

GrandView Small Area Plan

Workshop #3 – Braemar Clubhouse – November 16-17, 2011

Community Needs Work Group Meeting

Attendees: Kevin Staunton, Kim Montgomery, Ellen Jones, Thomas Raeuchle, Linda Urban, Bright Dornbleizer, Jean Persha, Bruce Jacobson, Mike Lamb, Andrew Dresdner, Peter Sussman, Cary Teague

Request for meeting notes: available in a timely manner, reviewable, capture salient points, correctable
Vote 5 Yay, 1 Nay, 1 abstain

Team will take notes and distribute shortly after meeting

Process

Concern with a “singular plan”

Not sure whose plan it is

Request for alternatives

Suggested Alts:

- w/ Park and Ride not in the middle of the site
- substantial CC on a substantial greenspace
- existing zoning code, MDC, with regulating setbacks and height limits
- alternatives for bicycle connections
- consolidation savings (moving Edinborough, Sr Center, etc, to Grandview)
- CAT recommendation of no net loss

Request for drawings, written explanations, economic impact and traffic analysis of alternatives
T R – have not taken us along the journey, have not seen the arguments and still feel on the outside.

Library and Circulation

+/- 66 new spaces; greater visibility of Library and fewer roads.

General support for Library ideas – however concern for loss of parking on Sherburn

Walgreens and one way Pair

3 lane section non Vernon, rightsizing Vernon

TR – must address community concerns and the County has said they are opposed to “traffic calming.”

BJ – “right sizing” shift in philosophy

EJ – is increasing the intersections in conflict with making it safer for pedestrians and bicyclists since it creates more conflict points.

AR – 60% of crashes occur at intersections however removing intersections would make a less porous boundary, reduce accessibility and increase car speeds

Must design intersections that are safe and legible

ML – street connection to the neighborhoods allows capillary action ; distributes traffic efficiently.

Walgreens forced the issue to propose one way pair.

TR – with the drive through and all the curb cuts, it does not look pedestrian friendly –

BJ – potential for through block connections on the CSM block.

EJ – need greater detail and dimensions to determine the nature and character of the plan

BJ – clarification on dimensions – 65’ bldg to bldg

ML – can control these dimensions how we like. Can create very narrow European road, or a wide one.

EJ – we need to understand the scale of the proposed greenspace vis a vis GV Square. scale comparison

KM – concerns with Walgreens re: circulation.

ML : intersection is not perfect but it is an improvement

BJ – Grandview Commons has three parts: a great street a green space and a civic building.

TR – staircase to nowhere

BJ – trying to create a stronger and better connection to the Great Lawn

TR – false – they are sports fields owned by the school. If we are creating a grand staircase it should be wider and in the middle of the block.

BJ – can we foster a better relationship with OLG

ML – can't give up on Eden – it is an important street too.

TR – agree that it is important to create a N/S connection however it should not be on the outside of the block.

BJ – we are trying to reinforce the public edge of the block

PS – its in the exact right place' the west edge is ugly and if it is in the middle it will fragment the site

EJ – we need to own the view to and from the public space and building. The pedestrian views across the hwy should align with the Center of the public space – not the street.

The plan needs to be more flexible, more serpentine and more interesting.

TR – the P and R in the middle of the PW site is incompatible with the other ideas for the area. It puts peak loads at peak times for other uses. If the P and R is on the cloverleaf site on the east side of the Hwy. you can put the bus garage in the base, add parking for City and make it more efficient on/off for busses.

PS – Met Council can pressure MnDot to remove cloverleaf

TR – P and R is not the priority for us, its it the priority for others.

KM – recommend to consolidate Sr Center, Rec Center etc to GV site. There would still be room for residential on the PW site. The Location is correct but the scale is not.

TR – you have a prelim program based on 30,000 sf (Hopkins) and 70,000 sf (Minnetonka)

ML –the residential market responds to the views.

TR – there is also a market for civic interaction : “own your view”

EJ – what are the architectural features and scale and character that define our community. Buildings on the green should be no greater than 2 stories.

Public building should command the green

Public space should own the view

Concern with residential coexisting with the public green – source of tension.

TR – no interim P and R

PS – can the building on the north edge be 2 stories with a step back to upper floors

BJ – we need more detailed full blown design guidelines

KM – surprised to hear that the next step will be an RFP

KS – that is one possible next step. Not necessarily the next step.

TR – need to identify what the things are that need to be resolved before we hand this thing over to the City

Bj – agree – more detail is needed.

TR – how much of this is a plan and how much of this is an option

KS – because it is a public site we will have leverage

BD – to what degree are the drawings prescriptive?

TR- the drawings are open to interpretation, we need descriptive words that create components of the Plan.

1. Meeting Minutes (Notes) More accurate reporting; documentation; available for review and “amendable” – moved, seconded, voted to approve.
2. Seem to have a singular plan...not sure how we got here...not sure whose plan this is.
3. Looking at options for location of Park 'n Ride...situated elsewhere.
4. Substantial Community Center

Substantial outdoor green space connected to Community Center

5. Zoning options...at least one that meets existing code (Height etc.)

MDX, Height overlay, Min parking req.

6. Bike and pedestrian connectivity

7. Financial planning...consolidation savings (source info from Buen)

8. Edinborough, arts center and senior center

9. CAT leveraging public land, no net loss

10. Details for each option; reasons for each option

- Only ONE PLAN "critiques"...the overall framework pieces that fit in the frame.
- Mike provides overview of presentation materials.
- New street / new drive thru at Walgreens
- Review / critique of Walgreens site plan
- Grand stair – FALSE connection
 - stair internal to Public Works site makes it more
 - How does the Ped / bike connection / view to City Hall
 - Park 'n Ride "In the Center"
 - Space for Civic Building
 - Centrally located parking to allow multi-stop trips as pedestrians
- Move Park 'n Ride to Clover leaf with school bus garage as part of this site (mid or long term)
- Community Commons
- Community Center
 - 100,000
 - Mixed use
 - Who owns the view??
 - The view belongs to everyone...
- I want to see a shade and shadow study for the green
- Future of parking ramp
- Community and retail center
- Design guidelines...what level is needed??
- Next steps in the process!!

Finance and Real Estate Work Group Meeting November 16, 2011

Attendees: Tony Shertler, Kim Montgomery, Ellen Jones, Kevin Staunton, Andrew Dresdner, Mike Lamb, Bruce Jacobson, Peter Sussman, Bright Dornblaser

TS – since its a slow market right now, it's the right time to Plan; there is no immediate opportunity to catch.

There are statutory opportunities that expire on June 1 2012. Edina can move TIF money around from Centennial lakes/ Southdale, for example, to GV is they can get private development in the ground by June 1, 2012.

TIF – can you trap it, redirect it, use it.

Typically TIF is used to write down land or for parking

Have to determine if the city has programmed proceed to something else.

KS – what are the possible uses and sources

TS – control and competitiveness – assess the strings attached with each bucket

Increment vs abatement (right down to zero, redirect, invisible)

ML – 400-500 spaces will cost 9-10 million

TS : Assessments are additional costs to property owners – not invisible

Other buckets: public sources, non profit/philanthropic, and City tax Funds.

The game is matching sources and uses

You try to get as many public outcomes as possible so you can qualify for more sources

As you put your vision together consider tax credit funding, CDBG

Affordable housing opens up many sources.

The costs are going to exceed the values since the Bus Garage has a 2.5 Million replacement cost. The site also needs new pedestrian connections as well as possible clean up.

KM – how much does the entire area throw off

TS – TIF \$ can only be used to improve. Comps – CSM site=55K / yr in taxes. This would retire the debt on a 700,000 bond. Not enough to relocate the Bus Garage.

KM – want to see the cost of public infrastructure so we can arrive at a \$ that tells us our target.

TS – when working for non-profits your \$ comes in over years, not in one lump sum.

KM – we are in no rush, we should get the design we want, then wait until the timing is right.

TS – is there a place on the site where value can really take off without diminishing the public benefits of the project.

The only thing worse than plutonium is public ownership

ML – where should we make our first investments, and why?

KS – what are the different economic development tools for the City vs. the School District

TS – school could vacate the Bus Garage to the HRA

KM – cloverleaf for the P and R and bus Garage. Keep the busses in place until the cloverleaf is ready to go.

KM – have not seen a developer project that I have liked. look at Nambi Park in Osaka – this resembles the scale of what we are looking for.

TS – it is best to delay costs as long as possible.

Sequencing: Public Realm, Bus garage, then Public Works; Phase 2: Private Development

Real Estate & Finance

-
- Response to market
- Response by next June...some potential spin to this project

- Trap it
- Redirect it
- TIF uses...write down land
- Write down parking
- Public Works site already owned
- Costs
- Demolition and
- Structured parking
- List the buckets of potential funding
- control and/or competitiveness
- Potential taxes for P.W.S. depending on land use
- TIF...site has to be able to pay it's own cost
- Abatement
- Assessment... "cost on top of"
- Negotiate value within the site...
- private development
- Market will take care of itself
- @ GD...cost exceeds value (Bus site)
- How much tax does this site throw off? (today)
- What are the negatives that we're addressing at Grandview?
- 'X' \$ of public infrastructure
- 'X' \$ from taxable housing
- Cost Estimate for Phase 1 Public Improvements
- Streets (walks, lights, etc.)
- Public Realm
- Civic Building (s)
- Other – parking etc. etc. (Enterprise Funds)
- Private
- Revenue estimate from taxable property development
- Public
- Revenue from other sources
- Revenue from 'Donations' (Philanthropic)
- Work Tasks
- Cost
- Revenue
- Sequence
- Phase One
- Multi-use...Public/Private blur is a challenge in MN
- Less entangled is better...but it shouldn't preclude shared space / Public & Private partnership
- Where does development start?
- What Public investment piece will lead and encourage the next steps
- City-controlled bus storage property
- Assessment of risk
- What is this list now?
- Never seen a developer designed project that was worth anything
- Osaka...Nambi Plaza

Finance and Real Estate

- ❖ “Buckets” of Potential Funds
 - TIF/Abatement
 - Assessments
 - Private Development
 - Other Public Sources (i.e., MHFA, Met Council, MnDOT, etc.)
 - Non-Profit and Philanthropic
 - City Tax Funds
- ❖ Sequencing
 - Phase I
 - Public Realm
 - Bus Garage
 - Public Works
 - Phase II
 - Private Development
- ❖ “To Do”
 - Estimate Public Costs – Public/Community Uses, Public Realm, etc.
 - Consider Potential Sources and Trade-Offs
 - Sequence
 - Scope of Phase I

**Land Use Work Group Meeting
November 16, 2011**

Attendees: Sue Davison, Mike Lamb, Kevin Staunton, Bruce Jacobson, Peyton Robb, Tony Shertler, Gene Persha, Andy Brown, Kim Montgomery, Cary Teague, Ellen Jones, Thomas Rauchle

ML – presents 18 page handout

BJ – “what is the preferred mix of uses, district wide?”

“What is the potential phase 1”

KM – Did Jerry’s make an offer to the School Board

PR –The District was offered the taxable value: \$1 million. Family Physicians has also offered to purchase in the past.

KM – Is there clean up?

PR – no; tanks are less than 10 yr old.

ML – how important is the School Bus site to the overall plan. Can the City enter into a MOA, right of first refusal etc, so the City has a more formal agreement with the School District? Have there been any relocation discussions with the City

PR – some discussions with the GM site. But now that building is filled. Adjacent site is available.

KM – is the 3 million \$ relocation cost tied to anything

PR – it’s a ballpark cost. Has heard of costs as low as \$2.3.

PR – Storage and fleet would not fit on the PW site.

TS – does the School Board have a process in place to talk to the City about this issue.

PR – the School Bd. facilities studies and architects available.

T – Assume Bus Garage is solved and it becomes controlled by the City. What will that change?

TS – The Dist costs exceed the value. The gap can only be covered by a public entity. A redevelopment authority would have the ability to hold the site and redevelop.

PR – would that change anything from the design POV

ML – offer flexibility to Jerry’s . It would improve the parking and loading on South end of building.

BJ – allow Grandview to connect to Jerry’s

TS – The Bus Garage is a barrier; the PW Site is an opportunity.

T- the School Bus Site would give us a chip to improve the front of Jerrys.

Jean – was there a fire

PR – yes ; 600K settlement that has to be used. Can’t be redirected.

KM – is there another way to incent Jerry to do what we want without spending 3 million on the property.

ML – it gives the City control.

TS - must consider how competitive is the source of dollars. Cannot use TIF for vertical construction. You can use it to remove blight.

PR – 55 busses, 10 short ones

BJ – Relocating to the cloverleaf requires a discussion with MN Dot. Not sure keeping the busses in the District is the right answer.

ML – the west side of the RR corridor are “go to” uses, the east side of the RR are “stay at” uses.

Reactions?

PS – the service aspect of this area is unique 1. Graphics all focus on the area between Vernon and Eden ; the properties north of Vernon are omitted. Concerned with the longevity of the service businesses in the District. How do we keep those service uses.

T – is there something we can do, as a part of this process (zoning?) so we can preserve the service orientation on the west side of the tracks.

KS – UPS store is in play; however Dry Cleaners is on a long term lease.

KS – lets think of it in terms of Eden and Vernon; not east and west.

T – suggest s the School Bus Site is a near term “go to” location

PH- sounds like we are talking about dividing, not joining the areas. Like the idea of service along Vernon.

PS – is there an opportunity to encourage these uses to cluster.

ML – we are connecting, not separating the two areas. The stay at uses do not generate as much traffic and trips as the go to uses.

BJ – liner building to parking ramp can have service uses – creating a two sided street.

ML- the Plan clips the corner of the Liquor Store

E- where is the “stay at” parking?

ML- under the Grandview Green. Accessed from Eden and Arcadia ; vertical circulation to bring you to the Green and access to buildings.

E- Transit?

ML – 587 on Eden. Corridor or arcade connecting Park and Ride to Eden. Other blocks would self park.

T- 1800 current parking spaces; 500 on the PW Site; 20% increase

Sue- the organization and the location of them is more important than the number. When or how can we look at the flow and circulation management and location of the parking in the Plan.

ML- Metro Transit claims some Park and hidens do so at the library.

KS – what are the set of options for Thursday night. Keep the Go to on Vernon? Keep Go to West of the RR tracks? Bus Garage Site?

T- question the wisdom of locating the PandR in the middle of the site

KS - Park and ride Options: 1 – in center; 2- in Cloverleaf; 3- keep the hide and ride.

BJ – we generally will not get more parking in the go to areas. However will add significant parking in the stay at areas. It will be multi use and shared.

T- layered parking is incompatible with go to uses

KM- don’t see any surface parking on page 10. Principle 10 talks about making it a good place to do business.

BJ- there will be some surface parking east of RR; some on street parking. Service in rear. Or loading on street at certain times.

E- What design factors will go into the new parking ramp – especially as they relate to safety?

ML – must be well lit, user friendly, and well signed.

E- 50th and France are above grade – these will be below

T- parking underneath the West end is well lit, well marked

PR – however you lose your sense of direction and orientation because it is so large.

KS- ramp is the last option for my wife.

BJ- the design of the ramp and its lighting is a detailed design issue.

PR – I don’t see any surface parking at all.

BJ – there will be some surface parking east of track – but not on the PW site

PR – I don’t have a feel of what it will be like to use the go to businesses.

BJ- page 4 – we are connecting the place. Creating crosswalks and sidewalks to connect the neighborhoods to the businesses. Not changing the businesses, just the access to the businesses.

Stitching together the walkways. The library is lost in all the car oriented clutter. We are adding a small amount parking, eliminating redundant roads and creating a small park that connects the Library to Vernon.

TS – there is nothing in the vision that forecloses anything. New ideas can be plugged into this vision.

ML- service uses can be collected on the Bus garage site. Can we sign a three year lease to use the PW site for Bus parking, on an interim basis, thereby getting the Bus Garage site developed.

PR – possibly – however the PW site building requires a few hundred thousand dollars of investment to be used.

S – the value of the land is greater with out a building.

KS – how are we feeling about the Land Use Options?

S- we have not talked at all about the east side of the highway. Also keep in mind the surrounding density and height.

PR – what are the benefits of change?

ML – multiple level issue. A mix of land uses balances traffic. The idea of having residents and owners on Arcadia provides a level of safety and security and activity.

KS – need to be aware of the potential conflict between residential and public uses.

T- this suggest that residential should be east of Arcadia – not on the Park

ML – there is a residual effect of value by investing in the public realm.

E- consider the traffic effects of the land uses.

KM- the Library Plan eliminates some parking for Physicians building.

Jean – how can we increase safety of the parking ramps.

ML – parking garage would be open to the RR line.

E- Can we put the parking ramp on the south end of the site – along Eden.

ML – then the parking ramp would be expressed on Eden.

E – you’d have to make it look pretty.

T – but there is a limit

TS – you don’t want your service and parking on a main street.

KM – can you do both. Can you see down into the parking from Arcadia? Or can some of the parking be above ground so it feels safer.

TS- you can have design for public safety standards.

KS- it’s a design issue – not a location issue.

ML – parking building on Eden with a green roof and a liner facing Eden.

Sue – can you send us information on good parking ramps - the design standards for public safety in parking ramps.

KM – asked for an option, fully detailed, that includes a larger foot print – up to 150,000 sf. Community Center that does not preclude the possibility of housing on the site.

Andy – what is the program of the Community center

T- we gave a program to the consultants

- 70,000 rec center – modeled after the Williston Center in Minnetonka
- 30,000 art center – Hopkins
- Several thousand sf for meeting space.

• Also had discussions about consolidation potential.

Andy – if there is the perception of doubling up on existing assets, there will be push back

S – can the rest of the committee see the program Thomas is talking about?

T – will distribute.

KM – team will determine costs first, then potential sources of funding. Will create a potential pro forma.

Andy – I have neighbors that would like nothing more than to show up at a CC meeting to argue so it is important to do homework

E- the scope of the facilities study has become a Dome study.

KM- our groups recommendation for consolidation is in line with CC Josh’s line of thinking.

J – if we had to build all this, can you determine how much tax revenue this would create?

TS – we can put together a ballpark ROI value for that.

E – what accrues the most amount of value

TS – I am measuring only gross value, not net.

KM – if a significant piece of this development is housing, then the Council may become alarmed because our schools are maxed out.

KS – summary

- Go to, stay at
- Parking Facility aesthetics and safety
- Surface parking and loading
- Community space – small medium large
- Term sheet with the School District
- Residential uses and the potential costs.

Jean – Should the city consider buying out CSM, or other properties.

KM – the service business component is critical and can't be shaven off.

Land Use and Community Design

- Grandview Green size comparisons is not legible (re-do this) – (personal note, not a meeting note)
- Jerry's and Med. Physicians offer
 - \$1M – taxable value
 - Assumes site clearing / clean-up
 - Bus garage site
- Relocation options...any preferred sites?
 - \$3Mil replacement costs (\$2.3 Mil exclusive of land)
 - Does not have to be co-located...
 - Maintenance / wash / storage (heated)
- Is there another way to incent Jerry's to allow the North / South connection other than purchase of bus site?
 - Businesses north and West of Vernon
 - Concern about losing more of the small service businesses
 - Retain small service businesses
 - Vernon is the 'go to' place
 - Some new service business at the bus site
 - Land use and zoning
 - Residential density
 - Parking ramp...aesthetics and safety
 - This is a design detail
 - 100 – 150,000 s.f. center option
 - 70k Rec.
 - 30k arts
 - meeting rooms etc.
 - Community push back possible
 - County and city need to drive the "Reason" for changes at Highway 100
 - What is driving those needs??
 - Defend the closure in exchange for some improvements...
 - May have some safety improvement money available!!!
 - Potential matching dollars for pedestrian bridge crossing...maybe some met. Council
 - Would tend to look at existing bridge improvements to accommodate peds. and bikes

- Ponding / SWM needs at the cloverleaf...need to fit this in
- Rationale for Ped. Bridge

Land Use and Community Design

- ❖ “Go To” and “Stay At” Uses
 - “Go To”
 - Vernon West of 100?
 - West of RR (leave current Davanni’s/CSM to convert to primarily “stay at” use consistent with new traffic/circulation pattern)?
 - Bus garage?
 - “Stay At”
 - East of RR?
 - Eden Ave and GrandView Crossing?
 - Bus Garage?
- ❖ Parking Facility – Aesthetics and Safety
- ❖ Surface Parking/Loading @ Davanni’s/CSM
- ❖ Residential?
 - On PW Site?
 - Between Arcadia and Highway 100?
- ❖ Community Space
 - Volume
 - Big (95,000 square feet)
 - Medium (50,000 square feet)
 - Small (25,000 square feet)
- ❖ Bus Transition
- ❖ OLG (Waner) Use

**Transportation Work Group Meeting
November 16, 2011**

Attendees: John Griffith : MN DOT, Ellen Jones, Jack Broz, Bruce Jacobson, Antonio Roselle, David Davison, Andy Brown, Randy Halvorson, Greg Domke, Kevin Staunton, Peter Sussman, Rich Borland, Dick Crockett, Sue Davison

ML – Presents 18 slides

BL – explains Sustainability slides

LC – does the Water Plan project at the Public Ramp have some implications or possibilities for us

BJ – it could be the first step of a Grandview Works Project.

ML – what is the longevity of the interchange – complex interchange w/ 13 intersections? How do we think about this are and interchange in not too distant future to consolidate?

Met Transit has ID'd area for Park and Ride – can we streamline some ramps to create land for P and Ride The

JG - interchange acts like a freeway type interchange. There are no tight turns or stop movements. MN Dot would not come back to this interchange unless the County comes forward. The County needs will dictate more than Mn Dots' needs. Typically Mn Dot gets involved when the bridges need work/replacement.

West side ramps heading south could be signalized – as could the east side ramps heading north.

It would be advisable to eliminate the two conflicts points on the southbound on ramps –

The north bound off loop is not as bad, but we would probably support eliminating them.

RH – Do you need support from County of City to close down redundant ramps?

JG – no, however we would still make the decision with Council

RH – why would we postpone the decision to address ramp issues at the Hwy.?

BL – based on what we are hearing now, maybe we would not.

JG – Consolidating onto Vernon might suggest keeping Vernon at 4 lanes which runs contrary to some earlier stated Goals.

KS – discussion has to be in context with Benton

JG – slip ramps are typically built for convenience. Likely to get back lash; MnDot is happy to help take the heat. Might even have some Safety Enhancement money to help with eliminating ramps.

Will get more congestion but will be better for pedestrians

ML – would Ped enhancements also include a Ped Bridge?

JG – we are not at the point where we are building Ped Facilities with Trunk Highways dollars. We do not have an identified source for that type of investment – however we will not turn our back on that type of request. In lieu of the bridge we suggest working more directly on the existing bridges. There are more \$ for working with existing bridges, than creating new ones.

JB – Roundabouts? However they do not improve the Pedestrian situation.

JG – Traffic office: .5 million to 1 million for Safety Improvements; Cooperative Aide Program: 750K maximum matching; City led projects can be combined with Safety dollars for widening the bridge.

T – How much of the Arcadia slip ramp does Mn Dot own

JG – would turn back to the City for Transportation use, or would sell to property owners.

ML – does local govt get right of first refusal?

JG – yes if for transportation.

KM – could the area be used for ponding? (Confirm)

JG- at 394 (confirm)

E – would the lower triangle (at OLG) be good for the Park and ride.

JG – would be a difficult site for them since it is not easy on easy off. ThePW Site would be OK, but not optimal as they want to keep the bus moving.

LC- What is the process of disposing of ROW.

JG – Fair market value.

North of 36th in SLP MN DOT will reconstruct north of 36th to 25th at BSM. Will be under construction for three years. When completed there will be three through lanes.

AB- will there be any improvements to 394 / 100. That is the pinch point.

JG – MN DOT has looked at it, but there are no immediate plans.

E- What would be the time frame of a P and R

JG – Metro Transit would have to drive that process. A new Ped Bridge would take very long since there are already two bridges

E- so it makes more sense to make Eden or Vernon wider for pedestrians?

JG – yes – this is more likely than a third bridge from the perspective of a State investment.

T – if the funds come from elsewhere.

JG – if the City received money from the Feds for example, stimulus \$ for example, that's fine, we would not derail it. The ramp closures are a win win – however the conversation has to be had with the County.

LC – when the fella from the Coutny was here, we talked about turning control back to Edina – would that make sense?

JB – The County would ask whether or not the road still serves a County function. It may be “left over” from 169. AS a county street it needs to be free flowing – if it's a City road it does not.

RH – irrespective of whether Vernon is a City or County, is there enough ROW to add a bike lane on both sides. Do you have to drop a lane?

JB – there is enough ROW, but not enough road. Some of ROW is used for parking at Walgreens.

RH – there are other alternatives than other reducing the lanes.

JB – you can reduce capacity on Vernon and still handle the traffic.

T – how does this typically work? There is an expectation of the users. If you reduce it to a two lane road do you see a reduction in traffic? Or does it turn into back up.

JB – mid day traffic increases because it is local - serves local land uses.

LC – 4 lane only in this section – 2 lanes elsewhere.

BL – if we held the parking line as a given and we had ROW line on the west, is there room for 4 lanes and bike lanes.

JB- No.

KM – is a bike lane here redundant if we stripe for lanes on Eden.

BJ – Eden and Arcadia to Interlachen are primary. Also, Vernon from Eden to Grandview Crossing also becomes primary.

T- Eden is not good for east to west because it is too steep. Modifying Vernon to a new crossing is important.

KM – Is Grandview Crossing Bike Ped and Car

ML – yes – up to Arcadia, not across the Hwy.

E – what intersections are signalized

BJ – Interlachen and the next one – the new one for Grandview Crossing.

JB – Even if there is no bike lane on Vernon, there will be a “multi-use urban shoulder.” Crossing accommodations are better in a three lane section b/c traffic is moving slower.

BJ – this is a district response, not a corridor response

KS – please review the one way pair

ML- describes plate #5

BJ – describes plate 18.

AB – why would you allow on street parking on Grandview crossing?

BJ – it's a real small scale street. 36' curb to curb. Could also be non symmetrical. Slow complete street.

KM – how does the AM backlog to Starbucks work?

T- We talked about the go to and the stay at. It is not a stay at type of use – it is a go to.

ML – something has to change.

KM- the Service uses have to stay in the area – they can't be driven out.

E – Agrees that drive throughs are not appropriate in the stay at.

GD – drive throughs inherently degrade all surrounding properties

E- with the way that the roads are designed now, how much more capacity is there? How much can the roads handle

JB – mixed use generates less traffic. If spread out then it creates more trips – but if concentrated and mixed traffic impacts are reduced.

BJ – problems are upstream on hwy 100, not here.

T- JG said that a P and R on West side would not work.

BJ – JG misrepresented the bus service – he does not speak accurately for Met Transit.

JG – Met Transit is looking for a community P and R not a large bus facility with a quick in and out on the freeway.

JB – Me Transit is looking for a P and R that is more inclusive of other activities – to be part of a place, not isolated.

BJ – P and R options – 1. on Eden, 2. in existing City Ramp, 3. Cloverleaf, 4. do nothing

E- another option east side or Arcadia where ramp is being vacated.

BJ – not large enough.

T – giving up 170 parking spaces for people coming there in the AM and picking the cars up in the evening seems like a bit of a waste. Overflow and expansion problems.

ML – however there is an available parking supply on weekends and evenings for the District, performances, etc.

AB – supports an integrated solution over a stand alone garage.

RB – as someone who commuted to downtown this P and R serves Edina residents because it serves commuters.

KM – a Community Center would be programmed throughout the day so it would not be able to rely only on off peak Park and Ride spaces.

JH – I would put P and R in the B category – not something we should be principally concerned about in the near term.

ML – maintaining a transit reserve on both sides of the rail line.

JD- would like to see a recommendation supporting Light Rail. Met council will not move until the City moves. Minneapolis and Savage are interested. This plan should support light Rail.

JD – right now Edina has all the risk and none of the benefits, according to the State's Plan.

KS – needs a recommendation for a process to

KM – what do you think about the idea of putting a T on the City ramp – preserving it for future transit use. (confirm) Light Rail Transit

KS – It is important to broach this rail topic carefully and delicately. It should be in the comp plan before it is on the Small Area Plan.

JD – it's the right time to move the rail discussion forward.

Transportation Issues

- ❖ Sustainability
- Recycling (Compost?)
- Energy (Geo-Thermal?)
- Stormwater (Re-Use?)
- ❖ Highway 100 – MnDOT

- Inclined to be friendly to removing Arcadia Exit ramp and “Danger” and “Cloverleaf” entrance ramps b/c it enhances safety by eliminating access points and anomalies
- Bridging – MnDOT not really spending – yet – on pedestrian facilities
- Possible to use property from a vacated Arcadia ramp if used for transportation purposes
- Park N Ride along 100 possible (look at 394/Hopkins Crossroads as example)
- ❖ Vernon Ave. Options
- Option 1 – Use Full Width of Vernon Ave ROW (which would mean removing fence and taking away some of Jerry’s, Walgreens’, and liquor store parking)
- Option 2 – Slim Vernon to 3 lanes (one lane each way with middle turn lane) and add ped/cycling facilities
- Consider whether new intersections on Vernon are signalized or stop signs
- GrandView Crossing – should it include on-street parking?
- ❖ Park ‘N Ride Options
- On potentially vacated space where “Danger” Ramp is vacated
- East Side of 100 where cloverleaf entrance to Hwy 100 North current exists
- PW Site (as part of underground structured parking)
- School Bus Site
- Existing Ramp behind Jerry’s
- Do nothing – continue “Hide ‘N Ride”
- ❖ Rail Options
- MnDOT “Default” plan is heavy rail with no stop in Edina
- Potential Alternative – Light Rail with stops in Edina
- Potential Recommendation to CC: Consistent with Guiding Principles (“preserve future transit opportunities provided by the rail corridor”), recommend that the CC begin the community conversation about the right position for the community to get the future outcome it wants

**Business and Property Owners Meeting
November 16, 2011**

Attendees: Colin Bertleson, Kim Montgomery, Peter Sussman, Bruce Jacobson, Kevin Staunton, Cary Teague, Andrew Dresdner, Mike Lamb

KM – if you are funneling all traffic to a new one way entrance south of INterlachen, it seems like we are creating a big knot at one location.

ML – proof in the pudding when Walgreens opens up.

BJ – optimum is if Walgreens is not there. This is imperfect, but the best of 12 possible scenarios.

CB – likes one way movement around the block. However the pinch points are still there.

BJ – Street with parking behind Walgreens. Possible full block deck across rail. Bridge then tunnel.

KM – can we see Antonios images for Vernon?

ML – potential for on street bikes on Vernon. Distinction between bike path and bike street.

KM – the sole NS connection is Arcadia?

BJ – Hills (Eden and Arcadia)are a welcome challenge.

BJ – intentionally use the term Bike Facility because it is about more than lanes and paths.

KM – only bike store in Edina – Edina Bike – is going out of business.

KS – GV would be a good location for a bike shop

BL – Public Realm Diagram will change because it does not indicate the import of the public street.

PS – Eden Ave is not shown on the Public Realm Diagram. People are more likely to use it than a ped bridge.

ML – also this diagram mixed Public an Private – needs to be distinguished

ML – Commons is a programmed and active space. We are beginning to define the uses and activities in the Commons. How do we address them from a program and user standpoint. Image of Community building on a green is an idea we believe is important. It may shift and evolve but the basic idea is that it is a building on a green. The building can hold archives and artifacts of the area.

Commons with a small glass transparent pavilion. The building is a part of the green and not vice cersa.

Grandview steps. Series of stairs and landing . People use steps as gathering places.

KS – the go to uses and stay need to clustered together. Today they are spread out. . However Davannis and CSM sites need to be figured out.

Park and ride

ML = Options: 1. lease a surface lot; 2. east side at cloverleaf, 3. use existing ramp,

KS: 4. existing bus barn site, 5. triangle if you vacate the danger ramp, 6. continue hide and ride.

KM – are there funds available to build a garage?

ML – don't know.

BJ – their basis is likely what it will cost to build a surface lot, not a structure

CN – can the City hold onto that \$ and use it later.

KM – daytime weekday parking for a Comm Center is needed – we cannot think of CC as only a weekend building.

PS – can you ID certain uses and better understand their peak/off peak parking uses. Shared parking formula.

CB – can we talk to Met Council about adding to the existing ramp for their P and ride. Then parking created on PW site is just for Community building and public events and local development.

ML – Sustainability

CB – organic recycling goes to backyard compost. Can we develop a centralized composting operation in Grandview?

BJ – Grandview Works might do this.

KM – Energy and ___-Commission is pushing businesses to do more recycling.

BJ – this opens up a larger discussion and more opportunities. Solar arrays over parking. Stormwater is most advanced but still needs to be more purposeful. Ramsey is creating a lake that is 100% capture. How far do you go with these systems. 60% to heat and cool buildings. Possible new guidelines address all construction.

KS – OLG is an enormous space that could be used for Geothermal.

BJ – There needs to be a well thought through and developed District Sustainability Plan.

KM – Edina signed the mayor's agreement for Climate Change.

KS – GV is a perfect place to measure sustainability. It is finite and measurable.

BJ – the public sets the stage/table, however the private sector will bring the innovation and the application and implementation. A District systems approach both raises the bar of expectation and reduces the cost to developers. Grandview Works has already begun – it is the water treatment in the public ramp.

ML – would the local businesses respond to a comprehensive approach to waste.

CB – some look at it as the right thing to do even if it is not easy. National businesses are beholden to headquarters.

BJ – we have been patient with the sustainability discussion b/c there have been so many other issues to resolve, but it is something that we need to advance with the Steering Committee

KM – you should engaged the Energy and Environment Commission.

PS – talk a moment about the service level – along the tracks? Ramp from Eden to City Garage?

CB – we do not access the ground / basement floor. CSM rents the space to a construction co.

ML – City has an at grade crossing that is used as a back door crossing to PW Site. Proposing to ramp up from Eden to the second level of the garage.

BJ – ground floor of the public ramp can be GV Works.

**City Staff Meeting
November 16, 2011**

Attendees: Joyce Repya (Associate Planner), Cary Teague (Planner), Bob Wilson (City Assesor), Wayne Houle (Dir Public Works, City Coordinator), Kim Montgomery, Eric Rogeman (Asst Finance Dir), Steve Grausman (Liquor Director), Greg Keer (Vernon Location – Edina Liquor), Jordan Gilgebran (Communications), John Walkin (Finance Director), Andrew Dresdner, Bruce Jacobson, Mike Lamb, Kevin Staunton

ML – rightsizing Eden, eliminating ramps, locating park and ride, increasing density and intensity, one way pair

KM – need to consider the loss of parking on Sherburn when calculating parking at the Library before and after.

WP – police use the rest of the base or the public ramp.

WP – have you looked at roundabouts. You can reduce your through lanes with Roundabouts on Vernon. Sounds like you are back casting? County State Aid rules do not match the complete street approach.

ML- Vehicle #'s are high and constricting their throughput may force traffic elsewhere.

KM – are there inherent conflicts within the County? Complete Streets vc no traffic calming. How do we resolve them?

KS – what if the county turns Vernon back to the City. Interchange is hwy to hwy, but today it is hwy to local street

WP – you'd still have to follow State Aid rules. the State is more potentially more flexible than the State?

KS - #'s drop to below 12,000 south of Interlachen. Vernon at 4 lanes is a very small segment. Much of the issue is simply moving the platoon through the intersection.

WP – Eden is also a state aid street however it is city owned.

WP – as long as you keep N/S access, removing the ramps should not be a problem.

JW – is it the intent to create a new TIF District

KS – options are TIF or abatement or assessments; philanthropy, general fund.

JW- the best thing would be TIF . Our CIP is on a downward track in terms of sustainability. The funds do not exist in any fund to build sidewalks etc. Looking at the current enterprises is relatively small and insignificant. One concern with TIF is what goes on the old PW Site. You would need new value on the site – a new public building does not create much new value. You'd prefer a multi million dollar private project to pay for the amount of \$ you need for infrastructure. No hidden pot of \$. Not easy to go to the City taxpayers. They wil likely say that surrounding properties should pay for their own sidewalks.

ML – if slip lanes are eliminated, enhancement funds are available by MNDOT for transportation related uses.

JW – cannot build a rec center at Southdale with TIF. Can build transportation, but not rec / cultural center. If you use the entire site for public use, then all the value capture has to come from surrounding sites.

SG – the one ways will hurt sales at the liquor store. The captive customer at the stop light cannot turn left. They will have to pass the business and turn back in.

PW – any thoughts about moving that business.

PS- Free standing store with more parking would be great.

ER – customers here are customers of habit. 13 spaces = 5 million\$ in sales; 3500 sf building.

ER – could be a larger building. Added 1000 sf, and looked at purchasing the dry cleaners however abatement costs are likely high. Ideally you want access, visibility, and parking.

When Target closed for a year, we lost 300K in a year.

ML – where would a standalone with dedicated parking not work at Grandview.
ER – nowhere past Eden. Preferably with a Vernon face. Able to capture traffic east and west bound traffic.
PS – locating at the clinic would be very good. Looked at condo location south of US Bank, but it was residentially zoned. Would have increased our sales 50%. Would need 8-10 K
MI – what are the customers complaints
PS – Holiday chaos. Otherwise its OK. Employees help carry out.
KM – people will not relearn – it’s a stubborn group with habits.
BW – there is a small maintenance district for this area. Covers commercial only. Special assessment. Snow removal, plant upgrades, irrigation,
BJ – snow melter at Grandview works.
BW – snowmelter at P and r would be great.

City Staff

- Sustainability
- Vernon Traffic Signals vs. roundabouts
- Did Jack look at this?
- Not sustainable “Back-casting”
- Complete streets vs. traffic calming
- County policy @ odds with itself
- What is the “turn back” process...
- Who is involved and what are the rules?
- Vernon & Eden could both be state – aid
- Public works projects & potential funding sources
- CIP downward track related to sustainable
- No funding for bridge & walks
- New taxable value
- Look to TIF
- Special assessments to pay for district street improvements
- sidewalks
- crosswalks
- How to create value
- Restrictions on use of TIF
- Maybe not used for rec center
- Looking for a split / mix of uses
- Traffic patterns to access liquor store – reduce business
- Would like a free-standing location surrounded by parking (D’Vanni’s)
- B – 10k s.f. ideal size
- Snow melter...into drinking water

**Public Meeting
November 17, 2011**

What is the plan east of hwy 100

Eliminate several ramps, create more civic space

MF – as a community should we be more bold about the ideas on east side of Hwy 100.

ML – removing the loop will free up land – development, civic space.

Like the ide of removing the loop. However keep the historic buildings – they are in their proper context.

It seems like you are cutting down Vernono to a smaller street. What will that do to surrounding streets. Volumes drop off west of Interlachen and this allows us to reduce to 3 lanes.

In Richmod Hills. When we come home from 100 we take the loop to Arcadia to Eden. This will lengthen my trip home.

Can you create one way pairs out of Eden and Vernonu

J Dillery – if we do not have the loop eb Vernon to nb 100; how will you have good nb access to 100.

JB – standard intersection – perhaps a double left.

For 75 years people have been cutting through this area. If you create another stop sign on Vernon, you will have people cut through Eden

What is the time line

Some elelmnts are long term – others are short term.

Amazing concept. Process questin – if there were to be something done on that – does it require a referendum?

Was there any thought to putting the public building on th eeast side – with the existing historic buildings. Then you can develop the PW site privately. A community center on the east side will be next tto City hall – can create a covic complex.

The Comm Bldg does not have a relationship with City Hall

Perkins? Impacts what you do on Eden.

Have not heard anything about LRT.

Plan reserves 30' for transit along side the tracks. Not defined what type it is.

Dan Patch addresses heavy and fast trains. Today, State has a Plan to put inter city. Would like to see endorsement of LRT in plkace of intercity.

KS – guiding principles state we will preserve this corridor for future transit.

JDillery – 1140 residents in this part of Edina working in core of downtown. Express bus does not catch many of them. Only 10-12% . A park and ride is critical to meeting this demand. 24 minute bus ride to downtown. 200 car garage for Pand R. 200 space garage is a resource to the community for the evening and weekends. Should think about putting the P and R on Eden. Met Transit is willing to invest in a short term facility o start serving the community.

The loss of the bus turnaround on Sherwood will have a big impact – busses need to turn around.

Please add locations of bus stops to your drawings, bus facilities, and turnaround.