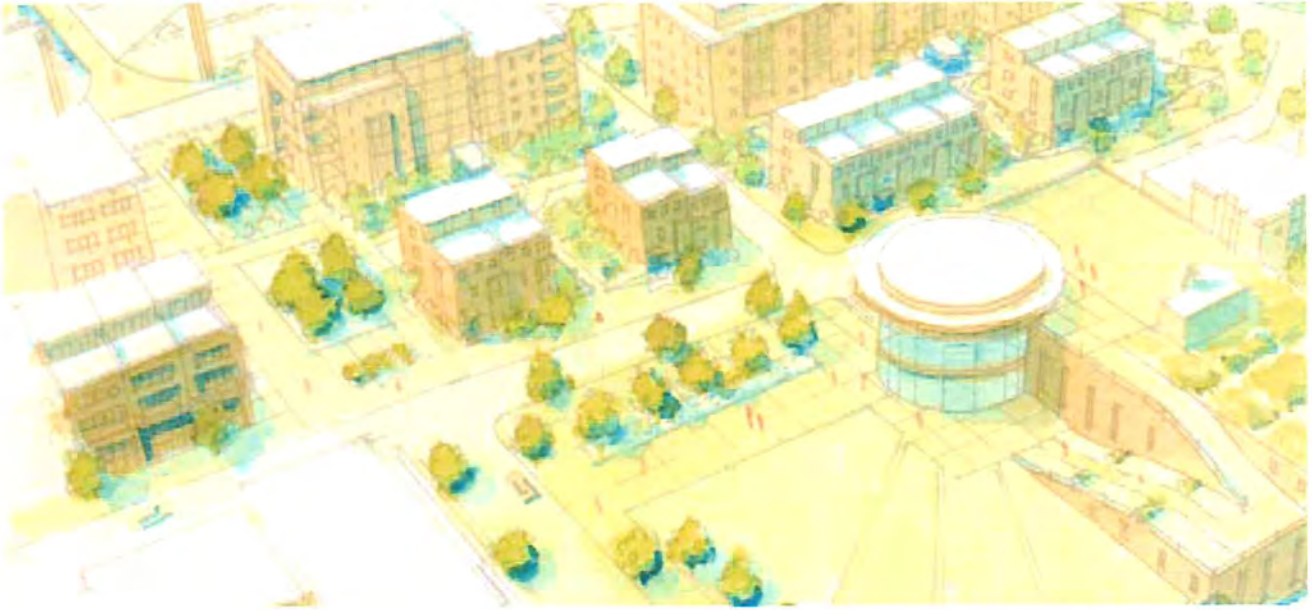
GrandView District Development Framework



Edina, Minnesota

December 7, 2011

Revised January 17, 2012

Revised January 25, 2012

Revised January 31, 2012

Revised March 27, 2012

Revised April 5, 2012

Table of Contents

Executive Summary	3
1. Hope for Change	5
2. Thoughts and Interactions	6
3. Patterns for a Neighborhood Center	9
4. Moving Forward with a Purpose	45
5. Appendix	57

Steering Committee

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

Consultant Team

Cuningham Group Architecture, PA
Close Landscape Architecture
HR Green
Community Design Group
Springsted Inc.

Executive Summary

The Development Framework presented here is part of a small area planning process required by Edina's Comprehensive Plan for those parts of our community (like the GrandView District) designated as Potential Areas of Change. It follows the 2010 GrandView District Small Area Guide Plan process. That process – led by a group of community residents and business and property owners – resulted in adoption by the Edina City Council of seven Guiding Principles for the redevelopment of the GrandView District.

The process of crafting this Development Framework has been led by a 52-member Steering Committee made up of residents of the community and owners of area businesses and properties. The 52 members of the Steering Committee have dedicated countless hours since April of 2011 listening to community members, considering options, and debating alternatives for the future of the District. Thanks to a grant from the Metropolitan Council, we have had the good fortune to be supported in our efforts by a talented group of consulting experts. We have also been fortunate to have the patient support of City staff throughout the process.

Our objective in creating this Development Framework is to build upon the seven Guiding Principles adopted by the City Council. In the pages that follow, we share a vision of how to bring those Guiding Principles to life. While there are many details essential to fulfilling that vision, our goals can be summarized as efforts to:

1. Create a place with a unique identity announced by signature elements like:

- A central commons on the Public Works site with indoor and outdoor public space that connects the civic cornerstones of the District and serves the neighborhood and community needs;
- A "gateway" at Highway 100 that announces the District as a special place, using elements like an iconic pedestrian and bicycle bridge spanning Highway 100; and
- An innovative, cutting-edge approach to 21st-century sustainability.

2. Completely rethink and reorganize the District's transportation infrastructure to:

- Make the District accessible and inviting to pedestrians and cyclists;
- Create connections between the different parts of the District;
- Maintain automobile-friendly access to convenience retail;
- Create separate pathways for "pass-through" and "destination" automobile traffic; and
- Preserve future transit opportunities provided by the rail corridor in a way that ensures that the kinds of opportunities pursued in the future are consistent with the character we envision for the District and provide benefit to the surrounding neighborhood.

3. Leverage public resources to make incremental value-creating changes that enhance the public realm and encourage voluntary private redevelopment consistent with the vision that improves the quality of the neighborhood for residents, businesses, and property owners.

This Development Framework makes substantial progress in charting the path to be followed in redeveloping the GrandView District. By creating a vision that meets the seven Guiding Principles, it provides guidance to city officials, residents, business and property owners, and developers as opportunities for change emerge in the District. To ensure that the future redevelopment of the District is consistent with the vision articulated in this Framework, we recommend that it become part of the City's Comprehensive Plan.

We want to be clear, however, that we recognize that the Framework (like the Comprehensive Plan) provides broad direction rather than detailed requirements. This Framework is intended to be a vision of the future rather than a blueprint. Achieving the vision will require, among other things:

- A feasibility study that examines the costs and resources available to bear those costs;
- An examination of the height and density necessary to make the vision financially feasible while ensuring that it results in the human scale and neighborhood character that is the essential to the Framework;
- Developing a strategy to allow for a vibrant business and residential community by managing the mix of retail, office, residential, and public uses of land while maintaining the currently successful neighborhood service and convenience character;
- A determination of a range of possible housing choices that support the character and experience of the District.
- A community building/public green programming group should work to determine appropriate program and uses.

We discuss these and other "next steps" in the Implementation section. Consistent with the "community-led" spirit of the initial stages of this process, we recommend that these "next steps" include active participation by community members, support of staff, and leadership from the City Council.

Study Area Location

1. Hope for Change

Introduction

Hope for Change has been the driving vision since the very beginning of this process that is now well into its second year of perspiration, participation, and planning. Thousands of volunteer hours, countless meetings, and hundreds of discussions (large and small) have demonstrated that a committed group of citizen stakeholders, business leaders and owners, and elected and appointed officials believe that hope for change must be proactive, progressive, and promoted. The result will be not just be change for the sake of change, but directed energy, policy, and investment that will deliver a place for people to live, work, shop, and play in sustainable, memorable ways.

Concept Diagram from the Small Area Guide Plan Process, December 2010

Guiding Principles

The Seven 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.

Principles Related to the Concept Diagram

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

History

Before Edina became a village almost 125 years ago, a country market road crossed Minnehaha Creek at Edina Mills. Headed westward to the high ground, it branched out as Eden Prairie Road and Hopkins Road.

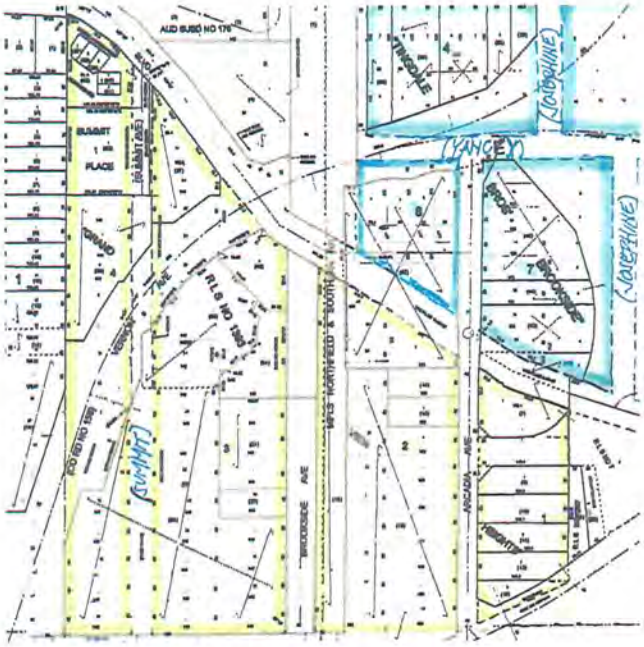
In 1869, the Yancey family moved from Ohio and purchased 127 acres of land including that high ground and most of the present GrandView District. Civil War veteran Beverly C., his wife Ellen and their seven children were to become the most prominent pioneer black family of Edina over several decades and left a legacy of civic involvement. An observer described early Edina as an agricultural village, "where there is a post office, a mill, and a store, and proudly aspires to the dignity of a trading town. The numerous farms are well-cultivated, and are occupied by intelligent people who appreciate education, and surround themselves with the accessories of a refined society."

A center of the early community was Minnehaha Grange No. 398, organized in 1873. The Grange Hall originated in a meeting at the Yancey family home in 1879 with a "considerable number of persons desirous to form an association to build and own a hall building near Edina Mills." In 1888, the name Edina was voted upon in that building, which also served as the village hall until 1942. When moved for construction of St. Stephen's Church in 1935, a member of the Yancey family donated the new site. In 1970, the Grange Hall was moved to the present Frank Tupa Park in the GrandView District, later joined by the historic Cahill School.

Changes in the district have been ongoing including transportation and services. Members of the Yancey family platted Grand View Heights in 1910 and Tingdale Brother's Brookside in 1916. In 1913, the Dan Patch Line was cut through the high ground east of Brookside Avenue, providing passenger service to Minneapolis from 1915 to 1942.

In 1927, new highway 169/212 (current Vernon Avenue) was cut through the District. Grading and paving businesses such as J. A. Danens and Son located to serve the growth, joined by motels and restaurants.

The District expanded rapidly with western Edina following World War II. The Edina directory of 1953 listed six of ten businesses in the District as including "Grandview" in their names: a cafe, market, two service station, hardware, and seed and garden supply store. In 1947, Jerry Paulsen opened a meat counter in one of the local groceries, a modest beginning to Jerry's Enterprises, a longtime prominent presence in the District.



Historic GrandView Heights Plat

It is encouraged to look to the history of the District in naming the proposed public amenities and new streets. The Yancey family in particular, due to their early ownership of the District and legacy of civic engagement, merits that honor at a prominent location such as the commons.

Sources:
1. R. J. Baldwin, in Isaac Atwater, History of Minneapolis and Hennepin County (Munsell, 1895), p. 1263 as quoted in Paul D. Hesterman, From Settlement to Suburb: The History of Edina, Minnesota (Burgess Publishing,1998) Edina Historical Society, p. 29.
2. Meeting minutes dated March 7, 1879. Copy in the Edina Historical Society files.

2. Thoughts and Interactions

Project Schedule and Process

Part I: Discussion and Discovery

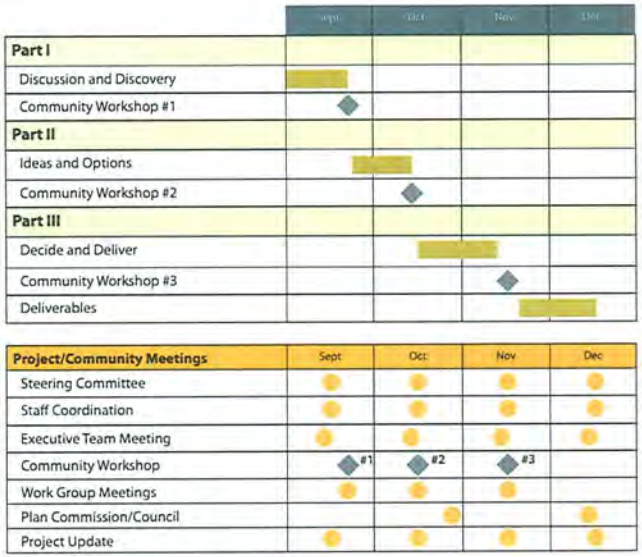
Part I is about learning from and listening to the Steering Committee, Work Groups, and other stakeholders; analyzing the study area and understanding the work done to-date; appreciating the larger dynamics of the area; and clearly defining the opportunities. An initial Community Workshop is held to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



Project Schedule: The project schedule was organized around three community workshops.

Summary of Participation Process

The Steering Committee and Executive Committee have worked closely with the Consulting Team to facilitate a process that focused on key issues, opportunities, and recommendations.

The process worked with the Steering Committee that met on a regular basis to guide the Consulting Team. A sub-committee of Work Groups addressed Land Use/Community Design, Community Needs/Public Realm, Transportation/ Infrastructure and Real Estate/Finance. These groups put an incredible amount of effort into initial background information and research, definition of issues, and discussion about ideas and options.

A key component of the project was a series of Community Workshops held in September, October and November, 2011, that hosted a range of community stakeholders either in interviews, focus groups, program meetings and at public meetings.

The community participation process included 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 members, City Council members and the Mayor.

The Public Participation Process: The public participation process included Steering Committee meetings, work group meetings, public meetings, focus groups meetings, and program groups meetings throughout the fall of 2011.

3. Patterns for a Neighborhood Center

Introduction

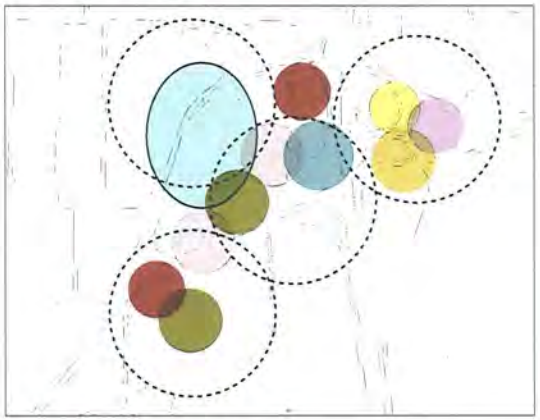
Neighborhood Center

Principle #2 in the GrandView District Small Area Guide Plan is about "enhanc(ing) the District's economic viability as a neighborhood center with regional connections."

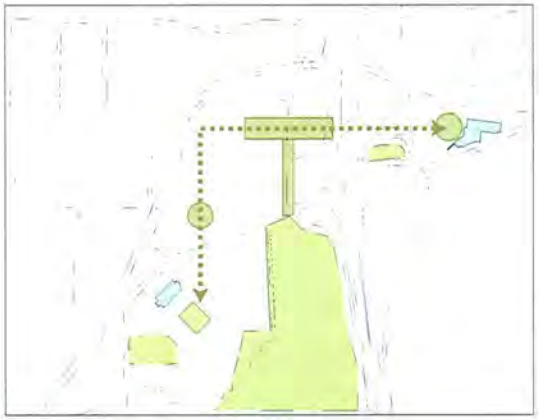
The Guide Plan also suggests that "The District serves primarily as a neighborhood (rather than regional) center." Based on Steering Committee and Public input, this idea has broad appeal. But what do we mean by neighborhood center and how does that fit with specific expectations and outcomes for the GrandView District?

"Neighborhood feel," "pedestrian friendly," and "safe and connected" describe the desired character for the District. But the basis for these words lies in a clear vision for the key elements, or systems, that define place...and further set the framework for future and ongoing development at GrandView. These elements include Land Use, Transportation and Movement, the Public Realm and Sustainability, and will be described and illustrated in more detail in this chapter.

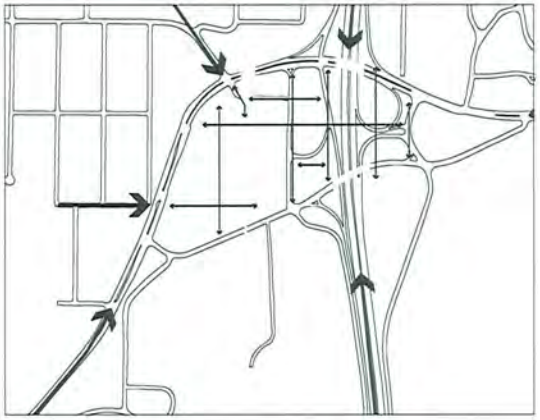
Concept Diagrams



Create "go to" and "stay at" uses



Connect throughout



Easy to get to; easy to get around

Land Use

Land use in the District is currently focused on convenience retail and service uses that are visible from Vernon Avenue. 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 organized around a central green space. The Comprehensive Plan identifies the GrandView Heights District as a mixed-use center character area, a potential "area of change" and guides future land as a mixed-use center. The Comprehensive Plan also says that "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 to improve future use and built form around three key civic "centers":

- City Hall
- Library
- 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 Arcadia. The plan emphasizes a mixed-use sub-area between Vernon/Eden/Highway 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 Our Lady of Grace (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 adjacent neighborhood), bike lanes, and better organized/managed traffic flow and parking. Both Eden and Vernon are anticipated to employ Complete/Living Street principles that emphasize the place-qualities of streets.

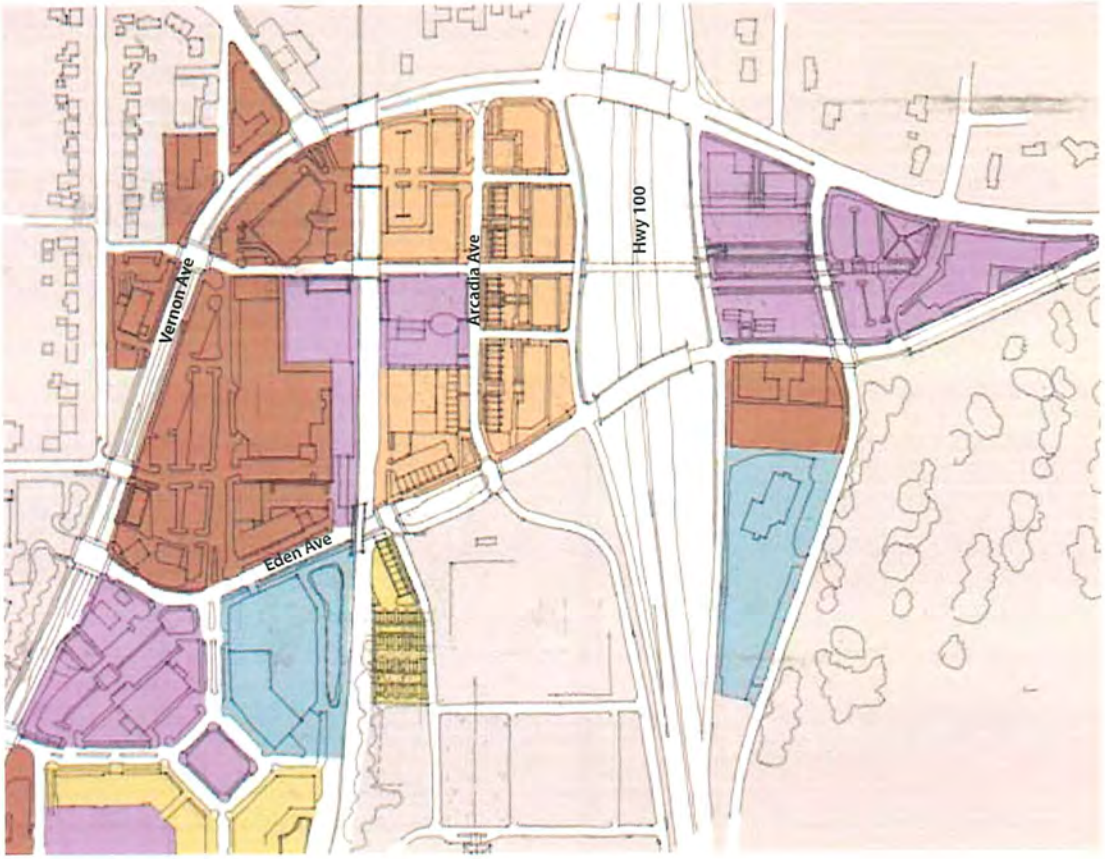
Across Highway 100 to the east, the Vernon/50th/Eden alignment culminates with City Hall; long term uses are assumed to accommodate a greater civic/community presence when/if the Highway 100 interchange is reconfigured as a split-diamond facility.

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 a community commons as 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 that connects City Hall to the east with the Library to the southwest.
- 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 through improved pedestrian and vehicular environments throughout the area.

Land Use

- Public
- Neighborhood Commercial
- Mixed-use Center
- Office
- Medium/High Density Residential

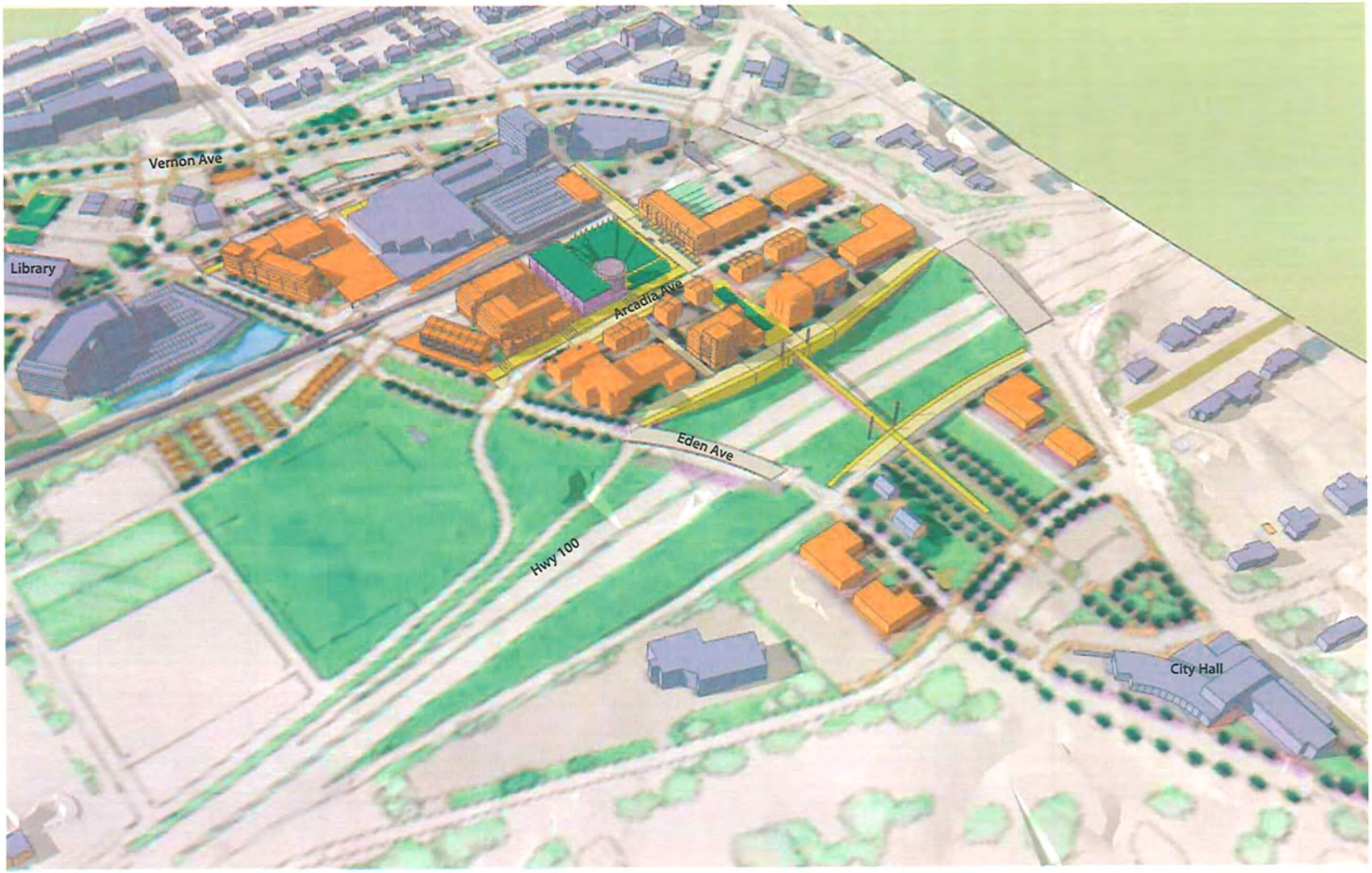


Land Use Plan

Land Use

Illustrative Master Plan

Land Use



Potential Build-Out

Land Use

Arcadia Avenue Looking North

Land Use

Public Works Site

The public works site is located in a central point of the District and is seen as the "commons" for how the District vision will be realized. Uses proposed include the community green space located on top of a parking garage that supports area businesses, civic uses, and serves as a Metro Transit park and ride structure; a community/civic building anchoring the green; and a variety of residential uses including condominiums, apartments, and townhouse building types. Townhouse units are envisioned to front Arcadia as a building type that can incrementally "step-up" the hill, providing a character unique to the District.

Development

3.6	acres	Site
28,000	SF	Public Green
24	units	Condominium
42	units	Apartments
50,000	SF	Community/Civic
16	units	Townhouses

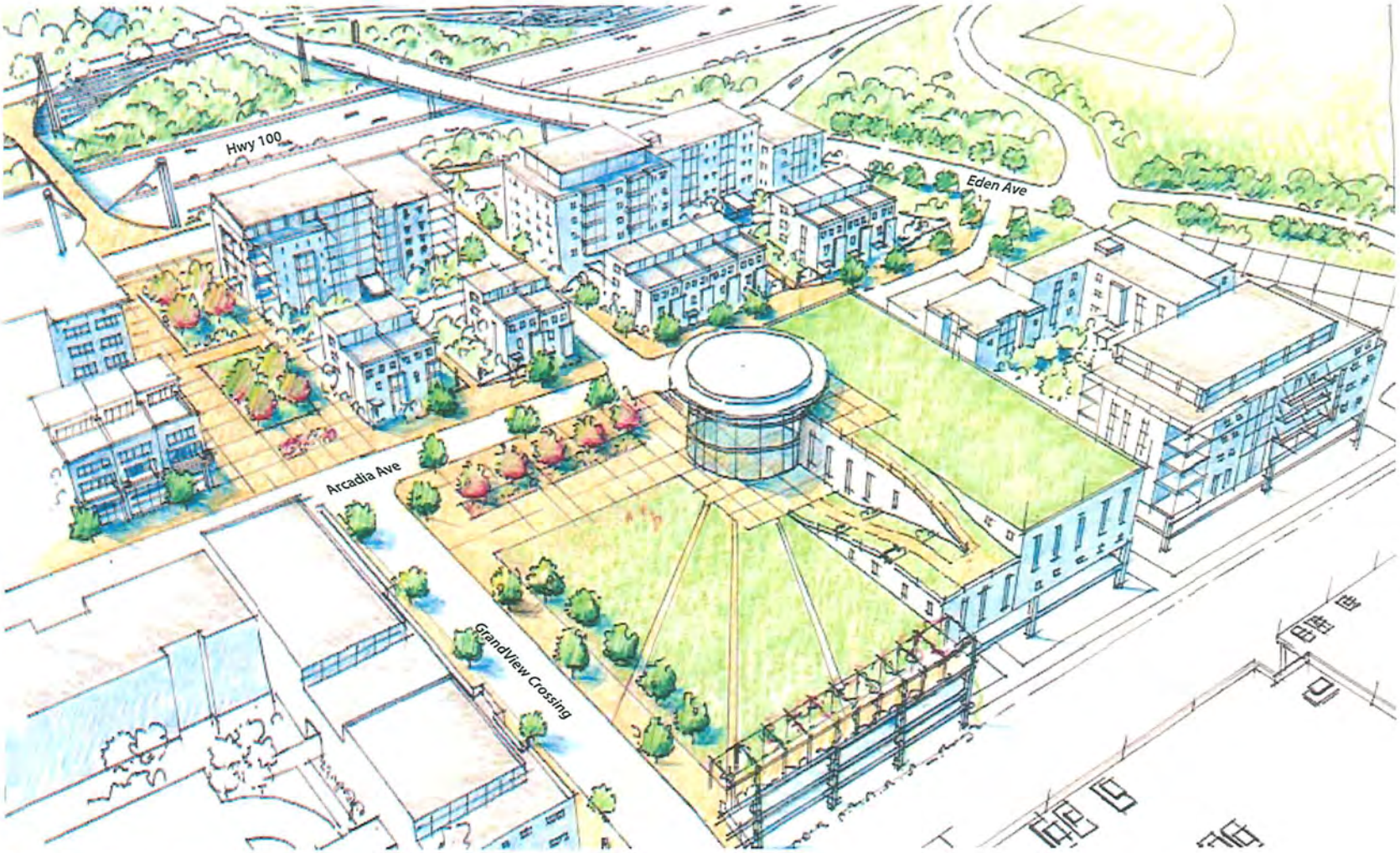
Parking

200	spaces	Park and Ride
200	spaces	Community Use
158	spaces	Multi-family

Public Works Site

A form-based code can guide desired building use and frontage.

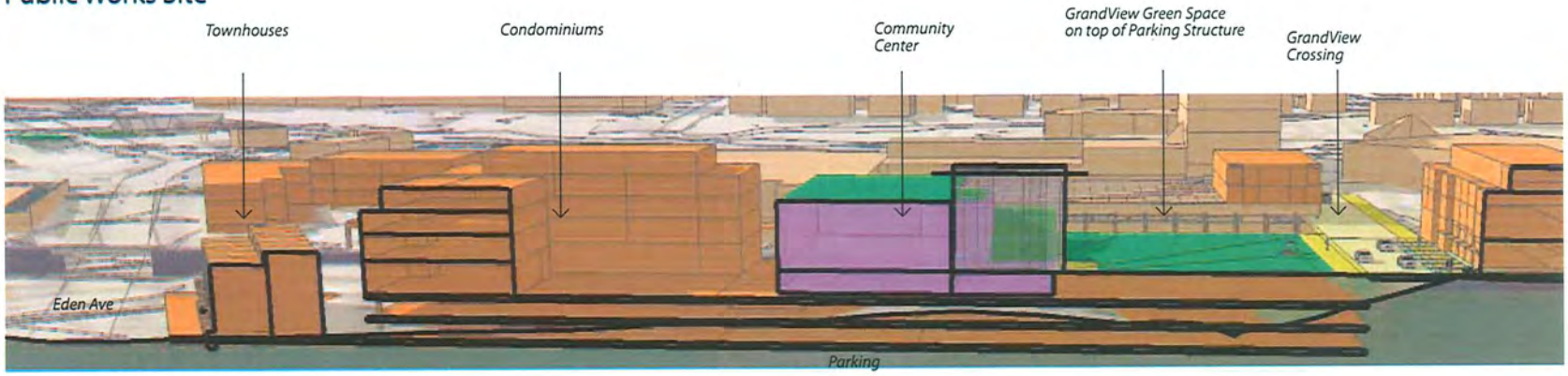
Land Use



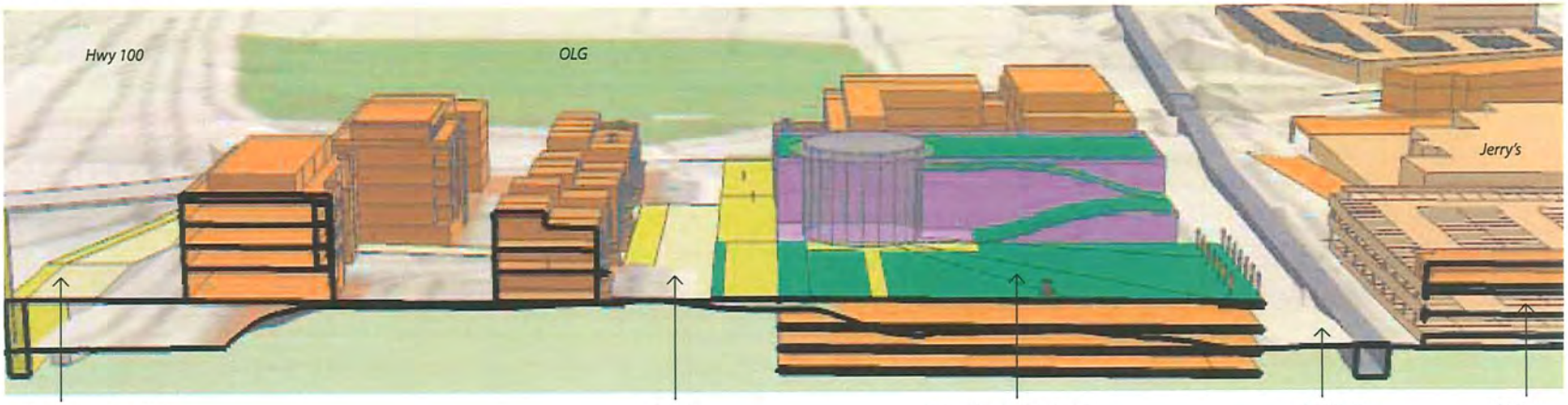
Public Works Site Looking Southeast

Land Use

Public Works Site



Proposed North-South Section



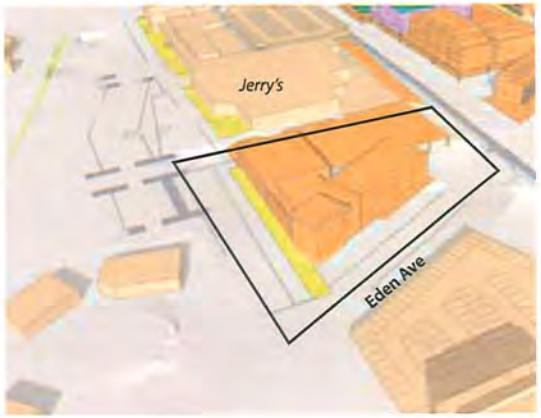
Proposed East -West Section

Land Use

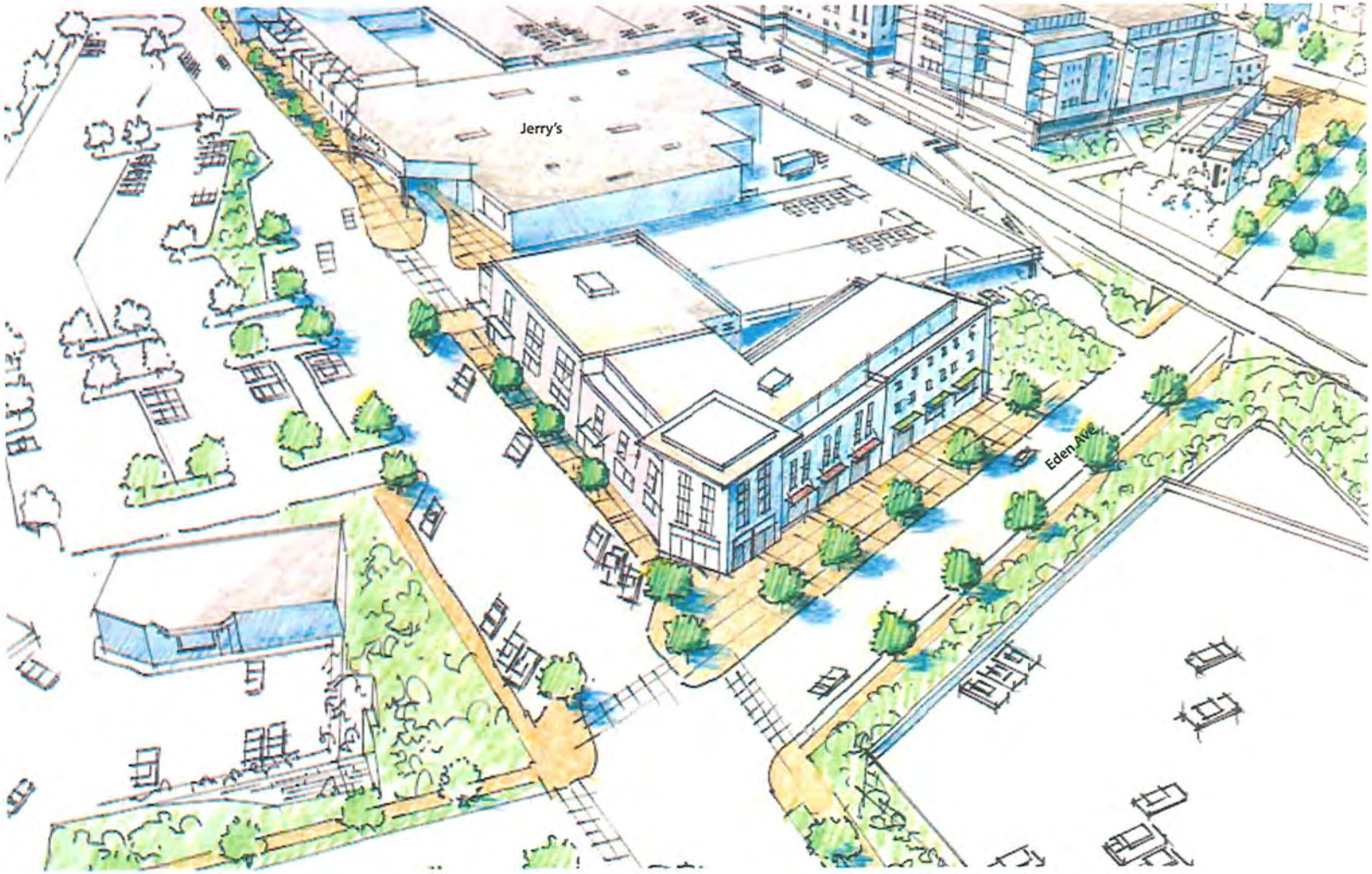
Bus Garage Site

Due to the elevation change, this site lends itself to supporting a number of commercial and retail uses by adding a small, one level parking structure contiguous to and south of Jerry's. This structure would work with the existing topography to allow better access to the Jerry's loading area and to provide additional parking to support the grocery and needed parking at grade. This site could also accommodate a drive-thru use such as a small community bank, cleaners, or coffee shop.

5,000	SF	Retail
42,000	SF	Office
175	spaces	Parking



Land Use



Bus Garage Site Looking Northeast

Land Use

Phase 1

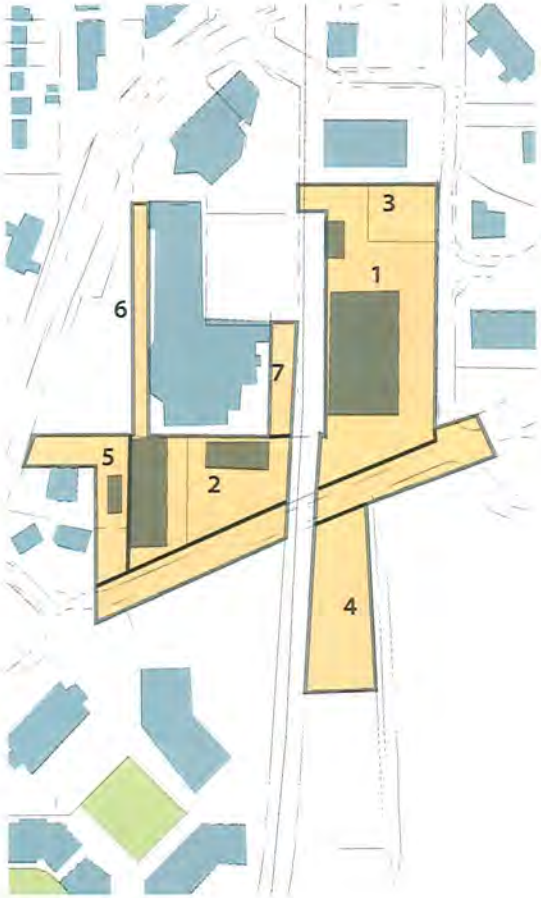
From a land use perspective, a number of immediate steps can be taken to set the stage for new investment in the District. These include:

- Policy changes to the Comprehensive Plan (the Small Area Plan is intended to update the Comprehensive Plan).
- Potential zoning revisions that could include a form-based code to regulate desired public realm, building frontages, and building height.
- Identification of Eden and Vernon as early candidates for application of Living Streets principles.
- Policy direction that guides overall sustainability of the District, including consolidated reuse/recycling, stormwater management, etc.
- Policy direction that guides how new public and private investment may be supported with a variety of financing tools.

The public works site (public green space and a community/civic building) and the bus garage site are the two key parcels that can "jump-start" the redevelopment process. In particular, the ability of the public works site to provide a fee simple, unencumbered asset will allow civic/community and private and public realm uses to be realized early, and will demonstrate the leverage identified in the Guiding Principles to support a variety of next steps. This could include a Metro Transit park and ride facility as a way to provide a parking structure that would also serve as the GrandView Commons (community/civic building/public green).

In similar fashion, the bus garage can be a major pivot point for how a number of land use decisions may play out and will act as a land use "connector" along Eden. This site may need to be readied for development sooner than the public works site in order to accommodate a series of land use transitions that will help the larger District vision implementation. A third component of an early phase would be the development of the Wanner site currently owned by Our Lady of Grace as potential residential, office, or retail uses.

In support of these anticipated land use changes, new street configurations/alignments, circulation patterns, and streetscape/pedestrian improvements along Eden will complete a bike and pedestrian network and support the anticipated land use changes with improved automobile circulation and management.



1. Public Works
2. School Bus Garage
3. New Bridge/Street
4. Wanner Site
5. Jerry's Site
6. Jerry's Site
7. City Ramp Access

Land Use

The following chapter on Implementation is included as one example of anticipating an initial, or Phase 1, increment and associated preliminary range of costs. These numbers are not detailed costs but represent one possible range of expenditures that are included here to illustrate levels of funding (and investment) of various components. The Phase 1 diagram and following spreadsheets for the public works site, the bus garage site, and local street improvements will vary depending on actual funding sources, timing, program, and other factors (e.g., cost of materials and labor) that cannot be determined at this time. See Appendix.

Phase 1

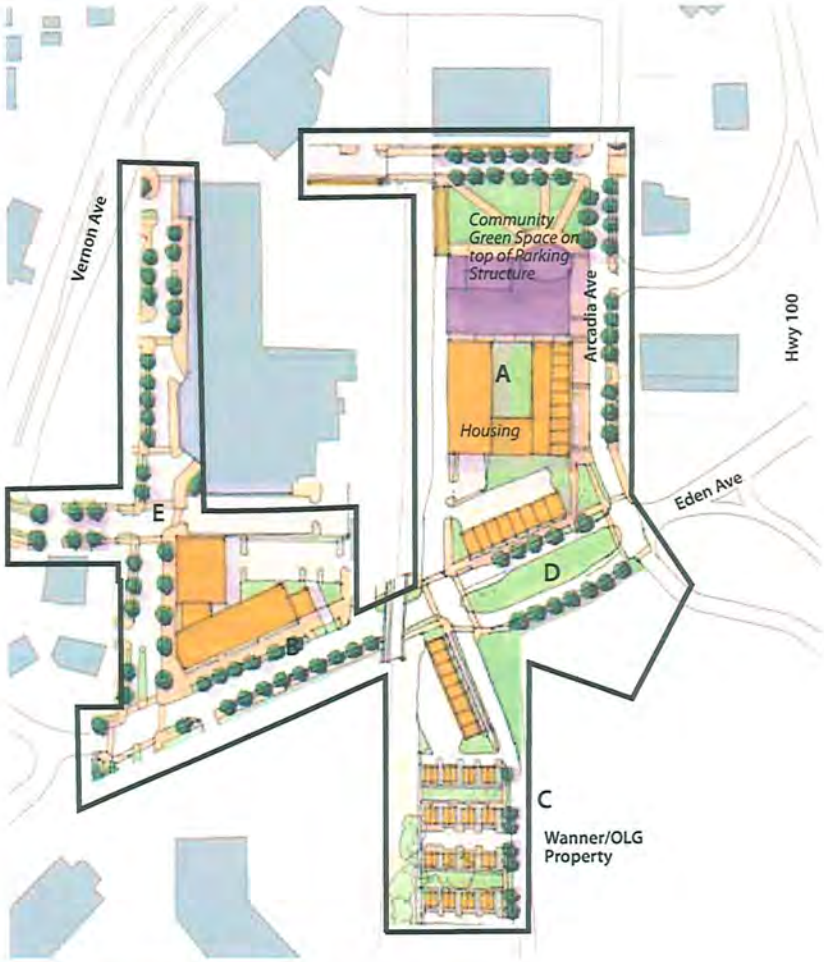
A. Public Works Site
- Community Commons:
  - GrandView Crossing (street)
  - GrandView Green
  - Community/Civic building
- Arcadia steps
- Community/Civic building
- Variety of residential building types
- Structured parking
- Park and ride structure

B. Bus Garage Site
- Multi-level parking
- Retail/service/office use

C. Wanner Site
- Townhouses fronting OLG open space

D. Eden Avenue Streetscape
- Bus stop integrated
- Boulevard organizes intersection alignments

E. Jerry's Streetscape
- Pedestrian enhancements
- Streetscape
- Stormwater treatment



Phase 1 Diagram

Public Realm

Public realm refers to all land and area under the ownership of the city. This includes city streets and rights-of-way (ROW), parks and open space, and parcels of land or other assets that are used to provide individual and collective benefit and amenity to all residents and the general public.

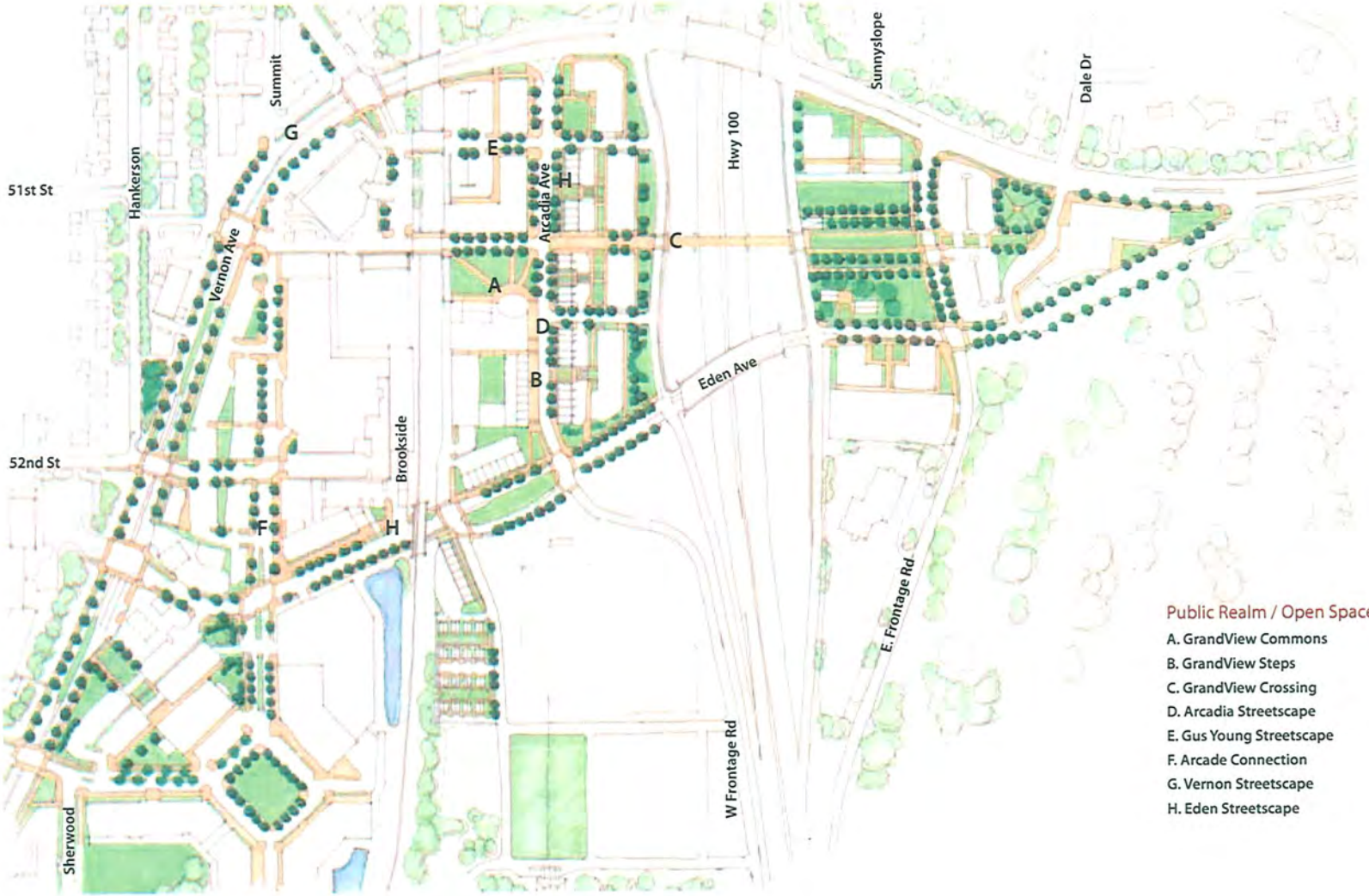
The greater value and power of the public realm is its ability to connect neighborhoods, businesses, schools, and parks and open space into a larger whole greater than the sum of the individual elements. Streets and ROW make up a major (and connected) portion of the public realm and represent a significant opportunity to enhance and connect the community. It is critical to view streets, then, not as just conveyors for automobiles but also as multi-modal facilities that provide democratic accessibility for all and as form-givers and green space that increase the livability of the community. The result should be a greater sense of green throughout the District.

Goals

- Acknowledge "no net loss," yet aggressively seek new public space.
- Improve the bike and pedestrian environment: make it safe and friendly, and include adequate parking area for bikes.
- Create a community/civic building connected to GrandView Green (an outdoor public green space) 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; and New York, New York.

Public Realm



Public Realm / Open Space Diagram

A. GrandView Commons
B. GrandView Steps
C. GrandView Crossing
D. Arcadia Streetscape
E. Gus Young Streetscape
F. Arcade Connection
G. Vernon Streetscape
H. Eden Streetscape

Public Realm

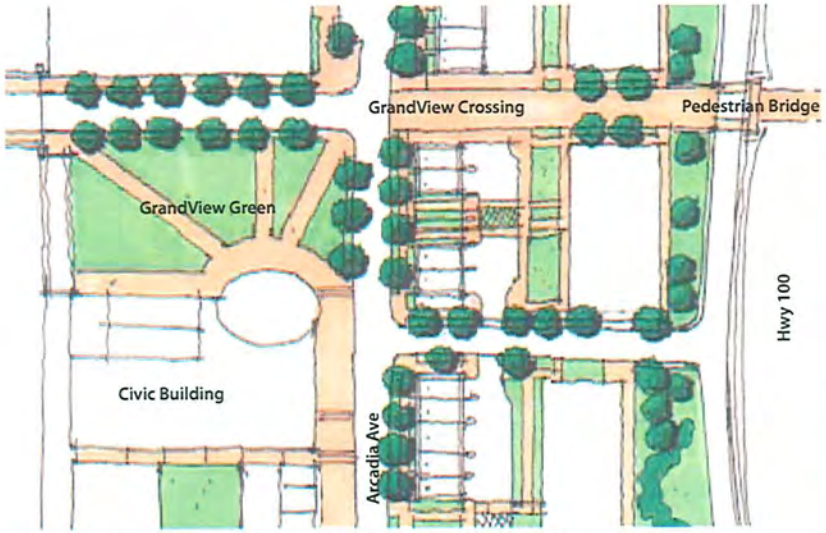
GrandView Commons

For GrandView, the public works site provides a unique and singular opportunity to create a major new public realm amenity that will add interest to the area for all stakeholders, value to real estate, and provide a signature gathering place in the heart of the District. Beyond that, an even greater opportunity exists then to continuously link the businesses and destinations within the District to the surrounding neighborhoods and the city in general.

This can begin immediately by simply investing in a safe and connected public sidewalk network, increment by increment. The larger vision of the public realm includes a community/civic building and GrandView Green, a connected network of public parks, public and private plazas, a new street (GrandView Crossing), sidewalk and streetscape improvements, and bike and pedestrian facilities. This should include bridge enhancements on Eden over Highway 100, a pedestrian and bike bridge connecting the Commons with City Hall, and the potential to connect Eden and Brookside with local a bike path within the Canada Pacific Rail ROW.

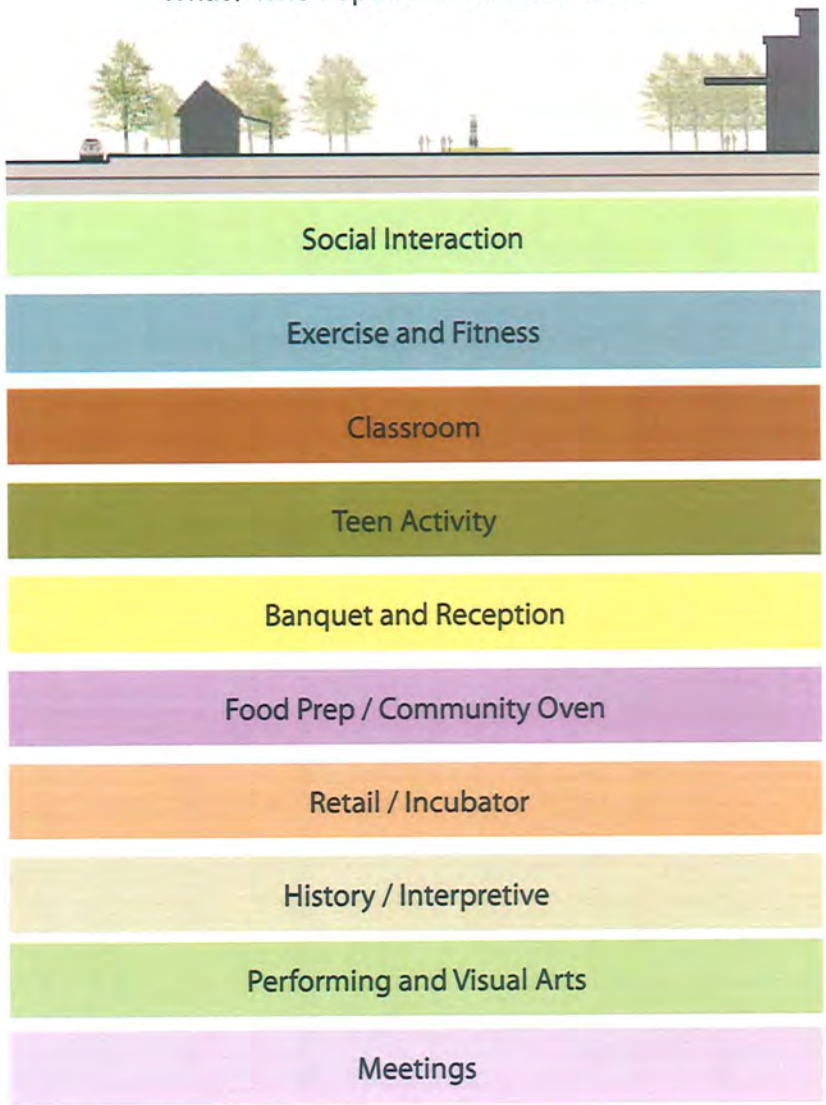
Montreal public green: This public green suggests the appropriate scale and character of GrandView Green.

Public Realm



GrandView Commons: GrandView Commons includes GrandView Crossing, GrandView Green, and a new community/civic building.

GrandView Community Commons Diagram
What / Who Populates the Commons?



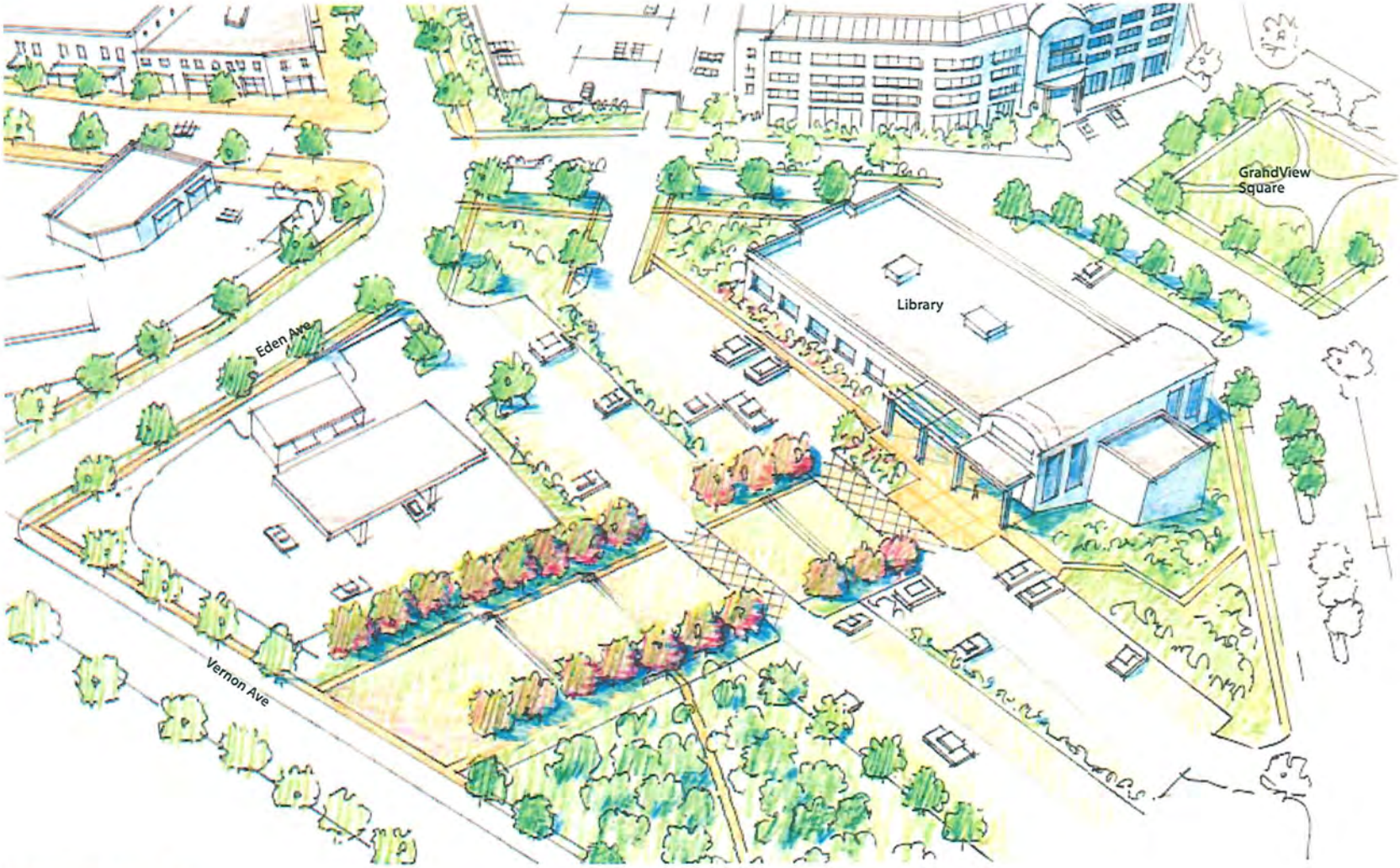
Public Realm

Vernon , Eden, Sherwood, Library

The plan here is to focus on improving pedestrian connections between the Library/Senior Center and Jerry's, via a more street-like character that extends north from GrandView Square Street, including a well-defined pedestrian crossing at Eden. Sherwood is shown as a conversion for additional parking and may still allow movement through the area, though at a very reduced rate of speed. This conversion allows a small green space to connect the Library to Vernon.

1. Conversion of Eden Avenue would provide 50 additional parking spaces.
2. A small green space connects the Library to Vernon giving the civic building an "address" on Vernon.
3. Pedestrian crossings are created or enhanced to provide safe and visible locations (51st, 52nd, and 53rd Streets) on Vernon and to the west of the bus garage site on Link to cross the street.
4. The GrandView Square area is connected to Jerry's and beyond through the use of a streetscape that provides a well-defined pedestrian system as well as a more organized parking and circulation pattern.
5. Any additional street and block improvements (including curb cuts and /or traffic signals) should be considered after improvements have been made to Vernon and appropriate traffic and parking studies have been completed (also refer to potential alternatives in the appendix)

Public Realm



Library Site Looking East

Public Realm

Vernon, Gus Young, Interlachen

The plan recommends a number of street and traffic improvements that will provide greater predictability for the management of traffic, thereby creating a safer environment for bikes and pedestrians. This is made possible by building a new street (GrandView Crossing) and bridge (over the CP Rail corridor) that will connect Vernon east to Arcadia and then paired with Gus Young to create a one-way street pattern. Anchoring the public realm is the GrandView Green, an approximately one-half + acre public space located on the north end of the public works site.

1. New street and bridge connection (GrandView Crossing).
2. GrandView Green public space and outdoor gathering area.
3. Gus Young (westbound)and GrandView Crossing (eastbound) are combined to create a one-way street pair.
4. Left turns from southbound Vernon to Gus Young are removed.
5. Improved pedestrian crossings on Vernon.
6. Complete Streets principles application would transfer Vernon into a 3-lane section with bike lanes and pedestrian improvements.
7. Pedestrian plaza/bridgehead and future bike/pedestrian bridge connection over Highway 100.
8. Public steps of Arcadia.

Public Realm

City Hall

With the future addition of the split-diamond interchange for Highway 100, the east side could see some significant changes with the public realm, land use, and improved pedestrian/bike environments.

1. Frontage road associated with the split-diamond interchange.
2. Excess land from Minnesota Department of Transportation (MnDOT) could be used for underground parking (with a green roof deck) and future community/civic use.
3. Strategy would provide an improved/expanded Frank Tupa Park and setting for the historic Cahill School and Grange Hall.
4. Grange Road alignment is "rationalized" to provide a more efficient parking layout and allow for a small civic green (5) in front of City Hall.
5. Pedestrian/bike bridge connects to west side of Highway 100.
6. Eden is shown as a "parking" street to provide additional supply for City Hall.

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 Highway 100 (designated a principal arterial). There are other local streets, but most provide limited service (such as Summit Avenue) or access that dead ends (such as Brookside off Eden).

The highway interchange has several 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 Highway 100. Eden is designated the primary bike route through the District; Vernon and Interlachen are designated as secondary routes.

There are two major recommendations that support the overall movement and transportation goals of the plan. First, the Framework proposes that the Highway 100 interchange be reconfigured into a split-diamond interchange to better manage through-traffic and to provide improved local access/circulation via frontage roads east and west of the highway. Over time, this would provide a more connected local system (i.e., more local streets) with direct access to Highway 100 via the frontage roads.

Second, the Framework proposes a new east-west street along the north half of the public works site (spanning the CP Rail corridor) connecting to Arcadia from Vernon, that would be paired with Gus Young Lane to provide a one-way circulation pattern. It would operate as 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) to 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 be improved by adding a new bridge over Highway 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 recommends an off-road option within the District: an at-grade bike path alongside the CP Rail ROW from Eden connecting to Brookside.

Functional Class
- Highway 100: Principal Arterial.
- 50th Street: A Minor Augmenter.
- Vernon Avenue: B Minor Connector.
- Interlachen Boulevard: Major Collector.
- Eden Avenue: Local Street.

Traffic Volume
- 13,000-23,000 AADT along West 50th Street/Vernon Avenue.
- 4000-8000 AADT along Eden Avenue.

Goals
- Support a more efficient, compact, and safe interchange access to Highway 100 from Vernon and Eden.
- Create a more bike and pedestrian friendly 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, centrally-located District parking supplies.
- Partner with Metro Transit to implement a community-scale Park and Ride and bus turnaround loop in the area.
- Complete the historical transition of Vernon from old Highway 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, and circulation in the short term for convenience, retail, and service uses.
- Complete the pedestrian and bike system. Make bikes and pedestrians a priority and allow for a safe crossing over Highway 100.
- Take a leadership role related to the Highway 100 interchange. Build the "reason platform" for multi-modal access and gateways.
- Preserve 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.

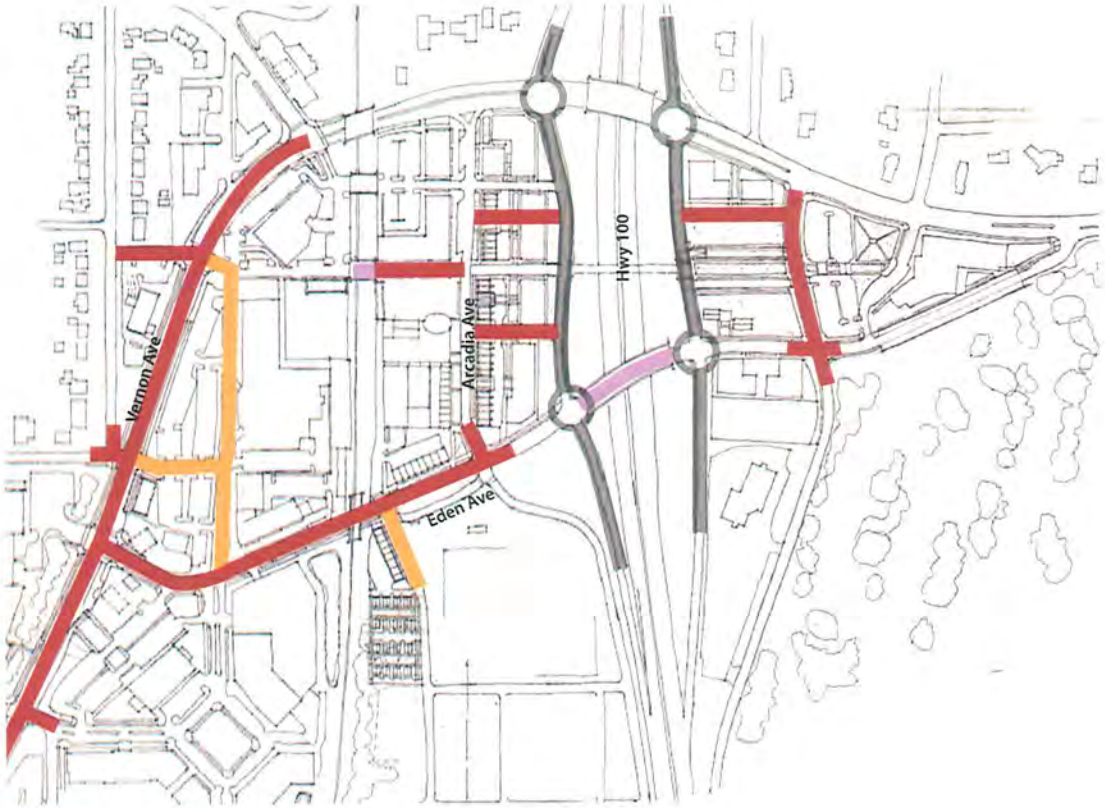
Transportation

District Street Framework

The movement framework for the District begins with addressing policy issues like the adoption of the Living Streets principles and applying Hennepin County's Complete Streets policy, as well as considering larger and more long term ideas like reconstructing the Highway 100 interchange using a "split diamond" configuration. This approach accomplishes a number of objectives that meet the District Principles and provides an incremental approach to addressing change over time.

The existing slip ramp location off the southbound ingress ramp would be retained but would be combined with an additional connection to Gus Young as part of the one way frontage road system. Traffic would be controlled at four signalized intersections.

In the short term, there is an opportunity to begin implementing streetscape, bike, and pedestrian improvements. Another important recommendation is to implement the GrandView Crossing/Gus Young one-way street pair that will help manage traffic access and circulation in the upper core of the District.



Complete/Living Streets improvements
Private streetscapes
Split diamond interchange
New / improved bridges

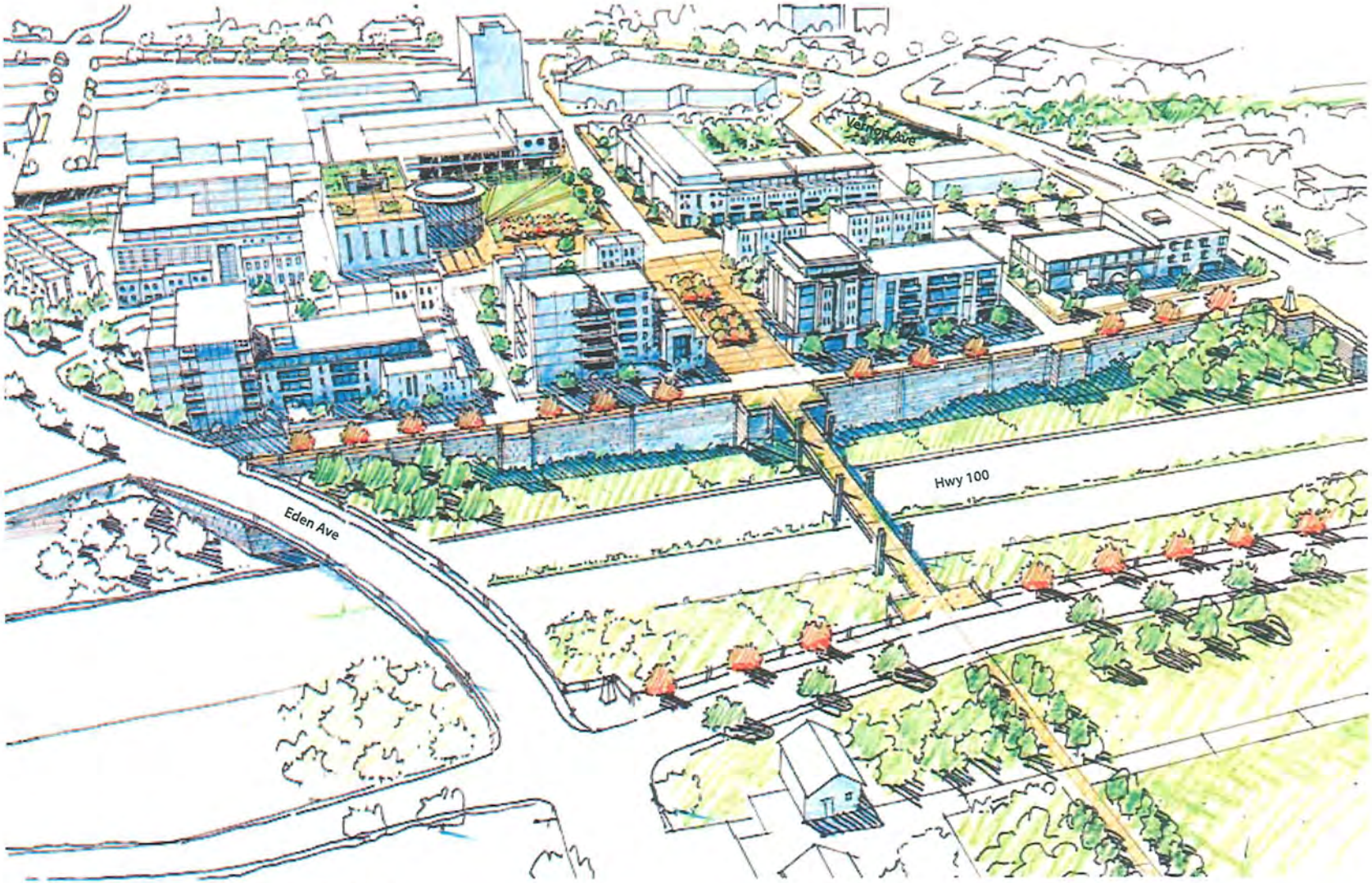
Transportation

District Street Framework

Existing

Proposed

Transportation

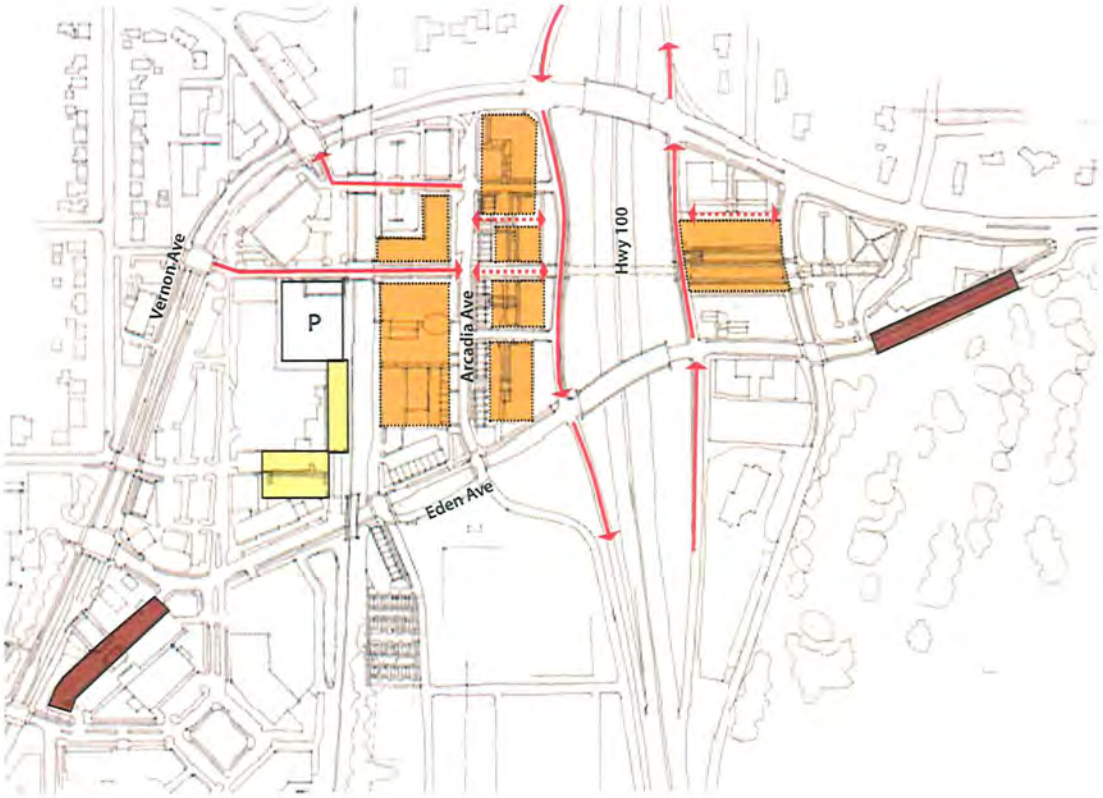


Highway 100 and West Frontage Road Looking West

Transportation

Parking

- Consider the use of the current city parking ramp (located behind Jerry's) to accommodate future park and ride patrons and general parking district supply; increase the capacity of this structure in the future if economically possible/ practical.
- The public works site should be considered as a location for a Metro Transit park and ride facility as a way to provide parking to weekly commuters and to provide parking for a community/civic building, public green, residences and other uses. In addition, the top level (deck) of this structure is intended to serve as the GrandView Green, the major public realm amenity in the district.
- Additional parking (structure) is proposed to the south and contiguous to Jerry's grocery store to provide better service access to the loading area and provide additional parking supply.



Parking beneath buildings
New access to existing
Surface lots
P Existing ramp
Direction of traffic

Transportation

Park and Ride Options

Metro Transit operates the #587 Express route through the GrandView District before turning north on Highway 100 to downtown. They have a well documented market that they serve in southwest Edina, and board riders on a daily basis who are parking in front of the library, in the city ramp, and in front of a number of businesses. They are highly motivated to locate a "community" scale park and ride facility that would accommodate no more than 200 cars. At least two sites have the potential to serve this need: the existing city ramp and a potential structure on the public works site.

The existing city ramp is currently undergoing a construction project (new water treatment plant on the ground floor) and according to the city, this would make adding additional levels problematic. Access will also be an issue as well when the new GrandView Crossing is built. The city does think additional parking could be located over Brookside behind and east of Jerry's.

Under the right conditions and with some minor improvements, the public works site could be converted into a park and ride lot tomorrow. This would be an interim solution (a similar scenario involving the site as an interim use for the Edina bus garage could also be considered). The advantage of locating a park and ride on the public works site is that it is a fee simple site that could be used with little change to existing conditions. In general, a park and ride could provide a surplus of parking during nights and weekends, and serve overflow parking in the District as well.

	Location	Spaces	Notes
A	Use existing ramp	244	Access issues
C	New ramp in "cloverleaf"	n/a	Long term
B	New ramp on public works site	200	Fee simple

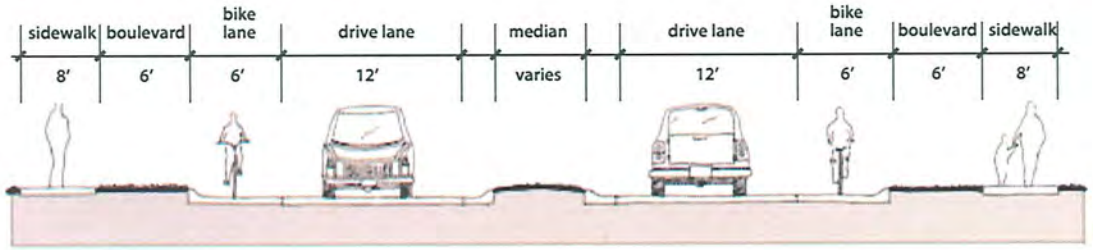
587 Express Route

Existing bus stops

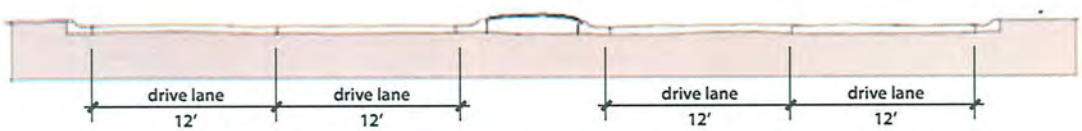
Transportation

Vernon Avenue Right-Sizing

South of the Interlachen intersection, Vernon Avenue would be reconfigured into a three lane, divided section that would better accommodate local traffic movement, provide a dedicated bike lane, and capture some of the ROW for pedestrian improvements and street crossings.



Proposed Section for Vernon Avenue



Existing Section for Vernon Avenue

Vernon Avenue Looking South: A new three lane section would allow additional space for bikes and pedestrians, and provide controlled left turn lanes.

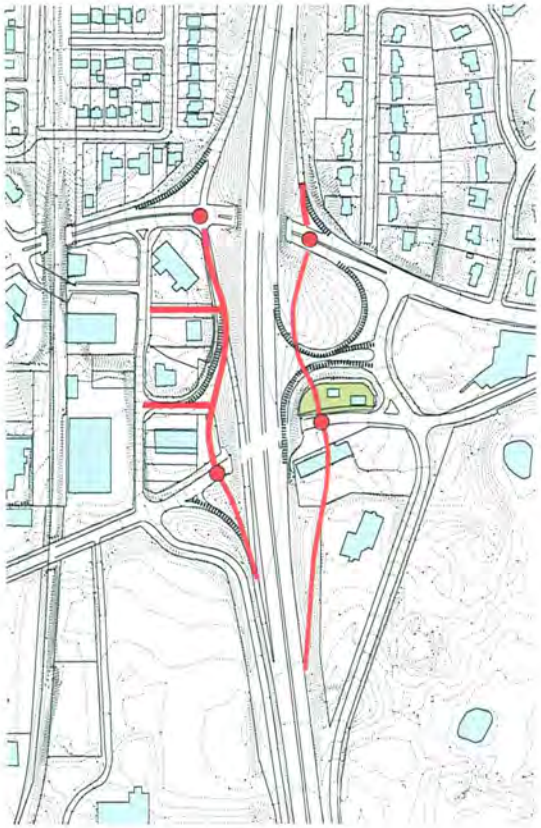
Transportation

Highway 100 Improvements

A major proposal involves the short term and long term configuration of the Highway 100 interchange. The plan proposes a "split-diamond" arrangement that would manage access on and off the highway at signalized intersections. These intersections would be at Vernon and Eden, and would connect with parallel, one-way frontage roads.

This configuration would allow regional traffic to clearly and safely access the highway and still move into the District with predictability and safety. Long term prospects might include the transfer of unused MnDOT ROW for local and community uses such as civic building sites, future bus rapid transit support, parking, and open space.

Short Term Improvements



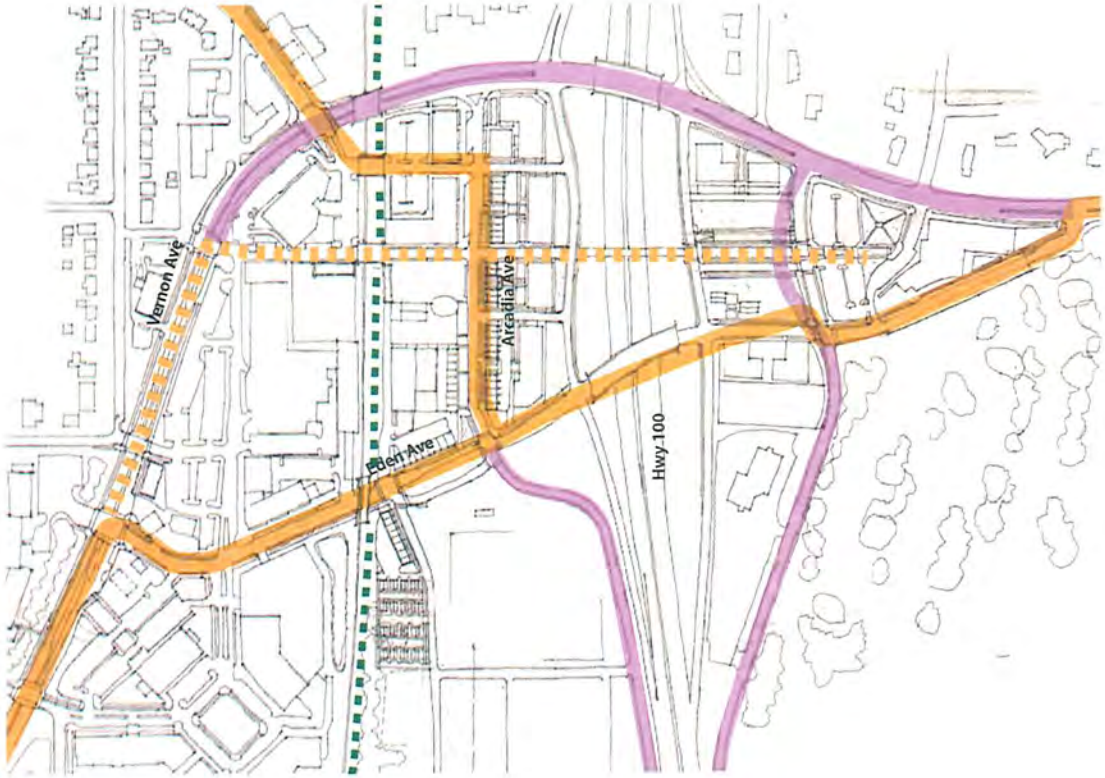
Long Term Improvements

	New ramps
	Eliminated ramps
	Signal

Transportation

Bicycle Improvements

Bike lanes are shown for Vernon, a secondary bike route, and Eden, a primary bike route, through the District. The lanes are shown with enhanced paint and striping as well as additional lane area. A potential bike facility using the CP Rail right-of-way or adjacent land could connect Eden, at grade, to Brookside, thereby providing an off-road option to move through the District.



	Primary bike routes
	Secondary bike routes
	Trail (on CP ROW)

Transportation

Bicycle Improvements

Eden Avenue

Existing

Proposed

Precedent

Vernon between Eden and Interlachen

Existing

Proposed

Precedent

Vernon south of Eden

Existing

Proposed

Sustainability

One dictionary defines sustainability as:

- The ability to be sustained, supported, upheld, or confirmed.
- The quality of not being harmful to the environment or depleting natural resources, and thereby supporting long term ecological balance.

For GrandView, sustainability is about how the natural and manmade environments coexist in a way that limits and/or prohibits harmful impact on the environment now and for generations to come. But it also has meaning for how the community and businesses will be sustained, supported, and upheld. One is not isolated or independent from the other; a comprehensive, long term definition of sustainability should guide how the District and the community move forward with goals, recommendations, and actions.

Recent Activities

Sustainability is a broad and deep subject that is constantly being refined from principles and policies to products and practices to financing and implementation—perhaps so much so that it may seem difficult to determine where to begin and what next steps should be taken. For GrandView, it seems practical to review some of the recent decisions and actions the city has taken that will provide a foundation for how the District will grow, change, and redevelop.

- **Edina Energy & Environment Commission**: Solar/wind ordinance amendments task force. City staff is reviewing proposed ordinance.
- **PACE Financing**: The Edina City Council unanimously adopted the Edina Emerald Energy Program November 15, 2011, making it the first Minnesota city to take advantage of Property-Assessed Clean Energy (PACE) legislation. PACE, which was approved by the state Legislature in 2010, allows property owners to have the cost of energy efficiency and conservation improvements assessed to their property and paid alongside property taxes. GrandView Tire & Auto, 5415 70th Street West, used the tool for the necessary financing to install a 27-kilowatt solar panel system on the already green auto shop's roof.
- **New Public Works Facility**: The public works building was built with sustainability in mind. It has geothermal heating and cooling and used recycled materials, and its landscape was designed to minimize the development's impact on the environment. A rain garden at the corner of 74th and Metro Boulevard holds and infiltrates water from sloping parking lots with curb cuts to direct the water to native grasses and plants.
- **City Hall**: Installation of solar panel project in Fall of 2011.
- **City Council Living Streets policy**: Recommendation of the Edina Transportation Commission (ETC) to establish a comprehensive Living Streets Policy that integrated all modes of transportation and addressed issues such as traffic calming, stormwater management, promoting active living, community feel, improving walking and biking, and enhancing urban forests. If approved by the Council, the ETC would work in collaboration with staff to prepare the policy for the Council's future consideration. Mr. Sullivan reported a $15,000 grant was available to initiate the creation of this policy, which may cost $60,000-$100,000 to complete.
- **Adoption of MinesotaGreenStep Cities program, 2011**: On January 18, 2011, Edina passed a council resolution to become a member of the Minnesota GreenStep Cities program. Minnesota GreenStep Cities is a voluntary challenge, assistance, and recognition program to help cities achieve their sustainability goals through implementation of 28 best practices. Each best practice can be implemented by completing one or more specific actions from a list of four to eight actions. These actions are tailored to all Minnesota cities, focus on cost savings and energy use reduction, and encourage innovation.

Sustainability

Greenstep's 28 Best Practices

Buildings and Lighting

1. Efficient Existing Public Buildings: Work with utilities and others to assess and finance energy and sustainability improvements of existing structures.
2. Efficient Existing Private Buildings: Work with utilities and others to assess and finance energy and sustainability improvements of existing structures.
3. New Green Buildings: Construct new buildings to meet or qualify for a green building standard.
4. Efficient Building & Street Lighting and Signals: Improve the efficiency of public and private lighting and signals.
5. Building Reuse: Create economic and regulatory incentives for redeveloping and repurposing existing buildings before building new.

Land Use

6. Comprehensive Plan and Implementation: Adopt a Comprehensive Plan and tie regulatory ordinances to it.
7. Efficient City Growth: Promote financial and environmental sustainability by enabling and encouraging higher density housing and commercial land use.
8. Mixed Uses: Develop efficient and healthy land patterns.
9. Efficient Highway-Oriented Development: Adopt commercial development and design standards for highway road corridors.
10. Conservation Design: Adopt development ordinances or processes that protect natural systems.

Transportation

11. Complete Green Streets: Create a network of multi-modal green streets.
12. Mobility Options: Promote active living and alternatives to single-occupancy car travel.
13. Efficient City Fleets: Implement a city fleet investment, operations, and maintenance plan.
14. Demand-Side Travel Planning: Implement Travel Demand Management and Transit-Oriented Design.

Environmental Management

15. Purchasing: Adopt environmentally preferable purchasing policies and practices.
16. Urban Forests: Increase city tree and plant cover.
17. Ecologic Stormwater Management: Minimize the volume of and pollutants in rainwater runoff.
18. Parks and Trails: Enhance the city's green infrastructure.
19. Surface Water Quality: Improve local water bodies.
20. Efficient Water and Wastewater Facilities: Assess and improve drinking water and wastewater facilities.
21. Septic Systems: Implement an effective management program for decentralized wastewater treatment systems.
22. Solid Waste Reduction: Increase waste reduction, reuse and recycling.
23. Local Air Quality: Prevent generation of local air contaminants.

Economic and Community Development

24. Benchmarks & Community Engagement: Adopt outcome measures for GreenStep and other city sustainability efforts, and engage community members in ongoing education, dialogue, and campaigns.
25. Green Business Development: Document the use of assistance programs for green business and job development.
26. Renewable Energy: Remove barriers to and encourage installation of renewable energy generation capacity.
27. Local Food: Strengthen local food and fiber production and access.
28. Business Synergies: Network/cluster businesses to achieve better energy, economic, and environmental outcomes.

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.
- Create District (not separate site) solutions.
- Apply 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, 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 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).

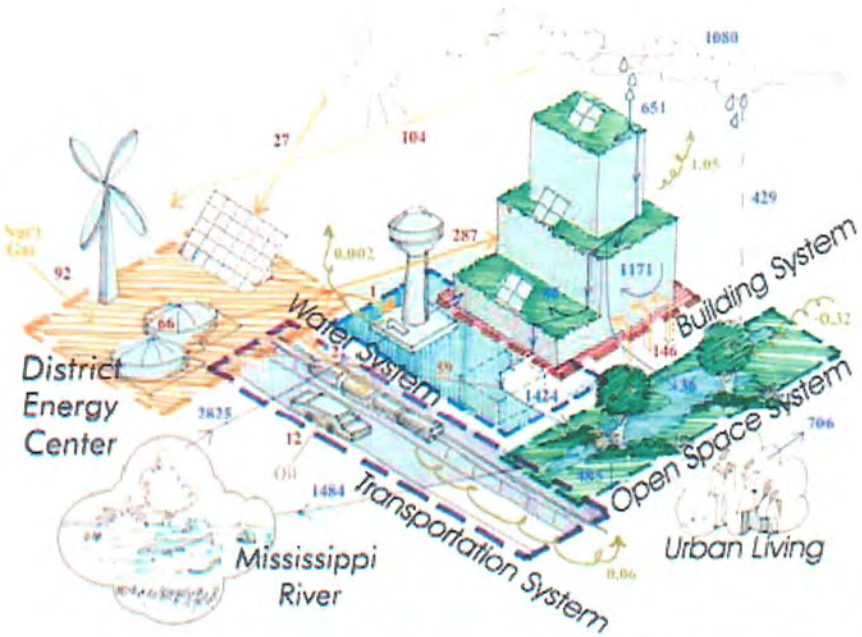
2. District Systems

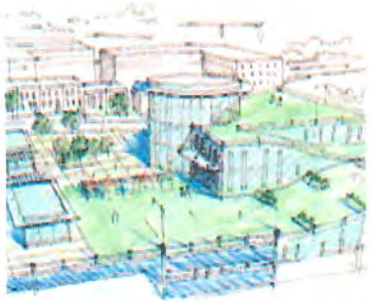
- Stormwater strategy under parking collection/storage/treatment/reuse.
- Recycle/reuse building materials (after demolition).
- Grey water use.
- Trash collection and recycling within the District beyond what is currently required by the city.
- Consolidated organic recycling focused on restaurants 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.

Sustainability





4. Moving Forward with a Purpose

Implementation Strategy

1. Adopt the framework as a part of the Comprehensive Plan.

As a policy document, the Comprehensive Plan offers the ability to guide future development in the GrandView District even in the absence of more definitive plans. Once adopted, the framework provides significant context for determining further directions and actions in the GrandView District.

2. Establish an Implementation Steering Committee using citizen volunteers to guide the effort, including providing direction for key remaining areas of the framework, with working groups as needed to support the work of the Implementation Steering Committee.

An over-riding objective of the GrandView District planning process is to utilize local citizens as experts in defining directions for an area identified in the Comprehensive Plan as a location where the potential for change exists. With significant investment of time, talent, and energy, in addition to the local knowledge that has been developed through the Small Area Guide process and the Small Area Plan process, it is logical that the process of planning using local citizens to guide the process should continue. The process to be pursued should, as in past efforts leading to the framework, be defined by the citizen volunteers.

3. Evaluate the GrandView District small area planning process as a means of engaging citizens in local planning.

As indicated in the Comprehensive Plan, several areas of potential change remain in the community. An objective review of the GrandView process will allow the city to determine whether it should be replicated, modified, or abandoned as a local planning tool.

4. Initiate a process led by the Implementation Steering Committee to provide direction for key remaining areas of the framework.

Remaining key decision points, many of which are interrelated but all of which must be defined in terms of the approved framework, include:

- Transportation elements
- Density and height
- Housing affordability
- Financing
- Design and development guidelines
- Community Building

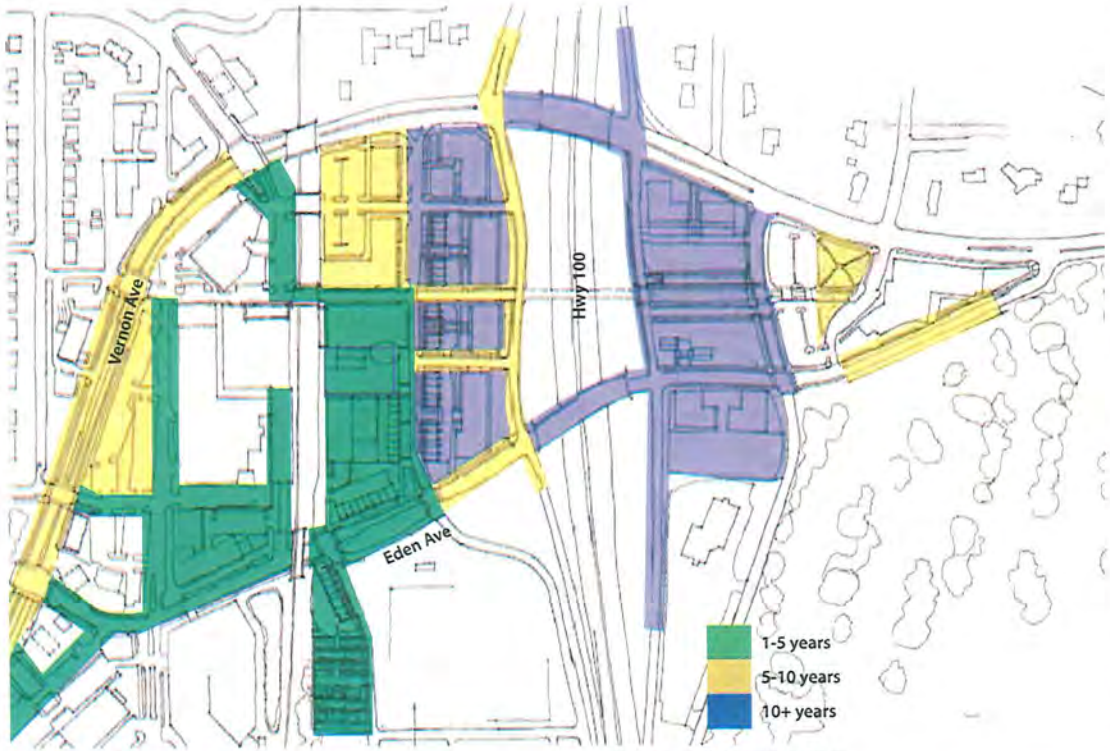
5. Set a plan for the evolution of the District.

The planning process was established with the understanding that the GrandView District would redevelop incrementally in concert with a vision defined by the community. A key aspect of the plan, and one that can be best defined once several of the decision points in Step 4 (above) have been advanced, is to determine a logical, sustainable, and reasonably definitive plan for its evolution.

6. Provide regular updates to the City Council.

A Steering Committee charged with guiding the further development of a plan for the GrandView District cannot act independently of other actions of the city, just as the area itself cannot evolve independent of the rest of the Edina community. With regular updates, the evolving plan can be assured that it aligns with other policies of the city.

Implementation



Generalized Phasing Plan

A generalized phasing plan is shown that organizes phasing into three simplified increments with the understanding that a variety of conditions will influence actual investment and implementation.

1. Policy and Regulation

This Framework recommends (consistent with the Comprehensive Plan) that the District evolve from a Community Commercial Node (pg. 4-31 Comprehensive Plan) into a mixed-use center. However, the Plan also suggests a vision that may not be completely consistent with current zoning including how use, built form, and parking may be regulated. Concurrent with other implementation activities, zoning revisions, including the potential use of a form-based code and design guidelines will be addressed by the Implementation Steering Committee after approval of the Framework by the City Council.

2. Phasing, Development & Finance

The following graphic begins the discussion about how to best arrange and prioritize the public land parcels (public works site and school bus garage site) so that new investment and redevelopment can occur in a timely manner and in response to market and community forces.

Central in this discussion is the school bus garage site which, when a new garage site can be found, can include new commercial/office uses, replacement of existing uses, expansion of businesses in the district currently in need of more space (such as the municipal liquor store), and parking. This could help set the stage for how next steps could be accomplished including initial investment on the public works site, parking and circulation enhancements/additions, and Eden Avenue improvements. In addition, a community building / public green programming group should work during this phase to determine appropriate program and uses.

Implementation

Major Recommendations

Immediate < 1 year

1 Development Framework approval
2 Policy for implementation/finance
3 Create Implementation Committee
4. Implementation Committee should address programming of community / civic building
5 Create sustainability guide from GreenStep
6 TIF District
7A Design Guidelines
7 Form-based code for mixed use center
8 Green building standards required for district
9 Prepare Phase 1 Master Plan
10 Address Lifecycle and affordable housing

1-5 Years

Land Use

11 Bus Garage site redevelopment
12 Townhouse units on public works site
13 Residential on Warner site/OLG
14 Community / Civic building

Public Realm

15 GrandView Green over parking structure
16 Arcadia Steps/and streetscape
17 CP Rail bike path from Eden to Brookside
18 Add tree lined streetscape and monument signs into Richmond Hills neighborhood

Transportation/Infrastructure

19 Park n ride structure/green roof@public works site
20 Additional parking south of Jerry's
21 GrandView Crossing bridge & street
22 Eden Living Streets/streetscape /3 lane section
23 Eden Living Streets/Arcadia/Normandale
24 New access from Eden to city ramp parking
25 Jerry's parking Streetscape
26 Implement one-way pairs/remove left to G. Young
27 Reservation on public works site for rail transit use

Sustainability

28 GrandView Works/Organics recycling center
29 Stormwater reuse & management policy
30 Solar pilot project for public lighting

Implementation

Major Recommendations

5-10 Years

Land Use

31 Arcadia site redevelopment/include pocket park
32 Apt/condo units on public works site
33 Residential on Warner site/OLG/Phase 2

Public Realm

34 Small civic green at City Hall
35 Arcadia streetscape improvements

Transportation/Infrastructure

36 Vernon Living Streets/streetscape/3 lane section
37 Dedicate right turn from Vernon to Interlachen
38 Reconfigure Eden as parking street@City Hall
39 Eden bridge pedestrian/bike enhancements
40 Vernon as primary bike route to GrandView Crossing
41 Consider 'turn-back' of Vernon from County
42 Complete Streets: Library green space fronting Vernon
43 Reconfigure Eden as parking street

Sustainability

44 Stormwater collection/treatment system
45 Grey water reuse/irrigation, etc.
46 GrandView Works/geothermal at OLG fields

10+ Years

Land Use

47 East frontage road site redevelopment
48 Civic development on excess MNDOT land

Public Realm

49 Hwy 100 pedestrian/bike bridge
50 Green roof/space over underground parking
51 Add green space to Tupa Park
52 Include gateway walls/landscape w/interchange

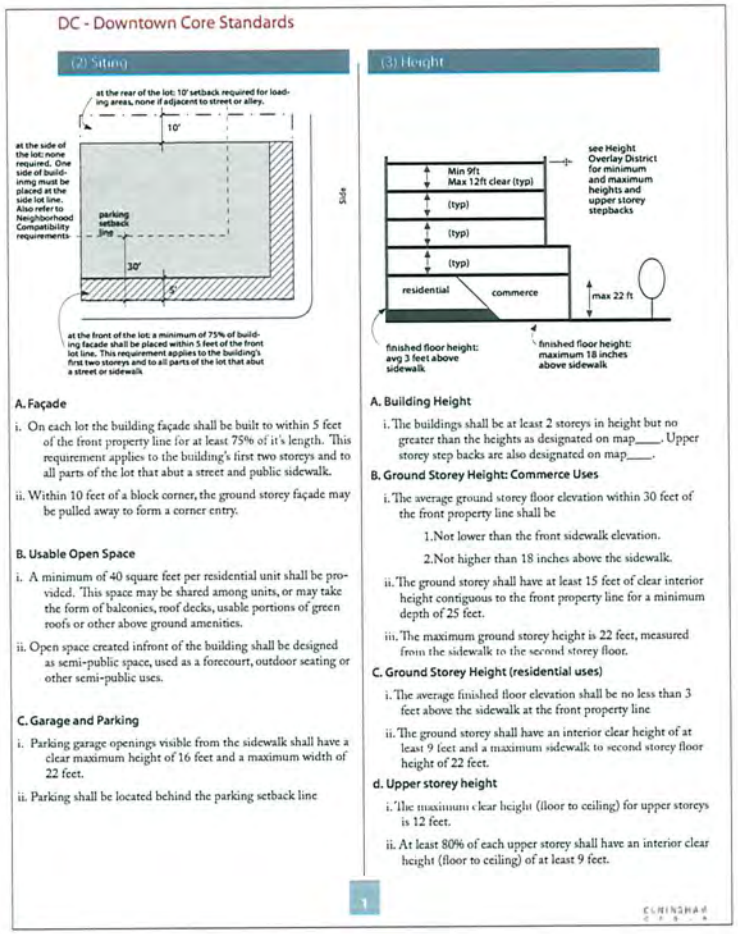
Transportation/Infrastructure

53 Hwy 110 split diamond interchange
54 Realignment of Grange Rd/Eden
55 Add Gus Young extension to frontage road

Sustainability

56 Closed loop water supply system
57 GrandView Works/Alternative energy sources

Implementation



DC - Downtown Core Standards

(2) Siting

A. Façade

i. On each lot the building façade shall be built to within 5 feet of the front property line for at least 75% of it's length. This requirement applies to the building's first two storeys and to all parts of the lot that abut a street and public sidewalk.

ii. Within 10 feet of a block corner, the ground storey façade may be pulled away to form a corner entry.

B. Usable Open Space

i. A minimum of 40 square feet per residential unit shall be provided. This space may be shared among units, or may take the form of balconies, roof decks, usable portions of green roofs or other above ground amenities.

ii. Open space created infront of the building shall be designed as semi-public space, used as a forecourt, outdoor seating or other semi-public uses.

C. Garage and Parking

i. Parking garage openings visible from the sidewalk shall have a clear maximum height of 16 feet and a maximum width of 22 feet.

ii. Parking shall be located behind the parking setback line

(3) Height

A. Building Height

i. The buildings shall be at least 2 storeys in height but no greater than the heights as designated on map____. Upper storey step backs are also designated on map____.

B. Ground Storey Height: Commerce Uses

i. The average ground storey floor elevation within 30 feet of the front property line shall be

1. Not lower than the front sidewalk elevation.
2. Not higher than 18 inches above the sidewalk.

ii. The ground storey shall have at least 15 feet of clear interior height contiguous to the front property line for a minimum depth of 25 feet.

iii. The maximum ground storey height is 22 feet, measured from the sidewalk to the second storey floor.

C. Ground Storey Height (residential uses)

i. The average finished floor elevation shall be no less than 3 feet above the sidewalk at the front property line

ii. The ground storey shall have an interior clear height of at least 9 feet and a maximum sidewalk to second storey floor height of 22 feet.

d. Upper storey height

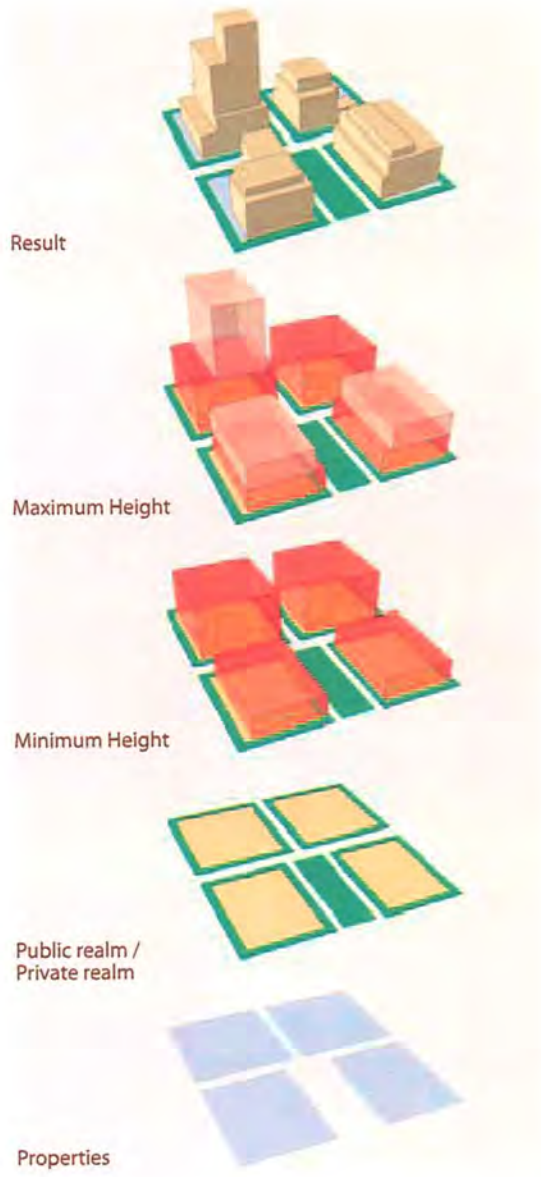
i. The maximum clear height (floor to ceiling) for upper storeys is 12 feet.

ii. At least 80% of each upper storey shall have an interior clear height (floor to ceiling) of at least 9 feet.

1

CUNINGHAM GROUP

Example of form-based code standards for a downtown setting.



A form based approach is organized to code development that defines the public realm.

Implementation

Financial Feasibility

Feasibility of financing would include: (1) projections of anticipated costs associated with an initial Phase 1 plan and (2) options for revenues to pay those costs. This includes items such as street improvements, streetscape improvements, parking infrastructure, property acquisition (i.e., the bus garage), and community space (both potential "commons" or "public realm" space and "programming" or "community/civic center" space). At this point six potential pools or "buckets" of revenue have been identified:

1. TIF, Abatement, and other statutory economic development tools;
2. Special Assessments;
3. Enhanced Property Tax revenues generated by private property development;
4. Other Public Sources of funds;
5. Non-Profit or Philanthropic Fundraising; and
6. City Tax Revenues.

1. TIF, Abatement, and Other Statutory Economic Development Tools.

Access some portion of existing TIF Funds; there may be an opportunity to use existing TIF funds. Determine the circumstances under which that is possible and the consequences of doing so.

Create a new TIF district. TIF and Abatement tools provide opportunities to "capture" increased value and use it to finance some parts of redevelopment. Determine a sense of the potential numbers associated with these options and any limits on how the funds generated by these mechanisms can be spent.

2. Special Assessments and Related Tools.

The City may assess properties that "benefit" from public improvements for the costs of these improvements up to the value of the benefit conferred by the improvements. Determine what types of costs are eligible to be recovered using this tool and on related tools that permit the creation of special districts to spread the ongoing costs of maintenance or other improvements. The 50th and France area may provide a model for this.

3. Enhanced Property Tax Revenues Generated by Private Development.

This idea overlaps to a certain extent with #1 above (to the extent the enhanced value will be "captured" via TIF or Abatement). Obviously, the greatest increase of this type would be new development on parcels (like the Public Works and School Bus Garage sites). And consider the prospect of enhanced value emanating from redevelopment of sites (e.g., CSM, Eden 100, etc.) that are already on the tax rolls; having some models of what is reasonable to expect in this category is important.

4. Other Public Sources of Funds.

Consider the potential partnerships with other public entities that might be able to help with funding. The planning activities in this phase of the process have been funded by the Met Council; there might be a prospect of additional funds as planning and implementation move forward. Met Council representatives have also been clear in expressing interest in park and ride facilities. In addition to the Met Council, there are prospects for partnership with MnDOT (related to Highway 100) and Hennepin County (related to Vernon Avenue). To the extent that housing is a part of future redevelopment, there may be Regional, State, and/or Federal funds available to support those efforts. These any other prospective sources of "Other Public Funds" should be summarized and estimated.

5. Non-Profit and Philanthropic Fundraising.

Consider that private contributions could help with funding. These potential sources of revenue fall into two categories: (1) funds from existing non-profit organizations interested in supporting particular development initiatives (e.g., housing, arts, etc.) and (2) fundraising campaigns created specifically for this effort. Determine what is reasonable to expect from each "bucket" and be able to determine whether the "gap" remaining after all other "buckets" are utilized can be filled by some kind of capital campaign.

6. City Tax Revenues.

The other way to fill any remaining gap is with City tax revenues. Obviously, this is a decision for the City Council to make. It will be important to identify the size of the gap (if any) that will likely need to be filled by such funding.

Implementation

Possible Staging Questions

1. Interim use. Designation of City parking ramp for park and ride?

2. Disposition of School Bus Garage Site. Can City negotiate control? If so, when and what are the next steps? RFI? RFP? Negotiate existing user in the District to acquire and invest.

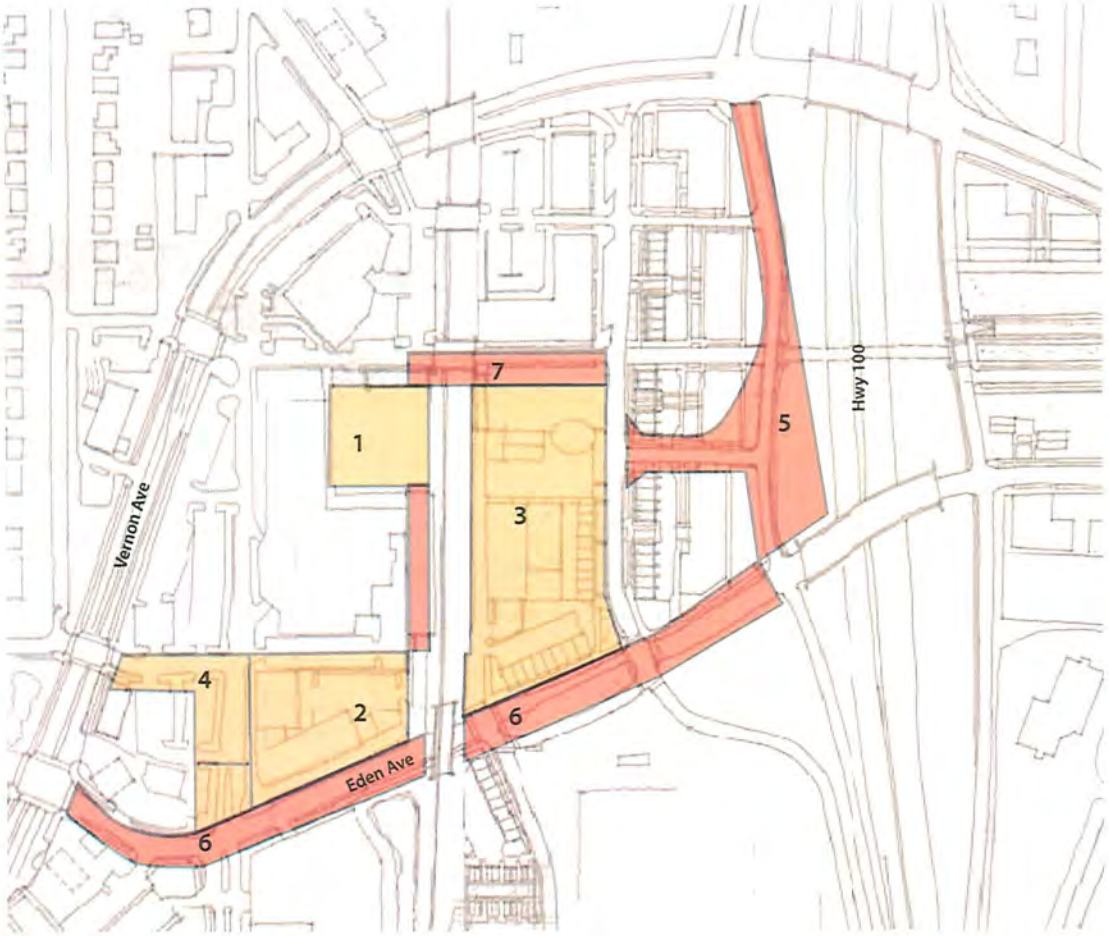
3. How can public works site be best utilized in the interim? As temporary (2-3 year) school bus garage operations? As surface park and ride until structure is built? RFI? RFP? Interim use could allow time for community building use/need to be determined.

4. How to leverage adjacent parcels with timing of bus garage site redevelopment?

5. What is timing/feasibility of west side frontage road/southbound ramp configuration? How to advance that agenda in the short term (1-5 years).

6. Eden could / should be programmed for Living Streets improvements consistent with initial phases of development.

7. Feasibility of timing of street, bridge, and deck improvements.



5. Appendix

Implementation

The following Implementation section is included as one example of anticipating an initial, or phase 1, increment and associated preliminary range of costs. These numbers are not detailed costs but represent one possible range of expenditures that are included here to illustrate levels of funding (and investment) of various components. The Phase 1 diagram and following spreadsheets for the public works site, the bus garage site and local street improvements will vary depending on actual funding sources, timing, program, and other factors (e.g., cost of materials and labor) that cannot be determined at this time.

Phase 1

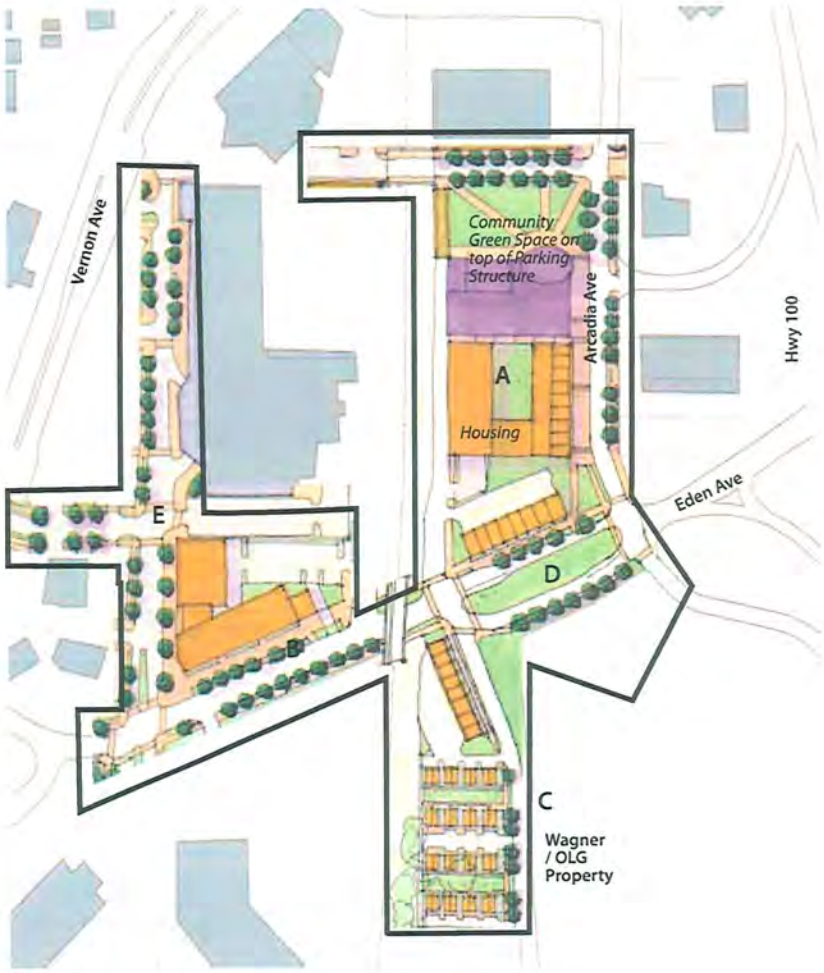
A. Public Works Site
- Community Commons:
  - GrandView Crossing (street)
  - GrandView Green
  - Community/Civic Building
- Arcadia Steps
- Community Civic building
- Variety of residential building types
- Structured parking
- Park and ride structure

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
- Pedestrian enhancements
- Streetscape
- Stormwater treatment



Phase 1

Implementation

GrandView Small Area Plan

Development Program - Bus Garage Site										
	SF	Ac	LF	Units	Prk Spaces	Const $	Mkt $	Tax $	sf/$	unit/sf
Non-residential										
commercial	5,000					$ 950,000.00			$ 190.00	
office	42,000					$ 7,980,000.00			$ 190.00	
ramp parking					75	$ 937,500.00			$ 12,500.00	
surface parking					75	$ 112,500.00			$ 1,500.00	
	47,000				150	$ 9,980,000.00				

Implementation

GrandView Small Area Plan

Development Program - Public Works Site											
	SF	Ac	LF	Units	Prk Spaces	Const $	Mkt $	Tax $	sf/$	unit/sf	unit cost
Residential											
townhouse				16	46	$ 8,832,000.00			160	1200	192000
small house						0			150	1200	180000
apartment				42	64	$ 6,426,000.00			170	900	153000
condo				24	48	$ 5,472,000.00			190	1200	228000
Total				82	158	$ 20,730,000.00					
Non-residential											
commercial									150		
office									150		
community	50,000					$ 10,000,000.00			200		
parking					200	$ 3,500,000.00			17,500		
park n ride					200	$ 3,500,000.00			17,500		
Total					400	$ 17,000,000.00					

Implementation

GrandView Small Area Plan

Development Program - Infrastructure and Streets									
	LF	Ac	Prk Spaces	Const $	Mkt $	Tax $	sf/$	unit/sf	unit cost
Infrastructure									
Vernon(*)	950			$ 332,500.00					350
crosswalk	5			$ 25,000.00					5000
roadway				$ 1,500,000.00					
Eden West(*)	385			$ 134,750.00					350
Eden East	200			$ 70,000.00					350
crosswalk	3			$ 15,000.00					5000
roadway				$ 1,500,000.00					
Jerrys street	875			$ 306,250					$ 350
Gus Young ext(*)	150			$ 52,500					$ 350
OLG road	150			$ 52,500.00					350
Bridges(EST)									each
G-View Crossing				$ 750,000.00					est
CP Rail				$ 750,000.00					est
subtotal				$ 5,488,500.00					
HWY 100									
Split diamond (est)				$10,000,000					
Ped/Bike (est)				$ 1,500,000.00					

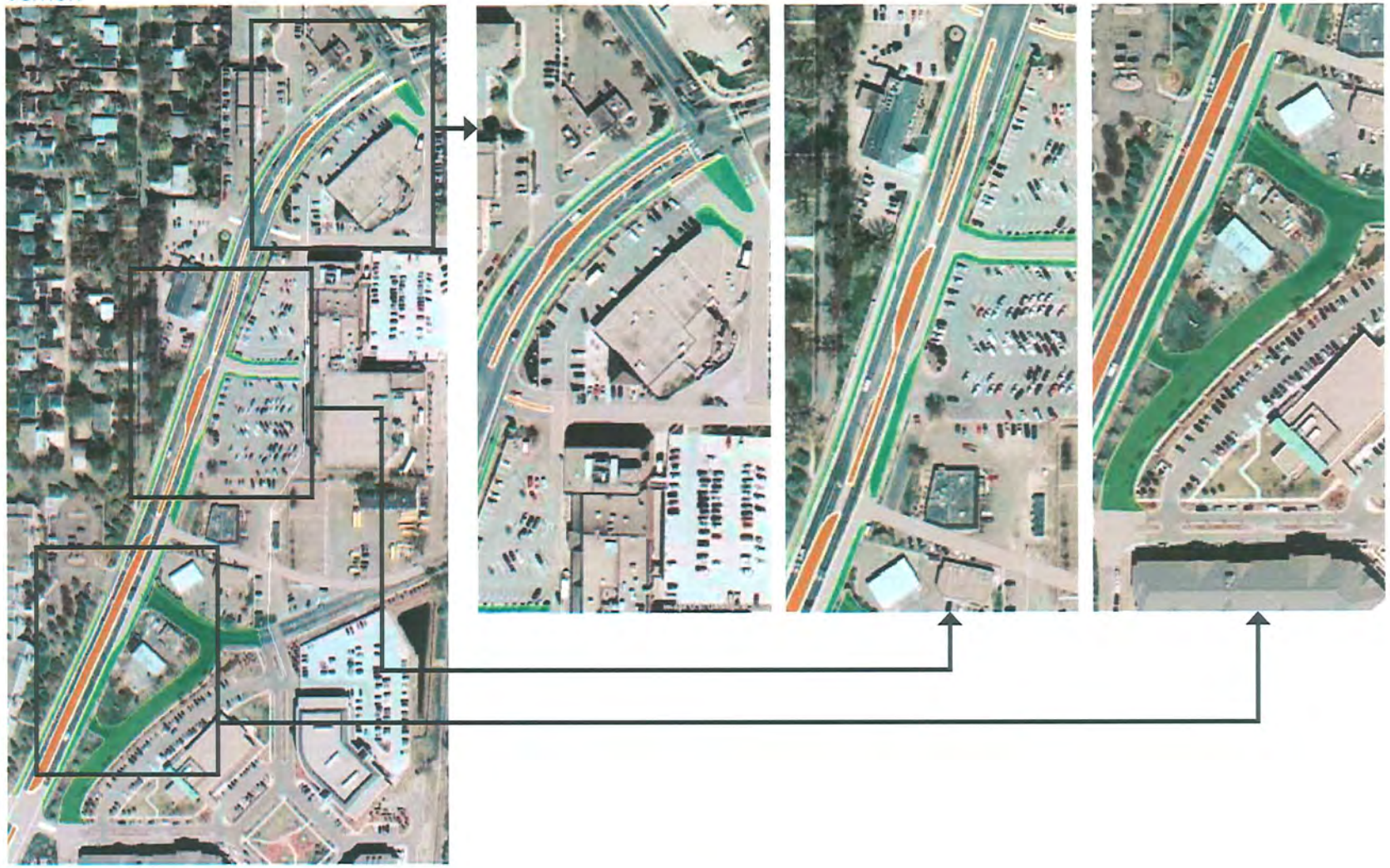
(*) - Does not include budgets for roadway improvements/updgrades/reconstruction - budgets are for landscape/streetscape only

Transportation

Vernon and Interchange

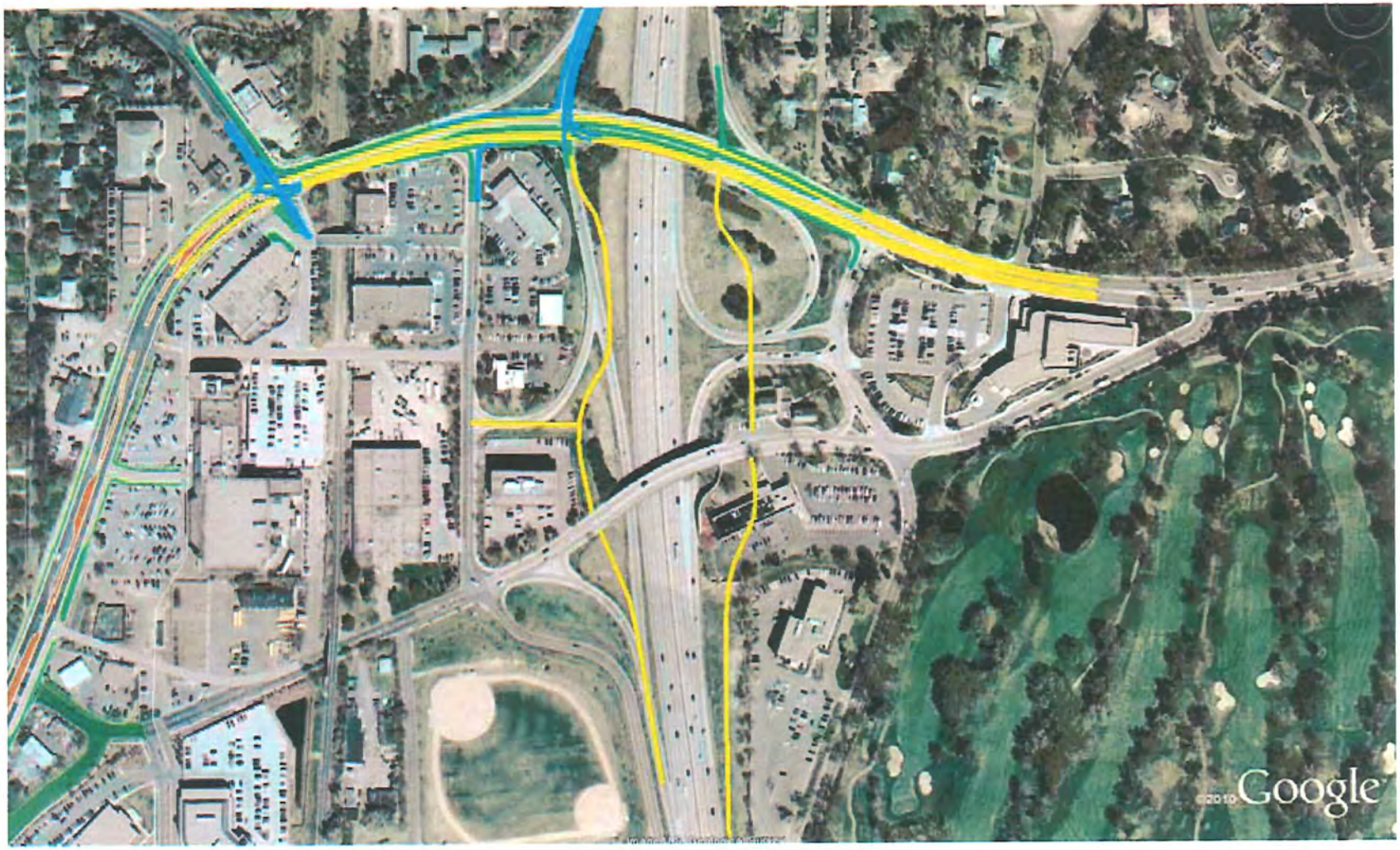
Transportation

Vernon



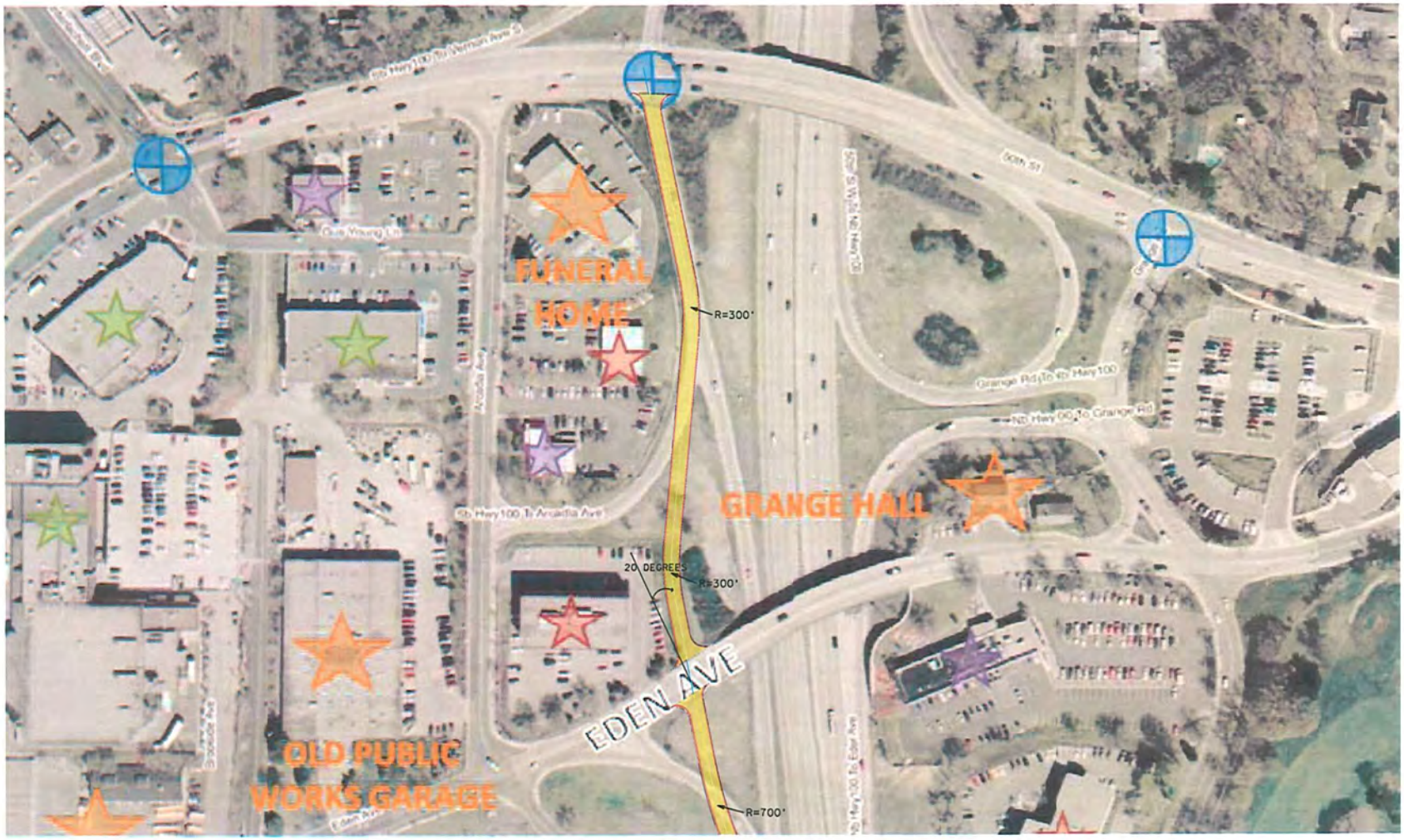
Transportation

Split Diamond



Transportation

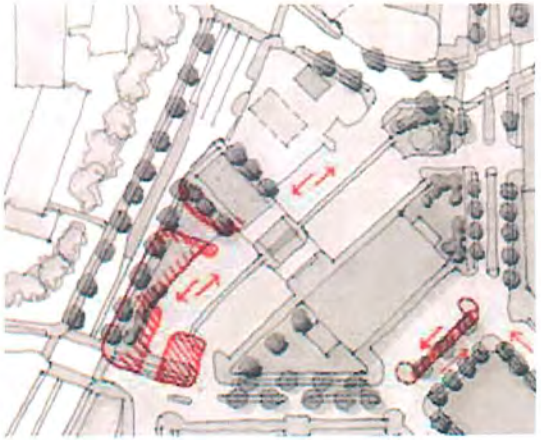
Split Diamond



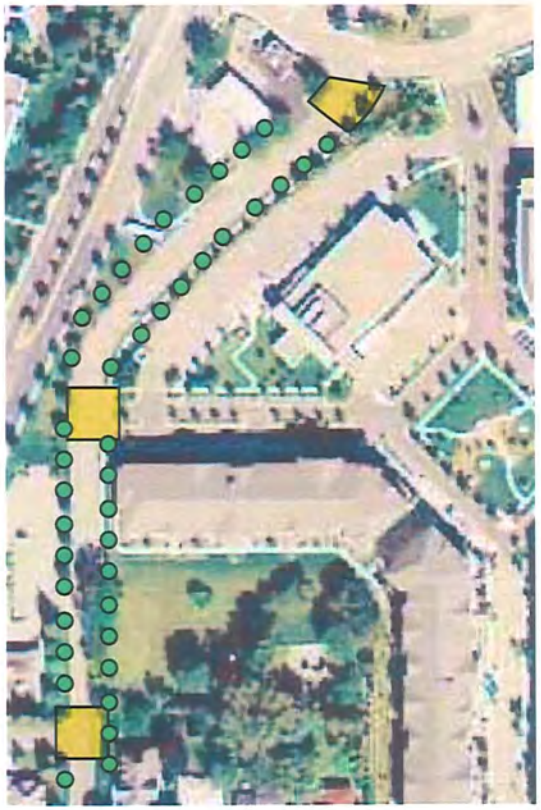
Design Alternatives

Library / Eden / Link

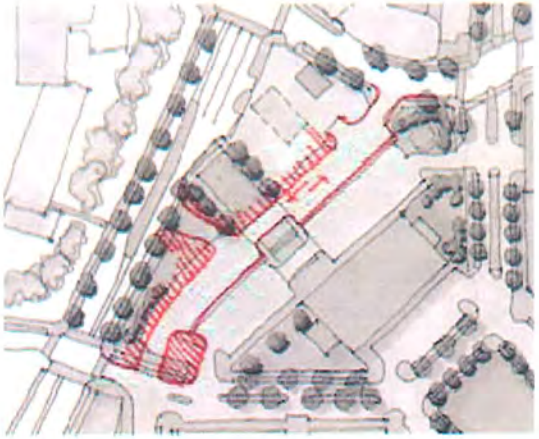
Proposed Illustrative Plan (p.16)



Alternative 1



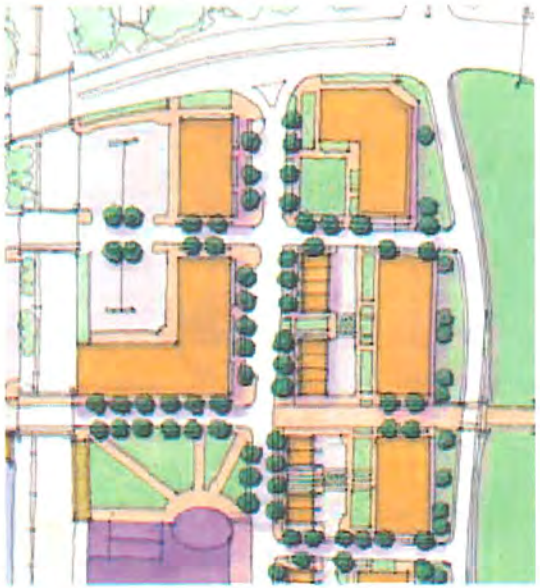
Alternative 3: Streetscape improvements



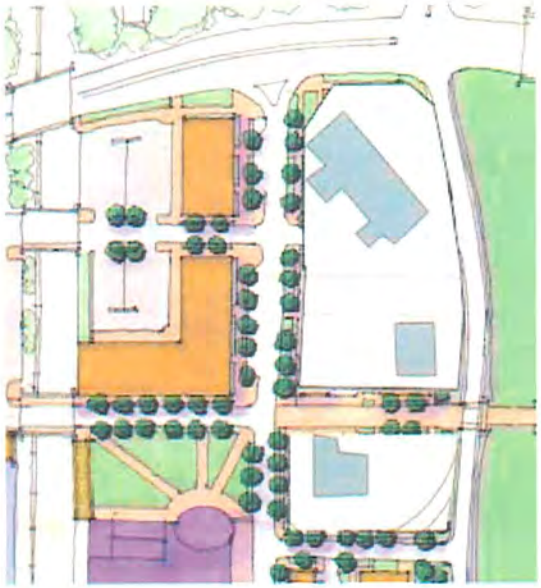
Alternative 2

Design Alternatives

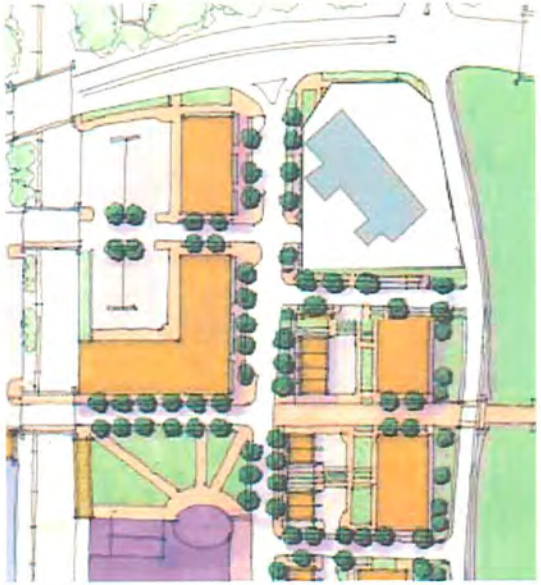
Arcadia and Gus Young



Proposed Illustrative Plan (p. 16)



Alternative 1



Alternative 2