

Agenda
Human Rights and Relations Commission
City Of Edina, Minnesota
Edina City Hall Community Room

Tuesday, September 26, 2017
7:00 PM

- I. Call To Order
- II. Roll Call
- III. Approval Of Meeting Agenda
- IV. Approval Of Meeting Minutes
 - A. Minutes: August 22, 2017
- V. Special Recognitions And Presentations
 - A. Grandview Lid Project: Katie Clark Sieben

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

- A. 2017 Work Plan Updates
- B. Edina Community Foundation: MLK Panel Program
- C. 2018 Work Plan Proposal
- D. Bias Offense Amendments

VIII. Correspondence And Petitions

- A. Overcoming Racism Conference
- B. City of Bloomington

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: September 26, 2017

Agenda Item #: IV.A.

To: Human Rights and Relations Commission

Item Type:

Minutes

From: MJ Lamon, Project Coordinator

Item Activity:

Subject: Minutes: August 22, 2017

Action

ACTION REQUESTED:

Approve the August 22, 2017 meeting minutes.

INTRODUCTION:

ATTACHMENTS:

Draft Minutes: August 22, 2017



Minutes
City Of Edina, Minnesota
Human Rights and Relations Commission
Edina City Hall, Community Room
August 22, 2017 7:00pm

I. Call To Order

Chair Nelson called the August 22nd, 2017, meeting of the Human Rights and Relations Commission to order at 7:01 pm.

II. Roll Call

Answering roll call were Chair Nelson, Commissioners Arseneault, Beringer, Edwards, Edelson, Kennedy, Martin and Student Commissioners Chao and Sinha.

Absent Members: Commissioner Meek

Staff Present: Staff Liaison, MJ Lamon and City Management Fellow, Chante Mitchell

Late Arrivals: Commissioner Rivera

III. Approval Of Meeting Agenda

Motion by Commissioner Kennedy to approve the meeting agenda for August 22, 2017. Seconded by Commissioner Arseneault. Motion carried.

IV. Approval Of Meeting Minutes

Motion by Kennedy to approve the July 25, 2017 Human Rights and Relations Commission meeting minutes with amendment to VII. Correspondence: Received “but” not discussed. Seconded by Commissioner Martin. Motion carried.

V. Community Comment

Resident Janet Kitui, 4225 Valleyview Road, Edina. Janet was at the meeting to observe and see what it was like to serve on a commission.

VI. Reports and Recommendations

A. 2017 Work Plan Updates

Refugee & Immigration Panel Recap:

- A turnout of about fifty in attendance.

Race & Equity Update:

- Citizens League is finding ways to gather feedback from the community looking to understand “What are the issues?”
- Arseneault explained the different phases the working groups and task force will work through.

Comprehensive Plan Update:

- Consultant is assembling a toolkit for commissions which will be distributed in September.

- The Comprehensive Plan work will primarily take place from September through December.

Human Rights Essay Contest:

- Marketing is in process and a poster is currently being created.
- Essays will be read at December 5, 2017, city council meeting.
- The essay contest committee will serve as the review committee. Members include Edelson, Edwards, Kennedy, and Sinha.

Commissioner Rivera arrived at 7:17 pm.

B. 2018 Work Plan Proposal

Commissioners discussed 2018 work plan initiatives along with logistics, finances, and possible dates.

- Bias Offense: No changes.
- Tom Oye: Committee will determine how to recognize the award recipient.
- Sharing Values, Sharing Communities: Committee will determine the topic.
- Human Right Essay: No changes. The commission may not hold essay in 2018 if the first year is not successful.
- Move Partnership with School District to parking lot.
- Days of Remembrance: No changes.
- Indigenous Peoples Day: HRRC will hold event on the second Monday in October.
- Comprehensive Plan: No changes.
- Model City Advisory Communication:
 - This advisory communication was not prepared in advanced for the August meeting for the commission to be approved.
 - Kennedy presented language for consideration to acknowledge Edina as an “Affirming and Welcoming City”.
 - Initiative added: “Affirmation of Edina as a Welcoming Community for all residents, including Immigrants and Refugees”

C. Bias Offense Response Plan Amendments

- Commission reviewed the Committee’s draft amendments of the Bias Offense Response Plan.
- Commissioner Kennedy volunteered to research Minneapolis’s 311 help line and how it is used for bias offense reporting.

8:10pm Commissioner Rivera exited the room.

Motion by Kennedy to recommend the amendments of the Bias Offense Response Plan to City Council. Seconded by Martin. Motion carried.

8:12pm Commissioner Rivera entered the room.

VII. Correspondence

None.

VIII. Chair and Member Comments

- Chair Nelson reported on attending a Community Forum in St. Louis Park on affordable housing.
- Kennedy provided information for a September 17 event on protecting vulnerable elderly at the Edina Senior Center.

IX. Staff Comments

None.

X. Adjournment

Motion by Arseneault to adjourn meeting. Seconded by Kennedy. Motion carried.

Meeting adjourned at 8:16pm.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

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Date: September 26, 2017

Agenda Item #: V.A.

To: Human Rights and Relations Commission

Item Type:

Other

From: MJ Lamon, Project Coordinator

Item Activity:

Subject: Grandview Lid Project: Katie Clark Sieben

Information

ACTION REQUESTED:

None.

INTRODUCTION:

Presentation attached.

ATTACHMENTS:

Commission Presentation



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Grandview Green:

A Case Study for Lid Development in MN

September 2017

Katie Clark Sieben, Project Consultant

*DRAFT for Preliminary Discussion Purposes



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Today's Agenda

- Edina's Grandview District
- The Grandview Green Project:
 - Concept
 - Feasibility Study Findings
 - Five Year Vision
 - The Partnership
- Next Steps



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Why Grandview Green?

- ▶ Reconnect neighborhoods and communities divided by Highway 100
 - Reestablishes street grids, safe pedestrian walkways and bicycle paths
 - Provides new green space for community programming and social events
 - ▶ Increases economic productivity:
 - Of airspace above Highway 100
 - Of land adjacent to Highway 100
 - ▶ Enhances sustainability practices through increased storm water collection, potential solar installations, etc.
 - ▶ Serves as a case study for lid development in Minnesota
-

MN Green Lid Outcomes



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	Neighborhood Connectivity	Economic Development	Green Space	Transportation / Parking
Longfellow Gardens, Minneapolis			X	
ABC Ramps, Minneapolis				X
Fort Snelling, Saint Paul			X	
JW Marriott at MOA, Bloomington		X		
Leif Erickson Park, Duluth	X		X	
Grandview Green, Edina	X	X	X	X

...also serves as a case study to uncover how we leverage unused public land to spur private development!



2012 Grandview District Development Framework



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- ▶ Create a place with a unique identity announced by signature elements like: an iconic ‘gateway’, a central commons, serves the neighborhood’s needs, innovative 21st century sustainability approach
- ▶ Completely rethink and reorganize the District’s transportation infrastructure to: make the district accessible to pedestrians and cyclists, provide automobile friendly access to convenience retail and preserve future transit opportunities consistent with the district’s envisioned character
- ▶ Leverage public resources to make incremental value-creating changes that enhance the public realm and encourage voluntary private redevelopment consistent with the vision that improves the quality of the neighborhood for residents, businesses, and property owners



2016 Grandview District Transportation Study



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► Short Term Changes (0–5 Years)

- **Pedestrian crossing** and intersection improvements for Vernon and Eden Avenues
- Conversion of two **off-ramps from Highway 100**
- Reconfiguration of Arcadia Avenue along former Public Works site to **accommodate pedestrians and bikers**

► Mid Term Changes (5–15 Years)

- Vernon and Eden Avenues converted to **support bikes, pedestrians, greenspace and traffic management**
- Added infrastructure **to support bicycling** on Eden Avenue over Highway 100
- **Enhanced bus stops**
- New frontage road **providing southbound access to Highway 100 and development parcels** on west side of Highway 100
- **Improved parking**

► Long Term Changes (15–30 Years)

- **New pedestrian and cyclist connection** over Highway 100 to City Hall
 - New frontage road providing **northbound access to Highway 100 and development parcels** on east side of Highway 100
 - Direct connection for **high capacity transit line** and **new district parking** on the former public works site
-

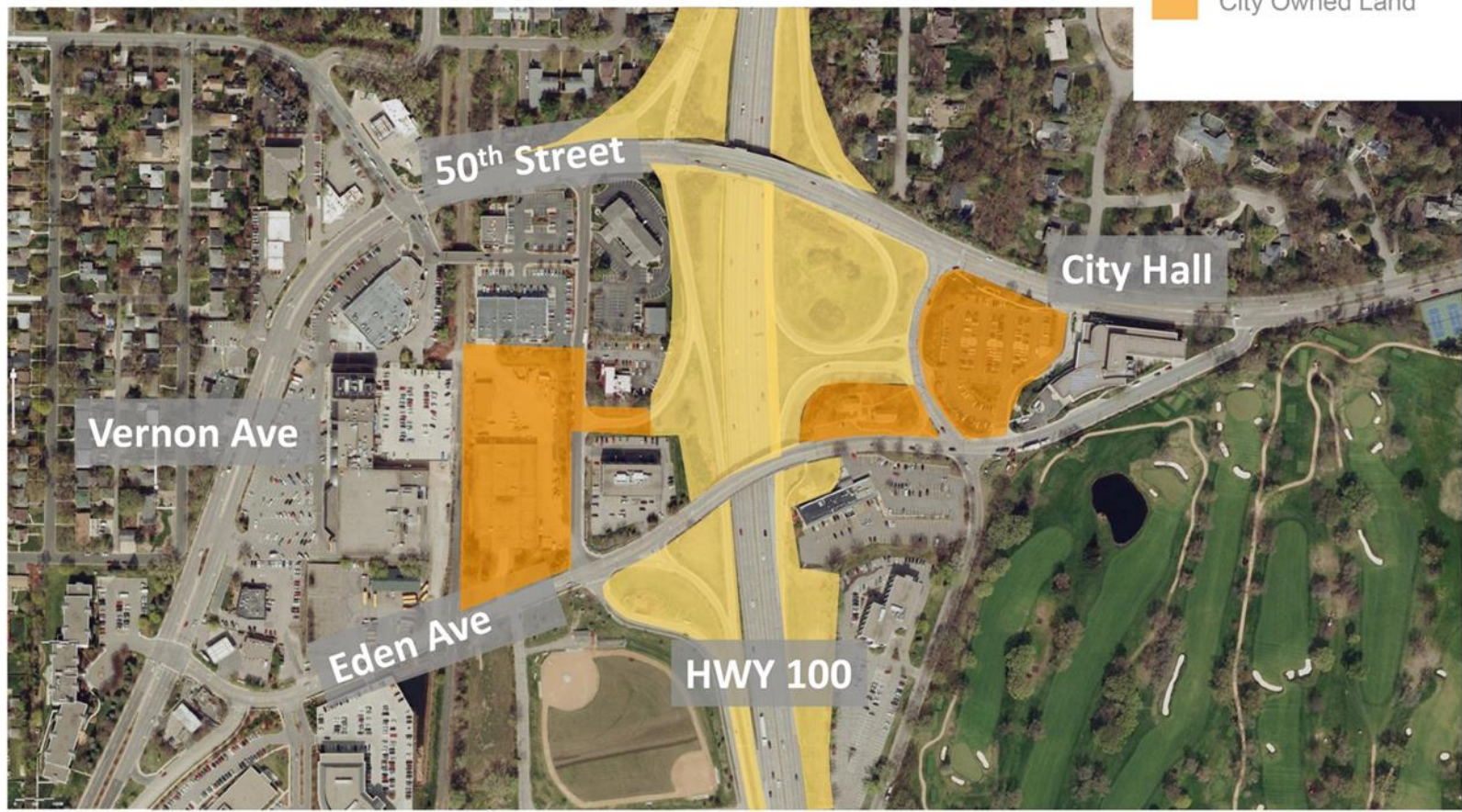
Grandview Green Feasibility Study



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- ▶ In summary, the May 2017 feasibility study found:
 - **No major fatal flaws** in the development of a green lid over limited portions of Highway 100.
 - This concept has the potential to create approximately **13 acres of new buildable land** on 16 parcels.
 - The area has the potential to support **2,525 new parking spaces** and an additional **2.4 million square feet in private development**.
 - After completion, property tax revenue is projected to increase from approx. **\$2 million to \$100 million**.
 - There is a dramatic range in the level of public investment that could be needed for this project:
 - **\$6.7 million** for the construction of one lid segment (another est. \$2.3 million for design, landscaping, etc.)
 - **\$70–90 million** if both lid segments, new roads and off-ramps and public parking ramps are constructed
 - Several public entities could potentially be involved in this project – MnDOT, the Metropolitan Council, Hennepin County, the City of Edina and possibly others.
 - The initial economic analysis predicts the public investment will realize a **348% return on investment** over a fifteen year period (assumes a public investment of \$37 million).
-

Grandview Green Land Ownership

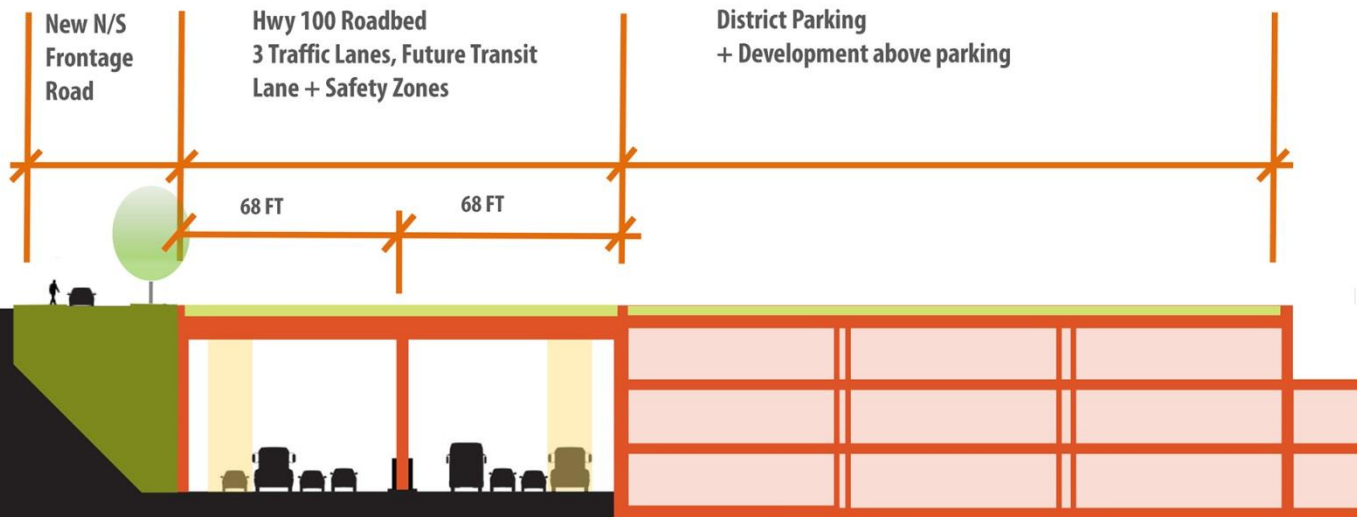


Grandview Green

Proposed Highway 100 Lid Section

East West Site Section

Redevelopment Zone



Grandview Green Concept Parcels

Parcel 1	Approx. 27,000 SF
Parcel 2	Approx. 27,000 SF
Parcel 3	Approx. 46,000 SF
Parcel 4	Approx. 57,000 SF
Pavilion 5a	Approx. 2,000 SF
Parcel 5b	Approx. 11,000 SF
Parcel 6	Approx. 21,000 SF
Parcel 7a	Approx. 26,000 SF
Parcel 7b	Approx. 20,000 SF
Parcel 8	Approx. 17,000 SF
Parcel 9	Approx. 31,000 SF
Parcel 10	Approx. 85,000 SF
Parcel 11	Approx. 50,000 SF
Parcel 12	Approx. 86,000 SF
Parcel 13	Approx. 150,000 SF
Parcel 14	Approx. 34,000 SF Redevelopment site with Parcel 7b
Parcel 15	Redevelopment
Parcel 16	Redevelopment

Total Parcels 13 Acres



Grandview Green Public Infrastructure

New Roads

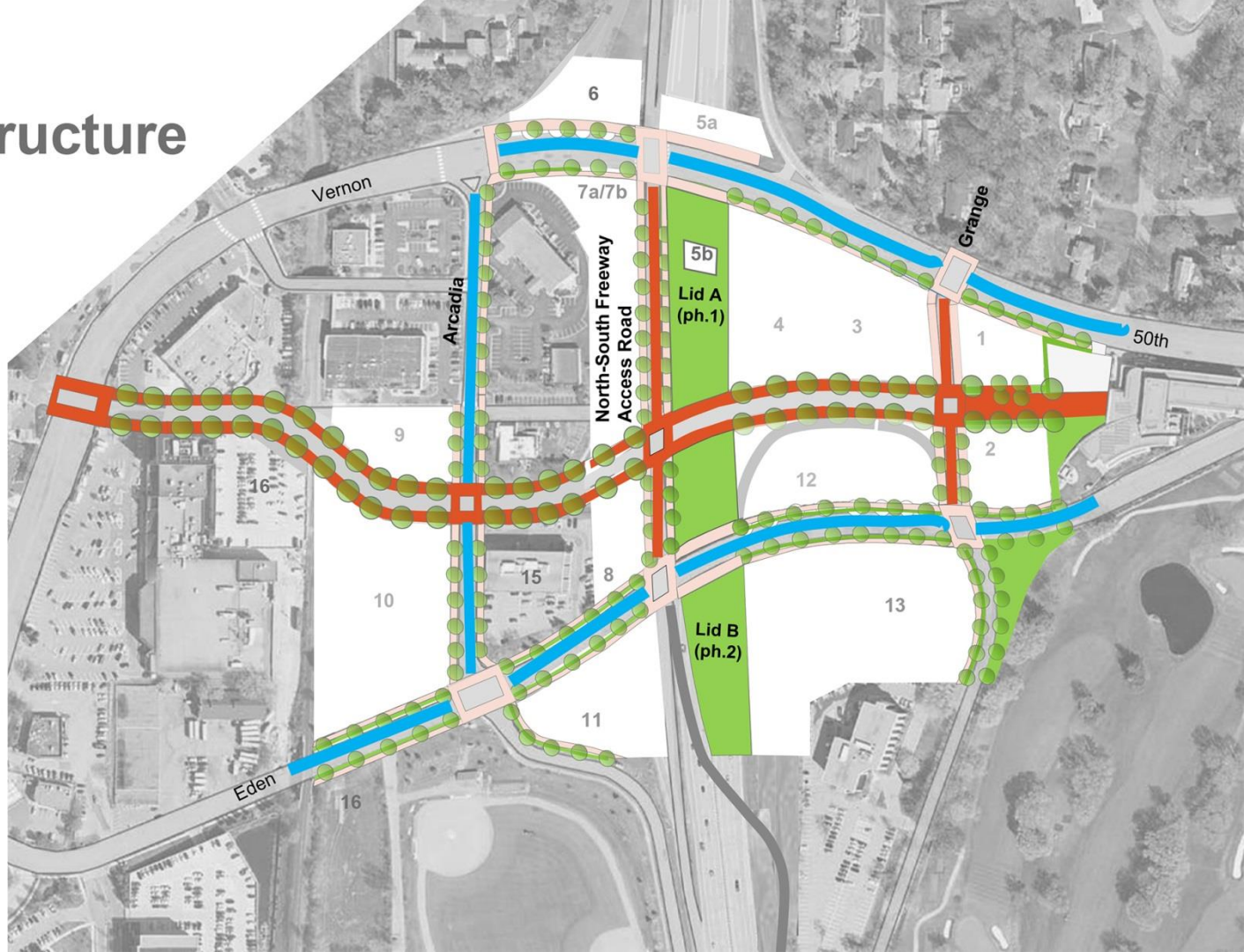
- Central Main Street (New)
- North South Freeway Access (New)
- Grange (New alignment)

Public Realm Improvements

- Arcadia
- Eden
- 50th

Lids + Green

- Lid A 42,000SF
- Lid B 36,000SF



Grandview Green Road Alignments



New Intersections



Intersections Removed



Impact on Existing Properties

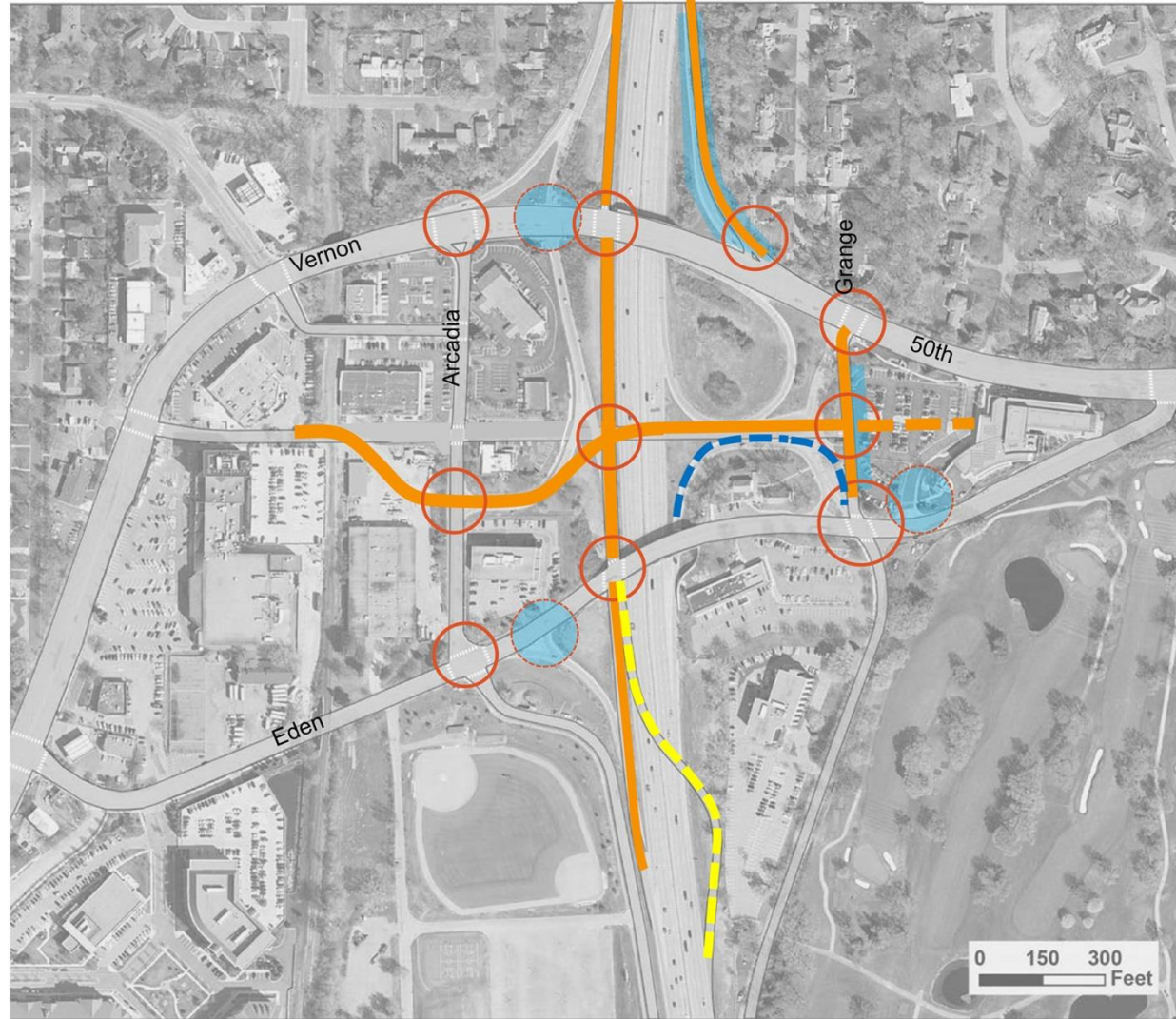


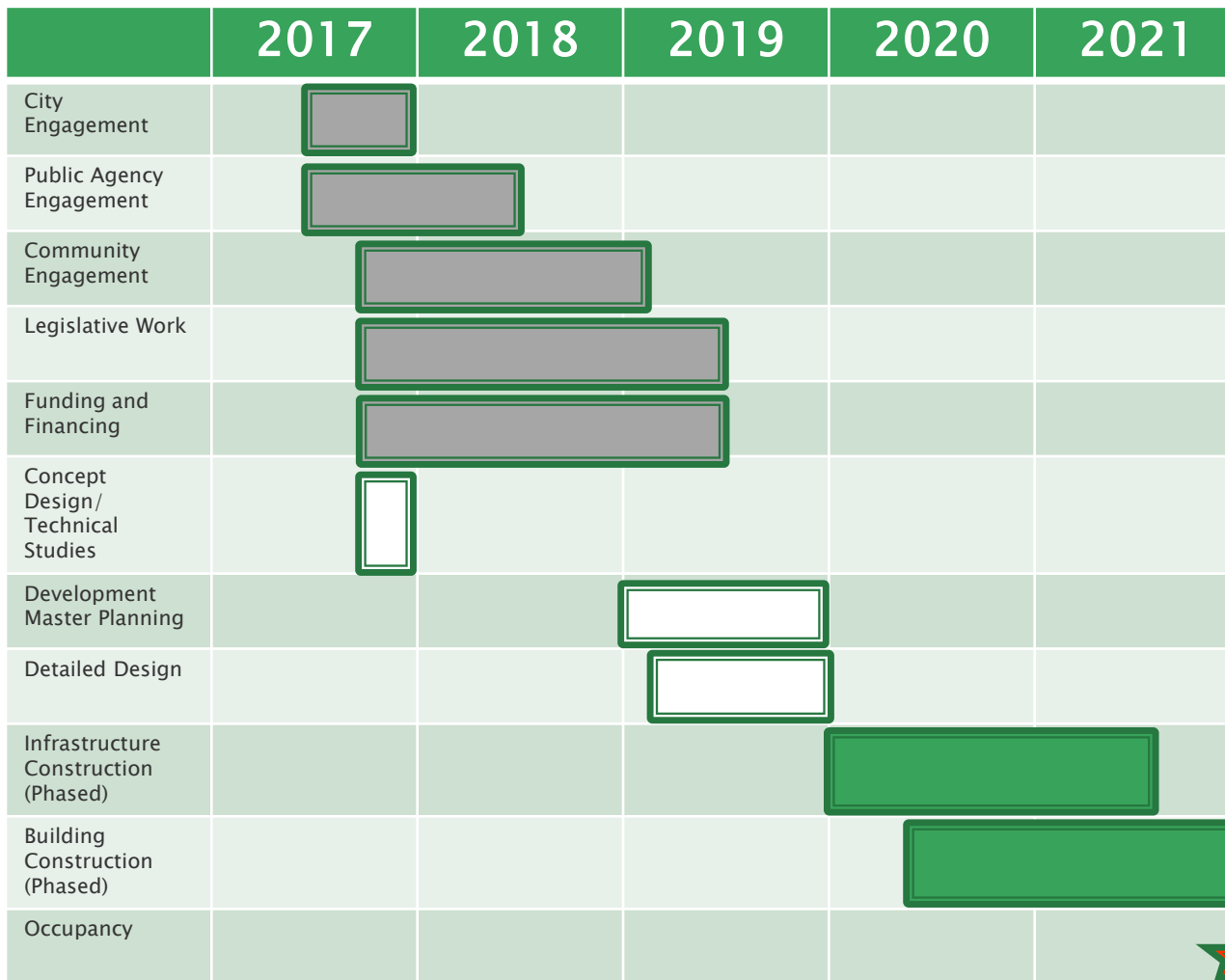
Phase 1 Access from
Northbound Hwy 100



Phase 2 Access from
Northbound Hwy 100

Architecture Field Office

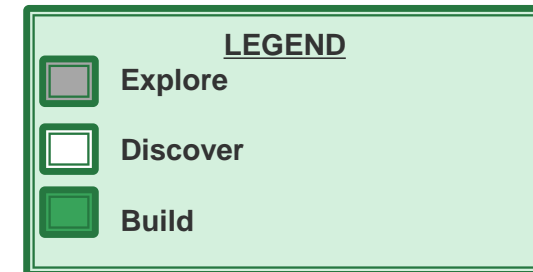




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Grandview Green 5 Year Vision

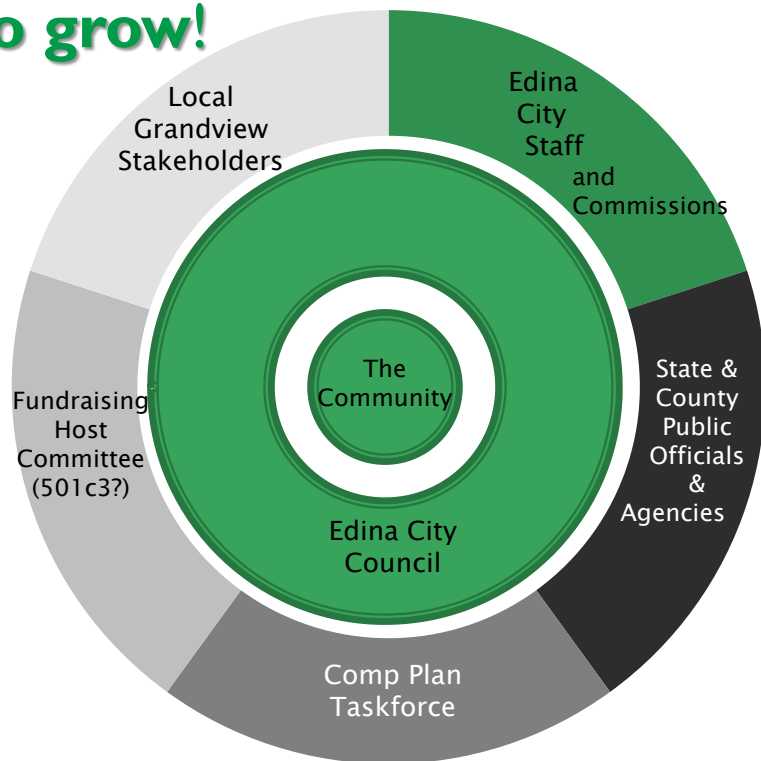
- Infrastructure Construction Begins: 2020
- Building Construction Begins: Mid 2020
- Occupancy Begins: 2022



The Grandview Green Partnership... will continue to grow!



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Next Steps:

► Fall 2017:

- Roadshow Presentations for City Commissions
- Urban Land Institute Technical Assistance Panel
- Launch Four Exploratory Technical Studies:
 - Transportation
 - Utilities
 - Sustainability
 - Market Research
- Community Visioning Sessions with Businesses, Neighborhoods, Schools and Churches

► January 2018:

- Grandview Green Update to Edina HRA
-



DRAFT

September 2017



DRAFT
September 2017

Contact Information



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CITY OF EDINA

4801 West 50th Street

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Date: September 26, 2017

Agenda Item #: VII.A.

To: Human Rights and Relations Commission

Item Type:
Report and Recommendation

From: MJ Lamon, Project Coordinator

Subject: 2017 Work Plan Updates

Item Activity:
Information

ACTION REQUESTED:

None.

INTRODUCTION:

- Race and Equity Update (Meek/Arseneault)
- Essay Contest (Kennedy/Edelson/Edwards)
- Comprehensive Plan (Lamon/Edelson/Nelson)

ATTACHMENTS:

2017 Approved Work Plan

Comp Plan Document: Vision Edina

Comp Plan Document: Met Council System Statment

Comp Plan Document: Big Ideas Workshop

Board/Commission: Human Rights and Relations Commission

2017 Annual Work Plan



Initiative 1	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		April 2017	\$75 for plaque + possible cost for new printed materials	<ul style="list-style-type: none">• Register attendance at event• Track nominations• Update website
Tom Oye Award <ul style="list-style-type: none">• In 2017 the committee will develop an annual theme.				
Progress Report:				

Initiative 2	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		August 2017	None.	<ul style="list-style-type: none">• Coordinate Meetings• Maintain record of meetings about incidents
Bias Offense Response Plan – review and update, if needed, annually				
Progress Report:				

Initiative 3	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		April 2017	\$300 for marketing materials and refreshments	
Day of Remembrance Event				
Progress Report:				

Initiative 4	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input checked="" type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility		December 2017	\$1000 fee for workshop facilitators	<ul style="list-style-type: none">• Event coordination• Communications• Marketing
Serve as lead Commission for City’s new racial equity initiative as assigned by City Council and the task force. [Initiative attributes to Human Rights City Designation]				
Progress Report:				

Initiative 5	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input type="checkbox"/> New Initiative <input checked="" type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility Sharing Values, Sharing Communities		October 2017	\$300 for marketing materials and refreshments, depending on event)	<ul style="list-style-type: none"> • Event coordination • Communications • Marketing
Progress Report:				

Initiative 6	Council Charge <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input checked="" type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility Human Rights Essay Contest <ul style="list-style-type: none"> • Develop an annual theme • Develop age categories 		May 2017	\$200 for marketing \$100 for award	Communications Marketing Manage essays
Progress Report:				

Initiative 7	Council Charge <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
<input checked="" type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility Assist as requested with development of the City's new Comprehensive Guide Plan. [Initiative attributes to Human Rights City Designation]		December 2017		
Progress Report:				

Parking Lot: (These items have been considered by the BC, but not proposed as part of this year's work plan. If the BC decides they would like to work on them in the current year, it would need to be approved by Council.)				
Transgender Rights – Educational presentation or other efforts to ensure welcome and safe environment for all within the city				
Recognition for Community Members whose work addresses issues of racism (e.g., an MLK Award)				

Proposed Month for Joint Work Session (one time per year, up to 60 minutes):	June
--	------

A photograph of a park scene. In the foreground, a blue paddleboat with two people inside is on a calm pond. The water reflects the surrounding greenery and the bridge. In the background, a dark metal arched bridge spans the pond. To the left, there are large rocks and lush green trees. To the right, a grassy area with more trees and a building in the distance is visible.

VISION EDINA CITY OF EDINA STRATEGIC VISION and FRAMEWORK

This vision and framework is an outcome of the broad-based community engagement and visioning process, conducted between September and December 2014

May 2015

CITY OF EDINA STRATEGIC VISION AND FRAMEWORK VISION EDINA

This vision and framework is an outcome of the broad-based community engagement and visioning process, conducted between September and December 2014.

May 2015





VISION EDINA

Vision Edina represents a fresh look at the future for the City of Edina. This work builds on the previous Edina Vision 20/20 planning work that was undertaken 15 years ago. Since that time, the world has changed. We are subject to stronger external trends and forces, and we face renewed pressures with increasing population and developmental pressure. The future we face is one filled with greater uncertainty, more rapid pace of change and emerging new opportunities. Vision Edina allows us to step back and look again at the big picture, and decide how we continue to evolve to remain a relevant, competitive and progressive city.

Vision Edina is a long-term strategic framework that helps our community understand and guide the important decision-making that will impact Edina's future. This framework lays out the key issues identified by our community, which we need to be focusing our attention and resources on, over the coming years. The Vision Edina work and publications have been developed through a broad-based and inclusive community visioning process conducted in 2014.

It is proposed that the current City of Edina mission statement remain largely unchanged. This is a potent and relevant mission statement that has, and continues to, serve the City well.

“Our mission is to provide effective and valued public services, maintain a sound public infrastructure, offer premier public facilities and guide the development and redevelopment of lands, all in a manner that sustains and improves the health and uncommonly high quality of life enjoyed by our residents and businesses.”



EDINA'S VISION STATEMENT

Edina holds a well-earned reputation as a city of choice. It is the model of a successful, mature, and progressive urban community, that strives to lead in a modern and evolving world. We maintain our heritage and attractiveness, and afford our residents the highest quality of life, while actively embracing the future.

The features that define our future community include:

Inclusive and Connected

- Our community embraces diversity and cherishes the contributions of all residents and stakeholders.
- Our community offers an enticing mix of residential development that retains and builds upon our strong foundation of single-family housing, but also includes a dimension of higher density multi-family options, especially for the young and the old.
- We strive to promote a healthy demographic mix that builds on the tradition of multi-generational families, and also provides entry opportunities for new people seeking to raise families, start businesses, and join our quality community.
- Our residents enjoy a wide range of transportation options that foster mobility and interconnectedness.
- Our cohesive neighborhoods are able to retain their unique individual character, while being linked seamlessly together into the broader fabric of our city.
- Our residents benefit from close access to parks and other gathering spaces where they can regenerate, connect with community members and enjoy nature.

Built-to-Scale Development

- Our community has worked hard to create an innovative and long-term comprehensive development policy that strikes the right balance between renewal and progress, and protection and preservation.
- Our development policy promotes partnerships between developers and community members and encourages innovative ideas.
- Our community's commercial and retail base has been significantly enhanced through the creation of more mixed-use locations, carefully woven throughout our neighborhoods.
- We have proactively developed planning procedures and policies that allow the character of our neighborhoods to be preserved and enhanced. Local development reflects the aspirations of both neighborhood residents and the community as a whole.

Sustainable Environment

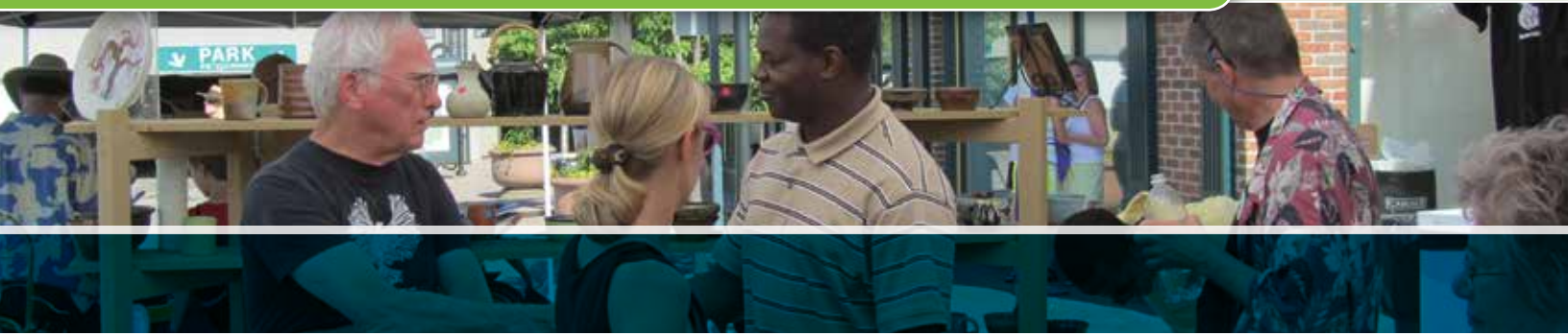
- Edina has focused and invested in world-class citywide resource management systems, built around the leading principles of environmental sustainability.
- We have substantially reduced our overall environmental impact and significantly increased our resource use efficiency.
- Our planning has integrated the best-proven standards of sustainable building and environmental stewardship into all aspects of our city planning and building codes.
- Our community continues to treasure and protect our public spaces and parks. We have enhanced our biodiversity and natural ecosystems, which in turn support and purify our natural environment.

A Community of Learning

- Edina has continued to evolve as a highly engaged community, where residents share the responsibility for decision making and working collectively toward the common vision.
- We recognize and appreciate the significant value of our education system, and we continue to work and invest to strengthen and grow this key community asset.
- As technology and society have evolved, so has our prized education system. We have a high quality, future- oriented education system, which undeniably prepares our students to thrive in an increasingly competitive and globalized world.
- As residents, we never tire in our pursuit of knowledge and understanding. We collectively promote the value of engagement and education, and we ensure that we have the capacity as a community to understand and remain agile in a fast changing and complex world.

Future-Oriented

- As a community, we continually look forward and are always working to remain competitive, relevant and innovative. We stand on the foundation of our traditions, but are not afraid to adapt and change as the city evolves.
- Our city leaders and organizations are actively engaged in regional leadership and in ensuring the interests of Edina are represented at the level of the Twin Cities metropolis, but also beyond.
- Edina is willing to use its resources and expertise to apply new ideas and technology, and we actively invest ourselves in finding and creating innovative solutions to the emerging challenges of living in a major city.



STRATEGIC FOCUS AREA, ISSUES AND ACTIONS

Eight key strategic focus areas have emerged through the Vision Edina process. These areas are built from the key drivers and issues identified early in the Vision Edina process, and have carried through the extensive community and stakeholder engagement process. These focus areas, and the attendant issues and actions, represent emerging priority areas that can both leverage and guide the future evolution of our city. This is not intended to be an exhaustive list, and in no way displaces the underlying foundational work that continues on our key areas of infrastructure, community services, governance and fiscal management. Rather, these strategic focus areas represent key emerging priorities, and reflect the core drivers of our future that can be summarized in the categories of ***Balancing Edina's Redevelopment***, and ***Enhancing Our Community Fabric and Character***.





1. RESIDENTIAL DEVELOPMENT MIX

The issue of residential property development has been repeatedly raised throughout the Vision Edina process. The City has been faced with a number of redevelopment pressures and challenges across numerous areas. Residents strongly favor a continued focus on the single-family housing nature of the majority of the city neighborhoods, but there is increasing concern about the trend and impact of so-called 'teardowns' on the community. There is also recognition of some need for additional multi-family options to create more diversity in housing affordability. This would provide increased options at all stages of life and attract younger residents.

ISSUES

- Residential neighborhoods continue to serve as the defining characteristic of the city, and there is a high desire to protect and enhance such neighborhoods.
- Residents take a great deal of pride in their homes, and express concern about the escalating redevelopment pressures facing some neighborhood areas.
- Edina continues to face competition from neighboring communities that claim to offer a similar quality of life while also offering more available land for development.
- The community must balance the needs of the families that have defined its character, with an aging population that desires to 'age in place.'

STRATEGIC ACTIONS

- Further encourage the development of neighborhood associations and the overall neighborhood concept. Define the unique character and brand of each of the well-established neighborhoods, and explore innovative planning guidelines to allow preservation and enhancement of the desired neighborhood visual appeal.
- Pursue further planning and development options that protect and locate key amenities, such as parks and community facilities, within the neighborhood framework to allow neighborhood centers and focus points to further evolve.
- Continue to explore options for new multi-family housing throughout the city in mixed-use areas and near public spaces, including areas such as Southdale, Pentagon Park and Grandview.
- Work to create affordable housing options close to transit, shopping and employment centers.



2. TRANSPORTATION OPTIONS

Participants in the Vision Edina process expressed a strong desire to continue to expand a variety of transportation options to both reduce dependency on automobiles and enhance the community's work and life balance, and ease of connectivity. Walking, biking, and transit options represent key amenities that help residents feel connected to their community, and improve the overall quality of life. A diversity of transportation options is also highly preferred among younger residents. However, such options have met resistance in some areas, largely a reflection of a 'not in my back yard' reaction. The larger community sentiment of support should be highlighted to advance policies and developments deemed to be in the larger public good.

ISSUES

- The community's infrastructure continues to age and be stressed by increasing traffic volume.
- The majority of Edina's employed population works outside of the city and is therefore reliant on the connectivity and maintenance of the roadway system for their livelihood.
- The community overall is highly supportive of increased diversity and integration of transportation and local access options.

STRATEGIC ACTIONS

- Undertake community education and promotion to highlight the broad support and benefits of more diverse transportation options, and particularly to highlight the support expressed across multiple age demographics.
- Work to expand transit options to Edina, and ensure that Edina residents do not become further isolated from the larger transit infrastructure.
- Develop an integrated long-term plan that lays out a future-oriented and ambitious transportation network that covers multiple modes of transportation, and takes into account potential impacts of future technology on transportation modes and corridors.
- Continue to promote and develop the sidewalk, trail and bike networks to improve accessibility and connectivity throughout the city and beyond.



3. COMMERCIAL DEVELOPMENT MIX

Edina has traditionally embraced commercial development along a relatively narrow corridor along France Avenue, and originally anchored by Southdale Center. While this practice has been successful and has led to additional growth along France Avenue, Vision Edina participants have expressed a desire for easier and more proximal access to small retail options and other amenities. Many participants of the engagement process highlighted the unique and appealing experience of the 50th & France district. New development opportunities can build upon this example and model to develop neighborhood nodes of an appropriate scale in other locations across the city.

ISSUES

- Edina has historically favored large-scale commercial development. Best practice and community desire has moved toward also including smaller-scale models.
- Residents currently feel somewhat disconnected from common amenities, including banking, dry cleaning, groceries and pharmacies – and this is an issue likely to be exacerbated with an aging population.
- The community has significant redevelopment opportunities in the Pentagon Park, Grandview, and Southdale areas, but as of yet, there appears to be no clear consensus as to the best and most appropriate uses and ultimate outcomes.

STRATEGIC ACTIONS

- In light of the escalating developmental pressures facing the Council and City, the City should as a priority renew its broader land use plan. This plan should examine and consider the future broad fabric of the community, and begin to define key nodes of higher-density mixed use, and potential nodes of small-scale commercial opportunity, embedded in more of a neighborhood context.
- More consideration of scale and appropriate mixed use could be used in the review of new commercial development proposals, especially to take into account the compounding impact of numerous developments in close proximity and the concerns about this overall impact on streetscape, environmental aspects, transportation and utilities and services.
- The community should further examine and consider the development of small neighborhood-based business nodes to provide a range of local amenities and services.
- Edina should continue to explore strategies that promote the continued vitality of existing core retail zones around Southdale Center, and also actively pursue economic development strategies targeting specific professional services clusters. These approaches could enhance the core economic underpinning of the local economy.



4. LIVE AND WORK

Edina's community has a large number of high-wage earners, most of whom commute to areas outside the city for work. Therefore, Edina is highly dependent on the vitality of the regional economy to maintain prosperity. At the same time, the community also recognizes a growing desire, especially among young professionals, to both live and work in the same location. There is evidence to suggest this represents part of a larger societal trend, and could have important implications to the future location appeal of Edina. The city currently offers limited opportunities to do so, as a mismatch exists between the wage-earning potential of many of the employment opportunities in the community and the relatively high cost of quality housing. However, the city is very well endowed with recreation facilities, which offers excellent outdoor and sporting amenities.

ISSUES

- Many of the city's residents commute outside of the city for work. This creates a disincentive to young professionals who may aspire to live and work in Edina.
- The community does not possess significant spaces for collaborating, start-ups or telecommuting.
- Many people who work in Edina cannot afford to live in the community.

STRATEGIC ACTIONS

- Edina should support the development of a start-up or entrepreneurial climate in the city, and bring together key stakeholders to develop an integrated economic development strategy.
- The community should consider the inclusion of incubators or co-working spaces in any new redevelopment projects and in mixed-use proposals.
- The City should promote the development of a mix of commercial amenities, including restaurants and cultural amenities, which are attractive to young families and professionals and can further act as connection points or hubs within the fabric of neighborhoods and development areas.



5. EDUCATIONAL FOCUS

Edina Public Schools are recognized as one of the principal assets of the community. The school district and its institutions are routinely recognized as among the best in the state and nation. Participants in the Vision Edina process routinely singled out quality education as one of the defining characteristics of their preferred future. However, respondents also expressed a desire for the greater use of technology in the classroom, expansion of cultural and ‘globally-focused’ learning opportunities and the promotion of lifelong learning.

ISSUES

- Education policy and funding are largely a state matter, placing the City in an advocacy and partnership role.
- Respondents desire an educational system that maintains high quality while also embracing new techniques and technologies. A balance needs to be struck.
- While Edina Public Schools and other local institutions adeptly provide K-12 education, lifelong learning and other cultural education opportunities requires leadership from a variety of community institutions.

STRATEGIC ACTIONS

- The community should promote a culture of learning among all of its residents, and continue to find ways to explore, understand and present best practices across a range of topics. In particular, it is important to expand the scope beyond regional expertise and explore best practices and emerging trends on a global scale.
- The City should continue to foster its productive working partnership with Edina Public Schools. These two entities represent some of the key leverage points in the city, and combining their influence could accelerate the progress on key initiatives. Similar partnerships should be established with the Richfield and Hopkins school districts.
- The City and school district should continue to explore future opportunities for expanded partnerships between the schools and existing employment opportunities within the community, thereby helping develop career paths and local workforce development.



6. POPULATION MIX

The demographics of the Twin Cities are constantly changing as new residents are attracted by strong regional employment prospects, economic tailwinds and quality cultural and public amenities. Edina is well positioned to attract many of these new residents because of its high quality of life. Edina's population is also undergoing a generational transformation as its population continues to age, creating a new group of active senior citizens with different housing and amenity needs. Developing an effective balance in each of these areas is critical to ensuring future sustainable growth.

ISSUES

- The perception of an 'Edina Bubble' carries with it the stigma of being an exclusive and exclusionary community.
- The relatively high cost of housing is a barrier to entry into the community, especially for younger families.
- The needs of an aging population are often in conflict with the preferences of the younger residents the community seeks to attract.

STRATEGIC ACTIONS

- The City should expand its work with local school districts to expose students and parents to a variety of cultural experiences. This will serve to foster a global mindset while also cementing the education system as a key population draw.
- Edina's civic organizations should promote a welcoming image of the city. These efforts should be equally directed toward new residents and businesses. These organizations should also take a lead role in publicizing the city's cultural amenities.
- The City should continue to prioritize amenities that meet the needs of residents of all ages. The City should continue discussions about the effects of an aging population, as referenced in the Vision 20/20 process. Similar efforts should be used to engage young adults, including high school students.



7. ENVIRONMENTAL STEWARDSHIP

Participants in the Vision Edina process were more supportive of environmentally responsible policies and practices than any other issue area. There is a growing awareness of the impact that the built environment has on the natural environment, and the individual and collective responsibility we all have toward good environmental stewardship. Community residents and stakeholders believe that Edina can take an active and ambitious internal and regional leadership role in embedding environmental stewardship principles through actions such as promoting more comprehensive recycling, smart building and energy efficiency practices. These themes couple well with the parallel benefits in smarter urban planning, increased transportation options and application of technology.

ISSUES

- Residential and commercial developers have little incentive to balance environmentally friendly building practices with market pressures, or in fact to provide leading-edge examples of energy efficient and environmentally sensitive construction.
- Currently, residential waste removal and other environmental services are poorly coordinated, and in some cases multiple providers are serving the same streets, contributing to noise, environmental impact and inefficiencies.
- The need for green spaces is well recognized, but the use of these areas currently follows more traditional 'green lawn' approaches rather than integrated habitat zones.
- Developmental pressures are likely to continue to place increased demands on the City's infrastructure and contribute to concerns about decline in environmental quality in the community.

STRATEGIC ACTIONS

- Develop a comprehensive city-wide environmental management plan that explores and includes best practices in water management, biodiversity, green space management, street scape enhancement and waste management.
- Partner with energy and utility service providers to educate residents on the importance of energy efficiency in their daily living and promote energy efficiency and smart building practices at all City-owned properties. This could include well-established practices such as publishing data on the carbon emission, waste levels and recycling levels.
- Identify a series of environmental flagship pilot projects to bring stakeholders together and begin exploring creative solutions. Examples could include: waste collection and management across the city; recycling and green waste management; environmental overlays on development projects such as Pentagon Park; and utilization of available areas such as Fred Richards Park as community gardens and biodiversity spaces.
- Develop incentives for individual households to take an active role in the overall city responsibility for environmental management, including reducing nutrient loads in run-off, local recycling and efficient resource usage.



8. REGIONAL LEADERSHIP

Edina has long been recognized as one of the premier communities in the Twin Cities. The City has been historically viewed as somewhat progressive in its development policies and practices. The existing phase of redevelopment and the expanding pressures from the surrounding metropolitan area highlights the need and opportunity for Edina to continue as an innovator, seeking and implementing creative solutions to local and regional issues.

ISSUES

- City leadership has rightfully focused on many local issues, in large part driven by changing community needs and expectations. In recent years, City officials have also been playing an important role in some significant regional discussions.
- Edina's size may limit its influence when compared to larger neighboring communities, its popularity with respect to redevelopment has presented a unique set of challenges and the opportunity to lead on some issues previously not encountered in the larger metropolitan area.
- The community has regional economic importance, but its cultural importance has been somewhat more limited. However, there is potential for Edina to have some destination value as a regional cultural center.

STRATEGIC ACTIONS

- City leaders should actively advocate for Edina's interests in the Met Council and other regional bodies. In addition, the City should form particularly close functional connections with the immediately neighboring cities, as they share many aspects and challenges.
- City leaders should continue to inform residents on the impact of issues of regional importance and work to better integrate an understanding of the importance of being an active participant, and leader, in the larger regional system
- City leaders and residents should collaborate to discover, develop and apply new best practices in environmental sustainability, aging in place, educational quality and other broad areas of consensus. These efforts will ensure that Edina builds the future intelligence capacity to retain a future-focused worldview, and act as an example and role model to other cities in North America.



CONCLUSION

The Vision Edina process has presented an opportunity for the community to come together and explore the longer-term future. The current period of intense redevelopment, which is occurring within Edina, represents an important juncture in the community's history and evolution. This is coupled with a more gradual generational shift, as the predominant Baby Boom generation moves through the demographic system. The resultant situation is where Edina stands poised before some significant choices about future trajectory and outcomes. This has been well articulated in the Vision Edina process.

The community has chosen a path forward that represents some significant change and reinvention, but without losing touch with the important family values and rationale that has always defined Edina as a community. The path ahead is not without its challenges and will require careful balancing of differing priorities, aspirations and desires. The collective decision-making process required to move forward will set Edina apart as an intelligent, engaged, thoughtful and forward-looking city. It will require maturity and patience on behalf of the citizens and leadership, and recognition that the complex resident mix, which makes Edina interesting, also brings with it differing opinions and perspectives. Understanding the importance of the common good over personal self-interests will be critical to build alignment around important future shaping decisions and actions.

The population and leadership of Edina possess and exhibit more than sufficient knowledge and experience to guide the City toward the vibrant and balanced future desired by the residents and stakeholders.



FOR MORE INFORMATION

VISION EDINA

The Vision Edina initiative has aimed to define a shared vision for the City of Edina. The vision and strategic framework is the outcome of a broad-based and inclusive community visioning process. The engagement portion of this important planning process ran from September to December 2014, and gathered significant community input.

From a strategic planning perspective, Vision Edina examines the issues that have been identified as having the highest priority within the community. The initiative examined future trends in cities across North America and the world, and how generational values are changing. This was also linked to local aspirations, values and desires for the future. This process provides a clearer understanding of what people might be looking for in Edina in 2030 and beyond. Vision Edina has represented an opportunity for all residents to have a say and contribute to creating the shared future vision. Vision Edina is part of the overall community process to update the long-term vision for the City of Edina. Vision Edina will also serve as an important foundation for other strategic efforts, such as the City's Comprehensive Plan and Capital Improvement Plans.

The City of Edina partnered with Future iQ Partners, an international consultancy company, to design and facilitate the process.

For more information on the Vision Edina project and the City of Edina, please contact:



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2015 SYSTEM STATEMENT

System Statement Issue Date:

2015 SYSTEM STATEMENT FOR CITY OF EDINA

September 17, 2015

Regional Development Plan Adoption

In May 2014, the Metropolitan Council adopted *Thrive MSP 2040*. Following adoption of *Thrive*, the Council adopted the *2040 Transportation Policy Plan*, the *2040 Regional Parks Policy Plan*, the *2040 Water Resources Policy Plan*, and the *2040 Housing Policy Plan*. The Metropolitan Council is now issuing system statements pursuant to [State statute](#).

Receipt of this system statement and the metropolitan system plans triggers a community's obligation to review and, as necessary, amend its comprehensive plan within the next three years, by the end of 2018. The complete text of *Thrive MSP 2040* as well as complete copies of the recently adopted metropolitan system and policy plans are available for viewing and downloading at <http://www.metrocouncil.org/Communities/Planning.aspx>. Paper copies are available by calling the Council's Data Center at 651-602-1140.

System Statement Definition

Metropolitan system plans are long-range comprehensive plans for the regional systems – transit, highways, and airports; wastewater services; and parks and open space – along with the capital budgets for metropolitan wastewater services, transportation, and regional recreation open space. System statements explain the implications of metropolitan system plans for each individual community in the metropolitan area. They are intended to help communities prepare or update their comprehensive plan, as required by the Metropolitan Land Planning Act:

Within nine months after receiving a system statement for an amendment to a metropolitan system plan, and within three years after receiving a system statement issued in conjunction with the decennial review required under section [473.864, subdivision 2](#), each affected local governmental unit shall review its comprehensive plan to determine if an amendment is necessary to ensure continued conformity with metropolitan system plans. If an amendment is necessary, the governmental unit shall prepare the amendment and submit it to the council for review.

Local comprehensive plans, and amendments thereto, will be reviewed by the Council for conformance to metropolitan system plans, consistency with Council policies, and compatibility with adjacent and affected governmental units. Updated local comprehensive plans are due to the Council for review by December 31, 2018.

What is in this System Statement

The system statement includes information specific to your community, including:

- your community designation or designation(s);
- forecasted population, households, and employment through the year 2040;
- guidance on appropriate densities to ensure that regional services and costly regional infrastructure can be provided as efficiently as possible.
- affordable housing need allocation;

In the following sections, this system statement contains an overview of each of the system plan updates and specific system changes that affect your community. The sections are:

- Transportation, including metropolitan highways, aviation, and transit
- Water Resources, including wastewater, surface water, and water supply planning
- Regional parks and trails

Dispute Process

If your community disagrees with elements of this system statement, or has any questions about this system statement, please contact your Sector Representative, Michael Larson, at 651-602-1407, to review and discuss potential issues or concerns.

The Council and local government units and districts have usually resolved issues relating to the system statement through discussion.

Request for Hearing

If a local governmental unit and the Council are unable to resolve disagreements over the content of a system statement, the unit or district may, by resolution, request that a hearing be conducted by the Council's Land Use Advisory Committee or by the State Office of Administrative Hearings for the purpose of considering amendments to the system statement. According to Minnesota Statutes section 473.857, the request shall be made by the local governmental unit or school district within 60 days after receipt of the system statement. If no request for a hearing is received by the Council within 60 days, the statement becomes final.

Regional Development Guide

The Council adopted [Thrive MSP 2040](#) as the new regional development guide on May 28, 2014. *Thrive* identifies five outcomes that set the policy direction for the region's system and policy plans. Building on our region's history of effective **stewardship** of our resources, *Thrive* envisions a **prosperous, equitable, and livable** region that is **sustainable** for today and generations to come. The Council is directing its operations, plans, policies, programs, and resources toward achieving this shared long-term vision.



Three principles define the Council's approach to implementing regional policy: **integration**, **collaboration**, and **accountability**. These principles reflect the Council's roles in integrating policy areas, supporting local governments and regional partners, and promoting and implementing the regional vision. The principles define the Council's approach to policy implementation and set expectations for how the Council interacts with local governments.

Thrive also outlines seven land use policies and community designations important for local comprehensive planning updates. The land use policies establish a series of commitments from the Council for local governments and uses community designations to shape development policies for communities. Community designations group jurisdictions with similar characteristics based on Urban or Rural character for the application of regional policies. Together, the land use policies and community designations help to implement the region's vision by setting expectations for development density and the character of development throughout the region.

Community Designation

Community designations group jurisdictions with similar characteristics for the application of regional policies. The Council uses community designations to guide regional growth and development; establish land use expectations including overall development densities and patterns; and outline the respective roles of the Council and individual communities, along with strategies for planning for forecasted growth. If there are discrepancies between the *Thrive MSP 2040* Community Designations Map and the Community Designation map contained herein because of adjustments and refinements that occurred subsequent to the adoption of *Thrive*, communities should follow the specific guidance contained in this System Statement.

Thrive identifies Edina with the community designation of Urban (Figure 1). Urban communities experienced rapid development during the post-World War II era, and exhibit the transition toward the development stage dominated by the influence of the automobile. Urban communities are expected to plan for forecasted population and household growth at average densities of at least 10 units per acre for new development and redevelopment. In addition, Urban communities are expected to target opportunities for more intensive development near regional transit investments at densities and in a manner articulated in the *2040 Transportation Policy Plan*.

Specific strategies for Urban communities can be found on Edina's [Community Page](#) in the [Local Planning Handbook](#).

Forecasts

The Council uses the forecasts developed as part of *Thrive* to plan for regional systems. Communities should base their planning work on these forecasts. Given the nature of long-range forecasts and the planning timeline undertaken by most communities, the Council will maintain on-going dialogue with

communities to consider any changes in growth trends or community expectations about growth that may have an impact on regional systems.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	47,941	50,261	49,800	52,500	53,000
Households	20,672	21,645	22,000	23,800	24,500
Employment	47,457	49,082	51,800	54,000	56,100

Housing Policy

The Council adopted the [Housing Policy Plan](#) on December 10, 2014, and amended the plan on July 8, 2015. The purpose of the plan is to provide leadership and guidance on regional housing needs and challenges and to support *Thrive MSP 2040*. The *Housing Policy Plan* provides an integrated policy framework to address housing challenges greater than any one city or county can tackle alone.

Consistent with state statute (Minn. Stat. 473.859, subd. 2(c) and subd. 4), communities must include a housing element and implementation program in their local comprehensive plans that address existing and projected housing needs.

The Council has also determined the regional need for low and moderate income housing for the decade of 2021-2030 (see Part III and Appendix B in the Housing Policy Plan).

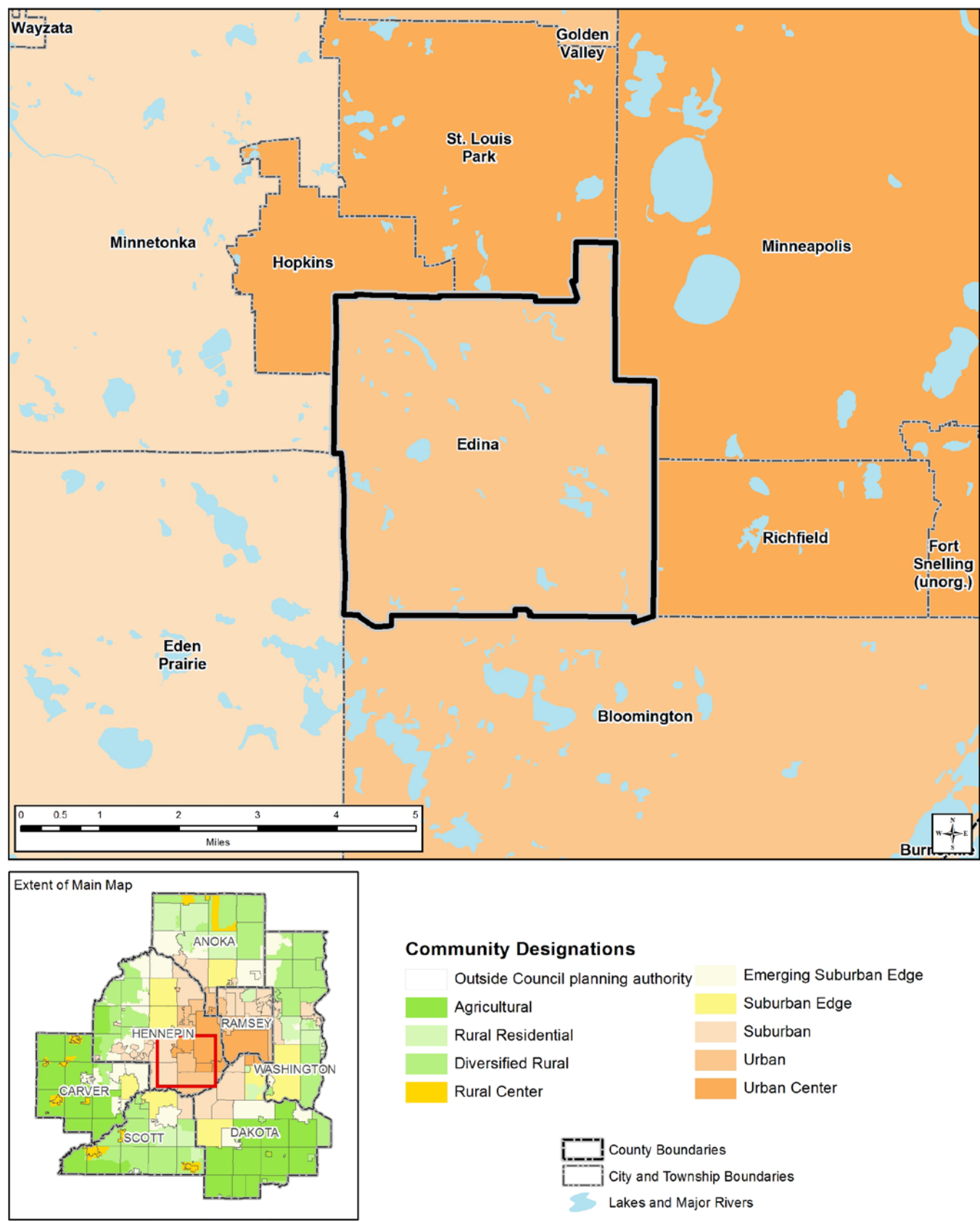
Edina’s share of the region’s need for low and moderate income housing is 878 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 365 affordable to households earning at or below 30% of AMI, 234 affordable to households earning 31% to 50% of AMI, and 279 affordable to households earning 51% to 80% of AMI.

Affordable Housing Need Allocation for Edina

At or below 30% AMI	365
31 to 50% AMI	234
51 to 80% AMI	279
Total Units	878

Specific requirements for the housing element and housing implementation programs of local comprehensive plans can be found in the [Local Planning Handbook](#).

Figure 1. Edina Community Designation



TRANSPORTATION SYSTEM STATEMENT

City of Edina

The *2040 Transportation Policy Plan (TPP)* is the metropolitan system plan for highways, transit, and aviation to which local comprehensive plans must conform. This system statement summarizes significant changes to these three systems, as well as other changes made to the *Transportation Policy Plan* since the last *2030 TPP* was adopted in 2010, and highlights those elements of the system plan that apply specifically to your community. The *TPP* incorporates the policy direction and the new 2040 socio economic forecasts adopted by the Metropolitan Council in the *Thrive MSP 2040*, and extends the planning horizon from 2030 to 2040.

Federal Requirements

The *TPP* must respond to requirements outlined in state statute, as well as federal law, such as some new requirements included in the federal law known as the Moving Ahead for Progress in the 21st Century Act (MAP-21). For instance, metropolitan transportation plans must now be performance based, so the *TPP* now includes goals, objectives, and strategies outlined in chapter 2. In previous versions of the *TPP* the strategies were known as policies; while some are new, the wording of many strategies are similar to the wording of policies in previous plans. Performance measurements for this plan are also discussed in Chapter 12, Federal Requirements.

Federal law requires the long range plan to identify regionally significant transportation investments expected to be made over the next two decades, and to demonstrate that these planned investments can be afforded under the plan's financial assumptions. Both costs and available revenues have changed since the last plan was adopted in 2010, resulting in many changes in the plan. Federal law does allow the plan to provide a vision for how an increased level of transportation revenue might be spent if more resources become available, but the programs or projects identified in this scenario are not considered part of the approved plan.

The *TPP* includes two funding scenarios for the metropolitan highway and transit systems: the "Current Revenue Scenario" and the "Increased Revenue Scenario."

- The **Current Revenue Scenario** represents the fiscally constrained regional transportation plan, which assumes revenues that the region can reasonably expect to be available based on past experience and current laws and allocation formulas.
- The **Increased Revenue Scenario** represents an illustration of what be achieved with a reasonable increase in revenues for transportation.

Under the Metropolitan Land Planning Act, local comprehensive plans are expected to conform to the Current Revenue Scenario, which is the official metropolitan system plan. Potential improvements in the Increased Revenue Scenario can be identified separately in local plans as unfunded proposals. A more detailed description of how to handle the various improvements in this category is included under Other Plan Considerations.

In addition to reviewing this system statement, your community should consult the entire *2040 Transportation Policy Plan* to ensure that your community's local comprehensive plan and plan amendments conform to the metropolitan transportation system plan. Chapter 3, Land Use and Local Planning, has been expanded and all communities should carefully review this chapter. A PDF file of

the entire *2040 Transportation Policy Plan* can be found at the Metropolitan Council's website: [http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-\(1\)/The-Adopted-2040-TPP-\(1\).aspx](http://www.metrocouncil.org/Transportation/Planning-2/Key-Transportation-Planning-Documents/Transportation-Policy-Plan-(1)/The-Adopted-2040-TPP-(1).aspx). The format of the plan is slightly different than past *Transportation Policy Plans*. An introductory Overview, Chapter 1: Existing System and Chapter 10: Equity and Environmental Justice have been added to this version of the *TPP*, in addition to the changes noted in the first paragraph. Please note some modifications have been made to the appendices as well.

Key Changes in the 2040 Transportation Policy Plan

Adopted by the Metropolitan Council in January 2015, the revised *2040 Transportation Policy Plan* incorporates the following changes:

Metropolitan Highway System - Chapter 5

The Metropolitan Highway System is made up of principal arterials, shown in Fig 1-1 of the *TPP* and also attached to this system statement. Although no new highways have been added to this system in the *2040 TPP*, the last incomplete segment of this system, TH 610, is now under construction in Maple Grove.

- The *TPP* acknowledges that congestion cannot be eliminated or greatly reduced. The region's mobility efforts will need to focus on managing congestion and working to provide alternatives. The majority of resources available between now and 2040 will be needed for preservation, management and operation of the existing highway system.
- Due to increased costs and decreased revenue expectations, many long-planned major projects to add general purpose highway lanes are not in this fiscally constrained plan. While the preservation, safety, and mobility needs of these corridors are recognized, investments in these corridors will be focused on implementing traffic management strategies, lower cost-high benefit spot mobility improvements, and implementing MnPASS lanes. Some specific projects have been identified in this plan, but funding has primarily been allocated into various investment categories rather than specific projects. The highway projects specifically identified in the Current Revenue Scenario are shown in Figure 5-8 of the *TPP* which is also attached to this system statement.
- Modifications were made to *Appendix D - Functional Classification Criteria*, and *Appendix F – Highway Interchange Requests*. *Appendix C – Project List* is new and contains all of the transit and highway projects that have been identified between 2014 and 2023.

Transit System - Chapter 6

The transit system plan provides an overview of the basic components of transit planning, including demographic factors, transit route and network design factors and urban design factors that support transit usage. Local governments have the primary responsibility for planning transit-supportive land use, through their comprehensive planning, and subdivision and zoning ordinances.

- The *TPP* includes updated Transit Market Areas (shown in *TPP* Figure 6-3, also attached) which reflect 2010 Census information and an updated methodology that better aligns types and levels of transit service to expected demand. These market areas identify the types of transit services that are provided within each area.
- The *TPP* includes limited capital funding for transit expansion and modernization. Opportunities primarily exist through competitive grant programs such as the regional solicitation for US DOT

funding. These opportunities are guided by the strategies in the *TPP* and the various elements of the Transit Investment Plan.

- The *TPP* includes an updated transitway system plan that more clearly articulates which projects can be funded within reasonable revenue expectations through year 2040 (Current Revenue Scenario as shown in *TPP* Figure 6-8, which is also attached). The plan includes five new or expanded METRO lines, three new arterial bus rapid transit lines, and three corridors under study for mode and alignment but identified in the Counties Transit Improvement Board's (CTIB) Phase I Program of Projects. This system was developed in collaboration with CTIB, a major partner in regional transitway expansion.
- The *TPP* does not include operating funding for transit service expansion beyond the existing network of regular route bus, general public dial-a-ride, and Metro Vanpool.
- The Increased Revenue Scenario (shown *TPP* Figure 6-9, which is also attached) illustrates the level of expansion for the bus and support system and transitway system that might be reasonable if additional revenues were made available to accelerate construction of the transitway vision for the region.
- The plan includes updated requirements and considerations for land use planning around the region's transit system. This includes new residential density standards for areas near major regional transit investments and an increased emphasis on proactive land use planning in coordination with the planning of the transit system.

Aviation System - Chapter 9

The Metropolitan Aviation System is comprised of nine airports (shown in Figure 1-9 of the *TPP* and also attached to this system statement) and off-airport navigational aids. There are no new airports or navigational aids that have been added to the system in the *2040 TPP*.

- The *TPP* discusses the regional airport classification system as well as providing an overview of roles and responsibilities in aviation for our regional and national partners. The investment plan includes an overview of funding sources for projects, and an overview of projects proposed for the local airports that will maintain and enhance the regional airport system.
- Modifications were made to *Appendix I – Regional Airspace*, *Appendix J – Metropolitan Airports Commission Capital Investment Review Process*, *Appendix K – Airport Long Term Comprehensive Plans* and *Appendix L – Aviation Land Use Compatibility*.

Other Plan Changes

Regional Bicycle Transportation Network - Chapter 7

The *2040 TPP* encourages the use of bicycles as a mode of transportation. To that end, the *TPP* establishes for the first time a Regional Bicycle Transportation Network (RBTN). The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails that complement each other to most effectively improve conditions for bicycle transportation at the regional level. Cities, counties, and parks agencies are encouraged to plan for and implement future bikeways within and along these designated corridors and alignments to support the RBTN vision.

Freight - Chapter 8

Most aspects of freight movement are controlled by the private sector, so unlike other sections of the *TPP*, there is not a specific plan adopted for future public sector investment in freight facilities. However, the discussion of the need for a safe and efficient multimodal freight system has been updated and expanded in the *TPP* to recognize challenges and opportunities for freight movement as well as the future direction of freight by mode. It acknowledges the closure of the Minneapolis Upper Harbor in 2015, leaving St Paul and Shakopee as the region's major barge terminal areas in the future. The plan also acknowledges the increase of trains since 2010 carrying oil from North Dakota on BNSF and CP rail tracks, which is expected to continue into the future. Although railroad trackage in the region was significantly decreased over the last 20 years to "right size" the system after federal deregulation, communities should not expect much additional rail abandonment. Many tracks that appear to be seldom used are owned by the smaller Class III railroads that serve local businesses by providing direct rail connections from manufacturing and warehousing/distribution facilities to the major national railroads. The major Class I railroads are approaching capacity and actually adding tracks in some locations.

System Plan Considerations Affecting Your Community

Edina should consult the complete *2040 Transportation Policy Plan* in preparing its local comprehensive plan. In addition, Edina should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's *Local Planning Handbook* for specific information needed in its comprehensive plan. Specific system plan considerations affecting Edina are detailed below.

Metropolitan Highways

There are several principal arterials located within Edina: I-494, TH 169, TH 100, and TH 62. The *TPP* does not identify any specific regional mobility improvements on these highways, although maintenance and preservation investments will be made on all highways.

Transit System

Edina includes the following Transit Market Areas:

Transit Market Area	Market Area Description and Typical Transit Services
Market Area II	Transit Market Area II has high to moderately high population and employment densities and typically has a traditional street grid comparable to Market Area I. Much of Market Area II is also categorized as an Urban Center and it can support many of the same types of fixed-route transit as Market Area I, although usually at lower frequencies or shorter service spans.
Market Area III	Transit Market Area III has moderate density but tends to have a less traditional street grid that can limit the effectiveness of transit. It is typically Urban with large portions of Suburban and Suburban Edge communities. Transit service in this area is primarily commuter express bus service with some fixed-route local service providing basic coverage. General public dial-a-ride services are available where fixed-route service is not viable.

Edina should identify and map existing transit services and facilities in the local comprehensive plan. Edina should also work with transit providers serving their community to identify potential future transit service options and facilities that are consistent with the *TPP* and the applicable Transit Market Areas. Communities can find further maps and guidance for transit planning in the Transportation section of the [Local Planning Handbook](#).

Transitways

Current Revenue Scenario Transitways

Edina should acknowledge in your local comprehensive plan the transitway investments planned for your community in the Current Revenue Scenario (*TPP* Figure 6-8) as the community may be impacted by the Green Line Extension with a mode and alignment adopted in the *TPP*.

Edina should also identify potential stations along planned transitways (once identified) and adopt guiding land use policies, station-area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations consistent with Chapter 3 - Land Use and Local Planning from the *TPP* and consistent with the project phase of development. Communities can find further guidance for station-area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*. The Transportation section of the [Local Planning Handbook](#) also includes a map of existing, planned, and proposed transitway stations throughout the region and the planning status of these stations that should be reflected in Comprehensive Plans.

Increased Revenue Scenario Transitways

The *TPP* Increased Revenue Scenario shows additional transitway corridors beyond the scope of the plan's adopted and fiscally constrained Transit Investment Plan (the Current Revenue Scenario). These corridors are listed on page 6.63 of the *TPP*, and *TPP* Figure 6-9, which is attached, shows the complete transitway vision for the region.

If Edina believes it might be directly impacted by transitways in the Increased Revenue Scenario (for example, because they are participating in transitway corridor studies or feasibility analyses), the transitways may be acknowledged in the Comprehensive Plan. These additional corridors are or will be under study for mode and alignment recommendations, but they are not included in fiscally constrained plan. However, they should be clearly identified as not funded within the currently expected resources for transitways. The Council recognizes the important planning work that goes into a corridor prior to it becoming part of the region's Transit Investment Plan, especially if increased revenues were to become available.

Similar to Current Revenue Scenario Transitways, communities should identify known potential stations along planned transitways and consider guiding land use policies, station area plans, and associated zoning, infrastructure, and implementation tools that support future growth around transit stations. These policies can also influence station siting in initial planning phases of transitway corridors and influence the competitiveness of a transitway for funding. Communities can find further guidance for station area planning in the Transportation section of the [Local Planning Handbook](#) and the *Transit Oriented Development Guide*.

Aviation

All communities must include an aviation element in the transportation sections of their comprehensive plans. The degree of aviation planning and development considerations that need to be included in the comprehensive plan varies by community. Even those communities not impacted directly by an airport have a responsibility to include airspace protection in their comprehensive plan. The protection element should include potential hazards to air navigation including electronic interference.

Edina is within the influence area of Minneapolis-St. Paul International Airport. The long term comprehensive plan (LTCP) for this airport shown in Appendix K of the 2040 *TPP* has not changed from the LTCP included in the 2030 *TPP* adopted by the Metropolitan Council in 2010. However, updated LTCP's are anticipated prior to 2018. Communities influenced by this airport should review the LTCP to assure that the updated comprehensive plan developed by the community remains consistent

with the airport plans. Consult the [Local Planning Handbook](#) for specific comprehensive planning requirements and considerations such as airport zoning, noise and other environmental mitigation, airport development and economic impacts, ground access needs, infrastructure requirements, and general land use compatibility.

Other Plan Considerations

Regional Bicycle Transportation Network

TPP Figure 7-1 shows the RBTN as established for the first time in the *2040 TPP*. The network consists of a series of prioritized Tier 1 and Tier 2 corridors and dedicated alignments (routes). The process used to develop the RBTN, as well as the general principles and analysis factors used in its development, can be found in the Bicycle and Pedestrian Chapter of the *TPP*.

The RBTN corridors and alignments make up the “trunk arterials” of the overall system of bikeways that connect to regional employment and activity centers. These are not intended to be the only bicycle facilities in the region, and local units should also consider planning for any additional bike facilities desired by their communities. RBTN corridors are shown where more specific alignments within those corridors have not yet been designated, so local governments are encouraged to use their comprehensive planning process to identify suitable alignments within the RBTN corridors for future incorporation into the *TPP*.

In addition, agencies should plan their local on and off-road bikeway networks to connect to the designated Tier 1 and Tier 2 alignments, as well as any new network alignments within RBTN corridors to be proposed in local comprehensive plans. Bikeway projects that complete segments of, or connect to, the RBTN are given priority for federal transportation funds through the Transportation Advisory Board's biannual regional solicitation.

Figure 7-1 shows that your community currently has one or more RBTN corridors and alignments within its jurisdiction. The Council encourages local governments to incorporate the RBTN map within their local bicycle plan maps to show how the local and regional systems are planned to work together. An on-line interactive RBTN map, which allows communities to view the RBTN links in their community at a much more detailed scale than Figure 7-1, can be found in the Transportation section of the [Local Planning Handbook](#). The handbook also includes best practices, references, and guidance for all local bicycle planning.

A Minor System / Functional Classification



The *TPP* has always recognized the A minor arterial system as an important supplement to the regional highway system, and the Transportation Advisory Board (TAB) continues to maintain the official regional map of these roads. The *2040 TPP* does include an updated functional classification map (Fig. 1-2 in Chapter 1) and a modified *Appendix D - Functional Classification Criteria*. Communities should consult the Local Plan Handbook for more information on functional classification, how to reflect the A minor arterial system in their plan, and how to request functional classification changes if necessary.

Freight





The Council encourages all local governments to plan for freight movement in their communities. Trucks are the major mode of freight movement in the region and across the nation to distribute consumer goods as well as move manufactured goods and commodities, and they operate in every community. Communities with special freight facilities shown on *TPP* Figure 8-1, Metropolitan Freight System, (attached) should also include those additional modes and facilities in their local plan, and plan for compatible adjacent land uses.

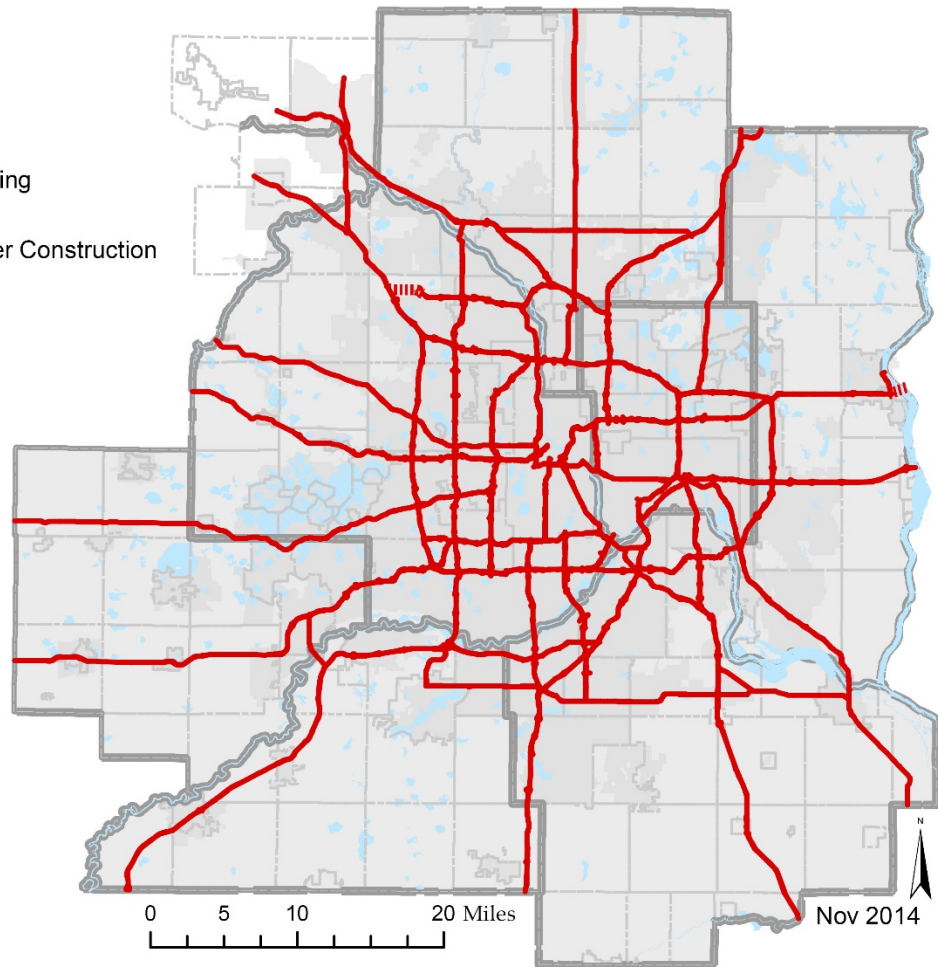
Figure 1-1 of the TPP

Principal Arterials

-  Principal Arterial - Existing
-  Principal Arterial - Under Construction

Reference Items

-  Lakes and Rivers
-  City Boundary
-  County Boundary
-  MUSA 2040
MPO Area



2040 TRANSPORTATION POLICY PLAN | METROPOLITAN COUNCIL

Figure 1-1



Figure 1-2 of the TPP

Functional Class Roads

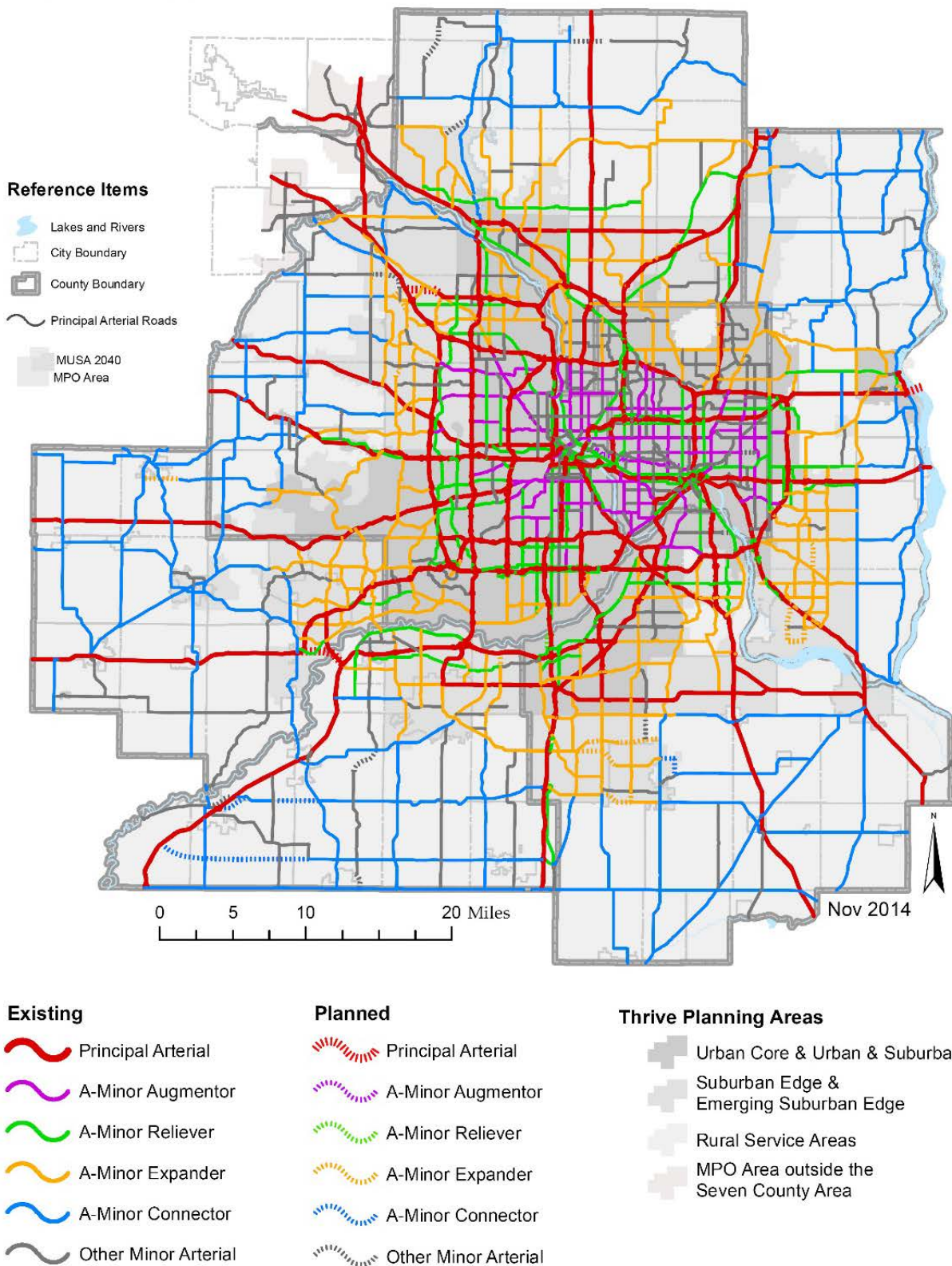


Figure 5-8 of the TPP

Identified Projects* in Highway Current Revenue Scenario

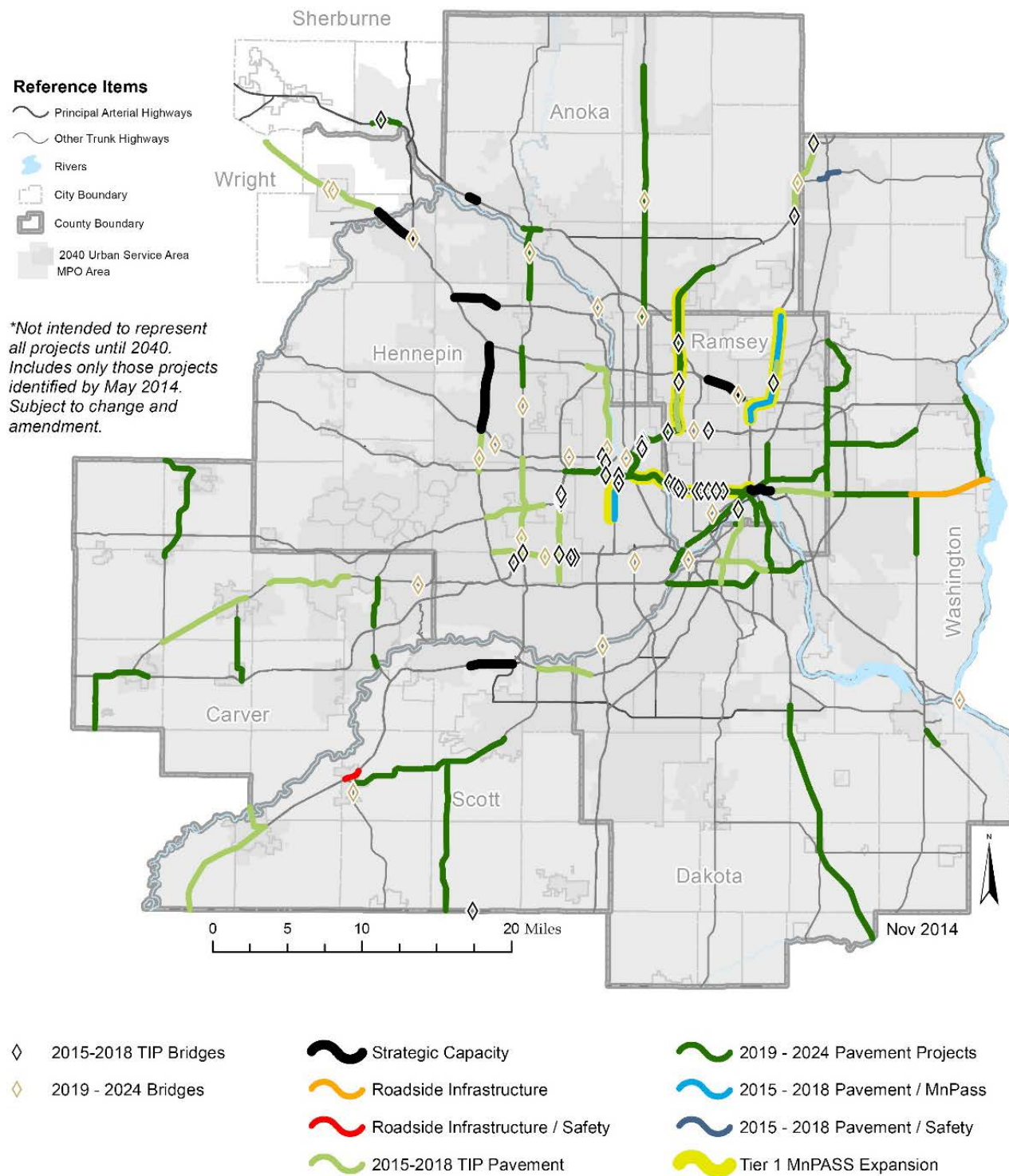


Figure 6-3 of the TPP

Transit Market Areas

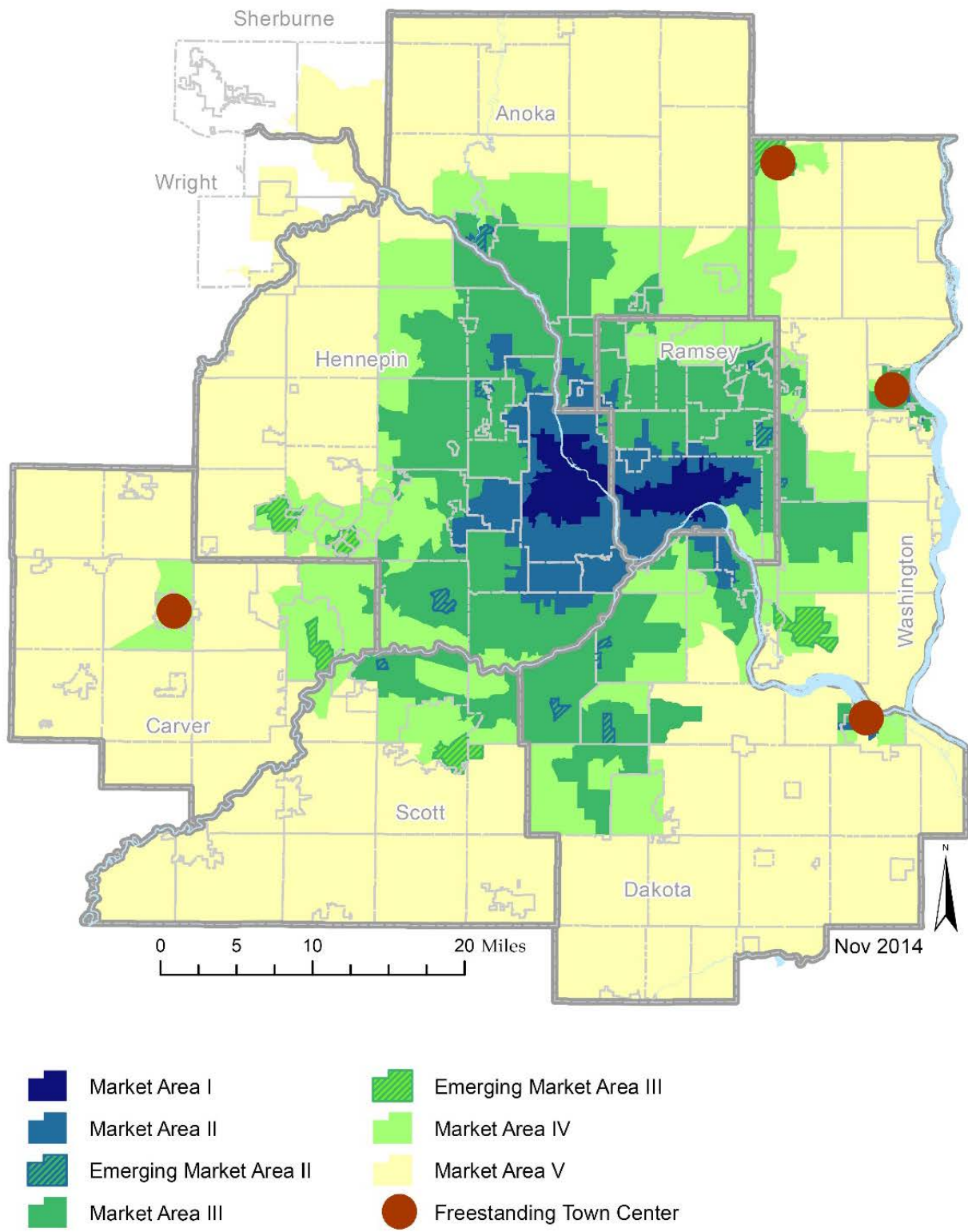


Figure 6-8 of the TPP

Current Revenue Scenario Transitways and CTIB Phase I Program of Projects

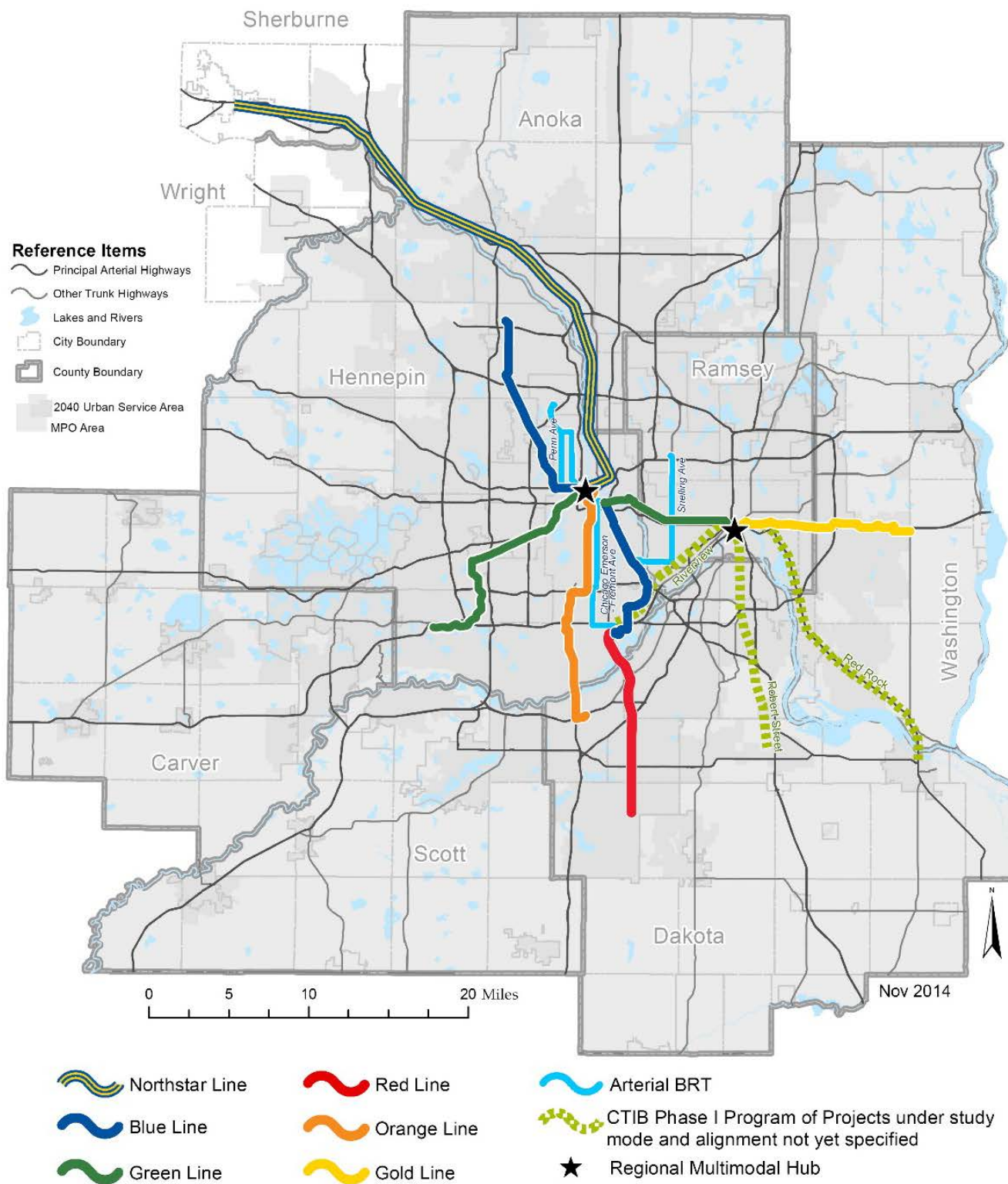
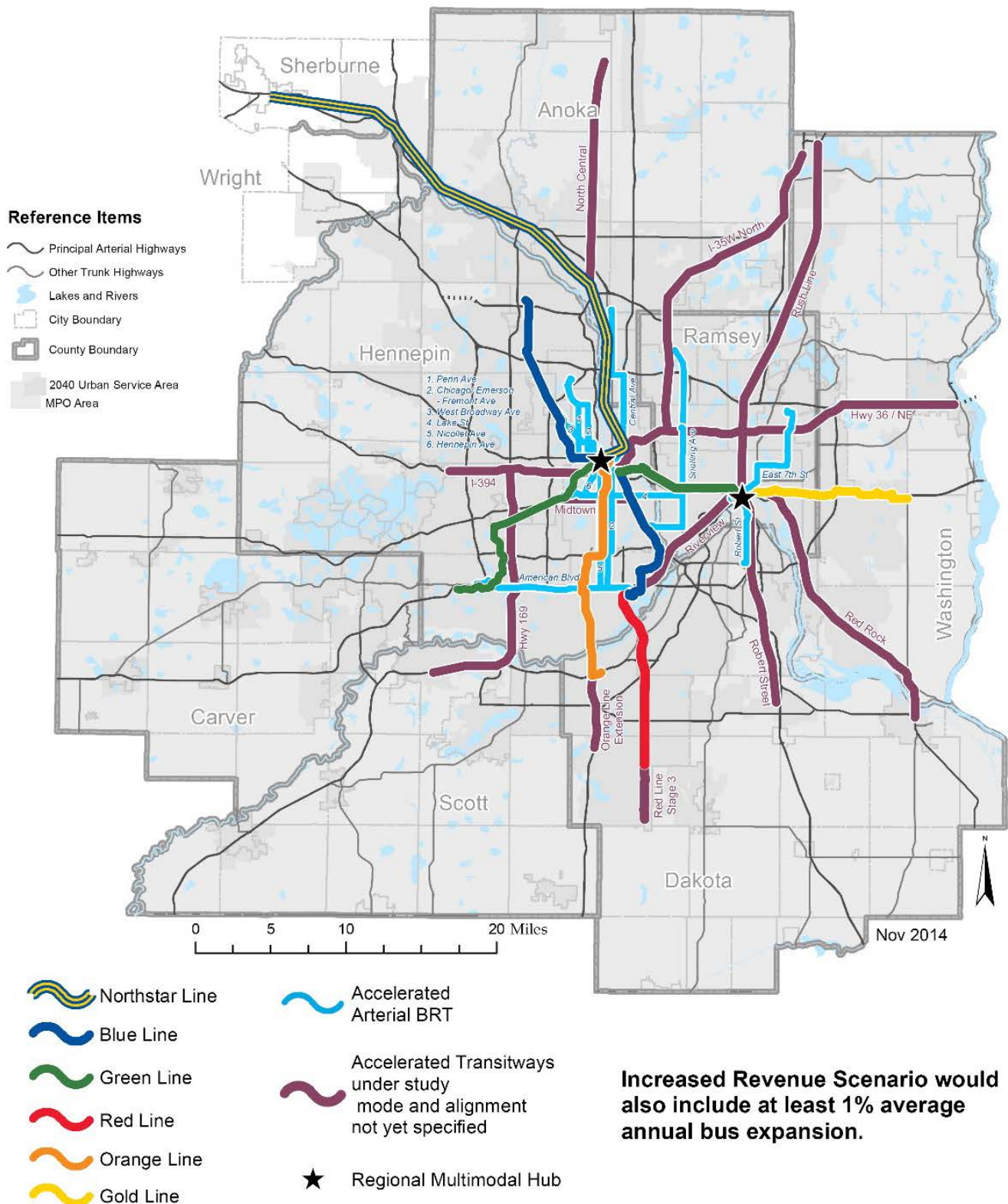


Figure 6-9 of the TPP

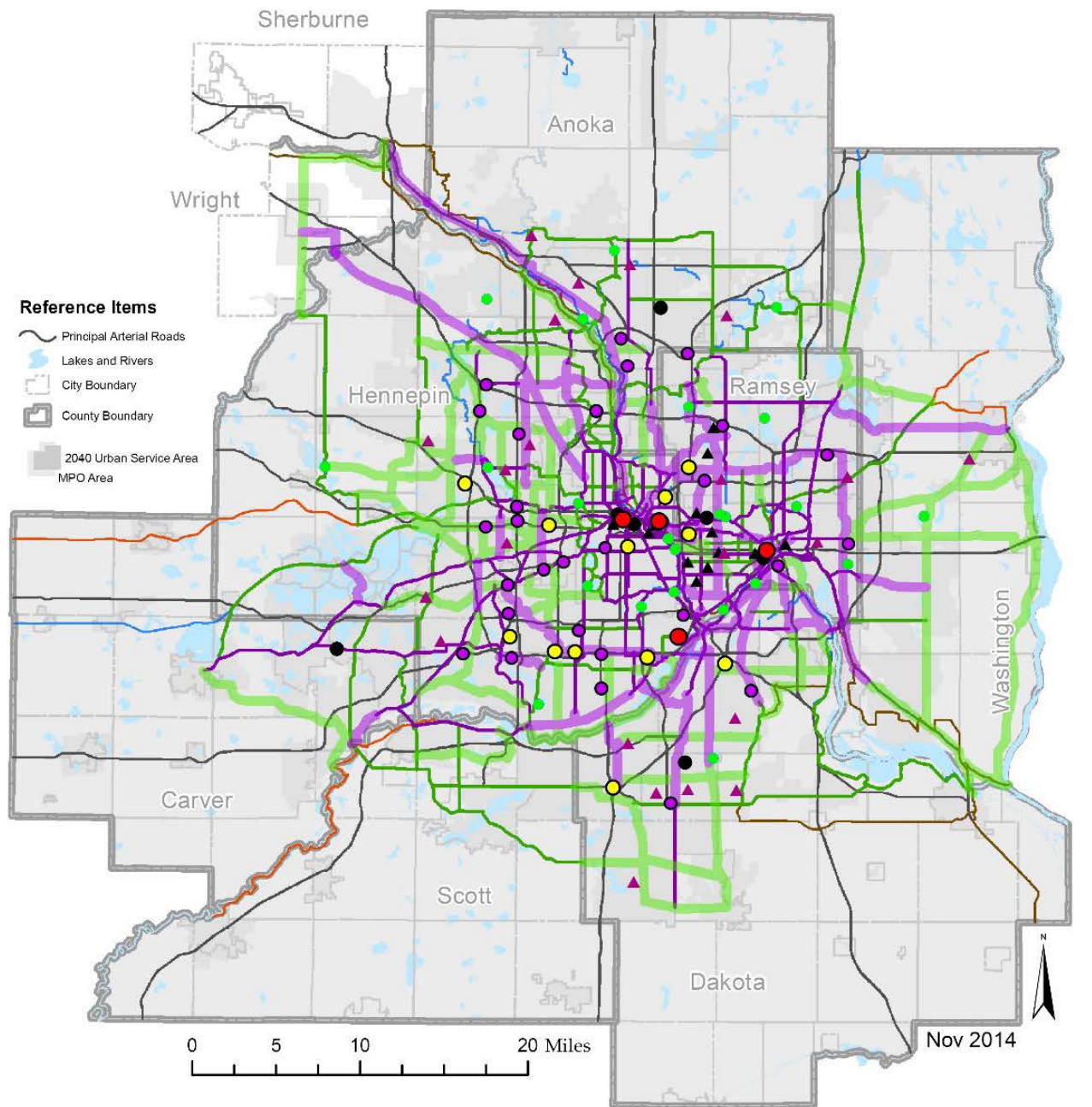
Increased Revenue Scenario Transitways Building an Accelerated Transitway Vision



Increased Revenue Scenario would also include at least 1% average annual bus expansion.

Figure 7-1 of the TPP

Regional Bicycle Transportation Network Vision



RBTN Alignments

- Tier 1 Alignments
- Tier 2 Alignments

RBTN Corridors (Alignments Undefined)

- Tier 1 Priority Regional Bicycle Transportation Corridor
- Tier 2 Regional Bicycle Transportation Corridors

Regional Destinations

- Metropolitan Job Centers
- Regional Job Centers
- Subregional Job Centers
- ▲ Large High Schools
- ▲ Colleges & Universities
- Highly Visited Regional Parks
- Major Sport & Entertainment Centers

Other Trail Systems

- Regional Trails (Regional Parks Policy Plan)
- Mississippi River Trail (US Route 45)
- State Trails (DNR)

Figure 8-1 of the TPP

Metropolitan Freight System

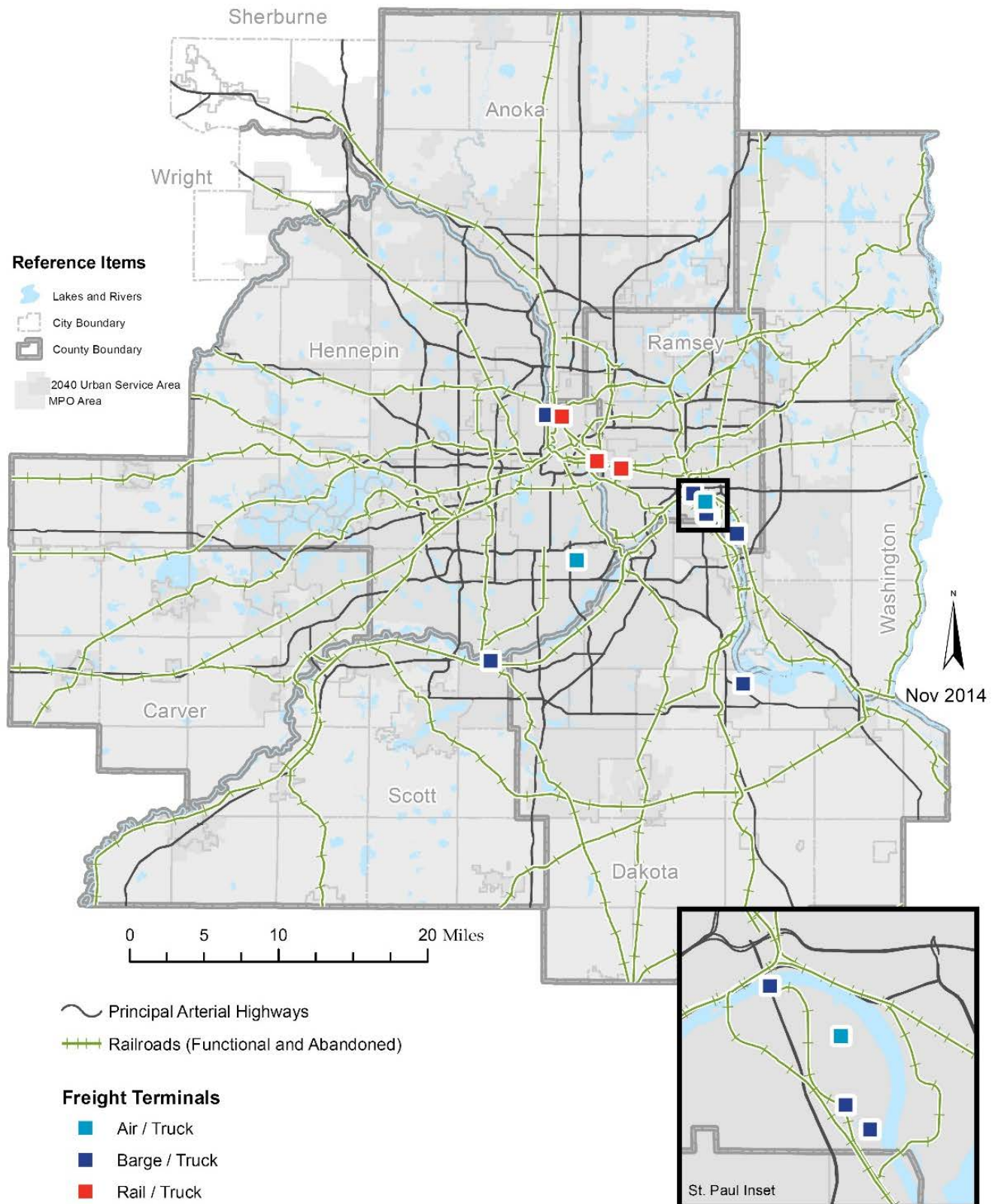
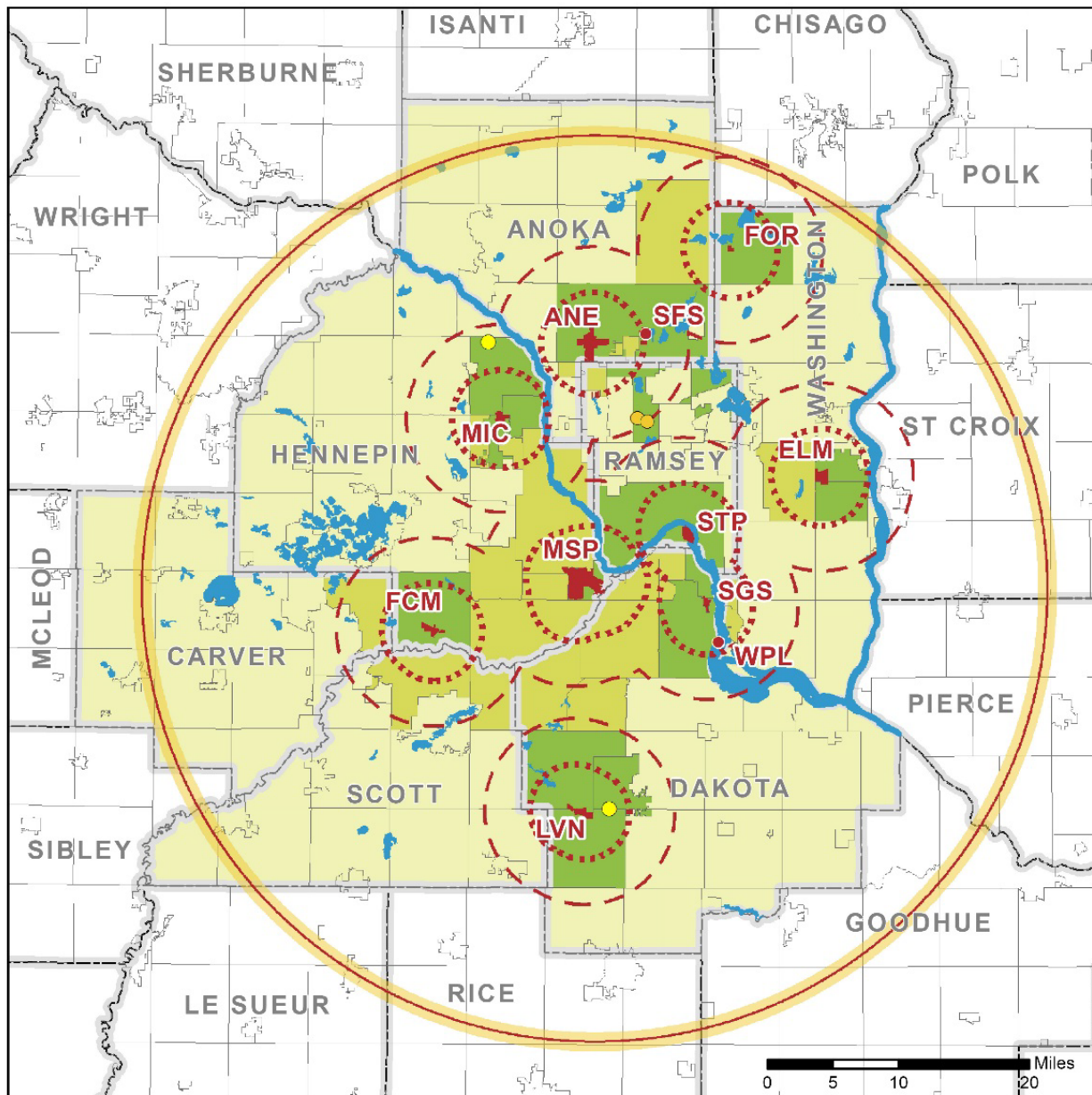
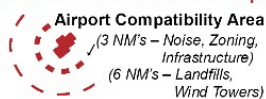


Figure 9-1 of the TPP

Airport Service Areas



Public Owned Public Use Airport



MSP Minneapolis - St. Paul International Airport (Wold-Chamberlain Field)

STP St. Paul Downtown Airport (Holman Field)

ANE Anoka County - Blaine Airport (Janes Field)

FCM Flying Cloud Airport

MIC Crystal Airport

SGS South St. Paul Airport (Fleming Field)

ELM Lake Elmo Airport

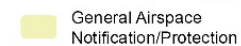
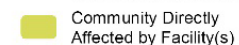
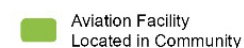
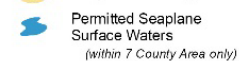
LVN Airlake Airport

FOR Forest Lake Airport

Privately Owned Public Use Airport

SFS Surf-Side Seaplane Base (Rice Lake)

WPL Wipline Seaplane Base (Miss. River)



WATER RESOURCE REQUIREMENTS/ WASTEWATER SYSTEM STATEMENT

City of Edina

The 2040 Water Resources Policy Plan includes policies and strategies to achieve the following goal:

To protect, conserve, and utilize the region's groundwater and surface water in ways that protect public health, support economical growth and development, maintain habitat and ecosystem health, and provide for recreational opportunities, which are essential to our region's quality of life.

The Policy Plan takes an integrated approach to water supply, water quality, and wastewater issues. This approach moves beyond managing wastewater and stormwater only to meet regulatory requirements by viewing wastewater and stormwater as resources, with the goal of protecting the quantity and quality of water our region needs now and for future generations.

The Policy Plan includes policies and strategies to:

- Maximize regional benefits from regional investments in the areas of wastewater, water supply and surface water.
- Pursue reuse of wastewater and stormwater to offset demands on groundwater supplies.
- Promote greater collaboration, financial support, and technical support in working with partners to address wastewater, water quality, water quantity and water supply issues.
- Implement environmental stewardship in operating the regional wastewater system by reusing wastewater, reducing energy use and air pollutant emissions, and reducing, reusing, and recycling solid waste.

Key Concepts in the 2040 Water Resources Policy Plan

Adopted by the Metropolitan Council in May 2015, the 2040 Water Resources Policy Plan is the metropolitan system plan for metropolitan wastewater services with which local comprehensive plans must conform. The Policy Plan incorporates the following changes:

- Centers on and around an integrated approach to water supply, wastewater, and surface water planning.
- Promotes the investigation of the issues and challenges in furthering our work in water conservation, wastewater and stormwater reuse, and low impact development practices in order to promote a more sustainable region.
- Promotes the concept of sustainable water resources where, through collaboration and cooperation, the region will take steps to manage its water resources in a sustainable way aimed at:
 - Providing an adequate water supply for the region
 - Promoting and implementing best management practices that protect the quality and quantity of our resources
 - Providing efficient and cost effective wastewater services to the region
 - Efficiently addressing nonpoint and point sources pollution issues and solutions, and,
 - Assessing and monitoring lakes, rivers, and streams so that we can adequately manage, protect, and restore our valued resources.
- Continues the Council's position that communities that permit the construction and operation of subsurface sewage treatment systems and other private wastewater treatment systems are

responsible for ensuring that these systems are installed, maintained, managed and regulated consistent with Minnesota Rules Chapter 7080-7083.

- Includes requirements in Appendix C for comprehensive sewer plans, local water plans, and local water supply plans.
- Establishes inflow and infiltration goals for all communities served by the regional wastewater system and requires all communities to include their inflow and infiltration mitigation programs in their comprehensive sewer plan.
- Works with the State to attempt to (1) make funds available for inflow and infiltration mitigation, and (2) promote statutes, rules, and regulations to encourage I/I mitigation.

Edina should consult the complete Policy Plan in preparing its local comprehensive plan. In addition, Edina should consult *Thrive MSP 2040* and the *Local Planning Handbook* for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Metropolitan Sewer Service

Under state law (Minn. Stat. 473.513) local governments are required to submit both a wastewater plan element to their comprehensive plan as well as a comprehensive sewer plan describing service needs from the Council. Specific requirements for the sewer element of your comprehensive plan can be found in the Water Resources section of the *Local Planning Handbook*.

Forecasts

The forecasts of population, households, employment, and wastewater flows for Edina as contained in the adopted *2040 Water Resources Policy Plan* can be found at: <http://www.metrocouncil.org/Wastewater-Water/Planning/2040-Water-Resources-Policy-Plan.aspx> and on your Community Page in the *Local Planning Handbook*. These forecasts are for sewered development. The sewered housing forecasts were estimated using SAC data, annual city reports, current trends, existing and future local wastewater service areas and other information relating to your community. The wastewater flows are based on historical wastewater flow data, future projected wastewater generation rates, and the projected sewered population and employment data.

The Council will use these growth and wastewater flow forecasts to plan future interceptor and treatment works improvements needed to serve your community. The Council will not design future interceptor improvements or treatment facilities to handle peak hourly flows in excess of the allowable rate for your community. Edina, through its comprehensive planning process, must decide the location and staging of development, and then plan and design its local wastewater collection system to serve this development. The Council will use its judgment as to where to assign growth within your community to determine regional system capacity adequacy. If Edina wishes to identify specific areas within the community to concentrate its growth, it should do so within its Comprehensive Sewer Plan.

You should also note that urban development at overall densities that are substantially lower than those identified for your community in the Community Designation Section of this Systems Statement will also be analyzed by the Council for their potential adverse effects on the cost of providing metropolitan sewer service.

Description of the Metropolitan Disposal System Serving Your Community

Figure 1 shows the location of the Metropolitan Disposal System (MDS) serving your community. Wastewater flow from Edina is treated at the Metropolitan and Seneca WWTP's.

Description of the Regional Inflow/Infiltration (I/I) Program

The *2040 Water Resources Policy Plan* states that the Council will establish I/I goals for all communities discharging wastewater to the MDS. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate excessive I/I. The Council will continue the implementation of its on-going I/I reduction program. Communities identified through the program as needing to eliminate excessive I/I will be required to submit a work plan that details work activities to identify and eliminate sources of I/I. The Council can limit increases in service within those communities having excess I/I that do not demonstrate progress in reducing their excess I/I. The Council will meet with the community and discuss this alternative before it is implemented.

It is required that those communities that have been identified as contributors of excessive I/I, and that have not already addressed private property sources, do so as part of their I/I program. Significant work has been accomplished on the public infrastructure portion of the wastewater system. The Council will pursue making funds available through the State for I/I mitigation, and promote statutes, rules and regulations to encourage I/I mitigation.

Management of Subsurface Sewage Treatment Systems (SSTS) and Private Systems

The Metropolitan Land Planning Act requires the sewer element of the local comprehensive plan to describe the standards and conditions under which the installation of subsurface sewage treatment systems and other private wastewater treatment systems will be permitted and to the extent practicable, the areas not suitable for public or private systems.

The appropriate density for development with subsurface sewage treatment systems depends on the suitability of the soils to treat wastewater and whether space is available for a primary and back up drainfield. It is the Council's position that all municipalities and counties allowing subsurface sewage treatment systems should incorporate current MPCA regulations (Minn. Rules Chapter 7080-7083) as part of a program for managing subsurface sewage treatment systems in the sewer element of their local comprehensive plan and implement the standards in issuing permits.

Edina should adopt a management program consistent with state rules. An overview of Edina's management program must be included in the community's local comprehensive plan update. If adequate information on the management program is not included; the comprehensive plan will be found incomplete for review until the required information is provided to the Council. Specific requirements for the local comprehensive plan can be found in the [Local Planning Handbook](#).

Small private treatment plants are located throughout the Metropolitan Area serving such developments as individual industries, mobile home parks, and other urban type uses. The Council's position is that such private wastewater treatment plants should be permitted only if they are in areas not programmed for metropolitan sewer service in the future and they are provided for in a community's comprehensive plan that the Council has approved. Furthermore, the community is responsible for permitting all community or cluster wastewater treatment systems consistent with Minnesota Rules Chapter 7080-7083 and MPCA standards. The Council will not provide financial support to assist communities if these systems fail.

Edina should include in the sewer element of its local comprehensive plan the conditions under which private treatment plants or municipal treatments would be allowed, and include appropriate management techniques sufficiently detailed to ensure that the facilities conform to permit conditions. Edina is responsible for ensuring that permit conditions for private treatment plants are met and financial resources to manage these facilities are available.

Surface Water Management

In 1995, Minnesota Statutes Section 473.859, subd. 2 was amended to make the local water plan (often referred to as local surface water management plans) required by section 103B. 235 a part of the land use plan of the local comprehensive plan. Minnesota Rules Chapter 8410, updated in July of 2015, includes the requirements for local water management plans. The main change that you need to be aware of is that all communities in the metropolitan area must update their local water plan between January 1, 2017 and December 31, 2018. This means that Edina must update its local water plan as part of the comprehensive plan update. The community's updated local water plan should be submitted to the Council for its review concurrent with the review by the Watershed Management Organization(s) within whose watershed(s) the community is located. **Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.**

Local water plans must meet the requirements for local water plans in Minnesota Statutes, section 103B.235 and Minnesota Rules Chapter 8410. In general, local surface water plans need to include a summary of the priorities and problems in the community; structural, nonstructural and programmatic actions to take to address the priorities and problems; and clearly identified funding mechanisms to fix the problems.

More detailed guidance for the local water plans can be found in Appendix C of the Council's *2040 Water Resources Policy Plan* and in the Council's current [*Local Planning Handbook*](#).

In addition, the Council has also updated its priority lake list that was first developed in the 1980s as part of the *Water Resources Policy Plan* update. Figure 2 shows the priority lakes for Edina. The Council uses the priority lake list to focus its limited resources. The list is also used in the environmental review process. Where a proposed development may impact a priority lake, the project proposer must complete a nutrient budget analysis for the lake as part of the environmental review process.

Also included on Figure 2 is the watershed organization(s) that Edina is part of and a list of impaired waters in the community for use in development of your local water plans.

Other Plan Considerations

Water Supply

Local comprehensive plans also address water supply (Minn. Stat., Sec. 473.859). For communities in the metropolitan area with municipal water supply systems, this local comprehensive plan requirement is met by completing the local water supply plan template, which was jointly developed by the Metropolitan Council and the Minnesota Department of Natural Resource (DNR).

FOR COMMUNITIES WHO OWN/OPERATE A PUBLIC WATER SUPPLY SYSTEM:

Because your community owns/operates a municipal community public water supply system (PWS), the local water supply plan must be updated as part of the local comprehensive plan (Minn. Stat., Sec. 103G.291).

The updated local water supply plan should include information about your community along with information about any neighboring communities served by your system.

You should update your local water supply plan upon notification by DNR. Local water supply plan due dates will be staggered between January 1, 2017 and December 31, 2018. Your updated local water supply plan should be submitted to the DNR. DNR will share the plan with the Council, and it will be

reviewed concurrently by both agencies. This schedule allows the local water supply plans to be completed and included in the local comprehensive plan.

Failure to have an updated local water plan will result in the comprehensive plan being found incomplete for review until the required plan is provided to the Council.

The water supply plan template fulfills multiple statutory obligations including:

- Minn. Stat., Sec. 103G.291 to complete a water supply plan including demand reduction
- Minn. Stat., Sec. 473.859 to address water supply in local comprehensive plans
- Minn. Administrative Rules 4720.5280 to address contingency planning for water supply interruption

The plan must be officially adopted by your community, and if applicable the utility board, as part of the local comprehensive plan.

At a minimum, the updated local water supply plan must use the joint DNR and Metropolitan Council template and include water demand projections that are consistent with the community's population forecast provided in the introductory section of this system statement. Potential water supply issues should be acknowledged, monitoring and conservation programs should be developed, and approaches to resolve any issues should be identified.

Guidance and information for water supply planning can be found in the Appendix C of the *2040 Water Resources Policy Plan*, the [Local Planning Handbook](#), and the Council's *Master Water Supply Plan*.

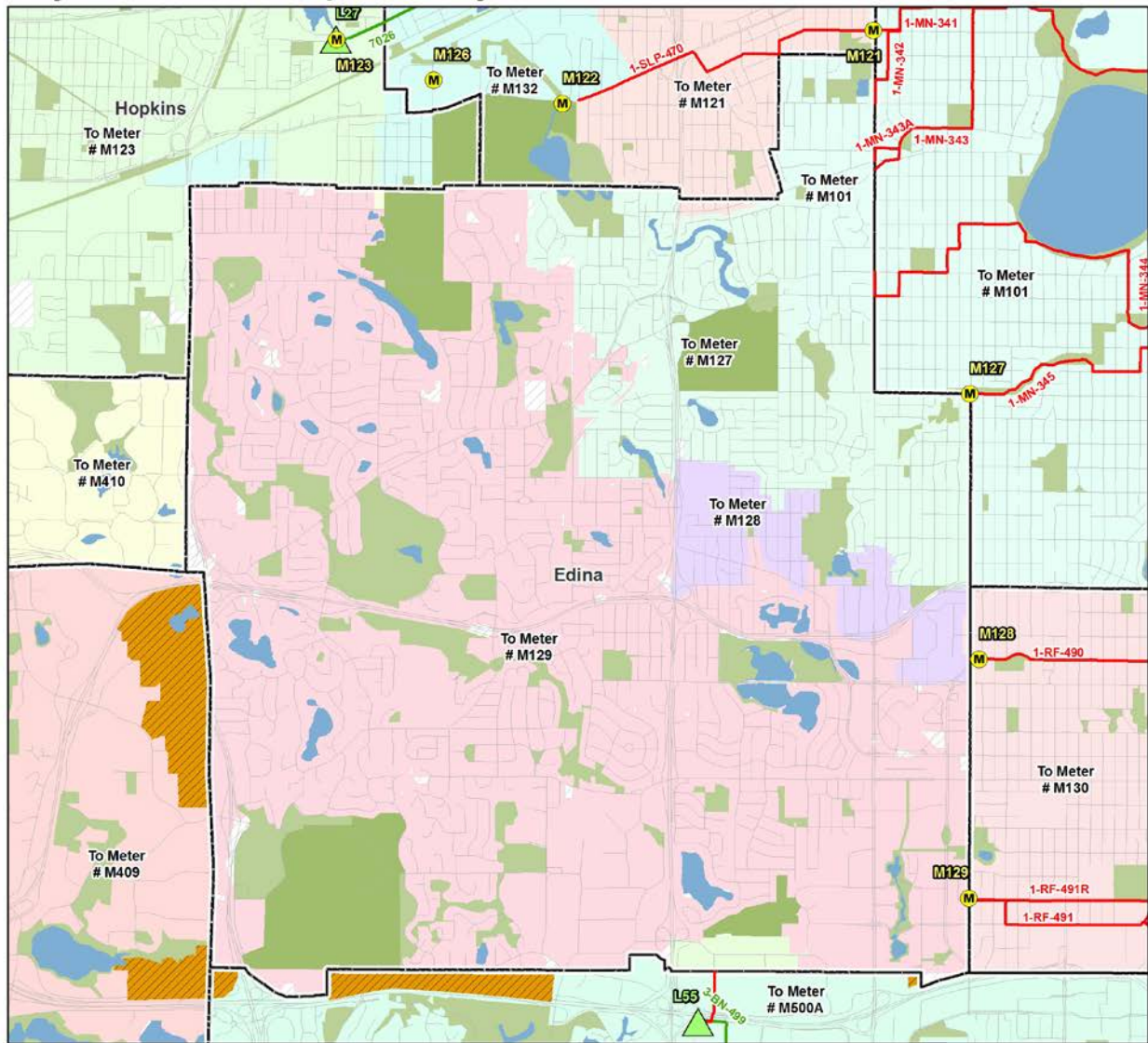
The Council's *Master Water Supply Plan* provides communities in the region with planning assistance for water supply in a way that:

- Recognizes local control and responsibility for owning, maintaining and operating water systems
- Is developed in cooperation and consultation with municipal water suppliers, regional stakeholders and state agencies
- Protects critical habitat and water resources over the long term
- Meets regional needs for a reliable, secure water supply
- Highlights the benefits of integrated planning for stormwater, wastewater and water supply
- Emphasizes and supports conservation and inter-jurisdictional cooperation
- Provides clear guidance by identifying key challenges/issues/considerations in the region and available approaches without dictating solutions

Figures 3-5 illustrate some water supply considerations that the community may consider as they develop their local water supply plans, such as: aquifer water levels, groundwater and surface water interactions, areas where aquifer tests or monitoring may be needed to reduce uncertainty, regulatory and management areas, and emergency interconnections.

Figure 1. MCES Sanitary Sewer Meter Service Areas

City of Edina, Hennepin County



1/2/2015

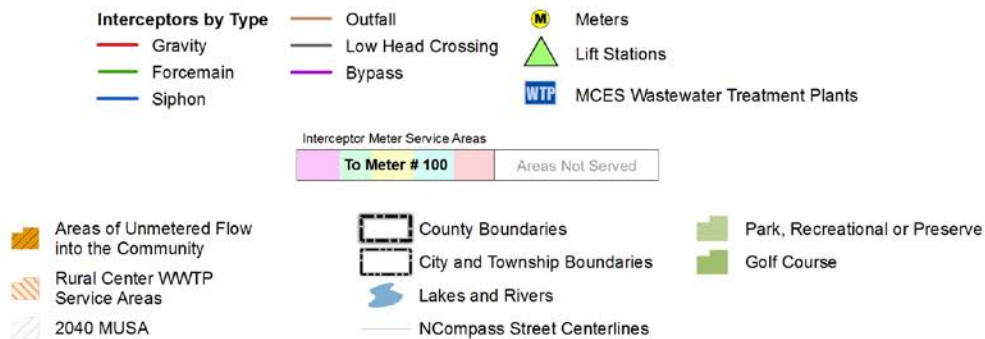
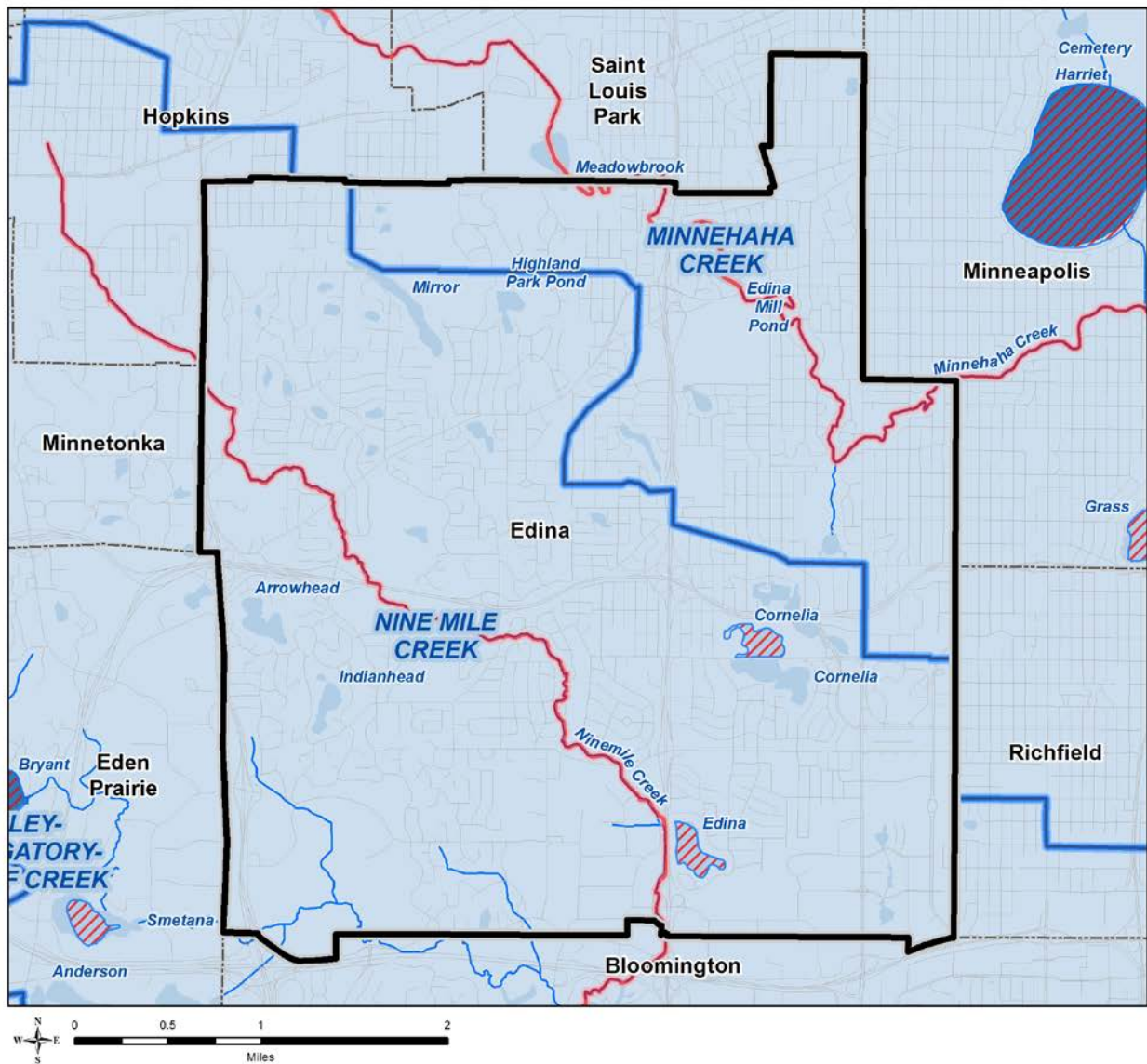


Figure 2. Surface Water Resources

Edina, Hennepin County



-  Watershed Management Organization Boundaries
- Watershed Management Organization Type**
-  County
-  Watershed District
-  Watershed Management Organization

-  Impaired Lakes (2014 Draft MPCA 303(d) List)
-  Impaired Rivers & Streams (2014 Draft MPCA 303(d) List)
-  2014 Priority Lakes
-  County Boundaries
-  City and Township Boundaries
-  Other Lakes and Major Rivers
-  Other Streams
-  NCompass Street Centerlines

Figure 3. Surface water features and interaction with the regional groundwater system, and state-protected surface water features

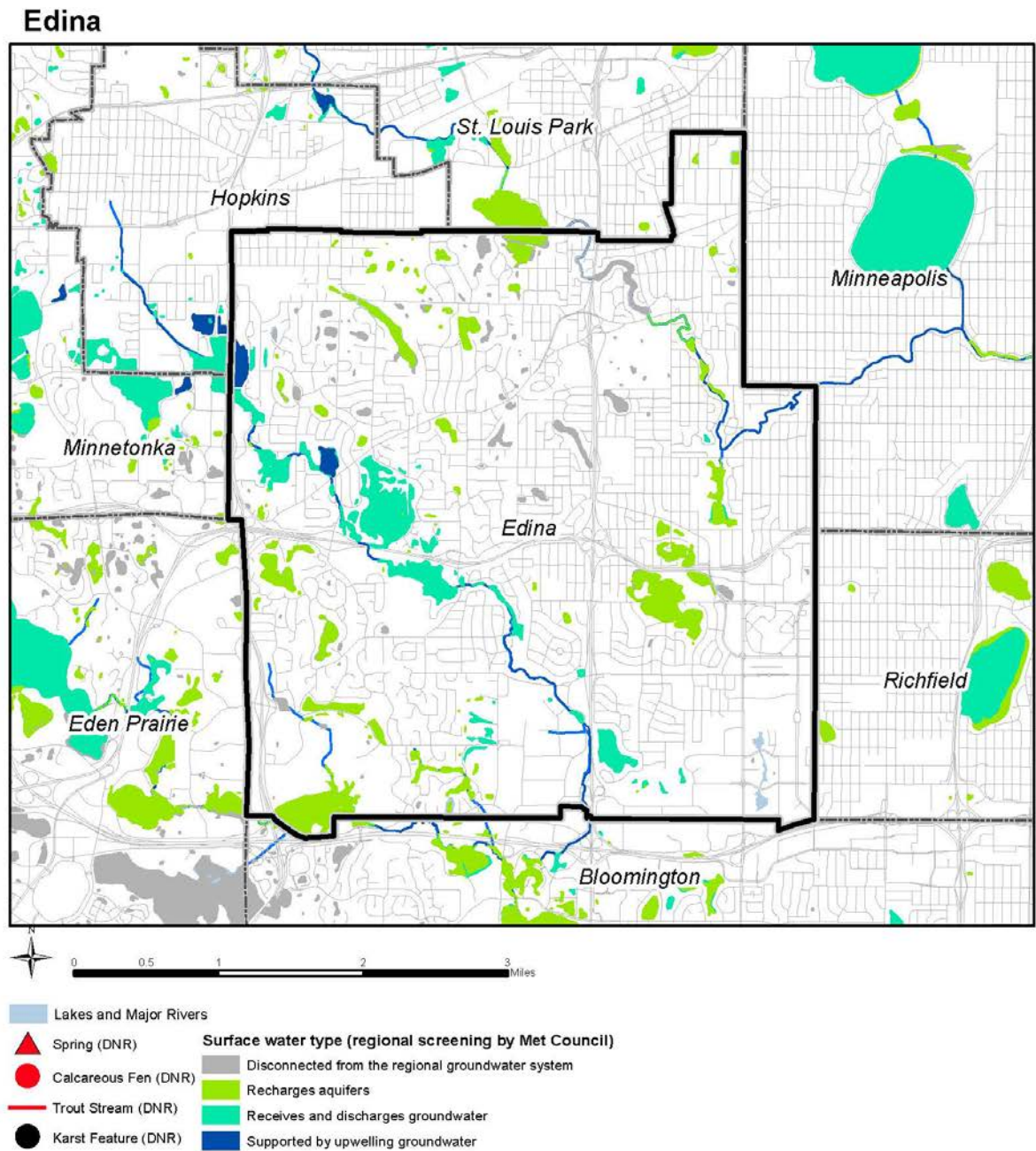


Figure 4. Availability of MN Department of Natural Resources groundwater level and MN Department of Health aquifer test data

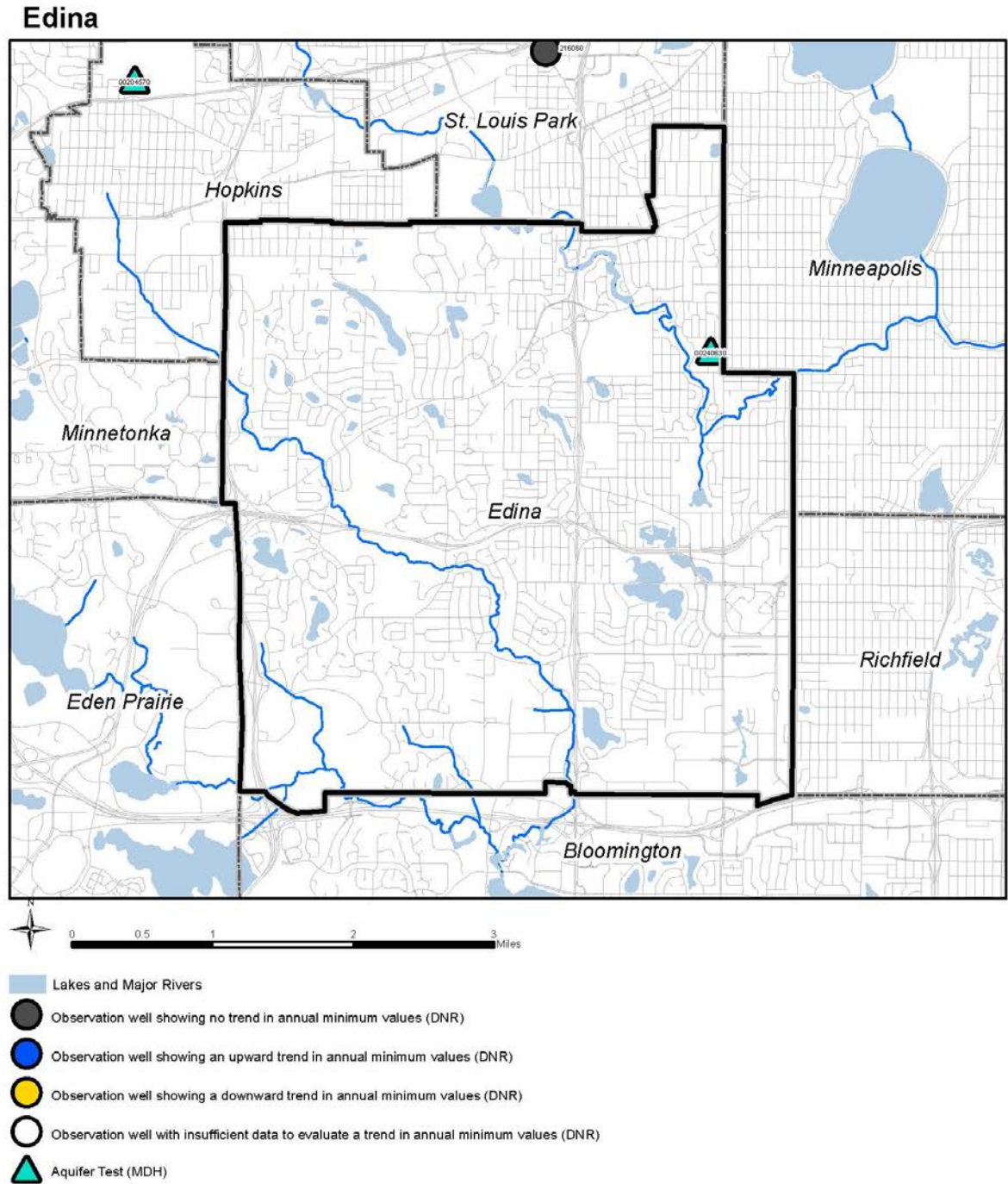
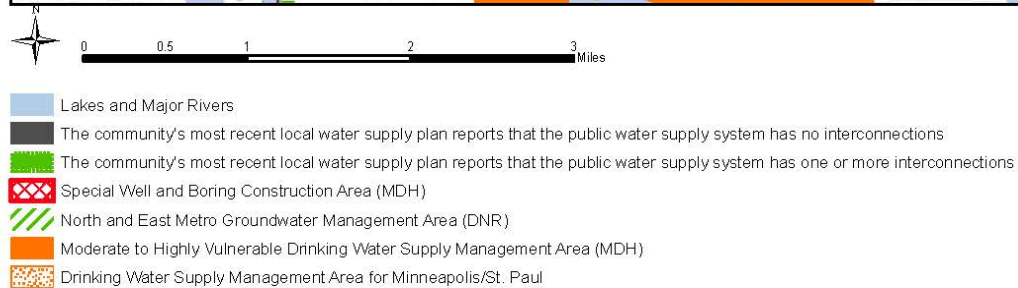
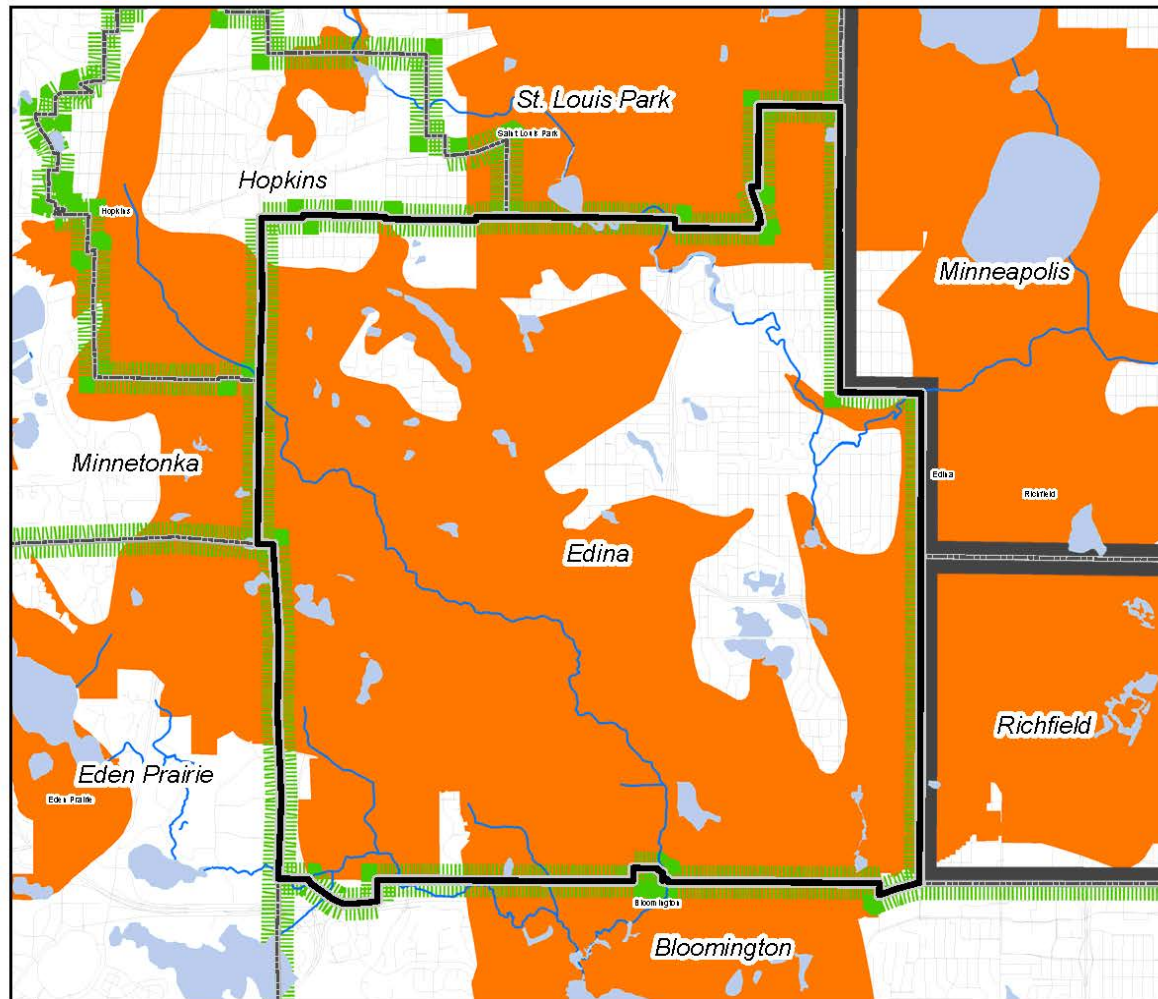


Figure 5. Municipal public water supply system interconnections and regulatory management areas

Edina



REGIONAL PARKS SYSTEM STATEMENT

City of Edina

The Regional Parks System includes 62 regional parks, park reserves, and special recreation features, plus more than 340 miles of regional trails that showcase the unique landscapes of the region and provide year-round recreation. The Regional Parks System is well-loved by our region's residents and attracted over 48 million annual visits in 2014.

The organizational structure of the Regional Parks System is unique, built upon a strong partnership between the Council and the ten regional park implementing agencies that own and operate Regional Parks System units. The regional park implementing agencies are:

Anoka County	Ramsey County
City of Bloomington	City of Saint Paul
Carver County	Scott County
Dakota County	Three Rivers Park District
Minneapolis Park and Recreation Board	Washington County

The *2040 Regional Parks Policy Plan* was developed based on furthering the *Thrive MSP 2040* outcomes of Stewardship, Prosperity, Equity, Livability, and Sustainability. *Thrive MSP 2040* states that the Council will collaborate with the Metropolitan Parks and Open Space Commission, the regional park agencies, and state partners to:

- Expand the Regional Parks System to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance, as identified in the *2040 Regional Parks Policy Plan*.
- Provide a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life in the region.
- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

Key Concepts in the 2040 Regional Parks Policy Plan

The *2040 Regional Parks Policy Plan* includes the following policies, each with specific associated strategies:

- **Recreation Activities and Facilities Policy:** Provide a regional system of recreation opportunities for all residents, while maintaining the integrity of the natural resource base within the Regional Parks System.

- **Siting and Acquisition Policy:** Identify lands with high-quality natural resources that are desirable for Regional Parks System activities and put these lands in a protected status so they will be available for recreational uses and conservation purposes in perpetuity.
- **Planning Policy:** Promote master planning and help provide integrated resource planning across jurisdictions.
- **Finance Policy:** Provide adequate and equitable funding for the Regional Parks System units and facilities in a manner that provides the greatest possible benefits to the people of the region.
- **System Protection Policy:** Protect public investment in acquisition and development by assuring that every component in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

The *2040 Regional Parks Policy Plan* is the metropolitan system plan for regional recreation open space with which local comprehensive plans must conform. This system statement highlights the elements of the system plan which apply specifically to your community. Find the complete text of the *2040 Regional Parks Policy Plan* on [the Council's website](#).

2040 Regional Parks System Facilities

The Regional Parks System is comprised of four main types of facilities: regional parks, park reserves, special recreation features and regional trails.

Regional Parks

Regional parks most notably contain a diversity of nature-based resources, either naturally occurring or human-built, and are typically 200-500 acres in size. Regional parks accommodate a variety of passive recreation activities.

Park Reserves

Park reserves, like regional parks, provide for a diversity of outdoor recreation activities. One major feature that distinguishes a park reserve from a regional park is its size. The minimum size for a park reserve is 1,000 acres. An additional characteristic of park reserves is that up to 20 percent of the park reserve can be developed for recreational use, with at least 80 percent of the park reserve to be managed as natural lands that protect the ecological functions of the native landscape.

Special Recreation Features

Special recreation features are defined as Regional Parks System opportunities not generally found in the regional parks, park reserves or trail corridors. Special recreation features often require a unique managing or programming effort.

Regional Trails

Regional trails are classified as 1) destination or greenway trails and 2) linking trails. Destination or greenway trails typically follow along routes with high-quality natural resources that make the trail itself a destination. Linking trails are predominately intended to provide connections between various Regional Parks System facilities, most notably regional parks or park reserves.

2040 Regional Parks System Components

The *2040 Regional Parks Policy Plan* identifies six components which together comprise the vision for the Regional Parks System in 2040, as described below.

Existing Regional Parks System Facilities: include Regional Parks System Facilities that are open for public use. These facilities include land that is owned by regional park implementing agencies, and may include inholding parcels within the boundaries of these parks and trail corridors that have not yet been acquired. Existing regional trails may include planned segments that will be developed in the future.

Planned Regional Parks System Facilities (not yet open to the public): include Regional Parks System Facilities that have a Council-approved master plan and may be in stages of acquisition and development, but are not yet open for public use.

Regional Parks System Boundary Adjustments: include general areas identified as potential additions to existing Regional Parks System Facilities to add recreational opportunities or protect natural resources. Specific adjustments to park or trail corridor boundaries have not yet been planned.

Regional Park Search Areas: include general areas for future regional parks to meet the recreational needs of the region by 2040 where the regional park boundary has not yet been planned.

Regional Trail Search Corridors: include proposed regional trails to provide connections between Regional Parks System facilities where the trail alignment has not yet been planned.

2040 Regional Trail Search Corridor System Additions: include regional trail search corridors that were added to the Regional Parks System as part of the *2040 Regional Parks Policy Plan*.

Key Changes in the 2040 Regional Parks Policy Plan

Adopted by the Metropolitan Council in February 2015, the *2040 Regional Parks Policy Plan* incorporates the following changes:

Identify all proposed regional trails as regional trail search corridors

All proposed regional trails that are not yet open to the public and do not have a Metropolitan Council approved master plan are represented as a general regional trail search corridor. The *2030 Regional Parks Policy Plan* depicted these trails with a proposed alignment. The alignment of these regional trails will be determined in the future through a planning process led by the regional park implementing agency. The alignment of these trails is subject to Metropolitan Council approval of a regional trail master plan.

Acquire and develop ten new regional trails or trail extensions to meet the needs of the region in 2040. The 2040 Regional Trail Search Corridor Additions include:

Carver County:

- County Road 61
- Highway 41

Three Rivers Park District:

- CP Rail Extension
- Dakota Rail Extension
- Lake Independence Extension
- Lake Sarah Extension
- Minnetrista Extension
- North-South 1
- North-South 2
- West Mississippi River

The *2040 Regional Parks System Plan Map* is depicted in Figure 1. Edina should consult the complete [2040 Regional Parks Policy Plan](#) in preparing its local comprehensive plan. In addition, Edina should consult *Thrive MSP 2040* and the current version of the Metropolitan Council's [Local Planning Handbook](#) for specific information needed in its comprehensive plan.

System Plan Considerations Affecting Your Community

Regional Parks System Components in your community

The following Regional Parks System Components within Edina as identified in the *2040 Regional Parks Policy Plan* are listed below.

Regional Trails

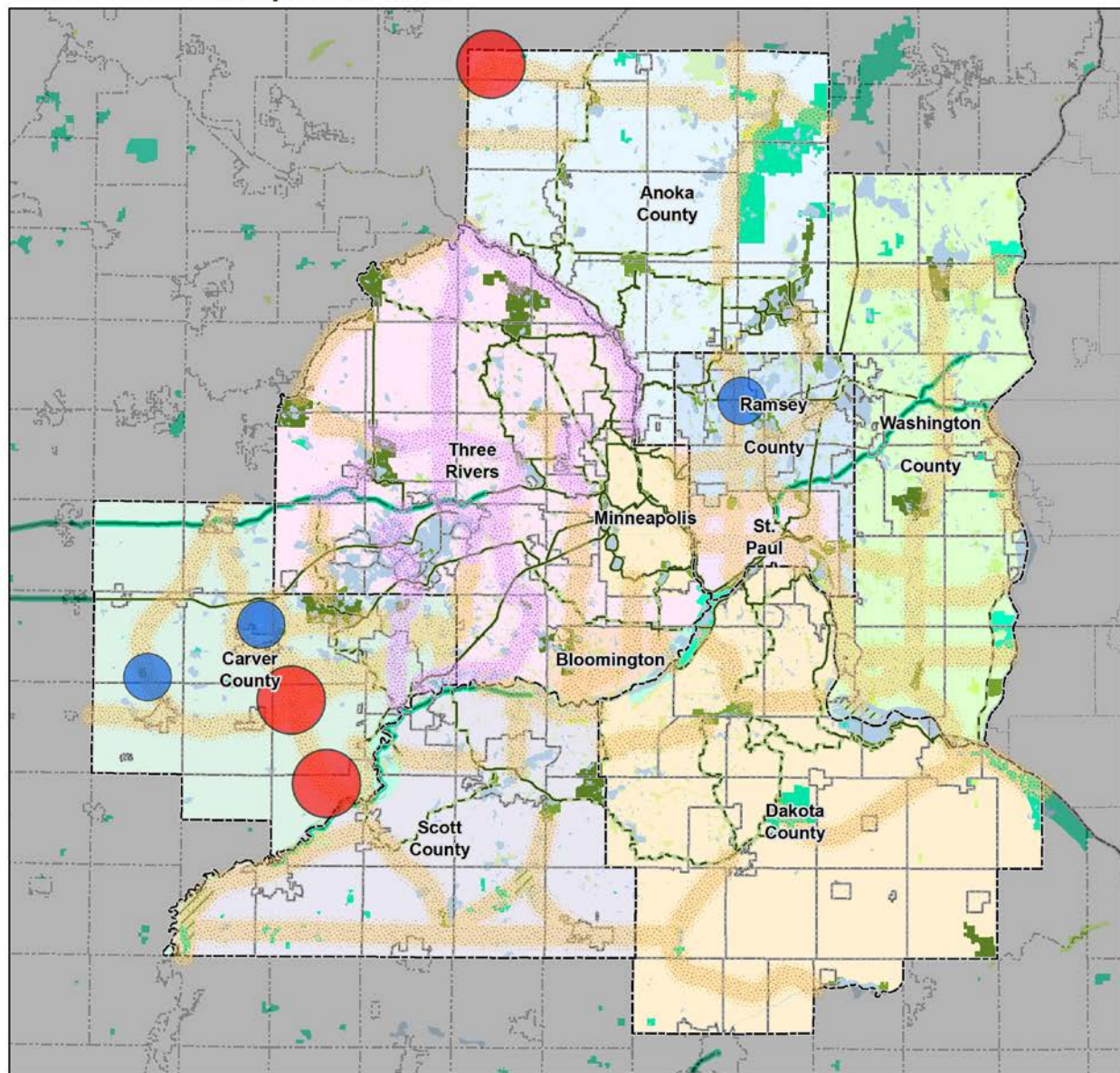
Nine Mile Creek Regional Trail: This is an existing regional trail that is open to the public. The regional trail travels through Hopkins, Edina, Richfield and Bloomington as it connects Minnesota River Bluffs LRT Regional Trail, South Hennepin West and South Hennepin East (CP Rail) Regional Trail Search Corridors, Intercity Regional Trail, and Minnesota Valley National Wildlife Refuge. The regional trail alignment as shown in Figure 2 should be acknowledged in the comprehensive plan.

South Hennepin West (CP Rail) Regional Trail Search Corridor: The regional trail search corridor travels through Bloomington, Edina, St. Louis Park, and Golden Valley as it connects South Hennepin East Regional Trail Search Corridor, Hyland-Bush-Anderson Lakes Park Reserve, Nine Mile Creek Regional Trail, Cedar Lake LRT Regional Trail, North Cedar Lake Regional Trail and Luce Line Regional Trail. The trail will follow existing railroad grades. The railroad is still in active use so planning for the conversion to a regional trail is on hold pending a change in status of the active railroad operations. Three Rivers Park District will lead a planning process in the future to determine the alignment of the regional trail. When preparing its comprehensive plan, Edina should verify whether a master plan has been approved by the Metropolitan Council. If a master plan has been approved, the planned regional trail alignment should be acknowledged in the comprehensive plan. Otherwise, the general search corridor as shown in Figure 2 should be acknowledged in the comprehensive plan.

Please contact Three Rivers Park District for more information regarding Regional Parks System Components in Edina.

Figure 1. 2040 Regional Parks System Plan Map

Regional Parks System Twin Cities Metropolitan Area



Regional Parks

- Regional Parks
- Park Reserves
- Special Recreation Features
- Planned Units
- Regional Trail Corridor Land

Regional Trails

- Existing
- Planned

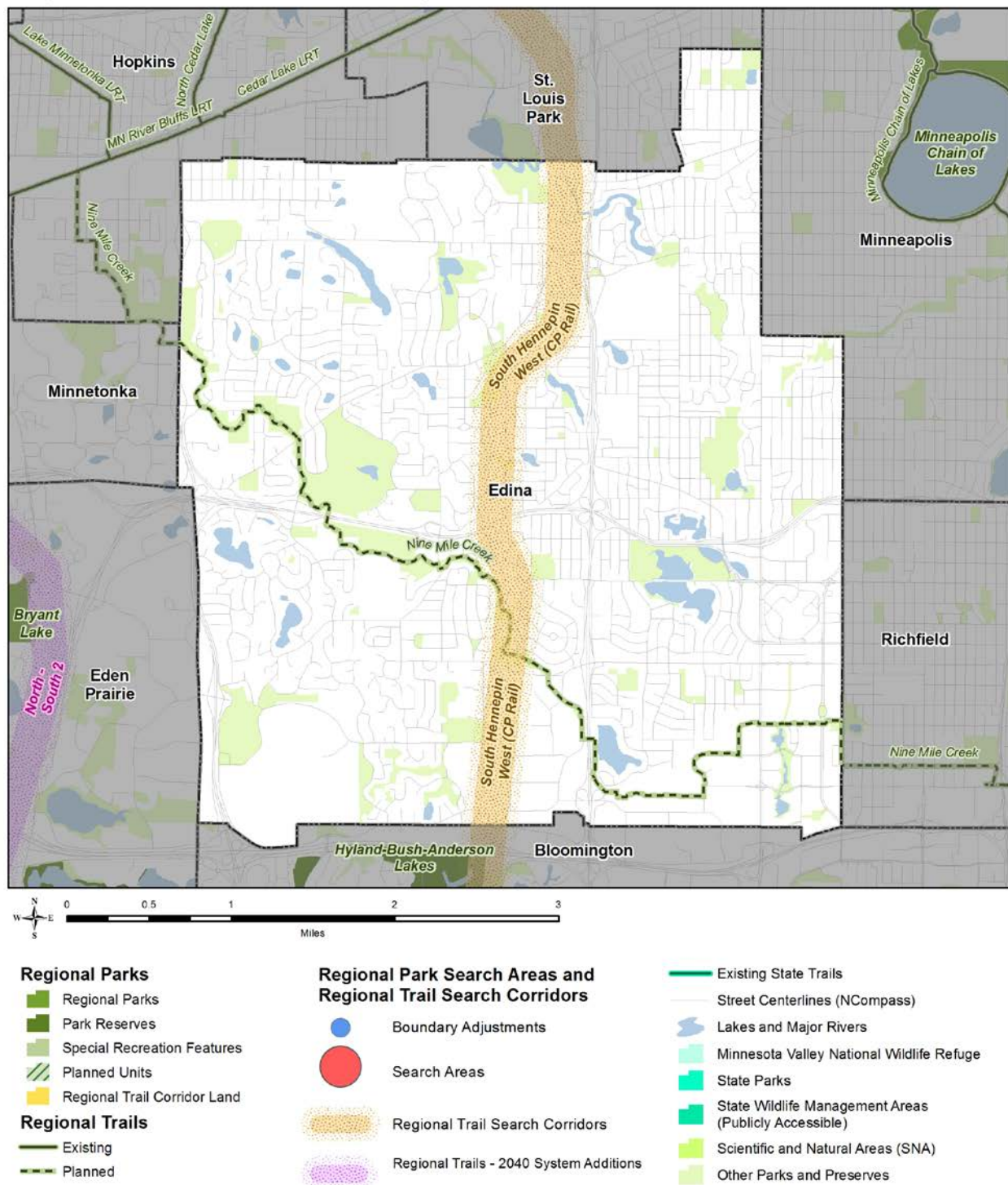
Regional Park Search Areas and Regional Trail Search Corridors

- Boundary Adjustments
- Search Areas
- Regional Trail Search Corridors
- Regional Trails - 2040 System Additions

- Existing State Trails
- Lakes and Major Rivers
- Minnesota Valley National Wildlife Refuge
- State Parks
- State Wildlife Management Areas (Publicly Accessible)
- Scientific and Natural Areas (SNA)
- Other Parks and Preserves

Figure 2. Regional Parks System Facilities in and adjacent to Edina

Regional Parks System City of Edina, Hennepin County



MAPPING EDINA'S BIG IDEAS

Bridging Between Vision and Planning
City of Edina, Minnesota



**Mapping Edina's Big Ideas
Bridging between Vision and Planning**

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May 24, 2017

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Introduction

Purpose

This report documents two community-based events held in the City of Edina in April 2017 to provide community members opportunities to collaborate and develop future-oriented Big Ideas that will shape the city's growth and development in extraordinary ways over the next 20 years.

The report summarizes outcomes from these two events and identifies a recommended process that will be put in place during a study to prepare the city's 2018 comprehensive plan update to ensure that the Big Ideas will be given consideration in the plan.

Background

Comprehensive Planning in the Twin Cities

Communities in the Twin Cities metropolitan area are required by statute to update their comprehensive plans every ten years. Traditionally, a community's comprehensive plan, based on a shared community vision and goals, outlines growth and development policies and describes what, where, and by how much a community will grow...and, as importantly, where growth will not occur. Local comprehensive plans, which provide communities with a foundation to support defensible land use decision making, land use regulations, and building codes, can also include urban design guidelines to help define the desired design and appearance of districts and new developments.

Within the Twin Cities metropolitan area, completed comprehensive plans are approved and adopted by local governments. The plans are also reviewed for adequacy by the Twin Cities Metropolitan Council, the metropolitan area's regional planning agency. As such, the Council is charged with planning and coordinating the growth and development of the seven-county metropolitan area. Its review of local comprehensive

plans is largely focused on determining how a local community's growth plans will impact regional systems (e.g., transportation, sanitary sewer and water treatment, water systems, and regional parks) and whether a local community's plans are aligned with an overall framework that is provided in regional plans.

Thus, comprehensive plans in the metropolitan area have two purposes. They are tools for local governments to use in planning for their communities, and they are tools the Council uses to ensure that regional systems can be provided to communities in the metropolitan area in a planned and cost efficient manner.

Without a defined community vision, potential exists that a community's comprehensive plan, while adequately addressing regional concerns, could fail to adequately address its own local concerns.

Edina's Current Comprehensive Planning

As mentioned, a community's comprehensive plan is fundamentally built on a shared community vision and goals, and initial steps in accepted, comprehensive planning processes include community outreach activities designed to define community members' vision for the future. Thus, it is a community's shared vision and support for the vision that permit a comprehensive plan to assert an overall direction for growth and development.

Future iQ's Vision Edina 2015:

The City of Edina in 2014 contracted Future iQ to prepare *Vision Edina*, a series of documents that articulated a vision for the city and outlined a long-term strategic framework that lays out key issues identified by Edina's community members. The visioning process used by Future iQ included extensive community outreach activities (focus group meetings, community-wide surveys, think tank meetings, community meetings, etc.) and demonstrated wide spread community support for the vision and strategic framework. Eight strategic focus areas were identified in *Vision Edina*:



- Residential Development Mix
- Transportation Options
- Commercial Development Mix
- Live and Work
- Educational Focus
- Population Mix
- Environmental Stewardship
- Regional Leadership

Vision Edina established the stakeholders' desire to pursue a preferred future of "Nodes and Modes," an effort to maintain and enhance the characteristics and fabric of Edina while embracing balanced urban renewal. The central part of this preferred future is the focus **on unique nodes that represent the character and future goals of each neighborhood with highly connected modes of transportation between them.**

Biko Associates' 2018 Comprehensive Plan Update:

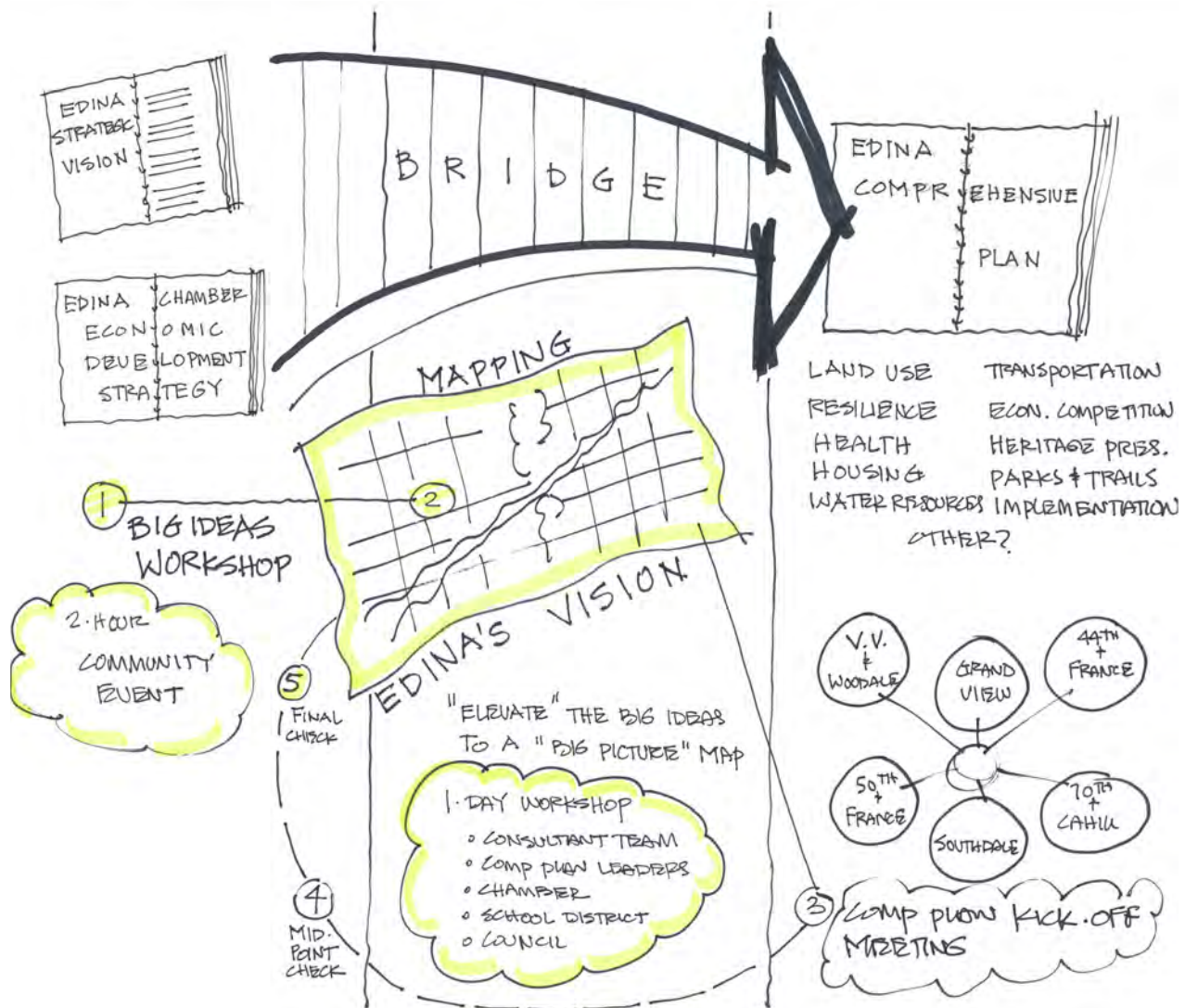
The Biko Associates consultant team was contracted in January 2017 to update the 2008 comprehensive plan. Per instructions in the city's Request for Proposals (RFP), the Biko Associates team submitted a proposal that did not include extensive visioning exercises, because a community-supported vision had already been developed and documented in 2015 by Future iQ. Instead, the team's proposal described steps that would be taken to work with Small Area Plan Work Groups in each of three small areas (44th/France, 50th/France, and 70th/Cahill) to determine how the city-wide vision from 2015 might be applied.

Bridging the Vision and Comprehensive Planning

With Edina's vision document already two years old, there was a desire to give community members and the comprehensive planning process an opportunity to revisit *Vision Edina* and provide additional opportunities to define a future vision for the city.



It was determined by the Edina Council that *Vision Edina* should be revisited in two workshops in order to ensure a bridge between the city's vision and the 2018 comprehensive plan update.



Big Ideas Workshop:

The purpose of the first workshop, held April 19, 2017 was to encourage new “Big Ideas” and connect them to the eight key strategic focus areas that emerged from *Vision Edina* with an ultimate goal of propelling Edina toward its “Nodes and Modes” preferred future.

Mapping Edina’s Big Ideas:

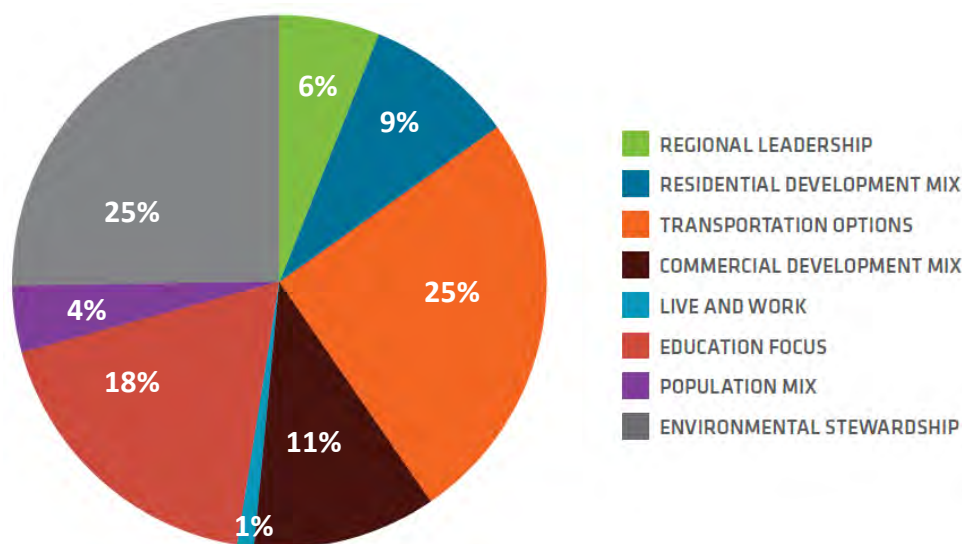
The purpose of the second workshop, April 22, was to determine where and how earlier defined “Big Ideas” would be located on the landscape of the city.

Wednesday, April 19 Big Ideas Workshop

Summary of Findings

The workshop began with a review of major conclusions reached in *Vision Edina 2015*. Participants were asked to rank which major strategic focus areas should be a priority for innovation in Edina over the next 5 years.

The participants ranked Environmental Stewardship (25%) and Transportation Options (25%) as the top two innovation priority areas, followed by Education Focus (18%), Commercial Development Mix (11%), Residential Development Mix (9%), Regional Leadership (6%), Population Mix (4%), and Live and Work (1%).



Participants were then asked to identify Big Ideas under each strategic focus area and then rank them. The top Big Ideas with the most votes, under each focus area, are listed on the following pages. A complete list the Big Ideas is presented in *Nodes and Modes: Bridging between Vision and Planning, April 19 Big Ideas Workshop, Future iQ.*

Transportation

Grand rounds and Promenade extension

Less use/no use of car – Ability to get around without a car

Public transportation
Circulator bus

Quiet multi-modal multiple connectors between nodes

LRT Streetcar – France Avenue

future→iQ

Environmental Stewardship

Community gardens (and farm?) with master gardeners available as ‘coaches’ or mentors; raise chickens together

National leader on sustainable building codes; think materials, sustainability, energy, light pollution

Required organics and yard waste

Start City department of Forestry and Natural Resources

Useable green spaces as much as possible

future→iQ

Education Focus

Multi-generational learning opportunities, ex: community gardens

Affordable advanced education

Life-long Learning (ideas center), Art, Culture, and Religion

Multi-generational learning from institutions of higher learning

All students know coding by age 14

Education everywhere all the time in every aspect of community (mentorship connections)

future→iQ

Commercial Development Mix

Mixed use areas, with neighborhood commercial nodes – gathering palaces, art galleries, gardens cluster big buildings but keep neighborhood small scale

Sustainably repurpose buildings you can walk to for social gatherings and neighborhoods

Bring in more high speed fiber and more cutting edge infrastructure (less financial services, move high Tech)

New business green credits/encourage business to build green

Make commercial development throughout Edina walkable; Destination nodes

future→iQ

Residential Development Mix

Affordable housing that is really life cycle housing; values behind that are socio economic (equity), balance and diversity

Neighborhoods all need a node. Nodes should all be different.

Co-operative housing; separate living spaces that include communal areas such as gardens, kitchens, gathering spaces

Affordable single family homes

Less soccer fields, use less lights that are not suitable for small neighborhoods

future→iQ

Regional Leadership

Create annual Edina IDEAS Conference

Collaborative partnership with neighbors/adjacent communities

Arts: Edina needs a museum, live theatre, and/or other arts destinations

JFK Quote “To whom much has been given much is expected.” - “Create City Regional Leadership Mission”

More collaboration with the cities that border Edina; sharing goals and working on problems

Education makes us national leader, not just in our schools – So promote our innovations aggressively and pervasively

future→iQ

Population Mix

Increase attractive infrastructure and environment for people 18-29

Affordable housing; revisit density/building height issues

Encourage cradle to grave neighborhoods with diverse ethnic backgrounds; Full spectrum age and diverse ethnic neighborhoods

Re-Prioritize things to make Edina a very ‘happy’ place to live: National Happiness Index? Report Annually

More diverse housing options within each node

Preserve socio-economic balance; no super-wealthy segregation; more racial/ethnic diversity and multicultural celebrations

future→iQ

Live and Work

Tax relief/Incentives for telecommuters – benefits the community not to be on the roads

Wi-Fi (city-wide)

Campus grouping and jobs and housing with environmental amenities and attention to Beauty (low-scale residential and business)

Enable live and work nodes attractive to emerging technology and medical device companies

Independent City news source – electronic version? Newspaper? Wi-Fi for City

future→iQ

Saturday, April 22 Mapping Edina's Big Ideas

Agenda and Format

The agenda followed for the Saturday morning workshop is presented on the following page. The all-day session was divided into two parts.

Part I

The first part, an early meeting, was held to map the Big Ideas that had been developed at the April 19 Big Ideas Workshop.

Three mapping exercises were completed, and each was followed by a discussion where participants were able to comment on outcomes from the mapping and report on observations. The three mapping exercises were:

1. Where is important to me in Edina? (I.e., identify nodes)
2. How do I travel to important places? (I.e., identify modes)
3. Where Big Ideas should be implemented? (I.e., where are opportunity sites, where are opportunities to link Big Ideas, and does this reinforce Edina's future vision?)

The three mapping exercises were completed on a 25 foot-long by 20 foot-wide map of the city that was printed on a durable fabric and taped to the floor in the city's Public Works Department Building. (See the attached hyper-link <https://youtu.be/X8hZ8m9m8h4>)

Part II

The second part included a discussion that was held among design and planning professionals, residents, Planning, Commission members, and staff. The planning consultants who have begun preparing the city's 2018 comprehensive plan update requested the post-mapping discussion to help bring clarity to their work tasks and ensure that there would be a physical framework on which Big Ideas could be implemented throughout the city and discussed in the comprehensive plan.

Mapping Edina's Big Ideas Workshop

Agenda

Saturday, April 22, 2017

- 8:00 Doors open, social hour
- 9:00 Welcome, Introductions, and Purpose Cary Teague, City of Edina and Bill Smith, Biko Associates
- 9:15 Recap Big Ideas Workshop David Buerle, Future iQ
- 9:30 Post-It Mapping Exercise 1: Nodes — Where is important to me in Edina?
- My home
 - Places I haunt (shop, get coffee, meet friends, entertainment)
 - Where I work or attend school
 - Recreational places or systems I use
- 10:00 Observations on important places
- 10:20 Yarn Mapping Exercise 2: Modes — How do I travel to important places:
- Light green for existing walking/running/biking recreational trails
 - Dark green for desired walking/running/biking recreational trails
 - Light yellow for the existing bike network (on-street or commuter — separate from more exclusively recreational trails)
 - Orange for desired bike network
 - Light blue for existing transit
 - Dark blue for desired transit
 - Black for motor vehicle
 - Pink for sidewalks and pedestrian systems
 - Red for critical gaps in any of the above networks
- 10:50 Observations on transportation modes
- 11:10 Post-It Mapping Exercise 3: How should Edina evolve, and how can this evolution incorporate the Big Ideas you explored on Wednesday? White Post-Its with written descriptions:
- What are the best opportunities for change?
 - Where should they be located and why?
 - How do they reinforce Vision Edina?
 - Why is this important to Edina's future?
- 11:40 Observations on the relationships physical nodes and modes and Edina's Big Ideas
- 12:00 Invitation to return for Pin-Up at 3:00 Cary Teague

Policy, Project and Design Discussion

- 12:00 Lunch break and discussion CPTF, Staff, Urban Design Team
- Big Ideas contribution to the Comprehensive Plan update
 - Policies
 - Projects
- 1:00 Urban Design Team illustrations
- 2:45 Prepare for Pin-Up
- 3:00 Pin-Up presentation
- 4:00 Adjourn



“Where is Important to me in Edina?”

1. The majority of nodes are located in the eastern quadrants of the city. Fewer are located in the western quadrants.
2. The important places are known activity centers.
3. The most active nodes are five of the six small areas that are being addressed in the comprehensive plan. 70th/Cahill, one of the six small areas, is not widely viewed as a high activity center.
4. The schools are recognized as important places.
5. How does the city’s changing demographics impact the identification of important places?
6. Churches (houses of worship) are also important places where people gather.
7. Opportunities to increase the number of live/work uses should be place-based.
8. What are the engines for change in Edina?
9. The northwest quadrant is an area with large lots. Residents in this quadrant cannot walk to many places. Is this the way they want to live....without a node, gathering place, or activity center?

“How do I Travel to Important Places?”

1. The major transportation mode is driving. Is this the way we want to be?
2. It’s a big city; 4 miles by 4-1/2 miles. Travelling across the city is not easy without a car.
3. How do people travel within the four quadrants? How do people travel across quadrants?
4. Our city has been cut apart by the highways (TH 100 and TH 62). It is not possible to get to other places without travelling (sometimes) out of the way to get to an overpass.
5. There aren’t lots of transit routes. Those that the city has are very good at providing transportation service. There should be more routes, however.

6. The Southwest LRT should have a station at TH 169/Valley View Road.
7. The streets that are county roads are problematic: they function to carry lots of traffic and there isn't much room left over for other functions like bikes. France is an example.
8. There should be more inter-quadrant connectors in Edina.

Observations from “Where should Big Ideas be Implemented and How are the Big Ideas Related?”

1. Because of our aging population, the housing needs of the future will change.
2. Health care clinics and child care facilities could be physically combined in community centers. All of these should be accessible to all travel modes.
3. The Promenade should be extended north of TH 62.
4. Grandview should have a freeway lid.
5. The Zoning Code should be modified to allow pocket neighborhoods with several bungalows on a parcel.
6. Each neighborhood should have a community-specific, community defined activity center.
7. A circulator transit service is needed to connect the nodes.
8. Streets should be complete for all types of users.
9. Parks and park buildings could be expanded and redeveloped to meet neighborhood needs.
10. Large buildings should be energy self-sufficient with solar and green roofs.

The Physical Framework for Implementing Big Ideas in the Comprehensive Plan

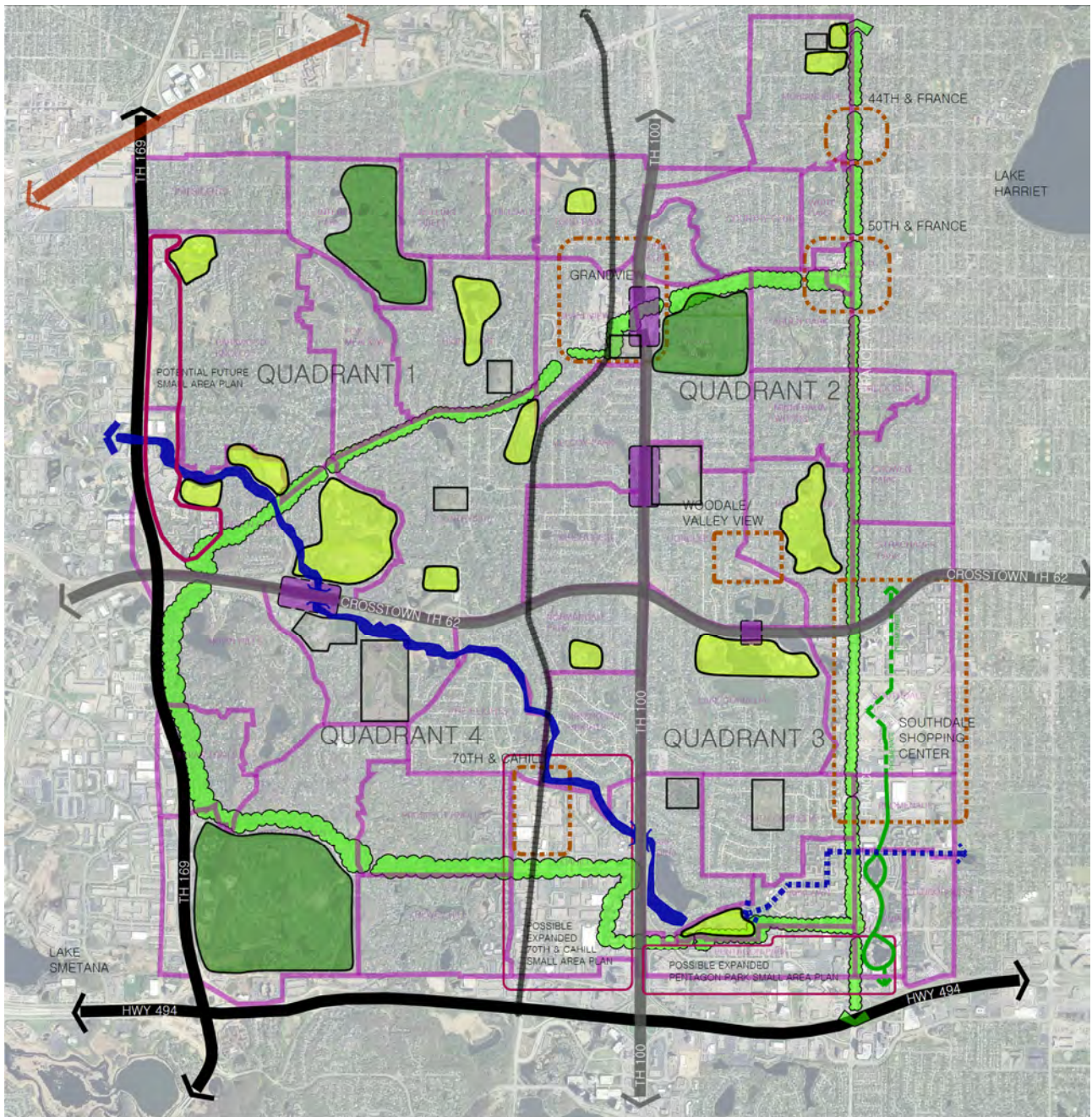
Presented on page 18 is a City of Edina aerial base map that shows each of the city's neighborhoods. The map shows that the city is divided into **four quadrants** that are defined by north/south Trunk Highway (TH) 100 and east/west TH 62 (aka Crosstown Highway); Quadrant 1 – Northwest

Edina, Quadrant 2 – Northeast Edina, Quadrant 3 -- Southeast Edina, and Quadrant 4 – Southwest Edina.

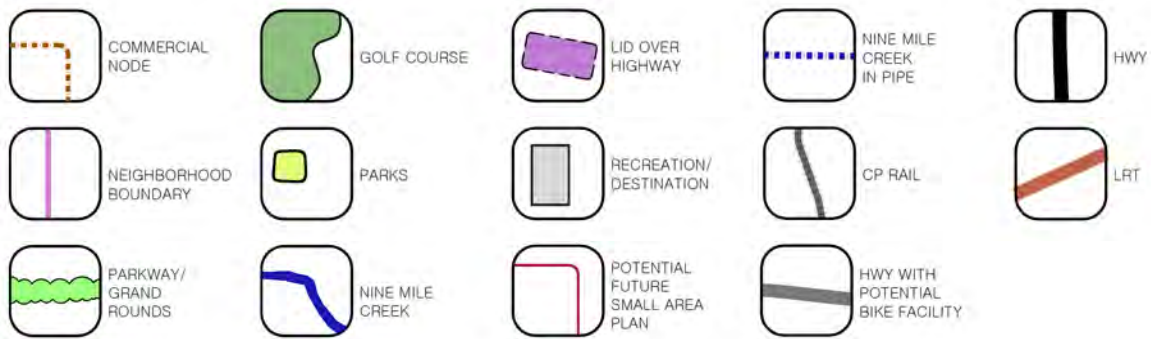
The map identifies the following physical features that form a framework for incorporating Big Ideas in the comprehensive plan.

- Six existing small areas (activity centers/nodes):
 - 44th/France
 - 50th/France
 - Grandview
 - Wooddale/Valley View
 - 70th/Cahill
 - Southdale
- Three potential small areas for future consideration:
 - Lincoln/169/near Eden Prairie
 - Expanded 70th/Cahill
 - Pentagon Park
- Parks and Nine Mile Creek
- Golf courses
- Recreation destinations
- Canadian Pacific Rail alignment
- Southwest LRT alignment
- TH 100 and TH 62 with adjacent pedestrian and bicycle paths
- Pedestrian and bicycle lids over TH 100 and TH 62 to re-connect the city's four quadrants
- Conceptual parkway (Edina Grand Rounds) alignment that forms a ring around the city and a ring within each quadrant

In support of the fundamental element of Edina's future development, existing and potential future small areas and recreation destinations (nodes) are linked by the parkway system (pedestrian, bicycle, and transit modes).



1 LAND USE ANALYSIS DIAGRAM



Edina's Big Ideas by Quadrant (all participants' comments are shown below)

1

- Bike/Ped bridge over TH 169
- Protected bike trail to/from City Hall
- Community park, co-op, restaurant, and coffee shop
- Pocket neighborhoods
- Access to LRT for bikes/peds
- Safe bike paths
- Eliminate buckthorn
- Parking and dog park for Weber Woods

2

- Wellness clinic at 44th/France , 50th/France, and Wooddale/ Valley View
- Gateway into Wooddale/Valley View
- Coffee shop and neighborhood gathering centers at Wooddale/Valley View
- Freeway lid over TH 100 at Grandview
- No "un-used" city land at Grandview
- Improve Valley View Parkway linkage to Rosland Park
- No more six story mixed use buildings

4

- Live/work at 70th/Cahill
- 70th/Cahill redevelopment as activity center
- Medium density residential with more activity
- 70th/Cahill should be walkable and connected
- Variety of housing types (townhomes, duplexes, affordable.
- Medium density housing
- Start up office space with affordable rents
- Access to LRT and Methodist Hosp on intra-city transit line (CP Rail)
- Trail around circumference of Braemar
- Nine Mile Creek trail should be developed
- Mixed use ground floor commercial and retail; second and third story residential
- "Maker space" and incubator uses

3

- North/south bike corridor that avoids France, from 50th to Centennial Lakes
- Technology center campus uses with hotel
- High tech, innovation sub-divided for small tenants
- Events facilities for conferences
- Education-focused uses
- Full, safe bike/ped access to/from and within Southdale
- Extend Promenade to Strachauer Park
- East and west promenades
- Low scale townhomes/duplexes
- Affordable housing
- Integrated node: Southdale, Pentagon Park, and Fred Richards
- Communities center with YMCA
- Break up Southdale into parcels where affordable housing can be constructed
- Break up Southdale to allow small retail shops and housing
- Artist destinations and arts focus
- Regional leadership

Edina's City-Wide Big Ideas (all participants' comments are shown below)

1

2

3

4

- All neighborhood parks should have community centers
- A Grand Rounds should be developed to allow people to walk and bike around the city
- A transit circulator that links nodes should be implemented
- Access guards for children walking/biking to school
- Educational activities should be everywhere for all ages, including elementary, high school, post-secondary
- Nature parks with educational focus should be developed along a Grand Rounds
- Wellness centers should be developed throughout the city that provide services including daycare, early childhood education, eldercare, and primary health care
- Housing diversity to allow wider diversity in the city's population mix
- Community meeting facilities are needed

Interpreting Edina's Big Ideas for Inclusion in the Comprehensive Plan and Implementation

Nodes and Modes

Create a Vibrant Public Realm in Edina:

Reimagine nodes as places of more dense community activity connected by vibrant multi-modal parkways and boulevards

What are Nodes? Nodes are existing and potential future commercial districts. Nodes can be some parks, some schools, and many of the city's existing and future gathering places. Nodes are defined as the point where a minimum of two transportation facilities cross. The connections (parkways and boulevards) are the key....there must be a facility that accommodates a range of movement type.

Enliven Edina's Commercial Zones:

Reform commercial zones as unique combinations of activity offering greater diversity of use, especially related to housing choices and opportunities for public gathering.

This should be a primary focus of the small area plan portion of the comprehensive plan. Without some statement like this, that effort seems un-comprehensive.

Encourage Infrastructure Development that Serves Many Purposes:

Reconsider the community's infrastructure in ways that are sustainable, prudent, efficient, and most important, are relevant for people.

Work with other taxing authorities in Edina need to work better to achieve the plan. The city might become more active in pursuing relationships with MnDOT (arterial trails and lids), Hennepin County (turn backs, library site), Watershed District (day-lighting creeks and storm water ponds).

Refocus Energy on Education as a Community Value:

Excellence in education is one of Edina's strongest selling points. Make education and learning a hallmark of any development, redevelopment, and revitalization strategy. Provide opportunities for learning at each node and along all modes.

Recreate the Community's Industrial Areas:

The city's industrial areas are showing signs of age. In recent times, non-industrial uses are being approved to occupy industrial spaces. Industrial uses are a major source of tax revenue where the demand for public services is comparatively low.

This is about not starting over... we don't want to get rid of what we have... we want to encourage innovation and evolution. Retaining existing industrial uses, encouraging existing uses to stay, and attracting new uses is the direction the city should establish.

Reclaim Unused Pieces of Bisecting Arterials:

Edina is a community that is divided into four quadrants by TH 100 and TH 62. Use under-utilized roadway facilities as new bridges and decks over these highways to reconnect the community.

Create Vital and Relevant Neighborhoods:

Renew Edina's neighborhoods through thoughtful new introductions for contemporary living that respects the fabric unique to each street and block and so that the grain of how it happens is really critical—so street and block are the scale, not neighborhood.

Reinforce Equity in the Practices and Actions of the Community

Edina should be a Fair, Inviting, and Equitable community. Efforts should be made, when developing policies and goals and when implementing programs and projects, to determine the implications on existing and future Edina residents.

Questions to ask: Are city practices and actions exclusionary or inclusionary? Do city practices and actions invite or discourage a diverse population?

Proposed Process for Incorporating Big Ideas in the Comprehensive Plan

Community Engagement

Community engagement activities will be conducted throughout the comprehensive planning process. These events can be divided into two categories -- 1) events that will take place during three small area planning studies and 2) events that will take place as the city-wide comprehensive plan update is being prepared.

Small Area Planning Engagement Activities:

Each of the three small area planning processes will include direct and close involvement with a Work Group and three community meetings. Findings from Edina's 2015 vision study will be reviewed for each small area with Work Group members and community members at community meetings. Community members will be asked to provide input on how the city-wide vision applies to their particular small area.

In addition, the Big Ideas workshop activities will be explained, and community members will be asked to contribute additional Big Ideas, which will be added to the already existing list (see pages 15 through 20).

The three small area planning processes are anticipated to extend from mid-May 2017 to mid-May 2018.

City-Wide Comprehensive Planning Update:

Work on the city-wide comprehensive plan update has already begun with the consultant team working to update chapters of the 2008 plan in areas where outreach and engagement are not required. For example, the demographic analyses, which will be included in the Community Character Chapter of the plan, have already been completed.

Outreach and engagement activities will begin in earnest in the spring of 2018. These activities will include pop-up events at locations where community members gather; e.g., shopping venues and community

festivals. Opportunities will be provided for community members to contribute to the list of Big Ideas at these events.

Comprehensive Plan Task Force and Commissions

All information learned by the consulting team during its community engagement activities will be brought to the Comprehensive Plan Task Force (CPTF). In activities that are focused on an evaluation against preliminary screening criteria, the CPTF will determine which of the Big Ideas should be eliminated from further discussion and which should be retained. Big Ideas that are retained will be defined and categorized to match chapters of the comprehensive plan and brought to the attention of the city's respective commissions at their monthly meetings.

It is proposed that the CPTF members will then share information about the list of retained Big Ideas with their respective commissions and conduct a second screening (with their commissions) to determine how the retained Big Ideas measure against established evaluation criteria. Based on their performance, the commissions will help CPTF members by letting them know which Big Ideas they can support as candidates for inclusion in the comprehensive plan.

Following their meetings with their respective commissions, CPTF members will participate in larger discussions at their monthly workshop meeting with the comprehensive plan consultants. It is proposed that, at this level, the CPTF members will jointly agree on the Big Ideas that should be included in the plan.

The evaluation criteria for the preliminary evaluation should be taken from the city's mission and vision statements, city adopted goals, and the strategic focus areas outlined in *Vision Edina*. The evaluation criteria for the second evaluation should be taken from goals that have already been developed by the commissions to guide and direct their work.

The final discussion and decision to include or not include a Big Idea in the comprehensive plan should consider a number of evaluation criteria, including:

- Affordability
- Costs and benefits
- Opportunity costs
- Environmental consequences and impacts
- Implementation feasibility
- Public acceptance



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 26, 2017

Agenda Item #: VII.B.

To: Human Rights and Relations Commission

Item Type:
Report and Recommendation

From: Chante Mitchell

Subject: Edina Community Foundation: MLK Panel Program

Item Activity:
Information

ACTION REQUESTED:

None

INTRODUCTION:

ATTACHMENTS:

MLK Panel Program Letter

Dear Ms. Lamon,

On January 23, 2018, the Edina Library and the Edina Community Foundation with support from the Edina Reads Committee and the Friends of the Edina Library will present a panel program in honor of Dr. Martin Luther King, Jr. Edina Community Foundation and the Edina Library have been doing programs to honor Dr. King's birthday for over ten years. Dr. King's dream is always at the heart of the event.

Our hope is that members of the Human Rights & Relations Commission could address their mission in our community. By its very nature, a Human Rights & Relations Commission seems to be pursuing his dream by the work that it does. If you think that the Commission would be interested in participating in a panel discussion we would be thrilled. Generally there would be a series of questions that members of the panel would address and questions from the audience.

Each participant will also have a chance to tell their story, tell how they came to be on the commission, and, if they would like, to address the force of Dr. King's dream in their life. The program can be tweaked and we are open to your suggestions, regarding it.

The event will take place in the Fireside Room of the Edina Senior Center, on Tuesday, January 23, 2018, 6:30 – 8:30 p.m. We hope that the Commission will want to participate.

All the best,

Maureen

Maureen Millea Smith
Edina Library
5280 Grandview Square
Edina, Minnesota 55436
612-543-6331
mmilleasmith@hclib.org
www.hclib.org

“I have always imagined that Paradise will be a kind of library.” Jorge Luis Borges

Disclaimer: If you are not the intended recipient of this message, please immediately notify the sender of the transmission error and then promptly delete this message from your computer system.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 26, 2017

Agenda Item #: VII.C.

To: Human Rights and Relations Commission

Item Type:
Report and Recommendation

From: Chante Mitchell, City Management Fellow

Subject: 2018 Work Plan Proposal

Item Activity:
Discussion

ACTION REQUESTED:

None.

INTRODUCTION:

Human Rights and Relations Commission should discuss initiatives proposed for their 2018 Work Plan.

ATTACHMENTS:

2018 Proposed Work Plan

Commission Work Plan Instructions Updated 2017.05.24



Instructions:

- ▶ Each section with a white background should be filled out.
- ▶ Do not fill out council charge. Scott will complete this section with his proposed charge to the Council.
- ▶ Liaisons are responsible for completing the budget and staff support columns.
- ▶ List initiatives in order of priority

Definitions

- ▶ **New Initiative** – not on previous work plan and has completion date
- ▶ **Continued Initiative** – carried over from a previous work plan with a revised target completion date
- ▶ **Ongoing Responsibility** – annually on the work plan and may or may not have a target completion date
- ▶ **Parking Lot** – initiatives considered by not proposed as part of the work plan. Not approved by Council
- ▶ **EVENT Initiatives** – if it is an annual event list the initiative as ongoing. If it is a new event list the items as a new initiative.

Dates

- ▶ Return proposed work plan to MJ by September 20, 2017
- ▶ The Annual work plan meeting with Council is October 3, 2017 – Chairs present
- ▶ Finalize work plans works session with Council is November 8, 2017 – Liaisons present
- ▶ Work Plans should be approved by Council by December 5, 2017



Study and Report

Charge 1

- Commission is asked to study a specific issue or event and report its findings to City Council.
- Advisory Communication required / staff report optional.
- No vote is taken by the Board or Commission.
- No official Commission recommendation is provided to the City Council.



Review and Comment

Charge 2

- Commission is asked to review a specific policy issue and to seek comments from each individual member of the group to pass on to City Council for further consideration.
- Member comments will be included in the Staff Report (optional Advisory Communication can be included with the staff report).
- No vote is taken by the Commission.
- No official Commission recommendation is provided to City Council.



Review and Recommend

Charge 3

- Commission is asked to review a specific policy issue and to issue a recommendation on the issue to the City Council.
- Individual member comments are not included in the Staff Report (optional, BC can include an Advisory Communication with the staff report).
- A majority vote is necessary for a recommendation to be formally submitted to City Council.



Review and Decide

Charge 4

- Commission is asked to study, review, and decide on an issue.
- The group's decision will be the City's official position on the matter unless the issue is formally considered and reversed by a majority vote of City Council.



Commission: Human Rights and Relations Commission

2018 Annual Work Plan Proposal

Initiative # 1	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		April 2018	<input checked="" type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__10
Tom Oye Award (\$75 for plaque + possible cost for new printed materials) <ul style="list-style-type: none"> Coordinate recognition Track nominations Update website 			<input type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	<input checked="" type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs_____
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 2	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		August 2018	<input type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__8
Bias Offense Response Plan <ul style="list-style-type: none"> Review and update, if needed, annually 			<input checked="" type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	<input type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs_____
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 3	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input checked="" type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility		October 2018	<input checked="" type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__10 <input checked="" type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs _____
Sharing Values, Sharing Communities (\$300 for marketing materials and refreshments, depending on event) <ul style="list-style-type: none"> • Topic to be determined by commission • Event coordination • Communications • Marketing 			<input type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments:				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 4	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input checked="" type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility		December 2018	<input checked="" type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__10 <input checked="" type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs _____
Human Rights Essay Contest (\$200 for winner gift cards, \$75 for posters) <ul style="list-style-type: none"> • Develop an annual theme • Committee reviews essays • Event on December 10, 2018 to recognize/ honor contest winners 			<input type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 5	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		April 2018	<input checked="" type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__15 <input checked="" type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs _____
Days of Remembrance (\$75 for printed materials, \$100 for refreshments) <ul style="list-style-type: none"> • Topic to be determined by commission • Event coordination • Communications • Marketing 			<input type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 6	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input checked="" type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input type="checkbox"/> Ongoing Responsibility		October 2018	<input checked="" type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__15 <input type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs _____
Indigenous Peoples Day Event (\$300 for printed materials and refreshments) <ul style="list-style-type: none"> • Event coordination • Communications • Marketing 			<input type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 7	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		December 2018	<input type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__10 <input type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs_____
Comprehensive Plan <ul style="list-style-type: none"> Assist with reviewing and updating of the 2018 Comprehensive Plan 			<input checked="" type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Initiative # 8	Council Charge (Proposed Charge Completed by CM) <input type="checkbox"/> 1 (Study & Report) <input type="checkbox"/> 2 (Review & Comment) <input type="checkbox"/> 3 (Review & Recommend) <input type="checkbox"/> 4 (Review & Decide)	Target Completion Date	Budget Required (Staff Liaison)	Staff Support Required (Staff Liaison)
Initiative Type <input type="checkbox"/> New Initiative <input type="checkbox"/> Continued Initiative <input checked="" type="checkbox"/> Ongoing Responsibility		December 2018	<input type="checkbox"/> Funds available <i>Funds are available for this project.</i>	<input checked="" type="checkbox"/> Staff Liaison: Hrs__4 <input type="checkbox"/> CTS (including Video) <input type="checkbox"/> Other Staff: Hrs_____
Affirmation of Edina as a Welcoming Community for all residents, including immigrants and refugees. <ul style="list-style-type: none"> Report on best practices 			<input checked="" type="checkbox"/> Funds not available <i>There are not funds available for this project (explain impact of Council approving initiative in liaison comments).</i>	
Liaison Comments: Click here to enter text.				
City Manager Comments: Click here to enter text.				
Progress Report: Click here to enter text.				

Parking Lot: (These items have been considered by the BC, but not proposed as part of this year's work plan. If the BC decides they would like to work on them in the current year, it would need to be approved by Council.)
1. Partnership with School District

Proposed Month for Joint Work Session (one time per year, up to 60 minutes):

☐ Mar ☐ April ☐ May ☒ June ☐ July ☐ Aug ☐ Sept ☐ Oct ☐ Nov

Council Comments:



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 26, 2017

Agenda Item #: VII.D.

To: Human Rights and Relations Commission

Item Type:
Report and Recommendation

From: MJ Lamon, Project Coordinator

Item Activity:
Action

Subject: Bias Offense Amendments

ACTION REQUESTED:

Approve the Bias Offense Response plan with step 4 amended.

INTRODUCTION:

The committee met to discuss amending the Bias Offense Plan. Provided in the packet is a report to the committee outlining the changes and the proposed Bias Offense Plan.

Following HRRC's approval of the plan in August, the plan was routed to Police Chief Nelson to review prior to submitting to Council. Chief Nelson had a concern about changing the word "victim" in step 4 of the plan to "person who filed the complaint".

The change in the language will cause confusion for the EPD for two reasons:

1. Police will have difficulty determining who is supposed to receive the voluntary Data Practices Release Form, because the victim or person who was targeted by the bias offense may not have been the person who filed the complaint.
2. The bias offense statute used the word "victim" and the police have a working knowledge of who that is.

Changing the word to "victim" might result in Data Practices Release Form not being provided to the proper person.

ATTACHMENTS:

Bia Offense Proposal Draft

Bias Offense Proposal Draft_Track Changes

Bias Offense Response Plan, Committee Report

311 Hotline



Bias Offense Response Plan

INTRODUCTION

The Edina Human Rights and Relations Commission (HRRC) drafted the Bias Offense Response Plan (the Plan), proposed the Plan to the Edina City Council (City Council) and the City Council adopted the Plan on May 5, 1997. The City Council directed the HRRC to review the Plan at least once per year and provide recommended amendments as needed.

BIAS OFFENSE DEFINED

A bias offense is defined by Minnesota Statute Section 611A.79, Subd. 1, a copy of which is included in Appendix A.

PURPOSES

- To establish a procedure for appropriate and timely local response to bias offenses thus showing strong community support for people targeted by bias offenses and zero community tolerance for bias offenses that occur within the boundaries of the City of Edina;
- To raise awareness in the community about the city's response to the bias offense incident;
- To establish a Community Resources Network to be activated as needed.

The HRRC provides or coordinates support to those who have experienced bias offenses and provides leadership in the community to prevent such offenses through education and collaborative community action against prejudice and bigotry. However, it is not the role of the HRRC to investigate bias offenses.

PARTNERSHIP

The HRRC will partner with citizens and organizations in the community to provide timely and meaningful support to those who have experienced bias offenses. Local community partners are identified in Appendix B, Community Resources Network.

RESPONSE PLAN:

- 1) Subject to the limitations in the Minnesota Government Data Practices Act, Minn. Stat. Chapter 13, the Edina Police Department (Police Department) will notify the Edina City Manager (City Manager) and the HRRC Chair upon receipt from the Police Department or other law enforcement investigatory agency notice of a substantiated event or incident which may constitute a bias offense under Minnesota Statutes.
- 2) If a complaint has been investigated by law enforcement and determined to be a bias offense, then the Police Chief, City Manager, and HRRC Chair will meet to determine the appropriate level of response. The City Manager will notify the Mayor and City Council as appropriate.
- 3) Community response options include contacting appropriate members of the Community Resources Network to inform them of a bias offense and requesting their support and development of a response plan.
- 4) If a complaint has been investigated and does not constitute a bias offense under Minnesota Statutes, the police will contact those who filed the complaint and give them a voluntary Data Practices Release Form. If a complainant does not return the release form, the HRRC Chair will make no contact. Upon receipt of a signed



Bias Offense Response Plan

form, the HRRC Chair will promptly make contact with the complainant to offer support and determine if any further action or assistance is requested. The Chair will inform the HRRC at the next regularly-scheduled meeting.

- 5) The City Manager or designee will maintain a record of bias offenses and incidents.

APPENDIX A

2017 Minnesota Statutes: <https://www.revisor.mn.gov/statutes/?id=611a.79>

611A.79 CIVIL DAMAGES FOR BIAS OFFENSES.

Subdivision 1. Definition.

For purposes of this section, "bias offense" means conduct that would constitute a crime and was committed because of the victim's or another's actual or perceived race, color, religion, sex, sexual orientation, disability as defined in section 363A.03, age, or national origin.

Subd. 2. Cause of action; damages and fees injunction.

A person who is damaged by a bias offense has a civil cause of action against the person who committed the offense. The plaintiff is entitled to recover the greater of:

- (1) \$500; or
- (2) actual general and special damages, including damages for emotional distress.

A plaintiff also may obtain punitive damages as provided in sections 549.191 and 549.20 or an injunction or other appropriate relief.

Subd. 3. Relation to criminal proceeding; burden of proof.

A person may bring an action under this section regardless of the existence or outcome of criminal proceedings involving the bias offense that is the basis for the action. The burden of proof in an action under this section is preponderance of the evidence.

Subd. 4. Parental liability.

Section 540.18 applies to actions under this section, except that:

- (1) the parent or guardian is liable for all types of damages awarded under this section in an amount not exceeding \$5,000; and
- (2) the parent or guardian is not liable if the parent or guardian made reasonable efforts to exercise control over the minor's behavior.

Subd. 5. Trial; limitation period.

- (a) The right to trial by jury is preserved in an action brought under this section.
- (b) An action under this section must be commenced not later than six years after the cause of action arises.

Subd. 6. Other rights preserved.



Bias Offense Response Plan

APPENDIX B

Community Resources Network

ORGANIZATION	CONTACT	TELEPHONE
Edina Human Rights & Relations Commission	Staff Liaison	952-927-8861
Edina Police Department	Chief of Police	952-826-1610
City of Edina	City Manager	952-927-8861
Edina City Council	Mayor	952-927-8861
Edina Public School District #273	Superintendent	952-848-4000
Richfield Public School District	Superintendent	612-798-6000
Hopkins Public School District	Superintendent	952-988-4000
Edina Chamber of Commerce	Executive Director	952-806-9060
Hennepin County	County Attorney	612-348-5550
Professional Mediation Organizations	Call the Human Rights and Relations Staff Liaison for resource list	952-927-8861
Minnesota Department of Human Rights	Commissioner	651-539-1100

Plan Updated History: 1994, 1997, 2003, 2008, 2011, 2014, 2015, 2016



Bias Offense Response Plan

INTRODUCTION

The Edina Human Rights and Relations Commission (HRRC) drafted the Bias Offense Response Plan (the Plan), proposed the Plan to the Edina City Council (City Council) and the City Council adopted the Plan on May 5, 1997. The City Council directed the HRRC to review the Plan at least once per year and provide recommended amendments as needed.

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Bias Offense Response Plan

form, the HRRC Chair will promptly make contact with the complainant to offer support and determine if any further action or assistance is requested. The Chair will inform the HRRC at the next regularly-scheduled meeting.

- 5) The City Manager or designee will maintain a record of bias offenses and incidents.

APPENDIX A

2017 Minnesota Statutes: <https://www.revisor.mn.gov/statutes/?id=611a.79>

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- (1) \$500; or
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A plaintiff also may obtain punitive damages as provided in sections 549.191 and 549.20 or an injunction or other appropriate relief.

Subd. 3. Relation to criminal proceeding; burden of proof.

A person may bring an action under this section regardless of the existence or outcome of criminal proceedings involving the bias offense that is the basis for the action. The burden of proof in an action under this section is preponderance of the evidence.

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- (1) the parent or guardian is liable for all types of damages awarded under this section in an amount not exceeding \$5,000; and
- (2) the parent or guardian is not liable if the parent or guardian made reasonable efforts to exercise control over the minor's behavior.

Subd. 5. Trial; limitation period.

- (a) The right to trial by jury is preserved in an action brought under this section.
- (b) An action under this section must be commenced not later than six years after the cause of action arises.

Subd. 6. Other rights preserved.



Bias Offense Response Plan

APPENDIX B

Community Resources Network

ORGANIZATION	CONTACT	TELEPHONE
Edina Human Rights & Relations Commission	Staff Liaison	952-927-8861
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Edina City Council	Mayor	952-927-8861
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Hennepin County	County Attorney	612-348-5550
Professional Mediation Organizations	Call the Human Rights and Relations Staff Liaison for resource list	952-927-8861
Minnesota Department of Human Rights	Commissioner	651-539-1100

Plan Updated History: 1994, 1997, 2003, 2008, 2011, 2014, 2015, 2016

August 22, 2017

Bias Offense Response Plan Committee's Report to HRRC

1. The Bias Offense Response Plan committee met on July 30, 2017, and agreed to present several proposed changes to the Plan for the HRRC's consideration.

A **summary** of the committee's **proposed draft changes** to the Bias Offense Response Plan follows:

- Reference HRRC, police department, city council and the city manager with "Edina" in the title the first time they appear in the document (e.g., "Edina HRRC," "Edina Police Department") and omit "Edina" from the title thereafter (e.g., "HRRC," "Police Department")
 - Move "Bias Offense Defined" section (title and content) to follow the "Introduction" section and precede the "Purposes" section
 - Remove all references to "victim" of a bias offense and replace with "people targeted by" or "those who have experienced" bias offenses, or "complainant"
 - Reword second and third bullet in the "Purposes" section [for clarity]
 - Change the word "valid" to "a bias offense" in number 2 in the "Response Plan" section [for clarity]
 - Remove an errant underscore and correct verb tense in number 3 in the "Response Plan" section
 - Reword number 4 in the "Response Plan" section [for clarity]
 - Replace the "2015" reference to Minnesota Statutes with "2017" and correct the spelling of "statutes" in Appendix A
 - Remove the blank row in Appendix B
2. The committee discussed the possibility of providing a mechanism for community members to be able to report a noncriminal incident or activity (i.e., activity that does not constitute a crime) which they believe was motivated because of race, color, religion, sex, sexual identity, sexual orientation, disability, age, or national origin.

311 Hotline – Bias offense and Hate Crimes Reporting

- This was begun in summer 2017.
- Names are kept completely confidential.
- Names are not accessible to the public.
- Translation services are available on the 311 website in Spanish, Hmong, Lao, Oromo, Somali, and Vietnamese.
- The hotline is a collaboration between the Minneapolis Department of Civil Rights, Minnesota Department of Human Rights, St. Paul Department of Human Rights and Equal Economic Opportunity, local law enforcement, and the FBI.
- Reported hate crime incidents go to the Department of Civil Rights. Victims are encouraged to file a police report. If they choose not to, the report is kept with the Department of Civil Rights.
- The hotline received 70 bias offense complaints within the first month of operation.
- Most of the 70 complaints were related to race or religion bias offenses.

Other reporting to this line includes: animal control, graffiti, snow/ice removal, street cleaning/potholes, overgrown grass, zoning information, garbage/recycling pickup, abandoned vehicles, traffic control reporting, commercial/business license issues, construction reviews and inspections, hydrant/water issues, utility billing information.



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 26, 2017

Agenda Item #: VIII.A.

To: Human Rights and Relations Commission

Item Type:
Correspondence

From: Chante Mitchell, City Management Fellow

Subject: Overcoming Racism Conference

Item Activity:
Information

ACTION REQUESTED:

None.

INTRODUCTION:

ATTACHMENTS:

Overcoming Racism Conference

#OVERCOMINGRACISM

2017 OVERCOMING RACISM CONFERENCE

Presented by the Facilitating Racial Equity Collaborative (FREC)

AWAKENING, WOKE, TAKING COMMAND

November 3-4, 2017

Metropolitan State University, St. Paul, MN



FRIDAY PLENARY

Dr. Anton Treuer, Professor of Ojibwe at Bemidji State University and author of 14 books; **Dr. Duchess Harris**, Chair of the American Studies Department at Macalester College and author of four books; and moderator, **Ricardo Levins-Morales**, "healer and trickster organizer disguised as an artist."



SATURDAY PLENARY

Brownbody will present excerpts of their most recent work, *Quiet as It's Kept*, created in collaboration with **Thomasina Petrus**, which captures the complexity and turbulence of the post-Civil War Reconstruction period and the rise of Jim Crow and draws parallels to today. This presentation will be followed by facilitated dialogue.



REGISTRATION OPENS
SEPTEMBER 1ST

Each day will include a full slate of workshops, with opportunities to reflect, connect, & commit!

THE FACILITATING RACIAL EQUITY COLLABORATIVE (FREC)

is a dedicated collective of organizations and individuals committed to overcoming racism in Minnesota. Our mission is to work against structural racism and racial disparities. We organize for racial justice and advocate for best practices in the field. We are committed to engagement with multiple communities and ways of knowing.

For more information, visit:

OVERCOMINGRACISM.ORG



CITY OF EDINA

4801 West 50th Street

Edina, MN 55424

www.edinamn.gov

Date: September 26, 2017

Agenda Item #: VIII.B.

To: Human Rights and Relations Commission

Item Type:
Correspondence

From: Chante Mitchell, City Management Fellow

Item Activity:
Information

Subject: City of Bloomington

ACTION REQUESTED:

None.

INTRODUCTION:

Event and awareness information.

ATTACHMENTS:

World Suicide Prevention Day

a peace of my mind, American Stories pg. 1

a peace of my mind, American Stories pg. 2

SEPTEMBER 10th IS WORLD SUICIDE PREVENTION DAY



TAKE 5
TO SAVE LIVES
On World Suicide Prevention Day

Go to
take5tosavelives.org
to get started

#take5

Complete all 5 steps by September 10, 2017

-  Learn the Signs
-  Do Your Part
-  Practice Self-Care
-  Reach Out
-  Spread the Word

CRISIS SUPPORT

Crisis Hotline: 1-800-273-8255

Hennepin County COPE:

Adult: 612-596-1223

Children ages 17 & younger: 612-596-2233

Text4Life: Text "LIFE" to 61222

NAMI: Text "NAMI" to 741741

INDIVIDUAL AND FAMILY SUPPORT

www.SAVE.org

CHARAKA (Avivo as of 10/9): 612-752-8350

Family Partnership: 612-314-2920

Hennepin County: 612-348-4111

NAMI Helpline: 1-800-950-NAMI

If you believe a person's life is in imminent danger, call 911.

Sponsored by

Human Services Division 952-563-4636 | Public Health Division 952-563-8900 | TTY 952-563-8740

The City of Bloomington does not discriminate on the basis of disability in the admission or access to, or treatment or employment in, its services, programs, or activities. Upon request, accommodation will be provided to allow individuals with disabilities to participate in all City of Bloomington services, programs, and activities. Upon request, this information can be available in Braille, large print, audio tape and/or electronic format.

The Human Rights Commission presents



a peace of my mind

American Stories



Exhibit: September 14 - October 1
Event: Thursday, September 21, 6:00 p.m.

Bloomington Civic Plaza
1800 W. Old Shakopee Rd.

Photo credit: apeaceofmymind.net

In honor of the International Day of Peace, the Human Rights Commission is sponsoring the multimedia art project, "A Peace of My Mind: American Stories," created by Bloomington resident John Noltner.

The collection is the result of Noltner's 40,000 mile journey to rediscover America, asking the simple question, "What does peace mean to you?" It includes 58 color portraits accompanied by stories of hope, redemption and forgiveness from people from diverse backgrounds. Learn more about the exhibit at apeaceofmymind.net.

John Noltner will share stories and lessons learned from interviews he conducted around the country on the topic of peace at a free community event, Thursday, September 21 at 7:00 p.m. Reception at 6:00 p.m.

The exhibit is free and open to the public during regular building hours.

For more information and event registration:

952-563-4944, TTY 952-563-4933 or humanrights@BloomingtonMN.gov

The Human Rights Commission will honor the 10th Anniversary of the Peace Pole located at Civic Plaza on Monday, September 11. A rededication and reception will be at 6:00 p.m., followed by a proclamation presentation at the City Council meeting at 7:00 p.m.

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