

3. The Framework

Building Blocks to Support the Vision

THE 200'x200' GRID

There is an expectation of the street grid: it is democratic, it is uniform, it is connective. The uniform grid and the buildings that line the grid give the city its form. The space between buildings is used for access for pedestrians and vehicles; for entrance into both public and private buildings; and to provide light, air, and common green or social spaces.

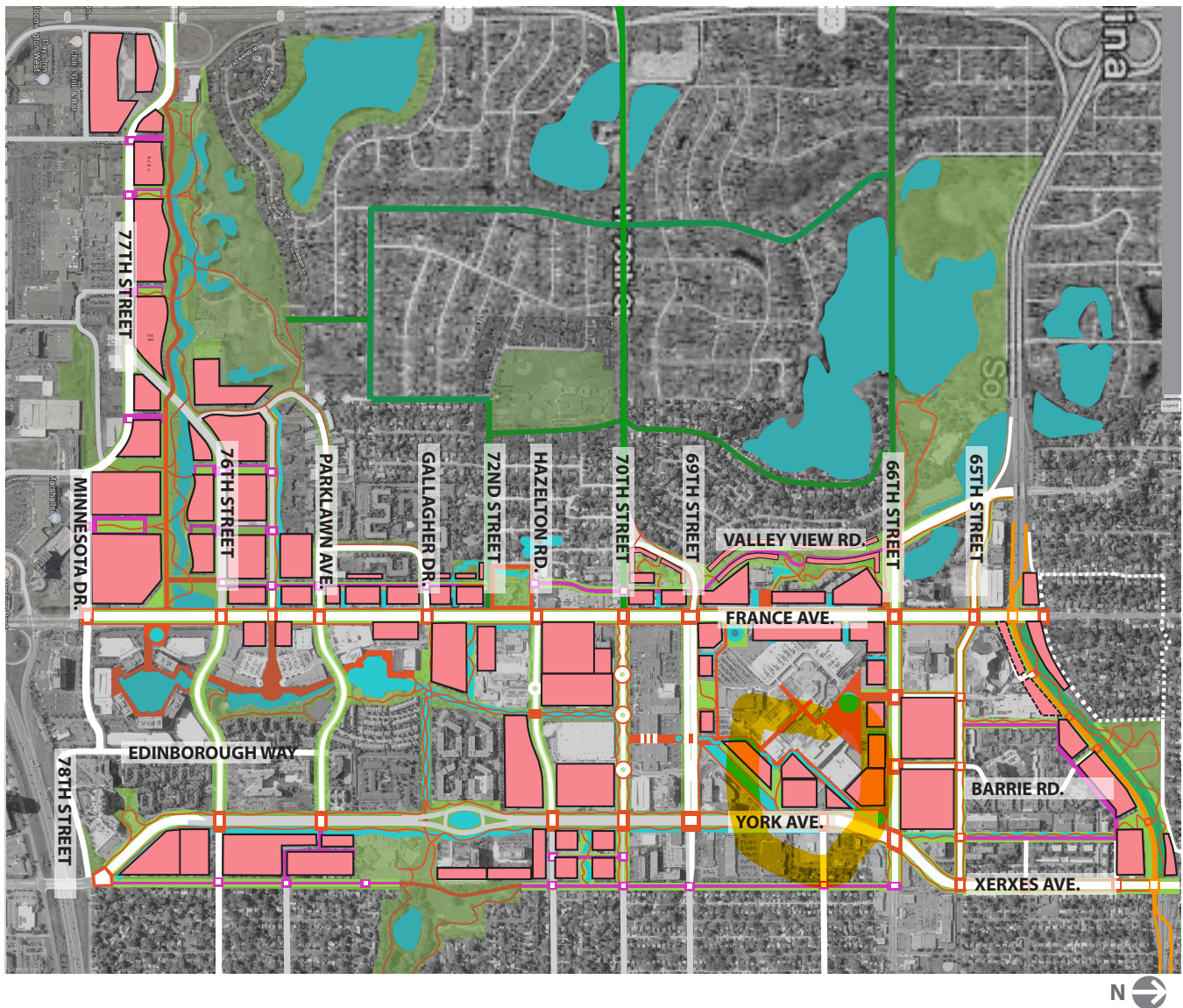


To break down the scale of the 'superblocks' that currently characterize the district's overall land use framework, three distinct street grid patterns were considered, to inform what how the Greater Southdale District might transform into a more uniform and connected community. Small Portland blocks (200' x 200') were compared to the long blocks of New York City (200' x 600') and the larger square blocks of Minneapolis (350' x 350'). The Work Group focused on Portland as a model because of its walkability, and the scale of its buildings resulting from the 200 foot restriction on the length of building elevations fronting the public realm. Further studies analyzed land ownership patterns, size of property and generally how connections could be made through the superblocks. It was concluded that the 200' x 200' foot system was more adaptable to variety of site conditions supporting a more engaging public realm and opportunities for a better community experience.



Considerations

- Width of street
- Sunlight in public spaces
- View corridors
- Building scale – height, length and footprint
- Transparency at street level
- Landscape, lighting and street furniture
- Streets and public realm paving
- Courtyards and pocket parks
- Cultural context – pride of place, historical framework



Potential Building Sites

This diagram illustrates those parcels within the Greater Southdale Area and adjacent Pentagon Park that are potential redevelopment opportunities. Criteria to measure the opportunity inherent in these sites include:

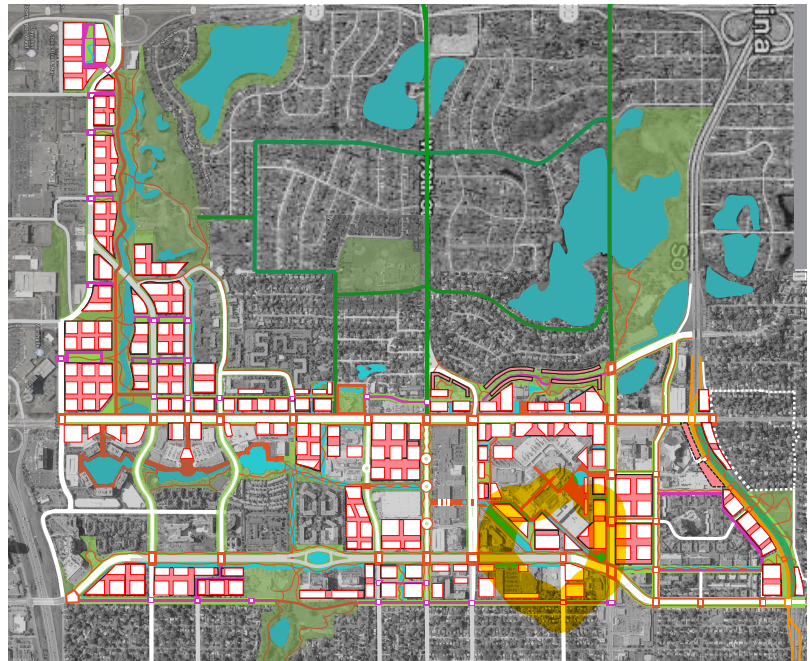
- Sites that currently have large, dominating surface parking lots.
- Sites that are critical to the overall success of development in the district.
- Important connections that would extend existing public realm assets such as the Promenade.
- Underutilized land that can be repurposed to serve the public realm goals of the district.

Potential Building Sites

The diagram at right illustrates how the basic principle of a 200' x 200' grid can be applied nominally on potential redevelopment sites throughout the district without consideration of property line. It is recognized that land ownership will influence the ultimate form of the grid.

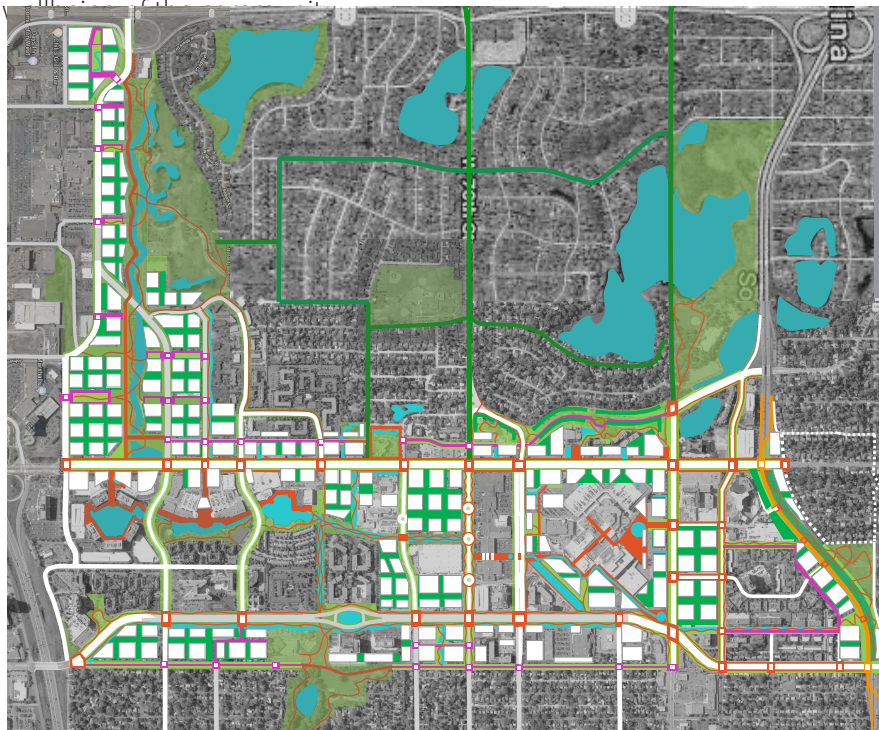
Other considerations influencing block pattern:

- Building scale
- Public realm connections
- Connections through blocks
- Pedestrian-oriented street intersections



The Space Between Buildings

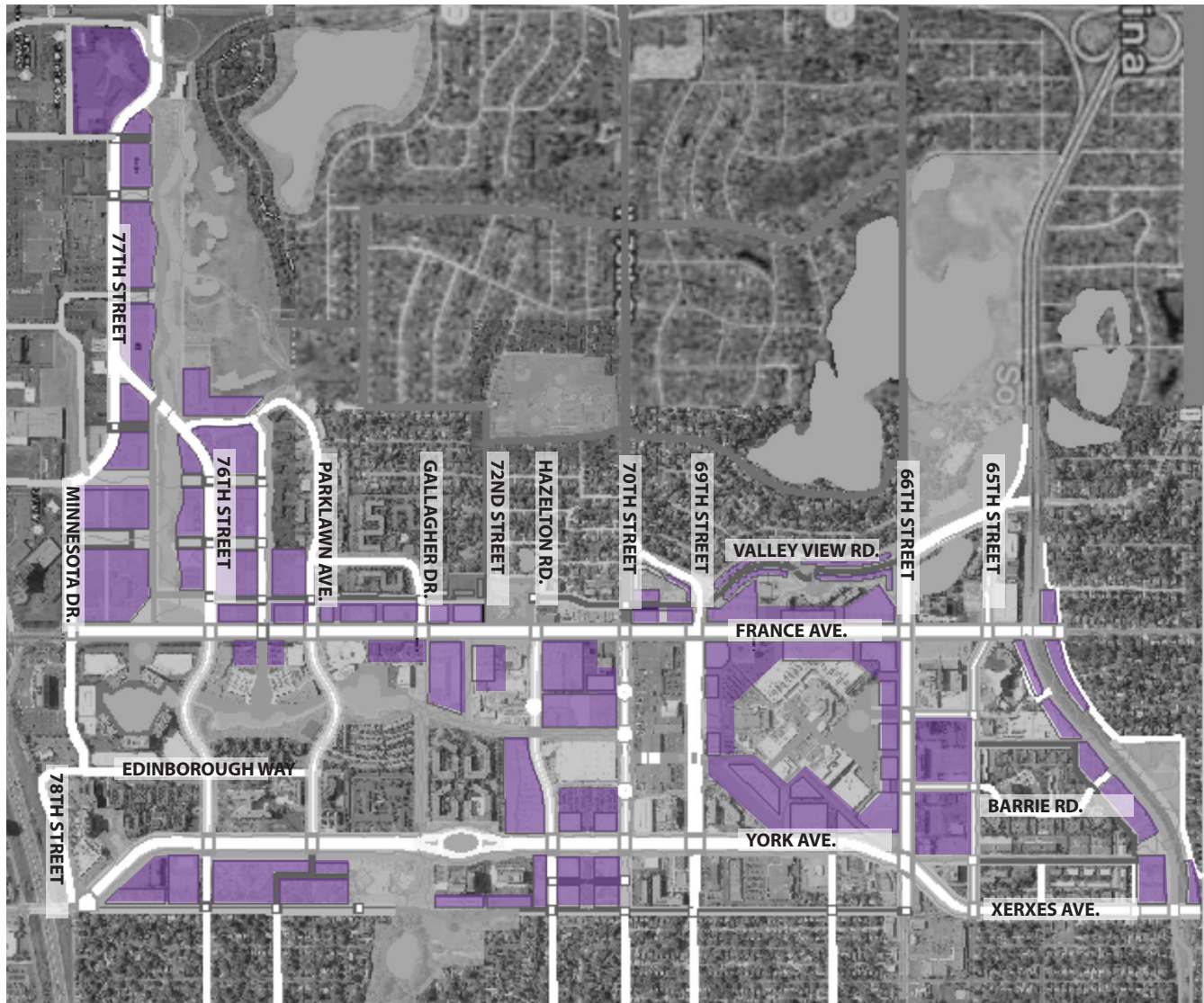
As a result of the 200' x 200' block pattern, the space between buildings becomes an important asset in shaping the overall sense of landscape and continuity of public realm throughout the district. Because the superblocks have primary responsibility for serving the vehicular traffic needs of the district, access to the smaller blocks for drop-off, service and parking can be planned to stay at the perimeter of a block, allowing for the spaces between the remaining block to be used for a network of green spaces that support the health and



Opportunities for the “Space Between” buildings to become places and connections to larger community pathways:

- Parks
- Pocket Parks
- Recreation
- Play Areas
- Gardens
- Stormwater Management
- Wetlands
- Waterways

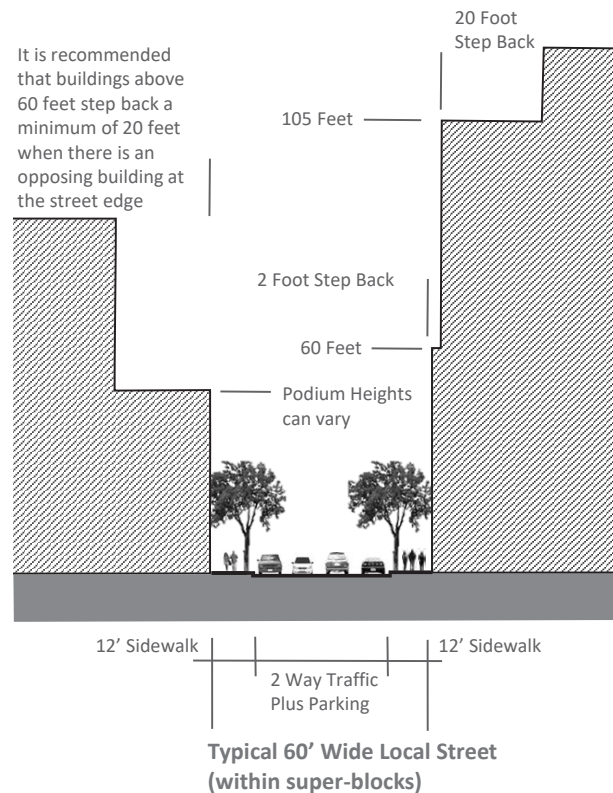
Street Room Typology 3 *New Local Streets*



These new local streets, created as part of the strategy of breaking down the scale of the existing superblocks, will augment the current street network, providing new circulation options that can connect residents and visitors across the district, and support community life. Creating internal pedestrian walkways, with accommodation for bicycles and potentially cars, combined with existing public and private infrastructure, supports connections within and outside the block.

The width of these new local streets, and the corresponding building form is based on the nature of the uses within the larger superblock structure. Streets can be lined with a mix of uses, including residential, commercial, or retail. They contain shady places to walk the dog or sit and have a coffee connecting to neighborhood parks, places of worship, and schools. Unique to the Greater Southdale District, some of these local streets may become linear parks between buildings, with vehicular access limited only to emergency responders.

Dimensional Characteristics of Street Room Typology 3 *New Local Streets*

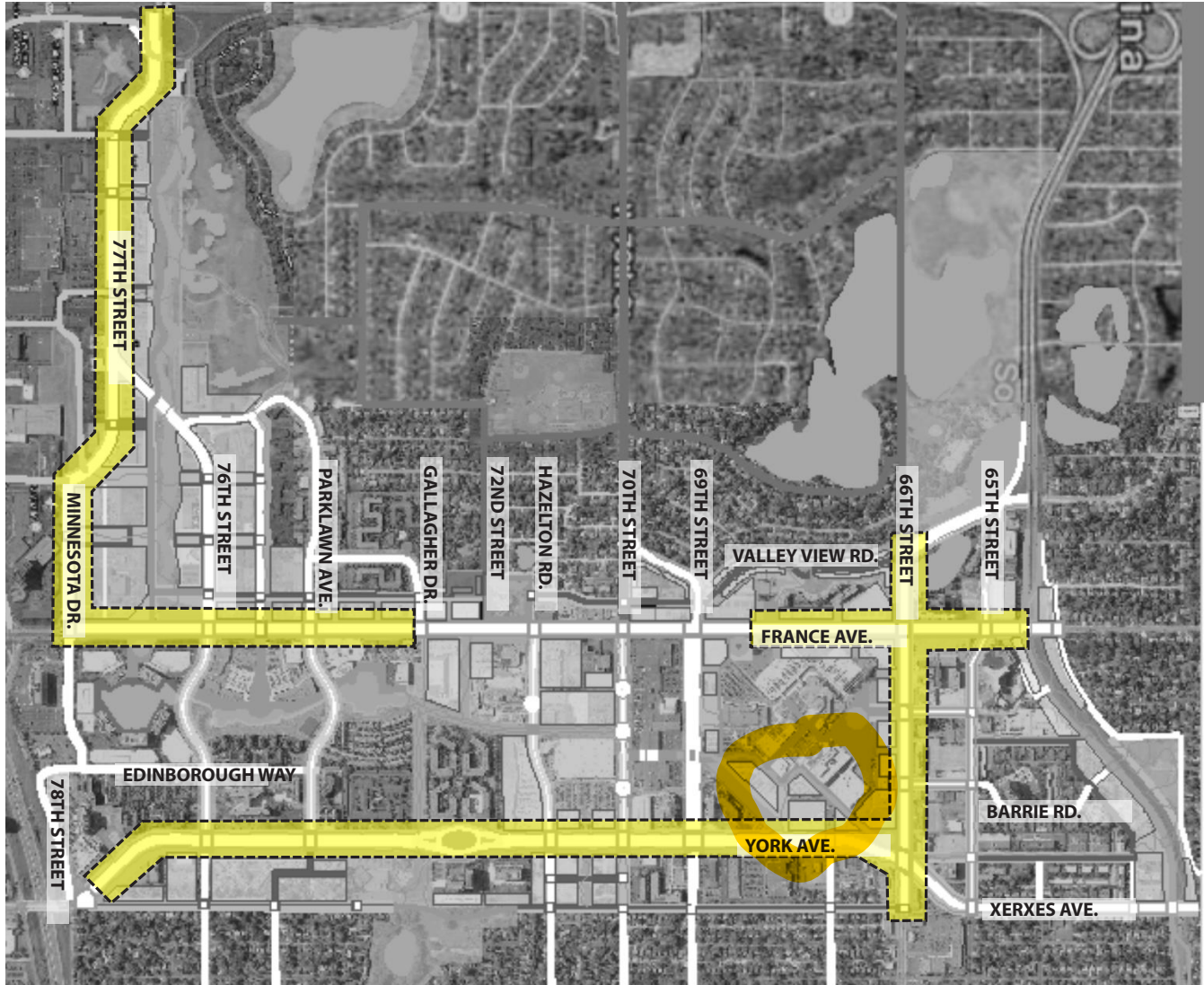


The street room experience within Typology 3 will be shaped by the following experience guidelines:

- New local streets should be 60 feet in width. Those streets which carry vehicular traffic should comprise two traffic lanes with two lanes of parking or pick-up/drop-off. Sidewalks should be located on each side of these vehicular streets as illustrated in the diagram above.
- Minimizing vehicular access to provide drop off, service and parking can be planned to share the vehicular needs of blocks allowing the remaining spaces between the remaining blocks to be used in a variety of ways for the benefit of the community. This “space between” buildings can be transformed into pocket parks, gardens, play areas, plazas, wetlands, and many other activities that support the health and wellbeing of the community.
- Building podium heights can vary, from 36 feet up to 60 feet.
- Above the 60 foot height limit, the long sides of a rectangular or “L” shaped building need to step back 20 feet from the street room facade (as illustrated in the building at left in the diagram above), and the narrow ends need to step back 2 feet from the street room facade (building at right in diagram above). This minimizes the impact of the taller building form on sunlight at the street, and provides a lower-scale building at the street, resulting in a more cohesive and comfortable pedestrian experience. The footprint on taller residential buildings should not exceed 12,000 SF, while taller commercial buildings are permitted larger footprints of up to 24,000 SF for efficient space utilization.
- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing. Vehicular access to the buildings should be as close as possible to primary superblock streets (e.g. Typology 4 or 5).

Street Room Typology 5

The Boulevards



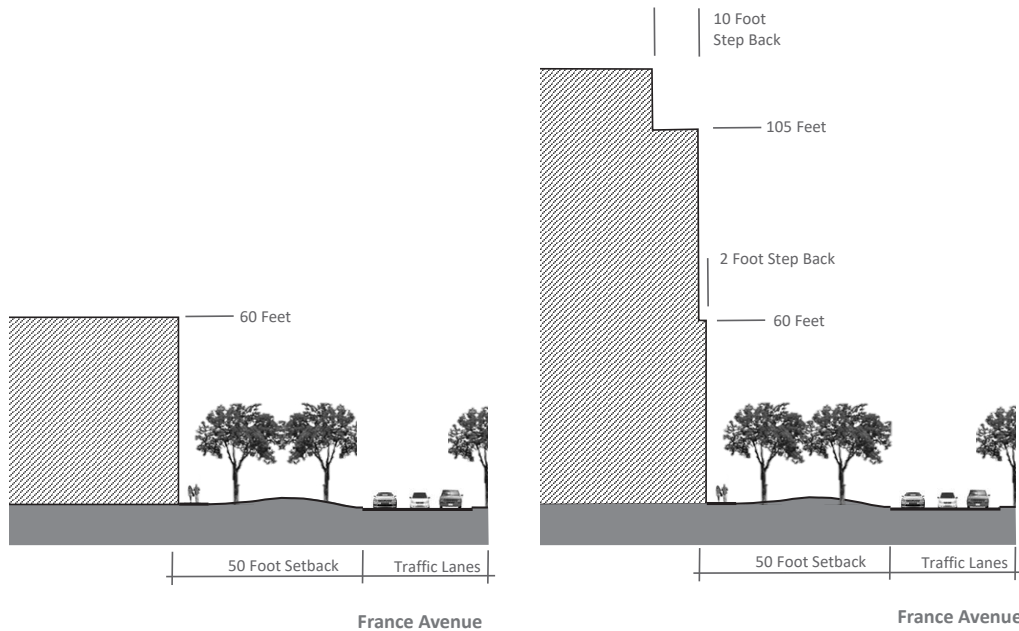
Streets that are included in this typology include the primary district boulevards such as France Avenue, York Avenue, W 66th Street and W 77th Street. In addition to being the widest streets in the district, they also currently carry a high volume of vehicular traffic. The intent of this typology is to create streets that connect the Greater Southdale District to the larger Edina community. These commercially-focused streets will reinforce the district's unique role in serving Edina's neighborhoods, while at the same time, recognizing that the district has a role in the broader metropolitan

region—providing employment, health, retail, entertainment, and a wide range of housing options.

The streets that fall into Typology 5 will have the greatest impact in conveying the overall identity of the district, with wide, multi-use streetscapes lined with a double row of trees within a consistent 50-foot setback. Medians may also be present in the boulevard streetscape to accommodate plantings and/or mass transit lines and stations. In many cases, boulevards will be adjacent to the tallest buildings in the district and will be the locations for transit stops.

Dimensional Characteristics of Street Room Typology 5

The Boulevards



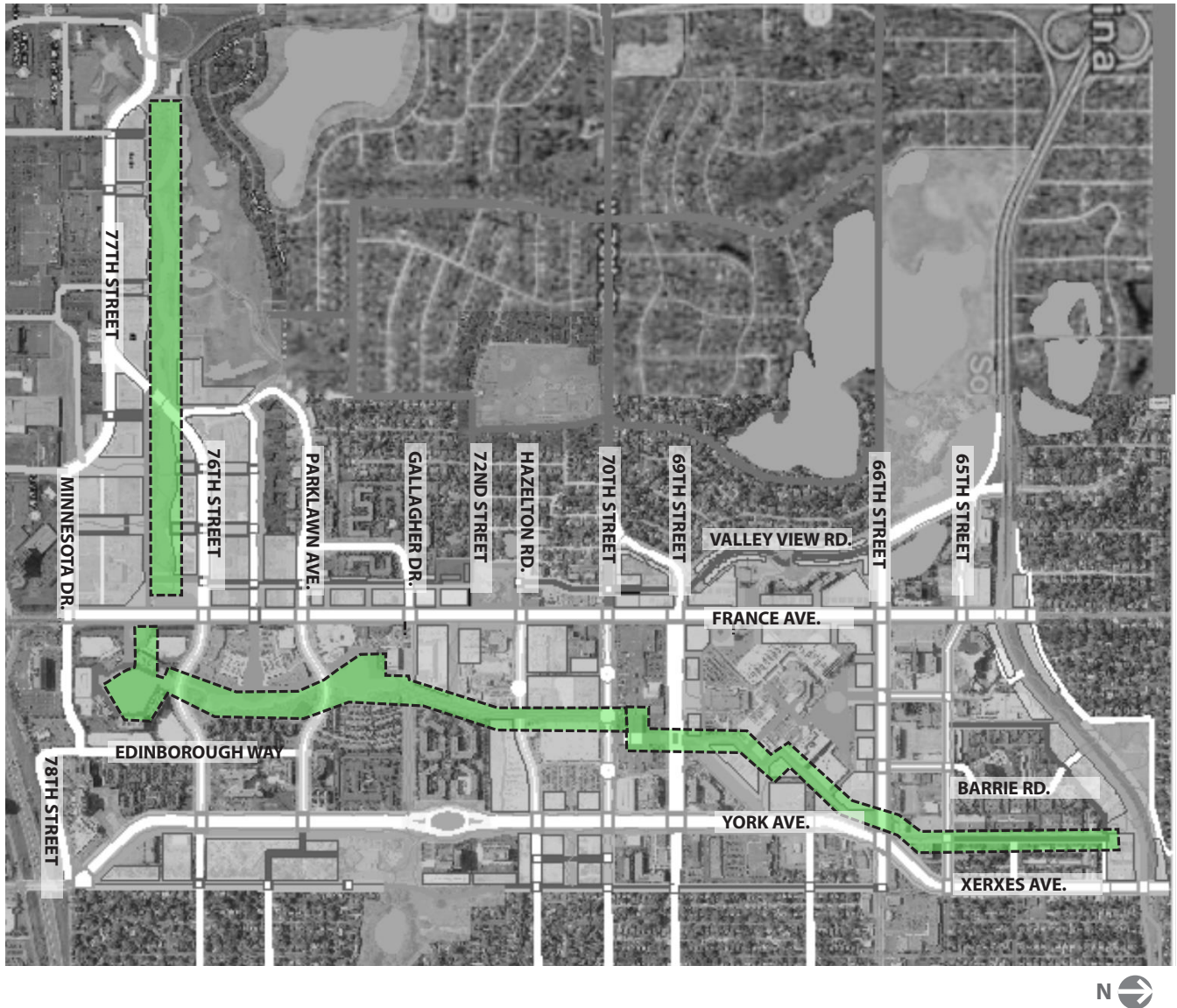
On these wide streets, a sense of scale is maintained by creating a uniform street wall of 60 feet, with taller structures stepping back from this 60-foot datum. This consistency in building heights along the street will form the edge of the street room—bridging between lower intensity and transitional areas, and the higher intensity zones within the Greater Southdale District.

The street room experience within Typology 5 will be shaped by the following experience guidelines:

- On France Avenue, a 50 foot setback is required from curb to face of building with a minimum building height of 60 feet (diagram at left). Above that 60 foot height, the building face should step back two feet to create a cornice line, and can then extend to 105 feet. Above 105 feet, building faces must step back an additional 10 feet (as illustrated in diagram at right, above.)
- Building podiums along these streets need to maintain as closely as possible the 60-foot height limit while still adhering to the guidance of 75% of building face at the setback line to create the fundamental experience of the street room.
- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.
- Parking and building services should not be accessed via these streets.
- Incorporate 10- to 12-foot wide sidewalks that create opportunities for gathering, outdoor cafes, pavilions, etc.
- Within the 50-foot setback, trees should be planted in a double row to add a strong canopy for pedestrian activity.

Street Room Typology 6

Central Promenade Spine



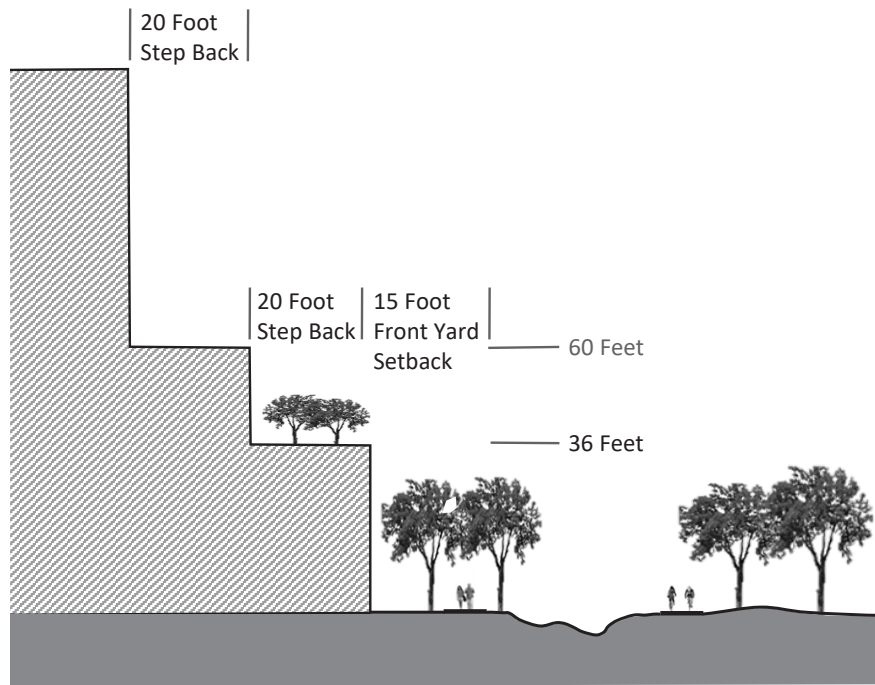
The Central Promenade Spine is intended to connect the Greater Southdale District from the west at Highway 100, extending east to the heart of Centennial Lakes and beyond to Edinborough Park. This Central Spine also extends the existing Promenade north through the Galleria and Southdale Center, and north across a future green lid over Highway 62 to Strachauer Park.

The Central Promenade Spine traverses through a variety of building types, ranging from townhouses to multi-family housing, to low scale commercial/retail

buildings, to mid-rise office buildings. As the physical form of buildings along this spine evolves, natural sunlight light and limited shadow will determine the experiential use of the space. Creating maximum height of 36 feet at its edges will support a mix of uses fronting the spine. Height above this 36 foot limit will step back from the building face, maximizing the program of new buildings rising along its edges without compromising the experience of walking and biking through a park-like environment

Dimensional Characteristics of Street Room Typology 6

Central Promenade Spine



Central Promenade Spine

The street room experience within Typology 6 will be shaped by the following experience guidelines:

- The 36 foot height along the Central Spine encourages a mix of uses focused on entertainment venues such as restaurants, gathering places or community-oriented facilities that provide destinations to come to and stay at. These lower-scale buildings that line the Promenade should reflect its stature as a special community amenity, with a rich variety of architectural experiences that front this park-like environment.
- Above 36 feet, buildings shall step back 20 feet to the 60 foot podium height. Above 60 feet, buildings shall step back an additional 20 feet.
- Buildings above the 60 foot height limit should be oriented to maximize the amount of sun on the Promenade.
- Locations where Typology 6 intersects Typology 4 and 5 are critical to reinforce the idea of the linear public spine that connects this entire district. These intersections are the gateway to the Spine and should have a unique architectural response.
- All parking, other than short-term retail or guest parking, and building services need to be located below grade or hidden within the building. If on ground level or above, parking and/or building services must be surrounded on all sides by program space such as commercial or housing.

5

Implementing and Measuring the Guidance

Ten Things to Remember

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Ten Things to Remember

1. Every new development begins with the 200' x 200' block, or some variation based on context.
2. Every block or building in a development will need streets to connect between buildings. Not all of these streets will need to accommodate vehicles, providing the opportunity for parks, plazas or courtyards—important parts of the public realm.
3. Buildings will not be greater than 200 feet in length, thereby minimizing the negative impact continuous walls can have on a comfortable pedestrian experience.
4. All streets are not equal. The plan outlines a hierarchy that is driven by the kind of experiences that are expected on these streets and how they facilitate an enlivened public realm.
5. Designated transition zones are about maintaining the quality of life in these areas without restricting growth in other parts of the district.
6. Promenades and East-West Streets are the bridge between single family neighborhoods, such as the Cornelia neighborhood of Edina and the west side of Richfield, to more intense parts of the district.
7. Street Rooms will intersect and overlap each other in many circumstances. At these intersections, lower building heights should prevail, giving the smaller scaled building precedence over larger scale buildings.
8. Building footprints above 60 feet in height are limited to 12,000 SF for residential uses, and 24,000 SF for commercial.
9. Within the first 60 vertical feet of a building, primary materials systems that are more traditional like brick, stone, glass wall systems are preferred. Above 60 feet, other materials such as metal wall systems within a larger curtainwall system, can be introduced. These baseline parameters should not be a deterrent to architectural innovation but rather are intended to serve as a measure of quality and continuity throughout the district
10. Transparency at the ground level facing the public realm is key to the individual experience and is a catalyst for how to activate and maintain a community-based approach to daily life and experience.