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The Grandview Green:

A Freeway Lid to Connect Edina's Grandview District

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Economic Development Manager

June 2018

Contents of Presentation



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- ▶ What is a Lid?
- ▶ DOT Success Stories
- ▶ A Long History of Community Planning
- ▶ Updated Concept
- ▶ Technical & Financial Studies
- ▶ Next Steps

What is a Lid?



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- ▶ Sometimes called a “cap”, “lid”, or “cover”, **The Grandview Green** is a conceptual 750 ft long special purpose bridge constructed above MnDOT Highway 100.
 - ▶ **The Grandview Green** could reconnect the neighborhoods on the east and west sides of Highway 100 with a public green space. Functional parking/transportation space could be hidden below the green space. The new park could be a catalyst for new private development on surrounding parcels
-

What is a Lid?



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Cross Section & Exploded View of Klyde Warren Park in Dallas, TX.

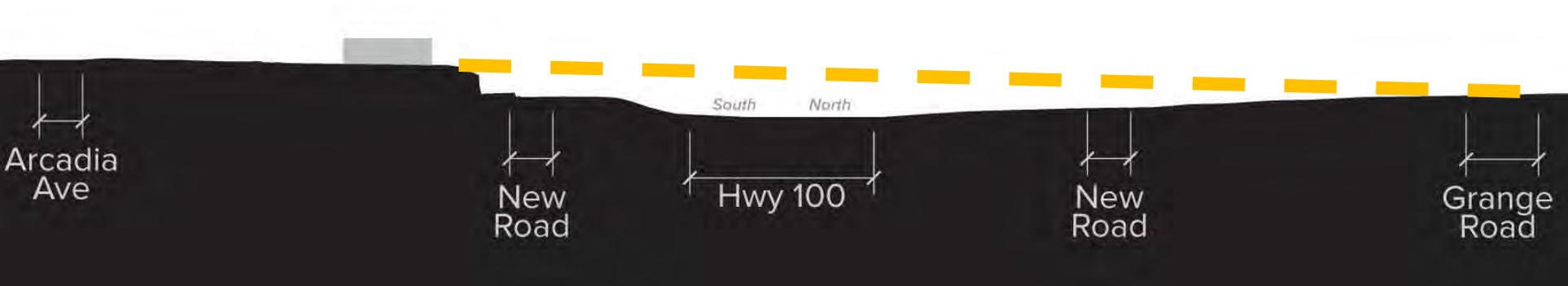
Grandview Topography Study 2014



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Existing Conditions

- ▶ Highway 100 divides into East and West
- ▶ 1970's era interchange includes 6–8 acres of unproductive land and deters community development



Cross Section View looking North

DOT Success Stories



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MnDOT and several other state transportation agencies have completed similar projects. Examples include:

- Fort Snelling, MN
 - Minneapolis, MN
 - Duluth, MN
 - Dallas, TX
 - Columbus, OH
 - Mclean, VA
 - And many others
-

MnDOT Success Stories

- Fort Snelling

- 1+ acre park
- Spans 4 lane state highway
- Connects historic fort to visitor access road



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MnDOT Success Stories

- Minneapolis



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Longfellow Gardens

- 2+ acre park
- Spans 4-lane road & rail tracks
- Unites parkland on both sides of roadway
- Constructed as part of Hiawatha Light Rail Project



MnDOT Success Stories

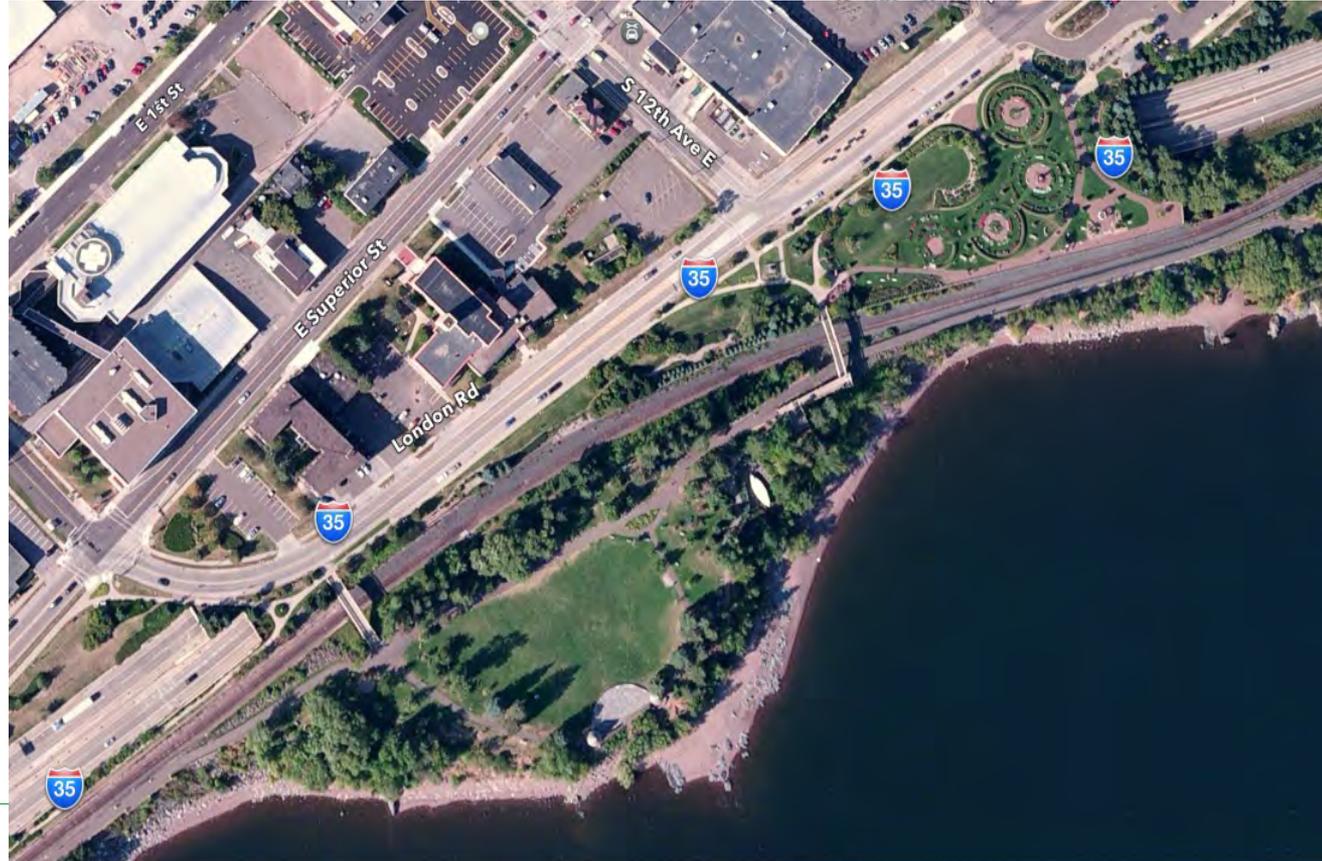
- Duluth



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Leif Erickson Park

- 1,000+ ft long
- Connects neighborhood to lake shore
- Built 1992

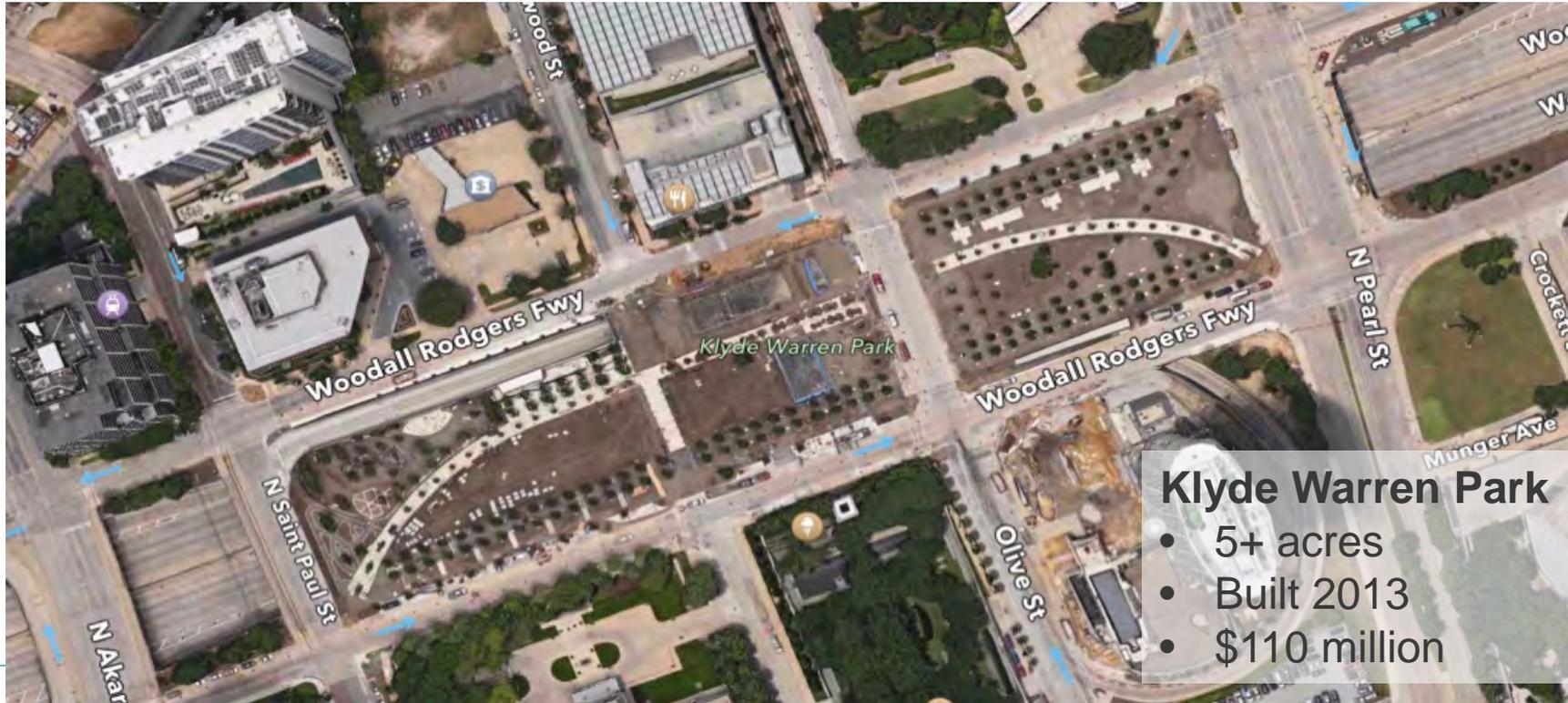


Other Success Stories

- Dallas Texas



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Klyde Warren Park

- 5+ acres
- Built 2013
- \$110 million

Other Success Stories

- Dallas Texas



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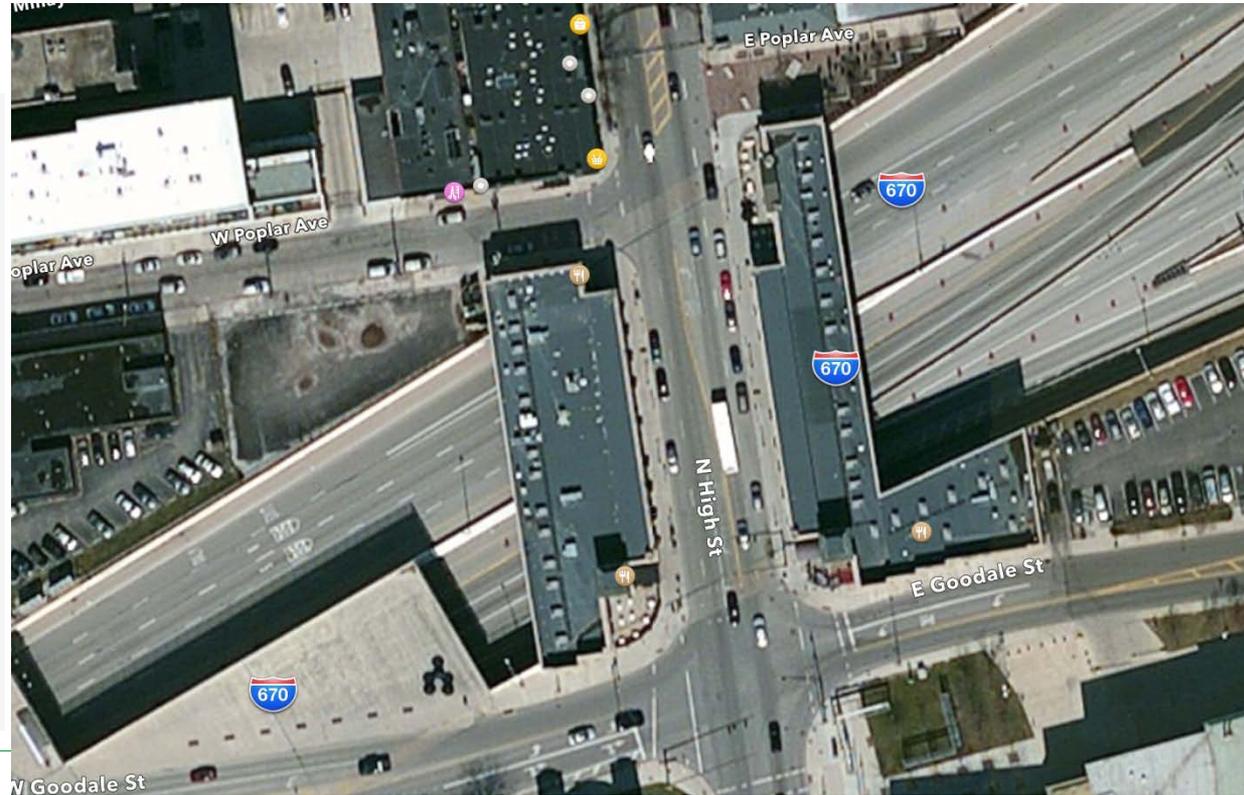
Other Success Stories

- Columbus Ohio



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- Retail buildings span highway 670
- Connects Short North Arts District
- New business opportunities
- Enhances pedestrian movements

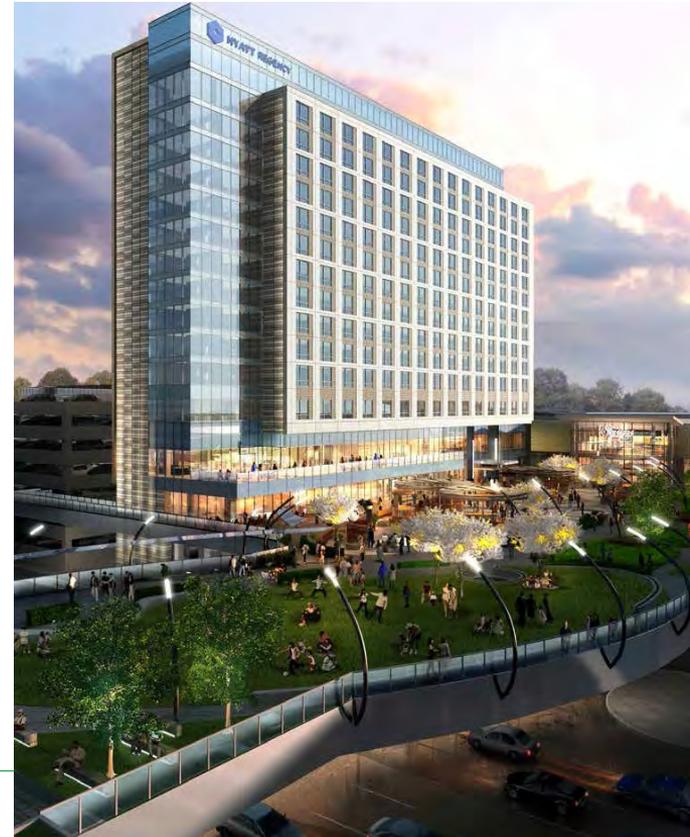


Other Success Stories

- Mclean Virginia



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Tyson Corners images courtesy RTKL Architects & Planners

Grandview Planning History



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GrandView District

Small Area Guide Plan Process
Report to Planning Commission and City Council

December 2010



Building a Better World
for All of Us™

TO: Chad Miller and Ross Brimble
FROM: Chad Katenberger & Miles J...
DATE: February 21, 2014
RE: GrandView Area Water District
SEH No. EDINA 154276 1410

Background

This memo is intended to address future water district recommendations. The City is currently studying the redevelopment includes a mix of high density residential and commercial uses. The City's former public works facility site at parcel phase 1 of the GrandView redevelopment plan. The area is planned to occur in the next 10 plus years. It is found in the planning document titled "GrandView / Corridor Study".

The GrandView area is area is currently served by Water Treatment Plant No. 6 is also located in this area. The water treatment plant and another 24-inch trunk line is the area being served by 8-inch and 16-inch distribution main. (See Figure 1)

The goal of this analysis is to provide a recommendation for future water main improvements in the proposed development area. Recommendations for future water main size and location will be made based on future anticipated water system demands as well as the ability to supply fire flow.

Water Model Analysis
The City's recently updated water distribution model was utilized to analyze existing water system capacities as well as to simulate the operation of proposed recommended improvements. A previous memo titled "GrandView Area Corridor Study Analysis, January 29, 2014" provided an analysis of water system capacity for the same development area and provided a basis for anticipated water system demands in the area. These demands were adjusted to simulate water system maximum dry and peak hour conditions as follows:

	Maximum City Demand (gpm)	Peak Hour Demand (gpm)
Phase 1 Redevelopment	171	176
Ultimate Redevelopment	411	376

The model indicates that existing pipe sizes are capable of supplying demands as outlined above. However additional considerations were further analyzed to develop opportunities for addressing other potential system requirements. The model indicates that during normal water treatment plant operations there is an elevated flow velocity in the existing 8-inch main which travels north as it exists in Water Treatment Plant No. 6. The velocity in this main approaches 8 feet per second (FPS) due to the high amount of flow conducted by the pipe when the treatment plant is in operation. Within water distribution systems, it is recommended that pipe velocities do not exceed 8 feet during typical operation. As a

Figure 1: 1/28/14; Figure 2: 2/10/14
SEH is an Equal Opportunity Employer. 14444 Hennepin Ave., Suite 200, Minneapolis, MN 55412
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GrandView District Development Framework



Grandview Green Feasibility Study

City of Edina HRA Update

May 16, 2017

Architecture Field Office Kimley-Horn ERA BRUCE JACOBSON LANDSCAPE ARCHITECT JLL

The purpose of this study is to evaluate the feasibility of various development scenarios and to help prioritize project and infrastructure in the sanitary sewer. In 2013, the model was recalibrated based on the sanitary sewer flows from 2008-2012 (Edina Sewer Model Recalibration, May 2013). Current analysis, the recalibrated model was used to identify pipe capacity, forecast pipe sizes the study area.

Project Area
The GrandView area is shown in Figure 1. In general, the area is bounded by Highway 101 to the north, Vermont Avenue to the east, and Redwood Drive to the south. A sanitary sewer in the area drains to L-25. From L-25 it is proposed to install a 24-inch main to the north to serve the area. Each capacity follows Minnesota Creek to the east until it reaches the City. The location of the 24-inch main, between and to the north of Figure 1.

Background
The City is currently working on plans for potential redevelopment of the GrandView area. The redevelopment includes a mix of high density residential, commercial, and civic buildings. The public works facility was constructed from the GrandView area to its current location at location 14444 Hennepin Ave., Suite 200, Minneapolis, MN 55412. (See Figure 1)



Infrastructure • Engineering • Planning • Construction

751 Grand Avenue South
Suite 4000
Edina, MN 55425
Tel: 763-941-4000
Fax: 763-941-1100

Memorandum

DATE: March 6, 2011
TO: Mr. Bill Novandl, Economic Development Manager
Mr. Chad Miller, Director of Engineering
City of Edina
FROM: Charles Rickart, P.E., PTOE
RE: GrandView District Development Area
Transportation Summary
City of Edina, MN
WSB Project No. 1486-53

The GrandView District is located in the area surrounding the TH 100 and W 40th Street/Vermont and Edina Avenue corridors. The project area is shown on the attached Figure 1. The following sections of this memorandum summarize and update the results of the transportation analysis from the GrandView District Development Framework Plan.

Background /

The City of Edina has a long history of providing high quality services to its residents. The City's success is a result of its ability to leverage public

Grandview District Transportation Study

August 31st, 2014



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and
Increment
for the esta
Grandview
Increment of
redevelop
with
the Southeast Edina Rec

Edina Housing and P
City of
Hennepin
State of
Public Hearing
Adopted



612-407-8528 fax: 612-407-8555 www.edina.gov



Under-used Public Land



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The 1972 highway interchange has presented a **barrier** for decades.

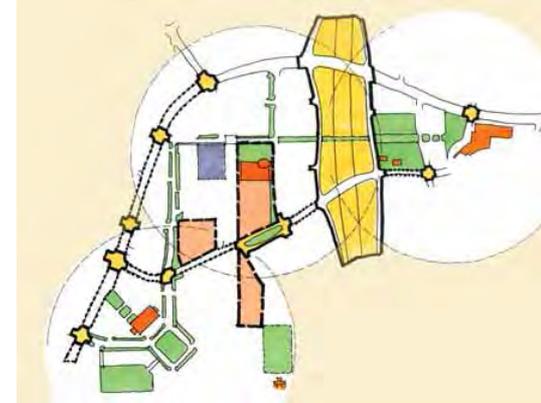
The City is considering changes to transform this into an **opportunity** to benefit future generations.

7 Guiding Principles



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- 1) Leverage publicly owned parcels and civic presence to create a vibrant and connected district that serves as a catalyst ...
- 2) Enhance the district's economic viability as a neighborhood center with regional connections...
- 3) Turn perceived barriers into opportunities. Consider layering development over supporting infrastructure ...
- 4) Design ... by pursuing logical increments of change ... a more vibrant, walkable, functional attractive and life-filled place.
- 5) Organize parking as an effective resource for the district ...
- 6) Improve movement within and access to the district for people of all ages ...
- 7) Create an identity and unique sense of place that incorporates natural spaces into a high quality and sustainable development ...



SOURCE: 2012 Grandview Development Framework, page 7

Potential Benefits



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- ▶ Re-unify neighborhoods east and west of Highway 100
 - Safety, convenience, social cohesion
 - ▶ Create a 21st century neighborhood destination
 - ▶ Create a new large-scale public amenity
 - ▶ Create new shared parking resource
 - ▶ Create new business opportunities
 - ▶ Enable and stimulate redevelopment of adjacent commercial properties
 - ▶ Pilot program to monetize air space above MnDOT right-of-way
 - ▶ Enhance property tax base
-

Information Gathered To Date



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Architecture Field Office

CONFLUENCE



- ▶ 8 City Commissions
- ▶ Neighbor Open Houses
- ▶ Grandview CAT Alumni
- ▶ Edina & Morningside Rotary Clubs
- ▶ Chamber of Commerce
- ▶ Elected Officials
- ▶ School Superintendent

Learning from Other Projects



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Important Considerations

- 1) Create a pedestrian vista to connect key elements
- 2) Roads on the edges are OK; avoid roads through the middle
- 3) Sustainability to enhance long term livability
- 4) Create a master plan with clear zoning parameters
- 5) Identify the development density to make the outcome feasible
- 6) City should serve as master developer; private sector will follow once the path is clear



Important Elements

- 1) Prioritize the 'public realm'
- 2) Transportation network must be effective
- 3) Consider additional transit options
- 4) Commercial and mixed-uses
- 5) Housing at multiple price points
- 6) Affordably-priced housing as a priority
- 7) Parking, shared and private

Public Opinion Yields Contradictions



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Concerns:

1. Traffic Congestion
2. Increased Density
3. Not Enough Green Space
4. Why Change?

Benefits:

1. Safe Walking and Biking
2. New Civic Amenities
3. More Green Space
4. Change is Overdue

2012 Development Framework



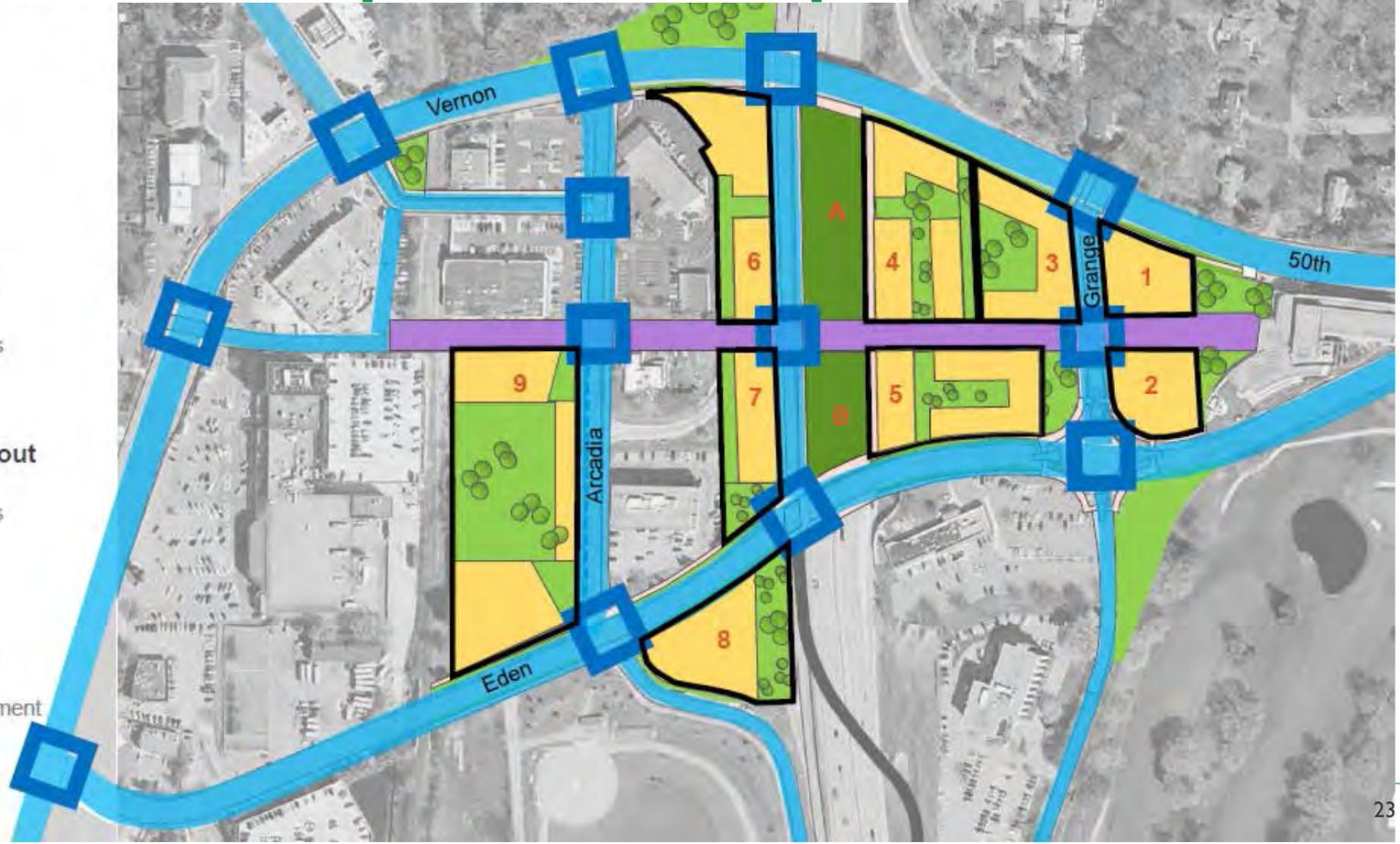
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SOURCE: 2012 Grandview Development Framework, page 17

Grandview Green: Updated Concept

- Lids + Green**
 - Lid A 42,000SF
 - Lid B 22,000SF
- Open Space**
 - Courtyards
 - Gardens
 - Pathways
- Living Streets with Motor Vehicles**
 - Pedestrian Sidewalks
 - Bike Lanes
 - Landscaping
 - Cars
- Living Streets without Motor Vehicles**
 - Pedestrian Sidewalks
 - Bike Lanes
 - Landscaping
- Intersection Improvements**
 - Pedestrian Crossing
 - Bike Crossing
 - Intersection Management



Grandview Green Concept Parcel Descriptions

Parcel 1

- Approx. 27,000 SF site
- Public Parking (1 Level below grade)
 - 25,000SF - 71cars
- Building, 2 Stories
 - 22,000 SF/Floor
 - 22,000 SF Commercial/Retail
 - 22,000 SF Civic Space
 - **44,000 SF Total Building**

Parcel 2

- Approx. 27,000 SF site
- Public Parking (1 Level below grade)
 - 25,000SF - 71cars
- Building, 2 Stories
 - 54,000 SF Civic Space
 - **54,000 SF Total Building**

Parcel 3

- Approx. 46,000 SF site
- Parking (1 Level below grade)
 - 44,000SF - 125 cars
- Buildings, 2 to 3 Stories
 - 66,000 SF Housing (66 units)
 - 10,000 SF Commercial/Retail
 - **76,000 SF Total Buildings**

Parcel 4

- Approx. 57,000 SF site
- District Parking (3 Levels below grade)
 - 171,000SF - 480 cars
- Buildings, 3 to 5 Stories
 - 120,000 SF Housing (120 units)
- Buildings, 6 to 8 Stories
 - 80,000 SF Housing(80 units)
 - 15,000 SF Commercial/Retail
 - **215,000 SF Total Buildings**

Parcel 5

- Approx. 86,000 SF site
- District Parking (2 Levels below grade)
 - 120,000SF - 342 cars
- Buildings, 3 to 5 Stories
 - 90,000 SF Housing (90 units)
- Buildings, 8 to 10 Stories
 - 100,000 SF Housing (100 units)
 - 10,000 SF Commercial/Retail
 - **200,000 SF Total Building**

Parcel 6

- Approx. 26,000 SF site
- Parking (2 levels below grade)
 - 48,000SF - 136 cars
- Buildings, 5 to 7 Stories
 - 74,500 SF Housing (74 units)
 - 5,000 SF Commercial/Retail
- Buildings 10 to 14 Stories
 - 140,000 SF Housing (140 units)
 - 5,000 SF Commercial/Retail
 - **224,000 SF Total Building**

Parcel 7

- Approx. 20,000 SF site
- Parking (2 Level below grade)
 - 34,000SF - 96 cars
- Building 8 to 10 Stories
 - 100,000 Housing (140 units)
 - 5,000 SF Commercial/Retail
 - **105,000 SF Total Building**

Parcel 8

- Approx. 50,000 SF site
- Parking (1 Level below grade)
 - 45,000 SF - 128 cars
- Building 10 to 12 Stories
 - 130,000 SF Housing (160 units)
 - 5,000 SF Commercial/Retail
 - **135,000 SF Total Building**

Parcel 9 (Public Works site)

- Approx. 120,000 SF site
- District Parking (2 to 3 Levels below grade)
 - 105,000SF - 300 cars
- Residential Parking (3 Levels below grade)
 - 105,000SF - 300 cars
- On-Grade Parking – 60 cars
- Building, 2 to 3 Stories
 - 20,000 SF Art Center
 - 10,00 SF Adult Activity Center
 - **30,000 SF Total Building**
- Buildings 14 to 17 Stories
 - 180,000 SF Housing (180 units)
 - 5,000 Commercial/Office
 - **185,000 SF Total Building**

The Grandview Green



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Vision Statement:

Grandview Green is a model for connected, healthy, and sustainable living that operates with net-zero buildings, infrastructure, and utility services.

Mission Statement:

- ▶ Creates new public green space, increasing connectivity to nature and community
- ▶ Reestablishes street grids, safe pedestrian walkways and bicycle paths
- ▶ Reconnects neighborhoods and communities divided by Highway 100
- ▶ Delivers a fiscally sustainable model: new public amenities are born through the private development of public land
- ▶ Employs sustainability efforts through conservation, renewable resources, and resilient infrastructure reducing long-term operational costs
- ▶ Provides an opportunity to co-locate residential, commercial and public community centers in one district
- ▶ Serves as a case study for sustainable lid development in Minnesota

MASTER PLAN VISION

Grandview Green Concept Summary:

- Housing: 1,080,500 SF
- District Parking: 396,000 SF
- Parking: 326,000 SF
- Civic Space/ Art Center/ Active Adult Center: 106,000 SF
- Commercial/ Retail: 77,000 SF
- Commercial/ Office: 5,000 SF



1

THE GREEN

Promenade and Water Feature



1

THE GREEN

Aerial view of the LID Park and Adjacent Development



PUBLIC REALM

Pedestrian Oriented Development

- Premier Destination in Twin Cities
- Interconnected Public Space
- Safe Pedestrian Routes
- Places for gathering

Connections Focused

- Eliminates pedestrian barriers of HWY 100
- Bridges / Connects Grandview District as a whole
- Provides more integrated City Campus Environment



GRANDVIEW GREEN OPEN SPACE

1 THE GREEN

- Focal Community Feature
- Heart of the District
- Events Destination

2 ARTS DISTRICT

- Art Center
- Art Oriented Programming

3 CIVIC SPACE

- Campus Environment
- Open Courtyard / Public Lawn
- Place of Gathering

4 RESIDENTIAL

- Open Lawns / Place for Activity
- Amenity Space

5 PROMENADE

- Connector / Spine
- Pedestrian Use / Scale



Park Overview



1

THE GREEN

Visual Intent Imagery and Precedents



1

THE GREEN

Aerial view of the Event Lawn



2

ARTS DISTRICT

Visual Intent Imagery and Precedents



1

THE GREEN

Event Lawn



3

CIVIC SPACE

Visual Intent Imagery and Precedents



1

THE GREEN

Promenade and Water Feature



4

RESIDENTIAL

Visual Intent Imagery and Precedents



1

THE GREEN

Aerial view of the Adventure Play and Promenade



5

PROMENADE

Visual Intent Imagery and Precedents



1

THE GREEN

Aerial view of the LID Park and Adjacent Development



Market Research Study



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Summary: “The Grandview Green site has the potential to be a **“best in class”** development in the Twin Cities, incorporating a variety of land uses while incorporating **“place making”** into the development with leisure and green spaces. Although the development could incorporate various private sector developments; the **catalyst for the Grandview Green project will be centered around the green/open space on top of the lid.**”



Maxfield
Research & Consulting

Market Research Study



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STRONG DEMAND:

- ▶ **General–Occupancy Rental Housing:** higher–density housing in a mixed–use format
- ▶ **Condominium Housing:** Strong pent up demand and favorable demographics
- ▶ **Senior Housing:** Excellent site for mid–rise to high–rise format
- ▶ **Retail:** Excellent location; should be different from 50th & France or Greater Southdale
- ▶ **Entertainment:** strong demand for restaurants and entertainment venues; Grandview Green well suited for variety of public uses

CRITICAL:

- ▶ **Transportation:** Critical to success. Could include bike paths, walking paths, etc. Future transit stops and structured parking will be important

OTHER VIABLE USES:

- ▶ **Office:** currently soft but may be viable in longer–term
- ▶ **Medical Office:** could attract a user due to freeway access to
- ▶ **Lodging:** A select service hotel may be well received

Transportation Study



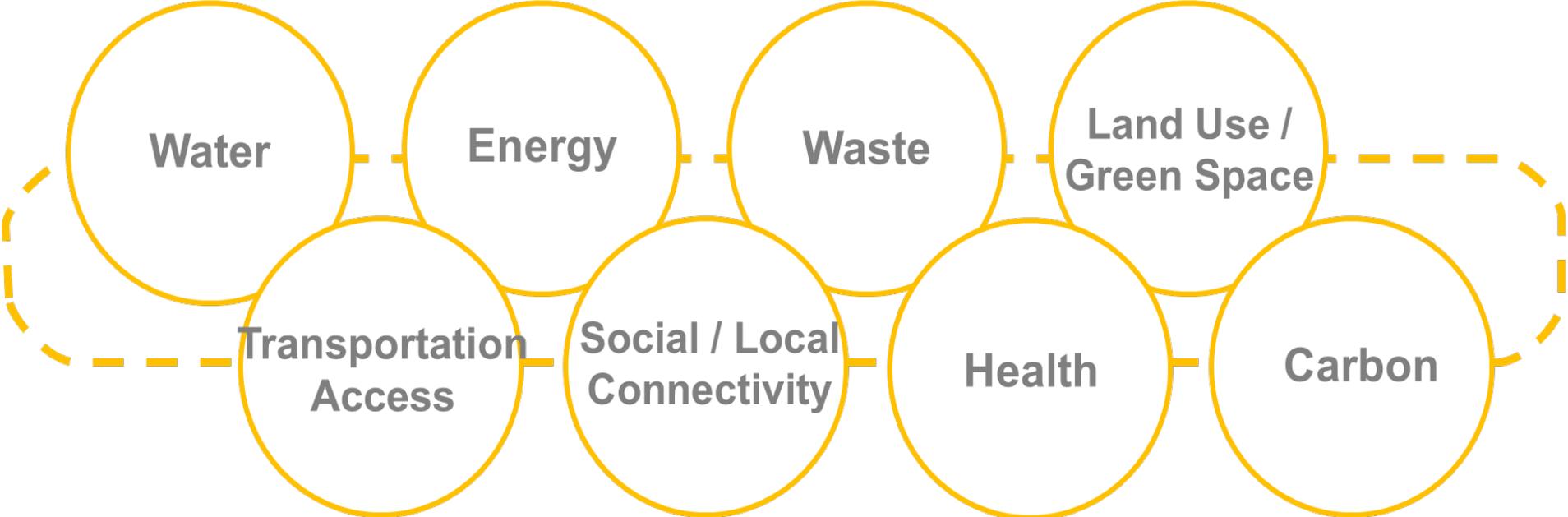
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- ▶ Builds upon the 2016 Grandview Transportation Study
 - Added new land parcels with public & private uses
- ▶ **Conclusion: Concept supported with some concerns**
- ▶ What will transportation look like in the future?
 - Car sharing, bike sharing, autonomous vehicles
 - big changes coming
- ▶ Signalized Intersections:
 - LOS C or better
- ▶ Unsignalized Intersection:
 - LOS D or better
- ▶ Preliminary Concerns:
 - Loss of capacity with east–west connector road dedicated to pedestrian and bicycle
 - Increased traffic volumes on 50th Street
 - Type of redesign for Vernon Ave.
- ▶ Cost: estimated \$25 million

Grandview Green Sustainability Study



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Sustainability Study: District Services



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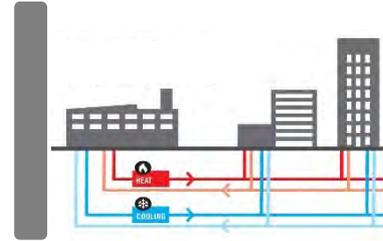
Business as Usual Development (A1)

- Equivalent of anticipated MN 2021 Energy Code



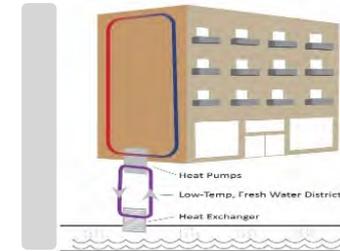
High-Efficiency Buildings + Electrification (A2)

- ~20% more efficient than anticip. 2021 MN Energy Code
- Electric space & water heating systems



Central Plant District (A3)

- 4-pipe system
- Allows for simultaneous heating & cooling



Ground-Source District (A4)

- Moderate temperature loop
- Heat pump integration allows for heating & cooling benefits

Initial Financial Projection



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Tax Projections and TIF

Pay 2018 Rates

PROJECT INFORMATION - Total Build Out					
Development	Square Feet / Units	Value per sq. ft. or Value per unit	Estimated Market Value	Class Rate	Tax Capacity
Commercial	82,000	\$200	\$16,400,000	1.5-2%	325,750
Multi-Family	1,180,000	\$200	\$236,000,000	1.25%	2,950,000
Institutional / Civic	106,000	\$200	\$21,200,000	0.00%	0
			\$273,600,000		\$3,275,750

% Increase to City of Edina	
Taxable Market Value	Tax Capacity
0.14%	0.23%
2.04%	2.08%
0.00%	0.00%
2.19%	2.31%

TAX BREAKDOWN - Annual Taxes at Full Build Out

Development	Estimated Value	Tax Capacity	Rate and Taxes	Fiscal Disparities Taxes	Local TC Taxes	City Portion	County Portion	Misc	School Dist	Mk Value Taxes	State-wide Taxes	TOTAL
Commercial	\$16,400,000	325,750	Tax Rate	1.45095	1.12296	0.27849	0.42808	0.10667	0.30972	0.0022182	0.43865	\$579,489
			Gross Taxes	\$152,250	\$247,970	\$61,496	\$94,528	\$23,555	\$68,392	\$36,378	\$142,890	
Multi-Family	\$236,000,000	2,950,000	Tax Rate	1.45095	1.12296	0.27849	0.42808	0.10667	0.30972	0.0022182	0.43865	\$3,836,227
			Gross Taxes	\$0	\$3,312,732	\$821,546	\$1,262,836	\$314,677	\$913,674	\$523,495	\$0	
Institutional / Civic	\$21,200,000	0	Tax Rate	1.45095	1.12296	0.27849	0.42808	0.10667	0.30972	0.0022182	0.43865	\$0
			Gross Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				\$152,250	\$3,560,702	\$883,041	\$1,357,364	\$338,231	\$982,066	\$559,874	\$142,890	\$4,415,717

TIF Present Value (@4.00%): \$48,429,000

Initial Infrastructure Pro Forma



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Potential Public Sources and Uses

Years	1	2	3	4	5	6	Total
PUBLIC SOURCES							
Land Sale / Lease / Assessment							
Commercial (@ \$45 psf land use)	733,095	-	567,765	-	151,470	-	1,452,330
Multi-Family (@ \$15,000/unit)	2,700,000	-	7,290,000	-	7,710,000	-	17,700,000
Institutional / Civic (@ \$45 psf land use)	2,575,980	-	-	-	-	-	2,575,980
Land Revenues Subtotal	6,009,075	-	7,857,765	-	7,861,470	-	21,728,310
Developer Contributions (% of up-front infrastructure cost)	-	-	-	-	-	-	-
Other City Funding (100% of infrastructure cost net of land proceeds: TIF, Fees, Bonds, etc.)	38,186,905	-	(7,857,765)	-	(3,901,470)	-	26,427,670
Parking (Developer, Fees, Bonds, etc.)	13,500,000	-	14,400,000	-	20,550,000	8,550,000	57,000,000
Grants	-	-	-	-	-	-	-
TOTAL CAPITAL FUNDING	57,695,980	-	14,400,000	-	24,510,000	8,550,000	105,155,980
PUBLIC USES							
MNDOT Acquisition Costs	-	-	-	-	-	-	-
Land Write-Down (Civic Uses)	2,575,980	-	-	-	-	-	2,575,980
Transportation Infrastructure	25,000,000	-	-	-	-	-	25,000,000
Utility Infrastructure (high side of ranges)	12,000,000	-	-	-	-	-	12,000,000
Lid Development	4,620,000	-	-	-	3,960,000	-	8,580,000
Parking Infrastructure (1,900 Assumed @ \$30k / stall)*	13,500,000	-	14,400,000	-	20,550,000	8,550,000	57,000,000
Environmental Cleanup Costs	-	-	-	-	-	-	-
TOTAL CAPITAL EXPENSES	57,695,980	-	14,400,000	-	24,510,000	8,550,000	105,155,980

Next Steps



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- ▶ 2018 Comprehensive Plan Update
 - Include this concept as one potential scenario
 - Avoid language that would inhibit this concept
 - Not ready to commit to this particular concept at this time

- ▶ Financial Feasibility
 - Special legislation may be needed to create the specialized financial tools
 - Coordination with other colleagues – Rondo, Duluth & Rochester

- ▶ Lease Rights
 - Intend to prepare air rights lease by December 2018

- ▶ Additional Planning
 - No additional planning is anticipated under funding is better understood



Thank You
Questions?

Contact Information



The CITY of
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For More Information:

www.EdinaMN.gov/Grandview