

Preliminary Draft Summary

Grandview Small Area Plan

Edina, Minnesota



DRAFT November 9, 2011

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4. Moving Forward with a Purpose

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1. Hope for Change

Review of the Small Area Plan Guide

The GrandView District includes the area between Eden and Vernon Avenues, crossing Highway 100 on each street. This crescent-shaped district comprises 19 parcels, and a variety of land uses, including retail, commercial, office, housing, public uses, and historic buildings.

Historically, the area was defined commercially by its proximity to Highway 100, built in the 1930's. At one time, Vernon Avenue was Highway 169, which made this area an important commercial hub for shopping, recreation, and services. Over time, the district has evolved to serve more neighborhood-oriented needs such as grocery, hardware, restaurants, clinics, and significant public uses such as the Senior Center, Library and City Hall. As such, the district is seen by residents as an important node for services, and by land owners and tenants as an ideal location adjacent to a busy highway.

In late 2009, the Council approved a process designed to engage the community in planning for the future of the old Public Works site and the area surrounding it. The process was to be led by a Community Advisory Team (CAT) made up of interested residents, representatives from City Boards and Commissions, area business and property owners, and a school district representative. The CAT was to be supported by a Design Team made up of Edina residents in the design field, and a staff-led Technical Advisory Committee (TAC). The roles to be played by members of the CAT, Design Team, and TAC were outlined in writing before the process commenced.

Beginning with a kick-off meeting on April 8, 2010, the CAT met 10 times in a 20-day period during the months of April and May 2010 to study the site and the surrounding area. They determined that the study area should encompass the commercial node at Highway 100 and Vernon, as well as the City Hall campus across Highway 100. During the process (which is described in greater detail later in this report), the CAT, TAC and Design Team members walked the study area, and looked at potential areas of change, transportation challenges, pedestrian access, and other development issues. By the end of the process, the CAT had developed a set of seven guiding principles to define the future of the Grandview District. These guiding principles were shared with the City Council in May 2010.

Purpose of the Small Area Plan

In late 2009, the Edina City Council – seeking to ensure that redevelopment of the GrandView District was driven by community residents and other stakeholders – approved a Small Area Guide Plan process designed to engage the community in developing a vision for redevelopment of the City's old Public Works site, and the area surrounding it (the GrandView District). To accomplish this goal, a Community Advisory Team (CAT) was formed to lead the process. In November and December of 2010, the CAT submitted the Small Area Guide Plan Report to the Edina Planning Commission and City Council.

After approving and adopting the Report and receiving the Livable Communities Grant from the Metropolitan Council, the City Council authorized commencement of this Small Area Plan process (essentially 'Phase II' of the work already underway). The Phase II process is being led by a community-based Steering Committee comprised of interested residents, members of the Guide Plan process CAT, District business and property owners, City board and commission members, and members of the Guide Plan Design Team. Information gathered and ideas generated through this process will then be used to craft a development framework and implementation plan for the GrandView District.



Guiding Principles

The Guiding Principles

1. Leverage publicly-owned parcels and civic presence to create a vibrant and connected district that serves as a catalyst for high quality, integrated public and private development.
2. Enhance the District's economic viability as a neighborhood center with regional connections, recognizing that meeting the needs of both businesses and residents will make the district a good place to do business.
3. Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure and taking advantage of the natural topography of the area.
4. Design for the present and the future by pursuing logical increments of change using key parcels as stepping stones to a more vibrant, walkable, functional, attractive, and life-filled place.
5. Organize parking as an effective resource for the district by linking community parking to public and private destinations while also providing parking that is convenient for businesses and customers.
6. Improve movement within and access to the district for people of all ages by facilitating multiple modes of transportation, and preserve future transit opportunities provided by the rail corridor.
7. Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development reflecting Edina's innovative development heritage.

Approach of the Small Area Plan

The Consulting Team will work closely with the Steering Committee and its sub-committee structure to support a process that is focused on key issues, opportunities, and recommendations. The approach is organized around the Steering Committee that meets on a regular basis to guide the Consulting Team. A key feature of the approach is using a Community Workshop format to facilitate a highly interactive process over an approximately four (4) month schedule, which continues the progress that has been made by the Steering Committee and community stakeholders. The Workshop format is designed to quickly and efficiently present ideas, get feedback, make adjustments, and re-engage local stakeholders

The plan is to conduct three (3) Community Workshops at specific milestones. The community participation process includes these primary groups of participants: Steering Committee, Executive Committee, Work Groups, City Staff, Focus Groups (land owners, neighborhoods, public officials, school district, institutions, city departments, business operators, and others as identified during the process), Plan Commission, and City Council. Additional Focus Group meetings may be held with representatives from the development and construction sectors to provide context and more detail regarding trends, market, and costs. Each of these groups is engaged at key times throughout the process.

Project Schedule and approach

Part I – Discussion and Discovery

Part I is about learning from and listening to the Steering Committee, Work Groups, and other stakeholders; analyzing the study area and understanding the work done to-date; appreciating the larger dynamics of the area; and clearly defining the opportunities. An initial Community Workshop is held to conduct work group discussions/downloads; a public meeting/presentation is hosted by the Steering Committee and the Consulting Team.

Part II – Ideas and Options

Part II focuses on developing ideas and options that address the specific issues raised by the Steering Committee, stakeholders and the public process. The Consulting Team conducts a three-day Community Workshop (to be held in the study area) that will include Steering Committee meetings, focus group meetings, stakeholder interviews, team work sessions, and conclude with a public meeting/presentation.

Part III – Decide and Deliver

Part III consolidates all the comments, ideas, and options into a preferred direction. This part includes a third Community Workshop and public meeting. The Consulting Team prepares a summary document that may be widely distributed via a variety of sources (i.e., print, web, etc.) and a Sketch-up 3D model of the area with preferred options.

	Sept	Oct	Nov	Dec
Part I				
Discussion and Discovery	■			
Community Workshop #1	◆			
Part II				
Ideas and Options		■		
Community Workshop #2		◆		
Part III				
Decide and Deliver		■		
Community Workshop #3			◆	
Deliverables				■

Project/Community Meetings	Sept	Oct	Nov	Dec
Steering Committee	●	●	●	●
Staff Coordination	●	●	●	●
Executive Team Meeting	●	●	●	●
Community Workshop	◆ #1	◆ #2	◆ #3	
Work Group Meetings	●	●	●	
Plan Commission/Council		●		●
Project Update	●	●	●	●

Note: Scope and schedule subject to review and approval by the Client and Cunningham Group

Community Workshops

Community workshops are held over a 2-3 day period as an inter-active way to facilitate stakeholder focus groups and provide the consulting team a continuous point of contact and organization with the Steering Committee, staff and stakeholders. The first day would accommodate focus group meetings, interviews, and consultant team coordination. The first day would conclude with a Steering Committee meeting in the evening. The second day would allow for additional team work-sessions and client coordination prior to hosting a public meeting in the evening.

Typical Workshop Schedule

Day 1/2

Morning

- Team coordination
- Focus and work group meetings

Lunch

- Focus group meetings

Evening

- Steering Committee meeting

Day 3

- Team work session

Lunch

- Team work session
- Meeting preparation

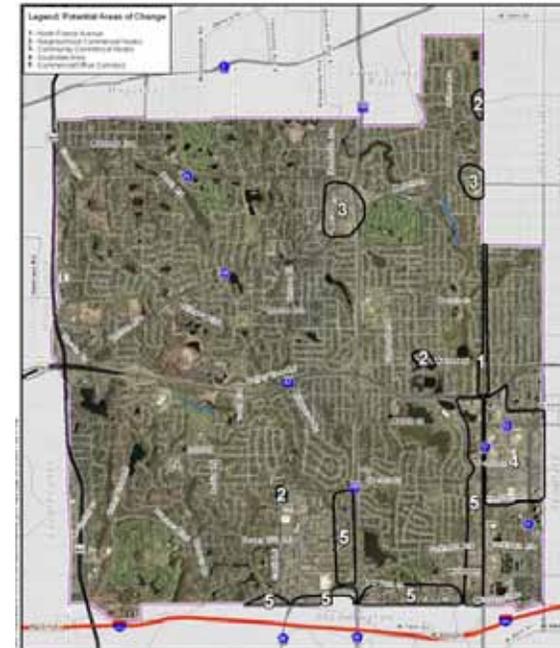
Evening

- Community presentation

Background Analysis



Grandview Aerial



Edina Potential Areas of Change

1. Hope for Change





Building Footprints



Site Topography



Public Right of Way



Building Uses

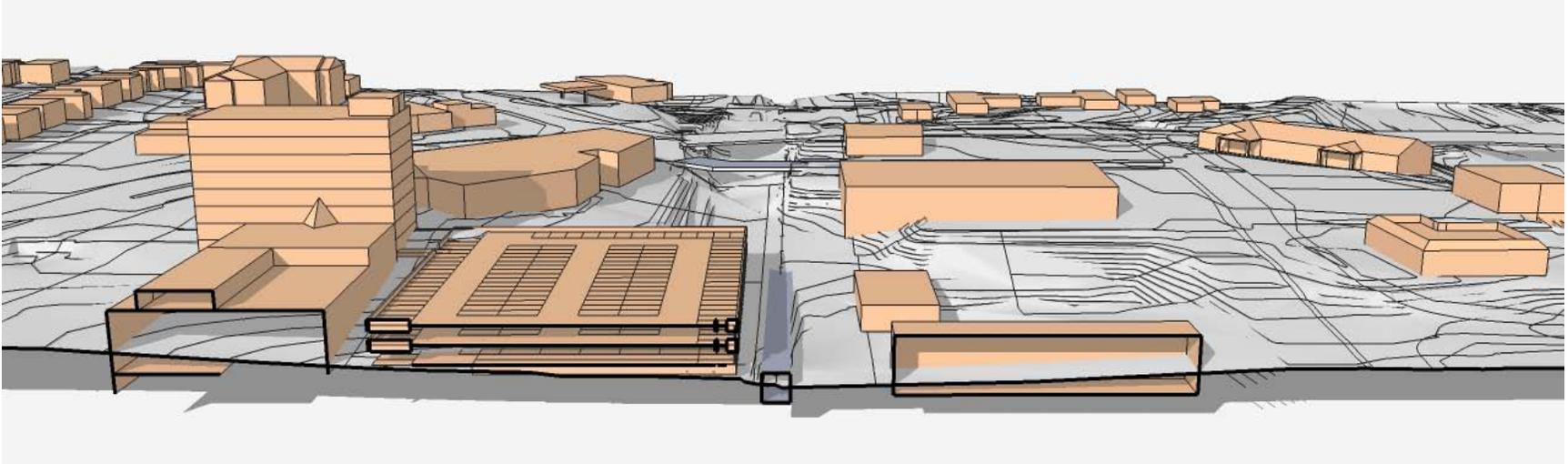
1. Hope for Change



Sidewalks



Parking



East/West section through site



North/South Section through site



Aerial of site from southeast



Aerial of site from northwest



2. Thoughts and Interactions

Community Workshop #1 September 21, 2011

A) What is the best thing about GrandView?

- Services (variety useful and accessible) 13
- Location: 6
- Civic Places: 2

B) What is the worst thing about GrandView?

- Lack of accessibility by peds and bikes: 9
- Unattractive: 6
- Parking and traffic: 6
- Disconnected: 4

If we have a community commons at Grandview, what would it be?

- My first thought is that I don't see a need for a community commons area. It may be OK. I don't see it yet.
- A place to gather, farmers market, learning/performance center
- Public meeting spaces - open building architecture including art, cafe, restaurant space
- Community center adjoined to by a green thoroughfare to small stores, services, sitting area, and rest spots
- Outdoor gathering space, indoor and outdoor meeting space
- Margo's big table, a place to gather (with a reason that makes us want to gather there), a place with a community feel
- A public-private configuration of spaces that allow people to gather - almost a Starbucks writ large
- Must have shade trees, greenscape, must have public art activities to do like a public gallery, seating outside and inside for groups of people, place for other groups to gather
- A bazaar-type space for local food, plant and flower vendors, plus arts and crafts booths, with adjacent meeting space for community groups
- An informally programmed outdoor space that allows for current generations of users to congregate and do as they wish
- Open space bordered by community center, good eating
- Gathering place for activities
- "Gathering place" with places to meet, eat, and sit for awhile
- Build on city hall and library/senior center in area including landscape area
- A gathering place with greens, restaurants, theater, bicycle paths and possibly a light rail station
- Community center with meeting rooms, recreation and cultural spaces
- Park-like - an open shelter for events, play area, trees, benches, etc.
- A community center with green space, meeting areas, roof top cafe, arts space, a place to spend time
- Safe place for teens to meet
- Place to gather as well as to have retail shopping, should have regional focus
- Public area of aesthetic and purposeful gathering
- A performing and visual arts center with walk paths and benches around it
- Community center should include recreational facilities, meeting rooms, outdoor spaces, and public art, space to house community needs that previously have not been served or that are being served in obsolete facilities

Community Workshop #1 September 21, 2011

Describe one successful outcome within 5 years.

- Decision to use public squares, etc., for public purpose vs. commercial
- Off-road biking, safe pedestrian paths, better flow
- Breaking ground on a public realm element that begins to attract people to “stay”
- Improved access to Grandview from the other side of Vernon and across Hwy 100
- Redevelopment of north side of Eden Ave from Vernon to Hwy 100
- Safe bike and foot traffic, restaurants and green space and performance space
- Pedestrian and bike improvements (i.e. safety, ease of access) along with better traffic management
- Create multi-age community center
- Taming traffic and parking
- Transportation issues would be “fixed,” park once to do all my business there
- Identity as center for services with draw for residents
- Steps toward services of need and enjoyment for local residents and greater community
- More connections within area to enable easy walking
- Traffic reduced to make the area pedestrian-friendly
- Sidewalks and pathways in logical configuration, development of Public Works site with multi-use public/private facilities
- Transit station
- A community building built with uses designated
- Keep it small. I live on a feeder street, which is too busy now.
- Rail station/connections to places nearby, commons
- Bus garage to higher/better use, intro of residential uses, pedestrian improvements
- A greater sense of community, perhaps partially due to CAT efforts
- A new community center and a green walkway that covers part of the RR tracks
- Beginnings of a community building - maybe just a hole in the ground
- Promote renting of space in the existing homes so people will not need to drive so far

Community Workshop #1 September 21, 2011

Describe one successful outcome within 20 years.

- Community gathering place - transportation center, art in public places, a ? for Edina
- A place that is comfortable to go to - no high rises - all on human scale where there is a common area and transportation flow is even better - more small businesses, especially services, a thriving “civic gathering spot”
- A new configuration of the transportation infrastructure
- More densely developed mixed-use center with commercial uses, community benefits, and possibly a residential component, also a transit hub
- Better use of Hwy 100 public area, including improved pedestrian access from one side to another
- Light rail
- Redevelopment of functionally obsolete real estate and incorporating sustainable improvements
- Solve connectivity issues: transit, walking/biking, connections to neighborhood
- More cohesive/neighborhood feel, businesses/residential share goals and identity and spaces - cooperative-open-pleasant destination
- Some sort of efficient, green mass transit connection (LRT?, PRT?) to downtown Mpls
- Focus of transit within Edina and beyond for residents
- Completed project for public enjoyment
- Circle tram to go from place to place
- A cultural center with meeting rooms and a performing arts venue, as well as shopping
- Reorganization of transportation facilities - ped plaza over TH 100 with park and public art, elimination of concrete and duplicate roadways
- Transit station, multi-modal transportation auto/bicycle/pedestrian
- A thriving community/public use and lively retail hub with good access
- Bring in housing apartments or ?
- Recognition of foresight for gathering place and excellence for community service
- Rail transit center, new freeway interchanges
- Incorporating mass transit in a meaningful way
- A new configuration of bridge and roads over Hwy 100 and the trails
- True community space, vibrant, walkable, a market, artists, people interacting in and with a beautiful place

Community Workshop #2 October 25, 2011

Program Meeting Summaries

8:00am Legacy and Sustainability

- Stormwater management – GrandView sits in both the Minnehaha Creek and Nine Mile Creek watersheds
- Remember Minnehaha Creek is nearby – how do we connect to GrandView?
- Can we consider a sustainability ordinance? – state code does not equal local ordinance
- Think in terms of the ‘sustainability infrastructure’, and how to work with the market
- Incorporate electric vehicle charging stations into new parking areas/decks
- Consider the play fields at OLG as potential use for geothermal
- Hennepin County has ‘complete streets’ policy but no current plans for Vernon – think in terms of measurement, community education and brand-sustainability
- AIA Green Building Council has policies/principles that can apply to where to build, building performance, and neighborhood pattern
- About 160 homes in Edina are in the “Home Energy Squad”
- Excel has a solar rewards program and programs that require energy mandates

9:00am Parks and Public Realm

Consider rain gardens and other stormwater runoff design similar to what Edina County Club has done (and what was not done at the new City Hall project)

Minnehaha Creek Watershed provided additional funding (\$600-700k) for green roofs and underground recharge areas in the West End development (St. Louis Park)

Jerrys parking is located in the Nine Mile Creek watershed

City of Edina currently exceeds national park standards/benchmarks (15ac/1000 pop. vs. about 20-25ac/1000pop.)

Garden Club – use walking boulevards to connect City Hall with Westside (re: Longfellow gardens bridging Hwy 55)

Three Rivers Park District – working on regional level connections/projects
CP Rail corridor will probably not be feasible for a bik/pedestrian trail due to slope and ROW constraints

Hennepin County promotes Active Living which may apply here

Senior Center may be under-programmed; parking need for the library during several weekdays and nights

OLG – play fields have been upgraded and are very well used; school is K-8 with about 650 students. Considered potential for Park n Ride in the past. Warner property is potential development site (housing of some type?)

10:00am Arts and Culture

- Consider the Bergamot Station in Santa Monica as a model
- Use empty storefronts as a way to build awareness and communicate arts
- Arts Center is limited by its location and converted residential structure is a long term constraint; membership and activity is limited
- Consider mapping the arts and culture assets of the community and consider how to incorporate ‘placemaking’ into the process – think about who are the producers and who are the consumers
- Sewell Ballet could use “big rooms” for classes and education
- Hopkins is good model that is a community facility but is run as a 501c3 and programmed by 8 different local organizations that rent the space
- Need to think beyond the bricks and mortar and understand the “content” of arts and culture for the city – what is that and then how does the city/process respond]
- Good examples – Museum of Possibilities in Montreal, Asia Art Archives in Hong Kong; Grand Rapids Art Prize

11:00am Facilities and Community Needs

- Edina High School senior survey – need more activities for teens; school already has May Term (custom curriculum in last May of senior year), movie nights, and Group 212 – community service oriented
- City priorities – better operational performance for facilities; how to program or change; are there potentials to consolidate some buildings and functions (e.g., move toddler use out of the Edinborough building)

- How can City think about more or better use of Senior Center – not just a building dedicated to a single demographic – think more inter-generational
- Consider how wellness should be a quality of life issue for all demographics
- Mankato University has a presence in Edina and is adding 30,000 sf to location at 7700 France Ave
- Need to better support the neighborhood associations
- Lack of cultural venues – many people leave the community for needs/ activities....

1:00pm History and Meaning of Place

- Edina Historical Society maintains history of the community; Heritage Preservation Board is the official city organization with staff support from Joyce Repya
- There is reference to “natural” topography but in reality terrain has been significantly altered over time with hill tops removed and the excavation of Hwy 100 (material was deposited at what is now the sports fields at OLG)
- Yancy family was one of the early (minority) families that owned and help settle the GrandView Heights area
- Area was considered third class farmland more appropriate for grazing; mention of orchards – were probably apples
- Hwy 169 (Vernon) and Hwy 212 intersected here at grade; later Hwy 100 was introduced as one of the first metropolitan “ring” roads in the country.
- Train service around late 1800’s, probably around 1890 provided passenger service into Minneapolis
- City grew up around the Edina Mills site on the creek; the Grange Hall was originally located at the SE corner of Woodale and W 50th St. Mills site is now an archaeology resource
- Current of location of Tupa Park is general area of city public works (in the “woods”); Grange Hall and Cahill School are both listed on the National Register but were moved to present location. Access is not good and the two wood buildings should not be co-located – fire hazard
- Historical Society has artifacts and items in storage and have available area in Arneson Acres park
- Society has had issues generating support and attendance at functions like

board meetings; Grange Hall was the social and public/governmental center of the city for years

- Jerrys was originally a Krogers and was local market before that; other businesses in that location included Humpty Dumpty, Jerrys Lucky Dollar, Animal Crackers, Lucilles, Jerrys Printing, Cedars and a drive-in

2:00pm Transportation and Highway 100

- Metro Transit confirmed need for a Park N Ride here; they refer to this location as a “hide n ride” as commuters are parking here (mostly in the city parking deck) and catching the 587 express to downtown. This route makes it way along Normandale (frontage road west of Hwy 100) to GrandView stops before getting onto Hwy 100
- Metro Transit is ready to work with the City and land owners to build a park n ride lot; their market research indicates a need for about 170 parking spaces
- Hennepin County encourages multi-modal use of facilities for bikes, pedestrians with their complete streets policy which could be applied to Vernon; nothing identified for Vernon in the 5 year CIP but other types of funding could be considered for pedestrian and bike improvements
- Mn Dot representatives were not present at this meeting

Community Workshop #2 October 27, 2011

Small Group Responses

What do you **like** about what you saw tonight?

- Tony: financial reality
 - Cloverleaf: more land, less congestion, neighborhood alternatives, potential for upgrading bridges
 - Realigning Eden
 - Civic buildings
 - Green connector over 100
 - Bikeways
 - GrandView Square
 - Pedestrian connections
 - Green space
 - Park and ride place
 - Multi-purpose space and public realm
 - Priority on traffic flow and movement
 - Pedestrian bridge over 100
 - Bike paths and pedestrian concept
 - Capacity to expand on pedestrian and bike ideas in the future
 - Financial perspective
 - Mixed-use and community-oriented
 - Use of topography
 - Possibility to include this as part of comprehensive plan
 - Green/complete streets, especially Eden
 - Topic of 100 and Vernon interchange
 - Like seeing PW and bus sites developed
 - Like that people invited
 - Cul-de-sac - ??
 - Central corridor concept
 - Pedestrian and wheelchair emphasis
 - Streets that I can't cross
 - Not remove ?? winter and snow
 - Focus on safety and less car traffic
 - Development is away from homes
 - Better, wider sidewalks
 - Increased green space
 - Connection to Minnehaha Creek
 - Bridge over tracks--important
 - Cleans up "mess"
 - Bicycle improvements
 - More accessible towards area
 - Vernon traffic improvements
 - Traffic calming
 - Looking at all ingredients
 - Bike and pedestrian solution focus on Eden
 - Green bridge over 100 (bike/ped only)
 - Choices for bikes and peds
 - Process: understand the tools, input is important
 - Considering phases in next steps, knowing it will take years
 - Understanding the sub-region in terms of traffic
 - Open space with walks
 - Look at potential for all sites, even Jerry's
 - Realistic/feasible about what likely won't change
- GrandView housing (170 families), big impact on them

Community Workshop #2

October 27, 2011

Small Group Responses

What do you **dislike** about what you saw tonight?

- Not sure what deficit is today
- Concern about civic center economics
- Bus garage/civic/housing sandwich
- Not sure (confirm need, support, capacity) for civic building, make sure it can happen
- Bus garage
- Park and repark
- Clean up car wash site
- Missing loop on 100 access
- Not seeing a balance of parking types: pull-up front door parking very important in addition to ramps
- Missing focal point
- No identity/gateway/announcement of GrandView
- Attention to balancing additional traffic that comes with new development
- No eminent domain--it's shown
- Road redesign is critical
- Traffic flow and intersections--need traffic flow
- Reduction in Vernon--it's the ?? things are, but safety is good
- All the restaurants--want to keep a quiet neighborhood
- No new intersection
- Specifically address ADA
- Park and ride
- Bridge over tracks--necessary?
- Large parking ramps--like the close parking to services
- No new residential--focus on businesses and offices
- No McDonald's
- City may let ALL public works site go private
- Want to have people gather outside
- Not dense enough development--want mixed-use
- Interlachen part of traffic evaluation
- Winter activity/use
- Change to 100 not realistic, underestimated
- Primary/secondary/ancillary--how big is the draw, the market?
- Will commercial development "pay for this"
- Extremes--more mixed, not all commercial or residential
- Developers build the city--parks, public buildings
- False dichotomy--financial analysis to explore partnerships, perhaps last opportunity
- Moved away from major public amenity, and perhaps a later phase
- Underlying implication of "heavier" mixed-use
- Take a position on LRT

Community Workshop #2

October 27, 2011

Small Group Responses

What would you **change**?

- Not recorded
- How is the southwest corner traffic working on Eden Ave/100/with more density
- Change all things we don't like! :)
- Use railroad bridges as land masses
- Water systems: drainage, retention, recycling
- Be deliberate, purposeful
- Establish and follow strong overarching guiding principles
- More detail--rearranging 100 intriguing--Interlachen good insight
- Would like to keep scale small
- Not enough E-W ??
- No stoplight--like roundabouts, one-way streets, two levels for ped/bikes
- Smaller buildings
- Start out slower and smaller
- Emphasis on ROI vs quality of life
- Build additional emphasis on "intangibles"
- Better define mixed-use
- No toll/big buildings
- What kind of residential--like cottage concept
- Light rail potential
- Zoning changes required--height, sustainability
- Prepare PW site for development
- Conditions can be set for development
- Connectivity needs to occur early over railroad
- Center of center at public works, not east of 100
- Financial: money from public works site to work bus site
- More connectivity for pedestrian movements, gathering spaces, promenade
- Do green bridge later
- Did not see storefronts facing green spaces
- Add focus on night activities--lighting needed
- Reroute Link Road soon so can assemble land
- Light rail potential
- Zoning changes required for height and sustainability
- Prepare public works site for development
- Set conditions for development
- Connectivity needs to occur early over railroad
- Connection, extension, expansion related to 50th and France (draw from the east side)
- Right where we need to be in this process
- More landowner participation
- What caused business failure
- Add a timeline to the process
- Full assessment of public need
- Offering option for public realm and how to pay for them--show us how to get this!
- Continue to show examples in similar climates
- Parking for bikes
- Existing parking ramp potential for change
- Based on this plan, want no new taxes--10/100,000



3. Patterns for a Neighborhood Center

Neighborhood Center



Excelsior and Grand,
Saint Louis Park, MN



Lniden Hills,
Minneapolis MN



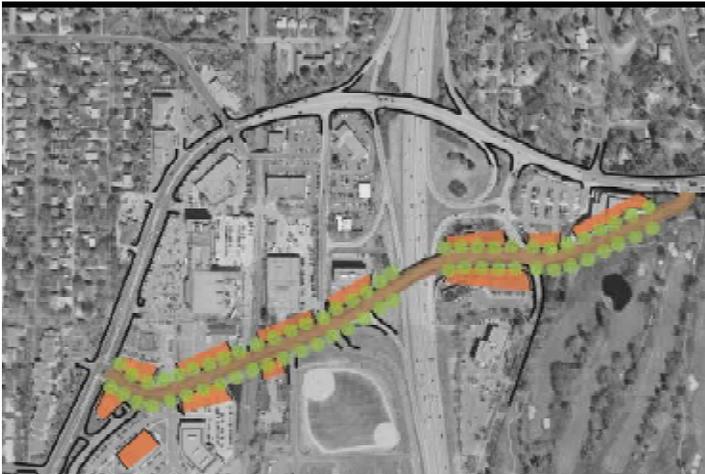
Highland Park,
Saint Paul, MN

Frameworks

Streets as Frame



Emphasis on the frame...pursue the "Living Streets" approach



Eden Avenue as Main Street...creating a signature destination

Frameworks

Center



The Village Center...
one signature
gathering place at
the heart



Small Area Guide
Plan Illustrative...the
green bridge



Three distinct
places...but
connected

Frameworks

Internal Streets

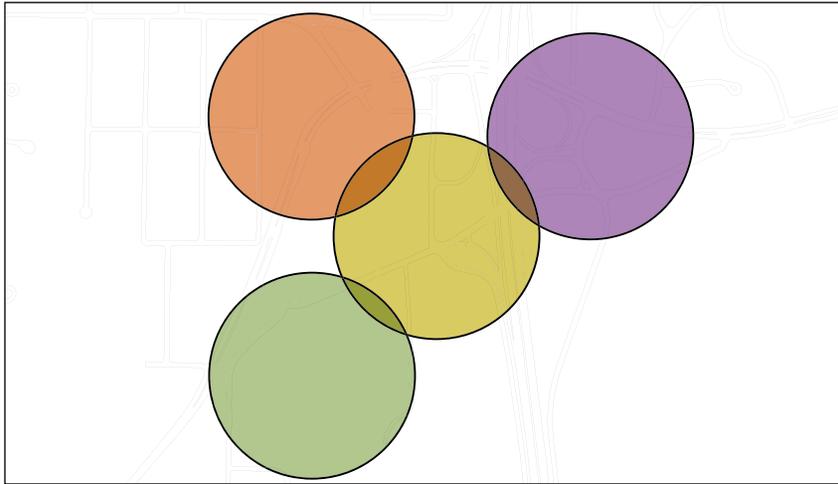


New England /
European Village...
work with the
topography

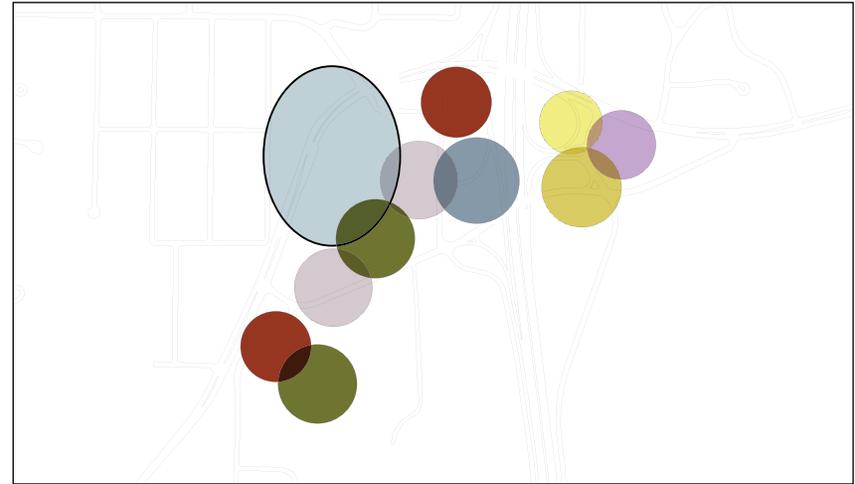


Emphasis on the
internal streets...the
connective tissue

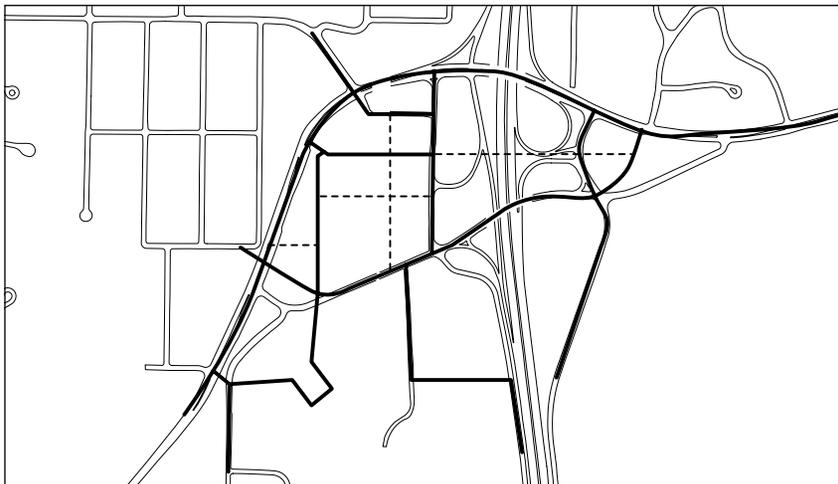
Strategies



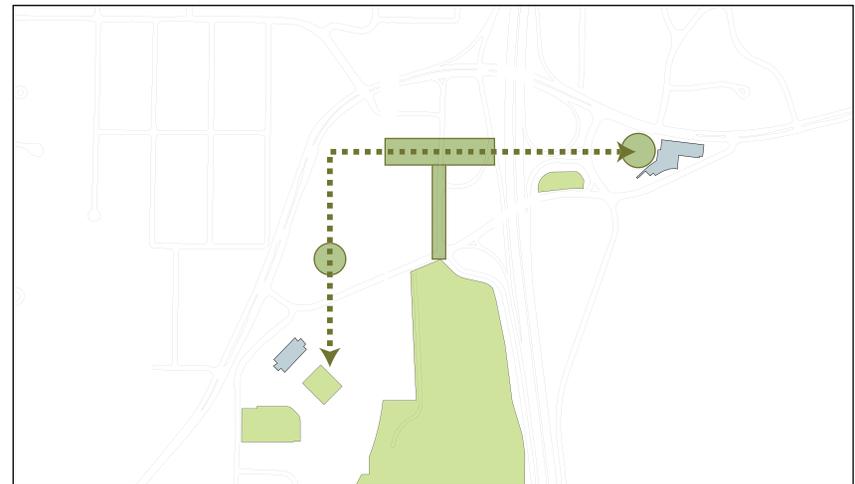
Break Down the Scale



Mix up the uses



Easy to get to; easy to get around



Connect throughout

Land Use Options



More Commercial



More Residential



More Mixed-use

Benchmarks

Legacy and Sustainability

1. Take a position on sustainability . . . expectations and outcomes
2. Be a model for city wide sustainability ordinance
3. Define incentives to attract “Best-in-Class” development
4. Seek partners and follow the money (creative financing strategies)
5. Maximize use of the freebies . . . focus on what and why, not how
6. Connect to Minnehaha Creek

Parks and Public Realm

1. Acknowledge “No net loss”, yet aggressively seek new public space
2. Provide legible green armature as primary form giver
3. Build on existing strengths...inventory; assessment; repurpose; improve
4. Reject single purpose in favor of integrated/overlapping goals
5. Re-prioritize bike and pedestrian movement as a district signature
6. Health and wellness underpins design decisions

Arts and Culture

1. Create a recognized, visible, connected arts identity (uniquely Grandview)
2. Resolve...Consolidated (central) vs. Fragmented (satellite)
3. Advocate for content...then build infrastructure
4. Build on and leverage what you have
5. Build capacity for both producers and consumers
6. Provide space/place for community purpose
7. Napa + Brooklyn = Edina

Facilities and Community Needs

1. Determine best use of existing facilities...efficiency, improvements, relocate
2. Address needs of underserved populations...teens, singles, etc.
3. Establish community commons at Grandview...multi-purpose model with connections to wide audience
4. Provide indoor and outdoor spaces for both planned and spontaneous activities
5. Respond to “Whole Life – Whole Body” approach...food, exercise, rest, etc.

History and Meaning of Place

1. Is “Grandview Heights” the place name?
 2. Tell the stories...connect the dots with historic and interpretive sites
 3. Reveal the resource...increase community awareness and active use of existing facilities
 4. Develop the Mill Site...celebrate the “Birthplace” of Edina
 5. Record the oral history of the Grandview District
- Make it Beautiful !

Transportation and Highway 100

1. Partner to implement Park-n-Ride in Grandview...on your terms
2. Identify and implement demonstration project for “Complete/Living” streets
3. It’s not safe!! Parking, access, movement, lighting need attention now
4. Complete the public walkway system...bikes and pedestrians are a priority
5. Take leadership and direct discussion related to highway 100 interchange... build the “Reason Platform”

Concept Diagram



Key Elements to the Concept Diagram

Vernon is improved to become a Main Street

Eden is realigned to connect the Library to City Hall

The barrier Hwy 100 is reduced by eliminating redundant ramps

A strong connection between City hall and the library is created through the site

Three smaller "villages" connected by a prominent public realm.

Illustrative Master Plan



Illustrative Master Plan - Full Build-Out - 20 years



Public Realm

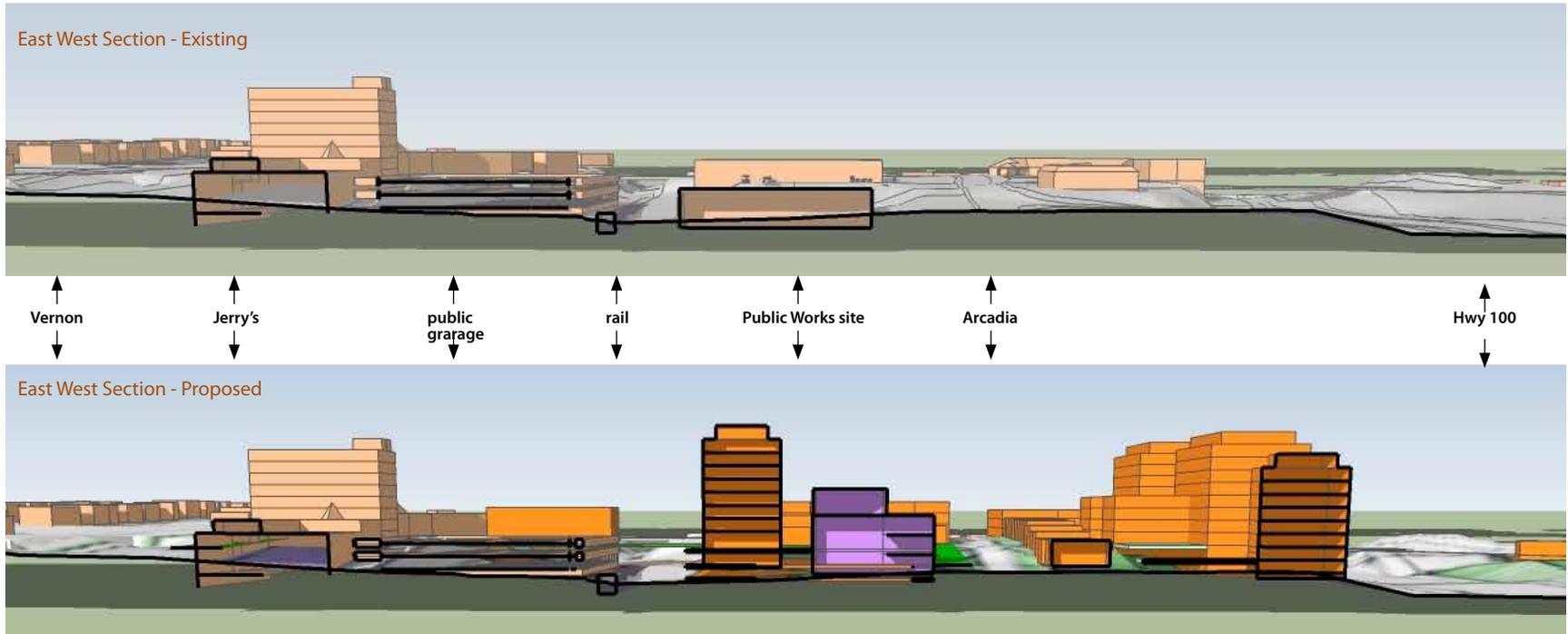


Street Network & Parking

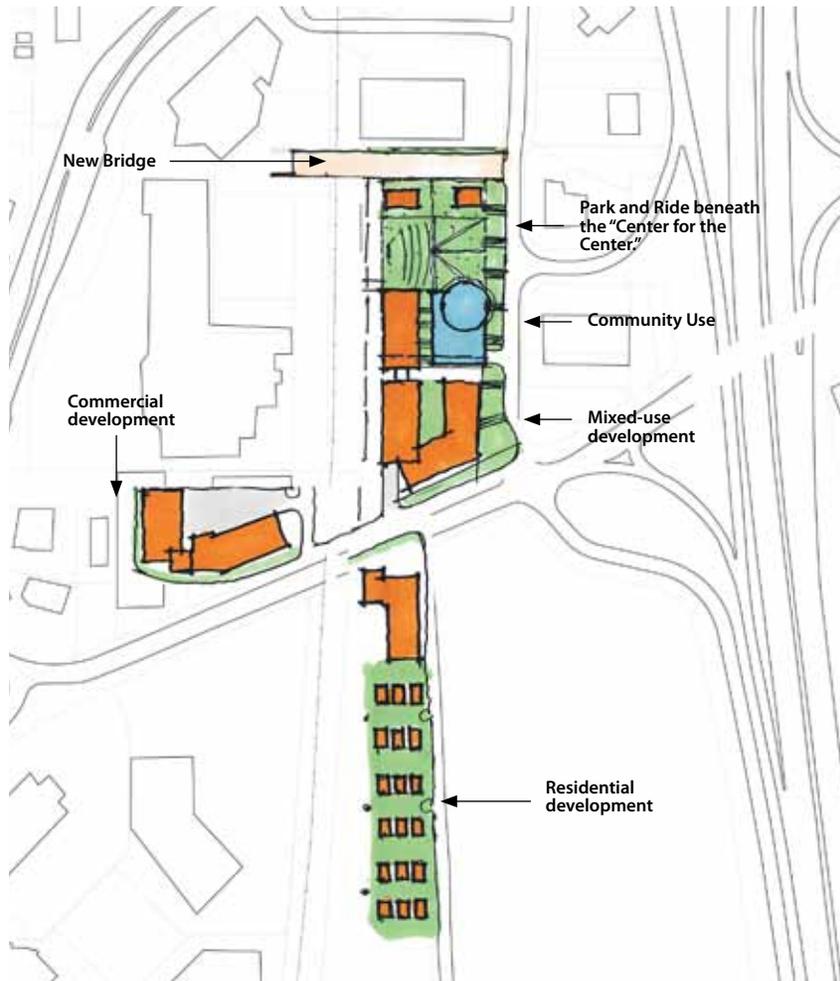
Illustrative Master Plan



3. Patterns for a Neighborhood Center

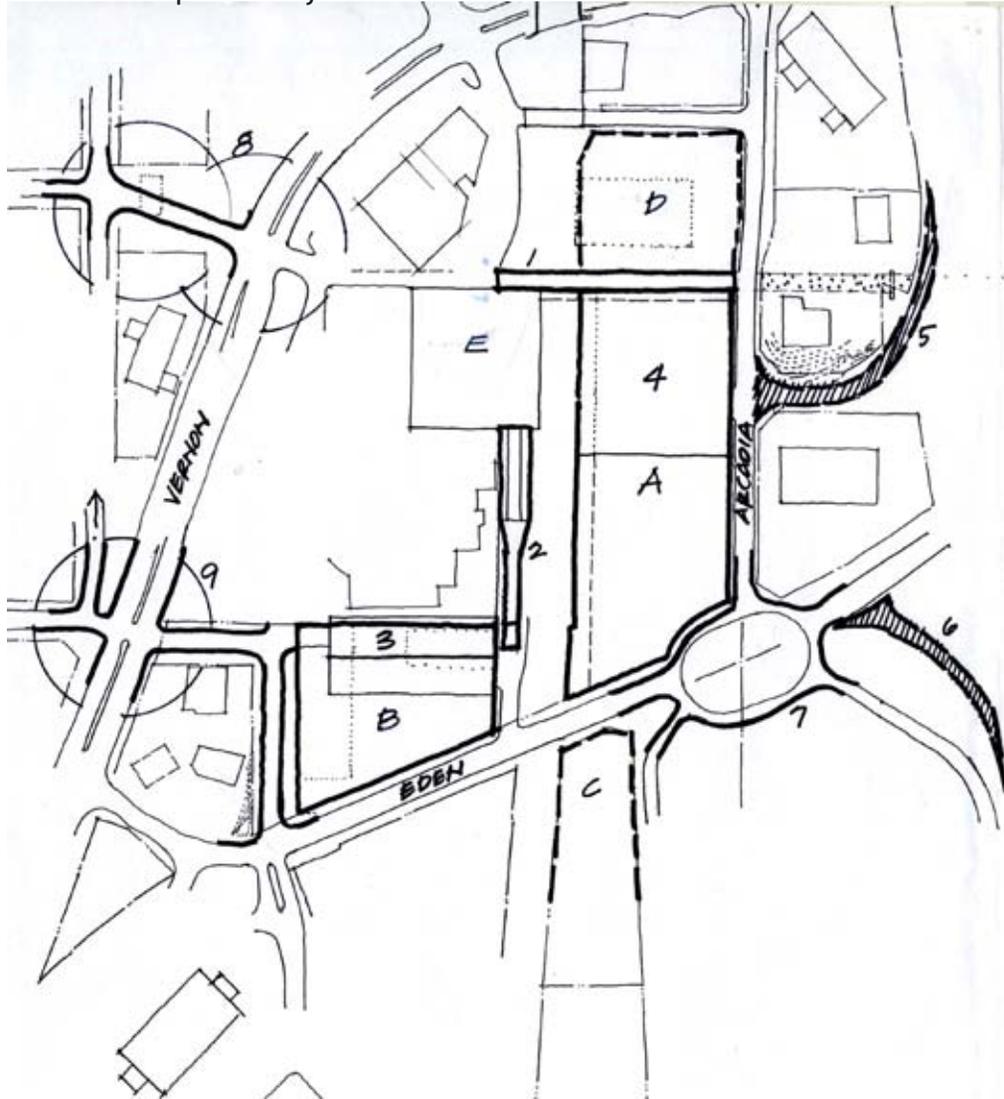


Potential Early Phase



Potential Early Phase

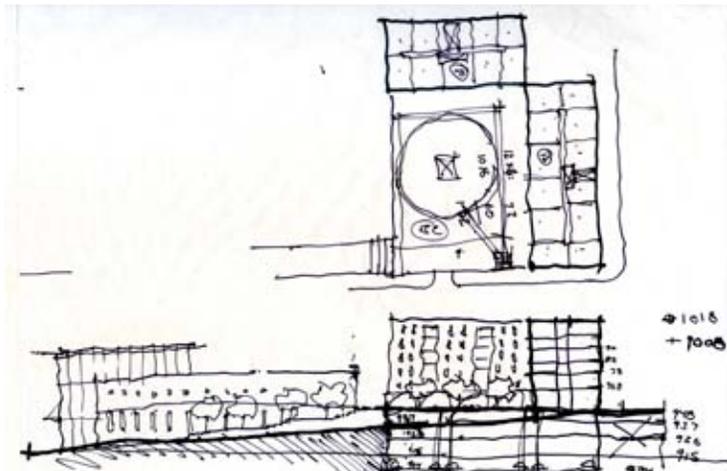
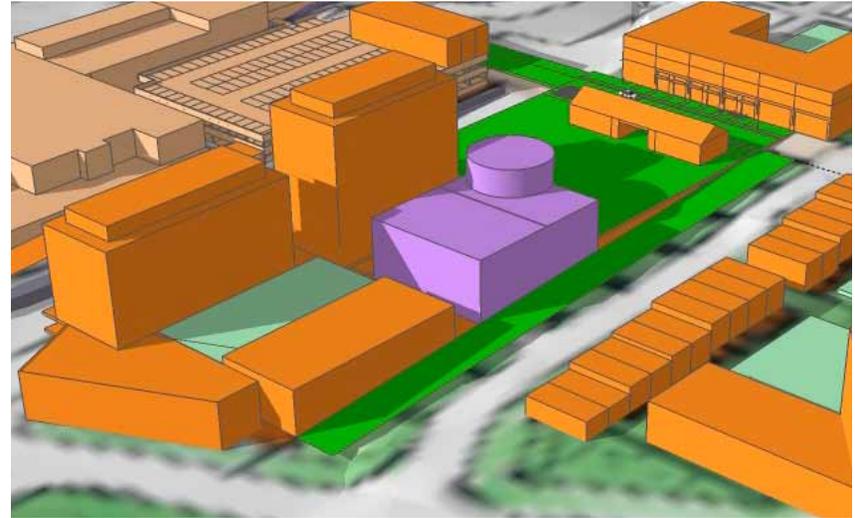
Parcels & Proposed Projects



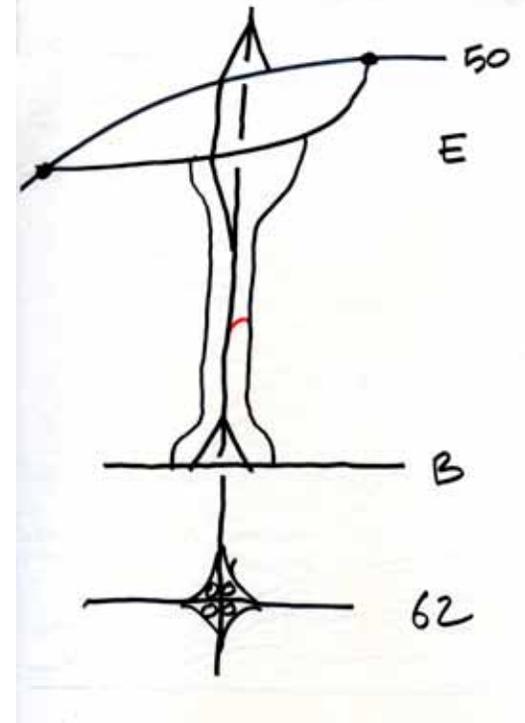
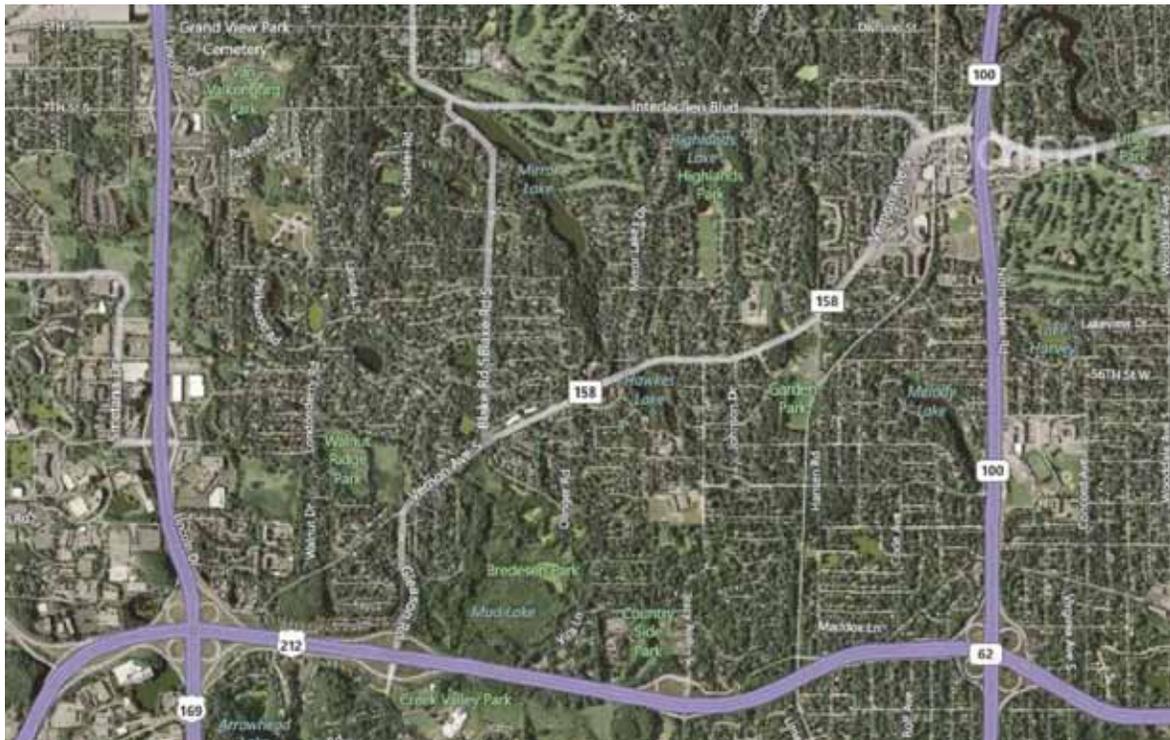
- A- Public Works site
- B- School garage site
- C- Warner site- OLG
- D- CSM tenant building
- E- City parking deck

- 1- New East-West Bridge
- 2- New deck access ramp
- 3- Single bay parking deck
- 4- Multi-level parking/Park-n-Ride/Green Deck
- 5- Remove exit ramp
- 6- Remove entrance ramp
- 7- Arcadia/Eden/Normandale roundabout
- 8- Potential street connection
- 9- Potential street connection

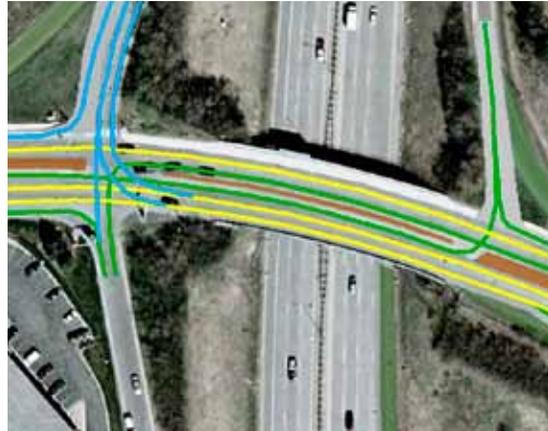
Public Works Site



Transportation and Movement



3. Patterns for a Neighborhood Center



Built Form

Great Lawn



Civic Center

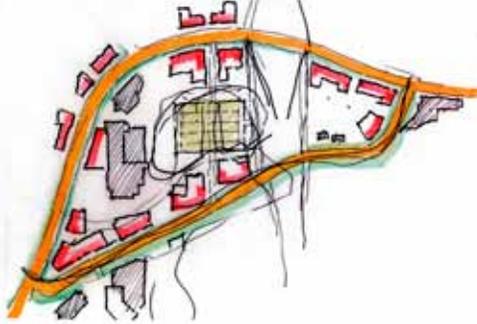


Ideas and Options

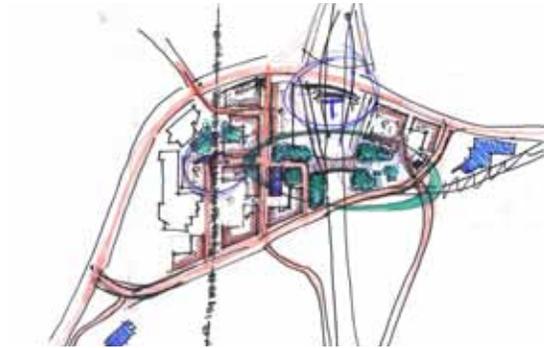


Ideas and Options

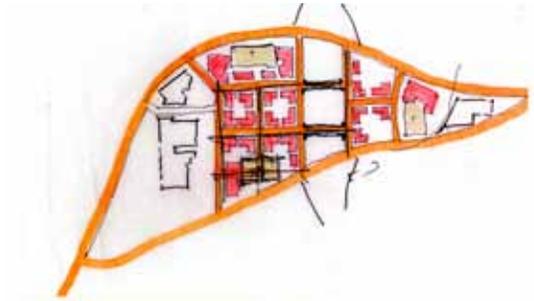
Bracketing the Options



Emphasize the Frame

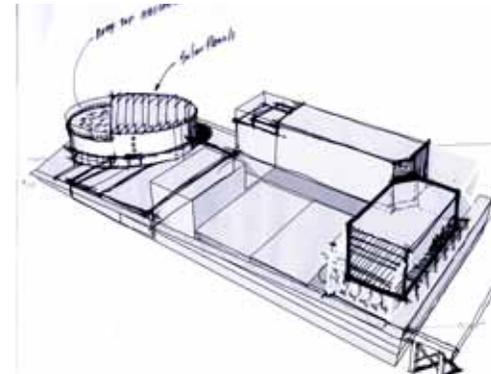
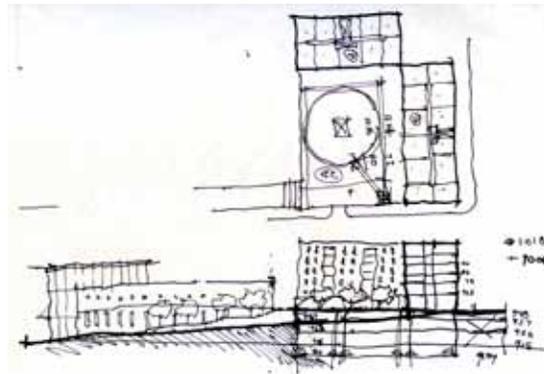
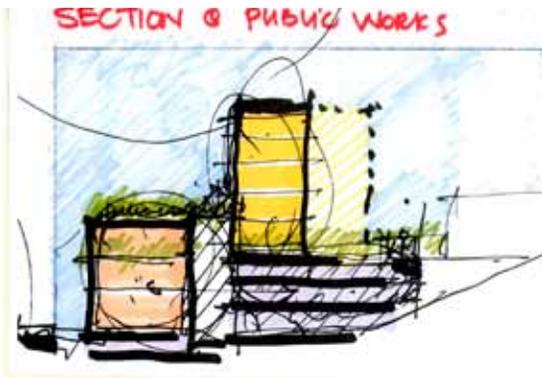


Emphasize the East West Green Connection



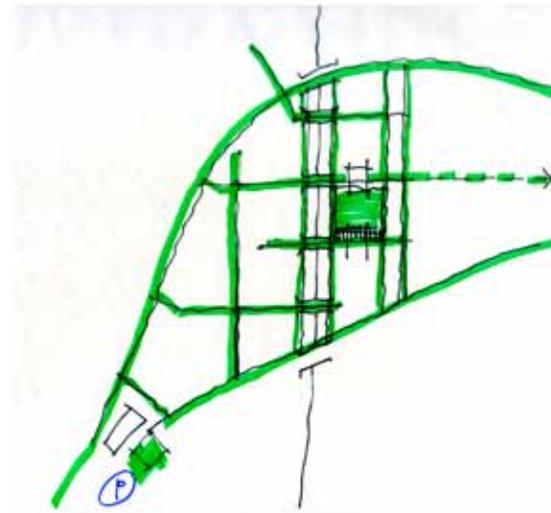
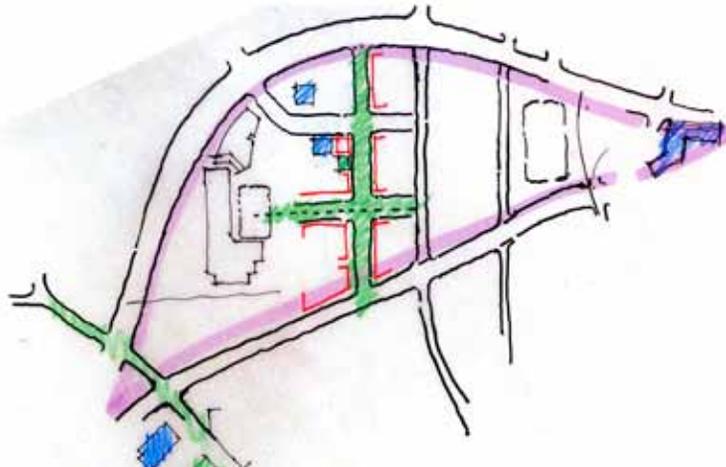
Emphasize the Interior Network

Public Works Site



Ideas and Options

Alternatives



Ideas and Options

