



EDINA MINNESOTA

City Council Meeting Agenda

April 21, 2026, 7:00 PM

Edina City Hall, Council Chambers, 4801 W. 50th St.



Participate in the meeting:

Watch the meeting on cable TV or [YouTube.com/EdinaTV](https://www.youtube.com/EdinaTV).

Provide feedback during Community Comment by calling 312-535-8110. Enter access code 2863 586 7069. Password is 5454. Press *3 on your telephone keypad when you would like to get in the queue to speak. A staff member will unmute you when it is your turn to speak.

Accessibility Support:

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 at least 72 hours in advance of the meeting.

1. Call to Order

2. Roll Call

3. Pledge of Allegiance

4. Approval of Meeting Agenda

5. Community Comment

During "Community Comment," the Mayor will invite residents to share issues or concerns that are not scheduled for a future public hearing. Items that are on tonight's agenda may not be addressed during Community Comment. Individuals must limit their comments to three minutes. The Mayor may limit the number of speakers on the same issue in the interest of time and topic. Individuals should not expect the Mayor or Council to respond to their comments tonight. The City Manager will respond to questions raised during Community Comments at the next meeting.

5.1. City Manager's Response to Community Comments

6. Adoption of Consent Agenda

All agenda items listed on the Consent Agenda will be approved by one motion. There will be no separate discussion of items unless requested to be removed by a Council Member. If removed the item will be considered immediately following the adoption of the Consent Agenda. (Favorable roll call vote of majority of Council Members present to approve, unless otherwise noted in consent item.)

6.1. Minutes: Work Session and Regular, April 7, 2026

- 6.2. Payment of Claims
- 6.3. Traffic Safety Report of February 24, 2026
- 6.4. Purchase Request: Ouster LiDAR Vehicle Detection System
- 6.5. Purchase Request: Natural Areas Long-Term Maintenance for 2026-2028
- 6.6. Purchase Request: 2026 Commodity Quotes
- 6.7. Purchase Request: Edinborough Park Emergency Repairs for Fire Alarm and Smoke Evacuation System
- 6.8. Purchase Request: Prospect Knolls A/C/D & Parklawn Ct Neighborhood Roadway Reconstruction Materials Testing
- 6.9. Purchase Request: France Ave Sidewalk Phase 4 Construction
- 6.10. Purchase Request: France Ave Sidewalk Phase 4 Construction Services
- 6.11. Purchase Request: Parks & Recreation Annual Software Renewal
- 6.12. Purchase Request: Cleaning Services for Edina Aquatic Center
- 6.13. Purchase Request: Furniture, Fixtures, and Equipment for Edina Aquatic Center
- 6.14. Waive Permit Fees: Fred Richards Park Master Plan Implementation
- 6.15. Purchase Request: Helpdesk Software Subscription
- 6.16. On-Sale Intoxicating Liquor License: Cielito Lindo Southdale LLP dba Cielito Lindo

7. Special Recognitions and Presentations

- 7.1. Introduce Human Resources Director, Jessica Nikunen
- 7.2. Proclamation: Building Safety Month – May 2026
- 7.3. Proclamation: Arbor Day – April 24, 2026
- 7.4. I-494 Corridor Update

8. Reports/Recommendations

8.1. Resolution 2026-20: Accepting Donations

8.2. Rosland Park Pedestrian Bridge Bid Results

8.3. Purchase Request: Professional Services for Preliminary Engineering of France Avenue Pedestrian Underpass

8.4. Sketch Plan Review - 7600 Parklawn (Senior Housing)

9. Manager's Comments

10. Mayor and Council Comments

11. Adjournment



Item Number: 5.1

Department: Administration

Item Activity: Information

Prepared By: Scott Neal, City Manager

Item Title: City Manager's Response to Community Comments

Action Requested:

None, information only.

Information/Background:

[Responses to questions posed during Community Comment at the last meeting were posted on the City's website \(URL\).](#) City Manager Neal will provide summaries of those responses during the meeting.

Supporting Documentation:

None



Item Number: 6.1

Department: Administration

Item Activity: Action

Prepared By: Sharon Allison, City Clerk

Item Title: Minutes: Work Session and Regular, April 7, 2026

Action Requested:

Approve minutes as presented.

Information/Background:

Supporting Documentation:

1. Minutes: Work Session, Apr. 7, 2026
2. Minutes: Regular, Apr. 7, 2026

**MINUTES
OF THE EDINA CITY COUNCIL
WORK SESSION
COMMUNITY ROOM, CITY HALL
TUESDAY, APRIL 7, 2026
5:30 P.M.**

1.0 CALL TO ORDER

Mayor Hovland called the meeting to order at 5:33 p.m.

2.0 ROLL CALL

Answering roll call were Members Agnew, Jackson, Risser, and Mayor Hovland. Pierce arrived at 5:36 p.m.

Staff in attendance: Scott Neal, City Manager; Ari Lenz, Assistant City Manager; Addison Lewis, Community Development Coordinator; Cary Teague, Community Development Director; Chad Millner, Public Works Director/City Engineer; Stephanie Hawkinson, Affordable Housing Manager; Jesse Meyer-Ruude, I.T. Supervisor; and Sharon Allison, City Clerk.

Also present: Michael Stein, ZoneCo, City's consulting partner (virtual), David Alkire, Chair of Planning Commission to give PC's feedback.

3.0 MEETING TOPICS

3.1 ZONING AND SUBDIVISION ORDINANCE UPDATE – R-I ANALYSIS

Manager Neal introduced the topic and shared that it was presented to the Planning Commission (PC) and Chair Alkire was present to share the PC's feedback. Neal said staff were asking for feedback, no decision.

Planning Coordinator Lewis shared the current zoning ordinance was adopted in 1970 and that the vision, housing market and development in the R-I zoning districts were different today. He said in the last 5-10 years, the issue was amplified and an audit was done in 2024 in preparation for the 2040 Comprehensive Plan. Key findings were the need for approval for simple development projects, overly specific allowed uses and standards, and front yard setback standards that created barriers and are burdensome. In addition to aligning with the Comp Plan, he said this was an opportune or an ordinance that was simply and efficient as possible, easy to understand, administer and amend, and uses plain language that reduces the potential for erroneous or controversial interpretations. In addition to simplifying, other goals are updating or creating new zoning districts, add development incentives, update permitted, conditional and accessory uses, definitions, etc.

Council asked about timing, and staff indicated recommendations are anticipated later this year or early next year. Council expressed interest in establishing clear guiding principles to inform zoning decisions, including considerations such as sustainability, tree canopy, and neighborhood character. Council noted that shared principles would provide consistency and help guide decision-making when disagreements arise. There was also discussion about differences across neighborhoods, including lot configurations, sidewalk presence, and tree canopy, and the need to apply standards equitably while recognizing these variations. Council asked about impervious

surfaces and environmental impacts, with staff noting that additional analysis may be addressed in future phases of the work.

Consultant Michael Stein introduced a proposal to create R-I subareas based on existing neighborhood characteristics such as lot size, width, and depth. The intent is to better align standards with existing conditions, simplify administration, and improve predictability for residents. Front yard setbacks and nonconformities were identified as key issues, with significant variation across neighborhoods often resulting in the need for variances. Examples were discussed illustrating the current cost and complexity of subdivision and variance processes, with staff noting that the proposed changes aim to reduce financial burdens and increase predictability for property owners. Staff described proposed adjustments to reduce setback creep and minimize the frequency of variances while maintaining neighborhood character.

Feedback from the Planning Commission was noted as positive, particularly regarding improved clarity and reduced costs for residents navigating the zoning process. Questions were raised about infrastructure capacity, such as sewer systems, with staff confirming these factors are evaluated during subdivision review. Council expressed general support for the direction of the work.

4. ADJOURNMENT

Mayor Hovland adjourned the meeting at 6:36 p.m.

Respectfully submitted,

Sharon Allison, City Clerk

James B. Hovland, Mayor

Minutes approved by Edina City Council, April 21, 2026. Audio copy of the work session available.

**MINUTES
OF THE REGULAR MEETING OF THE
EDINA CITY COUNCIL
HELD AT CITY HALL
APRIL 7, 2026
7:00 P.M.**

1.0 CALL TO ORDER

Mayor Hovland called the meeting to order at 7:01 p.m.

2.0 ROLL CALL

Answering rollcall were Members Agnew, Jackson, Pierce, Risser, and Hovland.

3.0 PLEDGE OF ALLEGIANCE

4.0 MEETING AGENDA – APPROVED

Member Pierce made a motion, seconded by Member Jackson, approving the meeting agenda. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

5.0 COMMUNITY COMMENT

Ralph Zickert discussed comments made by Mayor Hovland regarding the 2026 budget and City Manager Neal at the March 3, 2026, City Council meeting and stated that they were disrespectful.

Rick Vining stated that the 91 trees being proposed on the shoreline of Lake Cornelia would impact the community negatively and would hinder residents from being able to enjoy the area.

Pieter Friedrich stated that the City should understand what the resolution going through the State legislature contains. Mr. Friedrich discussed the Kona leadership and Hindu Nationalism associated with the resolution.

Marillene Allen stated her support for a crosswalk on Coopers Avenue on Interlachen Boulevard. Mrs. Allen read in full a statement from her grandson regarding an incident where he and his dog were struck by a vehicle that failed to stop. Mrs. Allen noted that they need a crosswalk to make it safer for residents to cross Interlachen Boulevard.

5.1. CITY MANAGER'S RESPONSE TO COMMUNITY COMMENTS

City Manager Neal responded to Community Comments from current and past meetings.

6.0 CONSENT AGENDA – ADOPTED

Member Pierce made a motion, seconded by Member Jackson, approving the consent agenda as follows:

- 6.1. Approve regular and work session meeting minutes of March 17, 2026**
- 6.2. Approve Claims for Payment for Check Register Pre-List Dated March 13, 2026, totaling \$2,069,662.17, Check Register Claims Pre-List Dated March 20, 2026, totaling \$962,868.14, and Check Register Claims Pre-List Dated March 27, 2026, totaling \$2,125,925.49**
- 6.3. Sustainable Building Policy Partial Waiver for Braemar Arena Expansion Project**
- 6.4. Request for Purchase, Lake Herbicide Treatments for Algae, awarding the bid to the recommended low bidder, Lake Management Inc., at \$20,594**
- 6.5. Request for Purchase, Stormwater Assets Inspection 2026, awarding the bid to the recommended low bidder, Barr Engineering at \$127,000.00**

- 6.6. **Request for Purchase, Sanitary and Storm Sewer Manhole Lining, awarding the bid to the recommended low bidder, Underground Utility Specialists at \$75,000.00**
- 6.7. **Adopt Resolution No. 2026-18, Authorizing Community Tree Planting Grant Agreement**
- 6.8. **Request for Purchase, York Pond Storm Water Improvements, awarding the bid to the recommended low bidder, Boulder Creek Inc., at \$832,865**
- 6.9. **Request for Purchase, Prospect Knolls A, C & D and Parklawn Court Neighborhood Roadway Reconstruction, awarding the bid to the recommended low bidder, McNamara Contracting at \$9,999,999.25**
- 6.10. **Request for Purchase, Fred Richards Park Preconstruction Tree Removals, awarding the bid to the recommended low bidder, Hoffman Unhorn Construction at \$162,076.00**
- 6.11. **Request for Purchase, Fred Richards Park Design and Engineering Construction Administration, awarding the bid to the recommended low bidder, Confluence, at \$346,000**
- 6.12. **Request for Purchase, Network Storage Replacement, awarding the bid to the recommended low bidder, LOGIS at \$313,917.17**
- 6.13. **Adopt Resolution No. 2026-17, authorizing application for the Livable Communities Grant Program**
- 6.14. **Parks & Recreation Commission Appointment**
- 6.15. **Request for Purchase, July 4th Fireworks, awarding the bid to the recommended low bidder, J&M Displays, Inc., at \$20,500**
- 6.16. **Digital Accessibility Policy**

Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.0 SPECIAL RECOGNITIONS AND PRESENTATIONS

7.1. PROCLAMATION: DAYS OF REMEMBRANCE – PROCLAIMED

Mayor Hovland read in full the proclamation declaring April 13-20, 2026, as Days of Remembrance in Edina. Ian Nemerov, Days of Remembrance Event Organizer, accepted the proclamation and thanked the City for how they honor the Days of Remembrance in the City. Mr. Nemerov noted that the event will take place on April 14th, 2026, at Fire Station #2.

Member Jackson made a motion, seconded by Member Pierce, approving the proclamation declaring Days of Remembrance on April 13-20, 2026, in the City of Edina. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Asad Masood, new City Management Fellow, was introduced to the Council.

7.2. PROCLAMATION: NATIONAL 911 PUBLIC SAFETY TELECOMMUNICATOR WEEK – PROCLAIMED

Mayor Hovland read in full the proclamation declaring April 12-18, 2026, as National 911 Public Safety Telecommunicator Week in Edina. Janelle Harris, Dispatch Supervisor, accepted the proclamation and thanked the Council for their recognition of the hard work and critical duties the 911 dispatchers have.

Member Pierce made a motion, seconded by Member Agnew, approving the proclamation declaring National 911 Public Safety Telecommunicator Week as April 12-18, 2026, in the City of Edina. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.3. PROCLAMATION: EARTH DAY – PROCLAIMED

Mayor Hovland read in full the proclamation declaring April 22, 2026, as Earth Day in Edina. Sustainability Manager Bayer thanked the Council for the proclamation and discussed events the City will be holding to celebrate Earth Day this year. Paul Thompson discussed the Earth Day Festival that will be taking place on April 26, 2026.

Member Jackson made a motion, seconded by Member Pierce, approving the proclamation declaring Earth Day as April 22, 2026, in the City of Edina. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

7.4. ANNUAL SUSTAINABILITY AND CLIMATE ACTION UPDATE – PRESENTED

Sustainability Manager Bayer presented the annual sustainability update, including information regarding the Climate Action Plan, progress towards goals, Conservation & Sustainability Fund, 2025 Grant & Tax Credit Funding for CAP Implementation, future of sustainability funding, accomplishments, programs, capital investments, policies, Extreme Heat in Edina report, and looking ahead.

The Council asked questions regarding soy-diesel conversion, additional data points from the single-use bag ordinance, use of the land behind Fire Station #2, and bag fees. Sustainability Manager Bayer stated that the soy-diesel project received a lot of State and Federal funding, and they have installed the tank and updated all the trucks, and they will know in a few weeks if everything is running well and shared that her goal is to ensure a sustainability element is put into the land behind Fire Station #2.

The Council discussed the importance of comparative data to see how their goals are being met and are creating an impact.

8.0 REPORTS / RECOMMENDATIONS

8.1. ORDINANCE NO. 2026-02, AMENDING SECTION 4-9-9; REPEALING AND REPLACING CHAPTER 6 ARTICLE III LAWFUL GAMBLING OF THE EDINA CITY CODE – ADOPTED

City Manager Neal noted they are advocating to develop a clean, easy system for lawful gambling in the City. City Clerk Allison gave a brief overview of what was discussed and approved at the February 17, 2026, City Council meeting.

The Council recommended limiting the ordinance to Edina-based nonprofits and removing the 10% contribution to the City to not take funds from a good cause. City Manager Neal noted that if the percentage is not established now, it will be hard to do so later.

Member Jackson made a motion to amend the definition in Section 6.63, licensed organization, to include nonprofits located in Edina. Member Pierce seconded the motion. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Member Jackson made a motion to eliminate Section 6.70, 10% contribution of net profits to fund administered by the City. Member Pierce seconded the motion. Ayes: Jackson, Pierce, Risser, Hovland. Nay: Agnew. Motion carried.

Member Jackson made a motion to adopt the amended Ordinance No. 2026-02, Amending Section 4-9-9; Repealing and Replacing Chapter 6, Article III, Lawful

Gambling of the Edina City Code, and waive Second Reading if applicable. Member Pierce seconded the motion. Ayes: Jackson, Pierce, Risser, Hovland. Nay: Agnew. Motion carried.

Member Jackson made a motion, seconded by Member Pierce, to approve summary publication of Ordinance No. 2026-02. Ayes: Jackson, Pierce, Risser, Hovland. Nay: Agnew. Motion carried.

9.0 COMMISSION CORRESPONDENCE (MINUTES AND ADVISORY COMMUNICATION) – Received

9.1. ADVISORY COMMUNICATION: E-BIKE REGULATION

9.2. ADVISORY COMMUNICATION: SUPPORT MITIGATION AND ADAPTATION SOLUTIONS LISTED IN EDINA’S EXTREME HEAT REPORT

10.0 MANAGER’S COMMENTS – Received

11.0 MAYOR AND COUNCIL COMMENTS – Received

12.0 ADJOURNMENT

Member Jackson made a motion, seconded by Member Pierce, to adjourn the meeting at 9:18 p.m. Ayes: Agnew, Jackson, Pierce, Risser, Hovland. Motion carried.

Respectfully submitted,

Sharon Allison, City Clerk

James B. Hovland, Mayor

Minutes approved by Edina City Council, April 21, 2026. Video Copy of April 7, 2026, meeting available.



Item Number: 6.2

Department: Finance

Item Activity: Action

Prepared By: Pa Thao, Finance Director

Item Title: Payment of Claims

Action Requested:

Approve claims for payment

Information/Background:

For security purposes and to meet [ADA Web Content Accessibility Guidelines \(URL\)](#), the detailed claims reports are not included in the public packet but they are available to City Council through a secure Board Portal. To request the claims reports, please [submit a data request \(URL\)](#).

List of Payment Claims:

1. Check Register Claims Pre-List Dated 03.31.2026 Total \$95,236.47
2. Check Register Claims Pre-List Dated 03.31.2026 Total \$66.62
3. Check Register Claims Pre-List Dated 04.02.2026 Total \$1,906,002.34
4. Check Register Claims Pre-List Dated 04.10.2026 Total \$1,999,375.38



Item Number: 6.3

Department: Public Works

Item Activity: Action

Prepared By: Nick Bauler, Traffic Safety Coordinator, Andrew Scipioni, Transportation Planner

Item Title: Traffic Safety Report of February 24, 2026

Action Requested:

Approve the recommendations of the Traffic Safety Committee.

Information/Background:

The Traffic Safety Committee recommends action on two items and no action on two items. The Transportation Commission reviewed the report at their March 26 regular meeting and had no additional recommendations.

Traffic Safety Committee Recommendations:

Section A Action Recommended

A1. Request for crosswalk over Interlachen Blvd at Cooper Ave

Description	Concern about lack of gaps to cross and only one marked crossing over Interlachen Blvd at Vandervork Ave
AADT	7,260 vehicles per day (2024)
Crashes	Two in last 10 years, one involving a pedestrian
Ped/Bike Crosses	90 crosses from September 2025 study Peak hour of 24 crosses at 1:30-230 PM
Lane Configuration	Two travel lanes with standard bike lanes
Previous Work	Interlachen Blvd overlaid in 2019
Unique Circumstances	Permanent dynamic display speed signs approx. 700' east Proposed reconstruction of Interlachen Blvd in 2027 (Blake Rd to Mirror Lakes Dr)

TSC recommends a crosswalk over Interlachen Blvd at Cooper Ave per City's Pedestrian Crossing Policy.

A2. Request for crosswalk over Concord Ave at W 60th St

Description	Concord for children crossing to go to Concord Elementary School
AADT	1,541 vehicles per day (2025)
Crashes	Six in last 10 years
Ped/Bike Crosses	88 total in one day Peak hour of 19 crosses at 9:00-1:00 AM
Lane Configuration	Two travel lanes
Previous Work	Concord Ave reconstructed in 2008
Unique Circumstances	Sidewalks on north, south and west intersection approaches Proposed sidewalk on W 60th St east of Concord Ave

TSC recommends a crosswalk over Concord Ave at W 60th St per City's Pedestrian Crossing Policy.

Section B No Action Recommended

B1. Request for crosswalk over Interlachen Blvd at Mirror Lakes Dr

Description	Concern about lack of gaps to cross and only one marked crosswalk over Interlachen Blvd at Vandervork Ave
AADT	7,260 vehicles per day (2024)
Crashes	None in last 10 years
Ped/Bike Crosses	27 crosses in September 2025 study Peak hour of 9 crosses at 8:45-9:45 AM
Lane Configuration	Two travel lanes with standard bike lanes
Previous Work	Interlachen Blvd overlaid in 2019
Unique Circumstances	Sidewalk on Interlachen Blvd east of Mirror Lakes Dr Proposed reconstruction of Interlachen Blvd in 2027 (Blake Rd to Mirror Lakes Dr)

TSC recommends no action per City's Pedestrian Crossing Policy.

B2. Request for increase crosswalk treatment over Valley View Rd at Cheyenne Trl

Description	Concern about pedestrian safety
AADT	3,913 vehicles per day (2023)

Crashes	None in last 10 years
Ped/Bike Crosses	42 crosses in September 2025 study Peak hour of 14 crosses at 5:15–6:15 PM
Lane Configuration	Two travel lanes with parking lane and striped shoulder
Previous Work	Sidewalk on east side of Valley View Rd Crosswalk installed in 2024

TSC recommends no action per City's Pedestrian Crossing Policy.

Section C Further Study Recommended

Section D Requests Handled by Staff

- D1. Complaint about vegetation blocking stop sign at W 42nd St and France Ave; staff trimmed adjacent vegetation.
- D2. Report of inoperable pedestrian crossing sign at W 70th St and northbound Normandale Rd; referred to MnDOT staff.
- D3. Report of downed tree branch near Wilryan Ave and W 66th St; staff cleared the obstruction.

Section E Enforcement Referral

Resources/Financial Impacts:

Traffic control signage and pavement markings within the public right-of-way are owned and maintained by the Public Works Department. Changes or additions to signage or markings will be funded through the Streets Division operating budget or the Pedestrian and Cyclist Safety (PACS) Fund.

Relationship to City Policies/Plans/Budget Pillars:

The recommendations in these reports support the goal in the Transportation Chapter of the Comprehensive Plan to "manage, maintain and operate roadways to maximize, wherever possible, the safety and mobility of all users and all modes."



Reliable Service



Livable City

Values Impact:



Engagement

Members of the public are given opportunities to provide additional information to the Transportation Commission and City Council.



Equity

The Traffic Safety Committee's recommendations are guided by the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) and the City's local traffic policies. Staff strives to apply this guidance equitably to all areas of the City.



Health

The Traffic Safety Committee recommendations promote the physical well-being of all people who live, work or visit Edina.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.4

Department: Public Works

Item Activity: Action

Prepared By: Noah Silver, Electrical Supervisor

Item Title: Purchase Request: Ouster LiDAR Vehicle Detection System

Action Requested:

Approve Purchase Request for Ouster LiDAR Vehicle Detection System from Traffic Control Corporation for \$41,750.

Requisition Number: 12600111

Vendor: Traffic Control Corporation

Equipment Status: Replacement

Funding Source: Traffic Signal Repairs and Maintenance budget

Cost: \$41,750

Information/Background:

The existing video detection system for the 66th and Valley View Rd. traffic signal has exceeded its service life. The new Ouster LiDAR Vehicle Detection System will ensure reliable vehicle detection for this traffic signal and will be installed and maintained by City electricians.

Resources/Financial Impacts:

This replacement is within the traffic signal operations budget and part of the City's traffic signal upgrade and repair plan. The City of Edina will operate and maintain the new vehicle detection system.

Relationship to City Policies/Plans/Budget Pillars:

This aligns with the Comprehensive Plan and the City's traffic signal upgrade and repair plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Stewardship

Capital assets and infrastructure systems are managed to minimize risk and sustain service levels to be safe and reliable.

Supporting Documentation:

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None



Item Number: 6.5

Department: Public Works

Item Activity: Action

Prepared By: Jessica Vanderwerff Wilson, Water Resources Coordinator

Item Title: Purchase Request: Natural Areas Long-Term Maintenance for 2026-2028

Action Requested:

Approve purchase request for ENG 26-5 Natural Areas Long-Term Maintenance for 2026-2028 with Landbridge Ecological for \$634,694.86.

Requisition Number: 12600112

Vendor: Landbridge Ecological

Equipment Status: N/A

Funding Source: Stormwater Utility Fund

Cost: \$634,694.86

Information/Background:

The project consists of site preparation; furnishing, transporting, and installing all seeds, plant materials, and other materials as required for the restoration and establishment of native plant communities; and management of planting areas across 12 project areas. The project includes three years of maintenance; final completion date is December 31, 2028.

Resources/Financial Impacts:

Stormwater Utility Fund - Natural Areas Maintenance Budget

Relationship to City Policies/Plans/Budget Pillars:

Climate Action Plan and Water Resources Management Plan



Livable City

Values Impact:



Sustainability

Natural areas restoration supports clean water and a healthy ecosystem.

Supporting Documentation:

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None



Item Number: 6.6

Department: Public Works

Item Activity: Action

Prepared By: Dave Goergen, Assistant Director

Item Title: Purchase Request: 2026 Commodity Quotes

Action Requested:

Approve Purchase Request for 2026 Public Works Commodities.

Requisition Number: 12600120

Vendor: Various

Equipment Status: New and Replacement

Funding Source: Public Works Operating Budget

Cost: \$3,844.03

Information/Background:

The following is a summary of commodities that may be used, depending on need, in 2026. This is an annual contract with multiple vendors and commodities which will exceed a \$20,000 purchase and by approving this, the below pricing is locked in for the year.

Martin Marietta - Ready mix bituminous materials SPNWB330B \$48.90, Ready mix bituminous materials SPWEA340B \$51.65, Ready mix bituminous materials SPWEB340B \$50.70.

AVR - Concrete 200 cu yd \$205.00, Concrete 400 cu yd \$179.00.

Hawkins Inc - Hydrofluosilicic Acid \$.56/lb, Liquid Chlorine \$1.44/lb, Ortho-Polyphosphate 50/50 blend \$11.77/ Gal, Tonkazorb 3% \$15.32/Gal, Ammonium Sulfate \$10.69/ Gal.

ESS Brothers and Sons - San Sewer R1733 complete casting and lid \$441, San Sewer R1733 casting only \$224, San Sewer R1733 lid only \$217, St Sewer R2390 complete casting and lid \$497, San Sewer R2390 casting only \$224, St Sewer R2390 lid only \$273, St Sewer 3067V complete casting and lid \$635, St Sewer 3067V casting only \$248, St Sewer 3067V lid only \$213, curb box \$174.

Crow Hassan Nursery - Weed Mowing \$10.00/SF

All Around Concrete - Retaining Wall Repair \$31.50, Concrete removal and replacement curb and gutter \$42.00, Concrete removal and replacement flatwork 4" \$12.00, Concrete removal and replacement flatwork 6" \$13.25, ADA Ramp \$14.25.

Resources/Financial Impacts:

Funding for these commodities comes from various utility funds and Public Works operating budgets, depending on what commodities are needed during the year.

Relationship to City Policies/Plans/Budget Pillars:



Strong Foundation



Reliable Service

Values Impact:



Health

Sound water and sanitary infrastructure is paramount to community health.



Stewardship

Re-investment in City infrastructure to ensure consistent customer service.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.7

Department: Public Works

Item Activity: Action

Prepared By: Noah Silver, Electrical Supervisor

Item Title: Purchase Request: Edinborough Park Emergency Repairs for Fire Alarm and Smoke Evacuation System

Action Requested:

Approve purchase request for change order #4 of contract #300151 for Edinborough Park emergency repairs for fire alarm and smoke evacuation system from LVC Companies and Corporate Mechanical for \$60,630.00.

Requisition Number: 300151 CO#4

Vendor: LVC Companies and Corporate Mechanical

Equipment Status: Repairs Needed

Funding Source: Asset Prevention Fund

Cost: \$60,630

Information/Background:

The fire alarm and smoke evacuation system for Edinborough Park requires urgent repairs to ensure the park remains open to the public and safe for all occupants.

Resources/Financial Impacts:

Asset preservation will fund this repair. This change order will increase the total contract amount to \$289,663.

Relationship to City Policies/Plans/Budget Pillars:

This aligns with the Comprehensive Plan.



Strong Foundation



Reliable Service



Livable City

Values Impact:



Health

The smoke evacuation system ensures the safety of all building occupants.



Stewardship

Maintaining life safety systems for the building will provide safe occupancy for the community well into the future.

Supporting Documentation:

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None



Item Number: 6.8

Department: Public Works

Item Activity: Action

Prepared By: Aaron Ditzler, Assistant City Engineer

Item Title: Purchase Request: Prospect Knolls A/C/D & Parklawn Ct Neighborhood Roadway Reconstruction Materials Testing

Action Requested:

Approve purchase request for ENG 26-2, Prospect Knolls A, C & D and Parklawn Court Neighborhood Roadway Reconstruction Materials Testing, with Braun Intertec for \$71,697.00.

Requisition Number: 12600127

Vendor: Braun Intertec

Equipment Status: N/A

Funding Source: The improvements will be funded by special assessments, property taxes, storm sewer utility, and the Pedestrian and Cyclist Safety (PACS) fund

Cost: \$71,697.00

Information/Background:

The project involves reconstruction of 3.25 miles of local streets, the replacement of existing concrete curb and gutter, replacement of asphalt and concrete streets with asphalt, construction of new concrete sidewalk on Parklawn Court, and localized rehabilitation of the sanitary sewer, watermain and storm sewer systems in the neighborhood.

The project area includes West 70th Street, Antrim Court, Antrim Road, Antrim Terrace, Down Road, Dublin Circle, Dublin Road, Fleetwood Drive, Kemrich Drive, Kerry Road, Lanham Lane, Lee Valley Circle, Lee Valley Road, Parklawn Court, Shannon Drive, Tara Road, Tralee Drive, Village Drive, Weston Circle and Wexford Road.

This contract will provide the necessary material testing to ensure the project is built according to the specifications.

Resources/Financial Impacts:

The improvements are listed in the 2025-2030 Capital Improvement Plan (CIP) under CIP numbers CIP 19-308, CIP 19-309, ENG23001, ENG25074. The improvements will be funded by special assessments, property taxes, water utility, sanitary sewer utility, storm sewer utility, and the Pedestrian and Cyclist Safety (PACS) fund.

Public Works will maintain the infrastructure following the warranty period.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan, Water Resources Management Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced concerns about the condition of the streets.



Health

Well-maintained water, storm, and sanitary infrastructure is key to a healthy community.



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.9

Department: Public Works

Item Activity: Action

Prepared By: Ben Jore, Senior Project Engineer

Item Title: Purchase Request: France Ave Sidewalk Phase 4 Construction

Action Requested:

Approve Purchase Request for France Ave Phase 4 Sidewalk Construction Services with New Look Contracting for \$528,729.75.

Requisition Number: 12600124

Vendor: New Look Contracting

Equipment Status: N/A

Funding Source: Pedestrian and Cyclist Safety, Watermain, Storm Sewer, and Sanitary Sewer

Cost: \$528,729.75

Information/Background:

The project includes the installation of a sidewalk along the east side of France Avenue from 62nd Street to Highway 62. It will be a 5-ft boulevard with a 5-ft sidewalk for the majority of the length. Hennepin County has design requirements that the project was able to meet with the existing right-of-way. Staff have worked directly with the property owners on specific impacts to each property, such as trees, landscaping, fences, and driveway adjustments.

Resources/Financial Impacts:

The improvements are funded by the Pedestrian and Cyclist Safety Fund (PACS). The City will implement, own, and operate, including snow removal.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive, Pedestrian & Bicycle Master and Climate Action Plans.



Strong Foundation



Livable City

Values Impact:



Stewardship

Sound infrastructure is good asset management practice.

Supporting Documentation:

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None



Item Number: 6.10

Department: Public Works

Item Activity: Action

Prepared By: Ben Jore, Senior Project Engineer

Item Title: Purchase Request: France Ave Sidewalk Phase 4 Construction Services

Action Requested:

Approve Purchase Request for France Ave Phase 4 Sidewalk Construction Services with Bolton and Menk for \$97,500.00.

Requisition Number: 12600119

Vendor: Bolton and Menk

Equipment Status: N/A

Funding Source: Pedestrian and Cyclist Safety

Cost: \$97,500

Information/Background:

The project includes the installation of a sidewalk along the east side of France Avenue from 62nd Street to Highway 62. It will be a 5-ft boulevard with a 5-ft sidewalk for the majority of the length. Hennepin County has design requirements that the project was able to meet with the existing right-of-way. Staff have worked directly with the property owners on specific impacts to each property, such as trees, landscaping, fences, and driveway adjustments.

Resources/Financial Impacts:

The improvements are funded by the Pedestrian and Cyclist Safety Fund (PACS). The City will implement, own, and operate, including snow removal.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive, Pedestrian & Bicycle Master and Climate Action Plans.



Strong Foundation



Livable City

Values Impact:



Stewardship

Sound infrastructure is good asset management practice.

Supporting Documentation:

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None



Item Number: 6.11

Department: Parks & Recreation

Item Activity: Action

Prepared By: Tracy Petersen, Assistant Director Parks & Recreation

Item Title: Purchase Request: Parks & Recreation Annual Software Renewal

Action Requested:

Approve purchase request for Parks & Recreation software renewal with CivicPlus, LLC for \$47,821.05.

Requisition Number: 12600118

Vendor: Civic Plus, LLC

Equipment Status: N/A

Funding Source: Parks & Recreation Administrative Operating Budget

Cost: \$47,821.05

Information/Background:

This is the annual payment for the Parks & Recreation Department's recreation management software system, Civic Rec. This system provides user-friendly and accessible registration for programs, events, point-of-sale facility transactions and facility rentals offered through the department.

Resources/Financial Impacts:

This system is budgeted in the Parks & Recreation Administrative Operating Budget. The amount for 2026 is a 3% increase from our renewal rate in 2025.

Relationship to City Policies/Plans/Budget Pillars:

This registration system aligns with the Parks & Recreation Strategic Plan to provide community health and wellness by engaging all residents in our parks, programs, recreation facilities and services.



Reliable Service



Better Together

Values Impact:



Equity

Provides an accessible registration format for all to access programs and facilities.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.12

Department: Parks & Recreation

Item Activity: Action

Prepared By: Nate Morrison, Maintenance Supervisor

Item Title: Purchase Request: Cleaning Services for Edina Aquatic Center

Action Requested:

Approve purchase request for cleaning services at Edina Aquatic Center with Covas Cleaning Services, LLC for \$36,500.

Requisition Number: 12600122

Vendor: Covas Cleaning Services LLC

Equipment Status: N/A

Funding Source: Edina Aquatic Center Operating Budget

Cost: \$36,500

Information/Background:

This purchase is for pre-season deep cleaning, daytime and overnight cleaning services at the Edina Aquatic Center for the 2026 season, June 4- August 23. These services provide a clean and safe facility during all hours of operation for the 1,000-2,000 daily visitors in attendance.

Resources/Financial Impacts:

This service is budgeted for within the Edina Aquatic Center operating budget.

Relationship to City Policies/Plans/Budget Pillars:



Strong Foundation



Reliable Service

Values Impact:



Health

This service provides a clean and welcoming environment for all users of the facility

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.13

Department: Parks & Recreation

Item Activity: Action

Prepared By: Nate Morrison, Maintenance Supervisor

Item Title: Purchase Request: Furniture, Fixtures, and Equipment for Edina Aquatic Center

Action Requested:

Approve purchase request for furniture, fixtures, and equipment for Edina Aquatic Center with Henricksen for \$196,809.60.

Requisition Number: 12600131

Vendor: Henricksen

Equipment Status: New

Funding Source: Edina Aquatic Center Bonding

Cost: \$196,809.60

Information/Background:

This purchase is for furniture, fixtures and equipment to service new amenities and enhance the overall guest experience at the Edina Aquatic Center. The filter room construction project includes replacing the existing shade structure and the addition of cabanas to increase the availability of shaded spaces. The majority of the filter room project is not usable by Aquatic Center guests. However, the new shade structure and cabanas provide a fresh, functional and modern aesthetic improvement to the facility. The furnishings include comfortable, multi-functional pieces for families and groups to gather and ADA-compliant seating for use throughout the facility. The proposed furniture will also support new additional services, including cabana rentals, birthday parties and an expanded food & beverage operation in those areas.

Resources/Financial Impacts:

This equipment was budgeted for within the construction project bonding and is under OMNIA public sector state contract pricing.

Relationship to City Policies/Plans/Budget Pillars:



Strong Foundation



Reliable Service



Better Together

Values Impact:



Engagement

Creating comfortable and welcoming open spaces for the community to connect.



Equity

Adding much-needed ADA-compliant chairs for ease of use and comfort for guests with limited ability to use existing furniture options.



Health

The Edina Aquatic Center creates a space where 70,000 people of all ages gain physical health; providing updated furniture creates welcoming/relaxing spaces for improved mental health and social environment.



Stewardship

Taking advantage of bulk purchasing power to replace existing assets at a lower cost, and provide safer/updated furniture and greater value to future generations of customers.



Sustainability

All items were chosen based on being manufactured from recyclable materials and/or have a long expected useful life.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.14

Department: Parks & Recreation

Item Activity: Action

Prepared By: Rachel DeVries, Park Planner

Item Title: Waive Permit Fees: Fred Richards Park Master Plan Implementation

Action Requested:

Waive Permit fees for Fred Richards Park Master Plan Implementation's construction activities, inclusive of all city permitting in the amount of \$124,238.40.

Information/Background:

The City has the authority to waive building fee permits for municipal building projects. By doing so, the City is able to set aside the amount that would have been spent on the fees to instead add value to the overall project, cover potential future change orders, or make the project more affordable by reducing the total project cost. The total estimated building permit fees for this portion of the project is \$124,238.40.

Building Permit Fee	\$75,296.00
Plan Review Fee	<u>\$48,942.40</u>
Total	\$124,238.40

Permit fees are inclusive of the following scope of work: Demolition, Grading, Building Construction, Building Renovation, Mechanical and Plumbing, Signage and all other project components for construction of park and facilities at and on City Property, Fred Richards Park.

Resources/Financial Impacts:

Project funded by Local Option Sales Tax.

Relationship to City Policies/Plans/Budget Pillars:



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

The project was engaged in 2016 to identify community needs through outreach. Concepts were presented in 2024 for comments and feedback.



Equity

The project will examine accessibility and needs of regional users as well as community surrounding the site. Barriers will be removed to create a welcoming and high functioning space for all to enjoy. Architectural design will be people-centered and reflect the needs of all users



Health

Designs and layouts will promote physical and mental health. Accessible connections to nature will be incorporated.



Stewardship

Designs will reflect city standards and needs for long term sustainability and support. Strategic renovation and re-purposing will allow for budget maximization as well as impact.



Sustainability

Facilities will be designed to reflect the Park goals and support City's sustainability goals. SITES and LEED will be pursued with this project.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.15

Department: IT

Item Activity: Action

Prepared By: Ryan Browning, IT Director

Item Title: Purchase Request: Helpdesk Software Subscription

Action Requested:

Approve purchase request for the annual helpdesk software subscription from HappyFox for \$31,609.20.

Requisition Number: 12600129

Vendor: HappyFox

Equipment Status: Renewal

Funding Source: IT Budget

Cost: \$31,609.20

Information/Background:

This request is for a one-year renewal of the HappyFox help desk software, used by departments to track, manage, and respond to work requests. The system supports unlimited agents and ticket requesters, making it a cost-effective solution to extend structured service tracking and improve visibility across a larger number of staff.

Resources/Financial Impacts:

This request is within budget and will be paid for out of the I.T. budget. I.T. also provides support for this system.

Relationship to City Policies/Plans/Budget Pillars:

This software enables more efficient support by tracking work for multiple City departments.



Reliable Service

Values Impact:



Stewardship

Streamlines support for I.T., Communications, and Facilities.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

None



Item Number: 6.16

Department: Administration

Item Activity: Action

Prepared By: Kari Sinning, Deputy City Clerk

Item Title: On-Sale Intoxicating Liquor License: Cielito Lindo Southdale LLP dba Cielito Lindo

Action Requested:

Approve On-Sale Intoxicating and Sunday Sale liquor licenses for Cielito Lindo Southdale LLP dba Cielito Lindo.

Information/Background:

Cielito Lindo, located at 10 Southdale Center Suite 2290, has applied for On-Sale Intoxicating and Sunday Sale liquor licenses. Staff reviewed the application and found that it complies with city code requirements and a background investigation was completed by the Police Department. Staff recommends approval of the liquor license.

Supporting Documentation:

None



Item Number: 7.1

Department: Administration

Item Activity: Information

Prepared By: Scott Neal, City Manager

Item Title: Introduce Human Resources Director, Jessica Nikunen

Action Requested:

None, information only.

Information/Background:

Jessica Nikunen will attend and introduce herself.

Supporting Documentation:

None



Item Number: 7.2

Department: Fire

Item Activity: Action

Prepared By: Nate Borwege, Chief Building Official

Item Title: Proclamation: Building Safety Month – May 2026

Action Requested:

Adopt proclamation declaring May 2026 as Building Safety Month.

Information/Background:

Throughout May, the City of Edina will participate in the 46th annual Building Safety Month, a worldwide campaign presented by the International Code Council, its members, and partners to promote building safety. This year's campaign, "Built to Last," encourages people to get involved in all aspects of building safety. The campaign also makes the connection between building codes and personal safety, as well as the important work done by building safety professionals in our communities.

This year's campaign addresses how building safety impacts everyone at the personal, local, and global levels.

- Week 1: Safe Homes, Strong Communities (May 1–10) focuses on simple actions homeowners can take to improve safety at home.
- Week 2: Voices of the Built Environment (May 11–17) spotlights building safety professionals and the roles they play in keeping communities safe.
- Week 3: Prepared to Protect (May 18–24) encourages community preparedness and highlights how disaster-resilient building codes protect people and property.
- Week 4: Communities Without Limits (May 25–31) showcases the importance of accessibility in building construction and design.

Our department is using Building Safety Month to educate the community. It is an opportunity to increase public awareness of the role building safety and fire prevention officials, local and state building departments, and federal agencies play to protect lives and property. They are the "silent defenders" who are seldom seen but work daily to ensure safety in the built environment.

Supporting Documentation:

None



Whereas, our City of Edina is committed to recognizing that our growth and strength depends on the safety and essential role our homes, buildings and infrastructure play, both in everyday life and in times of natural disaster, and;

Whereas, our confidence in the structural integrity of these buildings that make up our community is achieved through the devotion of vigilant guardians--such as building safety and fire prevention officials and others in the construction industry--who work year-round to ensure the safe construction of buildings, and;

Whereas, these guardians are dedicated members of the International Code Council (ICC), who are experts in the built environment to create and implement the highest-quality codes to protect us in the buildings where we live, learn, work, play, and;

Whereas, these modern building codes and standards include safeguards to protect the public from natural disasters such as hurricanes, snowstorms, tornadoes, wild land fires, floods and earthquakes, and;

Whereas, Building Safety Month is sponsored by the ICC to remind the public about the critical role of our communities' largely unknown protectors of public safety--our local code officials-- who assure us of safe, sustainable and affordable buildings that are essential to our prosperity, and;

Whereas "Built to Last," the theme for Building Safety Month 2026, encourages us all to raise awareness about building safety on a personal, local and global scale, and;

Whereas, each year, in observance of Building Safety Month, people all over the world are asked to consider the commitment to improve building safety and to acknowledge the essential service provided to all of us by local, state, tribal, territorial, and federal building safety and fire prevention departments, in protecting lives and property.

Now, therefore, the City Council of the City of Edina, MN, hereby proclaims the month of May 2026, as

Building Safety Month

In the City of Edina, MN, accordingly, I encourage our citizens to join with their communities in participating in Building Safety Month.

Dated April 21, 2026



Item Number: 7.3

Department: Parks & Recreation

Item Activity: Action

Prepared By: Luther Overholt, City Forester

Item Title: Proclamation: Arbor Day – April 24, 2026

Action Requested:

Adopt proclamation declaring April 24, 2026 as Arbor Day.

Information/Background:

Arbor Day is a holiday that originated in Nebraska City, Nebraska by J. Sterling Morton, to encourage the planting and caring for trees. The first Arbor Day was held on April 10, 1872, and an estimated one million trees were planted that day. Many countries now observe a similar holiday. Though usually observed in the Spring, the date varies, depending on climate and suitable planting season.

This will be the City of Edina’s 28th year as a Tree City USA city and our 6th year as a Tree City of the World. Recognition is received annually as a Tree City for meeting their 4 core standards: Maintaining a tree board or department, having a community tree ordinance, spending at least \$2 per capita on urban forestry, and celebrating Arbor Day.

Edina has been a Tree City of the World since the program’s inception 6 years ago. Tree Cities of the World must successfully meet 5 core standards: Identify who is responsible for city trees, have an official law or policy that governs the management of forests and trees, have access to a recent inventory, survey, or canopy assessment, have a city budget for tree planting, maintenance, and removal, host at least one or more public events celebrating trees and the workers who plant and maintain them.

Edina and Minneapolis are the only two cities in the state of Minnesota to hold this designation. Worldwide there are 200 recognized cities in 22 different countries. The increased benefits include but are not limited to: clean water, clean air, stormwater management, lower urban temperatures, better mental health, and crime reduction.

City Forester, Luther Overholt, will recognize the Edina Arbor Day celebration on Friday, April 24, 2026, from 10 a.m.–2 p.m. at Creek Valley School Park. Staff will be planting over 50 new trees throughout the park and will have free tree seedlings available. To assist with planning the event those interested in volunteering to help plant trees are asked to RSVP by searching “Arbor Day” on the City of Edina website.

Supporting Documentation:

None



Whereas, in 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees, and

Whereas, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska, and

Whereas, forest soils prevent flooding and reduce storm water by capturing and storing rainwater and snowmelt, which is then slowly released to our lakes, streams and groundwater; and

Whereas, trees and forests improve our physical health by cleaning the air, reducing exposure to the sun's UV rays and decreasing temperatures during the summertime; and

Whereas, One tree provides \$62,000 worth of pollution control over a period of 50 years; and

Whereas, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife, and

Whereas, forests create high-quality drinking water by acting as a natural filter; and

Whereas, Edina is proud of the beautiful shade trees which grace our homes and public places;

Now, therefore, be it resolved that the City Council of the City of Edina, MN, hereby proclaims April 24, 2026, as

Arbor Day

in the City of Edina, MN, and call upon the spirited and foresighted citizens of Edina to plant trees now for our pleasure and that of future generations.

Dated: April 21, 2026



Item Number: 7.4

Department: Administration

Item Activity: Information

Prepared By: Scott Neal, City Manager

Item Title: I-494 Corridor Update

Action Requested:

None, information only.

Information/Background:

I-494 Corridor Commission Executive Director, Melissa Madison, will give a brief presentation regarding membership and services of the I-494 Corridor Commission.

Supporting Documentation:

1. I-494 Corridor Presentation



Edina's Return on Investment in the I-494 Corridor Commission and Commuter Services

Working Jointly on Transportation Improvements

The I-494 Corridor Commission is a joint powers organization established in 1986 to address concerns about increasing traffic congestion along the I-494 corridor

Member cities include Edina, Richfield, Bloomington, Eden Prairie, and Minnetonka

Member cities pay \$0.60 per resident per city to the Corridor Commission

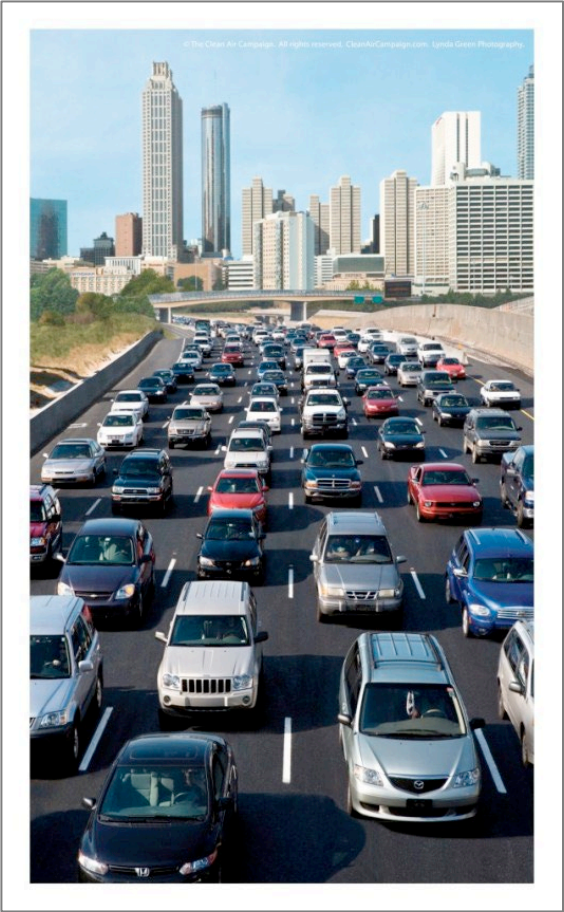
The City of Edina's membership dues are 4% of our overall budget, so we are able to provide Edina a great return on investment



The I-494 Corridor Commission Takes a Supply Side and Demand Side Approach to Slowing Traffic Congestion



Reduced Trips Are Not As Visible As A New Road



95% of the Corridor Commission's Budget is Spent on Demand Management, and 5% is Spent on Supply Side Projects



Commuter Services Staff

In 2001 the I-494 Corridor Commission hired staff to work with employers to reach employees with resources to shift drive alone commuters into a sustainable mode

Edina receives Commuter Services as part of your membership in the Corridor Commission



I-494 Corridor

- Over **340,272** jobs near the I-494 corridor in our five member cities compared with **216,000** jobs in downtown Minneapolis and **45,881** jobs in downtown St. Paul

Most of the major interstates have a Corridor Coalition to look out for the interests of the communities along it



I-494 CORRIDOR COMMISSION

Reducing Traffic Congestion

Bloomington • Eden Prairie • Edina • Minnetonka • Richfield

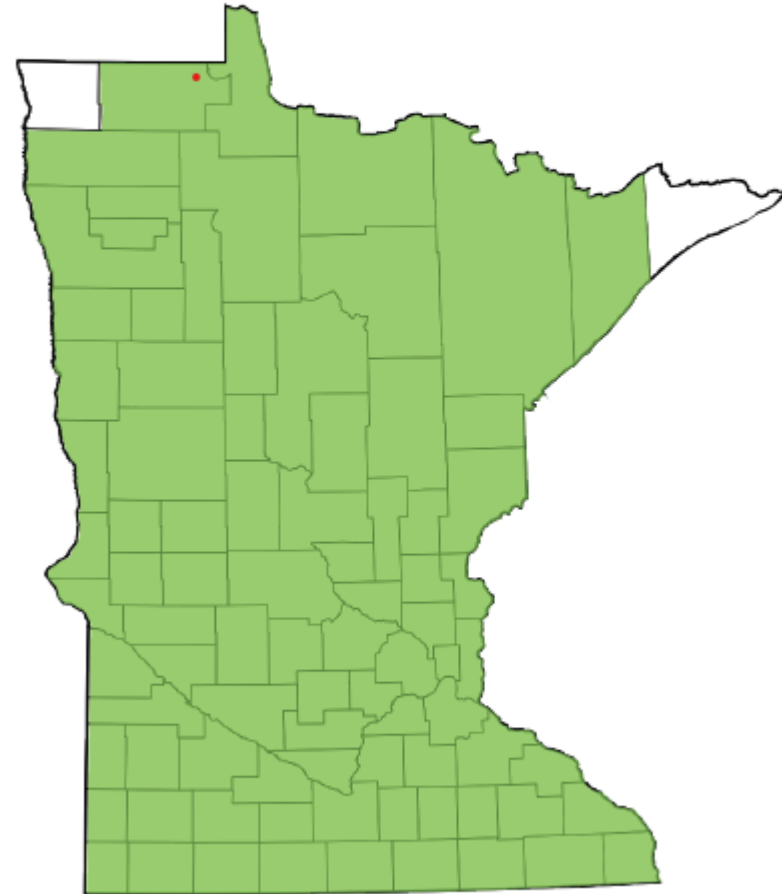


I-494 Corridor

- People from **85** out of 87 counties in Minnesota use this section of I-494 on a **daily basis**

State of MN

People from 85 out of 87 Counties use I-494 between Hwy 169 and the MSP airport daily.



Data source: 2019 Metro District NexTen report using GPS data through StreetLight InSight



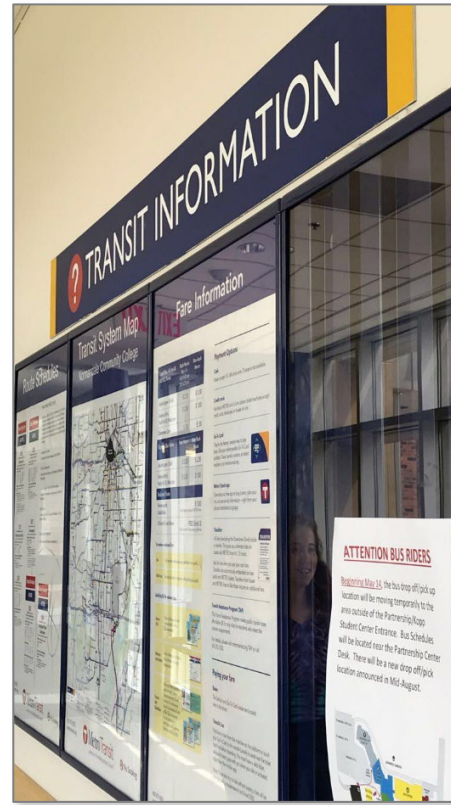
I-494 CORRIDOR COMMISSION

Reducing Traffic Congestion

Bloomington • Eden Prairie • Edina • Minnetonka • Richfield



Commuter Services was created to influence employers and commuters toward sustainable commute options to slow the growth of traffic congestion and reduce demand for roads



We Hold Over 100 Onsite Commuter Fairs Annually



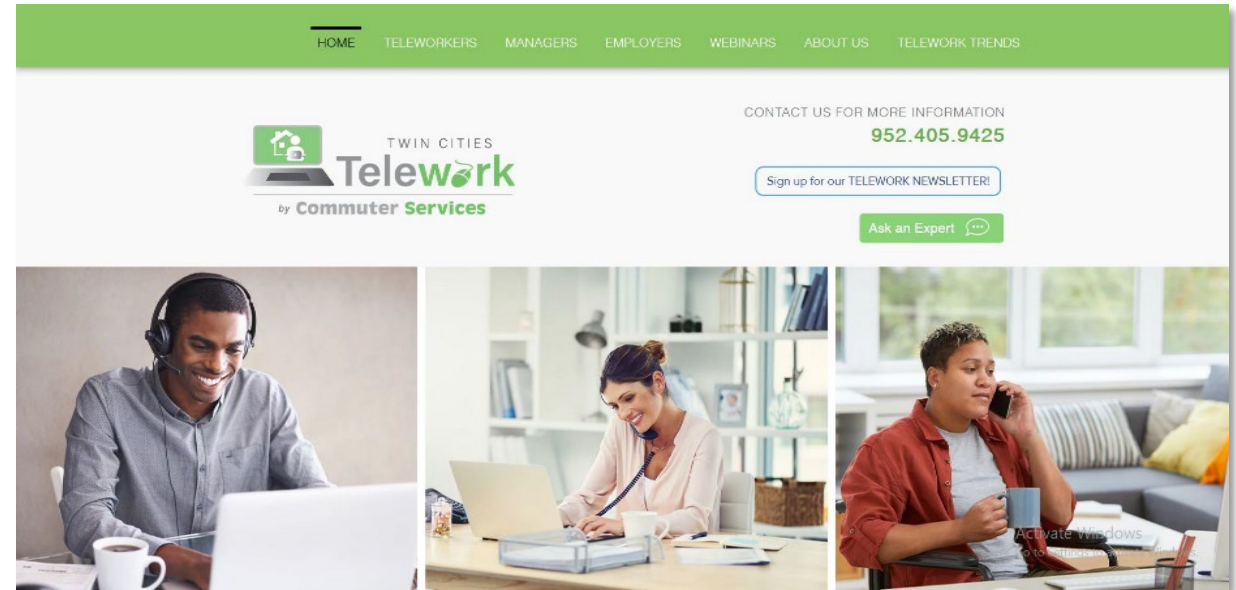
Strategies and Resources for Employers

- **Displays:** with transit routes serving that employer, bicycle commuting tips, carpool and Guaranteed Ride Home information
- **Preferential carpool parking:** management of carpool parking
- **Commuter Fairs:** on-site, interactive events
- **Lunch & Learns:** construction projects, how to bike in traffic, updates on transit projects
- **Customized communications:** written content to promote sustainable commute options
- **Transit pass program enrollment assistance**
- **Telework/Hybrid resources**
- **Road construction updates**



Commuter Services created Twin Cities Telework

- Twin Cities Telework Website
 - www.tctelework.com
- Webinars
- Ask an Expert
- Newsletter
- Free Consulting



Employers Have Requested

Telework and Hybrid Resources

- Guidance on How to Create Connection on a Hybrid Team
- Effective Communication Tips
- Ensuring equal opportunity for participation from off-site employees
- Scheduling issues for gathering together on-site
- Ergonomic and Home Office Safety recommendations
- Help with lack of consistent company hybrid policies between departments

JOIN US FOR A FREE WEBINAR

TWIN CITIES
Telework
by Commuter Services

How to Succeed at Hybrid

Tuesday, December 17
11:30 a.m.–1:00 p.m.



tctelework.com



50th & France Business Association
7700 France Avenue

Abdo

Advent Talent Group

Aurora on France

BI Worldwide

Braemar Office Park

Caribou Coffee

Casa de Corazon

CBRE

Centennial Lakes Office Park

Cetera

Children's Hospitals and Clinics

City of Edina

Cool Planet

Cub Foods

Doherty Staffing Solutions

DuPont Water Solutions (Dow/Filmtec)

Edina Employer Outreach

Edina Chamber of Commerce

Edina Coffee Roasters

Edina Library

Edina Public Schools

Edina Realty

Edinborough Corporate Center

English Rose Suites

Fairview Ebenezer

Fairview Health Services

Frauenshuh

Hellmuth & Johnson

Homewood Suites by Hilton Edina

Jerry's Foods

Katun Corporation

Kowalski's

Lunds & Byerly's

M Health Fairview Southdale Hospital

Microsoft Corporation

MMIC Group

Newbridge Health & Wellness

Panera Bread

Pentagon Park

PGC

Puttshack

Royal Credit Union

Seagate

Southdale Center

Southdale Library

Southdale Office Center

Southwest Suburban Cable Commission

SpartanNash

Sunrise Senior Living

Target

The Nerderly

Westin Hotel



Quote from Joanne Mallon from Centennial Lakes Office Park

“Commuter Services is a wonderful resource for our tenants. They make daily travel easier and more affordable while supporting a more sustainable community. Their guidance, tools and programs help commuters find smart, stress reducing commuting options.”



Quote from Mary Younggren, CEO of Advent Talent Group

“Commuter Services has been a go-to resource we share with employees. Whether they are mapping a transit route, exploring carpool options or taking advantage of the Guaranteed Ride Home program, the tools at www.commuter.org make commuting easier and less stressful.

Their telework resources have been genuinely valuable!”

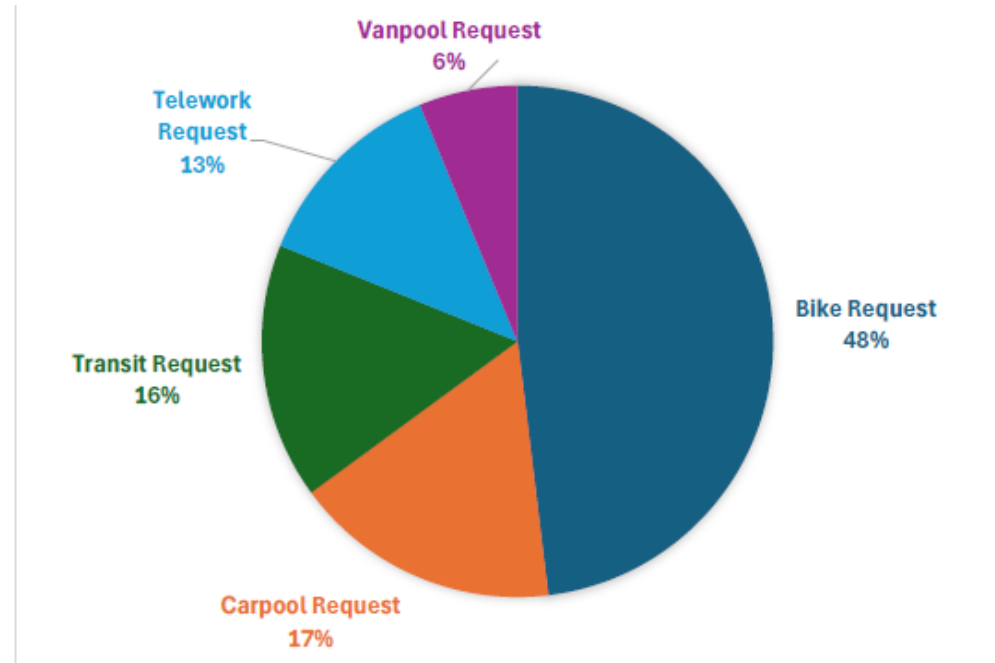


Individualized Commute Assistance

- **Ridematching:** Individuals with a similar commute who are interested in sharing the ride for carpooling or vanpooling
- **Customized transit information:** Personalized trip itinerary, schedules for bus or train, two free passes to try it
- **Bike commuting resources:** Hennepin County bike trails map, tips on biking in traffic, bike apps and the MN bike laws
- **Guaranteed Ride Home:** \$100 free taxi, Uber or Lyft rides per year as a safety net for people who use an alternative to driving alone to work
- **Telework/Hybrid resources:** Deep set of resources for teleworkers and hybrid workers, telework trends newsletter, Ask An Expert, webinars
- **Resources in multiple languages:** We carry several of our most-used resources in Spanish and Somali, but can translate to other languages as requested



884 Edina Residents and Commuters Requested Sustainable Commuting Resources



People who requested commuting materials

Bike Request	425
Carpool Request	149
Transit Request	143
Telework Request	112
Vanpool Request	55

After We Assist People with Customized Commute Resources We Survey to Determine Mode Shift

91% of drive-alone commuters report they tried the mode we helped them with



We Ask: How Frequently Are You Using Your New Mode Now?

Once Per Week = **37%**

Twice Per Week = **19%**

Three Days Per Week = **11%**

Four Days Per Week = **9%**

Five Days Per Week = **19%**

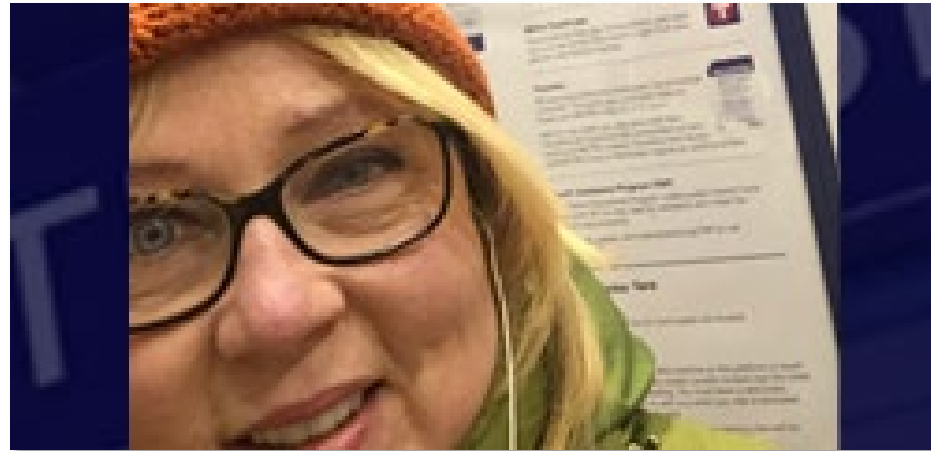
Do Not Use New Mode = **5%**



Quote from Michelle O'Kelley, Edina Commuter from Advent Talent Group

“I have personally used Commuter Services to evaluate and plan viable transportation options, including public transit, biking and carpooling.

The assistance I received was individualized, practical and not one-size fits all.”



Quote from Will Madry, Edina Commuter from BI Worldwide

“I love incorporating biking into my commute. Having time outside and starting the day with exercise is amazing.

I bike to lower my carbon emissions and cut out pollution as much as I can.

It makes me feel way more productive when I haven't had to navigate a snarl of traffic to get to Edina.”



Outreach in the Community

Community events provide an excellent way to reach residents. In 2025 and 2026, Commuter Services has participated in:

- Edina Rides
- Edina Clothing Swap
- Edina Jewelry Swap
- Edina Toy Swap
- Edina Earth Day
- Edina Farmers Markets
- Edina State of the City
- Metro South Adult Basic Education
- Edina Senior Center Health Fair
- Southdale YMCA Senior Health Fair
- Edina Fall Into the Arts
- City of Edina Fire Station 2 Open House



Working with the Joint Community Police Partnership

Forty-Fourty Flats

The Sound on 76th

Metro South Adult Basic Education

And more are planned...

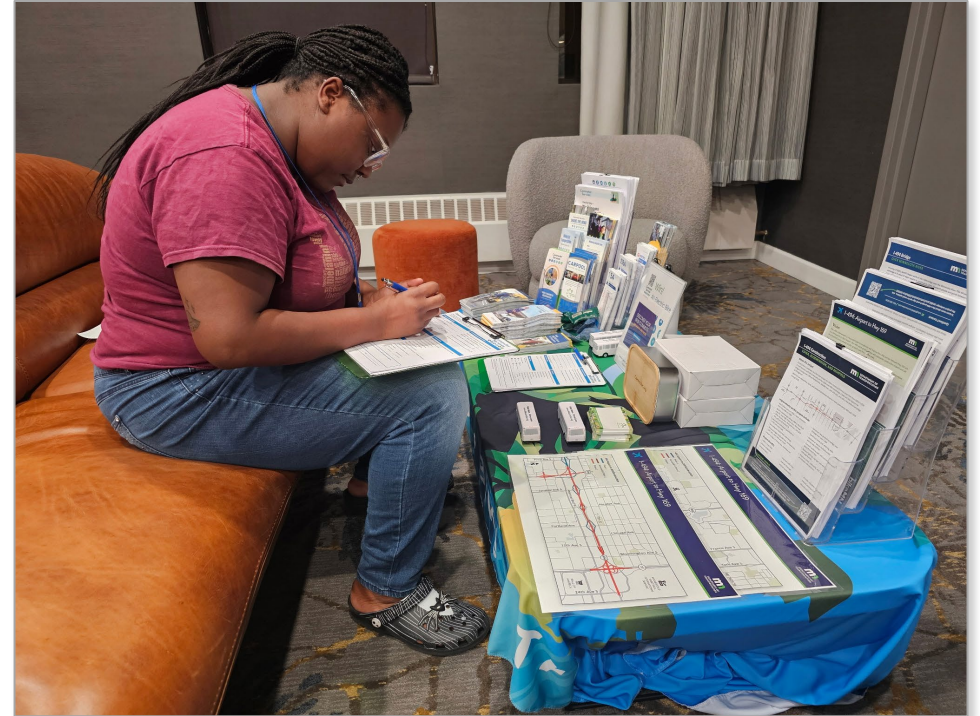


Residential Outreach

Commuter Services Residential Outreach program builds relationships with multifamily property managers who, in turn, pass along our free transportation resources to their residents

- Free displays, transit maps, transit route schedules, bike maps
- Information about the Transit Assistance Program for low- and fixed income residents
- Tabling at resident events to share resources; all residents get free bus tokens to try transit
- Provide construction updates through direct emails

Commuter Services currently shares resources with 28 Edina Multi-Unit residential properties



Edina Residential Properties We Work With

- 51 France
- 71 France
- Cedars of Edina
- Durham Edina
- Ebenezer
- Edina Highland Villa
- Edina Park
- Ewing Place
- Forty-Forty Flats
- Highland Management
- Interlachen Court
- Maison Green
- Millennium
- Nolan Mains
- Oaks Braemar
- Oaks Lincoln
- Oaks Vernon
- One Southdale Place
- Onyx
- Parklawn Estates
- The Bower, The Eddi, Edina Towers, The Sound, York Place, York Plaza, Willows on France



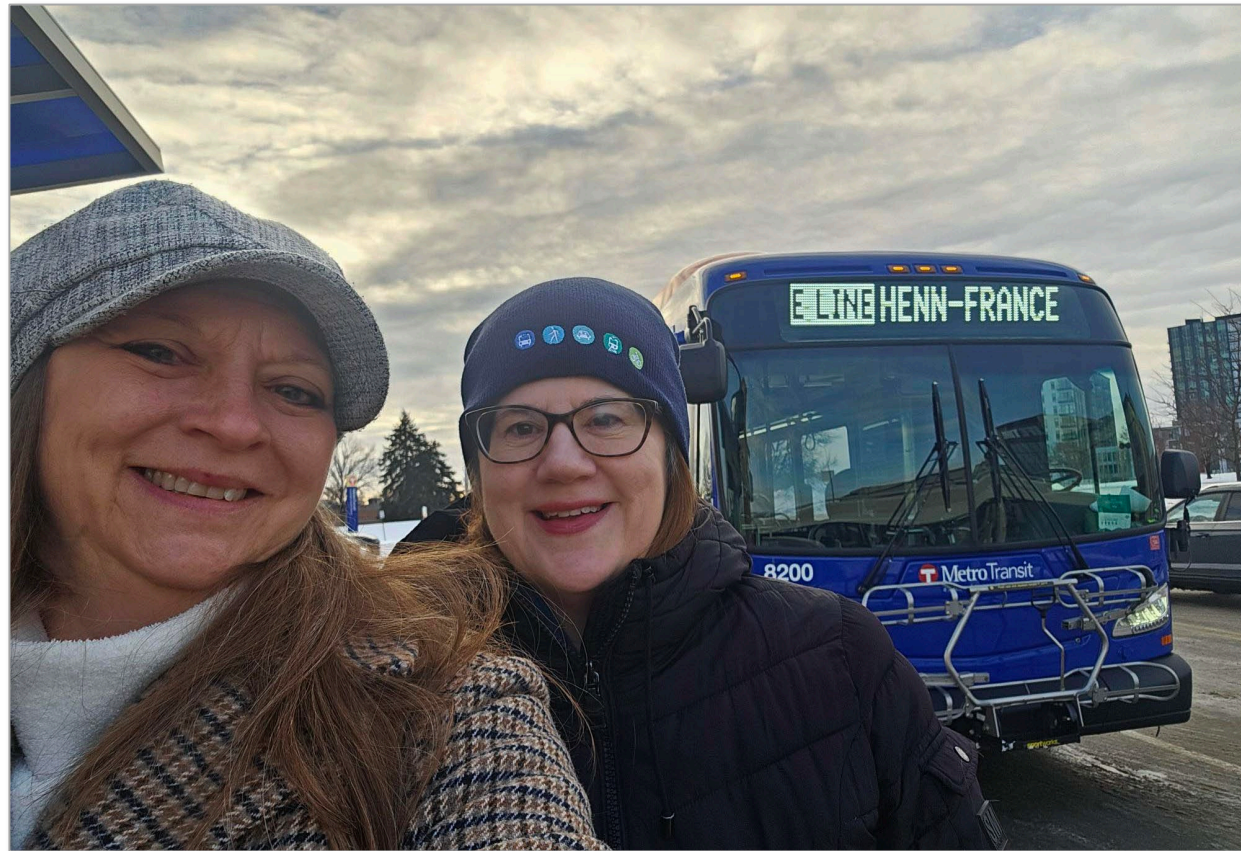
We Hosted a Metro E Line Webinar for Edina Residents, Employers and Commuters Watched by 192 people

READY, SET, RIDE:
INTRODUCING METRO E LINE

Monday, Nov. 17
11:30 a.m. – 12:30 p.m.






Commuter Services METRO E Line move MINNEAPOLIS

The Webinar is Available to Watch Any Time on Our
YouTube Channel: www.youtube.com/@commuterservices494



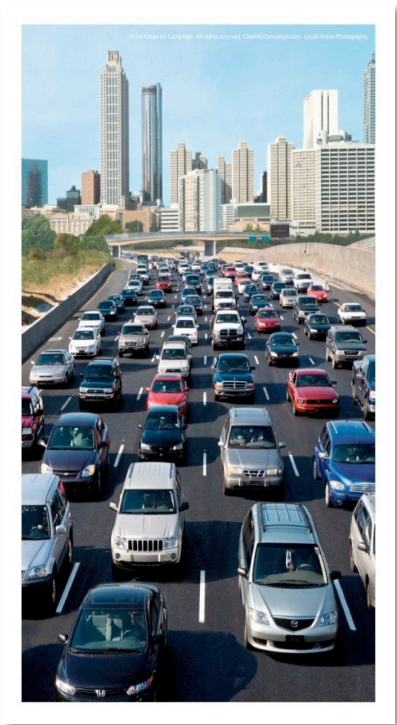
Commuter Services

Annual Results by Mode

-  1,887 new transit riders
-  1,635 new carpoolers
-  1,254 new bicycle commuters
-  937 new teleworkers
-  43 new vanpoolers in 15 vanpools

5,756 Drive alone commuters **switch** to using a sustainable commute mode (three or more days per week) after receiving customized assistance from Commuter Service

Resulting in an estimated 56 million vehicle miles avoided annually
as a direct result of Commuter Services outreach



Annual Report Summary

56 million vehicle miles avoided is **23,234**
metric tons of **CO2 emissions saved**



Making a difference

It takes 1,161,692 million mature trees to reduce the same amount of CO2 emissions



We Are Helping the City of Edina Reach Your Climate Action Goals



Thank You!

For information, please contact:

Melissa Madison
Executive Director
Commuter Services

612-749-4494
melissa@494corridor.org

www.commuter.org





Item Number: 8.1

Department: Administration

Item Activity: Action

Prepared By: Kari Sinning, Deputy City Clerk

Item Title: Resolution 2026-20: Accepting Donations

Action Requested:

Approve resolution 2026-20 accepting donations.

Information/Background:

To comply with State Statute, all donations to the City must be accepted by resolution and approved by two-thirds majority of the Council.

Supporting Documentation:

None



Whereas Minnesota Statute 465.03 allows cities to accept grants and donations of real or personal property for the benefit of its citizens and;

Whereas said donations must be accepted via a resolution of the Council adopted by a two-thirds majority of its members.

Now, therefore, be it resolved that the Edina City Council accepts with sincere appreciation the following listed donations on behalf of its citizens.

Edina Senior Center

Friends of the Edina Library \$5,000.00 General Use

Edina Parks & Recreation

Edina Girls Athletic Association \$3,200.00 Bench Donation

Jennifer and Scott Gill \$700.00 Two Trees

Suzanne and Kip Knelman \$350.00 One Tree

Edina Police Department

Kowalskis Edina Market \$150.00 Cops on the Court Donation

Jerry's Foods Edina \$200.00 Cops on the Court Donation

Chick Fil A Bloomington \$543.00 Cops on the Court Donation

Starling \$500.00 Cops on the Court Donation

Chick Fil A Bloomington \$1,098.00 Dia del Nino Donation

Zensai Spa \$420.00 Mothering Series Donation

Starling \$500.00 Mothering Series Donation

Dated: April 21, 2026



Item Number: 8.2

Department: Public Works

Item Activity: Discussion

Prepared By: Chad Millner, Director of Public Works and City Engineer

Item Title: Rosland Park Pedestrian Bridge Bid Results

Action Requested:

None, discussion only.

Information/Background:

The Rosland Park Pedestrian Bridge is a piece of critical transportation infrastructure that must be replaced. The bridge connects the north and south communities by providing a safe overpass bridge above Minnesota Highway 62. It is a critical connection for pedestrians from northern Edina to safely access Rosland Park and its amenities, including the Edina Aquatic Center. The current pedestrian bridge is owned and managed by the Minnesota Department of Transportation (MnDOT). It was built in the 1960s. The bridge does not meet Americans with Disabilities Act (ADA) standards and was substantially damaged when it was struck twice in 2022 by vehicles traveling on Minnesota Highway 62. The damage resulted in the closure of the bridge for most of 2022, until expensive temporary repairs were made in January 2023.

Project goals

- Improve safety and mobility for all users
- Create ADA compliant pedestrian and bike route
- Improve connectivity between the residential neighborhoods and Rosland Park
- Limit impacts on residential and park properties, trees, and road operations with an eye on long term operations and maintenance

Engagement

- April 12, 2023, Resident Meeting
- Nov. 8, 2023, Resident Meeting
- Nov. 21, 2023, City Council Meeting – Council directed for more community feedback
- Nov. 22, 2023, Created BTE Website
- Dec. 14, 2023, Community Meeting – 3 Councilmembers in attendance
- Dec. 19, 2023, City Council Meeting
- Jan. 11, 2024, Resident Meeting
- Feb. 22, 2024, BTE Updated Concepts and Matrix
- March 1, 2024, BTE Graphical Renderings
- March 5, 2024, BTE additional Graphical Renderings
- March 19, 2024 City Council Meeting – Location and Alignment Decision
- June 18, 2024 City Council Meeting – Architect Selected

- January 21, 2025 City Council Meeting – Project Update
- March 18, 2025 City Council Meeting – Bridge Fabricator Contract Awarded
- June 3, 2025 City Council Meeting – Project Update
- September 16, 2025 City Council Meeting – Project Update
- April 13, 2026 Open Bids
- April 21, 2026 – City Council Meeting – Review Bids
- May / June 2026 - City Council Meeting – Award Contract
- 2026 / 2027 Construction TBD

All the required user groups at MnDOT have signed off on the final plans. This included an ADA review. Staff bid the project with 3 build options with 2 schedules. This was done to create options for the contract award that best meets budget and construction timing. Build options were no cladding, partial cladding (bridge only), and full cladding (bridge & ramps). 4 contractors bid on the project. Two completion dates were bid, December 1, 2026 and June 1, 2027. The December 1, 2026 completion date was approximately \$1.1 million more expense and the June 1, 2027 completion date. Staff would recommend the June 1, 2027 completion date. Lunda Construction was the lower bidder for all three-build options using the June 1, 2027 completion date. Using the low bids and adding total project costs such as the steel truss and engineering, the following are the total project costs.

1. \$7.6M No Cladding
2. \$8.0M Partial Cladding - Bridge Only
3. \$8.4M Full Cladding – Bridge and Ramps

Budget: Recall we secured \$6.2M in various state funds for this project. A funding gap exists ranging from \$1.4 (No Cladding) to \$2.2M (Full Cladding). Staff is willing to use a combination of Municipal State Aid (MSA) and Pedestrian and Cyclist Safety (PACS) funds to cover the no cladding gap. Using these funds will delay a sidewalk along Olinger Boulevard and delay a few smaller MSA maintenance type projects. It will also use PACS funds dedicated to the Prospect Knolls Project.

If council requires the full cladding option, closing the funding gap becomes much more impactful to infrastructure due for maintenance. We would have to delay the Wooddale Avenue Bridge Replacement Project from 2029 to 2030, delay two bridge beam painting projects on the Benton Avenue and Valley View Road bridges over CPKC Rail from 2030 to 2031, and delay Hillary Lane Reconstruction from 2031 to 2032. The delays to MSA projects will continue in out years.

Staff would recommend a June 1, 2027 completion date with no cladding.

Resources/Financial Impacts:

TBD based on the review of the bid results.

Relationship to City Policies/Plans/Budget Pillars:

This project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.



Strong Foundation



Reliable Service



Livable City



Better Together

Values Impact:



Engagement

Residents have voiced many concerns about the lack of an ADA compliant bridge over Highway 62 at Rosland Park.



Equity

Improving multimodal transportation options in Edina ensures that residents who do not have a car – whether that be because they are low-income, seniors who no longer drive, or children – are able to live their daily lives and experience all that Edina has to offer



Health

Many of the non-car transportation options this project will promote inherently improve residents' health by giving them more opportunities to walk and bike.



Stewardship

Replacing aging infrastructure at the appropriate time is sound asset management practice.



Sustainability

Providing pedestrian and bicycle transportation options should reduce vehicle miles traveled.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Staff Presentation



The CITY of
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**Rosland Park Pedestrian Bridge
Bid Results
April 21, 2026 City Council Meeting**

Chad Millner, Public Works Director / City Engineer



Project Team, Engagement, Approvals

- Bolton Menk, Snow Kreilich Architects, and Anderson Bridges
- 13th public meeting this project has been discussed.
- Meetings started April 2023.
- MnDOT Bridge and all MnDOT user groups have approved the project. This included an ADA review.



Construction Completion Dates

- Schedule #1 December 1, 2026 Completion Date
- Schedule #2 June 1, 2027 Completion Date was \$1.1 million less.

- All Project Costs will be using Schedule #2 with a completion date of June 1, 2027.



Cladding Options

- No Cladding
- Partial Cladding – Bridge Only
- Full Cladding – Bridge and Ramps

No Cladding



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Partial Cladding Bridge Only



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The CITY of
EDINA

Full Cladding Bridge and Ramps



The CITY of
EDINA



The CITY of
EDINA

No Cladding



The CITY of
EDINA



The CITY of
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Partial Cladding Bridge Only



The CITY of
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The CITY of
EDINA

Full Cladding Bridge and Ramps



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Bid Results and Funding

- \$7.6 million No Cladding
- \$8.0 million Partial Cladding – Bridge Only
- \$8.4 million Full Cladding – Bridge and Ramps

- Recall, \$6.2 million secured in state funds.
- Funding gap of \$1.4 million (no cladding) up to \$2.2 million (full cladding).



Funding Impacts

- Recommend no cladding and delay Olinger Sidewalk Project, use PACS funds from Prospect Knolls Neighborhood Project, and delay miscellaneous municipal state aid maintenance projects.
- If Council requires full cladding, very impactful to infrastructure due for maintenance.
- Delay Wooddale Avenue Bridge Replacement from 2029 to 2030.
- Delay 2 bridge beam painting projects from 2030 to 2031.
- Delay Hillary Lane Reconstruction from 2032 to 2033.
- Delay all future MSA projects.





Discussion

- Not asking to award a contract tonight.
- We need to understand what to award tonight. We would bring back a contract after MnDOT completes their bid review.





Item Number: 8.3

Department: Public Works

Item Activity: Action

Prepared By: Chad Millner, Director of Public Works and City Engineer, Bill Neuendorf, Economic Dev Mgr

Item Title: Purchase Request: Professional Services for Preliminary Engineering of France Avenue Pedestrian Underpass

Action Requested:

Approve or Deny a purchase request for Professional Services for preliminary engineering for the proposed France Avenue Pedestrian Underpass with LHB for \$387,527.00

Requisition Number: 12600116

Vendor: LHB

Equipment Status: NA

Funding Source: Centennial Lakes TIF

Cost: \$387,527.00

Information/Background:

Bid Summary

In Fall 2025, the City issued a Request for Proposal (RFP) for preliminary architectural and engineering services for 30% design of a proposed France Avenue Pedestrian Crossing / Underpass.

Four teams responded by the November 2025 deadline. The lead organization and proposed costs are summarized below:

- Bolton & Menk \$392,501
- Kimley Horn \$395,960
- LHB \$387,527
- TKDA \$414,800

A review team consisting of staff from multiple City Departments and Hennepin County reviewed and discussed each proposal in November 2025. The review team noted that each of the four proposals were submitted by qualified and experienced companies with teams in the Twin Cities. The review team agreed that the proposal from LHB noted the strong understanding of the project goals, was responsive to the RFP and offered services at the lowest cost. These combinations of factors lead the review team to conclude that the LHB proposal offered the best value to the City.

About the LHB Team

[LHB](#) is a multi-disciplinary professional service firm with a staff of 225, with offices in Minneapolis, Cambridge, Duluth, and Superior, WI. LHB is known for design leadership and loyalty to clients. The firm’s background is deeply rooted in road and bridge work. They have worked extensively in all phases of municipal project delivery including scoping, preliminary and final design, and construction

inspection and administration. For the proposed France Avenue project, LHB intends to provide project management, public engagement, roadway and ADA design, survey, bridge and wall design, staging, and plan development.

LHB's proposal noted relevant experience including previous work for: City of Edina, Dakota County, City of Minneapolis, Washington County, City of Wayzata, City of Duluth, Olmsted County, City of Grant and Three Rivers Community Action

[LHB's](#) team is anticipated to be lead by Brad Reifsteck, PE (Project Manager) and Matt Settergren, PE (Project Principal / Quality Manager). The LHB's internal team of engineers, architects and planners is supplemented by additional experts at [SEH](#) and [Confluence](#).

Contract Execution to Satisfy City Objectives

Per the terms of the RFP, proposal and contract, the LHB Team will work closely with staff of City of Edina, Hennepin County, and adjacent property owners to begin design of a pedestrian-focused underpass that extends below France Avenue between Gallagher Drive and 72nd Street. This level of design is sufficient to refine the design in a manner that will be acceptable to Hennepin County, enable the City to pursue funding from external programs and refine the estimated construction costs for the project.

This proposed underpass would be incorporated into the design of the westerly Promenade that extends through the redevelopment sites on both sides of France Avenue. The intention of the proposed underpass is to establish a dedicated route for pedestrians and bicyclists that is separated from the nine (9) lanes of vehicle traffic on France Avenue / County Road 17. The LHB team is aware of the City's intention to incorporate a "people-first" design so that this underpass is not only functional, but safe and inviting to users. The completion of this contract is anticipated to take 11-12 months.

The design character of the proposed underpass is heavily influenced by the human experience of traveling to and through the underpass to reach their ultimate destination. Personal safety, both actual and perceived, is essential for the design. Keeping the underpass as short as possible with direct views through to activity on the other side is important. Bringing natural light in during the day and allowing light from inside the underpass to shine up at night is also important to make the inside/outside connection. Lighting, interior surface materials and colors, artwork, and shapes of walls and ceilings will all influence the feeling of safety.

About the Proposed Promenade Extension / Underpass Project

The redevelopment of the parcels at 7200/7250 and 7235 France Avenue presents an opportunity to extend the Edina Promenade in the westerly direction to connect the South Cornelia and Parklawn neighborhoods. The approved site plans include new public sidewalks, public trails and public plazas that collectively serve to extend the Edina Promenade so that the general public has permanent rights to travel through these spaces.

The redevelopment of these sites also creates an opportunity to improve the pedestrian and bicycle crossing of France Avenue. There have been multiple studies over the past two decades which noted

the desire for a grade separated crossing of France Avenue. The width and traffic volumes of this County Road create a barrier to pedestrian movements. This barrier has existed for many decades. Challenges for implementation include right-of-way, roadway geometry, traffic volumes and funding.

The [Nine Mile Creek Regional Trail](#) crosses France Avenue at Gallagher Drive. This proposed underpass project would not remove this crossing nor replace the current alignment. Users of the trail would have a choice on how to cross France Avenue. Trail use was measured near 7235 France Avenue at an average of 300 users per day for a week on September 2024.

The City of Edina has explored various methods and locations for a pedestrian crossing, finding the current proposal for a pedestrian underpass most viable due to favorable grades and the concurrent redevelopment of adjacent properties. In 2025, a [5-minute video](#) was created to illustrate one example of how this proposed underpass could be designed to create new pedestrian improvements.

The project's goals include ensuring a safe and comfortable crossing, maintaining current traffic conditions, adhering to Hennepin County's roadway standards, integrating with ongoing redevelopment, extending the character of Centennial Lakes Park and The Promenade, and aligning with the Greater Southdale Area Plan and other city plans. The proposed pedestrian underpass would connect the neighborhoods west of France Avenue to the Centennial Lakes/Promenade neighborhoods east of France Avenue, enhancing pedestrian and bicyclist access. It should integrate seamlessly with the character of Centennial Lakes and The Promenade, reflecting their design and investment, while influencing private developments to ensure a cohesive and engaging experience for users.

Summary of Public Engagement

City staff has engaged the adjacent property owners, neighbors and general public on multiple occasions since this current study began in 2023. Initially, a "scrapbook of ideas" was compiled to identify and understand realistic options to extend the Edina Promenade and improve connections across France Avenue. The [Better-Together-Edina website](#) was used as the primary method to collect ideas and comments. A large neighborhood meeting was held in 2025 and a public open house was held earlier this month. The website was well used and the in-person meetings were well attended.

Opinions and support for this proposed project are varied. In general, the following types of comments have been heard consistently since this pedestrian crossing began to be studied:

- Younger people tend to support this project due to the functional and quality of life benefits it could deliver
- Older people tend to oppose this project because they do not intend to walk or bicycle in this area and are concerned with City spending and property taxes
- Good design is essential to minimize personal safety risks including potential conflicts between bicyclists and slower moving pedestrians
- Support tends to decline if the construction or maintenance costs of this project results in a significant increase in property taxes paid by residents

Contract Financing

This contract is funded by existing monies held in the Centennial Lakes TIF Fund. These funds can be used for design and construction of public infrastructure improvements such as roads, bridges, sidewalks and trails.

Overall Project Financing

If the City Council chooses to fund construction of this proposed underpass in the future, multiple funding sources will be pursued. The City's general tax levy is not expected to be a source for construction funding. The primary funding will come from the new property taxes paid by the commercial properties at 7200, 7250 and 7235 France Avenue. Tax Increment Financing (TIF) Districts have previously been established at these properties. While existing taxes from these properties will continue to be distributed to City, County, Schools and State, the new taxes will be dedicated to financial obligations incurred in this immediate area.

There are multiple grant opportunities and transportation programs available to supplement the City's funding. If City Council approves this contract, staff will also start applying for grant funding opportunities.

Direction Needed

This concept has been discussed since 2007. Most recently, this underpass has been explored (on and off) for nearly 3 years. The purchase request has been delayed until both properties are clearly on the path to redevelopment. The properties on the west side of the street are under construction with completion expected in late 2026 and early 2027. The 7235 property on the east side of France Avenue was recently acquired by the real estate developer with site preparation and ground breaking for the first phase of new construction anticipated in 2026.

Today, staff is seeking direction from City Council to proceed with 30% engineering design and grant funding applications, or to pause the project for future consideration, or to end study of this potential project now.

Resources/Financial Impacts:

This contract is funded by Centennial Lakes TIF Fund. If approved, staff will start submitting applications for grant funding to assist with funding this project. Maintenance funding and responsibilities will be determined once the actual project elements are finalized.

Relationship to City Policies/Plans/Budget Pillars:

This proposed project aligns with the Comprehensive Plan, Pedestrian & Bicycle Master Plan and Climate Action Plan and is included in the Capital Improvement Plan.

This project could improve non-motorized connections between neighborhoods that are separated by a wide and busy county road. Improvements like this contribute to a more livable city by creating new options that are not currently available and improve the overall quality of life for residents, employees and visitors.



Values Impact:



Engagement

A wide range of feedback—both supportive and critical—has been gathered about this project.

This project provides new travel options for pedestrian and bicyclists while retaining existing routes for drivers. This project is located at the boundary of Edina's two most populous census tracts. Compared to Edina as a whole, residents in these census tracts tend to be older in age, lower in household income, with higher percentages of disabilities.



Equity

Improving multimodal transportation options in Edina ensures that residents who do not have a car – whether that be because they are low-income, seniors who no longer drive, or children – are able to live their daily lives and experience all that Edina has to offer.

This project provides an alternative to driving. It enables pedestrian and bicycle access whether for leisure, fitness or commuting to work or errands. New non-motorized routes inherently improve residents' health by giving them more opportunities to walk and bike.



Health



Stewardship

This type of project transforms mobility in the most densely populated area of Edina and will serve nearby residents and visitors for generations.



Sustainability

This project improves mobility for vehicles and modes that have a dramatically smaller carbon footprint compared to typical motorized vehicles. Providing pedestrian and bicycle transportation options may also reduce vehicle miles traveled, especially short trips.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Staff Presentation
2. Community Comments April 2026

Extending the Edina Promenade France Avenue Pedestrian Crossing

City Council
April 21, 2026
For Discussion



The CITY of
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Overview

- Background
- Alternatives Considered
- Proposed Concept
- Cost & Financing
- Community Outreach
- Next Steps



Discussion Needed

HRA provided direction in 2023. 2024 Feasibility Report unable to identify any red flags that would prevent construction. Developers are moving forward. HRA & City should soon decide how they will proceed (if at all)

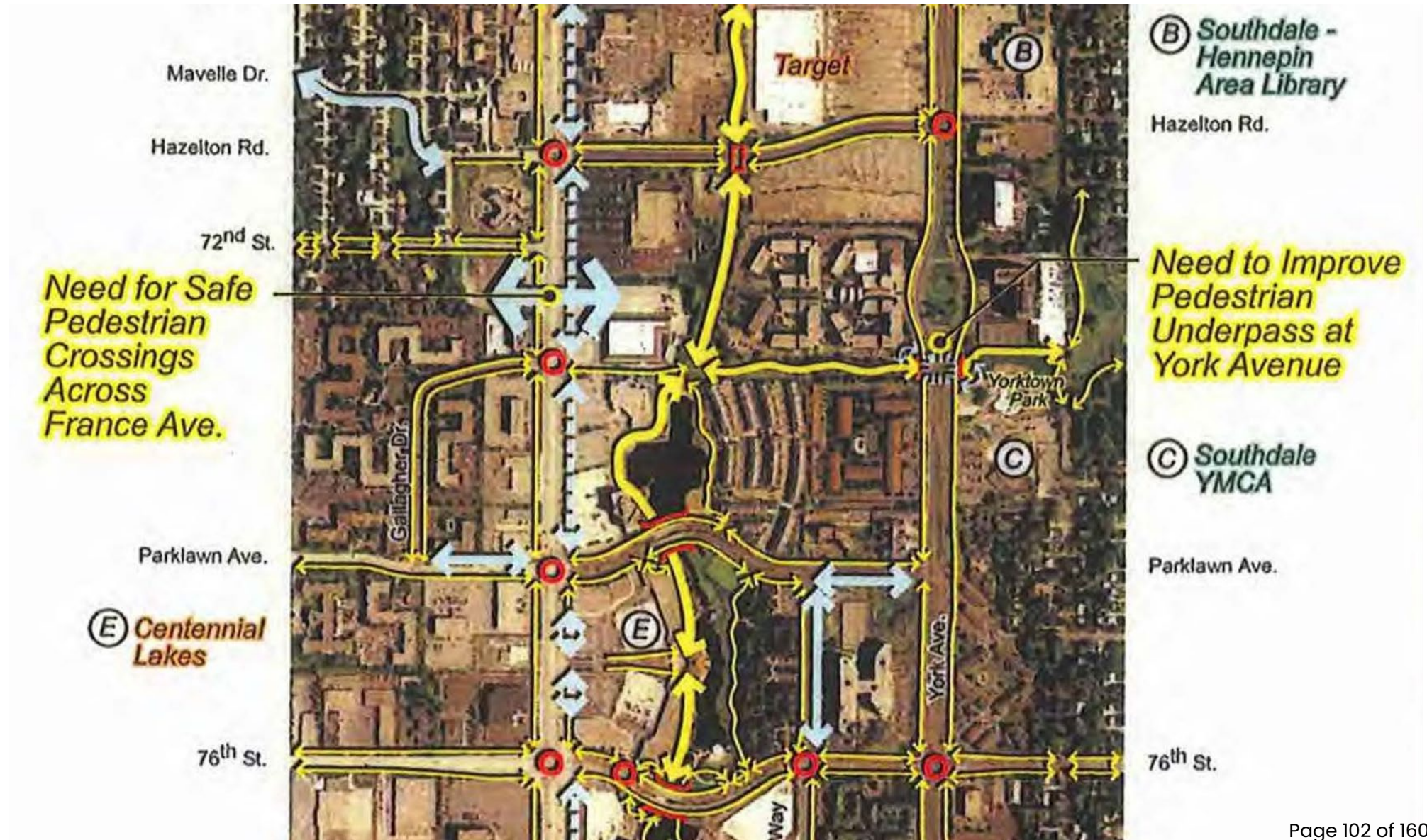
- **Option 1a** – Proceed with intention to construct in phases in the near future
- **Option 1b** – Proceed with preliminary design and budget preparation and delay decision-making whether or not to proceed to the future
- **Option 2** – Do not study this concept further



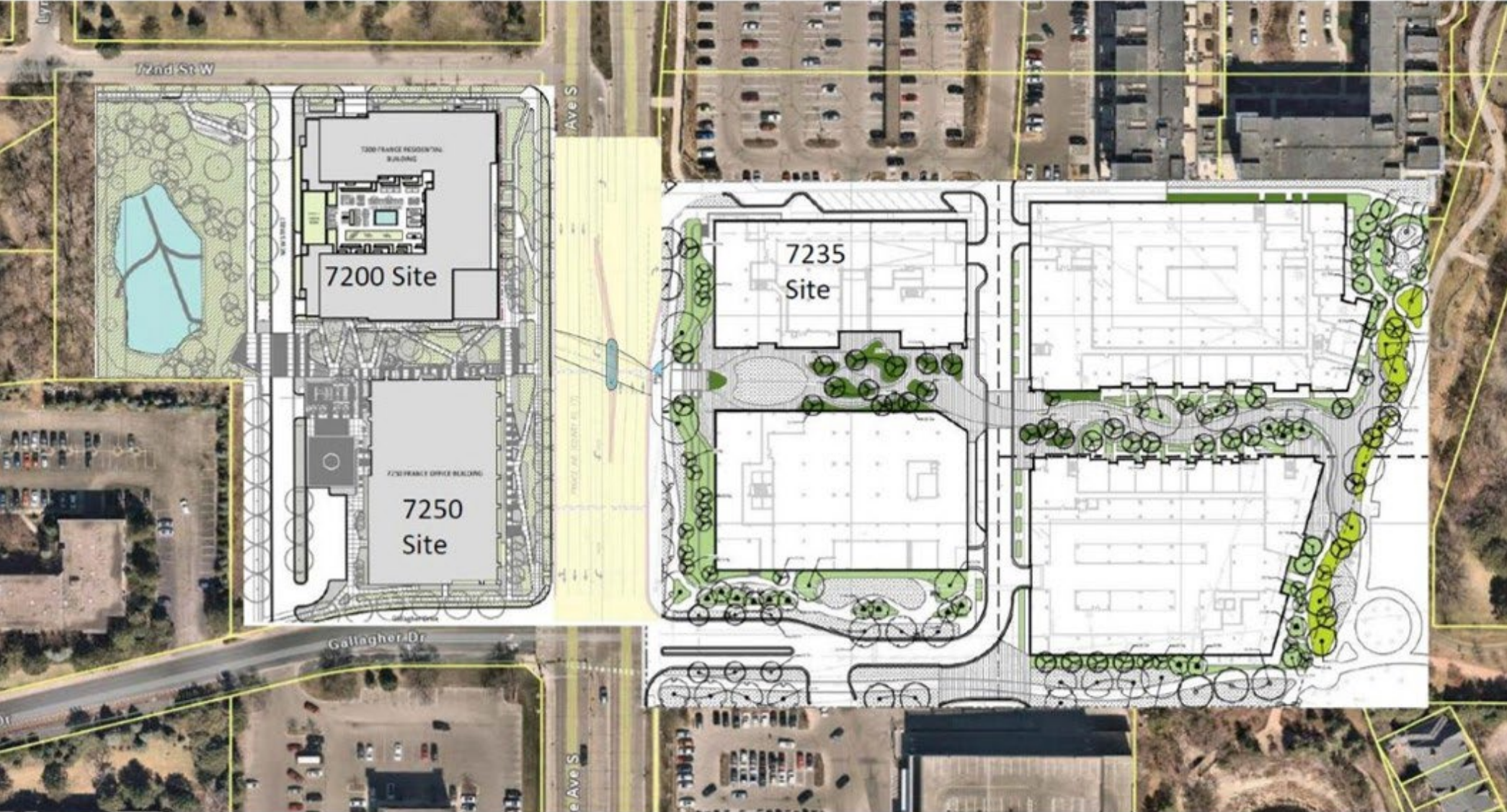
Background and Existing Conditions



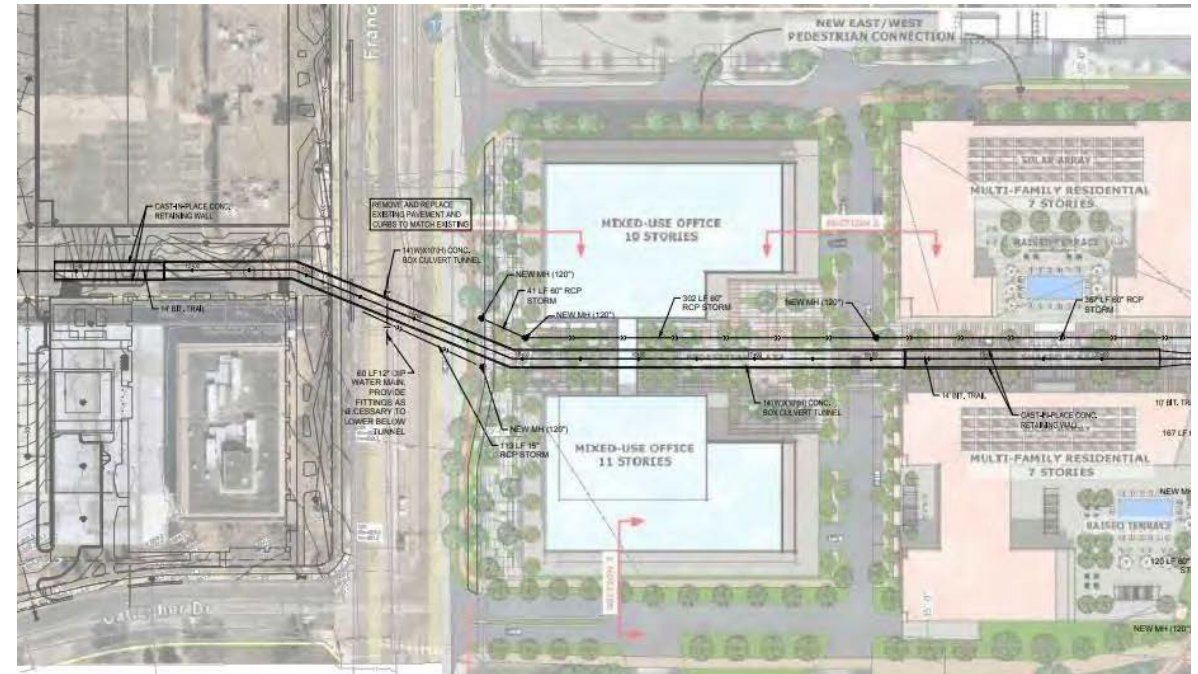
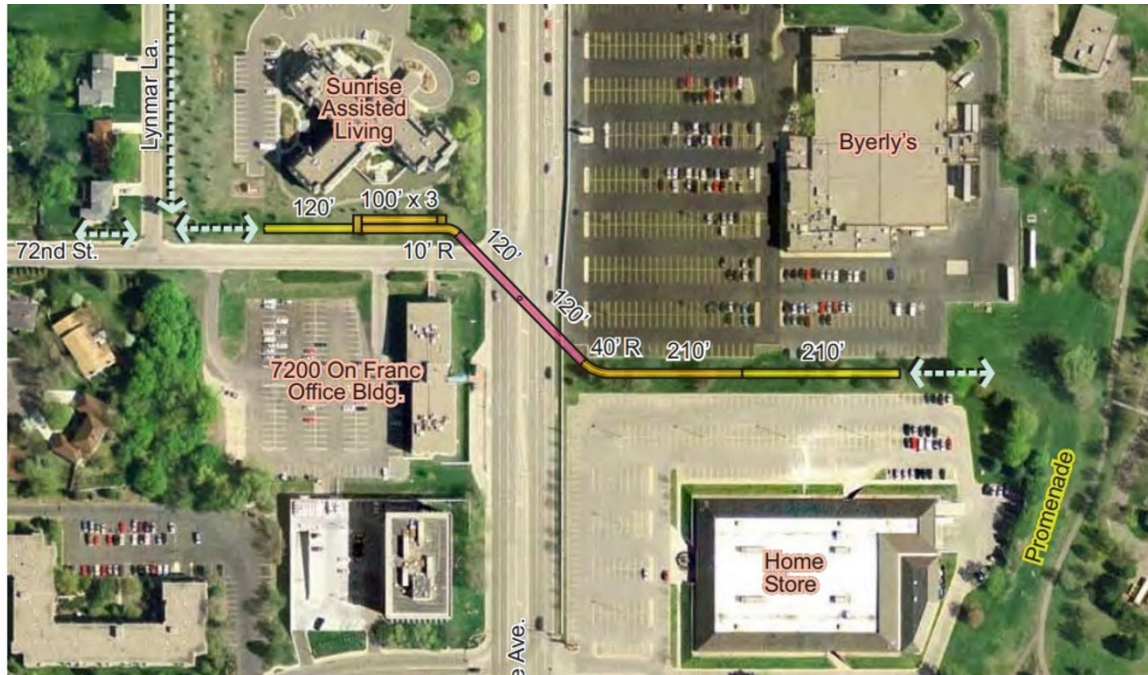
Background; 2007 URS Study identified several needed improvements



Approved site plans - privately led development with public easements



Alternatives Considered, 2007 alignment and early modification

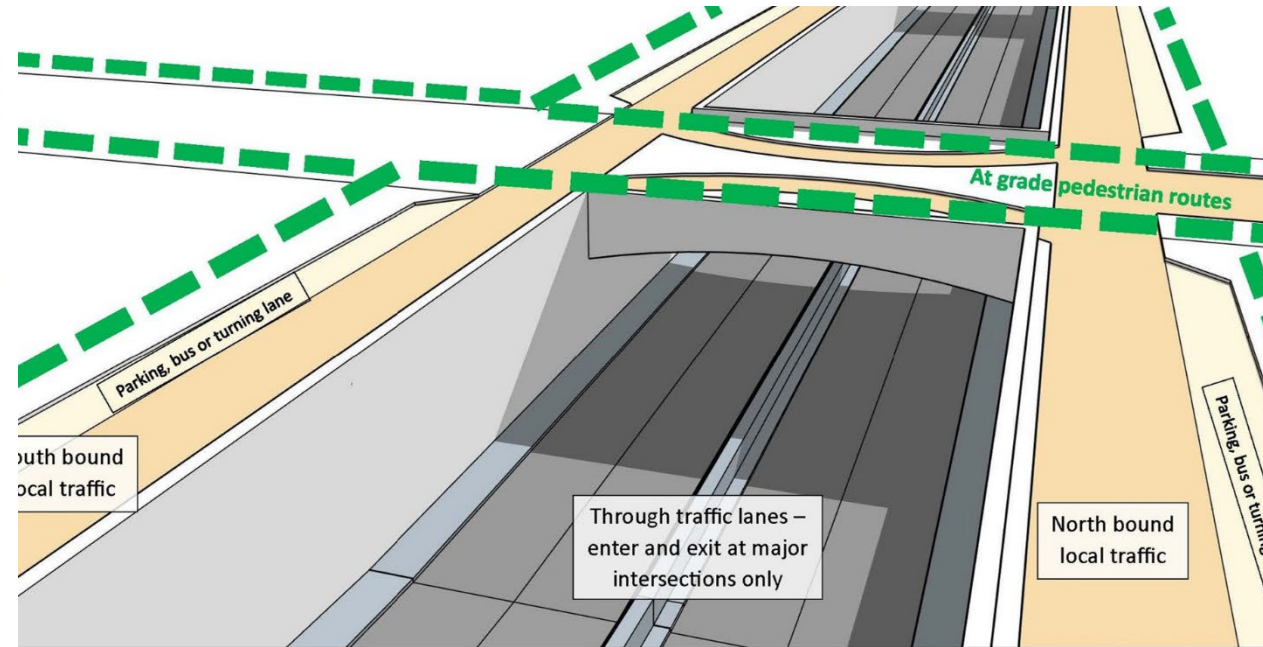


2007 Study by URS shows bridge at 72nd St

2023 Sketch by CSG shows bridge or tunnel between 72nd St and Gallagher Dr



Alternates Considered; traffic calming - local & through separation



Alternatives Considered; traditional tunnel



Alternatives Considered; tunnel leading to outdoor plaza



Scrapbook of Ideas for brainstorming and discussion only

36

Shakopee pedestrian tunnel terminates in outdoor plaza

John Hancock Plaza in Chicago is appealing to pedestrians



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Alternatives Considered; examples of bridge with ramps & steps



Alternatives Considered; modern bridge with ramps



João Morgado - Architecture Photography

3/18

Ponte Segunda Circular

Where: Lisbon, Portugal

Completed: 2015

Designer: MXT Studio

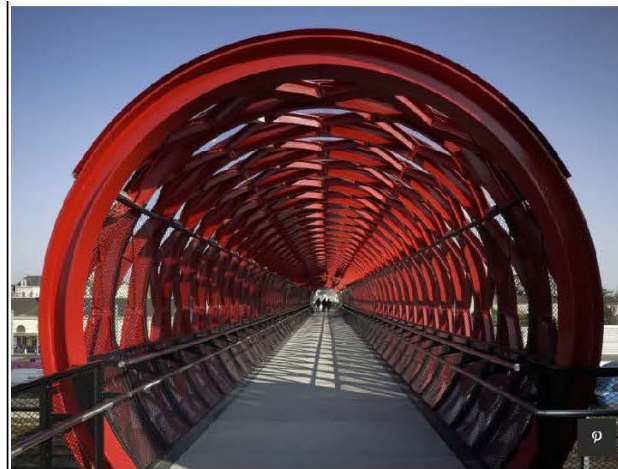


Photo: Christian Richter

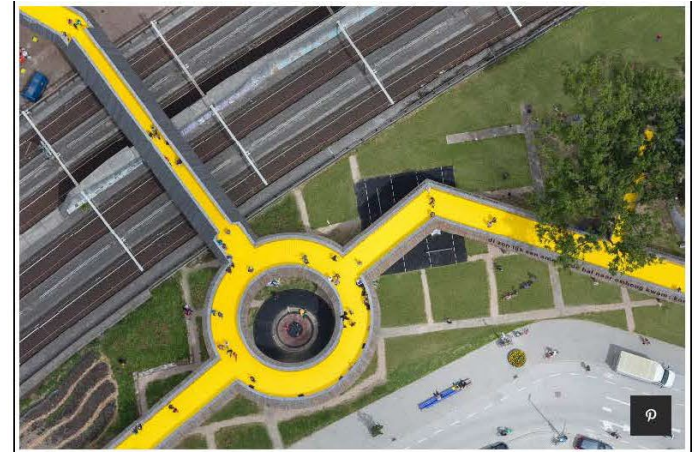
18/18

La Roche-sur-Yon Pedestrian Bridge

Where: La Roche-sur-Yon, France

Completed: 2010

Designer: Bernard Tschumi Architects and Hugh Dutton & Associés



Ossip van Duivenbode

6/18

The Luchtsingel

Where: Rotterdam, Netherlands

Completed: 2015

Designer: ZUS

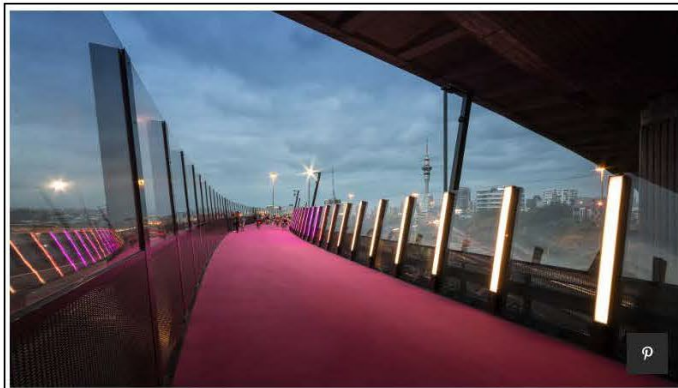


Photo: Courtesy of Monk Mackenzie Architects

17/18

Nelson Street Cycleway

Where: Auckland, New Zealand

Completed: 2015

Designer: Monk Mackenzie Architects, LandLAB, and Katz Maihi



14/18

BP Pedestrian Bridge

Where: Chicago

Completed: 2004

Designer: SOM and Gehry Partners



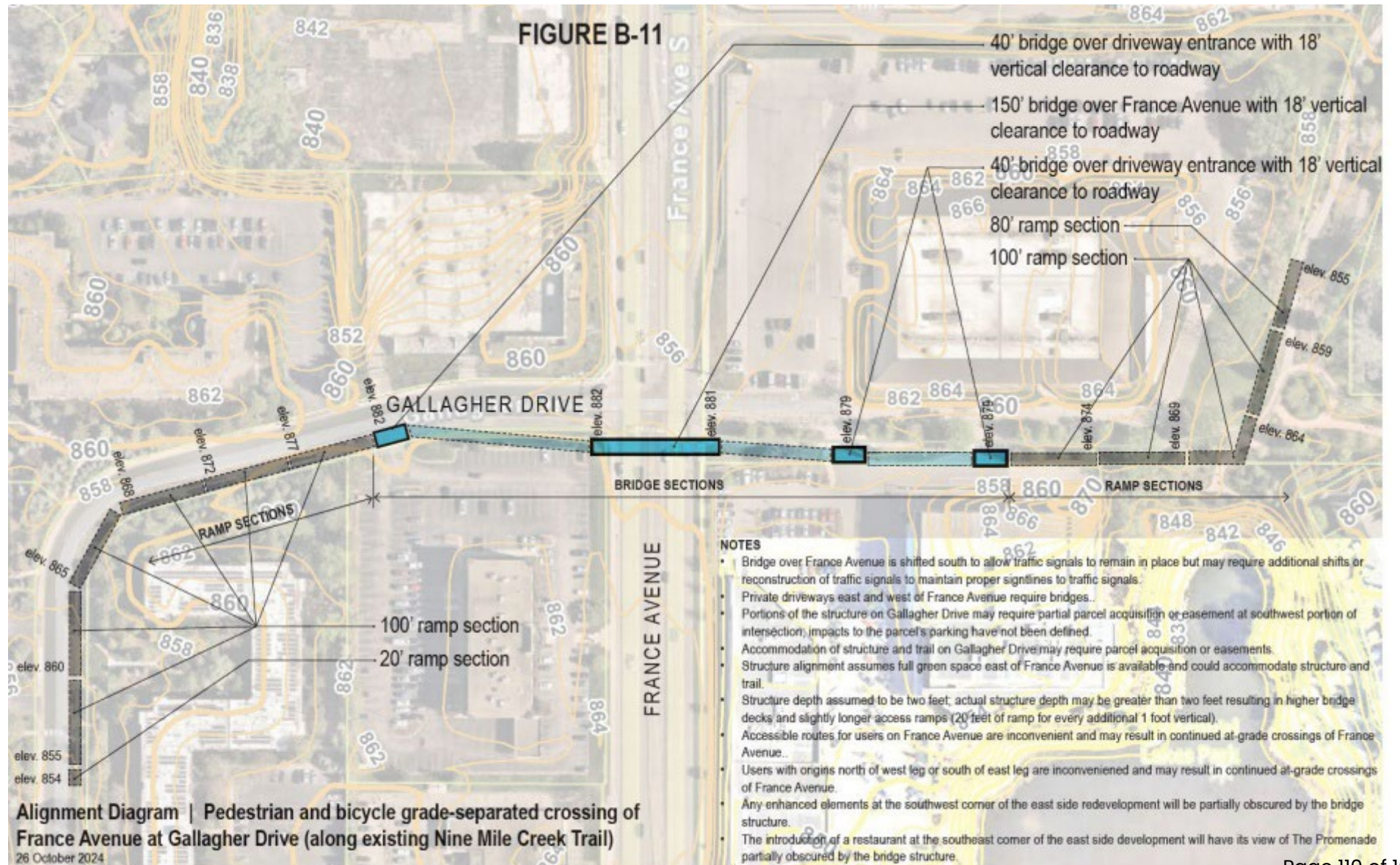
Walker Sculpture Bridge Minneapolis, MN

8/24/2023

11



Alternatives Considered; bridge along Nine Mile Creek bike trail



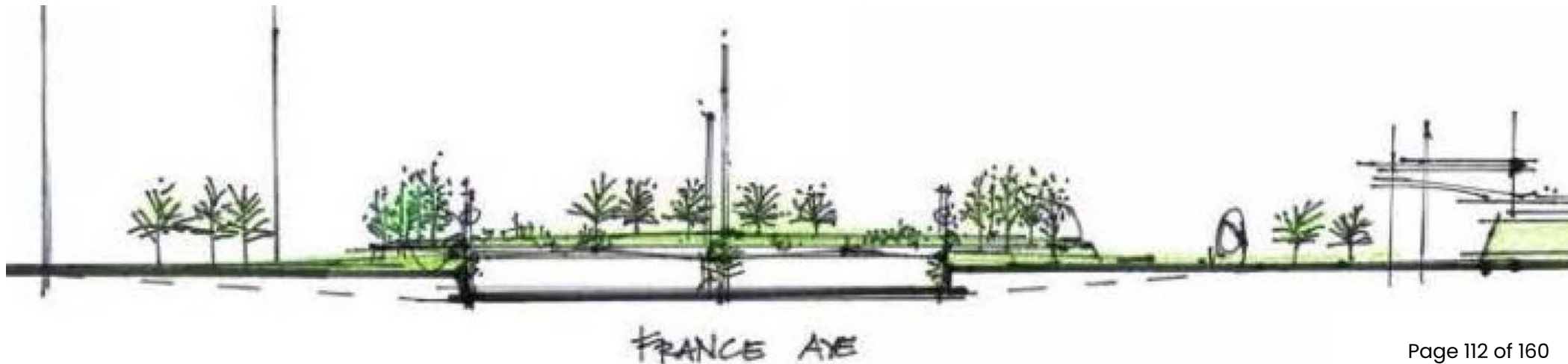
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Alternatives Considered; bridge with steps and elevator

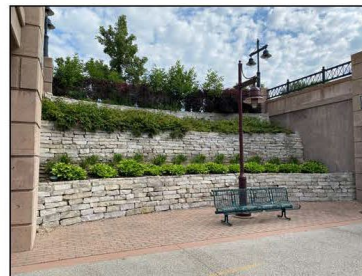


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EDINA

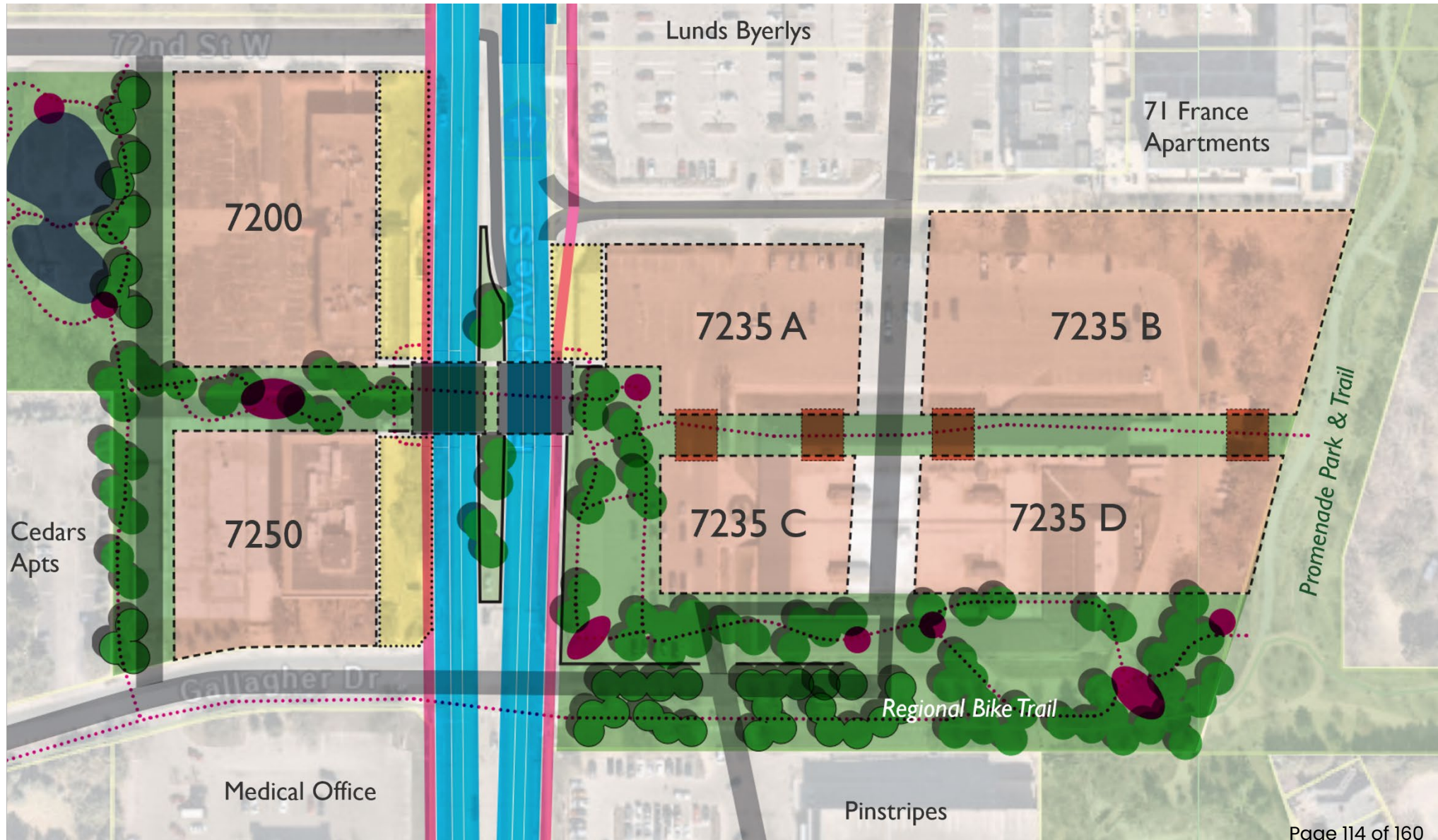
Alternates Considered; iconic bridge and land bridge



Alternatives Considered; underpasses in near vicinity



Concept Layout; Aerial view showing pedestrian and vehicle routes



Estimated Project Cost

\$ 0 M - Land

\$ 4.2 M - Bridging structures & retaining walls

\$ 1.5 M - Architectural elements

\$ 660 k - Water & sewer

\$ 500 k - Private utility

\$ 1.2 M - Street and sidewalks

\$ 3.0 M - Landscape & streetscape

\$ 1.0 M - Traffic control and phasing

\$12.085 M – Estimated sub-total

\$ 2.4 M - Add 20% contingency

\$ 5.1 M - Add 35% financing, design, legal, construction admin

\$19.6 M – Estimated Total Cost

Source: Appendix A-10, 2024 Feasibility Report



Anticipated Project Financing

\$ 0	General (residential) property taxes
\$ 500 k	Site work by commercial properties
\$ 0	Federal (<i>unlikely</i>)
\$ 3 M	State (<i>estimated</i>)
\$ 3 M	County & Met Council (<i>estimated</i>)
<u>\$12.1 M</u>	Incremental (new) taxes from adjacent properties
\$19.6 M	

These are estimates only; intended to illustrate the overall strategy.



Community Outreach – 2023 to present

- Hennepin County
- Three Rivers Park District
- Adjacent Property Owners
- Neighborhood groups
- Better Together Edina website
- 2025 Quality of Life Survey
- Edina Housing & Redevelopment Authority
- Edina Commissions
- Spring 2026 Open House



Summary of Community Input

- 2025 Quality of Life survey included a general question about pedestrian improvements in this location. 70 percent strongly or somewhat support
- Younger families tend to support, older people tend to oppose
- Concerns about cost control and financing

Comments received at Open House similar to those previously collected.

- Most people express support safe pedestrian routes
- Concern for City spending and reasonable taxes
- Concerns about personal safety (including security, vandalism and bicycle/pedestrian conflicts)
- Concerns about maintenance costs



Discussion

Staff is available to answer questions as you discuss this proposed project

- **Option 1a** – Proceed with intention to construct in phases in the near future
- **Option 1b** – Proceed with preliminary design and budget preparation and delay decision-making whether or not to proceed to the future
- **Option 2** – Do not study this concept further



Promenade Extension West / France Ave Pedestrian Crossing

April 6, 2026 Open House

Summary of Comments Received

ABOUT THE OPEN HOUSE

Doors open at 6 pm. Seven poster boards were scattered around the perimeter of the room. Each board was staffed to answer questions about the proposed project. The 5-minute video ran in a loop during most of the meeting. Staff presented 25-minute overview at 6:15 and repeated at 7:15. Doors closed at 8 pm. Staff continued Questions/Answers sessions with residents until 8:20 pm.

Event was staffed by 3 City of Edina staff and 2 consultants from Confluence Design who created the video depicting the hypothetical project. Event was advertised to general public with additional outreach to neighbors in South Cornelia, Parklawn Centennial Lakes and Promenade neighborhood. Approximately 200 people attended the Open House during the 2+hour time period. Attendees ranged in age from school-age to senior citizens.

QUESTIONS AND COMMENTS OFFERED VERBALLY

Staff Note: The five people that presented and staffed the poster stations debriefed after the event and compiled these frequently heard concerns, questions and suggestions.

- 1) City spending and project financing
 - a. Large cost for single project
 - b. Initially concerned about high cost but support the funding strategy presented
 - c. How likely is Edina to receive grants?
 - d. Will taxes from adjacent commercial sites (TIF) be adequate?
 - e. Can \$20 M be spent in a way that benefits more people?
 - f. Can \$20 M be spent on different projects around the City related to core services?
 - g. Will taxpayers be stuck with higher tax bills due to this project?

h. Support the project if typical taxpayer is not impacted

2) General comments about government

- a. Concerned that project will be mismanaged, with delays and unbudgeted expenses
- b. Accusations that decision is already made and meetings are just for show
- c. Anger at government spending and taxes, in general

3) Are pedestrian improvement such as this a “need” or a “want”?

- a. Any documented safety problems?
- b. How many people will use this new route on a daily, weekly, annual basis
- c. Project does not fully address safety and accessibility issues on entire France Ave corridor
- d. Good idea to extend the Edina Promenade to serve nearby neighborhoods

4) Personal safety and security

- a. Concerned an underpass would be unsafe and create a nuisance
- b. Many participants said they would feel comfortable using underpass if well-designed, other participants said they feel unsafe regardless of design
- c. Suggest separating bicyclists from walkers to avoid conflicts

5) Many people support the project

- a. Younger participants tend to support this proposed project
- b. Benefits families, neighbors, kids
- c. Provides better access for South Cornelia and Parklawn neighborhoods
- d. Creates new travel options for people of all ages and all abilities
- e. Improves pedestrian / bicyclist safety by separating from fast-moving vehicles

6) Some people oppose the project

- a. Older participants tend to oppose this proposed project
- b. Alleged boondoggle and political legacy
- c. Doesn't improve poor walking conditions on France Ave near Southdale Center
- d. This doesn't directly benefit residents who live west of Hwy 100

- e. Not worth the expense
- f. I won't use this and neither will anyone else

7) Other concerns related to France Avenue in Greater Southdale Area

- a. Some prefer that the City continue urging the County to apply a 'road diet' to France Avenue and reduce the number of vehicle lanes to better suit the demand and to deter speeding vehicles
- b. Will the City consider crossing improvements elsewhere on France Ave to be convenient for other neighborhoods?

8) Construction impacts

- a. How many months/years of road detours?
- b. Any economic impact on nearby businesses?

9) Repair and Maintenance

- a. Concerned about day-to-day cleaning
- b. Would like to see estimate of long-term maintenance costs and who pays for that

WRITTEN COMMENTS SUBMITTED DURING THE OPEN HOUSE

Staff Note: Individual comments are transcribed. Zip codes of participants shown, when included on comment card.

1. This seems very expensive and the City of Edina needs to stop giving developers a tax break with TIF financing. Time for new city council members if this continues. 55436
2. Has there been any discussion with the Edina superintendent and principal at Cornelia elementary to give opportunity for their concerns?
3. All for it. Please proceed. I appreciate the Park like feel on both sides. I'm all for separating pedestrians and cars. Please make sure bike lane is separated from pedestrians or make 10 mph maximum speed. 55416
4. Separate bikes from pedestrians. Understanding that no pedestrian crossing on street level so France traffic doesn't stop for them and only car cross traffic. Love the concept.

Keep tall buildings way back from Promenade, don't destroy it. New construction contractors should pay more of the cost. 55435

5. Love how pedestrian friendly the proposed underpass looks. The simulated drone video was a fabulous way to show the paths stairs and elevated walkways and the surrounding buildings and parkways! 55435
6. Good presentation, planning shows. Is the reason for the tunnel rather than a bridge due to aesthetics and ADA compliance? Why was the elevator idea used in Colorado rejected? What is the cost difference between a bridge and a tunnel? Have security issues been addressed? Why aren't developers contributing to the payment since this will certainly enhance the value of their property. 55435
7. Concerns: cost cost cost. No info on a risk assessment of cost. Interference with France Avenue traffic. 55435
8. Too much money for not year-round use. For the small percentage of people crossing, concern for safety, graffiti opportunities and homelessness. Much safer and practical to build a pedestrian and biking bridge across France. Design the bridge so it becomes a beautiful Edina Landmark. 55435
9. On behalf of our 1000+ community at Cedars of Edina we are 100% for this tunnel! Thank you! 55435
10. Please build this project! I live nearby and the number of bikes and peds crossing is tremendous. Cars are all having to stop. The regional trail should not cross seven lanes of traffic at grade. It is dangerous. 55435
11. I'm an avid biker, but this isn't necessary! I commute on my bike in the summer on the Nine Mile Trail. The current crossing works. It's not great but it works. 55424
12. For all the years, do you have current data on how many people try to walk/ bike across France every day? Share it if you do. If not, you should get some. Otherwise it is a very much of a wish not a need. I have crossed there and have never seen anyone else crossing the road. It's a lot of money. You haven't accounted for upkeep of the space if you do it. Don't you need to?
13. This is a hard NO. This plan does not seem to be an appropriate answer to the problem of how to address pedestrian traffic and bikers crossing France Avenue. Number one it fails on a cost benefit standpoint. Just too expensive both to build, maintain, and replace. Just not enough people on the west side wanting to go east or vice versa. Number two it is too long of a tunnel for people to feel safe to be in there. Actually could cause more problems than it solves. Tunnels attract graffiti artists in all cities I've ever lived. They attract

unhoused people and smell like sewers. Other municipalities have closed their tunnels. Not a good idea! Number three use the TIF money for more important things. Why not use the money to help support Centennial Lakes Park for the next 30 years? Or affordable housing? Number four not safe for bike bikes. 90° angles posts, etc.'s can't link to promenade because bikes are not allowed there.

14. There are too many unknowns in the plan. The project could take years to complete making travel on France impossible. Cost overruns even with a 20% contingency. Your bridge concepts are not realistic. You have no data on the number of people who would utilize the tunnel. The funding does not compute. 55424
15. I'm very disappointed that we could not ask questions in a group setting. This fire department doubled in cost during the build. What is preventing this project from going from \$20 M to \$40 M? We have school funding needs that should take priority. Why can't we implement a better crosswalk? I believe this is a want versus a need. I don't think this meeting indicated any interest in finding a less expensive or less disruptive option. 55435
16. First nice presentation. But I don't need the tunnel and I will never use it. I live in the South Cornelia neighborhood. Second with the advisors you are using is there a conflict of interest? I think so. Third construction time is a problem. Also, the disruption along France Avenue could be a killer for businesses. Fourth cost to maintain. 55435
17. First, I would really like to see an annual budget estimate of maintenance costs before approval so we can make appropriate long range planning. Second on slide 3.2 it was said that this [custom crosswalk design with 8 lanes of traffic] isn't any better and it wasn't clear what was meant by that statement. A wider more visible at grade crossing would certainly be cheaper and could be something to start with and see if it meets the need. Third what exactly is wrong with a really long bridge? We have one like this already on France Avenue that works well by the Nine Mile Creek Watershed District. 55424
18. Do not do any further work on this concept. It's too expensive and there are too many unknowns. What are the risks associated with this project? A risk assessment is a basic staff function. Where is it? The cost of \$20 M doesn't include the long-term costs associated with maintaining the tunnel. These costs could exceed the cost of building it. What is the expected life cycle of the tunnel? 10 years? 20 years? Where is the traffic analysis that shows building the tunnel at this location is warranted? Will there be a public hearing given the large expenditure of funds? Not enough information was presented to fully comment on this concept.
19. This is the poorest area of Edina with the most diversity. This area needs investment like the tunnel and public spaces to encourage racial equity! 55435

20. I believe it would be helpful to provide a bigger picture context in two ways. Show how this tunnel ties into the biking and walking infrastructure envision for this whole southeast quadrant. Include the Nine Mile Creek Trail, west Promenade, current Promenade, etc. Second show how much the completion of the Nine Mile Creek Trail increased bike traffic on the trail. This is a “if you build it, they will come” type of argument. I like and support this project.
21. No tunnel. Get rid of TIF money you’re giving away to prime real estate.
22. I would be against your tunnel 100%.
23. I am completely in favor of the proposed tunnel. It would make the area more walkable and safer. Too many cars speed, and or go through red lights making crossing a difficult endeavor. 55435
24. The clocks in this room are off by one hour.
25. We very strongly oppose this project. I haven’t found any estimate of the number of users per month, per season, per year. Is it \$5 per crossing? \$10 per crossing? Also, please do not use TIF to make the residents pay. 55424
26. Do not proceed with this idea. Estimated costs are from 1-1/2 years ago. West side of the tunnel is on private property. How does it get maintained for walkways bikeways. West side also has two steep slopes up to Gallagher for ADA compliance. Is this another DOJ investigation? How do Nine Mile Creek path users get to the trail if westbound? Cut across the street? Dangerous. The video widens and flattens perspective. 55424
27. I have grave concerns about the cost because of the war in Iran’s impact on all goods within the next six months. That the burden of Cost will fall on all residents for the benefit of primarily the new development owners. The ethics of using TIF to fund what amounts to a vast return of benefit again to the developers. Underestimating the structure of the roadway in the animation; it is unrealistically thin. 55435
28. What are maintenance costs for snow plowing, changing lightbulbs, removing graffiti, trash removal? These need to be identified before the project is approved. Then the City assets found and the budget needs to include this.
29. Where is the pedestrian safety risk assessment? Pedestrian tunnels are not safe. The city of Birmingham in the UK developed a tunnel system for pedestrians and later spent much money in reducing it. Is the proposal fully ADA compliant? 55424
30. What is the data on usage of the pedestrian tunnel between York to the YMCA correlated with weather? Are propose 7235 buildings (ABCD) definite or speculative? What is the

number of residential units? What is the cost of yearly maintenance? What will drive two-way pedestrian traffic east and west and west and east? 7235 buildings = no tax base for finance. 55439

31. This tunnel will not serve enough of the residents to justify costs. It will not be usable in winter due to ice unless you install heating. The paths at Centennial Lakes are consistently icy in winter due to thawing and dripping water that collects under there. The tunnel under 70th St. is impassible between November and March due to ice buildup. This Minnesota climate does not support such a huge cost for six months usage out of the year. I don't believe the project will be useful for cyclists - too indirect and filled with obstacles like food trucks. Bicycles have already been restricted from circling Centennial Lakes. 55435
32. I am opposed to the tunnel. Our taxes are increasing immensely. We need to cut back. I watch traffic on the intersection of France and 66th every day. Everything seems to be working well. If you did something similar, you would save lots of money and not have disruption of traffic for a long time. Also concerned about the safety at night time in the tunnel.
33. Minneapolis has not used any TIF financing on their side of France Avenue. Developers should pay for this project themselves. TIF financing is not free money. Spending here takes \$20 M away from your residents for better projects and improvements.
34. Misleading community interest inquiry in this project. Voters remember and I know I will. Irresponsible expenditure!
35. This is an ill advised use of funds. Unnecessary and expensive. Please take a poll of residents to see what they think. Or are you worried about the results? Also, Edina has too much TIF debt. I wonder if the tunnel fits in the TIF definition "but for" requirement? How long will France Avenue be closed? Will the County approve that? 55424
36. I am not a fan of this concept. I am concerned about the negative impact this project will have on existing business. During two years of construction. Local resident will not walk miles to access this tunnel. This \$20 M budget will balloon into a higher number probably closer to \$30 M. 55439
37. I am strongly opposed to this project. We as a city do not have the money and this is not a need. 55424
38. The Cities track record of estimating costs versus actual costs (Cornelia pool) or completion dates (50th and Highway 100 bridge construction) is not good. What guarantees are there? This is another boondoggle. You don't have credibility. 55424

39. I believe the properties have been financed by tax increment financing (TIF). Does that mean any tax increases to help fund the tunnel won't be available for about 25 years? Construction of tunnel of France will impact north and south flow of traffic. Talk to the County to get the timing of lights extended to make crossing France safer. 55424.
40. There are many other projects that are much higher priority for Edina than this pedestrian tunnel. Total waste for the community at large. Let developers pay for this project. 100% opposed. This is 99% useless to 98% or more of Edina residents. 55424
41. First a risk reward analysis is really needed. Secondly TIF. Does the proposed use of TIF consider TIF is already approved for 7200-7250 projects? Third who will actually use this tunnel? Doesn't the neighborhood have a large senior population? Finally, you are trying to sell us a project we just don't need and cannot afford. 55435
42. Do we need to construct additional green space to solve a road crossing problem. This is a pie in the sky project that has been going on for 10 years. 55424
43. Looks very nice and functional. I am looking for more information before I decide whether I am for the project or not. Need revised estimate for 2026 including current costs for time materials and consideration of tariffs oil and gas prices and inflation \$19.6 million is not realistic in 2026. Also a rendering showing accessibility and compliance with ADA requirements. Minnesota is aging (see Project 2030 from Minnesota DHS). Thank you 55424
44. How long will it take? Will it be safe? What popular stores are there going to be? Is there going to be any stores in the tunnel? Is there going to be a sweet science ice cream? Signed kids of Edina!
45. No!
46. How accurate is the financial estimate in 2026 based on the 2024 date of the last study? If this project moves forward benches are needed along the tunnel also chairs with arms ADA height and backs. 55435
47. Very common sense proposal to accommodate anticipated development. 55435
48. The economics of the issue are confusing. Explain how taxpayers are not contributing to costs when they pay higher taxes for TIF districts.
49. A better use would be to hire crossing guards to help escort pedestrians. The 2024 budget numbers are based on outdated values and costs which are certainly low compared to the actual future costs. Glad the city is trying to improve pedestrian access. This is just not the right approach. Thanks. 55439

50. How long will construction disrupt traffic on France?
51. This is a great plan. Very safe and seems like the most viable option. I'm referring to the underpass. 55416
52. I saw the breakdown of how the project will be funded. But how much money does the average taxpayer (like me) will come out of my purse? It's a beautiful idea but as a senior, I can't afford it. And more disruption on France Avenue. 55435
53. The presentation made it sound like Edina taxpayers will not be paying anything for the underpass. This defies credibility. Also, if Hennepin County thinks crosswalks are a problem why are there so many of them on France Avenue. 55435
54. I applaud your efforts to find a solution to pedestrian and bike safety crossing France Avenue. Some concerns include; Cost. Wow! Better places to use the money, safety and security or crime and maintenance. I have lived in three cities where pedestrian underpasses are known as places to urinate or to get mugged. For this reason, most people avoid them even in well traveled areas. What about shrinking France Avenue instead? It is overbuilt with too many lanes that are never full. Take away two lanes and it would be easier to cross. 55436
55. Yes. Build it. Crossing France Avenue as a pedestrian or bicyclist is deadly. A pedestrian crossing is needed. Concerned that it may be dark have been addressed. If it doesn't get built, it'll be even darker. 55436
56. Please make this happen. 55436
57. I walk the neighborhood often and frequently walked to Centennial Lakes Park. I would truly welcome not having to interact with traffic on France Avenue! This looks like a good option if it is well lit, safe and well maintained. Thank you. 55435
58. Southdale and Cornelia areas have the most crime. Tunnel would not be safe! And the maintenance would be very expensive! Pumping water would be an issue and ice in the winter. Too expensive!
59. I moved from downtown Minneapolis to this area for the walk ability and bike trails. As you add new developments, it is imperative to add amenities like this tunnel and paths to accommodate all the new users, otherwise Centennial Lakes will be overcrowded. So yes. Yes. Yes. 55435.
60. Please, please please do not abandon this project! Make walk ability in the most dense area of Edina safe and accessible. Enough with enabling more cars! This is the future. I

would use this bridge daily with my young family. This is a once in a lifetime opportunity.
55435

61. Too expensive. I don't understand why this needs a \$19 million tunnel but other parts of France can be crossed with a crosswalk.
62. Pedestrian and bike paths need to be clearly marked and separated. Areas of potential bike and pedestrian traffic need to be designated with directions for a smooth flow. My wife and I are in support of this project since we live in the area, walk to many amenities and bike regularly. 55435
63. I'd like to see improvements at Street level before spending this kind of money.
64. This is a very expensive project serving a small niche need. I'm skeptical that people crossing France Avenue just a few blocks north or south of the tunnel will bother to detour. Please find a better use for all of this money. And I live close by so I might even use it. 55435
65. As a future resident of Centennial Lakes neighborhood, I fully support this project. The walk ability of this neighborhood will only be enhanced with this project, especially given the increased density of the new housing projects. Take advantage of the tax increment financing. Centennial Lakes took us in similar direction to this. 55435
66. Add a dog park too!
67. I used pedestrian tunnels in other places and in general, I don't feel comfortable in them in terms of feeling safe and the number of people in them. There are lots of intersections on France. I don't think people will go out of their way to use this tunnel. This tunnel is super expensive for only one crossing point on all of France. Very expensive exclamation!
55435
68. Is this public land? I don't think it is. 55416
69. My concern is crime. Will it be monitored if it's an underpass? Crime has escalated - not to all of the new residence. When will the construction is done. I live on Centennial Lakes.
55435
70. not on private land. 55435
71. Do you have buy in from the police? Who will take ownership if there is crime or homelessness in the space? We appreciate all the considerations and designs that went into this concept with all the new apartments coming the future France Avenue needs a safe pedestrian crossing. Gathering facts on the number of accidents on France Avenue could be helpful in supporting the need for this. I know there have been many close calls!

We like it! And while we would rather have less apartments and less need for this, the apartments are coming. France Avenue will get busier. This will be needed in the future. 55435

72. I like the plans. But I would like to have bike lanes separated from pedestrian lanes.

73. Better look to it than I thought. If you can really see through to the other side that makes a difference. Funding is still a concern, especially with the introduction of the Trump 2026 through 2027 fiscal year budget. 55436

74. I'm concerned about what seems to be continuous disruption of traffic on France Avenue. The extent of this project looks like it would take a long time! 55410

75. \$20 million? I'll take the over!

76. I think it's lovely. Smiley face.

77. We think this is a good thing safety wise. 55424

78. This is great. France Avenue is a disgrace. I encourage city council to support.

79. Bicycles and pedestrians must have separate lanes. Improve safety on France to gain access to the tunnel. There must be a solution to drainage and ice! 55435

80. Who will maintain the underpass and adjacent areas leading up to it in the winter to keep it usable; plowing, sweeping up leaves, etc. in the fall. 55435

81. I think this project is a great idea and the fact that it's been studied multiple times really proves why it is needed. I commute along the Nine Mile Creek bike trail to a job in Richfield and cross France Ave via bicycle six times a week. I've had close calls crossing at the existing crossing and would love the option to go under! 55408

82. Generally positive. I walk this area frequently and the lack of a good crossing at 72nd St. is a problem. The concept of extending the Promenade is excellent. The cost doesn't seem unreasonable. 55435

83. What is the anticipated volume of traffic using the new improvements? 55435

84. Great planning! Love the underpass idea! Just do it! 55424

85. City staff is very impressive! The research and preliminary design is very attractive. This underpass is needed for increasing the desirability and financial viability of the community and Edina as a whole. Crossing France is not particularly safe in a car at a

crossing with a light let alone crossing on foot. Public restrooms? Would it be possible to partner with apartments or businesses along the route to include them? 55435

86. Need to stop the TIF financing

87. You haven't explained why it is necessary to fix the crosswalk, much less spend \$20 million. 55424

88. This tunnel is a bad idea! We do not have the money first. Do not tax us anymore. Additionally, it's dangerous! And a flood risk. Stop this madness. 55424

89. No tunnel! 55439

90. I've been wanting a safer crossing at France since moving to South Cornelia in 2018. Thrilled THAT it could finally be happening and think the tunnel is an elegant and safe solution. 55435

91. Should have Q&A when here!

92. Was not contacted and two blocks away. Village Homes of Centennial Lakes over 250 owners 7400. 40 mph speed on France = walkers do not like. What will it take to stop the project? How much has already been spent? 55435

93. Please consider a shuttle service to facilitate ped access across France Avenue. Flexibility of pick up and drop off times. Enhanced access for peds with less stamina for long walks. 55435

94. Disappointing that Hennepin County won't help with a more cost efficient solution but it is what it is. I love the idea, but I just can't be confident in the value of this project versus other potential uses for \$20 million. This is really great, but what other opportunities are there? I know there's some leverage and TIF (unique to this opportunity). I worry that we don't adequately consider maintenance costs. What's the capitalized 2026 cost of 20 years of maintenance? 55424

95. City does not need this under France! This is a safety issue! Quiet living like it's 1950! Crime is rampant in Southdale area.

96. A project of this magnitude should be taken to a vote. Not enough taxpayers are engaged in meetings and Better Together. Ask as many people as possible putting it on a ballot in November. The City is already challenged with a maintenance backlog. We are not good at keeping up with maintenance - see emergency aquatic center repairs. Is there a long-term plan for maintenance? Chad thought it may need to be an additional tax levy so this is not a project without increased taxes. Shouldn't other solutions be explored before a large project like this is approved? Please no more TIF. 55439.

97. This underpass is a good idea. Bikes and pedestrians need safe safer ways to cross France Avenue. Make sure the west end leads to desirable destinations. 55435.
98. What is the problem we are trying to solve? This does make a bike connection to Nine Mile Creek Trail but not to the 70th Street bike lane. For pedestrians and access for those living in the area (many seniors) this does not solve the challenge of getting across France in multiple locations. This tunnel is too out of the way for many residents to use. Improved crosswalks at grade and reducing speed on France would be a better use of money to assist more people. Are new taxes from these new properties really additional from what was collected from previous properties? What is our opportunity cost with that money? How else could we use it as a city? 55416
99. Very full room. Only one bicycle parked outside. Are we solving a problem that doesn't exist? Do bikes pay a user fee? Mention of a food truck plaza. Does Edina allow food trucks? I pay over \$1000 annually in property taxes enough! 55436
100. No more TIF. TIF isn't free. No don't do it. The city is broke! County has already said they will give no money. The state has no money. This is a want and not a need.
101. This is useless to most Edina residence. I take issue with his proposal on several fronts. Wildly expensive even with TIF financing. Let's not forget we the taxpayers will pay for this. Has a request for extended crossing times at grade been made? Misleading inquiry into community interest – a \$20+ million tunnel was not a part of that inquiry. Tunnels are well documented to be unsafe. This is obviously a “dream scenario” for the developers involved. No one wants to go walk amongst apartment and condo developments with no draw. The placement of this proposed tunnel serves only developers interests. If you want to serve Edina community in the Southdale area, far more compelling to address easier pedestrian access from Southdale to Galleria to Target etc at street level. There is no need for this extravagant plan. Act with greater fiduciary responsibility. I did not see a line item on the budget for what I presume would be a significant expense to redo the France Ave., road and reroute traffic! 55424
102. My comments first will it be open at night? Who will repaint graffiti? Will it become a homeless shelter, especially in winter? Will it become a public latrine? Who will provide security? How much will it cost (see #6). Hire two school crossing guards with stop signs. Install flashing yellow lights as at schools and parks and other pedestrian crossings. \$20 million somebody or other taxes pay 55435
103. No tunnel! Dangerous. Adds crime. \$\$\$ 55439
104. Concerned about; this doesn't connect publicly owned property. And feasibility of the ADA plans.

105. Please vote to proceed with this wonderful plan! I've been concerned about safety for years. I'm dropping emails I sent in 2019 into the comment box for reference. This investment will provide wonderful returns for our community. Thank you for your hard work!

Attached email dated May 27, 2019 emailed to KStaunton@edinamn.gov. I'm writing because I am concerned about the safety of the intersection at Park lawn Avenue in France Avenue (right at the corner by Whole Foods). This intersection is heavily used by pedestrians and bikers and yet there is no crosswalk painted on the road. It's the perfect location for pedestrians and bikers because it connects beautiful new biking and walking trails with Centennial Lakes Park. Yet to cross the street people need to cross up to EIGHT lanes of traffic. I've included some pictures from last summer when my daughter and I attended the art fair. It's terrifying to think of all the people trying to cross there without any protective measures in place. I'm hoping you can share some ideas with me about what Edina can do to remedy this dangerous situation. Thank you. 55435

106. comment card includes notes referencing York Avenue tunnel at the YMCA, the low spot of the roadway in France Avenue, the 2007 study, the Nine Mile Creek Trail, local existing underpasses in Chaska, Chanhassen and Golden Valley. Possible alternatives include shuttle?

107. Interesting idea. I don't agree that this is a need. It is amazing that you don't think this will raise taxes but I think \$20 million of tax revenue could be better spent. I also don't have faith that this area would be well kept. France Avenue in general looks terrible all summer. The weeds are left growing out of control and the planting beds along France and various intersections look terrible. What are the maintenance costs yearly for the project and who pays for it? Year after year? I suspect it will be paid for by city taxes and that is not good! While a nice idea, this seems like a solution looking for a problem.

108. Fully support this project. Don't listen to the negative baby boomers.

END



Item Number: 8.4

Department: Community Development

Item Activity: Discussion

Prepared By: Cary Teague, Community Development Director

Item Title: Sketch Plan Review - 7600 Parklawn (Senior Housing)

Action Requested:

Provide the applicant non-binding feedback on a potential future land use application.

Information/Background:

The City Council is asked to consider a sketch plan proposal to tear down the existing office building and build two 125–150-unit senior apartment buildings. Two different development proposals with varying heights are provided for consideration. The site is zoned MDD-6, Mixed Development District 6. To accommodate this request, the following would be required:

- Site Plan Review.
- Multiple Variances: Building height, lot area per dwelling unit, and usable lot area.

As with all sketch plan reviews, the Planning Commission is asked to provide non-binding comments and direction on a potential future development request. Areas of focus should be on the scale of the proposed use, given the number of variances necessary regarding building height and density using the existing MDD-6 Zoning District, or should PUD zoning be required.

Supporting Documentation:

Documents marked with "Board Portal" do not meet [ADA Web Content Accessibility Guidelines \(URL\)](#) and are not included in the public packet. To request a board portal document, please [submit a data request \(URL\)](#).

1. Planning Commission Staff Memo from April 15, 2026
2. Staff Presentation at Planning Commission
3. Site Location, Zoning, Comp. Plan, Proposed Plans
4. Applicant Narrative
5. Proposed Plans (Board Portal)
6. Applicant Presentation at Planning Commission (Board Portal)



Date: April 15, 2026

To: Planning Commission

From: Cary Teague, Community Development Director

Subject: Sketch Plan Review – 7600 Parklawn (Senior Housing)

Staff Recommendation: No recommendation. The Planning Commission is asked to provide non-binding comment and direction on a potential future development request.

Information/Background:

The Planning Commission is asked to consider a sketch plan proposal to tear down the existing office building and build two 125–150-unit senior apartment buildings. Two different development proposals with varying heights are provided for consideration. The site is zoned MDD-6, Mixed Development District 6. To accommodate this request, the following would be required:

- Site Plan Review.
- Multiple Variances: Building height, lot area per dwelling unit, and usable lot area. (See Compliance Table on page 3 of this staff report.)

As with all sketch plan reviews, the Planning Commission is asked to provide non-binding comments and direction on a potential future development request. Areas of focus should be on the scale of the proposed use given the number of variances necessary regarding building height and density using the existing MDD-6 Zoning District, or should PUD zoning be required. The potential variances are listed on the last page of this report.

Issues/Considerations:

Comprehensive Plan. The site is guided OR, Office Residential in the Comprehensive Plan. Below is the land use category and description. The proposed density is 48-58 units per acre.

Categories	Description, Land Uses	Development Character and Guidelines	Density and Intensity
OR Office Residential	Transitional areas along major thoroughfares or between higher intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character. Primary Uses are offices, attached or multifamily uses. Secondary uses are retail and service.	Upgrade existing streetscape and building appearance, improve pedestrian and transit environment. Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.	20-75 residential dwelling units/acre



Density. The proposed density is consistent with the Comprehensive Plan; however, it far exceeds the current zoning regulations for the site, which would only allow a maximum of 125 units on the site. A variance would be required as the applicant is proposing 250-300 units in the development. This discrepancy is one of the reasons that the current Zoning Ordinance is being revised, rather than using PUD Zoning to consider increases in density.

Proposed heights. The proposed height of 7-12 stories exceeds the code required 4-story maximum. As a comparison the Fred and Finch new housing developments to the west are 5-7 stories in height. Variances would also be required for the proposed heights.

Using the Existing MDD-6 Zoning District rather than PUD. The previously mentioned Fred and Finch project requested rezoning to PUD, Planned Unit Development. Using PUD zoning, flexibility in relaxing the above-mentioned density and height requirements was used in exchange for meeting the City's affordable housing and sustainable buildings policies. Using existing zoning, these cannot be required. Rather the variances requested would be considered using the standard variance criteria.

Pedestrian Connection to Fred Richards Park. Final development plans should include connections to Fred Richards Park.

Sidewalks. A boulevard style sidewalk would be required to be installed along Parklawn Avenue per the City's Bike and Pedestrian Master Plan.

Traffic and Parking Study. Will be done as part of a formal application.

Signage. Signage is not specifically proposed yet. Below are the Code requirements for signage in the PCD-4 Zoning District:

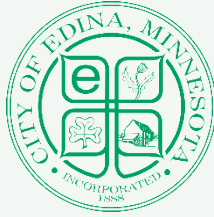
- One sign per development for each frontage.
- Sign area: Maximum area of first sign: 100 square feet. Maximum area of additional signs: 70 square feet.
- Sign height: 8 feet tall
- Building identification signs: residential. One freestanding sign not to exceed 24 square feet for each building with ten or more dwelling units. One wall sign not to exceed six square feet for each building. Maximum height: eight feet.



Compliance Table

	City Standard (MDD-6)	Proposed
Building Setbacks		
Front – Parklawn	35 feet	35 feet
Rear – Fred Richards Park	35 feet	35 feet
Side – North	20 feet	25 feet
Side – South	20 feet	50+ feet
Building Height	4 stories and 48 feet	7 & 12 stories*
Lot Area Required	1,800 s.f. per unit (24 units per acre – 125 units maximum for this site)	250-300 units*
Density Per the Comp. Plan	20-75 units per acre	48-58 units per acre
Building Coverage	30%	23-30%
Floor Area Ratio (FAR)	1.0	.96
Usable Lot area	200 s.f. per dwelling = 50,000-60,000 s.f.	34,000-51,600 s.f.*
Parking Stalls	.75 spaces per unit = 188-225 stalls required	476 stalls

***Variance Required**



The CITY of
EDINA

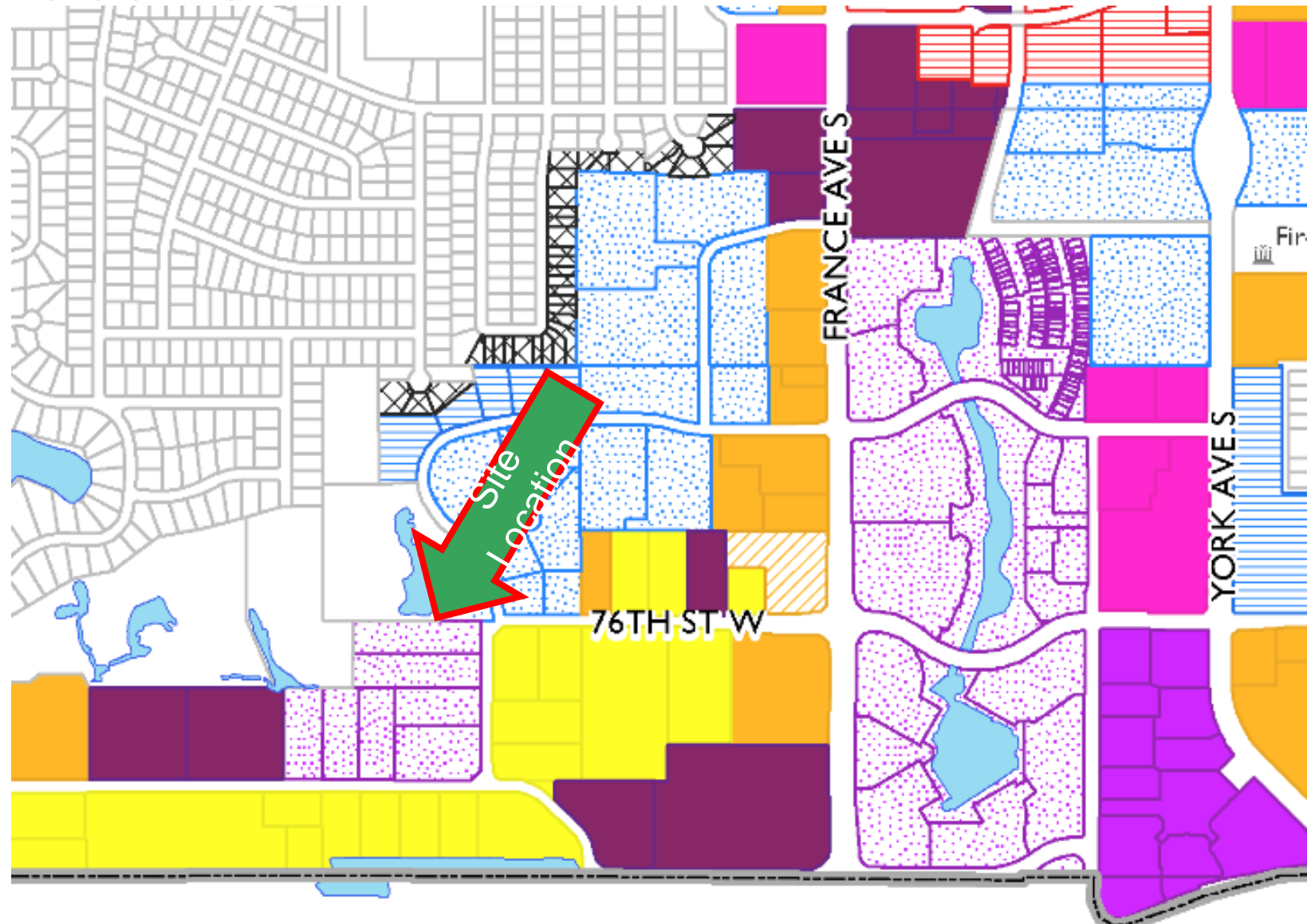
Sketch Plan Review – 7600 Parklawn Avenue (Senior Housing)

EdinaMN.gov



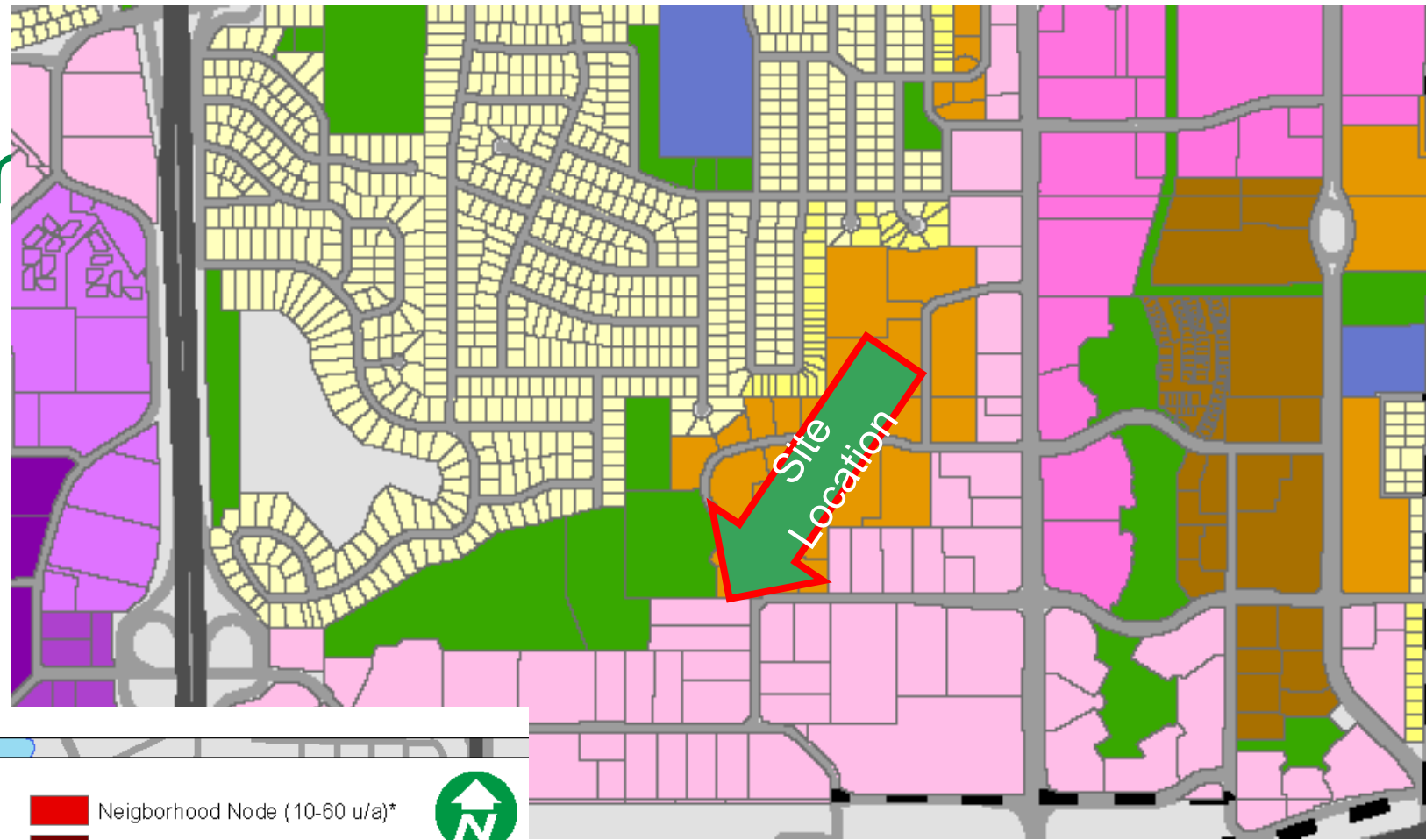
Zoning Map & Site Location

Zoning Map



















- Legend**
- R-1 - Single Dwelling Unit
 - ▨ R-2 - Double Dwelling Unit
 - PRD-1 - Planned Residence
 - ▨ PRD-2 - Planned Residence
 - ▨ PRD-3 - Planned Residence
 - ▨ PRD-4 - Planned Residence
 - ▨ PRD-5 - Planned Residence
 - PCD-1 - Planned Commercial
 - ▨ PCD-2 - Planned Commercial
 - ▨ PCD-3 - Planned Commercial
 - ▨ PCD-4 - Planned Commercial
 - POD-1 - Planned Office
 - ▨ POD-2 - Planned Office
 - RMD - Regional Medical
 - PID - Planned Industrial
 - PUD - Planned Unit Development
 - APD - Automotive Parking
 - PSR-4 - Planned Residence
 - MDD-4 - Mixed Development
 - MDD-5 - Mixed Development
 - MDD-6 - Mixed Development
 - Lakes
 - Creeks
 - Edina Boundary
 - Railroad
 - Public Building
 - Public School
 - Private School

Land Use Map & Site Location



Legend

- | | | |
|---|---|--|
|  Low Density Residential (1-5 u/a) |  Neighborhood Node (10-60 u/a)* |  |
|  Low Density Attached Residential (4-8 u/a) |  Mixed Use Center (12-100 u/a)* | |
|  Medium Density Residential (5-12 u/a) |  Community Activity Center (90-150 u/a) | |
|  High Density Residential (12-60 u/a) |  Industrial | |
|  Greater Southdale District Residential (50-100 u/a) |  Open Space and Parks | |
|  Office Residential (20-75 u/a) |  Public/Semi Public | |
|  Office |  Regional Medical (50-100 u/a) | |
| |  City Limits | |

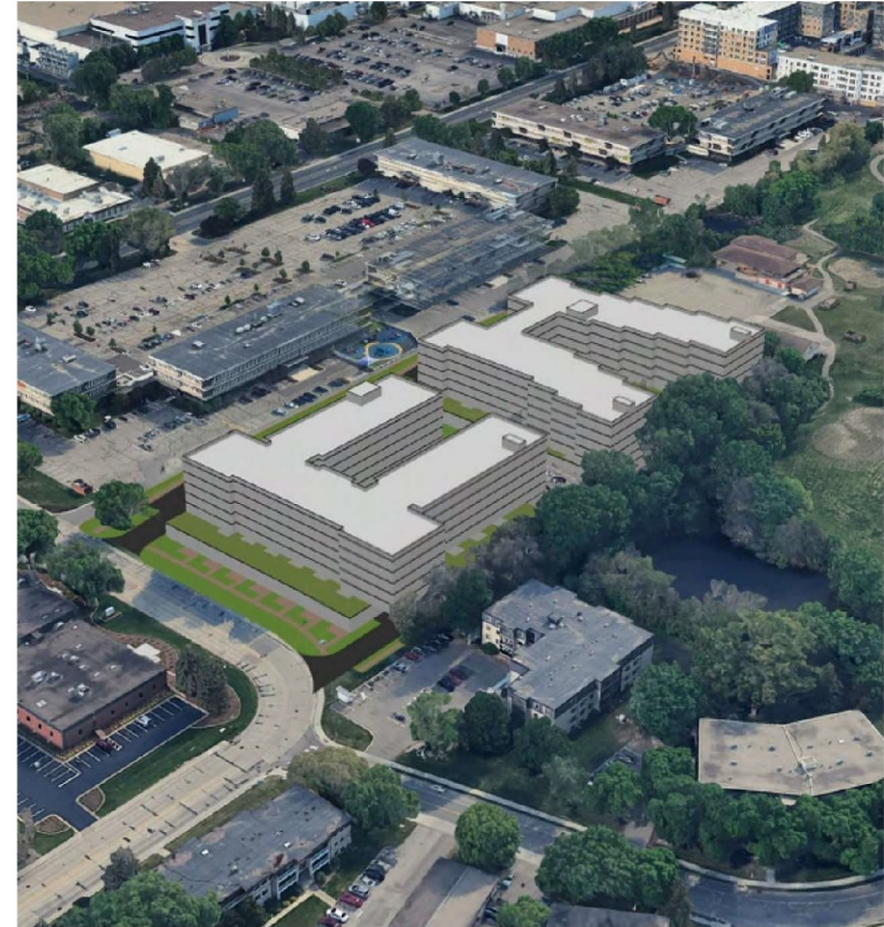


Source: City of Edina, Hennepin County, MetCouncil, MnDOT
 *Density within these categories varies by subarea. See Table 3.6

Building Massing – Option 1

MASSING VIEWS

OPTION 1



Building Massing – Option 2

MASSING VIEWS



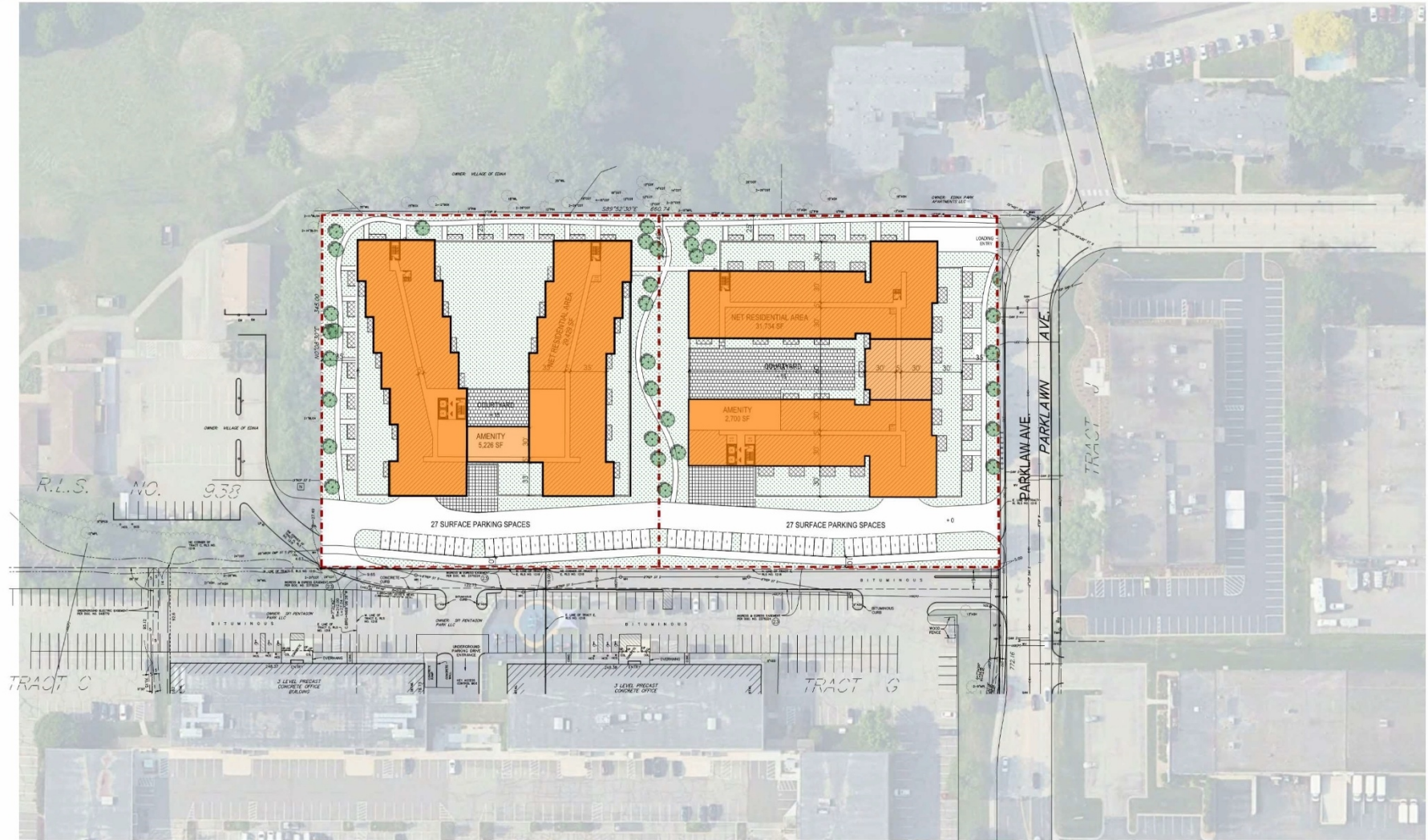
OPTION 2



Site Plan – Option 1

SITE PLAN

OPTION 1



Site Plan – Option 2

SITE PLAN

OPTION 2



Zoning Compliance – MDD-6 District

Compliance Table

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***Variance Required**

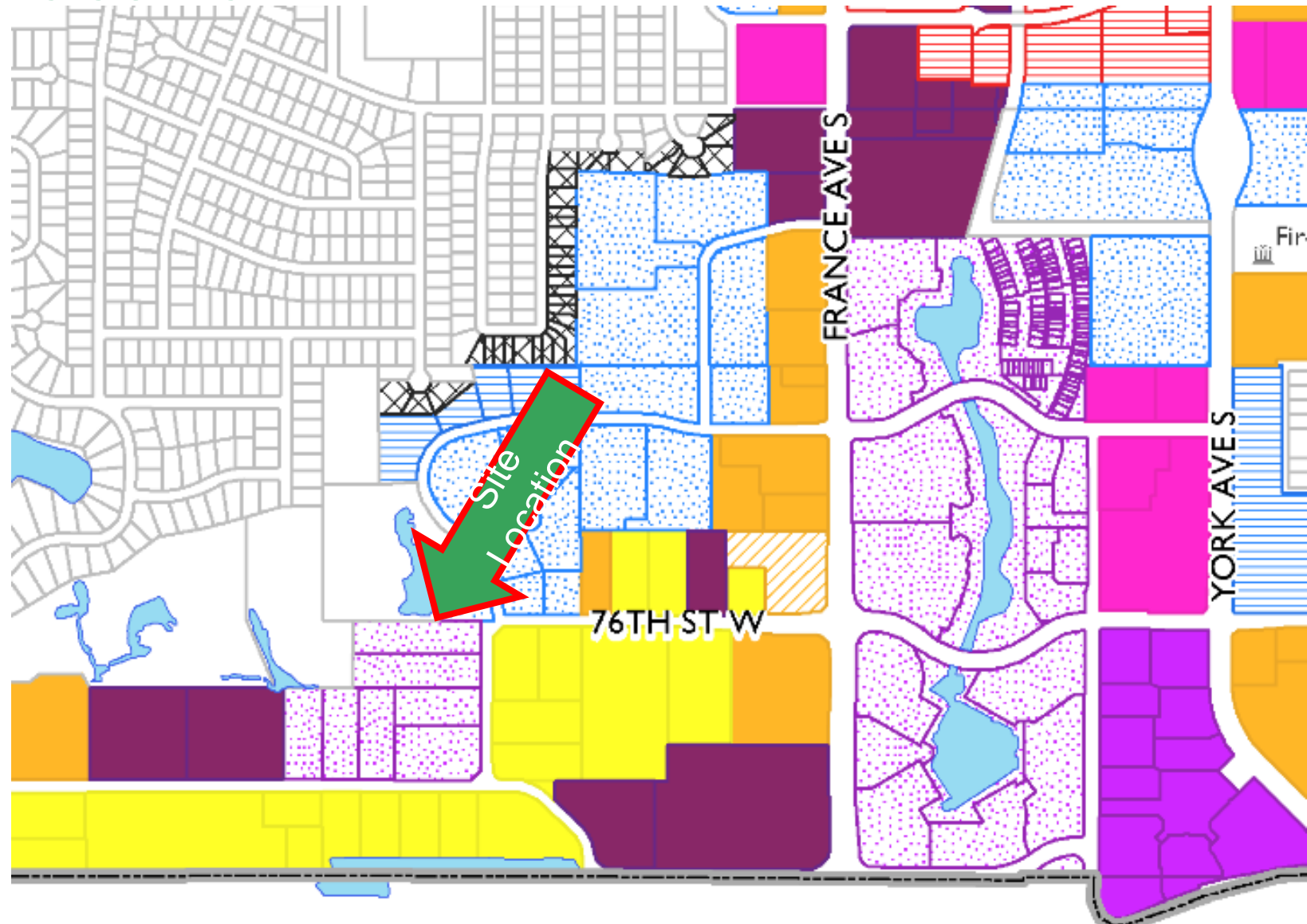
Areas of Focus for the Planning Commission

- The scale of the proposed use, given the number of variances necessary regarding building height and density using the existing MDD-6 Zoning District; or
- Should PUD zoning be encouraged.



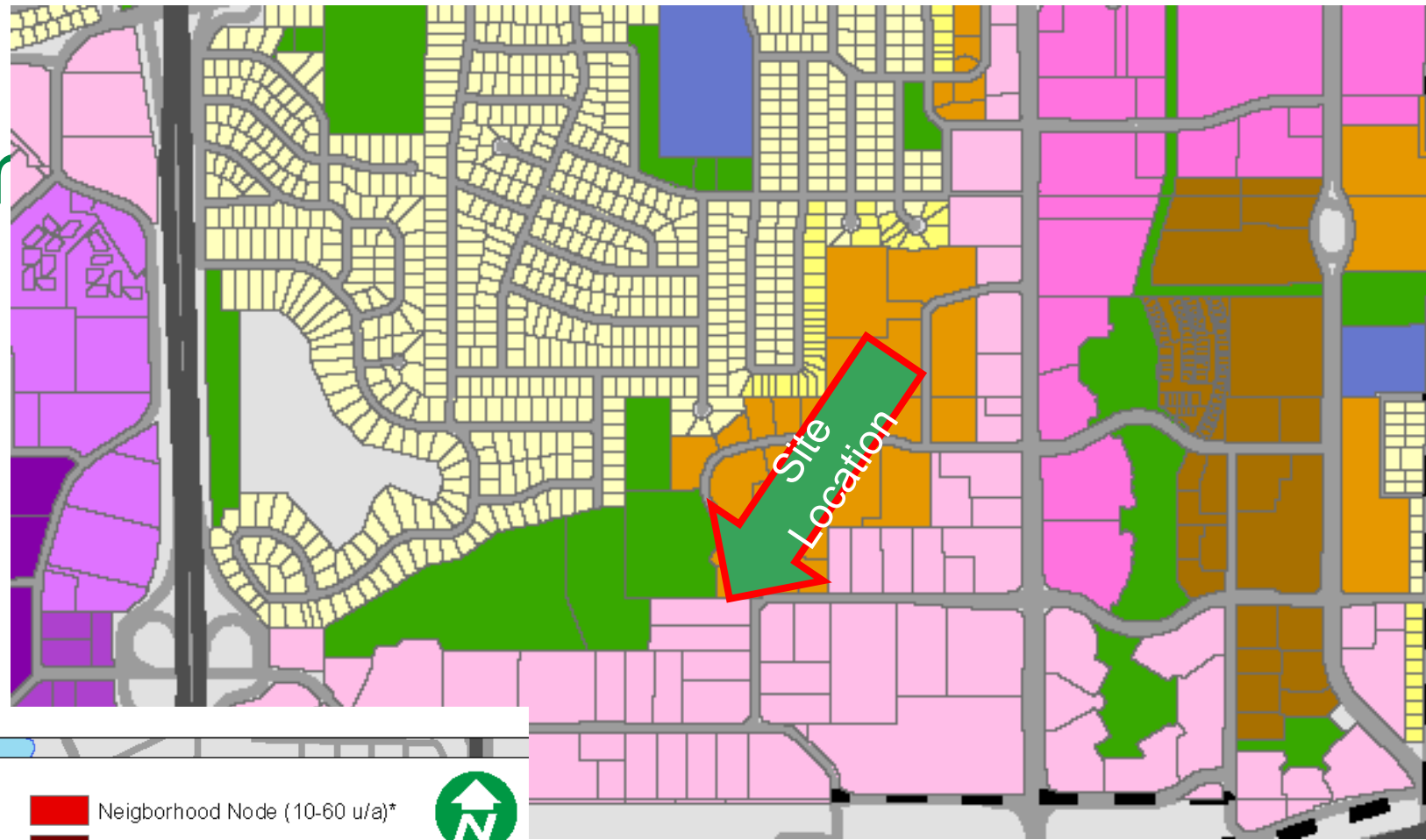
Zoning Map & Site Location

Zoning Map



















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Land Use Description for Office Residential

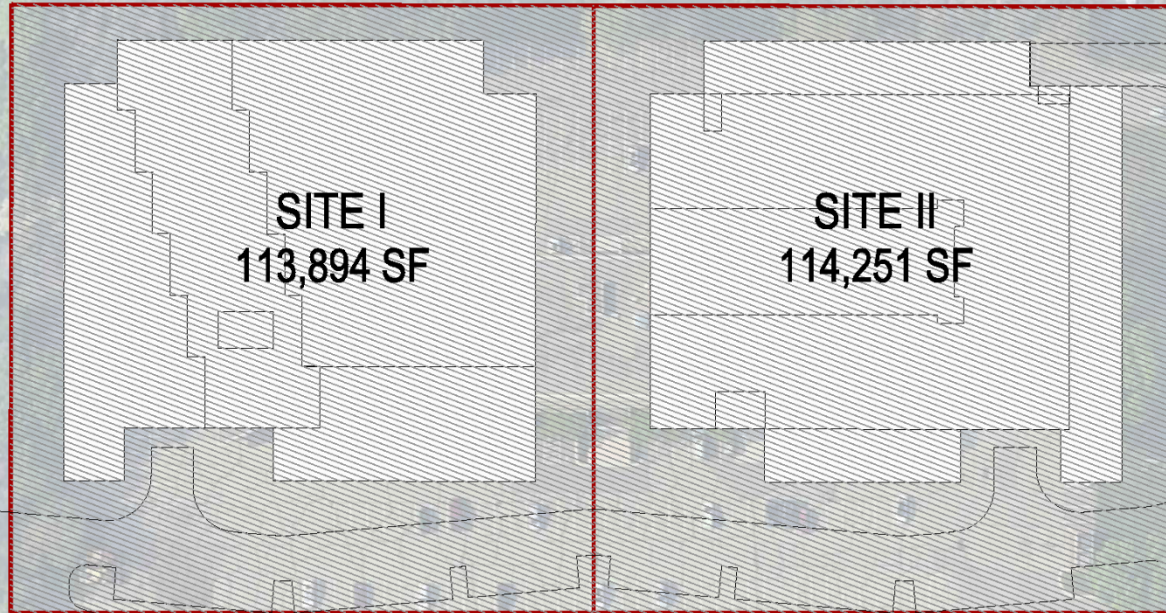
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<p>OR</p> <p>Office Residential</p>	<p>Transitional areas along major thoroughfares or between higher intensity districts and residential districts. Many existing highway-oriented commercial areas are anticipated to transition to this more mixed-use character.</p> <p>Primary uses are offices, attached or multifamily housing. Secondary uses: Limited retail and service uses (not including "big box" retail), limited industrial (fully enclosed), institutional uses, parks and open space. Vertical mixed use should be encouraged and may be required on larger sites.</p>	<p>Upgrade existing streetscape and building appearance, improve pedestrian and transit environment.</p> <p>Encourage structured parking and open space linkages where feasible; emphasize the enhancement of the pedestrian environment.</p>	<p>20 – 75 residential dwelling units/acre</p>

SITE CONTEXT AREA PLAN



- MULTI-FAMILY
- CORPORATE
- GREENWAY

Site Plan

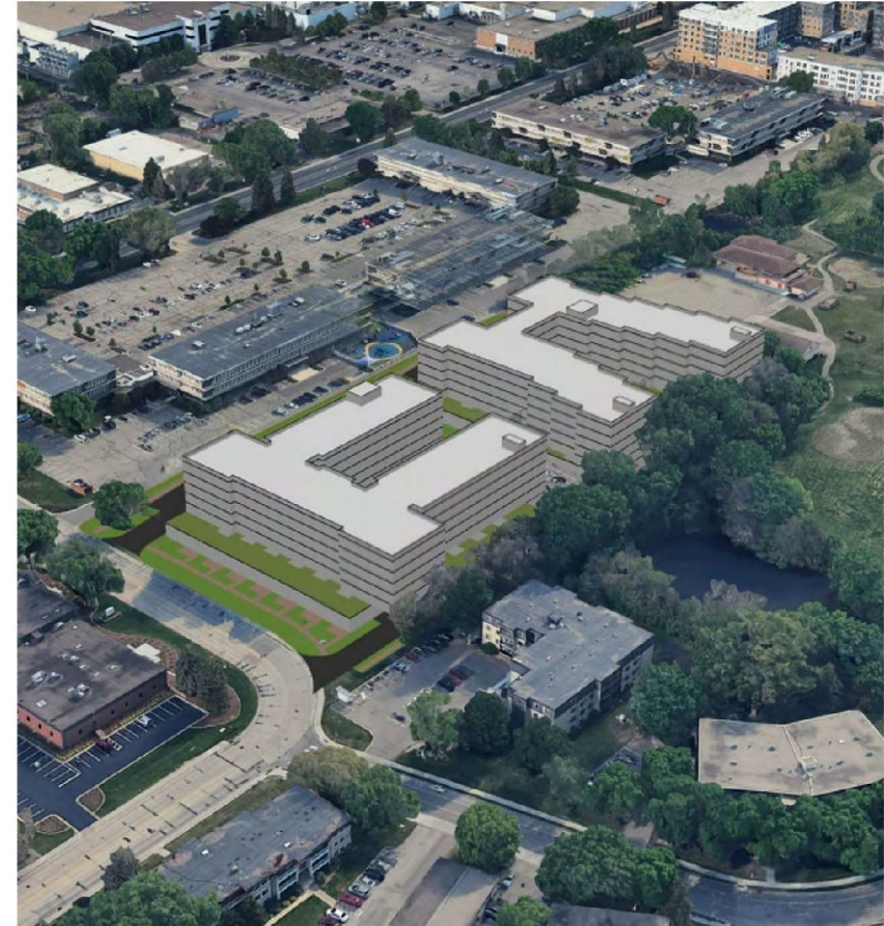


PARKLAW AVE.

Building Massing – Option 1

MASSING VIEWS

OPTION 1



Building Massing – Option 2

MASSING VIEWS



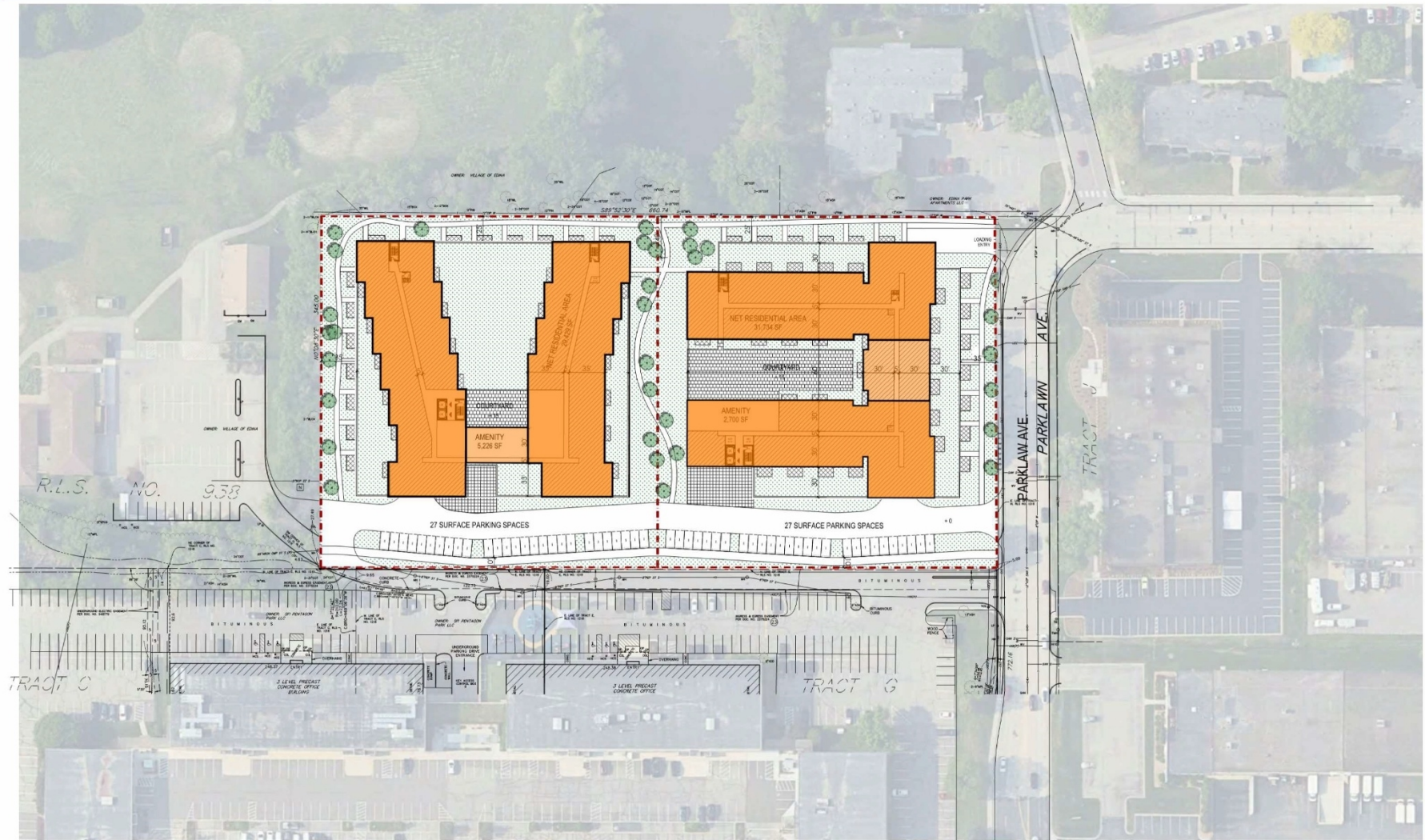
OPTION 2



Site Plan – Option 1

SITE PLAN

OPTION 1



Site Plan – Option 2

SITE PLAN

OPTION 2



Zoning Compliance – MDD-6 District

Compliance Table

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Density Per the Comp. Plan	20-75 units per acre	48-58 units per acre
Building Coverage	30%	54%*
Floor Area Ratio (FAR)	1.0	
Usable Lot area	200 s.f. per dwelling = 50,000-60,000 s.f.	34,000-51,600 s.f.*
Parking Stalls	1 space per unit	16 stalls

***Variance Required**

Areas of Focus for the Planning Commission

- The scale of the proposed use, given the number of variances necessary regarding building height and density using the existing MDD-6 Zoning District; or
- Should PUD zoning be encouraged.

Cary Teague
Community Development Director
City of Edina
4801 W. 50th St
Edina, MN 55424

March 16, 2026

Re: 7600 Parklawn Avenue Sketch Plan Project Narrative

Dear Cary-

Please see below the written narrative for the proposed project at 7600 Parklawn Avenue.

Intended Use: The proposed project is a two-phase redevelopment replacing an existing office building located at 7600 Parklawn Avenue in Edina. The proposed redevelopment would transition the existing office building into residential uses, age restricted for 55+ occupants, bringing forward approximately 125-150 units in each phase or approximately 250-300 units in total. Once completed the newly developed community would offer first class living, lifestyle amenities, concierge level service, and direct access to the reenvisioned Fred Richards Park.

The property will be developed and operated by Greco, a Twin Cities-based development firm with over 25 years of experience in the multifamily space. Once fully developed the properties are projected to employ a total of 7-8 full-time personnel.

Site Plan Considerations

The development team is evaluating the feasibility of two different conceptual site plans for the Phase I project and we have included both building footprints in the package for consideration and feedback.

Key Project Features

- 250-300 units in total, 125-150 units per phase
- Underground Parking of 1 per bedroom
- Approximately 54 surface stalls for guests and vendors
- Two 7 story concepts (Option 1) and a 12 and 7 story concept (Option 2)
- Walk-up units
- Elevated amenity courtyards and ground level walking paths

- Outdoor pools and spas
- Gardening areas
 - Dog runs
 - Screened in porches
 - Outdoor firepits and kitchens
 - Premium interior and exterior finishes and fixtures
- Interior amenities
 - o Private dining rooms
 - o \ndoorgoli□unge
 - o Wellness center
 - o Library/reading rooms
 - o Hobby lounge
 - o Arts rooms
 - o Work from home/office suites
 - o Resident Bistro

Site Zoning and Proposed: The site is currently zoned MDD-6 with a land use of Office. Below is chart outlining the early identification of zoning compliance/exceptions for the proposed redevelopment. As the project progresses, we anticipate further discussion and refinement on proposed exceptions.

ELEMENT	Current Zoning	Proposed
Site Data		
Total Site Area (SF)	228,402	228,402
Total Site Area (acres)	5.24	5.24
District	MDD-6 Mixed Development	MDD-6 Mixed Development
Total Units	105 to 393	125-150 each phase (250-300 total) - assume 270 units
Units /Acre	20 to 75 units/acre - Office/Resi	48-58 units/acre
Height	HOD-4 - 4-stories 48'	144 feet (12 Stories)-directly across street (85'-0" Max -7 Levels)
Lot Area Required	Req'd 3,300 sf/ unit = 891,000 Max Allowance 1,500 = 405,000	914 sf to 762 sf/ unit base - not including potential allowances
Lot Coverage	max lot coverage 30% 200 sf of useable lot area req'd per unit	200 sf x 270 units= 54,000sf. Actual= 54,775 sf
F.A.R.	Residential Uses shall not exceed 0.5	0.96
Setbacks		
Afronting a Street/Front	35 feet	Miniumum 35 feet
Side Street (ft)	35 feet	NA
Interior Side Yard (ft)	20 feet	Minimum 20 feet
Rear Yard (ft)	35 feet	Miniumum 35 feet
Parking Setback	>20' from public street ROW or >10' from interior side lot line	Minimum 20 feet from public ROW, 10 feet from interior lot line
Total Impervious Surface	Current Site approx 90% Impervious	Proposed potential 65% Impervious
<i>Required Parking</i>	(1 per bedroom) 540 Required	530 including visitor
<i>Visitor Parking</i>	based on exposed spaces?	see above
Standard 90 degree Parking	8'-6" x 18' - 24' drive aisles	8'-6" x 18' - 22' drive aisles
Compact 90 degree Parking	7'-6" x 18' - 24' drive aisles	7'-6" x 18' - 22' drive aisles
Accessilble Parking	State Accessibilty Code	State Accessibilty Code
Bike Parking	1 per every 14 units	Minimum 18 to 22 depending on final unit count

We look forward to further discussions regarding the proposed redevelopment. While we understand this is the very beginning stage of the project, we are excited to further the conversation on what we believe to be a compliment of the guiding principles outlined in the Edina Comprehensive Plan, specifically those directed towards the Greater Southdale Plan.

Best regards-



Josh Brandsted