

Agenda
City Council Work Session
City of Edina, Minnesota
City Hall Community Room

Wednesday, March 6, 2024
5:30 PM

- I. Call To Order
- II. Roll Call
- III. Cahill District Area Plan Discussion
- IV. Adjournment

The City of Edina wants all residents to be comfortable being part of the public process. If you need assistance in the way of hearing amplification, an interpreter, large-print documents or something else, please call 952-927-8861 72 hours in advance of the meeting.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: March 6, 2024

Agenda Item #: III.

To: Mayor and City Council

Item Type:

Reports / Recommendation

From: Addison Lewis, Community Development
Coordinator

Item Activity:

Subject: Cahill District Area Plan Discussion

Discussion

ACTION REQUESTED:

Discussion only.

INTRODUCTION:

The Cahill District was identified in the 2008 and 2018 Comprehensive Plans as an area warranting further study. In 2021, the Planning Commission was assigned the task of completing a small area plan for the Cahill District.

A 12 member working group, chaired by two Planning Commissioners, was appointed to lead this initiative. Bolton & Menk was hired as a consultant to assist in developing the plan. A \$50,000 grant from Hennepin County was also obtained to partially fund this project. Over approximately 16 months, a plan was drafted following numerous meetings and engagement with the public, businesses, property owners, and other agency stakeholders.

To have meaningful influence on policy and land use decisions, small area plans are typically adopted as amendments to the Comprehensive Plan, which requires review by the Metropolitan Council and a 4/5 vote by the City Council to be adopted. On August 15, 2023, a motion to authorize staff to submit the draft plan to the Metropolitan Council for review failed on a 2-3 vote. Staff is seeking direction from the Council on next steps.

Potential options include:

1. Direct staff to make changes to the draft plan to bring back for consideration. Depending on the extent of the changes, the public review process may need to start over.
2. Take no action at this time and revisit this topic as part of the 2028 Comprehensive Plan, which will likely begin in 2026. The 2018 Comprehensive Plan would continue to be the primary guiding document for land use and infrastructure decisions within the district.
3. Other options as proposed by the City Council.

All of the attachments were included in the August 15, 2023 Council packet.

ATTACHMENTS:

Draft Cahill District Area Plan - Part 1

Draft Cahill District Area Plan - Part 2

Draft Cahill District Area Plan - Part 3

Draft Cahill District Area Plan - Part 4

Draft Cahill District Area Plan - Part 5

Draft Cahill District Area Plan - Appendices

Associated Comprehensive Plan Amendments

Jurisdictional Review Comments

Better Together Edina Comment Report

Transportation Review Memo

Staff Presentation

Summary for Developers

CAHILL DISTRICT AREA PLAN

DRAFT MAY 8, 2023



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Appendix A - Business Community and Developer Engagement Report

Appendix B - Biko Transportation Existing Conditions Memo

Appendix C - Stormwater Planning-Level Cost Analysis

Appendix D - Development Yield Assumptions Tables



ACKNOWLEDGMENTS

The City of Edina would like to thank the following individuals for their contributions in the development of the Cahill Area District Plan. Special thanks to Hennepin County for partially funding this project with a Hennepin Planning Grant.

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PLAN OVERVIEW



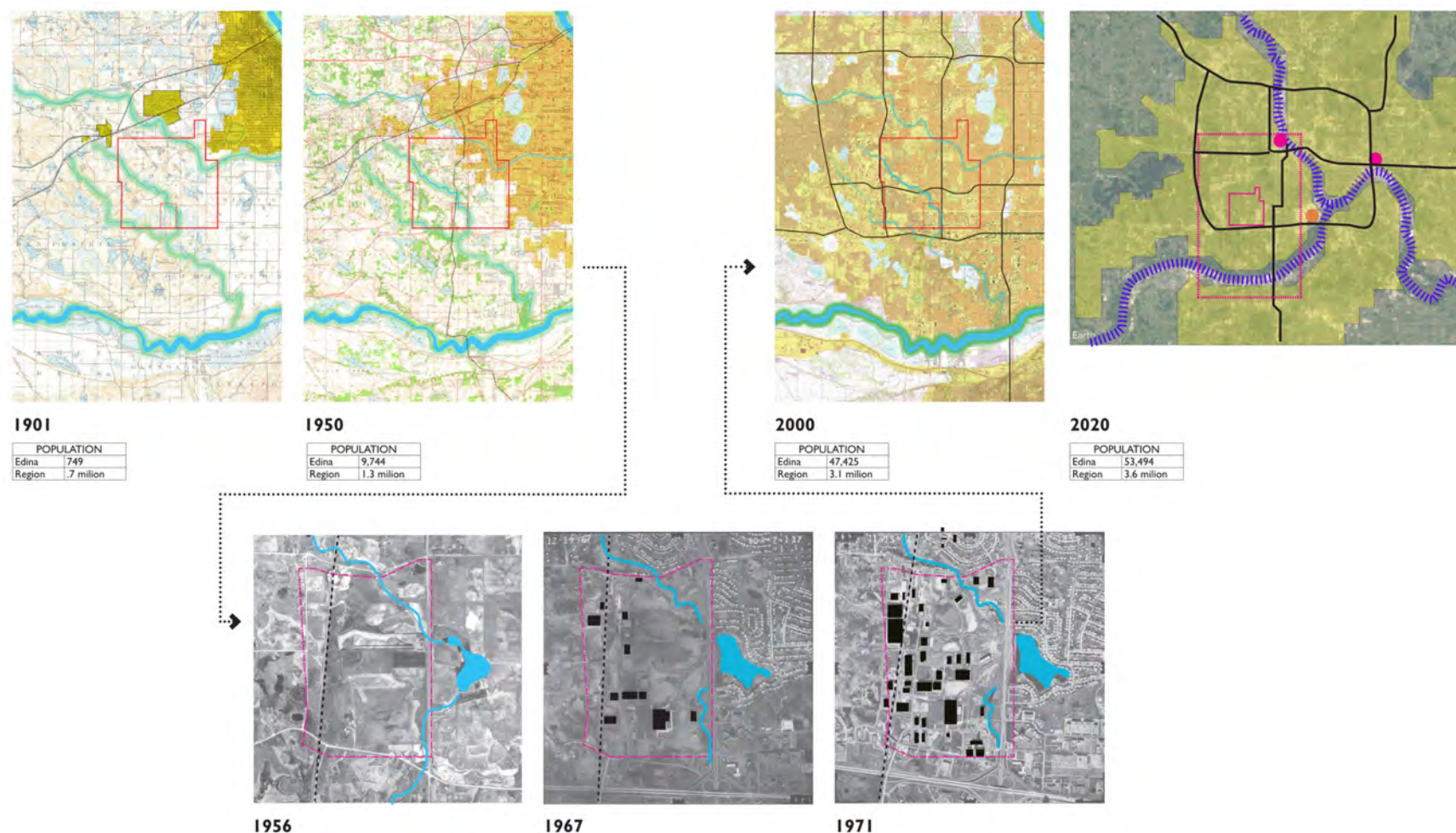
PURPOSE OF PLAN

The purpose of this plan is to chart a course for the continued evolution of the Cahill District in Edina. This area was developed over 50 years ago. It is now aging, becoming partially obsolete, and in need of new direction so that it can continue to prosper and live up to its potential. Residents, property owners, businesses, community leaders, developers, and others see visions of what this area can become. With the right alignment of policy, resources, and will, nearly anything is possible.

At the same time, there is a great deal of embodied value in existing uses within the area that should not be lost in the transition. Particular to the nature of urban industrial districts, it is also a scarce resource, which could well be lost forever if it is transitioned. Also, the cost of progress is not free, and newer development visions need to be evaluated against both the benefits and impacts to the Edina community – especially the immediate surrounding area.

The tension between past and future in this district has played out over the course of the study. Conversations moved fluidly from high design concepts for transformational development, to deep concerns about whether the city's infrastructure and institutions could handle what they will bring. The result is a plan that attempts to strike a balance between maintaining the value of what is already here, and allowing for evolution to what is next. This section briefly describes the path to this point, and charts the course forward.

REGIONAL GROWTH





THE PAST

The Cahill Industrial District was deliberately and purposefully built. Back in the early 1960s, Edina had no industrial district – or even industrial zoning to allow for it to happen. Meanwhile, with the construction of the interstate system and the development of industrial in nearby communities, city leaders were concerned they would miss out on significant economic gains if Edina was not able to accommodate such uses. The location was chosen based on proximity to the interstate as well as a determination that the soft soils of this former wetlands area are less suitable for residential.

The city took a year to conduct a study and come up with a plan for industrial zoning. This resulted in the subsequent development of office/industrial uses along the I-494 corridor. The development of the Cahill industrial area began with the purchase of a former farm/wetlands site by Antonio Bernardi's Metro US Corp in 1963, followed by rapid expansion in the late 1960s and early 1970s. In the initial build-out, major tenants included General Motors, Control Data, General Electric, DuPont, and others.

When the Cahill industrial area developed, it was carefully designed to be separated from surrounding uses, to overcome concerns about locating industrial close to single family residential. This included a disconnected roadway system, planted screening along Normandale Rd (now Highway 100), and buffering uses on all three Edina sides: multifamily to the north and west, and office uses to the east.



THE PRESENT

Since its original development, the district has remained an employment center for the city and the region. Today, it is home to over 200 businesses and 4,000 employees. However, the building stock is aging, and renovations and upgrades have been limited. As properties in the district become less competitive for some tenants, others have moved to take their place, changing the business composition and character of the area. Increasingly, the district has seemed underutilized, especially given its premium location.

Due to the transitional nature of this area, for the last 15+ years, the City has designated it as an area of change in its comprehensive plans. This reflects the need for more in-depth study of the area to determine its future directions. It also suggests that this is one of the key areas of the city where it has the potential to accommodate future planned growth in terms of jobs and/or households.

As part of the effort associated with the most recent comprehensive plan update, the City completed a plan for the 70th & Cahill Neighborhood Node in January 2019. One outcome of that plan was identifying the need to further study the entire Cahill industrial area as a potential area of change. The City has also received several redevelopment proposals within the district. However, development options at present are limited by both policy and infrastructure constraints. Recent analysis shows that a major investment in public infrastructure (both sewer and stormwater) will be needed to accommodate future growth here.



THE FUTURE

The City of Edina already has a track record of innovation in redevelopment. For instance, Southdale Mall and Centennial Lakes broke ground in terms of new models for commercial development.

Unsurprisingly, there are high aspirations for what is possible in the Cahill district as well. Several ideas have been proposed over the years, including ambitious plans for full redevelopment of the area. Ideas include more attractive and connected public spaces, high value redevelopment that grows the tax base, more focus on community-serving uses, increased sustainability and resilience in the built environment, and innovation in the evolving nature of workplaces.

This story is somewhat similar in urban industrial districts in cities nationwide. Older models for how industrial and office parks were developed are becoming obsolete. At the same time, the great location of many of these sites makes them attractive to many other users, as well as ripe for redevelopment. City leaders are faced with a choice: try to maintain the essential functions that these districts have provided for decades, or allow them to transition to something new. This isn't an easy or simple choice.

However, given the size of the district, there is an option to allow for multiple futures, by envisioning this as a series of connected subdistricts. Likewise, there is an opportunity to further multiple city goals in alignment with the high standards Edina sets for itself – around innovation, sustainability, education, livability, and prosperity.

THE PROCESS

The direction for the Cahill district plan is rooted in a commitment to listen to the community, both in general and in terms of the stakeholders most impacted. Consequently, the planning process was initiated in November 2021 with the first of three public workshops. Attendees engaged in discussion about both existing conditions and their visions for what the area can be. Input included big ideas around being a national model for regenerating a community, with ideas related to sustainability goals, promoting innovation, and incorporating family-friendly features. The primary outcome of this workshop was the formation of goals and principles to guide the plan's development.

Around this time a representative working group of 12 members, including two co-chairing planning commissioners, was convened to guide the planning process, provide feedback on draft plan content, and advise on community engagement. By Spring 2022, the City had retained a consultant team to provide support. This group met 13 times during the planning process, up until the completion of a draft to be forwarded to planning commission for review.

After the initial visioning workshop and exploration of existing conditions and goals with the working group, the City held a second public workshop. Attendees worked through exercises to determine both the important functions of the district and what mix of use and activities belong there. The result included ideas for mixed use development scenarios including spaces for working, living, and recreating. The primary outcome of this workshop was the formation of a series of development scenarios for analysis and consideration.

In addition to general public input, consultant and City staff conducted targeted outreach to both businesses and property owners within the district, as well as potential developers who have an interest in developing in the district. They provided feedback on their current and future plans, as well as what development would be market feasible. The primary outcome of this outreach was to provide the working group input to refine scenarios and future land uses based on market considerations.

Alongside the public process, consultant and City staff provided support on analysis of existing and future considerations. This included exploration of constraints, needs, and opportunities for land use, infrastructure, and public realm. This included review of prior studies and consultation with outside agencies, including the Nine

Mile Creek Watershed District, Metro Transit, Three Rivers Park District, Edina Public Schools District, and various others.

At the third and final public workshop, the focus was on converging around a preferred development alternative, to form the basis for the plan's recommendations. Attendees provided feedback on a series of development scenarios, as well as their priorities for how success in the district should be measured. While input was broad, a significant proportion voiced support for a more jobs-focused scenario, as well as a desire to ensure community impacts were fully accounted for. The primary outcome of this workshop was the to provide the working group input to inform the selection of a jobs-focused alternative and to refine the impact analysis.

[INSERT RESULTS FROM PLANNING COMMISSION/COUNCIL REVIEW WHEN AVAILABLE]

PRINCIPLES, GOALS, AND ASPIRATIONS

Through the plan formation process, three primary principles were defined as desired outcomes for the development of the area. (See table on following page for description.) For each of these, there are a series of more specific goals. The concept development and recommendations forwarded through this process have been designed to advance these goals. They represent achievable outcomes that can be promoted through planned improvements in the district. While they are not guaranteed, the plan can map out a course to get there.

But those involved in the plan's development had higher aims than this. Over and above these goals are a series of related aspirations. These are much less certain, as they envision something beyond an incremental step forward – but rather a leap towards something new and innovative. The implementers are mostly likely not yet fully at the table, resources are still to be identified, and some ideas still need to be further developed. Regardless, the intent is to set the stage for ambitious ideas to advance, as time and opportunity allow.

PLAN OUTLINE

This planning document is composed of the following sections:

- Introduction and Overview: background on the study area, planning process, and goals and aspirations.
- Current Area Profile and Trend Analysis: information on existing policy, physical, and economic conditions in the district, including assessment of issues and trends impacting the area
- Development and Evaluation of Alternatives: discussion of the process of managing change, process of developing and evaluating concepts, and criteria for reviewing alternatives
- Preferred Alternative and Final Plan: description of the preferred alternative and its primary components, as well as considerations for implementation
- Public Realm and Connectivity Framework: provides complementary analysis and directions for public realm and connectivity improvements to leverage and enhance the planned development.
- Implementation Plan: recommendations for the policy and regulatory guidance, infrastructure improvements, and other implementing actions to move the plan forward.

PRINCIPLES	GOALS	ASPIRATIONS
RESILIENT AND CONNECTED SYSTEMS	<ul style="list-style-type: none"> New pedestrian and bike facilities and wayfinding Green space connectivity and public realm enhancements Transit accessibility and transit supportive development Safe and accessible multimodal system management 	A sustainable and green district with restorative environmental practices that support Edina's climate resiliency goals though both the public realm and private investment, setting a higher standard for how office/ industrial districts can function.
REGIONAL ECONOMIC VALUE	<ul style="list-style-type: none"> Quality jobs and growing tax base to support Edina Strengthened role as regional significant employment center Supportive of business growth and entrepreneurship Flexible and multi-functional spaces for evolving businesses 	An innovative business district that helps redefine the future of work through both enhanced, high amenity workspaces and forward-thinking businesses that explore new frontiers in their field, drawing on the top talent in the region and reflecting the city's commitment to continuous learning and progress.
COMMUNITY SERVING AND BUILDING	<ul style="list-style-type: none"> More and enhanced community-serving businesses Improved buffering and management of transition areas Enhanced walkability, character, and appeal of the district New residential to expand Edina's lifecycle housing options Additional community destinations and gathering places in the district 	A lively, vibrant mixed-use district that is an attractive destination for both local residents and areas visitors, with retail and services, unique living options, and leisure and entertainment opportunities that transform this into a niche urban community.

DISTRICT PROFILE

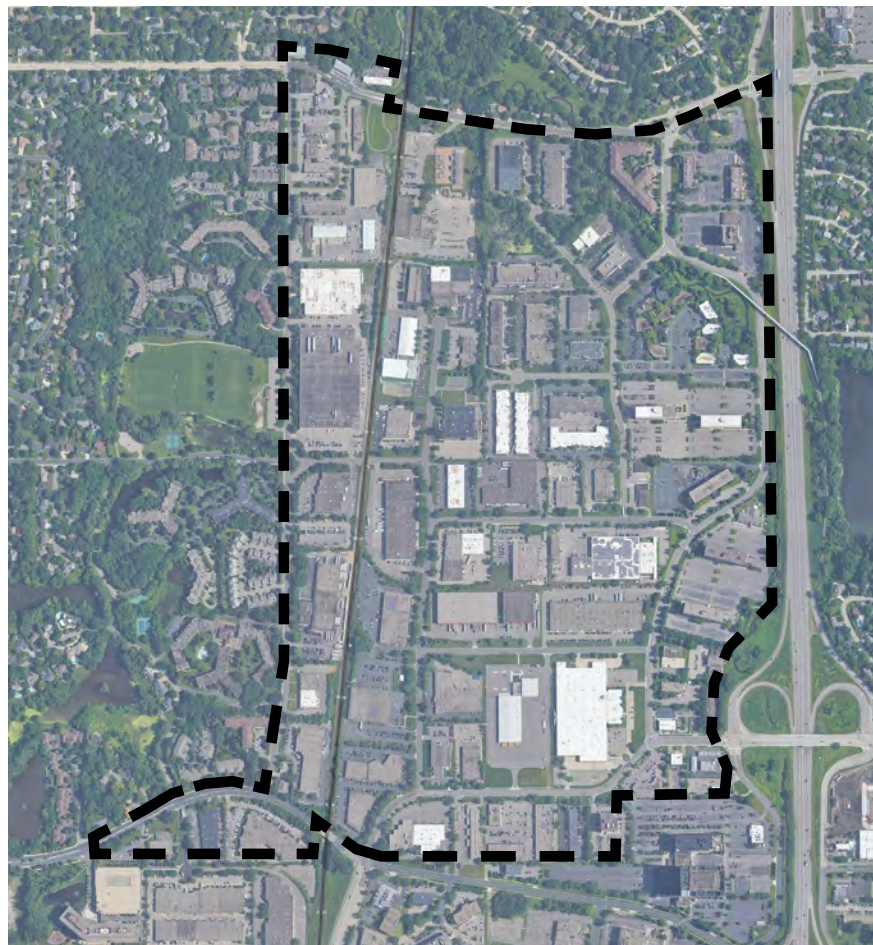


DEMOGRAPHICS

CITYWIDE & DISTRICT SUMMARY

The City of Edina has long been regarded as a premier community in Minnesota for individuals and families to live, learn, and work. The Cahill District of Edina is one of the most dynamic locations in the entire city. This 380-acre, mixed-use area is home to a variety of industries, warehouses, recreational facilities, schools, religious institutions and multi-family dwellings. The Cahill District is bounded by West 70th Street to the north, Cahill Road to the west, Highway 100 to the east, and the municipal boundary to the City of Bloomington directly south.

Despite its size, Cahill District is home to about 400 of Edina's over 53,000 residents at this time. The vision for this strategic area will leverage mixed-use development patterns to provide more opportunities to develop housing. Therefore, the plan must consider the people who will live and work in the district.



EQUITY CONSIDERATIONS

POPULATION

The City of Edina is continually adapting its plans and policies to meet the needs and aspirations of a changing community. Diverse communities continue to grow and thrive in Edina, deepening the City's resolve toward creating equitable opportunities for all residents. Taken from the decennial Censuses from 1980 to 2020, the data points below show the changes in the composition of each racial and ethnic group to the overall population of Edina. At the time of the 2020 Census, 20.40% of Edina's 53,494 residents self-identified as Black, Indigenous, and other People of Color (BIPOC).

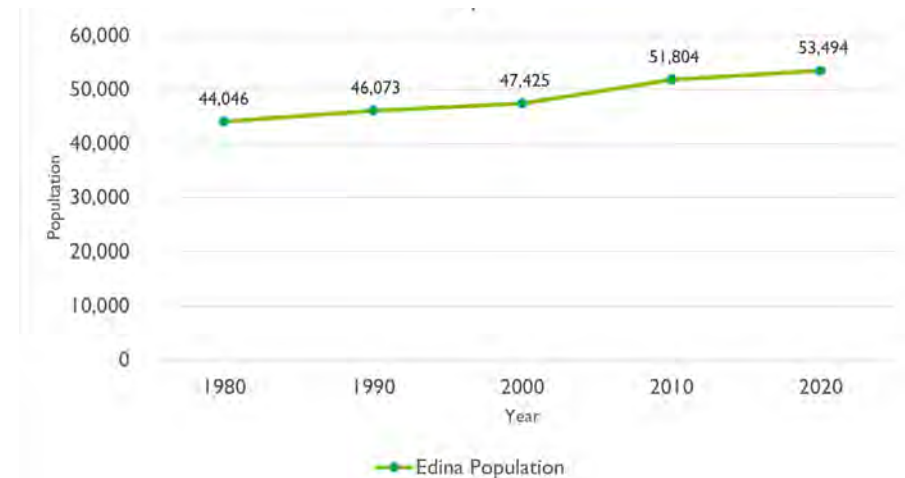
In Edina, 13.0% of residents speak another other than English at home and 10.4% of residents were born outside the United States. It's estimated that 9.0% of the population has a disability (ACS 5-Year Estimates, 2016-2020). As noted previously, the population residing within the boundaries of the Cahill District study area is quite small. However, portions of the District have substantial potential to redevelop as a thriving mixed-use hub.

EQUITY

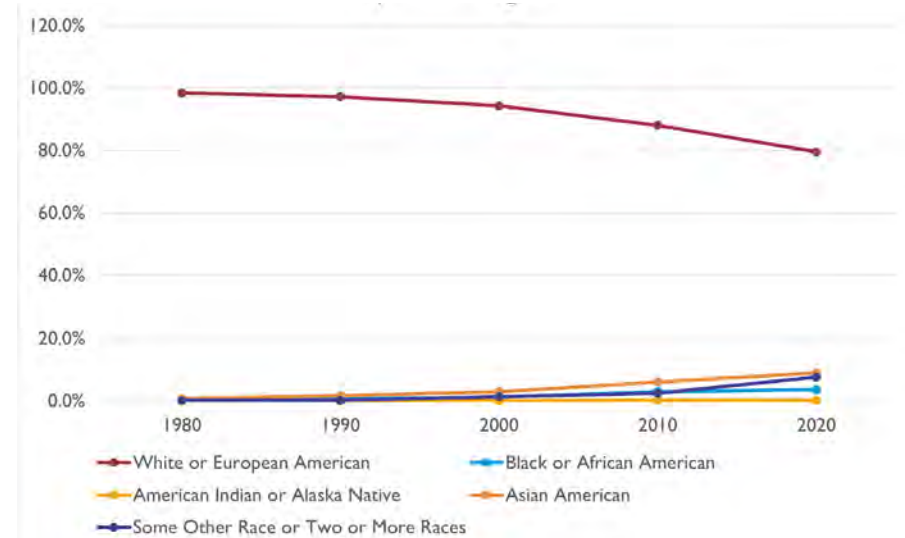
The City of Edina has long been recognized an exceptional place to live. At the same time, the City also acknowledges that not all of its residents, students, and visitors experience Edina in the same way. To this end, the City government and resident leaders have been actively working to address these inequities for more than 50 years through policies and programs. These include the establishment of the City's Human Rights and Relations Commission in 1970; passing a resolution to become a Human Rights City in 2016 with a commitment to "reducing discrimination, inequality, racism, and xenophobia in all aspects of civic life..."; and joining the Government Alliance on Race and Equity in 2017. Ongoing discrimination and inequities experienced by residents called the City to establish the Edina Race & Equity Task Force in 2016 which investigated "the scope of race-based discrimination and feelings of being unwelcome."

Edina continues to address inequities throughout its communities. The Cahill District Area plan will uplift these policies to ensure that residents of all identities can fully enjoy the resources and experiences the district has to offer, now and into the future.

POPULATION GROWTH (1980 - 2020)



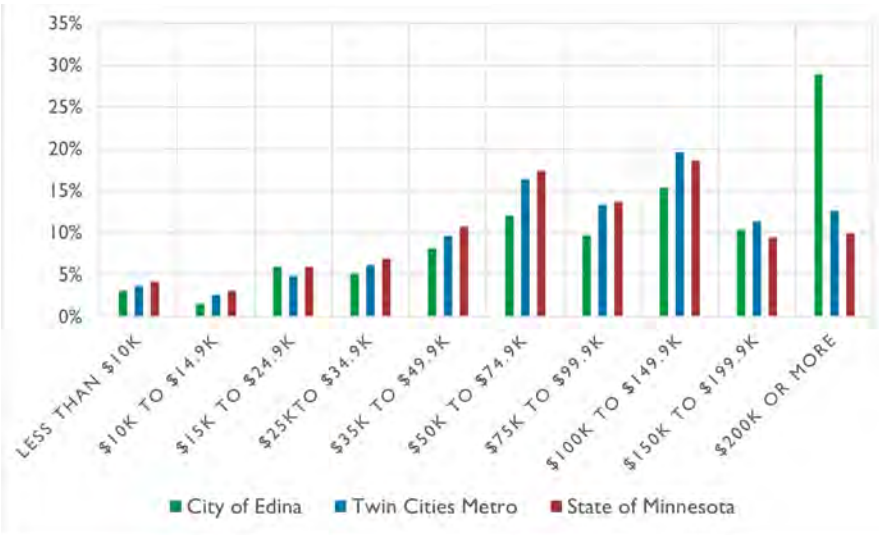
RACIAL DEMOGRAPHICS IN EDINA (1980 - 2020)



SOCIOECONOMICS

The frameworks and alternatives presented in the Cahill District Plan should also be informed by the socioeconomic situations of residents across the spectrum of household incomes and wealth in Edina. Household income data from the 2017-2021 ACS 5-Year Estimates for the City of Edina, the Twin Cities Metropolitan Area, and the State of Minnesota are provided below.

EDINA, MSP METRO, AND MINNESOTA INCOME DISTRIBUTIONS (2021)



	CITY OF EDINA	TWIN CITIES METRO	STATE OF MINNESOTA
Total Households Estimate	22,667	1,453,400	2,281,033
Median income (2021 dollars)	\$115,047	\$87,433	\$77,720
Mean income (2021 dollars)	\$179,991	\$114,348	\$103,305

Source: 2021 American Community Survey

HEALTH

Generally speaking, [Edina residents experience more positive health outcomes](#) than the national average. In addition to human behavior, individual health and public health are both deeply influenced by the built and natural environments. While public health experts and their partners provide their expertise and resources to the residents of Edina, the City can also strategically leverage the built and natural environments through thoughtful, interdisciplinary planning efforts to promote positive health outcomes. This is illustrated in the concept known as the Social Determinants of Health (SDOH).

SDOH are the conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality-of-life outcomes and risks.

SDOH have a major impact on people's health, well-being, and quality of life. Examples of include:

- Safe housing, transportation, and neighborhoods
- Racism, discrimination, and violence
- Education, job opportunities, and income
- Access to nutritious foods and physical activity opportunities
- Polluted air and water
- Language and literacy skills

SDOH also contribute to wide health disparities and inequities. For example, people who don't have access to grocery stores with healthy foods are less likely to have good nutrition. That raises their risk of health conditions like heart disease, diabetes, and obesity — and even lowers life expectancy relative to people who do have access to healthy foods. Just promoting healthy choices won't eliminate these and other health disparities. Instead, public health organizations and their partners in sectors like education, transportation, and housing need to take action to improve the conditions in people's environments.

SOCIAL DETERMINANTS OF HEALTH



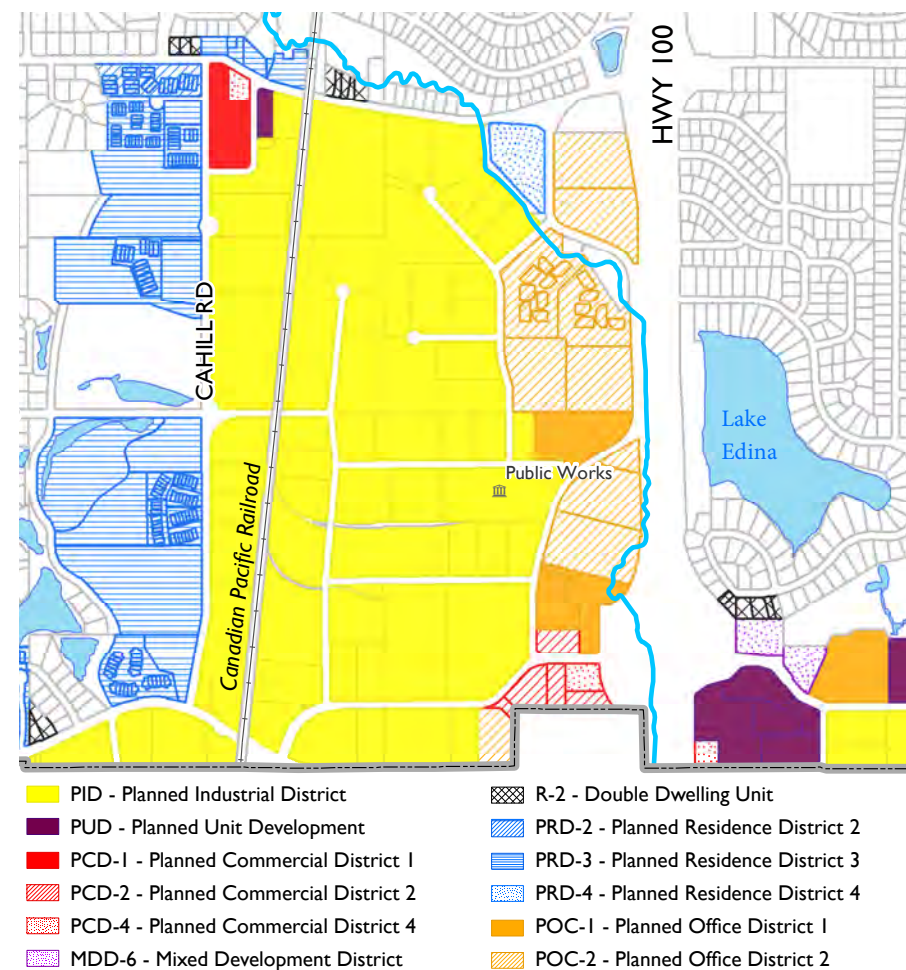
LAND USE AND BUILT FORM

POLICY & REGULATION

City Staff, Planning Commission, and Council must work to ensure harmony between the individual Cahill District Plan, the zoning code and map, and the comprehensive plan during the implementation of any guidelines, policies, or actions prescribed in this plan.

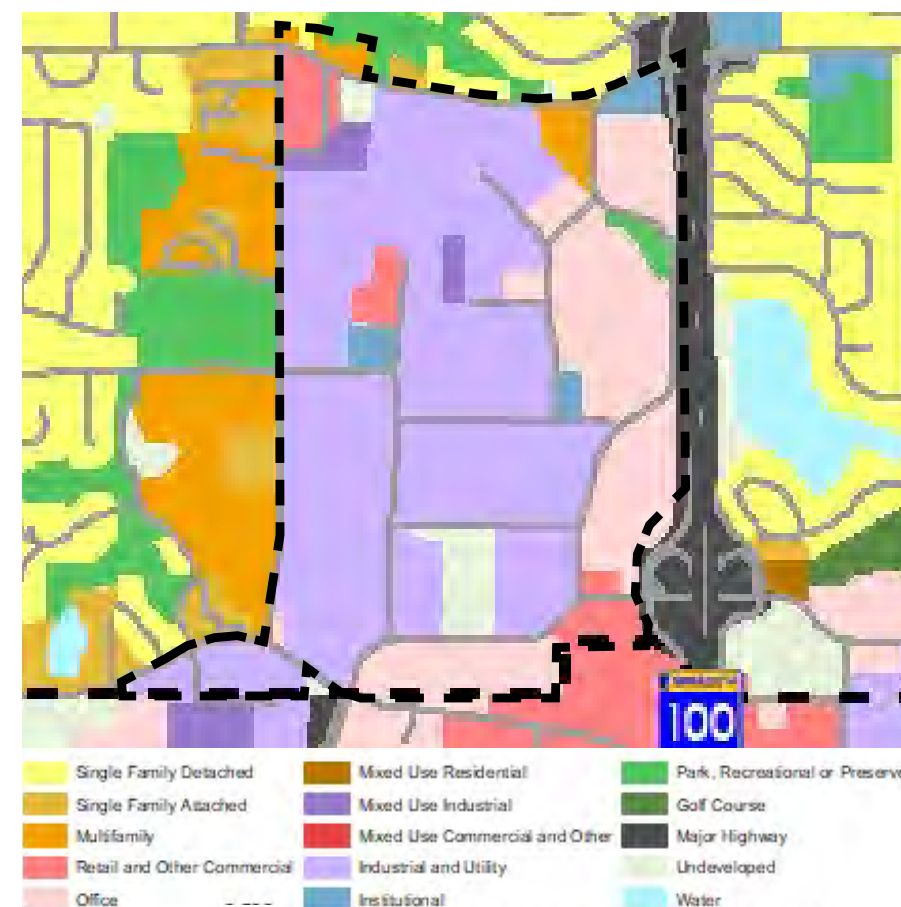
ZONING

The development of land in the City of Edina is principally guided by the Comprehensive Plan. While the comprehensive plan sets the policy framework informed by community vision and aspirations, the zoning code is the legal, administrative tool the City uses to regulate development. The predominant zoning in the Cahill District is Planned Industrial with Planned Residence and Commercial districts around the 70th and Cahill Rd Neighborhood Node, and Office and Commercial Districts along Hwy 100.



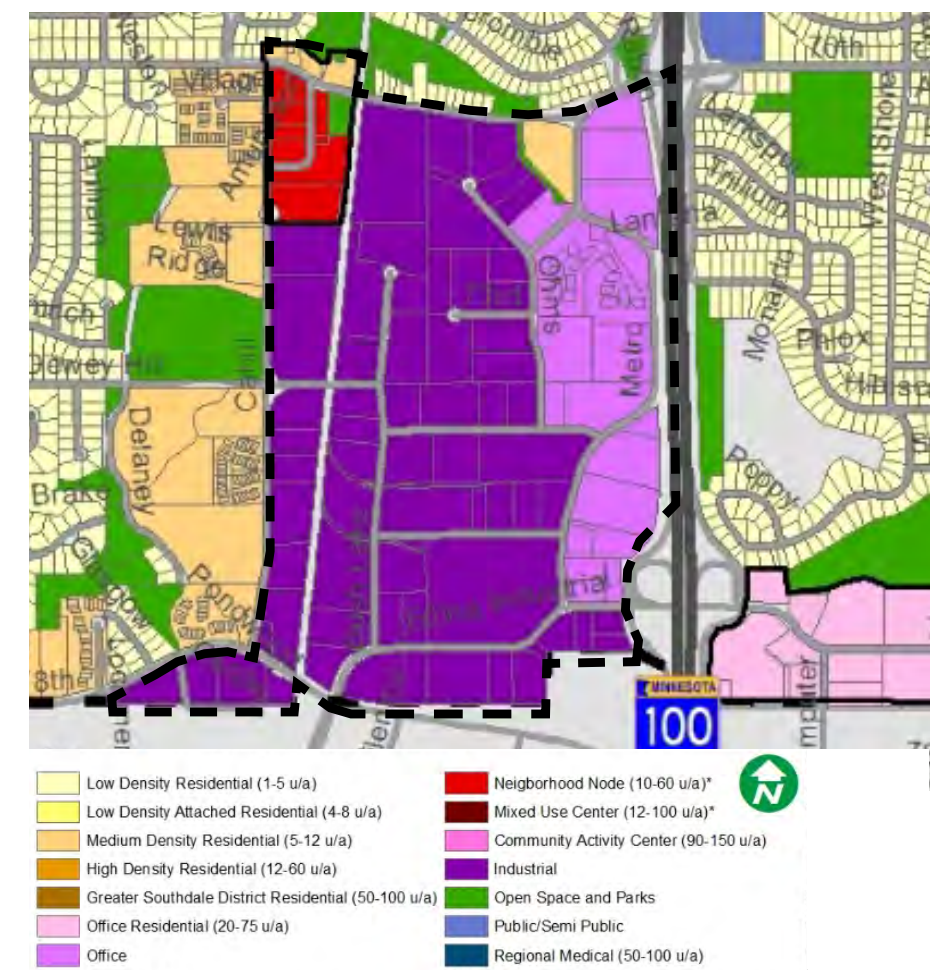
EXISTING LAND USE

The majority of the Cahill district is zoned for, and used as, Planned Industrial Development (PID), which encompasses light industrial and manufacturing uses. Iterations of Planned Commercial Development (PCD) along the District's eastern edge along Hwy 100, leveraging the relative ease of access to Hwy 100 via 70th St and 77th St., and I-494 via Planned Residential Development (PRD) anchors the District's north east and west corners, and is the only residential in the District.



FUTURE LAND USE

The 2040 Future Land Use map largely guides the Cahill district to maintain its current uses, preserving its industrial & office foundation. City staff have noted that the 2040 Comprehensive Plan and associated efforts intentionally did not heavily consider changes to the area, until a new study could better assess the future of the district – a key outcome of this district area plan. An update to the city comprehensive plan may be necessary to align study recommendations with official city maps and documents.



BUILT FORM AND CONDITIONS

BUILDING HEIGHT MAXIMUMS

Structure heights throughout the Cahill District are subject to Overlay Districts in the zoning code (as well as regulation imposed by the primary zoning district). The industrial areas in the district have a standard height maximum of four (4) stories or 48 feet (whichever is less) under the HOD-4 overlay. The Neighborhood Node at 70th Street and Cahill Road has a height maximum of two (2) stories or 24 feet and the planned office districts on the eastern edge of Cahill have a maximum height of 8 stories or 96 feet.

BUILDING CONDITION

The Cahill District saw widespread development between 1960 and 1979; about two-thirds of the existing buildings were constructed during that period. The remaining third of the district has been developed sporadically over the following four decades.

Despite their age, three-quarters of all the properties in the Cahill District are classified as “Good” by the Hennepin County Assessor’s office in the last tax year. Four were considered to be in “Excellent” condition.

PUBLIC AND SEMI-PUBLIC PROPERTIES

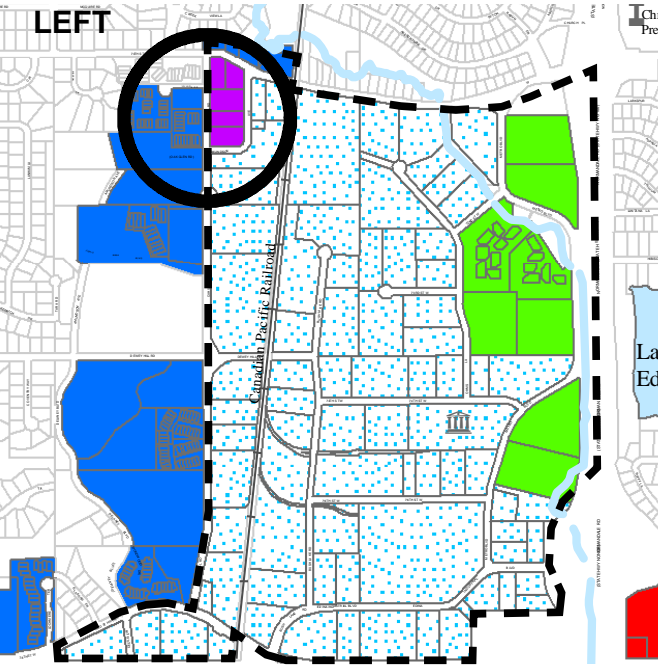
Approximately 40 acres of the Cahill District are owned by the City of Edina. The most significant of these is the Public Works building on the corner of 74th St and Metro Blvd. The District also hosts a US Post office on the corner of Dewey Hill Rd and Bush Lake Rd. Other semi-public uses include houses of worship, a bus garage, and a power station.

The remainder of the public parcels shown here are undeveloped and may currently function as stormwater ponding areas or trail easements.

PROPERTY VALUES AND TAX CAPACITY

The Cahill District is a principal property tax generator for the City. The table below presents a snapshot of key metrics to understand the tax capacity of the District under current conditions.

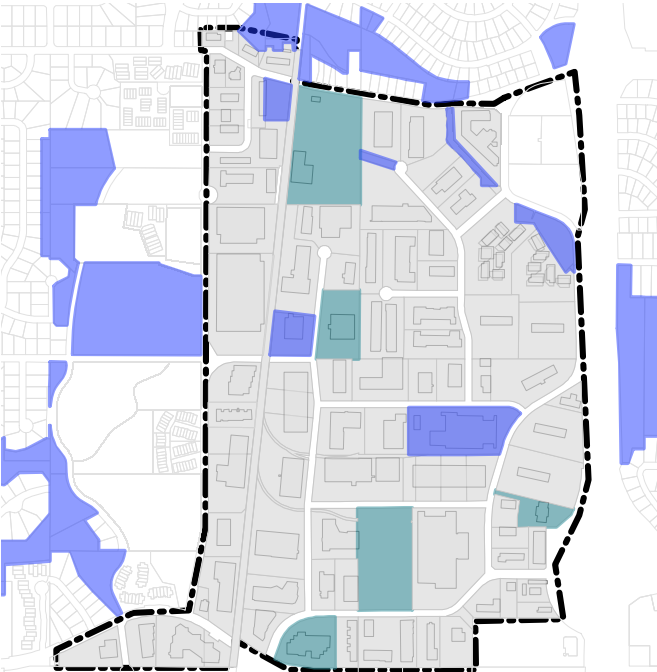
METRIC	VALUE
Average Fair Market Value per Acre	~\$850k per acre
Average Taxes Capacity per Acre	~\$29k per acre
Average Parcel Size	~3.5 acres
Average Structure size	~29k square feet
Total Cahill district Market Value	~\$280M
Total Cahill district Tax Capacity	~\$10M
Total Cahill district Area (acres)	332 acres
Total Cahill Built Square Footage	218K square feet



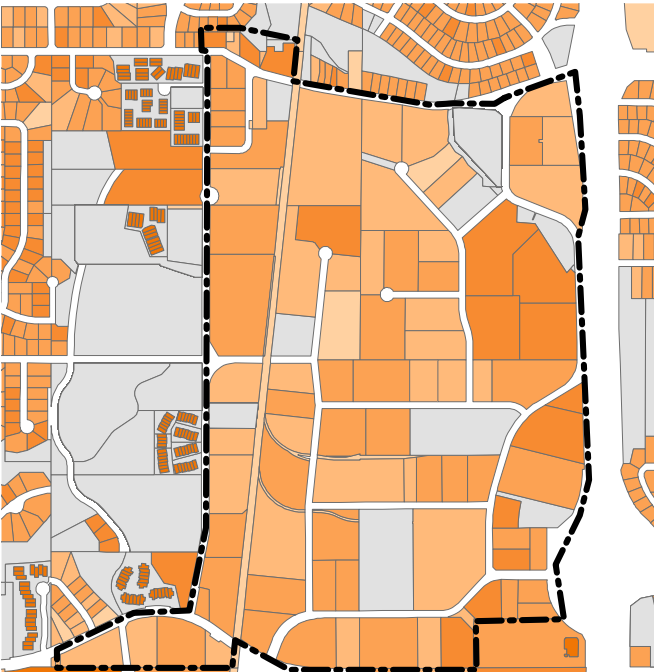
- HOD-2** Building height shall be determined by required setbacks, but shall not exceed 2 stories or 24 feet, whichever is less.
- HOD-3** Building height shall be determined by required setbacks, but shall not exceed 3 stories or 36 feet, whichever is less.
- HOD-4** Building height shall be determined by required setbacks, but shall not exceed 4 stories or 48 feet, whichever is less.
- HOD-8** Building height shall be determined by required setbacks, but shall not exceed 8 stories or 96 feet, whichever is less.



STRUCTURE CONDITION	NUMBER OF PROPERTIES
Excellent	4
GOOD	176
Average	54
Fair	2



- PUBLICLY-OWNED PROPERTY**
- SEMI-PUBLIC PROPERTY**

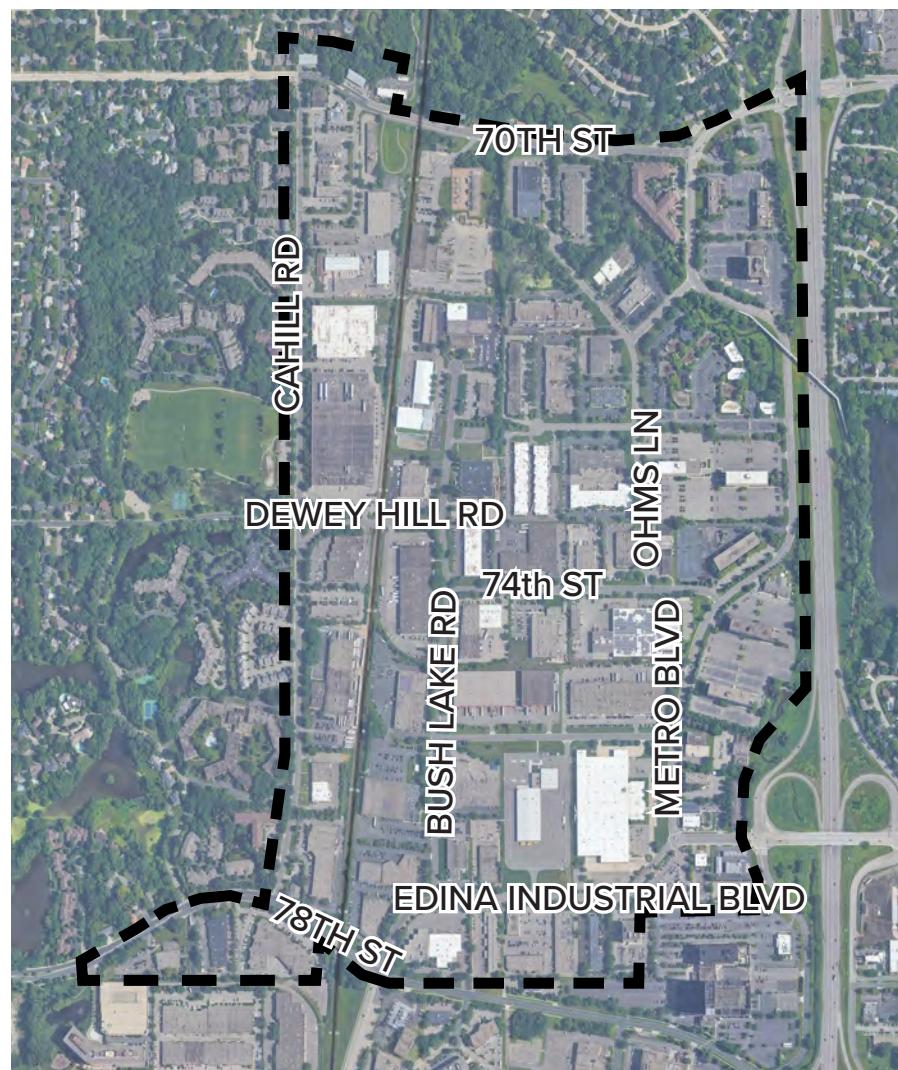


PROPERTY VALUE PER ACRE
None
Less than \$500,000
\$500k to \$1M
\$1M to \$3M
More than \$3m

TRANSPORTATION

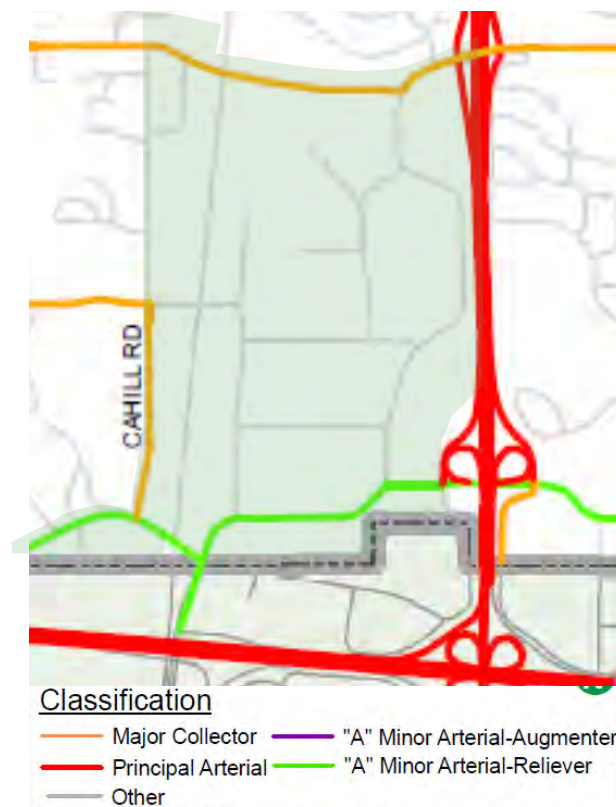
ROADWAY NETWORK OVERVIEW

The Cahill District is bordered by West 70th Street to the north, Minnesota Trunk Highway (TH) 100 to the east, West 78th Street and the Edina border with Bloomington to the south, and Cahill Road to the west. Within this area are roadways and streets, transit routes, bicycle paths, and sidewalks and trails; all important facilities that accommodate travel for a variety of transportation modes. This section of the Cahill District plan describes each of these transportation facilities and how each contributes to movement to/ from, within, and through the District.



REGIONAL ROADWAYS

Although outside the study area, I-494 and TH 100 are two, immediately adjacent regional roadways that directly contribute to the movement of people and goods to and from the District. Both are functionally classified as Principal Arterials and, along with TH 62 to the north and US Highway (US Hwy) 169 to the west, provide access between the Cahill District, the region, and points beyond. These regional routes heavily influence the District's regional position as one of the most important "industry clusters" in the metropolitan area. Because of its proximity to and ease of access to/from the regional routes, the District is a prime location for businesses desiring to attract talent from across the region and for receiving industrial inputs and product shipping. The regional routes, identified as such in the Metropolitan Council's Metropolitan Highway Plan and the City's 2040 Comprehensive Plan, are under the jurisdiction of the Minnesota Department of Transportation (MnDOT).

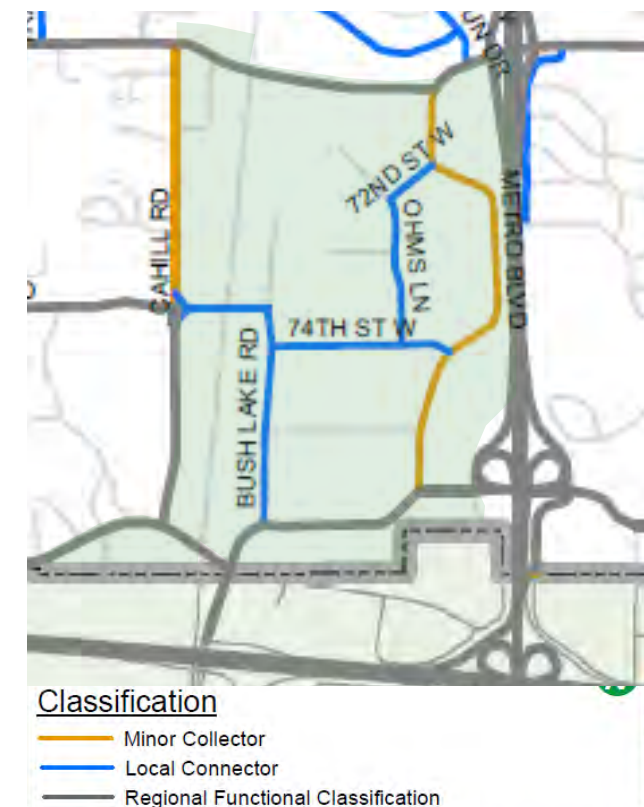


LOCAL STREETS

Other streets serving the District are under City of Edina jurisdiction. The City's streets with regional significance are West 70th Street, Cahill Road between Dewey Hill Road and West 78th Street, Dewey Hill Road, and West 78th Street. West 70th Street, Cahill Road, and Dewey Hill Road are functionally classified as Major Collectors. West 78th Street is classified as an "A" Minor Arterial Reliever. Other streets and street segments serving the District have local significance. These are:

- Minor Collector: Cahill Road between 70th Street and Dewey Hill Road and Metro Boulevard between 70th Street and Edina Industrial Boulevard.
- Local Connector: 72nd Street, Ohms Lane, Bush Lake Road, and 74th Street.

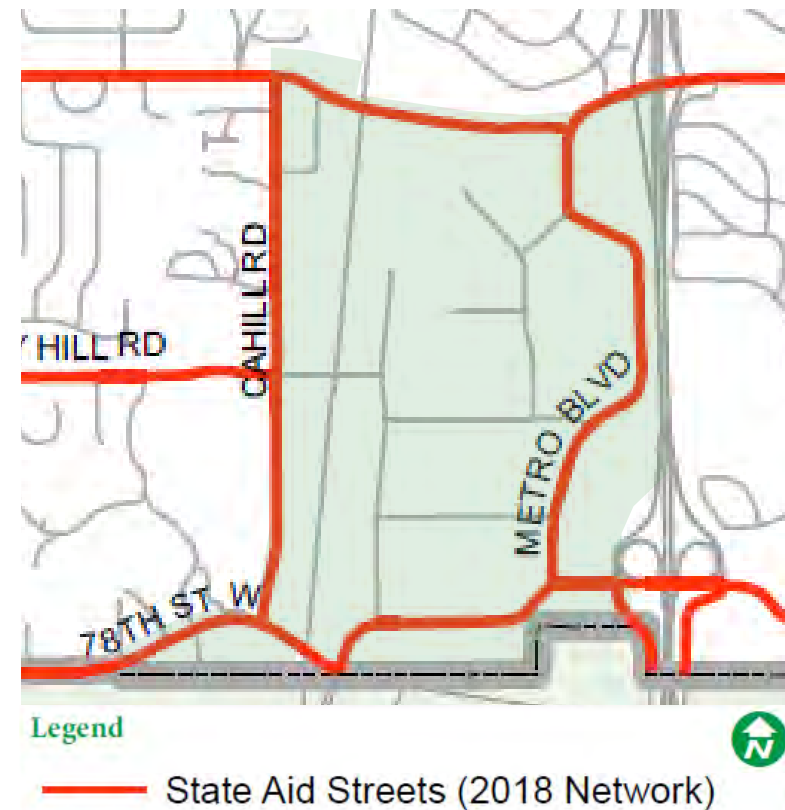
As collectors and connectors, these streets function to gather and distribute traffic. Thus they are mid- and lower- level facilities that gather traffic from local streets and deliver it to larger, regional roads. In reverse, they gather traffic from the larger, regional roads and deliver it to the local streets.



MUNICIPAL STATE AID STREETS

Cities in Minnesota with populations greater than 5,000 are eligible to receive Municipal State Aid (MSA) funding from the State Highway User Tax Distribution Fund. The purpose of this funding is to help local governments construct and maintain those collector and arterial roadways that have consistent design standards and are well integrated into the overall network of collector and arterial roadways. Edina's current MSA network within the Cahill District is shown below and includes West 70th Street, Cahill Road, Dewey Hill Road, West 78th Street, and Metro Boulevard.

The State Aid office of MnDOT has established clearly defined design requirements for MSA streets. These requirements ensure that capacity, operational, and safety goals are met in a uniform manner from community to community and that street systems are well coordinated with each other. Based on State Statute, MnDOT does not allow cities to restrict truck traffic on local or MSA streets. However, cities may restrict trucks over a certain weight depending on road conditions and time of year. The MSA network is reviewed every year and may be revised subject to MnDOT State Aid review and approval.



DAILY TRAFFIC VOLUMES

Average annual daily traffic (AADT) is a measure used to study traffic volumes on a specific segment of a roadway. A segment's AADT value represents that average number of vehicles that travel on the segment on a given day. The table below shows a comparison of daily traffic volumes over time along key streets in the District. As indicated, daily traffic has positively and negatively fluctuated by modest amounts between 2009 and 2019. Exceptions are:

- Cahill Road, between Dewey Hill Road and West 78th Street with a 67 percent increase between 2015 and 2019
- Metro Boulevard, between West 70th Street and West 74th Street; a 55 percent increase between 2016 and 2019
- Industrial Boulevard with a 100 percent increase between 2015 and 2019

The development of pedestrian, bicycle, and vehicular infrastructure in the Cahill District should consider the potential increase or decrease in traffic volumes as part of feasibility studies for the proposed improvement at hand.

ROADWAY SEGMENT	AVERAGE ANNUAL DAILY TRAFFIC (AADT) BY STUDY PERIOD		
	2009	2015 / 2016 / 2017	2019
70th St West of Cahill Rd	5,645	6,200	*
70th St East of Cahill Rd	9,000	8,700	8,300
Cahill Rd South of 70th St	6,300	5,900	*
Cahill Rd North of 78th St	3,800	3,900	6,500
Metro Blvd South of 70th St	6,200	6,600	10,200
Metro Blvd North of Edina Industrial Blvd	5,500	5,900	7,100
Edina Industrial Blvd from Metro Blvd to Bush Lake Rd	8,500	8,900	17,900
78th St West of Bush Lake Rd	12,500	10,200	13,300
78th St East of Bush Lake Rd	4,350	4,250	*

FREIGHT

The railroad right-of-way that runs north and south through the District is owned by the Canadian Pacific (CP) Railroad. It leases the track to the Twin Cities and Western (TC&W) Railroad, which operates freight trains twice each day; one northbound train and one southbound train. There have been discussions in the past about the potential to use the railroad right-of-way for fixed-guideway transit service; either for intercity commuter rail service between Minneapolis and Northfield for an intracity transit circulator. These discussions are not taking place at this time, whereas:

- In 2002, the MN legislature adopted the Dan Patch "gag rule" (Laws of Minnesota 2002, chapter 393, section 85), which prohibits the Met Council, MnDOT, and regional rail authorities from taking any action or spending any money for study, planning, preliminary engineering, final design or construction of the Dan Patch commuter rail line. The 2010 (and draft 2015) Statewide Rail Plan identifies the Dan Patch corridor for intercity passenger rail within 20 years.
- After conducting a study of the corridor's potential in Edina, the Edina City Council voted to discontinue any study of passenger rail service along this railroad right-of-way in 2017.

However, legislation was introduced in both the Minnesota Senate and House of Representatives to repeal the moratorium in January 2023. These bills are still being debated as of May 2023.



PEDESTRIAN AND BICYCLE INFRASTRUCTURE

BICYCLE FACILITIES

The Nine Mile Creek Regional Trail, an existing pedestrian and bicycle facility, routes along the northern edge and northeast corner of the District. Before crossing the District, it runs several feet below grade on the north side of West 70th Street and north of existing multi-family buildings. It crosses under West 70th Street in a tunnel and daylights in the northwest corner of the District on City-owned property near Amundson Avenue.

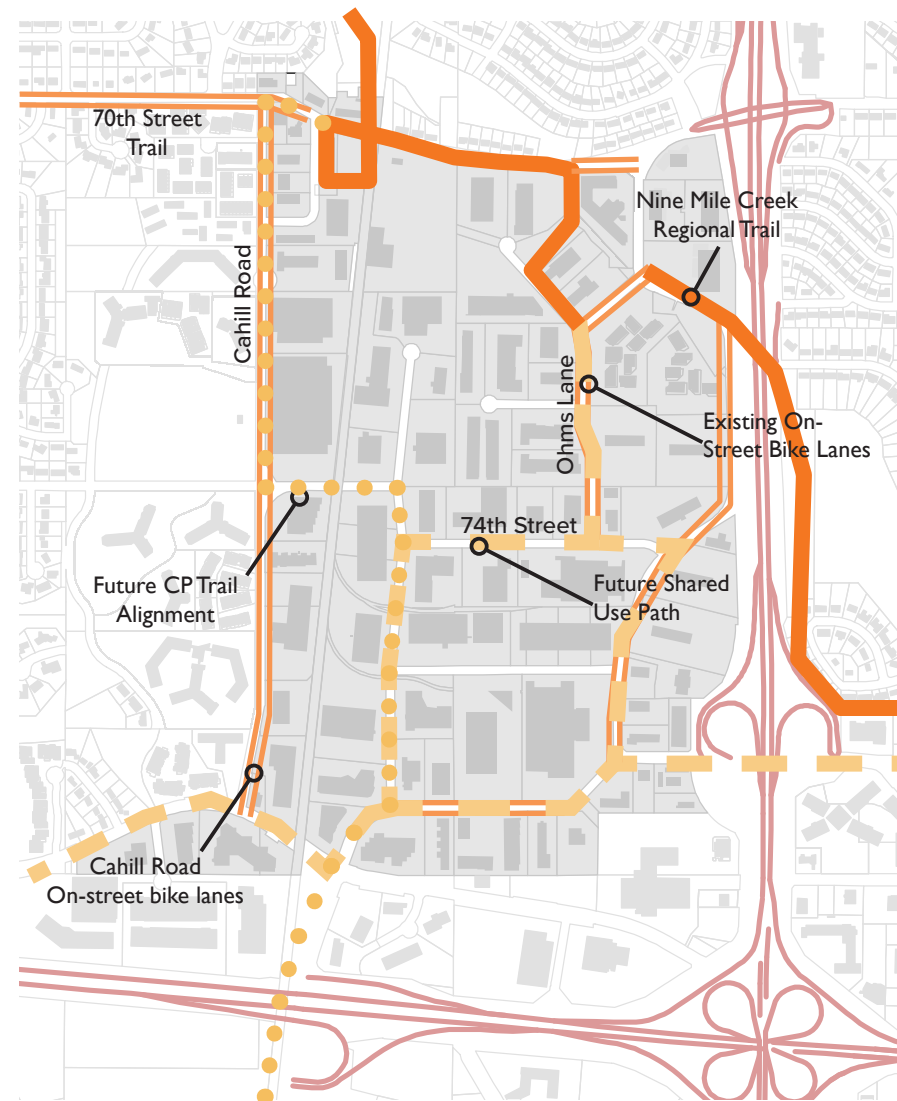
Recently, the Three Rivers Regional Park District identified a preferred alignment for a new trail that will run through the District (shown in the image on the far right). The Canadian Pacific Rail Regional Trail (CP Trail) will traverse six Hennepin County cities, including Edina. This segment of the route will link the existing Nine Mile Creek Regional trail to the Hyland Park Reserve in Bloomington with an alignment along Cahill Road, Dewey Hill Road, Bush Lake Road/Industrial Boulevard, West 78th Street, and East Bush Lake Road. Funding for the CP Regional Trail is yet to be fully acquired.

In addition to these two regional trails, the District has a number of other bicycle facilities. On-street bike lanes are present on Cahill Road, West 70th Street, Ohms Lane and West 72nd Street. Bikeable shoulders are also present on Edina Industrial Boulevard and Metro Boulevard. The on-street northbound and southbound bike paths on Cahill Road are striped and identified as bicycle routes. The others that serve the District are not striped and operate on a “share the road” basis.

PEDESTRIAN FACILITIES

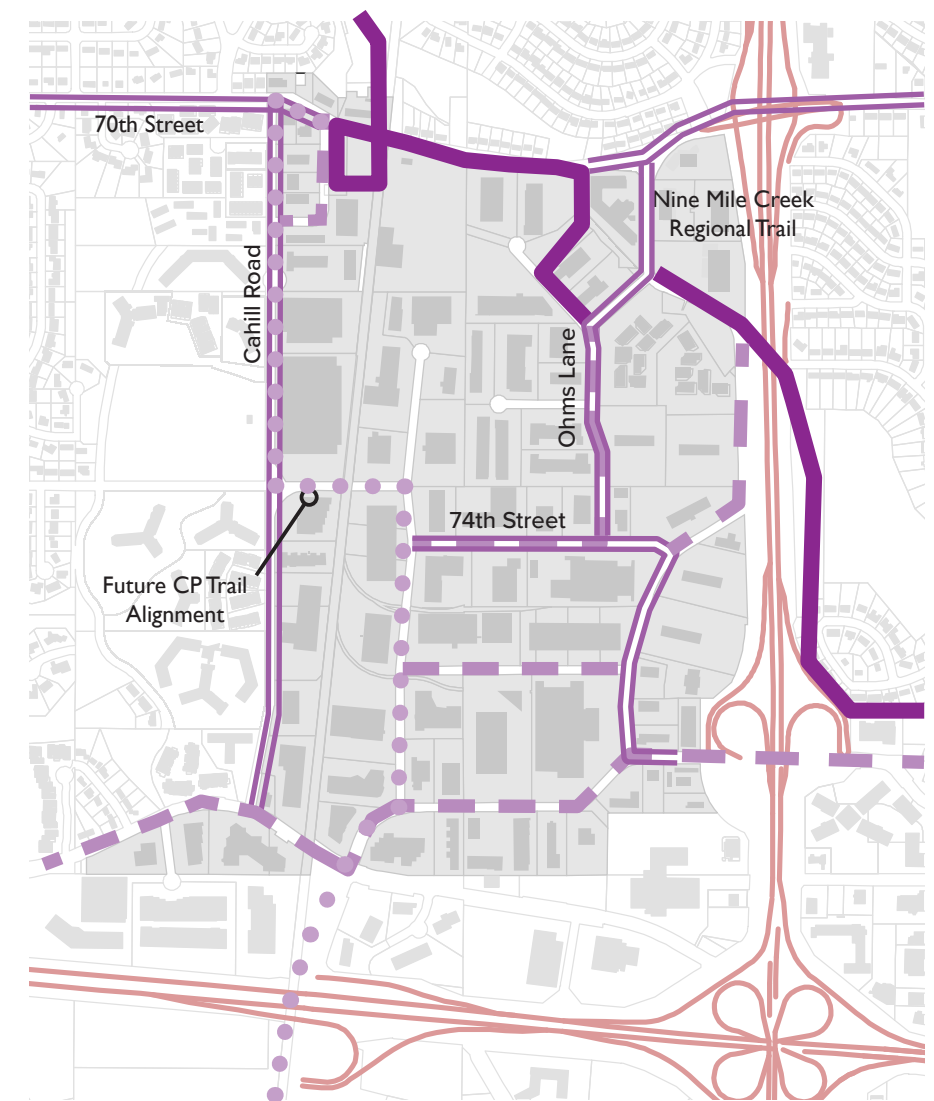
Pedestrian facilities are present only on a few street segments in the Cahill District, as shown on in the map to the right. Generally, the District’s transportation infrastructure consists of roads, streets, and parking lots. Public sidewalks have typically been constructed on only one side of some of the streets in the District, if at all. These include facilities on the west side Cahill Road, the south side of West 74th Street, and the west side of Metro Boulevard south of West 74th Street. In addition to the sidewalks themselves, unsafe crosswalks at intersections also create significant gaps in the pedestrian network.

As part of the 2040 Comprehensive Plan and subsequent Capital Improvement Planning efforts, improvements and extensions to pedestrian facilities are proposed to and through the Cahill District. The map on the far right shows these proposed facilities.



CURRENT & PLANNED BIKE FACILITIES

- Existing Shared-Use Trail
- Existing On-Street Bike Lane
- Planned Improvement
- ● ● ● Future CP Trail Alignment



CURRENT & PLANNED PEDESTRIAN FACILITIES

- Existing Shared-Use Trail
- Existing Sidewalk
- Planned Improvement
- ● ● ● Future CP Trail Alignment

TRANSIT NETWORK

Transit routes currently serving the District are provided by Metro Transit and, as shown to the right, include:

- All-Day Local Route 6 – All-Day Locals serve all stops and operate throughout the day but may offer less frequent service
- Frequent Local Route 540 -- Frequent Locals serve all stops and operate at least every 30 minutes during middays on weekdays and more frequently during rush hours. Evening and weekend service may be less frequent.
- Planned Rush-Hour Route 542 – Service is primarily provided during rush hours. (Monday through Friday 6 to 9 AM and 3 to 6:30 PM.)

Route 6 is a regular route that runs along West 74th Street and Cahill Road and stops at bus stops adjacent to the study area. Route 540 is a regular route that picks up and drops off passengers at the intersection of Bush Lake Road and West 78th Street. Route 542 is currently suspended; however, Metro Transit plans to recommence service of the route along East Bush Lake Road and West 78th Street.

Through field observations it was noted that none of the bus stops on Cahill Road have bus shelters. It was further noted that the locations for the bus stops are inferior and lack sensitivity for the needs of passengers, who are, in fact, pedestrians. The bus stops were located along narrow sidewalks, grassy slopes, and within the splash distance of the curbs. Metro Transit implemented changes to its service plan in response to the COVID pandemic. The most dramatic change was the elimination of express routes, including Route 589, which ran along TH 100 and picked up/dropped off passengers at the Benton Avenue/TH 100 interchange. Prior to the pandemic, Route 578, a local route, operated on West 70th Street. Route 542 was introduced to the District during the pandemic.

METRO TRANSIT ROUTES IN CAHILL



ROUTE 540 ON METRO BOULEVARD



TRANSPORTATION ISSUES

As future land uses are developed for the District, a multimodal transportation system that provides for three categories of movement should be designed:

- Movement between the District and the region,
- Movement between the District and adjacent neighborhoods, and
- Movement within the District.

Realizing this vision of a multi-modal system will open the District to new workers, customers and residents who use walk, bike, roll, or take transit to their destinations. To do so, the following issues in the existing network in and around the Cahill District must be addressed.

ROADWAY CAPACITY DEFICIENCIES

The daily traffic volumes are reasonable given the District's predominance of employment uses. An assessment of traffic volumes against the available existing street geometry and configuration of travel lanes showed that the streets can accommodate existing and forecasted travel demand. There are two exceptions, however, where travel demand will surpass the lane capacity of affected streets. It is forecasted that capacity deficiencies will occur along 70th Street, between Cahill Road and Metro Boulevard, and Industrial Boulevard/ Bush Lake Road between the city limits and TH 100.

SAFETY AND CRASHES

The unusual geometry of the intersection of Cahill Road and Dewey Hill Road (the so-called "triangleabout") is frequently a cause of accidents and driver confusion. It does not accommodate pedestrians and cyclists and negatively impacts transit connectivity.

High crash rates have been observed at:

- West 70th Street and Metro Boulevard (0.4 crashes/year)
- Cahill Road and Dewey Hill Road (0.6 crashes/year)
- West 70th Street/Normandale Road/TH 100 (1.3 crashes/year)
- Metro Boulevard/Edina Industrial Boulevard (1.4 crashes/year)

Staff reports receiving a number of complaints about vehicles exceeding the posted speed limit on West 70th Street. The presence of on-street bike lanes on West 70th Street prevent the construction of conventional speed mitigation measures (curb extensions, chicanes, lane shifts, etc.)

DRIVEWAY ACCESSIBILITY

Industrial Boulevard between Metro Boulevard and TH 100 has a large number of access driveways and a high rate of reported crashes.

PARKING ISSUES

On-street parking is highly utilized on West 74th Street and Bush Lake Road adjacent to the Wooden Hill Brewing Company. The City receives frequent requests to expand on-street parking in the area and hears concerns about the impact of on-street parking on intersection/driveway sight lines and transit access.

TRANSIT

As the economy and social behavior recover from the pandemic, improved transit service (expanded coverage and increased frequencies) may be needed. Land use scenarios developed for consideration should be transit supportive and transit dependent.

Bus stop locations should be improved to ensure a comfortable, safe, and secure environment for transit passengers. Of particular concern is the lack of facilities that connect to transit stops on Metro Boulevard, West 70th Street, Bush Lake Road, and Cahill Road. The district also lacks transit stop amenities. Shelters, benches, and even climate control should be considered.

PEDESTRIAN AND BICYCLE FACILITIES

The West 78th Street Bridge over the railroad right-of-way is a significant gap in the pedestrian network and bicycle network. Multi-modal facilities are needed on the bridge as transit riders frequently complain about having to walk/bike in traffic across the bridge to access a convenient bus stop.

Sidewalks are needed on both sides of the street that effectively link destinations within the District.

The safest and most desirable bicycle facilities are separated from motor vehicle traffic. Opportunities will exist to develop separated, protected bike lanes in the District.

MISSING PEDESTRIAN AND BICYCLE FACILITIES ON THE 78TH STREET BRIDGE OVER THE RAILROAD ROW



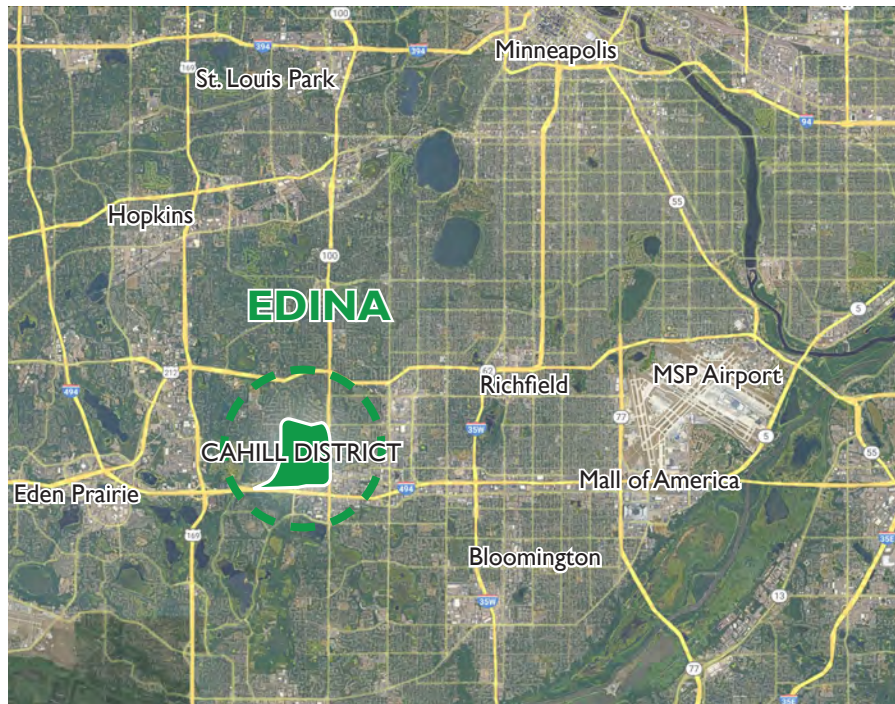
INTERSECTING TRAFFIC AT EDINA INDUSTRIAL BOULEVARD AT METRO BOULEVARD



ECONOMIC CONDITIONS

BUSINESS AND PROPERTY OWNER ENGAGEMENT FINDINGS

Property owners and businesses operating in the Cahill District participated in surveys and focus groups to share their essential perspectives on activities, challenges, and opportunities in the industrial park. Businesses were grouped into one of two categories for the focus groups: firms with national/global markets and firms with local/regional markets. There was additional outreach to property owners who own multi-tenant properties. In both the survey and in focus groups, all participants indicated that they expect the Cahill District will continue to be a competitive location for their businesses over the next decade. While methods and estimates may vary, there are believed to be between 4,000 and 7,000 jobs located within the District.



STRENGTHS AND OPPORTUNITIES OF THE CAHILL DISTRICT

National/global and local/regional firms largely concur on the most prominent strengths of the Cahill District for their operations. Foremost, the District's centralized location in the metro and accompanying freeway access are crucial to attract employees and customers commuting from across the region, and to help meet transportation needs, whereas heavy duty, all-weather roads are important for shipping and receiving year-round in the Midwest. Proximity to air service, frequent transit, and bicycle facilities are also identified as strengths.

Elsewhere, the Cahill District provides an excellent quality of work life for employees. Participants indicated that the presence of childcare, restaurants, retail, and green spaces contribute to an enjoyable environment. One opportunity identified here is to leverage the freeway visibility of the district to enhance retail and dining options along Highway 100. Also, with the shift of workplace dynamics to allow employees to work from home and conduct meetings online, parking needs are changing. In response to this and other factors, the City recently reviewed and revised parking requirements for uses citywide. Reduced parking requirements may lead to redevelopment opportunities in the district on unneeded parking lot areas. The build-out of residential development near employment areas could strengthen retail and dining outlets.

Participants in engagement activities also concurred that property owners and tenants in Cahill regularly make significant investments in maintenance, and interior and exterior improvements which benefit their businesses and their neighbors as well. One opportunity for deepened investment would be to leverage solar power in the District to meet carbon-neutrality goals; another might be to redesign water ponding areas and Nine Mile Creek with facilities for communal and recreational use.

WEAKNESSES AND CHALLENGES OF THE DISTRICT

Still, there are several challenging issues in the Cahill District that could be alleviated through future planning efforts. Participants responded that the stormwater management and flooding standards enforced by the Watershed District limit expansion of their facilities (issues concerning flooding, stormwater, and sewer systems are explored further on in this report).

Additionally, many entities originally located to the District for its industrial zoning. Industries in the district are concerned about the further development of residential and retail properties adjacent to industrial sites within the district, whereas retail operations are already creating challenges for large employers. Included in these are on-street parking issues, where, currently, the potential legal, but unexpected overuse of on-street parking by retail customers is creating problems for industrial employees and deliveries. Noise complaints and pedestrian-freight vehicle collisions could become prevalent issues as well.

Already, property owners have identified a need for safer and better connected sidewalks and crosswalks. Property owners and tenants have also expressed concern that the conversion of industrial sites toward more intense office employment with production areas (and possible residential developments) may increase parking demand, and demand for other amenities and public facilities in the area, which may be unfeasible.

UTILITIES

SEWER CAPACITY

In 2019, the City commissioned a sewer capacity study for locations in the City including the Cahill District.

For the District, the baseline conditions (standard growth without redevelopment) and three redevelopment scenarios were evaluated for impacts on the sewer system capacity. The anticipated increased capacity needs ranged from 290,000 gallons per day (gpd) to 3,000,000 gpd depending on the scenario.

Anticipated increases from each scenario were then contrasted against five system improvement options to determine capacities gained by each option, and associated cost estimates.

Findings from the study indicated that regardless of land use changes within the Cahill District, enhanced sewer capacity would be required even if just to address anticipated increase in demand elsewhere in the sewer system. In that study, Scenario 4 was concluded best, next-least cost option to continuing with baseline conditions (Scenario 1). The City anticipates moving forward with Scenario 4. This Cahill District Plan considers that conclusion in presenting a preferred alternative for development. Utility improvements will be based on land use decisions made in this plan to set the final pipe sizes and needed improvements for 70+ year life-of-infrastructure needs.

The tables to the right are excerpts from the study which detail Scenario 4 and the various engineering options available. The City of Edina's document library hosts the [complete sewer capacity study document](#).

REDEVELOPMENT SCENARIO RESULTS SUMMARY (2019 SEWER CAPACITY STUDY)

Scenario	Within Study Area			Pipe Downstream from Study Area: Pipe G-4094			Lift Station Summary	
	Mean Flow (gpd)	Increase from Existing (gpd)	Increase from Existing (%)	Mean Flow (gpd)	Increase from Existing (gpd)	Increase from Existing (%)	LS-14: Sufficient Capacity? ¹	LS-06: Sufficient Capacity? ²
Existing Conditions	547,941	--	--	1,909,220	--	--	Yes	Yes
Scenario 1 – Baseline Condition	708,065	160,124	29%	2,189,722	280,502	15%	Yes	Yes
Scenario 4 – Industrial to Residential Change in Edge Area and More Intense Industrial and Commercial	3,207,035	2,659,094	485%	4,892,633	2,983,413	156%	No	No

PLANNING-LEVEL OPTION OF COST SUMMARY (2019 SEWER CAPACITY STUDY)

Design Option	Planning-Level Opinion of Probable Cost (OPC)	Scenario 1 – Baseline Condition	Scenario 4 – Industrial to Residential Change in Edge Area and More Intense Industrial and Commercial
Option 1: upsize from study area to new Parklawn lift station	Study Area	\$1,917,000	\$4,025,000
	Section 1	\$1,224,000	\$1,453,000
	Section 2	\$12,253,000	\$20,858,000
	Total Cost	\$15,394,000	\$26,336,000
	Low Range (-50%)	\$7,696,500	\$13,168,500
	High Range (+100%)	\$30,786,000	\$52,674,000
Option 2: diversion south to Bloomington	Study Area	\$1,917,000	\$4,025,000
	Section 1	\$992,000	\$1,440,000
	Section 2	\$115,000	\$173,000
	Parklawn LS Improvements ¹	\$5,012,000	\$5,012,000
	Total Cost	\$8,036,000	\$10,649,000
	Low Range (-50%)	\$4,018,000	\$5,325,000
Option 3: diversion south to W77th and Parklawn lift station	Study Area	\$1,917,000	\$4,025,000
	Section 1	\$992,000	\$1,440,000
	Section 2	\$7,098,000	\$18,192,000
	Parklawn LS Improvements ¹	\$5,012,000	\$5,012,000
	Total Cost	\$15,019,000	\$28,670,000
	Low Range (-50%)	\$7,509,500	\$14,335,000
Option 4: upsize from study area to MCES interceptor	Study Area	\$1,917,000	\$4,025,000
	Section 1	\$1,175,000	\$1,393,000
	Section 2	\$3,526,000	\$10,463,000
	Total Cost	\$6,618,000	\$15,884,000
	Low Range (-50%)	\$3,309,000	\$5,973,500
	High Range (+100%)	\$13,236,000	\$23,894,000
Option 5: option 3 with connection to Bloomington	Study Area	\$1,917,000	\$4,025,000
	Section 1	\$928,000	\$1,376,000
	Section 2	\$115,000	\$173,000
	Section 3	\$7,047,000	\$18,142,000
	Parklawn LS Improvements ¹	\$5,012,000	\$5,012,000
	Total Cost	\$15,019,000	\$28,728,000
	Low Range (-50%)	\$7,510,000	\$14,364,500
	High Range (+100%)	\$30,040,000	\$57,458,000

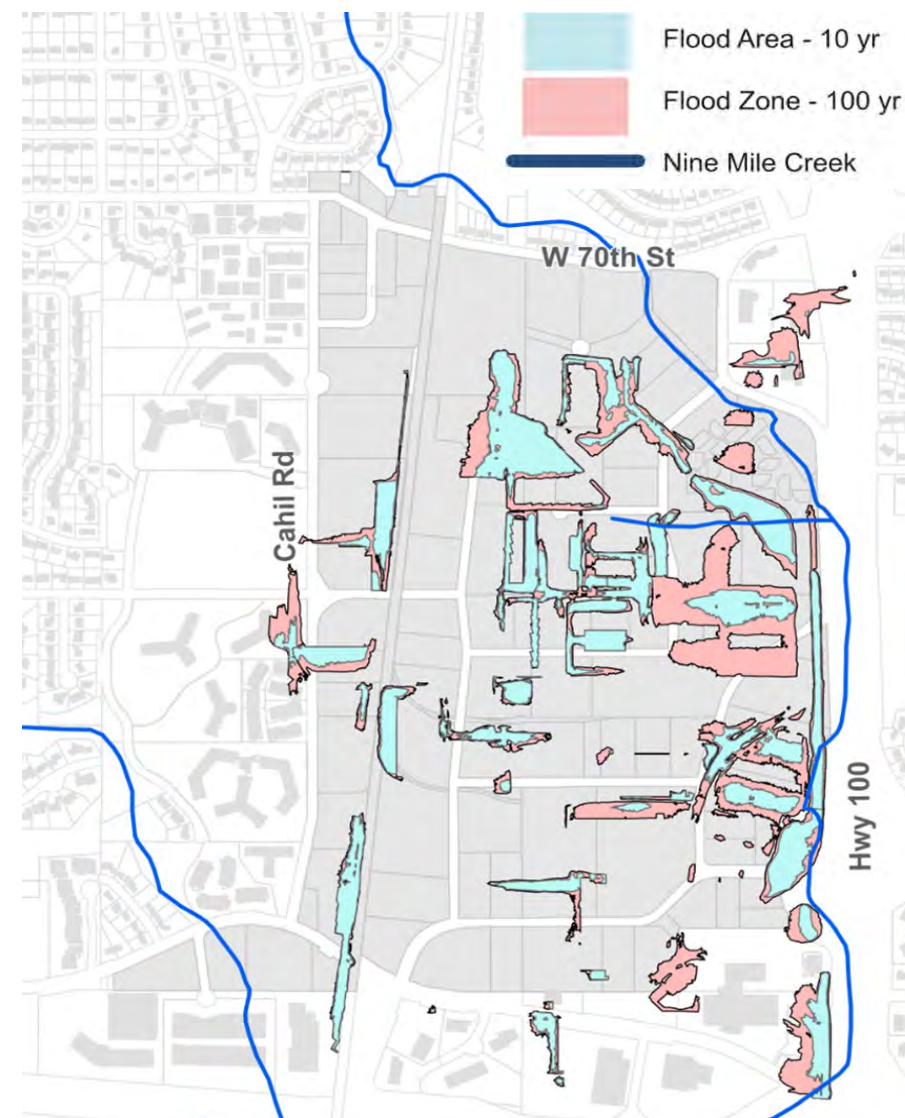
DESIGN OPTION COST PER UNIT OF FLOW CAPACITY PROVIDED (2019 SEWER CAPACITY STUDY)

Design Option	Planning-Level Opinion of Probable Cost per SAC (\$ / SAC)	Scenario 1 – Baseline Condition	Scenario 4 – Industrial to Residential Change in Edge Area and More Intense Industrial and Commercial
Option 1: upsize from study area to new Parklawn lift station	Total Study Area Inflow (SAC)	2,584	11,705
	Total Design Option Cost	\$15,394,000	\$26,336,000
	Total Cost per SAC (\$ / SAC)	\$5,957	\$2,250
Option 2: diversion south to Bloomington	Total Study Area Inflow (SAC)	2,584	11,705
	Total Design Option Cost	\$8,036,000	\$10,649,000
	Total Cost per SAC (\$ / SAC)	\$3,110	\$910
Option 3: diversion south to W77th and Parklawn lift station	Total Study Area Inflow (SAC)	2,584	11,705
	Total Design Option Cost	\$15,019,000	\$28,670,000
	Total Cost per SAC (\$ / SAC)	\$5,812	\$2,449
Option 4: upsize from study area to MCES interceptor	Total Study Area Inflow (SAC)	2,584	11,705
	Total Design Option Cost	\$6,618,000	\$15,884,000
	Total Cost per SAC (\$ / SAC)	\$2,561	\$1,357
Option 5: option 3 with connection to Bloomington	Total Study Area Inflow (SAC)	2,584	11,705
	Total Design Option Cost	\$15,019,000	\$28,728,000
	Total Cost per SAC (\$ / SAC)	\$5,812	\$2,454

WETLANDS AND FLOODING

The Cahill District is located on the site of a historic wetland. While most of that wetland has been displaced by impervious surface, the topography of the area and other natural factors, including the remaining Nine Mile Creek, continues to cause flooding concerns. There are significant 10-year (10%) flood areas and 100-year (1%) flood zones in the district. There should be considered at length during the next phases of planning in the district.

FLOOD ZONES

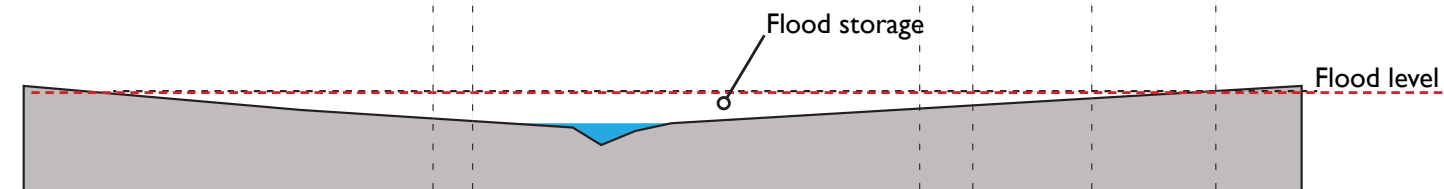


STORMWATER CAPACITY

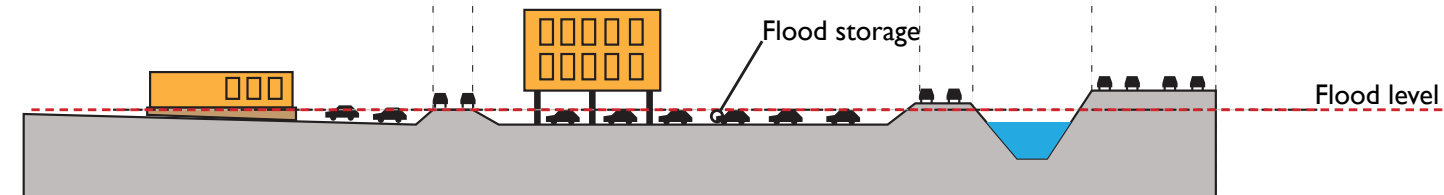
As a result of the significant presence of flood areas and flood zones in the District, there is very little capacity for underground parking or basement levels. Constructing flood-proof structures could require higher first floor elevations above grade. The City and property developers will need to partner with the Watershed District to find solutions for additional space for stormwater management in the district. Past and present conditions are shown in the schematics below.

PAST AND PRESENT STORMWATER MANAGEMENT

Past Condition



Present Condition



CONFLICTS AND ALTERNATIVES



MANAGING CHANGE

The process of change in the Cahill District is inevitable. Businesses will come and go, buildings will be improved or fall into disrepair, and the function of the district in the region will continue to shift as areas around it do as well. The value of a district plan in this context is to seek a purposeful, guided path forward - one that maximizes benefits to Edina and supports a resilient District. Supporting this change however requires multiple considerations.

ROLE OF THE PUBLIC SECTOR

The City's path forward is necessarily constrained. The City controls a fairly small amount of land in this large district, with few prospects for major acquisitions at present. Additionally, the district is already functioning reasonably well and yielding significant benefit to the city and property owners. This area therefore is not like Southdale or Centennial Lakes, where consolidated ownership and largely vacant lands made it possible to enact broad and sweeping changes.

In the context of this, the City's role is anticipated to include the following:

- Updated policy and regulatory direction, providing guidelines and signaling intent in terms of the City's vision for the district
- Assessment demand for and capacity of public infrastructure and services, to ensure it is sufficient to meet needs
- Investment in basic infrastructure, included needed upgrades to wastewater and other utilities to meet basic standards and provide additional capacity when directed by policy
- Investment in the public realm consistent with approved plans and policies, prioritizing publicly owned right of way
- Opportunity-driven coordination, collaboration, and/or partnership with other public and private entities seeking to make investments in the district, on a case-by-case basis
- Other specific actions, as outlined in the Implementation section of this plan

OPPORTUNITY COST OF REDEVELOPMENT

As the current mix of uses in this area has considerable value to the City, any redevelopment scenario must consider the opportunity cost of replacing or significantly modifying existing uses. This is especially true for industrial uses, given that Edina has no other designated industrial district like Cahill. If an industrial area is eliminated in favor of another use, there is a question regarding whether the replacing use would provide more or less net benefit to the community.

Industrial districts in developed communities often play a subtle but important support role for the function of other uses. Services provide back-office support for other Edina businesses. Office spaces provide professional services for Edina residents, from lawyers to chiropractors. And others – like batting cages and hockey rinks – simply can't find spaces with the size, dimension, and price point anywhere else in Edina.

While the City is not mandated to accommodate all uses there today, this reality suggests changes to the District should be made with care.

CAPACITY OF PUBLIC SYSTEMS AND SERVICES

As the history of the district demonstrates, capacity constraints are no accident. The selection of former wetlands has constrained development since day one, and the roadway network was designed as auto and truck oriented. At the same time, factors like climate change and variations in regional growth patterns have impacted these systems in ways that have furthered the constraints and raised questions about the need for improvement.

It is expected that any redevelopment of the area will involve at least some intensification of uses. This may add to workers, residents, customers, visitors, and others in the area, potentially putting pressure on public services. In addition to added traffic and demand for utilities, this could equate to additional needs for public parks, schools, safety, and health services. While any one project cannot be held responsible for cumulative impacts citywide, public decision makers will need to take these impacts into account when making decisions about permitting development and allocating resources to public infrastructure and services.

BALANCING CONNECTION AND SEPARATION

The development of the Cahill district will need to strike a balance between connectivity and separation with the surrounding area.

On the side of connectivity, there is significant opportunity to make meaningful pedestrian and bicycle connections through the district. This can provide safer and more intuitive ways to connect to both current and planned regional trail corridors, leveraging that resource for transportation and recreational purposes. Improved multimodal connections can be an important amenity for workers and residents to provide options within the district.

On the side of separation, it will still be important to provide some separation between traffic and other users within the district. Routing trucks so they minimize potential conflicts with pedestrians and bicyclists will make travel safer and more comfortable for all modes. Additionally, buffering and separating incompatible uses can reduce conflicts and mitigate impacts such as light, noise, vibration, and activity outside during typical hours.

BUILDING SUSTAINABILITY

While sustainability in the District may take many meanings (environmental, economic, social, etc.), this plan utilizes an understanding of, "meeting the needs of the present without compromising the ability of future generations to meet their own needs." Some sustainability implications are briefly noted below.

For environmental sustainability, this can have implications for management and restoration of natural areas, reducing dependency on scarce natural resources such as through energy efficiency, and other offsets via green building and business practices.

For economic sustainability, this can have implications for providing opportunities for businesses to grow and thrive. It can also relate to strengthening and growing the City's tax base as a way to pay for needed investments in public infrastructure and services and to maintain a more consistent level of services without significant impacts on residents.

From the perspective of social sustainability, this can have implications for ensuring the district is keeping pace with the ever-evolving needs of a changing community. This can include places that provide social connections and economic sustainability for people.

CONCEPT DEVELOPMENT

Concept development of the District was a multi-step process, centered on an understanding that, at a scale of over 300 acres, the District can be several things at once. As such, development scenarios were organized around a series of subdistricts, each with their own arrangement and connections to surrounding areas.

Anchoring these subdistricts was the concept of “two nodes and a core”, which originated initially from feedback at the second public open house. This information was further refined with additional input from the Work Group, developer roundtables, and land use best practices.

The Neighborhood Node represents the 70th and Cahill area, and reflects the general policy guidance of the City’s 2019 70th and Cahill Small Area Plan.

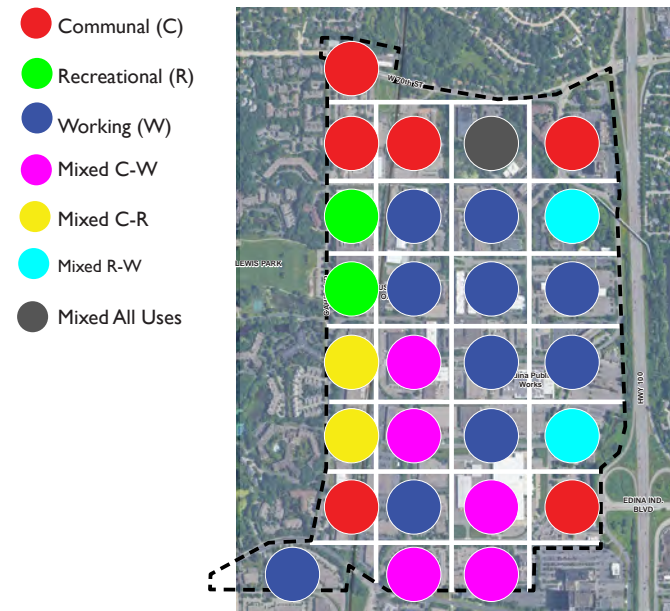
The other node encompasses retail uses along Edina Industrial Boulevard and Hwy 100, which serves employees and business of both the Cahill District and Pentagon Park.

The Industrial Core represents the current mix of industrial and service uses existing today in the district. A critical direction identified through this plan was a desire to preserve the physical core and its allowed uses in the district today.

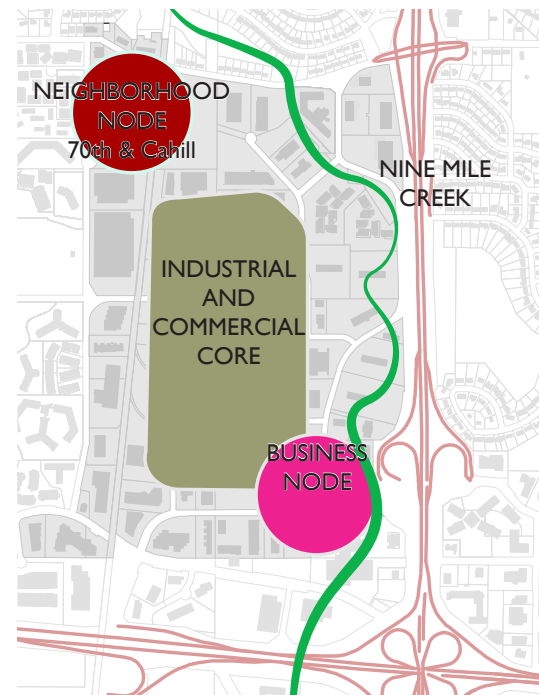
The concept of two nodes and a core became the foundational constant for scenario development, and the organizing framework for understanding land uses within and around the District.

Using this grounding framework, a subdistrict typology was established with potential and likely land uses that would be found in each scenario. Each subdistrict was developed towards a vision of preserving the core character of the District, while presenting new opportunities for it to grow and evolve.

OPEN HOUSE #2 “DESIRED ACTIVITIES” RESULTS



TWO NODES AND A CORE CONCEPT



NEIGHBORHOOD NODE

The Neighborhood Node area is the primary destination for locally-serving businesses that cater to the everyday needs of local Edina residents as well as multifamily residential. The Neighborhood Node is the place to meet neighbors for coffee in the morning, to grab lunch with coworkers, or take your kids to dance studio after work.

INDUSTRIAL CORE

The Industrial Core is comprised of the enterprising essence of the Cahill District, preserving and celebrating its identity as a district for both forward-thinking industry and essential support services for the city. Uses here reflect a similar composition of existing businesses — fabricators and manufacturing, community and businesses services, office spaces — and will continue to provide goods and services with local, regional, and global impacts.

BUSINESS NODE

The Business Node leverages its prime location at the Edina Industrial Blvd and Hwy 100 interchange to offer a key business-serving commercial destination, and supportive offices. The area will be hub for retail and services oriented to businesses and employees in both the Cahill and Pentagon Park districts.

NEIGHBORHOOD MIXED USE

The Neighborhood Mixed Use Activity Center area blends retail, office, light industrial, and multi-family housing within a cohesive subarea. The resulting mixed-use neighborhood is a place where residents can live, work, and play, offering both daytime employment and services, before turning to evening retail and dining spaces in which to gather and serve as a destination and amenity for surrounding neighborhoods.

HIGH EMPLOYMENT

The High Employment Office area offers modern, well connected office spaces that elevate the image of the Cahill District, and Edina’s role as a high-quality employment center in the Twin Cities. These intensive, medium- and large-scale office spaces provide an additional employment offering to the adjacent Industrial Core, with sectors oriented towards tech and innovation, complimentary to the existing entrepreneurial identity of the District.

SCENARIO DEVELOPMENT PROCESS

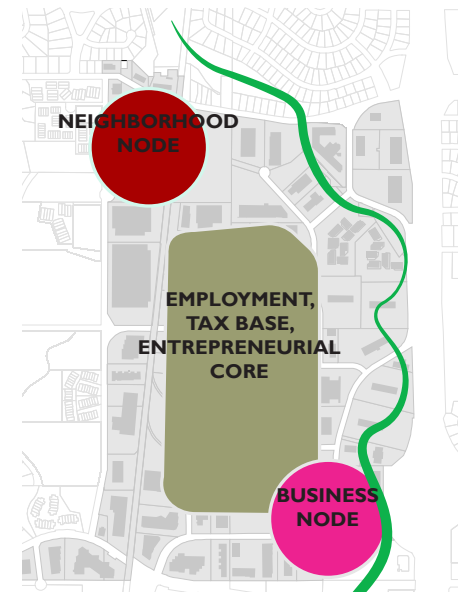
These subdistricts were then combined with the foundational Two Nodes and a Core framework into a series of preliminary physical subdistrict zones, and the formation of four preliminary land use scenarios. Additional constants for each scenario were applied, each of which derived from Work Group guidance, and aligning with the District Plan’s guidance principles and goals. These additional constants included:

- An east/west connection
- Amenity laden east edge
- More neighborhood friendly north and west edges
- Greater density and intensity to the south and east edges

No scenarios were developed that included no new housing, as feedback from the first two open houses and the Work Group identified a strong desire and need for additional housing options within the City.

The most notable distinction across each scenario was the location and scale of the Neighborhood Mixed Use subdistrict, in relation to High Density Employment. This scale varies as the plan explored access needs, and potential impacts of a mixed use district containing residential uses.

TWO NODES AND A CORE

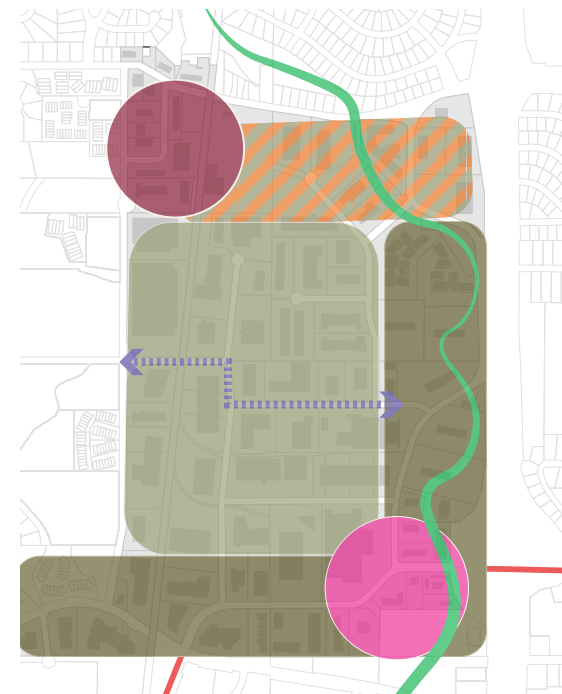


ADDITIONAL SUBDISTRICTS



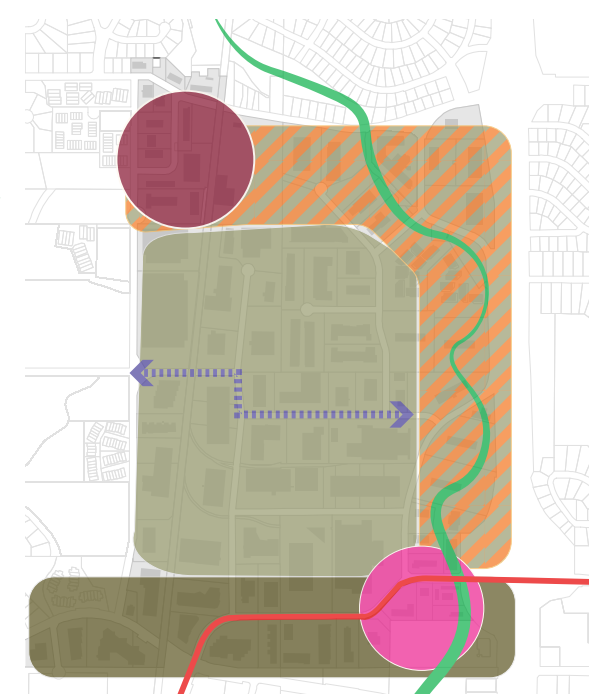
SCENARIO A

Neighborhood mixed use fronts the already residential 70th St, whereas high employment office is located along Hwy 100.



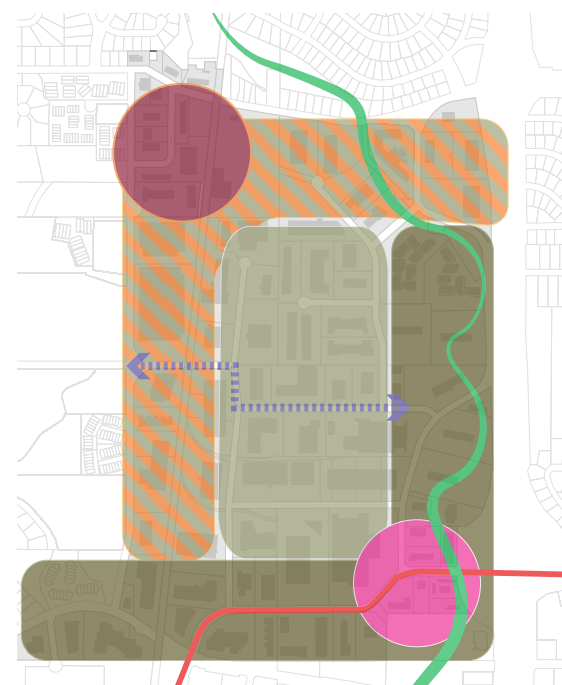
SCENARIO B

Neighborhood mixed use fronts the already residential 70th St and Hwy 100, creating a need to amenitize the creek and east edge as redevelopment would occur.



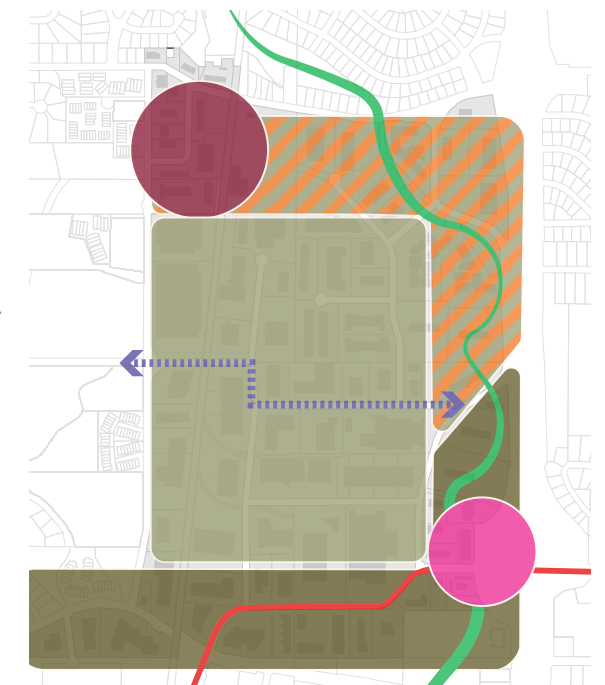
SCENARIO C

Neighborhood mixed use fronts the already residential 70th St, and also along Cahill Rd in attempt to “soften” the District’s edge. High employment office is located along Hwy 100.



SCENARIO D

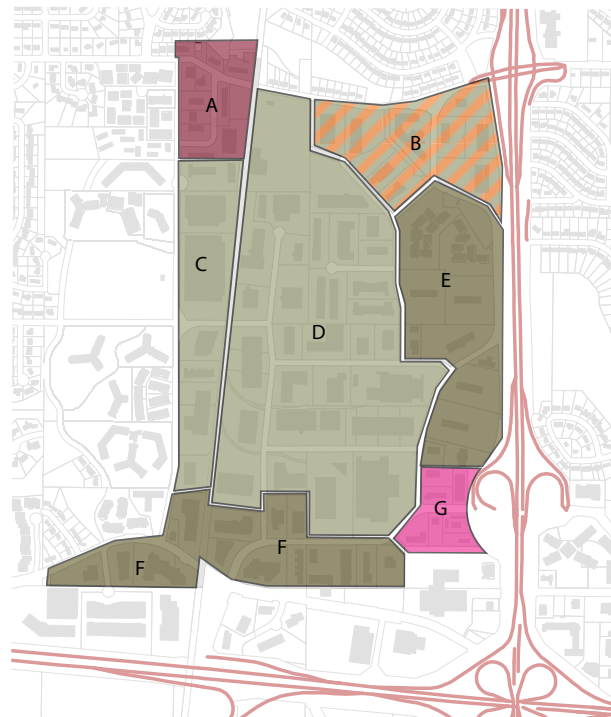
Neighborhood mixed use fronts the already residential 70th St, and splits its placement along Hwy 100 with high employment office, balancing the two subdistricts and creating a need to amenitize the creek and east edge as redevelopment would occur.



Each scenario was then refined to align with and reflect current parcel boundaries, existing land uses, existing roadway network, other boundaries, and the most appropriate location for the placement of land uses within each subdistrict.

Additional scenario information and metrics can be found in Appendix D.

SCENARIO A

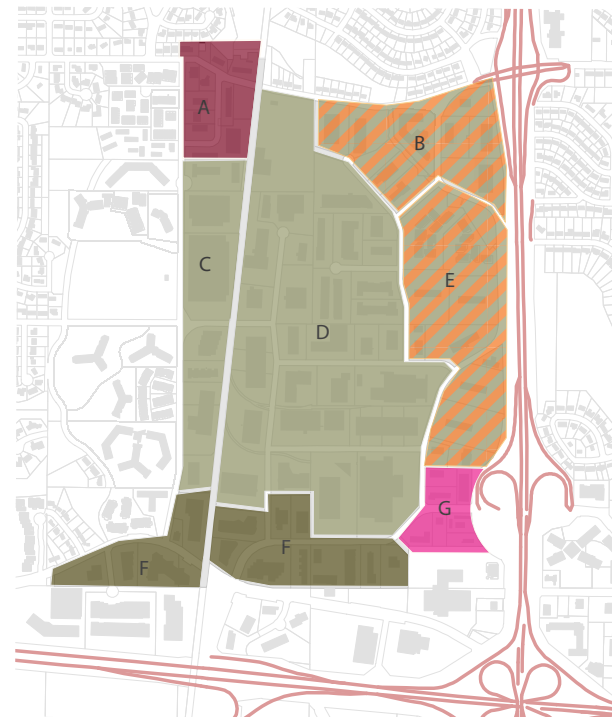


OPEN FOR BUSINESS

The District is defined by industrial, service, and office uses, while introducing high employment offices along the east and south edges.

This Cahill District is a high-employment center for innovation that brings together different types of employers into a single location.

SCENARIO B

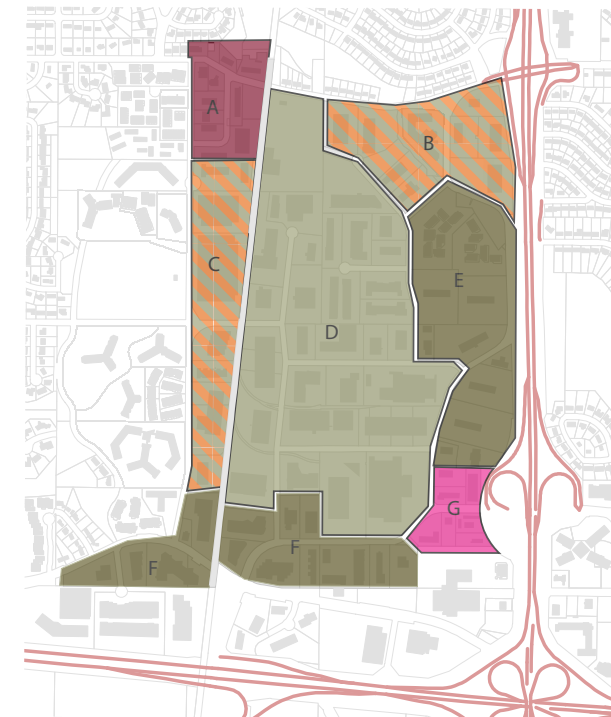


OPEN TO MIXING

The District is defined by a mix of employment and residential uses, anchored by industrial, service, and office while introducing significant new blended neighborhood to the east.

This Cahill District is an employment center for innovation that brings together different types of employers and a sizable new mixed-use neighborhood along one edge of the district.

SCENARIO C

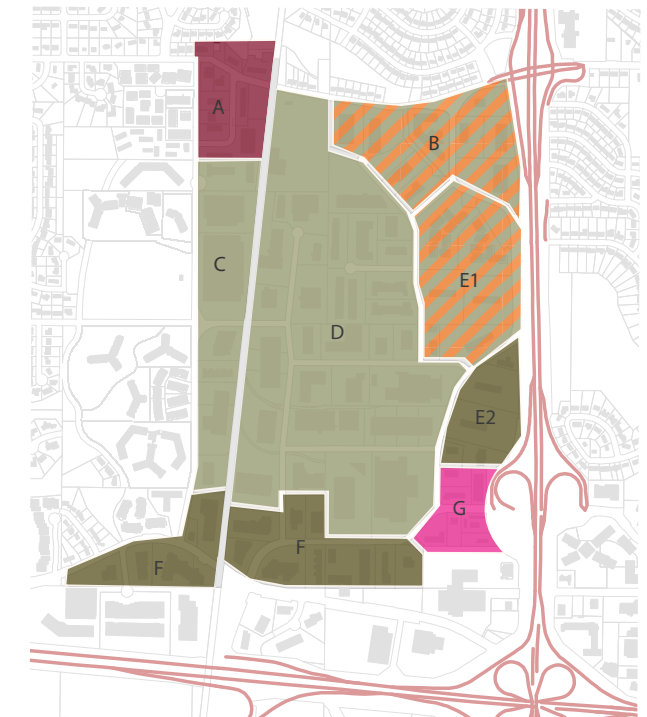


BLENDED EDGES

The district maintains its interior industrial, service, and office uses, but introduces high employment offices along the east and south edge, while “softening” the west edge with blended living options.

This Cahill District is an employment center for innovation, that offers high employment and living options blended along the edges of the district.

SCENARIO D



HYBRID

The District is defined primarily by industrial, service, and office uses, but also introduces a significant mixed-use live-work neighborhood along with east edge.

This Cahill District is a destination for innovation employment, living, and gathering with coworkers or friends.



SCENARIO EVALUATION

The process for evaluating the draft development concepts was an iterative one, based on considering, valuing, and prioritizing a range of community outcomes. Factors considered included the following:

BENEFITS OF PROPOSED SCENARIOS

FISCAL STABILITY

Contributions to fiscal stability include development that stabilizes and/or increases the city's property tax base. This is important to cover the cost of public infrastructure and city services associated with development, as well as reducing pressure on other taxpaying properties through a growing and diversified tax base. It should be noted that not all benefits to the city are easily quantifiable, so this analysis did not include a full fiscal impact study. Instead, it recognized that new development must overall increase the value of properties, in part through intensification of use of sites through development.

SUSTAINABILITY FACTORS

Contributions to sustainability are also an important category of benefits, to ensure benefits are long lasting and have enduring value. This includes a broad definition of sustainability to include economic, social, and environmental benefits. In the context of developing the area, this includes factors such as accommodating forecasted job and/or housing growth (economic), providing additional services and options to meet community needs (social), and reducing development's carbon footprint and environmental impact (environmental).

LIVABILITY FACTORS

Additionally, livability factors reflect the importance that the development contributes to maintaining and enhancing a high quality of life for the community. This theme came through strongly throughout the planning process, including in its original framing. Factors considered included improved walkability and accessibility, improved opportunities for positive activity and social interaction, enhanced placemaking and identity, and reduced dependency on cars to get around.

COSTS OF PROPOSED SCENARIOS

DEMAND FOR PUBLIC SERVICES

New and intensified development is associated with a range of public sector costs. For the sake of this analysis, it focused primarily on those at the local level, rather than state or federal impacts. With this in mind, the biggest areas of consideration were impacts on the capacity and costs to public schools, public safety and emergency services, and parks and recreation. Schools in particular were raised as a concern due to concerns about system capacity to accommodate growth.

DEMAND FOR PUBLIC INFRASTRUCTURE

Likewise, development leads to additional costs with public infrastructure. Again, for the sake of this exercise, the focus was on local impacts. Factors identified include impacts on wastewater, stormwater, and water utility capacity, roadway maintenance and traffic management, and increased demand for transportation-related facilities including pedestrian/bicycle upgrades and parking systems. Sewer and stormwater system capacity in particular were raised as concerns due to preexisting constraints in the current systems.

EVALUATION PROCESS

It was determined that a full quantitative analysis would not be possible, given that this plan is at a high-level concept stage that lacks the detail needed for full cost/benefit accounting. Additionally, there are some inherent trade-offs between scenarios. For instance, a heavily industrial scenario may have relatively lower public service costs, but also may have lower potential overall public benefits. At the same time, a more mixed-use future could have greater public benefits, but also may have greater public costs. This reflects the fact that value of uses is often capitalized into property values.

To overcome these limitations, the scenario evaluation process relied on prioritization exercises via the working group, public engagement, and stakeholder conversations. Participants were asked to evaluate overall importance of key considerations in selecting a scenario, including being able to add their own.

SCENARIO SELECTION

The final stage of engagement was focused on reaching a decision around the potential development scenarios and prioritizing the criteria to be used in guiding other plan elements, based on the factors covered in this section. Feedback was collected via:

- Working Group discussions and iterative ranking exercises
- Individual and group participation in Workshop #3
- Feedback received via Better Together Edina portal

Collectively, the results of these three methods favored a scenario that was primarily industrial. Of the four choices, Scenario A was the most favored overall, followed in order by Scenarios C, B, and D. The reasons given were focused on affirming the importance of this area an industrial and employment district controlling increases to city services, while allowing for some change.

During the criteria prioritization exercises, the five below had the highest average weighted prioritization:

1. Community Serving: outcomes enhance local community building, expands city amenities, and supports quality of life.
2. Job Creation: anticipated number, type, and quality of jobs that could be created.
3. Public Space and Streetscape Improvements: opportunities to introduce high quality public space and streetscape improvements that enhance land uses, and the district as a destination.
4. Utility Capacity: site and district limitations, opportunities, and analysis needs on sanitary, storm, flooding, and limits on density/intensity.
5. Sustainability: supports city goals of being a leader in sustainability and environmental resilience.

This direction has helped shape the recommendations in this plan. On the aspirational side, the plan focuses on ways to advance uses that are community serving and feature improved sustainability, connectivity, and amenity through an enhanced public realm. On the cautionary side, the plan considers how limitations and constraints in public systems (from utilities to schools) should inform a prudent and managed approach to accommodating growth.

PREFERRED ALTERNATIVE



CONCEPT DESCRIPTION

OVERALL PLAN AND COMPOSITION

The preferred alternative, Scenario A: Open for Business, is a confirmation to maintain the Cahill District as a predominantly jobs-based and working District. With the exception of creating a few defined mixed use areas, the majority of the District's approximately 380 acres will be dedicated to a variety of job-producing land uses: light industrial, and higher density office.

While this Plan confirms the future of the District as one that supports a wide range of employment uses, it is not a plan to maintain the status quo as an isolated underutilized district. The City acknowledges the need to aggressively promote tax base redevelopment and access to in-town jobs for Edina residents. This Plan takes a hands-on approach to ensuring the District adapts to the emerging needs of business districts by promoting flexibility, resilience, partnerships, and outdoor amenities. The Plan anticipates and supports the evolution of the District into one of the premier employment districts in the region by supporting greater intensity of land use, important public realm improvements, greater connections to the community, and clearly defining the edges of the district.



Alternative A: Open For Business

DISTRICT CHARACTER AND IDENTITY

The character and identity of the District will evolve over time from being a primarily 9-5 weekday District used by people working in the District, to one in which a wider range of people are coming and going into the District - both to work, visit, recreate and live.

The prevailing land use will remain focused on jobs, employment and tax base. However the full complement of work in the District will evolve to become cleaner, more refined and advanced, more creative, and more collaborative. Over time, the overall mix of businesses will organically evolve to meet the changing needs of the community with aspirations to become one of the most desirable places in the region to grow a business.

The District will continue to leverage its regional access and proximity to the airport and other anchors in the west metro, however increasingly, it will be known for and leverage assets such as trail connections, transit access, proximity to local workforce, and connections to nearby neighborhoods and districts. Employees and employers will increasingly choose to locate in the District because it offers access to customers, like and complementary businesses, necessary support services, and outdoor amenities.

As the Cahill District evolves it will also become better integrated with its surroundings, while remaining primarily an employment district. Originally designed as an industrial district in the 1960's, the area was intentionally separated and isolated - intended to be fully oriented to the highways, not the community. This Plan provides targeted recommendations and strategies in land use, transportation, public realm along the edges of the District adjacent to its north and east residential edges.

The Cahill District will become a place...

...where businesses large and small can find a home to grow alongside a community that cares about its future.

...that is entrepreneurial, adaptable, varied, and evolving with a range of building spaces and types that blend advanced industry, commerce, and education/ research.

... that provides exceptional access to the nearby workforce and customer base.

...that contains a complementary set of live/work options that elevates the character and image of the district.

...that excites people, and is attractive to development and investment

...where public spaces connect (internally and externally), to help reduce flooding, reinforce the identity of the District, and provide recreational opportunities for employees, visitors and residents.

...where street connections and improvements improve safety, wayfinding, circulation, and accessibility for all users while unlocking the development potential of the district.

VALUE OF APPROACH TO EDINA

As a fully built out community in the west metro Cahill District has been under pressure for years to redevelop with housing and other non-employment uses. If land use policy permitted housing, it is likely that many properties would redevelop as such.

Nonetheless, there are countervailing reasons to maintain (and improve) Cahill as primarily an employment district. From a fiscal and revenue standpoint, enhancing it as an important tax base contributor to Edina will benefit the entire community. It will reduce the tax burden on the rest of the community while helping Edina to provide critical services to its residents.

Having a dedicated area of the city for flexible light industrial uses will allow the City to attract living wage jobs with a low barrier to entry. Furthermore, clean manufacturing, advanced processing and other similar industrial (and commercial/research) companies are essential to the overall health of a regional economy and likely beneficial to many Edina based companies. Allowing them to operate “in town” rather than in a distant industrial park not only keeps the jobs in Edina, but improves their ability to create industry relationships with other businesses in Edina.

The benefits of maintaining much of the District as an employment District go beyond simply providing tax base. As a relatively affordable place to start and run a business, the District offers an increasingly rare opportunity for Edina residents to live close to work - and for many, to start a business close to work. With time being an increasingly valuable commodity in people’s lives, proximity to work is an increasingly important factor in choosing where to work and live.

The District also offers an increasingly scarce opportunity for small businesses that cater to the needs of residents in Edina to be located in close proximity to each other and to their customers. Though not traditional light industrial uses, businesses such as dance studios, framing shops, carpentry shops, and fitness studios that view Edina residents as their customer base can find affordable space in the District. And importantly, Edina residents can patronize them without traveling to a distant community.

In recent years the District has become home to a few important social spaces. Minnesota Made (Hockey) and Wooden Hill Brewery are businesses with a social component that have become an important part of Edina’s social fabric. With the introduction of these businesses (and others) the District has become more lively and active on weekends and evenings and more important to the lives of Edina residents.

DIVERSITY OF USES / DIVERSITY OF BENEFITS

A complete community needs a variety of development types and land uses. No one type delivers high benefits across all measurements. The future Cahill District will have a range of development types and land uses within it. The table below illustrates how the different types yield different benefits to the community. It is important to note that all items in the matrix are

not identically weighted and the selected alternative recognizes the tradeoffs of emphasizing industrial and employment uses over housing. Furthermore with the scarcity of land in Edina, and the difficulty of creating new employment areas, the presence of such a District carries extra value that is permanently lost if transitioned to non employment uses.

BENEFITS		NEIGHBORHOOD NODE	COMMERCIAL NODE	INDUSTRIAL CORE	HIGH DENSITY EMPLOYMENT	COMMUNITY MIXED USE
FISCAL STABILITY	Property tax	high	high	high	high	high
	Sales tax	high	high	low	medium	high
	Net fiscal benefit	medium	high	high	high	high
LIVABILITY	Improved walkability	high	medium	low	medium	high
	Social Activity	high	medium	low	medium	high
	Placemaking and identity	high	medium	low	medium	high
	Reducing Car dependency	high	medium	low	low	medium
	Reduced impervious	medium	low	low	low	medium
SUSTAINABILITY	Reduced Carbon footprint	high	medium	low	low	medium
	Supports Transit Ridership	medium	medium	medium	high	high
	New Housing Options	high	low	low	low	medium
GROWTH	New jobs and Businesses	low	medium	high	high	high

COSTS		NEIGHBORHOOD NODE	COMMERCIAL NODE	INDUSTRIAL CORE	HIGH DENSITY EMPLOYMENT	COMMUNITY MIXED USE
DEMAND FOR PUBLIC SERVICES	Parks and recreation	medium	low	low	low	medium
	Schools	medium	low	low	low	medium
	Public Health and Safety	medium	medium	low	low	medium
DEMAND FOR INFRASTRUCTURE	Road Maintenance and Traffic	medium	medium	high	high	medium
	Pedestrian and bike facilities	high	medium	low	low	medium
	Parking for Destination uses	low	medium	low	medium	medium
	Water and Sewer Utility capacity	medium	medium	medium	high	high

DESCRIPTION OF PLACES WITHIN THE DISTRICT

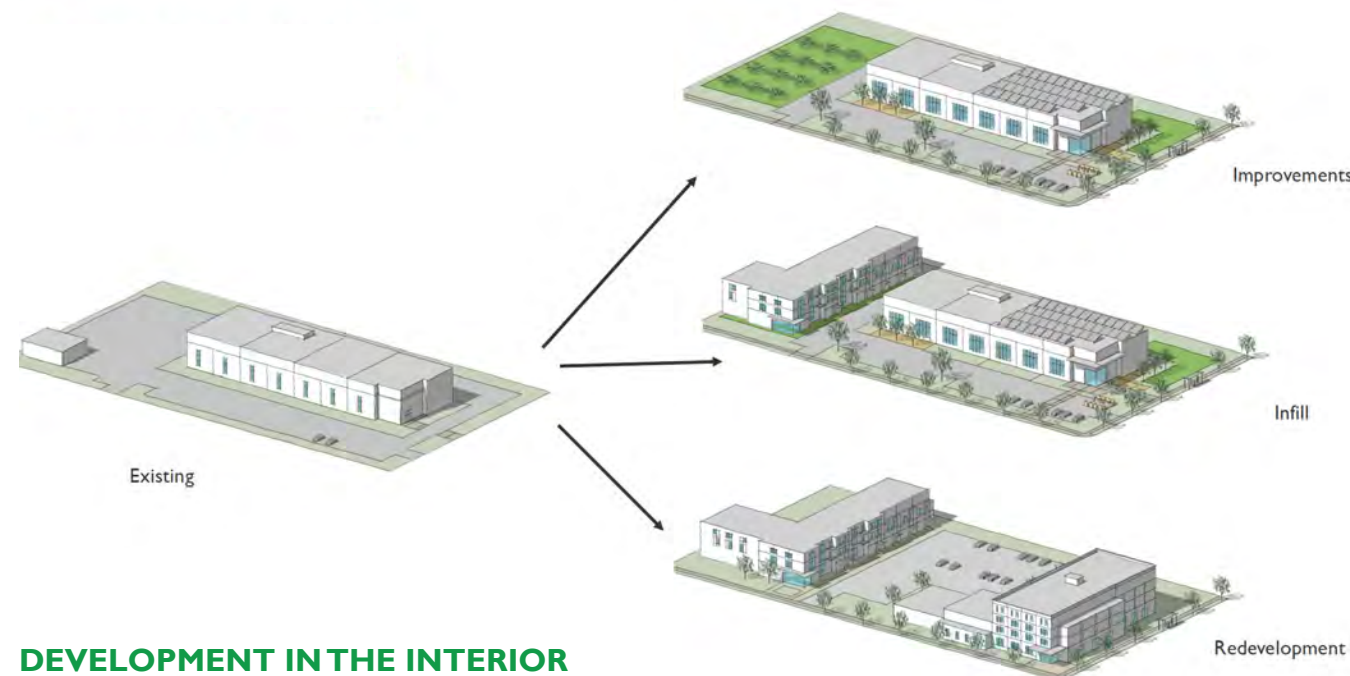
THE INTERIOR OF THE DISTRICT

The core of the District will remain primarily for business and commerce, permissive with what current employment uses are permitted. Legacy companies will remain in operation; their freight and truck needs will be supported with a roadway network that ensures trucks can operate safely alongside other modes of travel. Other buildings between Cahill and Ohms will continue to evolve towards greater intensification - some with new tenants and more employees, others with additions that add square footage and greater utilization to the site.

In order to maintain competitiveness, over time, both private buildings and public space will offer more amenities. Buildings will open up to the

outside, with street-facing entries and patios for employees; and streets will be rebuilt with appropriate sidewalks, public artwork, bike lanes, greater landscaping, and more green infrastructure. A more amenity rich environment will attract new companies and more employees.

Consideration should be given to introducing additional business support amenities such as co-working spaces, entrepreneurial hubs, and other emerging enterprises designed to create a strong entrepreneurial eco-system.



DEVELOPMENT IN THE INTERIOR

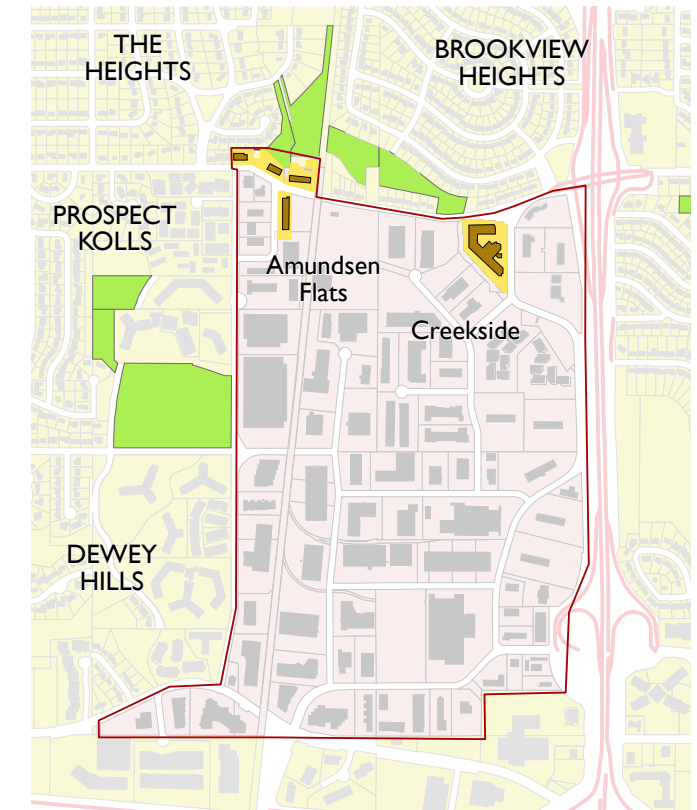
Given land constraints and financial viability, it is likely that properties throughout the interior of the district will develop in a variety of ways. Some will make simple improvements to the site and buildings, other may redevelop to a higher and greater use with new buildings.

HOUSING IN THE DISTRICT - THE NORTHEAST AND NORTHWEST CORNERS

The two residential buildings in the District, (currently separated from each other and isolated in the District) will be supported with adjacent housing and amenities. The northwest corner of the District (home to Amundsen Flats) will become a neighborhood node with additional housing, retail, and neighborhood services. New and existing businesses will co-exist as the area evolves to serve many of the daily needs of nearby Edina residents. Consideration should be given to include this area in one of the adjacent neighborhoods.

The northeast corner of the District (home to Creekside) will leverage its position along Nine Mile Creek and with highway access by evolving into a higher density neighborhood-scale mixed use district - with housing and employment uses intermixed. This portion of the District will serve as a transition between the core of the District and the established neighborhoods to the north.

In keeping with the desire for the District to have a strong employment component, new housing in the district should explore the possibility of being live/work - that is, housing that is specifically designed to accommodate home based businesses. Live / Work units come in a variety of forms and types depending on the desired separation of “working” from “living”. For example, they can simply be apartment units with extra space for a home office or workshop, a townhouse with a ground floor that is publicly accessible, or even a loft like structure in which the workplace and living space is completely overlapping and flexible.



HOUSING IN THE DISTRICT

Currently, there are five residential buildings in the District. The plan recommends supporting the existing residential properties by creating small neighborhoods around them, so they are no longer isolated.

THE EAST EDGE OF THE DISTRICT

In addition to the northeast and northwest corners of the District, the east and southern edges are anticipated to change significantly over the next 10 years. The eastern edge, between Ohms and Metro Boulevard has the highest potential for redevelopment because it has the most regional visibility and access, and the largest undeveloped parking lots. However there are also significant challenges to redevelopment - namely the high water table and the fact that the area is prone to flooding.

With infrastructure improvements to manage flooding, and above ground parking structures, the area can begin to fill in with new office and employment uses. Consideration should be given

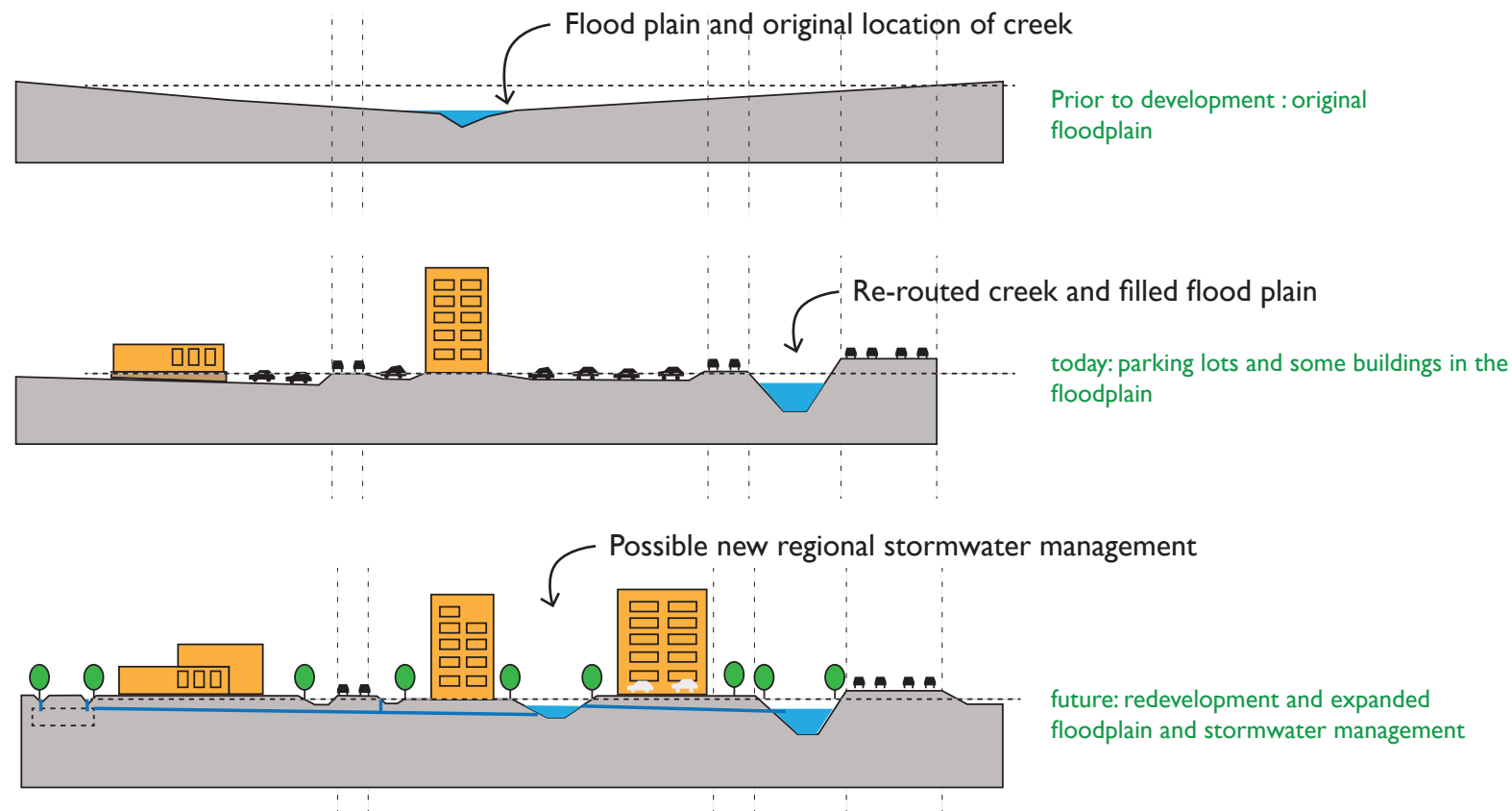
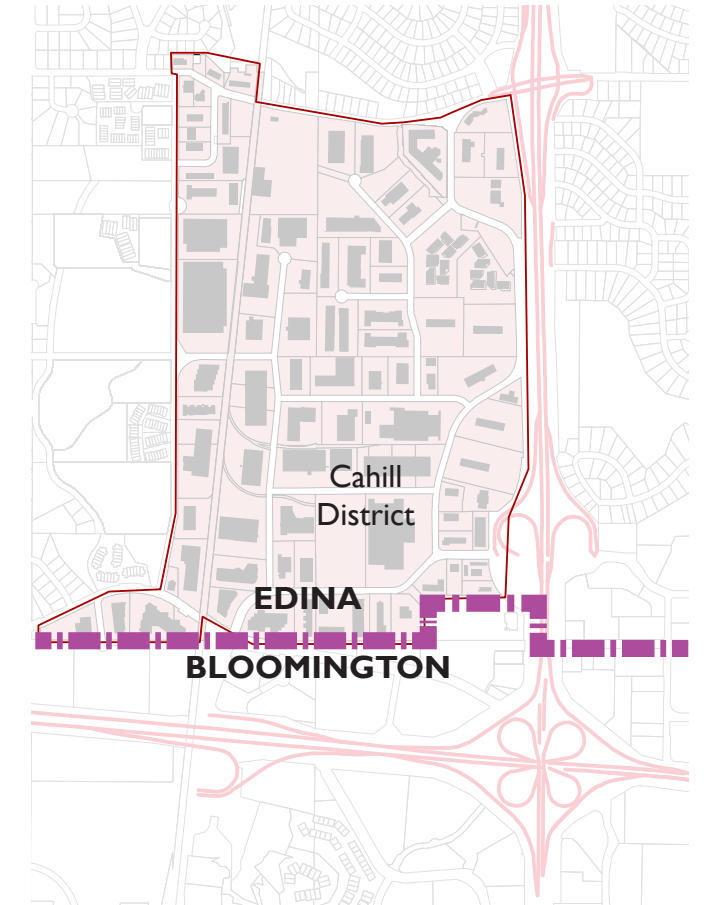
to realigning, meandering, widening, or otherwise altering the creek and surrounding area to better manage flooding and provide amenity to the entire District. Given stormwater issues in the District, and the benefit of smaller footprint buildings the vision might allow additional height to buildings near the highway (in exchange for smaller footprints, and less impervious surface). This will likely require a review and potential adjustment to the existing height overlay district.

Redevelopment of the eastern edge also provides an opportunity to reintegrate the area to the core of the district, rather than towards Metro Boulevard. Extending new east west streets into the superblock, from Ohms, will enable the superblock to orient itself to Ohms. In doing so, approximately 2000' of Metro Boulevard (5 acres) could become redundant and possibly unnecessary - land that could instead be used for flood storage, recreation, trails, and other important public needs.

THE SOUTHERN EDGE OF THE DISTRICT

The southern edge of the District also has great potential for redevelopment into high density employment uses. Currently home to a mixture of service, office, and light industrial uses, this edge of the District has strong regional access with highway interchanges to both Hwy 100 and I-494.

The area is visible along 494 today, however it is separated from 494 by 60 acres of land in Bloomington. Further coordination with Bloomington will be important for this area to fully realize its potential. In particular, consideration should be given to creating connections between Edina Industrial Boulevard in Edina and 78th Street in Bloomington. Ultimately, this area's value will rely less on its visibility and access to I-494, and more on how well it is integrated into the Cahill District.



OVERALL PLAN AND COMPOSITION



NOTE:

This is an illustration, not a development proposal. The intention of the illustration is to show the general types and levels of development and public realm changes described in this Plan.

LAND USE AND SUB AREAS

NEIGHBORHOOD NODE

The Neighborhood Node area is the primary destination for locally-serving businesses catering to the everyday needs of local Edina residents. It will include a mix of local retail and services, including shops offering essential goods and services. The Neighborhood Node is the place to meet neighbors for coffee in the morning, to grab lunch with coworkers, or take your kids to dance studio after work. Multi family housing is integrated into the sub-area for those who choose to live within immediate walking distances of local stores and services

BUSINESS NODE

The Business Node leverages its prime location at the Edina Industrial Blvd and Hwy 100 interchange to offer a key business-serving commercial destination, and supportive offices. The area will be hub for retail and services oriented to businesses and employees in both the Cahill and Pentagon Park districts. The Business Node will reach peak activity during the workday hours when area employees take the comfortable walk or drive to the area to pick up a large print order, grab lunch with coworkers, or purchase some office supplies. Intergrated amidst these uses will be small- and medium-sized offices.

HIGH EMPLOYMENT OFFICE

The High Employment Office area offers modern and amenitized office / research buildings for corporations and businesses seeking a Class A environment in the West Metro. The area will attract sectors oriented towards tech and innovation, complimentary to the existing entrepreneurial identity of the District. While industrial buildings and uses would be permitted, portions of the area will redevelop by transitioning large surface lots into more efficient development parcels with stacked parking, outdoor amenities, and multi modal connections to Edina.

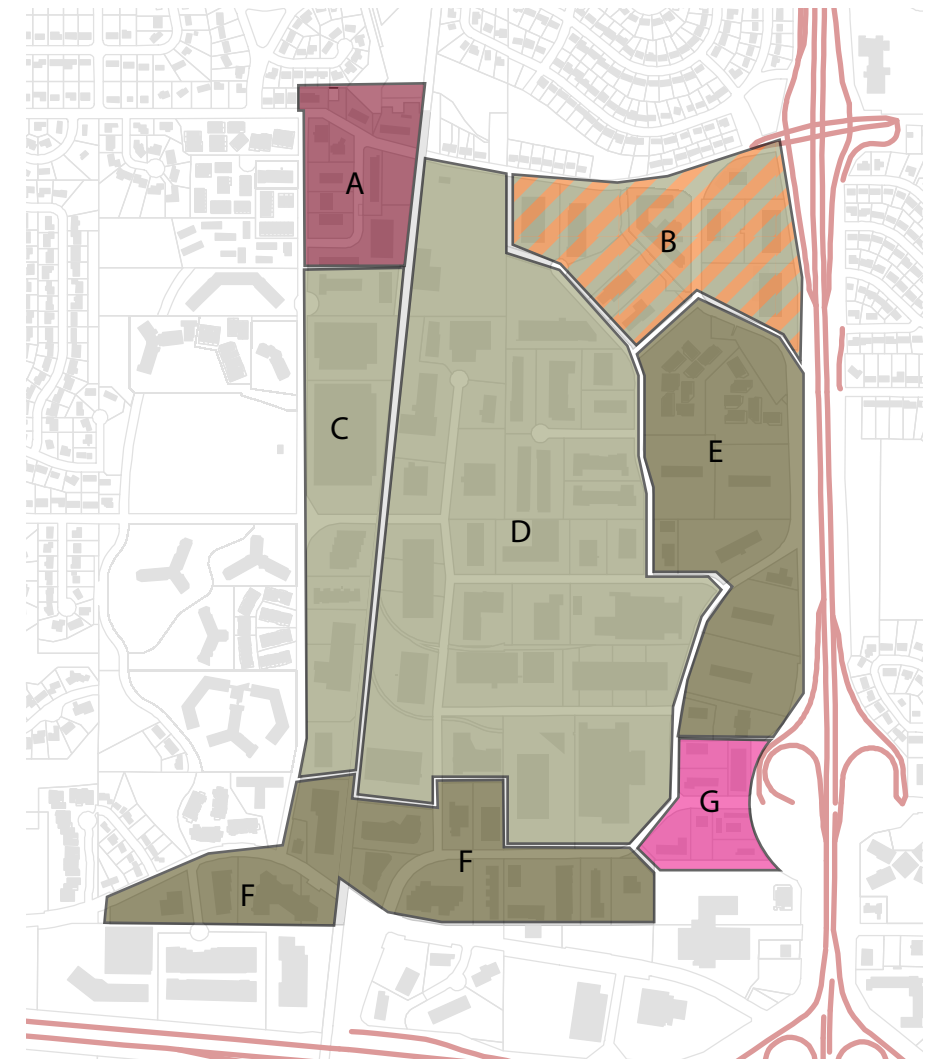
While this plan is not recommending increased heights as a baseline expectation, given the stormwater issues along the east edge of site, proposals for height and density increases may be considered on a case by case basis relative to project merit and alignment with other plan goals.

NEIGHBORHOOD MIXED USE

The Neighborhood Mixed Use Activity Center area blends retail, office, and multi-family housing in the north east corner of the District. The resulting mixed-use neighborhood is a place where residents can live, work, and play, offering both daytime employment and services, before turning to evening retail and dining spaces in which to gather and serve as a destination and amenity for surrounding neighborhoods. Modern, multifamily housing complements businesses and services live-work arrangements or simply in comfortable walking distances from employment elsewhere in the district. The area's public realm includes livable streets that accommodate walking and biking, transit along major routes, and infrastructure that aids in regional flood mitigation. It is anchored by small (public/semi-public) open spaces that incorporates visible green infrastructure.

INDUSTRIAL CORE

The Industrial Core represents the enterprising essence of the Cahill District. This area is home to for both forward-thinking industries as well as essential support services for the city. Uses here reflect a similar composition of existing businesses — fabricators and manufacturing, community and businesses services, office spaces — and will continue to provide goods and services with local, regional, and global impacts. Through public realm and flood mitigation improvements, the future of the area will evolve into a new economically vibrant and stronger version of itself, with enhanced public spaces and amenities that make this an appealing and competitive destination for entrepreneurs. This future will allow for flexible and adaptive (re)use of existing structures, or new construction to support current use types.



NEIGHBORHOOD NODE



LAND USE

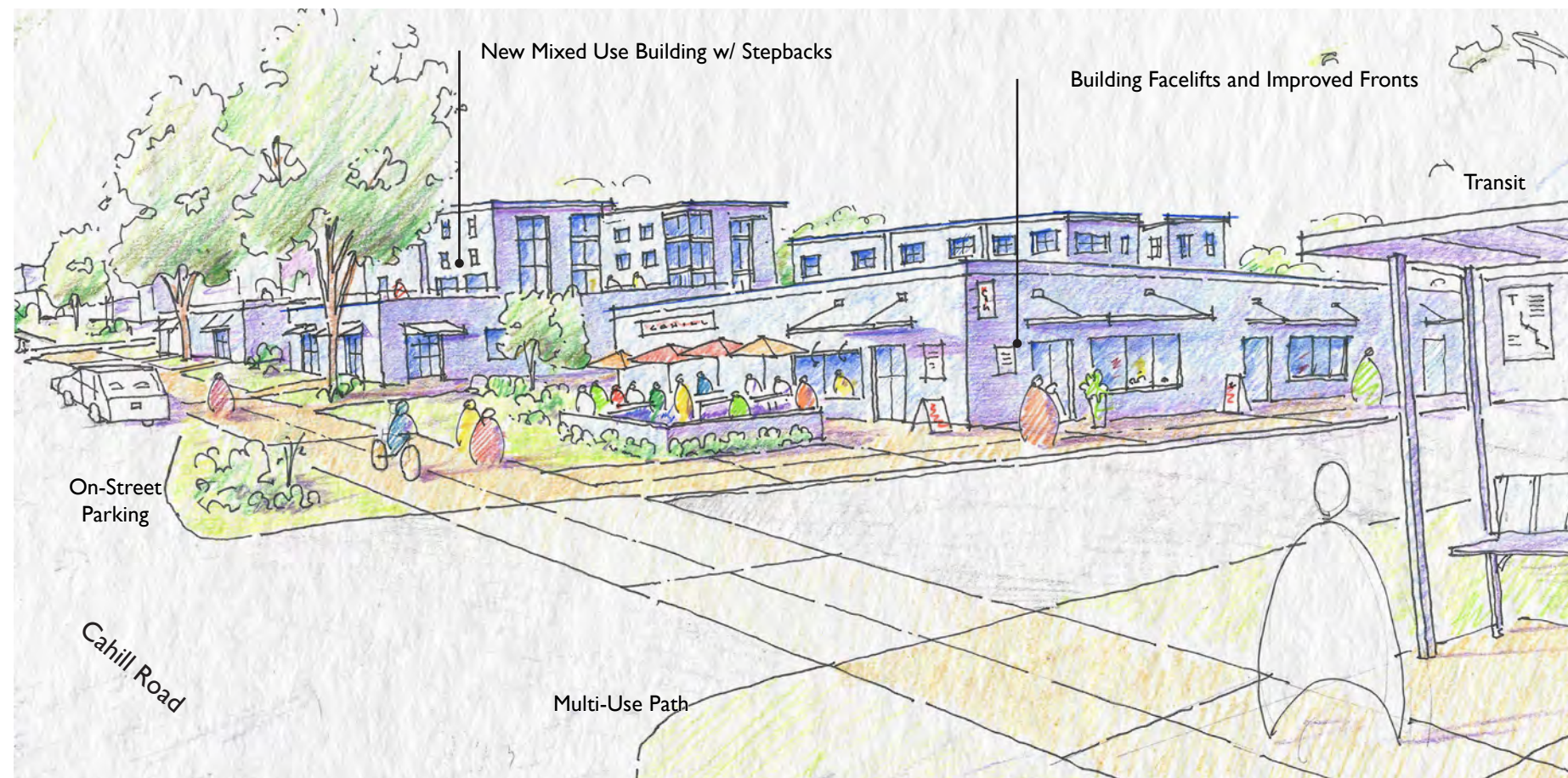
- Primarily of retail and services, with some multifamily housing (10-50 units per acre).
- Small and medium businesses oriented towards local residents.
- Multi-Family housing supports and complements retail and services within the area.
- Residences are concentrated along W 70th and Amundson Ave, ensuring clear access and views from the street to retail and services are preserved.

TRANSPORTATION

- Internal vehicle circulation is improved to consolidate access points and promote parking to the rear of the site.
- Area uses are well-supported by multimodal connections, including sidewalks on Cahill and Amundson, a new bike facility along Cahill, and continued transit service, all of which offer connectivity beyond the District
- on street parking is provided on Cahill Avenue

PUBLIC REALM & UTILITIES

- An improved streetscape along Cahill and Amundson enhances and celebrates area identity while promoting better multimodal connections to and within the area.
- Area greening efforts enhance area identity, and reduce impervious coverage and flood risks of the area.
- Semi-public gathering places, like outdoor patios or coffee shops, provide unique places to gather.



EXISTING

Looking North on Cahill towards 70th Street

note: please refer to 70th and Cahill Small Area Plan for more information



PRECEDENT

Small gathering places facing onto Cahill Road can provide space for socializing and create a unique identity for the area.

BUSINESS NODE



LAND USE

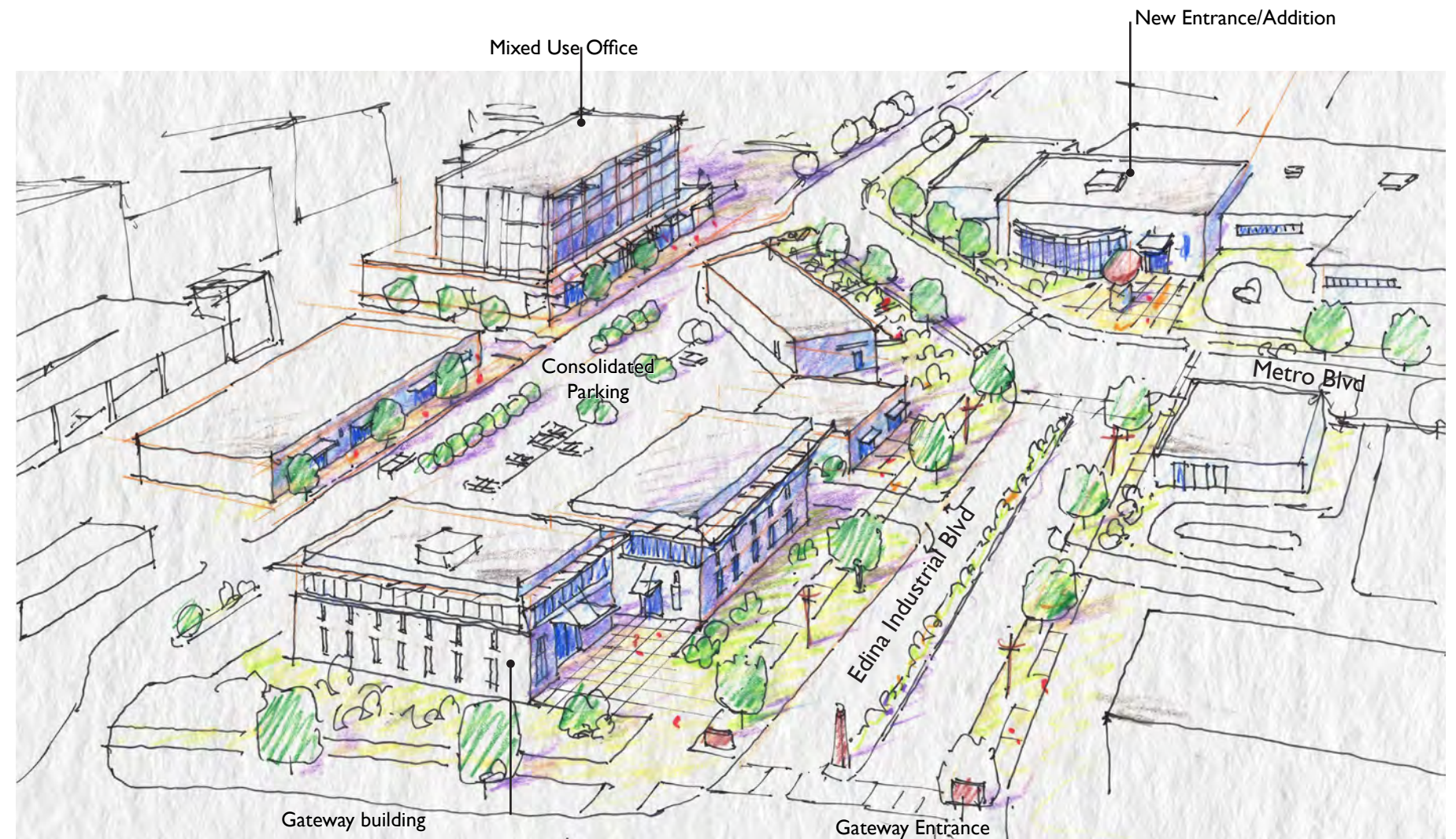
- Primarily business- and employee-serving retail and services, oriented to employees in Cahill and Pentagon Park. These uses complement the entrepreneurial identity of the larger District, while providing much needed daytime places for meals or informal gathering.
- Small- and medium-sized offices integrated within the area.

TRANSPORTATION

- Access is primarily provided from Edina Industrial Blvd, and Metro Blvd, with clear, well-regulated access points to minimize vehicle conflicts near a busy highway interchange.
- Area uses are well-supported by multimodal connections, including sidewalks on Edina Industrial and Metro Blvd, continued transit service, and continued connectivity to both Cahill District and Pentagon Park.

PUBLIC REALM & UTILITIES

- An improved streetscape anchored by gateway features near the interchange, clearly delineate entrances into the Cahill District while providing an entrepreneurial-focused identity
- Semi-public gathering places, like outdoor patios or coffee shops, provide unique places for day-time employees to gather.



EXISTING

Looking west along Edina Industrial boulevard



PRECEDENT

Street facing offices, service, and retail will create a new gateway to the District while serving the support needs of Cahill and Pentagon Park

TRY TO FIND REPLACEMENT WITH GREENERY

INDUSTRIAL CORE



LAND USE

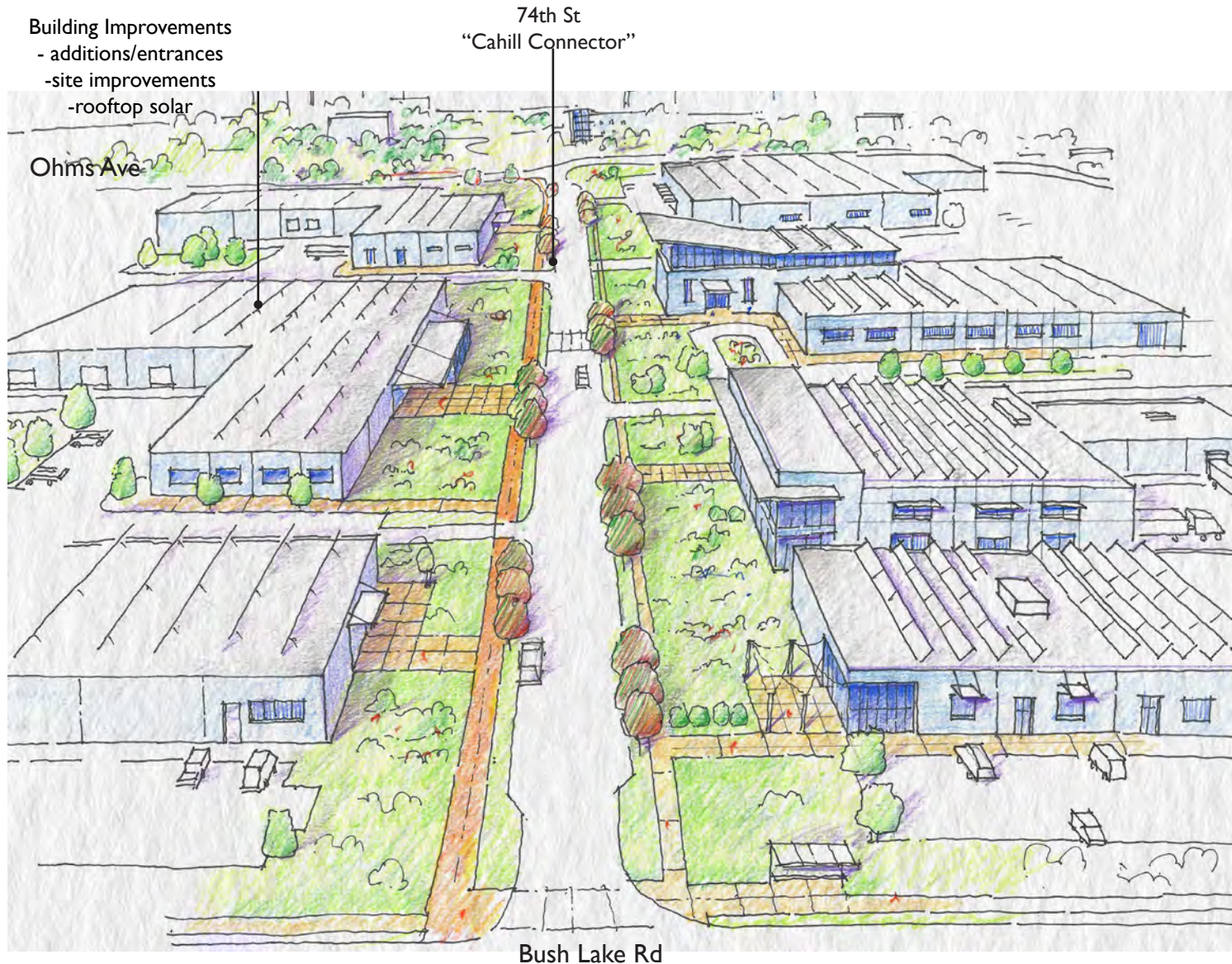
- Light industrial, office, and community service uses in single and multi-tenant buildings.
- Uses embody the entrepreneurial identity of the District, providing a supportive community for businesses to grow and thrive.
- The strong economic foundation of the district is further enhanced through natural evolution of more efficient and effective uses that fully leverages the District's regional location.

TRANSPORTATION

- Critical regional and local vehicle access is preserved, while roadway improvements are made that further enhance area circulation and safety
- Local and regional multimodal improvements are incorporated throughout the area to better connect employees and customers, while providing recreation opportunities via walking and biking.

PUBLIC REALM & UTILITIES

- The improved streetscape reflects imagery of an entrepreneurial-focused identity, celebrating Edina as a destination employment center in the Twin Cities and beyond.
- Area streetscape provides unique gateway features at major area access points, delineating the Cahill District from surrounding neighborhood
- Sidewalks are added throughout.
- An overhaul of the public realm includes greening features to accommodate flood mitigation and area beautification.



EXISTING

Looking east along 72nd Street towards Hwy 100.

HIGH EMPLOYMENT

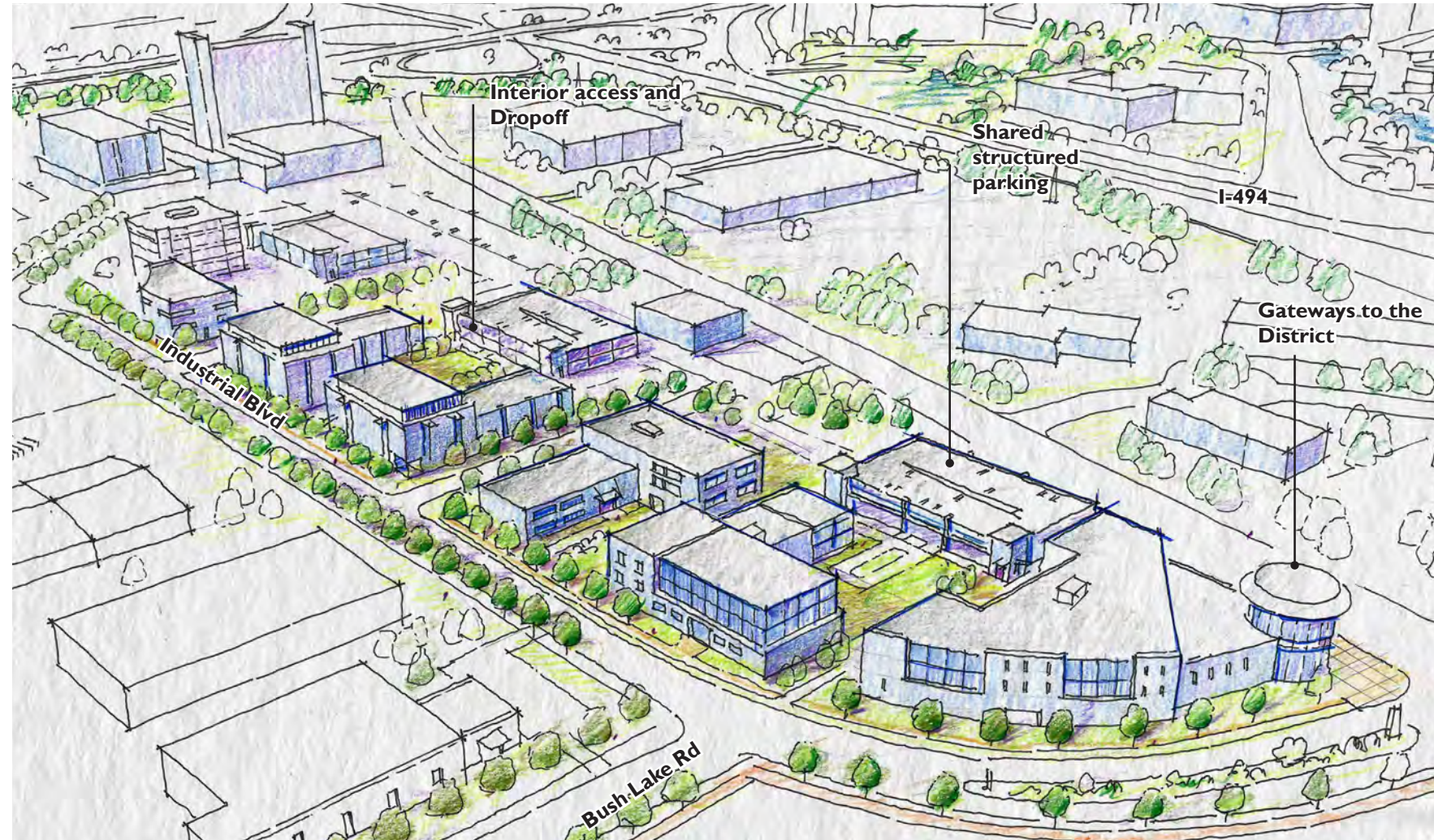


LAND USE

- Medium- and large-scale offices and businesses that focus on innovation and collaboration. These uses complement the entrepreneurial identity of the larger District, while providing medium and high intensity, amenity rich office space that is not common today in much of the District
- Businesses find a well-resourced home to grow and thrive for the long term as large parking lots are transitioned into buildings and greenspace.
- Some limited and supportive on-site production or fabrication, so long as it's tied to the primary office space use and has limited external impacts.

TRANSPORTATION

- Area uses are well-supported by multimodal connections, including sidewalks and bike facilities on Edina Industrial Blvd and W 78th St, and continued transit service offering regional connectivity.
- Vehicle access and circulation is thoughtfully coordinated across sites, to consolidate access points and maximize efficiency and safety of internal circulation and parking.
- Employees can comfortably walk or bike to the adjacent Business Node, or enjoy recreation and gathering further north within the Neighborhood Mixed Use Area without the need for a personal vehicle.



PUBLIC REALM & UTILITIES

- Land use and design guidelines reaffirm a beautiful public realm where buildings are street-oriented, with minimal setbacks and clear sightlines, and gathering places reflect and celebrate the District's entrepreneurial identity, and this area's innovative employers and workers.
- The public realm (on the east edge) incorporates visible, green stormwater management best practices, and considers significant flood mitigation opportunities.
- The improved streetscape reflects imagery of an entrepreneurial-focused identity, celebrating Edina as a destination employment center in the Twin Cities and beyond.



EXISTING

HIGH EMPLOYMENT (CONT'D)



The east edge of the district, between Metro Boulevard and Ohms Ave is designated for High Employment . As discussed elsewhere in the Plan, this area has a high water table, extensive surface parking lots and a realigned creek - as a result it experiences flooding. The Plan recognizes the need for extensive flood mitigation around the area of the creek. A broad strategy to address flooding, parking and redevelopment is likely necessary for this area to realize its potential and its contribution to the District.



EXISTING

NEIGHBORHOOD MIXED USE

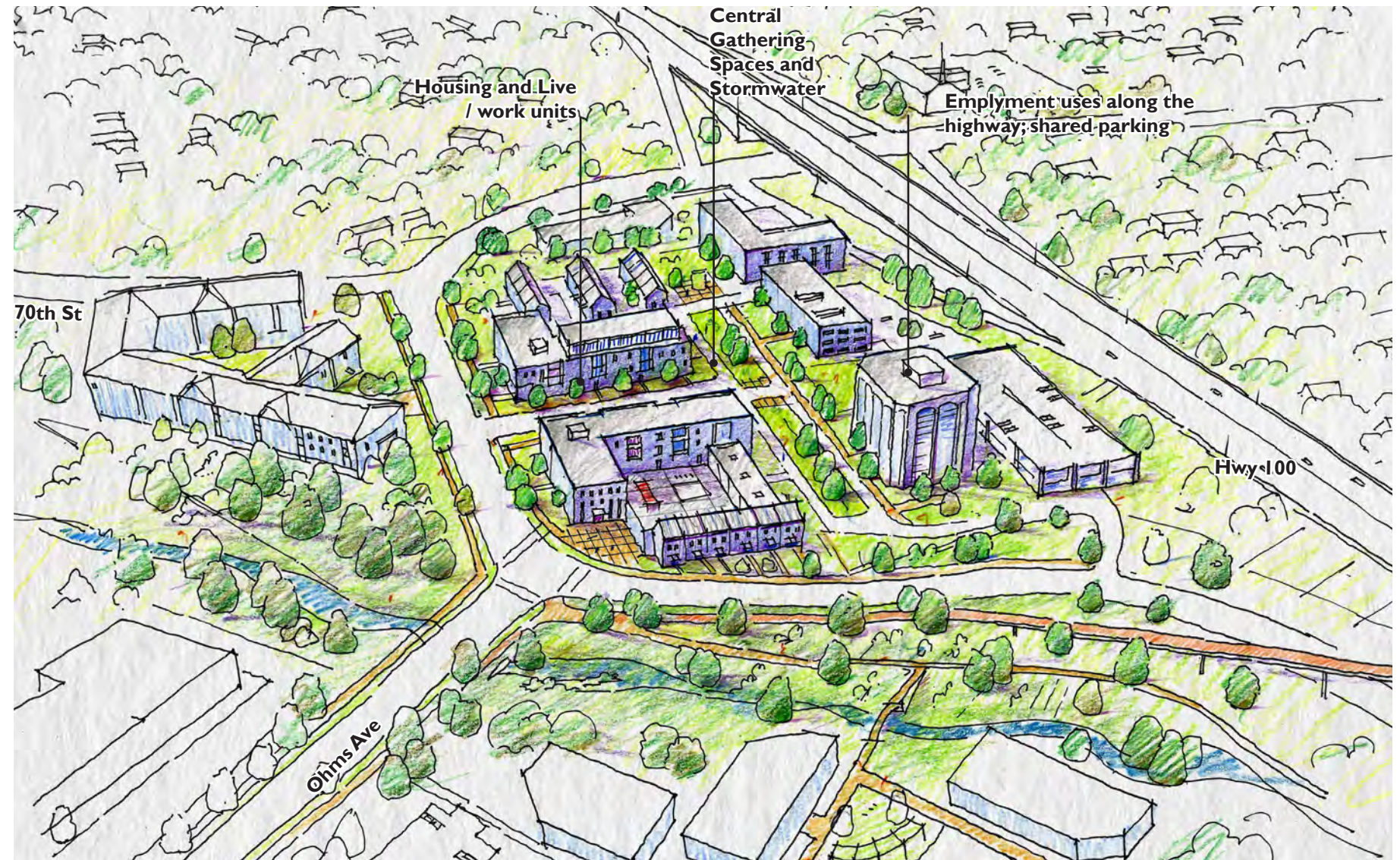


LAND USE

- Residences compliment employment, retail uses and some light industrial uses to elevate the employment-centered character and economic vitality of the broader District. This is accomplished through vertical and horizontal mixed use, including live-work arrangements.
- Area residences (20-75 units/acre) are concentrated near multimodal transportation options including regional bike and transit facilities.
- Day-time employment and vibrant evening gathering spaces give local residents and workers opportunities to connect with each other both during and after the work day.
- While this plan is not recommending increased heights as a baseline expectation, given the stormwater issues along the east edge of site, proposals for height and density increases may be considered on a case by case basis relative to project merit and alignment with other plan goals.

TRANSPORTATION

- Attractive destinations and neighborhood focal points are well-supported by multi-modal connections, including sidewalks, bike lanes, and transit along major routes, offering connectivity beyond the District.
- Navigation is easy and accessible from both adjacent employment areas and surrounding neighborhoods, with easily definable points of entry and routes, supported by an attractive public realm.



PUBLIC REALM & UTILITIES

- Land use and design guidelines reaffirm a beautiful public realm where buildings are street-oriented, with minimal setbacks and clear sightlines, and gathering places reflect and celebrate the District's entrepreneurial identity.
- The public realm incorporates visible, green stormwater management best practices, and considers significant flood mitigation opportunities.



EXISTING

JOBS AND RESIDENTIAL YIELDS FROM SCENARIO A

The table at the right shows the future land use guidance required to accomodate each of the subareas which form Scenario A.

Additionally, estimates for total Cahill District jobs, residential units, and property tax capacities are also provided in the table to demonstrate Scenario A’s potential when fully developed.

These calculations were determined based on a set of assumptions, also shown here, which were informed by the City’s 2040 Comprehensive Plan and the 70th and Cahill Neighborhood Node Plan.

SUBDISTRICT	FUTURE LAND USE GUIDANCE	ESTIMATED JOB YIELD*	ESTIMATED RESIDENTIAL UNIT YIELD*
Neighborhood Node	Neighborhood Node	200	175
Mixed Neighborhood	Office Residential	575	1,100
Industrial Core	Industrial	3,250	0
High Employment	Industrial (prioritizing office uses)	6,700	0
Business Node	Office (prioritizing retail uses)	175	0
TOTAL		10,900	1,275

*Job and residential yields were based on City future land use density guidance, and an estimated distribution of use types within each subdistrict, as outlined in Appendix D.



PUBLIC REALM PLAN



PUBLIC REALM FRAMEWORK

The Cahill District Public Realm Plan uses the framework below to establish a public realm understanding, and set of recommendations to improve the District's public realm. Each of the follow five framework components provide a lens in which to understand and ascribe improvement opportunities across the District.

CONTEXT:

Surrounding physical, cultural, and economic conditions

USE & COMFORT:

Intended users and subsequent comfort and safety of accessing and using the space

PROGRAMMING & DESIGN:

Space design, activities, flexibility, circulation

CONNECTIONS:

Space access, linkages, wayfinding, and role within surrounding networks

VARIETY:

Diversity of space sizes, types, and locations within surrounding networks

Generally speaking, there are three primary areas of focus for this public realm plan. Each carries a different level of City ability to influence change, particularly for areas that are solely private. Collectively however, these three areas inform the form, function, perception, and “feeling” experienced by people in any given place.

1. PUBLIC RIGHT OF WAY (ROW):

Publicly-owned spaces intended for public use. Improvements are planned, implemented, and managed by public entities.

- Streets, trails, public buildings and frontage, art in public property, Nine Mile Creek

2. QUASI-PUBLIC:

Privately-owned spaces intended for public use. Improvements are generally driven by private ownership, but the design and internal operations are guided, in part, by public policies.

- Restaurants, retail and shops, patios, plazas

3. PRIVATE, PUBLICLY VISIBLE:

Privately-owned spaces not open to public use, but are visible to the public and contribute to overall area aesthetics and character. Improvements are generally driven by private ownership, but the external design is guided by public policies.

- Building facades, artwork on private property, vegetation, ponds

MOST PUBLIC
INFLUENCE



LEAST PUBLIC
INFLUENCE

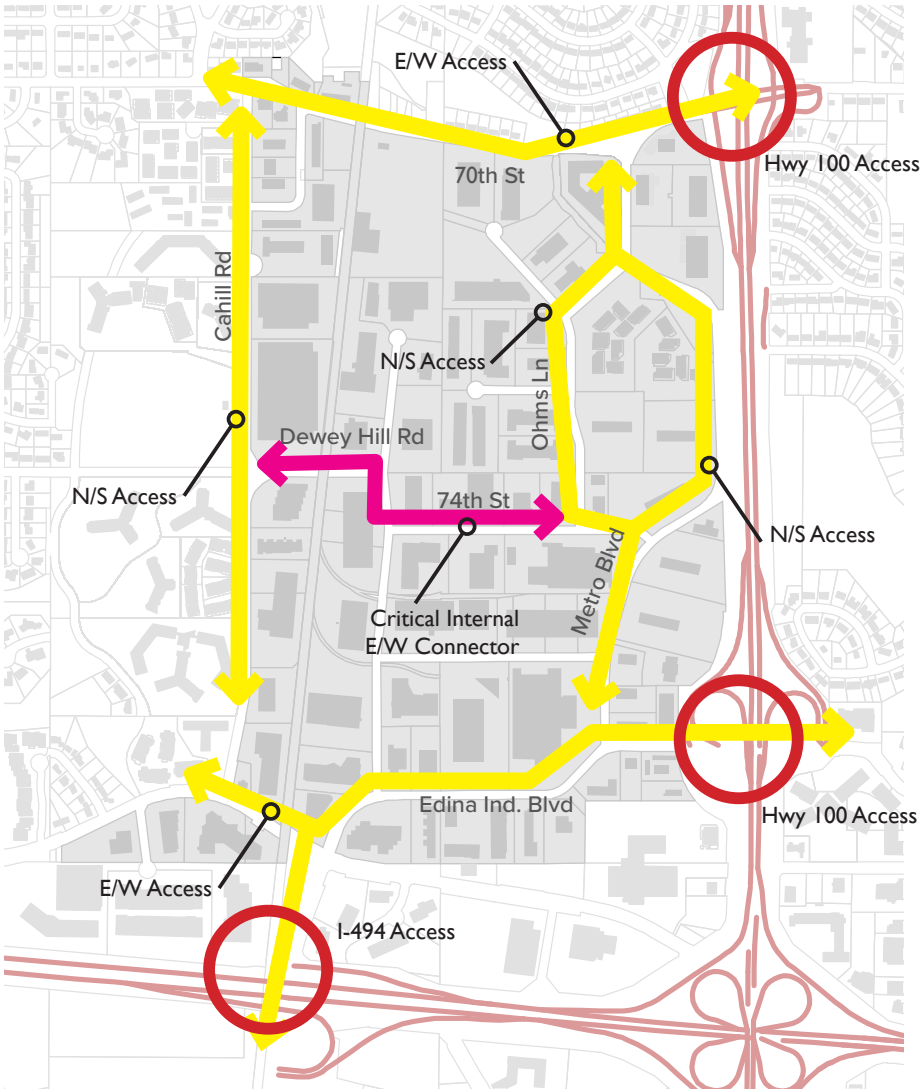
PUBLIC ROW - STREET NETWORK

The majority of the District’s current public realm is comprised of the Public Right of Way (ROW), which contains the public street network. This network reflects purposeful steps taken to separate the industrial park from surrounding uses. As such, streets are wide with minimal streetscape, pedestrian, or bike amenities, and there are few direct through-streets. As residential segments of Edina grew around the District, there was legitimate need to discourage casual or convenient access into the District as it operated predominantly with light and heavy industrial activities and an active rail line.

More recently however, District land uses has evolved into a diversity of community-serving uses interspersed with traditional industrial. As a result, the need for more intuitive and accommodating access and circulation has created design and connectivity tensions within the changing District. Multimodal improvements have certainly been introduced, however most streets remain predominantly designed for vehicles with minimal connections for employees hoping to walk to lunch with coworkers, or nearby residents seeking to visit areas businesses.

SUBAREA	PUBLIC ROW STREET GUIDANCE*
Neighborhood Node	Coordinate with Metro Transit on future route access and stop needs; Continue coordinating with Three Rivers Park District on CP Regional Trail; Continue to review roadway and multimodal facility conditions, repairing and replacing according to Edina’s Living Street’s Policy.
Industrial Core	In conjunction with the CP Trail, establish a multimodal east-west connection route along 74th St; Explore the feasibility of a Continue to review roadway and multimodal facility conditions, repairing and replacing according to Edina’s Living Street’s Policy.
Business Node	Continue to review roadway and multimodal facility conditions, repairing and replacing according to Edina’s Living Street’s Policy.
Neighborhood Mixed Use	Identify opportunities to connect future land uses with the Nine Mile Creek Regional Trail; Continue to review roadway and multimodal facility conditions, repairing and replacing according to Edina’s Living Street’s Policy.
High Density Employment	Coordinate with Bloomington on street repair and reconstruction partnerships and designs; Continue to review roadway and multimodal facility conditions, repairing and replacing according to Edina’s Living Street’s Policy.

*More guidance details are located throughout the rest of the Public Realm Plan



ROADWAY NETWORK ROLES

Cahill is well served on its exteriors by a series of streets that provide either east-west, or north-south connectivity.

Internally, the 74th St / Bush Lake Rd / Dewey Rd connection is the only east-west connector through the district. This critical route connects the Ohms Ln/Metro Blvd and Cahill Rd north-south routes.

Particularly unique to the District roadway networks is that it provides direct access to two highways/interstates via three interchanges. Many industrial parks are oriented around one or two interchanges providing regional or statewide access. Cahill’s access to three is part of what makes the site so attractive.

CAHILL ROAD AT DEWEY ROAD



74TH STREET



OHMS LANE



PUBLIC ROW - STORMWATER

The Cahill District was built atop of a fairly sizeable, low lying wetlands, with Nine Mile Creek likely winding through the center of the District. The wetlands were eventually consolidated to the northeast segment of the District, while the creek was rerouted, possibly multiple times, to the east edge of District along Hwy 100. As a result of these actions much of the District experiences regular flooding as natural drainage locations surround building foundations, parking lots, streets, and other built areas.

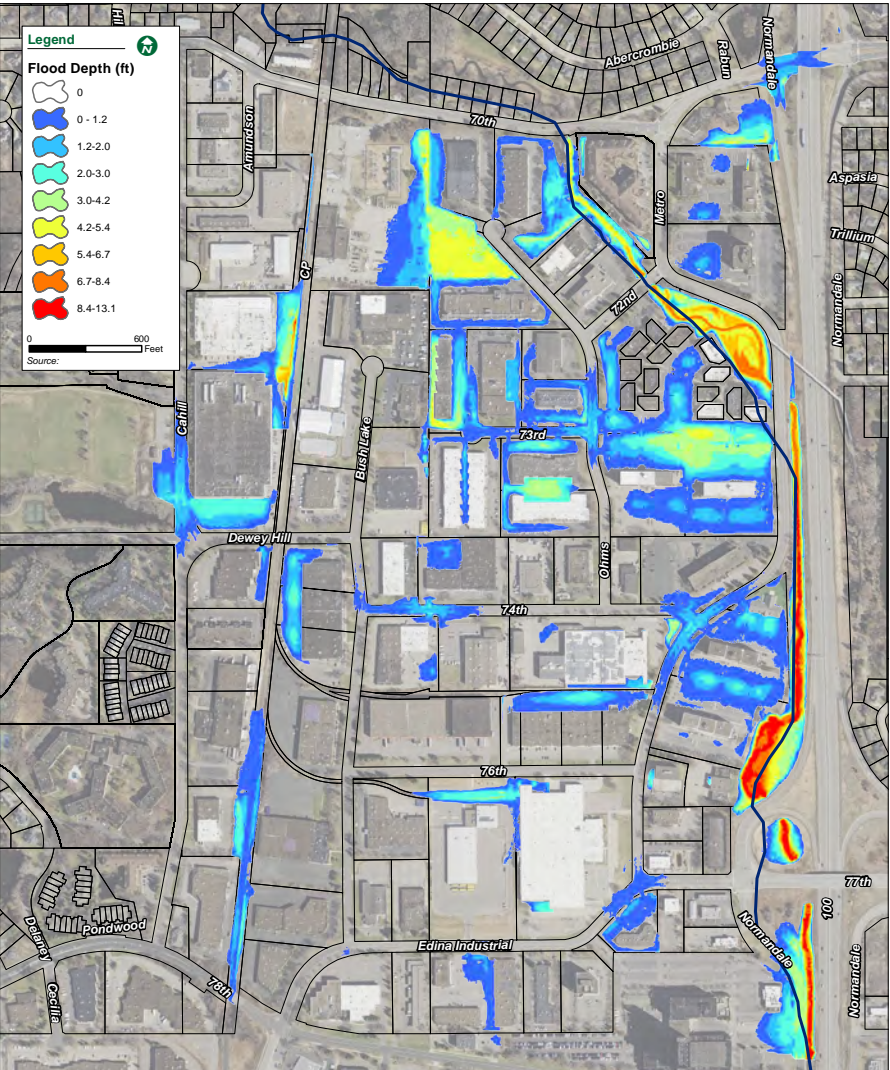
In addition to localized flooding, poor drainage conditions create fairly significant development barriers as any impervious cover must adhere to Watershed stormwater management rate and quality requirements. Excess water from flood events compound watershed management requirements that all developments and impervious areas must adhere to. Compliance is required for most new development, and site improvement or renovations over certain thresholds.

The lack of public open space creates constraints in collecting and treating stormwater on a regional or semi-regional manner. As a result, most properties treat stormwater on-site and below ground, which is often more expensive and harder to maintain than regional approaches. This creates additional barriers to prospective site improvements or new development, which must address stormwater completely on site. Underground treatment may allow for more development.

Alternatively, stormwater management my take a regional approaches that collect and treat stormwater in “stacked” infrastructure, generally within public ROW. There are often many cost and water quality benefits of this approach, and a stacked approach can amenitize infrastructure towards increased public and market value.

SUBAREA	STORMWATER GUIDANCE*
Neighborhood Node	Prioritize the further exploration of regional stormwater and flood management strategies, considering stacking with public amenity infrastructure, adjoining to or rerouting of the creek, or similar value-adding features; Ensure clarity of stormwater and flood management requirements for all new development, expansion, or renovation projects;
Industrial Core	
Business Node	Maintain openness for opportunity-driven regional stormwater and flood management strategies, stacking with public amenity infrastructure whenever possible; Ensure clarity of stormwater and flood management requirements for all new development, expansion, or renovation projects.
Neighborhood Mixed Use	
High Density Employment	

FLOOD AREAS AND DEPTHS IN THE CAHILL DISTRICT



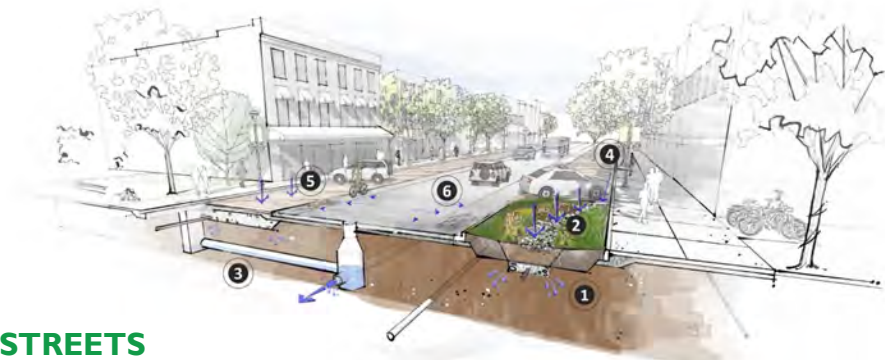
CAHILL FLOOD AND STORMWATER QUICK FACTS

The District contains approximately 80 acre/feet of flood area (for a 100-year flood). Within the District, there are approximately 50 acres of available ROW — the majority of which is dedicated to public streets. At that rate, about 1.5 feet of water management depth for every square foot of ROW would be needed just to sufficiently manage flood areas. This is impractical both from a cost and spatial perspective.

As such, to aide in treating area flooding and reducing development barriers, opportunity-driven partnerships should be explored for locations that could accommodate new, stacked public stormwater and public space infrastructure.

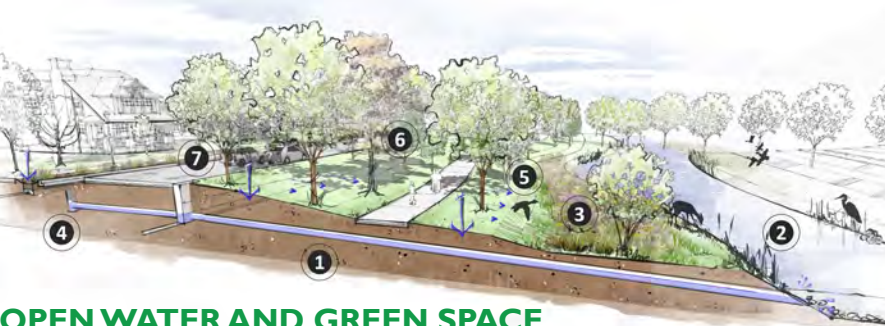
*More details on public ROW guidance is located in the rest of the Public Realm Plan

STACKED STORMWATER MANAGEMENT



STREETS

1. Urban soils are often unhealthy and compact, causing them to become impermeable to precipitation and causing runoff
2. Bioswales and other planted drainage features can double as bump outs to calm traffic.
3. Larger rain events are directed to overflow structures and drains systems
4. Tree planters or trenches collect and filter water for uptake by street trees
5. On street parking could be converted to permeable pavement that drains and filters stormwater and connects to below grade drainage
6. Reduced travel lanes decreases impervious area and increases space for stormwater management



OPEN WATER AND GREEN SPACE

1. Green space soils are often healthier and have better drainage then urban soils
2. Open water collects storm water while contributing to area aesthetics.
3. Planted floodplain offers additional filtration and collection for large rain events.
4. Below grade storm drains collects and delivers stormwater to collection basins
5. Green space can be “stacked” atop stormwater functions to create passive or active recreation and gathering. Creating a public amenity.
6. Green space and stormwater management should be a connected system to promote biodiversity
7. Access from surrounding areas is critical to promoting usage and enjoyment

QUASI-PUBLIC SPACE

Quasi-Public spaces are those that are privately owned, but intended primarily for public use. These uses, such as restaurants, retail stores, or private plazas, are sometimes referred to as the “third space” as they are private places in which many people spend time between home and work or school. While critical to overall aesthetics and character of an area, the city’s influence over these places is generally limited to design guidance during initial development review, then the on-going quality and safety inspections of applicable businesses.

To best leverage the benefits of quasi-public spaces, the city should proactively seek to established land use and design guidance that incentives, or requires, quality spaces that are easily accessible to the public. Further, quasi-public spaces should have clear visibility and access, which are critical to fostering a positive environment in which these places may thrive.

SUBAREA	QUASI-PUBLIC SPACE GUIDANCE
Neighborhood Node	Require sidewalks and street access; Incentivize provision of outdoor public space such as plazas, outdoor dining, lawns, greenspace; Clear guidelines for pedestrian scale design; Allow retail use; Clear sign code guidelines to allow for creative and artistic signage, patron wayfinding.
Industrial Core	Allow retail use, clear sign code guidelines for creative and artistic signage.
Business Node	Allow retail use; clear guidelines for pedestrian scale design; require sidewalks and street access; incentivize provision of outdoor public space such as plazas, outdoor dining, lawns, greenspace; sign code guidelines allow for creative and artistic signage, patron wayfinding.
Neighborhood Mixed Use	
High Employment	



PRIVATE BUT PUBLICLY VISIBLE

Private but publicly visible spaces are those that are privately owned, are not intended for public use, but are visible from the public realm. Within Cahill these are primarily the larger industrial or office sites. Usually this includes building facades, landscaping, and other visible external features. They can however include interior spaces if visible through windows or porous exteriors. These spaces embody most of the district, and significantly contribute to overall aesthetics and character.

The city’s influence over these places is generally limited to design guidance during initial development review, and the occasional code inspection or violation complaint.

To best leverage the benefits of private but publicly visible spaces, the city should proactively seek to established land use and design guidance that incentives, or requires, quality landscape, attractive building frontage, art and signage, and parking in the rear. Additionally, reducing setbacks for buildings are also pedestrian-scaled, especially at entrances, can aide in creating a more inviting and attractive realm.

SUBAREA	PRIVATE BUT PUBLICLY VISIBLE GUIDANCE
Neighborhood Node	Clear design guidelines for building materials, facades, windows, and other exterior features; Clear guidelines for pedestrian scale design; Incentives for art and landscape in private realm; Sign code guidelines allow for creative and artistic signage.
Industrial Core	Clear design guidelines for building materials, facades, windows, and other exterior features; incentives for art in private realm; sign code guidelines allow for creative and artistic signage.
Business Node	Clear design guidelines for building materials, facades, windows, and other exterior features; Clear guidelines for pedestrian scale design; Incentives for art and landscape in private realm; Sign code guidelines allow for creative and artistic signage.
Neighborhood Mixed Use	
High Density Employment	



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT



The public realm plan for the Cahill District applies the public realm framework and understanding of public realm improvement areas, towards envisioning enhanced connectivity, improved streetscape, clearer wayfinding, and unique district aesthetics. The Plan also identifies preliminary locations that are likely conducive to opportunity-driven regional stormwater and public space solutions.

PUBLIC REALM PLAN SECTIONS

- A. Enhanced Streetscape
- B. Gateways & Wayfinding
- C. Pedestrian-Oriented Activity Areas
- D. Regional Stormwater Opportunities
- E. Street Network Typology
- F. CP Trail
- G. Dewey Hill Intersection
- H. Transit

PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

ENHANCED STREETScape



The District is in need of a clearly defined, quality east-west interior connection routes that stitches together the planned CP Trail to the Nine Mile Creek Regional Trail, while facilitating strong multimodal circulation.

The “Cahill Connector” route would connect Cahill Rd to 70th St, via Dewey Hill, Bush Lake Rd, 74th St, Ohms Ln, 72nd St, and Metro Blvd. This would be a similar route to the proposed “Twin Loops” route from the City Ped and Bike Master Plan. Enhanced streetscape like street trees, strong wayfinding, art, and street furniture where appropriate would be applied along the route. These elements would aid in establishing a centralized sense of place, while connecting the Neighborhood Mixed Use subdistrict to Lewis Park and uses west of the district.

Associated multimodal elements, described in more detail later, would provide for a roadway that balances walking and biking with necessary vehicle traffic. The resulting “complete street” would align with guidance provided by the City’s living streets policy.

ENHANCED STREETScape LOCATIONS:

- Cahill Rd from 70th St to Edina Industrial Blvd
- Dewey Hill from Cahill Rd to Bush Lake Rd
- Bush Lake Dr from Dewey Hill to 74th St
- W 74th St from Bush Lake Rd to Ohms Ln
- Metro Blvd from 72nd St to 70th St



Enhance streetscape and a shared use path along the “Cahill Connector” would offer improved interior access, visibility, and sense of place.



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

GATEWAYS & WAYFINDING



Gateways create clear and defining “transition moments” to signify that you are entering into a distinct area. Locating even simple gateway features at some of the major entrances to the Cahill District can aid in establishing the District’s identity as a destination employment center. Gateway elements can range from simple signage to ornate pieces of large art, but may also include portions of or entire buildings - particularly buildings with notable frontage or design. Location and available ROW often dictate the size, scale, and design of any gateway feature.

Associated wayfinding, which would benefit from reflecting imagery established by gateways, should provide for clear orientation, directions to major landmarks, and general ease of multimodal circulation throughout the district. Wayfinding is generally located at intersections and major destinations or landmarks.

GATEWAY LOCATIONS

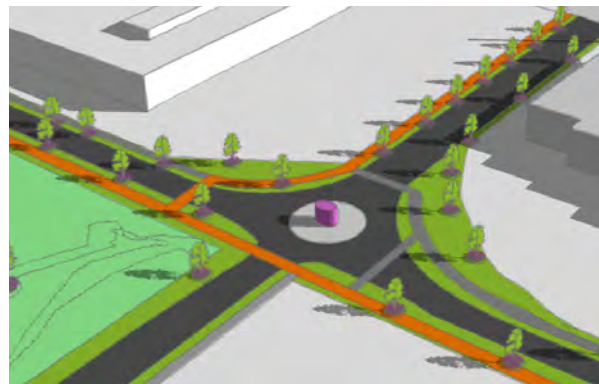
- Cahill Rd at Dewey Hill Rd
- Metro Blvd at 70th St
- Edina Industrial Blvd at Hwy 100 Interchange
- Bush Lake Rd at Edina Industrial Blvd



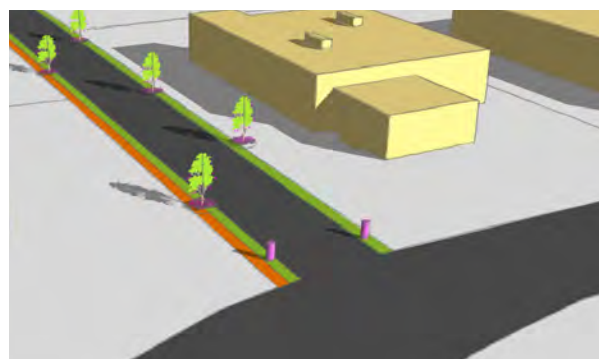
Major gateway location concept at the business node along Edina Industrial Blvd



Minor gateway location concept at the north entrance to the neighborhood mixed used subdistrict



Major gateway location and mini-roundabout concept at the Dewey Hill Rd entrance at Cahill Rd



Minor gateway location concept at entrance to the industrial core at Bush Lake Rd and Edina Industrial Blvd

Gateway & Wayfinding Considerations

Gateways are most effective when clearly visible, are at major locations of transition, and when they convey a clear sense of place in regards to surrounding context. This can be communicated through height, unique materials, shapes, colors, or lettering, or even feature location such as along a building or in the middle of a road median.

For the Cahill District, gateway features should mark entrances into the district, while selecting materials and design styles that evoke entrepreneurship, innovation, technology, and sustainability. To further enhance gateway impacts, and an overarching district identity, motifs established within gateway features should be reflected in district wayfinding and public space designs.



Gateway feature in downtown Hopkins, with associated wayfinding that reflect branding and imagery established by the main gateway feature

PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

PEDESTRIAN-ORIENTED ACTIVITY AREAS



Pedestrian-oriented activity areas are locations intended for regular, public usage such as retail, dining, living, or entertainment. For the Cahill District, these are the Neighborhood and Business Nodes and the Neighborhood Mixed Use subdistrict. To best accommodate this purpose, land uses in these areas are intended to generally be oriented towards a pedestrian scale, and provide quasi public spaces that invite people to gather. Development and design at this scale also improves clarity of circulation for all users, making it easier to access local businesses.

Because nearly all land in these areas are private, it is expected that any public-oriented open spaces will be privately provided and managed. This likely would include plazas, outdoor dining, or pocket parks associated with retail or residential uses. If well designed, these spaces should comfortably connect with adjacent sidewalks and trails, with clear lines of sites and wayfinding.

PEDESTRIAN SCALE DEVELOPMENT LOCATIONS

- 70th & Cahill Neighborhood Node
- Neighborhood Mixed Use Subdistrict
- Business Node Subdistrict



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

REGIONAL STORMWATER & FLOOD MANAGEMENT



Regional (multi-site) approaches to water management are often more efficient and sustainable approaches to treating stormwater and flood water. Generally speaking however, without public sector involvement and land ownership, coordinating water management across multiple sites and owners has a very difficult task. The lack of public open space therefore presents barriers for comprehensively addressing either stormwater or flood management beyond a site-by-site approach.

While stormwater management certainty carries specific permitting criteria, efficient use of water management could also aid in addressing flood management and stormwater requirements. These efforts will require partnerships with private property owners to identify excess land during site redevelopment and infrastructure coordination. As such, these improvements are anticipated to be opportunity-driven as sites redevelop.

To be most effective in providing public and private benefits, these systems should treat multiple properties while creating visual or recreation amenity, or gathering space.

As indicated top right, two large “soft” sites - those with low percentages of building coverage - could more easily accommodate new development and are located in areas of concentrated flooding adjacent Nine Mile Creek. Both sites may provide favorable locations for these major opportunity water management and amenity improvements.



Large parking lot within Neighborhood Mixed Use subdistrict that could be a location for stacked water management and public green space, creating public amenity for future adjacent uses. The adjacency of Nine Mile Creek and wetlands could present opportunities to tie in open water features.



Large parking lot within Neighborhood Mixed Use subdistrict that could be a location for stacked water management and public green space, creating public amenity for future adjacent uses. The adjacency to Nine Mile Creek could present unique opportunities to tie-in open water management with the creek, possibly even rerouting portions of it.



PRELIMINARY REGIONAL STORMWATER LOCATIONS

- Cahill Rd at Dewey Hill Rd
- Metro Blvd at 70th St
- Edina Industrial Blvd at Hwy 100 Interchange
- Bush Lake Rd at Edina Industrial Blvd



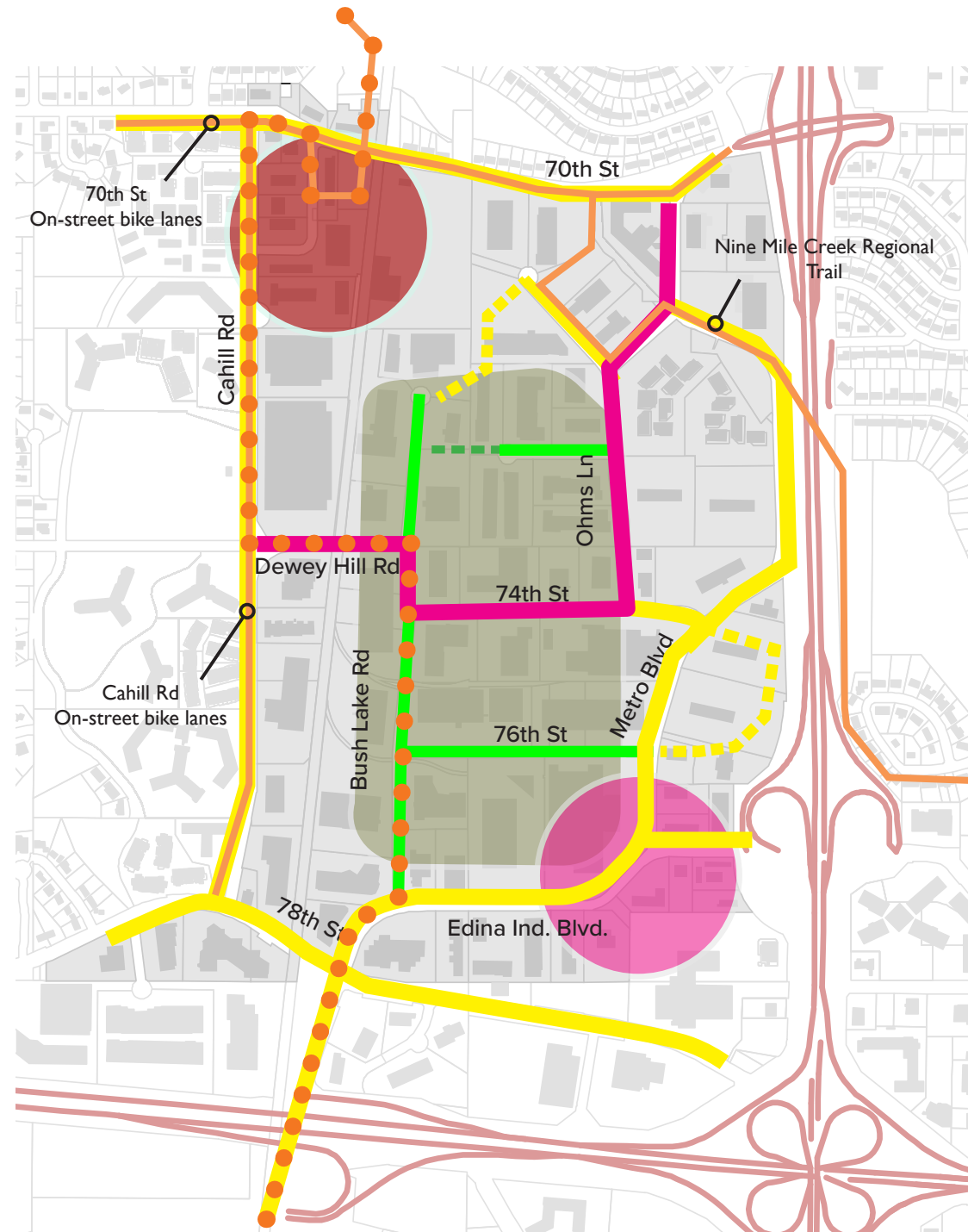
PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

ROADWAY TYPOLOGIES

A critical step to identifying public roadway improvements is to ascribe a user-based typology to the existing roadway, while anticipating users for possible future roadways. In doing so, design decisions can be tailored to best serve intended users on a street segment, while considering impacts on adjacent land uses.

Three categories were developed for the District that intended to provide and balance the provision of routes for different user groups, while ensuring current and future land uses are well served by the public transportation network. The City of Edina's Living Streets Plan provides a foundational element of this roadway typology approach.

As redevelopment occurs throughout the district, the city will utilize development-specific impacts and this roadway typology framework to continue to assess roadway and intersection design needs.



ROADS ACCOMODATING TRUCKS

Travel lanes, driveways, and intersection corners are wider to accommodate trucks and larger vehicles. Any bike facilities are off-street, and there may be few or no marked crosswalks at intersections. Minimal streetscape elements are likely included.

ROADS THAT BALANCE ALL USERS

Travel lanes and intersections are designed to comfortably and safely balance personal and delivery vehicles, some trucks, and pedestrians, with possible bike facilities included as either on-street, or off-street. Multimodal emphasis however is placed on sidewalks and pedestrian connections. Modest-to-high quality streetscape elements are included.

CAHILL CONNECTOR (enhanced, multi-modal route)

Travel lanes and intersections are designed with enhanced pedestrian and bike facilities, while accommodating personal and delivery vehicles, and some local trucks. Higher quality and unique streetscape is concentrated along this route. The Connector intends to enhance the key east-west access in the District, while connecting the CP and Nine Mile Creek Regional Trails.

POTENTIAL NEW CONNECTIONS

Opportunity locations for new paths, trails, or street connections to create better internal circulation and connectivity. Each location should be opportunity-driven, and will require coordination with private property owners.

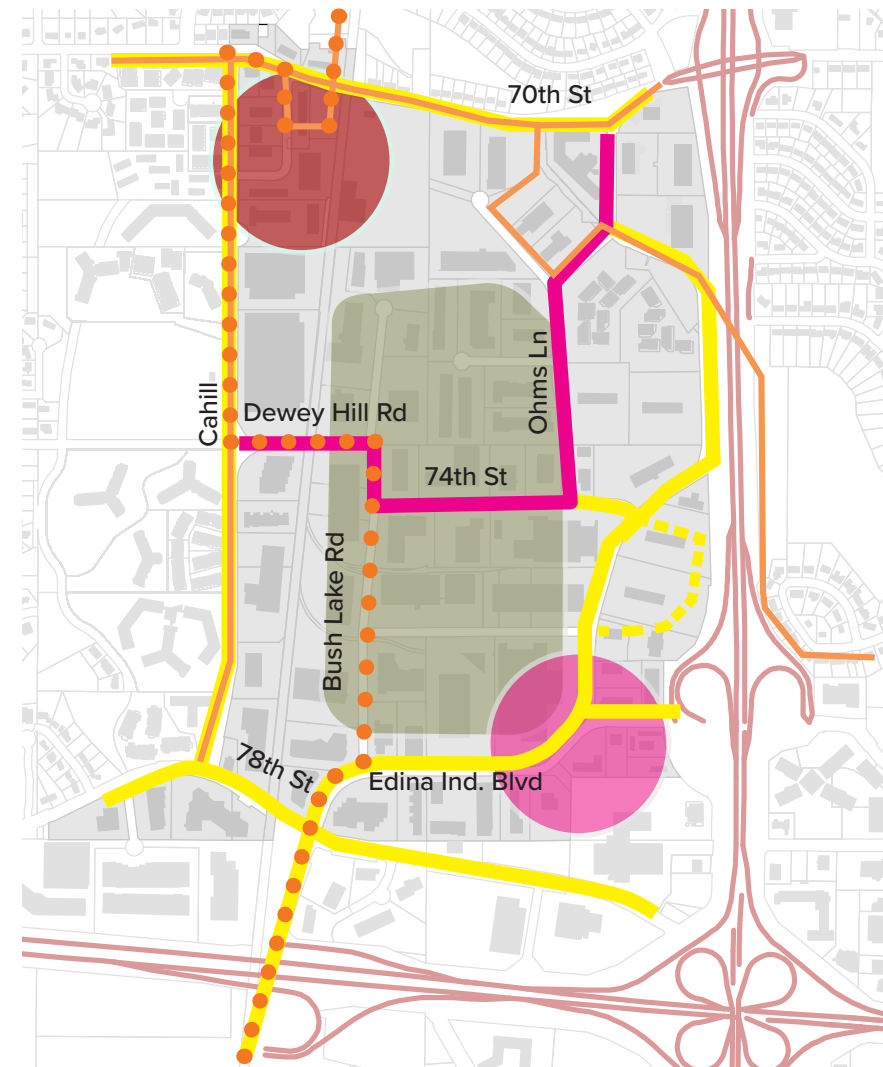
FUTURE CP Trail

The Canadian Pacific Rail Regional Trail will link the Nine Mile Creek Regional Trail to the Hyland Park Reserve in Bloomington. The approved alignment runs along Bush Lake Road, Dewey Hill Road, and Cahill Road, then merges with existing facilities on 70th Street.

EXISTING BIKE FACILITY

PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

MULTIMODAL ENHANCEMENTS



BIKE & PEDESTRIAN PRIORITY ROUTES

- ROADS THAT BALANCE ALL USERS
- CAHILL CONNECTOR (enhanced, multi-modal route)
- FUTURE CP TRAIL
- EXISTING BIKE FACILITY

Using the roadway typology and planned improvements, a new network of multimodal improvements can better connect users to, and through, the district.

Anchored internally by an enhanced “Cahill Connector”, these routes provide internal access and circulation for those walking and biking, while maintaining safe circulation and access for necessary vehicle traffic. They will also aid in health promoting design by allowing more sidewalks for walking trips to areas businesses, or for employees and future residents who simply want to go for a walk.

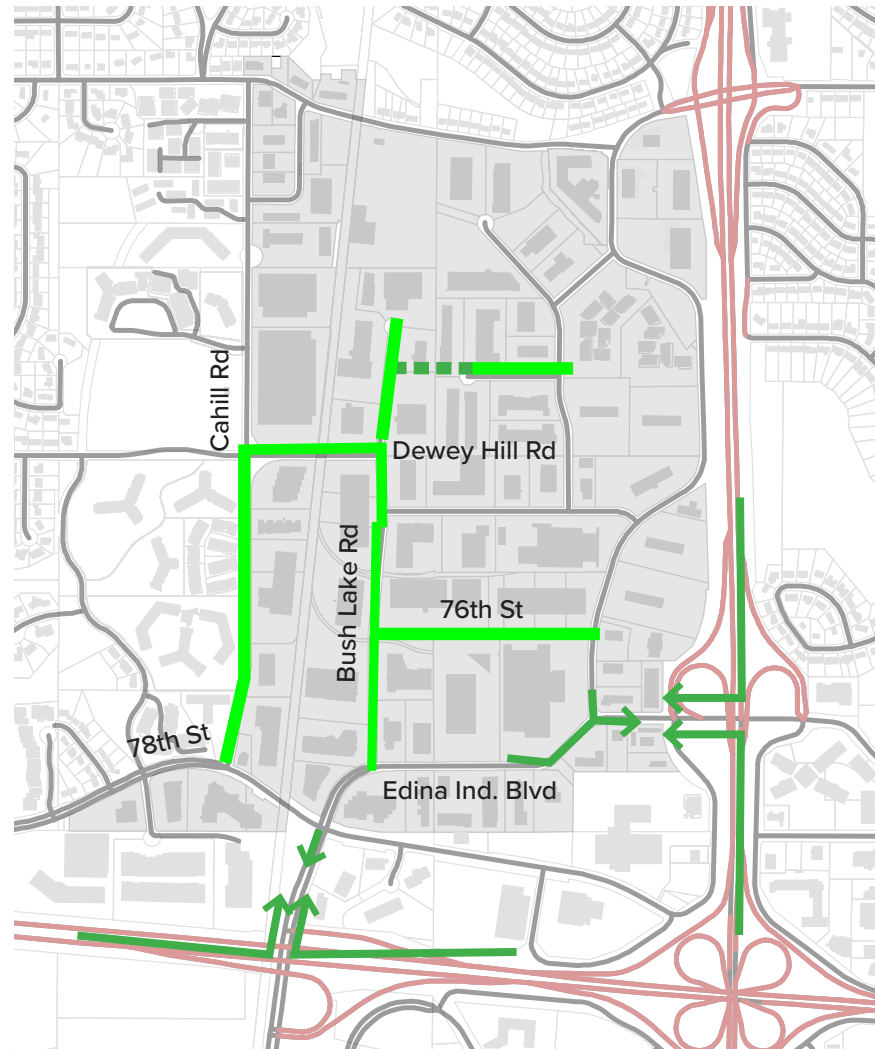
Most dedicated street ROW in the district provides 60' of available space, enough for two comfortable travel lanes, sidewalks, and grass boulevards. Along the Cahill Connector and southern portion of Bush Lake Road, an additional shared use path would be introduced to accommodate bikes and pedestrians users.

Along Cahill Road, 74th Street, and Ohms Lane, on-street parking could be provided to accommodate adjacent businesses, or future residents in the Neighborhood Mixed Use subdistrict.



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

ROADS ACCOMMODATING HEAVY TRUCKS



TRUCK PRIORITY ROUTES

- ROADS FAVORING TRUCKS
- - - POTENTIAL NEW CONNECTIONS
- PREFERRED TRUCK ACCESS FROM HWY 100/I-494

Heavy truck traffic will remain a vital component of the District for the foreseeable future, and accommodating these vehicles is critical to ongoing area competitiveness. Recognizing this need, and in effort to mitigate conflicts between roadway users, heavier truck traffic should be encouraged to use the south and west edges of the district whenever able. Further, encouraging heavy truck use of the southern Hwy 100 interchange will keep truck traffic out of the more residential and retail portions of the District's northern edge. While this should be encouraged, this plan does not recommend formally designating truck-only routes, so as to maintain street use and design flexibility.

Roadway segments along these routes should be designed to comfortably and safely accommodate larger trucks. This means wider travel lanes, driveways, and turn radii. Bike facilities along these segments should avoid the inclusion of on-street bike facilities to mitigate conflicts. Each roadway has sufficient ROW, so sidewalks should be included on one or both sides of each segment, which would also mitigate people walking in the street.

Bush Lake Road, particularly between 74th Street and 76th Street, may warrant on-street parking to address localized parking needs associated with adjacent retail and recreation uses. This parking however should be mindful of sightlines and truck turn needs at driveways and intersections.

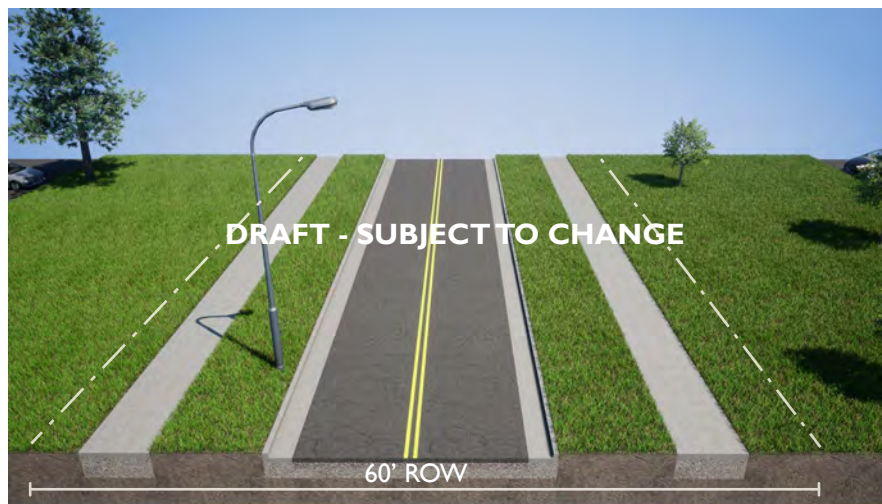
Dewey Hill Road



Bush Lake Road



76th Street

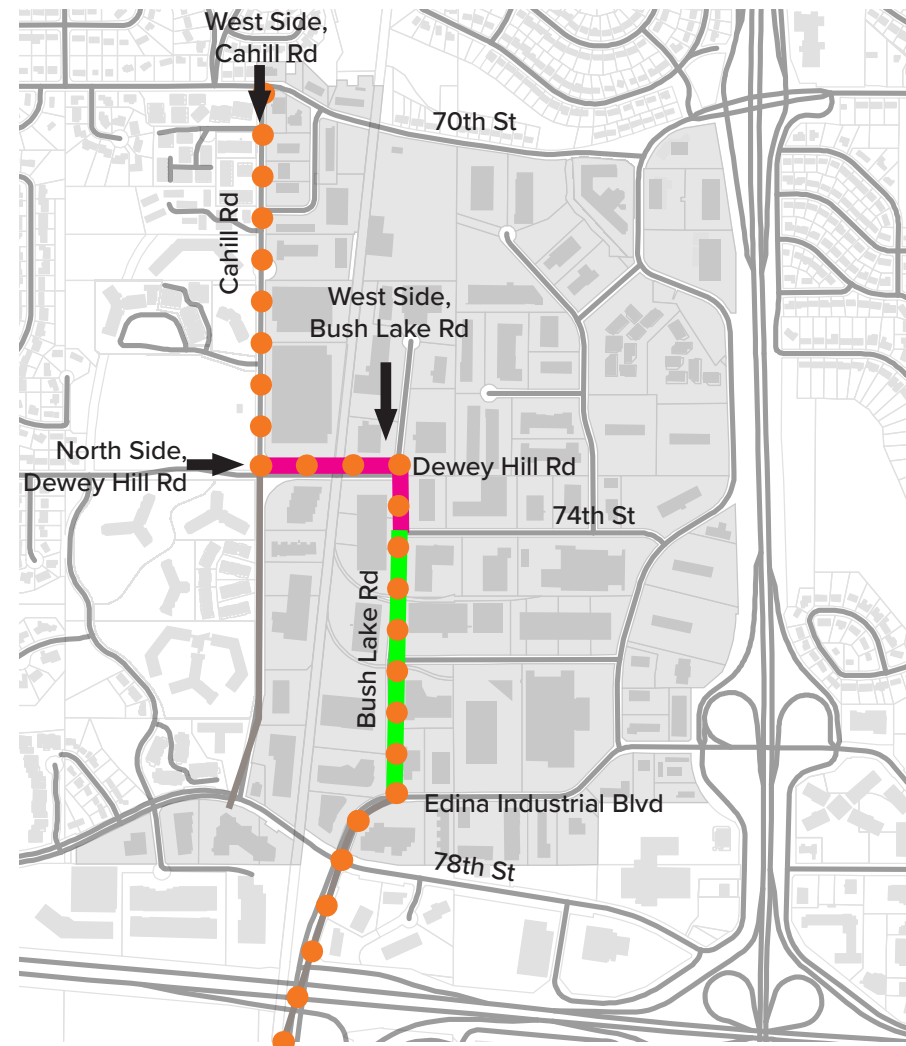


Edina Industrial Boulevard



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

CP TRAIL ALIGNMENT



Three Rivers Park District's planned CP Rail Regional Trail will offer a significant new regional connection through the district, the confluence of a two-trail head at 70th St/Cahill Rd, and a chance for better pedestrian and bike connections within the district. The draft trail master plan provides a suggested route alignment and facility design guidance, which is reflected below.

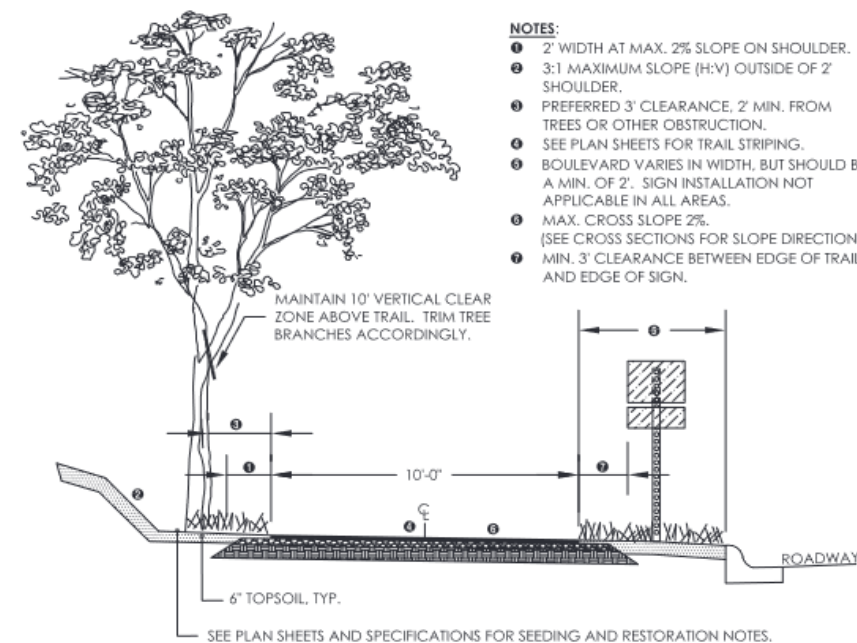
Cahill Road: The approximately 65' existing ROW could accommodate the Trail if existing on-street bike lanes are removed, which would be redundant to the regional trail. A west-running trail maintains bike access to Lewis park and residential uses west of Cahill, but would require a two phase crossings at the Dewey Hill intersection.

Dewey Hill Road Intersection: Redesigning the intersection as a mini roundabout, described in more detail later in this section, would improve crossing safety, despite the two-phased crossing required. The Trail alignment may present some conflicts with the otherwise heavy truck traffic entering/leaving the district at that intersection, however, highly visible crossing markings and locations can help mitigate these issues.

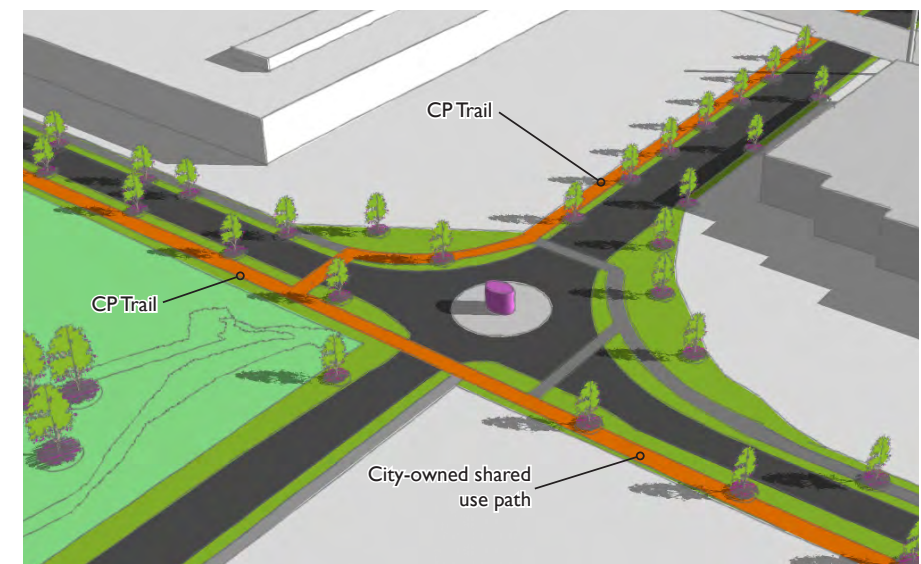
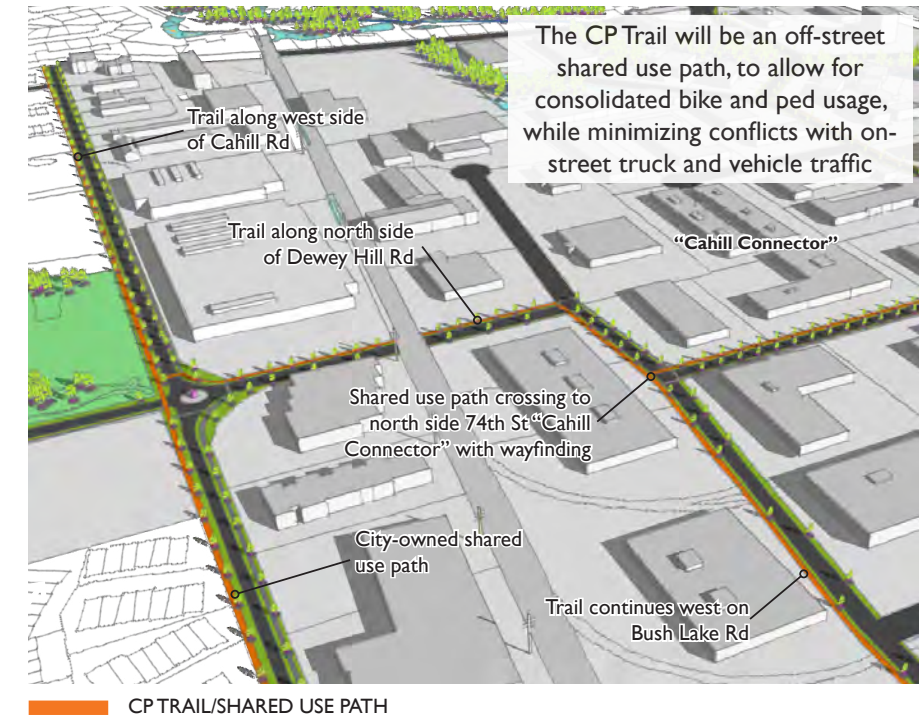
Dewey Hill Road: With equal numbers of driveways on both sides of the street, a north running trail allows for a single crossing from Cahill Rd, but would require an additional crossing at the intersection with Bush Lake Rd.

Bush Lake Road: A west-running trail avoids all intersection crossings and presents comparatively less topography issues. It would also allow for safer access and turn movements as the trail transitions to West 78th St.

CP TRAIL DESIGN GUIDANCE FROM DRAFT TRAIL MASTER PLAN



While the draft master plan suggest a 10' shared use path for the Trail design, updated best practices now suggest a 12' path where possible, with 10' as a minimum width. Much of the District could likely accommodate a 12' trail width, and should utilize that design whenever able.



Concept illustration for trail crossing at Cahill Rd and Dewey Hill Rd intersection, with a mini roundabout.

Not an exact representation of mini roundabout final design

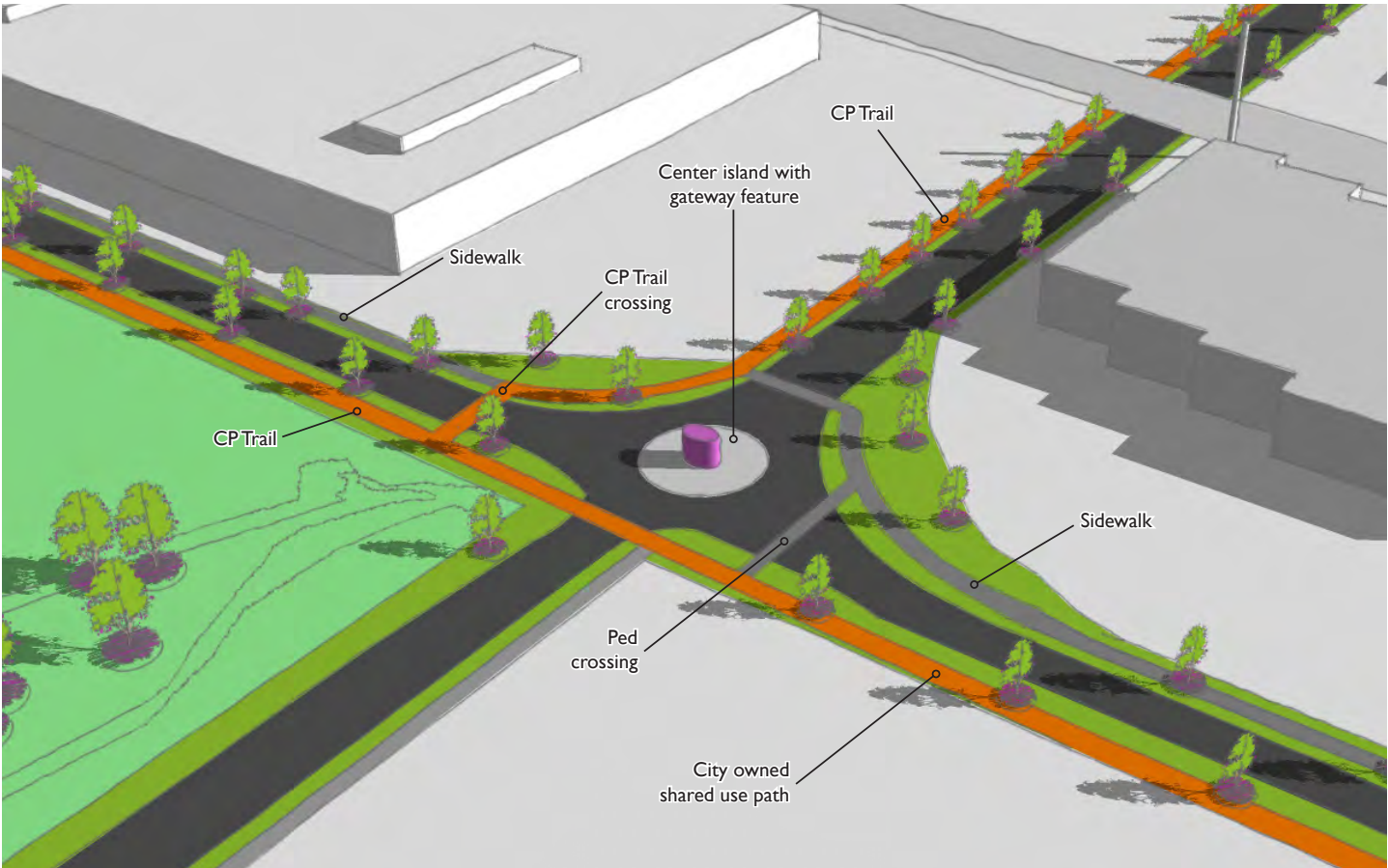
PUBLIC REALM PLAN FOR THE CAHILL DISTRICT
DEWEY HILL / CAHILL RD INTERSECTION



The Cahill / Dewey Hill intersection was designed to accommodate turn movements of large trucks. The intersection purposefully deters casual or comfortable through-traffic, especially traffic traveling from the west on Dewey Hill Rd across Cahill Rd. The intersection has become increasingly difficult to navigate as District uses have evolved towards attracting more personal vehicle and retail traffic.

An alternative option that would improve intersection safety and operations is a mini-roundabout at the intersection. Compared to traditional intersections, roundabouts such as the concept shown here have demonstrated less traffic delays, reduction in crashes, result in fewer idling vehicles, and present less vehicle/ped/bike conflict points.

KEY CONSIDERATIONS	Recommended	Cahill Intersection
Dimension	Min 90' diameter	160' diameter
AADT	< 10,000	6,600
MPH	< 30mph	25mph (signed)



MINI ROUNDABOUT CONCEPT

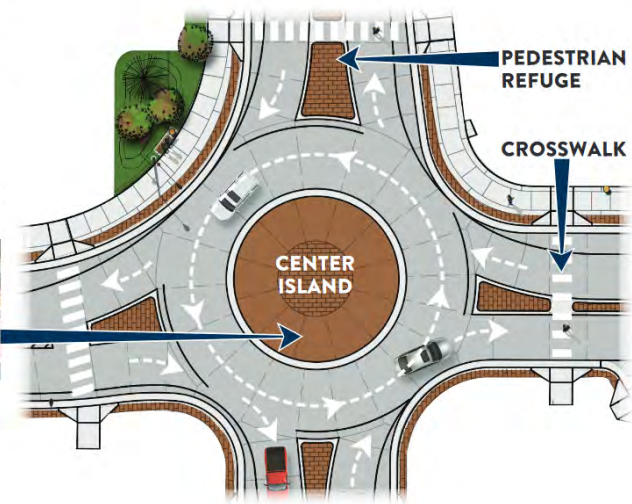
The above concept, which is meant as an illustration of a mini roundabout, would allow for continued truck access especially if truck traffic is preferred along the segment of Cahill south of the intersection. The center island of the mini-roundabout is surmountable, allowing for large truck traffic leaving Dewey Hill Rd to south-bound Cahill Rd to drive harmlessly over the center island, as shown in this MnDOT Diagram.

Bike and ped crossings occur at marked locations, and are pulled back from the middle of the intersection to be at “splitter islands”. These islands also act as bike and ped refuges for safer crossing.



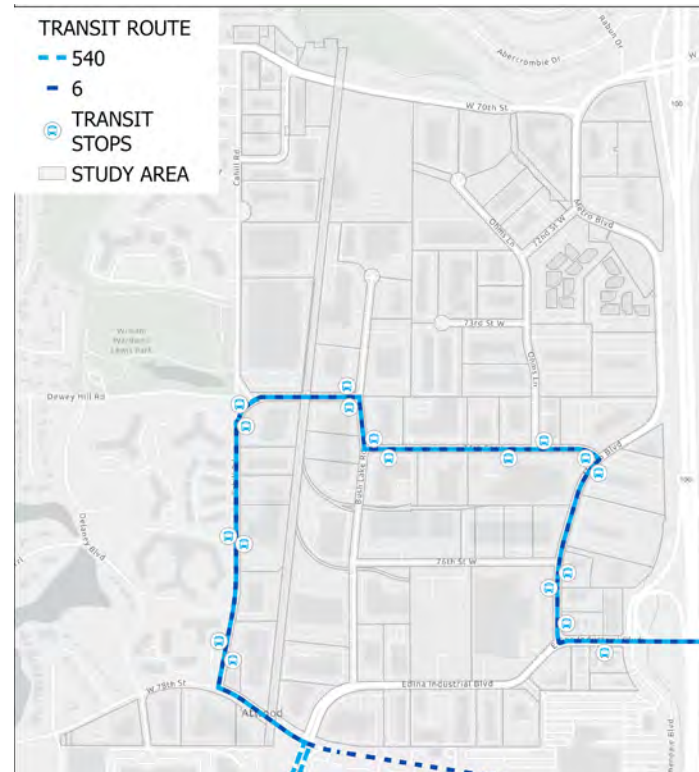
The center island is designed to allow trucks to drive up and over the shallow curb to proceed through the intersection.

MnDOT diagram on mini-roundabouts



PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

TRANSIT STOP DESIGN AND ACCESS



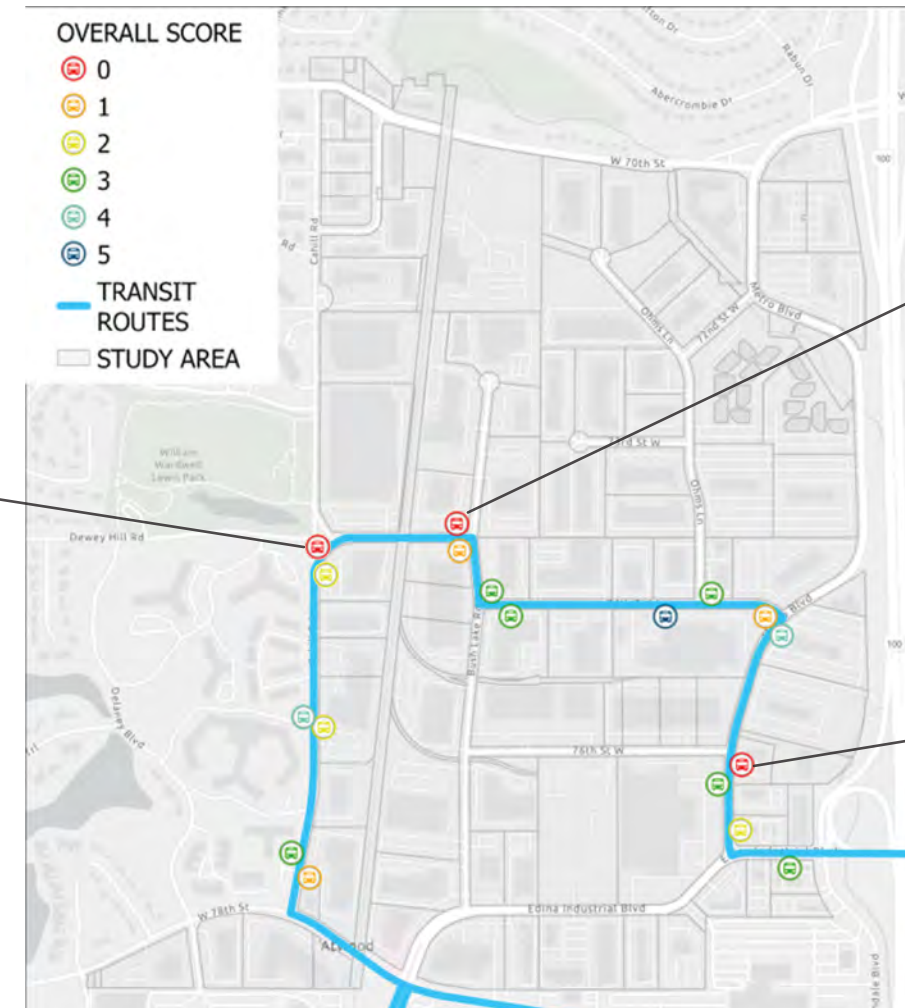
Metro Transit Routes which currently serve the district are Local Route 6K and Frequent Local Route 540. These are the only two active routes within the district. Route 542 was suspended due to ridership impacts of COVID, and has not returned to operation. Both of these active routes terminate in or near the district, with the nearest transfer points just east of the district at the Southdale Transit Center, and stops surrounding the I-35W/I-494 Interchange. The E Line BRT, scheduled for completion in 2025, will terminate at Southdale Transit Center and provide additional adjacent regional access. Seventeen bus stops are located within the district, all of which lack bus shelters.

Metro Transit Bus Stop Design Guidelines

Metro Transit's Bus stop design guidelines are crucial to identifying how the Cahill District plan could support physical improvements to transit access. While offering design best practices, the stop design guidelines can also suggest opportunities to pursue targeted bus stop improvements, improving safety and ease of access for transit riders.



Stop on the island at the Intersection of Cahill Rd and Dewey Hill Rd



Dewey Rd and Bush Lake Rd intersection



Metro Blvd south of 76th St

An assessment of each transit stop within the District was conducted using Metro Transit design criteria of stop pedestrian access, boarding access, bench, slope, and stop length. Transit stops were then given a cumulative score to inform which locations should be prioritized for future improvements. A full stop review is included in Appendix B.

The pending CP Trail and associated roadway improvements along that route would be an opportunity to address substandard stop locations along Cahill, Dewey Hill Rd, and Bush Lake Rd. Additionally, future (re) development adjacent transit stops should also be improve stop designs.

As other public realm improvements occur, such as the Cahill Connector, each should consider opportunities for stop location improvements as part of the design and construction process.

PUBLIC REALM PLAN FOR THE CAHILL DISTRICT

PLAN IMPLEMENTATION

The following is a preliminary list of initial steps the City of Edina should take towards implementing the Public Realm Plan. A more robust implementation plan is included in the following section of this Plan. Implementation steps are not listed in order of priority.

ENHANCED STREETScape

Utilizing guidance from the city's Living Street policy and other best practices, enhance streetscape aesthetics along the Cahill Connector route, and ensure alignment with the future CP Trail. These improvements should be implemented alongside any street retrofit or reconstruction along the Cahill Connector Route, and aid in establishing a sense of place through the core of the District.

GATEWAYS & WAYFINDING

Commission a branding and wayfinding plan for the District to establish a gateway and wayfinding pattern book. This resource would detail designs, materials, and locations for district gateways, wayfinding, art, and related elements.

PEDESTRIAN SCALE DEVELOPMENT

Review and update the zoning code to ensure zoning districts associated with the Neighborhood Node, Business Node, and Neighborhood Mixed Use districts are provided guidance to encourage pedestrian scale development.

REGIONAL WATER MANAGEMENT

Commission a subwatershed assessment of the District to better understanding geotechnical conditions, opportunities, and constraints for regional and semi-regional stormwater and flood management approaches.

Facilitate conversations with current property owners of "soft sites" (low coverage sites that could most easily accommodate new development) to explore potential partnerships towards regional, stacked water management opportunities that could also add value to their properties. As redevelopment occurs in the district, continue conversations with owners on these value added, opportunity-driven improvements.

MULTIMODAL IMPROVEMENTS

Utilizing guidance from the city's Living Streets policy, and section recommendations from this plan, incorporate multimodal roadway improvements throughout the district, during planned street retrofit reconstruction. Priority should be given to those routes along the Cahill Connector.

PREFERRED TRUCK ROUTE

Coordinate with area business owners, particularly large industrial and shipping businesses, to direct trucks along preferred truck routes along the west edge of the District. Future wayfinding should consider orientation and markers to support this.

CP TRAIL

Continue working and coordinating with Three Rivers towards the timing, siting, and design of the trail, ensuring final details bring benefits to the city and district. Align the project to consider improvements elsewhere in the district, including the Dewey Hill intersection and multimodal improvements along the Cahill Connector route.

DEWEY HILL INTERSECTION

Commission an intersection study of the Cahill Rd / Dewey Hill Rd intersection to confirm feasibility and design details of a mini roundabout at the intersection, or other viable alternatives. Any future design must consider accommodations for CP trail needs, truck access along Dewey Hill, and other adjacent business needs as necessary.

TRANSIT STOP DESIGN & ACCESS

Continue coordination with Metro Transit on evaluating transit stop conditions, and pursue partnership opportunities for stop improvements with private property owners, particularly during (re)development. During future design and reconstruction of either the CP Trail, or public roads, identify stop locations that can be improved as part of the project.

IMPLEMENTATION PLAN



IMPLEMENTATION

OVERVIEW

Implementing desired change in a place like the Cahill district is more than a simple to do list. There are different tiers of action, and a variety of tools to inform each tier. The purpose of this chapter is to lay out resources for each of the primary approaches.

As change likely will be incremental and need to respond to both unanticipated opportunities and rapid change, this approach must be flexible. At the same time, it cannot compromise too much on the underlying goals and principles that form the common understanding shaping the plan. Going back to the original framing of this plan, this means having a strong framework to implement **goals** while also providing more general guidelines to allow for the pursuit of **aspirations** when an opportunity to do something unique emerges.

In this plan, the implementation matrix (described below) outlines the way goals can be implemented. Regarding aspirations, they are provided as more inspirational concepts. The path forward with aspirations can include (but not be limited to):

- Projects that involve public participation or another mission-driven partnership
- Developers or property owners with a vision for an innovative approach to development
- Proposals where additional approvals are needed that may incentivize exceptional approaches

IMPLEMENTATION MATRIX

The implementation steps below are based on this being a city-led plan. The City of Edina has tools and resources to set policy, build and maintain infrastructure, implement programs and initiatives, communicate strategic directions, and partner with other public and private entities and jurisdictions. Priorities for the Cahill district will necessarily need to be evaluated against other city goals and activities. As such, the timelines associated with them are estimated.

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

POTENTIAL SHORT TERM ACTIONS

The implementation matrix provides an extensive list of possible actions. Not all of these will be near-term priorities, and many may depend on either market-driven opportunities or future prioritization of resources. However, based on an initial assessment of feasibility and priority, the following were identified as potential short term actions.

- Ensure land use policy and regulatory consistency between the district plan and city policy and regulatory documents
- Maximize value of planned regional trail connectivity for the district and the city.
- Support improvements in Pedestrian Oriented Activity Areas, which include pedestrian scale design and enhanced open space.
- Explore opportunities for wayfinding, signage, and branding for the district, particularly via gateway enhancements.
- Scale up wastewater utility capacity improvements consistent with the City's 2019 sewer capacity study for the district.
- Promote improved branding and identity for area, including marketing and recruiting efforts.

IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
LAND USE			
Ensure land use policy and regulatory consistency between the district plan and city policy and regulatory documents <ul style="list-style-type: none">Update comprehensive plan to reflect new future land use guidance for portions of districtReview zoning code to ensure consistency with new land use guidance, and make changes as needed	Planning Division	Short term	Plan and policy consistency City Council actions
Apply advisory guidance related to development review, as outlined in the plan, with a focus on pedestrian oriented districts <ul style="list-style-type: none">Review development proposals against recommendations for an enhanced public realm, including semi-public areasConsider development performance metrics when evaluating the merits of a proposed project	Planning Division	Ongoing	Presence of enhanced development
HOUSING			
Ensure any new housing development is in alignment with community goals and system capacities: <ul style="list-style-type: none">Evaluate potential for new housing in designated mixed-use areas, considering factors of contribution to city's housing options and management of impacts on public systems and infrastructureWhen developing housing in the area, encourage adjacency to other residential, development of shared public amenity spaces, and non-motorized connectivity	Planning Division in coordination with Edina Public School District	Mid term	New housing developments and units Enhanced public spaces near residential/mixed use
COMMUNITY FACILITIES			
Where opportunities present themselves, explore options for community-serving uses in the district for education, culture, shopping, recreation, and other purposes. <ul style="list-style-type: none">Explore opportunities for public-private partnerships around community-serving uses in coordination with developersConsider and address impacts on community serving uses as part of development review process, including public schools	Planning Commission	Ongoing	New or enhanced community-serving uses in district



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
TRANSPORTATION			
Maximize value of planned regional trail connectivity for the district and the city. <ul style="list-style-type: none">Consistent with the recommendations here, coordinate regarding completion of the CP Rail Trail through district, particularly along Bush Lake (from 74th to Edina Industrial)Add any needed connectivity or wayfinding between the regional trail and the local bike and pedestrian network	Transportation Division in coordination with Three Rivers Park District	Short term	Project completion Trail linkages
Develop the Cahill Connector enhanced connectivity and placemaking network to define and enhance the area. <ul style="list-style-type: none">Develop streetscape enhancements and an off-road multi-use trail along:<ul style="list-style-type: none">Cahill Rd (70th St to Dewey Hill Rd)Dewey Rd (Cahill Rd to Bush Lake Rd)Bush Lake Rd (Dewey Hill Rd to 74th St)74th St (Bush Lake Rd to Ohms Ln)Ohms Ln (72nd St to 74th St)Metro Blvd (72nd St/Nine Mike Creek Trail Connector to 70th St)Develop streetscape enhancements and consider upgrade to a multimodal trail along:<ul style="list-style-type: none">Cahill Rd (Dewey Hill Rd to Edina Industrial Blvd)	Engineering	Mid term	Lineal feet of new trail and presence of enhanced streetscape
Improve transit service experience and transit user experience throughout the district: <ul style="list-style-type: none">Make upgrades to transit stops and pedestrian connections to meet Metro Transit guidelinesCommunicate regularly with Metro Transit regarding service expectations and recommendations for improvements to the district, corresponding with growth	Metro Transit, in coordination with City	Mid term	Service level improvements
Make improvements to Dewey/Cahill intersections to address traffic safety, multimodal accessibility, and gateway considerations: <ul style="list-style-type: none">Commission intersection study to consider options such as roundabout as well as improved sidewalks and pedestrian crossings.	Engineering	Mid term	Updated intersection configuration or gateway treatments
Support ongoing safe rail crossing management within the district. <ul style="list-style-type: none">Maintain existing at-grade rail crossing at Dewey Hill RdSupport upgrades to safety of the rail corridor and/or crossing as needed based on current safety standards	Engineering	Mid/long term	Maintained safety of crossing



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
TRANSPORTATION			
Encourage placement of shared mobility enhancements throughout district, including car, ride, bike, and scooter sharing, consistent with city policies and procedures. <ul style="list-style-type: none">Work with developers who want to incorporate one or more of these options within their existing or new developmentExplore options with potential vendors of sharing services that may want to locate in the district	Planning Division	Mid/long term	Presence of mobility options within the district
Develop new roadway connections to close gaps in the roadway network and enhance connectivity, circulation, and separation of modes. <ul style="list-style-type: none">Connection between Ohms Lane and Bush Lake RoadConnection between 73rd St and Bush Lake Road	Engineering	Mid/long term	Gaps filled in roadway network via new connections
Incorporate traffic safety and traffic calming improvements where appropriate as roadways are upgraded. <ul style="list-style-type: none">Explore options including lane width reductions, crossing width reductions, enhanced pedestrian crossings, signalization where warranted, and enhanced streetscape	Engineering	Mid/long term	Miles of enhanced roadway
Encourage routing of freight traffic on routes identified in this plan, to help separate trucks from non-motorized uses when feasible. <ul style="list-style-type: none">Maintain existing MSA route as open for trucksEncourage trucks, via signage and design, to be directed to routes including Bush Lake Rd, Dewey Hill Rd, 73rd St, and 76th St	Engineering	Mid/long term	Safe and connected network
HEALTH			
When developing public spaces and infrastructure improvements, work towards developing safe and appealing connections that promote healthy active lifestyles for residents and workers <ul style="list-style-type: none">Support inclusion of elements in the public realm that make physical activity safe, accessible, and rewarding	Engineering and Community Health Commission	Long term	Increased physical activity and social interactions in district
Consider role of regional trail connections through district in building out large network of active living facilities citywide <ul style="list-style-type: none">Support development of educational materials such as maps, website content, and others to educate people on current and planned trail connections and other active living resources	Community Health Commission	Long term	Increased walking/biking accessibility to destinations citywide and across region



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
PARKS, OPEN SPACE, AND PUBLIC REALM			
Support improvements in Pedestrian Oriented Activity Areas, which include pedestrian scale design and enhanced open space. <ul style="list-style-type: none">Focus improvement on the Business Node, Neighborhood Node, and Neighborhood Mixed Use SubdistrictExplore other opportunities, including major office retrofit or redevelopment	Planning Commission	Short/mid term	Enhanced development and public realm
Explore opportunities for wayfinding, signage, and branding for the district, particularly via gateway enhancements. <ul style="list-style-type: none">Consider development of a wayfinding, signage, and branding plan for the district, focusing on gateway areasConsider specific focus on enhancing the gateway locations at:<ul style="list-style-type: none">Cahill Rd at Dewey Hill BlvdMetro Blvd at 70th StEdina Industrial Blvd at Hwy 100 InterchangeBush Lake Rd at Edina Industrial Blvd	City of Edi	Short/mid term	Wayfinding, signage, and/or branding enhancements for the district
For future destination uses, encourage a parking management plan and/or coordination with adjacent property owners. <ul style="list-style-type: none">Consider district parking and shared parking arrangements with any major new developments generating significant traffic, and/or with uses that could share parkingEncourage less reliance on surface parking, including reduction of underutilized parking lots	Planning Division	Ongoing	More efficient use of parking via shared and district solutions
Work with the watershed on potential partnerships on enhanced stormwater features for major new development <ul style="list-style-type: none">Explore options in Pedestrian Oriented Activity areas and other areas with enhanced development potential, and/or major stormwater management needs	Engineering	Ongoing	Partnerships with enhanced stormwater management in district



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
PUBLIC UTILITIES			
Scale up wastewater utility capacity improvements consistent with the city's 2019 sewer capacity study for the district. <ul style="list-style-type: none">Expand sewer capacity consistent with plan aligns with Scenario 4: "Industrial-to-residential change along the edges of the district and more intense industrial and commercial uses in the core"	Engineering	Short term	Capacity to accommodate planned development
Maintain water supply and quality to meet forecasted demand. <ul style="list-style-type: none">Implement planned system improvements and upgrades consistent with comprehensive plan and other guiding documents	Engineering	Short term	Capacity to accommodate planned development
Support surface water and other environmental quality improvements. <ul style="list-style-type: none">Coordinate with Nine Mile Creek Watershed District regarding their plansEncourage best practices for managing runoff and stream buffering with development	Engineering	Mid term	Improved water quality in district and downstream
Encourage development of enhanced stormwater management that meets multiple goals. <ul style="list-style-type: none">Consider conducting a districts stormwater study for the district to identify scale, type, placement, and cost of potential improvementsWork with developers to explore partnerships around enhanced stormwater management as part of overall improved multi-function public realm	Engineering and Nine Mile Creek Watershed District	Mid term	Mitigate stormwater management deficiencies and flood risks
As needed, support continued and enhanced presence of smart cities technology needed to serve business evolution. <ul style="list-style-type: none">Support private sector innovation in implementing technological solutions, including potential pilot efforts	Engineering	Mid term	Presence of smart technology in the district



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
SUSTAINABILITY AND ENVIRONMENT			
Support the development of infrastructure supporting electrification and decarbonization <ul style="list-style-type: none">Encourage installation of EV charging stations throughout district at key locations accessible to visitors, employees, and other usersEncourage developers to pursue green building standards and practices that reduce carbon footprint	Sustainability, Energy and Environment Commission	Mid/long term	Presence of expanded EV charging stations or other green enhancements
Explore possibilities for district systems at district-wide or sub-district scale, including water, sewer, energy, parking, open space, etc. <ul style="list-style-type: none">Support feasibility analyses and/or proposals for district improvements, such as green energyExplore partnerships with private property owners or other entities to seek resources to explore district solutions	Sustainability, Energy and Environment Commission	Mid/long term	Feasibility analysis and potentially implementation of district systems
Encourage privately initiated sustainability pilots that seek new and/or innovative approaches to advancing sustainability. <ul style="list-style-type: none">Explore supporting study, resource identification, and/or implementation of sustainability improvements to buildings, sites, and portions of the public realm	Sustainability	Mid/long term	Sustainability pilots in the district
HERITAGE PRESERVATION			
Research and document history of Cahill industrial area as part of City’s historical record <ul style="list-style-type: none">Develop a summary of the district history to include in city records	Heritage Preservation Commission	Long term	Documented history of area
Where appropriate, evaluate development applications and public realm improvement plans for opportunity to tell the history and significance of this area <ul style="list-style-type: none">Explore opportunities to incorporate historical interpretation and educational elements in development and public realm projects	Heritage Preservation Commission	Long term	Interpretive signage or other treatment of the area



IMPLEMENTATION MATRIX

Short term = 1-2 years; Mid-term = 3-5 years; Long term = 5+ years

GOALS AND IMPLEMENTATION STEPS	LEAD	TIMING	POTENTIAL METRICS
ECONOMIC COMPETITIVENESS			
Coordinate with Edina Innovation Lab to support entrepreneurship and business startups in the district, as well as supporting existing ones. <ul style="list-style-type: none">Support outreach to current and potential tenants for the district, including sharing information on available resources for business development and expansionEncourage connections between businesses and potential vacant locations in the districtLook for opportunities to connect with current businesses regarding ways for them to stay and thrive in this location.	Economic Development	Ongoing	New and/or expanded businesses in the district
Promote improved branding and identity for area, including marketing and recruiting efforts. <ul style="list-style-type: none">Consider developing a branding and identity plan for the district, including marketing materialsConsider retail or other tenant recruiting efforts, and/or identify what may be obstacles to firms locating here	Economic Development	Short/mid term	Enhanced branding and marketing for district
ARTS AND CULTURE			
Recognize, enhance, and expand upon public art in the district. <ul style="list-style-type: none">Initiate an inventory of legacy public art installations in the districtConsider both renovation of existing pieces and additional new art based on opportunity areas	Arts and Culture Commission	Long term	Public art inventory; plan for additional installations
HUMAN RIGHTS			
Support the development of a district that is safe, welcoming, and accessible to people of all identities, ages, and abilities <ul style="list-style-type: none">Ensure Americans with Disabilities Act (ADA) standards and other accessibility standards are considered in the context of all improvements to public spaces and corridors	Human Rights and Relations Commission	Long term	ADA accessible standards maintained throughout district

ASPIRATION: RESILIENT AND CONNECTED SYSTEMS

A sustainable and green district with restorative environmental practices that support Edina's climate resiliency goals through both the public realm and private investment, setting a higher standard for how office/industrial districts can function.

DECARBONIZATION AND ELECTRIFICATION

Building decarbonization, reducing reliance on fossil fuels and decreasing emissions, is increasing a priority. Expansion of EV charging infrastructure continues to be an in-demand feature for development. Both [state](#) and [federal](#) administrations have recently stepped up both with ambitious goals and unprecedented resources now available for implementation.

IMPLICATION: Resources and support for green buildings and green energy in the Cahill district.



UNDERSTANDING THE VALUE OF GREEN SPACES

There is now increased understanding of how amenity-rich and multi-function public spaces contribute, from improved mental health to broader [economic recovery](#). Expanded understanding of [nature-based solutions](#) to climate change resilience and flooding. Particularly in cities, understanding of how this can also contribute to vibrant public spaces that are attractive for workers and increase property value.

IMPLICATION: Multiple reasons and needs that support investment in green infrastructure.



EVOLVING AND GROWING DEMAND FOR STREET EDGES

There is growing demand for uses and activities in the curb space between street and property. Competing and complementary uses include room for outdoor shopping and dining, delivery services, shared mobility, and micro mobility (e-bikes, bikes, scooters). [Exploration](#) of how space is allocated in the right-of-way and how to prioritize modes and demands with the space.

IMPLICATION: Roadway improvements should consider multiple space demands.



DIGITAL TRACKING AND MODELING

There are increasing and rapidly evolving [applications](#) for internet connected technology in planning for areas. One example includes smart cities applications that track things like air quality, lighting, waste management, and water flows so they can be efficiently modeled and provide real-time information. Virtual and extended reality opportunities are evolving as well.

IMPLICATION: Explore potential pilot applications, especially in areas with low levels of natural surveillance.



ASPIRATION: REGIONAL ECONOMIC VALUE

An innovative business district that helps redefine the future of work through enhanced, high amenity workspaces and forward-thinking businesses that explore new frontiers in their field, drawing on the top talent in the region and reflecting the city's commitment to continuous learning and progress.

FUTURE OF OFFICE: WORKING ANYWHERE

Post-pandemic, the [expectation](#) now is that working full-time in the office as a standard model is obsolete. Over half the workforce has the ability to work remote at least part time, and people are making choices based on convenience, amenity, and lifestyle flexibility. This is even more present in younger generations, particularly Gen Z “digital natives.” Flexibility will be needed to accommodate different working patterns.

IMPLICATION: Work spaces must be attractive and convenient, with additional amenities. Office and parking space footprints may shrink.



DESIGNING FOR CONTINUOUS CHANGE

With only half of pre-pandemic office supply now being occupied, the market is in the midst of a disruptive time for how space is used, and a focus on how to [design for continuous changes](#). This may include adaptively reusing obsolete buildings or designing new ones with multiple uses or flexibility to change between them. This will have implications for tax capacity and use mix, as the balance of how space is used shifts.

IMPLICATION: Allow for flexibility of the use of space, and mixing of different uses, particularly with competitive markets in mind



FUTURE OF INDUSTRY: OLD IS NEW AGAIN

While the tech industry is experiencing an adjustment, there is a resurgence in focus on domestic manufacturing, as some industries are seeking to [restore](#) production and simplify logistics. Likewise, surges in demand for both deliveries and data mean urban industrial locations are attractive for small-scale, strategically located distribution and data hubs, with smaller, but more numerous, trucks than prior industrial areas.

IMPLICATION: Strong demand possible for industrial park areas with value added uses.



ENTREPRENEURSHIP AND CREATOR ECONOMY

The last couple of years in particular have seen a [spike](#) in the formation of new businesses, particularly entrepreneurial efforts that can operate anywhere. Likewise, the creator economy is an innovative and disruptive force. [Content creation](#) in the digital space has generated new value, and many questions. High speed internet is a must, but how this translates into bricks and mortar operations is still in development.

IMPLICATION: Support new entrepreneurs as they seek to evolve their businesses past the startup phase and become more established.



ASPIRATION: COMMUNITY SERVING AND BUILDING

A lively, vibrant mixed-use district that is an attractive destination for both local residents and areas visitors, with retail and services, unique living options, and leisure and entertainment opportunities that transform this into a niche urban community.

NICHE NEIGHBORHOODS FOR LIVING AND WORKING

With the high degree of mobility and options experienced by households, leading areas with the opportunity and resources to create niche neighborhood concepts, with hyper-local and custom amenities that provide unique and convenient spaces. While preferences are diverse, households with the highest degree of choice [predominantly prefer](#) amenity-rich suburbs.

IMPLICATION: Create mixed use choice neighborhood concepts specific to preferences of current and future workers and residents.



MORE EMPHASIS ON HEALTHY AND GREEN LIVING

People are also making intentional decisions about promoting health and sustainability through their lifestyles. There has been a [growing trend](#), particularly post pandemic, for people who want to demonstrate their values and promote wellness through how they shop, live, work, and play. The presence of live-work options can extend the hours of activity in the area beyond 8-5.

IMPLICATION: Health-promoting and green amenities in buildings and public realm are value added component



NEW RHYTHMS OF COMMUNITY ACTIVITY

Mirroring flexibility in the work week, the typical patterns of activity in neighborhoods and business district have been [changed](#), perhaps permanently. With more people working at home and choosing off-peak hours for travel, uses and activities are more mixed and need flexibility to meet today's lifestyle choices, including digital nomads.

IMPLICATION: Designing a district that provides a mix of convenient, compatible options for living and working, especially for those with flexible scheduling.



CHANGING PEOPLE, CHANGING HOMES

As the population continues to both [diversify](#) and [age](#), the composition of housing options within a community needs to change as well. Market-driven responses point to a need for more multifamily, mixed use, and accessory options – as well as just a general increase in the supply to meet demand. At the community level, this means rebalancing and adding to the overall housing mix. It can also mean new market niches, like flexible live-work options.

IMPLICATION: Housing options that provide lifecycle housing choices for people in Edina.



MEASURING PROGRESS

APPROACH

While the goals and implementation steps earlier focus on outcomes via public sector actions, the full potential of the area will only be realized via private and semi-private efforts. This many include development proposals, business investments and expansions, potential public/private partnerships, an other means by which great ideas are surfaced and common ground is discovered.

As a result, the means to measure progress focuses less on specific goals and more on achieving a range of performance standards. The table to the right associates them with both the overall plan principles and series of topical areas of intervention where there's room for the public sector to be involved.

During the planning process, there was a robust discussion of the possibility of metering limited capacity in the district based on the ability of potential projects to meet a certain standard. While this process stopped short of defining a precise formula, this section is intended as a resource for furthering this conversation.

HOW DOES EDINA LEAD?

There are three key leadership areas where the City can set the stage and tone for what's next:

CAPACITY: Due to critical system constraints, public investment needed, most notably on sewer capacity, but also in areas such as schools. Otherwise, growth potential will be significantly limited.

PARTNERSHIP: Changing the land use type, intensity, and character of this area will require a significant effort, and potentially additional resources. Public partnership and leadership can both enable and elevate exceptional development futures.

FLEXIBILITY: While this plan provides significant guidance, the nature of new and innovative concepts is that they may push against the limits of what is expected. While core principles and goals should likely be maintained, the City's openness to unexpected but welcome ideas has the potential to open new frontiers. The City already has established procedures for exploring flexibility in standards, while still aligning with adopted policy, via its development review process.

PRINCIPLES	AREAS OF INTERVENTION	POTENTIAL METRICS AND PERFORMANCE STANDARDS
RESILIENT AND CONNECTED SYSTEMS	Climate resilience Flood reduction Stormwater management Green infrastructure Environmental cleanup Environmental systems Green energy Green building standards District systems System capacity and expansion	Managed impact on public services and systems Building energy usage and efficiency Carbon footprint reduction Enhanced stormwater/ surface water management New green space, tree coverage, natural areas, streetscaping, etc. Impervious surface coverage reduction Building/area green certification and green building practices Alternative transportation options for residents/workers Presence/use of district systems (e.g., water, energy, parking, etc.) Decreased reliance on single occupancy vehicles Improved environmental quality (e.g., water, soil, air, etc.) Green businesses – both products and operations Reputation as a green and sustainable district
REGIONAL ECONOMIC VALUE	Land use pattern Built form Market responsiveness Development feasibility Economic constraints Public and private partnerships Industrial district value Existing business value Small business support Fiscal and economic impacts	Local tax base expansion, diversification Total retail/office/industrial sf and jobs by industry Housing unit/household growth Worker wages/salaries, company sales/revenue Higher jobs/sf density for businesses Locally based workers, including live/work Additional community-serving businesses New business startups and entrepreneurs Presence of destination businesses and headquarters Transit supportive development scale and density near transit routes Industrial/office space vacancy rates and average rents Value of building permits issued (both new and renovation/expansion) Decrease in number of buildings that are below average condition Decreased in sites with relatively low value buildings Emerging best practices about district innovation
COMMUNITY SERVING AND BUILDING	Placemaking Public realm and open space Space programming and activation Urban design and character Residential mix Walkability and connectivity Public and traffic safety Active living Community-focused uses Scale and transitions Cultural/historical elements	Mix of housing units, providing lifecycle housing options Expanded bike and pedestrian facilities and amenities Improved ped/bike walkability/bikeability conditions and volumes Community gathering places, destinations, and events Frequency and duration of public transit service and ridership Presence of public art or gateway features in public realm Improved vehicle traffic safety and operations, reduced speeds/crashes Additional connections to surrounding areas and networks Improved and well-managed edges with surrounding areas Access to healthy foods, health care, and recreational opportunities Mitigation of noise, dust, truck traffic, and other impacts Educational and/or cultural components in public spaces Satisfaction survey results from residents/ businesses Improved character, design, and identity



IMPLEMENTATION CONSIDERATIONS

MANAGING IMPACTS

As identified earlier, system capacity and constraints are an important consideration. The underlying structure of Edina's Comprehensive Plan, as well as various other policy and regulatory documents, is based on ensuring public decision making and investment keep pace with expected growth and change.

The challenge of pacing public costs with development is that public investments are often not incremental, so they cannot be easily tracked parallel to marginal impacts of new development. However, that does not mean that cumulative impacts shouldn't be considered during public decision making.

A future area of study could be investigating a more robust strategy for accounting for future impacts of redevelopment. One potential tool is an [Alternative Urban Areawide Review](#) (AUAR) process. An AUAR is a Minnesota state tool to evaluate environmental impacts of multi-phase development across a study area. If a future larger-scale redevelopment project is proposed, an AUAR may be an effective way to meet environmental review requirements.

PLAN EVOLUTION

While this plan is intended as a long-term strategy for the district, changes and uncertainties mean that revisiting this (and other small area plans) every 5-10 years helps them remain relevant and updated. While the core principles of this plan are established as a means to maintain consistency across time, some aspects may need to change.

It happens that the next significant opportunity to revisit this plan will be during the City's comprehensive plan update, starting within a few years. As it is expected this plan will be incorporated directly into the citywide comprehensive plan, as have other small area and district plans, the City will need to affirm the plan's direction and consistency with the citywide planning framework.

When it comes to a plan update, hopefully there is no need for major reworking of all elements. However, some key questions can be identified to guide this path of inquiry, and inform if a plan amendment is needed. These questions may include, but not be limited to, the change factors to the right

While a review of these factors can be a helpful exercise, it doesn't necessarily require that the plan be amended. However, flexibility in approach can ensure that the city continues progress toward its goals and aspirations for the community, while being effective stewards of public resources.

CHANGE FACTORS

MARKET TRENDS: What has changed since plan initiations, particularly in terms of real estate and development value and opportunities? How does this impact development feasibility?

DEVELOPMENT COMPARABLES: What does development in other districts look like, and how does this impact the competitive landscape to attract investment? What about development inquiries or applications that Edina has received? Does the plan provide direction in line with these possibilities?

PROPERTY AND BUSINESS OWNERSHIP: Have there been any major changes in ownership in the district that may impact potential outcomes, such as the sale and potential expansion or downsizing of a business? Does this create or remove any opportunities?

PERFORMANCE OF NEW DEVELOPMENT: When development happens, is the intended outcome in line with expectations, or does the city determine that some adjustment to direction is needed?

SYSTEM CAPACITY ASSESSMENT: Are impacts on near- or at-capacity systems being managed and mitigated effectively? Do there need to be adjustments so as not to unduly burden these systems, including identifying additional investment needed?

APPENDICES



APPENDIX A

BUSINESS COMMUNITY AND DEVELOPER ENGAGEMENT REPORT



Cahill District Small Area Plan

Business & Property Owner Engagement: Survey and Focus Group Findings

July 2022 – January 2023

Overview

Outreach and engagement of property owners and businesses operating in the Cahill District is important to creating a plan that reflects the perspectives of these important stakeholders. This summary reflects the findings gathered using the following methods.

- A business survey distributed by e-mail
- Focus groups involving Global/national businesses (including property owners)
- Focus groups involving Local/regional businesses (including property owners)
- Focus group involving office property owners involved with leasing space to multiple tenants

A survey was distributed in the summer and fall of 2022 and again in early 2023 by the City of Edina to 165 businesses in the Cahill District for which e-mail addresses were identified. Thirty-four surveys were returned, representing a 21% response rate. Respondents to the question *How many employees do you have?* are distributed as follows: 1-5 employees (5); 6-20 employees (15); 21-50 employees (10); 51-100 employees (2); 101-200 (2). 70% of the survey respondents lease space and 30% own the property where the business operates. Two of the businesses have been in Edina less than 3 years. Nine have been in the community 3-5 years; eight in Edina for 6-10 years; seven for 11-20 years; and eight for 20+ years.

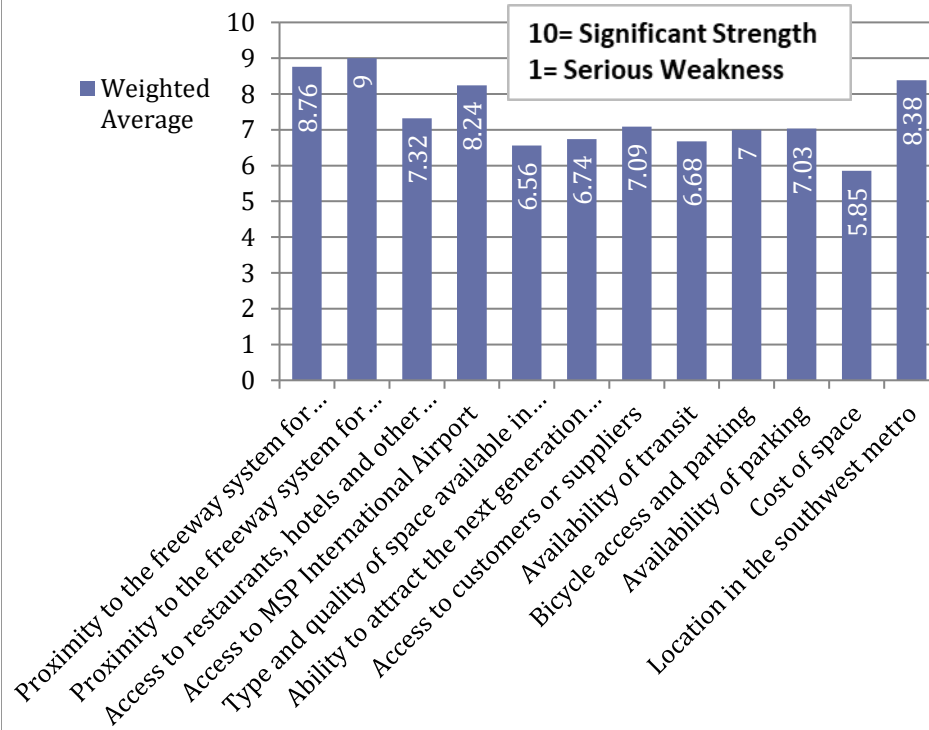
Five virtual focus groups were conducted to better understand the perspective of business owners and managers within the Cahill District. Ten individuals participated representing 8 businesses. Businesses were grouped into one of two categories for the focus groups - businesses with national/global markets and firms with local/regional markets. There was additional outreach to property owners who own multi-tenant properties. Two property owners representing two different firms participated. They own 5 office properties in the Cahill District located on the east side of the Cahill District.

Findings

Looking ahead to the next 10 years, survey respondents identified location and transportation access features, including freeway access, proximity to MSP International Airport and location in the southwest metro as the most important strengths of the Cahill District.



Looking to the next 10 years, please identify your perception of the strengths and weaknesses of the business park where your business is located.



Competitive Business location

All participants indicated that they expect the Cahill District will continue to be a competitive location for their businesses over the next decade.

Global/national

Overview: Four people representing three businesses participated. They are located in 11 buildings in the district – some owned and some are leased. All feel the location is excellent for their operations, invest in their properties regularly and committed to the area long term.

- 750 employees with office, production, and warehouse operations. Multiple locations in the industrial park. Like the campus feel with mature trees. Great location with good access for employees, truck, customers, suppliers. Regular investments to maintain the facility.
- 600+ employees with office, production, and warehouse operations. Multiple locations in the industrial park, plan to be here a long time, continually invest in facility maintenance and upgrades. Hope to work cooperatively with the city to achieve mutual goals.



- 200+ employees –office and fabrication. Great location in the metro for access to customers, suppliers, employees, and the airport. Made substantial investment several years ago. Would like to expand but is concerned about limitations due to watershed district regulations.

Local/regional

Overview: five people representing 6 operations participated in the focus group. They are located in four facilities that are owned (partially or wholly) by the business owner. All feel the location is excellent for their operations, invest in their properties regularly, and would like to be in the area long term.

- Love their location. Manufacturer serving primarily the employees and customers of Cahill District businesses, Edina, and surrounding communities. Zoning key factor in their location decision because they must be in an industrial area. The owner operates a second operation in the same building involved with training/education.
- Regional destination serving primarily Minnesota and Iowa families. Because they are a destination, people will find them wherever they are. The building and zoning are key factors in making the location work. Have a second related facility nearby, also with a training orientation.
- Specialty metro market, with offices also serving a greater MN facility loves the location. Wouldn't want to move. Feel that they would lose a number of employees who would be hard to replace. Approximately 65 employees. Unique facility – heavy floors and high ceilings, lots of truck bays, all weather roads good for trucks. Value excellent freeway access for trucks and employees from throughout the metro area. High wage employment – most over 6 figures.
- Electric utility with a substation, power distribution and a service center for the southwest metro area.

Strengths of the Cahill District as a business location

Global national

- Good location for access to employees
- Good location for business transportation needs (trucking, deliveries, air service)
- Convenient location in the metro with good resources for business in the area
- Childcare and restaurants in the area
- Good highway access, multiple options - for employees and for shipping/receiving
- Heavy duty roads are important for trucks
- Like the mature trees for quality of life at work
- Convenience retail and restaurants are good for employees
- Central in metro area
- Most employees live metro-wide and freeway access is essential to attract employees
- Good location for corporate visitors too – convenient ten minute drive from airport
- The west-bound interchange to Hwy 494 is very helpful for the business and for employees
- The brewery seems to be appreciated by employers, employees, and customers (e.g., hockey facility patrons) in the area, but on-street parking creates challenges
- Proximity to everything is the positive. Easy to get to even if not close by
- Airport is close for out of town/corporate people.

Local/regional

- They value multiple freeways, employers with LOTS of employees, neighborhoods, and bike paths.



- Most (or all?) roads in the industrial park are “all weather” roads (no spring load restrictions). This is very important for operations with heavier trucks.
- We are an industrial operation in an industrial district. We need this. People don’t like being near our trucks, but they are necessary for our operations. Our hours of operation, because of the nature of our business, aren’t compatible with adjacent residential. We have millions of dollars of investment here and need to be here for the long term.

Office property owners

- Edina is a good address, great schools
- East side of Cahill District offers great visibility from Hwy 100 - this could be an asset for convenience retail, dry cleaning drop off, banking, dining options like 5 Guys located near offices
- Office employees feel safe in the Cahill district – that isn’t consistently the case downtown these days
- Well-located in the metro area, good office environment
- Located near great dining and shopping options in the Southdale area
- The Cahill District offers some convenience groceries, child care and some dining options. Jimmy John’s and new dining options in that area are appreciated.
- Accessibility to highways and the airport is great. Also good access to downtown Minneapolis.
- The West End in St. Louis Park is more attractive because of walkability to a variety of dining options.

Weaknesses or challenges of the district

Global national

- Not sure about their ability to expand given watershed district rules.
- They strive to work cooperatively as the surrounding properties change but can be challenging
- Need more and safer sidewalks
- Dewey and Cahill intersection is confusing can be dangerous. Could use a round-about.
- Need sidewalks along Cahill, Dewey Hill, along the pathways people take.
- Kids and parents from MN Made Hockey cut through private property near Dewey Hill/Cahill property going to and from Lewis Park. Cut through walkers are in danger of crossing paths with truck traffic on private property, but it looks safer to them than walking on the street.
- Missing sidewalks and safe areas for pedestrians
- Parking is in short supply – for employees; 24 x 7 operations; 5 shifts; biggest problem is during shift change around 1:30 to 2:30 pm
- Site is large but may not be large enough for future industrial expansion – due to watershed restrictions that require expensive solutions
- Traffic is heavy during evening rush hour on Bush Lake Road increases stress and inconvenience of employees who have difficulty exiting into traffic, particularly left turns. Used to be 4-lane but reduced to 2-lane a few years ago. Four-lane allowed easier exit at end of day.
- Intersection at 70th and Highway 100 – lanes are odd and unpredictable for east-bound traffic
- Traffic has increased in mid- late-afternoons (likely due to Wooden Hill – changing traffic dynamics during late business and evening hours)
- Woodenhill Brewery on-street parking can be problematic. Businesses should provide enough parking on their site.
- More people just pull over on the street now to talk on the phone (get off on Bush Lake Rd and pull over mentioned specifically).



Local/regional

- Parking is #1 concern. The brewery is open to customers late afternoon and evening. Unable to reach agreement with neighboring property owners about a shared parking arrangement because neighbors are concerned about liability even if they offer to indemnify. The business generates substantial on street parking and pedestrian traffic. The city doesn't count on-street parking toward their parking requirement. The business wants to expand, but can't find a way to achieve the amount of parking required by the zoning code.
- Two businesses noted that property taxes went up significantly. Didn't make sense. And the city attorney likes to take everything to litigation, which means property owners have to "lawyer up" and pay for expensive attorneys to achieve property tax savings.
- Lack of walkability
- Security is important to operation. Are concerned about too much adjacent residential or changes to the transportation network that could create security concerns

Office property owners

- Biggest complaint is lack of walkability, have to drive everywhere
- TJ's and that commercial area is tired
- Cahill corner lacks visibility – that will continue to be a challenge
- New apartment on dry cleaner location is a little rougher than expected
- Need more amenities in the area to strengthen the class B office space

Survey respondents

- The Woodhill Brewery and CrossFit are booming and need additional parking
- Transit – simply lack of availability and cost is too high
- Parking is an issue at our building and at retail shops in the area
- Some of the buildings look run down and need upkeep to attract more high end customers. Several of the businesses are not open on the weekends, which limits potential client.

Opportunities to improve or strengthen the area

Global national

- District is good and meets our needs. Growing company with multiple facilities.
- Add sidewalks along Cahill Rd (for employee access to restaurants and for hockey parents and kids to access the park)
- Add sidewalks along Dewey Hill
- Re-do confusing intersection with bad sight lines at Dewey Hill & Cahill with round-about or traditional intersection. Make sure it works for pedestrians too.
- Prefer more restaurant options nearby for employees
- Could use traffic signal at Bush Lake/Edina Industrial to help create gaps in traffic flow
- Would like some sidewalks/bike paths along Bush Lake Road
- Metro Transit access would be beneficial –what about bus stops near major employers? Large employer would be happy to host bus stop on their campus. Currently it is several blocks away and there's a lack of sidewalks.
- More EV stations available to public
- Would like to see crosswalk to better connect buildings on east & west sides of street (business has facilities on both sides of a busy road).



Local/regional

- Transit facilities are nice but need to be maintained. In the winter, see them covered in snow.
- Would like more dining options and more walkability

Office property owners

- More density and amenities
- More residential, focused on the east side near office to create walkability and support amenities like dining
- Use water (creek and stormwater management) as an amenity!!
- Need EV charging stations. We are located and visible from the freeway system. EV charging stations should be located near coffee or dining because at least 1 hour charging time is typical
- Ohms offers walkability and would be good location for amenities
- Metro Boulevard good location for restaurants
- Office related parking peaked and ratios are no longer relevant. Many people will only be in the office 3-4 days per week, and there are fewer office guests because people connect virtually rather than deal with the time and hassles of travel. Recent survey of parking demand in the Bloomington strip was 2.25 per thousand. 2-3 per thousand is probably a good number going forward. This creates some excess land on many sites and an opportunity to bring in amenities – dining, retail that will strengthen the Cahill Class B office
- Regional bike trail connections to other areas are important
- Sidewalks done the right way. Make sure they are wide enough.

Investments in recent years to improve the property

Five of six survey respondents indicated that they have made and expect to continue to make substantial investments in their properties. One survey respondent who is a tenant noted that “my landlord has limited any major investments in the property.” One focus group participant, who is a property owner and also a business owner noted that they have made substantial investments in recent years but are putting additional investment on hold pending the results of the Cahill District Plan, due to concerns about conflicting uses.

Global national

- Yes, continual maintenance and upgrading. Plans for parking improvements, culvert replacement, spend about \$1 million per year on properties.
- Some parking lot drainage does not function properly; need to work with water shed district to improve storm water conditions
- Large employer has updated interiors but no major expansions; will re-roof in 2022-23 for \$1.5 million. Are implementing new paint scheme throughout all properties inside and out. Will update exterior paint in 2022-23. Had a fire in one and reinvested \$6.5 million.
- Employer with ~200 employees invested ~ \$4-5 million. Well-designed update, substantial increase in daylight to convert former production space to office. Facility is now 40% office, the balance is production. Already see a need to expand. Concerned about watershed district limitations.

Local/regional

- All three local/regional businesses own their own properties and have made substantial investments and plan or hope to make additional investments. One spent approximately \$450K on exterior upgrades such as painting, landscaping, new doors, etc. Another anticipates a substantial equipment purchase to reduce energy costs.



Recent decisions to NOT make investments

Local/regional

- Considered building on south side of lot but construction costs are so high right now that they decided to wait.
- In “wait and see mode” to see what happens with this planning process. Likes the location and would prefer to stay. It’s a great location for the business, but uncertain about planning and zoning activities that might change use.

Workforce Attraction

Global national

- Location is good for talent attraction
- None indicated they would consider changing locations to attract a new or different labor force.
- Several specifically mentioned that they would NOT want to relocate because they’d lose too many employees.

Local/regional

- The location is a strength for recruiting and keeping the employees they have. If they had to move locations to somewhere further out, they would probably lose a lot of existing employees.

Utilities - Broadband internet access, electric, water, wastewater, stormwater, natural gas

Global national

- Utilities are fine
- Two employers reported power outages from time-to-time; one installed a generator as back-up and typically use it 1x annually.

Local/regional & Office Property Owners

- No concerns. One reports that access to high speed broadband is very helpful.

Important transportation modes and performance of the district

Global national

- Easy access for truck traffic is important. Multiple freeways around the district provide excellent access.
- Parking on the street can be a hinderance to the truck traffic
- Most people drive but employees like to walk over lunch or on breaks
- Some employees like to go for walk for fresh air
- Few bike commuters; most employees live far away
- New 494 interchange has been positive
- Close to airport, good access all around

Local/regional

- All employees drive. Public transportation really doesn’t seem to be a viable option.
- All employees drive - no public transit or biking



- We need to get heavy equipment into our facility from time to time. Roads that support heavy trucks are important.
- People like to walk from major employers and the hockey facility to restaurants and the brewery. More sidewalks are needed.
- Cahill Road is “all weather” road (no spring restrictions) designed for truck traffic. That’s important for the businesses that rely on trucks.
- The neighborhood street network is somewhat disconnected - need more sidewalks
- Bike lanes on Cahill Rd and 70th are nice. See them get a lot of use.
- Bush Lake Rd could use a sidewalk

Survey Respondents

- There are quite a few bikes and walkers that use Dewey Hill to Bush Lake Road, but no paths so people just ride and walk in the road

Businesses and amenities valued in the district

Global national, Local/regional and Office property owners

- Appreciate small restaurants and support services nearby
- Employees appreciate childcare in the area

Conflicting adjacent uses

Global national

- Have had conflicts with adjacent housing along Cahill, but have worked to resolve
- Parking and pedestrians associated with the brewery and some of the other sports and school uses is new and challenging especially for trucks. Some box trucks move throughout the area during all shifts.
- Prefer to NOT have additional residential in the area close to production and warehouse operations

Local/regional

- One property owner identified issues associated with the new housing development – specifically with crimes to property in an outside storage area
- Do not want residential next to their industrial operations due to trucks, hours of operation, and concerns about complaints
- Xcel Energy distribution system involves air rights as well as easements. These are larger distribution lines. It would be helpful to strengthen communication with the City when site plan reviews are being done for a change in use, to make sure conflicts and problems are not being created.

Impact of COVID or demographic change

Global national

- None
- No – work life is returning to “normal” with full-time and hybrid work

Local/regional

- One employer noted minimal impact of COVID. He noted that they have a diverse workforce and no trouble recruiting because they are high wage.



- Two operations dependent of in-person local/regional customers reported significant challenges because there are huge investments to keep going and COVID restrictions cut off revenue.

Office property owners

- Remote work will reverse itself for most people. People who work remotely will lose their jobs when a recession hits or won't progress. Relationships drive promotion. Employers will tire of "free agents"....turnover is expensive.
- Some degree of remote work (e.g. 1-2 days per week) will affect the office environment and parking demand.

Suggestions for other businesses or amenities nearby

Global national

- Most amenities for employees are very close – short walk or short drive (food, coffee, child-care, etc.)
- There are support services around currently
- Have a lot right now – it's good currently

Local/regional

- Let people do what they want to do as long as they are good neighbors
- Brewery that relies on local customers from the industrial park businesses and adjacent neighborhoods is interested in anything that brings more people to the area. Some housing development might be good.
- Regional business would love to see more restaurants. 70th & Cahill is well suited for a nice sit-down restaurant with all the nearby office workers. Currently go over to France if want a sit-down place.

Office Property Owners

- Office area on the east side of the district, which is visible from Hwy 100 would benefit from good sidewalks, trails, water amenities and more dining and retail opportunities. More housing would be compatible in this part of the district to increase demand for amenities.

Survey Respondents

- More restaurants, fast food, and coffee (3x)

Businesses or changes in land use that you would NOT like in the district

Global national

- Businesses that require lots of parking are a challenge, puts pressure on adjacent properties; prefer each property take care of their own parking
- On street parking not wanted

Local/regional

- Brewery could only locate in industrial district due to zoning. Doesn't think it would be fair to make exceptions to allow a typical restaurant to locate in the industrial district.
- Housing adjacent to industrial for a variety of reasons
- Changes that would affect security of our property



Survey Respondents

- Trucking or any sort of terminals
- Large warehouses due to truck traffic and fewer people
- Pawn shops

Nuisances

Global national

- On-street parking is OK but sometimes hard to see pedestrians walking by cars especially near intersection
- Lots of on-street parking during business hours would create problems for employees and deliveries
- On-street parking during 9-5 business hours should be limited – but it is OK during evening



Cahill District Small Area Plan

Developer Interview and Focus Groups Findings

January-February 2023

Acknowledgements

We are grateful for the participation of the following developers. The organizations they represent develop and own substantial real estate portfolios in Minneapolis-St. Paul metro area and other areas around the nation. While edited for organizational purposes and readability, this summary attempts to capture the content and the spirit of their remarks. Although they participated in three separate sessions, there was remarkable consistency in their opinions.

- Dave Anderson, Frauenshuh
- Brent Jacobson, Hempel Real Estate
- Matt Rauenhorst, Opus Group
- Casey Hankinson, Ryan Companies
- Ben Krsnak, Hempel Real Estate
- Jay Scott, Solomon Real Estate

Overview

Developer interviews and focus groups were held in January and February of 2023, enabling the consulting team to share with developers the project findings and draft land use scenarios.

Information shared with the developers during a brief introduction covered the following topics:

- Small area plan overview, purpose, process, and timeline
- Study area and overview of the location including regional traffic and employment data
- Findings from the business focus groups and interviews – district strengths and challenges
- Existing district development and transportation patterns
- Stormwater, flooding, and sewer infrastructure
- Reinvestment in the district
- Cahill District Small Area Plan preliminary development principles and alternatives
- Next steps in the Cahill District Small Area Plan process

The following questions provided a general guide for discussion with the developers.

- What do you see as the most viable opportunities for revitalizing the Cahill District over the next 10 years?
- What other similar areas would be competing for similar development or could serve as models for revitalization?
- What could the city do to support revitalization?

Different land uses and development types exist within the Cahill District.

- The east side adjacent to TH 100 includes a concentration of multi-story office
- The core of the district is industrial, with some conversions to churches, schools, storage, fitness, hockey and a brewery



- Some industrial has been updated to accommodate more industrial-flex employment uses typically involving the more office space, glass, decreased truck/warehouse space and increased employee parking
- Some residential to the north near 70th
- Smaller retail/commercial nodes are located to the northwest and southeast corners of the district.

The Cahill District Draft Land Use Scenarios under consideration by the Small Area Plan Work Group were shared with the developers and are referenced in this summary of the focus group discussions.

Figure 1: Cahill District Draft Land Use Scenarios





Findings

What do you see as the most viable opportunities for revitalizing the Cahill District over the next 10 years?

High Density Office Area

Overview: The location and access are fantastic. The city should embrace this as a place for jobs. It is a great location for professional offices. These are livable wage jobs that add value to the city. Small to mid-size businesses feel comfortable here. The office market is going through a transition, but offices located along the freeway with an Edina address will do well. More amenities in the area, like dining, would strengthen the area.

The parking requirement in the office area is currently 1 space per 300 square feet. Demand for parking has generally been low because tenants like legal and accounting services are not high demand users. In addition, parking demand has gone down substantially since the pandemic. People are in the office fewer days per week and many meetings with customers and suppliers are taking place virtually.

A key opportunity for the office area near TH 100 is conversion of parking areas to other uses including retail, hotel, medical office and residential. Retail and service sector amenities, including dining, would enhance the attractiveness of the office space. Hotel and residential uses could strengthen the retail/service sector market potential in the evening hours. Developers would not envision any teardowns, just intensification of use. There was a consensus that a **parking ratio of 2.5 per thousand square feet would be plenty.**

Allowing for mixed use in the NE corner (Sub-area B in Figure 1) would be a benefit to the district.

Central Industrial Core

Overview: The location and access are fantastic. The city should embrace this as a place for jobs. Employment in the district is likely to increase. These are important livable wage jobs that add value to the city, and there is no other place in Edina where these types of jobs can locate or grow. Small to mid-size businesses can feel comfortable here. The City should preserve Sub-area D (Figure 1) as industrial flex space.

Industrial users are very cost sensitive and the existing buildings (typically 18' clear height) in the central industrial core are too valuable to tear down and redevelop given the cost of new construction. Most new industrial facilities now have a clear height of 28-32' and there is no obvious path for redevelopment in the Cahill District to these types of facilities. Soil conditions, a high water table, storm water management and flooding further complicate the challenges of redevelopment and conversion to multi-story office or residential uses.

The most viable form of revitalization for the Cahill District is a continuation of a pattern seen recently – intensification of use by converting production/warehouse facilities to industrial flex



space. This typically involves reducing space devoted to production/warehousing and trucking, though some may be retained. Employment is increased in industrial-flex space and used for R & D, laboratory, and office purposes. Glass and higher end interior finishes are introduced to create an environment that will attract talent. Parking ratios increase, but are likely to be accommodated on site because the need for loading docks and truck movement and truck parking is reduced. This type of reuse is preferable because on street parking generated by some types of consumer oriented uses (e.g., brewery, sports facilities) creates complications and potential safety issues for trucks using the 10-ton road network available in the industrial park.

Developers noted that these facilities attract high wage jobs (unlike retail and hospitality jobs) and that the Cahill District is unique and valuable to the city in this regard. Retaining high quality employers like Filmtec and BI Worldwide in the district should be a priority – focus on what will allow them to continue to thrive.

Industrial zoning is preferred because it is flexible – allowing for changes over time in market demand for industrial, tech-flex and office space. “It’s great to do office and industrial together. Maintain the flexibility to do both.”

Although the district is traversed by a CP Rail line, neither passenger or freight rail are seen as offering potential to stimulate development. More flexible transit options are preferred. The low level of activity on the rail line means it is not a significant deterrent to development.

What other similar areas would be competing for similar development?

- The West End and Southdale area are very attractive for office users because of the amenities available to employees. The office area along TH 100 mostly competes with other office areas along I-494 corridor because there are fewer walkable amenities.
- The Golden Triangle is perceived as a competitor for industrial space, but Cahill is perceived to be ahead of the Golden Triangle in several ways:
 - Investment in existing buildings
 - Rents are higher
 - More intensification of jobs
- It will be challenging for Sub-area F (Figure 1) to become office for the next 20 years, with the exception of the few parcels along the south side of Edina Industrial Boulevard. Offices want to be near other retail and service amenities like those available near Southdale and in the West End.

What could the city do to support revitalization?

- **Support existing users AND create conditions to attract new investment/reinvestment.** The City should be pro-active in setting the trajectory for revitalization, while allowing flexibility for changing market conditions. The City should align infrastructure investments with the small area plan.
- **Improve amenities** that will enable employers to attract talent to the area including retail operations and improved biking and walking connectivity to and through the District.



Sidewalks should connect office and industrial properties to the retail areas and to the Nine Mile Creek Trail.

- **Intensify land use and reduce parking ratios in the office area.** Use space currently devoted to unused parking for dining and other retail amenities. Create the flexibility to introduce a hotel or housing along the east side to strengthen the market for dining and retail amenities through regulatory and infrastructure changes.
- **Intensify employment in the industrial area** through the conversion of production and warehouse space to laboratory and office space (industrial flex space). This will increase on-site parking demand, which can be accommodated because of less trucking activity. Additional on-street parking helps some users but hinders industrial users with trucks and creates some safety issues.
- **Create brand identity for the whole business park** to benefit existing users and help attract new users. This could include entry signage, wayfinding, and creating a sense of place
- **Make strategic investments in the area** – utility infrastructure, public realm improvements, roadway improvements, etc. It sends a message to the development community that the city wants to do business here.
- **Be thoughtful about the main entry points** into the Cahill District - 70th and Edina Industrial Boulevard.
- **Improve internal circulation.** Create roads that get through the entire district north-south and east-west. Meandering route is OK, but the dead ends are bad.
- **Create a realistic approach to financing improvements.** There may be opportunities to get buy-in from property owners to assess for certain improvements. The city may need to be prepared to help offset some of the cost of soil remediation or stormwater management or create public realm improvements.
- **Loosen the building signage requirements.** Edina is more restrictive than neighboring communities. One property owner/developer noted they lost a tenant to Bloomington because they weren't able to add a sign to their building for a major tenant. Look to Bloomington and Eden Prairie as good examples.
- **Review all regulations affecting the district and make sure regulatory environment is aligned with small area plan goals.**
- **Plan for public and private EV charging stations.**
- **Prepare regulatory environment for more solar.** Rooftop solar is likely to be attractive to developers. Solar over parking is unlikely near offices because reflection and glare impacts upper stories.
- **Some housing could be OK.** The city needs to add more affordable housing, but too much housing of any kind dilutes the ability to attract businesses. Be thoughtful about where housing is placed and its impact on employers and trucking. Sub-area C (Figure 1) could work as residential, but there are important existing employers there. Industrial property is rare in Edina and important to preserve. Some housing could be integrated in the 70th and Cahill node. Senior condos along the creek and bike trail could be well sited and designed and not create conflicts. Proximity to the Xcel substation may detract from some views and make residential less desirable.
- **The retail buildings at 70th and Cahill could use improvement.**
- **The Starbucks/Jimmy John's area** has been a great addition to the District and could use some additional parking.

APPENDIX B

BIKO TRANSPORTATION EXISTING CONDITIONS MEMO

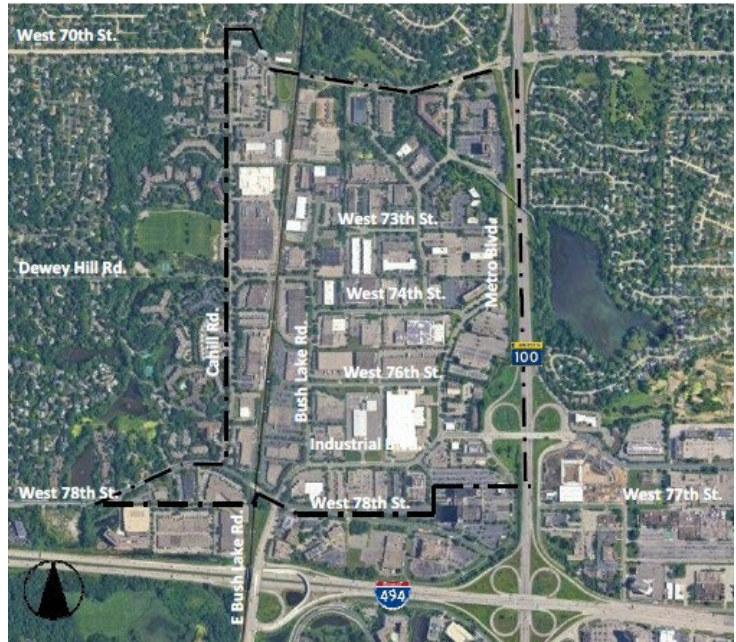
Existing Transportation Conditions

Introduction

The Cahill District is bordered by West 70th Street to the north, Minnesota Trunk Highway (TH) 100 to the east, West 78th Street and the Edina border with Bloomington to the south, and Cahill Road to the west. Within this area are roadways and streets, transit routes, bicycle paths, and sidewalks and trails; all important facilities that accommodate travel for a variety of transportation modes. This section of the Cahill District plan describes each of these transportation facilities and how each contributes to movement to/from, within, and through the District.

Regional Roadways

Although outside the study area, I-494 and TH 100 are two, immediately adjacent regional roadways that directly contribute to the movement of people and goods to and from the District. Both are functionally classified as Principal Arterials and, along with TH 62 to the north and US Highway (US Hwy) 169 to the west, provide access between the Cahill District, the region, and points beyond. These regional routes heavily influence the District's regional position as one of the most important "industry clusters" in the metropolitan area. Because of its proximity to and ease of access to/from the regional routes, the District is a prime location for businesses desiring to attract talent from across the region and for receiving industrial inputs and product shipping. The regional routes, identified as such in the Metropolitan Council's Metropolitan Highway Plan and the City's 2040 Comprehensive Plan, are under the jurisdiction of the Minnesota Department of Transportation (MnDOT).



City of Edina Streets

Other streets serving the District are under City of Edina jurisdiction. The City's streets with regional significance are West 70th Street, Cahill Road between Dewey Hill Road and West 78th Street, Dewey Hill Road, and West 78th Street. West 70th Street, Cahill Road, and Dewey Hill Road are functionally classified as Major Collectors. West 78th Street is classified as an "A" Minor Arterial Reliever.

Other streets and street segments serving the District have local significance. These are:

- Minor Collectors such as the segment of Cahill Road between West 70th Street and Dewey Hill Road and Metro Boulevard between West 70th Street and Industrial Boulevard.
- Local Connectors such as West 72nd Street, Ohms Lane, Bush Lake Road, and West 74th Street.

As collectors and connectors, these streets function to gather and distribute traffic. Thus they are mid- and lower-level facilities that gather traffic from local streets and deliver it to larger, regional roads. In reverse, they gather traffic from the larger, regional roads and deliver it to the local streets. Figures 1 and 2, taken from the 2040 Comprehensive Plan illustrate functional classification for the regional and local routes, respectively.

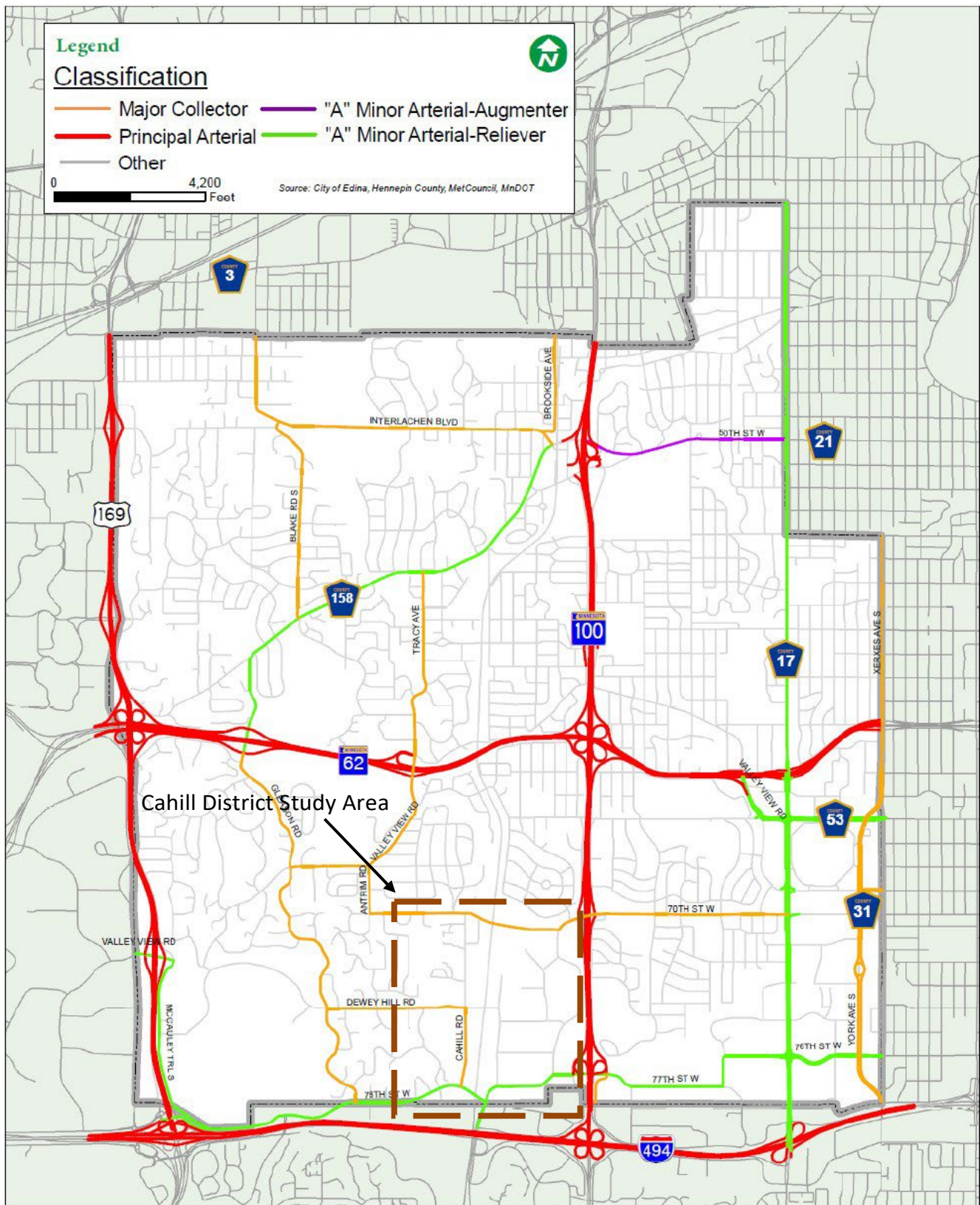


Figure 1:
Regional Roadway Functional Classification
Source: City of Edina 2040 Comprehensive Plan

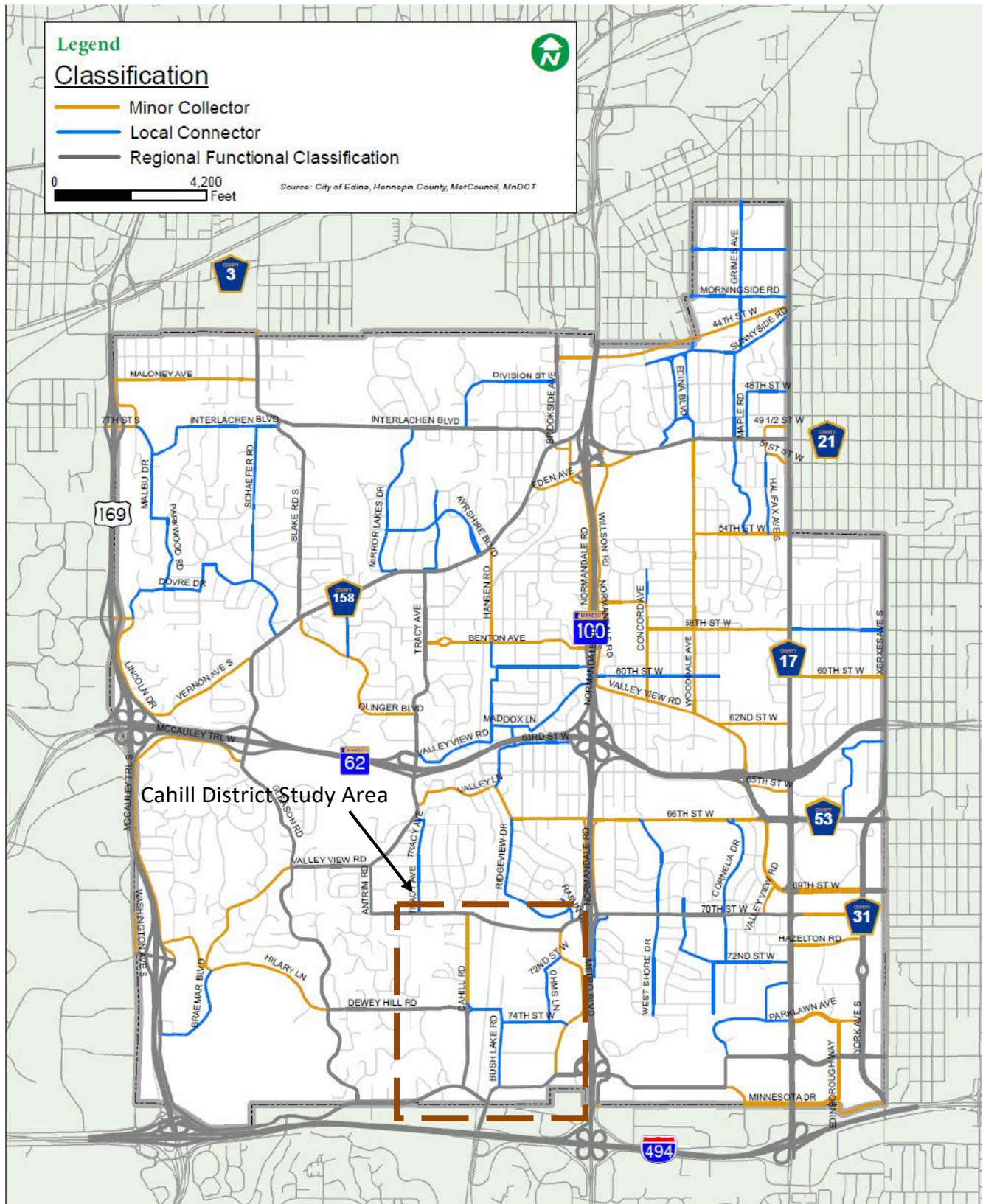
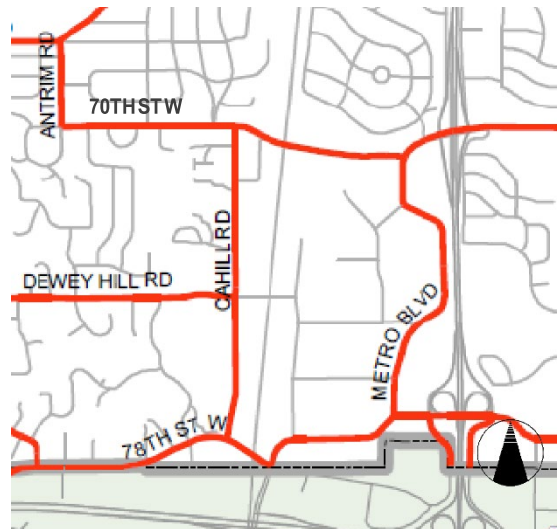


Figure 2:
Local Roadway Functional Classification
Source: City of Edina 2040 Comprehensive Plan

Municipal State Aid Streets

Cities in Minnesota with populations greater than 5,000 are eligible to receive Municipal State Aid (MSA) funding from the State Highway User Tax Distribution Fund. The purpose of this funding is to help local governments construct and maintain those collector and arterial roadways that have consistent design standards and are well integrated into the overall network of collector and arterial roadways. Edina's current MSA network within the Cahill District is shown to the right and includes West 70th Street, Cahill Road, Dewey Hill Road, West 78th Street, and Metro Boulevard.

The State Aid office of MnDOT has established clearly defined design requirements for MSA streets. These requirements ensure that capacity, operational, and safety goals are met in a uniform manner from community to community and that street systems are well coordinated with each other. Based on State Statute, MnDOT does not allow cities to restrict truck traffic on local or MSA streets. However, cities may



MSA streets in the Cahill District.

Source: City of Edina 2040 Comprehensive Plan.

restrict trucks over a certain weight depending on road conditions and time of year. The MSA network is reviewed every year and may be revised subject to MnDOT State Aid review and approval.

Daily Traffic Volumes

Daily traffic volumes describe the number of vehicles using a roadway or street over the course of 24 hours. Table 1 shows a comparison of daily traffic volumes over time along key streets in the District. As shown in Table 1, daily traffic has generally increased and decreased by modest amounts between 2009 and 2019. Exceptions are:

- Cahill Road, between Dewey Hill Road and West 78th Street with a 67 percent increase between 2015 and 2019
- Metro Boulevard, between West 70th Street and West 74th Street; a 55 percent increase between 2016 and 2019
- Industrial Boulevard with a 100 percent increase between 2015 and 2019

TABLE 1
Comparison of Historical Daily Traffic Volumes

Year	70th West of Cahill	70th East of Cahill	Cahill South of 70th	Cahill North of 78th	Metro South of 70th	Metro North of Industrial	Industrial between Metro and Bush Lake	78th West of Bush Lake	78th East of Bush Lake
2019	*	8,300	*	6,500	10,200	7,100	17,900	13,300	*
2015/ 2016/ 2017	6,200	8,700	5,900	3,900	6,600	5,900	8,900	*	4,250
2009	5,645	9,000	6,300	3,800	6,200	5,500	8,500	*	4,350

* Daily count not available

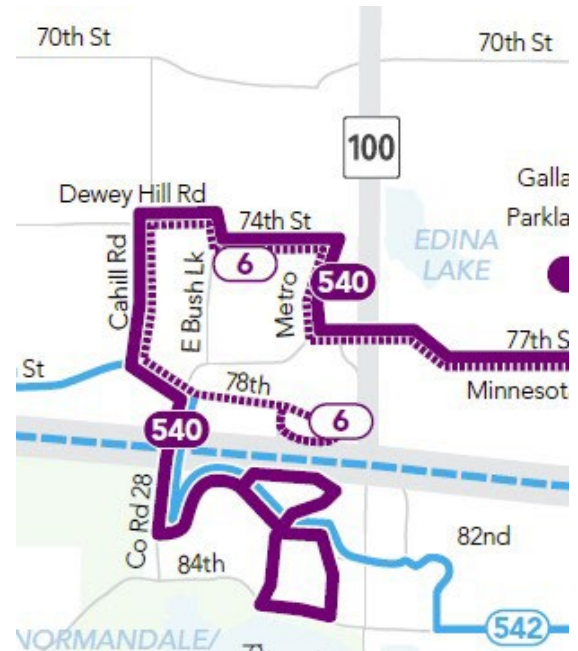
Sources: MnDOT and City of Edina

Transit Network

Transit routes currently serving the District are provided by Metro Transit and, as shown to the right, include:

- All-Day Local Route 6 – All-Day Locals serve all stops and operate throughout the day but may offer less frequent service
- Frequent Local Route 540 -- Frequent Locals serve all stops and operate at least every 30 minutes during middays on weekdays and more frequently during rush hours. Evening and weekend service may be less frequent.
- Rush-Hour Route 542 – Service is primarily provided during rush hours. (Monday through Friday 6 to 9 AM and 3 to 6:30 PM.)

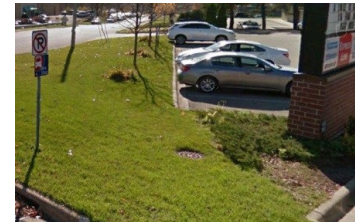
Route 6 is a regular route that runs along West 74th Street and Cahill Road and stops at bus stops adjacent to the study area. Route 540 is a regular route that picks up and drops off passengers at the intersection of Bush Lake Road and West 78th Street. Route 542 runs along East Bush Lake Road and West 78th Street. All of the regular routes serve the



Metro Transit bus routes serving the District.
Source: Metro Transit System Map, August 2022.

Southdale Transit Service Center where transfers to anywhere in the metropolitan area can be accessed. Neither the regular routes nor the express route actually penetrate the study area but, instead, provide access to the study area's periphery and nearby streets.¹

Through field observations it was noted that none of the bus stops on West Cahill Road have bus shelters. It was further noted that the locations for the bus stops are inferior and lack sensitivity for the needs of passengers, who are, in fact, pedestrians. The bus stops were located along narrow sidewalks, grassy slopes, and within the splash distance of the curbs.



Metro Transit implemented changes to its service plan in response to the COVID pandemic. The most dramatic change was the elimination of express routes, including Route 589, which ran along TH 100 and picked up/dropped off passengers at the Benton Avenue/TH 100 interchange. Prior to the pandemic, Route 578, a local route, operated on West 70th Street. Route 542 was introduced to the District during the pandemic.

Pedestrian and Bicycle Infrastructure

Pedestrian infrastructure within the District is almost completely absent, as shown on Figures 3 and 4. Generally, the District's transportation infrastructure consists of roads, streets, and parking lots. Public sidewalks have typically been constructed on only one side of some of the streets in the District, e.g. the west side of Cahill Road, the south side of West 74th Street, and the west side of Metro Boulevard south of West 74th Street.

¹ By policy, Metro Transit does not deviate from its routes unless there is adequate ridership to justify the increased costs, in terms of time and operational expenses.

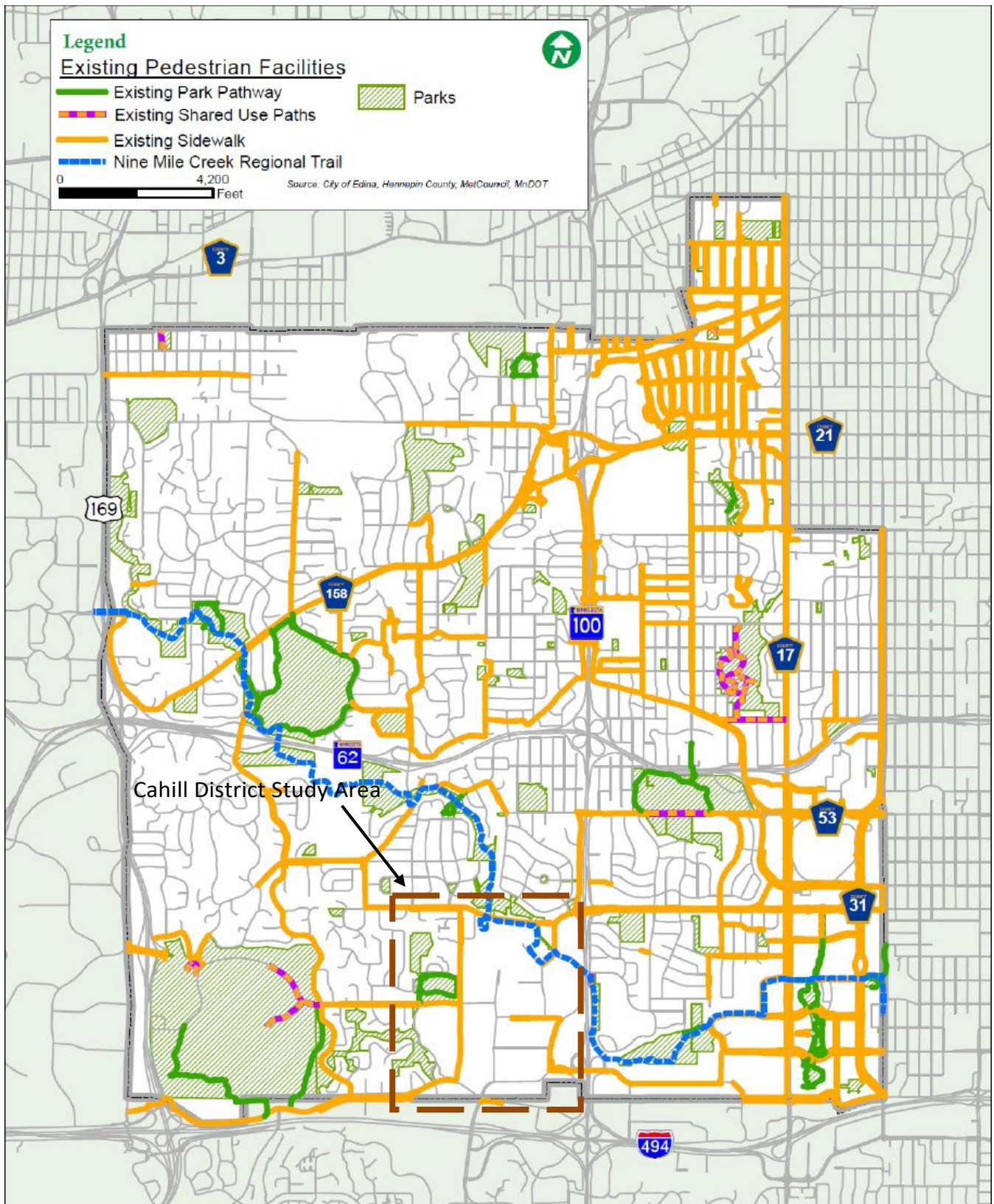


Figure 3:
Existing Sidewalks
Source: City of Edina 2040 Comprehensive Plan

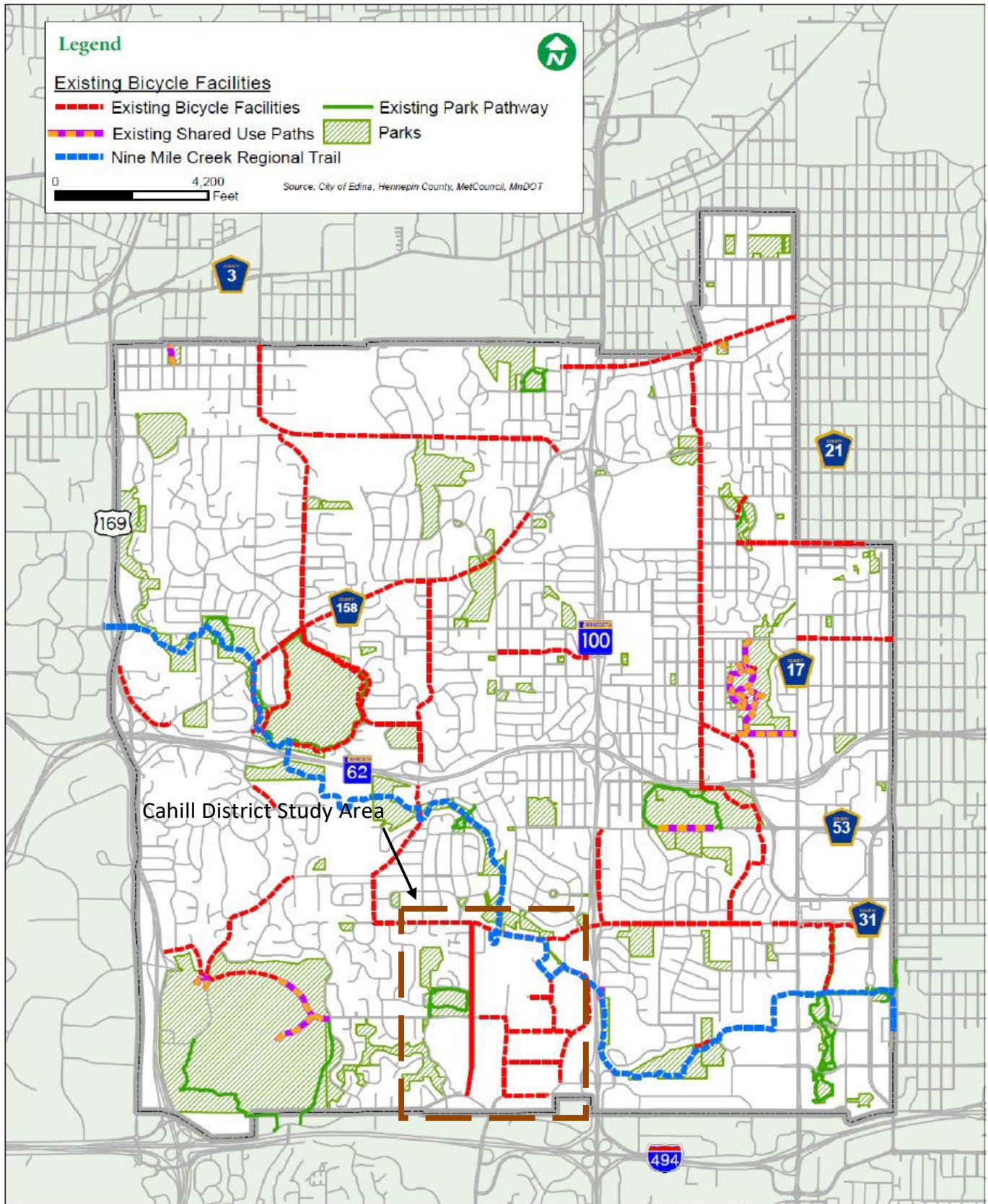


Figure 4:
Existing Bicycle Facilities
Source: City of Edina 2040 Comprehensive Plan

The Nine Mile Creek Regional Trail, an existing pedestrian and bicycle facility, is shown to run diagonally across the District on Figures 3 and 4 and on the map to the right. Before crossing the District, it runs several feet below grade on the north side of West 70th Street and north of existing multi-family buildings. It crosses under West 70th Street in a tunnel and daylights in the northeast corner of the District on City-owned property near Amundson Avenue.

Recently, the Three Rivers Regional Park District identified a preferred alignment for a southerly extension of the trail that will run through the District. Identified as the Canadian Pacific Rail Regional Trail (CP Trail), the southerly extension will link the existing Nine Mile Creek Regional trail to the Hyland Park Reserve in Bloomington with an alignment along Cahill Road, Dewey Hill Road, Bush Lake Road/Industrial Boulevard, West 78th Street, and East Bush Lake Road. Funding for the CP Regional Trail is yet to be acquired.

In addition to the two regional trail facilities, the

district has a number of existing bicycle trails. The in-the-street, northbound and southbound bike paths on Cahill Road are striped and identified as bicycle tracks. The others that serve the District are not striped and operate on a “share the road” basis.

Freight

The railroad right-of-way that runs north and south through the District is owned by the Canadian Pacific (CP) Railroad. It leases the track to the Twin Cities and Western (TC&W) Railroad, which operates freight trains twice each day; one northbound train and one southbound train. There have been discussions in the past about the potential to use the railroad right-of-way for fixed-guideway transit service; either for intercity commuter rail service between Minneapolis and Northfield for an intracity transit circulator. These discussions are no longer taking place, as:

1. In 2002, the MN legislature adopted the Dan Patch “gag rule” (Laws of Minnesota 2002, chapter 393, section 85), which prohibits the Met Council, MnDOT, and regional rail authorities from taking any action or spending any money for study, planning, preliminary engineering, final design or construction of the Dan Patch commuter rail line. The 2010 (and draft 2015) Statewide Rail Plan identifies the Dan Patch corridor for intercity passenger rail within 20 years.
2. City of Edina city Council voted to discontinue any study of passenger rail service along this railroad right-of-way in 2017.



Preferred alignment for the new CP Trail across the Cahill District.

Source: Three Rivers Regional Park District

Transportation Issues

As future land uses are developed for the District, a multi-modal transportation system that provides for three categories of movement should be designed: 1) movement between the District and the region, 2) movement between the District and adjacent neighborhoods, and 3) movement within the District.

Roadway Capacity Deficiencies:

Generally, the daily traffic volumes discussed earlier are reasonable given the District's predominance of employment uses, and an assessment of the volumes against the available existing street geometry and configuration of travel lanes showed that the streets can accommodate existing and forecast travel demand. There are two exceptions, however, where travel demand will surpass the lane capacity of affected streets. It is forecast that capacity deficiencies will occur along West 70th Street, between Cahill Road and Metro Boulevard, and Industrial Boulevard/Bush Lake Road between the City Limits and TH 100.

Safety and Crashes:

The unusual geometry of the intersection of Cahill Road and Dewey Hill Road (the so-called "triangleabout") is frequently a cause of accidents and driver confusion. It does not accommodate pedestrians and cyclists and negatively impacts transit connectivity.

High crash rates have been observed at:

- West 70th Street and Metro Boulevard (0.4 crashes/year)
- Cahill Road and Dewey Hill Road (0.6 crashes/year)
- West 70th Street/Normandale Road/TH 100 (1.3 crashes/year)
- Metro Boulevard/Industrial Boulevard (1.4 crashes/year)

Staff reports receiving a number of complaints about vehicles exceeding the posted speed limit on West 70th Street. The presence of on-street bike lanes on West 70th Street prevent the construction of conventional speed mitigation measures (curb extensions, chicanes, lane shifts, etc.)

Driveway Accessibility:

Industrial Boulevard between Metro Boulevard and TH 100 has a large number of access driveways and a high rate of reported crashes.

Parking Issues:

On-street parking is highly utilized on West 74th Street and Bush Lake Road adjacent to the Wooden Hill Brewing Company. The City receives frequent requests to expand on-street parking in the area and hears concerns about the impact of on-street parking on intersection/driveway sight lines and transit access.

Transit:

As the economy and social behavior recover from the pandemic, improved transit service (expanded coverage and increased frequencies) may be needed. Land use scenarios developed for consideration should be transit supportive and transit dependent.

Bus stop locations should be improved to ensure a comfortable, safe, and secure environment for transit passengers. Of particular concern is the lack of facilities that connect to transit stops on Metro Boulevard, West 7th Street, Bush Lake Road, and Cahill Road. The district also lacks transit stop amenities. Shelters, benches, and even climate control should be considered.

Pedestrian and Bicycle Facilities:

The West 78th Street Bridge over the railroad right-of-way is a significant gap in the pedestrian network. A sidewalk needs to be constructed on the bridge, as transit riders frequently complain about having to walk in traffic across the bridge to access a convenient bus stop.

Sidewalks are needed on both sides of the street that effectively link destinations within the District.

The safest and most-desired bicycle facilities are “protected” from traffic. Opportunities will exist to develop protected bike lanes in the District.

Transit and Bus Stops Improvements

Existing Transit Routes & Connections

Metro Transit Routes which currently serve the district are Local Route 6K and Frequent Local Route 540. These are the only two active routes within the district, though route 542 was suspended due to the Coronavirus Pandemic, and has not returned to operation. Both of these active routes terminate in or near the district, with the nearest transfer points just east of the district: Southdale Transit Center and stops surrounding the I-35W/I-494 Interchange. The E Line BRT, scheduled for completion in 2025, will terminate at Southdale Transit Center. Seventeen bus stops are located within the district, all of which lack bus shelters. The district plan and any related ridership increases can help solidify the importance of existing service and physical improvements to stop infrastructure.

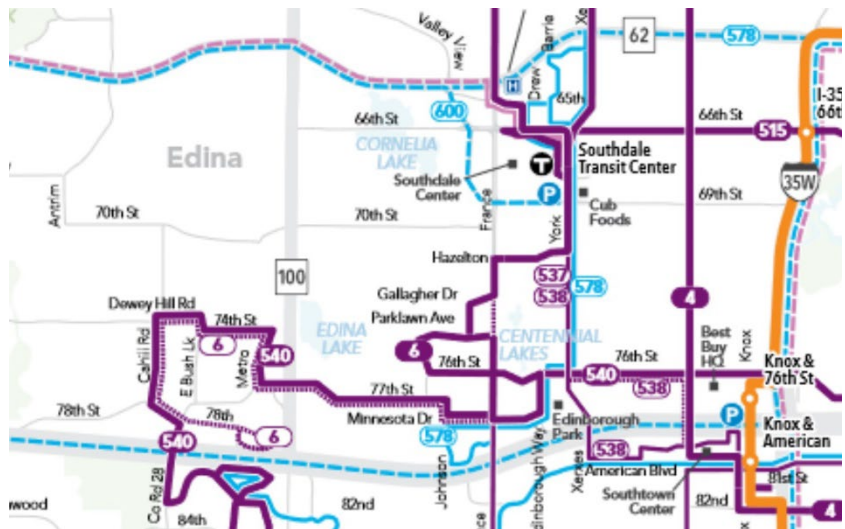


Figure 1. Twin Cities Metropolitan Area Transit System Map. Source: Metro Transit

Metro Transit Bus Stop Design Guidelines

Metro Transit’s Bus stop design guidelines are crucial to identifying how the Cahill District plan aligns with physical improvements to transit access. The design guidelines “outline best practices for bus stop design, which can be integrated into roadway, development, or other projects that disturb the bus stop zone” ¹ Cataloguing how the seventeen stops in the district compare to design guidelines can help proactively improve access through implementation of the district plan. There are several avenues for improving bus stop infrastructure:

- Improvements from local public works departments, often as part of other infrastructure work
- Limited Metro Transit capital improvement funding for stop improvements and the Better Bus Stops Program
- Improvements funded by developers for bus stops near development sites

Cataloguing barriers to access based on Metro Transit’s design guidelines clearly identifies how particular stops can be improved as part of the plan’s implementation.

Metro Transit Bus Stop Evaluation

Five design factors were selected due to their relation to the physical stop infrastructure, rather than stop placement or shelter design.

Pedestrian Access Route

Nine of the District’s 17 bus stops lack a pedestrian access route.(this would be reduced to none If the district plan’s street redesigns are implemented)

ADA accessibility

Eleven of the District’s 17 bus stops lack a concrete ADA accessibility pad between sidewalk or bench apron and the curb.

Boarding Area Slope

Five of the District’s 17 bus stops are located on slopes that are greater than 2 percent. While slopes may be on private property and not a direct impediment to access, this may also impact snow accumulation around the stop.

Benches

Thirteen of the District’s 17 bus stops do not provide benches.

Stop Zone

Eight of the District’s 17 bus stops do not provide adequate distances for buses to stop, with obstacles such as driveways contributing to sub-optimal safety. Adequate stop distance is a safety measure to ensure that

Score	Frequency
0	3
1	3
2	3
3	5
4	2
5	1

Figure 2. Stop Design Guideline Scores in Cahill District.
Source: Biko Associates

¹ Metro Transit Regular-Route Bus Stop Design Guide, July 2021

busses have sufficient room to maneuver. The shortest possible stop zone is 70', so stops with obstructions within this distance are marked inadequate.

The Cahill District Plan is congruent with major upgrades in access to these stops, and implementation of the Cahill district plan offers the opportunity to integrate targeted bus stop improvements, improving safety and ease of access for transit riders.

CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION STOP AREA SLOPE

STOP AREA SLOPE



YES



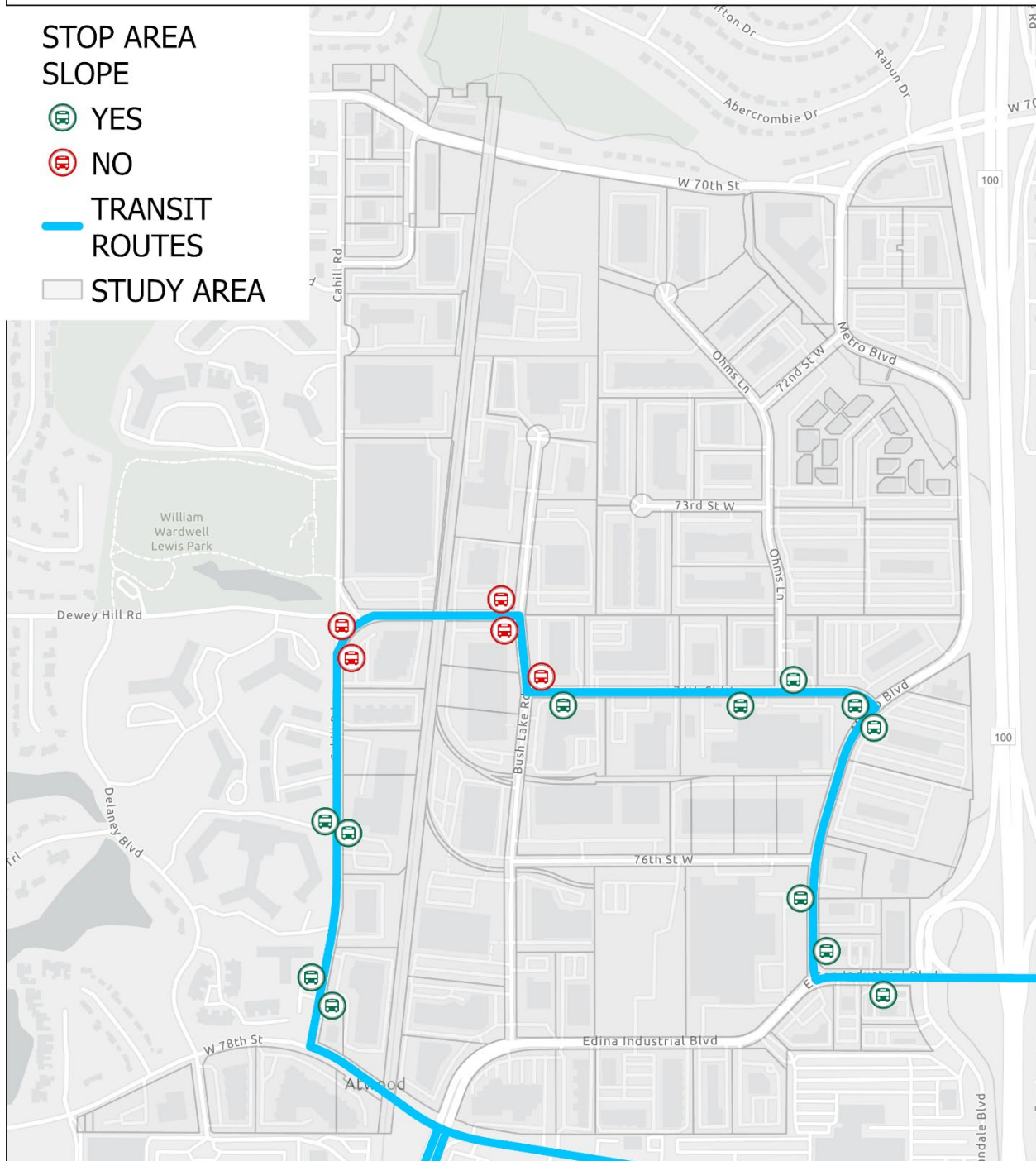
NO



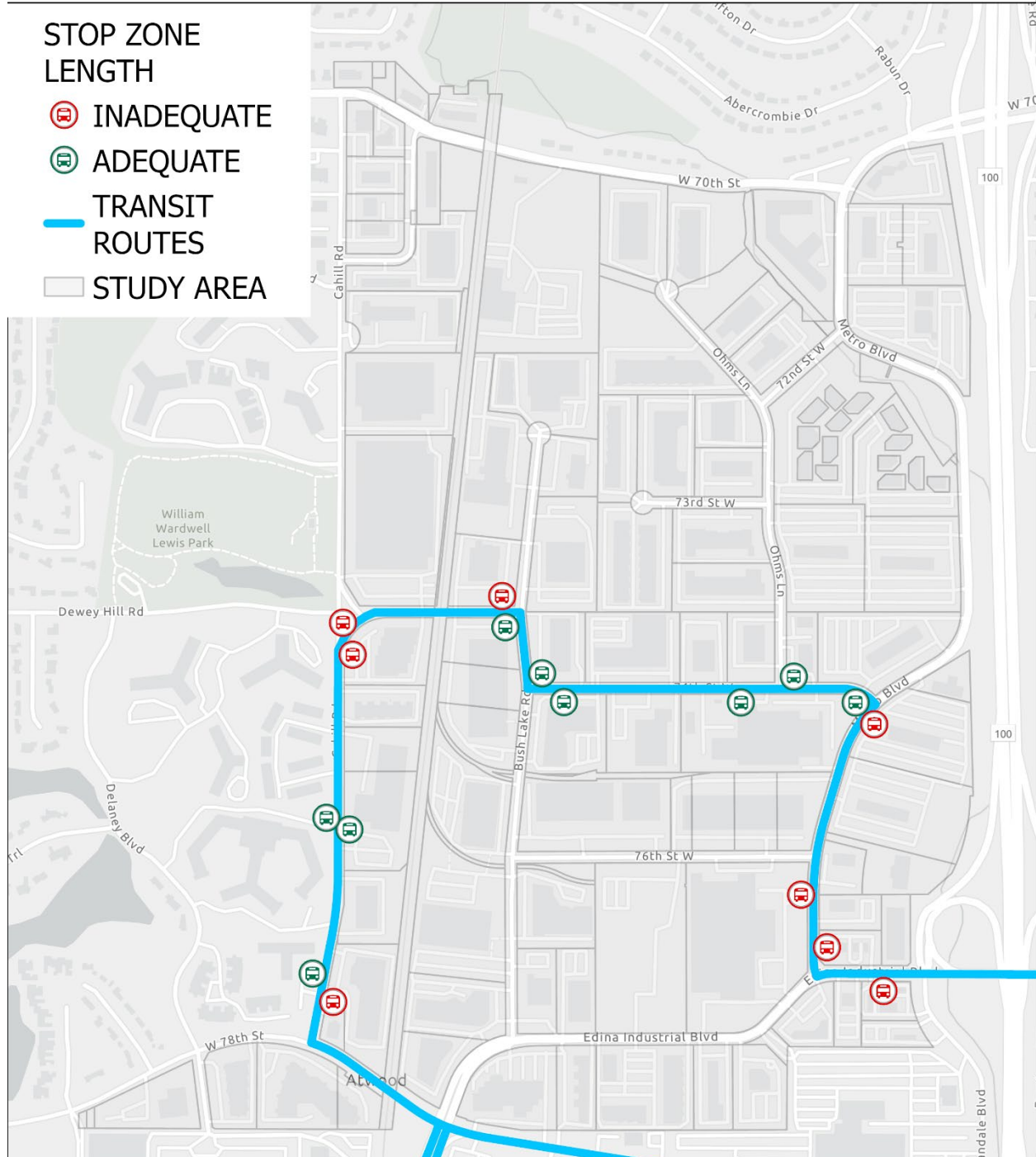
TRANSIT
ROUTES



STUDY AREA



CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION BUS STOP ZONE LENGTH



CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION BENCHES

BENCHES



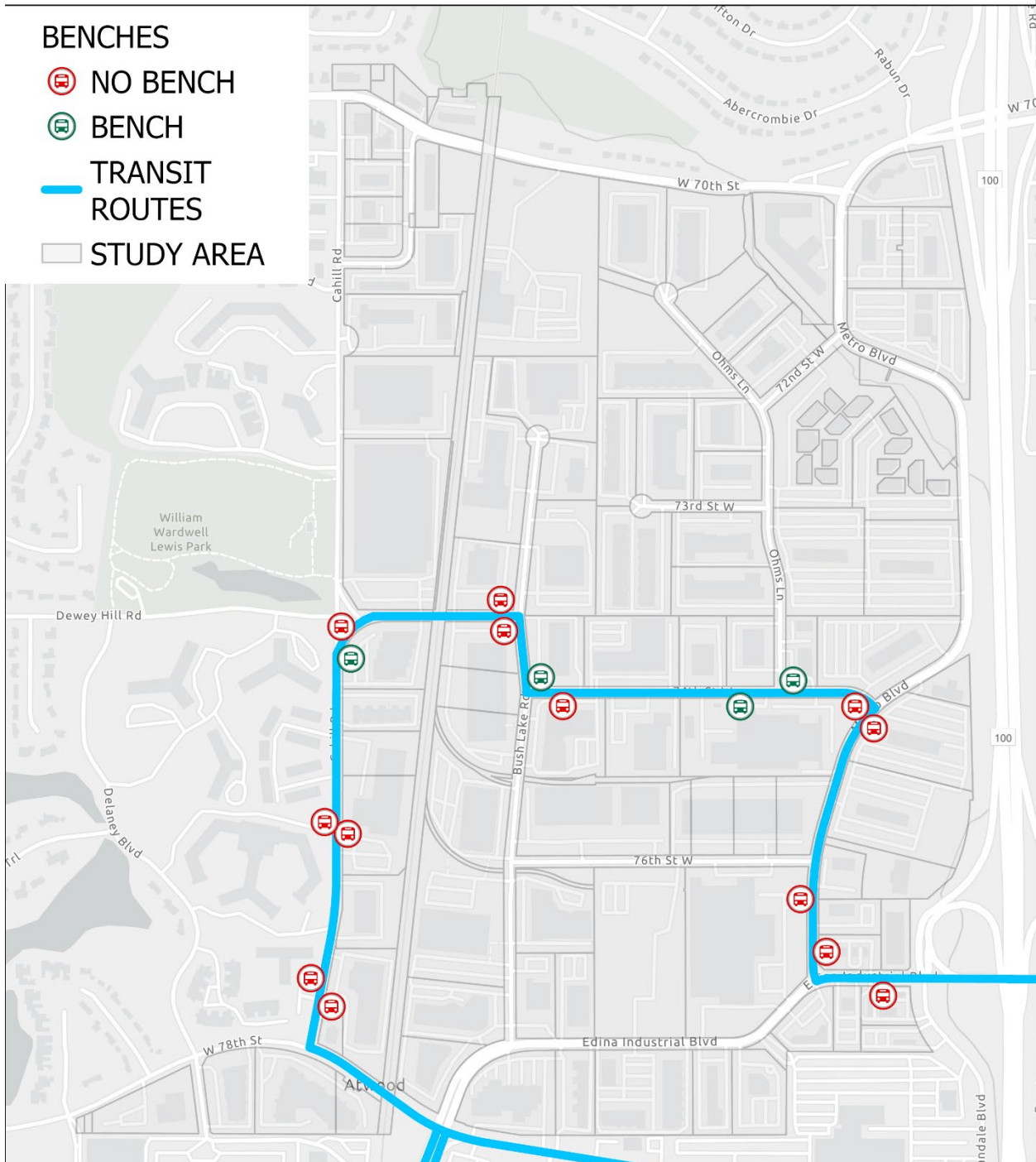
NO BENCH



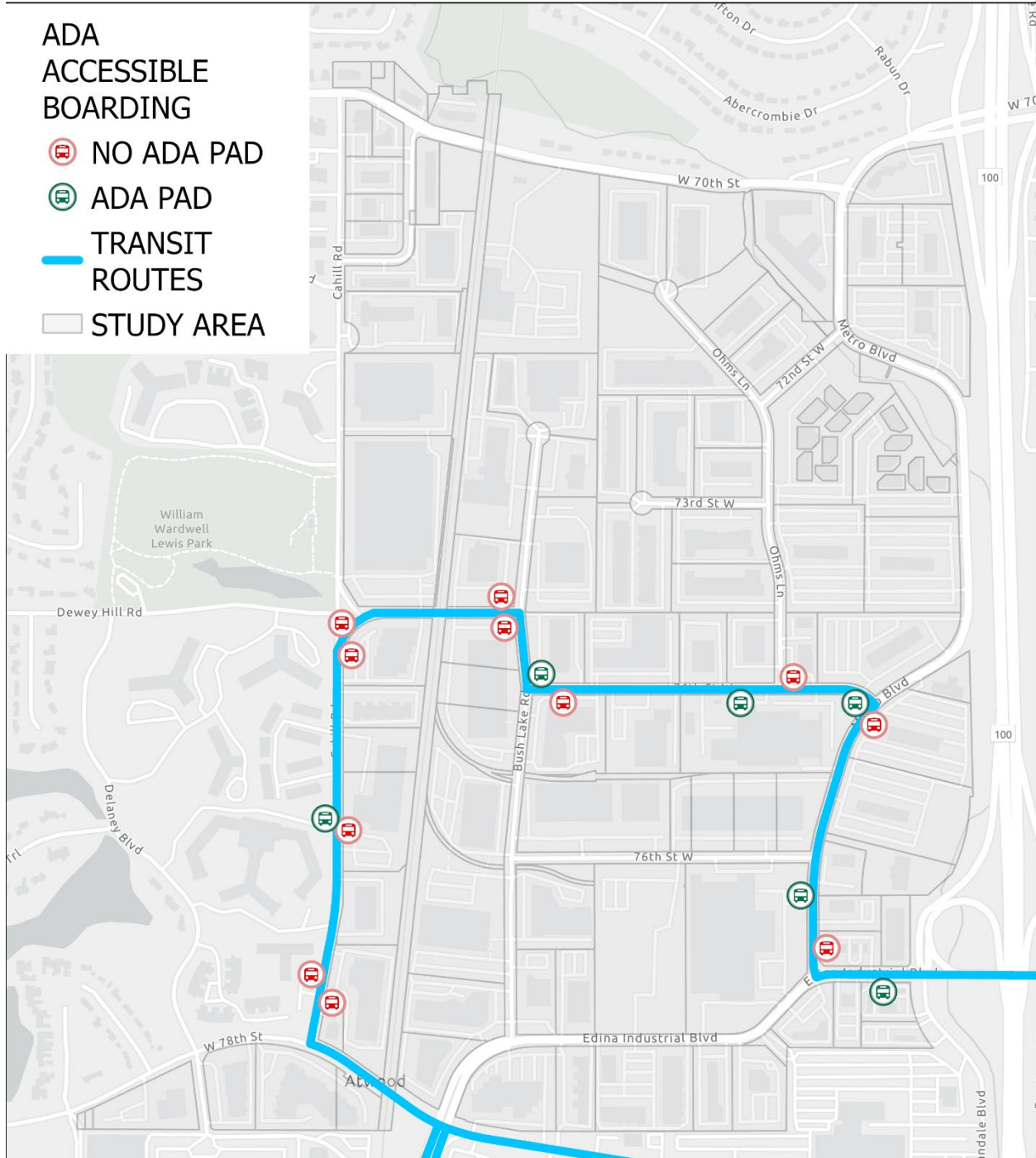
BENCH

TRANSIT
ROUTES

STUDY AREA

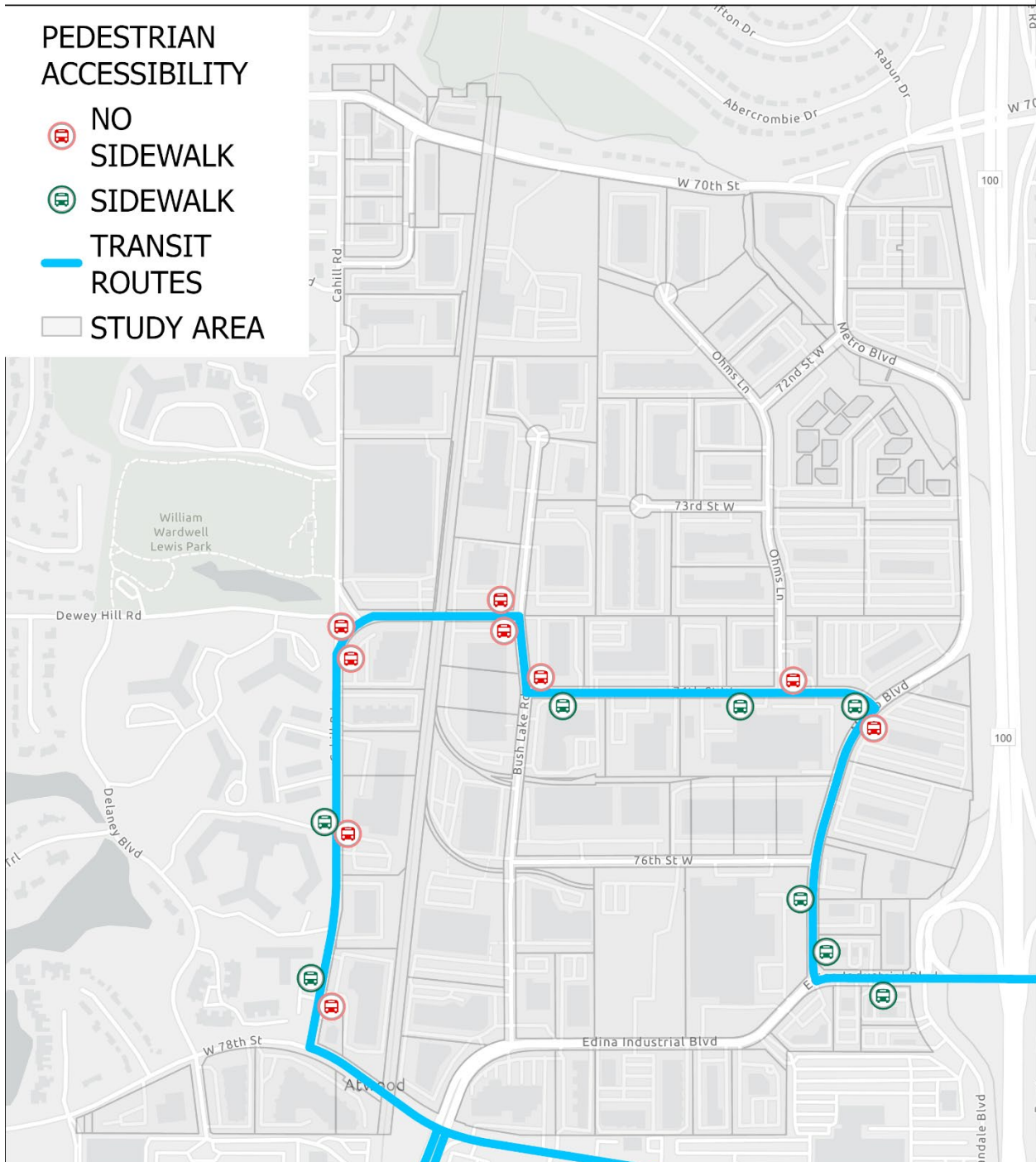


CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION ADA ACCESSIBILITY

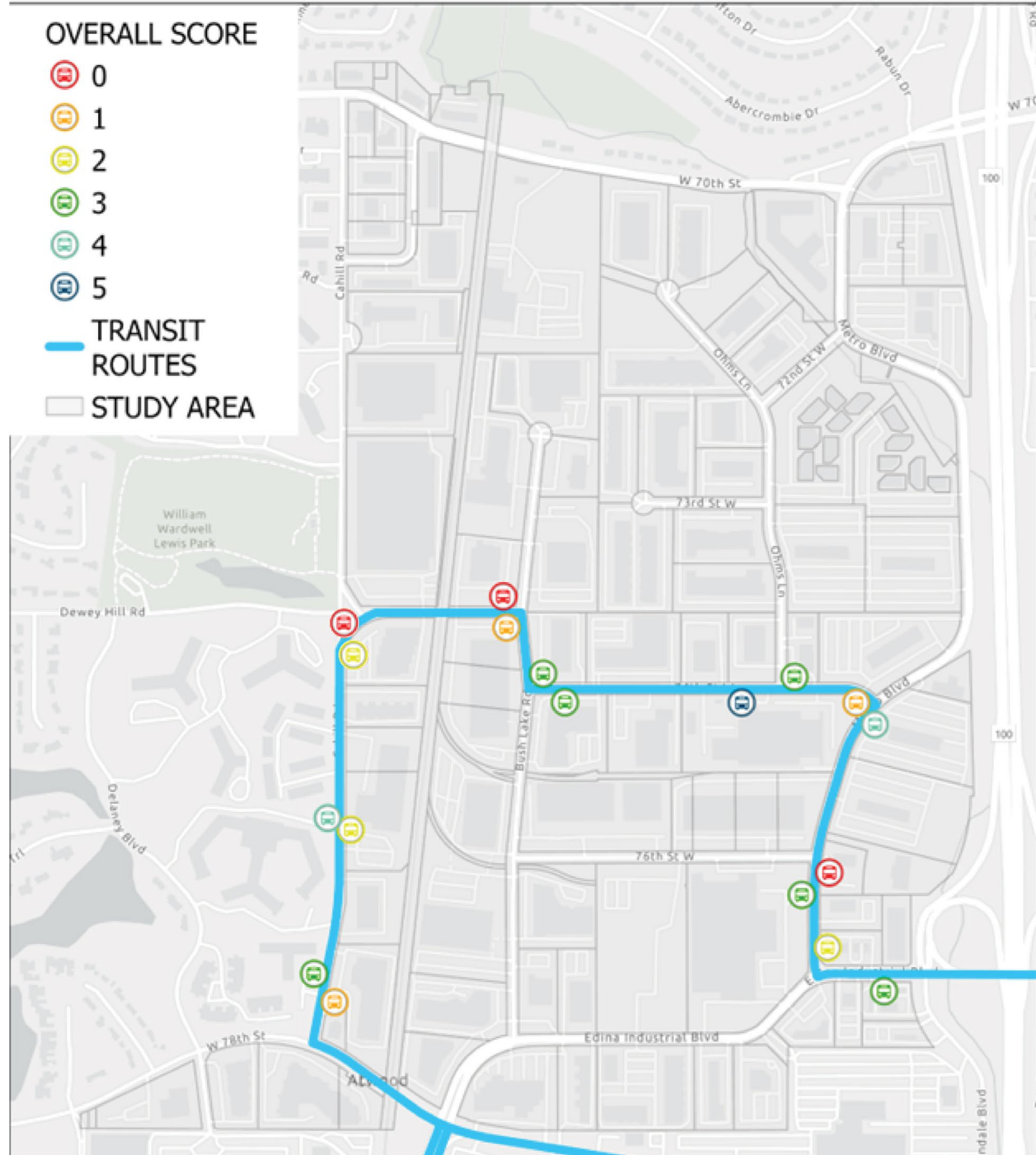


CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION PEDESTRIAN ACCESSIBILITY

- PEDESTRIAN
ACCESSIBILITY
- NO
SIDEWALK
 - SIDEWALK
 - TRANSIT
ROUTES
 - STUDY AREA



CAHILL DISTRICT PLAN TRANSIT STOP EVALUATION OVERALL SCORE



LOCATION	PEDESTRIAN ACCESS ROUTE	ACCESSIBLE BOARDING AREA	BENCH	SLOPE	LENGTH	RATING
Metro Blvd & Edina Industrial Blvd	Yes	No	No	Yes	No	2
Metro Blvd & 76th St W	Yes	Yes	No	Yes	No	3
Metro Blvd & 76th St W	No	No	No	No	No	0
Metro Blvd & 74th St W	Yes	Yes	No	Yes	Yes	4
Metro Blvd & 74th St W	No	No	No	Yes	No	1
Edina Industrial Blvd & Frontage Rd W	Yes	Yes	No	Yes	No	3
Dewey Hill Rd & Bush Lake Rd	No	No	No	No	Yes	1
Dewey Hill Rd & Bush Lake Rd	No	No	No	No	No	0
Cahill Rd & Dewey Hill Rd	No	No	No	No	No	0
Cahill Rd & Dewey Hill Rd	No	No	Yes	No	Yes	2
Cahill Rd & 78th St W	No	No	No	Yes	No	1
Cahill Rd & 78th St W	Yes	No	No	Yes	Yes	3
Cahill Rd & #7500-7520	No	No	No	Yes	Yes	2
Cahill Rd & #7500-7520	Yes	Yes	No	Yes	Yes	4
74th St W & Ohms Lane	Yes	Yes	Yes	Yes	Yes	5
74th St W & Ohms Lane	No	No	Yes	Yes	Yes	3
74th St W & Bush Lake Rd	No	Yes	Yes	No	Yes	3
74th St W & Bush Lake Rd	Yes	No	No	Yes	Yes	3

APPENDIX C

STORMWATER PLANNING-LEVEL COST ANALYSIS

APPENDIX C: PLANNING-LEVEL COST ANALYSIS (2019 SEWER CAPACITY STUDY)

Even if no changes occur within the District, anticipated surrounding growth is expected to trigger necessary system improvements within Cahill. These improvements were estimated to range from \$2M - \$30M impending on option.

It should be noted that Scenarios 5 and 6 did not receive complete evaluation as preliminary inflow volume changes were unrealistic and untenable.

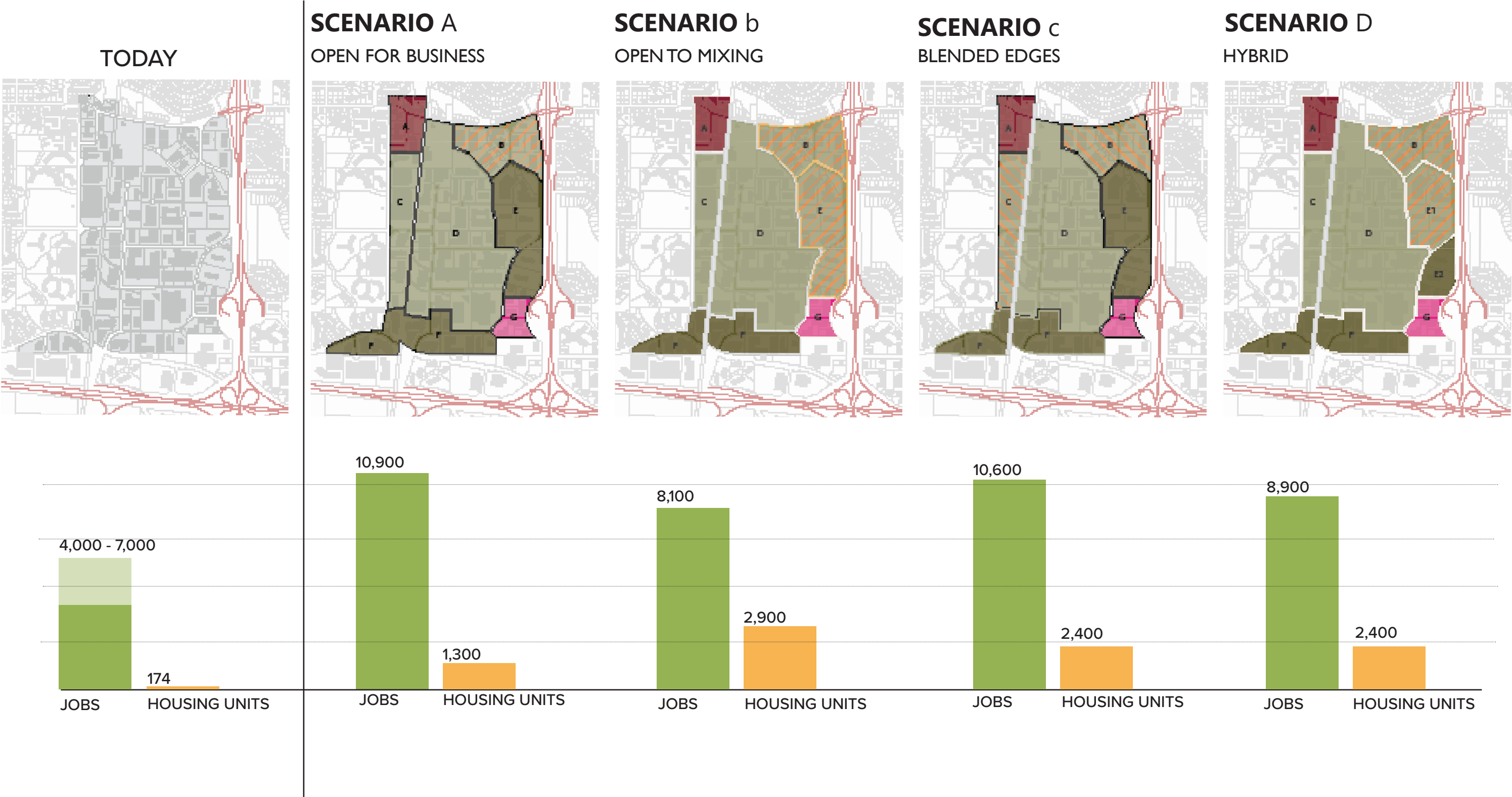
SCENARIO	1	2	3	4	5	6
	BASELINE CONDITION	MORE INTENSE COMMERCIAL/ INDUSTRIAL DEVELOPMENT	(ORIGINAL) INDUSTRIAL-TO -RESIDENTIAL CHANGE ALONG THE EDGES OF THE DISTRICT	(ORIGINAL) INDUSTRIAL-TO -RESIDENTIAL CHANGE ALONG THE EDGES OF THE DISTRICT AND MORE INTENSE INDUSTRIAL AND COMMERCIAL USES IN THE CORE	HIGHER DENSITY RESIDENTIAL REDEVELOPMENT THROUGHOUT THE DISTRICT	HIGHEST DENSITY RESIDENTIAL DEVELOPMENT THROUGHOUT THE DISTRICT
NEW DWELLING UNITS	0	0	8,250	8,250		
NEW JOBS	0	1,325	*	*		
INCREASE IN INFLOW	0%	53%	207%	485%	879%	1,309%
OPTION 1	\$8-31M	\$8-31M	\$10-39M	\$13-53M	N/A	N/A
OPTION 2	\$4-16M	\$4-17M	\$5-18M	\$5-21M	N/A	N/A
OPTION 3	\$8-30M	\$8-32M	\$11-42M	\$14-57M	N/A	N/A
OPTION 4	\$3-13M	\$3-14M	\$5-19M	\$6-24M	N/A	N/A
OPTION 5	\$8-30M	\$8-32M	\$11-42M	\$14-57M	N/A	N/A

APPENDIX D

DEVELOPMENT YIELD ASSUMPTIONS TABLES

APPENDIX D

SCENARIO OUTCOME ESTIMATES



4,000 - 7,000

174

JOBS

HOUSING UNITS

10,900

1,300

JOBS

HOUSING UNITS

8,100

2,900

JOBS

HOUSING UNITS

10,600

2,400

JOBS

HOUSING UNITS

8,900

2,400

JOBS

HOUSING UNITS

Assumptions							
Place Type	Light Industrial	Housing 1	Housing 2	Commercial/Retail	Light Office	Heavy Office	Total
Neighborhood Node		30%		70%			100%
Business Node				50%	50%		100%
Mixed Neighborhood	10%		50%	10%	30%		100%
Employment Core	60%			20%	20%		100%
High Density Employment	20%				40%	40%	100%

Land Use Assumptions	Light Industrial	Housing 1	Housing 2	Commercial/Retail	Light Office	Heavy Office	
FAR	0.3	1	1.7	0.3	0.3	1.5	
Job/acre	25	0	0	25	50	150	
Units/acre	0	50	75	0	0	0	

Subarea Statistics

Sub areas	Total Land (ac)	Total Land (sf)	Presumed Percentage of Gross Land Developable
A	16.4	715,729.7	70%
B	41.8	1,819,312.0	70%
C	44.2	1,923,259.6	70%
D	110.7	4,824,029.0	70%
E1	42.6	1,855,306.4	70%
E2	18.9	822,182.9	70%
F	50.6	2,202,992.1	70%
G	6.6	285,698.2	70%
*Exempt	-	-	70%
Cahill Total	331.7	14,448,510.0	

Preferred Alternative						
Alt A				ESTIMATED YIELD		
Sub area	Gross Site Acreage	Gross Site Square Footage	Net Site Square Footage	Place Type	# Jobs	# Dwelling Units
A	16.4	715,729.7	501,010.8	Neighborhood Node	201.3	172.5
B	41.8	1,819,312.0	1,273,518.4	Mixed Neighborhood	584.7	1,096.3
C	44.2	1,923,259.6	1,346,281.7	Employment Core	927.2	-
D	110.7	4,824,029.0	3,376,820.3	Employment Core	2,325.6	-
E1	42.6	1,855,306.4	1,298,714.5	High Density Employment	2,534.2	-
E2	18.9	822,182.9	575,528.0	High Density Employment	1,123.0	-
F	50.6	2,202,992.1	1,542,094.5	High Density Employment	3,009.1	-
G	6.6	285,698.2	199,988.8	Business Node	172.2	-
*Exempt	-	-	-		#N/A	#N/A
Cahill Total	331.7	14,448,510.0	10,113,957.0	-	10,877.4	1,268.9

Explored Alternatives

Alt B

ESTIMATED YIELD

Sub area	Gross Site Acreage	Gross Site Square Footage	Net Site Square Footage	Place Type	# Jobs	# Dwelling Units
A	16.4	715,729.7	501,010.8	Neighborhood Node	201.3	172.5
B	41.8	1,819,312.0	1,273,518.4	Mixed Neighborhood	584.7	1,096.3
C	44.2	1,923,259.6	1,346,281.7	Employment Core	927.2	-
D	110.7	4,824,029.0	3,376,820.3	Employment Core	2,325.6	-
E1	42.6	1,855,306.4	1,298,714.5	Mixed Neighborhood	596.3	1,118.0
E2	18.9	822,182.9	575,528.0	Mixed Neighborhood	264.2	495.5
F	50.6	2,202,992.1	1,542,094.5	High Density Employment	3,009.1	-
G	6.6	285,698.2	199,988.8	Business Node	172.2	-
*Exempt	-	-	-		#N/A	#N/A
Cahill Total	331.7	14,448,510.0	10,113,957.0	-	8,080.7	2,882.4

Alt C

ESTIMATED YIELD

Sub area	Gross Site Acreage	Gross Site Square Footage	Net Site Square Footage	Place Type	# Jobs	# Dwelling Units
A	16.4	715,729.7	501,010.8	Neighborhood Node	201.3	172.5
B	41.8	1,819,312.0	1,273,518.4	Mixed Neighborhood	584.7	1,096.3
C	44.2	1,923,259.6	1,346,281.7	Mixed Neighborhood	618.1	1,159.0
D	110.7	4,824,029.0	3,376,820.3	Employment Core	2,325.6	-
E1	42.6	1,855,306.4	1,298,714.5	High Density Employment	2,534.2	-
E2	18.9	822,182.9	575,528.0	High Density Employment	1,123.0	-
F	50.6	2,202,992.1	1,542,094.5	High Density Employment	3,009.1	-
G	6.6	285,698.2	199,988.8	Business Node	172.2	-
*Exempt	-	-	-		#N/A	#N/A
Cahill Total	331.7	14,448,510.0	10,113,957.0	-	10,568.3	2,427.9

Alt D

ESTIMATED YIELD

Sub area	Gross Site Acreage	Gross Site Square Footage	Net Site Square Footage	Place Type	# Jobs	# Dwelling Units
A	16.4	715,729.7	501,010.8	Neighborhood Node	201.3	172.5
B	41.8	1,819,312.0	1,273,518.4	Mixed Neighborhood	584.7	1,096.3
C	44.2	1,923,259.6	1,346,281.7	Employment Core	927.2	-
D	110.7	4,824,029.0	3,376,820.3	Employment Core	2,325.6	-
E1	42.6	1,855,306.4	1,298,714.5	Mixed Neighborhood	596.3	1,118.0
E2	18.9	822,182.9	575,528.0	High Density Employment	1,123.0	-
F	50.6	2,202,992.1	1,542,094.5	High Density Employment	3,009.1	-
G	6.6	285,698.2	199,988.8	Business Node	172.2	-
*Exempt	-	-	-		#N/A	#N/A
Cahill Total	331.7	14,448,510.0	10,113,957.0	-	8,939.5	2,386.9

Proposed changes to Comprehensive Plan text are noted in red and begin on page 3-25. Comment boxes to be removed upon final adoption of the amendment.

3. Land Use and Community Design

Chapter Highlights

- The land use vision for the City of Edina will guide the future distribution, mix, and intensity of uses to optimize the current and future vitality and livability of the community.
- The biggest land use changes in the city will be in targeted areas of change, including those identified through the small area planning processes. These places are potential opportunities for shifts in uses and intensities, supporting larger community goals.
- While much of the city's land area will not be targeted for change, it will not remain static or frozen in time. Continued investments in these areas are needed to maintain and update aging buildings and infrastructure, to meet the needs of the people and businesses that use them.
- Overall community character and livability are greatly valued in Edina. There will be a continual need to balance protecting what is valued and responding to needed and ongoing changes.
- Land use bears a close and vital relationship to public infrastructure, utilities, and services. The City will need to plan and invest responsibly in these systems – both to maintain existing facilities and to provide new ones in response to changing and expanding needs. This is addressed in more depth in other chapters.
- Sustainability is an important value throughout this plan. In terms of land use, it has implications from the small scale (e.g. how buildings are constructed and maintained) to citywide (e.g. responsible use of resources, preparing a community to respond to climate change). This is addressed in more depth in other chapters.

Definitions

Design Guidelines provide guidance for the character, scale, and built form of development.

Land Use is the purpose for which land cover is committed, such as residential, industrial, or open space.

Mixed Use is a land use category that includes two or more different land uses, arranged either horizontally on the same site, or vertically in the same building.

Zoning is a technique used in land use planning to divide an area into a series of zones with defined characteristics, which are regulated through city ordinance. Under Minnesota state statute, zoning must be consistent with a city's adopted comprehensive plan.

Introduction

The land use element of the comprehensive plan provides not only guidance for land use and development within the city, but some of the organizing principles for the city itself. The planned and orderly development of land reflects community values and priorities, in terms of the opportunities it creates for where people can live, work, and congregate within city limits. It establishes the planned scale and intensity of neighborhoods and reflects the ability of the community overall to accommodate growth and change. It also relates to existing and planned infrastructure – including roadways, trails, transit systems, water and wastewater, parks, and others.

Since a plan to accommodate growth is one of the central functions of this comprehensive plan, this land use element will focus primarily on how this can be accomplished in a way that is sustainable and consistent with overall community goals.



To be a useful day-to-day decision-making guide, the land use plan must be adaptable to unanticipated changes and be specific to current conditions and issues in the city. To balance these goals, it will be necessary to closely monitor and update the land use plan on a regular basis.

It is widely recognized that the appearance and compatibility of a land use with its surroundings frequently are as important as the use itself. Community design guidelines are defined by this plan to guide the built and natural form of the city to foster and sustain livability and sense of place. Where the land use plan addresses specific areas and combinations of land uses, community design addresses the way these land uses are sited and designed.

The community design component of this chapter looks at existing and planned land uses from the perspective of their current natural, designed, or built character. It suggests design strategies for protecting or enhancing this character or allowing for appropriate transitions.

Forecasted Growth

Addressing and accommodating forecasted growth in the City of Edina, should it occur, is a core function of the comprehensive plan. As Edina is already fully developed, this land use plan demonstrates how expected increases in population, households, and jobs can be accommodated through redevelopment and infill within designated change areas.

Table 3.1 and **Figure 3.1** show past patterns and future projections of growth in Edina by the Metropolitan Council. Population and household growth rates in Edina were relatively steady between 1970 and 2010, though they have increased since then. Employment, after surging in earlier years, has followed a similar pattern. The ratio of jobs to population has remained high, reflecting the role of portions of Edina as a regional employment center. The overall rate of change has increased since 2010, due to many new multifamily residential, commercial, and mixed-use projects.

The forecasts included in this chapter were developed by the Metropolitan Council, indicating the city's expected share of market-driven growth in the region, should such growth occur. These forecasts are modified versions of those in Edina's original 2015 System Statement, adjusting for higher-than-expected growth rates in Edina over the past few years. Metropolitan Council forecasts at the local and regional level are adjusted as needed, to reflect new information and market changes. The current forecasts reflect mutual agreement between the Metropolitan Council and Edina regarding implications of market-driven growth trends.

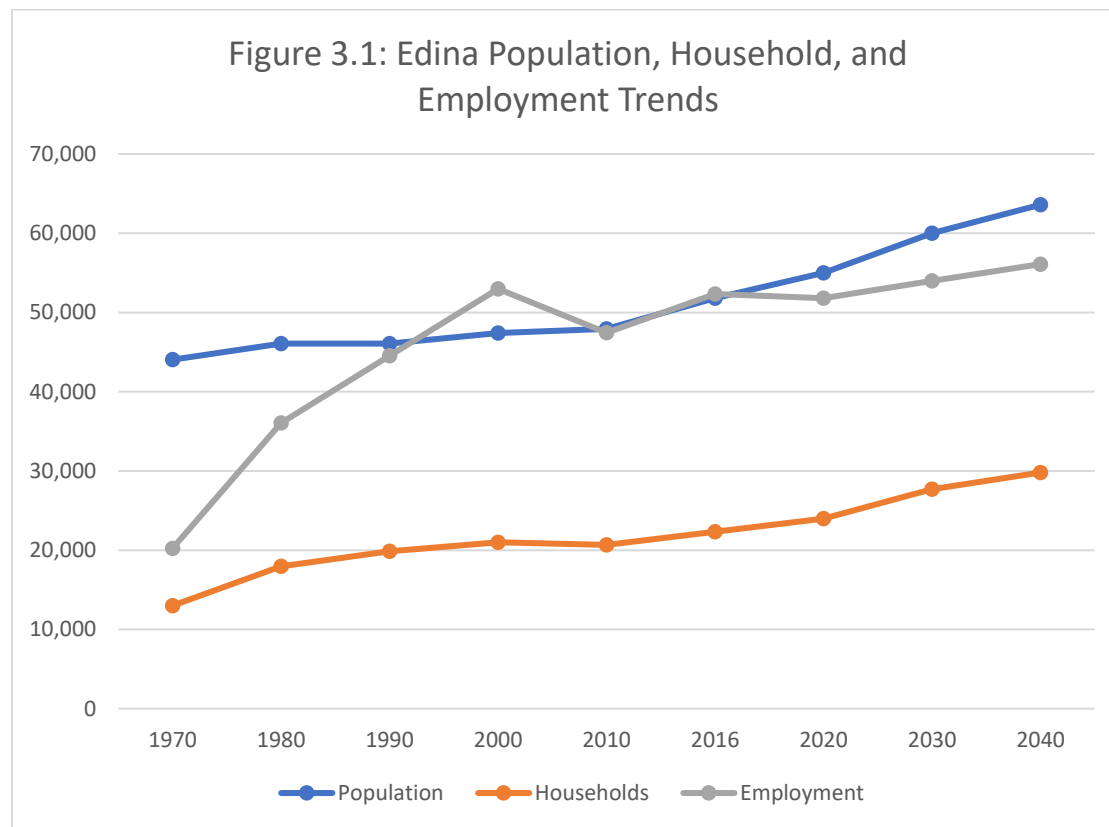
The forecasts are derived from local and regional factors, including past housing and job trends and the city's expected share of projected regional growth. Between 2020 and 2040, the regional population is expected to increase by 15%, households by 17%, and jobs by 12%. If regional forecasts are realized, Edina's population is projected to increase by 16% or 8,600, households by 24% or 5,800, and jobs by 8% or 4,300. The faster rates of population and household growth relative to employment reflect the anticipated transition of primarily commercial areas into residential-commercial mixed-use districts. These forecasts are based on several assumptions, including overall economic climate, site availability, and market conditions. The actual counts may be lower or higher than these estimates.



Table 3.1: Population, Household, and Employment Projections

	1970	1980	1990	2000	2010	2016	2020	2030	2040
Population	44,046	46,073	46,070	47,425	47,941	51,804	55,000	60,000	63,600
Households	13,005	17,961	19,860	20,996	20,672	22,309	24,000	27,700	29,800
Employment	20,240	36,061	44,534	52,991	47,457	52,330	51,800	54,000	56,100

Source: Metropolitan Council estimates and revised Thrive MSP 2040 forecasts, as of January 2019



Source: Metropolitan Council estimates and revised Thrive MSP 2040 forecasts, as of January 2019



Community Designation

Community designation is a typology used by the Metropolitan Council to categorize cities by geography and development patterns. Edina is designated as an **Urban** community in the Metropolitan Council's *Thrive MSP 2040* plan.

Figure 3.2 shows the extent of this designation for the city, as well as that of surrounding communities. These designations are largely a function of when and how communities were developed.

The Metropolitan Council uses these designations to guide regional growth and development, establish land use expectations including overall development densities and patterns, and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth.

This designation as an Urban community has implications for how Edina plans for growth, density, and change. This includes a particular focus on guiding development around existing and planned transit.

Metropolitan Council Guidance

In Thrive MSP 2040, the Metropolitan Council states: "Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile. Urban communities are expected to plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the 2040 Transportation Policy Plan."

Edina: A Community of Learning. Edina has a prized education system of high-quality public schools. The Land Use chapter of the Comprehensive Plan recognizes the importance of extending the benefits of education to the entire community.

The development review process is often the place where the public comes most into contact with land use guidance at the city level. Educational elements to help inform the development review process can both build public knowledge and improve process outcomes.



Community Designations City of Edina, Hennepin County

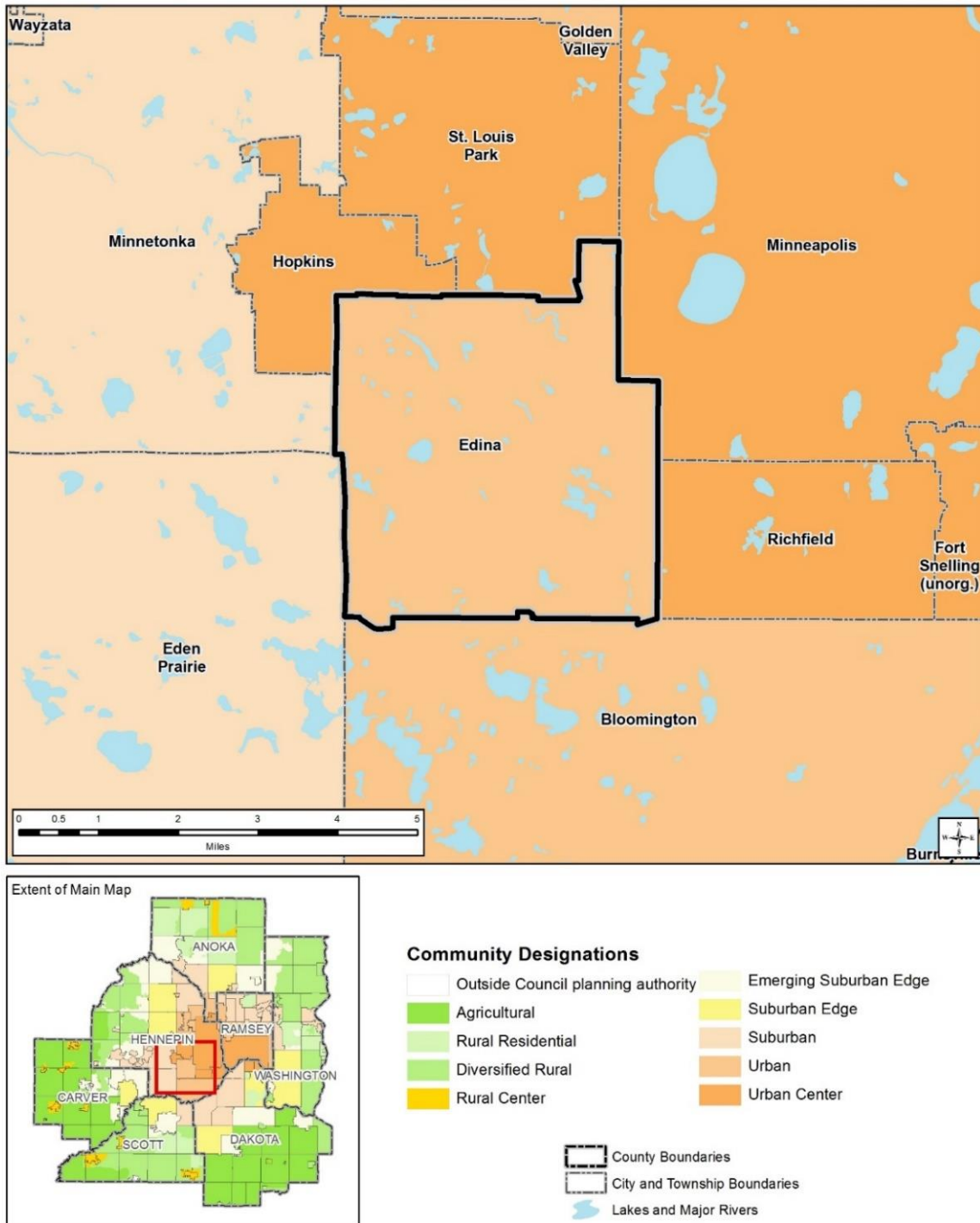


Figure 3.2: Community Designation (Source: Metropolitan Council Thrive MSP 2040)



Trends and Challenges

Strategic redevelopment and reinvestment. Growth of population and jobs helps keep Edina a vibrant, healthy, and attractive place to live and work. However, as a fully developed city, Edina will accommodate growth via the reuse of existing properties. Future development plans must balance market feasibility and responsiveness with overall perceived community benefits. Plans for land use changes should be strategic, particularly in regard to improving access to transportation networks and providing benefits to the community.

Preserving existing residential character. High land prices and scarcity of available land within the city have resulted in a sharp increase in single-family home redevelopment. There has been considerable public discussion about the appropriate massing, height, proportions, and the architectural elements of rebuilt homes in established neighborhoods. Those changes have been reflected in changes in city ordinances since 2010. How the city can balance the desire of some residents for larger homes with state-of-the-art features and developers seeking to offer housing units that appeal to today's market with the interests of neighbors who object to the size and scale of some new construction is an ongoing concern of the community and the Council.

Adding walkability and bikeability. Much of Edina was developed during post-WWII decades when auto-oriented suburbs did not prioritize accommodating pedestrians and bicycles. A transportation network that allows for additional transit and non-motorized travel options increases the movement capacity of the existing public right-of-way and capitalizes on resident needs for more active lifestyles. Developing a complete non-motorized transportation network will take time and effort and should fit into a well-planned, incremental transportation network.

Changing needs of commercial and industrial uses. The useful life of commercial and industrial buildings tends to be significantly shorter than residential buildings, and many of Edina's commercial and industrial buildings are aging and potentially obsolete, at least based on their originally intended use. These buildings will need to be renovated, repurposed, or replaced to reflect current and future needs, including creating a much different model for retail than in the past. Increased interest in mixed-use/live-work scenarios also requires evaluation. Vision Edina surveyed respondents on the question of the residential development mix in the city and the need for options to live near where people work. Around 37% expressed a stronger preference for mixed use and diverse residential options, as opposed to a single-family home focus. Around 52% had a stronger preference for "live and work local" options, in contrast to reliance on commuting elsewhere.

Demographic changes. A dominant trend, both locally and nationally, is the overall aging of the population. This has a host of implications for land use, including changes in the type of housing needed, goods and services demanded, and reliance on non-auto transportation options. Additionally, the Vision Edina community engagement process found that both younger (those under 30) and older (those over 60) participants were equally in support of more housing options, in contrast to a single-family housing focus.

Expanding transportation options. In addition to walkability and bikeability at the neighborhood level, there is increased interest in providing access to multiple modes of transportation. This has implications for land use, in terms of locating appropriate housing units and jobs within safe and comfortable walking and bicycling distances of transit stops.



Existing Land Use and Conditions

Overview

The existing land uses in the City of Edina provide a view into the character of the community, as well as the starting place for planning future growth and change. A substantial majority of the land area is expected to continue in its current use through 2040, with growth focused in specific defined areas discussed later in the chapter.

This section covers current land use and conditions. This includes the existing land use map and acreages, property value (market value and land/value ratio), building age and condition, and definitions of existing land use categories.

Land Use Map

Figure 3.3 shows the existing land uses in the City of Edina, and **Table 3.2** shows the percentage of existing land use by category as of 2016, compared with 2005 data from the previous comprehensive plan. Comparing the two years shows a decline in commercial, industrial, and institutional, and a rise in mixed use, parks, and multifamily housing.

Over half of the land in the city (53%) is single family detached residential, with the next largest proportion taken by parks (10%). Golf courses are called out as a separate category, so the percentage of city land in the park system is lower than the stated percentage of open space in the city. Commercial, industrial, and higher density residential uses are clustered in specific areas, typically in defined nodes and districts, as well as along some major corridors. Consistent with the overall regional approach to mapping land use, existing land use calculations in this plan do not distinguish between local roads and adjacent uses. This is different than the parcel-based approach for future land use shown later in the chapter.


Table 3.2: Existing Land Use, 2005-2016 (Total Acres)

Use	2005 Acres	2016 Acres	Percent Total Acres (2016)	2005-2016 Change	2005-2016 Percent Change
Single Family Detached	5,434	5,419	53%	-15	-0.3%
Park, Recreational or Preserve	922	972	10%	50	5.4%
Golf Course	693	666	7%	-27	-3.9%
Institutional	468	444	4%	-24	-5.1%
Major Highway	401	442	4%	41	10.2%
Multifamily	420	433	4%	13	3.1%
Office	407	395	4%	-12	-2.9%
Retail and Other Commercial	384	313	3%	-71	-18.5%
Industrial and Utility	337	299	3%	-38	-11.3%
Single Family Attached	261	272	3%	11	4.2%
Open Water	261	269	3%	8	3.1%
Undeveloped Land	211	216	2%	5	2.4%
Mixed-use Commercial & Other		51	1%	25	
Mixed-use Industrial		17	0%	17	
Mixed-use Residential		17	0%	17	
Mixed Use 2008*	26			-15	226.9%**
TOTAL	10,225	10,225	100%		

Source: Metropolitan Council

*The 2008 plan did not split up mixed use into multiple categories, so comparison is between combined totals of mixed use.

**Change in total mixed use



Edina 2040 Comprehensive Plan

Edina, Minnesota

Existing Land Use

February 2020

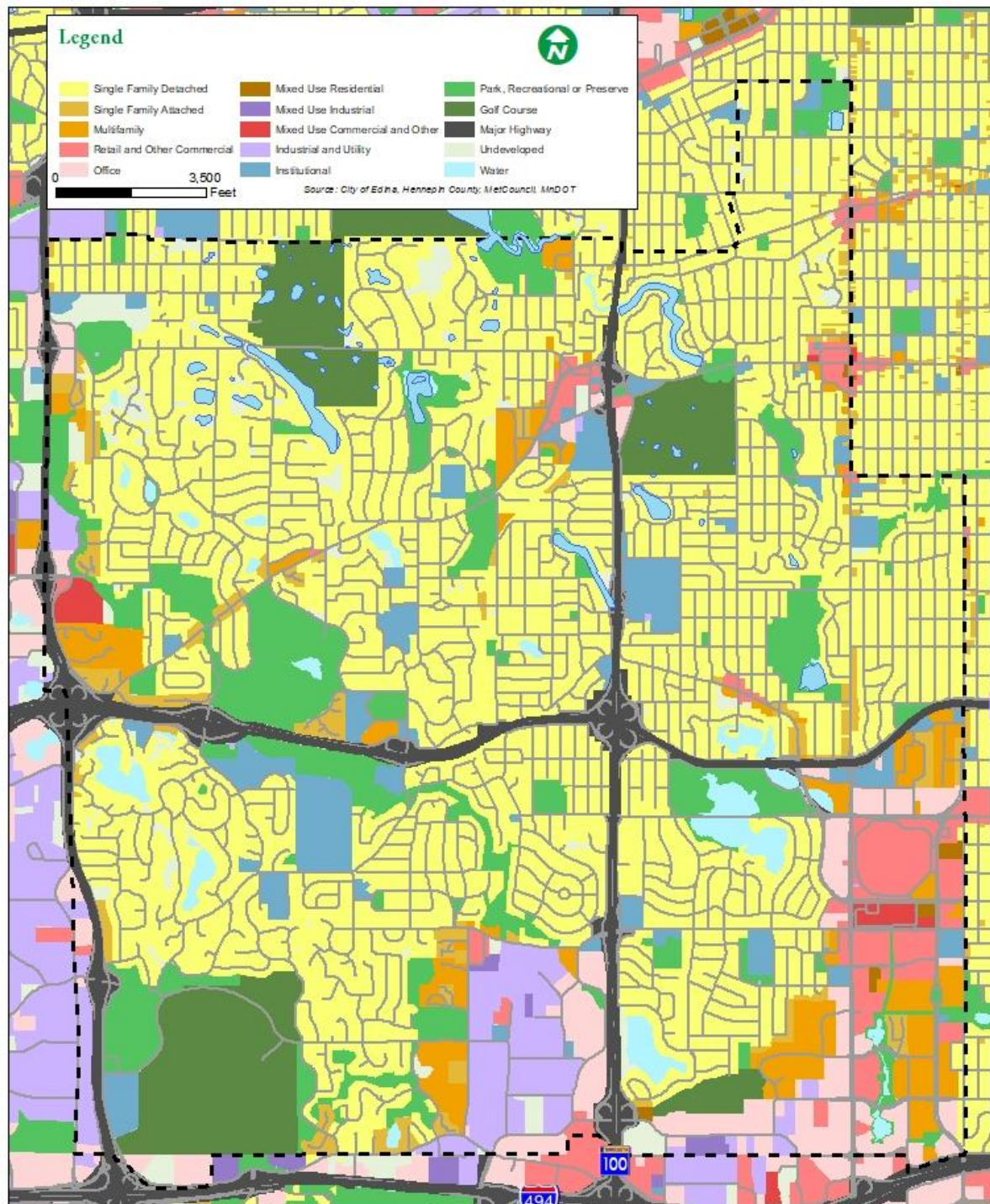


Figure 3.3: Existing Land Use



Changes Since 2008 Plan

Since the City of Edina is fully developed, changes in existing land use have been incremental based on redevelopment, with a shift towards more multifamily and mixed use within potential areas of change, as shown on **Figure 3.11**. In the interim since the adoption of the previous comprehensive plan in 2008, there also have been changes to the land use policy and regulatory guidance for the city. These changes include:

- Comprehensive plan amendments to add more detailed guidance for land use density by future land use category.
- Comprehensive plan amendments to provide development guidelines for planned unit development or other larger projects.
- Zoning changes at the individual site level to support new development projects, particularly mixed use.

Existing Land Use Categories

Figure 3.3 illustrates the pattern of existing land use in Edina as of 2016. The categories on the map are described as follows:

Single-Family Residential

Single-Family Detached. Residential neighborhoods are the most extensive land use within the city in terms of total land area, of which single family detached housing is the largest component. Neighborhood character varies based on era of construction, scale of development, and landscape influences. Although there is significant variation, the most common residential type consists of post-WWII single-family homes on wooded lots along curvilinear streets.

Multifamily Residential

Single-Family Attached. This land use consists of residential units with common walls, where each unit has direct exterior access. In Edina the most common buildings of this type are townhouses and duplexes (two-family dwellings). Townhouses tend to be clustered close to highway or major road corridors, while duplexes are often found in narrow strips along major thoroughfares such as Vernon and France Avenues, and serve as a buffer for adjacent single-family neighborhood detached housing.

Multifamily. This land use is defined by the multiple-unit building type where each individual unit does not have direct ground floor access to the exterior. Multifamily developments are concentrated primarily along the main traffic arteries and are generally located toward the edges of the city, often in proximity to retail business establishments. Concentrations of multifamily developments are found along York Avenue, France Avenue, Vernon Avenue, Lincoln Drive, and Cahill Road.

Commercial

Retail and Other Commercial. An important part of Edina's identity is its status as a regional commercial and employment center. The Edina marketplace is dominated by high-end retail, medical, real estate, and banking services, making it a unique destination within the metro area. The city's demographics, in terms of incomes, match this business market. Retail areas can be defined based on their market positions: regional, community, and neighborhood. Edina's regional retail district is the Greater Southdale area. Community-level districts include 50th & France and Grandview, although they contain some regional destinations. Neighborhood shopping districts, including the commercial nodes at Valley View and Wooddale and West 70th and Cahill, mainly serve surrounding neighborhoods with convenience shopping and services. Several other neighborhoods have small commercial nodes providing convenience goods and services. The larger concentrations of this land use are generally located toward the edges of the city, rather than in the center.



Office. Long known as a retail center for the southwest metro area, Edina also contains office space in its four business and industrial areas, occupants of which include several large corporations, as covered in the Economic Competitiveness Chapter. This land use is concentrated along such major thoroughfares as the western sides of France Avenue and TH 100 and the northern side of West 66th Street.

Mixed-use

Mixed-use Residential. This land use consists of areas with a mix of uses including residential units and commercial. In its 2016 data, the Metropolitan Council recognizes around 17 acres of this land use in the city, primarily in the Southdale area. While a small percentage of overall uses, this has been growing.

Mixed-use Industrial. This land use includes a mixture of industrial uses that may include office and retail but no residential units. The mixed-use industrial land use is found primarily in the Cahill industrial area west of TH 100 and along the south side of West 77th Street in the Pentagon Park area.

Mixed-use Commercial and Other. This land use category contains nonresidential uses exclusively. There are around 51 acres of this designated use in Edina, primarily in the Southdale area and north of Highway 62 on the city's western border.

Other Land Uses

Industrial and Utility. Industrial uses are concentrated near areas with historically lower land prices and multimodal transportation options. Currently, the two areas in the city that meet these qualifications are the Cahill area west of TH 100 and south of West 70th Street, the greater Pentagon Park area, and a smaller concentration along TH 169 as it borders Eden Prairie in the extreme southwest corner of the city. It is expected that lower intensity industrial uses in these areas may cause transition to other types of uses in the future.

Institutional. Institutional land uses are located through the city. They are occupied by large public and private service providers such as public safety (police, fire), essential services (public works), county libraries, hospitals, and other medical care facilities. They also include schools, social, cultural, and educational establishments, and cemeteries.

Parks and Recreation. Edina has an extensive public park system that serves the community and area residents. Parklands include a golf course; biking and walking trails; various forms of recreational and athletic facilities, playgrounds and playing fields; and natural open space. Lands devoted to parks and recreation constitute the second highest percentage of all land use acreages. Some of the land included as park and recreational is within the Minnehaha and Nine Mile Creek floodplains, as well as other floodplains and stormwater drainage areas.

Golf Course. Edina has three major golf courses: Braemar Golf Course – a municipal facility – and the private country clubs of Interlachen Country Club and Edina Country Club. They constitute around 666 acres of the city's land area.

Major Highway. The city is bisected by two regional arteries, TH 62 and TH 100, trunk highways which divide the city into geographic quadrants. In addition, two more highways, I-494 and TH 169, border the city or pass near its boundaries. These limited access roads allow for convenient access to points outside the city or to destinations within the city for residents, workers, and visitors. The acreage listed for this land use does not include local roads.

Undeveloped. Land categorized as "undeveloped" in the city contains protected and non-protected wetlands, steep slopes, and land not clearly used for any other categorized land use.



Open Water. Nine Mile and Minnehaha Creeks provide a natural drainage system for the city's land. Numerous lakes are both independent and linked to the creeks.

Property Value

Assessed property value is an important determinant of how market forces, property condition, and community context contribute to the perceived value of a property. This section is included to provide an overview of current conditions in Edina, as well as some implications.

Figure 3.4 shows estimated market value per acre. Property values in Edina tend to be among the highest in the region, reflecting the desirable nature of the community. In Edina, the area with the most consistently high values per acre is the Country Club District, a designated historic district on the National Register of Historic Places. (See Chapter 13 Heritage Preservation for more information on designated historic resources.) Property values are more variable (though still fairly high) in the western neighborhoods. While high values may mean that property owners are able to keep their investments, they may also make it more challenging to maintain affordability.

High land values in particular may make certain areas more attractive for redevelopment, particularly when the building value is relatively low in comparison. For areas where the value of the land is fairly high relative to the building value, it may be attractive to either renovate or expand the building, or to redevelop the site entirely. This is not always allowed under ordinance or encouraged by policy, although either may be modified by the City Council in response to changing conditions or opportunities. An example of this situation could be a location where land values may make it economically feasible to develop at a scale beyond what is allowed under city policy and regulation.

Figure 3.5 shows the ratio of land value to total value for a property. A substantial amount of the land in Edina has land values that are more than half of the total value. This suggests that the underlying property is a very strong contributor to the value – which is consistent with much of what is known about Edina from other sources. In such circumstances, there may be market incentive to further invest in the property through expansion or redevelopment.

These figures show potential change areas, which are guided for growth and redevelopment in accordance with small area plans and covered later in the chapter. Properties within these change areas with relatively high land-to-value ratios may be targets for redevelopment. One example of a potential change area, based on these maps, could be the Cahill industrial area.



Edina 2040 Comprehensive Plan

Edina, Minnesota

Market Value Per Acre (2017)

December 2019

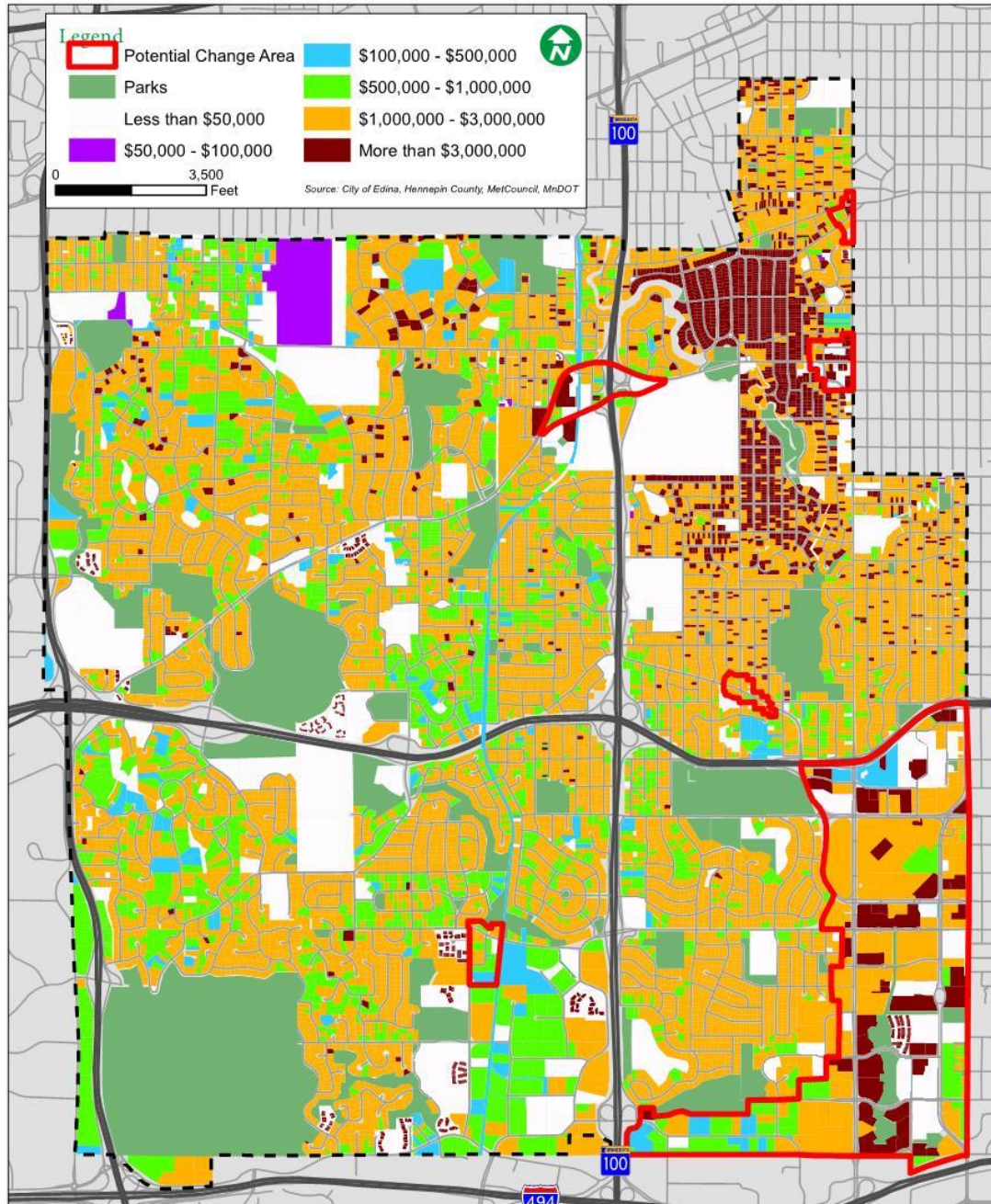


Figure 3.4: Market Value Per Acre

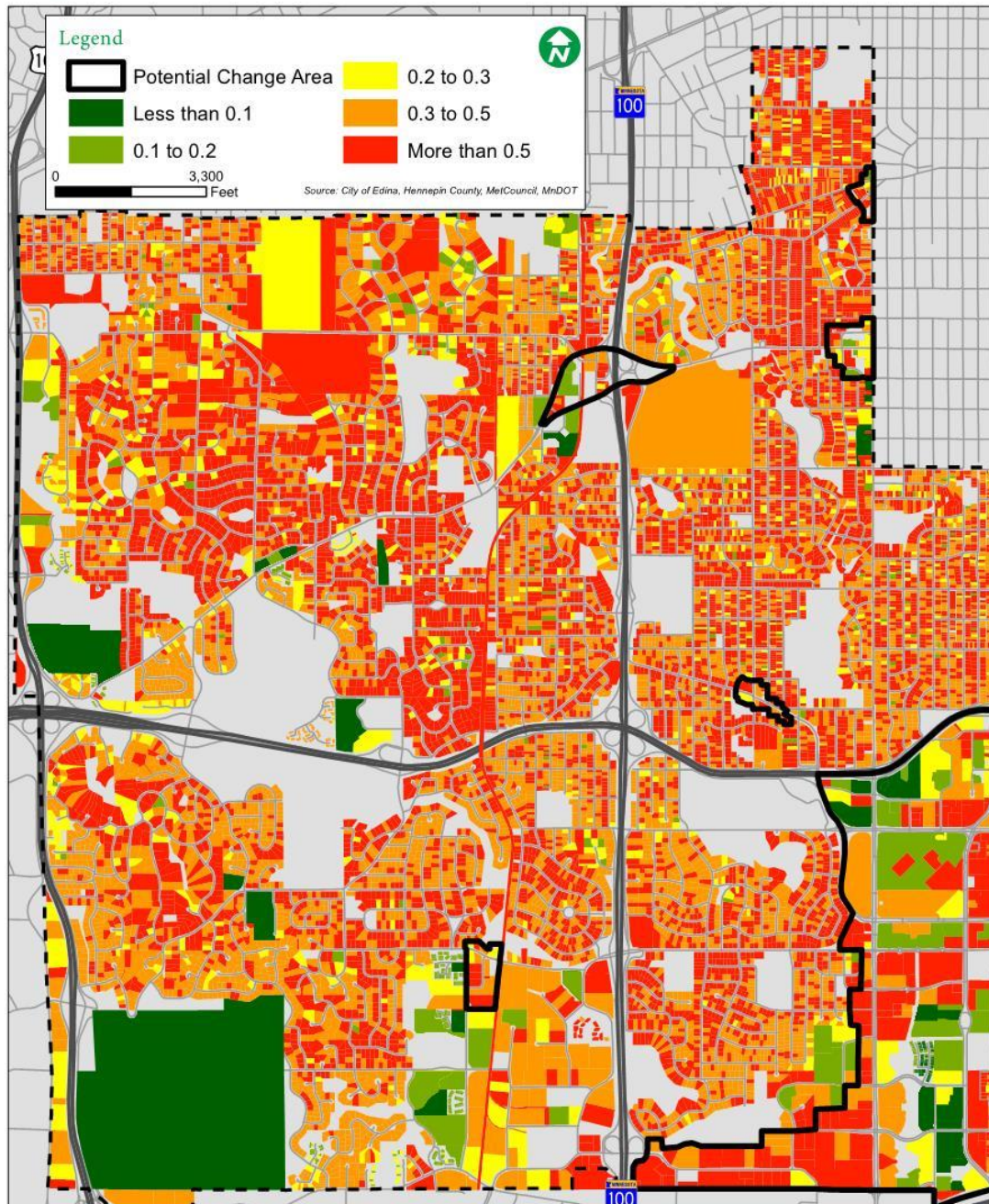


Figure 3.5: Land Value to Total Value Ratio



Building Age and Condition

Building age and condition are contributing factors when determining future redevelopment potential. All other things being equal, older and poorer condition buildings may be more viable redevelopment opportunities than those that are newer and better condition. There are exceptions to this, particularly in the case of protected historic properties. Additionally, there may be opportunities to reinvest in the property, rather than to change use or scale.

Figure 3.6 shows the age of the buildings in Edina. Starting as a largely rural farm community on the outskirts of the Twin Cities region in the early 1900's, Edina evolved rapidly into a developing suburb, with its own commercial and employment centers. Growth spread outwards from the area closest to Minneapolis, with the full extent of the existing city limits mostly developed by the 1980's. Land use patterns reflect planned growth areas, largely separated by use and intensity, though there have been more mixed-uses in recent years.

It's notable that there is also a sprinkling of newer housing in some of the oldest neighborhoods. This reflects new construction, either on infill sites or replacement of existing housing stock. Building permit data shows this has continued in recent years at a moderate pace.

Figure 3.7 shows the condition of buildings in Edina. This is collected on a multi-year cycle by the City of Edina. Since not every building is surveyed every year, it may not be completely up-to-date for any given structure. Since it is based primarily on an external assessment of building appearance, it may not reflect the condition of interiors or building systems. Due to these limitations, additional investigation may be needed at the individual property level to more completely assess a building's condition.

For the most part, buildings in the city are in average-to-good condition, with just a few scattered exceptions. As with other patterns, the oldest and most historic areas stand out as exceptional. However, there are many well-maintained properties throughout the city.

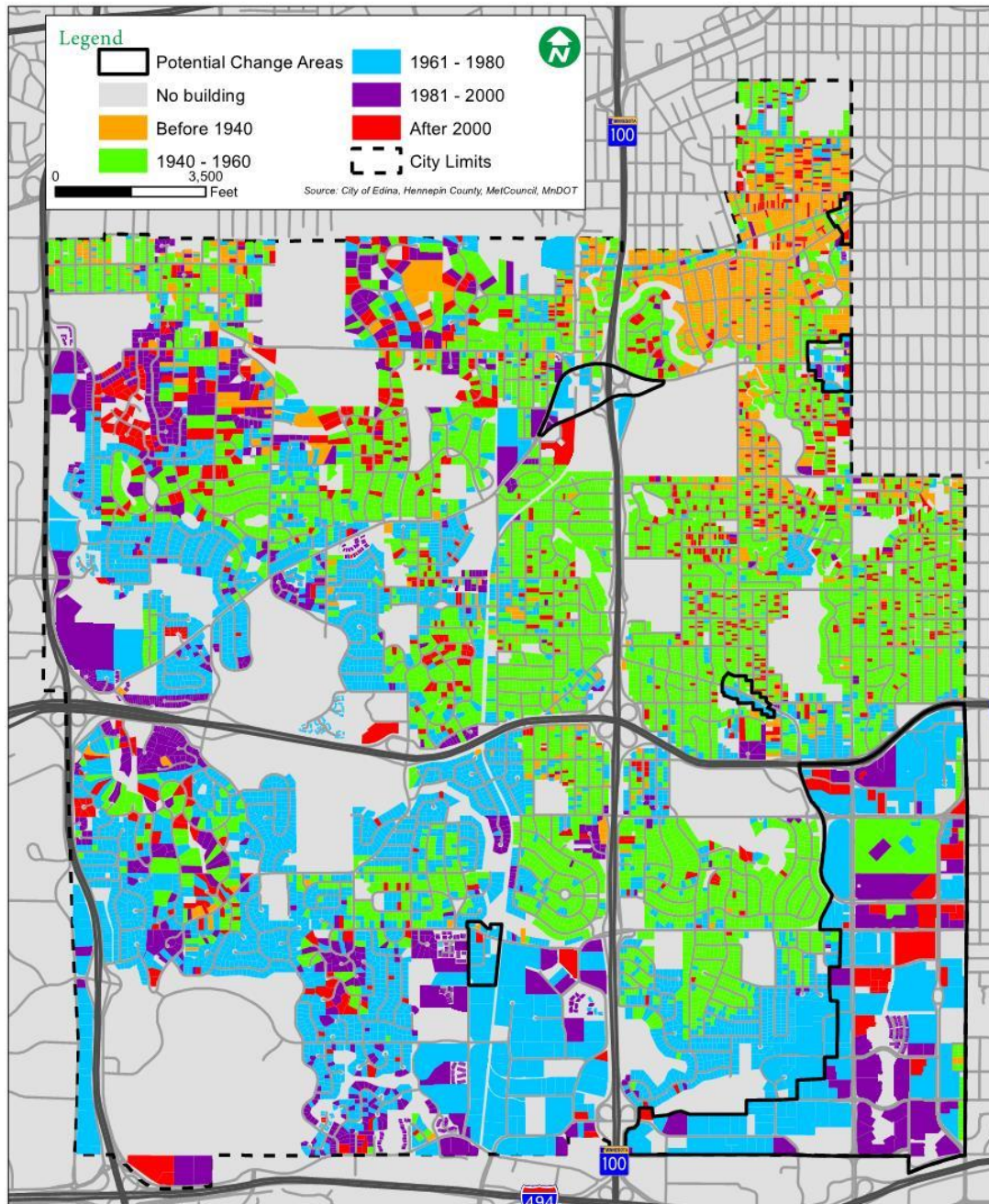


Figure 3.6: Building Age

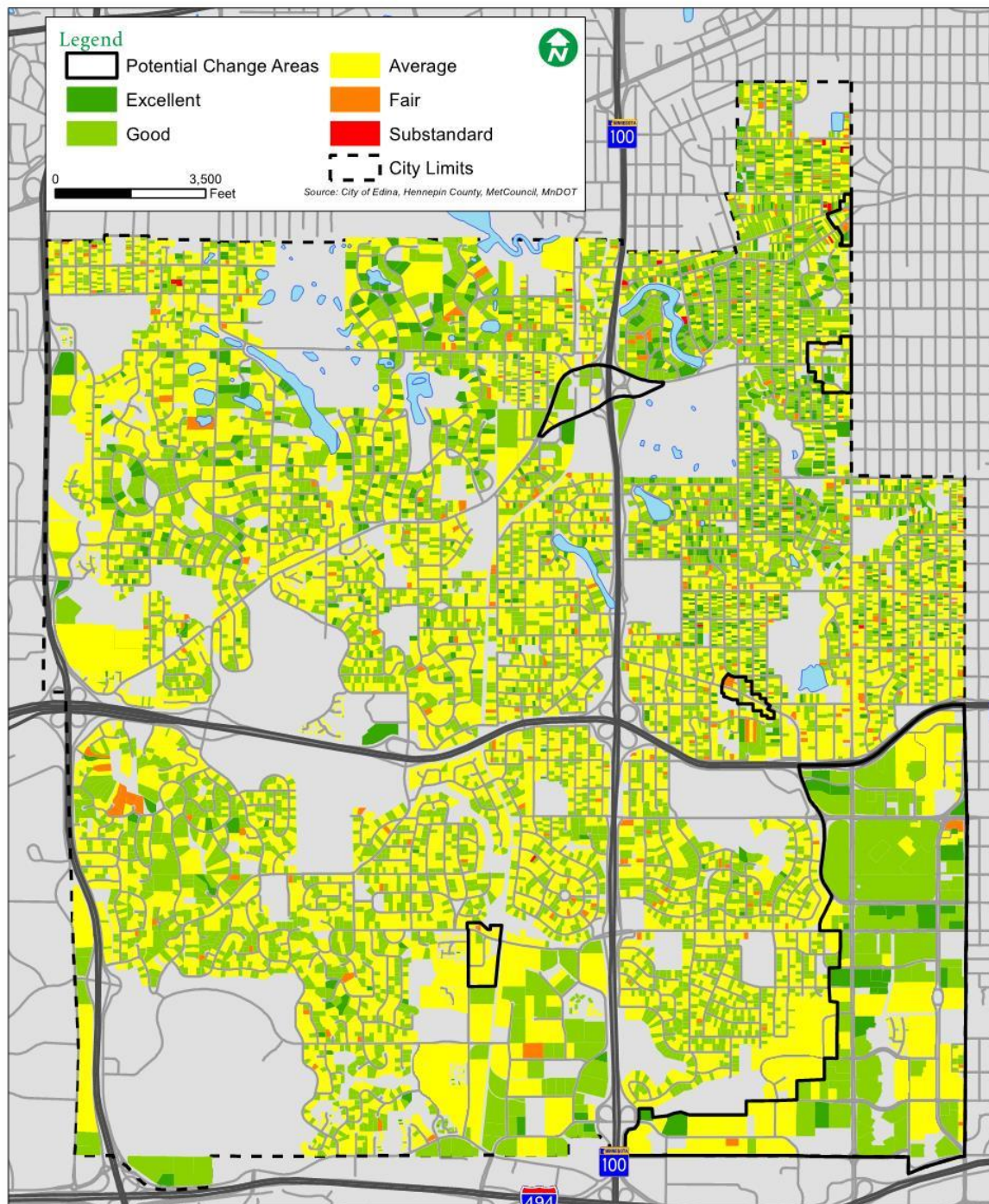


Figure 3.7: Building Condition



Residential Density

Since Edina is a fully developed community with no room to expand its boundaries, increased residential density may be needed to accommodate potential new growth within the city. Areas with concentrations of residential density are beneficial in various other ways, such as:

- providing a customer and workforce base for commercial districts
- supporting the viability of alternative transportation modes such as transit, car share, micro transit, and nonmotorized
- generating activity and interactions that support community placemaking
- more efficiently using existing infrastructure and public service capacity
- protecting undeveloped areas in the region from encroaching outward on development
- creating additional tax base to take some of the tax burden off single family housing.

Denser areas may also generate higher traffic volumes, increase demands for public services, and create environmental consequences. One purpose of this plan is to anticipate those effects, and to plan for improvements and investments that reduce or mitigate such impacts. Potential impacts addressed in the comprehensive plan include, but are not limited to:

- Multimodal transportation needs (Transportation Chapter)
- Water supply, sanitary sewer, and stormwater system needs (Water Resources Chapter)
- Parks and trails (Parks, Open Space, and Natural Resources Chapter)
- Environmental impacts (Energy and Environment Chapter)
- Community service and facility needs (Community Services and Facilities Chapter)
- Economic development opportunities (Economic Competitiveness Chapter)

Residential density in Edina is measured and regulated in terms of total dwelling units per acre, consistent with regional standards. What a building of a certain density will look like is not always intuitive. Due to variations in unit size, building layout, and site design, two buildings with the same number of units per acre can appear very different from one another in terms of height, bulk, and character. While it is useful to allocate growth in terms of the number of units that can be placed on a site, units per acre should not be the *only* measure used to determine whether a certain development is appropriate for a site or a neighborhood. Additionally, variations in unit size impact units per acre calculations. An example could be small units for senior housing or micro units that increase the number of dwelling units per acre.

Figure 3.8 shows the distribution of housing unit density across the city, and **Figure 3.9** shows population density. Since this was based on 2010 data, it does not show development that has been constructed and occupied since 2010. Housing and population densities follow similar patterns to overall land uses. Almost all the single-family areas of Edina average less than five units per gross acre, with higher densities in multifamily and mixed-use areas. The older neighborhoods along the eastern side of Edina are slightly higher density than other single-family neighborhoods, reflecting smaller lots and smaller buildings.

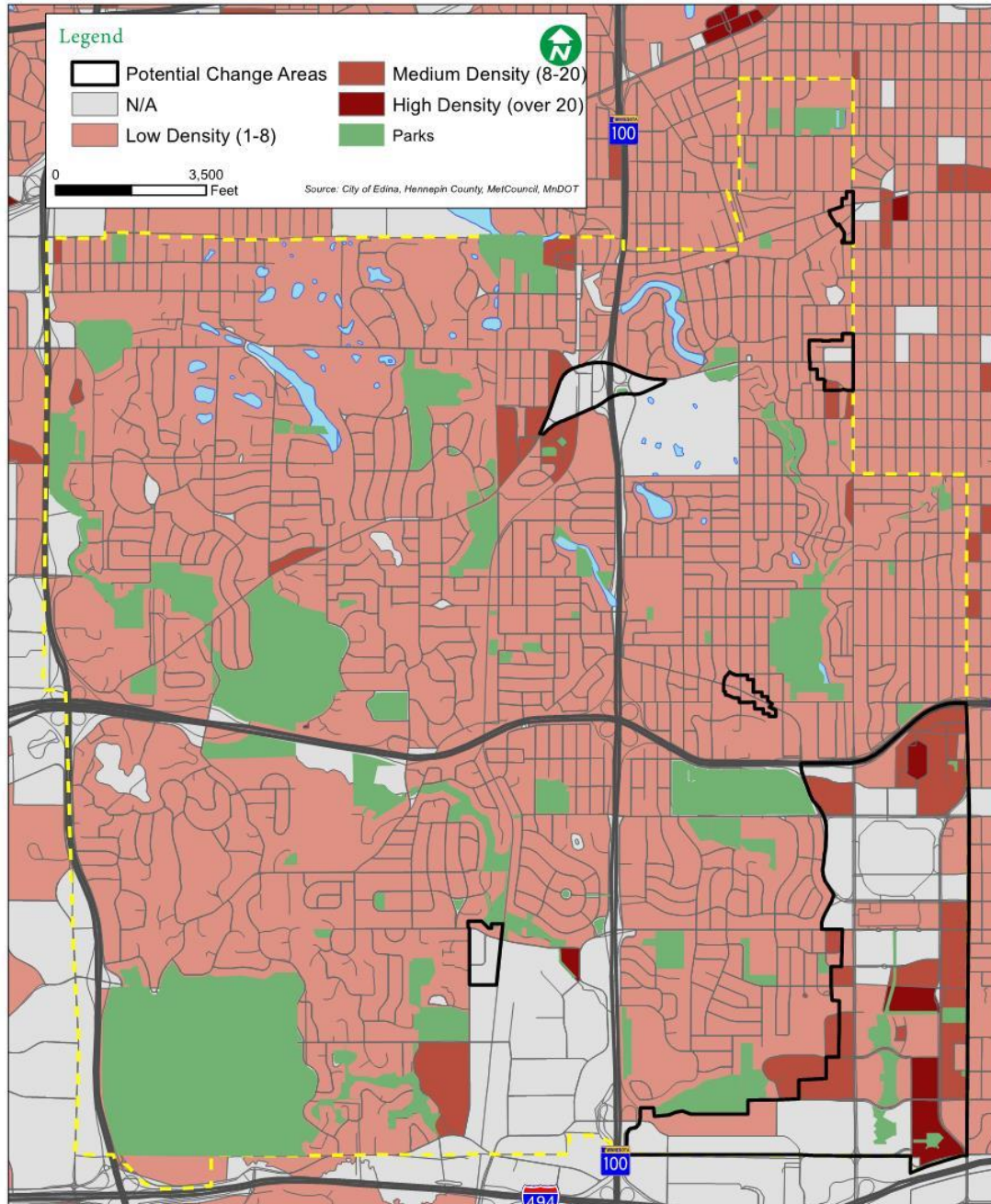


Figure 3.8: Existing Housing Units per Acre

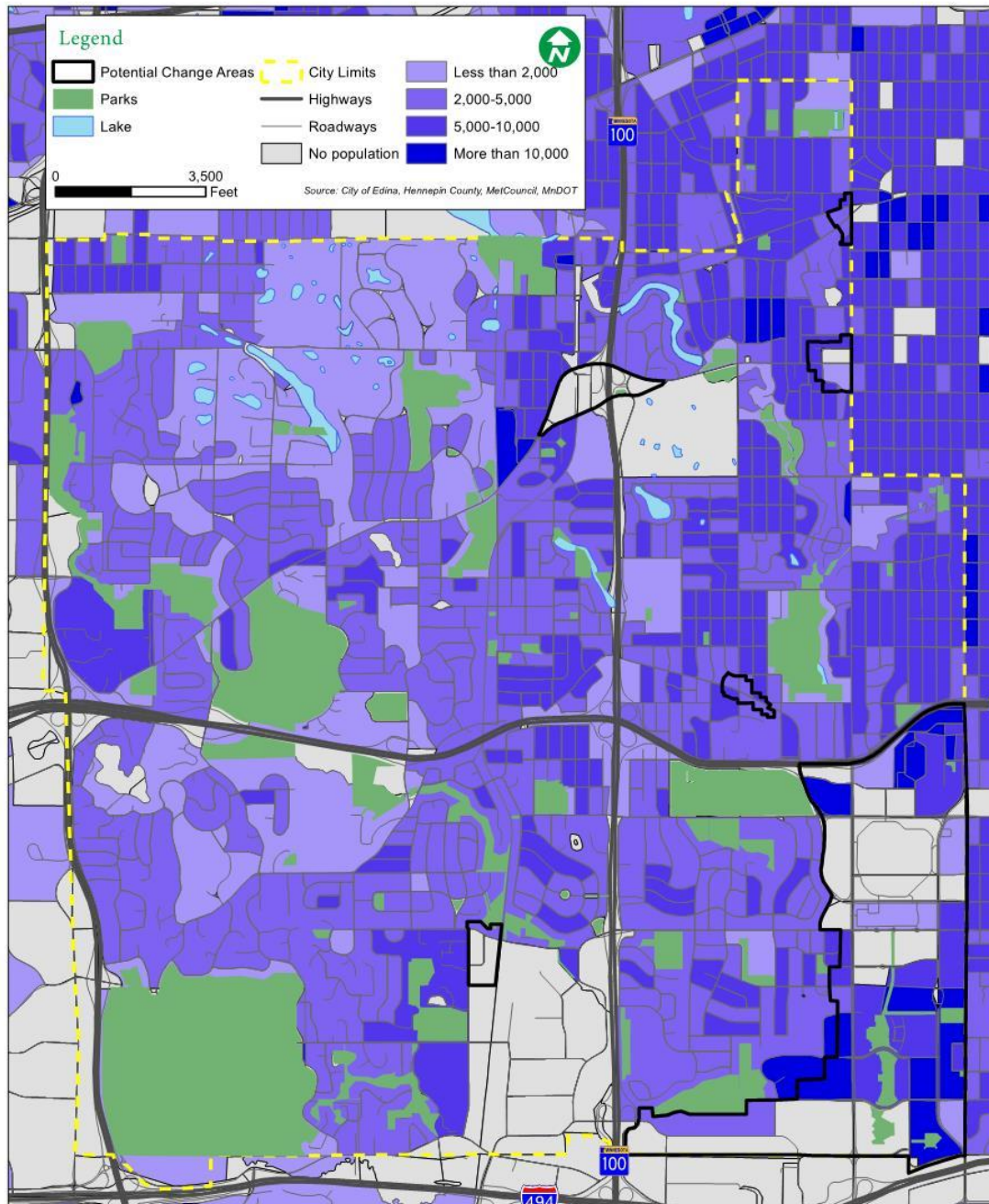


Figure 3.9: Population Per Square Mile



Table 3.3 summarizes Edina’s residential acreage by existing land use category. Single family detached housing covers the majority of residential acres in the city.

Table 3.3: Residential Acres by Type (Total Acres)		
Land Use	Acres	Percent of Total
Single Family Detached	5,419	88.2%
Single Family Attached	272	4.4%
Multifamily	433	7.1%
Mixed-use Residential	17	0.3%
Total	6,141	100%

Source: Metropolitan Council

Net residential density is used to determine how dense residential areas are within a community. For the purposes of utility planning, this is an indicator of whether a development pattern is compact enough to be efficiently served. For the purposes of transportation planning, it is an indicator of where development is dense enough to support alternative travel modes such as transit.

Net residential density is determined by subtracting from total acres the undevelopable portions of residential land, including wetlands and water bodies, public parks and open space, major road right-of-way, and other areas protected from development by local ordinances. Since Edina is a fully developed community, undevelopable acres account for a fairly small percentage of residential parcels, since most of those areas have either been modified or converted to permanent open space. **Table 3.4** shows net residential density in Edina.

Table 3.4: Net Residential Density in 2016					
Land Use	Number of Units	Acres Gross Residential	Acres Undevelopable	Net Residential Acres	Net Density Units/Acre
Single Family Attached	12,851	5,419	329	5,090	2.5
Single Family Detached	1,326	272	15	257	5.2
Multifamily	8,980	433	20	413	21.8
Mixed-use Residential	353	17	0	17	20.8
Total	23,510	6,141	364	5,777	4.1

Source: Metropolitan Council



Potential Change Areas

The Comprehensive Plan functions as a long-range tool that anticipates where growth in populations, households, and jobs will be incorporated in the city.

As a fully developed city, it is expected that most of the land in Edina will maintain its current land use, scale, and intensity. Where there are single-family home neighborhoods, they will remain single family home neighborhoods. Greater density may occur in areas other than single-family neighborhoods. Appropriate transitions will need to continue to be implemented for development in areas that abut neighborhoods with single-family homes.

No area of the city is expected to be completely static. Due to the city's aging building stock and changing needs of residents and businesses, continued investments will be required for rehabilitation, expansion, and replacement of existing structures. The numbers of residents in single-family neighborhoods and employees in commercial locations are expected to remain approximately the same.

There are areas of the city that have some capacity to accommodate new growth in the form of housing units and job-generating uses. These are places where infrastructure capacity to support new growth is already relatively robust. The Greater Southdale District is the largest of these potential areas and will be expected to accommodate a sizeable percentage of citywide growth if that growth becomes reality.

The City of Edina 2008 comprehensive plan identified "potential areas of change" as shown on **Figure 3.10**. These were places where change was most likely to occur. A major recommendation following up on this designation was to complete small area plans for "specific neighborhoods, districts, or potential areas of change in the community" to provide more specific guidance for these areas.

Working with community-based stakeholder groups and through extensive public engagement, the City has undertaken and completed plans for the following areas. The study areas are shown on **Figure 3.11**, with the boundaries that were established for those respective plans.

- GrandView Development Framework (2012)
- Small Area Plan for the Wooddale-Valley View Neighborhood Node (2015)
- Greater Southdale District Plan (2018)
- Small Area Plan for the City of Edina's 44th & France Neighborhood Node (2018)
- Small Area Plan for the City of Edina's 70th & Cahill Neighborhood Node (2018)
- Small Area Plan for the City of Edina's 50th & France District (2019)

These City Council adopted small area plans are incorporated into the comprehensive plan by reference. Recommendations from the plans for land use guidance and other elements has been incorporated onto the future land use map and throughout the comprehensive plan.

The Edina Big Ideas process identified three potential small areas for future consideration, including Lincoln/169/Eden Prairie, expanded 70th & Cahill, and Pentagon Park. The 2008 plan also showed a portion of North France Avenue, which may be potentially impacted by the future E Line Rapid Bus project. The City will continue to monitor these areas for growth potential. There may also be additional studies in the future.

Edina Comprehensive Plan

3. Land Use and Community Design Chapter – Approved 08-18-20

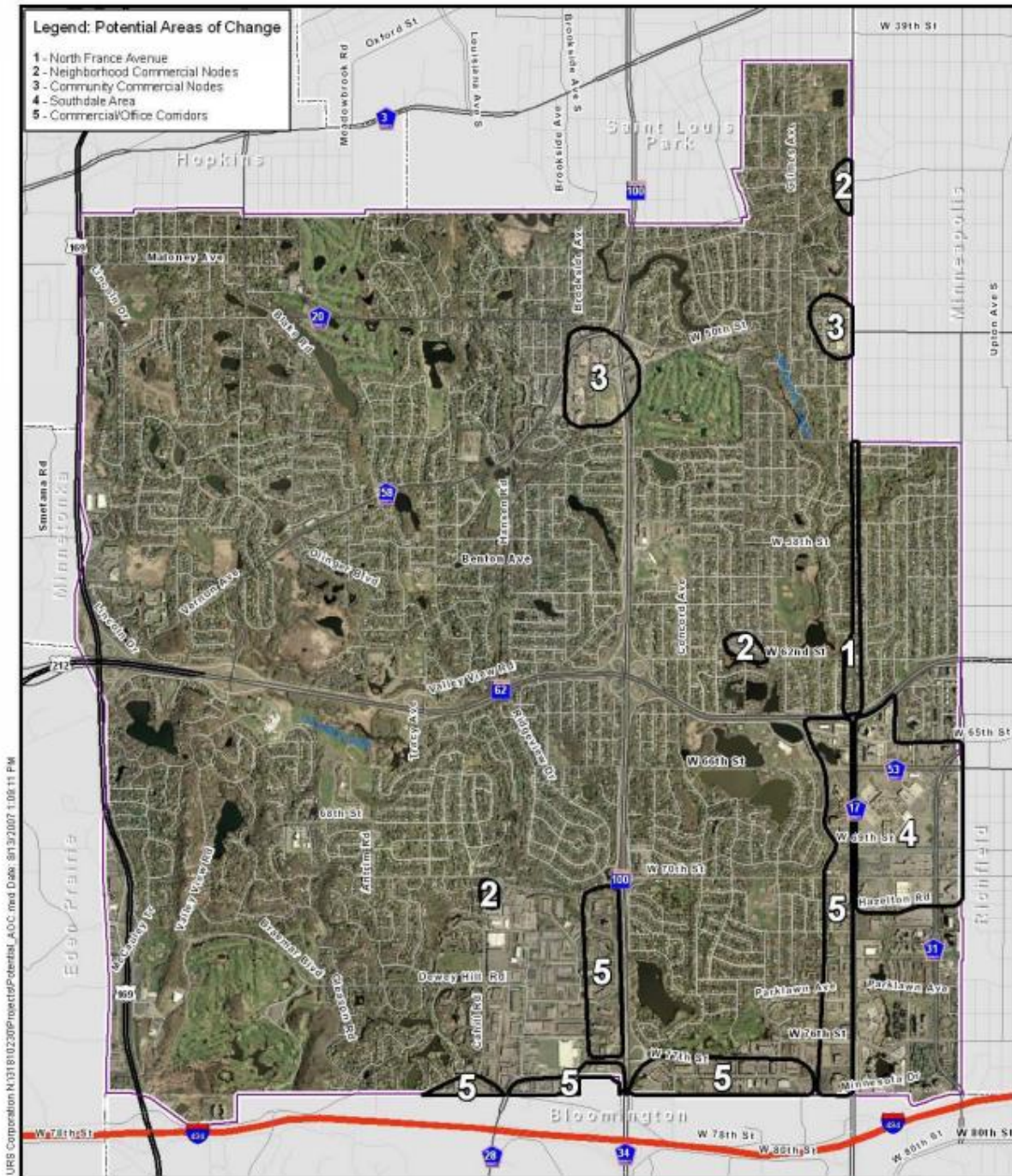


Figure 4.4



City of Edina
2008 Comprehensive Plan Update

Date of Aerial Photography: August 2006

**Conceptual Land Use Framework:
Potential Areas of Change**

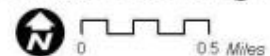


Figure 3.10: Potential Areas of Change from 2008 Plan

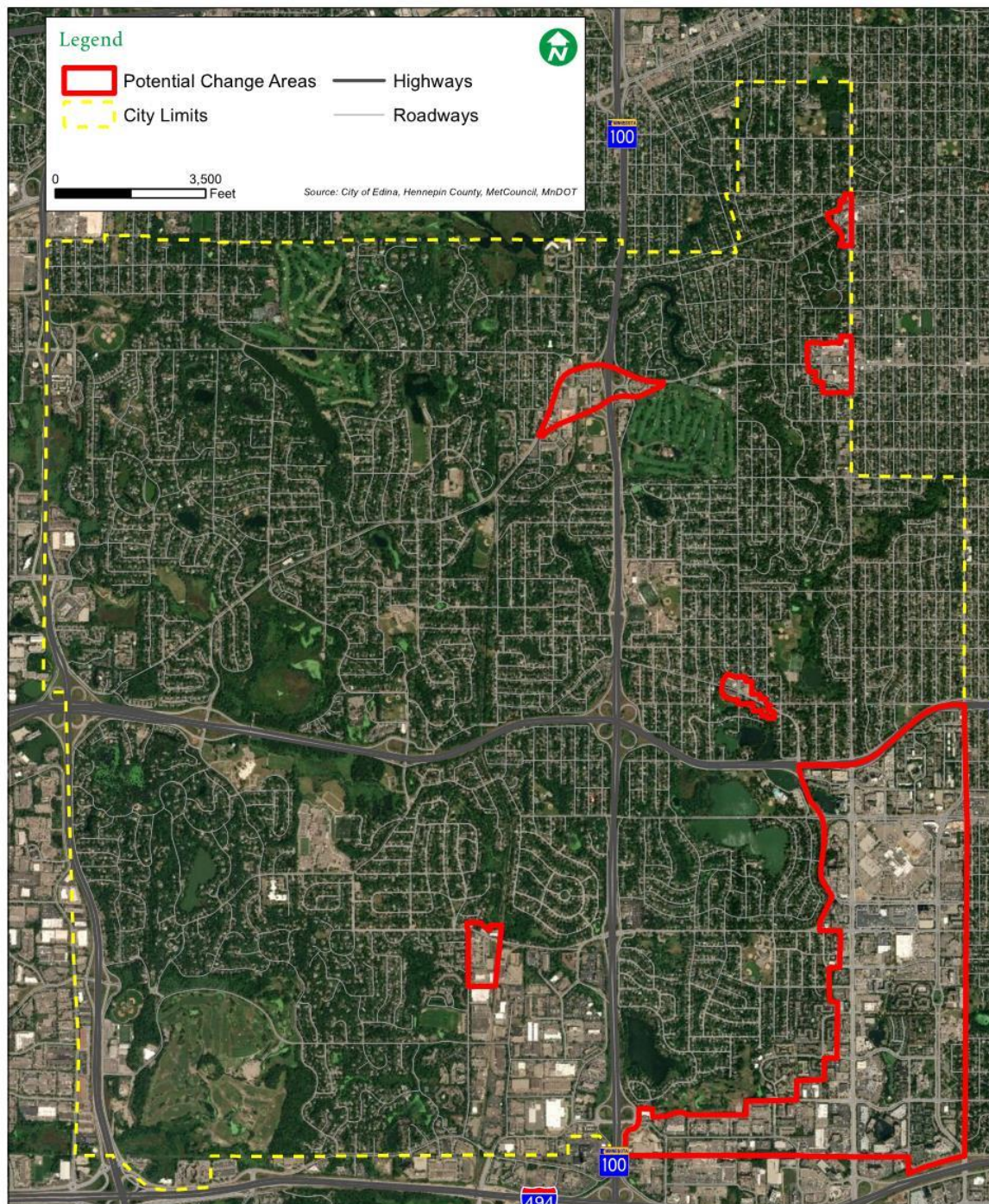


Figure 3.11: Potential Areas of Change for 2018 Plan



Future Land Use

Land Use Plan

The future land use plan is the guide for the allowed type and intensity of development citywide. It does not provide the full level of detail shown in the zoning code – rather, it is overarching guidance for the patterns, to ensure decisions made through the city’s regulatory and enforcement process are consistent with a comprehensive approach and strategy.

As a developed community, the future land use plan does not change dramatically from year to year. The boundaries of Edina are not expected to be altered and many of the overall patterns have been established for decades. Despite this, the city has capacity to accommodate growth and change through the redevelopment and renewal of sites in targeted areas.

Figure 3.12 shows the planned land use for all property within Edina. **Table 3.5** summarizes the planned land uses by category shown on the map. The planned future land uses shown on this map reflect previous community planning efforts as well as desired updates identified as part of the 2018 Comprehensive Plan Update process. The following section provides definitions of the future land use categories shown. By way of comparison, the table also includes the range of housing units per acre for land uses that include residential.

Table 3.5: Guided Land Use Acres			
Category	Units Per Acre	Acres	% of Total Acres
Low Density Residential	1-5	4,613	45.1%
Low Density Attached Residential	4-8	125	1.2%
Medium Density Residential	5-12	225 222	2.2%
High Density Residential	12-60	179	1.7%
Greater Southdale District Residential	50-100	68	0.7%
Office Residential	20-75	315 348	3.14 %
Office		69 49	0.75 %
Neighborhood Node*	10-60	26 22	0.32 %
Mixed-use Center*	12-100	68	0.7%
Business Node		9	0.1%
Community Activity Center	90-150	228	2.2%
Industrial		279 266	2.76 %
Open Space and Parks		1,311	12.8%
Public/Semi Public		561	5.5%
Regional Medical	50-100	45	0.4%
Right-of-Way		2,112	20.6%
Total		10,225	100.0%

*Density within these categories varies by subarea. See Table 3.6 for details

Source: City of Edina

Updates to future land use acreages based on guidance in Cahill District Area Plan.



Edina 2040 Comprehensive Plan

Edina, Minnesota

Future Land Use

May 2023

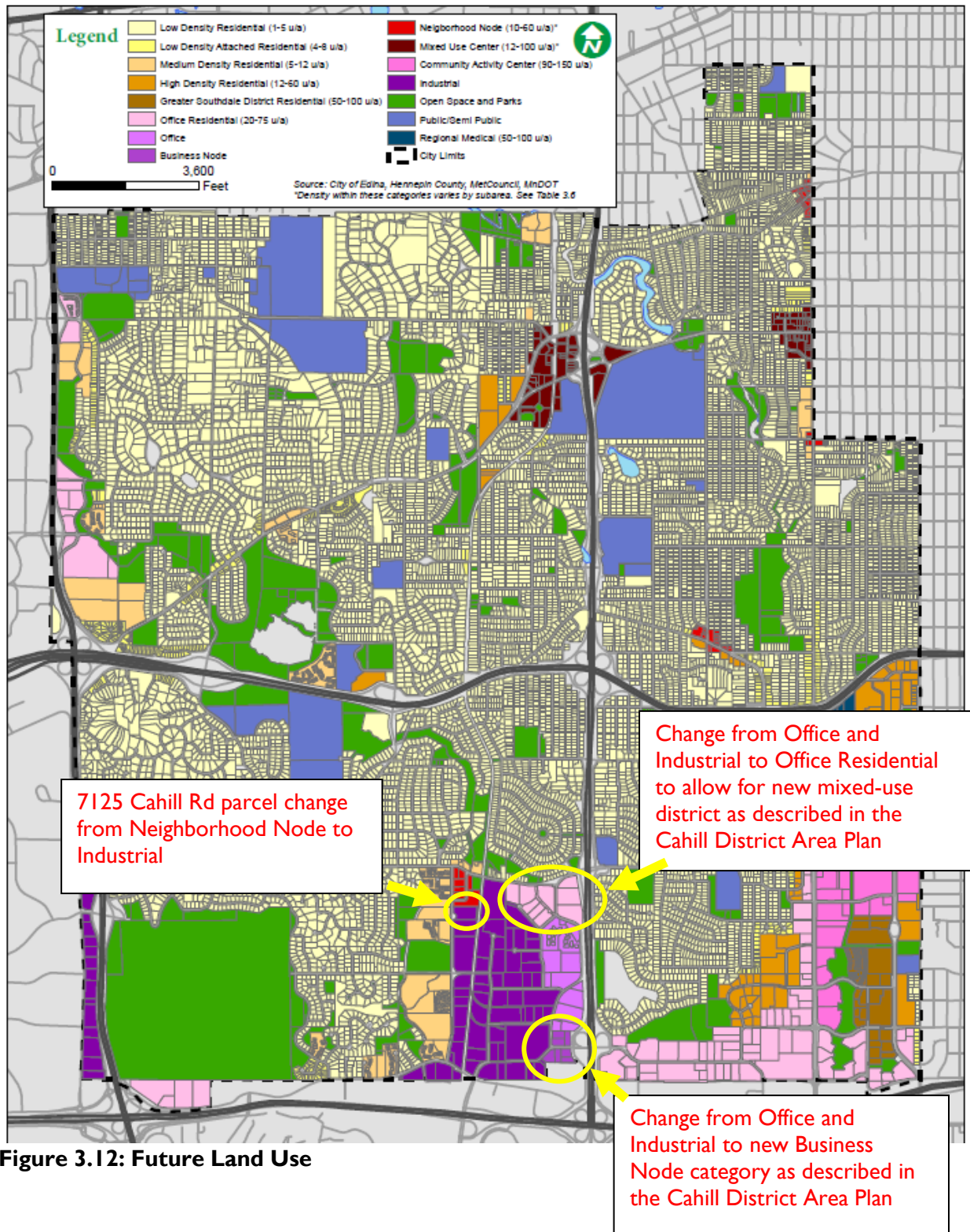


Figure 3.12: Future Land Use



Future Land Use Categories

The categories in **Table 3.6** apply to the Future Land Use Plan. Land use categories are broader and more long-term in scope than zoning districts. The land use plan and the zoning ordinance should be consistent with one another but not necessarily identical. Each land use category may be implemented through more than one zoning district, allowing for differences in building height, bulk and coverage in different areas of the city. Some revisions to existing zoning districts or creation of new districts may be needed as part of the implementation of the land use plan.

Land in cities is categorized first by how it is used, and secondarily by the scale and intensity of that use. For residential uses, density is defined in terms of dwelling units per net acre (exclusive of major road rights-of-way and public lands). For nonresidential and mixed-uses, intensity is typically defined in terms of floor-to-area ratio, or FAR, which refers to the ratio of a building's total floor area to the size of its lot. Thus, a maximum FAR of 1.0 could allow for a two-story building covering 50% of the lot, a three-story building on one-third of the lot, and so on. FAR limits for uses are regulated through the City's zoning code. Building heights are not specified in the table because height will vary within and between categories, based on neighborhood context, infrastructure, and community design goals. The small area plans incorporated by reference here provide more detailed information on height and density guidance.

The "Development Guidelines" in the table below are intended to highlight important design considerations for each land use category but are not regulatory in nature. The maximum densities given may not be achievable on all development sites, and other factors besides comprehensive plan guidelines are used to determine the appropriate scale and density of development on a site.

The density ranges shown in this plan are consistent with those developed in the small area planning process for the designated areas of change. They are also consistent with Metropolitan Council standards for existing and planned transit service levels, and Edina's classification as an Urban community.

While the system statement prepared for Edina by the Metropolitan Council identifies Edina as being within the area of influence for the Minneapolis Saint Paul International Airport (MSP). As it is within the six nautical mile radius, this includes limitations on new landfills and wind towers, neither of which are planned for Edina. See Appendix A for a map of airport influence areas and Chapter 5 Transportation for more information on aviation.

The Metropolitan Council requires that Edina address aggregate resources in its comprehensive plan. Appendix A includes a map that shows aggregate resources superimposed over future land use patterns. Although the regional Aggregate Resources Inventory shows some former gravel mining operations within city limits, all of these have been discontinued, and the sites have been subsequently urbanized. There is no plan to do any further mining within Edina, so there are no potential land use conflicts.

For more information on protection of special and natural resources, see Chapter 6 Parks, Chapter 8 Energy and Environment, and Chapter 13 Heritage Preservation.


Table 3.6: Future Land Use Categories

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity Guidance**
LDR Low Density Residential	Applies to largely single-family residential neighborhoods, encompassing a variety of lot sizes and street patterns. Typically includes small institutional uses such as schools, churches, etc.	Massing standards (under development) and impervious coverage limitations would apply to ensure compatibility of infill construction.	1 - 5 residential dwelling units/acre
LDA 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 residential dwelling units/acre
MDR Medium-Density Residential	Applies to attached housing (townhouses, quads, etc.) and multi-family complexes of moderate density. May also include small institutional uses.	In new development or redevelopment, improve integration of multi-family housing into an interconnected street network and work to create an attractive, pedestrian-friendly street edge.	5 – 12 residential dwelling units/acre
HDR 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.	Provide incentives for updating older multifamily buildings. The Comprehensive Plan provides a description of these areas. Densities are based on units per acre. Work to create an attractive, pedestrian-friendly street edge and provide convenient access	12 – 60 residential dwelling units/acre


Table 3.6: Future Land Use Categories

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity Guidance**
		to transit, schools, parks, and other community destinations.	
GSDR Greater Southdale District Residential	Primarily residential area located in the core of the Greater Southdale District.	Compared with other multifamily districts, this one has more compact buildings, structured parking, and a stronger focus on transit supportive densities. This may include some mixed-use elements compatible with residential development, such as small-scale retail, services, and institutional uses.	50 – 100 residential dwelling units/acre
NN Neighborhood Node*** Current examples: <ul style="list-style-type: none"> 44th & France 70th & Cahill Valley View & Wooddale 	In general, small-to moderate-scale commercial, residential or mixed-use buildings serving primarily the adjacent neighborhood(s). Primary uses encouraged are neighborhood-serving retail and services, offices, studios, institutional and residential.	Building footprints generally less than 20,000 sq. ft. (or less for individual storefronts). Parking is less prominent than pedestrian features. Encourage underground parking (for comparatively larger developments), district parking for smaller developments, and open space linkages where feasible; emphasize enhancement of the pedestrian environment.	Varies by small area: <ul style="list-style-type: none"> Wooddale/Valley View – 12-30 du/acre 70th & Cahill – 10-50 du/acre 44th & France – 12-60 du/acre 30%/70% residential/commercial mixed-use
BN Business Node	Primary uses: small- to moderate-scale retail, office, and service businesses.	Building footprints generally less than 20,000 sq. ft. (or less for individual storefronts). Parking is less prominent than pedestrian features. Encourage underground parking (for comparatively larger developments), district parking for smaller	Floor to Area Ratio – Per Zoning Code <div> Creating new Business Node Category as described in the Cahill District Area Plan </div>

**Table 3.6: Future Land Use Categories**

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity Guidance**
		developments, and open space linkages where feasible; emphasize enhancement of the pedestrian environment.	
OR Office Residential	<p>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.</p> <p>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.</p>	<p>Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.</p> <p>Within the Cahill District, refer to the Cahill District Area Plan for more specific guidance.</p>	<p>20 – 75 residential dwelling units/acre</p> <p>50%/50% estimated residential/commercial mixed-use</p>
O Office	<p>This designation allows for professional and business offices, generally where retail services do not occur within the development unless they are accessory uses that serve the needs of office building tenants. Vehicle access requirements for office uses are high; however, traffic generation from office buildings is limited to morning and evening peak hours during weekdays. Office uses</p>	<p>Provide buffer/transition to adjacent residential uses. Use high quality permanent building materials and landscaping.</p> <p>Encourage structured parking.</p>	<p>Floor to Area Ratio – Per Zoning Code: Maximum of 0.5</p>

Office Residential will be used as the broader category for the mixed-use district with more specific development guidance provided in the Cahill District Area Plan.

Propose removing specific reference to zoning standard to avoid future conflicts with possible code amendments or variances.


Table 3.6: Future Land Use Categories

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity Guidance**
	should be located generally along arterial and collector streets.		
MXC Mixed-Use Center Current examples: <ul style="list-style-type: none"> 50th and France Grandview 	<p>Established or emerging mixed-use districts serving areas larger than one neighborhood (and beyond city boundaries).</p> <p>Primary uses: Retail, office, service, multifamily residential, and institutional uses.</p> <p>Vertical mixed-use should be encouraged and may be required on larger sites.</p>	<p>Maintain existing, or create new, pedestrian and streetscape amenities. Encourage or require structured parking. Buildings may “step down” in height from intersections.</p>	<p>Varies by small area:</p> <p>Varies by small area:</p> <ul style="list-style-type: none"> 50th & France – 12-75 du/acre Grandview – 20-100 du/acre <p>50%/50% estimated residential/commercial mixed-use</p>
CAC Community Activity Center	<p>Contains larger scale uses, height and coverage.</p> <p>Primary uses: Retail, office, lodging, entertainment and residential uses, combined or in separate buildings.</p> <p>Secondary uses: Institutional and recreational.</p> <p>Mixed-use should be encouraged and may be required on larger sites.</p>	<p>Design standards for building placement, massing and street-level treatment. Where applicable, refer to small area plan for more detailed design guidance.</p> <p>Buildings should be placed in appropriate proximity to streets to create pedestrian scale. Buildings may “step down” at boundaries with lower-density districts and upper stories “step back” from street.</p> <p>More stringent design standards for larger buildings. Emphasize pedestrian circulation; re-introduce finer-grained circulation patterns where feasible.</p>	<p>90 – 150 residential dwelling units/acre</p> <p>50%/50% estimated residential/commercial mixed-use</p>


Table 3.6: Future Land Use Categories

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity Guidance**
I Industrial	Applies to existing predominantly industrial areas within the City. Primary uses: industrial, manufacturing. Secondary uses: limited retail and service uses.	Development standards to ensure compatibility with adjacent uses; screening of outdoor activities.	Floor to Area Ratio – Per Zoning Code: Maximum of 0.5 <div>Propose removing specific reference to zoning standard to avoid future conflicts with possible code amendments or variances.</div>
RM Regional Medical	Hospitals, senior housing*, affordable 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.	Design standards for building placement, massing and street-level treatment. Pedestrian circulation and open space amenities should be provided for larger sites.	50 – 100 senior residential and affordable dwelling units/acre 50%/50% estimated residential/commercial mixed-use
OSP Open Space and Parks	Applies to major parks and protected open space that is publicly owned.	Performance and buffering standards for intensive outdoor recreation and parking. See Parks chapter for how future growth will be accommodated in the parks system.	N/A
PSP -Public/Semi-Public	Applies to schools, large institutional uses (churches, cemeteries) and semi-public uses such as country clubs. Some small uses of these types may be integrated into other land use districts.	Performance and buffering standards for intensive outdoor recreation, parking.	N/A

*Floor-to-area ratio, or FAR, refers to the ratio of a building's floor area to the size of this lot.

**For mixed use categories, estimated percentage of residential/commercial use split is included for the purposes of calculating capacity for growth. These are not binding requirements for specific development projects.



***Due to Metropolitan Council requirements, neighborhood node density guidance has been revised to provide minimum and maximum ranges for each identified area.

Source: City of Edina



Allocating Growth and Density

The potential change areas on **Figure 3.11** are the primary areas intended to accommodate the forecasted growth of housing units and employment uses through 2040. In addition to identifying potential developable areas, there needs to be guidance to determine an acceptable range of residential density within areas, based on consistency with city policy and ordinances. Adequate density ranges are necessary to show the ability to accommodate all forecasted growth, if realized, as well as to strengthen the city's tax base, support regular transit service, and ensure efficient use of limited land.

Table 3.7 details the acreages within the change areas. It does not include acres that are considered permanently non-developable, such as right of way, though it does include occupied development sites which may redevelop in the future. Note that the redevelopment areas are a subset of the overall future land use designations, so these totals are different than the overall future land use categories.

Table 3.7: Future Land Use in Change Areas (in Acres)				
Category	Developable	Non-Developable	Total	% of Developable
Low Density Residential	6.84	0.15	6.99	1%
Low Density Attached Residential	2.72	0.06	2.78	0%
Medium Density Residential	2.48	1.14	3.62	0%
High Density Residential	81.45	5.05	86.5	11%
Greater Southdale District Residential	68.12	0.17	68.29	9%
Neighborhood Node	23.89 19.91	0.32	24.21 20.23	3%
Office Residential*	223.5	4.15	227.65	31%
Mixed-use Center*	41.54	0.67	42.21	6%
Community Activity Center*	226.64	1.36	228	31%
Regional Medical Center*	44.31	0.28	44.59	6%
Industrial	3.98	0	3.98	1%
TOTAL	721.49	13.35	734.84	100%

*mixed-use

Source: City of Edina

Accounts for parcel at 7125 Cahill Rd changing from Neighborhood Node to Industrial within the Change Area.

Based on the density ranges shown on the future land use map, **Table 3.8** shows the range of residential units per acre that are expected to be added through new development and redevelopment. The actual range of densities may vary based on specifics of propose development projects and the site. These ranges will be used to calculate land needs for new development and redevelopment should it occur. For the purposes of allocating growth at the city level, the calculations below aggregate the total acres available for development across all change areas. The small area plans incorporated by reference provide more specific guidance as to the allocation of growth within those areas.

**Table 3.8: Residential Expected Density Ranges**

Type	Units/Acre (Min)	Units/Acre (Max)
Low Density Residential	1	5
Low Density Attached Residential	4	8
Medium Density Residential	5	12
High Density Residential	12	60
Greater Southdale District Residential	50	100
Neighborhood Node**	10	60
Office Residential*	20	75
Mixed-use Center* **	12	100
Community Activity Center*	90	150
Regional Medical Center*	50	100

*mixed-use

** as the range varies by subarea, this aggregate number is just for calculation purposes; see Table 3.6 for actual policy guidance by subarea

Source: City of Edina

Correspondingly, measures of jobs per acre can be used to calculate estimated employment intensity and to determine land needed to accommodate forecasted job growth. Using observed information about typical job density ranges and the city's employment projections, an estimate of jobs/acre can be developed to project need for additional commercial and industrial land. **Table 3.9** summarizes these ranges.

Table 3.9: Commercial/Industrial Expected Density Ranges

	Minimum Jobs/Acre	Maximum Jobs/Acre
Neighborhood Node	10	30
Business Node	10	30
Office Residential	35	40
Mixed-use Center	25	30
Community Activity Center	70	75
Regional Medical Center	45	50
Office	40	45
Industrial	40	45

Source: City of Edina

Estimated Land Requirements

Based on the above future land use plan and expected density ranges, estimated residential and commercial land use requirements have been calculated. The purpose is to help Edina plan for and accommodate growth in population, households, and employment should the Metropolitan Council projections be realized. Residential calculations are detailed in **Table 3.10** and commercial calculations are detailed in **Table 3.11**.



Since this is a fully developed community, development will take place on sites that already have some existing use. It is assumed that there will be no net loss of housing units or jobs with the construction of infill development. This is possible, particularly with infill development of sites with a very low population or job count, and/or a significant amount of land dedicated to uses such as surface parking.

Residential

References the wrong table.

Table 3.9~~10~~ estimates residential acres needed for forecasted growth through 2040. Based on the assumptions in this plan, accommodating the planned growth in population and households in Edina will require 79-274 acres of land. This assumes that all projected growth will be accommodated within the designated change areas, and the percentage of units will be distributed roughly based on the total acreage currently present for residential and mixed-use land use types. It also assumes no loss of existing residential units, so actual development may need to be higher if any units are displaced in the process.

There are approximately 725 total acres of residential or mixed-use land in these change areas. Between 11% to 38% of that total may be impacted by development by 2040.

Table 3.10: Demand for Residential Acres Through 2040					
Type	Density Range (Units/Acre)		Units Needed	Minimum Acres	Maximum Acres
	Minimum	Maximum			
Low Density Residential	1	5	0	0	0
Low Density Attached Residential	4	8	0	0	0
Medium Density Residential	5	12	0	0	0
High Density Residential	12	60	889	15	74
Greater Southdale District Residential	50	100	706	7	14
Neighborhood Node* **	10	60	26	1	3
Office Residential*	20	75	2,237	30	112
Mixed-use Center* **	12	100	368	4	31
Community Activity Center*	90	150	2,805	19	31
Regional Medical Center*	50	100	461	5	9
Total			7,491	79	274

*mixed-use land use type

** as the density range varies by subarea, minimum density calculations are based on overall minimum guided density for the land use category; see Table 3.6 for actual policy guidance by subarea

Source: City of Edina

Commercial/Industrial

Based on similar assumptions, Edina will need 79-99 acres of land for commercial/industrial uses. This assumes no net loss of existing jobs in these areas, so the actual totals may be higher if there is a redevelopment of sites that removes jobs. Additionally, it is possible that the density range for jobs may be higher or lower in some cases, depending on the scale and intensity of the development and whether it is a mixed-use.



The total acres of commercial or mixed-use land in these change areas is around 571 acres, so this estimates that between 14% to 17% of that total will be impacted by commercial/industrial development by 2040.

Table 3.11: Demand for Commercial/Industrial Acres Through 2040

	Density Range (Jobs/Acre)		Jobs Needed	Minimum Acres	Maximum Acres
	Minimum	Maximum			
Neighborhood Node	10	30	160 140	5	16 14
Office Residential	35	40	1526	38	44
Mixed-use Center	25	30	283 303	9 10	11 12
Community Activity Center	70	75	1506	20	22
Regional Medical Center	45	50	295	6	7
Office	40	45	0	0	0
Industrial	40	45	0	0	0
Total			3770	79	99

Source: City of Edina

Accounts for parcel at 7125 Cahill Rd changing from Neighborhood Node to Industrial within the Change Area.

Staged Development and Redevelopment

Tables 3.12 and 3.13 show the staging of development within the change areas in terms of units and net acres. Given the fully developed character of the city, the future land use plan does not include a specific schedule for staging or phasing of redevelopment. Public utilities and services have already been extended to all parts of the city, so there is no need to show staging for extension of infrastructure. Furthermore, the water supply, local water management, and wastewater plans demonstrate that adequate capacity will be available by 2040, and at interim stages, to serve the needs of all forecasted growth within the city as identified in the comprehensive plan. However, there may be specific areas of the city where infrastructure capacity needs to be expanded to meet the needs of new development. The Public Works Department and Engineering Department will study needs for service capacity improvements throughout the city on an as-needed basis.

Instead, the purpose of this staging plan is to show that adequate land is available to accommodate all forecasted growth within the city. The numbers in the chart below are based on development at minimum densities, and with no mixing of uses on individual sites, thereby identifying the potential maximum amount of land needed. For land use categories where there are different ranges depending on the specific area (such as Neighborhood Node and Mixed-use Center), the lowest number is used to calculate the capacity. These calculations show that the city has capacity to accommodate forecasted growth through 2040, without assuming maximum buildout of all sites. This does not mean, however, that this scale of development is necessarily preferable. As demonstrated in **Tables 3.10 and 3.11**, the amount of land developed could be significantly less if growth is accommodated in higher density projects.

If planned growth occurs consistent these forecasts, the net residential density of the new development will be around 30 units per acre. This would meet expectations consistent with the Metropolitan Council's Urban community designation for Edina.


Table 3.12 – Staged Development or Redevelopment - Residential

Within Urban Service Area	Average Density Range Housing Units/Acre		Existing Development Acres (2016)*	2016-2020		2021-2030		2031-2040		Remaining Acres in 2040
	Min	Max		Units	Acres	Units	Acres	Units	Acres	
High Density Residential	12	60	81	194	16	425	35	241	20	10
Greater Southdale District Residential	50	100	68	162	3	355	7	202	4	54
Neighborhood Node* **	10	60	76	6	1	14	1	8	1	43
Office Residential*	20	75	112	499	25	1,092	55	620	31	1
Mixed-use Center* **	20	100	21	14	1	32	3	18	1	15
Community Activity Center*	90	150	113	709	8	1,552	17	881	10	78
Regional Medical Center*	50	100	22	106	2	231	5	131	3	13
Total			425424	1,691	56	3,700	123	2,100	70	176175

*mixed-use – available acres based on split between residential/commercial in future land use table; see Table 3.6 for percentages of mixed use by use type and Table 3.7 for acres available for development

** as the density range varies by subarea, minimum density calculations are based on overall minimum guided density for the land use category; see Table 3.6 for actual policy guidance by subarea

Source: City of Edina

Accounts for parcel at 7125 Cahill Rd changing from Neighborhood Node to Industrial within the Change Area.


Table 3.13 – Staged Development or Redevelopment - Commercial

Within Urban Service Area	Estimated Jobs/Acre		Existing Development Acres (2016)*	2016-2020		2021-2030		2031-2040		Remaining Acres in 2040
	Min	Max		Jobs	Acres	Jobs	Acres	Jobs	Acres	
Neighborhood Node	10	30	17 14	32	3	64 54	6 5	64 54	6 5	10
Office Residential	35	40	112	301	9	602	17	602	17	69
Mixed-use Center	25	30	21	56	2	112 122	4 5	112 122	4 5	109
Community Activity Center	70	75	113	305	4	610	9	610	9	92
Regional Medical Center	45	50	22	60	1	119	3	119	3	16
Total			285 282	754	20	1,508	39	1,508	39	186 184

Source: City of Edina

Accounts for parcel at 7125 Cahill Rd changing from Neighborhood Node to Industrial within the Change Area.

The Transportation Chapter provides direction for improvements to the multimodal transportation network to address the needs of planned growth for the city – including bicycle, pedestrian, roadway, and transit modes. While improvements are planned citywide, the focus is around increased travel needs in and around the planned growth areas, particularly the Greater Southdale District. See that chapter for more information on potential planned projects and general policy guidance.

The Water Chapter provides direction for improvements to the sanitary sewer, stormwater, and water supply systems needed to address planned growth. While improvements are planned citywide, the focus will be on planned growth areas, particularly the Greater Southdale District. Presently, the sewer and water supply systems in that area of the city have the greatest capacity for additional users, supporting the city's overall land use plan for growth in that area. See that chapter for more information on potential planned projects and general policy guidance, including how the increased demand for stormwater treatment will be managed in a fully developed community.

Community Design Guidelines

In order for Edina to remain economically competitive, attractive to residents, businesses, and visitors, and sustainable, the community must be more than functionally responsive. Edina must also be beautiful, vibrant, safe, inclusive, and promote active living. The principles and guidelines in this chapter are intended to help the City achieve this vision by focusing on the design of the built environment and the natural environment. The community design principles apply to both City actions and private sector development. The City is responsible for designing, maintaining and improving its streets, parks, public buildings and other public spaces. The private sector is encouraged to design buildings, structures and landscape features that complement and support the public realm and fit within the context of the surrounding neighborhoods or districts.

This section provides principles and guidelines for buildings, site design, and interconnecting spaces. The 2008 comprehensive plan also included guidance for citywide movement patterns and public spaces. This has subsequently been replaced by the Living Streets Plan (2015). Living streets balance the needs of motorists, bicyclists, pedestrians and transit riders in ways that promote safety and convenience, enhance community identity, create economic vitality, improve environmental sustainability, and provide meaningful opportunities for active living and better health. The Living Streets Plan defines Edina's vision for living streets and addresses how the vision is implemented by providing information on street design, traffic calming, bike facilities, landscaping and lighting, as well as best practices for community engagement during the design process. See the Transportation Chapter for additional information on how the Living Streets Plan is incorporated in the comprehensive plan.

As a largely developed city, Edina's future growth will be built on infill and redevelopment sites and will need to fit in, improving the character of surrounding areas. The small area plans provide more detailed guidance for specific redevelopment areas of the city. The following overall principles, focused primarily on aesthetic issues, provide general guidance when redevelopment occurs.

Principles

1. Design buildings with an interesting and varied pedestrian-scaled street frontage, as expressed through building massing, façade articulation, materials, and details.
2. Recognize that diverse architectural styles can be employed to achieve city-building goals.
3. -Position buildings to fit with their existing and/or planned context by facing and complementing adjacent streets, parks and open spaces.
4. Locate and orient vehicle parking, vehicular access, service areas and utilities to minimize their visual impact on the property and on adjacent/surrounding properties, without compromising the safety and attractiveness of adjacent streets, parks, and open spaces.
5. Regulate scale, massing, and height to provide complementary transitions to adjacent sites and nearby neighborhoods and areas.



Buildings should have an interesting and varied pedestrian-scaled street frontage, with parking located to the rear when possible.



Guidelines: Low-Density Design (Residential)

1. **Control the scale and massing of infill housing to make it reasonably compatible with established residences.** Recent zoning changes have partially addressed this issue. Future zoning changes should refer to and consider the small area plans discussed earlier in this chapter. Other techniques that may be considered include:

- a graduated scale, or floor area ratio that relates building size to lot size;
- an impervious surface maximum to ensure that a reasonable percentage of each lot remains as green space, for aesthetics and stormwater management;
- design standards that guide the stepping back of building mass and height from adjacent residential buildings and parks.



Infill housing can be scaled to be compatible with the neighborhood context.

2. **Building and garage placement.**

Many neighborhoods and individual blocks have an established pattern of building placement, spacing, landscape treatments, front yard setbacks and garage placement that combine to convey a particular neighborhood character. For example, most garages in the city's older traditional neighborhoods are detached and located within the rear yard. While new construction is likely to vary from this pattern, some limits on the degree of variation may be appropriate in areas such as historic districts. For example, the following guidelines should be considered:

- The width of front-loaded garages is limited so that they occupy no more than a defined percentage of the front façade;
- Driveway width at the curb is limited;
- Front-loaded garages may be required to meet the same setback as the rest of the front façade.



Parking located to the rear of a property creates a more pedestrian friendly street frontage.

3. **Integration of multi-unit housing into transitional areas.**

In the past, duplexes were located along many major thoroughfares in Edina as a kind of buffer or transition to the adjacent single-family housing. Today this housing type is in need of updating or replacement in many locations, and high land and redevelopment costs create pressure for higher-density housing types. Townhouse complexes have been constructed in locations such as north France Avenue. The challenge is that in many locations the duplexes



Multifamily housing can be scaled to be compatible with lower density neighborhoods.



are only one lot deep, which makes it difficult to provide an adequate transition to single-family scale. The following sections broadly address the issue of integrating multi-unit housing into lower-density, primarily single-family neighborhood transitional areas.

4. **Single-family characteristics.** Attached and multifamily housing should emulate single-family housing in its basic architectural elements – pitched roofs, articulated facades, visible entrances, porches or balconies. Taller buildings should step down to provide a height transition to existing adjacent residential buildings.
5. **Level of formality.** Design the front and back facades with appropriate levels of formality. The front, as the more public side of the house, will receive the more formal treatment, with the main entrance, porch or steps and landscaping, while trash/recycling storage, play equipment and outdoor storage should be located in the back.
6. **Parking to the rear.** Where rear-loaded or detached garages predominate, parking spaces and garages should be located to the rear of the lot or interior of the block. If this is infeasible, garages should be recessed some distance behind the main façade of the house and surface parking should be placed within side yards to the extent feasible.
7. **Mechanical systems** on all buildings should be positioned so they are not visible from the public view, unless they are an integral part of the architectural design (i.e. photovoltaic roof tiles). Solar panels, satellite dishes and air conditioning systems should be positioned to the back or side yard of the house or screened by plantings or low walls.
8. **Garages and outbuildings** should be designed in character with the primary residence on the site. When placed on an alley or lane, the design should contain windows that provide a view to the lane, for additional security. When attached, the garage elevation should not dominate the street elevation of the primary residence.



Multifamily housing can emulate architectural elements of neighborhood context.



Parking to the rear can create attractive pedestrian oriented environments.



Guidelines: Medium- and High-Density Design (All Uses)

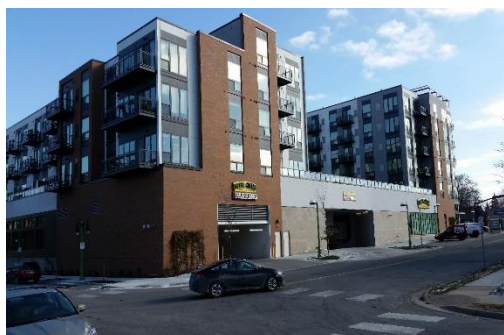
I. A Pedestrian-Friendly Environment.

Improving the auto-oriented design pattern present in much of the city will call for guidelines that change the relationship between parking, pedestrian movement and building placement.

- a. Provide visual screening and privacy to buffer cars from people, provide visual relief and allow stormwater infiltration in parking lots. Permeable hardscape, where appropriate, may be preferred over blacktop or traditional paving. Vertical “living walls” (trellis, vine-covered fences) are preferable to materials that absorb and reflect heat.
- b. Evaluate current parking standards in order to encourage shared parking and minimize the visual impact of surface parking.
- c. Encourage or require placement of surface parking to the rear or side of buildings, rather than between buildings and the street.
- d. Landscaping is essential to screen parking areas, buffer adjacent residential uses and create a pedestrian-friendly environment along streets.
- e. Design surface parking to maximize stormwater infiltration and allow for groundwater recharge, using infiltration swales, pervious pavement or similar techniques.
- f. Where vehicle parking requirements exist, implement minimum bicycle parking standards as well.
- g. Encourage the development of parking lots or structures so they can be shared by more than one building on the site or by buildings on neighboring sites, and which can transition over time to other uses if parking needs change.
- h. Enhance the appearance of parking ramps by designing the structure with the possibility of the addition of liner buildings when development opportunities are ripe.
- i. Use striping, curbs and landscape treatments, centralized walkway medians and islands, and textured paving to clearly define walking spaces within parking areas and adjacent to vehicular circulation.
- j. Use raised crossings, speed humps, and speed tables to discourage high traffic speeds in parking lots where pedestrian volumes are high.
- k. Locate and screen service and loading areas to minimize their visibility from public streets and adjacent residential areas.



Visual screening and permeable pavers can create a more attractive, sustainable treatment for surface parking.



Particularly in medium to high density areas, structured parking and shared parking support efficient use of land and increased walkability.



2. Encourage Successful Mixed-use Development.

As shown in the future land use section of this chapter, many of Edina's commercial, office and industrial districts are evolving towards a greater degree of mixed-use. The land use plan encourages this evolution by defining land use categories that encourage combinations of compatible uses.

Mixed-use development allows for a savings in time and convenience for residents who choose to live in closer proximity to where they work and shop. Community interest is served by this type of development, as the city is able to integrate additional residences and businesses more efficiently within existing city infrastructure. Pedestrian amenities and proximity of uses encourage more trips to be made by foot or bike, reducing the increase of congestion that can otherwise result from conventional development of separated land uses.



Mixed use development can provide an amenity for area residents and support multimodal transportation alternatives.

The City of Edina has several examples of successful mixed-use developments, most notably the 100-acre Centennial Lakes area and the 24-acre Edinborough project. Additionally, there are opportunities to encourage mixed use in areas such as 50th & France, 44th & France, and Wooddale Valley View. The following guidelines are directed toward creating successful mixed-use environments.

3. Building Placement and Design.

Where appropriate, building facades should form a consistent street wall that helps to define the street and enhance the pedestrian environment. On existing auto-oriented development sites, encourage placement of liner buildings close to the street to encourage pedestrian movement.

- Locate prominent buildings to visually define corners and screen parking lots.
- Locate building entries and storefronts to face the primary street, in addition to any entries oriented towards parking areas.
- Encourage storefront design of mixed-use buildings at ground floor level, with windows and doors along at least 50% of the front façade. In some cases, much higher window coverage may be appropriate.



A consistent street wall can provide an enhanced pedestrian environment, particularly in commercial and mixed use areas.



4. Movement Patterns.

- Provide sidewalks along primary streets and connections to adjacent neighborhoods along secondary streets or walkways.
- Limit driveway access from primary streets while encouraging access from secondary streets.
- Encourage enhanced transit stops, including shelters, shade and seating where feasible.
- Provide pedestrian amenities, such as wide sidewalks, street trees, pedestrian-scale lighting, and street furnishings (benches, trash receptacles, etc.).



Adding pedestrian and bicycle amenities and facilities can encourage people to walk and bike to destinations.

5. Appropriate Parking Standards.

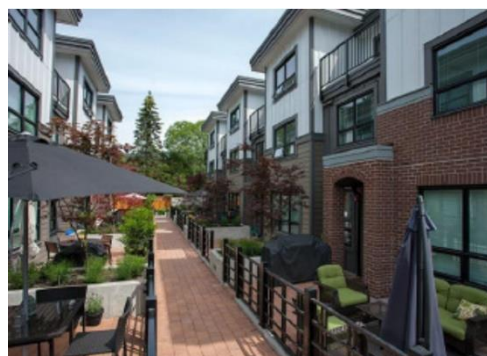
Mixed-use developments often produce an internal capture rate. This refers to residents and workers who obtain goods and services from within the development without making additional vehicle trips. Parking ratios for mixed-use development should reflect the internal capture rate and the shared parking opportunities this type of development offers. In the long term other factors will be impacting parking demand, such as the availability of autonomous vehicles, shared cars, bike and scooter share, and other modes that provide alternatives to driving and parking a car.



Mixed use development provides an opportunity for shared parking between uses.

6. Improve Connectivity in Large-scale Development.

Internal and external connectivity. As part of redevelopment or expansion of large-scale sites, reintroduce an internal local street and pathway network that connects through the site and to suitable entry points at the perimeter. The goal is to encourage pedestrians to reach the site and drivers upon arriving to continue all further movement by foot. As a result, the capacity of internal roads can be reduced and more area devoted to amenities, providing still more incentives to walk. Bicycle facilities should allow residents in surrounding neighborhoods to bike safely to the site. Transit stops should be provided in visible and central locations.



Connectivity within large developments can support walkability.

7. “Edge” or transitional uses.

Moderately sized liner buildings should be encouraged to soften the edge of large-scale superblock development. Medium-density housing types such as townhouses combined with structured parking may also be an appropriate transitional use.



8. **Provide appropriate transitions between land uses.** Rather than discouraging movement between adjacent land uses with berms and fences, focus on creating elegant and attractive transitions between adjacent uses. Transitional areas include well-landscaped pedestrian walkways, seating areas, arcades, and other spaces that encourage integration rather than separation.

9. **Buildings Frame the Street.** Building placement and heights can serve to define the streetscape and visually reduce the apparent width of the street. Generally speaking, wider streets can accommodate taller buildings subject to the height limitations described elsewhere in this Chapter.

10. **Facade Articulation.** Primary facades should be designed with a well-defined base, middle and top, providing visual interest at ground level. Building entries and access points should be clearly visible from the primary street. Long building facades should be divided into smaller increments using contrasting materials, textures, detailing, setbacks or similar techniques.

11. **Transparency and Natural Surveillance.** Building forms and facades should provide an awareness of the activity within the buildings through frequent doors and windows oriented toward public streets and open space.

12. **Variety of Building Forms.** Encourage an integrated mix of building types, heights and footprints within blocks, rather than single buildings or building groups.

13. **Building Height Transitions.** Taller buildings (generally four stories or higher) should step down to provide a height transition to surrounding residential buildings, including buildings across a street or pathway, and to avoid excessive shadowing of sidewalks, parks and public spaces.

14. **Height.** With the development of a series of small area plans as additional guidance for growth and development in Edina, the decision was made to not include guidance for building height in the main comprehensive plan document. This will allow for more flexibility in the development review process. Building height is still being addressed through the city's zoning code and in the small area plans.



Stepping down building height and scale can provide a transition to lower density areas.



Buildings that frame the street and have transparent facades can provide a pedestrian-oriented experience.



Varying building forms provides visual interest and aids in transitions.



Land Use Goals and Policies

Land use goals and policies are provided below. See the Implementation Chapter for related implementation steps, lead implementing agencies, and estimated timelines.

Goal 1: Encourage infill and redevelopment that optimize use of city infrastructure, complement community character, and respond to needs at all stages of life.

1. Endeavor to accommodate private redevelopment in targeted potential areas of change, consistent with future land use guidance.
2. In reviewing development proposals, examine how land use and transportation are integrated to ensure that new development and redevelopment expand nonmotorized travel options that reduce the need for automobile travel.
3. Increase pedestrian and bicycling opportunities and connections between neighborhoods and key destinations, and with other communities, to improve multimodal transportation infrastructure and reduce dependence on cars.

Goal 2: Support livability and high quality of life for all city residents by balancing goals and priorities for development, especially as the community changes over time.

1. Manage transitions and seams between different use, scale, and intensity types to mitigate any negative impacts and encourage positive connections between areas where appropriate.
2. Improve the current development review and approval system to provide clearer direction as to community design goals and encourage high-quality development that is compatible with its surroundings.
3. Incorporate Edina's tradition of leadership in education throughout the city by providing and encouraging opportunities for residents to engage and learn about the community.
4. Pursue overall goals of promoting equity and reducing disparities in outcomes for people living and working in the community.

Goal 3: Grow and develop sustainably to protect the natural environment, promote energy efficiency, conserve natural resources, and minimize the impacts of buildings on the environment.

1. Incorporate principles of sustainability and energy conservation into all aspects of design, construction, renovation and long-term operation of new and existing development.
2. Encourage efficient use of land through shared functions where appropriate, such as stormwater management incorporated as a community amenity.
3. Maintain the current open space and wetlands acreage and seek to expand it whenever possible.
4. Encourage development types that are designed to function well in all seasons, including winter.

Goal 4: Create and maintain housing options that serve a diverse range of ages, household types, and economic situations.

1. Building on current efforts, seek options that allow for residential redevelopment that is sensitive to the community character and context, while expanding options for residents.



2. Seek opportunities to increase the supply of affordable housing, as well as to preserve the affordability of existing affordable housing.
3. Facilitate the development of new housing that accommodates the needs of a people of diverse needs and from diverse backgrounds.
4. Investigate opportunities to accommodate Missing Middle housing within the city, defined as range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Goal 5: Support and enhance commercial and mixed-use areas that serve the neighborhoods, the city, and the larger region.

1. Recognize and support commercial, office, and industrial job centers that draw workers from the city and across the region.
2. Increase mixed-use development where supported by adequate infrastructure to minimize traffic congestion, support transit, and diversify the tax base.
3. Support the development of mixed use districts that provide a variety of living opportunities within a walkable and livable area.

Goal 6: Ensure that public realm design respects community character, supports of commercial and mixed-use development, promotes community identity, and creates high quality experiences for pedestrians, cyclists, transit users, and motorists.

1. Ensure that the city's roads continue to evolve to act as connectors, rather than as barriers.
2. Incorporate amenities and infrastructure into public corridors to make them beautiful, efficient, and multimodal public spaces that contribute to community identity and pride.
3. Encourage the development of living streets with enhanced public realms and integrated environmental functions, including potentially functioning as high-integrity ecologic corridors.

CAHILL DISTRICT PLAN COMMENT TRACKER - *Jurisdictional Review*

Section	Page	Text/graphic	Comment	Commenter, Jurisdiction	Response
2 - District Profile	20	Text	A complex arrangement of utility ownership and maintenance responsibilities exists along the southern border of the proposed Cahill District, specifically along West 78th Street. Acknowledgement of this complexity might be warranted on page 20 of the Plan. Continued coordination with City of Bloomington Utilities staff will be important in planning and managing the utility needs in the southern portion of the Cahill District.	Nick Johnson, City of Bloomington	The plan will be updated on page 20 to acknowledge the complex utility arrangements along the Edina/Bloomington border, and that continued city staff coordination is to be expected when planning for, and managing, area utility needs.
3 - District Profile	14	Text	If any roadway sections are proposed to change for roadways that are in proximity or connect to Bloomington, please coordinate with Bloomington Traffic staff on the proposed changes.	Nick Johnson, City of Bloomington	The plan will affirm the intent to partner and coordinate with Bloomington staff for roadway projects in proximity to the city.
4 - Public Realm Plan	54	Text	The City of Bloomington supports improved multi-modal connectivity and facilities between the Cahill District and Normandale Lakes District, especially given the increased amount of residential development in Normandale Lakes. Bloomington welcomes opportunities to coordinate with the Three Rivers Park District and City of Edina on the future CP Regional Trail and other connecting facilities to enhance linkages between these areas.	Nick Johnson, City of Bloomington	Acknowledged
5 - Preferred Alternative	30	Text	Regarding the Demand for Public Services and Infrastructure matrix on page 30 of the Plan, we recommend that the demand level for pedestrian and bike facilities for high density employment areas be clarified to "medium" level demand. Relatedly, as the types of land uses associated with industrial core areas have shifted over time (such as tap rooms, athletic training uses, health clubs, etc.), demand for bike and pedestrian facilities in industrial core areas may also increase over time.	Nick Johnson, City of Bloomington	The costs table for pedestrian and bike facilities in high density employment areas will be updated to to "medium" level demand.
4 - Public Realm Plan	n/a	n/a	Please be advised that the County does not have any programmed or planned projects for East Bush Lake Rd (CSAH 28). Please share any future development projects that are adjacent to the county roadway with county staff at transportation.plats@hennepin.us	Ashley Morello, Hennepin County	Acknowledged. Edina staff will continue to coordinate with Hennepin County on development projects adjacent to, or impacting, County roadways or other properties.
2 - District Profile	n/a	Text	The Cahill District, which is bound by West 70th Street to the north, Cahill Road to the west, Highway 100 to the east, and the municipal boundary with the City of Bloomington to the south, encompasses approximately 5,000 feet of the North Fork of Nine Mile Creek. The draft Cahill Plan appropriately recognizes that the presence of Nine Mile Creek and other low-lying areas throughout the area and associated flooding issues pose challenges to redevelopment in the study area.	Randy Anhorn , Nine Mile Creek Watershed District	Acknowledged
6 - Implementation	n/a	Text	The draft Cahill Plan recognizes the need for extensive flood mitigation around the area of the creek and that further evaluation of flooding issues in this area is needed. The Cahill Plan also indicates that consideration should be given to realigning, remeandering, widening or otherwise altering the creek to better manage flooding and promote the creek as an amenity. However, the implementation table does not specifically include an item to further evaluate the flooding issues. Consider adding an item to the implementation table to more clearly identify the need for a broad strategy and/or study to address flooding and redevelopment in this area.	Randy Anhorn , Nine Mile Creek Watershed District	The implementation table will be updated to more clearly identify the need for a broad strategy and/or study to evaluate flooding impacts and mitigation opportunities in the area, such as a subwatershed assessment.

6 - Implementation	n/a	Text	The draft Cahill Plan indicates that development of the eastern edge of the study area (along Highway 100) could include reconfiguring streets (extending new east west streets into the superblock, from Ohms, to enable the superblock to orient itself to Ohms), which would potentially create an opportunity to repurpose approximately 2000' of Metro Boulevard (5 acres) for flood storage and/or other public needs. This reconfiguration may be a significant opportunity to convey additional flood water and NMCWD is in support of considering this further. However, this potential reconfiguration does not seem to be reflected in roadway planning figures throughout the document, nor does there appear to be a specific implementation item identified to evaluate the roadway configuration. Consider clarifying how and when this suggestion will be further evaluated.	Randy Anhorn , Nine Mile Creek Watershed District	Major stormwater mangement strategies, such as repurposing of Metro Boulevard, are identified as opportunity-driven strategies within the plan, and are therefore not reflected in all figures or exhibits. However, the implementation plan will be updated to clarify that recommended additional flood impact studies are necessary to support significant flood mitigation efforts, such as these.
6 - Implementation	n/a	Text	The draft Cahill Plan discusses the challenges of meeting NMCWD stormwater management requirements as redevelopment occurs, citing the high groundwater table and poor drainage conditions (much of the area was formerly a large wetland complex). The Cahill Plan discusses benefits of a regional (multi-site) approach to stormwater management in this area and barriers, including limited public open space and uncertainty of public sector involvement. The Cahill Plan includes a recommendation to commission a subwatershed assessment of the Cahill District to better understand opportunities, and constraints for regional and semi-regional stormwater management approaches. However, this recommendation is not specifically included in the implementation table. Consider adding an item to the implementation table to evaluate regional stormwater management opportunities with public and private stakeholders.	Randy Anhorn , Nine Mile Creek Watershed District	The implementation table will be updated to more clearly identify the need for a regional stormwater management approaches, including a subwatershed assessment.
6 - Implementation	n/a	n/a	The draft Cahill Plan includes implementation items to identify and promote enhanced stormwater management opportunities as part of redevelopment to protect the water quality of Nine Mile Creek and other enhancement goals, in partnership with NMCWD and private developers. NMCWD is supportive of this implementation item.	Randy Anhorn , Nine Mile Creek Watershed District	Acknowledged
6 - Implementation	n/a	n/a	In addition to being supportive of many of the items mentioned (e.g., regional flood mitigation, enhanced stormwater management opportunities to protect the water quality of Nine Mile Creek and the consideration of creek restoration to better manage flooding and promote the creek as an amenity), the District would surely like to work with the city as opportunities in the Area arise.	Randy Anhorn , Nine Mile Creek Watershed District	Acknowledged. Edina staff will continue to coordinate and work with NMCWD as opportunities arise.
4 - Public Realm Plan	50, 56	Text & Graphic	<i>Sent informally via email</i> - The (CP) trail will be aligned on the east side of Cahill Road.	Danny McCullough, Three Rivers Park District	The plan will be updated to acknowledge Three Rivers' proposed alignment on the east side of Cahill Road.



TO: Adjacent Government Unit Representatives

FROM: Cary Teague, Community Development Director, City of Edina

Date: May 18, 2023

RE: Proposed Amendments to Edina Comprehensive Plan

Per Minnesota Statute 473.858 Subd. 2 and the Metropolitan Council, we are distributing the proposed amendment to the City of Edina Comprehensive Plan for your review and comment. The purpose of this amendment is to incorporate a new small area plan for Edina's Cahill District and make the corresponding map and text changes. The Cahill District is bound by West 70th Street to the north, Cahill Road to the west, Highway 100 to the east, and the municipal boundary to the City of Bloomington directly south of the project area. The amendments to the Comprehensive Plan, including the entire Cahill District Area Plan, can be found at www.bettertogetheredina.org/cahill-district-area-plan

It is requested that you please review the proposed amendment and return the attached form with any comments or an indication of no comment. Responses are appreciated by June 21, 2023 and may be submitted to Addison Lewis, Community Development Coordinator, at ALewis@Edinamn.gov or by mail to 4801 West 50th Street, Edina, MN 55424.

Sincerely,

Cary Teague

Cary Teague
Community Development Director

CITY OF EDINA

4801 West 50th Street • Edina, Minnesota 55424
EdinaMN.gov • 952-927-8861



Please check the appropriate box:

- ☐ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☒ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)
See attached letter

Name of Reviewer Nick Johnson, Senior Planner Date 06/13/2023

Signature of Reviewer 

City of Bloomington

CITY OF EDINA

4801 West 50th Street • Edina, Minnesota 55424
EdinaMN.gov • 952-927-8861



June 13, 2023

Addison Lewis, Community Development Coordinator
City of Edina
4801 West 50th Street
Edina, MN 55424

RE: Review of Cahill District Area Plan

Mr. Lewis,

Thank you for the opportunity to review and comment on the proposed Cahill District Area Plan. The staff of the City of Bloomington submits the following comments on the Plan for your consideration:

1. **Utilities** – A complex arrangement of utility ownership and maintenance responsibilities exists along the southern border of the proposed Cahill District, specifically along West 78th Street. Acknowledgement of this complexity might be warranted on page 20 of the Plan. Continued coordination with City of Bloomington Utilities staff will be important in planning and managing the utility needs in the southern portion of the Cahill District.
2. **Transportation**
 - a. If any roadway sections are proposed to change for roadways that are in proximity or connect to Bloomington, please coordinate with Bloomington Traffic staff on the proposed changes.
 - b. The City of Bloomington supports improved multi-modal connectivity and facilities between the Cahill District and Normandale Lakes District, especially given the increased amount of residential development in Normandale Lakes. Bloomington welcomes opportunities to coordinate with the Three Rivers Park District and City of Edina on the future CP Regional Trail and other connecting facilities to enhance linkages between these areas.
 - c. Regarding the Demand for Public Services and Infrastructure matrix on page 30 of the Plan, we recommend that the demand level for pedestrian and bike facilities for high density employment areas be clarified to “medium” level demand. Relatedly, as the types of land uses associated with industrial core areas have shifted over time (such as tap rooms, athletic training uses, health clubs, etc.), demand for bike and pedestrian facilities in industrial core areas may also increase over time.



Let me know if you have any questions. Thanks in advance for consideration of the review comments submitted by the City of Bloomington.

A handwritten signature in blue ink, appearing to read "Nick Johnson".

Nick Johnson, Senior Planner
Planning Division | Community Development
City of Bloomington
(952) 563-8925
nmjohnson@bloomingtonmn.gov



Nine Mile Creek Discovery Point

12800 Gerard Drive

Eden Prairie, MN 55346

(952) 835-2078

ninemilecreek.org

June 21, 2023

Addison Lewis
Community Development Coordinator
City of Edina
4801 W. 50th St.
Edina, MN 55424

Dear Mr. Lewis:

Thank you for the opportunity to review and comment on the proposed amendment to the City of Edina's Comprehensive Plan, the purpose of which is to incorporate a new small-area plan for Edina's Cahill District and make the corresponding map and text changes. Comments provided below are based on review of 1) the Draft Cahill District Area Plan (Cahill Plan), dated May 8, 2023 on the cover and May 11, 2023 throughout the document, and 2) proposed amendments to the land use chapter of the Comprehensive Plan.

1. The Cahill District, which is bound by West 70th Street to the north, Cahill Road to the west, Highway 100 to the east, and the municipal boundary with the City of Bloomington to the south, encompasses approximately 5,000 feet of the North Fork of Nine Mile Creek. The draft Cahill Plan appropriately recognizes that the presence of Nine Mile Creek and other low-lying areas throughout the area and associated flooding issues pose challenges to redevelopment in the study area.
2. The draft Cahill Plan recognizes the need for extensive flood mitigation around the area of the creek and that further evaluation of flooding issues in this area is needed. The Cahill Plan also indicates that consideration should be given to realigning, remeandering, widening or otherwise altering the creek to better manage flooding and promote the creek as an amenity. However, the implementation table does not specifically include an item to further evaluate the flooding issues. Consider adding an item to the implementation table to more clearly identify the need for a broad strategy and/or study to address flooding and redevelopment in this area.
3. The draft Cahill Plan indicates that development of the eastern edge of the study area (along Highway 100) could include reconfiguring streets (extending new east west streets into the superblock, from Ohms, to enable the superblock to orient itself to Ohms), which would potentially create an opportunity to repurpose approximately 2000' of Metro Boulevard (5 acres) for flood storage and/or other public needs. This reconfiguration may be a significant opportunity to convey additional flood water and NMCWD is in support of considering this further. However, this potential reconfiguration does not seem to be reflected in roadway

Understanding Our Urban Watershed

BOARD OF MANAGERS: Bob Cutshall • Erin Hunker • Larry Olson • Peggy Kvam • Grace Butler



Nine Mile Creek Discovery Point

12800 Gerard Drive

Eden Prairie, MN 55346

(952) 835-2078

ninemilecreek.org

planning figures throughout the document, nor does there appear to be a specific implementation item identified to evaluate the roadway configuration. Consider clarifying how and when this suggestion will be further evaluated.

4. The draft Cahill Plan discusses the challenges of meeting NMCWD stormwater management requirements as redevelopment occurs, citing the high groundwater table and poor drainage conditions (much of the area was formerly a large wetland complex). The Cahill Plan discusses benefits of a regional (multi-site) approach to stormwater management in this area and barriers, including limited public open space and uncertainty of public sector involvement. The Cahill Plan includes a recommendation to commission a subwatershed assessment of the Cahill District to better understand opportunities, and constraints for regional and semi-regional stormwater management approaches. However, this recommendation is not specifically included in the implementation table. Consider adding an item to the implementation table to evaluate regional stormwater management opportunities with public and private stakeholders.
5. The draft Cahill Plan includes implementation items to identify and promote enhanced stormwater management opportunities as part of redevelopment to protect the water quality of Nine Mile Creek and other enhancement goals, in partnership with NMCWD and private developers. NMCWD is supportive of this implementation item.
6. In addition to being supportive of many of the items mentioned (e.g., regional flood mitigation, enhanced stormwater management opportunities to protect the water quality of Nine Mile Creek and the consideration of creek restoration to better manage flooding and promote the creek as an amenity), the District would surely like to work with the city as opportunities in the Area arise.

Please contact me at (952) 835-2078 if you have any questions. Thank you.

Sincerely,

Randy Anhorn
District Administrator



Please check the appropriate box:

- ☐ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☒ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Please be advised that the County does not have any programmed or planned projects for East Bush Lake Rd (CSAH 28). Please share any future development projects that are adjacent to the county roadway with county staff at transportation.plats@hennepin.us

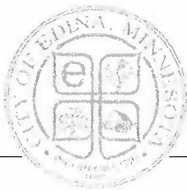
Name of Reviewer Ashley Morello Date 06/29/23

Signature of Reviewer 

Hennepin County

CITY OF EDINA

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Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Sean Walther Date 5/18/2023
planning manager

Signature of Reviewer: Sean Walther

City of St. Louis Park

CITY OF EDINA

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Addison Lewis

Subject: FW: City of Edina - Notice of Comprehensive Plan Amendments

From: Jeremy Barnhart <jbarnhart@edenprairie.org>
Sent: Thursday, June 29, 2023 9:46 AM
To: Addison Lewis <ALewis@EdinaMN.gov>
Subject: RE: City of Edina - Notice of Comprehensive Plan Amendments

EXTERNAL EMAIL ALERT: This email originated from outside the City of Edina. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Addison,
I apologize for not responding earlier. The city of Eden Prairie has no comments, and I put in a comment on the web site portal.

Jeremy Barnhart, AICP
City Planner
8080 Mitchell Road
Eden Prairie, MN 55344-4485
Direct: 952-949-8529 | Email: jbarnhart@edenprairie.org

From: Addison Lewis <ALewis@EdinaMN.gov>
Sent: Thursday, June 29, 2023 9:24 AM
To: Jeremy Barnhart <jbarnhart@edenprairie.org>
Subject: RE: City of Edina - Notice of Comprehensive Plan Amendments

Good Morning Jeremy,

Just following up to see if the City of Eden Prairie will have any comments on this Comprehensive Plan amendment?



Addison Lewis, Community Development Coordinator

952-833-9522 | Fax 952-826-0389
4801 W. 50th St. | Edina, MN 55424
ALewis@EdinaMN.gov | EdinaMN.gov



Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Sam Crosby Date 5.22.23

Signature of Reviewer Sam Crosby Planner II
City of Edina

CITY OF EDINA

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Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Mert Woodard Date May 18, 2023

Signature of Reviewer 

Edina Public Schools

CITY OF EDINA

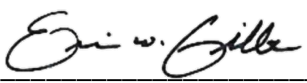
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Please check the appropriate box:

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- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Eric Gilles Date 5/25/23

Signature of Reviewer 

Metropolitan Airports Commission

CITY OF EDINA

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Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Danny McCullough Date 7-5-2023

Signature of Reviewer *Danny McCullough*

Three Rivers Park District

CITY OF EDINA

4801 West 50th Street • Edina, Minnesota 55424
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Please check the appropriate box:

☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.

☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Loren Gordon Date June 29, 2023

Signature of Reviewer Loren Gordon

City of Minnetonka

CITY OF EDINA

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Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Shanna Sether Date 5/31/2023

Signature of Reviewer Shanna Sether

City of Minneapolis

CITY OF EDINA

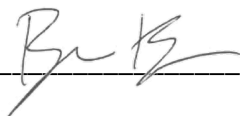
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Please check the appropriate box:

- ☒ We have reviewed the proposed Plan Amendment, do not have any comments, and are therefore waiving further review.
- ☐ We have reviewed the proposed Plan Amendment and offer the following comments (attach additional sheets if necessary)

Name of Reviewer Ryan Krzos Date 6/30/23

Signature of Reviewer 

City of Hopkins

CITY OF EDINA

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Survey Responses

Cahill District Plan Review and Public Hearing

Better Together Edina

Project: Cahill District Area Plan



VISITORS					
204					
CONTRIBUTORS			RESPONSES		
15			15		
1	0	14	1	0	14
Registered	Unverified	Anonymous	Registered	Unverified	Anonymous



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: May 18, 2023 08:15:40 am

Last Seen: May 18, 2023 08:15:40 am

IP Address: n/a

Q1. **First and Last Name**

Lana Freeman

Q2. **Address**

5501 Village Dr #104, EdinaMn 55438

Q3. **Comment**

Love the street scape ideas and green space. Love the gathering spots, coffee shops, sitting areas and walkways. Not too crazy about additional lite manufacturing or any big high rise apartments. Can't we attract a TJMaxx or Homegoods? Trader Joe's would be great or a Micheals.? Even a medical bldg with urgent care or bakery. More shops like Wayzata.



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: May 18, 2023 11:27:16 am

Last Seen: May 18, 2023 11:27:16 am

IP Address: n/a

Q1. **First and Last Name**

M.J. Bauer

Q2. **Address**

7609 Gleason Road

Q3. **Comment**

So much good thoughtful work has been done on the part of the City of Edina employees and the working group. Balancing the future opportunities with the needs of the community and the realities of the existing space is quite a challenge. The draft plan is really impressive.



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: May 19, 2023 12:28:01 pm

Last Seen: May 19, 2023 12:28:01 pm

IP Address: n/a

Q1. **First and Last Name**

Kari Lessard

Q2. **Address**

6921 Moccasin Valley Road

Q3. **Comment**

Scenario A - Open for Business is what the area needs. More retail and business use with green space.



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: May 21, 2023 11:43:24 am

Last Seen: May 21, 2023 11:43:24 am

IP Address: n/a

Q1. **First and Last Name**

Dan Mallin

Q2. **Address**

7101 Antrim Ct

Q3. **Comment**

Scenario A is the best of the options provided. Ideally area A would not have any additional residences. (Could rebuild the ones on the North side of 70th.). 175 is way too many. This area needs to focus on the needs of existing residents. Sit down restaurants/cafe, grocery store, and services. Ideal: coffee shop, good pizza, ice cream bookstore, bar, bakery, florist, boutique, pet grooming/supplies and let's top it off with art Galleries. How about an arts destination! - artist lofts above awesome commercial.



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Jun 05, 2023 08:57:12 am

Last Seen: Jun 05, 2023 08:57:12 am

IP Address: n/a

Q1. **First and Last Name**

Mike Morgan

Q2. **Address**

7300 Tara Road, Edina, MN 55439

Q3. **Comment**

Please do not place any ALL Affordable Housing buildings in the district. Per the Edina fire and police department call lists, department call The two existing buildings (7075 Amundson Ave & The Sound, 4100 76th) have had from 3815% (almost 38 times as many) to 540% emergency calls to those units as other apartment building built at about the same time in Edina. Our city services cannot be keep up with this kind of demand.

**Respondent No:** 6**Login:** Anonymous**Email:** n/a**Responded At:** Jun 05, 2023 10:18:31 am**Last Seen:** Jun 05, 2023 10:18:31 am**IP Address:** n/a**Q1. First and Last Name**

Sean Broderick

Q2. Address

7040 Lanham Ln

Q3. Comment

Hello- Would like to comment on consideration for additional higher density housing in the Cahill district. I realize this is "forward planning, " but did you ever consider that you are fixing a problem that does not exist? I was against the development of Amundsen flats as an affordable housing project because that becomes the anchor of the section-do it the right way, and that encourages additional development. Do it the wrong way and you dis-incent additional quality neighborhood participants. Ask the Edina Market and TJ's owners how well that project has been for business. The only additional value that has come from that project has been the widely disproportionate police and fire calls when compared with non-affordable housing projects. That project has also now crowded Creek Valley even more than the max that they had before, and the additional needs that they were so short of before that development is even more acute, and been multiplied. People move to Edina because they hear of the great schools. If your working group and planning commission are not mindful and work to ensure the schools remain high caliber with children whose parents have worked hard enough to utilize the trappings of a more successful community, then all that results is mediocrity, and teaching to the lowest, rather than the highest, denominator. Local homeowners provide a direct contrast to the "apartment communities" that take more than they contribute. Ask any teacher about the current degree of volunteerism at the school-those that are rooted and committed to the community by way of their home ownership have an enormously higher representation in helping out at the schools. Please do not default to density, especially in the way of affordable housing. If that is the way you intend, first put it in the hands of the stakeholders that are most affected-the current Edina residents and homeowners. Put it up for vote on a referendum, and make the decision as a community, rather than one small group. But for goodness' sake don't make decisions that will compromise our schools. They are already on the verge of becoming second tier, and that is NOT because of the children of homeowners. If you don't believe me, here is a weird request-ask one of your neighbor kids how often they use the bathroom at the high school, and why. They will tell never, if possible, because of kids in there that are representative of Edina. Call it for what it is.

**Respondent No:** 7**Login:** Anonymous**Email:** n/a**Responded At:** Jun 05, 2023 10:49:49 am**Last Seen:** Jun 05, 2023 10:49:49 am**IP Address:** n/a**Q1. First and Last Name**

Kelly Griffing

Q2. Address

7427 Shannon Drive

Q3. Comment

Thanks for your hard work...but I am sorry that I think this plan is horrible. The city of Edina already has approved/completed over 1400 new apartments. And you want to add an additional 1300 more doors. There is not one mention of how schools can handle a possible increase in students. Why aren't you interested in creating an opportunity for people to buy a home..say a condo instead of only building more and more apartment rentals? It is known that people that own their home are more invested in the community. I didn't move to Edina to live a a busy big city. I think I am not the minority here. If I wanted a big busy city feel with lots of people and traffic I would have moved to a city like that ...not a suburb with mostly single family homes. The people of Edina are not asking for this so why is this being pushed?



Respondent No: 8

Login: Anonymous

Email: n/a

Responded At: Jun 07, 2023 12:40:57 pm

Last Seen: Jun 07, 2023 12:40:57 pm

IP Address: n/a

Q1. **First and Last Name**

Taylor Pettis

Q2. **Address**

7315 Tara Rd, Edina, MN 55439

Q3. **Comment**

I am extremely concerned that these plans will overdevelop the neighborhood I live in. Increasing the amount of families who live in this area will burden our schools, roads, police, fire departments and other public services at a rate the city will be unable to keep up with. I live in this community and my children go to Edina schools where their class sizes are already larger than other communities, while they continue to cut staff and many students and families are currently unable to participate in after school programs due to overcrowding. I fear that this development will make issues like this worse and have a negative impact on our community as the services mentioned will not be able to scale with the increase in housing.



Respondent No: 9

Login: Anonymous

Email: n/a

Responded At: Jun 16, 2023 11:24:29 am

Last Seen: Jun 16, 2023 11:24:29 am

IP Address: n/a

Q1. **First and Last Name**

Deb Mallin

Q2. **Address**

7101 Antrim Court

Q3. **Comment**

Looking at Option A as the best of the options offered. Area A would not have any additional residences. 175 additional residences is not an option. We are not meeting the needs of current residents and need to build in more year round gathering spaces and continue to build community. Minneapolis is known for the arts. We could do so much more to expand our access to galleries, dining, coffee shops, and other spaces for gathering in this area of Edina. Edina has always been family friendly and place valuing young and not so young. Our history and our future is based on our unique and very special ability to innovate and be a place for our residents, who are drawn here for our shared values of family, education, culture, and convenience.

**Respondent No:** 10**Login:** Anonymous**Email:** n/a**Responded At:** Jun 17, 2023 00:03:14 am**Last Seen:** Jun 17, 2023 00:03:14 am**IP Address:** n/a**Q1. First and Last Name**

Laura

Q2. Address

Laura

Q3. Comment

¡Hola! Me llamo Laura y estoy encantada de saludarte. Quería escribirte porque me ha parecido interesante comentar contigo la posibilidad de que tu negocio aparezca cada mes en *periódicos digitales como noticia* para posicionar en los primeros lugares de internet, es decir, con artículos reales dentro del periódico que no se marcan como publicidad y que no se borran. La noticia es publicada por más de sesenta periódicos de gran autoridad para mejorar el *posicionamiento de tu web* y la reputación. ¿Podrías facilitarme un teléfono para ofrecerte *hasta dos meses gratuitos*? Gracias



Respondent No: 11
Login: KN
Email: Buckeye1237@aol.com

Responded At: Jun 21, 2023 10:02:22 am
Last Seen: Jun 26, 2023 15:14:24 pm
IP Address: 24.118.227.82

Q1. **First and Last Name**

Kevin Newman

Q2. **Address**

7408 Shannon Drive

Q3. **Comment**

At the May 24th Planning Commission meeting, which I attended, the Cahill District Area Plan Work Group presented their current vision for the district's future. That vision includes a proposal for 1,100 new housing units. I would like to bring up a point that was briefly discussed, but with more insight. At the meeting, a commission member asked a question regarding issues raised at the Feb 21st workshop, where a majority of citizens raised multiple concerns about the four development scenarios presented. David Alkire, the Cahill District Plan chair, acknowledged the concerns and stated that the #1 issue raised was the significant amount of new housing being proposed. Specifically, how this influx of new housing units would negatively impact the school's enrollment in a system that is already at capacity. Mr. Alkire said that Edina school administrators had reviewed the plans and that they had "checked the box" on the scenarios. Addison Lewis, Edina Community Development Coordinator confirmed that this process step had been taken. Nothing more was said. To me, this implied that after the school reviewed the plan, they were supportive or at least had no concerns regarding the impact of the four proposals. I talked to Mr. Woodard on 6/15 to discuss the document and the concern regarding how the increase in housing would impact school enrollment. Specific to the signed document, Mr. Woodard stated it is NOT an endorsement of the plan or any of the four scenarios. It is simply a formality and required by State stature, to document that they have met with the city to review a plan. In fact, in December 2022 a meeting was held where there were lengthy discussions, specific to the Cahill Plan, between the city and school regarding concerns about how the increase in housing would impact enrollment. Especially grades K through 5. That is a totally different take away than what I heard on May 24th. My concern is the city seem to have an insatiable appetite to build high density housing without truly considering the unintentional consequence. That is, overcrowded schools, inadequate infrastructure, additional public services and in this case, the elimination of businesses and jobs in the Cahill district. A district that is the second largest tax revenue generator in the city. The proposed 1,100 housing units may seem like a concession considering one of the four scenarios proposed 2,900 units. However, the 1,100 housing units now being proposed for the Cahill District is the equivalent to nine apartment complexes like the one under construction at 4040 W 70th street. My recommendation and supported by the feedback from the February citizen workshop, (See link below) would be to minimize new housing units (<200 units) in the district. The planning commission and city council could then use appropriate financial tools to invest in existing (The Cahill Center) and new businesses in the area. This alternative would enhance the tax revenue for the area, provided desirable white collar jobs within the city, without stressing the school system, city infrastructure and city services. Regards, Kevin Newman 2/21/23

Workshop docs https://ehq-production-us-california.s3.us-west-1.amazonaws.com/5654341eaaa8e5628c617bc345f45910e3b8c975/original/1677101278/a12931956d597df7d9ae45fa8a52d33d_Workshop__3_Comments_Received_2-21-23.pdf?X-Amz-Algorithm=AWS4-HMAC-SHA256&X-Amz-Credential=AKIA4



Respondent No: 12

Login: Anonymous

Email: n/a

Responded At: Jun 22, 2023 09:26:07 am

Last Seen: Jun 22, 2023 09:26:07 am

IP Address: n/a

Q1. **First and Last Name**

Amy Williams

Q2. **Address**

7408 Hyde Park Circle

Q3. **Comment**

I liked to see the city minimize new housing units (<200 units) in the district. The planning commission and city council could then use appropriate financial tools to invest in existing (The Cahill Center) and new businesses in the area. This alternative would enhance the tax revenue for the area, provided desirable white collar jobs within the city, without stressing the school system, city infrastructure and city services.



Respondent No: 13

Login: Anonymous

Email: n/a

Responded At: Jun 28, 2023 15:28:51 pm

Last Seen: Jun 28, 2023 15:28:51 pm

IP Address: n/a

Q1. **First and Last Name**

Elizabeth Bennett

Q2. **Address**

7112 Shannon Drive, Edina

Q3. **Comment**

Redevelopment and change do not occur in a bubble. Any updates to the plan will have impacts on EPS. Has this been considered?



Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: Jun 29, 2023 07:45:15 am

Last Seen: Jun 29, 2023 07:45:15 am

IP Address: n/a

Q1. **First and Last Name**

Jeremy Barnhart

Q2. **Address**

Eden Prairie

Q3. **Comment**

The city of Eden Prairie has no comments.



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Jul 25, 2023 06:20:49 am

Last Seen: Jul 25, 2023 06:20:49 am

IP Address: n/a

Q1. **First and Last Name**

Mary Metzger

Q2. **Address**

5505 McGuire Rd.

Q3. **Comment**

Please include space for moderately priced housing, improve walkability wherever possible, and improve infrastructure for bus travelers.



Date: July 11, 2023

To: Addison Lewis, Community Development Coordinator

From: Andrew Scipioni, Transportation Planner

Subject: Cahill Small Area Plan – Transportation Review

Background

The Cahill District is approximately 380 acres, bounded by West 70th Street to the north, Cahill Road to the west, the city limits to the south and Minnesota State Highway 100 to the east. The neighborhood features a wide range of land uses, including multi-family residential, offices, manufacturing, warehouses, restaurants and religious institutions. Multi-family and single-family residential uses are adjacent to the neighborhood to the west and north.

In 2019, the City approved the 70th & Cahill Small Area Plan. A recommendation of that plan was to further study “how best to revitalize” the entire business/industrial park. The City has also received several redevelopment proposals within the district for multi-family residential uses on property that is guided for industrial or office uses. The purpose of this plan is to “chart a course for the continued evolution of the Cahill District.” This memo will review the findings of the plan and evaluate the ways in which it supports current City transportation plans and policies.

Transportation Network Overview

As noted in the plan, the district includes facilities that accommodate a variety of modes:

Sidewalks – 2.8 miles of sidewalks are provided along the perimeter roadways and interior roadways such as West 72nd Street, Amundson Avenue, and West 74th Street. The sidewalks are generally 5’ wide and vary between edge-of-curb- and boulevard-style. Additional sidewalks connect to the district along Dewey Hill Road, Normandale Road and West 70th, 77th and 78th Streets.

Bikeways – 2.7 miles of bikeways are provided within the district. These include on-street bike lanes on Cahill Road, West 70th Street, West 72nd Street and Ohms Lane, shared line lanes on West 70th Street and bikeable shoulders on Metro Boulevard and Edina Industrial Boulevard. Additional bike facilities connect to the district along West 70th Street and Normandale Road.

Shared-Use Paths – 1 mile of shared-use path is provided within the district. The majority is comprised of the Nine Mile Creek Regional Trail (NMCRT), operated by Three Rivers Park District. The NMCRT provides a 15-mile connection between the Cities of Hopkins, Minnetonka, Edina, Richfield and Bloomington. The trail is publicly accessible via West 70th Street, Ohms Lane and West 72nd Street.

Transit – Metro Transit operates two bus routes (Local Routes 6K and 540) that serve the middle and southern half of the district. Both routes provide frequent stops (20-30 minutes) middays on weekdays, with evening and weekend service less frequent. 18 bus stops are marked throughout the district; few are served by adjacent pedestrian or bicycle facilities.

Roadways – The district includes 5.8 miles of local roadways. Many of these roadways carry over 5,000 vehicles on an average day and are classified regionally as minor arterial-relievers and major collectors. Locally, all of the perimeter roadways are designated as Municipal State Aid (MSA) streets. Through this designation, the City receives funds through the State Highway User Tax Distribution Fund to aid in maintenance and construction of these streets. In exchange, the City has to maintain certain design standards related to capacity and safety. Several interior streets are classified as Local Connectors through the Living Streets Plan, a descriptor that signifies local roadways with over 1,000 vehicles per day that connect between neighborhoods, destinations and busier streets. Most roads are two-lane, undivided; exceptions include parts of West 78th Street, Bush Lake Road, Edina Industrial Boulevard, Metro Boulevard, and West 70th Street. The speed limits on these roadways vary from 25 to 30 miles per hour.

The district is adjacent to four full-access interchanges with state and interstate highways:

- East Bust Lake Road (Hennepin County Road 28) and Interstate 494 (I-494)
- I-494 and Highway 100
- Edina Industrial Boulevard/West 77th Street and Highway 100
- West 70th Street and Highway 100

Rail - Approximately one mile of railroad tracks traverse the district between West 78th and 70th Streets. This track is owned by Canadian Pacific (CP) Railroad, who leases the track to the Twin Cities and Western (TC&W) Railroad; roughly two trains per day operate on these tracks. The tracks cross West 78th and 70th Streets below grade and Dewey Hill Road at grade; the latter intersection is equipped with crossing signals without gate arms.

Bridges – There are nine bridges within or connecting to the district:

- Two bridges traversing the CP Railroad (at West 78th and 70th Streets)
- Four bridges traversing Nine Mile Creek (at West 70th and 72nd Streets, Metro Boulevard and southbound Highway 100 off-ramp to Edina Industrial Boulevard)
- Three bridges traversing Highway 100 (at West 70th Street, Edina Industrial Boulevard/West 77th Street, and the 7200 block of Metro Boulevard).

Transportation Issues

Roadway Capacity Deficiencies – As noted in the Transportation Chapter of the 2018 Comprehensive Plan, two corridors are forecasted to be over capacity by 2040; West 70th Street between Cahill Road and Metro Boulevard (currently a two-lane section with turn lanes) and Bush Lake Road/Edina Industrial Boulevard between the city limits and Highway 100 (varies from a four-lane divided section to a two-lane undivided section to a two-lane undivided section with turn lanes).

However, staff would not recommend the conventional solution of adding travel lanes. This practice prioritizes the movement of motor vehicles above other modes and can result in even more traffic due to induced demand. Additional travel lanes also restricts pedestrian and bicycle movement or makes such movements less safe and comfortable. Where feasible, capacity improvements should seek to address walking, biking, rolling and transit over automobiles.

It should also be noted that the latest traffic data referenced in the report is from 2019 and does not reflect the traffic pattern changes and driver behavior changes experienced following the COVID-19 pandemic. Additional traffic data should be collected before consideration of any capacity improvement.

Safety and Crashes – High crash rates are noted at four intersections within or around the district. Those with the highest crash rates include Metro Boulevard/Edina Industrial Boulevard and West 70th Street/Normandale Road/Highway 100. Speeding is also regularly reported and observed on West 70th Street and Cahill Road.

Staff recommends further study of these high crash rate intersections (as well as adjacent MnDOT intersections) to determine if signal timing or geometric changes can be made to improve safety. Though it is difficult to deter speeding on roadways like West 70th Street and Cahill Road – long streets with relatively few access driveways and straight horizontal alignments – it is recommended that the City consider traffic calming features such as curb extensions, chicanes, raised medians or boulevard trees to slow vehicle speeds and improve safety for pedestrians and cyclists.

Driveway Accessibility – Edina Industrial Boulevard between Metro Boulevard and Highway 100 is noted for having a large number of access driveways (seven driveways in 470'), which contribute to the high rate of reported crashes along the corridor. Future redevelopment along this street should seek to share access driveways, where feasible, and invest in more comfortable pedestrian and bicycle facilities between parcels.

Parking Issues – The high demand and utilization of on-street parking adjacent to Wooden Hill Brewing Company (7421 Bush Lake Road) is noted in the plan, along with the frequent concerns about impacted sight lines and transit stop access. Though the plan goes on to recommend on-street parking along Cahill Road, the 70th & Cahill Small Area Plan recommends on-street parking be provided along “internal circulation streets.” Future redevelopment should seek to accommodate expected parking demands on-site and implement travel demand management (TDM) strategies to encourage alternative modes of transportation.

Transit – As transit service has been lost or reduced in the district since 2020, transit-oriented development should be encouraged to support existing routes. Pedestrian and bicycle facilities should be provided on both sides of roadways served by transit; shared-use facilities should be considered where right-of-way is limited. As noted in the 70th & Cahill Small Area Plan, transit stops can be improved by ensuring adequate space for pedestrians, providing concrete bus pads, and ensuring locations are accessible. Bus shelters are provided and maintained by Metro Transit; installation is prioritized based on average ridership and available resources.

Pedestrian and Bicycle Facilities – The West 78th Street bridge over CP Railroad is significant barrier for pedestrians (especially transit riders) and bicyclist traveling within the district. The City should seek opportunities to rehabilitate, replace or supplement the bridge to provide multi-modal facilities. New sidewalks, bikeways and shared-use paths (as recommended by the Living Streets Plan and Pedestrian and Bicycle Master Plan) should be implemented to support the various land uses, expand the reach of transit service, promote physical activity in everyday life and reduce reliance on automobiles for internal circulation. Multi-modal facilities should be designed to accommodate users of all ages and abilities.

Public Realm Plan

Enhanced Streetscape – The Cahill Connector concept is consistent with the Twin Loops facility recommended in the Pedestrian and Bicycle Master Plan. Although the plan states that this route would connect Three Rivers Park District’s planned CP Rail Regional Trail (CPRRT) and the NMCRT – these trails already connect near West 70th Street and Amundson Avenue – it is perhaps more accurate to say that the Cahill Connector would improve access to both trails and provide a continuous multi-modal loop around the northern half of the district.

Roadway Typologies – This approach is consistent with that of the Greater Southdale Area Plan and the 70th & Cahill Small Area Plan goal to “define and construct a hierarchy of streets.” The goal to balance the needs of all users aligns with the Living Streets Plan. The “potential new connections” somewhat support the Small Area Plan goal to create a grid system of streets and regular block; Figure 1 shows what a more robust interpretation of this goal could look like. It should be noted that while the Small Area Plan specifically refers to streets, these new connections could be pedestrian and bicycle only, improving non-motorized circulation within the district and increasing access to housing, transit, employment, retail and other services. This concept also features a connection between Bush Lake Road and Amundson Avenue. This connection, uniting the Neighborhood Node to the office-industrial park, was recommended for further study in the Small Area Plan.

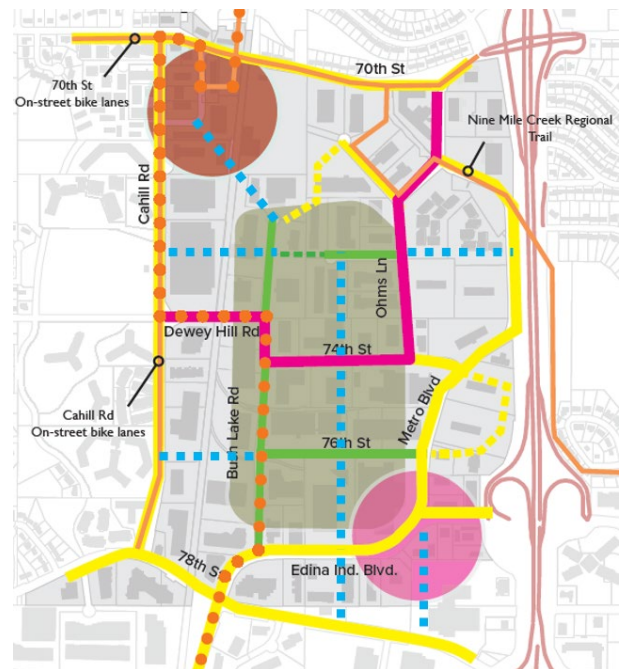


Figure 1: Cahill District Grid Concept

CP Trail Alignment – The Canadian Pacific Rail Regional Trail (CPRRT) is a planned, 21-mile regional trail that will run through Bloomington, Edina, St. Louis Park, Golden Valley, New Hope and Crystal. The trail will fill a critical north-south gap in the regional trail system, connecting to six other regional trails in Hennepin County. Once constructed, this facility will be a key amenity within the district. Preserving adequate right-of-way along the proposed alignment should be a priority for roadway rehabilitation projects and private redevelopment.

Dewey Hill Road/Cahill Road Intersection – Future study of improvements at this intersection (including conversion to a roundabout) should be a priority given the associated impact to transit service, the CPRRT, and the multi-modal connection with the neighborhood to the west of the district.

Transit Stop Design and Access – As part of the City's Travel Demand Management Policy, staff recommends transit stop improvements for redevelopment projects located immediately adjacent to a stop. When and where shelters are installed is determined by Metro Transit, as they are responsible for their maintenance. The City encourages consideration for shelters at transit stops with high ridership.

Transportation Commission Comments

Members of the Transportation Commission were given an opportunity to provide comments on the small area plan. Comments from Commissioners included:

- Support staff recommendation to retain bike lanes on Cahill Road.
- Suggest that the City consider time-limited parking restrictions within district to accommodate parking demands and wider turning movements.
- Support staff recommendation to prioritize studying improvements at the intersection of Dewey Hill Road and Cahill Road.
- Suggest consideration for a roundabout at the intersection of Cahill Road and West 70th Street.



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Cahill District Area Plan

July 18, 2023

Working Group

- David Alkire, Chair
- Ryan Breisach
- Louis DeMars
- Jamie Glover
- Sarah Hu
- Janet Kitui
- Hilda Martinez Salgado
- Michael Morgan
- Michael Schroeder
- Anne Snyder
- Steve Troskey



The Plan for Cahill...

- Preserves the industrial core
- Creates a new Neighborhood Mixed Use area in the Northeast corner
- Creates new connections to and through the District for all
- Affirms the 70th & Cahill Small Area Plan
- Creates a framework to refine the existing Business Node in the Southeast corner
- Guides for High Employment Office on the East side and in the Southwest corner, identifying significant infill opportunities
- Illuminates water management challenges in the District and provides a roadmap for progress
- Advances numerous Climate Action Plan goals



PLANNING PROCESS:

Understanding the District



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Cahill District



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Cahill District Area Plan

- Identified in Edina's two previous Comprehensive Plans
- 12- member work group
- Work group → Planning Commission → City Council
- Will guide future land use, transportation, and infrastructure investment



Project Timeline

WG#	Date	Topic
	November 2021	Workshop #1: Community Needs and Goals
1	January 2022	Project Kickoff
2	March 2022	Consultant Procurement
3	May 2022	Existing Conditions Kickoff
4	June 2022	Existing Conditions: Site and Market Overview
	June–Aug 2022	Focus Group Discussions
5	July 2022	Existing Conditions: Systems and Networks Overview
6	Aug 2022	Goal Setting and Alternatives Preview
7	Sept 2022	Economics and Real Estate, Workshop Prep
	Sept 2022	Workshop #2: Development Principles, Goals, and Key Elements
8	Oct 2022	Workshop Debrief, Development Alternatives, Public Realm Launch
9	Nov 2022	Public Realm and Development Alternatives
10	Dec 2022	Public Realm and Development Alternative Evaluation
11	Jan 2023	Alternatives Refinement and Public Realm Strategies
	Feb 2023	Workshop #3: Public Realm and Development Alternatives Review
12	Mar 2023	Alternatives Refinement, Draft Plan Review
13	Apr 2023	Final Draft Plan



Public Engagement

PUBLIC

- Three community workshops
- Five focus groups with key property owners and businesses
- Business survey sent to 165 businesses (34 responses)
- Two developer panel sessions
- Better Together Edina

AGENCIES

- Nine Mile Creek Watershed District
- CP Railway
- Xcel Energy
- Metro Transit
- City of Bloomington
- Edina Public Schools



PLANNING PROCESS: *Work Group Considerations*



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Work Group Considerations

- Protecting existing businesses, especially industrial
- Creating a strong public realm, to enhance business environment and overall district identity
- Impacts of allowing new housing, particularly on industrial properties and area schools
- Anticipated benefits, and associated costs to realize benefits
- Creating something unique to the region – a new employment-based destination



Development Principles



Resilient and
connected
systems



Regional
economic
value



Community
serving and
building



Cahill District Vision

The Cahill District is a place that...

...businesses large and small can find a home to grow alongside a community that cares about its future.

...is entrepreneurial, adaptable, varied, and evolving with a range of building spaces and types that blend advanced industry, commerce, and education/research.

... provides exceptional access to the nearby workforce and customer base.

...contains a complementary set of live/work options that elevates the character and image of the district.

...is a place that excites people, and is attractive to development and investment.

...public spaces serve to connect (internally and externally), reduce flooding, reinforce the identity of the District, and provide recreational opportunities for employees, visitors and residents.

...street connections and improvements improve safety, wayfinding, circulation, and accessibility for all users while unlocking the development potential of the district.



CORE: CLEAN URBAN PRODUCTION



CO-WORK, CO-PRODUCE



HIGH DENSITY EMPLOYMENT: RESEARCH AND EDUCATION



MIXED NEIGHBORHOOD: LIVEWORK UNITS



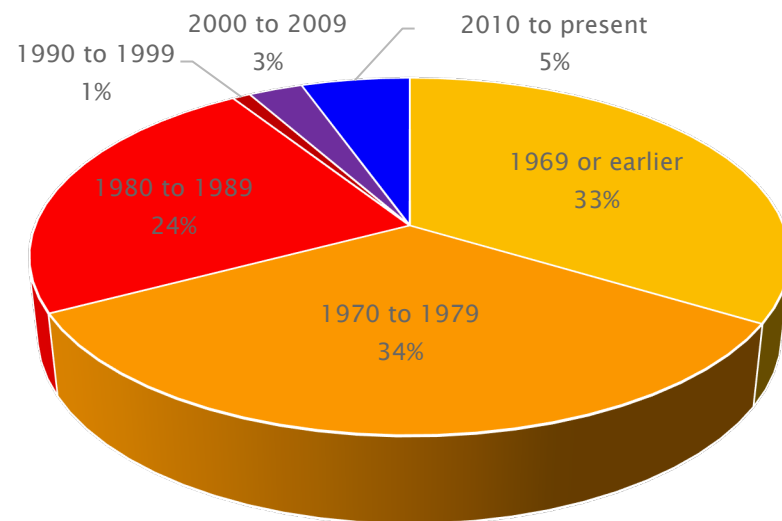
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INFRASTRUCTURE CONSTRAINTS

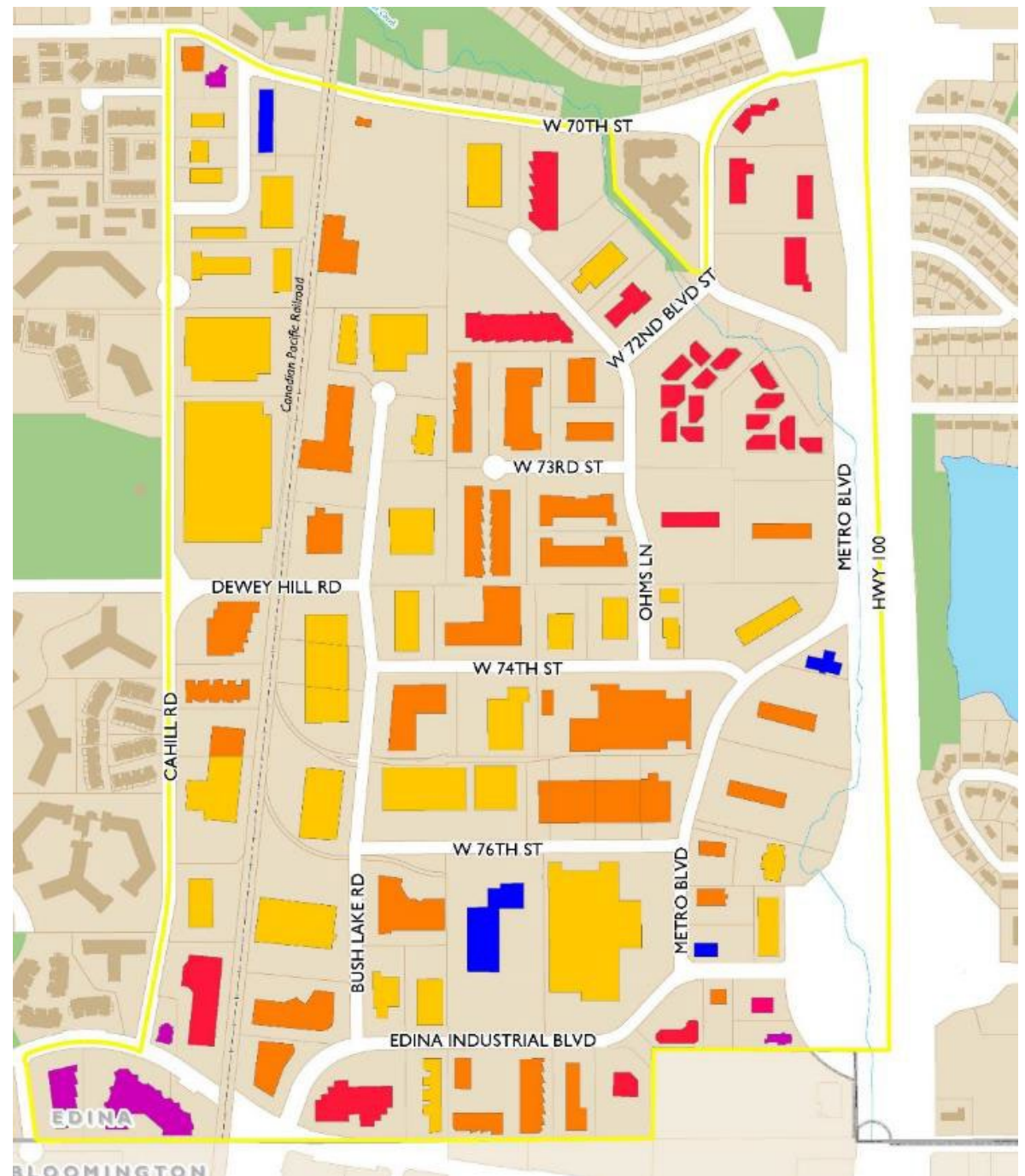


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Aging Buildings



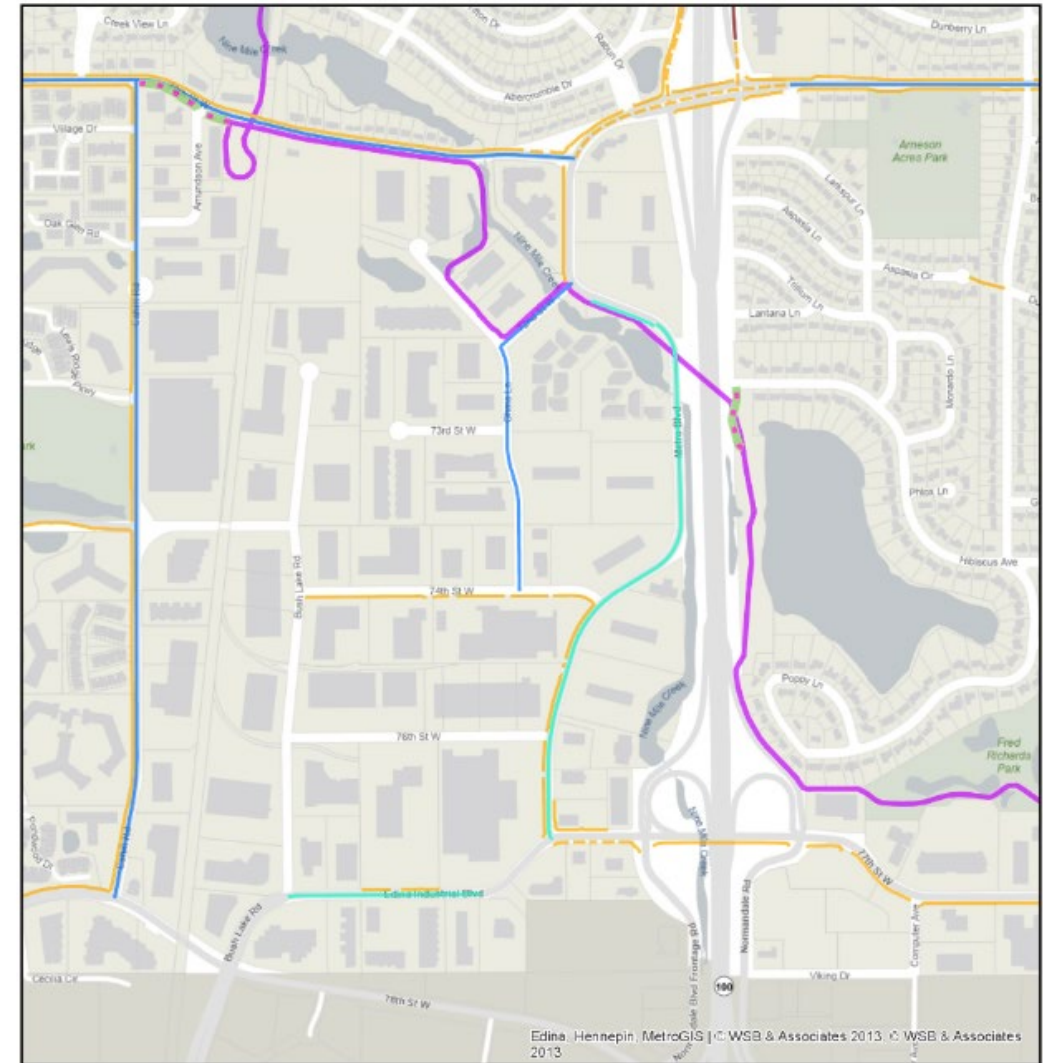
Building Year Built



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Internal Circulation

- Internal roads are confusing, and often not through-access
- Limited multimodal facilities, especially sidewalks
- CP Rail is a divider, and hard edge
- Planned bike lanes along Dewey Hill to Bush Lake Rd



1 in = 752 ft



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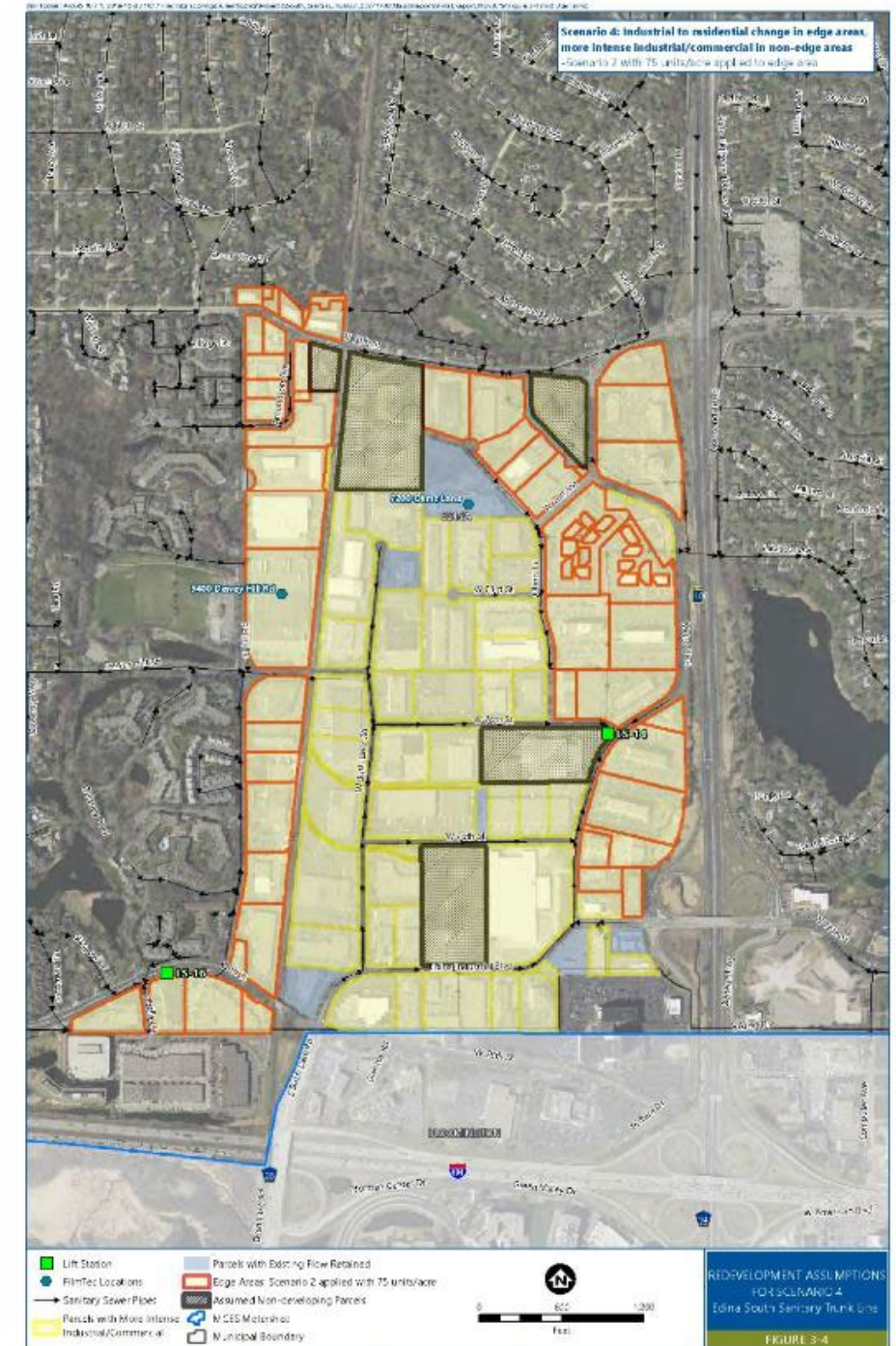
- | | |
|-----------------------------|--------------------------------|
| Existing Shared Use Paths | Shared Bike Lane |
| Existing Bicycle Facilities | Standard Bike Lane |
| <all other values> | Existing Pedestrian Facilities |
| Advisory Bike Lane | Nine Mile Creek Regional Trail |
| Bike Boulevard | |
| Bikeable Shoulder | |



November 9, 2021

Sewer Capacity

- Recent city study confirmed sanitary sewer capacity is limited.
- Planned capacity improvement (approximately 2025) will be sufficient to accommodate new development based on the Cahill District Area Plan.



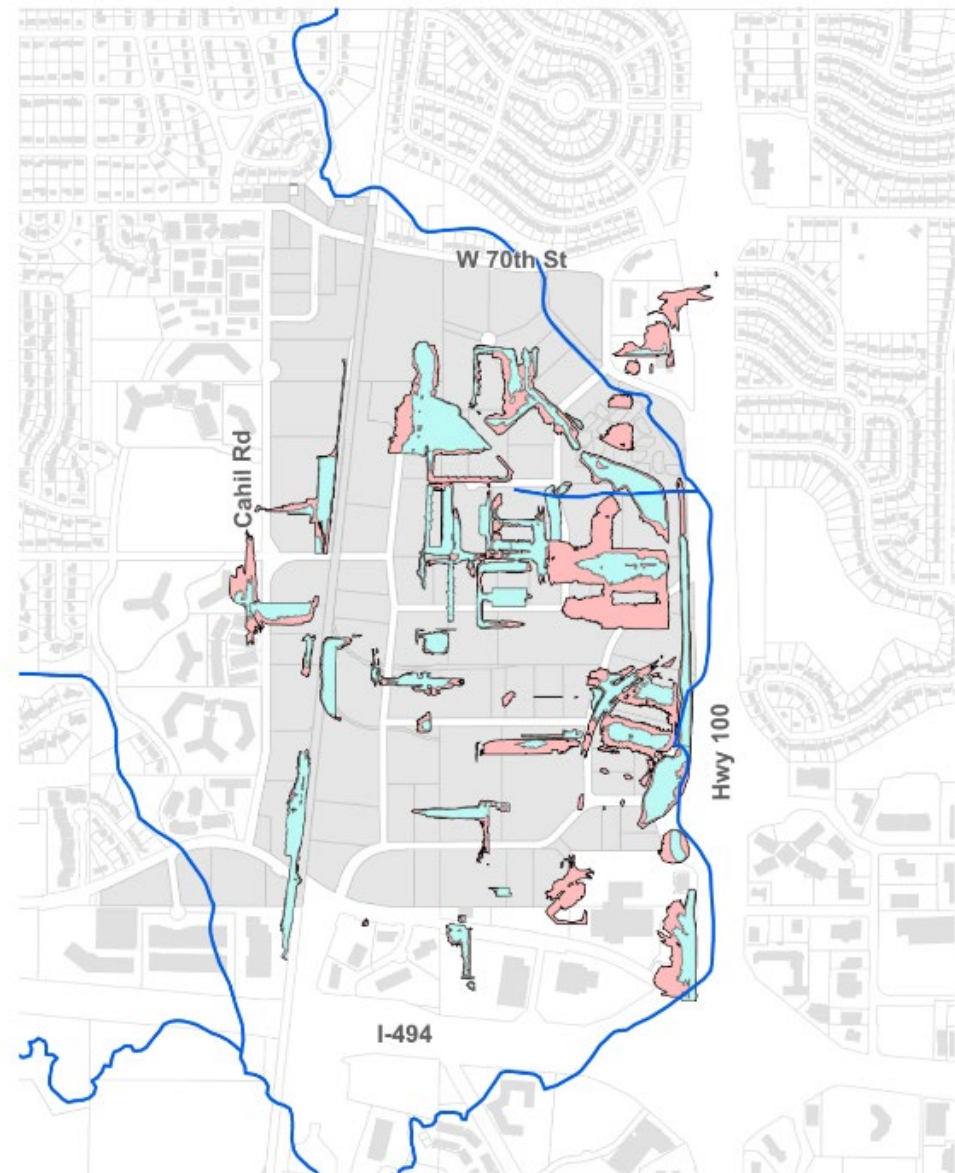
Public Realm

- No formal public gathering spaces
- Right of way and roadway are only sources of public space – often limited
- Locally serving improvements needed that can bolster adjacent land values, district aesthetics, and sense of place



Flooding & Stormwater

- Historically wetlands and a meandering creek
- Significant flood zones within district, with implications from being downstream of additional stormwater needs
- Stormwater management requirements deter (re)development and site improvement



FLOOD ZONES



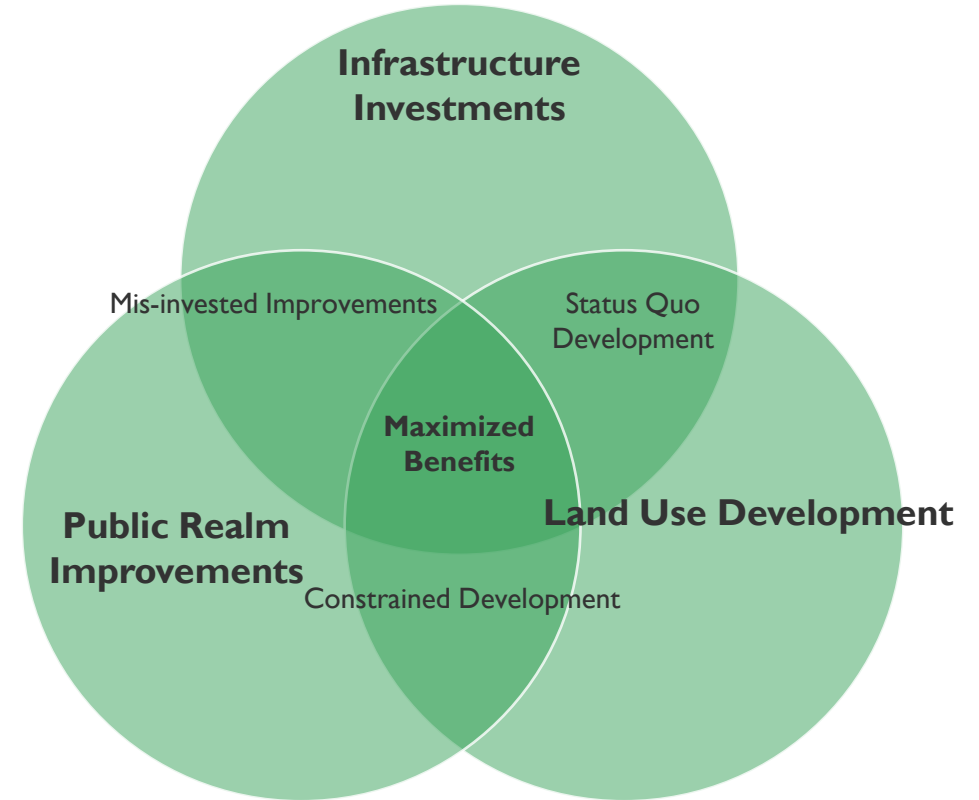
STORMWATER MANAGEMENT: *Unlocking District Potential*



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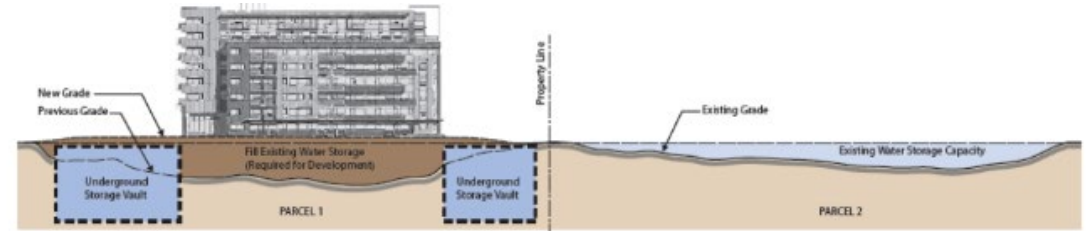
Opportunity For Change

- Aligning infrastructure investments, public realm improvements, and land use development holds the greatest potential to yield significant positive change
- When done well, this is where transformative change can occur

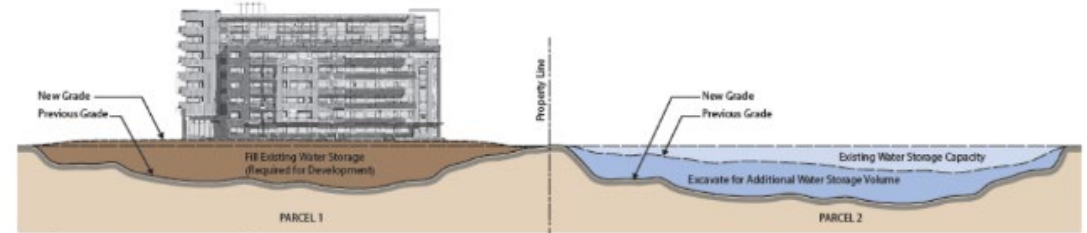


Stormwater Management

- Little/no capacity for underground parking or basement levels – more surface lots
- On-site stormwater management is expensive, triggered by many site improvement project
- Available space limited for surface or off-site storage & treatment



Development Scenario 1 - On-Site Water Storage



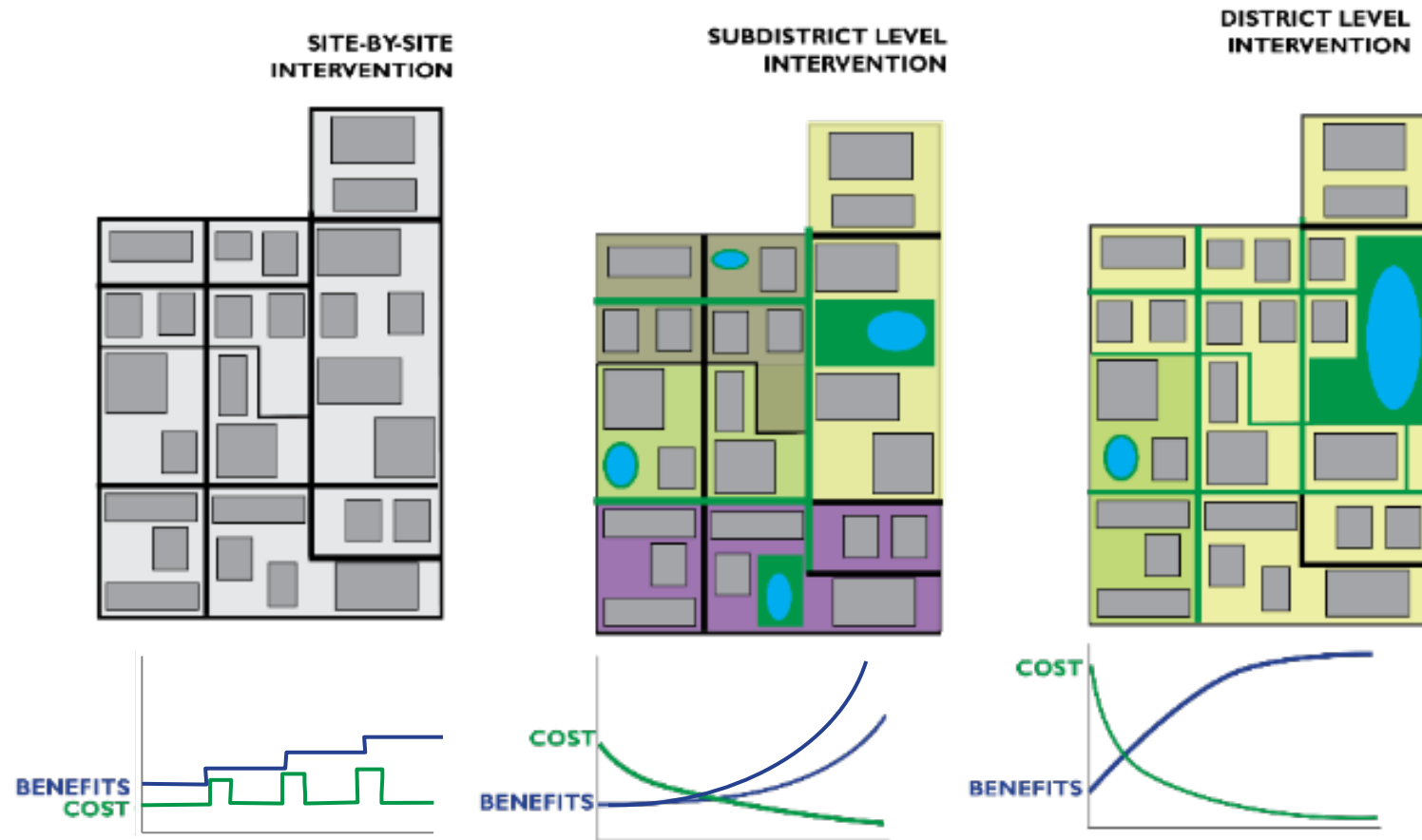
Development Scenario 2 - Off-Site Water Storage

Source: Pentagon Park/Border Basin Regional Stormwater Management Plan (2018)



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Stormwater Investment Choice



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CAHILL DISTRICT PLAN

SPRING OPEN HOUSE

FEBRUARY 21, 2023



11



Ford Site, St. Paul, MN



Orange County, CA



Fourth Ward Park, Atlanta, GA



Mississippi River Watershed Building, Minneapolis, MN



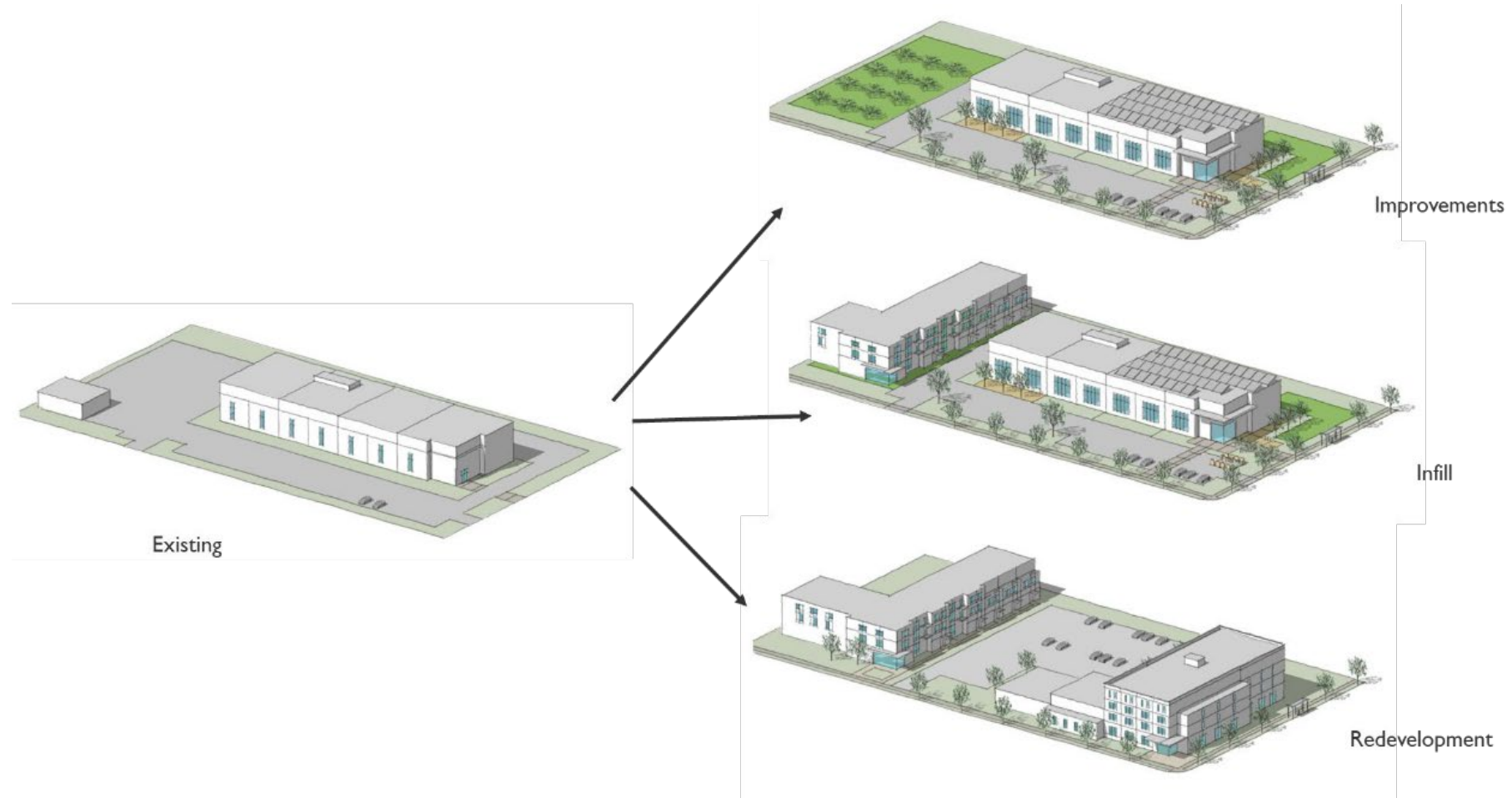
Tanner Springs Park, Portland, OR

SCENARIO DEVELOPMENT

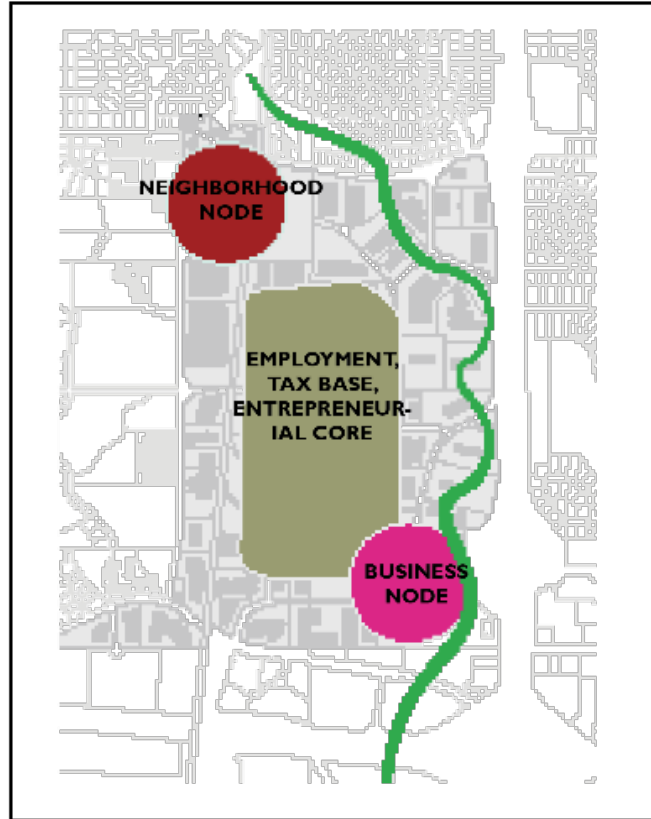


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Many Ways to Change

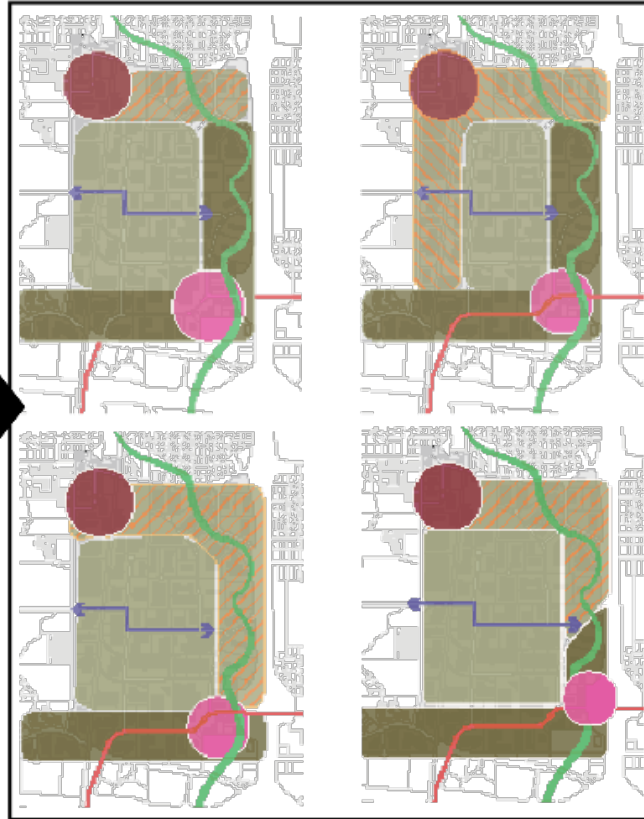


Organizing Framework



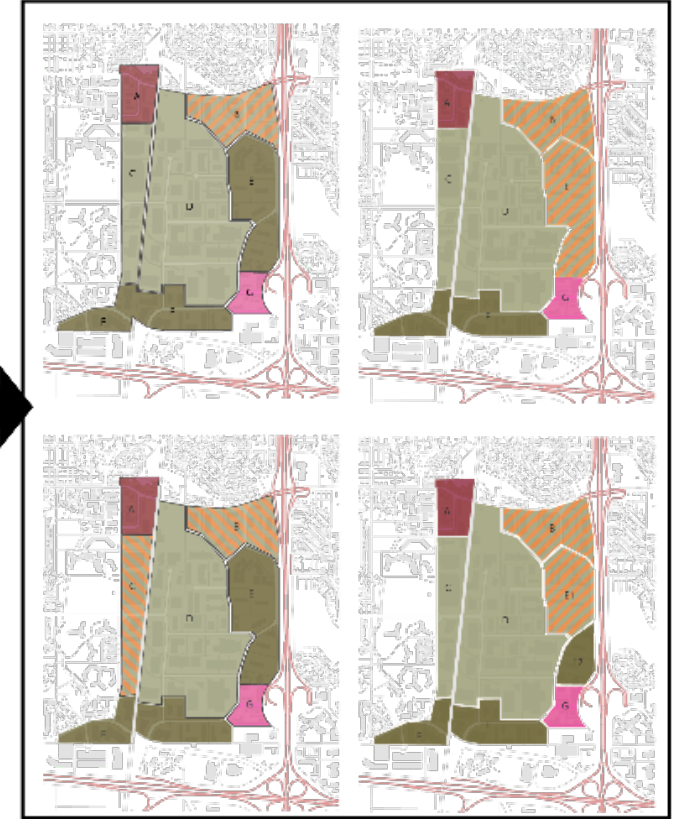
Land Use Framework:

Preserve land uses within the two nodes and the core, explore land use changes along the District's edges



Subdistrict Development

Created five subdistricts with unique characters, and explored land use mixes and compositions along the edges.



Scenario Development

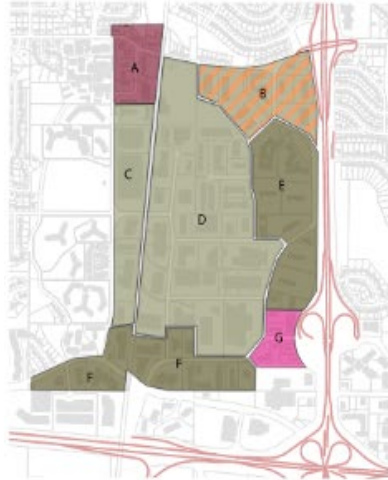
Developed different arrangements of subdistricts within the District, while preserving two nodes and the core.



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Organizing Framework

SCENARIO A



OPEN FOR BUSINESS

The District is defined by industrial, service, and office uses, while introducing high employment offices along the east and south edges.

This Cahill District is a high-employment center for innovation that brings together different types of employers into a single location.

SCENARIO B



OPEN TO MIXING

The District is defined by a mix of employment and residential uses, anchored by industrial, service, and office while introducing significant new blended neighborhood to the east.

This Cahill District is an employment center for innovation that brings together different types of employers and a sizable new mixed-use neighborhood along one edge of the district.

SCENARIO C



BLENDED EDGES

The district maintains its interior industrial, service, and office uses, but introduces high employment offices along the east and south edge, while "softening" the west edge with blended living options.

This Cahill District is an employment center for innovation, that offers high employment and living options blended along the edges of the district.

SCENARIO D



HYBRID

The District is defined primarily by industrial, service, and office uses, but also introduces a significant mixed-use live-work neighborhood along with east edge.

This Cahill District is a destination for innovation employment, living, and gathering with coworkers or friends.

Selected Scenario



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LAND USE PLAN



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Land Use Plan



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Business Node



LAND USE

- Primarily business- and employee-serving retail and services, oriented to employees in Cahill and Pentagon Park. These uses complement the entrepreneurial identity of the larger District, while providing much needed daytime places for meals or informal gathering.
- Small- and medium-sized offices integrated within the area.

TRANSPORTATION

- Access is primarily provided from Edina Industrial Blvd, and Metro Blvd, with clear, well-regulated access points to minimize vehicle conflicts near a busy highway interchange.
- Area uses are well-supported by multimodal connections, including sidewalks on Edina Industrial and Metro Blvd, continued transit service, and continued connectivity to both Cahill District and Pentagon Park.

PUBLIC REALM & UTILITIES

- An improved streetscape anchored by gateway features near the interchange, clearly delineate entrances into the Cahill District while providing an entrepreneurial-focused identity
- Semi-public gathering places, like outdoor patios or coffee shops, provide unique places for day-time employees to gather.



EXISTING

Looking west along Edina Industrial boulevard



PRECEDENT

Street facing offices, service, and retail will create a new gateway to the District while serving the support needs of Cahill and Pentagon Park



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Industrial Core



LAND USE

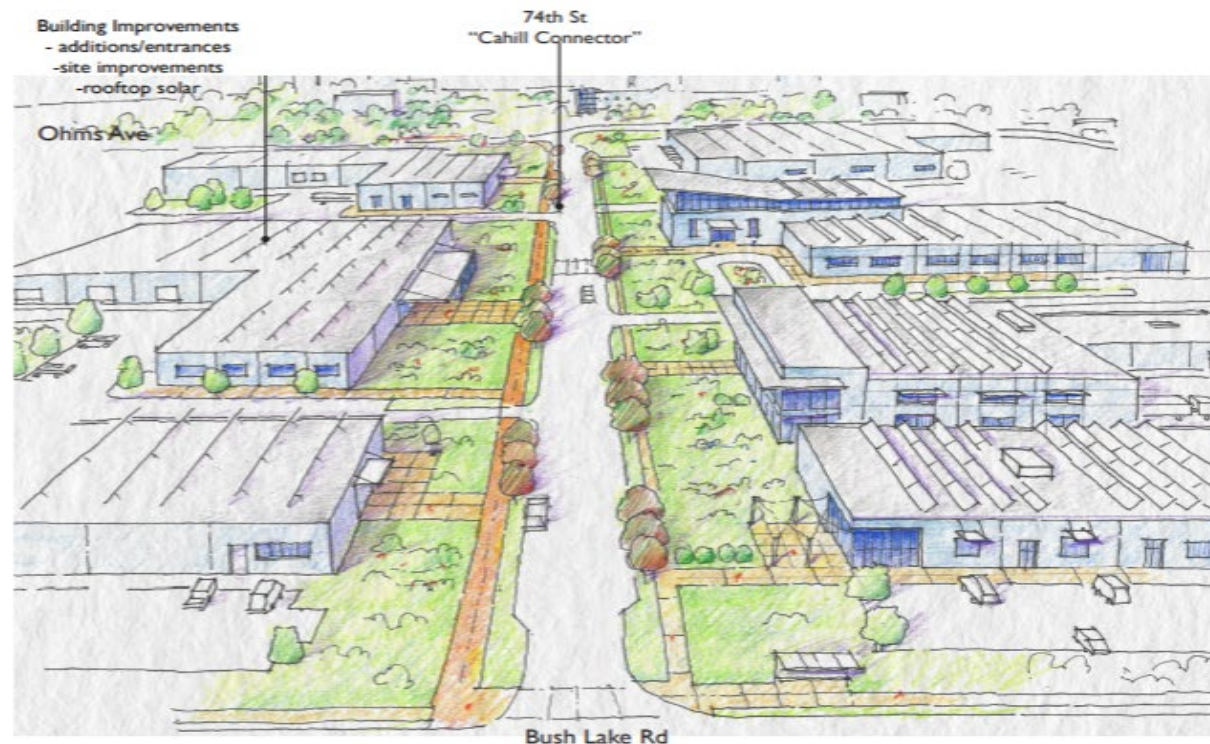
- Light industrial, office, and community service uses in single and multi-tenant buildings.
- Uses embody the entrepreneurial identity of the District, providing a supportive community for businesses to grow and thrive.
- The strong economic foundation of the district is further enhanced through natural evolution of more efficient and effective uses that fully leverages the District's regional location.

TRANSPORTATION

- Critical regional and local vehicle access is preserved, while roadway improvements are made that further enhance area circulation and safety
- Local and regional multimodal improvements are incorporated throughout the area to better connect employees and customers, while providing recreation opportunities via walking and biking.

PUBLIC REALM & UTILITIES

- The improved streetscape reflects imagery of an entrepreneurial-focused identity, celebrating Edina as a destination employment center in the Twin Cities and beyond.
- Area streetscape provides unique gateway features at major area access points, delineating the Cahill District from surrounding neighborhood
- Sidewalks are added throughout.
- An overhaul of the public realm includes greening features to accommodate flood mitigation and area beautification.



EXISTING

Looking east along 72nd Street towards Hwy 100.



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High Employment

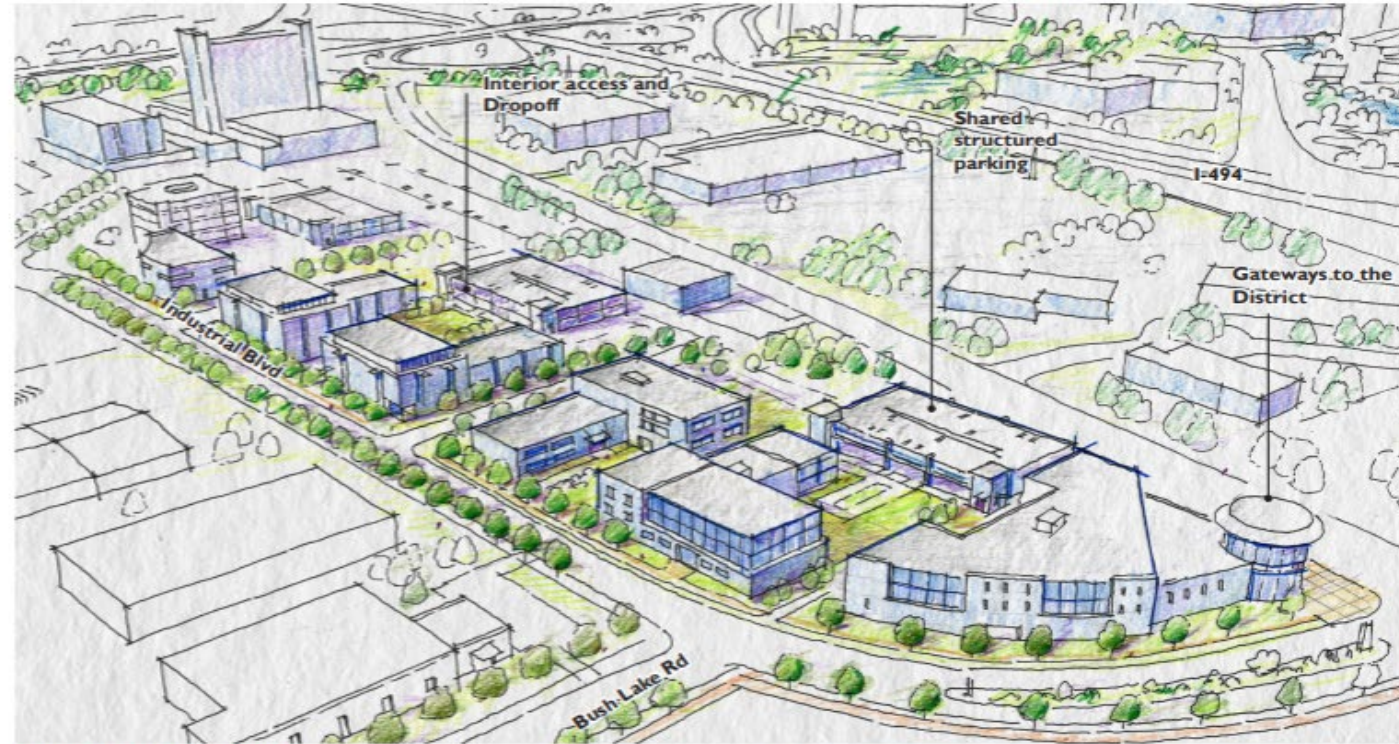


LAND USE

- Medium- and large-scale offices and businesses that focus on innovation and collaboration. These uses complement the entrepreneurial identity of the larger District, while providing medium and high intensity, amenity rich office space that is not common today in much of the District
- Businesses find a well-resourced home to grow and thrive for the long term as large parking lots are transitioned into buildings and greenspace.
- Some limited and supportive on-site production or fabrication, so long as it's tied to the primary office space use and has limited external impacts.

TRANSPORTATION

- Area uses are well-supported by multimodal connections, including sidewalks and bike facilities on Edina Industrial Blvd and W 78th St, and continued transit service offering regional connectivity.
- Vehicle access and circulation is thoughtfully coordinated across sites, to consolidate access points and maximize efficiency and safety of internal circulation and parking.
- Employees can comfortably walk or bike to the adjacent Business Node, or enjoy recreation and gathering further north within the Neighborhood Mixed Use Area without the need for a personal vehicle.



PUBLIC REALM & UTILITIES

- Land use and design guidelines reaffirm a beautiful public realm where buildings are street-oriented, with minimal setbacks and clear sightlines, and gathering places reflect and celebrate the District's entrepreneurial identity, and this area's innovative employers and workers.
- The public realm (on the east edge) incorporates visible, green stormwater management best practices, and considers significant flood mitigation opportunities.
- The improved streetscape reflects imagery of an entrepreneurial-focused identity, celebrating Edina as a destination employment center in the Twin Cities and beyond.



EXISTING



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Neighborhood Mixed Use

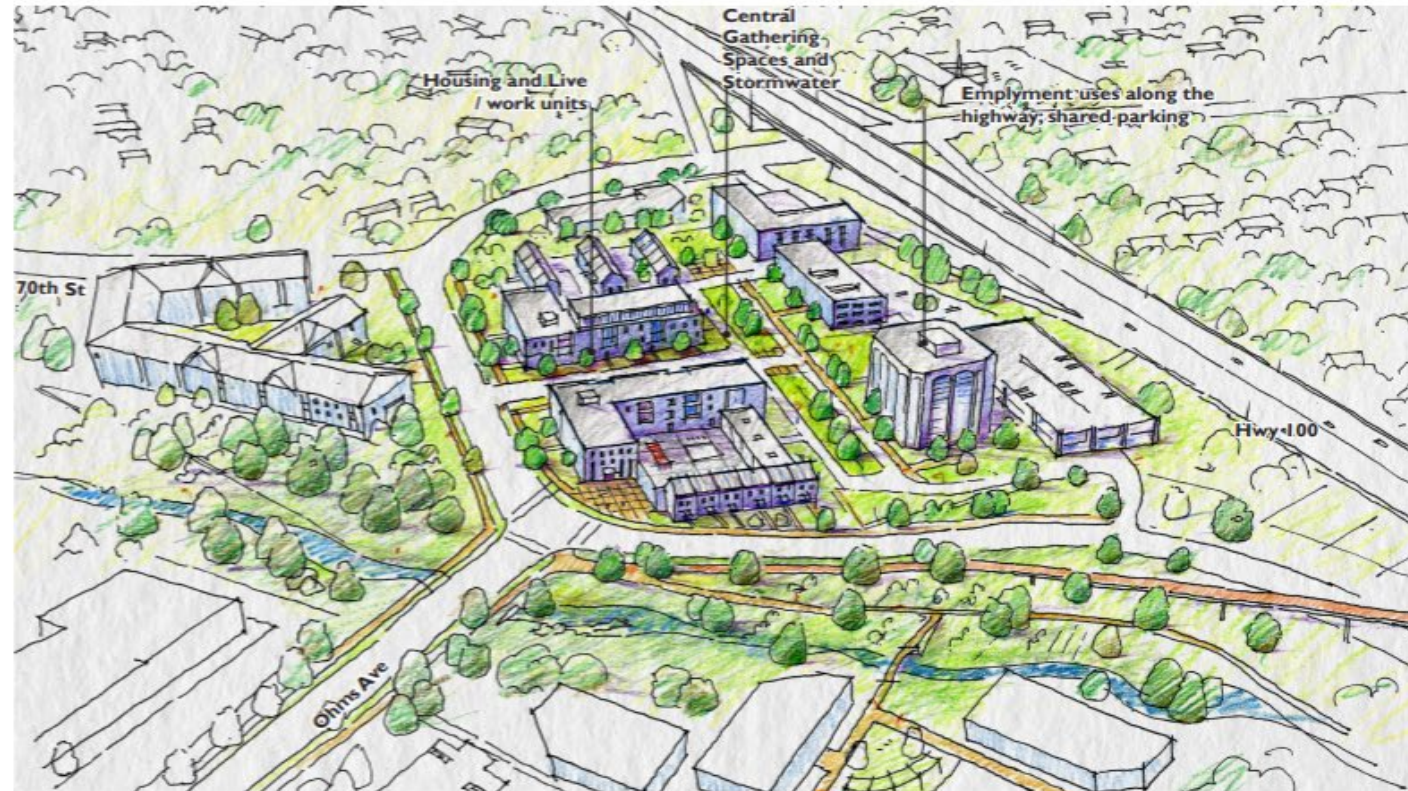


LAND USE

- Residences complement employment, retail uses and some light industrial uses to elevate the employment-centered character and economic vitality of the broader District. This is accomplished through vertical and horizontal mixed use, including live-work arrangements.
- Area residences (20-75 units/acre) are concentrated near multimodal transportation options including regional bike and transit facilities.
- Day-time employment and vibrant evening gathering spaces give local residents and workers opportunities to connect with each other both during and after the work day.
- While this plan is not recommending increased heights as a baseline expectation, given the stormwater issues along the east edge of site, proposals for height and density increases may be considered on a case by case basis relative to project merit and alignment with other plan goals.

TRANSPORTATION

- Attractive destinations and neighborhood focal points are well-supported by multi-modal connections, including sidewalks, bike lanes, and transit along major routes, offering connectivity beyond the District.
- Navigation is easy and accessible from both adjacent employment areas and surrounding neighborhoods, with easily definable points of entry and routes, supported by an attractive public realm.



PUBLIC REALM & UTILITIES

- Land use and design guidelines reaffirm a beautiful public realm where buildings are street-oriented, with minimal setbacks and clear sightlines, and gathering places reflect and celebrate the District's entrepreneurial identity.
- The public realm incorporates visible, green stormwater management best practices, and considers significant flood mitigation opportunities.



EXISTING



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PUBLIC REALM PLAN



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Public Realm Plan



The public realm plan for the Cahill District applies the public realm framework and understanding of public realm improvement areas, towards envisioning enhanced connectivity, improved streetscape, clearer wayfinding, and unique district aesthetics. The Plan also identifies preliminary locations that are likely conducive to opportunity-driven regional stormwater and public space solutions.

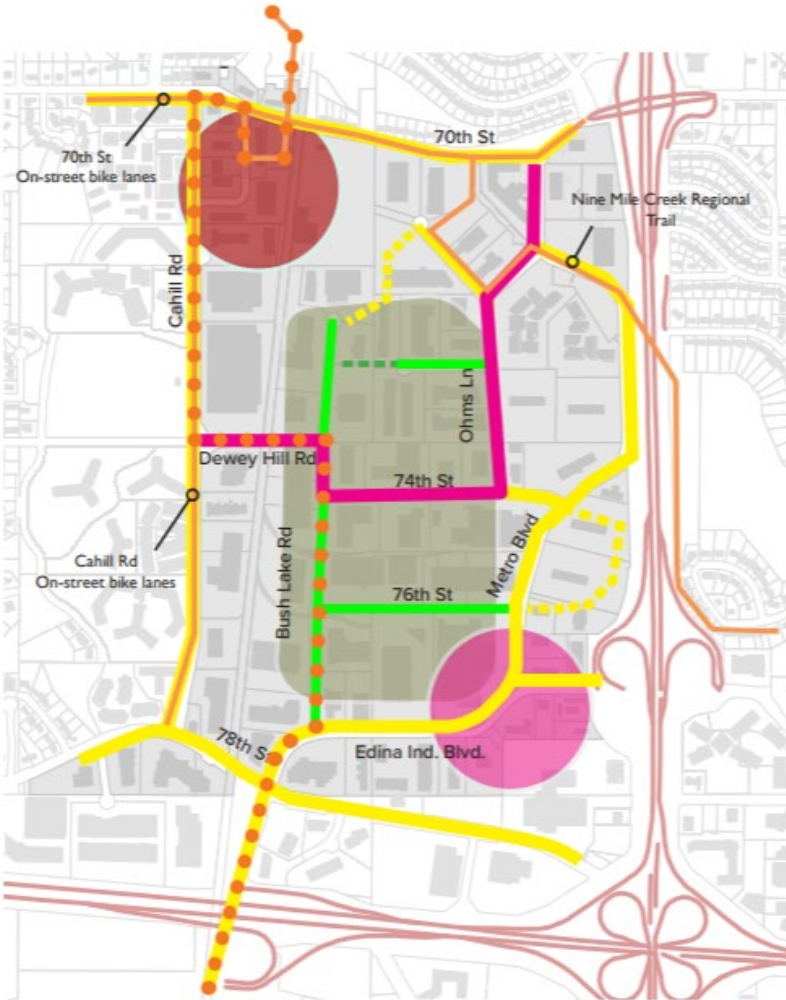
PUBLIC REALM PLAN SECTIONS

- A. Enhanced Streetscape
- B. Gateways & Wayfinding
- C. Pedestrian-Oriented Activity Areas
- D. Regional Stormwater Opportunities
- E. Street Network Typology
- F. CP Trail
- G. Dewey Hill Intersection
- H. Transit



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Multimodal Connections



ROADS ACCOMODATING TRUCKS

Travel lanes, driveways, and intersection corners are wider to accommodate trucks and larger vehicles. Any bike facilities are off-street, and there may be few or no marked crosswalks at intersections. Minimal streetscape elements are likely included.

ROADS THAT BALANCE ALL USERS

Travel lanes and intersections are designed to comfortably and safely balance personal and delivery vehicles, some trucks, and pedestrians, with possible bike facilities included as either on-street, or off-street. Multimodal emphasis however is placed on sidewalks and pedestrian connections. Modest-to-high quality streetscape elements are included.

CAHILL CONNECTOR (enhanced, multi-modal route)

Travel lanes and intersections are designed with enhanced pedestrian and bike facilities, while accommodating personal and delivery vehicles, and some local trucks. Higher quality and unique streetscape is concentrated along this route. The Connector intends to enhance the key east-west access in the District, while connecting the CP and Nine Mile Creek Regional Trails.

POTENTIAL NEW CONNECTIONS

Opportunity locations for new paths, trails, or street connections to create better internal circulation and connectivity. Each location should be opportunity-driven, and will require coordination with private property owners.

FUTURE CP Trail

The Canadian Pacific Rail Regional Trail will link the Nine Mile Creek Regional Trail to the Hyland Park Reserve in Bloomington. The approved alignment runs along Bush Lake Road, Dewey Hill Road, and Cahill Road, then merges with existing facilities on 70th Street.

EXISTING BIKE FACILITY

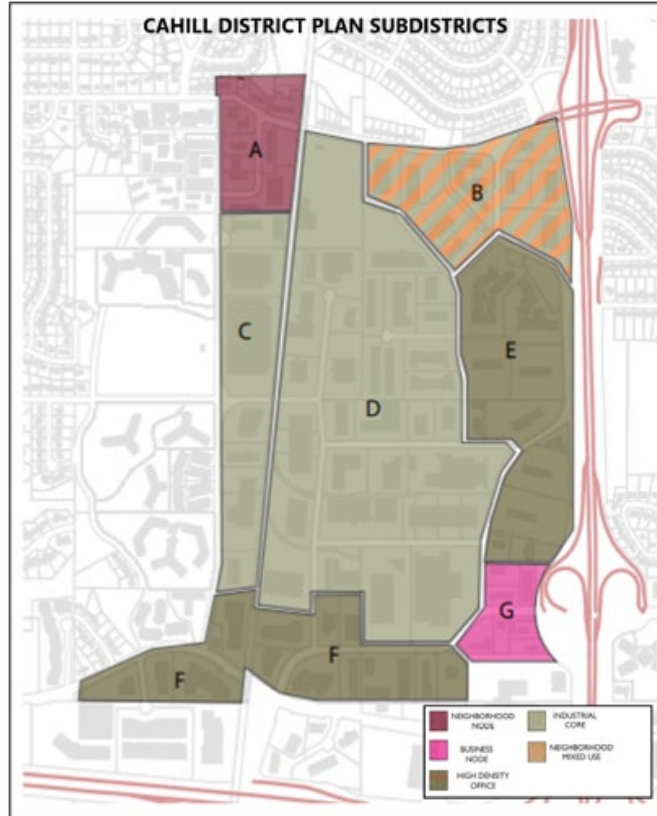


NEXT STEPS

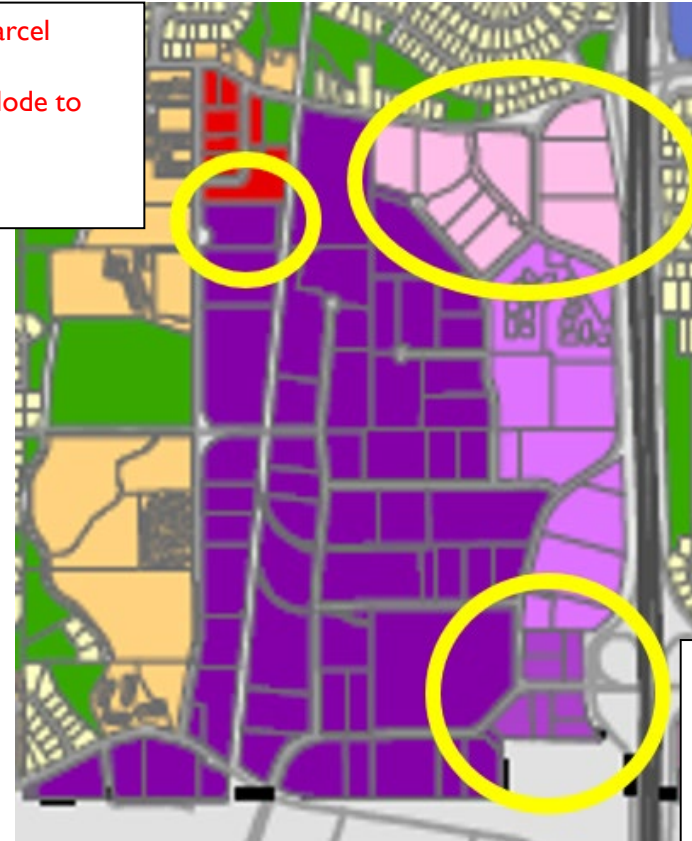


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Associated Comprehensive Plan Amendments



7125 Cahill Rd parcel
change from
Neighborhood Node to
Industrial



Change from Office and Industrial to
Office Residential to allow for new
mixed-use district as described in the
Cahill District Area Plan

Change from Office and Industrial to
new Business Node category as
described in the Cahill District Area
Plan



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Plan Review and Approval

- May 17 – Post on Better Together (Public Comment Period Starts)
- May 18 – Notice for Affected Jurisdiction Review
- May 24 – Planning Commission work session
- June 28 – Planning Commission Public Hearing
- July 17 – 60-day Affected Jurisdiction Review complete
- **July 18 - City Council Public Hearing**
- August 2 – City Council Decision
- August 3 – Submit to Metropolitan Council
- October 3 – 60 days for Metropolitan Council decision.
- October 17 – City Council Adoption



Action Requested

- Motion to close the public hearing at noon, July 24 and continue action to the August 2 meeting.

Planning Commission Recommendation

- On June 28, 2023, the Planning Commission voted 7-1 to recommend that the City Council adopt the Cahill District Area Plan and associated Comprehensive Plan amendments and authorize submission to the Metropolitan Council.
 - The Planning Commission also recommended that a body of stakeholders from the district be formed to assist with implementation of the plan.



Questions



The CITY of
EDINA

CAHILL DISTRICT PLAN

SUMMARY FOR DEVELOPERS

PURPOSE AND GOALS

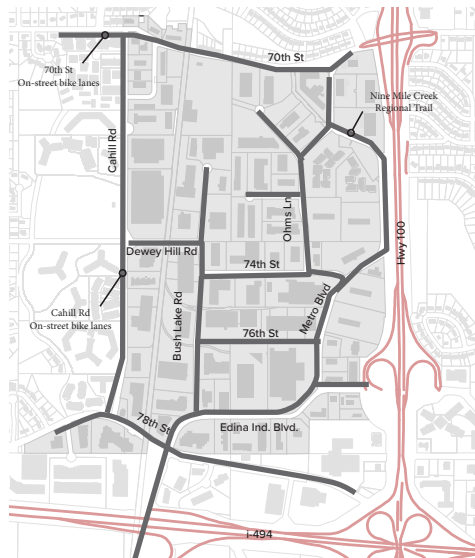
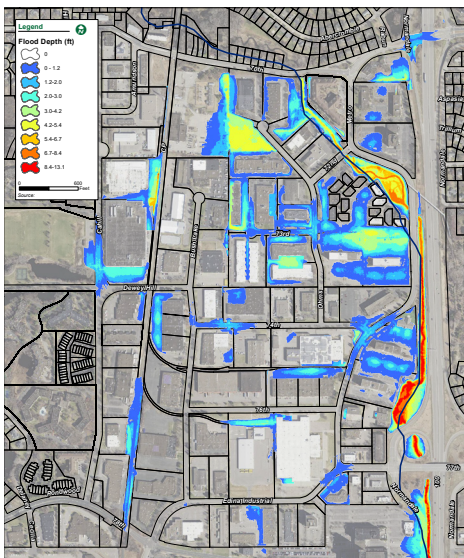
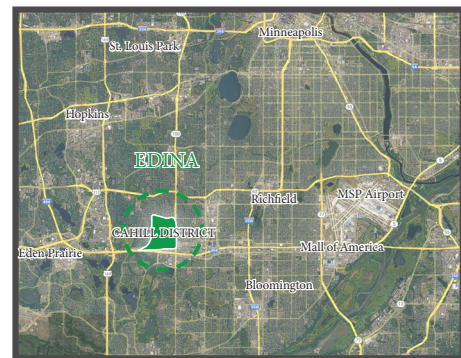
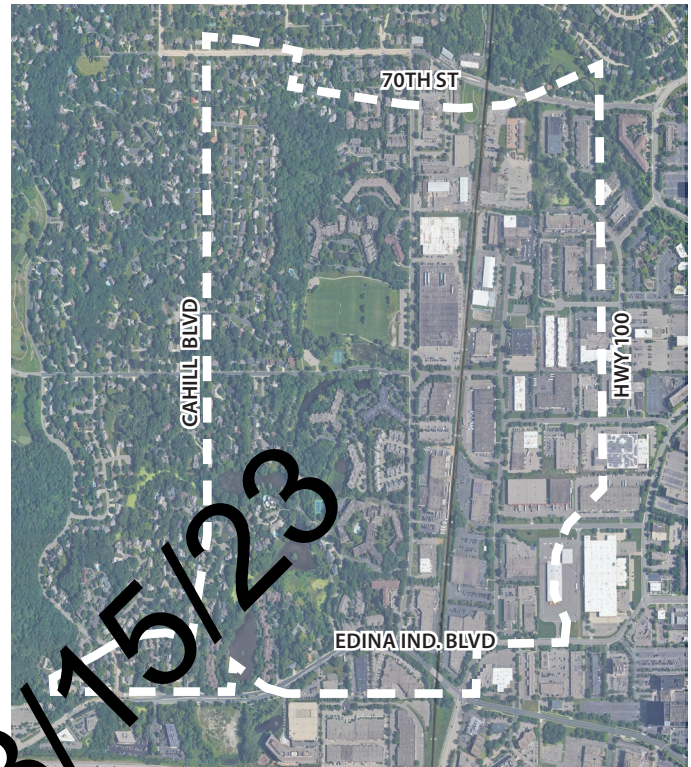
The Cahill District Plan outlines the vision for continued evolution of the Cahill District in Edina. First developed over 50 years ago, the District design and infrastructure is beginning to show its age. It is in need of a renewed direction to continue prospering and living up to the potential its location and access presents. At the same time, there is a great deal of embodied value in existing District uses. As such, the Cahill District Plan affirms the value of an employment district within the City, and that this should not be lost. The plan goes further to recognize the high aspirations of opportunity-driven District transformation into a model employment center for years to come.

This plan was developed through a two-year process led by a community member Working Group, and included public open houses, business owner meetings, and developer consultation. As established by the Working Group, the guiding principles for Cahill include:

- Resilient and connected systems
- Regional economic value
- Community serving and building

CONSTRAINTS AND OPPORTUNITIES

This study area has some well documented physical limitations including stormwater and flood impacts, and internal circulation. However, there are immense opportunities to leverage the area's strategic regional location multimodal network, and strong existing business inventory.



CAHILL DISTRICT PLAN

OVERVIEW FOR PROSPECTIVE DEVELOPERS

LAND USE PLAN



NEIGHBORHOOD NODE

- Primarily small to medium sized community-focused retail and services
- Multifamily housing within mixed use context (10-50 units/acre)
- Residences are concentrated along W 70th and Amundson Ave, ensuring clear access to retail and services

BUSINESS NODE

- Primarily business- and employee-serving retail and services
- Small to medium sized offices integrated within the area
- Serving of daily needs of nearby businesses, workers, and residents

INDUSTRIAL CORE

- Light industrial, office, and community serving uses
- Uses embody the entrepreneurial identity of the district, evolving to meet needs of next generation of the community and businesses
- Investment in higher value and more intensive jobs uses encouraged

HIGH EMPLOYMENT

- Medium- and large-scale offices and businesses that focus on innovation and collaboration
- Transition of underutilized large parking lots into buildings and amenitized greenspace
- Limited accessory on-site production or fabrication related to main use

NEIGHBORHOOD MIXED USE

- Residences complementing office, retail, and some light industrial uses
- Vertical and horizontal mixed use, including live-work arrangements
- Area residences (20-75 units/acre) are concentrated near existing and planned multimodal transportation options
- Day-time employment and evening gathering spaces give local residents and workers opportunities to connect

While this plan does not recommend increased baseline heights and densities, given the stormwater issues, proposals may be considered relative to advancing overall plan goals

CAHILL DISTRICT PLAN

OVERVIEW FOR PROSPECTIVE DEVELOPERS

DISTRICT ASPIRATIONS

The plan recognizes the potential to go above and beyond in terms of innovation, sustainability, and other community goals. The chart below outlines opportunities to advance broader goals.

PRINCIPLES	AREAS OF INTERVENTION	POTENTIAL METRICS AND PERFORMANCE STANDARDS
RESILIENT AND CONNECTED SYSTEMS	Climate resilience Flood reduction Stormwater management Green infrastructure Environmental cleanup Environmental systems Green energy Green building standards District systems System capacity and expansion	Managed impact on public services and systems Building energy usage and efficiency Carbon footprint reduction Enhanced stormwater/ surface water management New green space, tree coverage, natural areas, streetscaping, etc. Impervious surface coverage reduction Building/area green certification and green building practices Alternative transportation options for residents/workers Presence/use of district systems (e.g., water, energy, parking, etc.) Decreased reliance on single occupancy vehicles Improved environmental quality (e.g., water, soil, air, etc.) Green businesses – both products and operations Reputation as a green and sustainable district
REGIONAL ECONOMIC VALUE	Land use pattern Built form Market responsiveness Development feasibility Economic constraints Public and private partnerships Industrial district value Existing business value Small business support Fiscal and economic impact	Local tax base expansion, diversification Total retail/office/industrial sf and jobs by industry Housing unit/household growth Worker wages/salaries, company sales/revenue Higher jobs/sf density for businesses Locally based workers, including live/work Additional community-serving businesses New business startups and entrepreneurs Presence of destination businesses and headquarters Transit supportive development scale and density near transit routes Industrial/office space vacancy rates and average rents Value of building permits issued (both new and renovation/expansion) Decrease in number of buildings that are below average condition Decreased in sites with relatively low value buildings Emerging best practices about district innovation
COMMUNITY SERVING AND BUILDING	Placemaking Public realm and open space Space programming and activation Urban design and character Residential mix Walkability and connectivity Public and traffic safety Active living Community-focused uses Scale and transitions Cultural/historical elements	Mix of housing units, providing lifecycle housing options Expanded bike and pedestrian facilities and amenities Improved ped/bike walkability/bikeability conditions and volumes Community gathering places, destinations, and events Frequency and duration of public transit service and ridership Presence of public art or gateway features in public realm Improved vehicle traffic safety and operations, reduced speeds/crashes Additional connections to surrounding areas and networks Improved and well-managed edges with surrounding areas Access to healthy foods, health care, and recreational opportunities Mitigation of noise, dust, truck traffic, and other impacts Educational and/or cultural components in public spaces Satisfaction survey results from residents/ businesses Improved character, design, and identity

CAHILL DISTRICT PLAN

OVERVIEW FOR PROSPECTIVE DEVELOPERS

DEVELOPMENT CONCEPTS

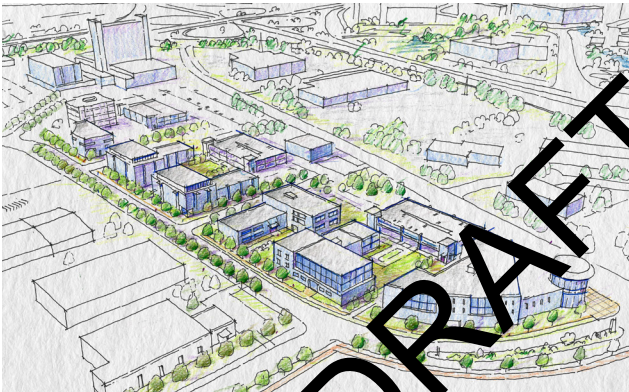
These renderings show examples of how infill development can be combined with existing uses in the subdistricts within the District. These are for illustrative purposes only, and are not intended as exact guides.



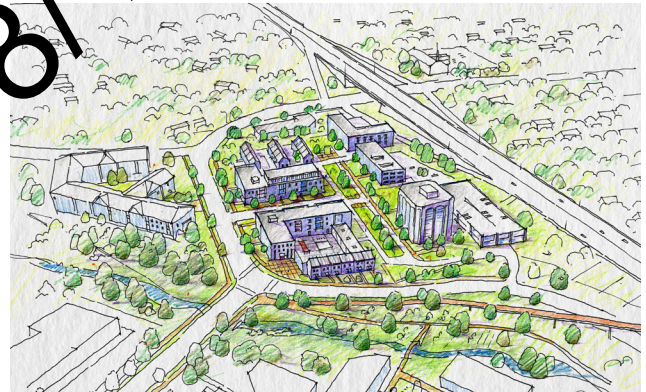
NEIGHBORHOOD NODE CONCEPT
infill retail and residential mixed use



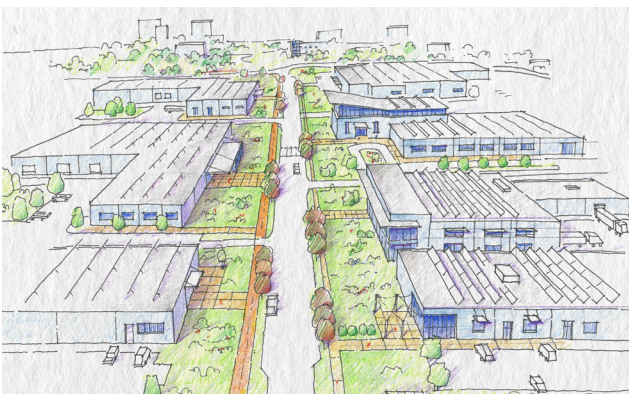
BUSINESS NODE CONCEPT
infill retail and office development



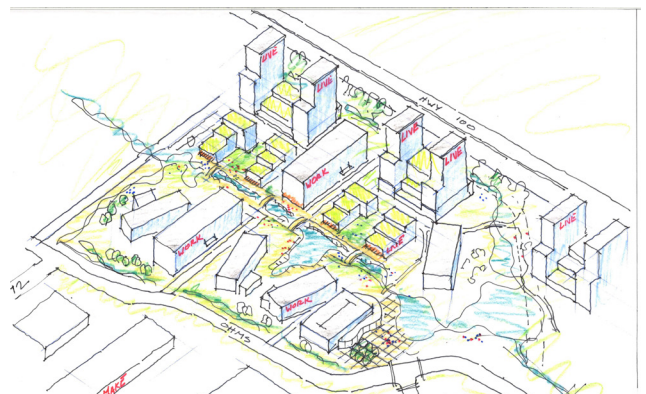
HIGH EMPLOYMENT CONCEPT
infill office, industrial, and retail development



NEIGHBORHOOD MIXED USE CONCEPT
infill residential, retail, office, and industrial



INDUSTRIAL CORE CONCEPT
improved industrial and office district



ALTERNATIVE MIXED USE CONCEPT
including visioning idea for rerouting the creek