

GrandView Heights Small Area Plan



Edina, Minnesota
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Steering Committee

| | |
|-------------------|----------------------|
| Ken Potts | Tom Ruppert |
| Kim Melin | Peter Sussman |
| Randy Halvorson | Lisa Diehl |
| Chris Rofidal | Bob Kojetin |
| Steve Buss | David Davison |
| Gene Persha | Bernie Beaver |
| Richard Borland | Mike Platteter |
| Larry Chestler | Peyton Robb |
| Laura Giertsen | Dan Gieseke |
| Ellen Jones | Diane Reinhart |
| Terry Ahlstrum | James Justice |
| Dick Ward | Darcy Winter |
| Bill Neuendorf | Paul Nelson |
| Tim McIlwain | David Novak |
| Bright Dornblaser | Linda Urban |
| Any Brown | Tom Mattison |
| Suzanne Davison | Ken and Adele Floren |
| Greg Domke | Michael Schroeder |
| Sandy Fox | Kevin Staunton |
| Dick Crockett | Michael Fischer |
| Arne Cook | Brett Johnson |
| Tom Bonneville | Collin Bredeson |
| Kim Montgomery | Deron Lindquist |
| Tim Murphy | Eric Bredesen |
| Thomas Raeuchle | Jim Baisch |

Consultant Team

Cunningham Group Architecture, PA
HR Green
Community Design Group
Springsted Inc.

Land Use

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

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

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

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

Goals

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

Public Realm

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

Goals

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



Images (top to bottom)
Osaka, Japan
Montreal, Canada
The High Line, New York

Transportation

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

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

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

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

Functional Class:

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

Traffic Volume:

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

Goals

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

- Create a more bike and pedestrian environment by applying Complete Streets and Living Streets principles to Vernon, Eden and the local street network
- Create an improved circulation and access network between public streets/parcels and private development/destinations
- Create an enhanced parking environment that, in part, depends on shared district parking supplies centrally located
- Partner with Metro Transit to implement a community-scale Park-n-Ride in the area
- Complete the historical transition of Vernon from old Hwy 169 to a local district street
- Identify and implement a demonstration project for “Complete/Living” streets principles
- Provide additional auto, bike and pedestrian connections east and west in the district
- Maintain and improve parking, access, circulation in the short term for convenience, retail, and service uses
- Complete the pedestrian/bike system...make bikes and pedestrians a priority and allow for a safe crossing over Hwy 100
- Take leadership related to highway 100 interchange...build the “reason platform” for multi-modal access and gateways
- Reserve the CP Rail corridor for future, possible public transit and non-motorized movement/connection in the district
- Reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network.

Sustainability

Goals

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

Recommendations

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

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

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

1 – Work from existing strengths and build the foundation

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

2 - District Systems

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

beyond what is currently required by the city

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

3 - Closed Loops

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

Implementation

Major Recommendations

Immediate < 1 year

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

1-5 Years

Land Use

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

Public Realm

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

Transportation/Infrastructure

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

Sustainability

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

Implementation

Major Recommendations

5-10 Years

Land Use

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

Public Realm

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

Transportation/Infrastructure

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

Sustainability

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

10+ Years

Land Use

- 41 East frontage road site redevelopment
- 42 Civic development on excess MNDOT land

Public Realm

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

Transportation/Infrastructure

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

Sustainability

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

Land Use



Illustrative Master Plan

Land Use

Phase 1

A. Public Works Site

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

B. Bus Garage Site

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

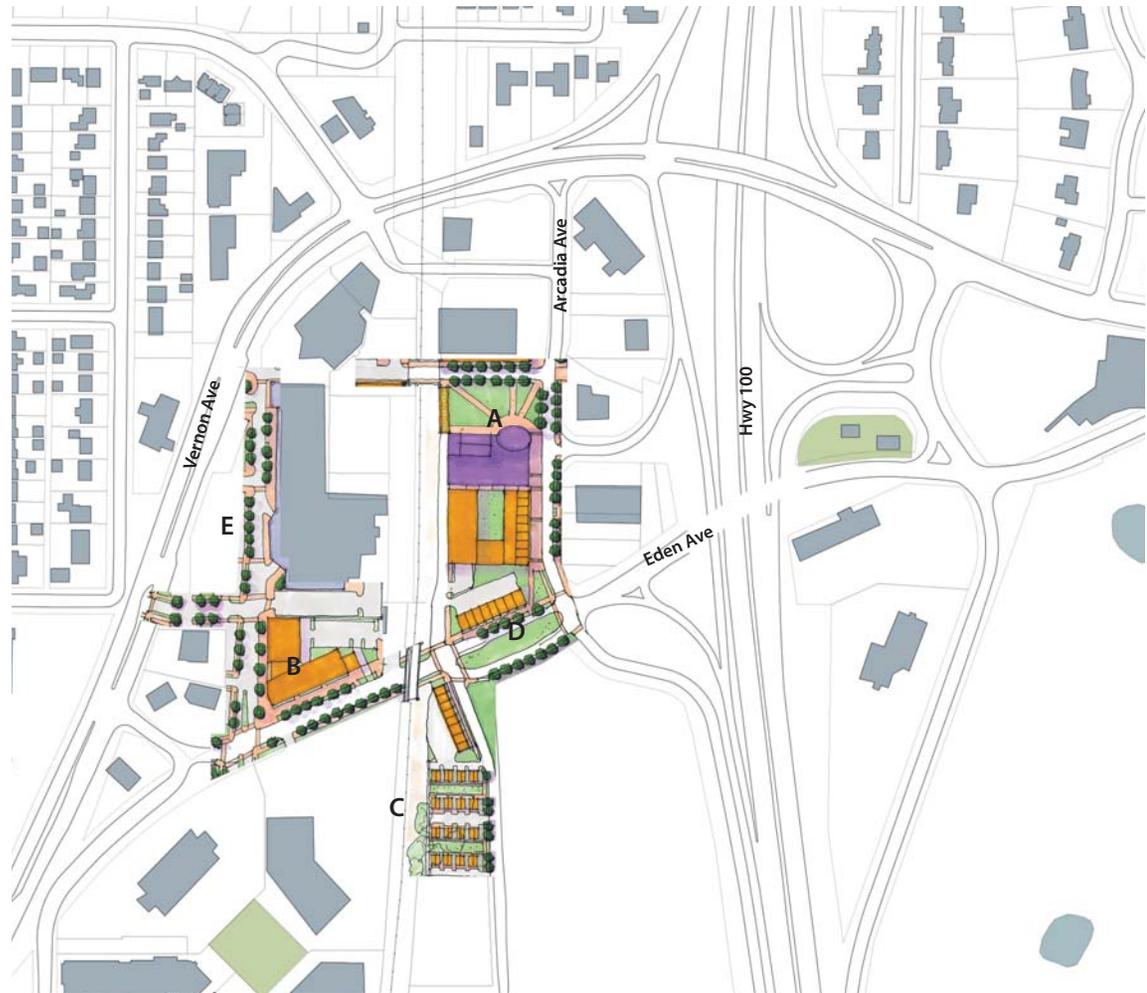
C. Warner Site

- Townhouses fronting the OLG open space

D. Eden Avenue Streetscape

- Bus stop integrated
- boulevard organizes intersection alignments

E. Jerry's Streetscape



Phase 1

Land Use

Arcadia Ave looking North



Arcadia Ave

Land Use

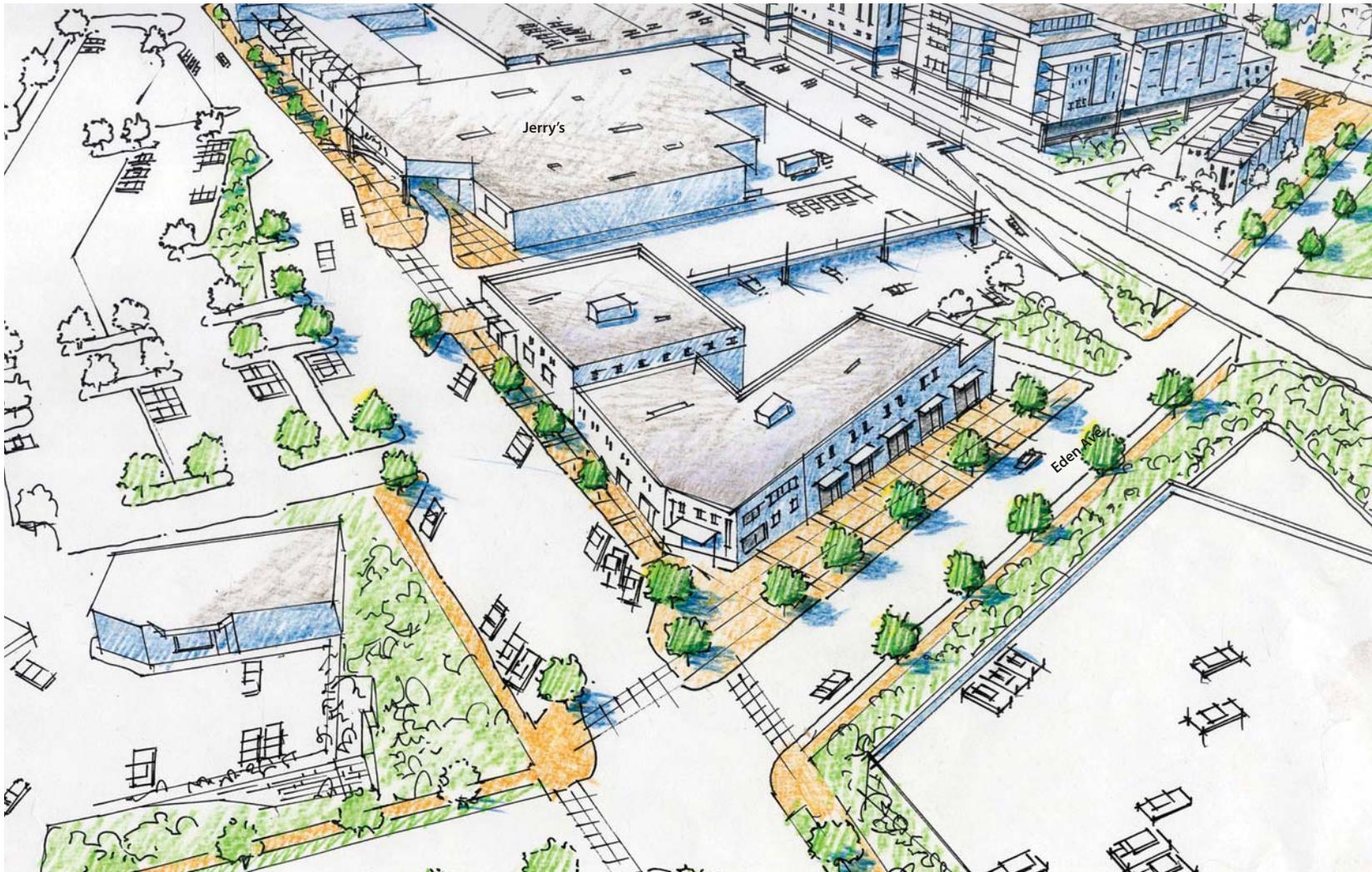
Public Works Site looking Southeast



Public Works Site

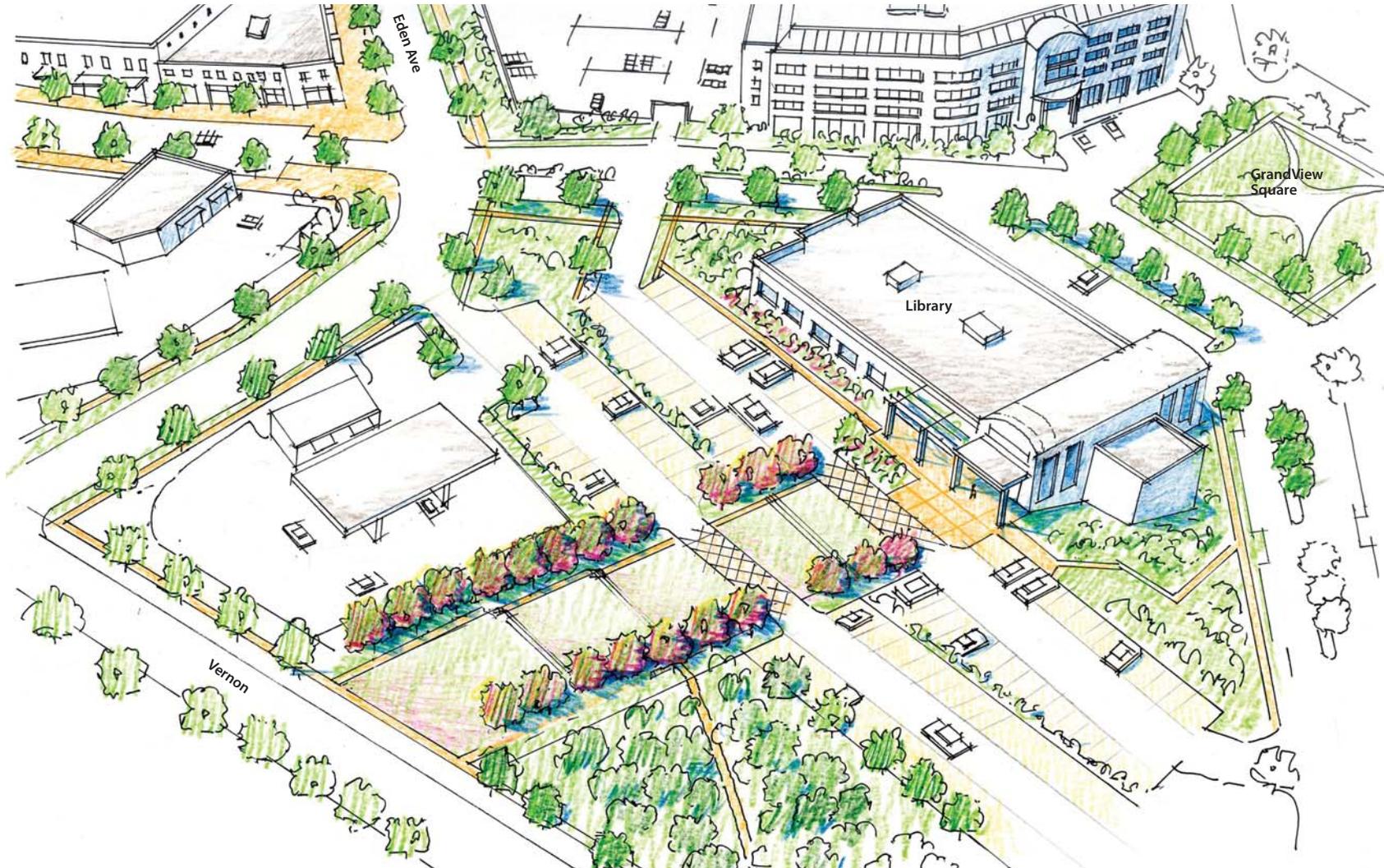
Land Use

Bus Garage Site looking Northeast



Public Realm

Library Site looking East



Transportation

Highway 100 and west frontage road looking west

