



City Council work
session

January 9, 2018





PLANS & POLICIES

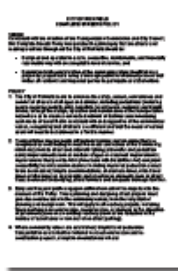
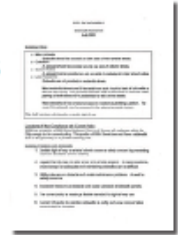


Sweet
Streets
Initiative

Bicycle Master
Plan (2012)



Sidewalk Standards
and Snow Plowing
Policies



Complete
Streets Policy

Lyndale
Avenue

Distracted
Driving
Initiative



Comprehensive
Plan Update

Richfield Arterials
Complete Streets
Study (2009)



Lakes at Lyndale
Connectivity Plan
(2013)



LYNDALE AVENUE RECONSTRUCTION PROJECT



**BOLTON
& MENK**



SWEET STREETS: *better roads, better Richfield*

PROJECT GOALS ADAPTED FROM CITY OF RICHFIELD'S GUIDING PRINCIPLES AND SWEET STREETS INITIATIVE



I. Multimodal Design

Utilize innovative and non-traditional design standards in a way that is equitable for all modes/users, including bicycle, pedestrian, transit, and intermodal travel.

II. Connectivity and Public Realm

Connect public realm amenities so that a range of inter-modal activities support how neighborhood residents travel to and from destinations

III. Local Economy

Support all businesses in the local economy and provide a safe and more convenient way to access and connect across all modes.

IV. Design for People

Consider how people will use community amenities and facilities, addressing universal accessibility and the comfort, safety, and convenience of all users.

V. Community Character & Identity

Recognize and respond to community character and features with appropriate design, speeds, wayfinding, and amenities.

VI. Sustainable Solutions

Utilize solutions that are adaptable, flexible, built to last, and consider implications of long term maintenance.

VII. Health and Active Lifestyles

Incorporate elements that encourage comfortable corridors and places to walk and bike to, via safe and well-landscaped routes that connect the community.

VIII. Unique Location

Support a well-designed and functional system which complements local land use and capitalizes on Richfield's unique location through access to regional multimodal system.

What do you think?

Put a dot next to the project goals you think are most important for the Lyndale Avenue project

LYNDALE AVENUE RECONSTRUCTION PROJECT



**BOLTON
& MENK**



What we heard

2 Open Houses

2 Transportation Commission Meetings

City Bella



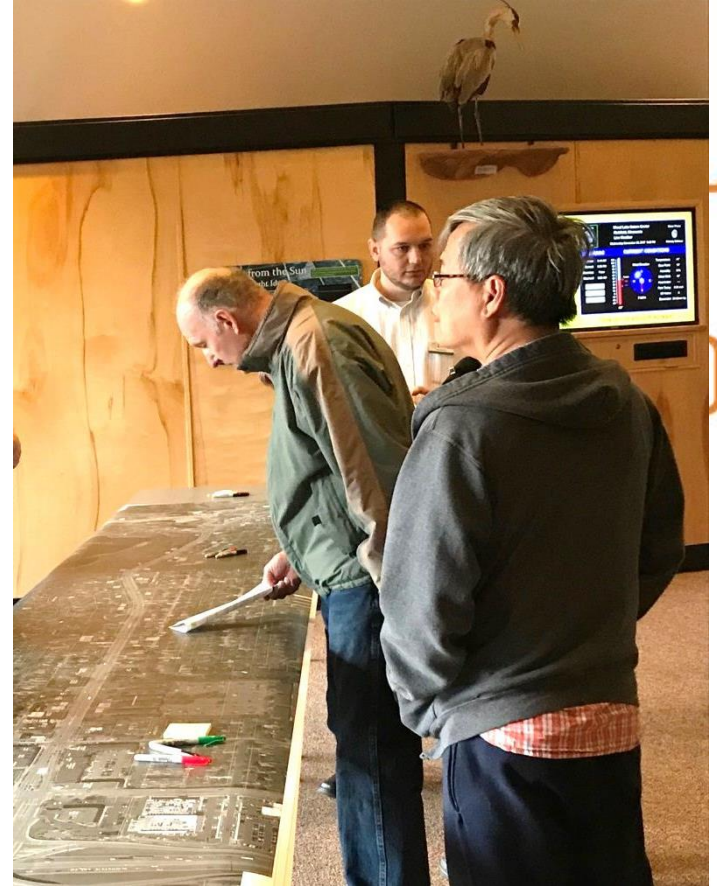
What we heard

Pedestrian Concerns (safety and accessibility)

- Sidewalks and crossings
- Pedestrian Fatality
- Speeding

Bicyclist's Concerns (safety)

- Lack of facilities



What we heard

Motorist's Concerns (operations)

- Lakeshore Drive intersection
- Holy Angels traffic
- Signal operations
- Sightlines
- 3-lane operations

General Concerns

- Corridor Appearance
- Parking



Design Considerations

Pedestrian

- Reduce crash severity
- Offset Sidewalks with boulevards
- Medians for crossings
- Improved lighting
- Reduce Speeding



Transit

- Improve bus stop waiting areas (Offset to traffic and features)

Bicyclist

- Space allocated for bicycle lanes
- Buffer to traffic



Design Considerations

Motorist

- Reduce Crash severity
- Reduce speeds

General

- Space allocated for streetscaping
- On Street parking



Problem Statement and

SWEET STREETS: *better roads,
better Richfield*

ADDRESSING THE PROBLEM

Combining the Guiding Principles and public input, we've identified the following:



COMMUNITY PROBLEM STATEMENT:

- Safety and comfort for pedestrians, transit users, bicyclists, and drivers is compromised and users are not satisfied with the way the existing road operates.



GOAL: TO ADDRESS SAFETY IN DESIGN THROUGH CONSIDERATION OF:

- Speed - Reduce vehicle speeds along the corridor.
- Reduce crash severity by slowing traffic, reduce crashes by reducing conflict points.
- Reallocate Space - Allocate space for walking, bicycling, bus stops, parking, snow storage and green space while maintaining adequate traffic capacity for motor vehicles.

Lyndale Avenue Design

"front end"

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— SAFETY TOOL: 3-LANE SECTION —

Safety tools considered with the following Guiding Principles in mind:

- I. Multimodal Design
- II. Connectivity and Public Realm
- IV. Design for People
- VI. Sustainable Solutions
- VII. Healthy and Active Lifestyle



SAFETY BENEFITS:

- **Speed**
 - Reduces excessive speeding
 - Slight decrease in average speed
- **Conflict Points**
 - Fewer conflict points for crossing traffic and pedestrians (shorter crossing distance)
 - Proven to reduce crashes on 4-lane to 3-lane conversions
- **Space**
 - Narrows roadway footprint
 - Allows space for on-street bicycling or parking
 - Green Space

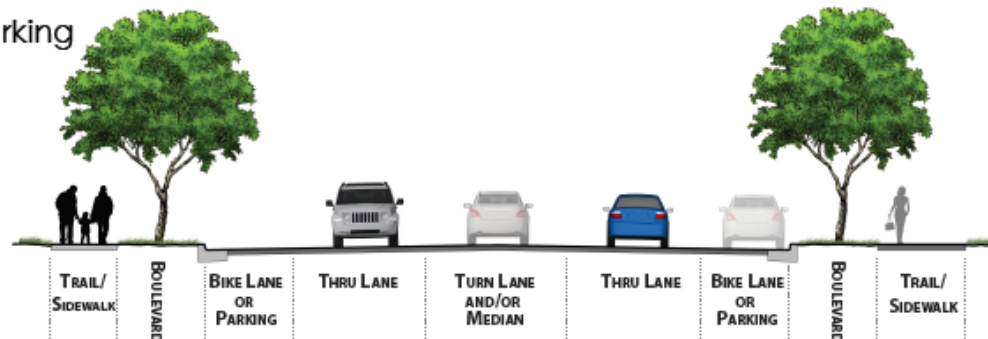


TRADEOFFS:

- Fewer gaps for cross street traffic
- Increased delay on side streets



3-Lane Section of Portland Avenue



LYNDALE AVENUE RECONSTRUCTION PROJECT



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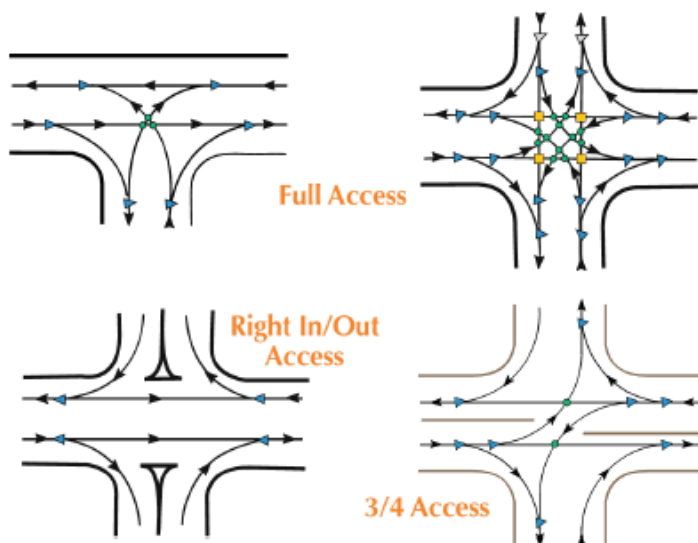
Lyndale Avenue Design

SWEET STREETS: *better roads,
better Richfield*

— SAFETY TOOL: REDUCING CONFLICT POINTS —

Safety tools considered with the following Guiding Principles in mind:

- I. Multimodal Design
- II. Connectivity and Public Realm
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- Conflict points are locations where vehicle paths merge, diverge, or cross (also applies to pedestrians and bicycles)
- Safety research suggests intersection crash rates are related to the number of conflict points
- Controlling access by reducing the number of driveways/intersections reduces the number of conflict points
- **A reduction in conflict points generally improves safety by reducing the number of crashes and the crash severity**

| | □ Crossing | ● Turning | ▶ Merge/ Diverge | Total | Typical Crash Rate (crashes per mil. entering vehicles) |
|---------------------|------------|-----------|---------------------|-------|---|
| Full Access + | 4 | 12 | 16 | 32 | 0.3 ⁽¹⁾ |
| Full Access T | 0 | 3 | 6 | 9 | 0.3 ⁽²⁾ |
| 3/4 Access | 0 | 2 | 8 | 10 | 0.2 ⁽³⁾ |
| Right In/Out Access | 0 | 0 | 4 | 4 | 0.1 ⁽³⁾ |

Source: MnDOT Safety Handbook

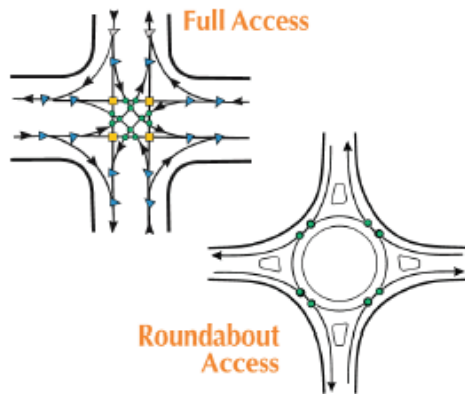
Lyndale Avenue Design

SWEET STREETS: *better roads,
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— SAFETY TOOL: ROUNDABOUT —



Source: MnDOT Safety Handbook



SAFETY BENEFITS:

- **Speed**
 - Slows speeds within 1/4 mile of the roundabout (both approaching and exiting)
 - Calms traffic
- **Conflict Points**
 - Reduces from 32 to 8 for vehicles
 - Reduces from 16 to 8 for pedestrians
- **Space**
 - Boulevard space/pedestrian refuge
 - Bicycles have option of using pedestrian crossing or ride through roundabout



TRADEOFFS:

- Additional right-of-way impacts at corners
- Shorter gaps for turning on to/off side streets, but generally more



Lyndale Avenue Design

SWEET STREETS: *better roads,
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— SAFETY TOOL: COMPACT ROUNDABOUT —

Safety tools considered with the following
Guiding Principles in mind:

- I. Multimodal Design
- II. Connectivity and Public Realm
- IV. Design for People
- VI. Sustainable Solutions
- VII. Healthy and Active Lifestyle



SAFETY BENEFITS:

- **Speed**
 - Lower vehicular speeds
- **Conflict Points**
 - Fewer conflict points for vehicles and pedestrians
- **Space**
 - More space allocation
 - Little to no additional right-of-way impacts
 - Traversable islands to handle large trucks



TRADEOFFS:

- **Traffic movement violations**



Lyndale vs portland



Lyndale Avenue

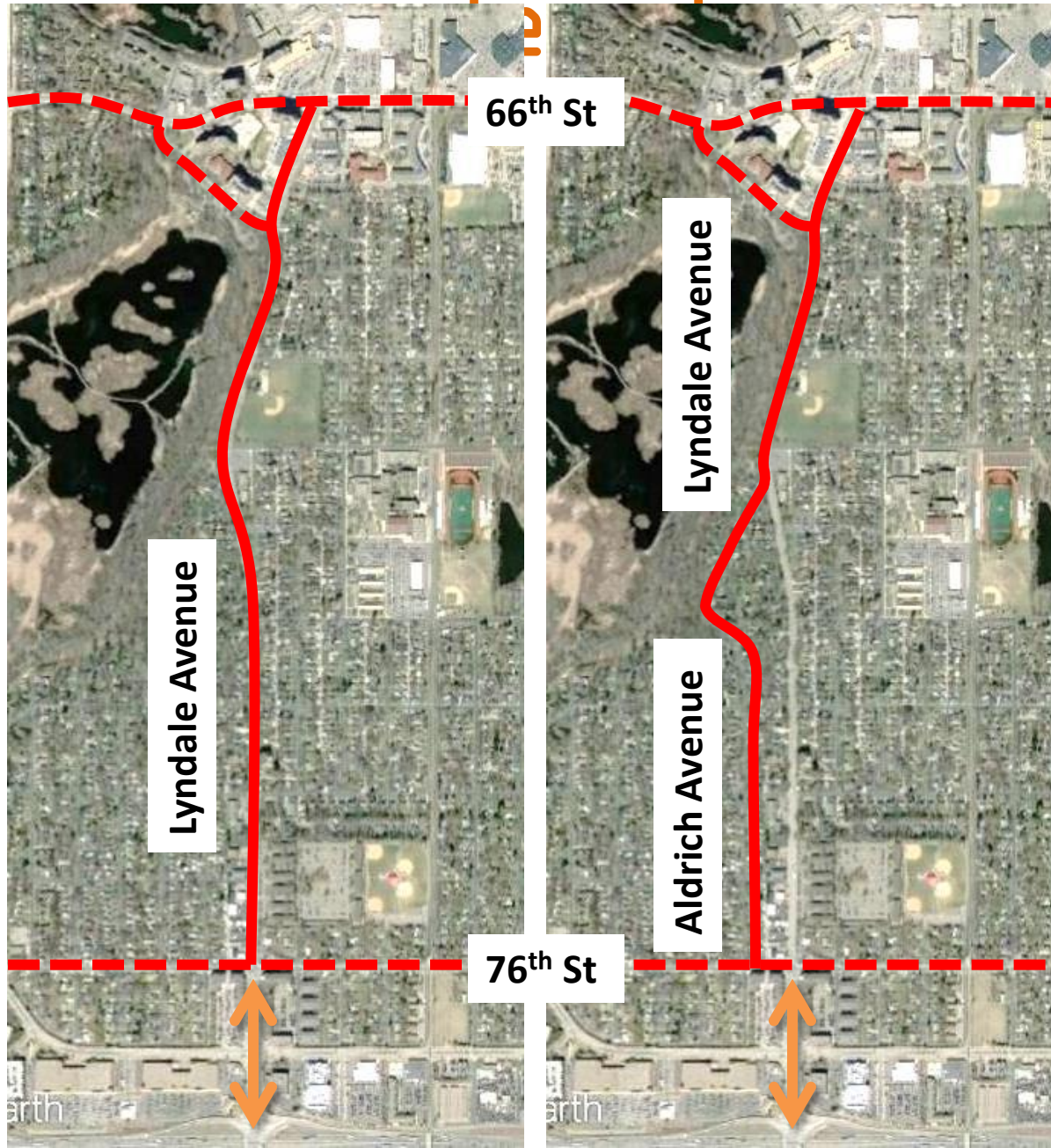


Portland Avenue

- Different Land Uses
- Curves
- Misaligned streets
- Alleys

**SWEET
STREETS:**
roads, better Richfield

Bicycle Routes



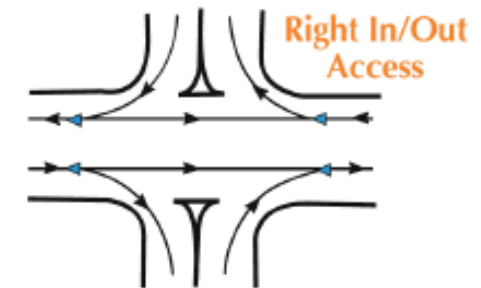
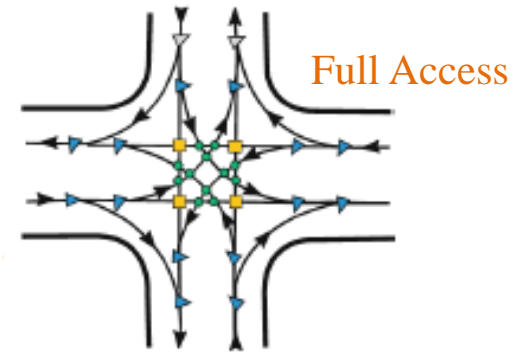
Access management

Benefits of Access Management

(from MnDOT)

Effective access management will:

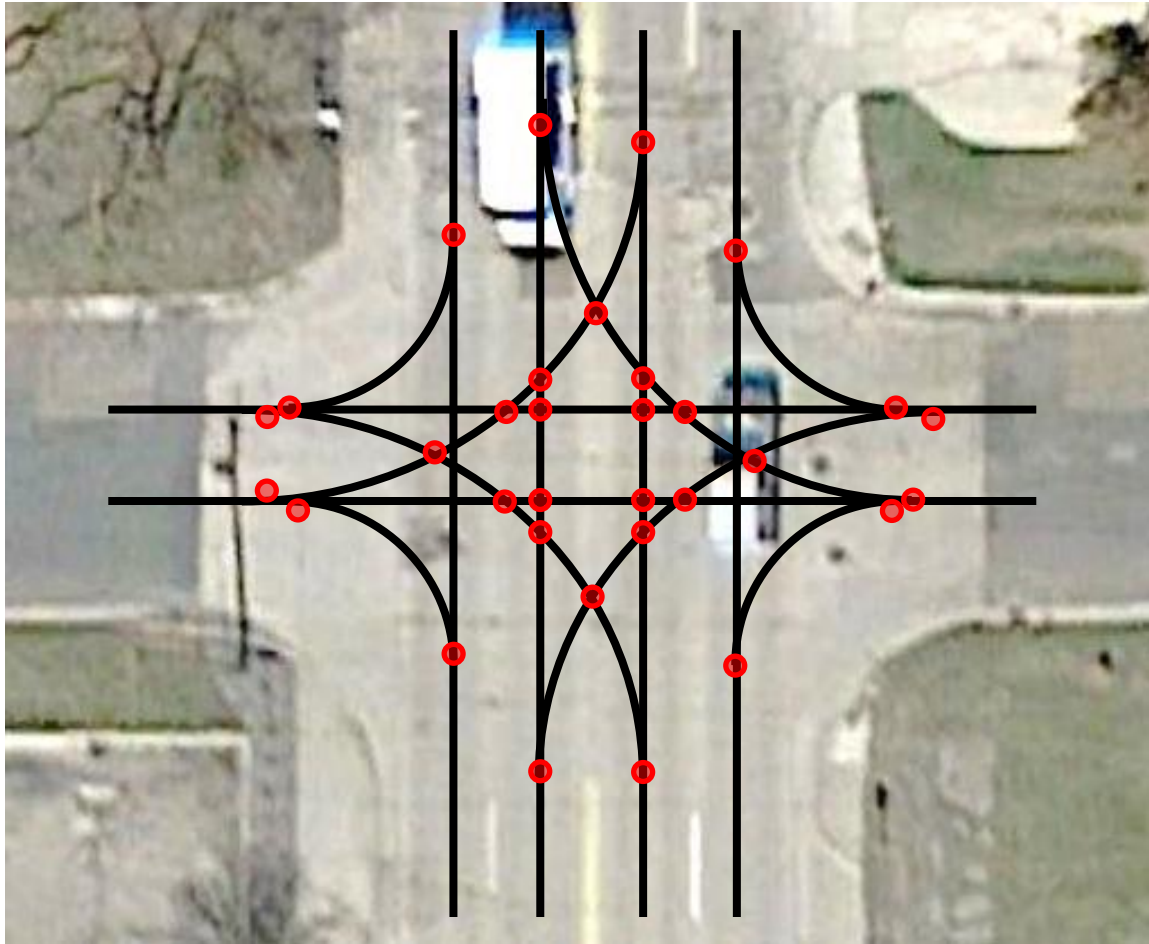
- Reduce congestion and crashes
- Preserve road capacity and postpone the need for roadway widening
- Improve travel times for the delivery of goods and services
- Ease movement between destinations
- Support local economic development



| | Total | Typical Crash Rate |
|---------------------|-------|--------------------|
| Full Access | 32* | 0.3 |
| Right In/Out Access | 4* | 0.1 |

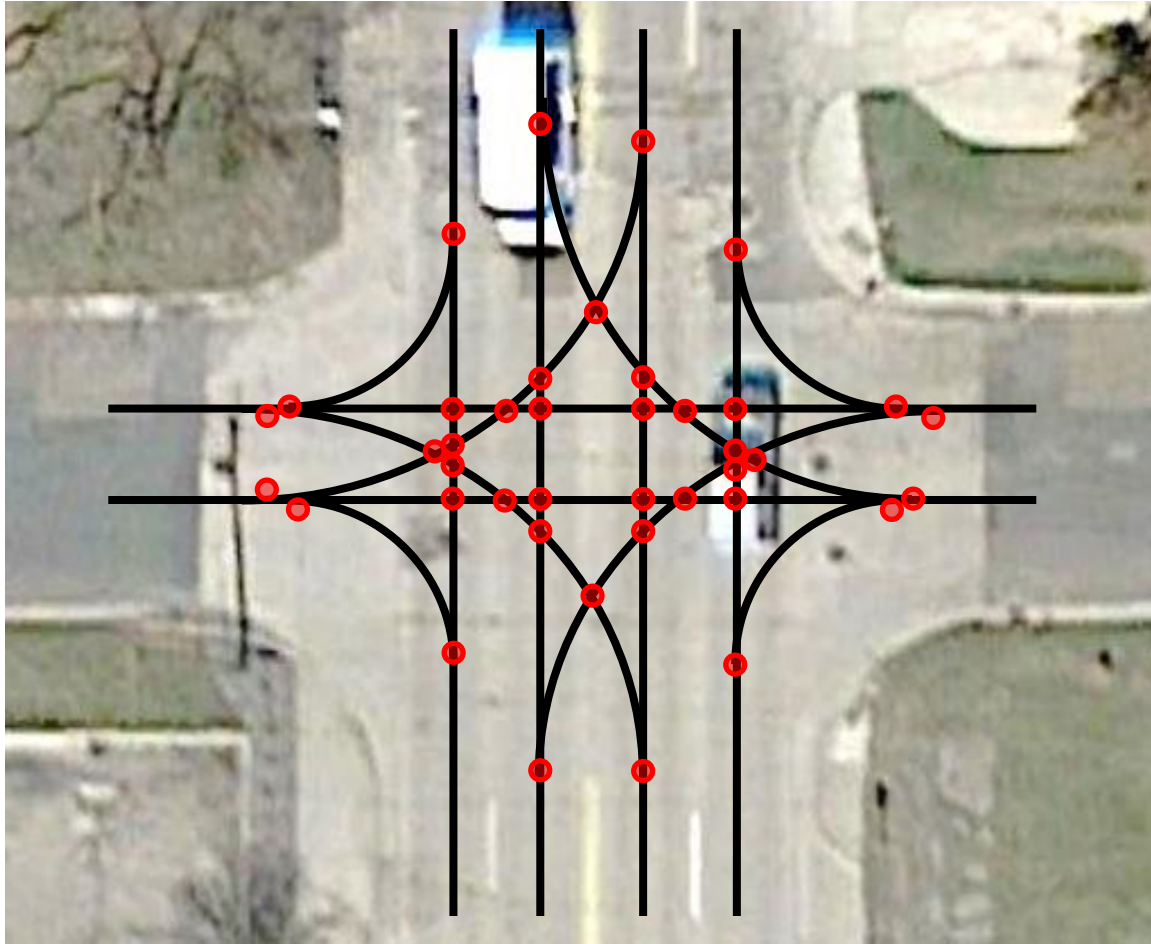
*vehicle only with two-lane streets

Access management



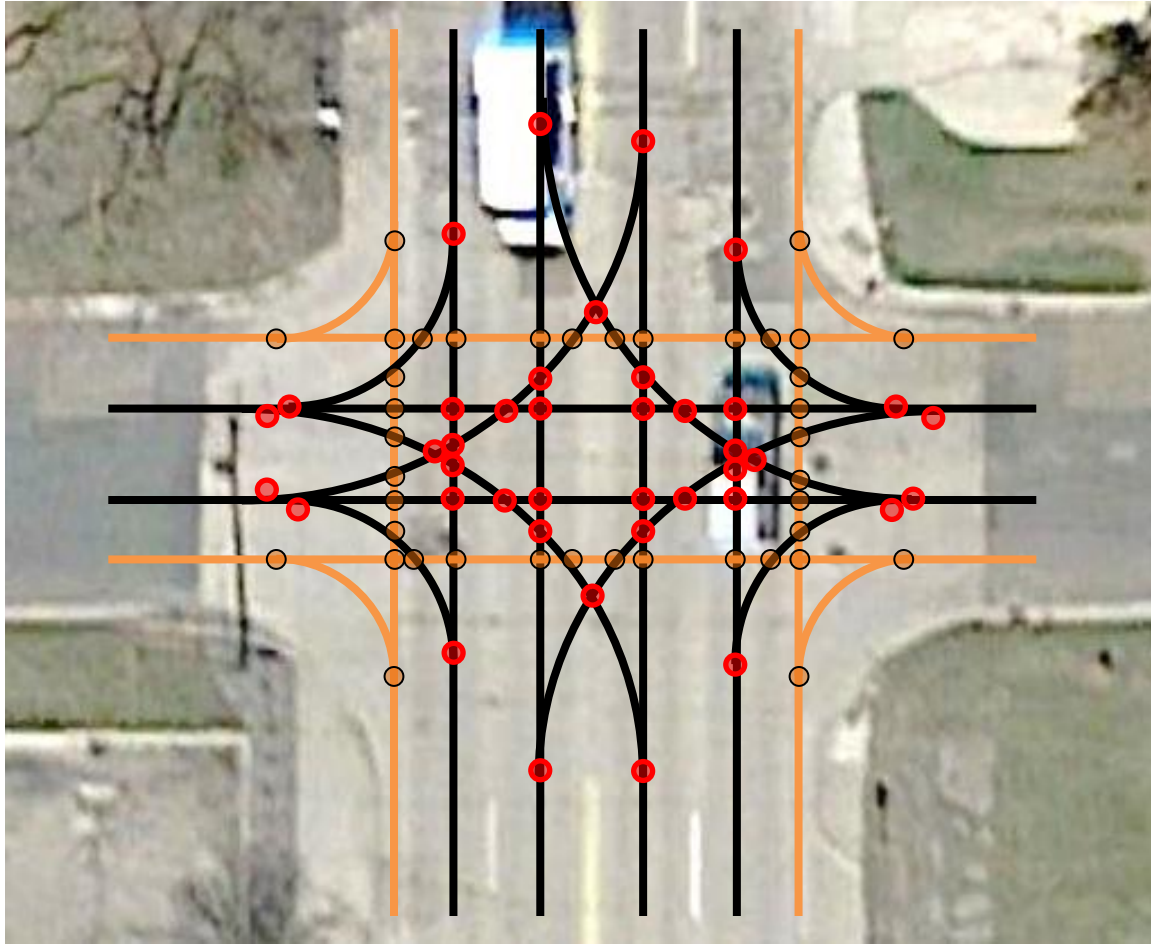
| | Pedestrian | Bicycle | Vehicle | Total |
|-------------|------------|---------|---------|-------|
| Full Access | | | 32 | |

Access management



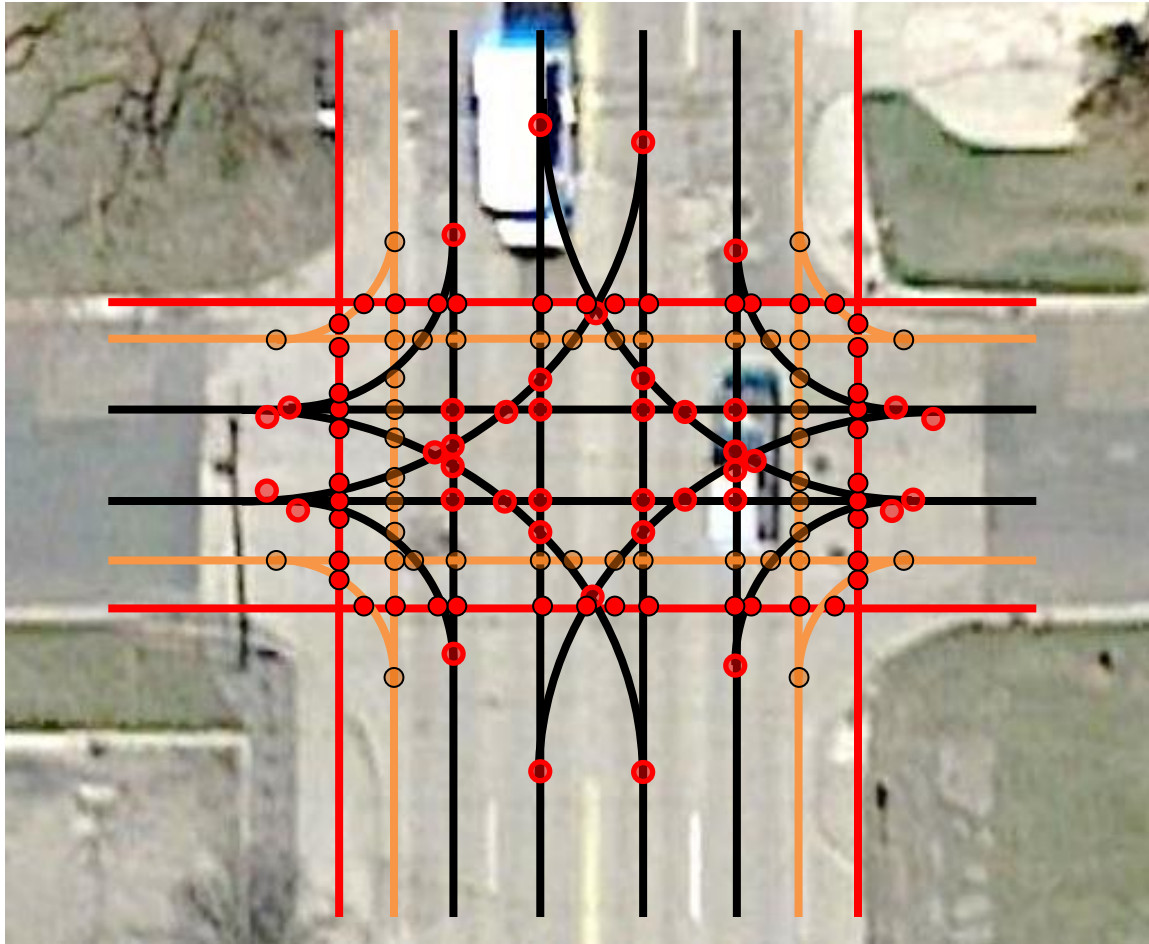
| | Pedestrian | Bicycle | Vehicle | Total |
|-------------|------------|---------|---------|-------|
| Full Access | | | 40 | |

Access management



| | Pedestrian | Bicycle | Vehicle | Total |
|-------------|------------|---------|---------|-------|
| Full Access | | 40 | 40 | |

Access management



| | Pedestrian | Bicycle | Vehicle | Total |
|-------------|------------|---------|---------|-------|
| Full Access | 44 | 40 | 40 | 124 |

Lyndale Avenue Access Management

75th St

Lyndale Avenue

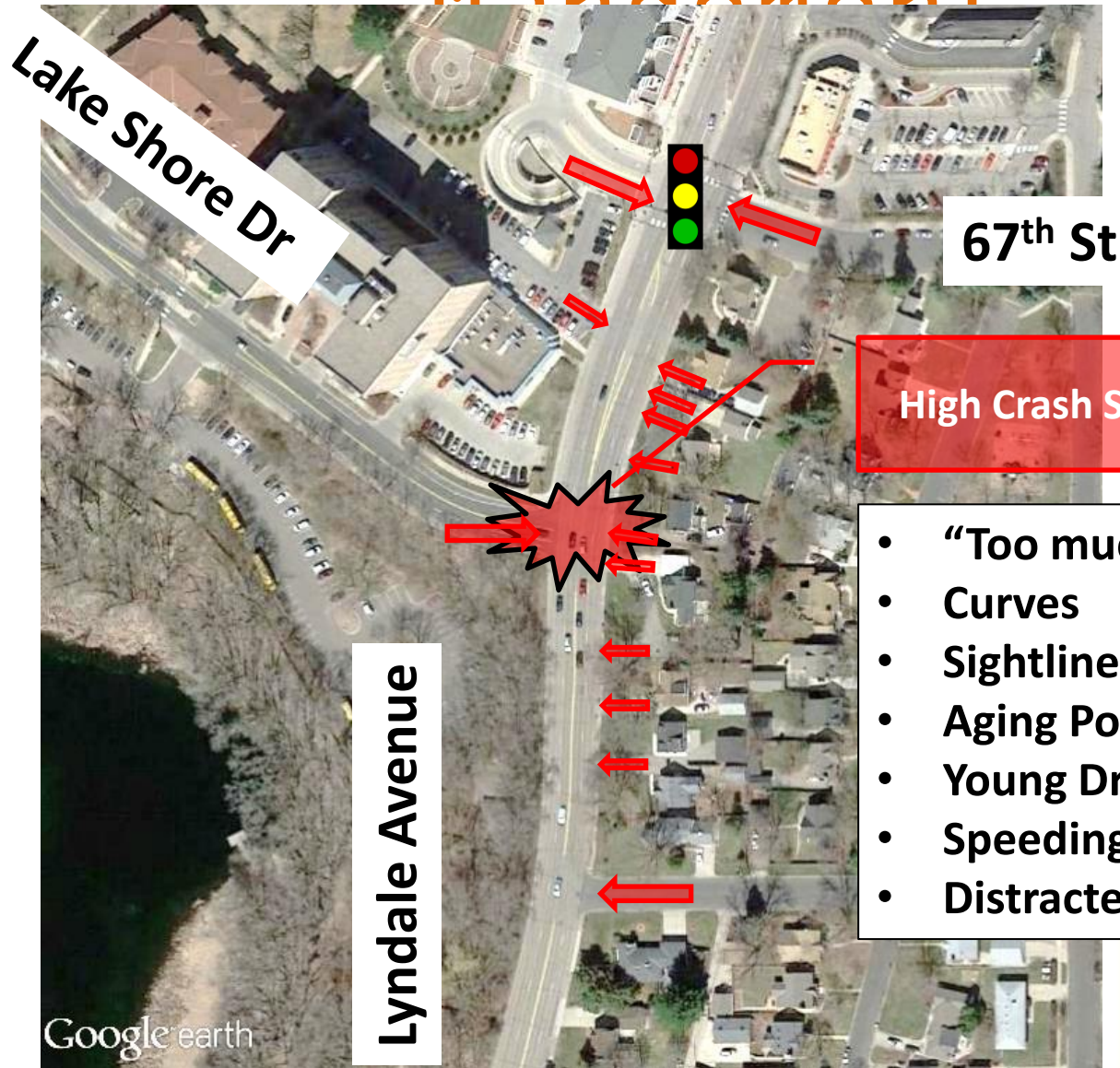
76th St

- Existing Parking along west side of encroaches on Lyndale Right-of-Way



Lyndale Avenue Access

Management

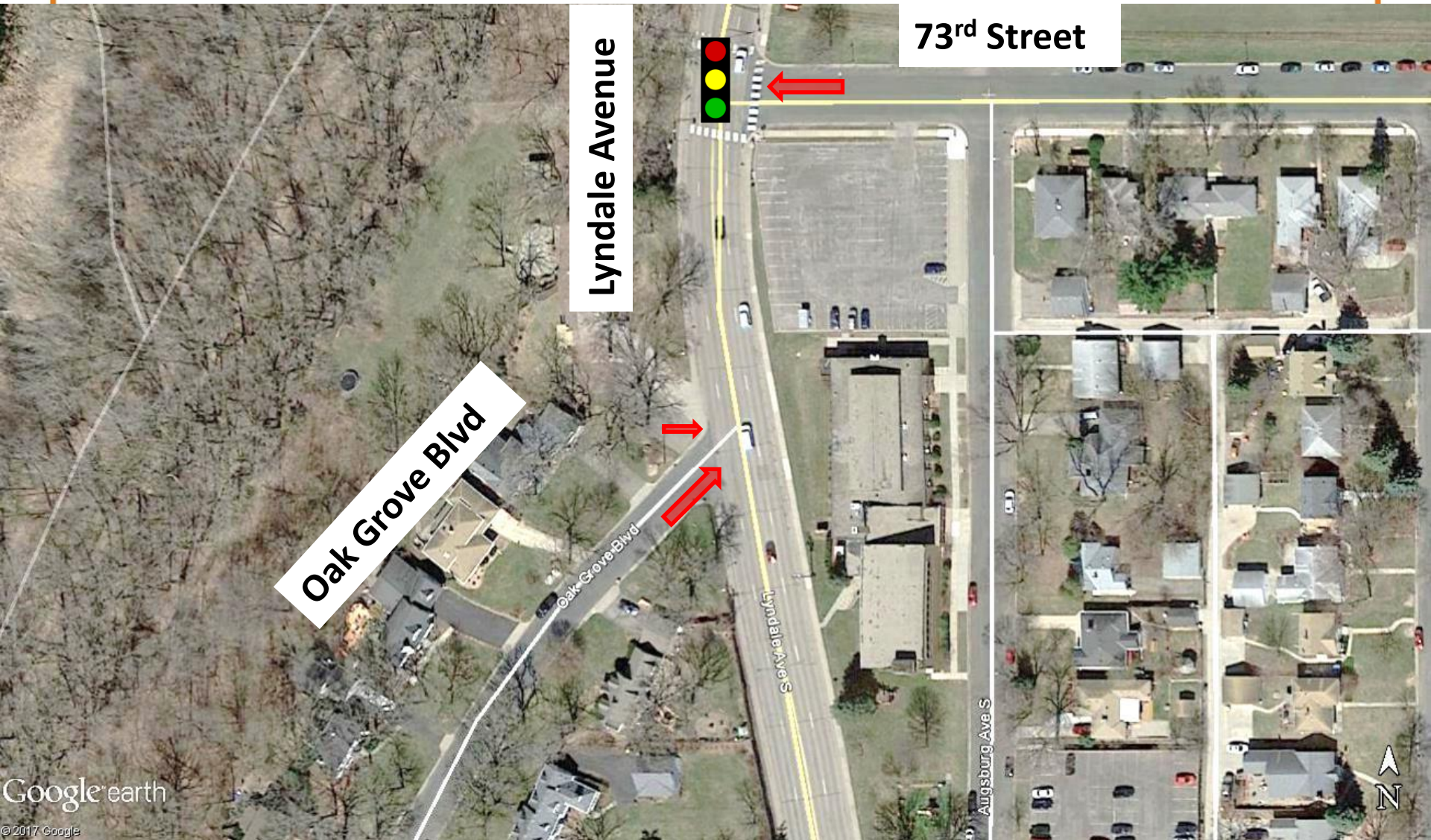


High Crash Severity Rate

- “Too much” Access
- Curves
- Sightlines
- Aging Population
- Young Drivers
- Speeding
- Distracted Driving



Lyndale Avenue Access Management



Lyndale Avenue

Next Steps

2 Public Open Houses

- Alternative Review (Late February 2018)
- Preferred Alternative (Late March/early April 2018)

1 Business Open House

3 Transportation Commission Meetings

- Alternative Review
- Preferred Alternative
- Recommendation to Council





SWEET STREETS:

better roads, better Richfield

Zoning Summary

The following provides an overview of the zoning, as per the City of Richfield ordinances and staff planners:

- Property is zoned General Business C-2
- Permitted uses include (but not all):
 - o Shopping centers or multi-tenant developments with 100,000 gross square feet or less
 - o Retail, service and office with 50,000 gross square feet or less
 - o Class IV take out only restaurants without drive-thru
 - Full service restaurants are a conditional use
- FAR – Maximum impervious surface coverage (building & parking lot) is 85%
- Building height - up to 3 stories or 40 feet
- Setbacks:
 - o 35 feet to the sides (15th Ave & 14th Ave) and 15 feet to the rear (towards the residential property)
 - o 35 feet to the front (66th St), but can be reduced to as little as 5 feet if customer entrances are provided facing the sidewalk
- Parking:
 - o 3-5 spaces are required per 1,000 square feet of gross floor area
 - o 5% bicycle racks are required per space
 - 3 racks required

Project Summary

Therapy of Champions is an advanced recovery studio designed to help active individuals of all ages recover faster and perform better in their everyday lives. We specialize in a range of therapies, including: Whole Body Cryotherapy, NormaTec Compression, Sports Massage, Acupuncture, Yoga, Mindfulness, Sports Psychology, and the NeuroTarget technique. The therapies we offer are proactive, and focus on reducing inflammation, flushing the lymphatic system, dissipating lactic acid, and reducing toxic stress. We also help to properly align the body to maximize the efficiency of force production with the least amount of effort. By leveraging the best of ancient and modern technologies, we empower our clients to play a proactive role in their well-being. Instead of just pushing through the pain and soreness, Therapy of Champions provides the recovery tools needed to prevent ailments, reduce the risk of injuries, and enjoy an active lifestyle.

What We’re Building

Therapy of Champions is planning to build the largest performance recovery facility in the United States. This facility will be two stories, 12,000 square feet and be exclusively dedicated toward helping active individuals of all ages recover faster from their fitness, occupational, and recreational activities, while increasing their focus, reducing stress, and ultimately performing better in their everyday lives.

In the new facility we will be adding:

- 30 new recovery services
- 10 multi-use suites for 10 different complementary and alternative healthcare practitioners
- 4 commercial spaces for rent
- Dentist
- Salon/MediSpa
- Kids Theory
- Commercial Kitchen

During our presentation we will highlight the new development and discuss how we want to contribute to the economic vibrancy and revitalization of the E. 66th Street Corridor

1415 66th St East, Richfield MN 55421

Massing Study - Option 1

Notes:

| | | | | | | | |
|----------------------------------|---------------------------------|-------------------------|-----------|----------|------------------|----------|---------------|
| | <u>Option 1</u> | | | | | | |
| | 15,875 | Parking Lot - 52 Stalls | | | | | |
| | <u>17,408</u> | Option 1 Building | | | | | |
| | 33,172 | Property Lot | | | | | |
| | 100% | | | | | | |
| | | | | | | | |
| | 1,978 | Open Space | | | | | |
| | | | | | | | |
| | Parking: | 2-3 | | | | | |
| | <u>52</u> | <u>3 per 1000 sq ft</u> | | 35 | 2 per 1000 sq ft | | |
| | <u>70</u> | <u>4 per 1000 sqft</u> | | 17 | 1 per 1000 sqft | | |
| | <u>87</u> | <u>5 per 1000 sqft</u> | | | | | |
| | | | | | | | |
| | <u>Square Footage Breakdown</u> | | | | | | |
| 1st | 2,281 | 1903 | 1250 | 1439 | 1926 | 1015 | |
| 2nd | 1,713 | 1903 | 1250 | 0 | 0 | 1015 | |
| 3rd | <u>1,713</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | |
| | 5,707 | 3,806 | 2,500 | 1,439 | 1,926 | 2,030 | |
| | 12,013 | | | 3,365 | | 2,030 | 17,408 |
| | TOC | | | Retail | | Dentist | Total |
| | | | | | | | |
| <u>Other Impervious Surfaces</u> | | | | | | | |
| Parking Lot | | 15,875 | 52 stalls | | | | |
| Property Lot | | 33,172 | | | | | |

1415 66th St East, Richfield MN 55421



 BASIC SITE PLAN

1415 66th St East, Richfield MN 55421



LOOKING EAST

1415 66th St East, Richfield MN 55421



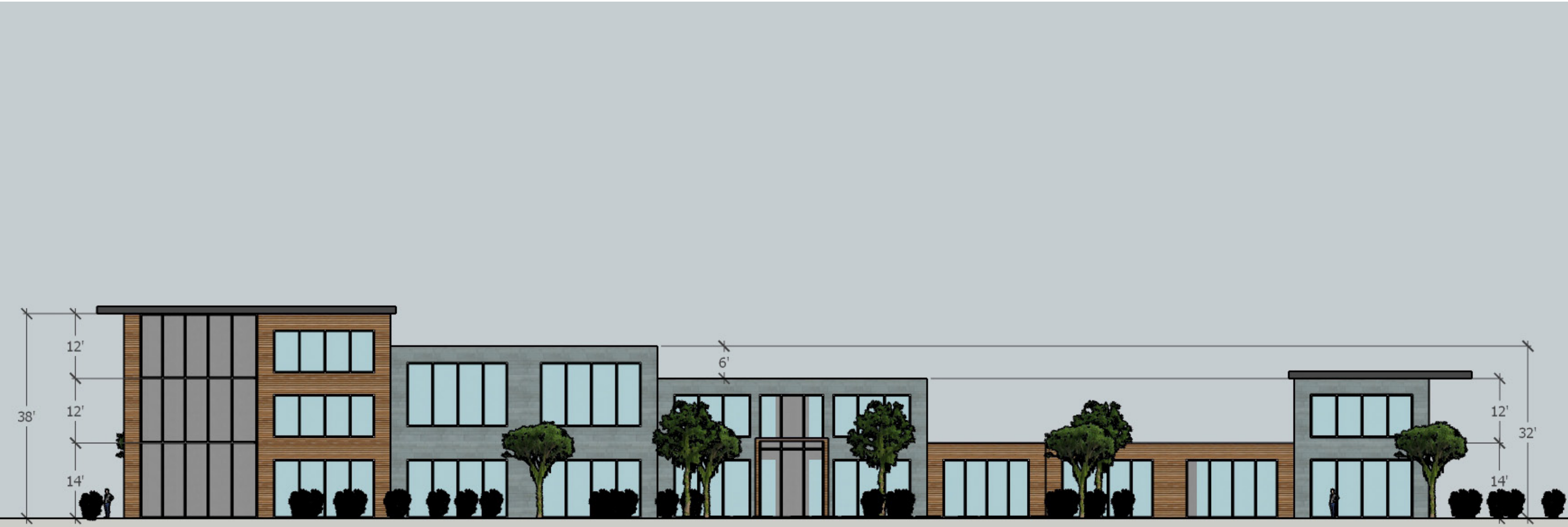
LOOKING WEST

1415 66th St East, Richfield MN 55421



PERSPECTIVE VIEW

1415 66th St East, Richfield MN 55421



ELEVATION

1415 66th St East, Richfield MN 55421



IN CONTEXT

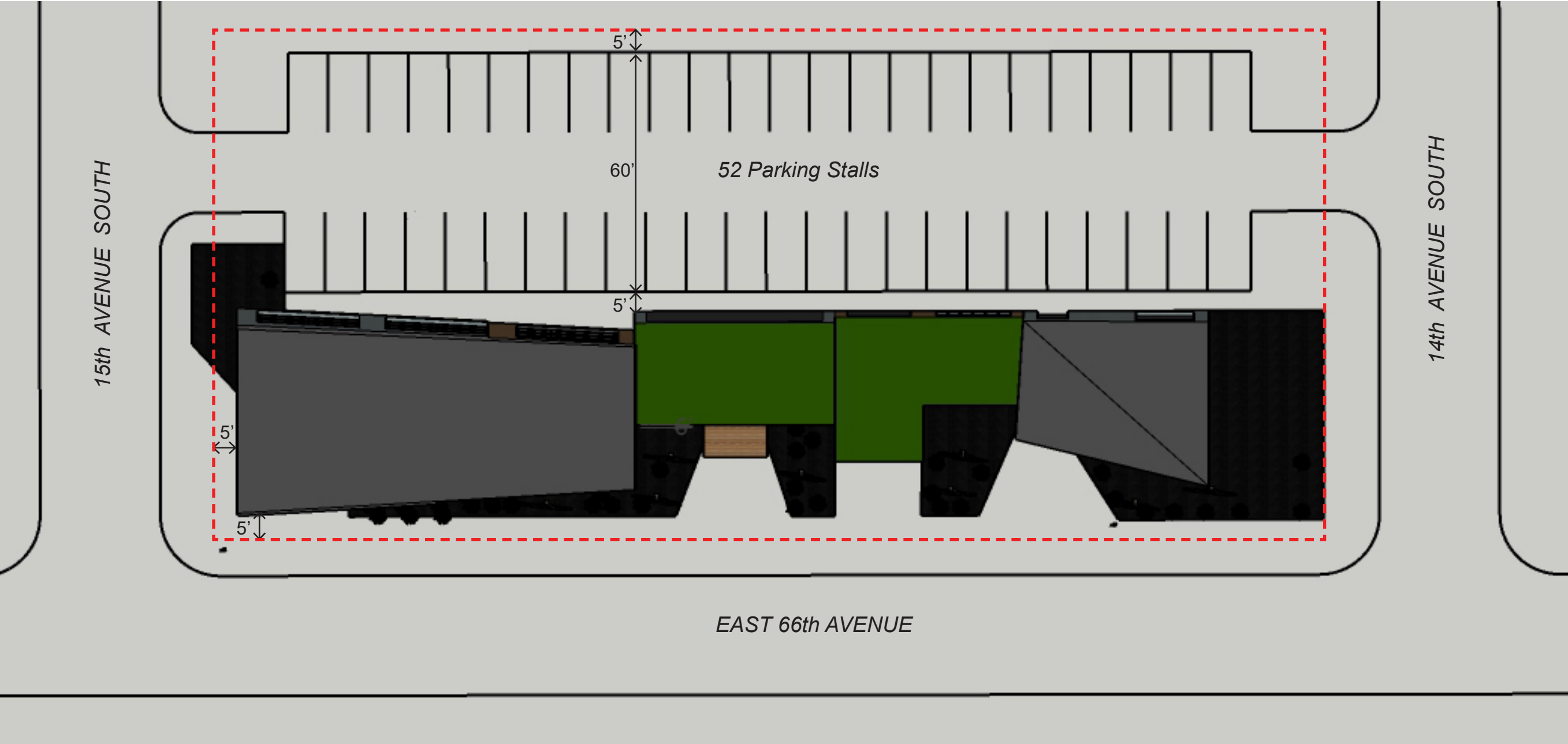
1415 66th St East, Richfield MN 55421

Massing Study - Option 2

| | | | | | |
|-----|---------------------------|-------------------------|--------|------------------|--------|
| | Option 2 | | | | |
| | 15,875 | Parking Lot - 52 Stalls | | | |
| | 15,879 | Option 2 Building | | | |
| | 33,172 | Property Lot | | | |
| | 96% | | | | |
| | | | | | |
| | 3,983 | Open Space | | | |
| | | | | | |
| | Parking: | 3-4 | | | |
| | 48 | 3 per 1000 sq ft | 48 | 2 per 1000 sq ft | |
| | 64 | 4 per 1000 sqft | 64 | 1 per 1000 sqft | |
| | 79 | 5 per 1000 sqft | | | |
| | | | | | |
| | Square Footage Breakdown | | | | |
| 1st | 2,281 | 1903 | 1250 | 1810 | 1028 |
| 2nd | 1,713 | 1903 | 1250 | 0 | 1028 |
| 3rd | 1,713 | 0 | 0 | 0 | 0 |
| | 5,707 | 3,806 | 2,500 | 1,810 | 2,056 |
| | 12,013 | | 1,810 | 2,056 | 15,879 |
| | TOC | | Retail | Dentist | Total |
| | | | | | |
| | Other Impervious Surfaces | | | | |
| | Parking Lot | | 15,875 | 52 stalls | |
| | Property Lot | | 33,172 | | |

Notes:

1415 66th St East, Richfield MN 55421



 BASIC SITE PLAN

1415 66th St East, Richfield MN 55421



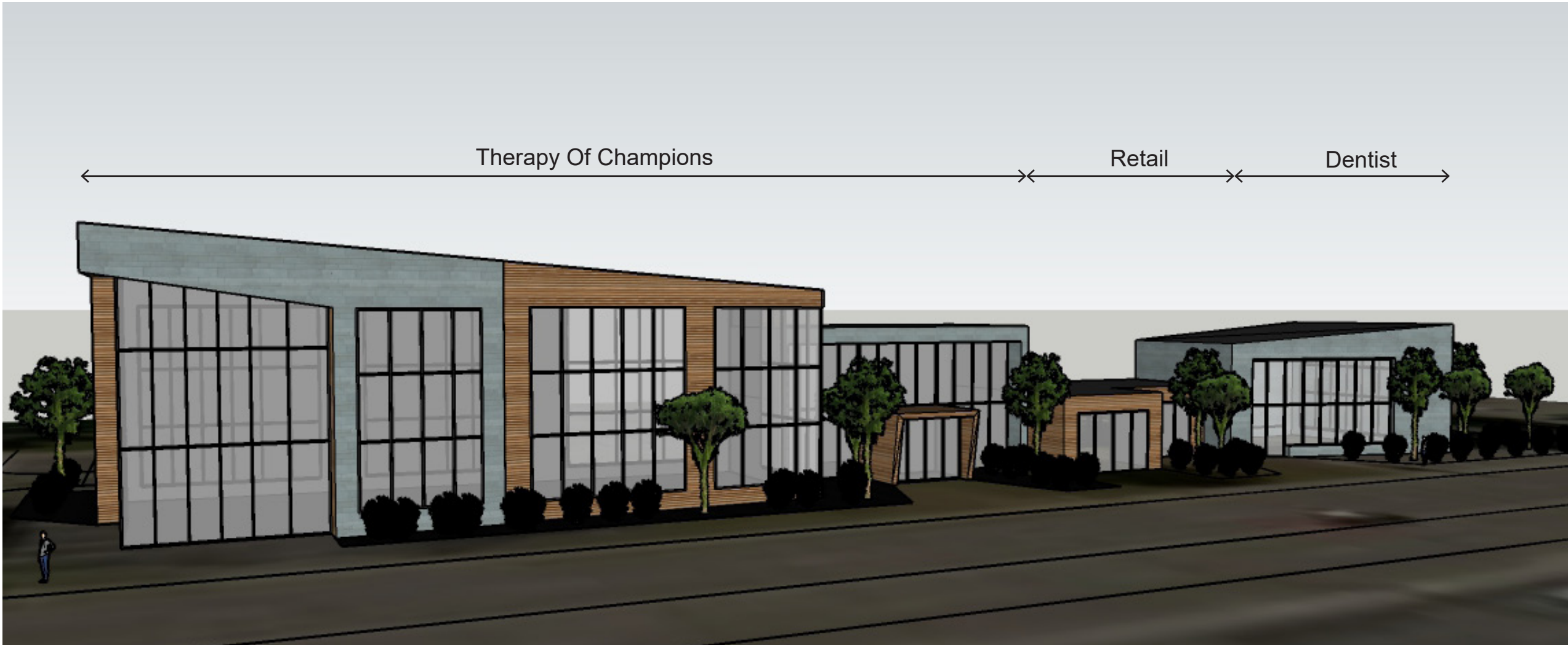
LOOKING EAST

1415 66th St East, Richfield MN 55421



LOOKING WEST

1415 66th St East, Richfield MN 55421



PERSPECTIVE VIEW

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ELEVATION

1415 66th St East, Richfield MN 55421



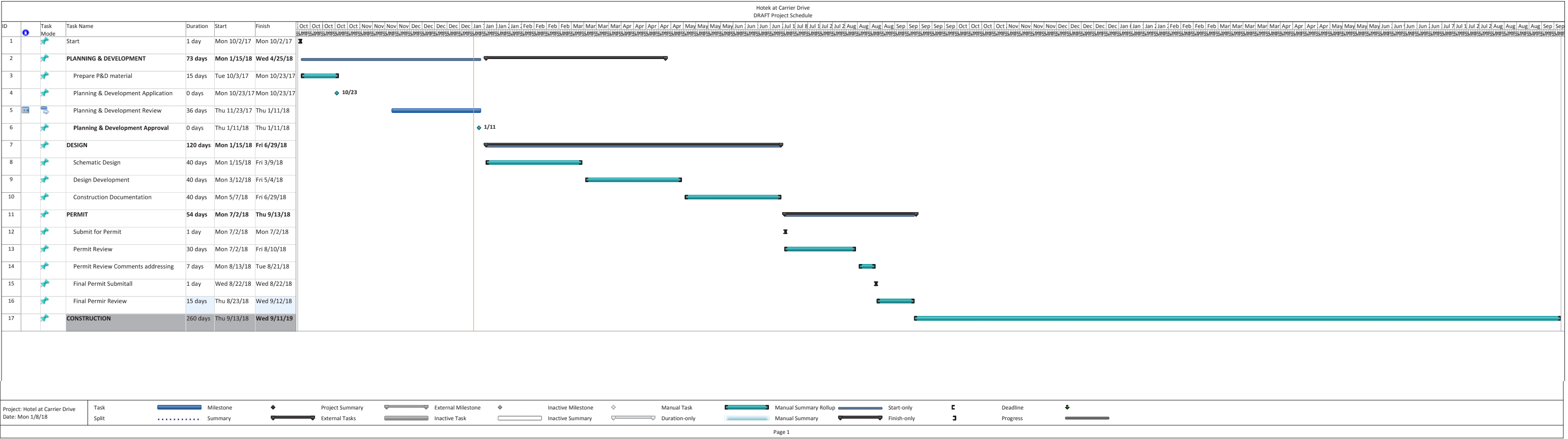
IN CONTEXT

1415 66th St East, Richfield MN 55421

Materials Palette - Precedents



1415 66th St East, Richfield MN 55421



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