



The CITY of  
**EDINA**

# Grandview Green

Planning Strategy and Next Steps

Edina Housing and Redevelopment Authority

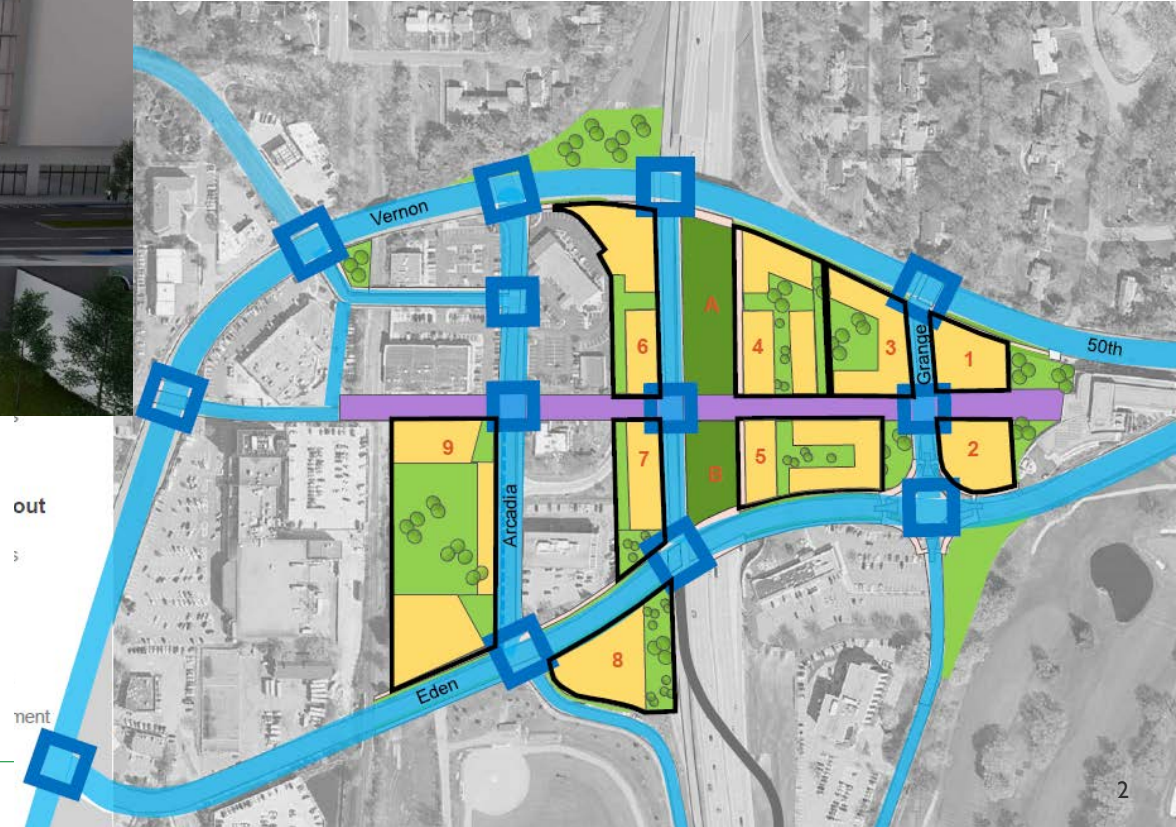
*For Discussion Purposes only*  
August 16, 2018

# Grandview Green Discussion

## Planning Strategy and Next Steps



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### Seven Guiding Principles

- ▶ **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.
- ▶ **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.
- ▶ Turn perceived barriers into opportunities. Consider **layering development over supporting infrastructure** and taking advantage of the **natural topography of the area**.
- ▶ Design for the present and future by **pursuing logical increments of change** using key parcels as stepping stones to a more **vibrant, walkable, functional attractive and life-filled place**.
- ▶ **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.
- ▶ **Improve movement within and access to the district for people of all ages** by facilitating multiple modes of transportation and preserving future transit opportunities provided by the rail corridor.
- ▶ 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.

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Examples of Public Outcomes	Longfellow Gardens, Minneapolis	ABC Ramps, Minneapolis	Fort Snelling State Park	JW Marriot , Bloomington	Leif Erickson Park, Duluth	Grandview Green, Edina
Neighborhood Connectivity					X	X
Green Space	X		X		X	X
Transportation / Parking		X				X
Economic Development				X		X

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**Staff recommends three actions to continue the exploration of this concept:**

- 1) Approve Resolution that recommends that the Planning Commission and City Council **include the Grandview Green concept as part of the 2018 Comprehensive Plan update.**
- 2) **Prepare initial land lease terms** with MnDOT by December 31, 2018 to identify a path for future implementation. This would include lease terms with the HRA and separate lease terms with future developers.
- 3) **Work in partnership** with MnDOT, other agencies and other municipalities with similar projects to identify best practices for creating public financing tools and real estate strategies to implement this type of project in the future.

**Discussion regarding these three proposed actions is requested.**

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

Based on the information collected to date, the following positions are generally supported by the HRA and recommended for future study and consideration.

#### Several Important Topics

- GENERAL
- LAND USE PLANNING
- TRANSPORTATION
- IMPLEMENTATION STRATEGY
- REAL ESTATE STRATEGIES
- CONSTRUCTION FUNDING
- MAINTENANCE FUNDING
- COMMUNITY ENGAGEMENT



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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### GENERAL

- 1) The “freeway lid” strategy holds merit at Highway 100 between Vernon Avenue/50<sup>th</sup> Street and Eden Avenue. The “freeway lid” strategy should be included in Edina’s 2018 Comprehensive Plan for future consideration.
- 2) At this time, no additional funding is authorized for engineering or design of the “freeway lid”.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### LAND USE PLANNING (1 of 2)

- 1) This area should be guided for mixed-use zoning.
- 2) A form-based code and/or design guidelines should be considered in future implementation strategies.
- 3) District-wide strategies should be considered to improve efficiency of infrastructure and service expenses.
- 4) New multi-family residential units should be delivered at a variety of price points – including units that are affordable to households of limited means.
- 5) Building height should be lowest in the northeast parcels so as limit impacts to the Sunnyslope residential neighborhood. Taller buildings should be located along the southern parcels and west of Highway 100.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### LAND USE PLANNING (2 of 2)

- 6) New buildings should be designed and operated to limit negative impacts to the environment. Design standards, such as LEED certification, should be considered.
- 7) Scale and scope of each building should be considered on a case-by-case basis but with an understanding of their impact to the surrounding District and transportation systems.
- 8) Land uses open to the general public should line both sides of the public park. This could include elements operated by public entities or semi-public uses like sidewalk cafes. Existing historic buildings should be preserved and relocated at a more appropriate location, possibly to a site closer to their original location.

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## **PROPOSED** HRA Position Statements Regarding Grandview Green

### TRANSPORTATION

- 1) Adequate width must be provided for future expansion of Highway 100, as recommended by MnDOT.
- 2) Full access to Highway 100 must be maintained in the Grandview District.
- 3) Inclusion of future bus-rapid-transit or other transit service to be considered at this location.
- 4) New development should not worsen existing conditions on local roads, as measured by Level of Service below normally accepted levels.
- 5) Improvements should be considered at the 50<sup>th</sup>/Dale or 50<sup>th</sup>/Sunnyslope intersection(s) to ensure access to the Sunnyslope residential neighborhood.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### IMPLEMENTATION STRATEGY

- 1) This effort is best achieved using an appropriate type of public/private partnership.
- 2) The HRA/City should retain industry experts as advisors to implement the infrastructure and redevelopment projects.
- 3) Private-sector partners should be identified using a Request for Qualifications process.
- 4) Each new building should be market-driven so that the projects are successful.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### REAL ESTATE STRATEGIES

- 1) Air rights above the freeway should be retained for public uses.
- 2) An air rights agreement, public easement or license agreement should be negotiated to ensure public use above the freeway.
- 3) No charges or fees are anticipated for the air rights provided that that space is used for public purposes.
- 4) New private construction on MnDOT right-of-way are anticipated to be leased at market rates based on terms acceptable to MnDOT.
- 5) New private construction on land owned by City of Edina or Edina HRA are also anticipated to be leased or sold at market rates based on term acceptable to Edina.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### CONSTRUCTION FUNDING

- 1) New property taxes and other related value should be used to fund the construction of the infrastructure.
- 2) State bonding should be pursued to issue public debt for the public infrastructure elements. Privately-owned elements should be funded privately through the traditional markets.
- 3) Tax increment financing (TIF) or other value-capture strategies should be pursued to fund infrastructure elements.
- 4) New civic buildings should be funded by the responsible agency (school district, city, county, etc.).
- 5) New private buildings should be privately funded. TIF should be used for public infrastructure elements only.

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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### MAINTENANCE FUNDING

- 1) Fees or assessments from new construction near the freeway lid should be used to fund maintenance of the infrastructure.
- 2) Maintenance of Highway 100, including on and off-ramps should be funded by MnDOT.
- 3) Maintenance of the public park above Highway 100, should be funded by the City of Edina with contributions from adjacent parcels who benefit from the park.
- 4) New civic buildings should be maintained by the responsible agency (school district, city, county, etc.).
- 5) Maintenance responsibility of the “lid” infrastructure should be shared by multiple parties with specific participation to be determined.



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### **PROPOSED** HRA Position Statements Regarding Grandview Green

#### COMMUNITY ENGAGEMENT

- 1) Additional community engagement and public input is required as part of the preliminary engineering and modifications of land use regulations.

**Discussion and Direction is Requested**