



## West Side of France Avenue/Southdale Area Planning Framework

### WORK GROUP MEETING 1

Monday, April 6, 2015 | 6:30 to 8:30 pm | Community Room, City Hall

#### MEETING AGENDA

Item	Description	Lead	Time	Action
1	Introductions	Michael Schroeder	6:30	
2	Agenda review	Michael Schroeder	6:40	
3	Work Group charge <ul style="list-style-type: none"> <li>Review work plan</li> <li>Review meeting schedule</li> <li>Articulate principles</li> <li>Agree to move to next stage</li> </ul>	Michael Schroeder	6:45	
4	Protocols <ul style="list-style-type: none"> <li>Meetings</li> <li>Basic strategies <ul style="list-style-type: none"> <li>First focus on areas of agreement</li> <li>Ground rules</li> </ul> </li> <li>Public comment</li> <li>Notes vs. minutes</li> <li>Open meeting, serial meeting</li> <li>Other protocols</li> </ul>	Michael Schroeder	6:55	
5	Chair selection	Michael Schroeder	7:15	<b>Action required</b>
6	Distilling Kick-off meeting input <ul style="list-style-type: none"> <li>Key themes</li> <li>Not looking for solutions</li> <li>Initial charge is defining principles</li> <li>Focus on grouping</li> <li>Questions</li> </ul>	Chair	7:20	
7	Public comment	Chair	8:00	
8	Questions and requests for staff	Chair	8:15	
9	Announcements	Chair	8:25	
10	Adjourn	Chair	8:30	

**Next meeting: Thursday, April 9, 6:30-8:30 pm Minnehaha Room**

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#### AGENDA ATTACHMENTS

Item	Description	
(a)	City of Edina Small Area Plan Guide	attached separately
(b)	PowerPoint from Kick-off Meeting	attached separately
(c)	Stage One Schedule of Meetings	see page 2
(d)	Work Group Members	see page 2
(e)	Unsorted input from Kick-off Meeting	see page 3
(f)	Summary of current comprehensive plan guidance for study area	see page 6
(g)	...	...

## Schedule

The Work Group will review the following list of meetings to confirm availability of most members. Adjustments can be made during Meeting 1, however the dates for meetings 8, 10, and 11 are set. Meeting 9 may be needed based on feedback from a work session with the City Council and Planning Commission. The Work Group may determine the need for additional meetings as Stage One progresses.

### STAGE ONE SCHEDULE OF MEETINGS

Meeting	Event	Date	Time	Location
1	Kick-off meeting	Thursday, March 26	6:30-9:00 pm	Senior Center
2	Work Group meeting	Monday, April 6	6:30-8:30 pm	Community Room
3	Work Group meeting	Thursday, April 9		Minnehaha Room
4	Work Group meeting	Monday, April 20		Community Room
5	Work Group meeting	Thursday, April 23		Community Room
6	Check-in meeting	Saturday, April 25		Senior Center
7	Work Group meeting	Monday, April 27		Community Room
8	Work session: City Council and Planning Commission	Tuesday, May 5		City Hall
9	Work Group meeting	<i>Not determined</i>	<i>Not determined</i>	<i>Not determined</i>
10	Planning Commission	Wednesday, May 13	7:00-9:00 pm	Council Chambers
11	City Council	Tuesday, May 19	7:00-9:00 pm	Council Chambers

## Work Group

The planning process approved by the City Council included a Work Group composed of 12 members. The process allowed for expansion of the Work Group if, during the Kick-off Meeting, the neighborhood/resident interests AND the commercial property/business owner interests agreed to an equal expansion. At the Kick-off Meeting, neighborhood/residents interests desired expansion to five, but the commercial property/business owner interests did not agree to the expansion. Therefore, the composition of the Work Group remains unchanged from the original charge of the City Council: the Planning Commission and City Council appointed six members; the six remaining members were nominated by participants at a Kick-off Meeting held on March 26, 2015. It would be reasonable to reassess the composition and size of the Work Group at the conclusion of each stage of the work, however the equal representation among neighborhood/resident interests and commercial property/business owner interests shall remain as a guide.

### WORK GROUP MEMBERS

Representing	Appointing/nominating body	Member
Planning Commission	Planning Commission	Jo Ann Olson
Planning Commission	Planning Commission	Steve Hobbs
Community-wide	City Council	Michael Schroeder
Neighborhood	City Council	Steve Brown
Commercial property/business owner	City Council	Peter Fitzgerald
Community organization	City Council	Lori Syverson
Neighborhood	Neighborhood/residents	Harvey Turner



Neighborhood	Neighborhood/residents	Julie Chamberlain
Neighborhood	Neighborhood/residents	Colleen Wolfe
Commercial property/business owners	Commercial property/business owners	Robb Gruman
Commercial property/business owners	Commercial property/business owners	Jim Nelson
Commercial property/business owners	Commercial property/business owners	...

The Work Group, at its first meeting, will select a Chair. The meeting will be initiated by a “convener” appointed by the City Council. The convener’s role is to bring the first meeting of the Work Group to order, to facilitate a discussion around items already determined, and to allow the group to self-select a Chair.

The convener established the agenda for Meeting 1. The Work Group may determine a different sequence for discussion items for subsequent meetings.

### Kick-off Meeting Input

Staff has compiled the results of the Kick-off Meeting in raw form for use by the Work Group in Meeting 1. Easily transcribed results are included below as nearly as possible to the original work recorded on sheets by each group. The instructions for each exploration are also included. For some groups, no information was provided.

### EXPLORATION ‘B:’ CHANGE

Consider the properties in the West Side of France Avenue/Greater Southdale Area and how they might (or might not) change over the next ten or twelve years. Understanding if change is possible helps frame how a plan might best respond to changing conditions or be prepared to perpetuate conditions that are not so likely to change.

Working with others at your table, *review the “Potential for Change” map and color code properties to suggest how likely those properties are to change or remain as they are. Code each property:*

- Red**, if the group believes change is likely
- Green**, if the group believes the current condition is stable
- Yellow**, if the group cannot reach a conclusion

The color coding resulting from this exercise will not form the basis for recommending change, just as it will not form the basis for a property remaining in its current state. Rather, it will be a piece of the information used to understand the broader conditions in the West Side of France Avenue/Greater Southdale Area.

To the extent possible, include brief notes tied to each property suggesting why your group coded properties in certain ways.

### SUMMARY OF EXPLORATION ‘B:’ CHANGE

Group	General description
1	Most parcels tagged stable (green); changeable (red) tagged parcels include NW corner of 69 <sup>th</sup> Street and France, 7200 and 7250 France, a parcel immediately across from the entrance to Centennial Lakes, and the SE corner of 76 <sup>th</sup> Street and France Avenue
2	No information provided



3	No information provided
4	No information provided
5	No information provided
6	Parcels tagged red (changeable) include 6500 France Avenue, NW corner of 69 <sup>th</sup> Street and France Avenue, properties at the NW corner of 70 <sup>th</sup> Street and France Avenue (except the Vitamin Shop), all properties on the west side of France Avenue between 72 <sup>nd</sup> Street and Parklawn Avenue, Macy's Home Store, parcels at the NW and SE corners of 66 <sup>th</sup> Street and York Avenue, and the Hennepin County Library/Service Center; other parcels tagged green (stable) or yellow (unknown)
7	No information provided
8	NE corner of 66 <sup>th</sup> Street and France Avenue tagged red (changeable); parcels on the west side of France Avenue between 72 <sup>nd</sup> Street and 70 <sup>th</sup> Street tagged green (stable) or yellow (unknown)
9	No information provided
10	Parcels tagged red (changeable) include all parcels north of 66 <sup>th</sup> Street and east of Colony Way, the perimeter of Southdale, parcels on the east side of York Avenue between 66 <sup>th</sup> Street and 70 <sup>th</sup> Street except for Cub Foods and the strip mall, Hennepin County Library and the office building to its south, Yorktown Mall, 6500 France Avenue, the office building parcels on the west side of France Avenue between 66 <sup>th</sup> Street and 69 <sup>th</sup> Street, parcels on the west side of France Avenue between 70 <sup>th</sup> Street and Hazelton Avenue, all parcels on the west side of France Avenue south of 72 <sup>nd</sup> Street; all other parcels tagged green (stable)

### EXPLORATION 'C:' WHAT MATTERS?

Regardless of the perspective about changing properties, the West Side of France Avenue/Greater Southdale Area is facing pressures and, with that, neighbors, commercial property owners, and business owners are likely to raise concerns. This exercise intends to begin identifying the key issues to be addressed by asking, "What matters?"

Working with others at your table, discuss the "matters" facing the study area and then list the most significant that need to be considered. *Use the What Matters list provided.* It is understood that there are likely more than can be included on the list, but the intention is to highlight those that are most important to be addressed in the scope of this process of considering the future of the West Side of France Avenue/Greater Southdale Area.

### SUMMARY OF EXPLORATION 'C:' WHAT MATTERS?

Group	Responses 1-4			
	1	2	3	4
1	Traffic	Green space	Density	Controlled parking—out of sight
2	Population growth	Buffer zones between commercial and residential areas	Traffic must be controlled and on landscaped streets	Transit (buses) to reduce congestion
3	Density	Height	Floor area ratio	Traffic
4	Maintaining/protecting single family residential neighborhood's character	Preventing increases in vehicle traffic through single-family housing and school areas	Minimizing traffic crowding and delays on artery streets	Not increasing density of apartments, condos, offices, commercial buildings beyond what is permitted by current plan
5	Home values maintained	70 <sup>th</sup> -Parklawn off France; maintain low density, low	Commercial businesses prosper with attractive	Landscaped buffer between France and the



		height, buffer section	buildings	sidewalk on the west side
6	Traffic/transportation, ease of movement of people and goods	Infrastructure capacity (roads, storm sewer, watermain, sanitary, fire, police) and who pays for it	Quality of building materials	Safe and convenient pedestrian and bike movement
7	Traffic (vehicles/pedestrians)	Building height	Density	Water related issues
8	Density	Building height	No retail	Transportation and traffic
9				
10	Traffic-transportation	Parking	Density	Anchors: medical, hospital, Southdale

Responses 5-8				
Group	5	6	7	8
1	No change north of Parklawn			
2	No canyon effect from buildings with height and too close to streets	Perceptions of “open space” even in the presence of buildings	Key issue: buffer residential from commercial and traffic	Schools
3	Aesthetics	Existing setbacks—maintain	Maintain or increase green space	townhomes
4	Appropriate buffer buildings by residential,,e.g., Sunrise is ok	Improve attractiveness of streetscape	Improve walkability	Ensure that water table and environment are adequately protected
5	Traffic patterns should be efficient and safe	Limit population density to suburban atmosphere—that’s why we chose to live here	Walk-able and bike-able community	New construction would be required to pay upgrade costs for infrastructure
6	Maintain vitality of district and library	No shadowing of adjacent residential	Housing for all levels of income	Respectful coordination with Richfield and Bloomington
7	Balanced taxes commercial/residence	Quality of education		
8	Green space	Infrastructure improvements cost initial and construction underwriting borne by the developers, not the residents, i.e., fire, sewer, water	No TIF money used	
9				
10	Work force housing	Competitive edge—Edina as a destination	Access to Southdale Corridor	Protection of residential neighbors

### EXPLORATION ‘D:’ IDEAS

Everyone in the room tonight is here because they’re interested in the future of the West Side of France Avenue/Greater Southdale Area. It’s likely that everyone also has an idea about something that would make it a better place. This exercise is oriented to exploring ideas—some may be simple, while others might be more far-reaching. Tonight, all ideas can be considered.

Working with others at your table, think about improvements, enhancements, activities, uses, or features that might be pursued to make the West Side of France Avenue/Greater Southdale Area a better



neighbor, a better place to do business, or a more integral piece of the Edina community. *Translate those thoughts onto Idea Cards, with ONE IDEA PER CARD.* Describe the idea through narrative, drawing, or any means that fairly conveys the essential basis of the idea. Be sure to give each idea a title.

**SUMMARY OF EXPLORATION ‘D:’ IDEAS**

Group	Idea name	Description/support
1	Green space [along France Avenue]	<i>Adds to quality vision; realistic idea; everyone will like it; developers won’t like it</i>
1	France Avenue boulevards	<i>More green and not a freeway; not sure about reaction from Hennepin County; everyone will like it; developers won’t like it</i>
2	Buffer zone	<i>Creates a tolerable buffer between France Avenue and residents; serves homeowners in South Edina; best applied from Valley View Road to Parklawn Avenue; realistic idea; residents will like it; developers won’t like it</i>
2	Create new thru artery E-W on 76th	<i>Helps traffic flow; serves thru travellers; best applied at 76<sup>th</sup> Street and 77<sup>th</sup> Street; realistic idea</i>
3	Maintain as resident friendly	<i>It is important that the areas adjacent to residences not interfere with enjoyment of property; best applied to the west side of France Avenue; realistic if residents’ interests are recognized; residents will like it</i>
3	Residential walkability	<i>Keep safe for people to walk; best applied to the west side of France Avenue; realistic idea; residents and visitors will like it</i>
3	Maintain or reduce comp plan	<i>No further information offered</i>
4	Footbridge or tunnel on France Avenue	<i>Safety, walking; best applied to 70<sup>th</sup> Street to Parklawn Avenue/Gallagher Drive; realistic—like a tunnel under York Avenue; pedestrians and parents, people with disabilities will like it</i>
4	Set standards for buildings that buffer residential areas	<i>Maintain/protect residential neighborhoods character including by avoiding traffic and parking problems and adding attractiveness; best applied by all residential areas; residents, people who pass residential areas will like it; people who want to build buildings that don’t fit the character of the neighborhood won’t like it</i>
4	Beautify France Avenue	<i>Present our city in a positive light, it’s an ugly concrete jungle; greens and flowers on medians, sidewalks; very realistic idea</i>
4	Trolleys or other circulators through Greater Southdale Area	<i>Facilitates movement other than vehicle traffic, adds charm; best applied throughout greater Southdale area at a minimum; very realistic</i>
4	Sidewalk along France by hospital	<i>Improve walkability between residential, office, and commercial areas, improve safety; best applied in front of hospital; realistic idea</i>
5	Landscape along France Avenue by sidewalk	<i>Safer to walk on France Avenue; best applied from 69<sup>th</sup> Street to 76<sup>th</sup> Street; realistic idea; neighbors—all residents of Cornelia area will like it</i>
5	Cornelia School	<i>Diversity and density area good but if this school’s standards suffer current homeowners will choose other educational</i>



		<i>options; value of homes tied to academic standards</i>
5	Density—where does it belong?	<i>Highest density should be allowed to occur in the approximate center of Southdale along the major pedestrian spine running from Centennial Lakes to Southdale; realistic idea</i>
5	Giant traffic circle	<i>Eliminate all stop lights</i>
5	Balanced commercial offerings	<i>Allows residents to walk locally for most of their daily or weekly needs; realistic idea, except maybe for hardware store; active residents will like it; sedentary residents won't like it</i>
6	Food trucks—at Centennial Lakes or Southdale or along Promenade	<i>Generate activity; realistic idea; city residents and visitors will like it; nobody won't like it</i>
6	Community block party and/or open streets event	<i>Sense of community; realistic idea; community will like it; cars won't like it</i>
6	Integrate trails	<i>Connect Promenade to other trails, such as Rosland Park, Nine Mile Creek Trail; realistic idea; everyone will like it</i>
6	Safe pedestrian access from streets into mall (particularly across mall ring road)	<i>Encourage people to walk to mall; realistic idea; neighborhood residents will like it; speeding cars in mall parking lots won't like it</i>
6	Promenade—more connections	
	Street closure—block party	<i>Sense of community</i>
7	Save the Southdale Library and service center where they are <u>now</u>	<i>Affects the quality of life for residents of Hennepin County; realistic idea; everyone will like it; developers won't like it</i>
7	Retain current comp plan requirements for density, height, and traffic/parking	<i>Maintain standard, change of comp plan is not in the interest of the residents; applies all along France Avenue in particular; very realistic idea; residents in the greater Southdale area will like it; developers won't like it</i>
7	Balance tax base	<i>Fairness in sharing tax base [unreadable] business should help lower resident taxes; realistic; residents will like it because of city's larger tax base</i>
7	No more restaurants on the west side of France Avenue	<i>Keep traffic from west side of France Avenue</i>
8	Shared parking	<i>Makes better use of land; applied in multiple areas; business owners should like it; no rational person won't like it</i>
	Heavily landscaped France Avenue buffer	<i>It's simply too busy to be a pedestrian street; everyone will like it</i>
	Strong open space/pedestrian connections	<i>Walkability/bikeability is very important as is park land for future growth; it is a realistic idea; residents will like it; no one won't like it</i>
	Pedestrian corridor—not on France	<i>Safety; its is a realistic idea; residents will like it</i>



	Height, density and floor area ratio should not change	<i>To protect the city; best applied west of France Avenue; residents will like it; building owners won't like it</i>
	Current comp plan is correct	<i>Community members spent thousands of hours defining comp plan; entire community is served, this is the last best community process; this idea is not only realistic it is right because it honors citizens' interests; the citizens will like it, the Council should like it because it honors the residents intentions; developers who want expanded height and density won't like it</i>
<b>9</b>		
<b>10</b>	Community	<i>It should not be us vs. them; the neighborhood and greater Edina can all win if we work together; idea is realistic and critical to our future success as a community; most people will like it when projects are complete and being used by neighbors</i>

**Summary of current comprehensive plan guidance for study area**

Edina’s Comprehensive Plan, which was adopted by the City Council in 2008 and approved by the Metropolitan Council in 2009, provides guidance for land use policy in the community. In the study area, parcels are guided generally as indicated in the chart below and as indicated in the map below:

**SUMMARY OF COMPREHENSIVE PLAN GUIDANCE**

Code	Land Use	Description, land uses	Development guidelines	Density range
<b>LDR</b>	Low density residential	Applies to largely single-family residential neighborhoods, encompassing a variety of lot sizes and street patterns (see “Character Districts” for more detail). Typically includes small institutional uses such as schools, churches, neighborhood parks, etc.	Massing standards (under development) and impervious coverage limitations would apply to ensure compatibility of infill construction.	1 - 5 units/acre Floor to Area Ratio: per current Zoning Code*
<b>LDAR</b>	Low density attached residential	Applies to two-family and attached dwellings of low densities and moderate heights. This category recognizes the historical role of these housing types as transitional districts between single-family residential areas and major thoroughfares or commercial districts. May include single-family detached dwellings.	Introduction of more contemporary housing types, such as low-density townhouses, may be an appropriate replacement for two-family dwellings in some locations, provided that adequate transitions to and buffering of adjacent dwellings can be achieved.	4 – 8 units/acre Floor to Area Ratio: per current Zoning Code*
<b>MDR</b>	Medium density residential	Applies to attached housing (townhouses, quads, etc.) and multi-family complexes	In new development or redevelopment, improve integration of multi-family	5 - 12 units/acre Floor to Area Ratio: per current Zoning Code*



		of moderate density. May also include small institutional uses, parks and open space	housing into an interconnected street network and work to create an attractive, pedestrian-friendly street edge.	
<b>HDR</b>	High density residential	Existing “high-rise” and other concentrated multi-family residential, some of which may contain a mixed use component. May also include limited office, service or institutional uses primarily to serve residents’ needs, parks and open space	Provide incentives for updating older multifamily buildings. Work to create an attractive, pedestrian-friendly street edge and provide convenient access to transit, schools, parks, and other community destinations.	12 – 30 units/acre Density for senior housing may be increased to over 30 units per acre, based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density for senior housing would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, and provision of public art.  Floor to Area Ratio: per current Zoning Code*
<b>OR</b>	Office residential	Transitional areas along major thoroughfares or between higher-intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character. Primary uses are offices, attached or multifamily housing. Secondary uses: Limited retail and service uses (not including “big box” retail), limited industrial (fully enclosed), institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.	Upgrade existing streetscape and building appearance, improve pedestrian and transit environment. Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.	12-30 residential dwelling units/acre Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0*
<b>MXC</b>	Mixed use center	Established or emerging mixed use districts serving areas larger than one neighborhood (and beyond	Maintain existing, or create new, pedestrian and streetscape amenities; encourage or require	12-30 residential dwelling units/acre Floor to Area Ratio-Per current Zoning Code:



		city boundaries). Primary uses: Retail, office, service, multifamily residential, institutional uses, parks and open space. Vertical mixed use should be encouraged, and may be required on larger sites.	structured parking. Buildings “step down” in height from intersections. 4 stories at 50th & France; 3-6 stories at Grandview	maximum of 1.5
<b>CAC</b>	<b>Community activity center</b>	The most intense district in terms of uses, height and coverage. Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings. Secondary uses: Institutional, recreational uses. Mixed use should be encouraged, and may be required on larger sites.	Form-based design standards for building placement, massing and street-level treatment. Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings “step down” at boundaries with lower-density districts and upper stories “step back” from street. More stringent design standards for buildings > 5 stories. Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.	12-75 residential dwelling units/acre Floor to Area Ratio-Per current Zoning Code: maximum of 0.5 to 1.0* Floor to Area Ratio may exceed 1.0 on a case-by-case basis, subject to proximity to utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density or density on the high end of the residential housing range above, would include: Below grade parking, provision of park or open space, affordable housing, sustainable design principles, provision of public art, pedestrian circulation, and podium height.
<b>RM</b>	<b>Regional medical</b>	Hospitals, senior housing*, medical and dental offices and clinics, and laboratories for performing medical or dental research, diagnostic testing, analytical or clinical work, having a direct relationship to the providing of health services. General office uses are permitted.  * Senior housing may include: independent living, assisted living, memory care, and skilled nursing.	Form-based design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	12-80 senior residential dwelling units/acre Floor to Area Ratio – Per current Zoning Code: maximum of 1.0 For medical office uses.  Density for senior housing shall be based on proximity to hospitals, proximity to low density uses, utilities capacity, level of transit service available, and impact on adjacent roads. Other desired items to allow greater density would include: Below grade parking, provision of park or open space, affordable



housing, sustainable design principles, and provision of public art.

\*Floor-to-area ratio, or FAR, refers to the ratio of a building's floor area to the size of its lot. Thus, an FAR of 1.0 could mean a two-story building covering 50% of the lot; a 3-story building on one-third of the lot, etc.

