

Agenda
Planning Commission
City Of Edina, Minnesota
City Hall, Council Chambers

Wednesday, November 28, 2018
7:00 PM

- I. Call To Order
- II. Roll Call
- III. Approval Of Meeting Agenda
- IV. Approval Of Meeting Minutes
 - A. Minutes: Planning Commission, November 14, 2018
- V. Public Hearings
 - A. 70th and Cahill Small Area Plan
- VI. Community Comment

During "Community Comment," the Board/Commission will invite residents to share relevant issues or concerns. Individuals must limit their comments to three minutes. The Chair may limit the number of speakers on the same issue in the interest of time and topic. Generally speaking, items that are elsewhere on tonight's agenda may not be addressed during Community Comment. Individuals should not expect the Chair or Board/Commission Members to respond to their comments tonight. Instead, the Board/Commission might refer the matter to staff for consideration at a future meeting.

- VII. Reports/Recommendations
- VIII. Correspondence And Petitions
- IX. Chair And Member Comments
- X. Staff Comments
- XI. 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: November 28, 2018

Agenda Item #: IV.A.

To: Planning Commission

Item Type:

From: Liz Olson, Administrative Support Specialist

Item Activity:

Subject: Minutes: Planning Commission, November 14, 2018

Action

ACTION REQUESTED:

Please approve the November 14, 2018, Planning Commission Meeting Minutes.

INTRODUCTION:

ATTACHMENTS:

Minutes: Planning Commission, November 14, 2018



Minutes
City Of Edina, Minnesota
Planning Commission
Edina City Hall Council Chambers
November 14, 2018

I. Call To Order

Chair Olsen called the meeting to order at 7:06 PM

II. Roll Call

Answering the roll call were: Commissioners Miranda, Lee, Strauss, Melton, Hamilton, Bennett, Berube, Chair Nemerov. Staff Present: Cary Teague, Community Development Director, Kris Aaker, Assistant City Planner, Emily Bodeker, Assistant City Planner, Kaylin Eidsness, Senior Communications Coordinator, Liz Olson, Support Staff

Absent from the roll call: Commissioners Thorsen, Mangalick, and Olsen

III. Approval Of Meeting Agenda

Commissioner Hamilton moved to approve the November 14, 2018, agenda. Commissioner Strauss seconded the motion. The motion carried unanimously.

IV. Approval Of Meeting Minutes

Commissioner Bennett moved to approve the October 24, 2018, meeting minutes as amended by Commissioner Lee. Commissioner Strauss seconded the motion. The motion carried unanimously.

V. Special Recognitions And Presentations

A. Advisory Board & Commission Minutes, Scott Neal

- City Manager, Scott Neal, presented the City's policy and procedures on meeting minutes.
- The City is legally required to keep a written record and city staff are directed to follow the policy.
- All Planning Commission meetings are televised and the City retains the videos as records.
- Meeting minutes are used as a reference to the video of the meeting.

B. 4100 W. 76th St., are the Proposed Plans Consistent with the Comprehensive Plan

- Economic Development Manager, Bill Neuendorf, presented a proposed project at 4100 West 76th Street
- This project would be included as part of a TIF plan to create a housing district by using legislation secured in 2014.
- This project is proposing affordable housing and is in compliance with the comprehensive plan.

Commissioner Hamilton made a motion to approve the resolution as modified by Commissioner Lee. Commissioner Miranda seconded the motion. The motion carried unanimously.

VI. Public Hearings

A. Staff Presentation, 5913 Hansen Road, Variance

- Planner Bodeker presented a variance application for two variances at 5913 Hansen Road, Edina, MN.
- Staff recommended approval of yard setback variance.
- Staff recommended to deny first floor height elevation
- Eric Zehnder appeared on behalf of the applicant.

Public Hearing

None.

Commissioner Bennett moved to close the public hearing. Commissioner Strauss seconded the motion. The motion carried unanimously.

Discussion/Comments/Questions

Commissioners discussed the character of the neighborhood and discussed relying on the City Engineer and relying on their memo. A lengthy discussion was had regarding drainage and runoff with storm water.

Motion

Commissioner Strauss moved approval of the front yard setback and deny the first floor height elevation variance as outlined in the staff memo subject to the conditions and findings therein. Commissioner Lee seconded the motion.

Aye: Miranda, Lee, Strauss, Hamilton, Nemerov

Nay: Bennett, Berube

The motion carried 5-2.

B. Staff Presentation, Solar Energy Systems Ordinance Amendments

Planner Aaker presented the staff report for the Solar Energy Systems Ordinance Amendments which included the statement that utilizing solar is an important piece to achieve the community's goal of reducing greenhouse gas emissions 30 percent by 2025. City of Edina staff is proposing updating the City Code on zoning to eliminate barriers to solar PV development.

Public Hearing

Jim Korslund, 4606 Casco Ave, stated that he lives in the Country Club district and supports the ordinance changes. Korslund explained that he installed his own solar installation in 2017 and has had substantial energy savings.

Motion

Commissioner Hamilton moved to close the public hearing. Commissioner Strauss seconded the motion. The motion carried unanimously.

Commissioner Bennett moved approval of the proposed ordinance changes as outlined in the staff memo subject to the conditions and findings therein. Commissioner Hamilton seconded the motion. The motion carries unanimously.

C. Staff Presentation, Preliminary Rezoning & Preliminary Development Plan with Variances at 4532 France Avenue

Director Teague presented the preliminary rezoning and preliminary development plan with variances at 4532 France Avenue, Edina, MN. Teague explained that Jamie and Casey Carl are requesting a redevelopment of an 8,971 square foot parcel at 4532 France Avenue. The applicants would tear down the existing 3,093 square foot single-family home that is currently occupied as office/retail and build a new two-story, 2,375 square foot retail/office building. Staff is recommending approval of the rezoning and the site plan with the variances as listed, subject to the findings and conditions in the staff report.

Max Mooreland, Spack Consulting, introduced himself and gave a presentation on the traffic and parking study.

Discussion/Comments/Questions

There was a discussion about reducing the parking drive from two lanes to one lane in order to add another parking spot in the back and reducing the amount of hard surface. The process of rezoning was explained to the Planning Commission and that it is a two-step process. The 30 foot height of the building was discussed being in compliance with the zoning, but the elevator shaft goes above the 30 feet and does not trigger the give to get. Teague also explained that the Techny Arborvitae trees were considered comparable to the 3 additional required trees because of the abundance. There was a discussion around the proposed parking being more in compliance with city code than the existing conditions on the site. The footprint is smaller than the sketch plan

so the building is only short parked 4 stalls instead of 8 stalls. District parking was discussed and that it is on the work plan for next year.

Appearing for the Applicant

Matt Byers, with PLAAD, introduced himself and explained that the proposed plans included ADA access in the back because of the elevator access being in the back of the building and commented on the request to narrowing the driveway.

Public Hearing

None.

Commissioner Hamilton moved to close the public hearing. Commissioner Strauss seconded the motion. The motion carried unanimously.

Discussion/Comments/Questions

Byers and Commissioners discussed the employee rooftop and the fact that it will not cause any noise issues due to the amount of employees. Casey Carl, owner of property, explained that the first floor retail portion plans to be a lifestyle boutique with men and women's apparel, home goods, accessories, and gifts. Commissioners discussed the idea of setting the building closer to the front with more building square footage and less parking. The storm water was talked about and that it is being collected and discharged to the outlet towards the North West corner. The discussion continued and addressed the parking issue and that it may be dictating the project negatively. The idea of connecting with the neighbor's parking lot on the north property line was brought up and explained that it was not a feasible solution.

The 44th & France Small Area Plan was discussed, specifically contradicting the layout of the parking lot on the proposed building. The neighboring properties were also discussed and that they have front parking and that this project could be more cohesive with neighboring properties with the 3 parking stalls in front. Under parking and wider sidewalks were discussed to have a better pedestrian experience with the front of the building. District parking

Motion

Commissioner Hamilton moved approval of the Preliminary Rezoning & Preliminary Development Plan with Variances as outlined in the staff memo subject to the conditions and findings therein.

Commissioner Bennett made a formal proposal to amend the motion to reduce the parking by 4 parking stalls, move the building back, and add more public realm. The motion failed.

Commissioner Berube made a two part friendly amendment to approve the proposal and strongly encourage haste on community parking and that City Council to consider allowing the

applicant to remove the front parking and replace it with a warmer pedestrian public realm.
Commissioner Strauss seconded the motion.

Aye: Strauss, Hamilton, Berube, Nemerov
Nay: Miranda, Lee, Bennett

The motion carried 4-3.

VII. Community Comment

None.

VIII. Reports/Recommendations

None.

IX. Correspondence And Petitions

None.

X. Chair and Member Comments

Commissioners discussed the 4th Annual Edina Urban Symposium on Thursday, November 8, 2018. Commissioners also commented on electric vehicles and Edina's land use connection with the wild fires in California.

XI. Staff Comments

Director Teague stated that the Southdale Open House for the Southdale Plan is on Monday, November 19, 2018 at the Public Work Building from 6:30 to 8:30 PM.

Commissioners asked Teague about the Einstein and Caribou coffee time frame of the intersection improvement completion. Teague replied that he would need to discuss with Engineering and their coordination with the county.

XII. Adjournment

Commissioner Hamilton moved to adjourn the November 14 2018, Meeting of the Edina Planning Commission at 9:49 PM. Commissioner Strauss seconded the motion. The motion carried unanimously.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: November 28, 2018

Agenda Item #: V.A.

To: Planning Commission

Item Type:

Report and Recommendation

From: Kris Aaker Assistant Planner

Item Activity:

Subject: 70th and Cahill Small Area Plan

Action

ACTION REQUESTED:

Recommend approval of the 70th and Cahill Small Area Plan.

INTRODUCTION:

The 70th and Cahill Small Area Plan states that new development should aesthetically respect the existing and surrounding neighborhood character with new or updated design that complements and sensitively transitions from the 1960s-1970s architecture to 2018 and beyond. 70th & Cahill should reclaim its sense of place and the village appeal should be timeless and inviting. The Plan indicates that new development should include a variety of both rental and owned condos, townhomes and apartments along with neighborhood-serving retail located in the most visible locations.

ATTACHMENTS:

Small Area Plan for the City of Edina's 70th & Cahill Neighborhood Node

70th & Cahill Appendices

70th and Cahill Work Session proposed changes and comment material

Small Area Plan for the City of Edina's 70th & Cahill Neighborhood Node



*Revised Draft Plan:
October 31, 2018*

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Acknowledgements

City Council Members

James Hovland, Mayor
Mary Brindle
Mike Fischer
Kevin Staunton
Bob Stewart

City Planning Commission Members

Jo Ann Olsen, Chair
Ian Nemerov, Vice-Chair
James Bennett
Sheila Berube
John Hamilton
Steven Hobbs
Susan Lee *
Gerard Strauss *
Todd Thorsen
Tanner Jones, Student
Anand Mittal, Student
(* Co-Chairs to the 70th & Cahill Small Area Plan SAPWG)



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Jeff Melin
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Mark Nolan	Transportation Planner

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Executive Summary

A Nod to Nodes

Cahill Village. Neighborhood Village Node. During its earliest meetings, the 70th & Cahill Small Area Plan SAPWG (SAPWG) tossed about these concepts to describe and envision a transformation from what is to what could be for that current mix of residential-commercial-industrial located in this historic Edina intersection. Flash forward to the community meetings and those same characteristics of a village and neighborhood center were also of particular importance to stakeholders.



Historic Cahill School was built in 1864 and was located near the intersection of 70th and Cahill. It served as the center of Edina's Irish community, providing a gathering place for school, meetings, church services, and social events. It was used by the congregation of St. Patrick's Catholic Church until 1958. It is on the National Register of Historic Places.



The Cahill Settlement monument located at the intersection of 70th & Cahill is a historic reminder that the study area is significant in Edina's past and future and deserves to be recognized for its intrinsic character or "sense of place."

Now, flashback...to the 1850s when 26 Irish-Catholic immigrants decided to settle at what is today the intersection of West 70th Street and Cahill Road. That small group of pioneers saw the need and value in creating a common gathering location for buying supplies, attending church and school, and socializing.

Clearly the attributes of a village have always been important to Edina's earliest settlers and remain so to its current residents. Until 1974—before it became incorporated as a city—Edina was known as the Village of Edina, and often is still fondly described as such. In 2015 when the city embarked on its most recent strategic planning process, Vision

Edina, stakeholder participants also identified the importance of maintaining and enhancing the characteristics and fabric of neighborhoods. Framed as “nodes and modes,” this strategic vision statement embraces balanced urban renewal with a focus on Edina's unique nodes and highly connected transportation modes.

But what are the attributes of a node and village? How can the 70th & Cahill study area overcome its state of inertia and current challenges and emerge as a 21st-Century village—or node—within what once was a first-ring suburb and today is transitioning into an urban city?

Executive Summary

The SAPWG grappled with finding answers to help guide future decisions and development and no doubt future commissioners, staff and council members will, too. Of key importance is that ***Edina retain, embrace and promote its neighborhood nodes which are an asset that many other cities can't offer.*** For the 70th & Cahill study area this will require creative design and a thoughtful and balanced development plan that goes beyond a parcel-by-parcel approach and instead integrates suggestions, concepts and guidelines from this small area plan to ultimately create a cohesive village.

Framing a New Village

When it comes to defining a desired look for a new village, there was considerable discussion about the term “mixed-use” from both zoning and architectural perspectives. The SAPWG and most community meeting participants were open to a “mix of uses” (e.g. residential, retail, commercial etc.), YET there was strong opposition to how “mixed-use” is currently (in 2018) being used by developers to merely build rental apartments above retail. The SAPWG and residents would prefer any new development to include a variety of both rental and owned condos, townhomes and apartments along with neighborhood-serving retail located in the most visible locations.

Most of all, the SAPWG and community want to see new development that aesthetically respects the existing and surrounding neighborhood character with new or updated design that complements and sensitively transitions from the 1960s-1970s architecture to 2018 and beyond. 70th & Cahill should reclaim its sense of place and ***the village appeal should be timeless and inviting.***

Critical Connections

70th & Cahill Neighborhood Node offers additional redevelopment opportunities beyond just creating new housing. ***Among both its biggest assets and challenges are connections or linkages.*** These include:

- Connections that enhance awareness and visibility of the village with improved wayfinding
- Connection to an under-represented housing stock and potential location for the “missing middle,”¹ or varied, affordable housing choices within a walkable area for middle-income residents such as teachers, police officers and retirees.
- Connections to and from the regional bike trail and parks
- Connections with the adjoining industrial area and its emerging retail offerings (e.g. sports facilities and brew pubs)
- Connections to future rail or transit

Purpose of the Small Area Plan

Like Edina’s other small area plans (44th and France, 50th and France and Wooddale-Valley View), the purpose of the 70th & Cahill small area plan is to provide a long-range decision-making framework for this specific study area. The plan—the framework—includes principles, goals, policies, development guidelines and implementation steps for staff, commissioners, and city council members to use for the next ten years or longer when considering development proposals.

Following are the key highlights, recommendations, and findings found in this plan:

¹ From *Missing Middle Housing, Responding to the Demand for Walkable Urban Living* by Daniel Parolek; missingmiddlehousing.com

Community Engagement and Planning Process

This small area plan relied heavily upon input received from various stakeholders including residents, and business and property owners. Three community meetings were held, surveys were conducted with businesses in the study area as well as the adjacent industrial area, and residents could respond to questions on SpeakUp Edina. The draft plan was also made available for public comment prior to review by the Planning Commission and adoption by the City Council.

Guiding Principles

The framework for leading change at the 70th & Cahill neighborhood node can be found in the plan's Guiding Principles which fulfill these primary purposes:

- To influence and define the goals, policies and implementation steps found in this plan;
- To add details for developers to consider and include in their proposals, such as specific public realm improvements
- To provide an evaluation tool for the city to use when considering development proposals
- And, to provide the community with expectations on anticipated change and future development

In Chapter 1 Introduction, the Guiding Principles are presented in more detail. Briefly they include seven strategic and essential standards:

Guiding Principle 1: Vibrant Development

Cahill Village will be an attractive mixed-use, neighborhood node, seen as a cohesive, vibrant and walkable community with an appealing streetscape and well-cared for buildings that complement the area's history, architecture and natural topography.

Guiding Principle 2: Connections to the Village

Cahill Village will have strong physical connections to the nearby neighborhoods and the Edina community.

Guiding Principle 3: Housing

Cahill Village will provide attractive, quality multi-family housing for a variety of markets.

Guiding Principle 4: Transportation

Cahill Village will be easily accessible by automobiles, bikes, pedestrians and transit riders.

Guiding Principle 5: Parking

Parking at Cahill Village will be safe, secure, efficient, and economical.

Guiding Principle 6: Pedestrian/ Biking

Cahill Village will be easy and safe for pedestrians and bikers, including people who use the regional trails and parks.

Guiding Principle 7: Green Space/Amenities/Urban Design

Cahill Village will be designed to enhance the pedestrian experience through public realm improvements and architectural building character that extends beyond individual property lines to create a cohesive village-like setting.

Executive Summary

Land Use and Urban Design Framework

The small area plan recognizes that future development will require public realm improvements, changes in land use and zoning, and potentially increases in height and density. The nine-member SAPWG had robust discussions surrounding current zoning and the comp plan process, and then reviewed current development projects within Edina as well as neighboring communities to settle on its recommendations. The most important factor, however, was input received at the community meetings which included residents sensitive to change and developers eager to build.

The Land Use, Parks and Transportation chapters of this plan detail the public realm improvements required to realize the envisioned village and neighborhood node.

The key takeaway from the Land Use chapter involves the hotly debated issue of height and density. The 70th & Cahill small area plan allows for the following limits:

Building heights

- Along West 70th Street and at the intersection of Cahill and 70th: Up to three stories (39 feet). This shall also establish the maximum upper height (MUH) limit for all buildings fronting on Cahill Rd.
- Along Cahill Road: Up to five stories (63 feet) but not to exceed the established MUH
- Within the interior of the study area: Up to five stories (63 feet)

Density

- 10 - 50 dwelling units per acre

Implementation

The first step to help facilitate change in the study area is updating its land use category from neighborhood commercial (NC) to neighborhood node (NN). This change more prominently highlights housing as a component and not only will allow for a mix of uses in the area, but also complements the village “node” and community envisioned by the SAPWG.

The SAPWG also recommends that when the adjoining industrial area is studied for potential redevelopment, that this plan and study area is revisited. With potential overlapping issues involving land uses, zoning, public realm improvements or other concerns, new solutions may present that could help realize more dynamic changes that benefit both areas.

Most of the additional related recommendations, policies and guidelines will be updated or adjusted with adoption of the 2018 Comprehensive Plan.

Conclusion

The 70th & Cahill study area is positioned for change and it needs to change. There are opportunities and challenges. The SAPWG believes focusing on improved access and connections, identifying and promoting the node’s assets like access to the regional bike trail, and by crafting a fair approach to redevelopment will not only protect and preserve this neighborhood node, but will ultimately achieve increased visibility and awareness for 70th & Cahill guided by this Small Area Plan vision:

Executive Summary

Cahill Village is a vibrant, mixed-use neighborhood node with shops, services, dining and multi-family housing options that appeal to people at all stages of life. Connections to the neighborhood and surrounding Edina community contribute to the vitality of the Village.

Access to and from the Village can be accomplished by all travel modes, including bicycle and transit. Its proximity and convenient access to the Nine-Mile Creek Trail adds energy to the Village. The Village offers its residents and neighbors broad opportunities for social engagement with indoor and outdoor gathering places.



Chapter 1

Introduction

- 1.1 Overview
- 1.2 Purpose
- 1.3 Study Area
- 1.4 Community Engagement
- 1.5 Major Planning and Design Issues
- 1.6 Vision Statement
- 1.7 Guiding Principles

Chapter 1 Introduction

1.1 Overview

The 70th & Cahill Small Area Plan (SAP) is intended to be approved by the City of Edina Planning Commission and then adopted by the Council in 2018 for inclusion in the city's new 2018 Comprehensive Plan Update. Policies and guidelines regarding the study area in the 2018 update of the Comprehensive Plan will be adjusted to reflect this plan.

The plan addresses the same topical areas in the city's comprehensive plan but provides more specific guidance, especially in the areas of land use, transportation, and economic vitality. The SAP serves as an important tool and guidebook for decision-makers when evaluating future development projects and provides a long-term vision for the area.

1.2 Purpose

Why was the Small Area Plan developed?

The 70th & Cahill neighborhood commercial node was first identified in the 2008 Edina Comprehensive Plan as a potential area of change, noting its "potential for the addition of new compatible uses" was greater than in other areas of the city." As part of the city's overall 2018 update to the comprehensive plan, 70th & Cahill was identified as one of six critical geographic areas within the community that have the potential for significant change and development.

Small area plans determine land use regulations and help guide future redevelopment proposals. Small area plans do not, however, guarantee redevelopment will occur or that proposed public improvements will be implemented. Other factors, such as market conditions or budget priorities, will play an important role in how a small area plan is implemented. It is important to remember that small area plans are intended to provide guidance over a long period of time.

What makes for a successful Small Area Plan?

- Represents the shared vision of multiple community residents and stakeholders
- Provides a guide for future development
- Identifies the tasks and timelines necessary for successful completion
- Strengthens the community through increased interaction and understanding of varied perspectives
- Builds connections with residents who often champion the plan and ensure its goals and objectives are met as future development/redevelopment occurs

Using the Small Area Plan

Any property owner or prospective developer who is interested in major changes in the study area is directed by staff to the 70th & Cahill Small Area Plan to learn what the city has envisioned and is requiring for the study area. The Plan would likely be used as follows during the review of an application for development, variance, or rezoning in the study area.

TABLE 1
USE OF THE SMALL AREA PLAN IN DEVELOPMENT

Use of the Plan	By Whom	How
A.	Landowners and Developers	Reference and use the SAP when conceptualizing and preparing development proposals for submission to the city for review and approval. Reviewing the Small Area Plan during the early stages of project development informs developers of city-adopted directions, standards and guidelines and will ultimately prove to be a time- and resource-saving measure that can streamline the development review process.
B.	City Staff	Use and illustrate city-adopted directions, standards, and guidelines to potential developers. The plan's principles, goals, and policies can be used to assess and evaluate the degree to which a proposal adheres to city directions and the impact of variances developers might seek. Identify future infrastructure improvements necessary to support the recommendations and uses proposed in the plan.
C.	Planning Commission and City Council	Ensure the proposal and approvals meet the SAP recommendations.
D.	Residents	Use as a record and guidebook to understand the City's long range planning and development goals.

1.3 Study Area

The area of study included the public street rights-of-way and several land parcels in the immediate vicinity of the intersection of West 70th Street and Cahill Road, particularly to the east of the intersection. Figure 1.1, which follows, shows the study area. Included are areas designated in the 2008 Edina Comprehensive Plan as Neighborhood Commercial, Industrial, and Medium Density Residential.

The 70th & Cahill small area plan study area comprises 19.09 acres of land, with 3.65 acres on the north side of West 70th street and 15.44 acres on the south side. The site is bordered on the west by Cahill Road and on the east by the Canadian Pacific (CP) Railroad right-of-way and track. Xcel Energy owns transmission lines and towers on both sides of the railroad.

The site's southern boundary is the property line between FilmTec Corporation, an ongoing business that manufactures synthetic membrane filters, and a former plant that distributed brick and tile products. The plant was sold in November 2016 to Sir Lines-A-Lot, a company that stripes pavement.

The site slopes from a high point in the northwest corner (at the intersection of 70th Street/Cahill Road) to low points along the eastern edge. The site is particularly low in the northeast corner where city-owned land is located (a 1.56-acre parcel) and the southeast corner where it is 40 feet lower than the northwest corner.

Chapter 1 - Introduction

Most recommendations in this plan address issues within this approximate area of study. However, where practical, some connections, impacts, relationships and transitions to areas immediately adjacent or close-by were also documented and studied.

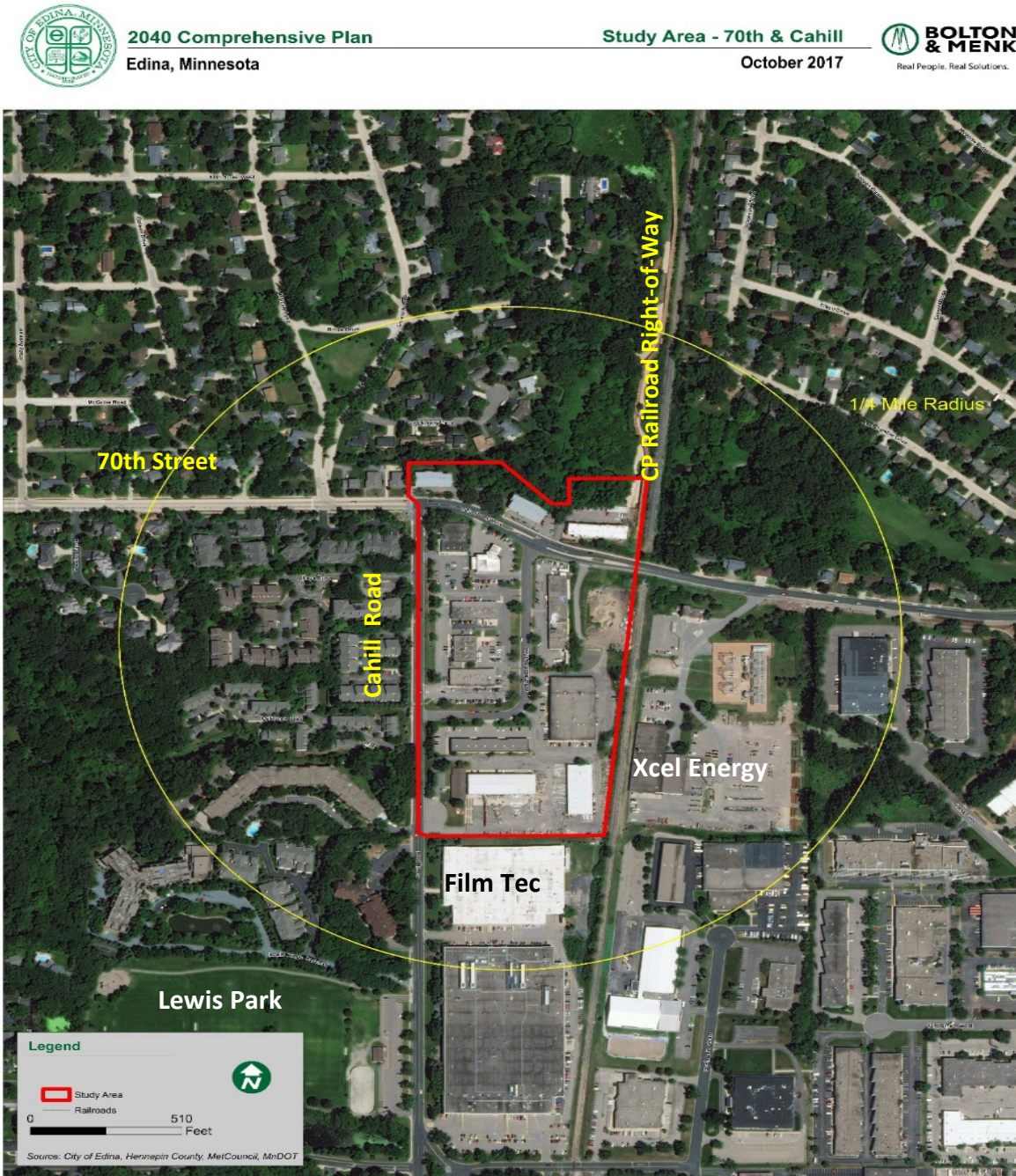


Figure 1.1: 70th & Cahill Small Area Plan Study Area

1.4 Community Engagement and Planning Process

Community engagement, the active involvement of community members in the planning and design process, is a required step in the development of small area plans in the City of Edina. “Community members” is broadly defined to include all stakeholders with an interest in the study area, including residents, property owners, business owners/operators, city officials and staff.

...the SAPWG's ultimate responsibility was to make decisions about the long-term future of the study area"

Small Area Plan Community Engagement and Planning and Design Process

The planning and design process was led by the 70th & Cahill Small Area Plan SAPWG (SAPWG), which was appointed through an open application process by the Edina Comprehensive Plan Task Force (Planning Commission), at the direction of the Edina City Council. The planning process included a substantial community engagement program, which was directed and developed by the SAPWG to ensure that to the extent realistic and feasible, the plan's outcomes would reflect values and expectations of the public.

Figure 1.2 to the right, illustrates the planning and design process, as well as roles and responsibilities of the SAPWG, Comprehensive Plan Task Force, City Council, and the public. Specific efforts were made to engage a representative cross-section of the community, including residents, neighbors, land owners, businesses, visitors, customers, employees, city residents at large, etc.

70th and Cahill Small Area Plan SAPWG

The 70th & Cahill SAPWG included nine public volunteers representing the small area plan study area, surrounding neighborhoods, and the City of Edina at-large. The SAPWG was tasked with overseeing major aspects of the plan's development, including identifying major planning issues, determining how to take advantage of opportunities, developing the plan's findings and recommendations, and leading community engagement events. Moreover, the SAPWG's ultimate responsibility was to make decisions about the long-term future of the study area, based on a range of factors. This was not an easy task, because there were disagreements and differing opinions about the future that could not easily be validated without more sophisticated research and data. Ultimately, decisions had to be made, and the SAPWG tried to determine courses of action that would be best for the City of Edina.

Factors considered by the SAPWG included:

1. Community input received through three Community Meetings, an Edina Speak Up survey, business owners/operators survey, and interviews with property owners.
2. Technical information prepared by planning, architectural, and economic development consultants.
3. Familiarity with physical characteristics of the site, e.g., site topography and hydrology.

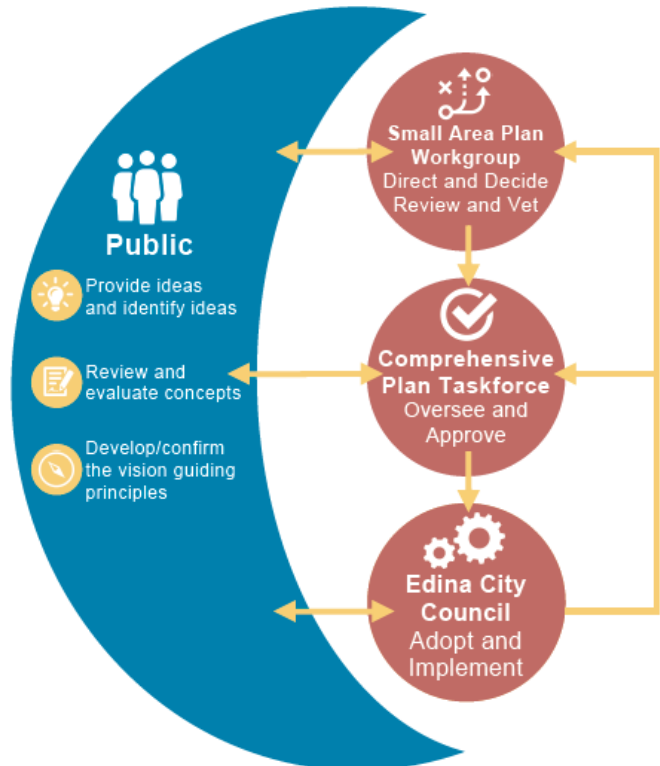


Figure 1.2: 70th & Cahill Small Area Plan Planning Process

Chapter 1 - Introduction

4. Growing knowledge about: a) development trends in Edina and other communities throughout the metropolitan area, b) development finance trends, c) trends in commercial development, and d) retail market behavior patterns.
5. Overall guidance provided through *Vision Edina*, a City of Edina strategic planning study conducted in 2015 that identified an overall vision for the city and brought attention to the development/ redevelopment of the city's nodes.
6. Guidance provided by the City of Edina *Living Streets Policy*, *Bicycle Master Plan*, *Affordable Housing Policy*, and *Parks Strategic Plan*
7. Coordination with Three Rivers Regional Park on alignment alternatives currently being considered for the extension of the Nine Mile Creek trail through the study area to a terminal point in the Hyland Park Reserve in Bloomington.

Community Meetings

To give the community at-large opportunities to participate in the planning and design process, a series of three public meetings were held: Discovery (12/9/17), Visioning (2/3/18), and Small Area Plan Documentation (3/3/18). The meetings were widely promoted in order to build awareness and encourage attendance.

Each meeting was designed to be interactive and engaging to encourage thoughtful and meaningful input from participants. The community meetings were held on Saturday mornings. Complete summaries of the three meetings can be found in the appendices to this plan.

Property Owner and Business Interviews

Members of the SAPWG distributed flyers to business owners within the small area plan study area to inform them of and personally invite them to attend the community meetings. In addition, a member of the consultant team met with property owners in the study area. These one-on-one meetings were conducted to gain an understanding of issues, opportunities, and future planning for the area, as viewed by property owners.

Finally, the consultant team administered a survey to business owners. The survey asked questions about the business climate, customer base, and their future plans.

1.5 Major Planning and Design Issues

Three Community Meetings were held during the planning and design process. As mentioned, the meetings provided the SAPWG opportunities to gather public input in these key areas:

1. Identification of planning and design issues within the small area plan study area
2. Development of a future vision for the small area
3. Review and critique of concept-level plans and designs developed by the SAPWG and its consultant team in response to input received from the community

Because community members who reside in the vicinity of the small area will be among some of the most affected by planning and design outcomes, it was important to ensure that they were able to help the SAPWG:

Chapter 1 - Introduction

- Understand community attitudes, values and ideas about the study area and
- Develop a Vision Statement and Guiding Principles that would have a major influence on goals and policies developed for the 70th & Cahill Small Area Plan.

Below are the major issues and concerns that emerged based on input received at the first Community Meeting held on December 9, 2017.

Site/Study Area Improvements

- Create a village square
- Appropriate and safe bike parking
- Modernize (the study area)
- Area needs redevelopment – walk/bike/transit, and landscaping
- Create a signature entrance to the retail area
- Buildings should front on streets

Connections/Access

- Access/walkability – crossing busy streets. 70th Street north and south, and east and west on Cahill Road. Also consider crossings over railroads
- Improve connection to (and from study area) regional bike trail
- Better connectivity to Lewis Park

Public Realm Concerns

- Fix the Cahill Road and Dewey Hill Road intersection; consider a roundabout
- Turn Amundson Avenue into a boulevard with sidewalks on both sides, lighting, landscaping, etc.
- Sidewalks on both sides of 70th Street
- Improve directional signage to and from the area (the node) and to and from the regional bike trail (wayfinding)
- Roundabout at 70th Street and Rabun Drive
- Cahill Area electric bus shuttle
- LRT station with access to the regional trail (at 70th Street rail crossing)

Redevelopment

- Appropriate density for commercial and residential
- Needs to demonstrate future of sustainability
- Need destination businesses – ice cream shop, fast casual restaurants, collaborative work space, library, brewery
- Encourage destination restaurants and services at the trail head
- Guidelines for heritage preservation
- Aim high, make Cahill Village a national example
- Think about traffic flow in the area (e.g. to/from high school; use of 70th)

1.6 Vision Statement

Vision Statement. The SAPWG reviewed comments and resulting major planning issues received at the first Community Meeting and developed the following Vision Statement.

Cahill Village is a vibrant, mixed-use neighborhood node with shops, services, dining and multi-family housing options that appeal to people at all stages of life. Connections to the neighborhood and surrounding Edina community contribute to the vitality of the Village.

Access to and from the Village can be accomplished by all travel modes, including bicycle and transit. Its proximity and convenient access to the Nine-Mile Creek Trail adds energy to the Village. The Village offers its residents and neighbors broad opportunities for social engagement with indoor and outdoor gathering places.

1.7 Guiding Principles

Good planning and design begin with the development of guiding principles that reflect and balance considerations such as the following:

- Historical and cultural influences
- Community preferences
- Established design precedents
- Financial feasibility and market realities
- Environmental stewardship and sustainability

The Guiding Principles were developed by the SAPWG and were reviewed and critiqued at two Community Meetings. With acceptance from the community at-large, they were used in the development and evaluation of alternative land use and design concepts for the 70th & Cahill Small Area Plan to ensure outcomes would reflect the unique character of the community and, at the same time, guide future development in a realistic and economically and environmentally sustainable direction.

Guiding Principle 1: Vibrant Redevelopment

Cahill Village will be an attractive mixed-use, neighborhood node, seen as a cohesive, vibrant, and walkable community with an appealing streetscape and well-cared for buildings that complement the area's history, architecture and natural topography.



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- The Village includes uses that attract residents, patrons, customers, and visitors from all age groups to ensure that it is a lively and exciting place
- New development proposals are forward-thinking, boost the economic vitality of the node and follow Edina's sustainable building goals.
- Distinctive and coordinated signage conveys a sense of location and Village identity among the various properties and businesses.
- Businesses cater to known and future markets, including nearby residents, residents from Edina, Bloomington and other neighboring communities, pass-by traffic on Cahill Road and 70th Street, future on-site residents, employees and businesses in the industrial/office park, and cyclists biking on the Nine Mile Creek Trail.
- There is a mix of commercial and residential uses to help ensure that the village is an active place most hours of the day, during the week, and on weekends.
- Focus on improved commercial experience and utilization of available commercial land.
- Allow a mix of housing and commercial space, where it can support the moderation of commercial lease rates.
- Encourage the retention of existing commercial businesses, when feasible, should they desire to remain.



Guiding Principle 2: Connections to the Village

Cahill Village will have strong connections to nearby neighborhoods and the Edina community.

- Identify the Village with improved wayfinding signage and key entry monuments to help ensure that it is recognized as a unique place
- Tree-lined, illuminated boulevard streets lead to and from the Village
- Sidewalks, bike paths and streets are seamlessly linked to those outside the Village



Chapter 1 - Introduction

- Village connections to/from Cahill Road and 70th Street include improvements that provide safe vehicle, bike and pedestrian access
- Plan for possible connections across the CP Railroad right-of-way (leased to the Twin City & Western Railroad) to link the Village with the industrial/office park to the south and east



Guiding Principle 3: Housing

Cahill Village will provide attractive, quality multi-family housing for a variety of markets.

- Housing options are based on life-cycle housing principles with emphasis placed on housing for a variety of age and demographic groups
- Housing options provide opportunities for home ownership and rental
- Housing options provide opportunities for people who work in Edina to live in Edina
- Housing options provided at Cahill Village comply with and support the City of Edina's Affordable Housing Policy



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Guiding Principle 4: Transportation

Cahill Village is easily accessible by automobiles, bikes, pedestrians and transit riders.

- The redeveloped site could include a logical grid system of streets and intersections
- The internal transportation system accommodates automobiles, bikes and pedestrians on village-scaled streets (e.g. “woonerfs” or other solutions to slow traffic)
- The internal transportation system fosters safety for pedestrians
- Specifically identified bicycle and pedestrian paths link the Nine Mile Creek Trail to the Village's on-site destinations.



- Walking, biking, or accessing the bus in or near the Village shall be safe and comfortable through improvements such as wayfinding and bus shelters.
- Incorporate new transit such as the Edina “connector” bus or train or other multi-modal projects to connect the Village to other Edina nodes.

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Guiding Principle 5: Parking

Parking at Cahill Village will be safe, secure, efficient, and economical.

- Parking options at Cahill Village shall include a mix of curbside, on-street, surface level parking lots, underground garages, and tuck-under configurations
- Surface level parking lots are screened with landscaping and include rain gardens and permeable pavement where possible



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Guiding Principle 6: Pedestrian/Biking

Cahill Village will be easy and safe for pedestrians and bikers, including people who use the regional trails and parks.

- Provide bicycle parking facilities at Cahill Village in quantities and at locations according to the City of Edina Pedestrian and Bicycle Master Plan
- Improve pedestrian and bike connections between the north and south sides of 70th Street
- Connect pedestrian and cycling paths that circulate throughout Cahill Village to the Nine-Mile Creek Trail



Guiding Principle 7: Green Space/Amenities/Urban Design

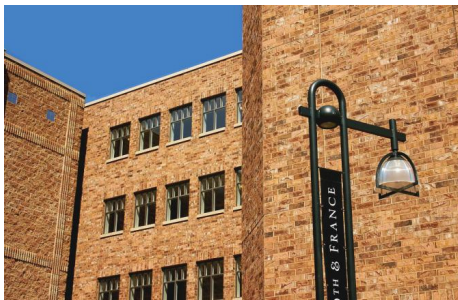
Cahill Village will be designed to enhance the pedestrian experience through public realm improvements and architectural building character that extends beyond individual property lines to create a cohesive village-like setting.

- Develop green space amenities at Cahill Village that provide opportunities for people to relax, meet, and interact.
- Develop public and/or pocket parks and other green spaces to soften the hardscape and add vibrancy to the Village



Chapter 1 - Introduction

- Incorporate stormwater management features within the city-owned parcel.
- Integral to the Village's development as a pedestrian friendly node will be:
 - Village-scale building entrances which front the streets or other public places
 - Appealing streetscape elements such as colored concrete or pavers, wider pedestrian paths, public art, and water features
 - Sidewalks with planted boulevards
 - Pedestrian scale street lighting installed at regular intervals along Village streets
 - Streetscape furnishings such as benches, water fountains, kiosks, and landscaping installed at appropriate locations along Village streets
- Village buildings include high quality, durable exterior finishes and interesting and aesthetically pleasing architectural features on all exterior facades.



Chapter 1 - Introduction

Chapter 2

Community Profile

- 2.1 Population Profile
- 2.2 Housing Profile
- 2.3 Employment Profile

Chapter 2 Community Profile

2.1 Population Profile²

The area of study addressed during the planning process included the public street rights-of-way and several land parcels in the immediate vicinity of the intersection of West 70th Street and Cahill Road, particularly to the east of the intersection. This includes the existing commercial area, as well as some adjacent multifamily and industrial areas. Since the study area is fairly small, this plan provides an overview of the surrounding area for context. This plan looks at data for the area within a half mile radius of the intersection of West 70th Street and Cahill Road, as shown in Figure 2.1.

The half mile distance was chosen based on the typical standard for a walkable community around a destination. This half mile radius area includes portions of five Edina neighborhoods –Cahill, The Heights, Prospect Knolls, and Brookview Heights. With the exception of Cahill, which is primarily an industrial area, these neighborhoods are predominantly residential.

Demographic Characteristics

- A moderately growing population with relatively high incomes
- Population has increased over the past 15+ years, from around 2,600 in 2000 to 2,900 in 2017.
- Average age of 46.1.
- Household size: 2.5, 35% with children
- Households: families 72%, singles 24%, sharing 4%
- Daytime population: 3,100 workers and residents
- Ethnicity: white 84%, other 16%
- Median income: \$105,000

² Additional supporting documentation for this chapter is available in the City of Edina's project archives. See "Appendix: 70th & Cahill Demographic Data."

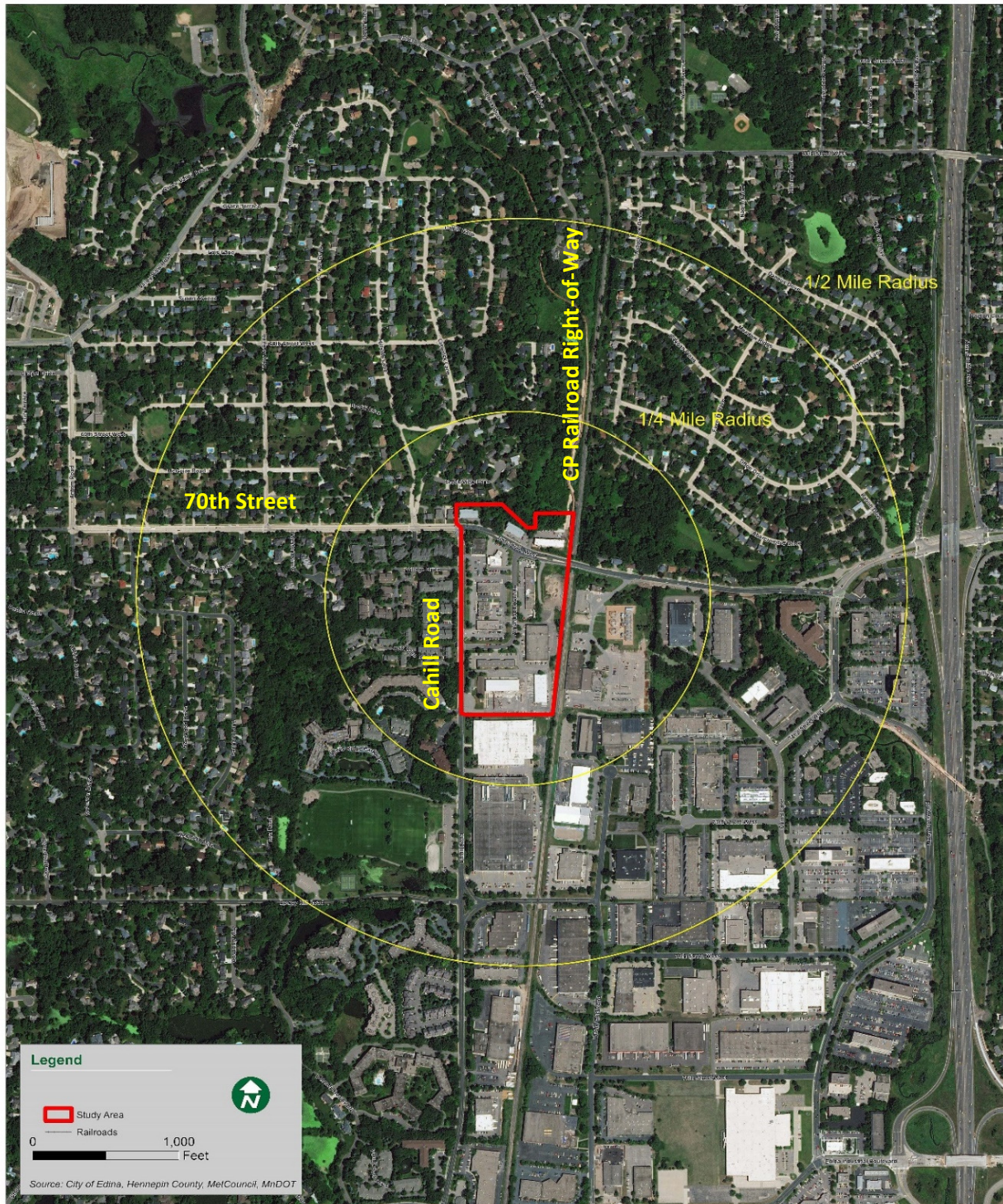


Figure 2.1: Demographic Analysis Area

2.2 Housing Profile

The housing profile data suggests an affluent and comfortable population, with a mix of housing options in aging structures. Combined, this points to a potential for change through reinvestment and redevelopment.

According to demographic profile data for the area, the top three subgroups represented here are:

- Golden Years – Independent, active seniors nearing the end of their careers or already in retirement. Primarily singles living alone or empty nesters.
- Top Tier – The wealthiest Tapestry market, with high incomes and purchasing power. Primarily married couples with or without children.
- Savvy Suburbanites – Well educated, well read, and well capitalized, this group tends to live in older suburbs and invest in their properties and lifestyles. Includes many empty nesters.

Household Profile

- 67 percent live in single family detached homes
- Significant numbers live in townhomes (12 percent) or larger scale apartments (12 percent)
- 71 percent owner occupied, 20 percent renter occupied, 9 percent vacant
- 64 percent moved to the area since 2001

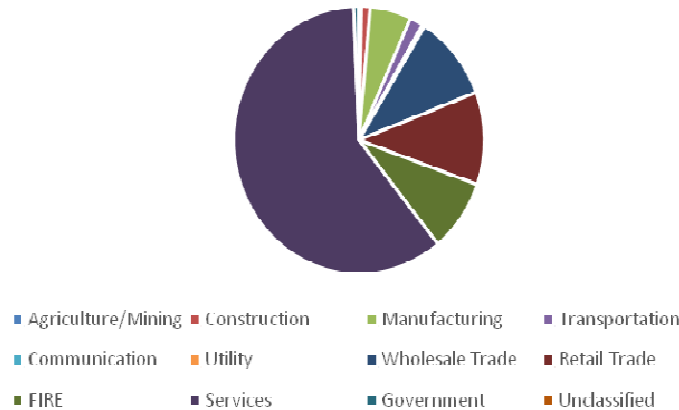
Housing Types

- Higher value single family homes constructed primarily during 1950-1960s
- Older and comparatively lower value multifamily housing constructed primarily during 1970-1980s
- Median home value \$439,000
- Median rent \$990

2.3 Employment Profile

Jobs in the Area. The area has around 180 businesses with 3,900 employees. Compared to the resident population of about 2,800, there is a ratio of 1:36 jobs per resident. This is largely due to the significant industrial and wholesale trade presence in this area. Service industries employ over 60 percent of the workers in this area, with retail following at 11 percent, demonstrating a comparative lack of suitability for retail when compared to other employment sectors of the economy. Manufacturing and wholesale trade percentages are well above city averages due to the presence of the industrial area.

70th and Cahill: Employment by Industry, 2017



Area Employment. The 70th and Cahill area sits at the northwest corner of one of the largest concentrations of employment in Edina. The office/industrial park at this location is immediately adjacent to I-494 and TH 100 and in proximity to TH 62, entertainment venues in the Greater Southdale District, and the Minneapolis/St. Paul Airport. It is recognized as one of the most favorable locations in the metropolitan area for office and business park uses and is a major source of property tax revenues. It is a major employment center in the City of Edina where many jobs pay \$90,000 per year or more. This is to be compared to wages earned in the retail sector. Note the intensity of employment activity in this area, as shown on Figure 2.2 Employment Concentration and Distribution.

In terms of the employment of people who live in the area, the employment rate is very high – with only 3.5 percent of the labor force identifying as unemployed. Consistent with the industry mix, around 60 percent of residents work in the service industry. Residents however, are less likely to work in retail in comparison to the business mix and are more likely to work in finance, insurance, or real estate.

Workers in this area commute from a wide distribution of places. The most common home communities for commuters are Minneapolis (9.4 percent), Bloomington (7.0 percent), Eden Prairie (4.2 percent), and Edina (4.1 percent) (Source: Census LEHD 2014). Conversely, the same four cities are the four most common destinations for residents commuting out of this area to work: Minneapolis (25.7 percent), Edina (17.8 percent), Bloomington (8.7 percent) and Eden Prairie (5.4 percent).

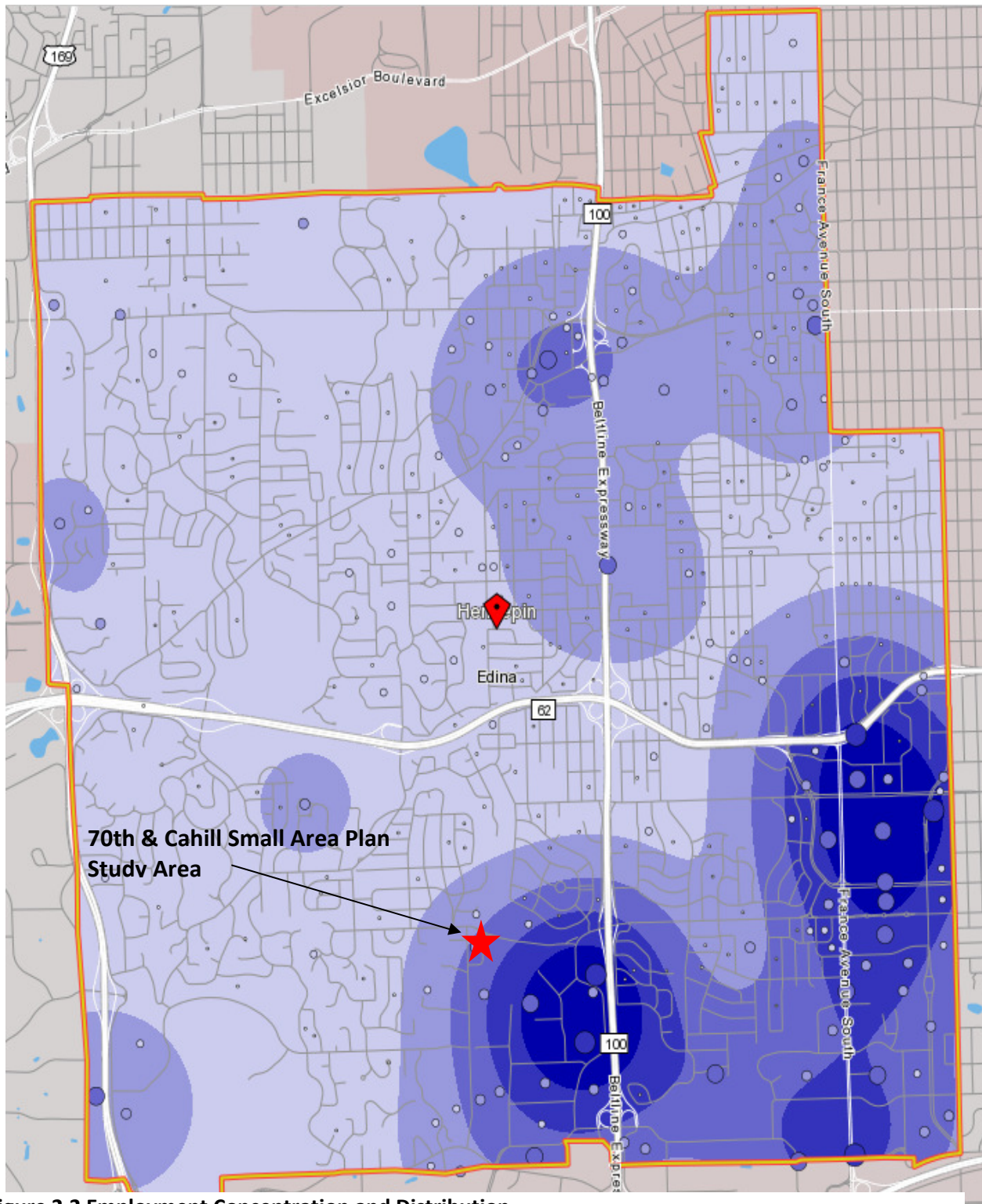


Figure 2.2 Employment Concentration and Distribution

Chapter 3

Economic Vitality

- 3.1 Current Conditions
- 3.2 Trends and Challenges
- 3.3 Goals and Policies

Chapter 3 Economic Vitality

3.1 Current Conditions

Unlike the other neighborhood nodes in Edina, 70th & Cahill is tucked away and not as recognized as its counterparts at Wooddale/Valley View, 44th/France or 50th/France. Currently a sleepy mix of aging apartments, commercial spaces and industrial businesses, it has the potential to emerge as a hidden gem. Perhaps one of its greatest assets is the proximity to the Nine Mile Creek Regional Trail.

The node is within the 55439 Zip Code, the second most affluent in Minnesota.

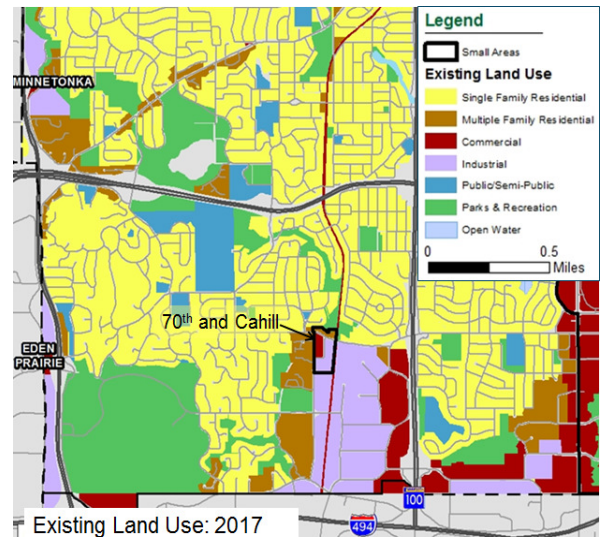
Businesses in the study area report that most of their customers are residents and families from nearby neighborhoods. Some businesses, especially those involved with sports and fitness, also attract residents from other parts of Edina and neighboring communities. Employees and businesses from the adjacent business/industrial park are currently a limited market. Businesses in the study area have reported that it is difficult to market to employees in the industrial/business park.

The study area is located just west of the Canadian Pacific (CP) Railroad track, adjacent to Edina's largest (295-acre) industrial park, next to single family neighborhoods to the north and west and 95 acres of multi-family residential. Access to the study area is somewhat defined by physical barriers; e.g., topography and the Nine Mile Creek to the north, the railroad to the east and four freeways – TH 62, TH 100, I-494, and US 169.

Access to the study area is limited by physical barriers.

Metro Transit Route 578 serves the node with express service during the morning and evening rush hours, connecting Benton Avenue, Tracy Avenue, 70th Street, Southdale transit station, the Minneapolis transit station at I-35W and 46th Street and downtown Minneapolis. The new Nine Mile Creek Regional Trail crosses under 70th Street just east of Amundson.

Comparing traffic conditions. From the *neighboring* business and industrial park, traffic counts reveal that employees and visitors move towards TH 100 and I-494, with an average of 16,100 vehicles per day at the 70th Street interchange with TH 100; 12,000 vehicles per day at 77th Street/TH 100 Interchange; and 14,800 at East Bush Lake Road/I-494 Interchange. In the study area however, higher traffic on the periphery does not yield a similar volume at 70th & Cahill. Currently, there are 6,100 vehicles per day on Cahill; 8,700 vehicles per day east of the intersection of 70th & Cahill and 5,700 vehicles per day west of 70th and Cahill. Despite the proximity to major freeways, the study area businesses do not currently benefit from this traffic. Traffic in the node is very



High Income Zip Code

Comparison of 55439 to All of Hennepin County

	Zip 55439	Hennepin Co
Median HH Income	\$ 122,054	\$ 67,989
Mean HH Income	\$ 166,840	\$ 95,858

Source: American Community Survey -2016

Chapter 3 - Economic Vitality

comparable to the traffic counts at Wooddale/ Valley View and significantly lower than the traffic counts at 50th and France or Grandview.

Traffic in the node is very comparable to the traffic counts at Wooddale/ Valley View and significantly lower than the traffic counts at 50th and France or Grandview.

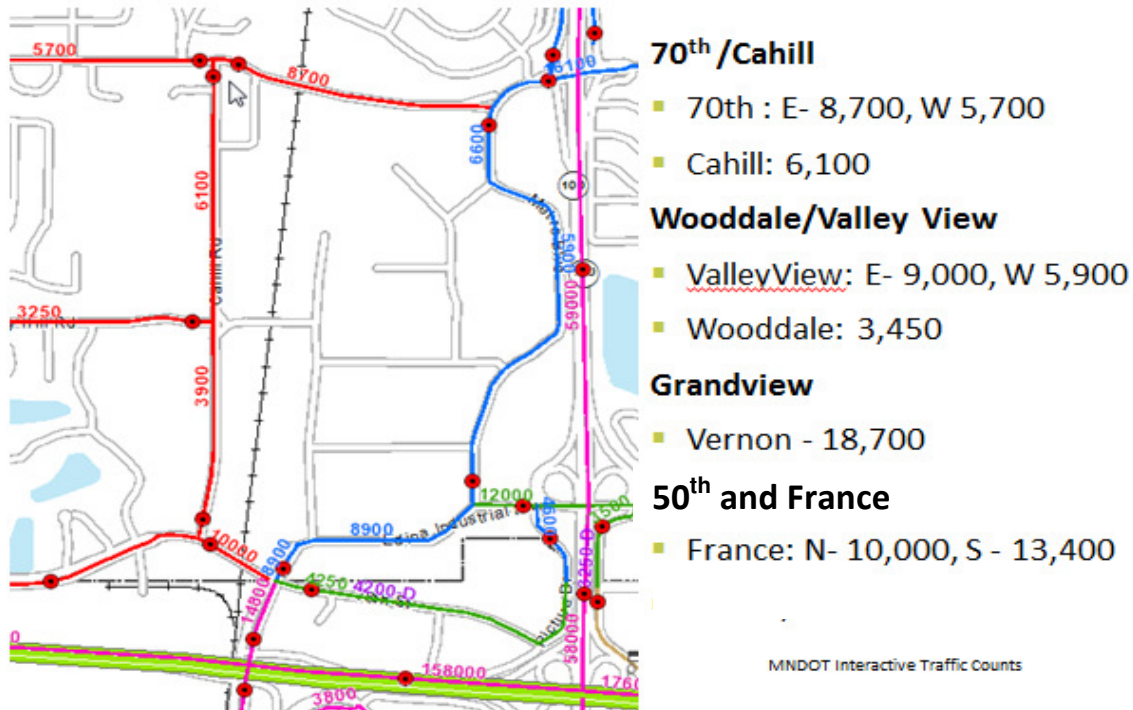


Figure 3.1 Traffic Counts at Smaller Edina Nodes

3.2 Trends and Challenges

- **Affordability for small businesses.** The 70th and Cahill commercial node offers affordable rents for small businesses, which is not the case in most other parts of Edina. Yet, properties in the study area are aging, and many area residents would like to see revitalization of the area. While consumers are expected to continue to shift to on-line shopping and home delivery, a significant percentage of consumers continue to express a preference for the study area's small, independently owned businesses.
- **Access to adjacent industrial park.** Businesses in the 70th & Cahill commercial node report limited success in connecting with the industrial park to the south and east due to traffic patterns that create barriers to marketing to those businesses.

Properties in the adjacent industrial park are aging but, in some cases, are now being repurposed. Employment related uses have declined or changed altogether in some properties. This is evidenced by the fact that some business uses have been given over to storage, churches, schools, etc. At the

Chapter 3 - Economic Vitality

same time, employment in the business/industrial park has intensified in other properties; generally those properties that have converted industrial space to open-format office space.

It will be important to have the involvement of developers and property owners and a shared understanding of the revitalization and investment challenges in order to find workable solutions. Revitalizing the industrial park area should focus on creating a vibrant and attractive location and considering the addition of corporate headquarters, technology-focused companies, and other businesses offering high wage employment opportunities. The City can begin with a vision and commitment to revitalization by including possible up-front investment in sidewalks and other public realm improvements to stimulate private sector investment.

- **Aging commercial and retail buildings.** Residents value having the commercial node in the neighborhood, but consistently cite the dated, tired, and unattractive appearance of retail and commercial buildings. The commercial area offers affordable lease rates, but some businesses expressed concern that there is higher turnover than is desirable, due to a lack of traffic and no strong anchor tenant to attract customers to the area.

With the exception of Grandview Tire & Auto, which many residents cited during the community meetings and in the SpeakUp Edina forum as a nice addition that is well-maintained, the most visible properties in the study area have not been updated recently.



Table 2 in the next chapter of this plan document presents information on the years in which buildings in the study area were constructed.

- **Potential for change and a mix of uses.** Developers have expressed interest in multi-family residential/mixed uses at the node. 70th and Cahill is well situated in the greater southwest metro region with good access to employment, transit, shopping, and recreation. A further demonstration of support for a mixed use neighborhood node are the residents who value the existing neighborhood-oriented businesses and additional locally-owned, non-franchise businesses.



The financial reality of redevelopment, however, is that many of the existing businesses would be challenged to pay the higher rents associated with new construction because of the market constraints described earlier. At the same time, the study area's market characteristics make it a less suitable location for franchise/national brand-type businesses.

In situations where mixed use developments are proposed, developers may find that the residential portion of the development will need to subsidize the commercial portion of the project. In such cases, the commercial tenants will then pay a below market rent, or perhaps only CAM (Common Area

Chapter 3 - Economic Vitality

Maintenance) and taxes. Therefore, increased residential densities may be justified in order to ensure that existing businesses and lower rents are able to remain in the mix.

3.3 Goals and Policies

Goals

1. Create a strong identity for Cahill Village.
2. Promote area access to the Nine Mile Creek Regional Trail.
3. Support a variety of residential housing types.
4. Improve transportation and street connections.
5. Support existing businesses and revitalize the existing business/industrial park located southeast of the study area.
6. Support a business and property owners association.

Policies

1. The City will encourage and support development that retains and enhances the rich and authentic history of Cahill Village and its roots in the development of the City of Edina.
2. The City will initiate further study to determine how best to revitalize the existing business/ industrial park that borders the east and south of the small area plan study area. The purpose of the study is to develop a plan focused on the need for repurposing and revitalizing the building stock and for future impacts and implications on the 70th & Cahill node.³
3. The City will increase visibility and awareness of the node through use of wayfinding signage. Work with the developers to provide a graphic theme for the 70th & Cahill node that can be identified with Cahill Village, and used in future directional signage to the node and bike trail.
4. The City will utilize future infrastructure improvement opportunities to incorporate additional street and walking connections to the Nine Mile Creek Regional Trail.

³ A detailed discussion on the business/industrial park (and all of the city's business/ industrial parks) will be included in the 2018 Comprehensive Plan Update in the Economic Competitiveness chapter.

The recommendation to study the business/industrial park adjacent to the 70th & Cahill small area was first advanced in the *MAPPING EDINA'S BIG IDEAS: Bridging Between Vision and Planning* (Biko Associates, Inc., August 24, 2017), which summarized outcomes from the Big Ideas Workshop. That document identified the business/industrial park as the next area to be studied and included in the 2028 Comprehensive Plan Update.

Funding to complete the above-referenced study is included in staff's proposed Capital Improvement Plan (CIP) budget, which will be reviewed and voted on by Council.

Chapter 3 - Economic Vitality

5. The City will work with developers to prioritize redevelopment that creates a residential and commercial node with a variety of housing types and a welcoming neighborhood ambiance.
6. The City will plan for additional bus transit, automobile, bike and pedestrian links to the 70th & Cahill node as well as the adjacent industrial park over the railroad tracks.
7. The City will encourage development proposals that include existing businesses and prioritizes redevelopment that takes into consideration the retention of existing businesses, as appropriate.
8. The City will encourage the creation of a Cahill Village business association.

Chapter 4

Land Use and Urban Design Framework

- 4.1 Current Land Use
- 4.2 Trends and Challenges
- 4.3 Goals and Policies
- 4.4 Future Land Use
- 4.5 Development Guidelines

Chapter 4 Land Use and Urban Design Framework

4.1 Current Land Use

Neighborhood Commercial District. The core of this study area is a neighborhood commercial district, consisting of several 1-2 story multi-tenant buildings. These buildings are set back from the street behind a wide landscaped buffer and separated from one another by surface parking lots. The tenant mix varies. At present, it includes a market, flower shop, driving school, chiropractor, dry cleaners, tutors, dance studio, and several restaurants.



The commercial area is mostly tenanted. The business mix provides a range of neighborhood-level commercial services to the surrounding community. Combined with the multi-family development nearby, this mix provides a range of convenient services in a neighborhood setting, with potential for walkability.

The predominant zoning in the core commercial area is Planned Commercial District 1 (PCD-1), which allows a range of retail and service uses. One parcel is Planned Commercial District 2 (PCD-4) and is currently occupied by an automobile services business. PCD-4 allows all the uses in PCD-1, plus some moderately more intensive retail and service uses, as well as some office, lodging, and institutional uses.



Multi-family Residential. In addition to the study area's core, there are multi-family residential uses on the north side of West 70th Street. These are zoned Planned Residence District 3 (PRD-3), which allows a range of residential buildings as well as state-licensed daycare facilities. The apartment buildings were constructed in the 1960's, and typical for that era. Rents advertised for these units, while not extremely low, are more affordable than others in Edina and constitutes a segment of the city's affordable housing. This reflects the older properties offering fewer amenities.



Multi-family residential uses also occur outside of the study area, particularly west of Cahill Road. The multi-family residential uses provide a buffer between the commercial/industrial area and the surrounding single-family neighborhoods to the north and west. See Figure 3.1 Existing Land Use and Figure 3.2 Existing Zoning.

Chapter 4 - Land Use and Urban Design Framework

Industrial-Office Uses. Industrial land uses within the study area surround the commercial uses on the east and south sides of Amundson Avenue and occupy most of the acreage within the study area. The industrial uses are located in one-story office/industrial properties and include uses such as employment agency, construction office and health foods packaging. This area is zoned Planned Industrial District (PID), which allows industrial, office, storage, and some miscellaneous uses not allowed elsewhere. It is the western border of the Edina Interchange Industrial Park which stretches south from 70th and I-494 and west from Cahill to Metro Boulevard.



Nine Mile Creek Trail Access. At the intersection of West 70th Street and the Canadian Pacific (CP) Rail is a grassy, city-owned parcel. The Nine Mile Creek Trail accesses this lower parcel after passing through a tunnel located under West 70th Street. This 1.56-acre parcel is at one of the lowest elevations within the study area.



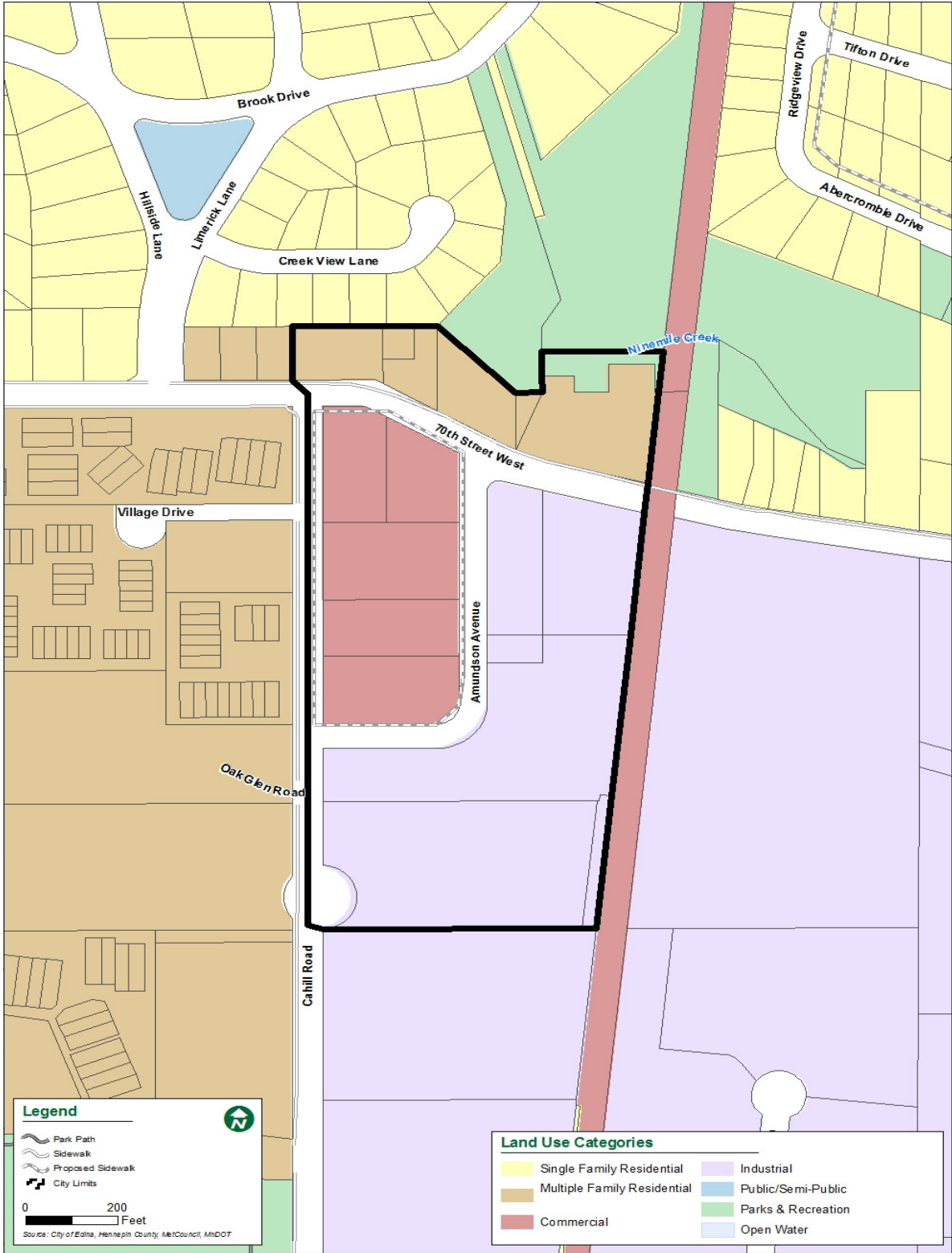


Figure 4.1 Existing Land Use



Figure 4.2 Existing Zoning

Existing Building Types

Figure 4.3, keyed to Table 2, indicates the study area building types and locations.

TABLE 2

LAND USE: YEAR BUILT AND TYPE

#	Building Type	Year Built	Current Land Use (as of 2017)
1		1969	Multi-Family Residential
2		1965	Multi-Family Residential
3		1936	Single Family Residential
4		1965	Multi-Family Residential
5		1970	Commercial - services
6		2008	Commercial – auto repair
7		1966	Commercial – retail and services
8		1968	Commercial – retail and services
9		1969	Commercial – retail and services
10		1969	Industrial – office – Two story masonry block
11		1967	Industrial – One story brick
12		1969	Industrial – One story brick
13		1961	Industrial - One story masonry block
14		1961	Industrial - One story masonry block

	= One Story Commercial – <i>Retail, services</i>
	= Two Story Commercial – <i>Retail, services, office</i>
	= Single Family Residential -- <i>Homesteaded</i>
	= Multi-Family Residential – <i>Apartments</i>
	= Industrial – <i>Office and warehouse</i>

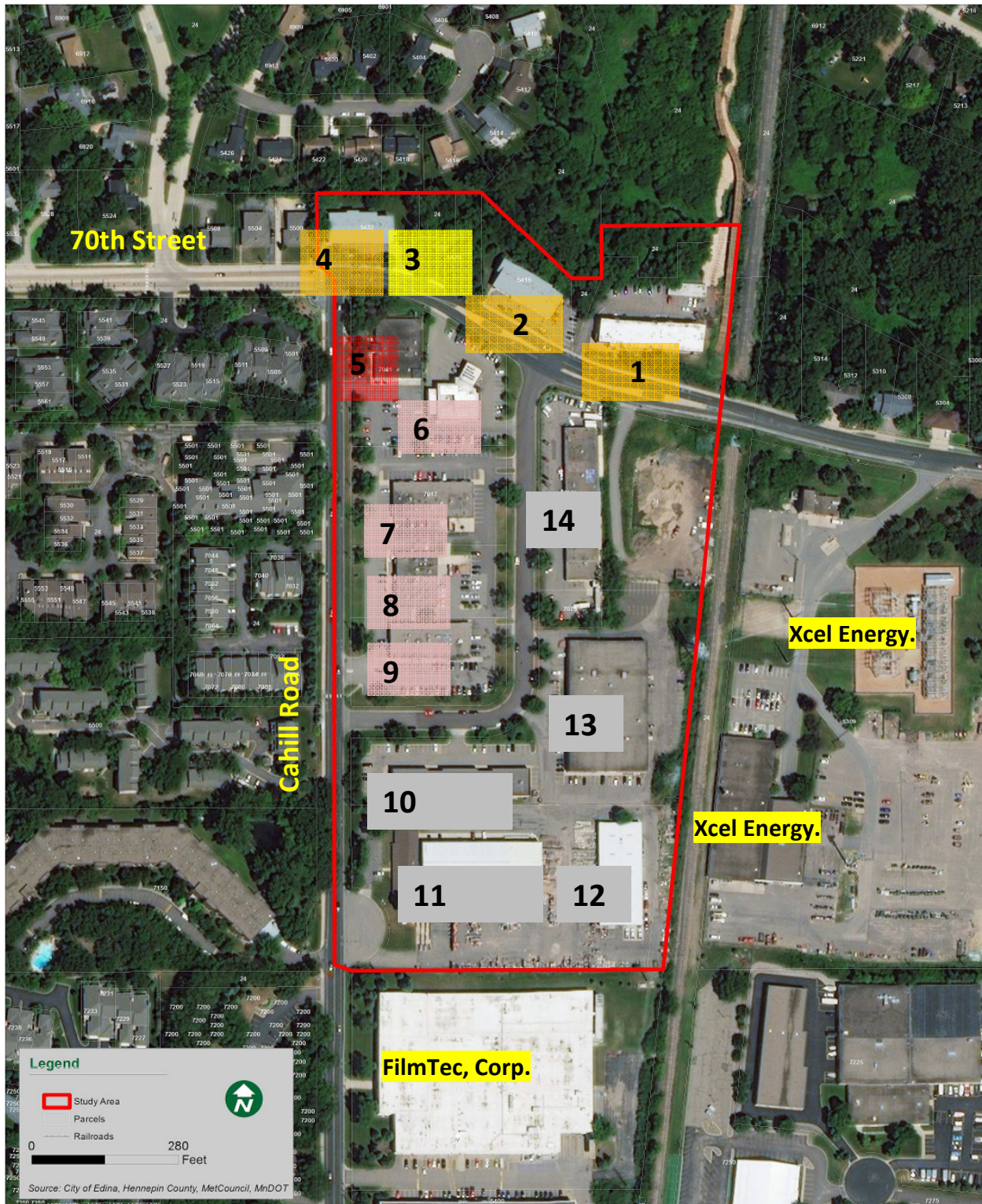


Figure 4.3 Building Types

Chapter 4 - Land Use and Urban Design Framework

Redevelopment Potential. When property valuation shows that land values are significantly higher than the buildings located on the land, it is often an indication of redevelopment potential. However, there does not appear to have been any recent development in the study area since Grandview Tire and Auto was last constructed on 70th Street in 2008. Currently, there are no proposed developments for the study area. Most of the buildings in the study area are of average condition and indicative of their age. This also means possible deferred maintenance and a potential need for updating or renovation; all good triggers for redevelopment.

There are restrictions and easements on portions of the property for utility and road access. Buildings #5, #7, #8, #9 are similarly zoned commercial properties under the same ownership. Property assembly is often a barrier in redeveloping property. However, when multiple parcels are owned by the same entity, this may facilitate the opportunity for more impactful redevelopment.



4.2 Trends and Challenges

Current uses, although underutilized, are still in compliance with current zoning. These conditions could remain the same as long as property owners continue to meet city and county obligations regarding building code requirements, standards and taxes.

Below is a listing of key factors that will affect future land use and community design decision-making in the Study Area.

- **Lack of Local Connections and Visibility.** The 70th & Cahill neighborhood node is conveniently situated and well-connected to the region, with access to highways, bus transit, and the Nine Mile Creek trail. Primarily a destination for locals, the site can only be accessed by 70th Street or Cahill Road, neither of which serves as a major north-south or east-west feeder. It also lacks direct access to the business/industrial park to the east of the railroad tracks. Currently, there is no wayfinding signage at the area's perimeters to indicate the existence of the commercial plaza.
- **Lack of Streetscape, Greening, and Internal Circulation.** The majority of the study area is taken up by a one-story strip commercial center set back from the street and surrounding by parking areas. The study area lacks most public realm improvements including greening, streetscape, sidewalks, and bicycle access to and through the site.
- **Aging Properties.** Many of the properties in this area are over fifty years old, with visible deferred maintenance. They are likely in need of significant renovation or replacement to bring them up to current standards and expectations of commercial properties.
- **Redevelopment Constraints.** Despite the aging building stock that may make this area ripe for redevelopment, there have been no recent proposals to do so. This may be due to several factors, including the area's significant topographical slope, zoning regulations that limit new buildings to a scale (height and density) that may no longer be economically feasible, and a low tenant vacancy turnover rates that support property owners to maintain the status quo.
- **Impact on Affordable Commercial Space.** The modest condition of these buildings still provides relatively affordable lease space for the existing tenant mix. Substantial investment in new or renovated space has the potential to drive rents upward, impacting the affordability of the new spaces for current tenants. The temporary relocation of tenants during redevelopment may also pose a significant financial burden to businesses.
- **Underutilized Tax Base.** The existing development is low density and therefore lower value, compared to the development potential for the site. With new development, this area could contribute more to Edina's tax base in terms of housing, jobs, amenities, and retail and service options.

4.3 Goals and Policies

The following is a policy framework that provides future guidance for both public and private investment in the study area.

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Goals

- 1. Transform the Study Area.** Support the redevelopment of the study area as a vibrant, cohesive, mixed use village, incorporating a variety of residential and commercial (retail and office) uses. Some of the new buildings should feature ground floor commercial or gathering spaces with appropriate frontages, oriented toward streets and public spaces.
- 2. Connect the Node.** Redevelopment of the study area should include new streets and bicycle/ pedestrian paths to allow for efficient and safe internal circulation within the village and linkages to the surrounding network. A linkage across the CP Rail should be developed to allow some direct bike, pedestrian, and automobile access to the business/industrial park. Land use site plans should take these needed connections into account.
- 3. Ensure that Buildings Interact with the Public Realm.** Whether a new building is a mixed use, commercial, or strictly residential, ensure that ground-level frontages throughout the node are carefully designed with a pedestrian scale and character that interact with the public realm, encouraging beauty, safety, informal interaction, walkability, and a sense of place. Require additional investments in the public realm alongside with new and renovated development to create new or improved public spaces.
- 4. Ensure Graceful Transitions.** Encourage the scale of buildings in the mixed use core to transition from center to edge, with the largest and tallest buildings located adjacent to the eastern and southern industrial areas, and decreasing in scale toward the western and northern residential areas. Require that redevelopment adjacent to residential areas is designed with sensitivity to mitigate any impacts on neighboring properties in consideration of views, sunlight, shade and noise.
- 5. Allow Land Uses to Evolve.** Allow existing land uses to evolve in response to the market changing over time. Current land uses remain until owners decide to seek a change. Allow for flexibility in land use guidance to allow for a compatible mix of uses. Encourage and accommodate affordable housing as part of redevelopment.
- 6. Minimize Impact of Automobiles.** While vehicles must be accommodated conveniently and safely, the character of this area is that of a walkable, traditional, neighborhood node. Discourage building types with a predominant auto orientation, such as buildings with drive-through lanes, gasoline stations, and similar uses. Likewise, on-site parking lots should be located to the side or rear of buildings, unless site constraints dictate otherwise.

Policies

- The City will adopt this plan as an update to the 2018 *Edina Comprehensive Plan* and amend current zoning and related ordinances to align with this plan.
- The City will review development applications of all future projects within the boundaries of the 70th & Cahill Small Area Plan to ensure compliance with the 70th & Cahill Neighborhood Node (NN) Development Guidelines.* The guidelines include:
 - Building Height Limits Plan
 - Site-Specific Guidelines
- With adoption of the plan, the city will establish a density range of 10 - 50 dwelling units per acre in the study area.

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4. The City will prioritize affordable housing, according to the city's affordable housing policy.

*The Neighborhood Node (NN) boundaries, its description, and the 70th & Cahill Neighborhood Node Development Guidelines are presented in the following pages.

4.4 Future Land Use

Character and Scale

The proposed future land use plan for the study area is shown on Figure 4.4 on the following page. As noted, the 70th & Cahill study area has significant redevelopment potential. To achieve the goals for the area as identified during the planning process, new development will need to be significantly different in terms of character and scale. The focus of the change will be in the core commercial area of the district, the industrial uses immediately adjacent to it, and the residential uses on the north side of 70th Street.



Guidelines seek to promote the scale, walkability and character of the area by regulating the relationship of buildings-to-streets and the transition of building heights from node-to-neighborhood. The area can be transformed from a collection of single story commercial and industrial buildings and 1960s-era, multi-family buildings to a mixed use village node, with housing, retail, and services unified by a common village theme reinforced by architectural character and scale, building materials and themed signage.

Preferred Land Use Designation

It is recommended the area be designated as a mixed use, **Neighborhood Node (NN)** in the 2018 comprehensive plan, replacing the existing designation of Neighborhood Commercial (NC). Similar to the Neighborhood Commercial category, the Neighborhood Node category supports neighborhood serving businesses. It encourages small- to moderate-scale businesses that serve primarily the adjacent neighborhoods. Primary land uses should be retail and services, offices, studios, and institutional uses. In addition, designation as a Neighborhood Node provides:

Predictability for current landowners. Supports current owners' efforts to invest in improvements in their properties by providing a predictable planning framework for the area.

Flexibility for redevelopment. Provides greater flexibility to the development market by more explicitly encouraging the inclusion of needed housing types such as "missing middle housing, co-housing, and affordable housing."⁴

⁴ From Missing Middle Housing, Responding to the Demand for Walkable Urban Living; Parolek, Daniel; missingmiddlehousing.com

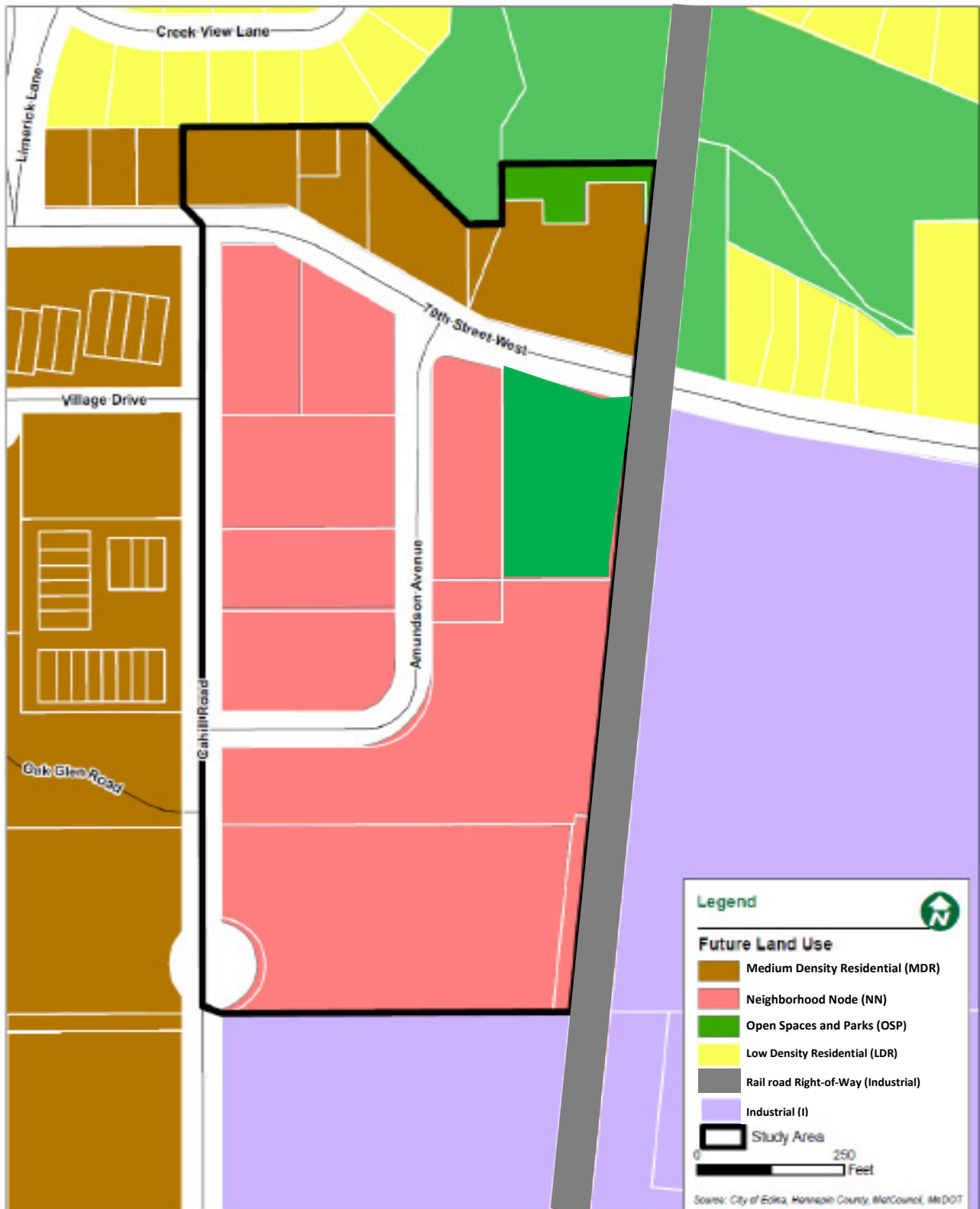


Figure 4.4 Future Land Use

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New Gathering Space and Placemaking. Encourages intentional integration of landscaped open space and new formal public spaces.

Protection of Community Values, Scale, Walkability and Character. Guidelines protect the scale, walkability and character of the existing area by regulating the relationship of buildings-to-streets and the transition of building heights from node-to-neighborhood.

Table 3 below describes characteristics of the Neighborhood Node (NN) land use designation.

TABLE 3
70TH & CAHILL NEIGHBORHOOD NODE CHARACTERISTICS

Land Use Category	General Description	Development Guidelines	Density Guidelines
Neighborhood Node (NN)	<p>In general, small-to-moderate-scale commercial, residential or mixed use buildings primarily serving on-site residents and the adjacent neighborhood(s).</p> <p>Primary uses encouraged are neighborhood-serving retail and services, offices, studios, institutional and residential.</p>	<ul style="list-style-type: none">• Building footprints generally less than 20,000 square feet (or less for individual storefronts).• Parking is less prominent than pedestrian features.• Encourage underground parking (for comparatively larger developments), district parking for smaller developments• Open space linkages where feasible; emphasize enhancement of the pedestrian environment.• Encourage development to comply with the 70th and Cahill Neighborhood Node Development Guidelines: A. Building Height Limits Plan B. Building Frontage Guidelines	<p>Maximum residential density up to 50 dwelling units per acre (du/acre). (Densities are further constrained by the parameters of the Building Height Limits Plan).</p> <p>Maximum Floor Area Ratio (FAR) per zoning code.</p>

4.5 70th & Cahill Neighborhood Node Development Guidelines

I. Building Height Limits Plan

This plan establishes new height limits for the 70th & Cahill Neighborhood Node, shown on Figures 4.5 and 4.6.

- **Height limits along West 70th Street.** Buildings that front on West 70th Street may be allowed up to three stories high, not to exceed 39 feet. This shall establish the *maximum upper height limit* (MUH) for parcels south of 70th Street along Cahill Road.

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- **Height limits along Cahill Road and interior east/west parkway-type street⁵.** Buildings that front on Cahill Road and the new parkway-type street: maximum of five stories high, not to exceed the *maximum upper height limit* established along West 70th Street.
- **Height limits on interior zone.** Buildings east of Amundson Avenue, not abutting 70th Street: maximum of five stories high, not to exceed 63 feet

⁵ The interior east/west parkway-type street is described and illustrated on page 51. It is proposed to be a tree-lined street with generous boulevards. It will serve as Cahill Village's main entrance and signature street, linking the redevelopment and Cahill Road and accommodating bicycles and pedestrians as well as autos.

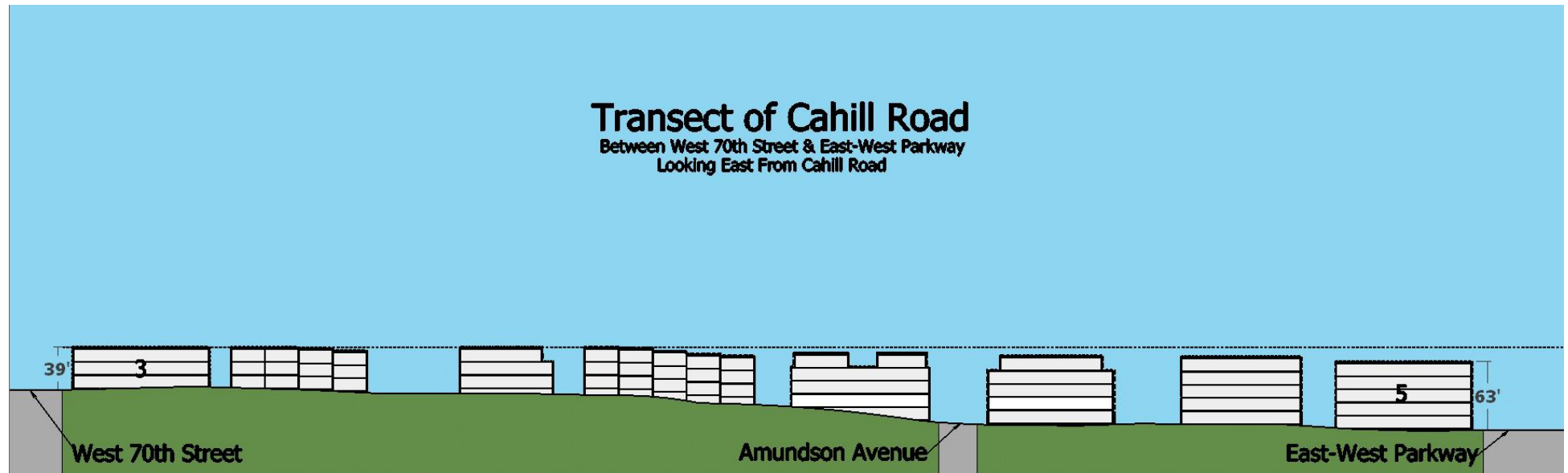


Figure 4.5 Impact of Site Topography on Building Height

By City of Edina Ordinance, the height of buildings is measured along the front face of the building, from the front curb to the top of the roof. Due to the steep grade of the study area, this may potentially yield individual buildings with additional stories below street level grade. However, the plan recommends that, for buildings fronting on Cahill Road, the maximum height would be either the roof line established by three story buildings on the southeast corner of 70th and Cahill (39 feet) or five stories (63 feet); whichever is less.

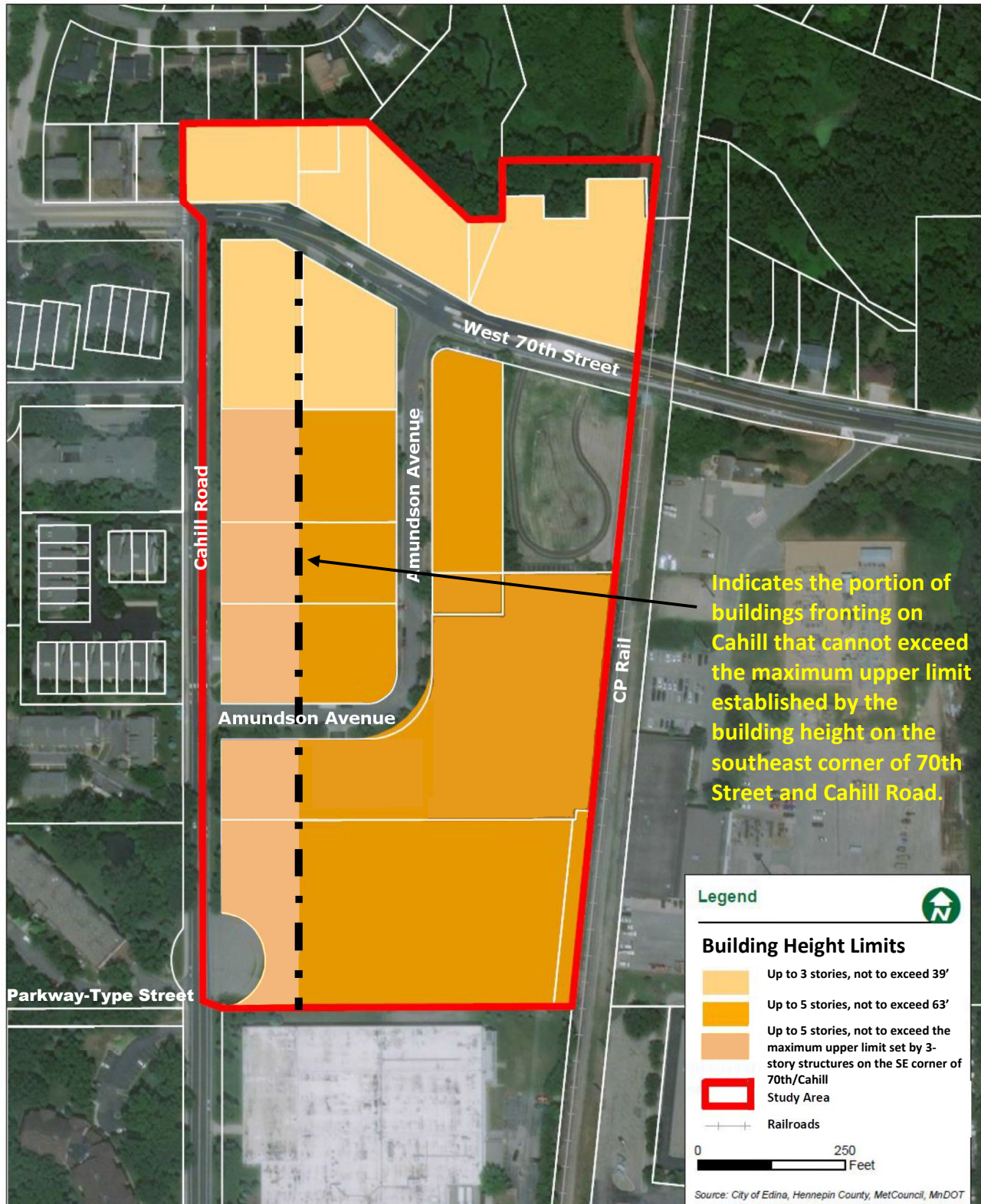


Figure 4.6 Building Height Limits

II. Building Type Guidelines

A village-like character embodies the human scale formed by a collection of buildings. Buildings exhibit a similar sense of scale and complement one another through the use of compatible building materials and colors. The plan encourages a mix of building forms to achieve the desired outcome of a cohesive village with varied housing types.

	Description
Building Materials	Traditional: brick, stone, metal and glass storefronts
Architectural Elements	Cornices, lintels, sills, bays, upper stories have smaller window openings, window mullions, pitched or flat roofs, shingles, dormers
Floor Heights	1st Floor commercial or retail use: 12 - 15 feet Floors 2 - 5 office or residential use: 12 feet
Podium base	Step back from front façade to maintain a visual “street wall.”

Building Type Examples

The following examples show buildings that demonstrate elements in the Building Type Guidelines. These illustrations do not prescribe or dictate what must be built in the study area – nor do they attempt to suggest a favored or preferred architectural style. They present possibilities to help guide a sense of village character, building materials, and scale.

Corner orientation and varying roof lines add visual interest to 5000 France, a 4 to 5 story mixed use development in Edina. Brick on the building and brick pavers bring continuity to the area.



Haugland Company Development, Edina, Minnesota



Post Properties Mixed Use Development, Atlanta, Georgia

Four story mixed use development example with ground level podium style base. Articulation of street façade and use of a mix of materials breaks up a long building into smaller, village-scale components.

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Example of repurposed 1990s era warehouse as a brewpub.



Example of residential development with tight lot lines, shared greenspace, and outdoor amenities.

Co-housing is an intentional development of private homes clustered around shared space. Each attached home has shared amenities. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces. Shared outdoor space may include parking, walkways, open space, and gardens.



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Rowhouses, Reston Town Center, Reston Virginia.

Traditional brick and stone rowhouses with stoops and ground-level front doors addressing the street. Modest, urban-sized lawns and setbacks from the sidewalk contribute to the historic, village-like character.

III. Residential Density

The Metropolitan Council requires communities to identify density ranges for areas that allow residential development, in the form of residential units or dwelling units per acre (du/acre). The 70th & Cahill Small Area Plan recommends a residential density range of 10 du/acre to 50 du/acre. Table 4 lists examples of recent development projects in and around Edina with number of units and their corresponding densities

TABLE 4
REPRESENTATIVE RESIDENTIAL DENSITY FOR RECENT DEVELOPMENTS

Project	Status	DUs	Acres	Dus/Acre
Elements on France	Developed	31	0.43	72
e2: Excelsior/France	Developed	132	2.16	61
Excelsior/Grand (Apartment Units only)*	Developed	501	7.38	68
Nolan Mains: (Market Street, Edina))	Under construction	110	1.50	73
Onyx (6725 York, Edina)	Developed	72	1.38	52
The Loden (5901 Lincoln, Edina)	Developed	246	8.20	30
5000 France, Edina)	Developed	22	0.76	29
Edina Flats (6118-6124 Kellogg, Edina)	Developed	18	1.29	14
Total		1132	23.10	
Average		142	2.88	49

Source: Biko Associates, Inc., 2018

Images showing the exteriors of three of the above-referenced developments can be found on the following page.

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The Loden:

*Four story luxury residential development
at 5901 Lincoln Drive, Edina*



Edina Flats:

*Two and 3 story development at
Wooddale and Valley View, Edina*

Onyx:

*Five to 6 story retail and residential
development at 6725 York, Edina*



IV. Site-Specific Guidelines

Site Concept

The timing for redevelopment of buildings and parcels in the 70th & Cahill node will depend upon the right balance of capital resources, market demand, and the potential for return on investment. Because most of the buildings are of similar age and condition, and several parcels are under the same ownership, the redevelopment of a single parcel has the potential to kickstart the development of other parcels in the node. In deciding which site-specific guidelines to include in the small area plan, the approach has been wholistic, to remain relevant amongst several possible future scenarios. The SAPWG identified five key features to incorporate in the future planning for the node. These features were deemed essential toward strengthening and providing a unique identity for the node.

Figure 4.7 illustrates a site concept that highlights these key features:

- 1) Bike/Pedestrian Trail Destination
- 2) Public Gathering Space
- 3) Internal Circulation Street Grid
- 4) Feeder Street Improvements and Crossings
- 5) Planning for Future Rail

Figure 4.7 illustrates proposed site elements and circulation to guide future Cahill Village development. It identifies a street network through the site. While the final configuration will depend on actual development patterns, it serves as a guide for what should be required.

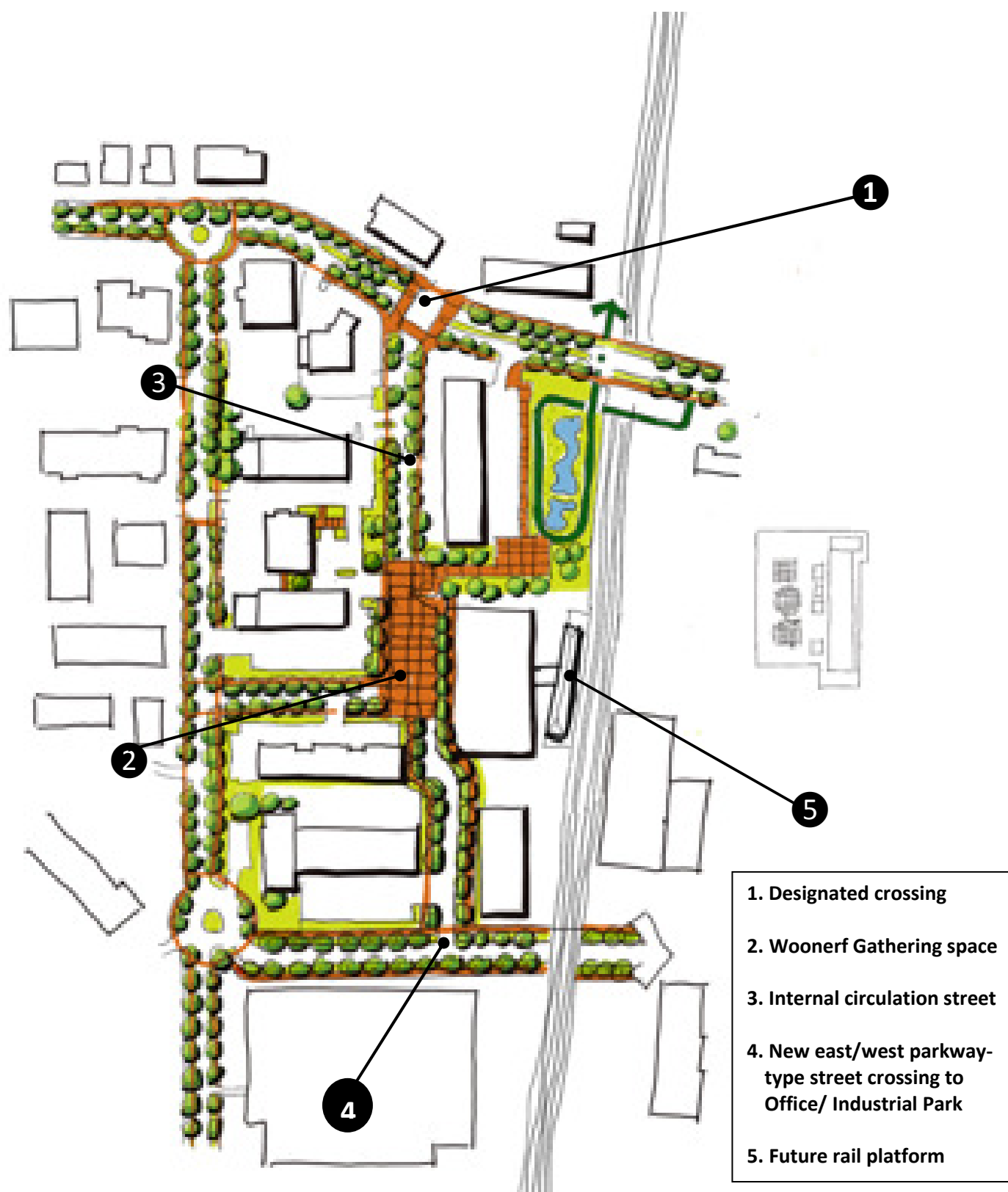


Figure 4.7: Proposed Site Elements

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1 Bike/Pedestrian Crossing at 70th Street

The 70th & Cahill node's prime location means it has the potential to serve as a major destination or stop along the trail for a significant number of bikers and pedestrians. A designated pedestrian crossing on 70th Street at Amundson will facilitate and encourage foot and bike traffic directly into Cahill Village.

2 Public Gathering Space (Woonerf)

Essential to the notion of a village is a central gathering place or focus. A gathering place can simply be an interior or exterior open space that is large enough or well landscaped to allow for a variety of activities. A woonerf has the means to serve many functions, such as circulation for people, vehicles, bikes, or as space to host occasional events. Woonerfs typically utilize special pavers that tend from the sidewalk into the street. Bollards may be installed to help define the travelled way. Cyclists and pedestrians circulate freely, and often slowly, on woonerfs. At a minimum, a woonerf can provide a unique and distinctive area that promotes interest and activity.



A woonerf would also serve as Cahill Village's internal, signed bicycle routes. In a sense, would provide the secondary streets system. Traffic flows on the woonerfs would be low, as they are not designed with the automobile in mind. They are primarily used by cyclists and pedestrians.

Parking

Accommodating parking will also be part of the plan for this area. General guidelines pertaining to parking and access are listed below.

- **Encourage Underground Parking.** Residents' parking should be located under the buildings to the extent allowed by market conditions.
- **Visually Buffer Surface Parking Lots.** Commercial parking should be behind or alongside the buildings and be visually buffered by plantings so as to encourage an active streetscape.

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- **Display Consistent Signage.** Signage pylons, window display signs, and on-site directional signage should be consistent in terms of colors and materials. Signage should clearly mark site access and direction for automobile and bicycle access from streets.
- **Install Edge Treatments along Surface Parking Lots.** Edge treatments along the borders between private surface parking lots and the adjacent sidewalks should include a planting strip approximately two feet wide (or more) and permanent planting or fencing approximately three feet high. (Following City standards where applicable.)
- **Construct Organized Parking Lots.** Surface parking lots should be constructed to adhere to City of Edina standards regarding stall width and length and aisle width. Pedestrian-oriented lighting should be installed on islands within surface parking lots. Where applicable, clearly defined pedestrian paths should be marked so that pedestrians can safely walk between the parking lot and on-site buildings.

Other Improvements for Cyclists and Pedestrians

As properties redevelop, the city may require investment in on-site or public facilities that complement new projects, such as:

- **Bicycle Parking** --- Bicycle parking facilities located in proximity of businesses.
- **On-Site Lighting** --- On-site pedestrian-oriented lighting.

3 Internal Circulation Street Grid

Currently, the commercial and industrial uses function effectively as one large auto-oriented parking lot with shopping opportunities in the commercial core. The expanse of parking lot lacks amenities and does not clearly separate different modes of travel. Future development concepts are intended to change this configuration, introducing a grid of streets to serve buildings and connect to the surrounding network. This allows bicycle and pedestrian traffic to be handled more safely, provides opportunities for streetscape and public realm enhancements, and creates space for community activities and events. It further serves to separate, define, and organize development parcels. See Figure 4.8.

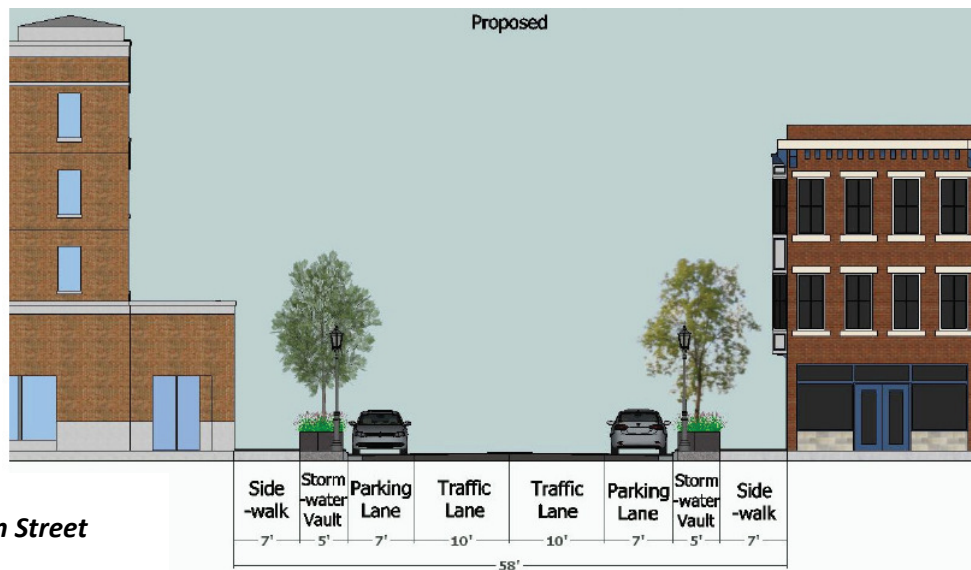


Figure 4.8
Internal Circulation Street

The internal circulation street will be the most common street within the study area. It provides direct access to buildings and their parking lots. As shown, two 10 foot wide general traffic lanes are provided. The street also

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includes two 7 foot wide parking lanes. Sidewalks are at least 7 feet wide, and storm water is retained in vaults for street trees and other vegetation.

4 Feeder Street Improvements and Crossings (Parkway-Type Street)

The east/west parkway-type street will be developed as a feeder connecting to Cahill Road at the southern edge of the study area. Its alignment follows the property line between the existing FilmTec parcel and the former brick and tile distributor (currently Sir Lines-A-Lot). The parkway-street extends to the east, beneath the Xcel transmission lines and across the railroad track to link to the terminus of Bush Lake Road in the business/industrial park.

The parkway-type street serves as the grand entry parkway to Cahill Village. Lined with trees and pedestrian-scaled lighting, it also accommodates bikes and pedestrians. Flare outs (widening) at intersections permit left-turning vehicles to be overtaken.

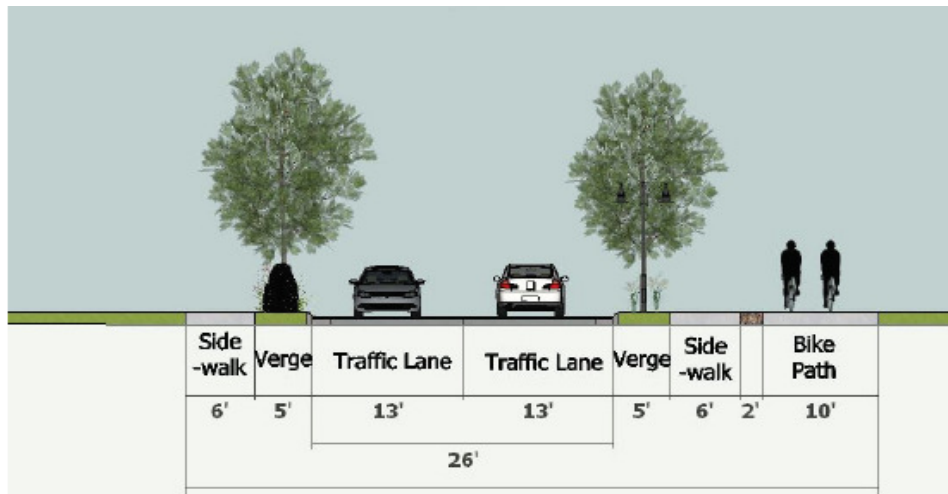


Figure 4.9: Parkway-type street configuration showing auto lane, boulevard planting, sidewalk, bike path



Figure 4.10: Plan view of Parkway Street showing flare outs at intersection

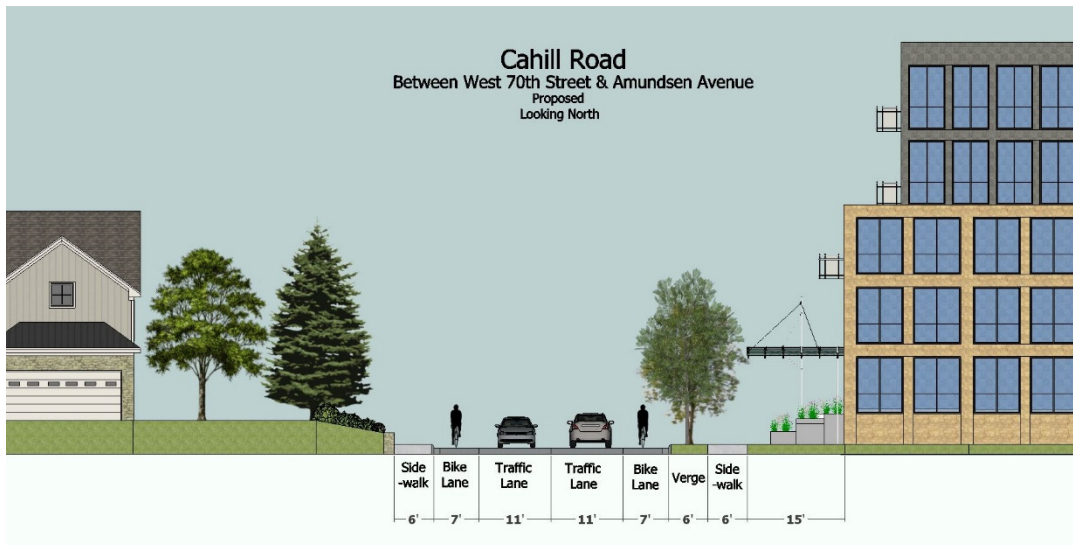


Figure 4.11 *Cahill Road Configuration showing auto lane, bike lane, boulevard planting, sidewalk and building with 15 foot setback from the sidewalk along Cahill Road.*

5 Planning for Future Rail

Due to the proximity of the 70th & Cahill node to the CP Rail, this small area plan recommends the inclusion of a future passenger rail station along the eastern border of the study area, with pedestrian linkages between the station platform and Cahill Village. The primary ridership service area would be within a one-half mile radius of the station and would include residents surrounding the study area in single family and multi-family homes and employees at the adjacent business/industrial park,

Chapter 5

Heritage Preservation

- 5.1 Existing Conditions
- 5.2 History of the Area
- 5.3 Trends and Challenges
- 5.4 Goals and Policies

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Chapter 5 – Heritage Preservation

St. Patrick's Church

The first recorded building in the 70th and Cahill area was St. Patrick's Church, a log cabin built in 1857. It was replaced by a larger structure with a steeple in 1884 (shown at the right). Fire, caused by a lightning strike in 1924, brought this building down. Within a year the church was replaced on the same site. In 1961, the new church was moved to a new location at Valley View and Gleason Roads.



Cahill School

The Cahill School was one of the earliest structures built at the 70th and Cahill intersection, erected on the southeast corner in 1864. It served as the community's school for, 94 years, closing in 1958. It was then moved to its current location in Frank Tupa Park and replaced on-site with a more modern school made of brick. The 1950s structure was torn down in 1990. The original school building is currently on the National Register of Historic Places, though it is no longer located within or near the 70th and Cahill small area.

Darcy/Cahill/Cameron's Store

Hugh Darcy opened a general store at the intersection of 70th and Cahill in 1898. It burned down in 1918, but the Darcy family rebuilt the store. They sold the store in 1944 to the Cameron family, who operated it until 1965, when it was demolished to make way for apartments.



Calvary Lutheran Church

The first Calvary Lutheran church was built in 1938 at the 70th Street and Cahill Intersection, though the church moved to a newer structure nearby at 6817 Antrim Road in the 1960s. There is no longer a church within the 70th and Cahill small area, and the new building is not within the study area.

5.3 Trends and Challenges

Heritage preservation will continue to serve as a reference and inspiration for future new development. As the current 50s, 60s, and 70s era structures undergo change, the community should keep in mind its long history as the center of the community. The 70th & Cahill node is perhaps the most significant district in the settlement of Edina and therefore, holds great historical value. The HPC should prioritize continued historical resource identification and public education in and around the 70th & Cahill node.

5.4 Goals and Policies

Goals

1. **Promote Historical Education and Identity.** Develop a strong identity for the area based on the rich and authentic history of Cahill Village. Reinforce this identity using opportunities to educate residents.
2. **Update Research.** Continue to document Cahill Village’s historical events, places, and changes. Identify and evaluate structures more than 50 years old for landmark or landmark district eligibility.
3. **Advance the Research as Necessary.** Conduct a Phase I archaeological investigation of the study area prior to the commencement of development/redevelopment activities. Depending on Phase I findings, conduct a Phase II investigation. Integrate heritage preservation with planning for parks, recreation, education, and public realm improvements in Cahill Village and improve integration of the preservation plan with other city planning.

Policies

1. The City’s Heritage Preservation Commission will safeguard significant heritage properties identified at Cahill Village.
2. The City’s Heritage Preservation Commission will identify and nominate eligible Cahill Village properties for Heritage Landmark or Landmark District zoning designation where heritage properties are identified.
3. The City’s Heritage Preservation Commission will protect heritage landmarks through participation in the design review process, emphasizing signage, building materials, scale, form and education.



Chapter 6

Parks, Open Space, and Natural Resources

- 6.1 Current Conditions
- 6.2 Trends and Challenges
- 6.3 Goals and Policies

Chapter 6 Parks, Open Space, Natural Resources

6.1 Current Conditions

Although green and open space in the 70th & Cahill study area is currently limited, there are potential opportunities to expand these resources, beginning with a small city-owned parcel (1.56 acres) located south of 70th Street in the center of the Nine Mile Creek Trail loop. The parcel is currently vacant and has been seeded with wildflowers. Because of its topography (a low spot within the study area) and current use as an entry point on to the Nine Mile Creek Bicycle Trail, consideration should be given to its future potential development as a pocket park and trailhead.



The Nine Mile Creek (NMC) Regional Trail. Immediately to the east of the study area is this regional, local, and neighborhood amenity. When completed, the bike trail will span 15-miles through the cities of Hopkins, Minnetonka, Edina, Richfield, and Bloomington. It will connect to the Minneapolis Grand Rounds trail system, the Cedar Lake LRT Regional Trail, the North Cedar Lake Trail and beyond.

The Edina segment of the trail was completed as of 2018, and a future connection to the Hyland Lake Regional Park trail system is under design. There is also a plan for a future, more direct connection to the Cedar Lake Trail via a tunnel under Hwy 169 (the tunnel has already been constructed), which will lead to even greater numbers of trail users. The regional trail is a shared use facility and is available for walkers, runners, dog walkers, cyclists, inline skaters, and other non-motorized traffic.

The trail is an asset to the study area, Edina, and future redevelopment. It should be considered an integral component of the village and future planning should recognize the economic impact of the growing numbers of trail users.

William Wardell Lewis Park. Located at the intersection of Cahill Road and Dewey Hill Road, just south and west of the study area, the 21-acre Lewis Park features two tennis courts and three soccer fields. During the winter months the park has a full sized hockey rink, ice skating rink, and warming house. Lewis Park also includes a playground for younger children. A 0.6-mile paved walking path surrounding the park makes Lewis Park a perfect spot for a mid-day walk. Sidewalks on the west side of Cahill Road provide access for pedestrians. However, there currently are no crosswalks serving as a direct connection to the east side of Cahill Road. Dewey Hill Road is identified as part of the Parkway/Grand Rounds in Quadrant 4 of the Big Ideas Workshop.

6.2 Trends and Challenges

Future planning for the city-owned parcel should include a welcoming entry point and clear connection to the trail as well as green space for Cahill Village. The NMC trail is projected to attract increasing numbers of users and by including a well-designed trailhead with information about city amenities and businesses, it will also encourage trail users to explore other areas of Edina.

- **Developing Connections to the Nine Mile Creek Trail.** Desirable pocket park and trailhead amenities include:

Chapter 6 – Parks, Open Space, and Natural Resources

1. Seating/rest areas for trail users
2. Water fountain (potentially using stormwater runoff for its water source)
3. Wayfinding kiosks with a map of bike routes and destinations in Edina, and information about services available in the study area.
4. Adjacent play areas for children and those residing in the redeveloped Cahill village.

- **Direct Future Trail Alignment through the Node.** Access to the Hyland Lake Park and Reserve from the Nine Mile Creek Trail is still in the design phase. Under consideration are two alternative alignments to be selected by Three Rivers Regional Park District, the agency that has jurisdiction over the Nine Mile Creek Trail.

Option A: along Cahill Road from West 70th Street to 76th Street and Bush Lake Road.

Option B: east along West 70th Street to access an existing trail that circulates through the business/industrial park south and east of the study area.

Option A clearly provides direct benefit to the node by bringing bike traffic to the 70th & Cahill intersection.

The trail would then intersect Bush Lake Road before crossing I-494 on the existing overpass. Both alignment alternatives would eventually terminate at Hyland Lake Park Reserve.

- **Improving Access to Parks.** Despite Lewis Park nearby, and the potential to develop a small play area on City property adjacent to the Village, current access favors the automobile. Pedestrian and bike access along Cahill Road from Lewis Park to the study area and from the Nine Mile Creek Regional Trail to the study area is lacking.
- **Improving Pedestrian and Bike Safety.** Bike lanes are provided on Cahill Road along both the east and west side. However, bike traffic from Lewis Park must cross Cahill Road to access the bike lanes that connect to the NMC Trail or to the future Cahill village. The configuration of the intersection at Dewey Hill Road and Cahill Road, the street parking on Cahill, and the parking lot at Lewis Park with multiple exits onto Cahill Road create an unpredictability for cyclists, especially those with young children or those who require extra time to cross. Stop signs on Cahill Road near the Park are lacking

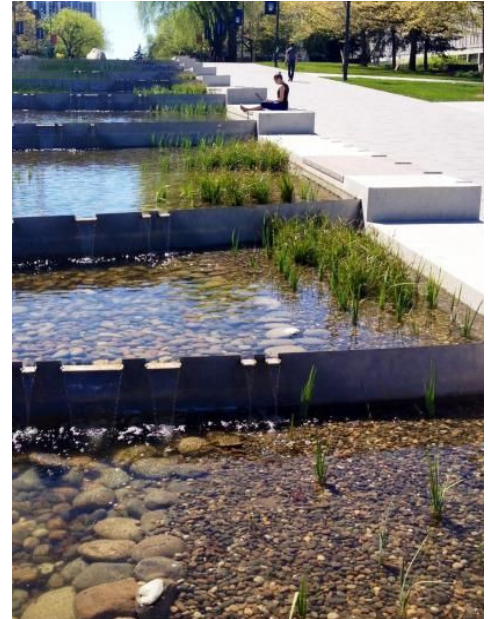


6.3 Goals and Policies

The following goals and policies have been identified for the 70th and Cahill small area plan study area:

Goals

1. Seamless integration of pedestrian and bike connections between the study area, the Nine Mile Creek Regional Trail and Lewis Park.
2. Improve safety for pedestrians and bikers to access trails leading to and within the study area.
3. Improve site stormwater management with all new development.
4. Add gathering space and green space within and surrounding the study area.



Policies

1. The City will support a trailhead and pocket park on city property adjacent to the 70th Street tunnel.
2. The City will support the integration and emphasis of the Nine Mile Creek Regional Trail within the Cahill village redevelopment/design. Sightlines from the trail should allow views of a vibrant commercial/residential area.
3. The City will provide year-round connections to the Nine Mile Creek Regional Trail and the Parkway / Grand Rounds identified in the Big Ideas workshop conducted in May 2017.
4. The City will minimize storm water run-off and improve water quality of Nine Mile Creek by utilizing storm water management systems and on-site filtration systems in all new development.
5. The city will prioritize the creation of additional outdoor community gathering spaces in the study area.
6. The City will improve wayfinding signage in the study area for trail access.



Chapter 7

Transportation

- 7.1 Existing Conditions
- 7.2 Trends and Challenges
- 7.3 Goals and Policies

Chapter 7 Transportation

7.1 Existing Conditions

Streets and Roads

The small area plan study area is located at the intersection of West 70th Street and Cahill Road, two collector streets that are under City of Edina jurisdiction. Both streets are also Municipal State Aid⁶ streets, which indicate their importance as links to roads and highways in the Twin Cities Metropolitan Highway plan. West 70th Street provides direct access to/from TH 100 and indirect access to/from TH 169. Cahill Road is indirectly linked to I-494 via West Bush Lake Road.

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

Daily traffic volumes on both of these streets are at the low to moderate level (3,000 to 9,000 vehicles per day), and because they have not changed significantly over the past 10 years, there is a clear indication that the travel sheds they serve are not growing in terms of the number of land uses that generate traffic. The table that follows shows how Annual Average Daily Traffic (AADT) has been stable throughout recent years. Figure 7.1 illustrates the most current daily traffic volumes that were recorded and analyzed in 2014.

TABLE 5
STUDY AREA DAILY TRAFFIC

Year	70th West of Cahill	70th East of Cahill	Cahill South of 70th	Cahill North of 78th
2014 / 2013	6200	9440	5900	3900
2009	5645	9000	6050	3800
2005	6540		8670	

Source: MnDOT Street Series and City of Edina

The other street that is important to the study area is Amundson Avenue. It provides direct access to/from the study area by intersecting both West 70th Street and Cahill Road.

Transit

Transit services to/from the study area are provided by Metro Transit. These services include three regular routes and one express route. None of the routes actually penetrate the study area but, instead, provide access to the study area's periphery and nearby streets.⁷

⁶ Because of their importance to the regional transportation system of highways, MSA streets are supported with both local (City of Edina) and state (MnDOT) funding. MnDOT design standards are determining factors for MSA streets, and cities must gain approval from MnDOT if they wish to implement roadway improvements. If the roadway design a city wishes to implement differs from MnDOT's standards, a variance must be requested.

⁷ 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.



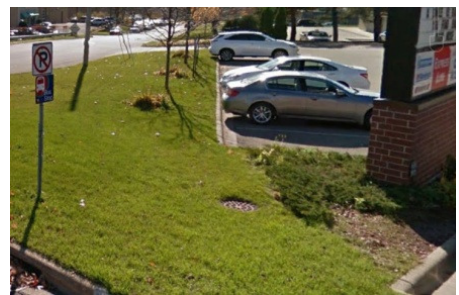
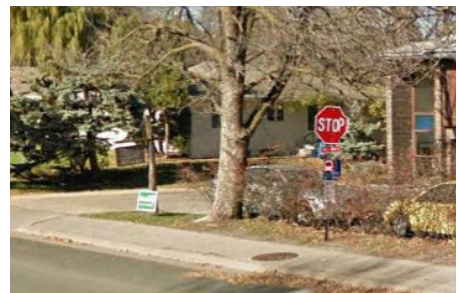
Figure 7.1 Current (2014) AADT Source: MnDOT Street Series

Routes 6 and 578 are regular routes that run along West 70th Street and Cahill Road and stop 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, about one-half mile from the study area.

Express Route 589 runs along TH 100 and picks up and drops off passengers at the TH 100/Benton Avenue Interchange.

All of the regular routes serve the Southdale Transit Service Center where transfers to and from other routes that cover the entire metropolitan area can be accessed. The express route serves downtown Minneapolis.

Through field observations (and shown to the right) it was noted that none of the bus stops on West 70th Street and 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



Chapter 7 - Transportation

fact, pedestrians. The bus stops were located along narrow sidewalks, grassy slopes, and within the splash distance of the curbs.

Pedestrian and Bicycle

The study area itself can best be described as a sea of surface parking lots with islands of buildings and a single street (Amundson Avenue) that cuts through it. As such, there are no sidewalks, except for those located immediately adjacent to buildings at the nose end of angle parking stalls.

Additionally, there are no sidewalks on the south side of West 70th Street, and the sidewalk on the north side of the street is in poor condition and just barely 5 feet wide. Likewise, there is no sidewalk on the east side of Cahill Road.

The Nine Mile Creek Trail runs 30 feet below grade on the north side of 70th Street and north of the existing multi-family buildings. En route to the south, it crosses under 70th Street in a tunnel.

Three Rivers Regional Park District, the agency that oversees the Nine Mile Creek Trail, is studying bike routes that can be developed to link the trail that passes through the small area study area to the Hyland Park Reserve in Bloomington. Route Alternatives A and B have been developed for analysis.

As shown in Figure 7.2, Alternative A (blue line) goes west along West 70th Street and would use Cahill Road to travel south to 78th Street. Following 78th Street, it would then access Bush Lake Road, which crosses over I-494 en route to Hyland Park in Bloomington.

Alternative B (green line) would go east along West 70th Street to access an existing trail that circulates through the business/industrial park south and east of the study area. The trail would then intersect Bush Lake Road before crossing I-494 on the existing overpass.

With the recommended crossing of the CP Rail, either alignment alternative would ensure convenient access for cyclists, hikers, and other trail users. Residents attending the first 70th & Cahill Community Meeting voted overwhelmingly in support of Alternative A. The preferred alignment will be selected by Three Rivers Regional Park.

A tunnel has been constructed under TH 169 for future direct connections of the trail to the City of Hopkins and downtown Minneapolis. This will lead to a substantial increase in commuter cyclists using the trail.



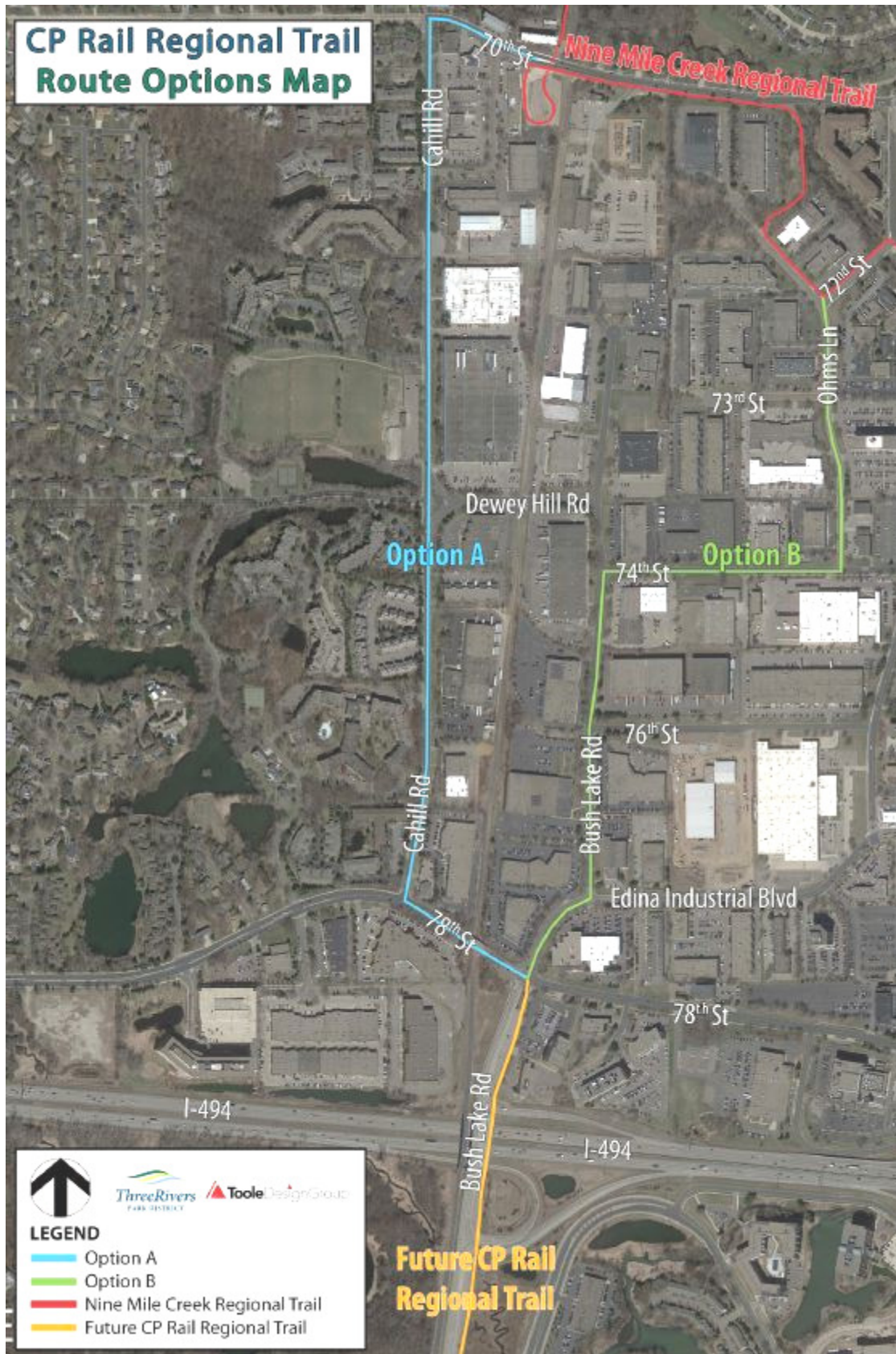


Figure 7.2: Alternative Extensions of the Nine Mile Creek Trail

Freight

The railroad right-of-way that defines the eastern border of the study area 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.

Utilizing the CP Rail corridor for north/south passenger service through Edina has been discussed for many years. Historically (1908 to 1942) the corridor actually accommodated passenger rail service between Minneapolis, Savage, and Northfield. Identified as a Tier I Potential Commuter Rail alignment in 1998-1999, MnDOT initiated a Federal Transit Administration (FTA) Scoping Decision Study to determine the feasibility and cost of once again running passenger trains in the corridor. Findings from the study indicated that it would be one of the most successful passenger rail lines when compared to others that were also under study. Citizens in Saint Louis Park, Bloomington, and Edina were strongly opposed to the proposed concept and in 2002 were successful in getting legislation passed to ban any further study of passenger rail in the corridor.

Despite the legislative ban, interest in passenger rail service in the corridor has remained high. The Edina Transportation Commission (ETC) contracted Kimley Horn in 2017 to conduct a study the pros and cons of passenger rail in the corridor. The most suitable station location was determined to be in the Grandview District due to business activity and jobs in the area as well as undeveloped land that could be used for a transit station and transit oriented development. The majority of public feedback on the study was negative, particularly from residents who live along the route. The study concluded with a recommendation by the Edina City Council not to pursue passenger rail on the Dan Patch Line at this time (as of 2018).

The small area plan recommends the inclusion of a passenger rail station along the eastern border of the study area, with pedestrian linkages between the station platform and Cahill Village, if passenger rail is approved. The primary ridership service area would be within a one-half mile radius of the station and would include residents surrounding the study area in single family and multi-family homes, employees at the adjacent business/industrial park, and on-site residents. As average residential density in the neighborhoods surrounding the study area is low (less than 10 dwelling units per acre), a considerably higher number of dwelling units within the study area will increase the potential that the recommended passenger rail station will be given serious consideration by the FTA and Metropolitan Council.⁸

7.2 Trends and Challenges

The SAPWG heard several transportation-related issues from the community at the three Community Meetings. These are listed below.

- Some intersections in the area do not operate efficiently and there are backups periodically during the day. Specific intersections with recurring issues are 70th & Cahill and Dewey Hill/ Cahill.
- Safer access to the Nine Mile Creek Trail especially from westbound 70th St.
- Traffic is unorganized, and speeds are high at the 70th & Cahill intersection.
- There is support for adding sidewalks along the streets within the area and for creating landscaped boulevards and improved pedestrian-scaled lighting.

⁸ According to the Metropolitan Council, Light Rail Transit (LRT), Commuter Rail (passenger rail), Dedicated Bus Rapid Transit (BRT), and Highway BRT represent the highest level of regional investment in transit. As a result, policy expectations for residential density and levels of activity are highest for their station areas. A key planning task for local governments is to identify locations where these policy expectations will be met.

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- There is a desire to screen or hide parking, either underground or behind buildings and minimize runoff by utilizing permeable pavers and rain gardens.
- Improved transit service is needed in the area; increased frequency and coverage of service and better facilities (bus stops with stations).
- A circulator bus is needed.
- An on-site transit hub is needed.
- Connections across the railroad right-of-way are needed so that there can be more efficient t east/west travel across the study area and into the business/industrial park.
- Pedestrians and cyclists cannot conveniently access the Nine Mile Creek trail from 70th Street. There is need for an enhanced sidewalk on the south side of 70th Street, between Amundson Avenue and the Nine Mile Creek trail that will accommodate cyclists and pedestrians in both an easterly and westerly direction.

7.3 Goals and Policies

Goals

The following goals and policies were developed in response to the trends and issues identified above.

1. **Create a Grid.** To the extent possible, create a grid system of streets and regular blocks within the study area to define development parcels and serve as a framework for a logical network of streets and intersections.
2. **Define and Construct a Hierarchy of Streets.**
 - Entering and exiting the study area and connecting linking Amundson Avenue to the adjacent street system (Cahill Road and West 70th street)
 - Tree-lined, east/west parkway type street along the southern border of the study area
 - Internal circulation to provide access to buildings, parking lots, and other on-site destinations
 - Woonerf (bicycle and pedestrian dominant travel routes) to link adjacent buildings and on-site destinations
3. **Add Traffic Control Devices.** Provide at intersections to calm and regulate the flow of traffic:
 - 70th & Cahill
 - Amundson/Cahill
 - Parkway Street/Cahill
 - Dewey Hill Road/Cahill
4. **Add Sidewalks and Crosswalks.**
 - Along the south side of West 70th Street between Cahill Road and Metro Boulevard
 - Along the east side of Cahill Road between West 70th Street and Dewey Hill Road
 - Crosswalk at Cahill to facilitate pedestrian and bike usage of the Cahill bike lanes for people living in the Dewey Hill neighborhood
 - Along the north side of West 70th Street to the Nine Mile Creek trail
5. **Construct an east/west street across the CP Rail.** Link the study area and the office-industrial park that lies south and east of the study area.

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6. **Expand Transit Circulator Service.** Circulator operating in the Greater Southdale Area shall include 70th & Cahill node.
7. **Construct On-Site Shelter.** A bus shelter on site shall ensure that transit riders can await the circulator in comfort.
8. **Improve Metro Transit Bus Stops.** Ensure adequate space for pedestrians to comfortably walk to stop locations.
 - Provide concrete surfaces where bus stops are located
 - That bus stops are built on slopes
 - Provide a bus shelter at stop
9. **Construct a Bike Connection.** Assist cyclists and pedestrians to access the Nine Mile Trail from both the east and west directions on 70th Street by removing a segment of the concrete center median at the trail.
10. **Provide for On-Street Parking.** along internal circulation streets within the study area.

Policies

The following policies are directions the city will initiate to ensure the small area is developed/ redeveloped in a manner that fulfills the Vision Statement and transportation-related Guiding Principles.

1. The city will coordinate with MnDOT on the redesign of intersections along Cahill Road where intersections providing access to/from the small area plan study area will be constructed and where trail connections should be made safer.
2. The city will coordinate with Metro Transit to affect decisions to ensure that transit facilities and services affecting the small area plan study area provide for comfort, convenience, and ease of use for transit customers.
3. The city will coordinate with CP Railroad to implement a railroad track crossing between the small area plan study area and the adjacent business/industrial park.
4. The city will coordinate with Three Rivers Regional Parks to ensure that its designs provide for (or otherwise include) a sidewalk on the south side of 70th Street and removal of a portion of the concrete median on 70th Street.
5. The city will coordinate with developers to ensure a sidewalk is constructed on the east side of Cahill and for a trail from Amundson trail loop.
6. The city will support the development and operation of a city-owned transit circulator that serves its neighborhood, community, and regional nodes.
7. The city will require the proposers of new development projects and significant redevelopment projects to complete Traffic Impact Analysis (TIA) reports as a component of the development review process. The geographic scope of TIA reports will be defined by the City of Edina, as will the scope of transportation/traffic issues to address.

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8. The city will, in the event the TIA indicates a proposer's development will generate traffic that exceeds the capacity of the street system and/or will impact adjacent residential areas, coordinate with the project proposer to identify mitigation measures that should be examined to determine which will ensure that acceptable traffic operations can be achieved.

Chapter 8

Implementation

8. Implementation

8.1 Economic Vitality Implementation

Action	Lead	Timeframe
Follow-up study of business/industrial park <ul style="list-style-type: none"> The City will prepare a small area plan for the business/industrial park area located SE of the 70th and Cahill node with a focus on revitalization to create a vibrant and attractive location. The recommendation includes possible up-front City investment in sidewalks and other public realm improvements to stimulate private sector investment. Funding to complete the study shall be included in staff's proposed Capital Improvement Plan (CIP) budget. 	Community Development/Planning Department, Economic Development Department, Chamber of Commerce	With City Council adoption of 70th & Cahill Small Area Plan. 2019/2020
Create a sense of place and link the 70th and Cahill node to its immediate surroundings <ul style="list-style-type: none"> Develop identity logo or graphic theme for Cahill village integrating its historical significance and proximity to the NMC Regional Trail for use in signage and wayfinding, Provide additional bicycle, pedestrian or vehicle connections over the CP Rail tracks. Add wayfinding at key traffic intersections: monument signage at 70th and Metro Blvd., 78th and Cahill, 70th & Cahill 	Community Development/Planning Department, Economic Development Department, Chamber of Commerce	With City Council adoption of 70th & Cahill Small Area Plan
Support existing small business and property owners <ul style="list-style-type: none"> The City will provide support in the creation of a business and property owners business association. The City will develop programs and incentives to help prevent existing businesses from being displaced. 	Economic Development Department, Chamber of Commerce	2020/2021
Clarify when and where any potential use of public financing subsidies for redevelopment in the study area may be considered <ul style="list-style-type: none"> The City will provide guidelines for property owners and developers delineating conditions and applications for public financing subsidies (e.g., tax increment financing) The City will make it clear to property owners, developers, and the community that public financing may only be used for public realm infrastructure improvements and will define elements specific to the study area. Should public financing be proposed for the study area, the City will provide information (e.g., a primer) justifying and explaining the financial benefits to the community 	City Council	In response to development proposals

8.2 Land Use and Urban Design Implementation

Action	Lead	Timeframe
Incorporate this Plan by Reference The City will amend the land use designation of the 70th & Cahill study area from Neighborhood Commercial to Neighborhood Node (NN). <ul style="list-style-type: none"> The City will review development applications of all future projects within the boundaries of the 70th & Cahill neighborhood node to ensure compliance with Land Use and Design Guiding Principles. 	Community Development/Planning Department	With City Council adoption of 70th & Cahill Small Area Plan
Zoning Regulations and Zoning Map. The city will amend the Zoning Map to replace the zoned Planned Industrial District-1 within the study area with the Planned Commercial District-1 designation. <ul style="list-style-type: none"> Current land uses remain in effect until a development proposal is submitted or owners decide to seek a change. The PCD-1 district allows certain retail or service businesses as Permitted Uses and multi-family housing as a Conditional Use. The city will use the policies and guidance of this plan as conditions for review of the multi-family housing. The city will amend the zoning ordinance regarding height maximums to be consistent with this plan.	Community Development/Planning Department	With City Council adoption of 70th & Cahill Small Area Plan
Building Height Regulations and Building Height Overlay Districts Map. The City will amend the Building Height Overlay Districts Map to change the study area's current HOD-2 two-story, maximum height of 24 feet, to HOD-3 three-story, maximum height of 39 feet; and HOD-5 five-story, maximum height of 63 feet; as consistent with this plan.	Community Development/Planning Department	With City Council adoption of 70th & Cahill Small Area Plan

8.3 Heritage Preservation Implementation

Action	Lead	Timeframe
Research and investigate Cahill village properties and events with potential for heritage significance	Edina Heritage Preservation Commission	With City Council adoption of 70th & Cahill Small Area Plan
If initial research is promising, conduct Phase I Archaeological Survey	Edina Heritage Preservation Commission	Following initial research and investigation
If Phase I Archaeological Survey is promising, conduct Phase II Survey	Edina Heritage Preservation Commission	Following successful Phase I Survey
Safeguard significant heritage resources identified at Cahill village, when identified.	Edina Heritage Preservation Commission	2019-2029
Identify and nominate Cahill village for Heritage Landmark designation if heritage resources are identified.	Edina Heritage Preservation Commission	2019-2029
Evaluate development applications for opportunities to incorporate history and education about Cahill village.	Edina Heritage Preservation Commission	In response to development applications

8.4 Parks, Open Space, and Natural Resources Implementation

Action	Lead	Timeframe
Improve pedestrian and bike connections between the study area and Nine Mile Creek Regional Trail <ul style="list-style-type: none"> Review small area plan with developers to clarify expectations and coordinate public realm improvements Survey both the east and west on 70th Street to add safe connections to trail and year-round use Construct a trail/sidewalk to connect the bike trail located on the city parcel, with the 70th & Cahill node 	Community Development/Planning, Parks & Recreation, Engineering Department, the Three Rivers Regional Park Commission	With City Council adoption of the 70th & Cahill Small Area Plan
Create more green space within and surrounding the study area <ul style="list-style-type: none"> Prepare a plan to construct a trailhead and pocket park on the city property adjacent to the 70th Street tunnel. Review development proposals for opportunities to include outdoor gathering space/s. 	Community Development/Planning, Parks and Recreation,	With City Council adoption of the 70th & Cahill Small Area Plan
Improve pedestrian and bike connections to nearby parks <ul style="list-style-type: none"> Survey improvements for crossings, bike lanes to and from Lewis Park Present recommendations to the public Prioritize these improvements in the CIP—do not need to wait for study area redevelopment 	Parks Commission, Transportation Commission, and Engineering Department	2019-2024
Promote trail and parks access to and from the study area <ul style="list-style-type: none"> Provide wayfinding signage on 70th Street directing cyclists and pedestrians to the safest trail access point Add wayfinding signage at the trailhead for Cahill Village and for the Edina Bike Route system. Survey access improvements needed for pedestrians and cyclists between the study area and Lewis Park 	Parks Commission and Engineering Department with the Three Rivers Regional Park Commission	2019-2024
Improve water quality of Nine Mile Creek <ul style="list-style-type: none"> Require storm water retention and management of all new development Consider storm water retention system in newly created pocket park to filter water before it enters the creek 	Community Development/Planning, Engineering	With the City Council adoption of the 70th & Cahill Small Area Plan

8.5 Transportation Implementation

Action	Lead	Timeframe
Coordinate with MnDOT on the redesign of intersections along Cahill Road where intersections providing access to/from the small area plan study area will be constructed.	Transportation Planning and Engineering Department	In response to development proposals
Coordinate with Metro Transit to affect decisions to ensure that transit facilities and services affecting the small area plan study area provide for comfort, convenience, and ease of use for transit customers.	Transportation Planning	With adoption of the 70th & Cahill Small Area Plan
Coordinate with CP Railroad to implement a railroad track crossing between the small area plan study area and the adjacent business/industrial park.	Transportation Planning and Engineering Department	With adoption of the 70th & Cahill Small Area Plan
Coordinate with Three Rivers Regional Parks District to ensure that its designs provide for (or otherwise include) a sidewalk on the south side of 70th Street.	Transportation Planning and Engineering Department	With adoption of the 70th & Cahill Small Area Plan
Coordinate with appropriate small area plan developers to ensure a sidewalk is constructed on the west side of Cahill.	Planning and Transportation Planning and Engineering Department	In response to development proposals
Support the development and operation of a transit circulator that serves the 70th & Cahill study area and is linked to the already existing circulator serving the Greater Southdale Area and future neighborhood nodes within the city.	Planning Department and Transportation Planning	With adoption of the 70th & Cahill Small Area Plan
Require the proposers of new development projects and significant redevelopment projects to complete Traffic Impact Analysis (TIA) reports as a component of the development and site plan review process.	Transportation Planning and Engineering Department	In response to development proposals

Small Area Plan for the City of Edina's 70th/Cahill Neighborhood Node



Appendices

Community Context and Demographic Characteristics

A.1 Introduction

Text, maps, and charts provided in the Appendices supports Chapter 2 of the 70th & Cahill Small Area Plan.

A.2 Community Context

The area of study addressed during the planning process included the public street rights-of-way and several land parcels in the immediate vicinity of the intersection of West 70th Street and Cahill Road, particularly to the east of the intersection. This includes an existing commercial area, as well as some adjacent multifamily and industrial areas. Since this area is fairly small, this plan provides an overview of the surrounding area to put it in context. For the purposes of this analysis, this plan looks at data for the area within a half mile radius of the intersection of West 70th Street and Cahill Road, as shown on Figure 3.

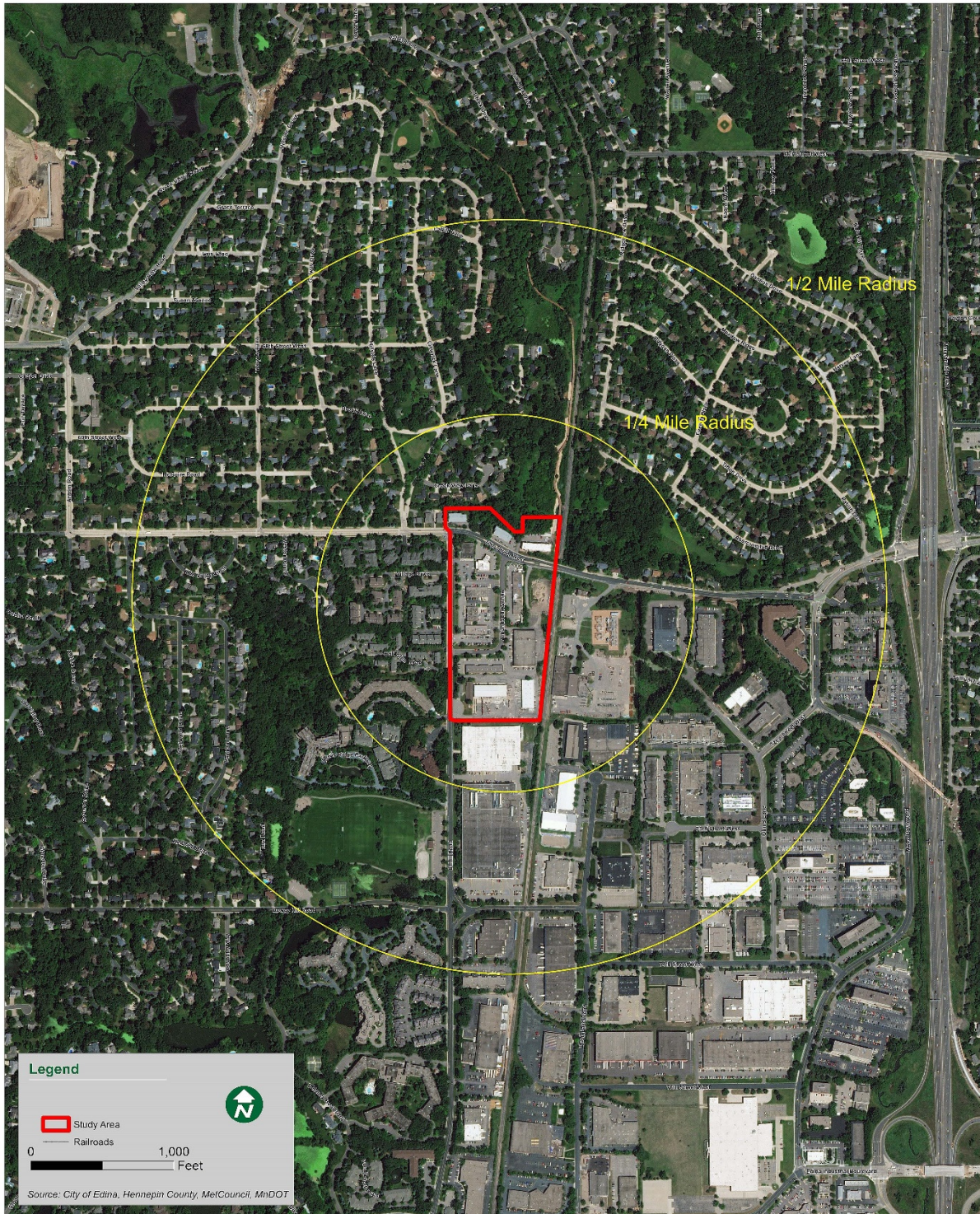
The half mile distance was chosen based on the typical standard for a walkable community around a destination. The actual primary market area for 44th and France is likely much larger. This half mile radius area includes portions of five Edina neighborhoods –Cahill, The Heights, Prospect Knolls, and Brookview Heights. With the exception of Cahill (which is primarily an industrial area), these neighborhoods are predominantly residential.

Main Ideas:

The data for the 70th and Cahill area tell us that the surrounding area tends to be:

- Moderately growing population with relatively high incomes
- Households split between families and people living alone
- Aging housing stock, primarily from mid-century period
- Job center with industrial and retail businesses, attracting commuters from other cities
- Containing a mix of housing types, both single and multifamily
- Higher valued single family, older and comparatively lower valued multifamily housing

This collection of information suggests an affluent and comfortable population, with a mix of housing and business options in aging structure. Combined, this points to a potential for change through reinvestment and redevelopment.



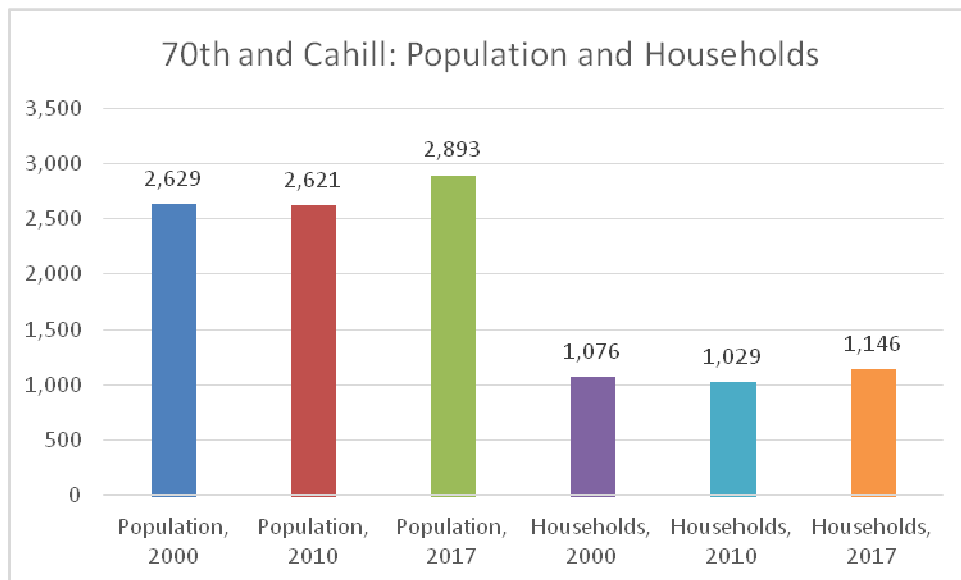
Demographic Analysis Area

A.3 Demographic Profile

Population and Households

The population of this area has increased modestly over the past 15+ years, going from around 2,600 in 2000 to nearly 2,900 in 2017. The household size has increased as well, remaining slightly above the citywide average at around 2.5. The area is also slightly younger than the city as a whole, with a median age of 46.1 compared to a citywide median of 46.7. This reflects a higher percentage of children under 18 as a proportion of the population.

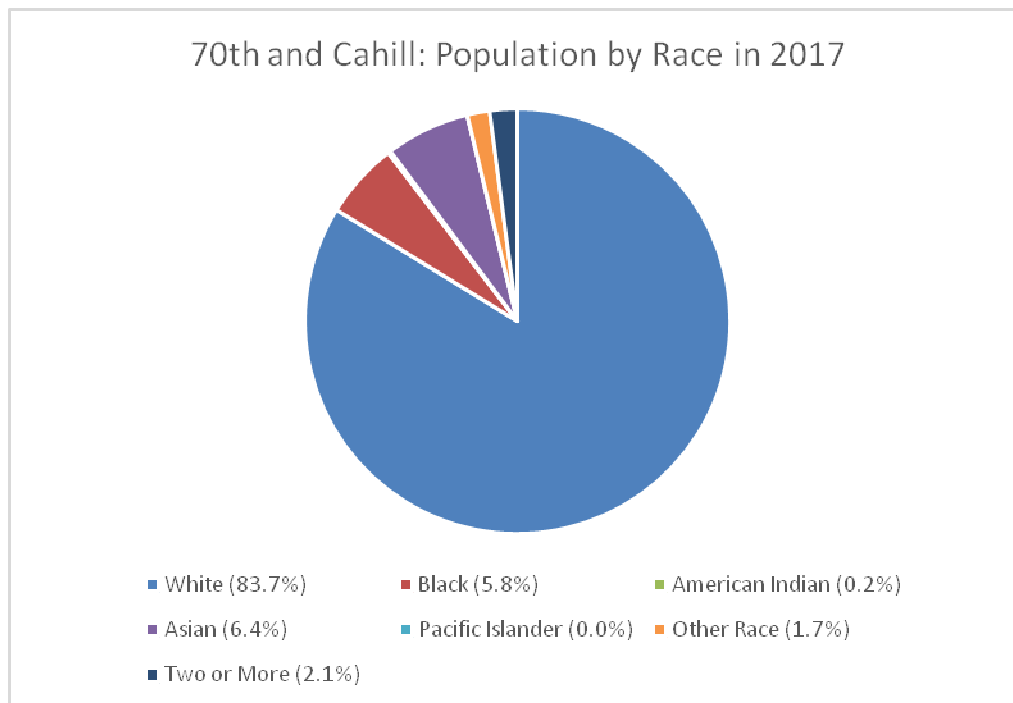
The daytime population in 2017 is around 3,100, including both residents and workers. This is higher than the base population because of the significant amount of employment in the area, which results in a net gain of people during a typical work day. Daytime population is important in part because it helps support retail and service businesses during the day, such as places for lunch and errands.



Race and Ethnicity

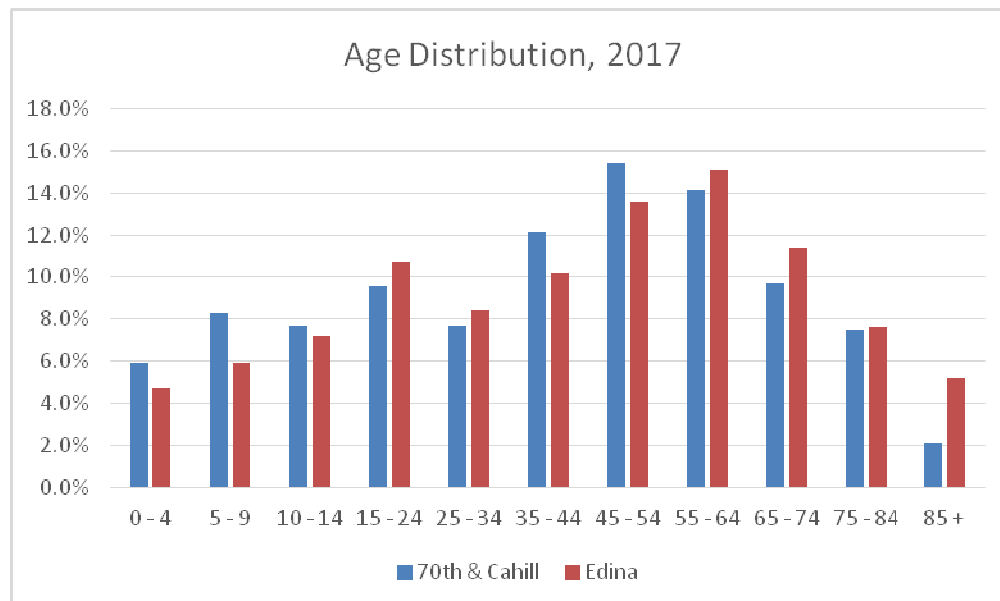
The racial makeup of the population is about as diverse as the citywide average, and is predominantly white (European American). The population has remained around 84 percent white since 2010. There has been a slight percentage gain in the Asian American population. Around 3.8 percent of the population identifies as Hispanic/Latino (Spanish-speaking Americans).

Appendices



Age and Household Size

The age distribution of this area is somewhat younger than the citywide average. The median age is 46.1, compared to 47.3 citywide. This reflects a higher percentage of the population that is children under the age of 14 compared to citywide, and a smaller percentage over 85.



The average household size is 2.52 persons/household, compared with 2.32 citywide. Again, this reflects the larger percentage of children, which tends to lead to higher household sizes.

Household Type and Profile

Appendices

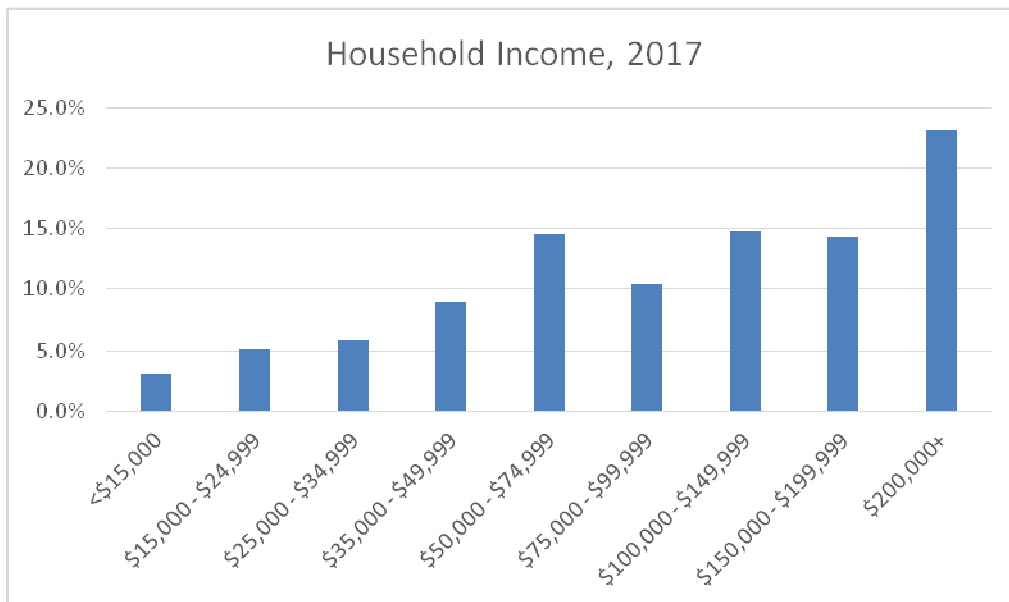
Around 72% of households in this area are family households, with around 4% classified as nonfamily households (unrelated individuals living together). Approximately 24% of households consist of one person living alone. Over 35% of households have children present, higher than the citywide average and reflecting both the higher household size and the lower median age.

According to the Tapestry profile for the area, the top three subgroups represented here are:

- Golden Years – Independent, active seniors nearing the end of their careers or already in retirement. Primarily singles living alone or empty nesters.
- Top Tier – The wealthiest Tapestry market, with high incomes and purchasing power. Primarily married couples with or without children.
- Savvy Suburbanites – Well educated, well read, and well capitalized, this group tends to live in older suburbs and invest in their properties and lifestyles. Includes many empty nesters.

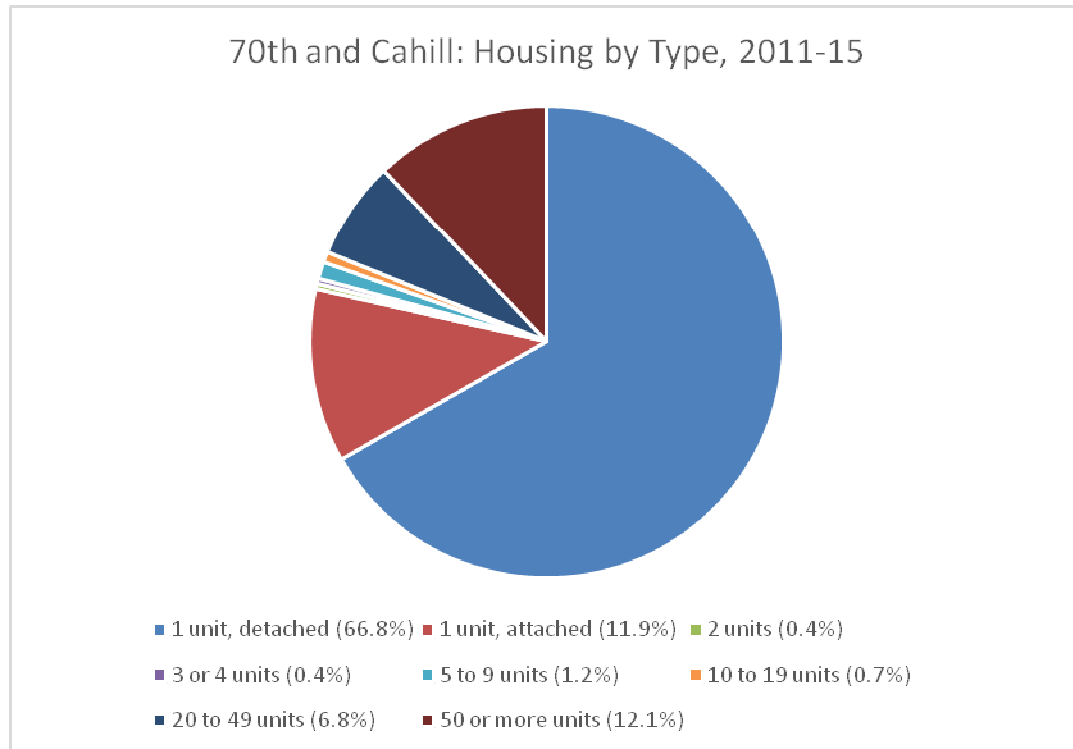
Income

The median household income for this area in 2017 is around \$105,000, significantly higher than the citywide median of \$92,000.



Housing Profile

The majority of residents in this area (67%) live in single family detached homes. However, a significant percentage live in either townhomes (12%) or larger scale apartments (12%) – primarily in large multifamily developments west of Cahill. This reflects the mixed nature of housing in this area.

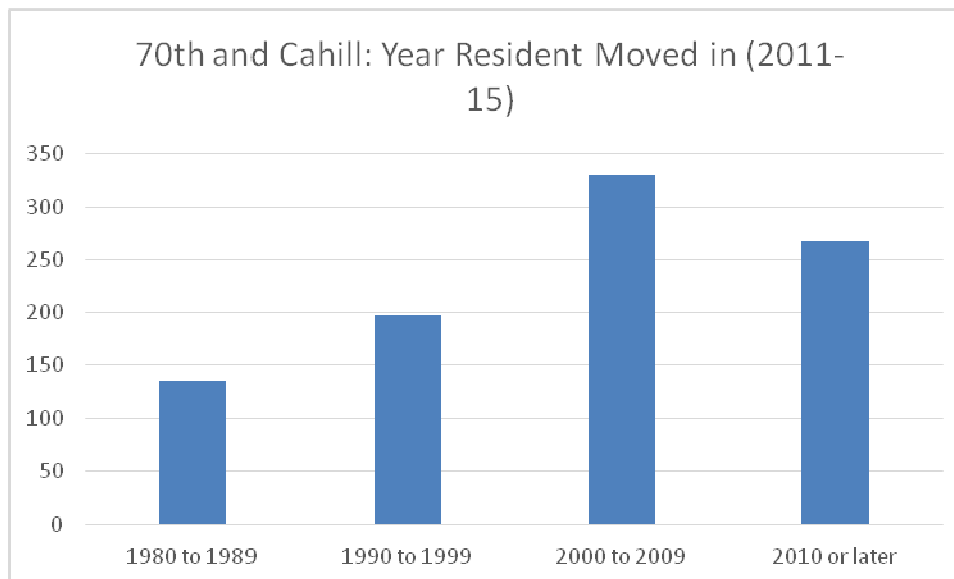
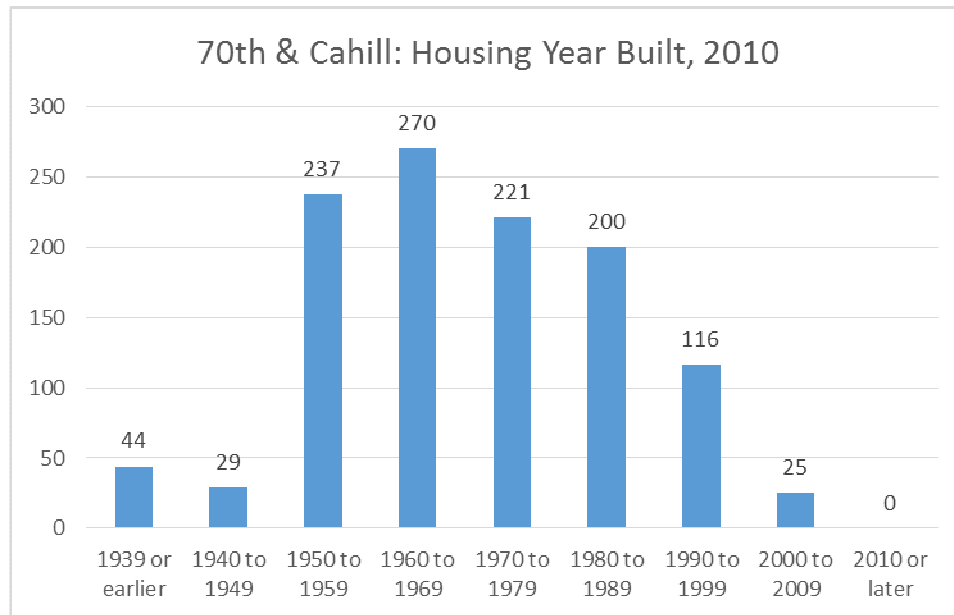


The area is predominantly owner occupied, with 71% of the housing units owned by their resident. In contrast, about 20% are renter occupied and 9% are vacant. This has remained relatively steady in recent years.

The housing stock in this area was built out at a steady rate between the 1950's and 1980's, with a moderate amount of infill since then. The median year that structures were built was 1970. This is about average for the city as a whole.

In contrast to the age of the housing stock, the majority of residents living in this area (64% of those counted) have moved here since 2000. The median year people moved into their homes was 2003, consistent with citywide levels.

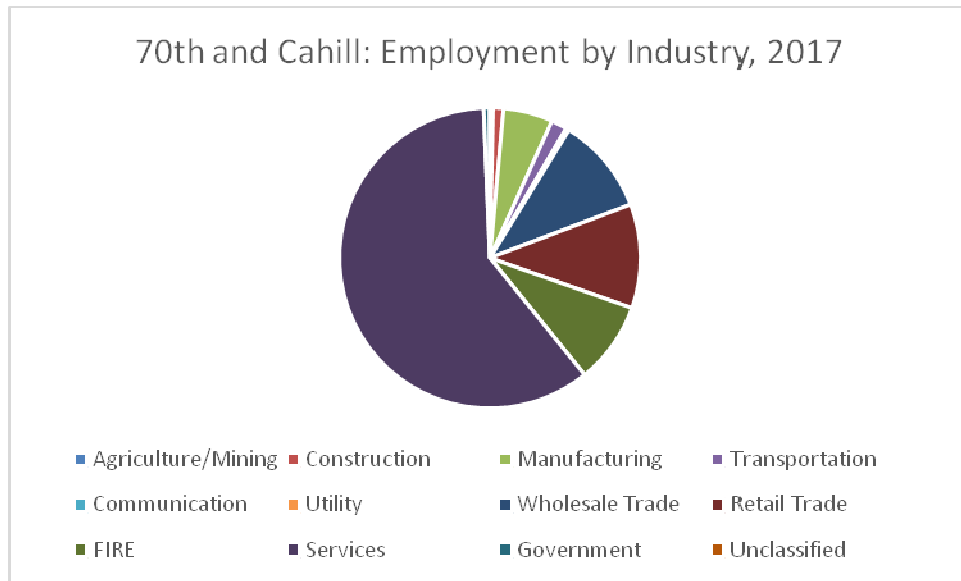
Appendices



The median home value for this area in 2017 is around \$439,000, significantly higher than the citywide median of \$418,000. This is consistent with the areas higher-than-average income. The median rent is \$990, lower than the citywide median of \$1,100. This may reflect the fact that most of the multifamily housing in this area is older, and therefore less expensive than some of the newer housing built elsewhere.

Economic Profile: Jobs in the Area

The area has around 180 businesses with 3,900 employees. Compared to the resident population of about 2,800, there is a ratio of 1:36 jobs per resident. This is largely due to the significant industrial and wholesale trade presence in this area. Service industries employ over 60% of the workers in this area, with retail following at 11%, demonstrating a comparative lack of suitability for retail when compared to other employment sectors of the economy. Manufacturing and wholesale trade percentages are well above city averages due to the presence of the industrial area.

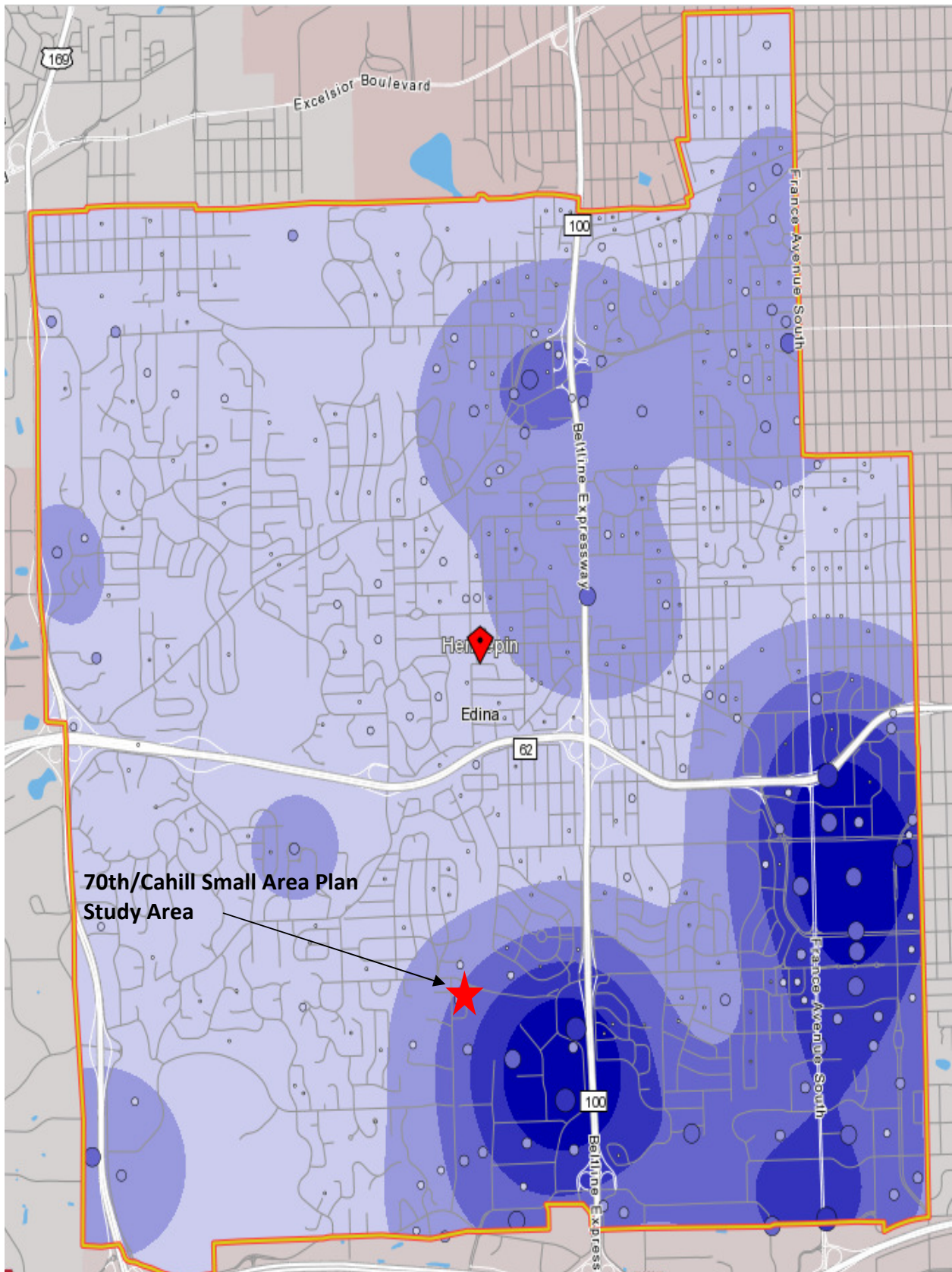


Economic Profile: Workers in the Area

In terms of the employment of people who live in the area, the employment rate is very high – with only 3.5% of the labor force identifying as unemployed. Consistent with the industry mix, around 60% of the residents work in the service industry. Residents however, are less likely to work in retail in comparison to the business mix, and more likely to work in finance, insurance, or real estate.

Workers in this area commute from a wide distribution of places. The most common home communities for commuters are Minneapolis (9.4%), Bloomington (7.0%), Eden Prairie (4.2%), and Edina (4.1%) (Source: Census LEHD 2014). Conversely, the same four cities are the four most common destinations for residents commuting out of this area to work: Minneapolis (25.7%), Edina (17.8%), Bloomington (8.7%) and Eden Prairie (5.4%).

The 70th and Cahill area sits at the northwest corner of one of the largest concentrations of employment in Edina – the office/industrial area, which straddles Highway 100. See the employment distribution map on Figure 4 on the following page.



Employment Concentration and Distribution

Appendices

City Hall • Phone 952-927-8861
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Date: November 28, 2018

To: Planning Commission

From: Cary Teague, Community Development Director

Re: 70th & Cahill Small Area Plan

Based on direction and comments from the Planning Commission work session on November 14, 2018, the following language may be considered as amendments to the 70th and Cahill Small Area Plan:

1. Page 36 – Character and Scale

Insert the following language at the end of this section:

- Guidance in this plan provides some flexibility for projects in terms of density and scale, so that the City can work with developers to support the development of high quality projects that are uniquely well-suited for this location and enhance its character.

2. Page 38 – Table 3

Insert the following bullet in the density guidelines:

- Projects may be considered with densities greater than 50 dwelling units per acre up to 90 units per acre if the project contains a minimum of 20% of the units within the project as affordable housing as defined by the Edina Affordable Housing Policy; and the project meets applicable goals and objectives in the following Chapters of this plan: Land Use and Urban Design Framework; Parks, Open Space, and Natural Resources; Transportation; and Heritage Preservation.

3. Page 38 – I. Building Height Limits Plan

Insert the following language after the introduction that states: “This plan established new height limits for the 70th and Cahill Neighborhood Node, shown on Figures 4.5 and 4.6.”:

To achieve the heights shown on the following pages, the project would be subject to review of a Site Plan, Variance or Rezoning proposal that achieves applicable goals and objectives within the Land Use and Urban Design Framework, Parks, Open Space, Natural Resources, Transportation, and Heritage Preservation Chapters in this Plan.

To achieve heights greater than those shown on Figures 4.5 and 4.6, project proposers would need to demonstrate a willingness and ability to assist the City in the provision and development of public realm improvements that support goals and objectives outlined in this Small Area Plan and are more fully described in the Plan’s Guiding Principles.

Planning Department

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Date: November 14, 2018
To: Kris Aaker, Assistant Senior Planner
cc: Cary Teague, Community Development Director
From: Stephanie Hawkinson, Affordable Housing Development Manager
Subject: 7075-7079 Amundson

The Edina Housing Foundation is in the process of reviewing development proposals for the former Waldorf-Nevens dry cleaner site at 7075-7079 Amundson, located within the boundaries of the 70th and Cahill small area plan. As the Planning Commission will be reviewing the small area plan, here is some information regarding the proposals and timeline for that site.

Timeline

November 20, 26, 27	Prospective developers will be making presentation to the Foundation Board and select City staff.
November 27	The Foundation will select the chosen developer and execute a purchase agreement. One of the selection criteria will be financial feasibility and competitiveness by comparing the proposals against our funding partners' criteria.
2019	Developer will seek financing from our funding partners, including Hennepin County, Metropolitan Council and Minnesota Housing.
2020/2021	Financial closing and construction start.

Proposal Summary

- Three proposals submitted.
 - Two for-profit developers
 - One non-profit developer
- All three have relatively the building footprint.
- The buildings range from 50 units to 100 units.
- The build heights range from 4 to 5 stories.
- All three proposals include a unit mix of 1, 2, and 3 bedroom apartments.
 - In the building with 50 units – 44% have 3 bedrooms and 32% have 1 bedroom.
 - In the building with 100 units – 10% have three bedroom and 48% have 1 bedroom.
- All three proposal will serve tenants with income at or below 30%, 50% and 60% of AMI.
 - In the building with 50 unit – 24% of the units are set aside for households with incomes at or below 30% of AMI with 14% receiving supportive services for tenants who have experienced homelessness and have disabilities.
 - In the building with 100 units – 10% of the units are set aside for households with incomes at or below 30% of AMI. This will be strictly workforce housing with no supportive services.

November 8, 2018

70th-Cahill Small Area Plan Work Group

Co-Chairs: Susan Lee and Jerry Strauss

Work Group Members: Connie Carrino, Alice Hulbert, Jeff Melin, Tim Murphy, Kristi Neal, Phil Peterson, Kyle Udseth

City Liaisons: Kris Aaker, Mark Nolan

Consultant: BIKO Associates

Final Comments from the Co-Chairs:

The 70th-Cahill Small Area Plan reflects the issues discussed and compromises reached by the Work Group during the development of the plan. The plan clarifies the themes from information gathered during three open house meetings held for the public: December 9, 2017 Discovery Workshop, February 3, 2018 Dream Workshop, March 3, 2018 Progress Update, and 14 meetings of the Work Group held between October 2017 through June 2018.

Documentation of the meetings and feedback received are posted on the city's small area plan web page. All comments and feedback were reviewed and considered. However, not every suggestion could be incorporated into the plan to satisfy each and every individual. The Work Group members understood their role is to advocate for the process over individual preferences and to achieve consensus agreement that the plan accurately reflects the process and conclusions arrived to by the Work Group as a whole.

The Work Group was not in favor of including "give to get" criteria and rejected the terminology as an open-door policy for developers to bargain for increased height and density above and beyond the plan's recommendations. There are still lingering concerns by individual Work Group members over the density range and upper height limits in the report as being too high for some, and too low for others. However, the ranges as stated in the report are believed to be accurate in what the group concluded. It is not recommended that they be increased due to the amount of time and effort it took the Work Group to achieve this level of compromise.

Work Group Timeline:

March 24, 2018	First written draft prepared and delivered by the Consultant
April 26, 2018	Work Group submits individual comments and editing suggestions
June 16, 2018	Consultant delivers revised draft to the Work Group
June 28, 2018	Final Work Group meeting to discuss revised draft. Editing subcommittee formed to coordinate the final document editing with the Consultant. The editing subcommittee included Work Group members: Connie Carrino, Alice Hulbert, Jeff Melin, Tim Murphy, Susan Lee and Jerry Strauss.
7/13, 7/16, 8/10, 9/6, 9/13	Editing subcommittee met throughout the summer months to complete final editing.
September 22, 2018	Editing subcommittee delivers Draft document to Work Group and the Consultant
October 17, 2018	Consultant delivers final document to Work Group for final comments
October 24, 2018	Final sign off on document by Work Group.

November 7, 2018

To: City Council and Planning Commission

Thank you for the opportunity to share my views. My opposition to the well written 70th and Cahill SAPWG report is limited to the issues around the density range of 10 to 50 du's/acre.

I envision a number of problems with a variable density. The Vision Statement and Guiding Principles were developed at a point in time when the majority group consensus was considering a density of at least 50 du's/acre. Using a variable density range seems to be a response best applicable to 2 or 3 separate developments within the study area, and/or a reduction in overall density. Depending on how the variable approach is applied, portions of the vision and principles may not be partially or fully achievable.

I have also come to believe the best chance to fully achieve the vision is to work with one developer for the entire study area. All parcels in the study area are not equal. One parcel will lose 25% of its square footage for the parkway and the southern extension of Amundson. Another parcel holds access to the Nine Mile trailhead envisioned in the report. Two parcels will have to contend with power line easements. The commercial area will require more land for off-street parking. Building heights are restricted on some parcels. Elevation issues are more prevalent in some parcels than others. A single developer for the entire study area seems to offer the most flexibility in adapting density and building height to the pluses and minuses of all parcels. And to the best balance of commercial and residential.

I have long been a proponent of government creating incentives to guide business behavior and decisions. If legally possible, one incentive approach could be to limit overall residential density to a lower figure, perhaps as low as 30 du's/acre, if the parcels are separately developed. If developed under one developer, the density could go to 50 du's. Another approach could be to place a time limit on development with one developer. In this scenario, the 50 du's/acre might be available for 3 years. If a developer has not emerged by the deadline, the du's/acre drop to 30. If the total 50 du density is more than the community is willing to accept, reducing the maximum du's is simpler and fairer to accomplish than a variable range applied by parcel or ownership. The \$64 question is at what level a reduced average du/acre makes redevelopment economically unfeasible?

My impression of the citizen reactions to the study area ideas during the three citizen meetings was mixed. They ranged from no change, to no more than 2 stories, to a challenge to make it a model for the nation. The variable approach has a little for everyone but does nothing to clarify the density question for potential developers. My personal view as a group member has been to reasonably push the envelope giving the Planning Commission and City Council a broader idea of what is possible and allow them to scale back as they determine it necessary or appropriate.

Philip Peterson

Emily Bodeker

From: Connie Carrino
Sent: Thursday, November 8, 2018 12:11 AM
To: Kris Aaker
Subject: RE: 70th and Cahill Small Area Plan

Kris -

As you requested, I'm submitting my "closing arguments" or comments that you requested from the 70th-Cahill small area plan work group to share with the Planning Commission and City Council. For the record, I'm uncomfortable submitting this additional editorial about our plan and process because it goes against what we agreed to when selected to serve on the work group, "that members should be committed to advocating for the process over individual preferences."

What that means to me is that regardless of what any individual work group member may be feeling at this point, this is the plan the work group is submitting for approval. Period. No additional work group comments, editorial, posturing or discussion should be needed or requested or considered as part of next steps.

The 70th-Cahill small area plan and process is the result of nearly a year of volunteer contributions, public input and stakeholder considerations. Most importantly, the plan submitted does have group consensus. Just like the 44th & France small area plan was submitted, our plan has consensus, but we may not totally agree with every decision, finding or compromise.

At our final group meeting on June 28 we made a decision on the key and critical component of height and density. We have consensus. Period.

So at this point, everyone on this work group should be supportive of submitting this plan to the Planning Commission, City Council and for public review.

Best regards,

Connie Carrino