



**WORK SESSION
VIRTUAL MEETING HELD VIA WEBEX
MAY 26, 2020
5:45 PM**

Call to order

1. Assistant City Engineer Joe Powers will provide an update on recent and upcoming permit applications, permit approvals, and construction of small cell wireless installations throughout the City.

Assistant Community Development Director Melissa Poehlman will present a proposal to amend Section 802.21 of the Richfield City Code, which governs aesthetic and spacing requirements for small cell wireless installations, and to remove the current City requirement that small cell installations in residential areas be subject to a conditional use permit.

2. Transportation Engineer Jack Broz will provide an update on the preliminary design for the 65th Street Reconstruction Project between 66th Street/Rae Drive and Nicollet Avenue, including the Lyndale Avenue Pedestrian Improvements between 64th Street and 66th Street.

Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.

**STAFF REPORT NO. 14****WORK SESSION****5/26/2020**

REPORT PREPARED BY: Joe Powers, Assistant City Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director/City Engineer
5/19/2020

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
5/21/2020**ITEM FOR WORK SESSION:**

Assistant City Engineer Joe Powers will provide an update on recent and upcoming permit applications, permit approvals, and construction of small cell wireless installations throughout the City.

Assistant Community Development Director Melissa Poehlman will present a proposal to amend Section 802.21 of the Richfield City Code, which governs aesthetic and spacing requirements for small cell wireless installations, and to remove the current City requirement that small cell installations in residential areas be subject to a conditional use permit.

EXECUTIVE SUMMARY:

A number of small cell wireless facility permits have been approved for both Verizon Wireless and AT&T Wireless within the last year. The presentation to Council will detail the types and locations of facilities approved and constructed to date and staff's expectations for future permit applications, approvals, and construction throughout the City.

Currently, the City requires that small cell installations in residential areas obtain a conditional use permit; however, the City's ability to deny this permit is extremely limited. The City's only real authority in regard to small cell installations is through the adoption of aesthetic and spacing requirements. Staff is proposing the adoption of the attached requirements for all small cell installations, and the removal of the ineffective conditional use permit requirement from the zoning code.

DIRECTION NEEDED:

Staff is providing an update on small cell wireless deployment and will address Council comments or concerns regarding current and future deployments.

Staff is also asking for feedback regarding the proposed City Code changes prior to bringing a formal resolution to the Planning Commission and the City Council.

BACKGROUND INFORMATION:**A. HISTORICAL CONTEXT**

- Wireless and cellular service providers are looking for solutions to provide better and more reliable service to customers.
- One method of enhancing service is to install "small cell" antennas to fill in areas with poor existing coverage.
- State legislation was passed in 2017 that allows these antennas to be installed in the right-of-way.
- The City of Richfield adopted an ordinance on September 12, 2017 amending City Code Section 802 enacting an agreement and permitting process for small cell facilities within City right-of-way.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- Section 802 of the Richfield City Code depicts the City's current practices of permitting the use within rights-of-way.
- Minnesota Statutes, Section 237.162, defines public right-of-way including management of standards and costs.
- Minnesota Statutes, Sections 237.16, 237.162, 237.163, 237.79, 237.81, and 238.086 (the "Act") and 2017 Session Laws, Chapter 94, amending the Act, are interpreted with consideration of small cell wireless technology.

C. CRITICAL TIMING ISSUES:

Approval of the City Code changes will reduce staff inefficiencies due to processing ineffectual conditional use permits and will strengthen the requirements for aesthetics and spacing of small cell wireless installations. Any small cell wireless permit applications in residential areas submitted prior to adoption of the Code changes will be subject to the conditional use permit process.

D. FINANCIAL IMPACT:

None

E. LEGAL CONSIDERATION:

The City Attorney has reviewed the proposed City Code changes and will be available to answer questions.

ALTERNATIVE(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

ATTACHMENTS:

Description	Type
□ Draft revisions to City Code Section 802.21	Ordinance

802.21. - Issuance of Permit; Conditions.

Subdivision 1. Permit Issuance. If the Applicant has satisfied the requirements of this Section, the City shall issue a permit within a reasonable period of time of receiving a completed application.

Subd. 2. Conditions. The City may impose reasonable conditions upon the issuance of the permit and the performance of the applicant thereunder to protect the health, safety and welfare or when necessary to protect the right-of-way and its current use. In addition, a permittee shall comply with all requirements of local, state and federal laws, including but not limited to Minnesota Statutes §§ 216D.01—.09 (Gopher One Call Excavation Notice System) and Minnesota Rules Chapter 7560.

Subd. 3. Screening. The Permittee shall screen all above-ground facilities as required by the Director. Screening methods shall include the use of shrubs, trees and/or landscape rock or installation using camouflaged forms of the facility.

Subd. 4. Small Wireless Facility Conditions. In addition to subdivisions 2 and 3, the erection or installation of a wireless support structure, the collocation of a small wireless facility, or other installation of a small wireless facility in the right-of-way, shall be subject to the following conditions:

- (a) Each small wireless facility antenna ("antenna") shall be located entirely within a shroud or canister type enclosure. The diameter of the antenna enclosure at its widest point should not be wider than two times the diameter of the top of the wireless support structure.
- (b) A small wireless facility and enclosure shall only be collocated on the particular wireless support structure, under those attachment specifications, and at the height indicated in the applicable permit application.
- (c) All colors shall match the background of any wireless support structure that the facilities are located upon. In the case of existing wood poles, finishes of conduit shall be zinc, aluminum, stainless steel, or colored to match those metal finishes.
- (d) All cables, wires, and connectors related to the small wireless facility must be fully concealed on the wireless support structure and shall match the color of the wireless support structure.
- (e) No new wireless support structure installed within the right-of-way shall exceed 50 feet in height without the city's written authorization, provided that the city may impose a lower height limit in the applicable permit to protect the public health, safety and welfare or to protect the right-of-way and its current use, and further provided that a registrant may replace an existing wireless support structure exceeding 50 feet in height with a structure of the same height subject to such conditions or requirements as may be imposed in the applicable permit.
- (f) All antenna enclosures shall either be mounted to the top of the wireless structure pole aligned with the centerline of the wireless support structure, or mounted to the side of the wireless support structure such that the vertical centerline of the antenna enclosure shall be parallel with the wireless support structure No wireless facility may extend more than ten (10) feet above its wireless support structure.
- (g) Where an applicant proposes to install a new wireless support structure in the right-of-way, the city may impose separation requirements between such structure and any existing wireless support structure or other facilities in and around the right-of-way.

Small wireless facilities and wireless support structures shall be located no closer than 150 feet away, radially, from another small wireless facility and wireless support structure.

- (h) To the greatest extent possible, new wireless support structures shall not be located directly in front of any existing residential, commercial, or industrial structure and shall be located in line with existing lot lines.
- (i) Where an applicant proposes collocation on a decorative wireless support structure, sign or other structure not intended to support small wireless facilities, the city may impose reasonable requirements to accommodate the particular design, appearance or intended purpose of such structure.
- (j) Where an applicant proposes to replace a wireless support structure, the city may impose reasonable restocking, replacement, or relocation requirements on the replacement of such structure.
- (k) Tree "topping" or the improper pruning of trees is prohibited. Any proposed pruning or removal of trees, shrubs, or other landscaping already existing in the right-of-way must be noted in the application and must be approved by the City.
- (k) Ground mounted equipment cabinets shall be the color of brushed aluminum and additionally screened through the use of shrubs, trees, and/or landscape rock or installation using camouflaged forms of the facility.
- (k) New small wireless facilities and wireless support structures shall not be illuminated, except in accordance with state or federal regulations, or unless illumination is integral to the camouflaging strategy such as design intended to look like a street light pole.
- (l) The small wireless facility operator/permittee shall remove or paint over unnecessary equipment manufacturer decals. Small wireless facilities and wireless support structures shall not include advertisements and may only display information required by a federal, state, or local agency. The small wireless facility operator/permittee shall utilize the smallest and lowest visibility RF warning sticker required by government or electric utility regulations. Placement of the RF sticker shall be as close to the antenna as possible.
- (m) In residential areas, the small wireless facility operator/permittee shall use a passive cooling system. In the event that a fan is needed, the small wireless facility operator/permittee shall use a cooling fan with a low noise profile.
- (n) The applicant shall provide photo simulations from at least two reasonable line-of-site locations near the proposed project site. The photo simulations must be taken from the viewpoints of the greatest pedestrian traffic.

Subd. 5. Small Wireless Facility Agreement. A small wireless facility shall only be collocated on a small wireless support structure owned or controlled by the city, or any other city asset in the right-of-way, after the applicant has executed a standard small wireless facility collocation agreement with the city. The standard collocation agreement may require payment of the following:

- (a) Up to \$150.00 per year for rent to collocate on the city structure.
- (b) \$25.00 per year for maintenance associated with the collocation;
- (c) A monthly fee for electrical service as follows:

1. \$73.00 per radio node less than or equal to 100 maximum watts;
2. \$182.00 per radio node over 100 maximum watts; or
3. The actual costs of electricity, if the actual cost exceed the foregoing.

The standard collocation agreement shall be in addition to, and not in lieu of, the required small wireless facility permit, provided, however, that the applicant shall not be additionally required to obtain a license or franchise in order to collocate. Issuance of a small wireless facility permit does not supersede, alter or affect any then-existing agreement between the city and applicant.



WORK SESSION REPORT NO. 15

WORK SESSION

5/26/2020

REPORT PREPARED BY: Jack Broz, Transportation Engineer

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director/City Engineer
5/19/2020

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
5/21/2020

ITEM FOR WORK SESSION:

Transportation Engineer Jack Broz will provide an update on the preliminary design for the 65th Street Reconstruction Project between 66th Street/Rae Drive and Nicollet Avenue, including the Lyndale Avenue Pedestrian Improvements between 64th Street and 66th Street.

EXECUTIVE SUMMARY:

Consistent with City Council direction, the Capital Improvement Plan (CIP), and the City's Comprehensive Plan, staff is working towards the reconstruction of 65th Street between 66th Street/Rae Drive and Nicollet Avenue and improvements along Lyndale Avenue between 64th Street and 66th Street.

A "virtual open house" was held from April 20 through April 27, 2020. At the May 6, 2020 Transportation Commission meeting, a presentation on the virtual open house findings was given by Broz and questions and discussion took place.

DIRECTION NEEDED:

Provide comments and ask any questions regarding the preliminary design for the 65th Street Reconstruction Project between 66th Street/Rae Drive and Nicollet Avenue, related stormwater improvements, and Lyndale Avenue Pedestrian Improvements between 64th Street and 66th Street.

BACKGROUND INFORMATION:

A. HISTORICAL CONTEXT

- The pavement and underground infrastructure condition along 65th Street continues to deteriorate.
- City staff have identified a need for complete reconstruction of the roadway in the 65th Street corridor between 66th Street/Rae Drive and Nicollet Avenue.
- Infrastructure improvements along Lyndale Avenue between 64th Street and 66th Street are recommended due to recent and future redevelopment.
- A long-term stormwater solution is needed in advance of the HUB redevelopment and will be included as part of the 65th Street reconstruction.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

The reconstruction of 65th Street is identified in the City's Capital Improvement Plan and 5-Year Street Reconstruction Plan.

C. **CRITICAL TIMING ISSUES:**

Staff intends to hold a virtual open house with the proposed final design in early June, present the open house findings at the June Transportation Commission meeting for discussion, and bring a proposed preliminary layout before City Council for consideration at the June 23, 2020 City Council Meeting.

D. **FINANCIAL IMPACT:**

None

E. **LEGAL CONSIDERATION:**

None

ALTERNATIVE(S):

None

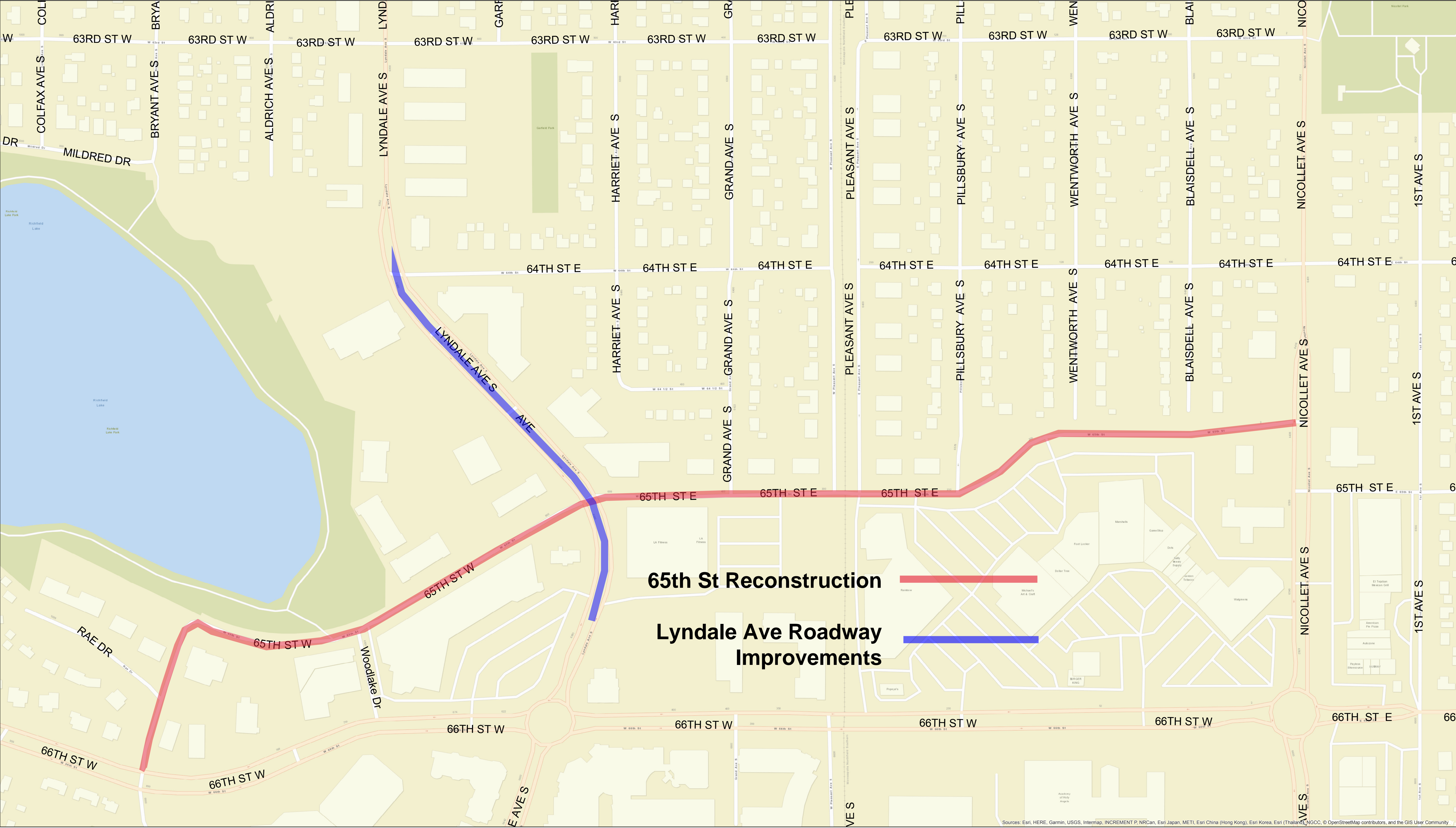
PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
▣ 65th St. Project Extents	Exhibit
▣ Virtual Open House Mailer	Exhibit
▣ Virtual Open House Display Boards	Exhibit
▣ DRAFT Preliminary layout	Exhibit
▣ Virtual Open House Summary	Exhibit

65th St Reconstruction Project Extents



SWEET STREETS®

better roads, better Richfield

WWW.65STREETRECONSTRUCTION.COM

VIRTUAL OPEN HOUSE #4

**65TH STREET
RECONSTRUCTION
APRIL 20TH TO 27TH**

Please join us for an online open house to learn more about the project and provide your feedback on solutions being considered during project design.

Project Limits: Nicollet Ave to 66th Street/Rae Drive and Lyndale Avenue from 66th Street to 64th Street

**65TH STREET
RECONSTRUCTION
2021**

**LYNDALE AVENUE
RESTRIPING**

65TH STREET

66TH STREET

PROJECT OVERVIEW

- ▶ The **About the Project** section provides some of the background on why this project is being proposed at this time.
- ▶ The **Project Timeline** anticipates City Council consideration of the design during early summer with construction tentatively scheduled in 2021.
- ▶ The **Project Contacts** (listed at the bottom of the page) are provided for you to answer questions about either 65th Street or Lyndale Avenue during the design process.

I. About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of 65th Street in 2021. The 65th Street "Phase 1" project was paused last August to better align with potential redevelopment in the area. This year, we are picking up where we left off, but we are extending the project farther west, focusing on the entire length of 65th Street from Nicollet Avenue to Rae Drive/66th Street. We are also including restriping improvements to Lyndale from 62 to 66th Street to improve bike mobility and pedestrian safety. The project will evaluate improvements to balance multi-modal mobility and access throughout the corridor including at the intersection of 65th Street and Lyndale Avenue. Upgrades will also be made to public utilities and storm sewer to mitigate flooding.

The City has recognized this as a unique opportunity to revisit the street's design and function, to ensure they represent the best approach to meet the community's transportation needs into the future.



II. Project Timeline

The approximate timeline for this project is:



PROJECT GOALS

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

► The City Council adopted **Guiding Principles** for transportation projects before the Portland and 66th Street reconstruction to ensure a "big picture future" for Richfield. These principles were developed during a visioning process with the City's commissions and council, and the principles are listed in a priority order of importance.



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.

PLANS & POLICIES

► These are some of the City's **Plans and Policies** that the project will need to follow. These plans are available for review. You can find links to these documents on the [Sweet Streets page](#).



COMMON THEMES FROM OPEN HOUSE

#3

► Anticipating the HUB redevelopment was moving forward, public input for the road reconstruction started on the eastern portion of the corridor. Since the HUB development was delayed, we have expanded the project to the west and included planned improvements on Lyndale. Public feedback from previous open houses and your input now are an important part of the design process on our **Sweet Streets®** Projects.

June 2019

- In favor of keeping cul-de-sacs north of 65th Street
- Positive feedback for the proposed improvements
- Concern over traffic cutting through the neighborhood north of 65th Street
- Concern over the primary HUB entrance from 65th Street being aligned with Pillsbury
- Desire for a wide shared-use trail for the entire length
- Desire to keep Pillsbury one-way to the south (i.e. not making it a two-way)
- In favor of the improvements to the Pillsbury intersection with 65th Street



ADDRESSING THE PROBLEM

► Our **Sweet Streets®** project development process takes public and technical input to form a **Purpose Statement** and **Project Needs**, and then we define **Project Goals and Priorities** to use during the design phase of the project. This process is intended to customize the corridor design to meet the unique community and technical needs.

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

PURPOSE STATEMENT

To address area flooding, provide pedestrian and bicyclist accommodations, and address motorist access needs along and across 65th Street from Nicollet Avenue to 66th Street.

PROJECT NEEDS

1. Existing pavement is deteriorating
2. Large storm events cause extensive area flooding
3. Limited access to and from the neighborhood to the north
4. Gaps in the trail network, including to/from the park/lake
5. Pedestrian facilities are not ADA compliant

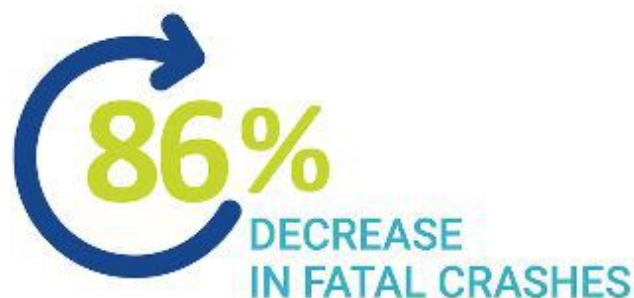
PROJECT GOALS/PRIORITIES

1. Improve connectivity for all modes
2. Increase pedestrian visibility
3. Create a comfortable walking/biking environment along and across 65th Street
4. Reduce flooding impacts within the roadway and on private property
5. Minimize property impacts
6. Coordinate improvements with adjacent Hub Shopping Center redevelopment where possible

WHY A ROUNDABOUT

► When compared to signalized intersections, roundabouts provide a safer environment at busier intersections. Roundabouts also provide benefits for people walking due to reduced vehicle speeds and less waiting to cross the street. For more information about roundabouts, click here to view [AARP Livability Fact Sheet on Roundabouts](#).

Roundabouts vs. Other Traffic Control Devices - Roundabouts show:



Roundabouts vs. stop signs/signals:

- Handle more traffic with **less delay**
- **Idling decreases**, reducing vehicle emissions and fuel consumption by over 30%

Entry curves slow traffic making entering and exiting easier, safer, and more efficient

FLOOD MITIGATION IMPROVEMENTS

► Click on the image below to view in a larger format.



FLOOD MITIGATION IMPROVEMENTS

This project provides an opportunity to address a long-time flooding issue in the area of 65th Street and the Hub Shopping Center.

LEGEND

— Storm Sewer Pipe



THE PROBLEM

The current storm sewer system that carries runoff from roadways and parking lots to Richfield Lake is undersized and unable to adequately handle the more frequent, high-intensity storms that have become more common.



THE SOLUTION

The long-term regional solution being implemented with this project includes adding a new large storm sewer pipe to carry water from the area of the worst flooding in and around the Hub along 65th Street to Richfield Lake.



TOOLS TO ACHIEVE PROJECT GOALS

► Click on the image below to view in a larger format.





THANK YOU!

THERE ARE VARIOUS WAYS TO CONTINUE TO ENGAGE WITH US:



Provide your feedback on the proposed improvements through an interactive feedback map: <https://wikimapping.com/65th-Street-Reconstruction.html>



To view the full Preliminary Engineering Layout (April 2020), [click here](#).



For more information about the 65th Street Reconstruction project visit the [project website](#). To receive updates as the project progresses, and to receive other updates on projects underway around Richfield, be sure to sign up to receive email updates at www.richfieldsweetstreets.org/signup



Residents are also encouraged to reach out to Richfield Transportation Engineer, Jack Broz, at JBroz@richfieldmn.gov with any comments, questions, or concerns about the project.

65TH STREET RECONSTRUCTION PROJECT

About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of 65th Street in 2021. The 65th Street "Phase 1" project was paused last August to better align with potential redevelopment in the area. This year, we are picking up where we left off, but we are extending the project farther west, focusing on the entire length of 65th Street from Nicollet Avenue to Rae Drive/66th Street. We are also including restriping improvements to Lyndale from 62 to 66th Street to improve bike mobility and pedestrian safety. The project will evaluate improvements to balance multi-modal mobility and access throughout the corridor including at the intersection of 65th Street and Lyndale Avenue. Upgrades will also be made to public utilities and storm sewer to mitigate flooding.

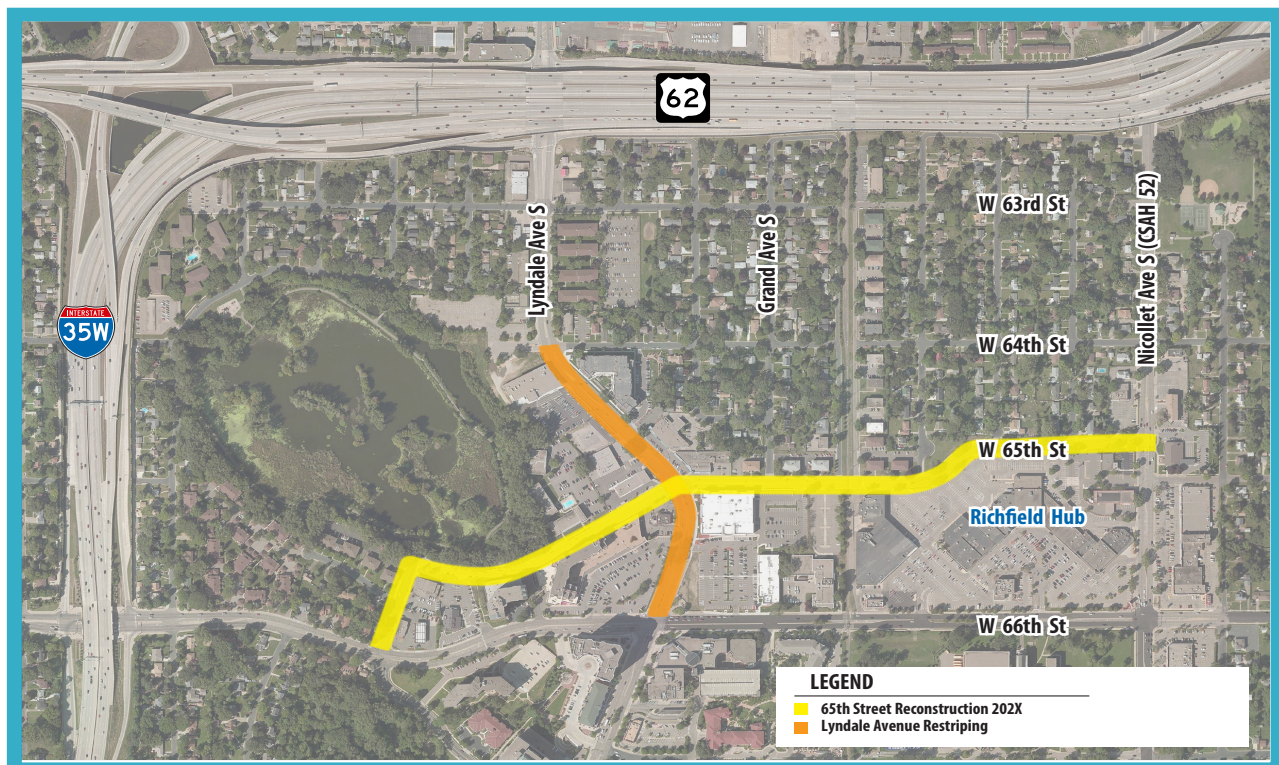
The City has recognized this as a unique opportunity to revisit the street's design and function, to ensure they represent the best approach to meet the community's transportation needs into the future.

Project Contacts

Have Questions? Want to Provide us Feedback? Please reach out to these contacts and let us know what you think!

Jack Broz, City of Richfield
Transportation Engineer
Phone: (612) 861-9792
Email: JBroz@richfieldmn.gov

Bill Klingbeil, P.E. Kimley-Horn and Associates Consulting Engineer
Phone: (612) 294-7275
Email: william.klingbeil@kimley-horn.com



65TH STREET RECONSTRUCTION PROJECT

Purpose Statement:

To address area flooding, provide pedestrian and bicyclist accommodations, and address motorist access needs along and across 65th Street from Nicollet Avenue to 66th Street.

For more information about the 65th Street Reconstruction Project, visit: richfieldsweetstreets.org

Project Needs:

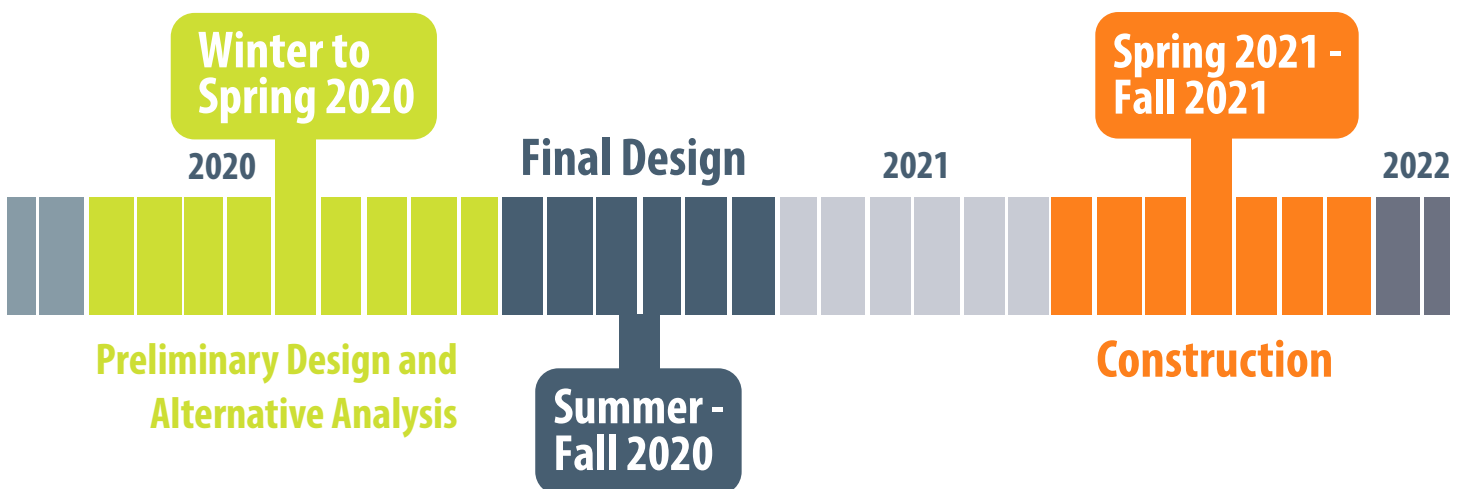
1. Existing pavement is deteriorating
2. Large storm events cause extensive area flooding
3. Limited access to and from the neighborhood to the north
4. Gaps in the trail network, including to/from the park/lake
5. Pedestrian facilities are not ADA compliant

Project Goals/Priorities:

1. Improve connectivity for all modes
2. Increase pedestrian visibility
3. Create a comfortable walking/biking environment along and across 65th Street
4. Reduce flooding impacts within the roadway and on private property
5. Minimize property impacts
6. Coordinate improvements with adjacent Hub Shopping Center redevelopment where possible

Project Timeline

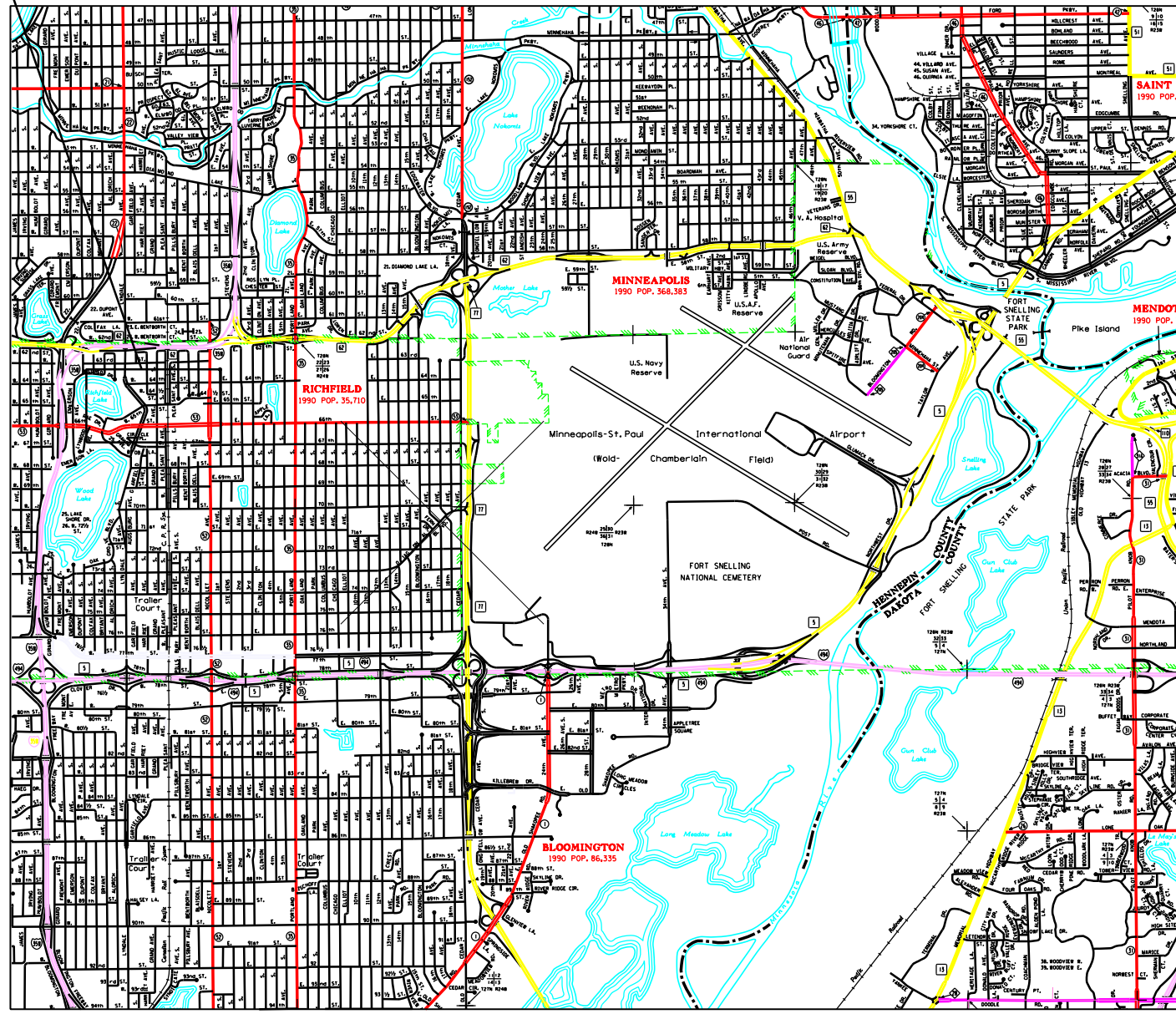
The approximate timeline for this project is:



Thank you for taking the time to complete this survey about the **65th Street Reconstruction Project**. We appreciate your feedback!

1. The proposed improvements include adding a roundabout at 65th Street and Lyndale Avenue, medians, bike lanes, new shared-use trails, and preserving on-street parking. Do you agree that the proposed improvements address the problem statement and project needs?
 - Yes
 - No
 - Not sure
2. Do you have any comments regarding the proposed improvements capturing the problem statement and project needs?
3. Anything else you'd like the project team to know?

W 65TH STREET RECONSTRUCTION



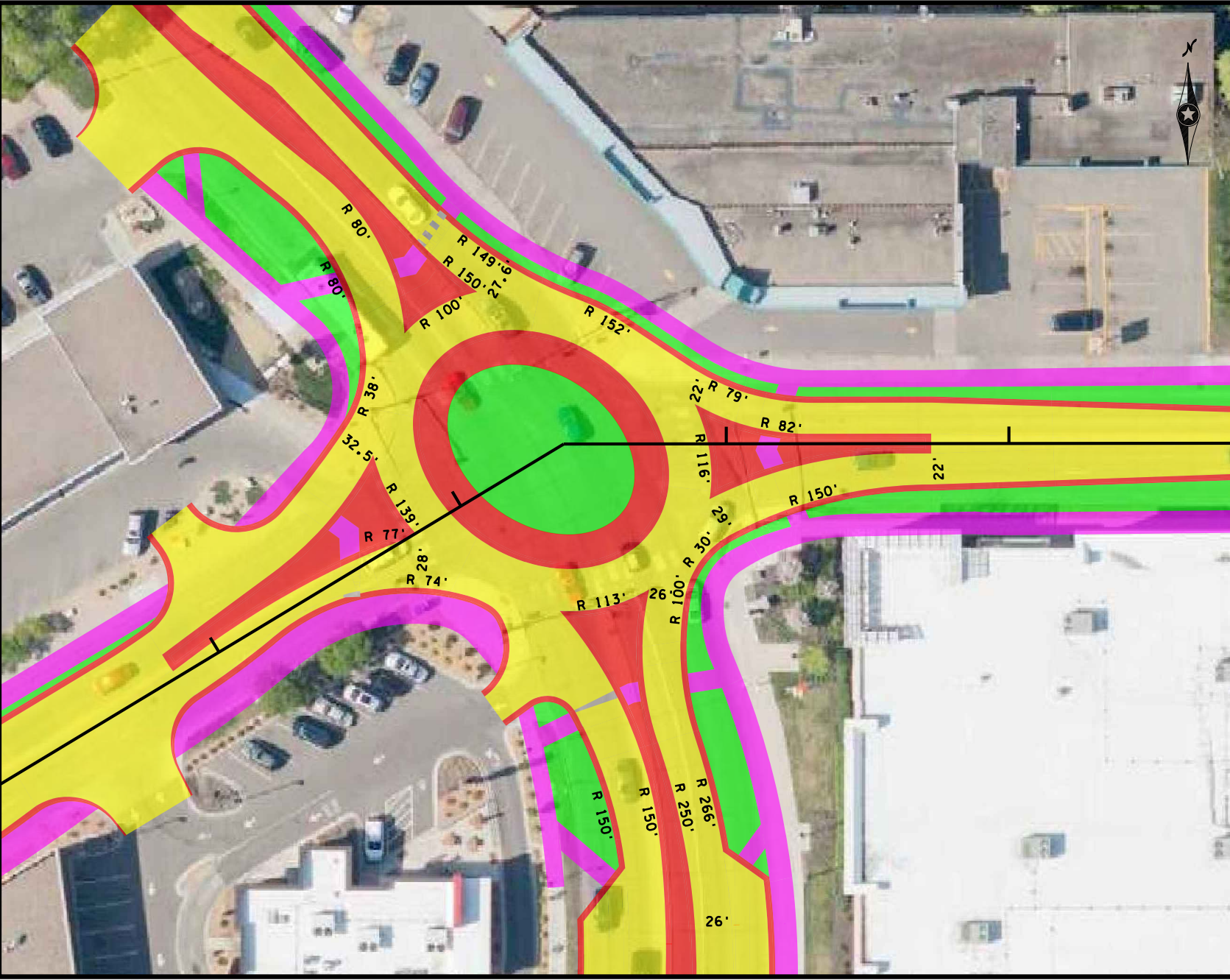
SCALE: 1" = 5,000'

- LEGEND
- PROPOSED BITUMINOUS ROADWAY
 - PROPOSED CONCRETE MEDIAN/CURB/APRON
 - PROPOSED GRASS MEDIAN
 - PROPOSED TRAIL
 - EXISTING ROW
 - PARCEL BOUNDARY

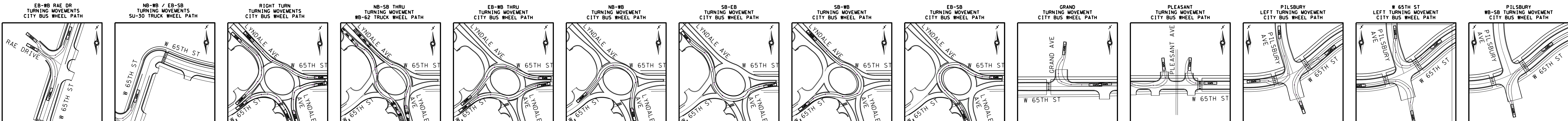
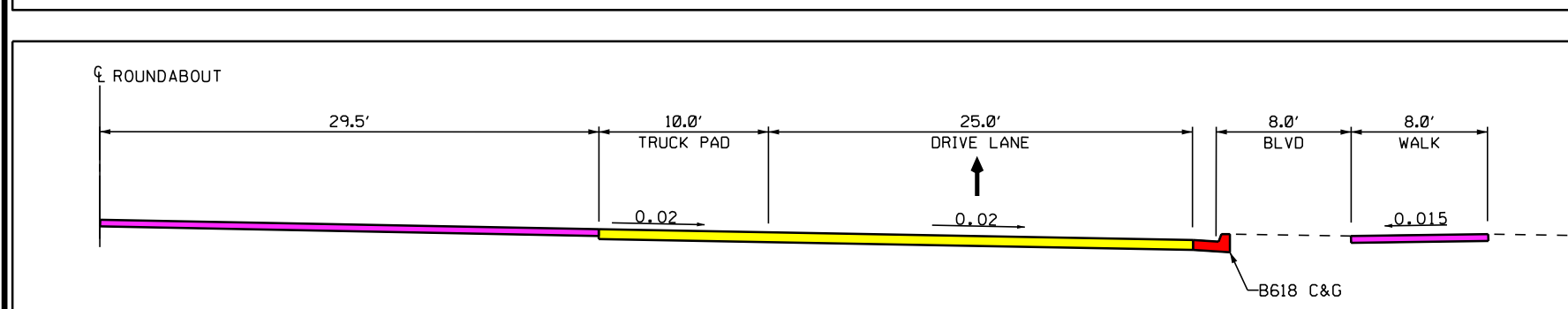
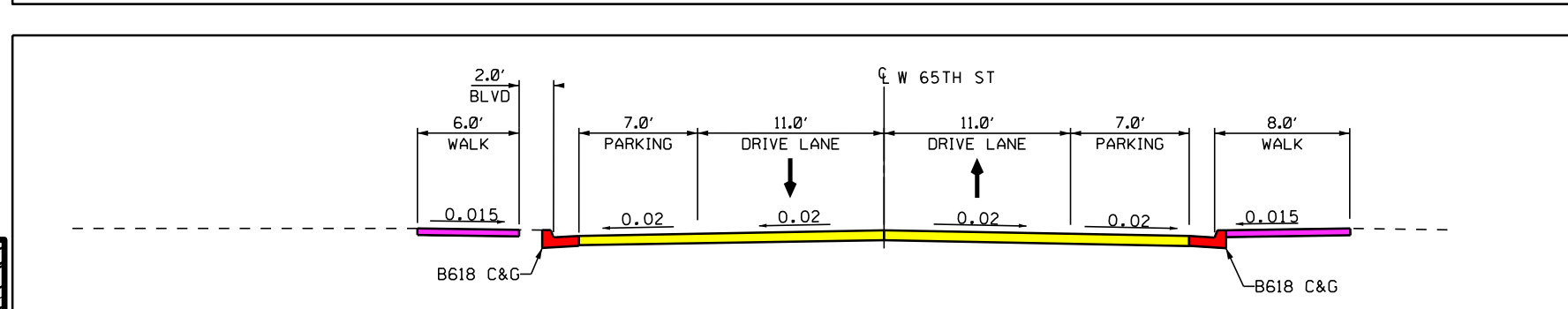
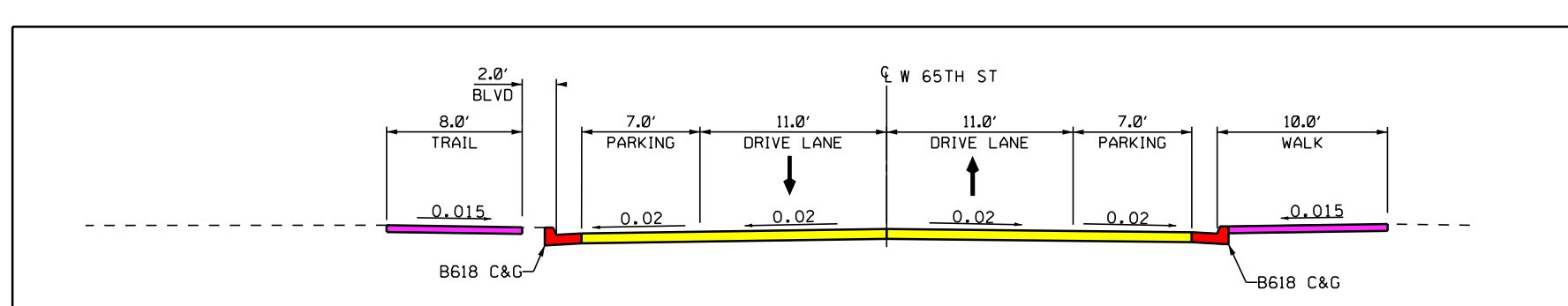
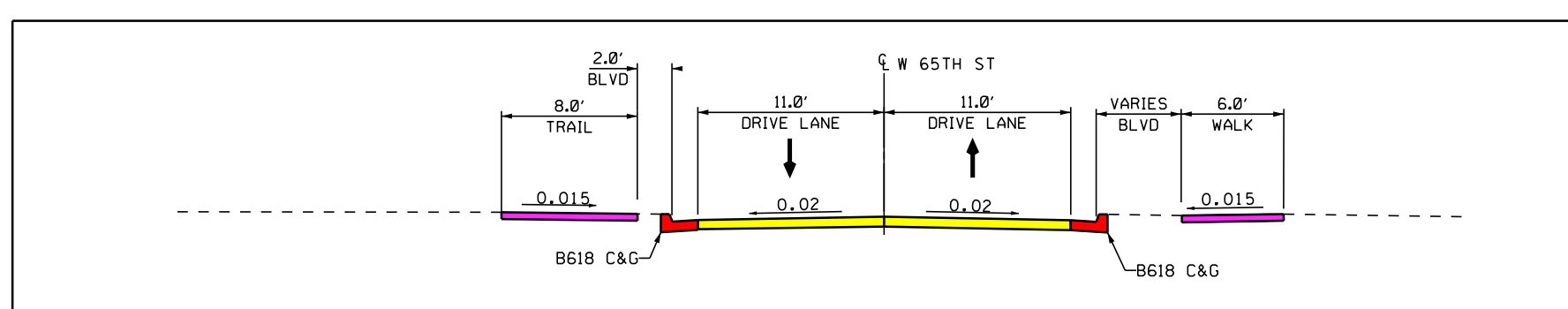
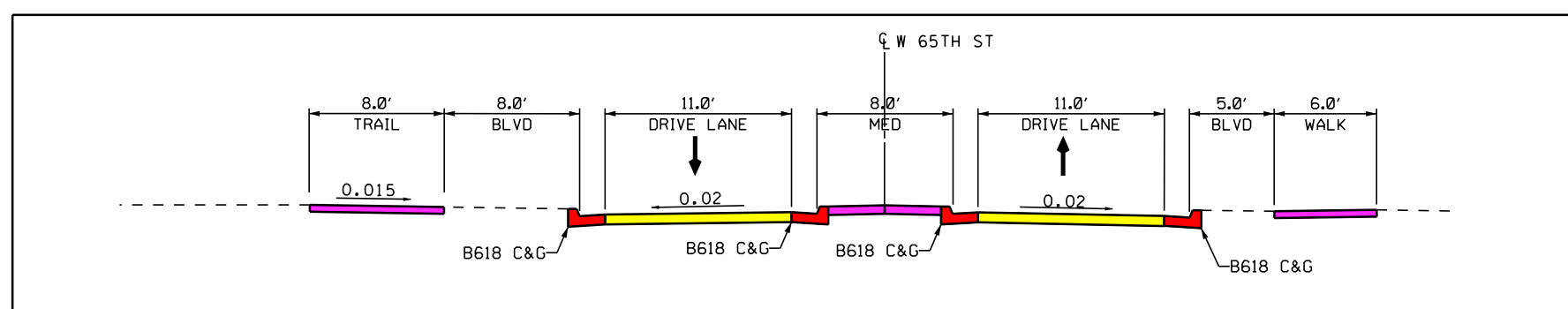
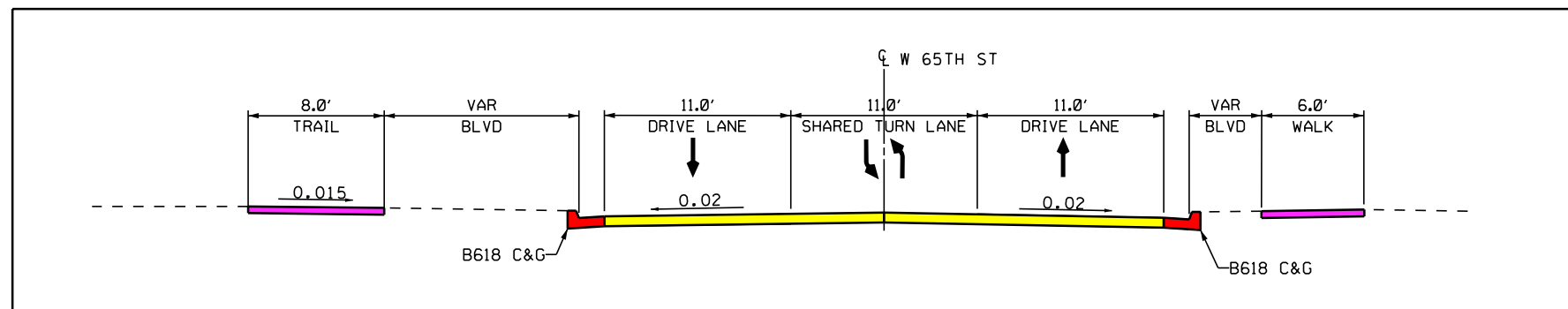
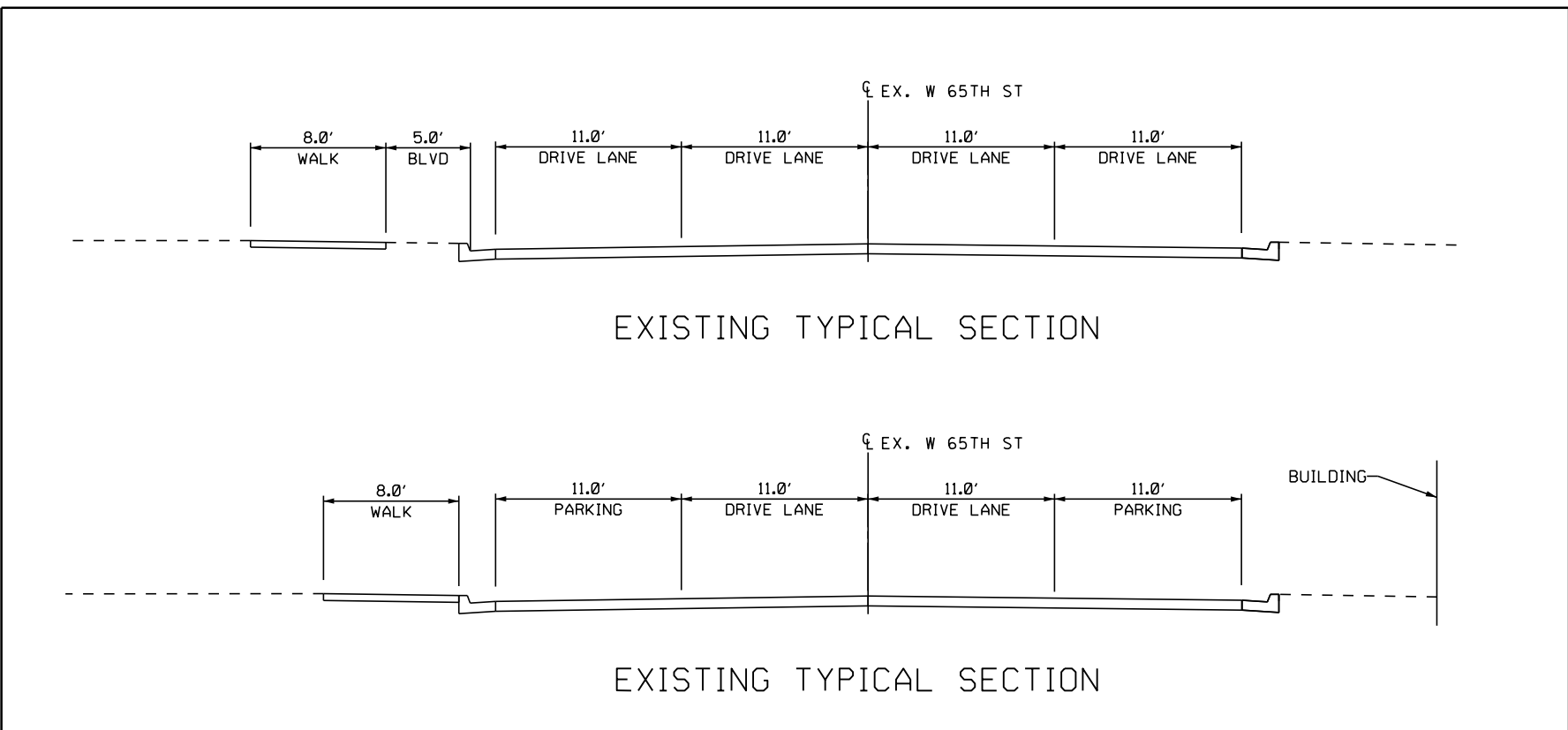
NOTES
Ø RFB TO BE LOCATED AT EACH ROUNDABOUT CROSSING



Kimley»Horn



W 66TH ST & LYNDALE AVE ROUNDABOUT



65th Street Reconstruction

Virtual Open House #4 Summary

Time/Date: Mon, April 20 – Mon, April 27, 2020

Meeting Format

Virtual open house #4 included project information slides that meeting attendees could review on their own time and provide feedback by using the comment button feature on the site. The virtual meeting also included an online survey, an interactive feedback map of the layout, and a PDF version of the full preliminary engineering layout. The virtual open house was available through a standalone website (www.65streetreconstruction.com) and was advertised via the City's Sweet Streets website and Facebook page, an ad in *The Sun Current*, and postcard mailers. Individual calls were made to nearby senior living facilities, apartments, and condos to notify residents of the open house and identify if they preferred materials in another format. Overall online interactions are summarized below:

- **Attendees:** 177 unique website views
- **Survey responses:** 77
- **Interactive map responses:** 21
- **Website comments:** 17
- **Postcards sent to neighborhoods around the corridor:** 2,479
- **Sweet Streets signs with open house information posted along the corridor:** 8
- **Changeable message signs** at City Hall and Veterans Park that ran from April 17 – 27.
- **City of Richfield Facebook page:** 5 unique posts
- **Sweet Streets Facebook page:** 4 unique posts

Meeting Purpose

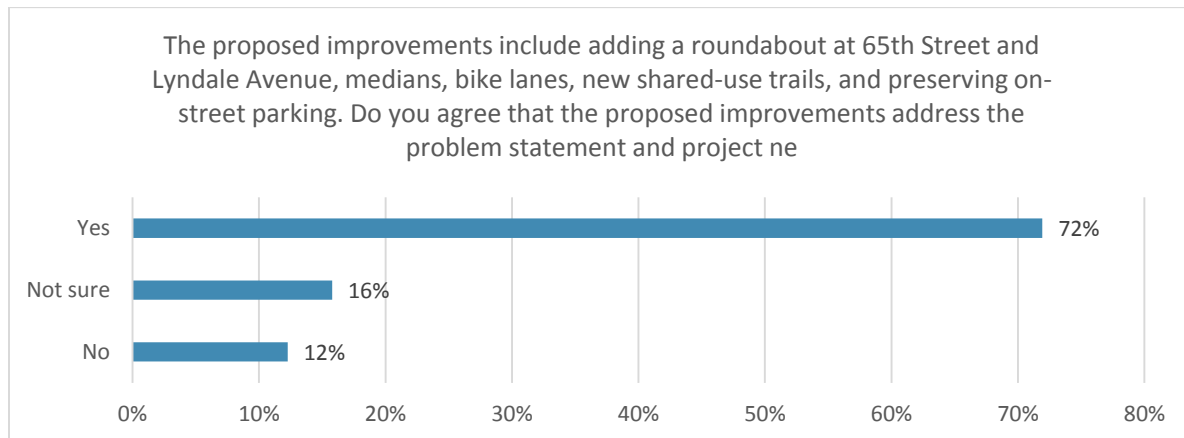
- Provide information about the project including the project overview, City's goals for the project, schedule, and ways to engage
- Share the proposed improvements and solicit feedback on the updated layout

Comment Summary

1. Online Survey

Below are the online survey questions and participant responses. Questions 2 and 3 were open-ended. Similar comments received are summarized together and items in **bold** were made the most frequently.

Question 1:



Question 2: Do you have any comments regarding the proposed improvements capturing the problem statement and project needs?

Multimodal Safety

- Need for a speed limit to be set heading west on 65th St toward the post office; drivers round the curve too fast; many people cross at the post office to go to and from the lake; address with a dedicated cross walk
- Despite the current stop sign at 65th and Pleasant, there is excessive speeding on 65th; with no stop between Lyndale and Nicollet in the current plan, what is going to prevent even faster traffic? Perhaps the new 65th and Pillsbury Ave intersection should be a 4-way stop.
- Need for better lighting and to make it safe.
- If traffic is required to STOP at pedestrian crosswalks, why is the light yellow instead of red? For many motorists, a blinking yellow light means “hurry up and get through before it turns red.” The result for pedestrians is that cars don’t slow down or stop, they speed through.

Pedestrian and Bicycle Improvements

- **Buffer the bike lanes on the Lyndale portion like on 70th St; this gives young and new riders more space to safely cycle**
- **The proposed trail on 65th should be widened to 10’ or 12’; ensure the trail accommodates cyclists in both directions and pedestrians**
- In favor of sidewalk improvements
- In favor of a bike lane or shared trail like 66th Street
- Love the addition of a trail and Lyndale bike lanes

Greening

- Will trees be part of the landscaping on 65th?

Vehicle Storage

- In favor of increased vehicle parking

Traffic Control

- **In favor of a roundabout:**
 - o Add another roundabout; concerned about traffic back-ups during the morning and evening commutes on Lyndale
 - o Love the roundabout idea and connection to Richfield Lake
- **Not in favor of a roundabout:**
 - o Don't see enough traffic on 65th/Lyndale to warrant another roundabout
 - o Limit roundabouts; they are not good for pedestrians
 - o Heavy traffic on Lyndale and much lighter traffic on 65th means a round-about will make it very difficult to cross Lyndale. Aren't there other solutions than a round-about?
 - o Too many roundabouts on Lyndale already, and despite your claims, they are NOT pedestrian friendly.
 - o **Many, many seniors live in this area and roundabouts are difficult to navigate,** especially for those who are blind or disabled and use walkers. Feel there are too many roundabouts on Lyndale. Concern for seniors and how they will cross Lyndale Avenue to get to businesses or medical appointments.
 - o I do not think roundabouts are the answer. If one is put in on 65th and Lyndale that will make it 5 in a row. People are confused with the ones by Wood Lake. You can't make a left from the one by the VFW.
 - o I am a bit concerned about a roundabout at 65th and Lyndale. The roundabouts at larger intersections work well, 66th at Lyndale, Nicollet, Portland. The smaller roundabouts like 68th and Lyndale and 70th and Lyndale I think are very poor. They are too small for the space. Will 65th and Lyndale be large enough?
- The traffic flow from Hwy 62 is problematic. Currently a stoplight stops traffic, allowing east/westbound traffic and pedestrians to cross. High traffic volumes from the freeway system may cause safety issues.
- Need to examine rush hour traffic at existing roundabouts to understand how a roundabout at 65th St/Lyndale will operate regularly
- Concern about the entrances and exits near the roundabout from both Wendy's and the liquor store; ensure that they are safe for drivers and pedestrians

65th St/Pillsbury

- **In favor of keeping the cul-de-sacs north of 65th St:**
 - o Disagree with changing the intersection of 65th/Pillsbury to be two-way traffic with a direct connection from the HUB. this will create non-neighborhood traffic to flow into the neighborhood as a way around the light at Nicollet. I would look to add Speed bumps or some other means of slowing cars down.
 - o Would like Pillsbury Ave to remain one-way (southbound) only; don't see a reason to open up the neighborhood to traffic cutting through in an attempt to avoid busier commercial streets
 - o Do not feel that a through street at Pillsbury and 65th is needed. This will only increase apartment traffic flow through the neighborhood. Suggest that Pleasant becomes a two-way street.
 - o Need to pay more attention to the concerns listed about the 65th and Pillsbury intersection

- From the community input you listed it looks like the neighborhood is not in favor of connecting the cul-de-sacs north of the Hub. The plan indicates that there will be access. I think this is a mistake and would increase undesirable traffic on those side streets. Those neighborhoods are easily accessed by 64th for emergency vehicles. And limiting access has proven beneficial on such roads as 76th street.

Construction Staging

- How will people access Richfield Medical Group during the construction on 65th Street? The access from Lyndale was closed due to the addition of the day care center next door.

Questions 3: Anything else you'd like the project team to know?

- **In favor of the proposed improvements:**
 - This appears to be a well-thought out and integrated solution to address the needs of this community
 - 65th Street has needed these improvements for a long time. Over all the plan is excellent.
 - This appears to align nicely with recent reconstruction updates, including similar upgrades and priority sets used on both Lyndale and 66th Street. In addition to the stated project needs, this should yield the added benefit of improving continuity and consistency of appearance throughout the greater corridor.
- Don't see a need for this project; the sidewalks are fine, and the roads are in okay shape
- I'm concerned that the improvements will be made before the redevelopment of The Hub is finalized and then it will be discovered that they aren't right or adequate for what's planned for the Hub.

Question 3: Anything else you'd like the project team to know?

Multimodal Safety

- Dangerous to cross 66th at Lyndale; even with the yellow flashing lights, the rate of cars stopping is inconsistent; the lights were more dependable
- Concern around reckless drivers speeding through the neighborhood. Consider making Pleasant a two-way street to divert flow of traffic. More young families/children are in the area. Consider this as a major safety concern.

Traffic Control

- **In favor of a roundabout:**
 - Roundabouts on Lyndale Ave and 66th Street have slowed traffic and met the needs of those of us who live in the area.
 - In favor of the roundabout at 65th/Lyndale; the light makes it my least favorite intersection in town (especially traveling east/west as the angle provides for people wandering over the lines in while waiting to turn constantly).
- Leave Woodlake Dr as a two-way street
- Don't see a final decision on whether the cul-de-sacs at 65th and Wentworth and 65th and Blaisdell will be opened to 65th Street.
- Need to eliminate the stop sign at 65th and the railroad tracks

- There is still disagreement about whether to reconnect the neighborhoods north of the HUB - not sure if the summary from previous sessions was unclear or if there are just conflicting opinions from the public but that will need to get resolved

65th St/Pillsbury

- **In favor of keeping the cul-de-sacs north of 65th St:**
 - o Do not open Pillsbury Ave to two-way traffic north of 65th St

Construction Staging

- Lynwood Flats only has one entrance to the parking lot and it is located on 65th Street between the post office and Lyndale. Will this be taken into consideration and is there a plan in place to make sure the people living in this apartment complex will have a route to get into the parking lot?
- Provide residents on Rae Dr with ample access during construction
- Concern about parking on Rae Dr; the apartment buildings do not have sufficient parking for tenant needs, forcing at least 15 tenants to park on the street. Parking by the former laundromat site might be a solution.
- How will the construction on 65th Street impact EMT access to Village Shores and Woodlake Point Condominiums, via Woodlake Drive?

Pedestrian and Bicycle Improvements

- Make the Lyndale Avenue lanes buffered, like the Lyndale lanes from 68th-61st and from 67th-70th. This will be safer for people biking.
- Need for consistency of sidewalks from Nicollet to Lyndale
- Consider widening boulevards on the north side of 65th to give a greater buffer between the residential apartments and traffic
- Supportive of the crossing over 65th by the villages to Richfield Lake
- It's hard to tell from the pictures and diagrams what the bike lane will be. Will it extend all the way to 66th street to connect with the bike lane there? Will it be a dual bike lane/walking path like on 66th or on the road like on Lyndale north of 65th? There really aren't any diagrams that include a key to show you what all the colored lines mean. That would be helpful.
- Is Lyndale going to get bike lanes and places to park? Experience issues crossing intersection of Lyndale and 63rd.

Transit Operations

- There's no mention of bus stops and how they might be enhanced. Prior to COVID-19, many people used the bus and it was often difficult, especially in the winter.

Greening and Stormwater Management

- How will 65th and Lyndale and 65th and Nicollet look? Will there be any landscaping with trees such as was done on 66th? It greatly enhances the appearance and air quality if there are trees.
- Is the new larger storm sewer pipe in a different location than the path from 65th St to Richfield Lake? Or, will that pathway change or be interrupted during construction?
- After adding the new larger storm sewer pipe, will you be replanting new trees?

- There are times when the pathway around Richfield Lake is completely covered with storm water and I can't walk on it.
- Current heavy water erosion in places on the Richfield Lake path.

General Feedback

- Thank you for the design work you have done for improving 65th Street. It makes this forgotten street more attractive, habitable and safer.
- I do not live in Richfield but commute to/from work from Minneapolis. This connection would greatly improve my trip, because I normally need to cross from Nicollet to Lyndale. It is currently a less than ideal part of my journey and I often feel unsafe.
- Are there redevelopment plans for The Hub that can be made public? Would like to know if a grocery store will replace Rainbow.

2. Online Feedback Map

Attendees could provide feedback on an interactive map of the project layout. Comments received are summarized by the type of pin associated with the comment (e.g. Business/Property Owner, Commuter, Resident, or Other Feedback). Items in **bold** were made the most frequently.

Business/Property Owner

- Having the Wendy's driveway inside the roundabout seems dangerous. Possible to work with Wendy's to get access via their other two driveways?
- Are two driveways into the liquor store on 65th needed? Won't the additional driveway reduce available parking and, with the driveway so close to the roundabout, cause some confusion?

Commuter

- **Supportive of the plan to add a sidewalk on the south side here. It's dicey walking to Pizza Luce.**
- Ensure paths/sidewalks around roundabout are 10' or more; bicyclists using Lyndale Avenue lanes will need to share them with people walking.
- Why does Lyndale expand out to 4 lanes when it goes back to 3 lanes on the other side of the interchange? Is it busier than Xerxes Ave or Penn Ave or Portland Avenue, all of which have or will soon have one through lane? Keep it three lanes all the way through.
- Need for a crosswalk across the north leg of Nicollet and 65th as well as the south leg. Right now, people in the apartment building would have to cross the street three times just to cross to the trail.
- This is the only access to the Lynwood Flats parking lot. Is there a plan in place to add another entrance to this lot while the street is torn up?
- Nicollet Ave is going to be repaved and striped by Hennepin County soon, correct? Can you ensure that connections to turn on/off of Nicollet are smooth and safe for bicyclists?
- Is there a reason the trail doesn't continue over Rae drive with a crosswalk, etc?

Resident

- **Not in favor of opening Pillsbury Avenue to northbound traffic.** Many residents park on (both sides of) the street, which doesn't leave enough room for 2-way traffic unless residential parking is reduced or banned. Since there are no sidewalks, all pedestrian traffic is on the street as well.

Residents do not want traffic cutting through our quiet neighborhood. Years ago, northbound access to Pillsbury from 65th was switched off at the request of residents, and the improvement has been tremendous. Please do not implement this poorly thought out idea.

- Need for a designated turn lane on northbound Lyndale Ave for accessing Lyndale Station to help facilitate traffic flow.
- With 7 different street and parking lot turn-ins between Grand Ave and E Pleasant, why is there no middle turn lane in the plans here?
 - Do not add more left turn lanes; it's OK if cars slow down momentarily -- it will make the street safer. Through traffic has 66th a few hundred feet away.
- The majority of traffic coming from 65th towards 66th turns right onto 66th. It would facilitate traffic flow if there were a designated right turn only lane striped in here, so traffic doesn't back up behind vehicles waiting at the light to go straight.
- Supportive of restoring Pillsbury to the way it used to be: two-way access to 65th. But don't want to have speeding cars cut through. Add bumpouts, speed tables, etc to make sure any through cars are slow and respectful.
 - See no added benefit to opening Pillsbury to two-way traffic at 65th St; do see a big negative. Concern that it will bring extra traffic through the neighborhood as people try to avoid the light ahead at Nicollet.
- **Concern that there is no change to this intersection in the plans. There are 4 entry and exit roads coming into Lyndale all at the same point (e.g. Vet/Liquor store, Lakewinds, Lyn 65/Strip Mall, Lyndale Plaza)** Its dangerous; I have been almost clipped and hit by other turners often and no one knows who has the right of way because this is such a novel intersection. Concern that with more constant traffic in a roundabout (no created pauses in traffic) that it will be much harder to cross Lyndale from one of these inlets, especially since you cannot go north on Lyndale from Lakewinds' north traffic entrance.

Other Feedback

- How about bike access to 65th? (shown at 65th/Grand)
- **How about bike access to 65th? (shown at 65th/Wentworth)**
- **How about bike access to 65th? (shown at 65th/Blaisdell)**
- **The trail should continue down this short block to connect to 66th, and to help people who want to walk between Richfield Lake and Wood Lake (shown at 65th/Rae Dr)**
- Love this mid-block crossing! (shown near 65th/Wentworth)

3. Website

Virtual meeting attendees had the ability to provide feedback on any of the slides by using the comment button feature. Comments received are summarized by topic below and items in **bold** were made most frequently.

Traffic Control

- I strongly agree with removing the stop sign at the 65th St. railroad crossing. This is a pinch point that slows traffic and causes extra noise as people zoom away. I hope 65th St will be one lane in each direction with a left turn lane instead of the current two lanes in each direction. Please, no parking on 65th between Nicollet and Lyndale. Thanks for the bike lanes.

- In favor of a roundabout
 - o I think a roundabout at the corner of 65th and Lyndale would be a great decision. That intersection has been a huge bottleneck to my commute. I find myself stopped at that intersection about every time I approach it.
- Not in favor of a roundabout
- There's a need to reduce the amount of horn honking at roundabouts. I've observed that drivers are honking their horns not to promote safety, but to admonish other drivers whom they believe are not driving quickly enough through a roundabout. I believe such horn honking violates a Minnesota's statute. Perhaps, the City could educate drivers about the appropriate time to honk.

Pedestrian and Bicycle Improvements

- **Make the trail along 65th Street at least 10 feet wide**, rather than the proposed 8 feet. Bicyclists will need to share this space. This is unlike 76th Street or Portland Avenue where there is also an on-street option, and the trail is supplemental.
- **Make the bike lanes on Lyndale Avenue buffered bike lanes** like those on 70th Street to give kids and other vulnerable users some safe breathing room when riding bikes

Stormwater Management

- Concern around how the larger storm pipes for run-off will affect the level of Richfield Lake where there is also danger of flooding the trails which, even now, are under water.

Neighborhood Access

The comments about the intersection of 65th and Pillsbury are not clear. Reconnecting the grid doesn't clearly describe the type of intersection. Could you clarify this for me?

Other Feedback

- Please consider those who are blind and/or deaf in any of your designs as well as those who use wheel chairs. In my Richfield senior community, there are many who have disabilities and must find save ways to navigate the streets and sidewalks.
- The graphic on the Plans and Policies page indicates that a Richfield Hub Redevelopment plans may be found on the Sweet Streets page. Unfortunately, I could not find any information on the Sweet Streets page regarding plans related to the Richfield Hub Redevelopment. Can you provide information about the Hub redevelopment?
- I just reviewed the two options for HUB redevelopment. My vote is for OPTION A. This area of Richfield needs a nice retail and restaurant location for people already living in the area to walk, bike, or drive to and enjoy. Opportunity to upgrade from fast food and takeouts -- Richfield DOES NOT need to add to the residential population in this area with OPTION B which will also bring increased traffic -- which again is NOT NEEDED!!
- I reviewed the plans for the Hub redevelopment project and I prefer option A. The reasons for my vote is that we don't want Richfield to turn into a big city feel. The reason I moved to Richfield was that it's close to the city but feels like a suburb with green space and not a lot of traffic. By keeping the development more retail, restaurants and walk and bike friendly for the locals. Too many housing developments turns us into a city feel instead.