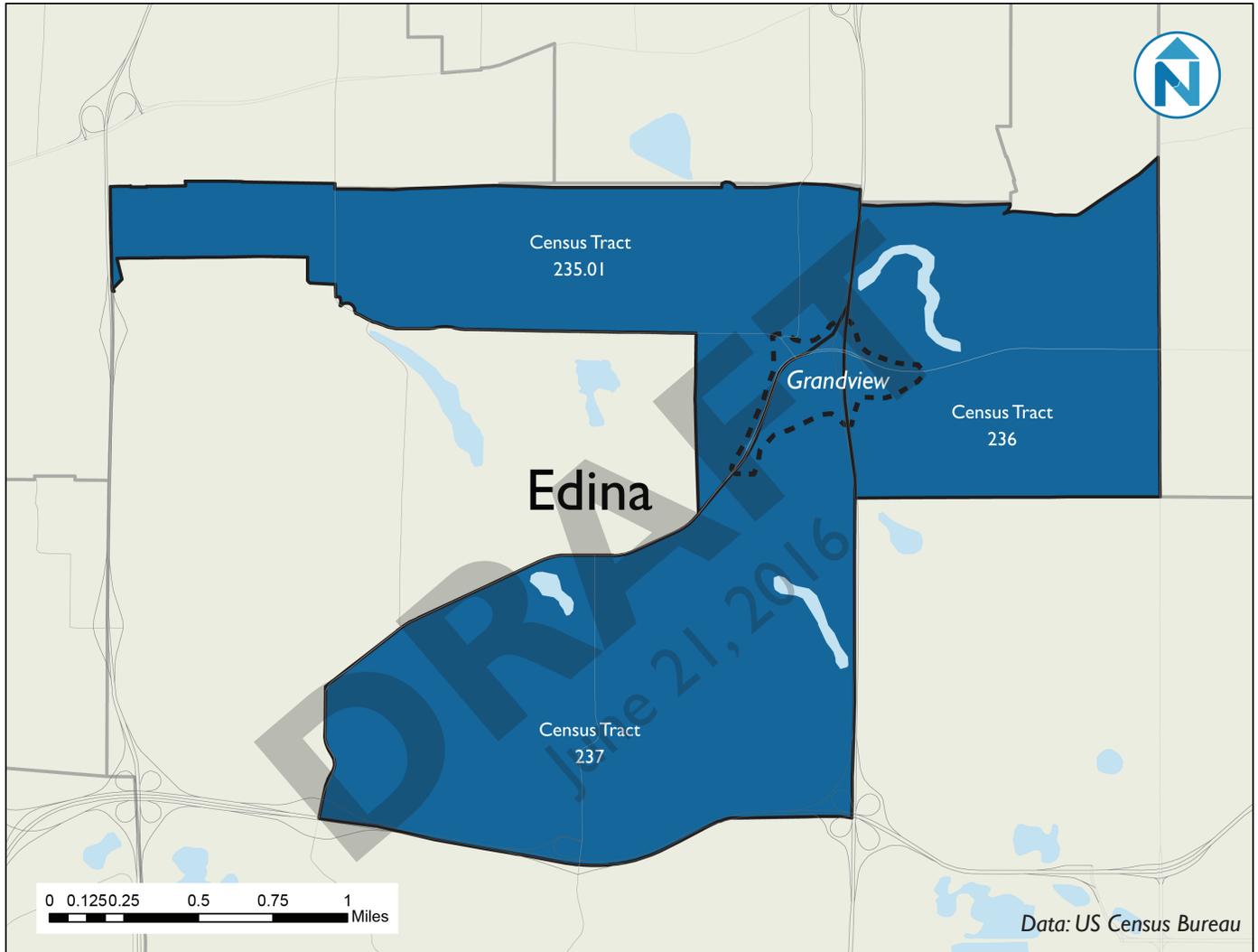
The largest group of workers living in the city commute to Minneapolis, followed by Bloomington, St. Paul, and Eden Prairie. These four cities are also the largest contributors of commuters into the city. Meanwhile, over 3200 Edina residents both live and work in the city.

26% of Edina workers commute to Minneapolis

14% of employed Edina residents work in Edina

DEMOGRAPHICS

US CENSUS TRACTS



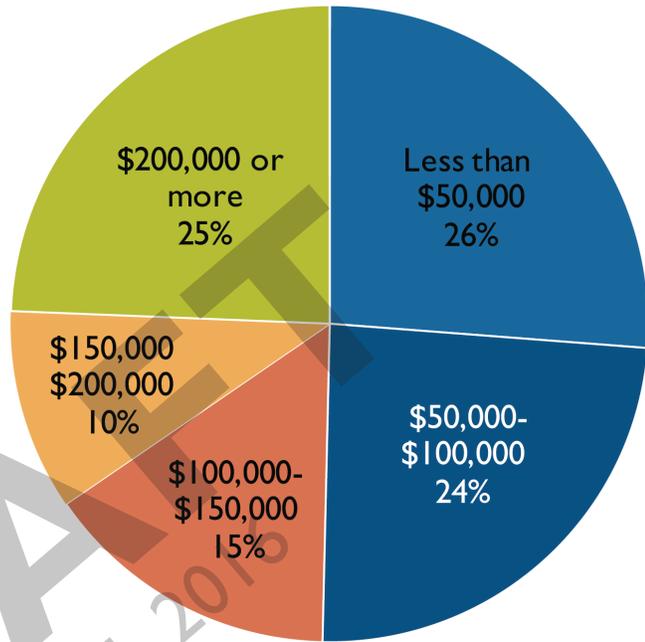
The following pages illustrate many demographic trends in and around the Grandview District using data from the US Census and 2010-2014 American Community Survey. The Grandview District straddles three Census tracts, which are the geographic areas used to publish Census data. As a result, the data on the following pages refers to the area shown above in blue.

DEMOGRAPHICS

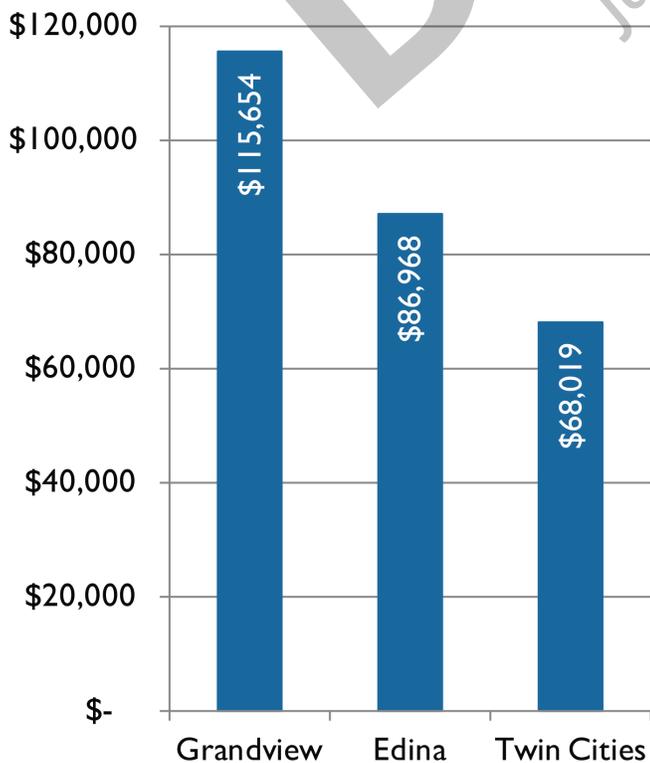
INCOME

Grandview has a diverse socioeconomic mix. According to the 2010-2014 American Community Survey, one-quarter each of households have an income of over \$200,000 per year, between \$50,000 and \$100,000 per year, or below \$50,000 per year. Households making between \$100,000 and \$200,000 per year make up the final quarter. Grandview has a higher median income, and lower poverty rates, than Edina or the Twin Cities, though unemployment is higher than in Edina as a whole.

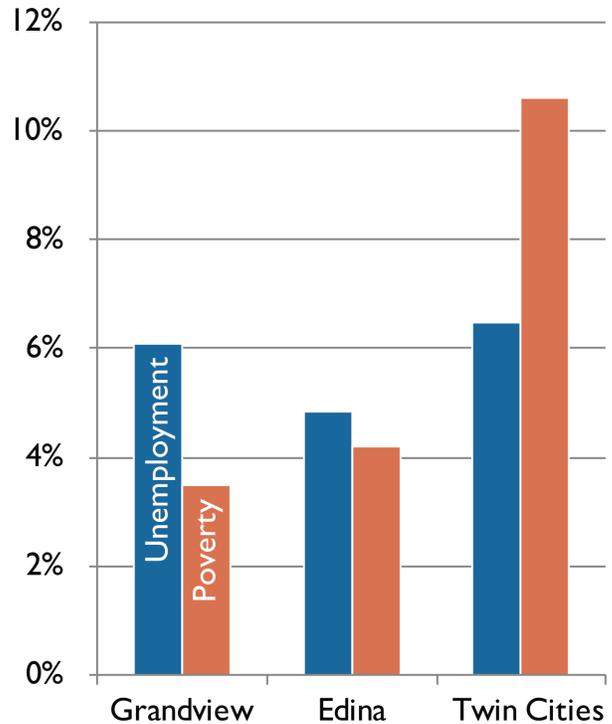
INCOME LEVELS



MEDIAN INCOME



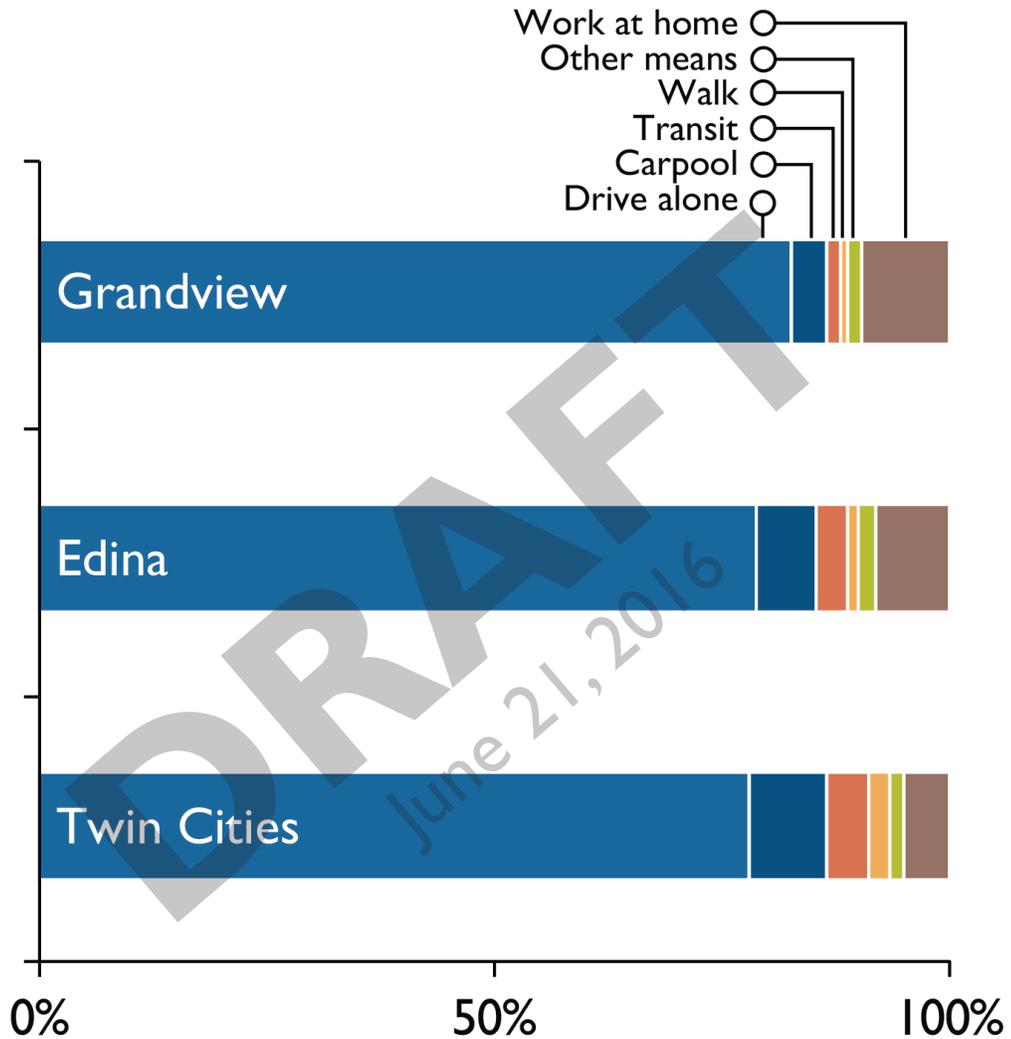
UNEMPLOYMENT + POVERTY



DEMOGRAPHICS

MODE SHARE

GETTING TO WORK



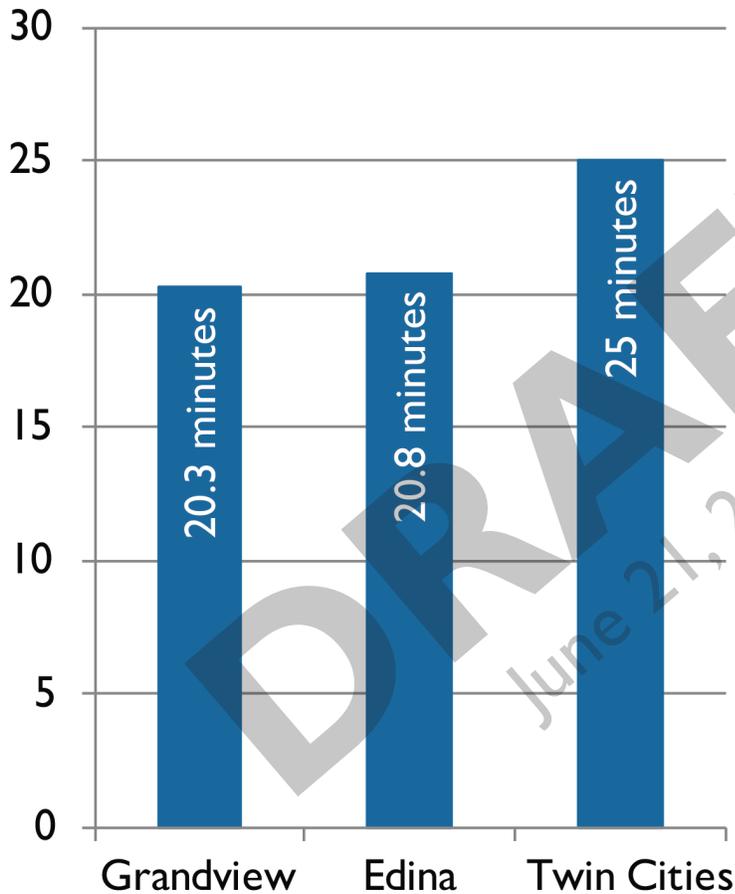
More than four out of five workers living in the three Census tracts composing the Grandview study area drive alone to work, while about 10 percent work from home, according to the 2010-2014 American Community Survey. Both of these rates are higher than in Edina and the Twin Cities as a whole. This may be an opportunity to improve carpool options in the area, such as providing a park-and-ride.

82%

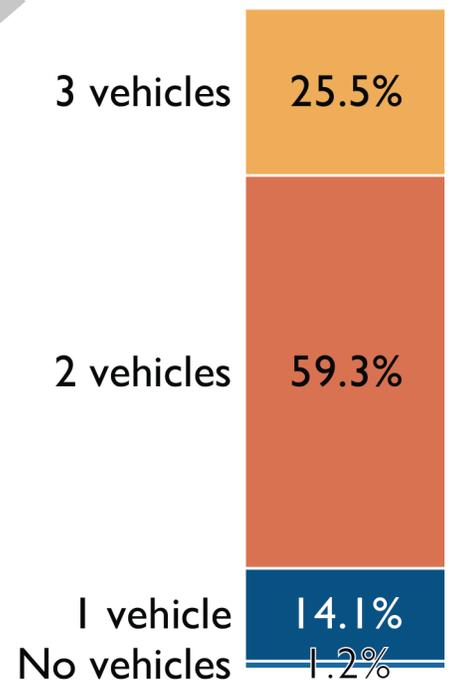
Of Grandview workers drive alone to work

JOURNEY TO WORK TRAVEL TIME

Grandview workers have slightly shorter commutes than those in Edina and the Twin Cities, according to the 2010-2014 American Community Survey.



VEHICLES PER HOUSEHOLD



15.3%

Of Grandview households have one or no vehicles available

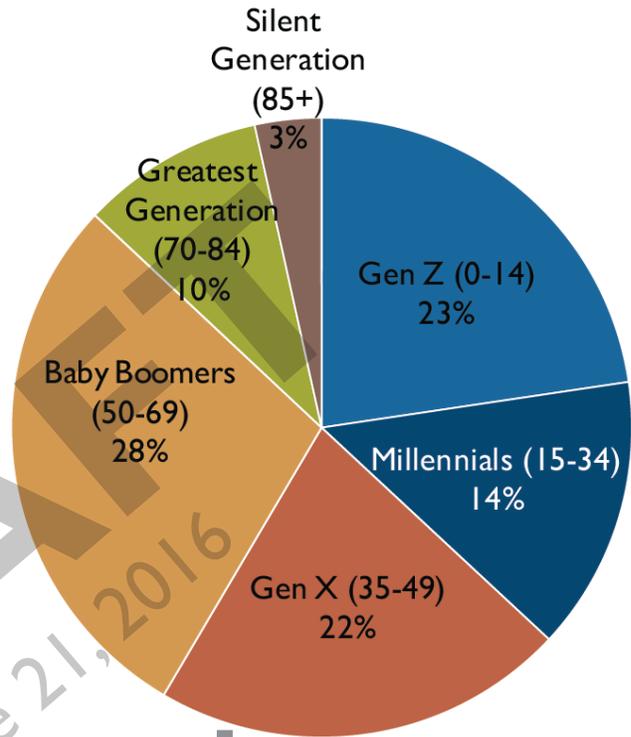
DEMOGRAPHICS

RACE, ETHNICITY + AGE

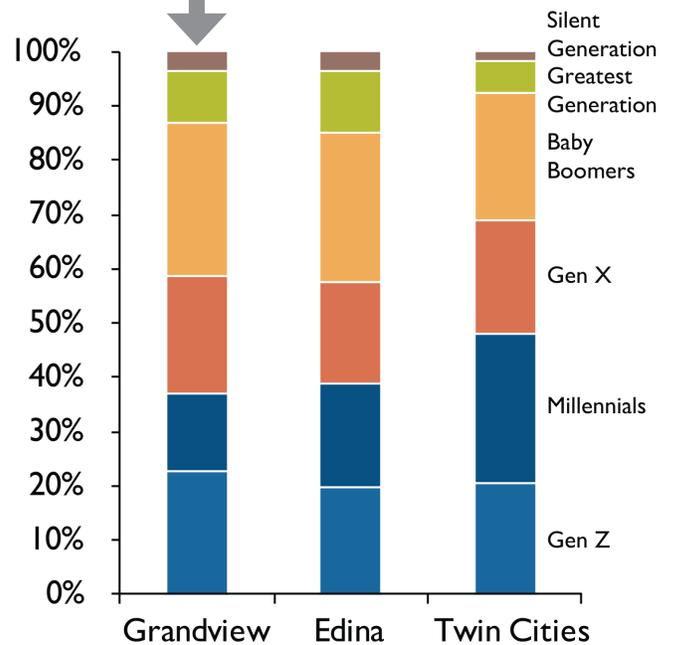
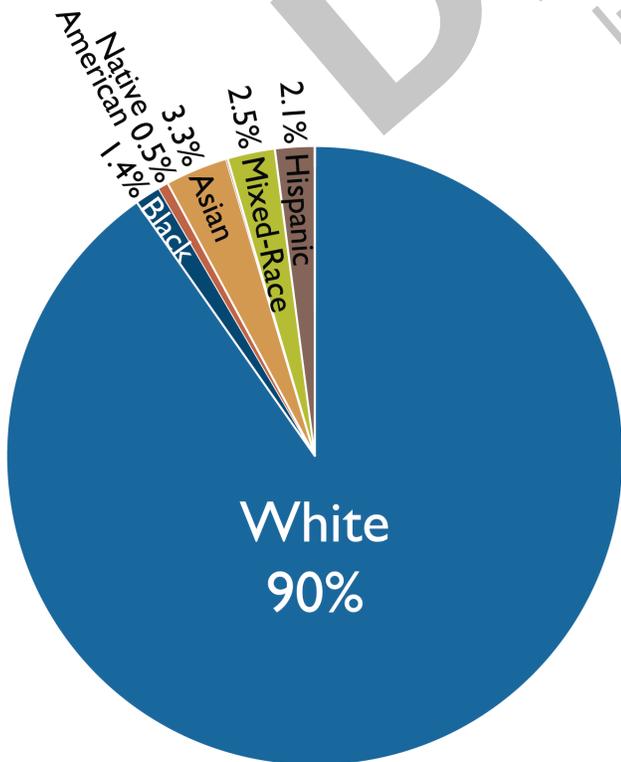
The Grandview study area census tracts are predominantly white, but has a diverse age makeup. Baby Boomers, or adults between 50 and 69, are the largest age group in the study area, followed by Generation Z (children under age 14) and Generation X (adults between 35 and 49). The study area has comparably smaller numbers of adults over 70 and of Millennials (also known as Generation Y), consisting of individuals between 15 and 34.

Overall, Grandview is older than Edina and the Twin Cities, which both have larger populations of Millennials and Generation Z.

GENERATION BREAKDOWN



RACIAL BREAKDOWN



NEXT STEPS

DRAFT
June 21, 2016

OUTCOMES OF CONVENE WEEK

Priorities identified at Public Meeting

- Consider all modes of movement
- Incorporate Complete Streets
- Reconnect zones within district for all modes
- Transit
 - » Bus routes and access
 - » Advocacy for Park and Ride
 - » Consider commuter rail
- Pedestrian experience
 - » Enhance both safety and routing
 - » Improve experience
- Motorists
 - » District parking strategy
 - » Reorganize highway ramps
 - » Explore street and intersection configurations
 - » Consider through-traffic and to-traffic

Identified four scenarios for analysis

- Existing conditions
- New development at Edina Comprehensive Plan levels
 - » 30 housing units per developable acre
 - » (Developed into the Mid-Term Changes within the Final Report)
- New development at Grandview Framework levels
 - » Incorporates Former Public Works Site development density
 - » 60 housing units per developable acre
 - » (Developed into the Long-Term Changes within the Final Report)
- New development with a Highway 100 Grandview Green
 - » 120 housing units per developable acre
 - » (Developed in the Far-Term Changes within the Final Report)

Stakeholder Discussions

- MetroTransit
- MnDOT and Hennepin County
- Minnehaha Creek Watershed District (MCWD) and Nine Mile Creek Watershed District (NMCWD)
- Bike and Pedestrian Focus Group

NEXT STEPS

PROJECT SCHEDULE

OCTOBER 2015

- Kick-off meeting
- Data collection
- Base mapping

NOVEMBER 2015

- Convene week: site visit, urban design charrette
- Roadway and traffic existing conditions analysis
- Transit existing conditions analysis

DECEMBER 2015

- Bicycle and pedestrian existing condition analysis
- Assessment of future conditions

FEBRUARY 2016

- Imagine week
- Needs and objectives statement
- Develop preliminary alternatives

MARCH 2016

- Screening of alternatives
- Traffic modeling of alternatives
- Refine and reassess alternatives

APRIL 2016

- Recommend week
- Development of preferred alternatives
- Transportation strategy and implementation plan

MAY 2016

- Final study report
- Final team meeting



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June 21, 2016

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June 21, 2016