

RICHFIELD



Cedar Avenue Corridor

REDEVELOPMENT CONCEPT MASTER PLAN

RICHFIELD, MINNESOTA
SEPTEMBER 2004

JLG
architects



REDEVELOPMENT MASTER PLAN

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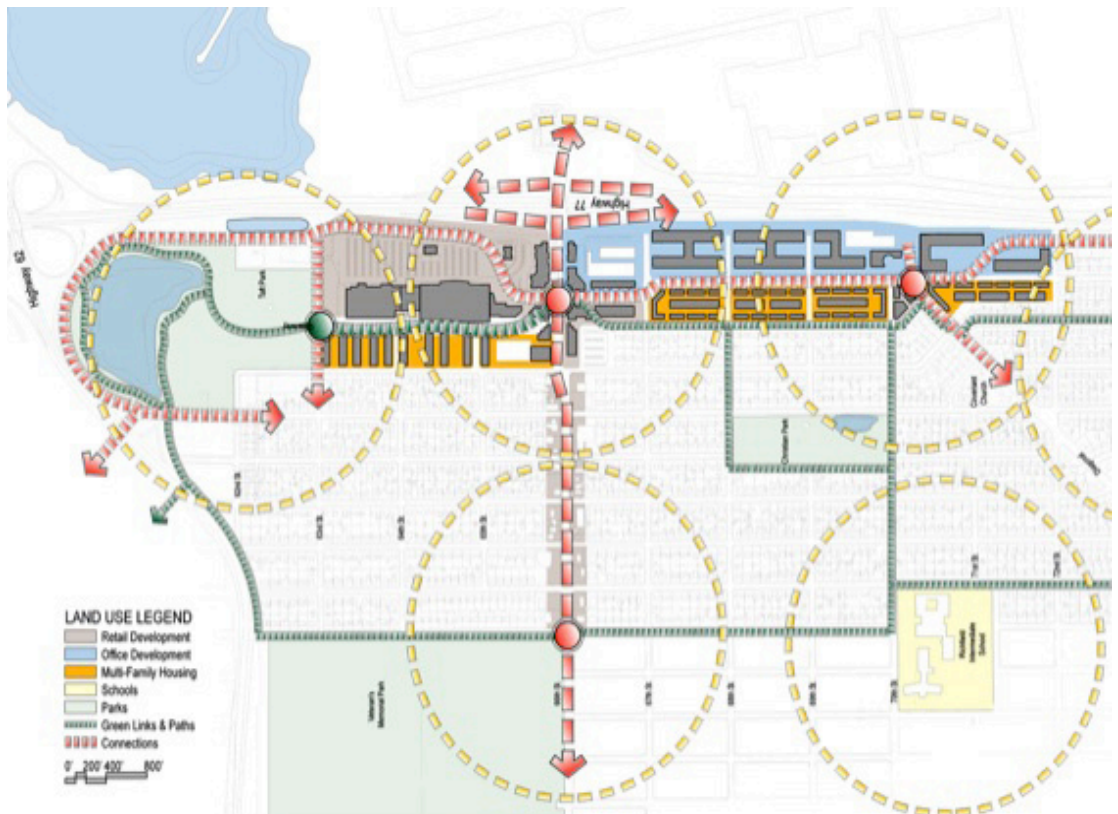
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executive summary

Expansion work at the Minneapolis/St. Paul Airport has presented tremendous challenges and opportunities for the City of Richfield. The construction of a new north-south runway at the westernmost area of the airport site and its resulting low-frequency noise levels have made it essential for the City to revision its eastern edge. The existing land-use, essentially single-family residential, is no longer an appropriate neighbor for the airport. These challenges have given rise to opportunities for development that serve the future of the City of Richfield and help to mitigate the problems caused by the airport expansion. The masterplan presented here is based on several major unifying ideas that address these new variables:

1. Establishment of neighborhood centers
2. Physical layering of land-uses and masses that more aptly relate to adjacent properties
3. "Walkability"
4. Reinforcement of a unified image for the City of Richfield



masterplan concept

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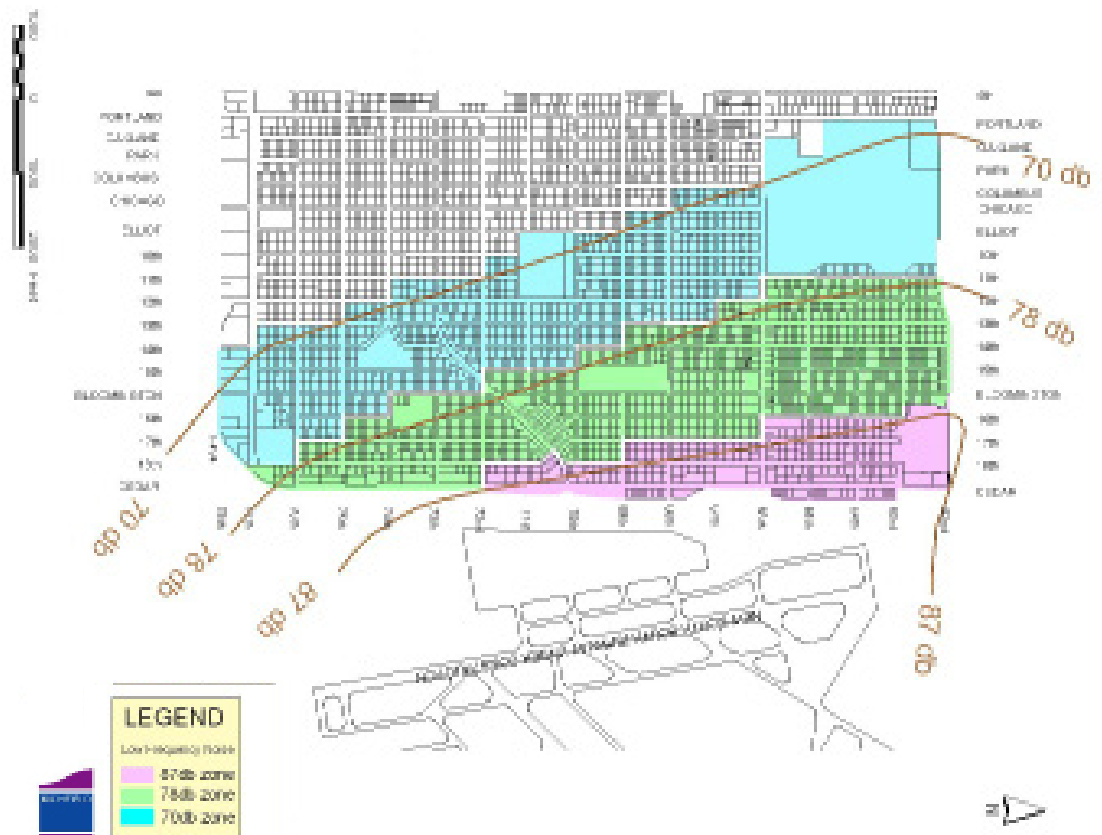
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process: project history

In 1996, the Minnesota State Legislature made a decision that the Minneapolis-St. Paul International airport (MSP) would remain and expand at its current location. Expansion included the construction of a new North/South Runway, and independent studies confirmed that the noise from this runway — believed to be the closest that any similar runway has been built to an existing residential area in the country — would be incompatible with the adjacent predominantly residential land uses. Based on decibel level studies, the city identified a redevelopment area which essentially included land bounded by Highway 62 to the north, Interstate 494 to the south, Highway 77 to the east, and 16th Avenue to the west. In 1999, a redevelopment plan was created.

Since that time, additional sound studies completed in 2000 revised the noise impact area to include land bounded by Highway 62 to the north, 72nd Street to the south, Highway 77 to the east, and a jogged profile from approximately 16th Avenue at the north end of the site to 18th Avenue at the south end (see diagram below). JLG Architects was contracted in 2004 to prepare a new land-use masterplan based on these new parameters and this document is a result of those efforts.



noise impact area diagram



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process: summary

1. Data Collection & Organization
 - a. Obtained background data from City to include base maps, previous studies, reports and planning documents.
 - b. Photographic Documentation
 - c. Obtained study information related to airport expansion
 - d. Assimilated previous study work
2. Problem Definition
 - a. Established Joint Study Sessions - participants included HRA, Planning Commission, and City Council. Group met in 2004 on March 15, May 11, and September 28.
 - b. Worked with the review committee to ascertain the problem definition
3. Background Information
 - a. Preliminary base data was used to engage the public
 - b. Defined tools and graphics to be utilized in order to help the public understand the plan and process
4. Initial Public Engagement - March 24, 2004 at Centennial Elementary School
 - a. Open house format - information gathering session
 - b. See Appendix B for tools used to solicit this information and for the "results"
 - c. See following section "Community Feedback" for summaries
 - d. Feedback and summaries posted by the City on their website
5. Prepare Planning Options
 - a. JLG team worked in tandem with the City, traffic planners (Tony Heppelman), and financial planners (Ehlers Associates) to prepare initial planning concepts
 - b. Solicited feedback from developers
 - Provided initial feedback on market conditions, site concepts and feasibility
 - See following section "Community Feedback" for summaries
 - See Appendix A for meeting minutes
 - c. Solicited feedback from selected vested entities within the development area
 - Provided initial feedback regarding current conditions and long-range plans
 - See following section "Community Feedback" for summaries
 - See Appendix A for meeting minutes
6. Second Public Engagement - May 12, 2004 at Centennial Elementary School
 - a. Open house format - presented schematic masterplan option generated from the process, including land-use, density, site improvements, etc.
 - b. See Appendix C for tools used to present this information
 - c. See following section "Community Feedback" for summaries
 - d. Feedback and summaries posted by the City on their website
7. Concept Refinement
 - a. Synthesized planning concepts
 - b. Made decisions about best fit for individual pieces of the corridor in consideration of technical and financial issues, marketability, compatibility with adjacent land uses and community feedback.
8. Third Public Engagement - September 23, 2004
 - a. Open house format
 - b. Presented revised masterplan and district development plans
 - c. See Appendix D for tools used to present this information
 - d. See following section "Community Feedback" for summaries
9. Approval of Concept Plan
 - a. Concept presented at a joint meeting of the Planning Commission, the HRA, and the City Council on September 28, 2004.
 - b. Concept to be reviewed at HRA meeting October



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process: community feedback

Open House #1:

6 stations were set up to elicit opinions, wishes, fears, etc. of the public

- Station 1: General Questions
- Station 2: Transportation Developments
- Station 3: The Development Process
- Station 4: "What is a Neighborhood?"
- Station 5: "What Do You Like?"
- Station 6: "What Would You Like in Your Neighborhood?"

A significant amount of information was gathered, and the community feedback can be summarized by the following:

- Desire for safe and walkable neighborhoods
- Desire for connections to greenspace
- Hesitancy about impact of airport noise and large scale retail development

Open House #2:

The schematic masterplan concept was presented and generally well-received. Feedback was positive and centered on the following:

- Positive response to overall development plan
- Idea of a greenway as a way to provide community connections between the city's park and trail systems (and thus improving "walkability", as a necessary value-added amenity for future multi-family housing, and as a buffer to large scale retail.
- Layering concept — multi-family housing as a seam between office/retail and single family residential
- Neighborhood centers help to create identities and improve walkable character of the neighborhoods
- "Gateway" concept

Open House #3:

The final masterplan idea with district development concept plans was presented. The plans were extensions and refinements of the earlier concepts and feedback remained essentially positive. Topics of discussion included:

- Timeline and phasing
- Character and scale of multi-family housing needs to relate to the adjacent single-family housing
- Development of greenway and boulevard system brings neighborhoods together
- Traditional urban planning principles of building to the street and zero-lot-line configurations create a pedestrian-friendly environment and encourage "walkable neighborhoods"
- Neighborhood centers could breathe new life into "east Richfield"



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process: community feedback (continued)

JLG Architects, along with representatives from the City of Richfield, met with various stakeholders in the eastern part of Richfield to get their feedback about existing conditions and future needs. See Appendix A for full meeting minutes.

Mount Calvary Lutheran Church and School:

Their long-range plans include the addition of an early childhood center for the school and additional parking on the north side of 66th street (125 total stalls). The Church/school currently owns limited property, but would potentially be interested in swapping or sharing land if a suitable arrangement could be made. JLG Architects recommends the construction of buildings, rather than parking lots, on the north side of 66th street. Parking should be accommodated in the rear, with clear and easy access for both the church and the school.

Ryan Development Companies:

The developer is held to some specific requirements of the retailers regarding site access, parking requirements, and total gross leasable square footage. In consideration of these needs and the best interests of the city in terms of a masterplan, JLG Architects recommends the following:

- The site should be accessed at a new gateway intersection at 66th Street and a re-routed Cedar Avenue (essentially 17 1/2 Avenue). Cedar Avenue, at the north end of the site, will remain in its current location and will connect to the development.
- Target (or similar retailer) should be located at the middle/south part of the site in order to connect its users via pedestrian links to this new gateway. The Target building will need to be pushed to the rear (west end) of the site in order to meet the parking requirements.
- Home Depot (or similar retailer) should be located at the north end of the site. A service drive will extend behind the building to a truck turn-around, but the drive will not extend behind the Target building. Target services will be access via the truck-turn around area.
- The outlot retail buildings should be constructed in a zero-lot-line configuration along 66th Street in order to strengthen the sense of "entry" at the gateway, to encourage pedestrian activity, and to create a streetscape and city plan that reinforces traditional urban planning principles.
- Design buildings to complement the existing site contours to minimize the amount of site grading and retaining required, especially at the north end of the site.
- This development will be located at the new gateway to the city; the design of these significant retail pieces needs to push the envelope.

Housing Developers:

Generally, the developers agreed that multi-family housing is a good fit, but that construction type and amenities, in addition to site assembly issues, will be important factors in selling the projects. The developments need to respect and build on the positive factors that are currently part of the essence of Richfield: city grid, park infrastructure, school system, single family housing core, diversity, location, etc. Most developers agreed that multi-family housing needs to reach densities in the neighborhood of 25 units/acre in order to work financially.

- Sherman Associates
- Metroplains Development
- Ron Clark Builders
- Lander Group
- Ryan Companies
- United Properties
- Cornerstone Group





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process: community feedback (continued)

Metro Transit:

The representatives from MTC generally supported the masterplan ideas. It was suggested that routes could potentially be changed to accommodate this restructuring (move the north-south route from Bloomington to the new Cedar Avenue corridor?) and that stops would likely be added at the new 66th Street and Cedar Avenue (17 1/2 Avenue) gateway intersection and the new Cedar Avenue and Diagonal Boulevard neighborhood Center.

Dental Health Care Center:

This business very much likes their location in Richfield. If relocation were required or desired, the following criteria would apply to a new facility:

- good visibility and easy access
- adequate and convenient parking
- own rather than lease
- continuous service (no "down time")

City of Richfield Parks and Rec Department:

The department representatives believe that the existing trail system in the city is a great asset and that development should work with and enhance the trails within the context of overall city/regional trail planning. The masterplan was presented and well-received, and the Parks and Rec Department believes there are excellent opportunities for enhancing an already excellent trail and park system: connections to major bike corridors, bike trail rest stations, potential for pet exercise area and pocket parks to complement the existing recreation parks, etc.

Decision One:

The existing building and use are compatible with the long-range plans for this corridor. JLG recommends considering some type of joint-use relationship between the Decision One building owners and future adjacent commercial entities for the existing parking ramp which is currently underutilized.

City of Richfield Liquor Operations:

The current store is number one in sales volume for the City of Richfield, so any proposed changes need to consider the factors of its success: excellent visibility and ease of access; visible and readily accessible parking; and retention of current customers — the business could not stop operations for any period of time. Should the facility be relocated, the store would consider expanding its services to possibly include things like a wine shop, small deli, and/or outdoor plaza for small events. JLG Architects recommends that a future location just north of the proposed new intersection of 66th Street and Cedar (17 1/2) Avenue would meet the needs of the business and serve as an anchor development in this critical area of the masterplan; development in this location would surely encourage significant and timely construction of private enterprise at the new gateway.

Metropolitan Airports Commission (MAC):

JLG and the city representatives presented the masterplan to date. All parties were generally in agreement that the proposed redevelopment was going in the right direction and that the proposal did not conflict with the long range plans of the MAC.



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

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master plan

Expansion work at the Minneapolis/St. Paul Airport has presented tremendous challenges and opportunities for the City of Richfield. One of the major impacts of the airport expansion work has been to create an incompatible area of development adjacent to the airport. Single-family residential areas are no longer appropriate neighbors for the airport. Increased noise from a new runway has made it essential to re-envision the eastern edge of the City of Richfield. These challenges have given rise to opportunities for development that serve the future of the City of Richfield and help to mitigate the problems caused by the airport expansion. The masterplan presented here is based on several major unifying ideas that address both the challenges and opportunities now available to the city.

1. Establishing neighborhood centers that are the focus for housing, work opportunities, shopping and recreation all within walking distance is the foundation of this masterplan. The two centers established here are at 66th and Cedar and at Diagonal Boulevard and Cedar. These two neighborhood centers are very different from each other but each acts as the catalyst for their part of the city.
2. Physically layering the built bulk of the city from the airport to the residential areas is the response that we have utilized to the issues of airport noise and activity. The parcels of land adjacent to the freeway and airport have been designated to have large-scale retail and office uses. These uses are more compatible with the noise and activity of the airport and may even benefit from the close relationship to the airport. These new buildings can be designed to block the sound from the airport. The next layer of the city is made up of higher density residential buildings such as townhouses, apartments, and condominiums. These buildings have stepped down in size from the retail/office layer and the new construction allows developers to address sound issues in the design and construction of these homes. The third layer in the plan is the existing single-family residential area already in existence.
3. In support of the walkable neighborhood concept mentioned above, this masterplan creates walking links between activity areas and existing parks and recreation. These new links are sidewalks lined with trees and marked with flowers to help people freely move from home or work to recreation.
4. To reinforce the positive identity of Richfield we have called for the consistent development of sidewalks, roadways, signage and monuments in keeping with the rest of the city. Continued definition of Richfield as an important first-ring suburb is key to its vitality and quality of life.

The possibility for the success of this vision for Richfield is enhanced by the current interest and pressure to develop both retail and residential projects in the city. This masterplan will help guide the city, its people, and developers to create partnerships that can benefit everyone involved. Public-Private partnerships are the key to the creation of community for Eastern Richfield.

This masterplan also sets the stage for future development by establishing standards for that development. Two areas that are natural extensions of this masterplan are:

1. The further development of mixed-use retail/office/residential projects along 66th street. This would begin to link the new eastern Richfield entry developments with the vibrant and active center at 66th and Lyndale.
2. As Cedar Avenue eventually links to the airport through a tunnel under the freeway it would make sense to continue the layering of buildings proposed along Cedar Avenue to the south. This could further solidify the identity of Richfield

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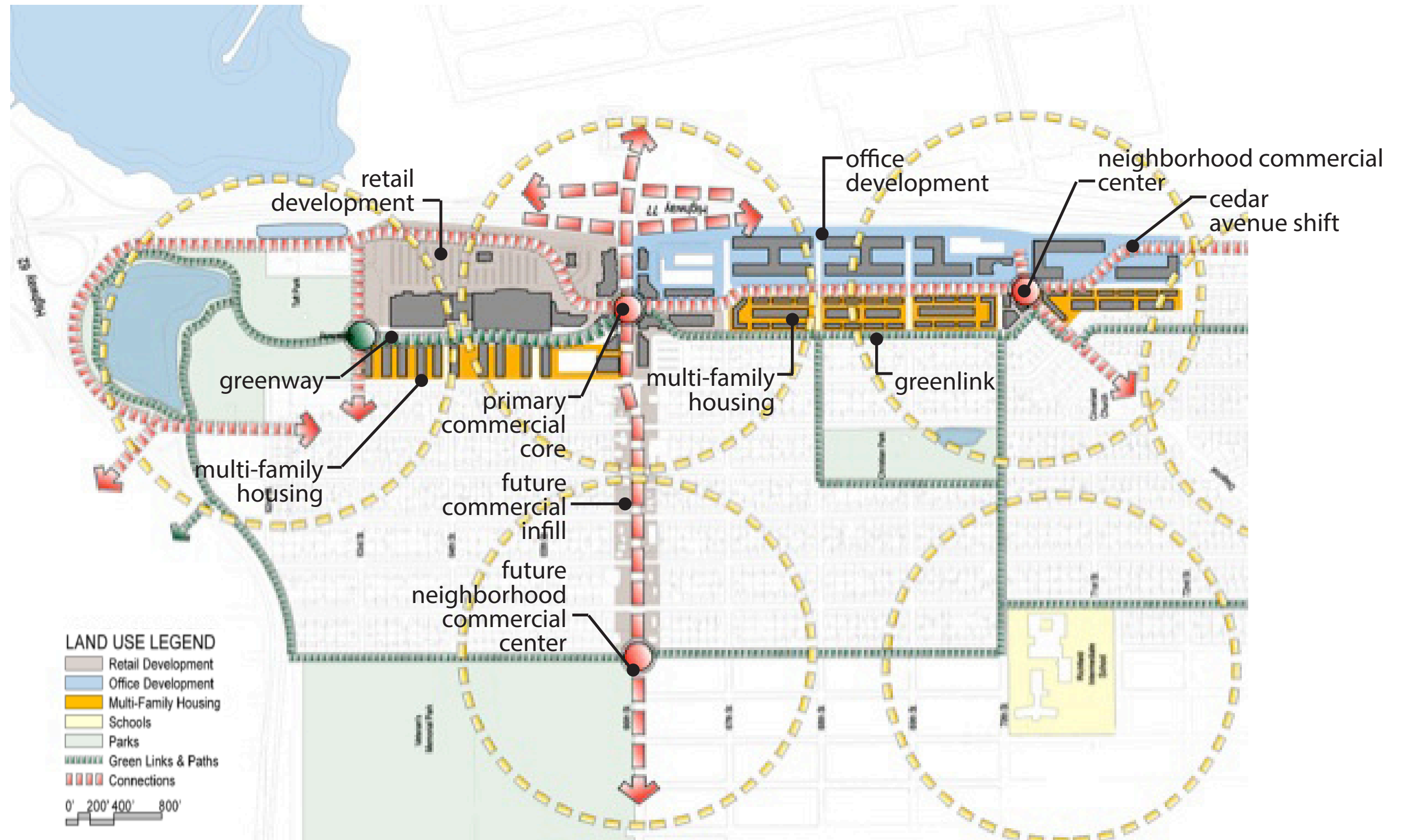
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MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
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concept
master
plan

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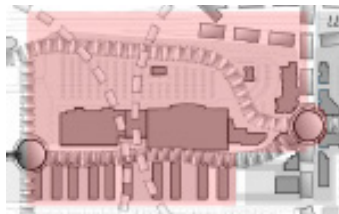
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Cedar
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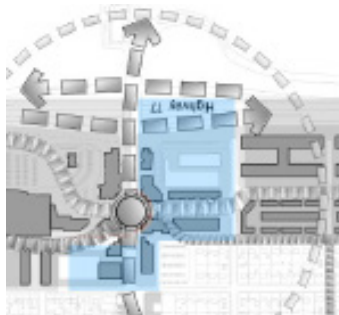
district priority list

Building community in the Eastern Richfield Corridor requires a careful mix of public input, investment, and private development. We suggest the following order of development to ensure the type of community that Richfield wants and deserves.



Priority 1: Taft Park Greenway

The private development of major retail and condominium/apartment units adjacent to the Taft Greenway. This would include the public development of the Taft Greenway as a link from the 66th and Cedar neighborhood center to Taft Park. The development of Phase Two would add tremendous impetus to the entire project and would help create the critical mass of people and activity that would allow for the further development of the corridor.



Priority 2: Cedar & 66th Gateway

(Possibly co-developed with Phase One) The establishment of the 66th and Cedar Neighborhood Center with infrastructure improvements and at least two of the proposed corner buildings to create and communicate the desired pattern for this important part of Richfield.



Priority 3: Cedar & Diagonal Center

The development of the Diagonal and Cedar Neighborhood Center. Creation of this smaller, more intimate gathering spot should help to spur both residential and office development planned in the adjacent areas. Continued attention to development of buildings bordering the 66th and Cedar Neighborhood Center should be an integral part of this phase.



Priority 4: Cedar Avenue Boulevard

This will include the filling-out of the plan to include the Cedar Greenway and its adjacent office and residential development. This would likely fill in as the demand for the space developed in the marketplace.

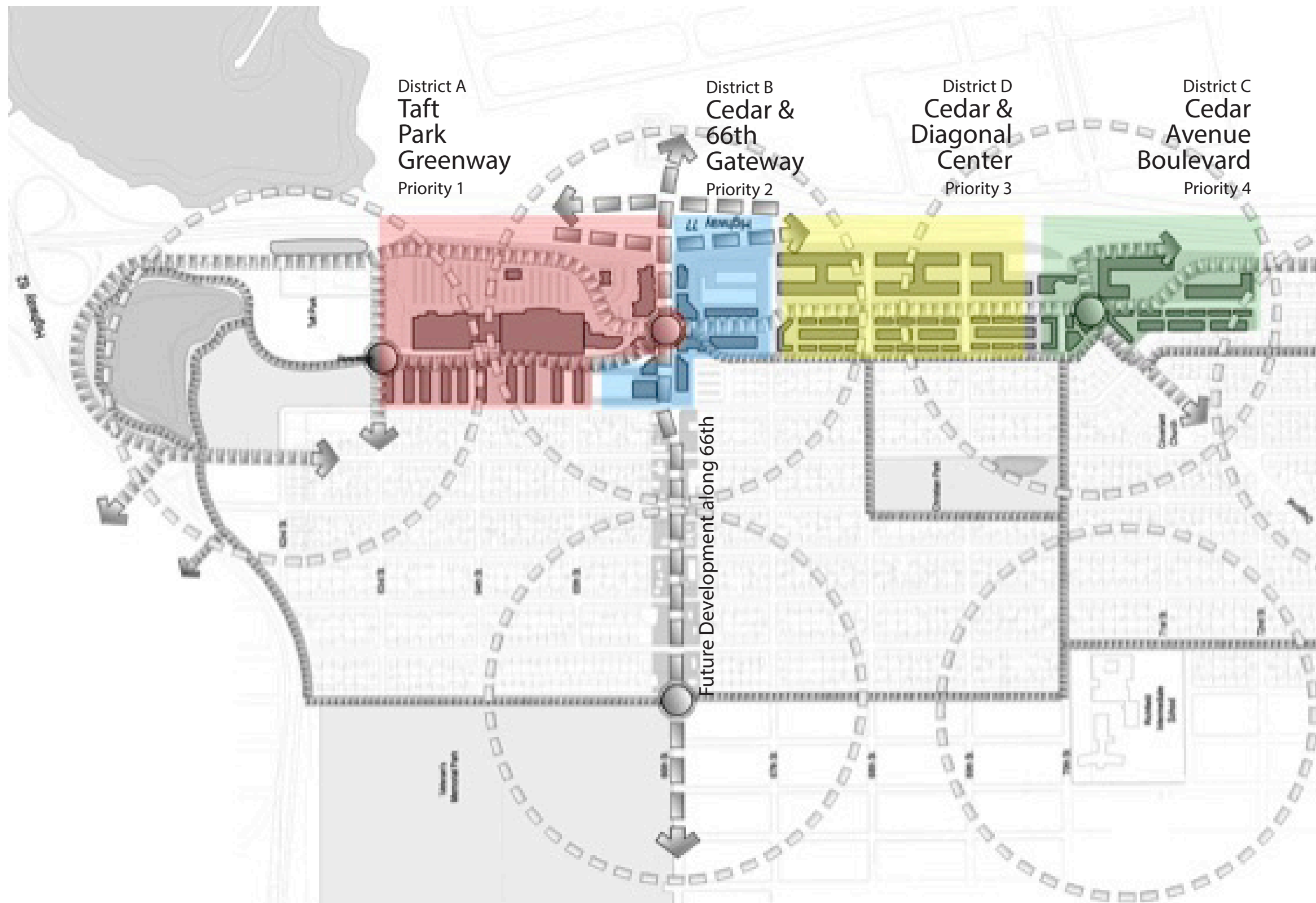
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Cedar Avenue Corridor

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district
priority

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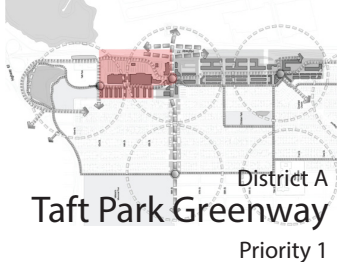




DISTRICT A

Taft Park Greenway

RICHFIELD, MINNESOTA
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taft park greenway

The Taft Greenway provides a pedestrian link between the central intersection at 66th and Cedar with the recreation opportunities of Taft Park. This greenway, with trees, water features, flowers, paths, and lighting also serves to create a linkage between townhouse and apartment units with the larger commercial developments adjacent to the airport. Although the commercial buildings are large and they back against the greenway, recommendations have been incorporated in the design that make the 'back' of the stores an appealing backdrop from the residential units and the greenway.

The townhouse and apartment units help create a transition from the commercial buildings to the existing single-family neighborhood to the west. The new townhouses front on the street and have the added amenity of the greenway as a part of their backyard. Living here you are less than a five-minute walk from stores, churches, shops, offices, and a major recreation venue.

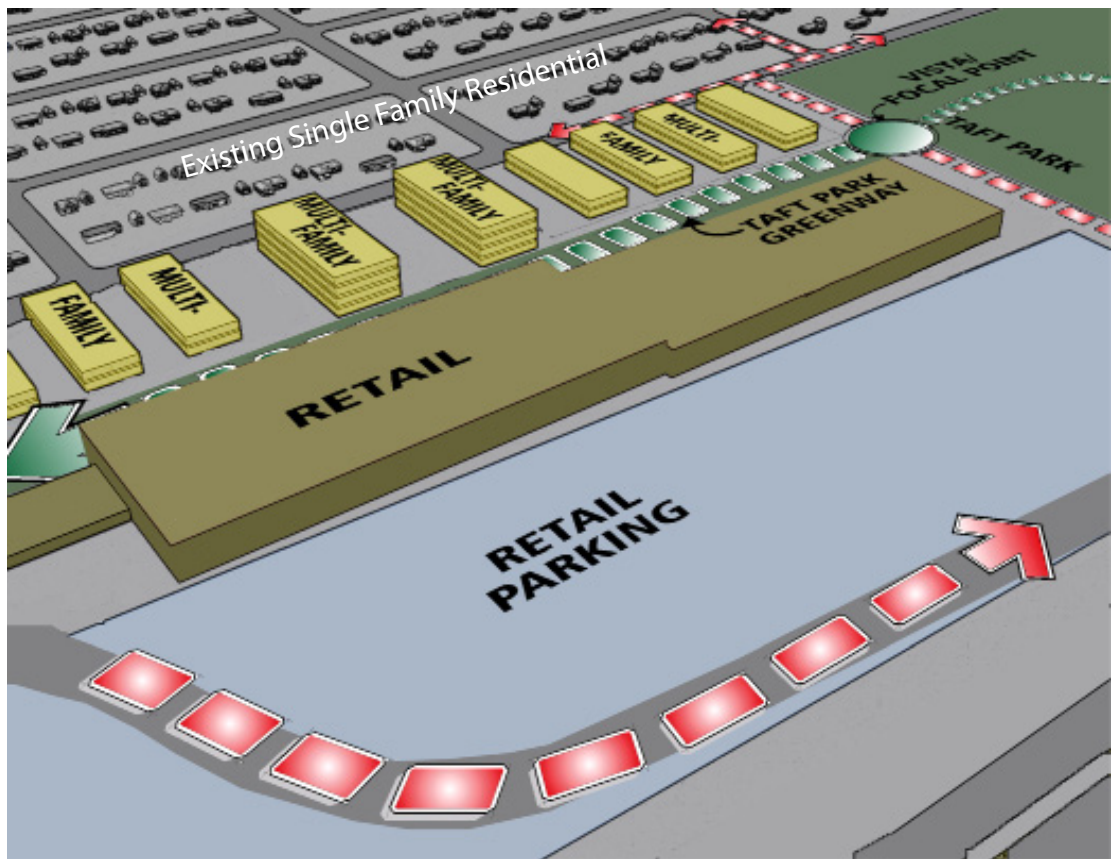
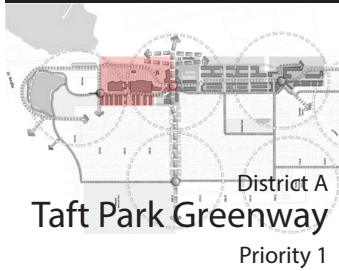
The maintenance and reinforcement of single family houses in this area is also an important component of the plan. It is important for Richfield to be able to offer a wide variety of housing styles to meet a wide range of needs. It is equally important to continue to attract families with children to Richfield to support the excellent educational opportunities available in the community.



DISTRICT A

Taft Park Greenway

RICHFIELD, MINNESOTA
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concept land use



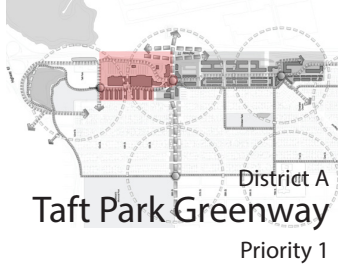
concept built environment sketch



DISTRICT A

Taft Park Greenway

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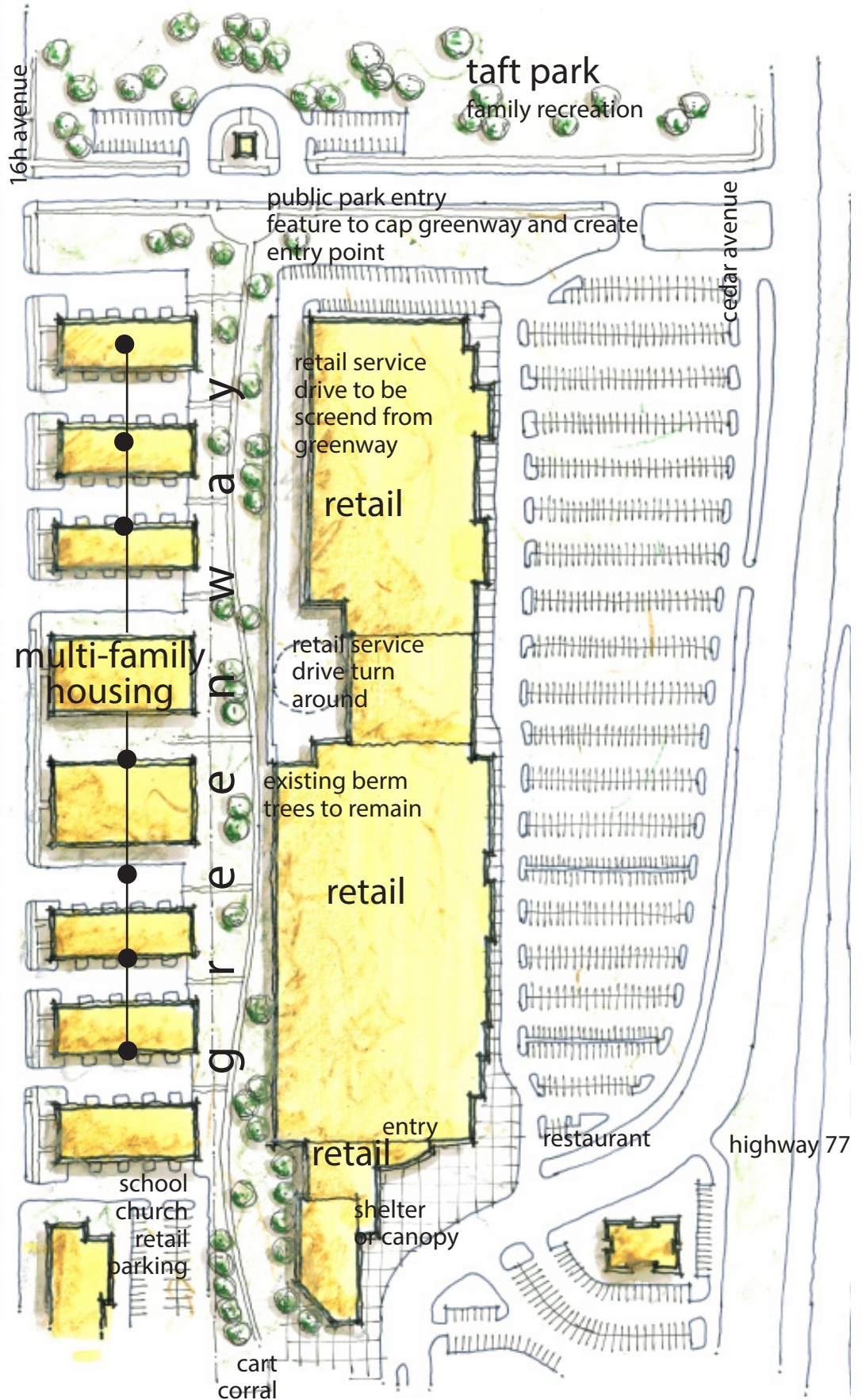


district A concept detail development plan

Site projects to be undertaken in this area would be the development of sidewalks and plantings to create the Greenway and complete the linkages to the public parks. The Taft Greenway is envisioned as an extension of Taft Park into the center of the new neighborhood.



existing single family residential





DISTRICT A

Taft Park Greenway

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taft greenway
concept sketch
@ south end

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mutifamily housing to extend up to
greenway - oriented to provide direct
access for all to greenway

housing to extend to approx height of
retail development but not taller

bike path to link taft Park to 66th
street hub

existing berm trees to remain from
vacation of 17th avenue to define edges
of greenway and provide relief for back
of retail development

retail box to
feature architectural
elements at loca-
tions where the back
extends directly to
property line

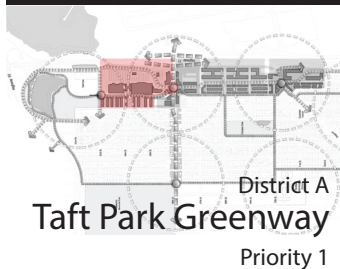
back of retail devel-
opment to feature a
screen wall to cover
shipping / receiving
and garbage areas



DISTRICT A

Taft Park Greenway

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taft greenway
concept sketch
@ mount
calvary



mutifamily housing to extend up to greenway - oriented
to provide direct access for all to greenway. provide
walkup elevations to street

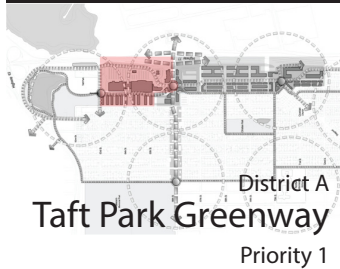
existing school and church to remain

existing school and church to remain - reserve space for
school to expand up to 66th street. provide parking for
church and school at east side and at the north end. build
to zero lot lines

DISTRICT A

Taft Park Greenway

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taft greenway
concept sketch
looking
southeast

greenway to extend between retail developments to tie into corner at 66th & cedar. provide closure at end of greenway to be sure pedestrian traffic crosses street at cedar.

provide landscaped rear parking for retail development and church / school



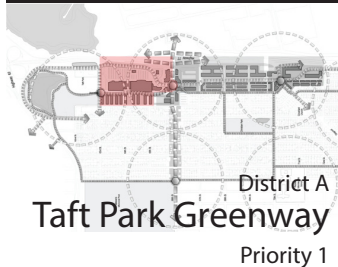
architectural elements such as display windows and pilasters on back of retail

new multifamily housing to border greenway. orient so access is provided to all occupants

DISTRICT A

Taft Park Greenway

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taft greenway
concept sketch
@ north end

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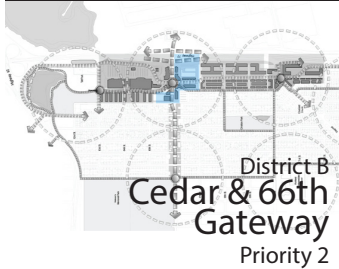




DISTRICT B

Cedar & 66th Gateway

RICHFIELD, MINNESOTA
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cedar & 66th gateway

As illustrated here, Sixty-Sixth and Cedar becomes the eastern gateway into the City of Richfield. The feel is welcoming, active, urban. Major commercial activities are enhanced by places to meet other people, places to socialize, and a place that is "Richfield."

Buildings front on the streets and the major intersection of 66th and Cedar. They create activity that is inviting and urbane. The overhead lighting brings a sense of identity and wonder to this new entry into the city. Pedestrian walkways depart from here and go to parks, recreation, housing, offices, and schools. In short, from here we access the community. This is the place to be for the citizens of Richfield and its visitors.

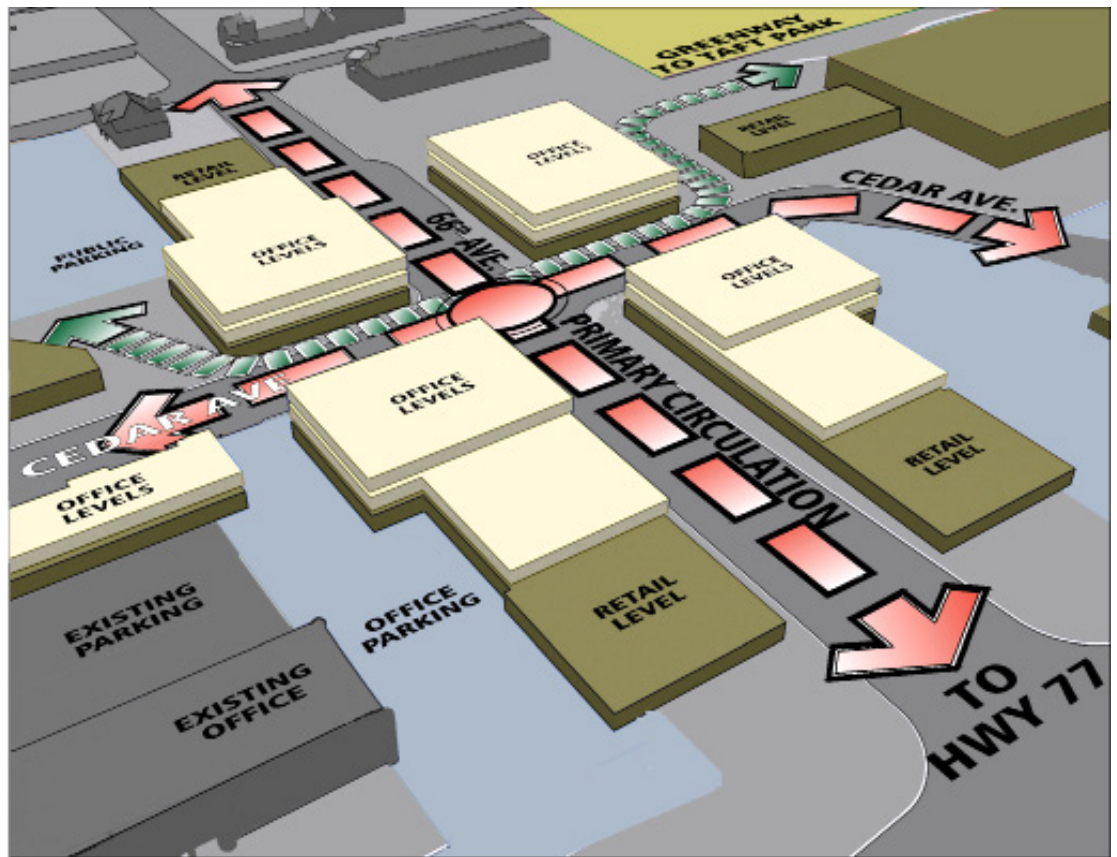
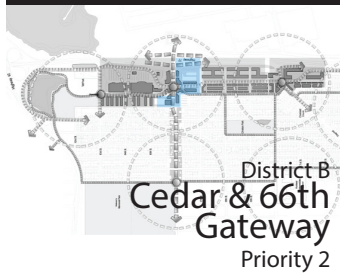
The buildings developed here have retail functions on the ground floor, facing the major streets with offices or residential units above. Parking is included behind or below these new buildings. A newly established bus stop links this new activity area to the rest of the Twin Cities Metropolitan area.



DISTRICT B

Cedar & 66th Gateway

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concept land use

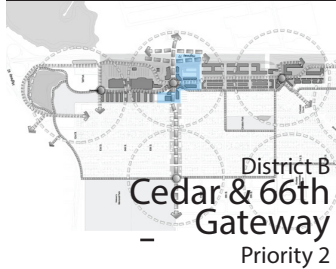


concept built environment sketch

DISTRICT B

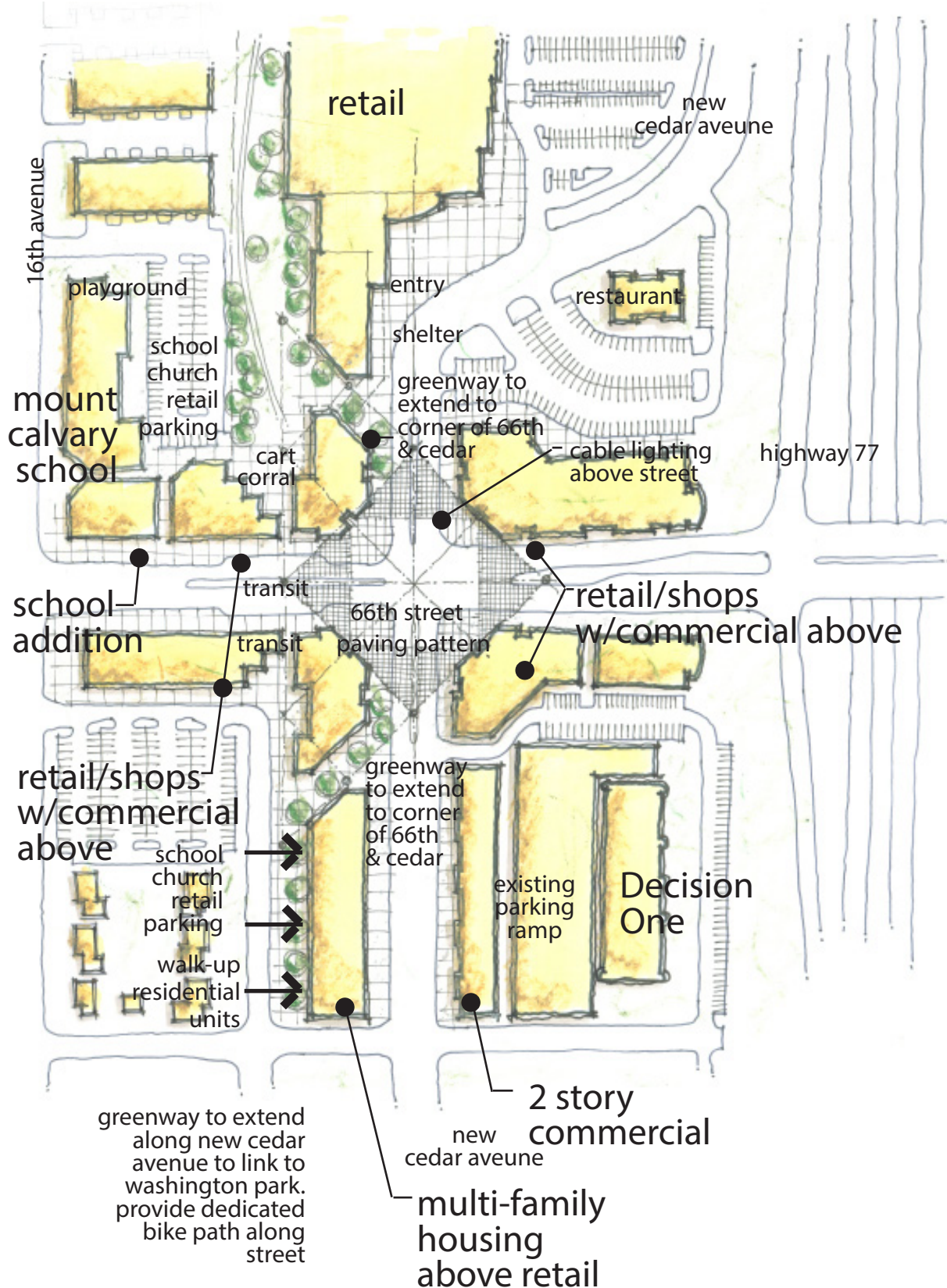
Cedar & 66th Gateway

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district B concept detail development plan

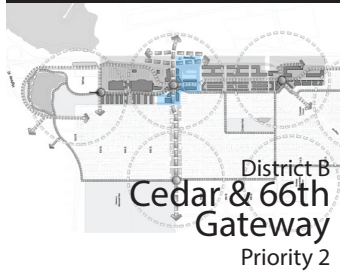
Site projects undertaken here would include the development of the infrastructure for the intersection, the sidewalks and their amenities, the overhead lighting system and the development of the transit stops. Additionally, the development of the city liquor store as an important part of this neighborhood center could be a vital link in its future.



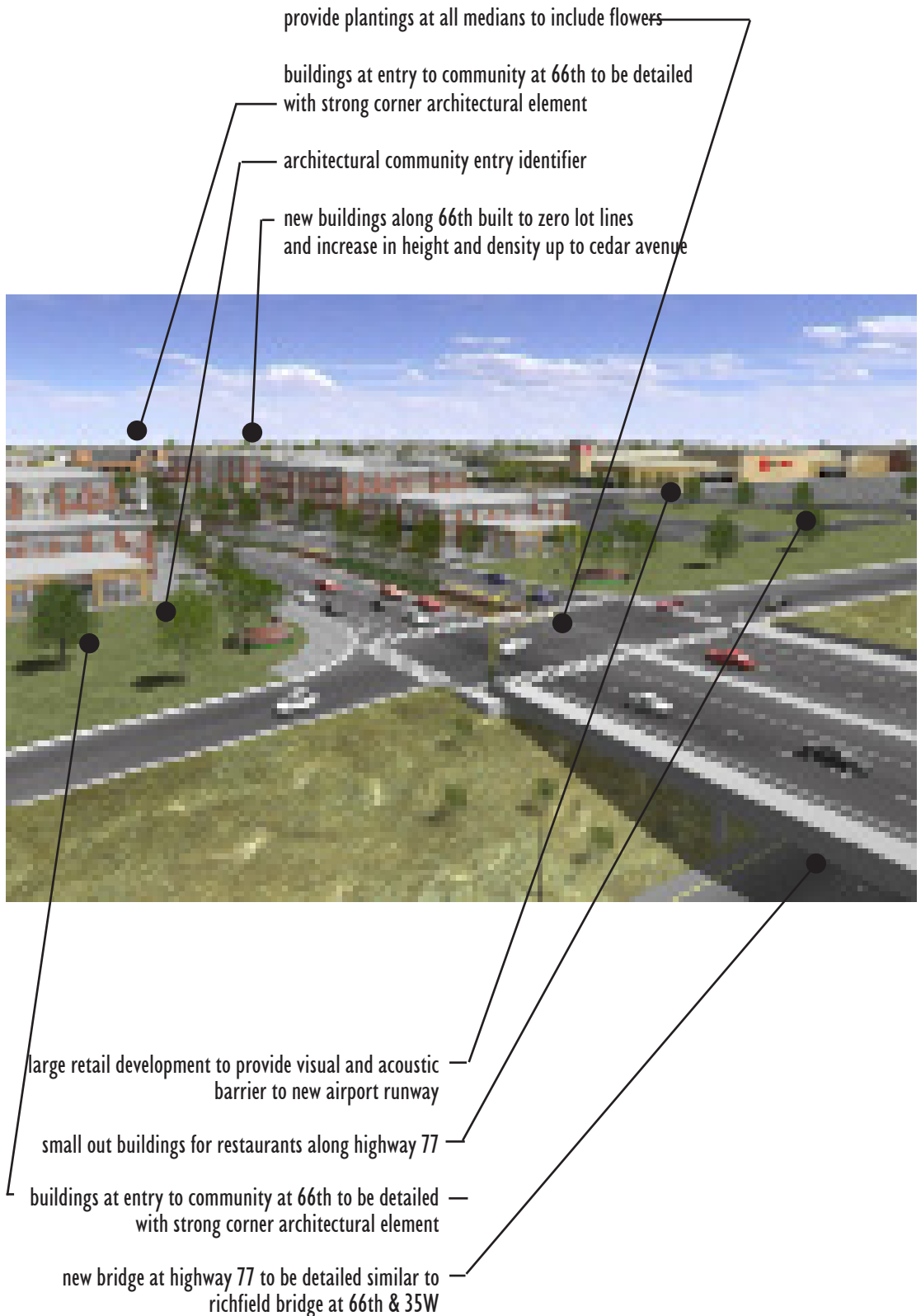
DISTRICT B

Cedar & 66th Gateway

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



66th street
concept sketch
at highway 77
looking west

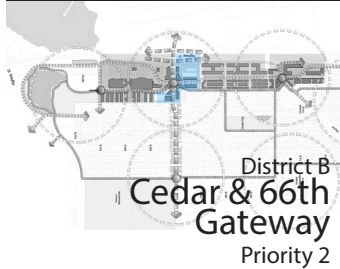




DISTRICT B

Cedar & 66th Gateway

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



cedar av-
enue concept
sketch@ 66th
looking north

JLG
architects

buildings at intersection to feature architecturally significant corner treatment and work integrally with cable lighting above

new buildings along Cedar built to zero lot line and increase in height and density up to corner of 66th

Buildings materials to use a traditional palette of materials - ie: brick stone & metal

create focal point at intersection through use of concrete pavers in both street and sidewalks

provide plantings at all medians to include flowers



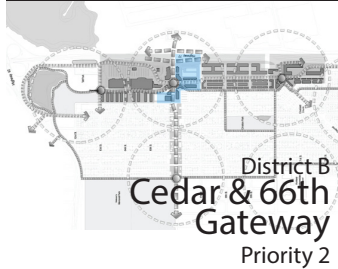
retail development to provide architectural character to create a terminus to cedar avenue

architectural cable lighting to create sense of place - day & night

DISTRICT B

Cedar & 66th Gateway

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



66th street
concept sketch
@ cedar look-
ing northwest

buildings at intersection to feature architecturally significant corner treatment and work integrally with cable lighting above

architectural cable lighting to create sense of place - day & night

metro transit center located east and west bound. provide covered connection back to retail development and cart carrel

Buildings materials to use a traditional palette of materials - ie: brick stone & metal

provide plantings at all medians to include flowers



retail development to provide architectural character to create a terminus to cedar avenue

greenway to turn through retail development and connect to intersection

new buildings along Cedar built to zero lot line and increase in height and density up to corner of 66th

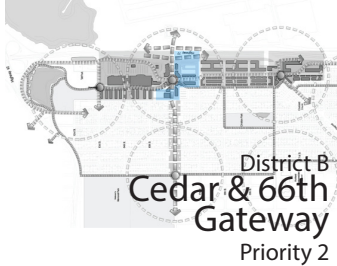
create focal point at intersection through use of concrete pavers in both street and sidewalks



DISTRICT B

Cedar & 66th Gateway

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



cedar avenue
concept sketch
@ 66th looking
northeast

JLG
architects

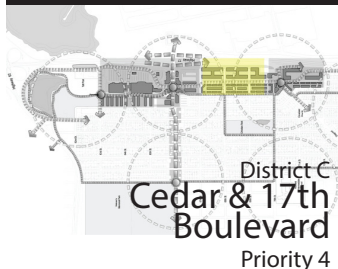




DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



cedar & 17th boulevard

Cedar Boulevard is the heart of this proposal for the eastern edge of Richfield. This area contains all of the essential elements of the plan. People here have a wide variety of housing options for themselves and their families as well as being able to walk to work and to activities. The design recommendations illustrate the transition from office uses adjacent to the airport, to townhouses and finally to existing single family residential. This transition is important as a model for all of Richfield. Several key points need to be made about Cedar Boulevard:

New office and service buildings developed along the eastern edge of Richfield help bring additional employment opportunities to the community and also act to mitigate some of the negative impacts of the airport while taking advantage of the access to the air shipping services nearby.

Townhouse developments adjacent to the offices provide housing options for the citizens of Richfield and new residents that want to avail themselves of the advantages that Richfield has to offer. The size and scale of the townhouses helps to physically step down from the larger scale of the office buildings to the smaller scale and slower pace of the single family houses.

The development of sidewalks that are lined by trees and well lit along Cedar Avenue & 17th street helps to reinforce the idea of a walking community. This boulevard is the backbone of a new system to link the green spaces of the community together in a larger system of parks and recreation opportunities. The addition of sidewalks should serve as a model for the rest of Richfield.

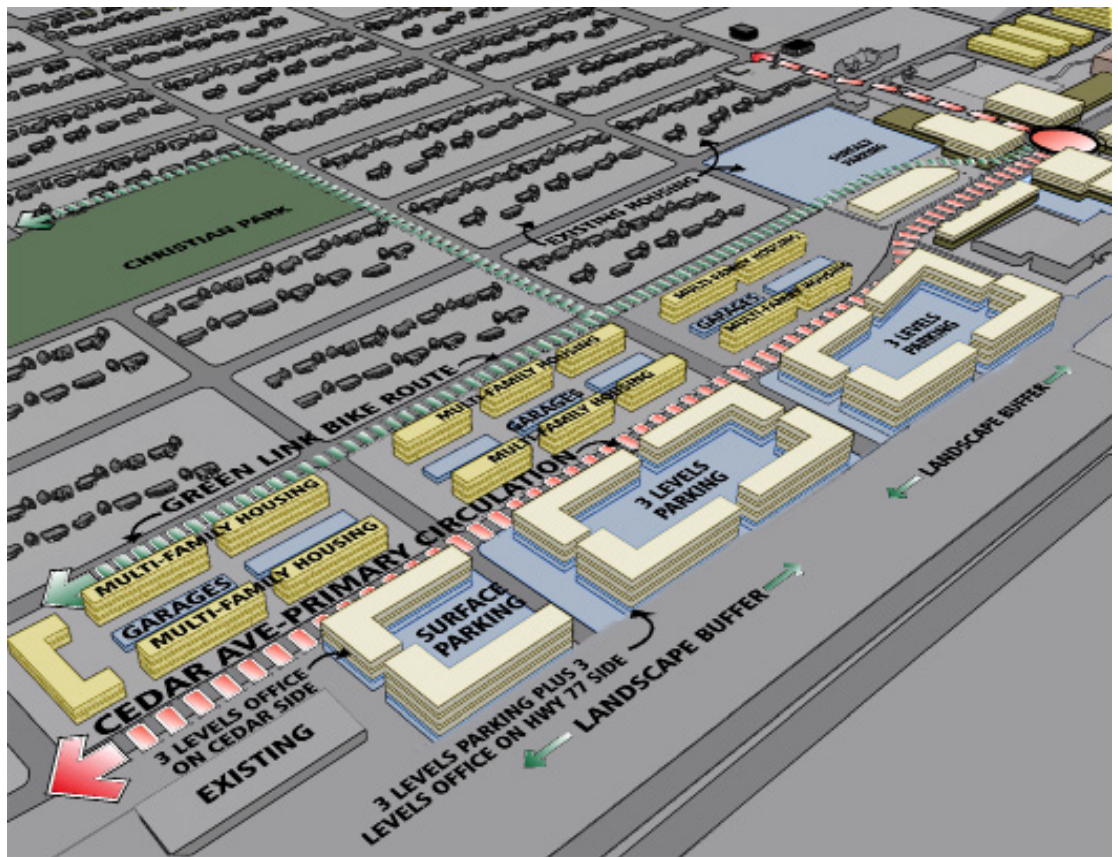
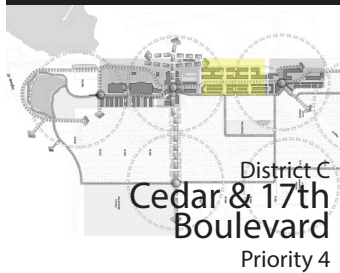
The maintenance and reinforcement of single family houses in this area is also an important component of the plan. It is important for Richfield to be able to offer a wide variety of housing styles to meet a wide range of needs. It is equally important to continue to attract families with children to Richfield to support the excellent educational opportunities available in the community.



DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



concept land use



concept built environment sketch

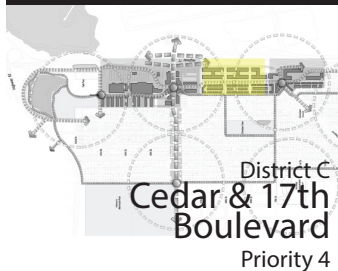




DISTRICT C

Cedar & 17th Boulevard

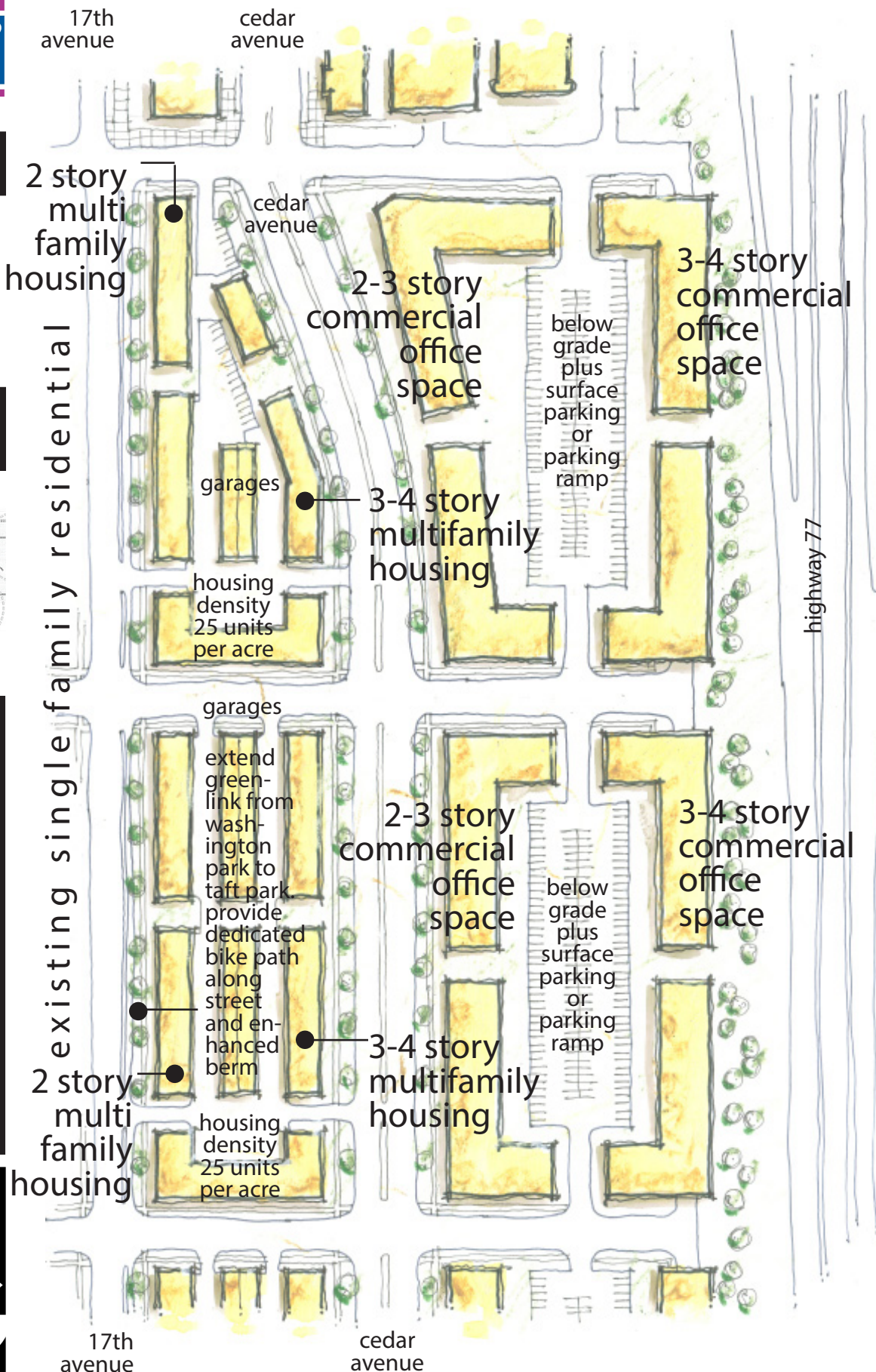
RICHFIELD, MINNESOTA
SEPTEMBER, 2004



district C concept detail development plan

Site involvement in this area would include the development of the Cedar Greenway. Establishment of sidewalks, berms, and street trees to help people walk from home to work and play.

JLG
architects

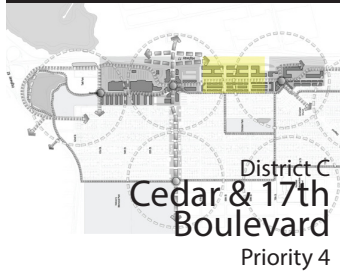




DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



cedar avenue
concept sketch
looking north

mutifamily housing to feature walkup units at street. density approxiamtely 25 units per acre. provide internalized parking. three story along 17th avenue - three to four story along cedar



mutifamily housing to feature walkup units at street. density approxiamtely 25 units per acre. provide internalized parking. three story along 17th avenue - three to four story along cedar

new neighborhood commercial center located at diagonal hub

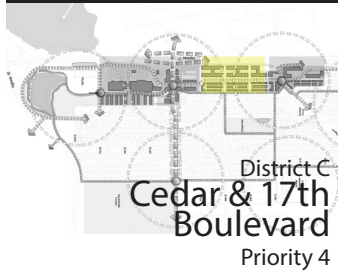
JLG
architects



DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



17th avenue
concept sketch
looking north

provide enhanced greenlink along 17th avenue to connect
taft park greenway at north to washington park at
south. provide dedicated bike path along 17th avenue.



mutifamily housing to feature walkup
units at street. density approxiamtely
25 units per acre. provide internalized
parking. three story along 17th avenue -
three to four story along cedar

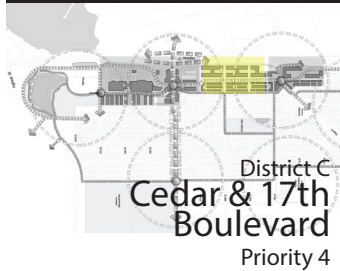
new neighborhood commercial center
located at diagonal hub

JLG
architects

DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



highway 77
concept sketch
looking north



multifamily housing to feature walk-up units at street.
density approximately 25 units per acre. provide inter-
nalized parking. three story along 17th avenue - three to
four story along cedar

commercial offices located along highway 77 to
provide visual and acoustic buffer to airport

3-4 stories along highway 77

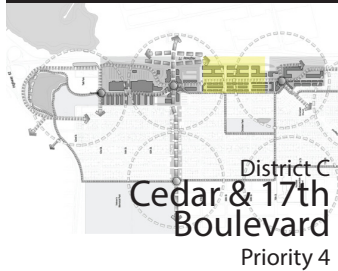
provide below grade or internalized parking

2-3 stories along new cedar avenue

DISTRICT C

Cedar & 17th Boulevard

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



highway 77
concept sketch
looking north



multifamily housing to feature walk-up
units at street. density approximately
25 units per acre. provide internalized
parking. three story along 17th avenue -
three to four story along cedar

commercial offices located along highway 77 to
provide visual and acoustic buffer to airport

3-4 stories along highway 77

2-3 stories along new cedar avenue

provide below grade and surface parking or parking
ramp

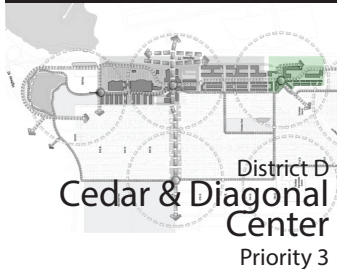
heavily landscaped berm area up to highway 77



DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



cedar & diagonal center

This small neighborhood commercial center serves as a model for the development of other neighborhood commercial centers throughout Richfield. A small block is lined with neighborhood friendly businesses such as a butcher, a baker and the proverbial candlestick maker (in today's culture a coffee shop). Other possibilities such as a drug store, bookstore, restaurant, barber/hairdresser, flower shop and indeed many others offer neighbors a place to gather, take care of some of the daily necessities and get to know each other. The configuration of the block provides for outdoor seating areas, plants, easy access and parking. This proposal is unique to Diagonal Street but provides a model for other neighborhoods of Richfield.

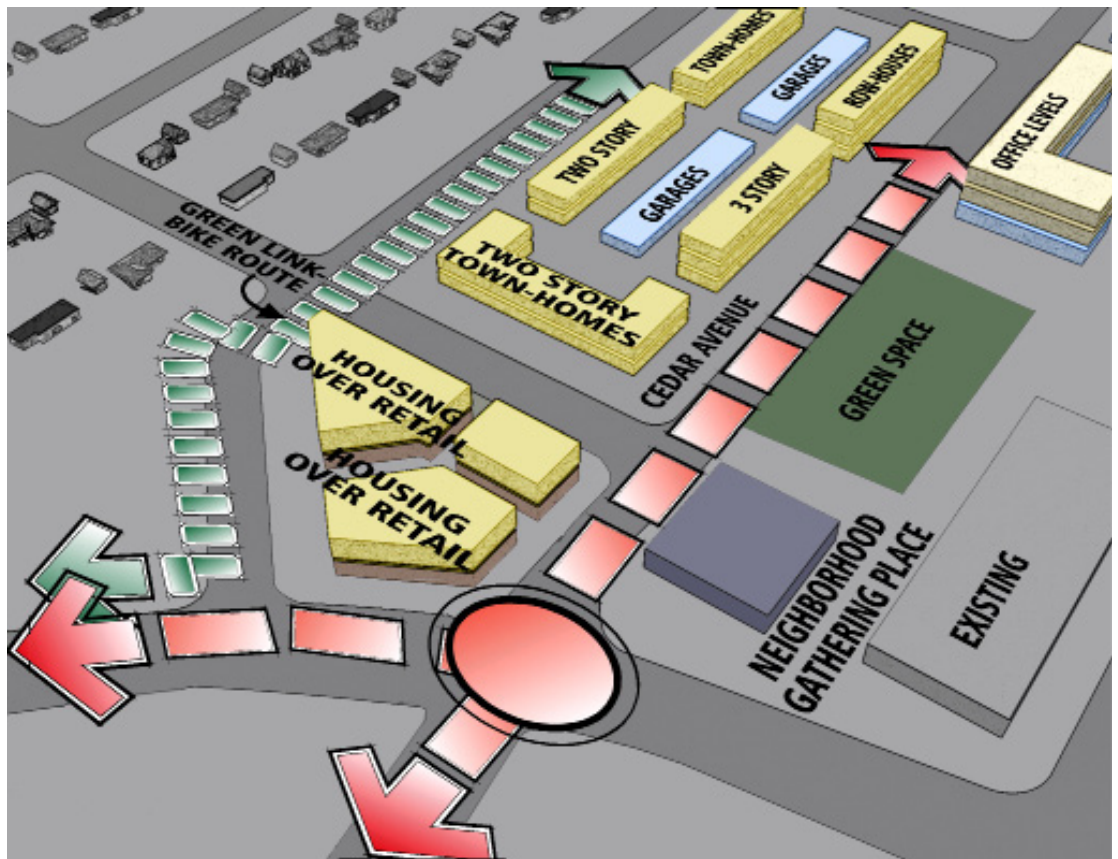
To the east of the Diagonal Neighborhood Center is the development of office blocks adjacent to the airport. This is in keeping with the layering idea of the masterplan. To the north and south of the neighborhood center is the development of townhouses and condominiums as a transition to the single-family housing just to the west of the neighborhood center.



DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



concept land use



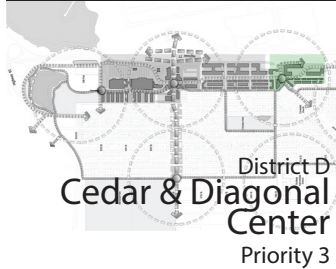
concept built environment sketch

JLG
architects

DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



district D concept detail development plan

Site participation in the development of this neighborhood center might be limited to the development of infrastructure elements such as sidewalks, street parking, and lighting. It may also be advantageous to investigate a public-private partnership to develop the retail facilities of the center.

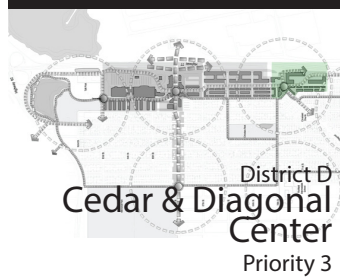
JLG
architects



DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



neighborhood
commercial
center concept
sketch



mutifamily housing to feature walkup units at street. density approxiamtely 25 units per acre. provide internalized parking. three story along 17th avenue - three to four story along cedar

provide enhanced greenlink along 17th avenue to connect taft park greenway at north to washington park at south. provide dedicated bike path along 17th avenue.

new neighborhood commercial center located at diagonal hub

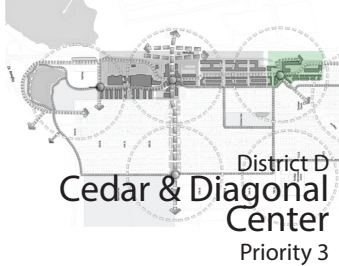
housing or offices above



DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



neighborhood
commercial
center concept
sketch

JLG
architects



places to meet friends and neighbors and to get daily necessities

housing or offices above retail

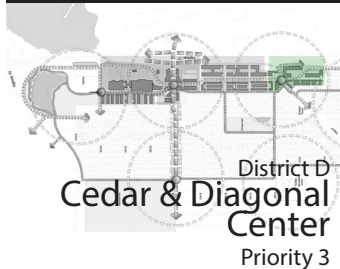
multifamily housing

sidewalks to link the community together

DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



neighborhood
commercial
center concept
sketch



mutifamily housing to feature walkup units at street. density approxiamtely 25 units per acre. provide internalized parking. three story along 17th avenue - three to four story along cedar

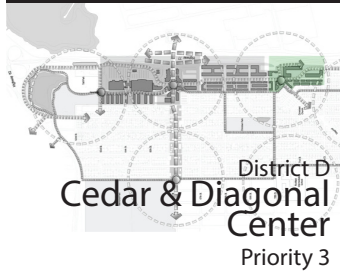
new neighborhood commercial center located at diagonal hub



DISTRICT D

Cedar & Diagonal Center

RICHFIELD, MINNESOTA
SEPTEMBER, 2004



new neighborhood commercial center located at diagonal hub



neighborhood
commercial
center concept
sketch

JLG
architects



REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

appendix a: meeting minutes

JLG
architects



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: Mount Calvary Lutheran Church

Date: Spring 2004

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark, and city representatives met with representatives from Mount Calvary Lutheran Church and School to discuss their long range plans. Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.



Contacts:

- Duane Helm
- o 952.831.6070



Existing Facility

- Church: constructed in 1931
- School: constructed in 1953
- Apartment building
 - o 14 units
 - o Connected to Church, but NOT owned by the Church
 - o The Church has a long-term lease to use the elevator
- Parking
 - o 50+ stall lot at the corner of 16th Ave S and 66th Street
 - o Also park in a lot across 66th Street from the church



Long-range plans

- School
 - o Current need for an early childhood center, though no imminent plans
 - o School/church masterplan has it located in the south lot, just east of the school, that is owned by the church and currently used for greenway/playground space
- Parking
 - o With increased traffic on 66th Street, the Church would like to eliminate the parking across the street and provide an adequate number of stalls on the north side of 66th Street (100+ stalls required)
 - o School/church masterplan expands the parking on the corner of 16th Ave and 66th Street further east, along 66th Street

JLG
architects



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Recommendations by JLG

- Build early childhood center at the corner of 16th Ave and 66th Street to help reinforce building density at the street
- Provide parking in a lot behind (to the east of the existing school) --- consider joint use with retail/commercial tenants during the week and exclusive church use on Sundays
- Move playground to the north end of the property and connect to the proposed pedestrian greenway --- provides safe access to Taft Park and other amenities

Reported by:

Michelle Mongeon, AIA

JLG
architects



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: Retail development (Target)

Date: varies (Spring/Summer 2004)

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark, Bruce Palmborg and other city representatives met with Ryan Development Companies a number of times to discuss the needs of the "Target redevelopment site". Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.

Contacts (Ryan Companies):

- Bill McHale, Executive Vice Present
o 612.492.4000 bill.mchale@ryancompanies.com
- Kent Carlson, Vice President of Development
o 612.492.4229 kent.Carlson@ryancompanies.com
- Dick Koppy, Director of Engineering
o 612.492.4426 dick.koppy@ryancompanies.com
- John Dietrich, Project Manager - RLK-Kuusisto Engineers
o 952.933.0972 jdietrich@rlk-kuusisto.com
- Vern Swing, Senior Transportation Engineer
o 952.259.9272 vswing@rlk-kuusisto.com

Site

- Storm water retention cannot be handled on site
 - o Entire site is needed for retail and parking
 - o Underground retention system is cost-prohibitive
 - o Currently considering off-site retention at the location of the existing off-ramp that is being removed --- need to negotiate with MnDOT?
- The north end of the site is currently scheduled to be built-up 10+ feet (verify exact) to accommodate the slope of the site. If the adjacent lots don't raise their elevations, a significant retaining wall will need to be built around the site
- Maintain existing connection to Cedar Avenue on the north side of the site

Target

- Stringent parking requirements
- Visibility from Hwy 77 is crucial
- 17 1/2th Street is as far west as the entrance can be, as far as the anchor retailer is concerned
- Target would prefer to be at the south end of the development
 - o Must maintain current (proposed) parking layout
 - o A service drive completely around the rear of the building is not required as long as truck can get to the service dock and have enough space to turn around





REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Home Depot

- A rear service drive is required, but does not need to be a thru-drive if adequate turn space is provided
- Development on the north end of the site is acceptable

Outlots

- Total proposed gross leasable square footage for the site cannot be reduced
- Parking access must be clear and convenient

Recommendations by JLG

- Swap the Target and Home Depot locations so that Target would occupy the south part of the property and Home Depot the north
- Push Target to the western-most property line in order to maintain current parking layout (City could work with developer to work out variances, etc., if required)
- Step finish floor elevations of the tenants to accommodate some site sloping to the north and help mitigate the need for site fill, retaining walls, etc.
- Encourage Target to push the design envelope --- they have a history and numerous case studies to support their ability and willingness to be responsive to projects
- Allow for access to the site from the western residential properties
- Move all of the outlot tenants to the southern edge of the site to help establish a more traditional downtown retail development
 - o needs street density and zero-lot-line development
 - o parking available directly behind (north) of the tenants --- "back-door" access or pedestrian pass-thrus could be incorporated
- Create strong pedestrian links between the retailers and 66th street, including access to bus transfer shelters (which could be parts of new buildings)

Reported by:

Michelle Mongeon, AIA



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: Metro Transit

Date: April 29, 2004

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark,
John Dillery, Tony Heppelmann, Julie Urban, Kristen Asher, Adam Har-
rington, Tom Foley. Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.

Contacts:

- John Dillery, Senior Transit Planner - Metro Transit
o 612.349.7773 john.dillery@metc.state.mn.us

Summary:

- It would be best if Target were on the south side of the site and Home Depot on the north --- gets the users closer to the bus stops
- Provide some type of cart corral at the bus shelters --- people will bring carts to bus shelters, so it's best to design a place for them to be deposited
- Busses won't enter the development
 - o Provide a far-side stop on westbound traffic
 - o Provide a near-side stop on eastbound traffic
- Route 14 could come down from Nokomis to the new Diagonal/Cedar hub
 - o Provide adequate transit stops at BOTH hub locations

Reported by: Michelle Mongeon, AIA





REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: Dental Health Care Center

Date: May 24, 2004

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark, and city representatives met with representatives from Dental Health Care Center to discuss their long range plans. Following is a summary of the discussion points.

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Contacts:

- Thomas W. Junnila - The Junnila Company, Inc.
 - o Commercial Real Estate Services
 - o 952.944.5064

Existing conditions:

- Very much like their location in Richfield
 - o Core client group is in Richfield, Bloomington, and Edina, but their service base is expanding rapidly through word-of-mouth (no pun intended)
 - o Good visibility and excellent access --- easy-to-find directions
 - o Parking is a problem
 - Staff parks on the street (limited)
 - Clients park in a lot on site

Long-range plans

- Existing building is located at the center of the proposed re-routed Cedar Ave/66th Street hub
- Thoughts regarding a new building location
 - o Must be highly visible and retain ease of access
 - o Size --- not sure, would need to work on a program with a consultant
 - o Adequate parking for staff and clients is essential
- Prefer to own rather than lease
 - o Would consider leasing space to others
 - o Maybe a Professional (medical) Services Building?
- Could NOT be shut-down for any period of time... i.e.: close one night in current location and open the next morning in the new location
- Like to stay in Richfield, but would need to work out terms with the City





Recommendations by JLG

- This use (Professional/medical services) is very compatible with the masterplan
- Could possibly accommodate service functions on upper levels and retail leases on lower level to support street level pedestrian activity

**REDEVELOPMENT
MASTER PLAN**

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Reported by:

Michelle Mongeon, AIA

JLG
architects



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: City of Richfield Parks and Rec. Dept.

Date: June 14, 2004

Present: JLG Architects (Michelle Mongeon and Jim Galloway), John Stark, and Bruce Palmborg met with representatives from the City of Richfield Parks and Rec Department to discuss their long-range plans. Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.

Contacts:

- Jim Topitzhofer - Parks and Rec Department, City of Richfield

General:

- Michelle presented the current plan and specifically discussed the greenway/boulevard/pedestrian connection proposals
- Idea of closing 17th Ave and converting it to a greenway to connect Taft Park to the new development
- Anticipate a "permanent-looking" bus station to link to light-rail system
- The existing trail system in the city is a great asset

Bike paths

- This is the biggest potential amenity --- don't miss this opportunity!
- Should be on the street, not on sidewalks
- Slower speed limits on bike corridors
- Keep bike paths open year round
- There are currently plans, some implemented, for a major east/west bike corridor along 66th --- Lyndale, to Edina, to river; this could connect for a north/south link
- Bloomington Avenue?
- Bike path along 63rd street to connect development to Vets Park
- Consider designing unique stations for bikers/pedestrians to rest (possibly with restrooms, but security and sanitation would need to be studied) --- these "stations" could be shown on the local bike maps
- Provide bike lockers at the major connections to public transit (the Cedar/66th hub)
- Want a tunnel at Pleasant Ave, but it's too long and scary; consider Nicollet
- On Portland Ave, they have removed the overhead power lines and poles (buried them) and turned the space over to pedestrian and bike usage





REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Parks

- Most of the parks in Richfield are very active recreation parks
- Continue the greenway north and go around Taft Lake Park
- A group is looking for a place for a golf practice facility (driving range? Bubble?) --- could be at Taft or Vets Park?
- A pet exercise (dog park) area would be a nice amenity
 - o Not sure how much space would be required
 - o Would require membership or licensure
 - o Some amenities: doggy drinking fountain, vestibule, fire hydrants, etc.
- Taft Park is owned by the airport and leased by the City; before significant improvements are made, the City should buy the park
- There is an outdoor pool at Vets Park and it has recently been redone
- There could be a smaller (level 1?) skate park in one of the parks in this area --- there is a big one on the west side of the city
- A pocket park at Diagonal Boulevard is an excellent idea
 - o Consider incentivizing Eric's Bike Shop to move to the Diagonal/Cedar hub development and support a bike/pedestrian rest area and "watering hole"
 - o This area is not centrally located enough for a community building, but would be good for a passive, non-recreations park with tot lot
 - o Diagonal Boulevard was an old wagon trail
- The image of the parks should reflect Richfield's diverse population and be "family friendly"

Reported by:

Michelle Mongeon, AIA



REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: Decision One

Date: June 14, 2004

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark, and city representatives met with representatives from Decision One and Guardian Companies to discuss their long range plans. Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.

Contacts:

- John Blanchard, Facilities Coordinator - DecisionOne
 - o 612.253.4253
- Ross Malinski, Partner - Guardian Companies
 - o 612.282.7800 ross@guardiancompanies.com

Decision One

- Leases the building from Guardian Companies
- Technology consulting firm
- Currently operates 24 hours/day
- Interested in staying in the area, if possible --- good location

Guardian Properties

- Understand that, with the re-construction of the 66th Street/Hwy 77 ramp and the corresponding re-routing of Cedar Avenue, access to their site will be altered slightly
 - o no longer have access to 66th from the north... will have to take Cedar Avenue to the new Cedar/66th hub
 - o access to their current front door will be maintained --- no need to make changes to the building
- Parking ramp is currently underutilized

Recommendations by JLG

- Consider arranging for some type of joint use of the parking ramp between the DecisionOne building and the neighboring commercial or retail tenants... perhaps allow for public parking in some fashion
- The current building fits in nicely with the overall masterplan area as far as density and use are concerned
- Investigate property definitions --- study the possibility of commercial development west of the existing parking ramp, along the re-routed Cedar Avenue

Reported by: Michelle Mongeon, AIA





REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Planning Meeting

Project: Cedar Avenue Corridor Redevelopment - #0401
Richfield, Minnesota

Re: City of Richfield Liquor Operations

Date: June 14, 2004

Present: JLG Architects (Michelle Mongeon and Lonnie Laffen), John Stark, and city representatives met with representatives from the City of Richfield Liquor Operations to discuss their long-range plans. Following is a summary of the discussion points.

This report states our understanding of the matters discussed and the decisions and/or status reached. Each person receiving a copy of this report is asked to review it promptly and notify the office of Johnson Laffen Galloway Architects, Ltd. of any errors or omissions.

Contacts:

- William F. Fillmore, Director - Liquor Operations, City of Richfield
o 612.861.9370 bfillmore@ci.richfield.mn.us

Existing conditions:

- Current store is #1 in sales volume for the City
- Location is excellent
 - o Strong customer base
 - o Good visibility and easy access
 - o Convenient, accessible parking

Long-range plans

- Existing building will not be accessible off 66th Street with the re-construction of the 66th Street/Hwy 77 ramp and the re-routing of Cedar Avenue
 - o Business will have to be relocated to survive
- Thoughts regarding a new building location:
 - o Must be highly visible and retain ease of access
 - o Would like to expand services:
 - Wine shop
 - Small deli with limited support products like cheese, crackers, olives, party supplies, etc.
 - Access to an outdoor plaza for wine-tasting events, etc.
 - o Parking can be in the rear, but access MUST be clear, direct and convenient
 - o Access from the pedestrian side and the vehicular (parking) side
- Could NOT be shut-down for any period of time... i.e.: close one night in current location and open the next morning in the new location

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REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

Recommendations by JLG

- This is a very successful operation and could be used as a magnet to draw other retailers
 - o For that reason, it would not need to be located at the central hub --- could reserve that premium space for private developers
 - o A location just west of the hub on the south side of 66th street would work well
 - Capitalize on Target/Home Depot traffic
 - Retains good visibility
 - Ample space for adequate parking... getting it out of the "hub" also means easier and less-congested access to parking
- Street-side access off 66th for pedestrians and rear-access from the parking area for driving clients

Reported by:

Michelle Mongeon, AIA

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REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

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REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

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REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

appendix b: open house #1

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WELCOME

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

The City of Richfield Cedar Avenue Corridor Corridor Redevelopment Planning

Welcome to the Cedar Avenue Redevelopment open house. We have established six different stations for you to visit. Stations to help answer your questions and stations to elicit your opinions and wishes. As we plan for the future of northeast Richfield we want to get your input and have you help us create future neighborhoods. The stations are:

- Station 1. General questions – presented by the City of Richfield. Answers to questions about past planning efforts, your home or business or anything else that you are concerned about.
- Station 2. Transportation Developments – presented by the City of Richfield. Answers about the new transportation projects starting in Richfield.
- Station 3. The Development Process - presented by JLG Architects. What is happening in 2004 and what you can expect in the near future? We are here to answer your questions about this planning and development process.
- Station 4. What is a Neighborhood? - presented by JLG Architects. What qualities do you think are important in your neighborhood? A quick survey for you to fill out.
- Station 5. What do you Like? - presented by JLG Architects. You will be presented with a series of two photographs of community design characteristics. Just choose which one you prefer.
- Station 6. What would you like in your neighborhood? – presented by JLG Architects. Just let us know what services, shops, amenities, entertainment, etc. that you would like to be included in your neighborhood. Let us also know if you have anything you don't want in your neighborhood.

The results of this evening's open house will be posted on the Richfield Community Web Site in about a week. We will use the information to help establish the community's needs, wishes and values as we design the portions of Richfield most impacted by the expansion of the airport. We are planning to come back to you in late April to explore specific proposals for the planning area. We hope to see you





REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

What “neighborhood” means to me.

Please check the TEN items below that best characterize an ideal neighborhood for you. Feel free to add your own under “other” if you feel some important characteristics are missing.

1. I could easily access public transit (bus, LRT, etc.).
2. There would be a lot of neighborhood activity throughout the entire day.
3. I could park on the street.
4. I would live in close proximity to city emergency services (police, fire, etc.).
5. There would be connections to walking/bike paths.
6. There would be a variety of churches.
7. I would have direct access to natural amenities (lakes, nature preserves, etc.)
8. I could walk to, or would live in close proximity to, work.
9. My house would be close to my neighbor’s house.
10. There would be a diverse mix of people (ethnicity, income, age, etc.).
11. I could walk to a neighborhood market, bookstore, coffee shop, etc.
12. There would be easy and direct access to major vehicular arteries.
13. I could walk to a park
14. My streets would be safe and well-lit.
15. I could walk to, or would live in close proximity to, public or cultural facilities (library, swimming pool, museum, etc.)
16. It would be very easy to cross busy streets.
17. I would know my neighbors.
18. There would be lots of trees.
19. There would be a diverse mix of housing types (rental, townhomes/condos, single-family).
20. I could walk to, or would live in close proximity to, personal services (dentist, hair stylist, gym, etc.).
21. I would live in close proximity to large retail shopping opportunities.
22. I could walk safely and directly to other neighborhoods.
23. My children could walk to school.
24. I would live in close proximity to entertainment opportunities (movie theaters, sports facilities, etc.)
25. Other A. _____
B. _____
C. _____

* Please list your top TWO most important characteristics from the list above:
____ and # ____

Thank you for your participation!





What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT
MASTER PLAN

Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

a.

☐☐

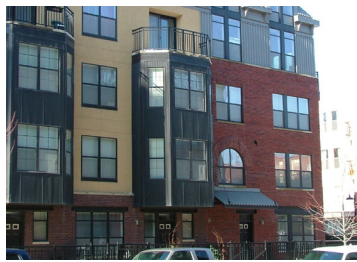
b.

☐☐

c.

☐☐

d.

☐☐

e.

☐☐

f.

☐☐

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What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT
MASTER PLAN

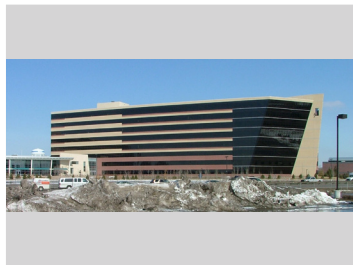
Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

g.

☐☐

h.

☐☐

i.

☐☐

j.

☐☐

k.

☐☐

l.

☐☐

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What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT
MASTER PLAN

Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

m.

☐☐

n.

☐☐

o.

☐☐

p.

☐☐

q.

☐☐

r.

☐☐

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REDEVELOPMENT
MASTER PLAN

Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

The City of Richfield
Cedar Avenue Corridor Redevelopment Planning

Planning Process

The purpose of the redevelopment plan is to give the city of Richfield a framework to make informed decisions and to steer future projects toward a benefit for the community and surrounding neighborhoods. The redevelopment planning effort will use the following process:

1. Getting Organized February
2. Define Redevelopment Issues February
3. Prepare Background Site Information March
4. 1st Public Open House March 24
5. Prepare Planning Options April
6. 2nd Public Open House Late April- Early May
7. Concept Refinement May
8. 3rd Public Open House June
9. Approval of Concept Plan TBD



RICHFIELD, MINNESOTA
SEPTEMBER, 2004



What “neighborhood” means to me.

Please check the items below that best characterize an ideal neighborhood for you. Feel free to add you own under “other” if you feel some important characteristics are missing.

- | | | |
|-------|----------------------------------------------------------------------------------------------------------------------------|-------------|
| 52 | My streets would be safe and well-lit. | |
| 44 | There would be lots of trees. | |
| 42 | There would be connections to walking/bike paths. | |
| 36 | I would have direct access to natural amenities (lakes, nature preserves, etc.) | |
| 36 | I could walk to a park. | |
| 35 | I could walk to a neighborhood market, bookstore, coffee shop, etc. | |
| 35 | I would know my neighbors. | |
| <hr/> | | |
| 25 | I could easily access public transit (bus, LRT, etc.). | |
| 23 | It would be very easy to cross busy streets. | |
| 23 | I could walk safely and directly to other neighborhoods. | |
| 22 | My children could walk to school. | |
| 21 | There would be easy and direct access to major vehicular arteries. | |
| 20 | I could park on the street. | |
| 18 | I would live in close proximity to city emergency services (police, fire, etc.). | |
| <hr/> | | |
| 17 | I could walk to, or would live in close proximity to, public or cultural facilities (library, swimming pool, museum, etc.) | |
| 14 | I could walk to, or would live in close proximity to, personal services (dentist, hair stylist, gym, etc.). | |
| 12 | I would live in close proximity to large retail shopping opportunities. | |
| 12 | I would live in close proximity to entertainment opportunities (movie theaters, sports facilities, etc.) | |
| 11 | I could walk to, or would live in close proximity to, work. | |
| 10 | There would be a diverse mix of housing types (rental, town homes/condos, single-family). | |
| <hr/> | | |
| 8 | There would be a lot of neighborhood activity throughout the | entire day. |
| 5 | There would be a variety of churches. | |
| 5 | My house would be close to my neighbor’s house. | |



What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT
MASTER PLAN

Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

a.



37



20

b.



15



43

c.

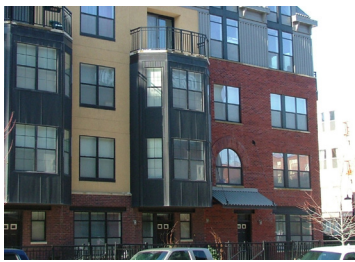


26



32

d.



57



1

e.



22



36

f.



27



29

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What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT
MASTER PLAN

Cedar
Avenue
Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

g.



54



4

h.



15



43

i.



55



3

j.



27



29

k.



44



12

l.



10



45



What Do you Like?

Following are a series of two photographs of community design characteristics. Just choose which one you prefer.

REDEVELOPMENT MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

m.



28



28

n.



40



18

o.



29



27

p.



42



14

q.



40



16

r.



43



14

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REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

appendix c: open house #2

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RICHFIELD CEDAR AVE REDEVELOPMENT



- Pedestrian & vehicular greenway connection to existing Parks
- 40 acre retail development @ 66th & 17th
- Retail/commercial corridor along 66th street
- Create neighborhood centers of approx 1/4 mile
- Separate existing residential from new development with new multi-family housing

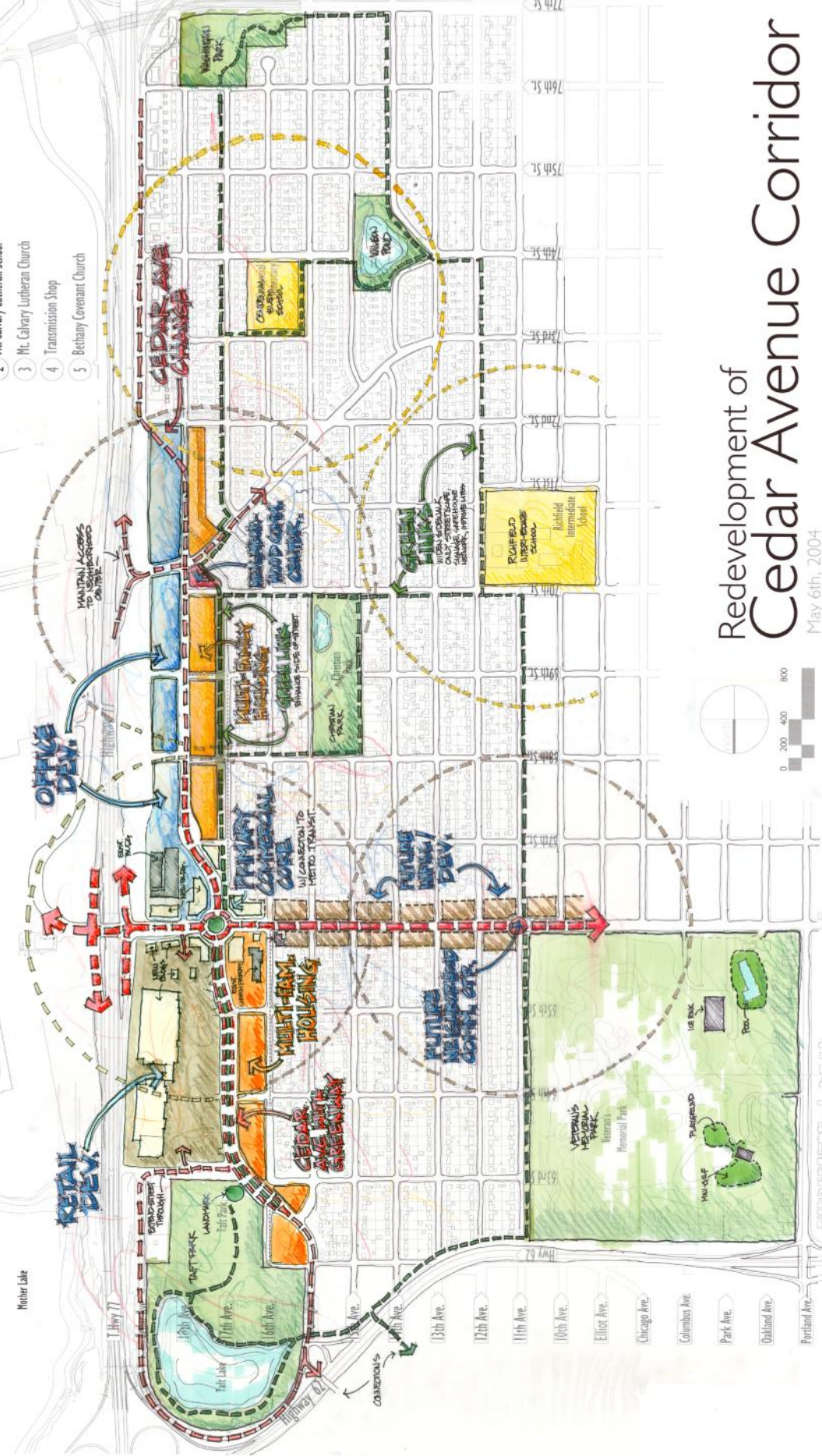
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New North-South Runway

Keynotes:

- 1 Office Building & Parking Ramp
- 2 Mt. Calvary Lutheran School
- 3 Mt. Calvary Lutheran Church
- 4 Transmission Shop
- 5 Bethany Covenant Church

Mother Lake



Redevelopment of Cedar Avenue Corridor

May 6th, 2004



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REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

appendix d: open house #3

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East Richfield Corridor Masterplan

Expansion work at the Minneapolis/St. Paul Airport has presented tremendous challenges and opportunities for the City of Richfield. One of the major impacts of the airport expansion work has been to create an incompatible area of development adjacent to the airport. Single-family residential areas are no longer appropriate neighbors for the airport. Increased noise from a new runway has made it essential to re-envision the eastern edge of the City of Richfield. These challenges have given rise to opportunities for development that serve the future of the City of Richfield and help to mitigate the problems caused by the airport expansion. The masterplan presented here is based on several major unifying ideas that address both the challenges and opportunities now available to the city.

1. Establishing neighborhood centers that are the focus for housing, work opportunities, shopping and recreation all within walking distance is the foundation of this masterplan. The two centers established here are at 66th and Cedar and at Diagonal Boulevard and Cedar. These two neighborhood centers are very different from each other but each acts as the catalyst for their part of the city.
2. Physically layering the built bulk of the city from the airport to the residential areas is the response that we have utilized to the issues of airport noise and activity. The parcels of land adjacent to the freeway and airport have been designated to have large-scale retail and office uses. These uses are more compatible with the noise and activity of the airport and may even benefit from the close relationship to the airport. These new buildings can be designed to block the sound from the airport. The next layer of the city is made up of higher density residential buildings such as townhouses, apartments, and condominiums. These buildings have stepped down in size from the retail/office layer and the new construction allows developers to address sound issues in the design and construction of these homes. The third layer in the plan is the existing single-family residential area already in existence.
3. In support of the walkable neighborhood concept mentioned above, this masterplan creates walking links between activity areas and existing parks and recreation. These new links are sidewalks lined with trees and marked with flowers to help people freely move from home or work to recreation.
4. To reinforce the positive identity of Richfield we have called for the consistent development of sidewalks, roadways, signage and monuments in keeping with the rest of the city. Continued

The possibility for the success of this vision for Richfield is enhanced by the current interest and pressure to develop both retail and residential projects in the city. This masterplan will help guide the city, its people, and developers to create partnerships that can benefit everyone involved. Public-Private partnerships are the key to the creation of community for Eastern Richfield.





REDEVELOPMENT
MASTER PLAN

Cedar Avenue Corridor

RICHFIELD, MINNESOTA
SEPTEMBER, 2004

appendix e: open house attendees

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Cedar Corridor Planning Meeting Attendees

