

Technical Memorandum

To: Steve Minn, Lupe Development Partners
From: Mike Spack, PE, PTOE
 Max Moreland, PE
Date: May 18, 2018
Re: 2800 Wayzata Boulevard North Preliminary Assessment

A redevelopment is proposed at 2800 Wayzata Boulevard North in Minneapolis, Minnesota. The proposed development includes:

- Rehabilitation of the existing 100,000 square feet of office space with a 400 vehicle parking stall ramp
- A new building with 150 apartment units and 97 vehicle parking stalls
- A new building with 100 independent senior living units and 87 vehicle parking stalls

This technical memorandum presents a preliminary assessment of the proposed development from a traffic standpoint. This informal preliminary assessment is not an engineering report and is based on the site plan/concept plan provided, which may not be relevant to future development concepts.

Study Area

Table 1 shows the primary characteristics of the key roadway corridors around this site.

Table 1 – Study Corridor Characteristics

Name	Designation ¹	Daily Traffic Volume ²	Lanes	Fixed Route Transit	Bike/Ped Facilities
Wayzata Blvd N	Local	Not available	2 undivided	Route #9	Sidewalk on north side
Theo Wirth Pkwy	Major Collector	4,400	2 partially divided	Route #9	Bike trail on west side, sidewalks both sides
Cedar Lake Rd	Local	2,100 (east of Penn Ave)	2 undivided	None	Sidewalks both sides
Penn Ave	B Minor	11,100	2 partially divided	Route #9	Sidewalks both sides

¹ Source: The Minneapolis Plan for Sustainable Growth.

² Source: MnDOT Traffic Mapping Application

Estimated Traffic and Parking Generation

Trip generation for the proposed development was established using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*. Spack Consulting also has local data compiled through various studies across the Twin Cities. Local data is often preferred as it reflects the area's driving patterns better than national data. Parking generation for the proposed development was also established using ITE data and our local data to determine if the proposed development provides sufficient parking for the expected peak parking demand. Reductions for the site trips and parking due to internal trips, pass-by trips, and transit/non-motorized trips may be applied to these volumes in the

engineering report. Table 2 shows the resulting new trips and parking demand based on ITE and local data, respectively.

It should be noted that since the office building currently exists, some of the new trips forecast for that portion of the development may already exist on the surrounding road network.

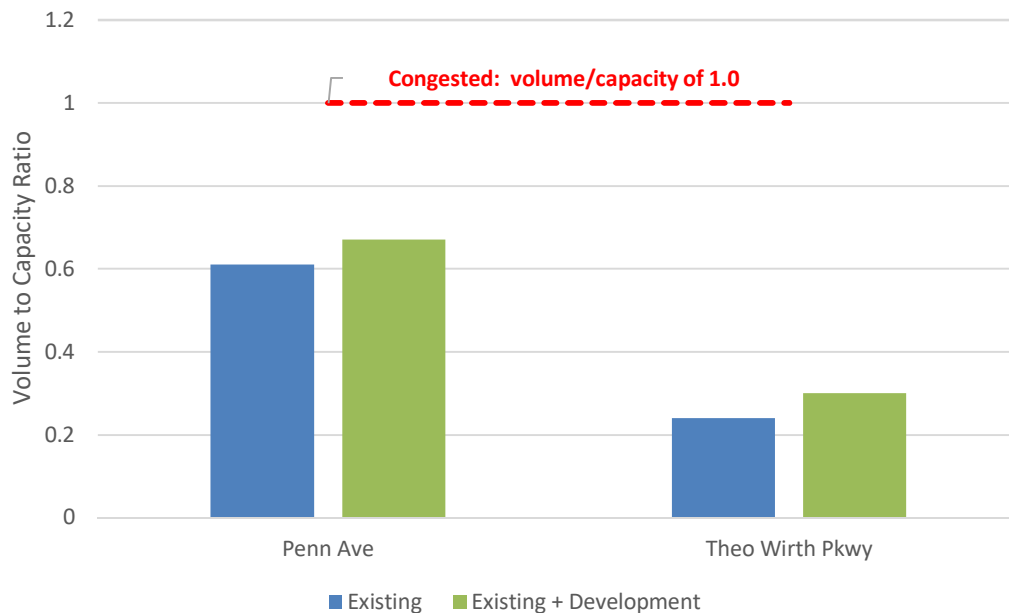
Table 2 – Trip Generation – Unadjusted New Trips on a Weekday

Data Source	Land Use	Daily		AM Peak Hour		PM Peak Hour		Peak Parking Demand
		In	Out	In	Out	In	Out	
ITE	Apartments	408	408	14	40	40	26	488
	Senior Living	214	214	8	16	18	12	
	Office	491	491	101	16	19	97	
	TOTAL	1,113	1,113	123	72	77	135	
Local	Apartments	330	330	7	40	44	21	272
	Senior Living	170	170	11	7	10	14	
	Office	202	202	53	4	5	44	
	TOTAL	702	702	71	51	59	79	

The proposed development’s site plan currently includes a total of 584 vehicle parking stalls which will be able to accommodate the forecast peak parking demand. Bicycle parking will also need to be provided on site. The trip generation and parking generation would be further explored in a full report.

With many of the trips from the site likely to use Penn Avenue or Theodore Wirth Parkway, the daily volumes on those roadways were looked at with and without the development traffic. As shown below in Chart 1, both Penn Avenue and Theodore Wirth Parkway are forecast to be operating within their capacity with the added traffic from the development.

Chart 1 – Roadway Volume to Capacity



Site Assessment

This evaluation presents an informational assessment. Several categories are evaluated and separated below:

- *Access:* Two vehicle access points currently exist on Wayzata Boulevard North and are proposed to remain and be used as the access points for the new development as well.
- *Turn Lanes/Traffic Control:* No turn lanes exist at the site accesses on Wayzata Boulevard North and based on the forecast volume, none are anticipated to be needed.

Based on preliminary observations, it is unlikely the site access intersections will need upgrades beyond the existing intersection control types. The operational analysis of a traffic study would give more guidance and would analyze the operations of the surrounding intersections.

- *Multi-Modal and TDMP Strategies:* Bicycle parking will be needed at each building on the site. Based on the proximity of transit to the site, the following strategies should be provided to reduce overall vehicle trips generated by the site:
 1. Real-Time Transit Screens provided for both the residential components of the development.
 2. Provide transit information packs to tenants and visitors, including car sharing and Nice Ride locations.
 3. Additional amenities for bicyclists, including a maintenance station.

Additional TDMP options will be reviewed further, such as providing locker rooms in the office building for bicyclists. These strategies are binding for the developer and successors to help meet the City's transportation goals.

- *Loading:* Per Minneapolis City Code, the office building will need two large loading spaces (at least 12 feet by 50 feet each) and the apartment and senior living buildings will each need one small loading space (at least 10 feet by 25 feet each). Depending on the site concept layout chosen, loading areas will need to be provided in areas accessible to the buildings that allow maneuvering for larger vehicles.

A full Traffic Study/Travel Demand Management Plan would use this preliminary information to further explore these issues and potential mitigation measures as necessary to provide for acceptable operations and to meet the City's transportation goals.