

Richfield Corridor Housing Initiative: Development Guidelines

February 12, 2008



Sites:

76th Street and Lyndale Avenue South
77th Street and Pleasant Avenue South
72nd Street and Penn Avenue South

Richfield 76th & Lyndale Development Guidelines



The City of Richfield, Minnesota is located just south of Minneapolis, north of the Mall of America, and just east of the Minneapolis – St. Paul International Airport. Our community is home to approximately 34,500 residents, 872 businesses, including the Best Buy corporate headquarters, and the Wood Lake Nature Center.

In 2007 the City of Richfield and Richfield Housing Redevelopment Authority identified 76th Street and Lyndale Avenue South as a development opportunity site. The City of Richfield worked with the Corridor Housing Initiative to create the 76th and Lyndale Avenue Development Site Information Sheet to inform its future development.

ASSETS

The City of Richfield is

- actively supportive of new developments that respond to these guidelines;
- centrally located, with easy access to downtown Minneapolis, convenient freeway access, and the Minneapolis – St. Paul International Airport;
- supported by an active, engaged business community, institutions, and residents;
- home to the Best Buy corporate headquarters, and many retail hubs, as well as the Wood Lake Nature Center;
- a proven partner for working effectively with developers to achieve development goals; and
- immediately adjacent to planned Three Rivers Park District bicycle and pedestrian trails.



GUIDELINES: 76th Street and Lyndale Avenue South

This site holds a strong mixed use potential, which might include commercial or office and residential. The residential housing would offer ideal location for transit users. Young professional (first time home owners) and affordable senior housing was identified as needed housing options.

Strengthen the Positive Identity of Richfield

- A. Incorporate design elements that help to enhance the visual appeal of the area through plantings, public art, ornamental lighting, and other interesting features (e.g. water fountain).
- B. Increase the scale and density to offer a more concentrated mix of uses and intensified development strategy.
- C. Buildings should be oriented to Lyndale Avenue and 76th Street.
- D. Incorporate landscaping and design features to soften the exterior (i.e. trees, windows)
- E. Emphasize pedestrian safety, cross-walks, benches, and traffic calming features

Create Connections and Street Level Features

- F. Consider opportunities for strengthening access and connections between new developments and other nearby amenities, such as trail systems, transit, retail areas, parks, and job centers.
- G. Create engaging pedestrian-friendly street level. Specifications might include:
- H. Total sidewalk widths should be designed to incorporate an unobstructed effective walkway width with additional buffer widths to accommodate “shy distance” from any obstructions. [Further guidance on designing sidewalks can be found in the AASHTO’s Guide for the Planning, Design, and Operation of Pedestrian Facilities and the Institute of Transportation Engineers’ Highway Capacity Manual.]
- I. On-street parking and parking behind the building, or underground for residential (provide adequate parking and consider ways to share or blend parking).
- J. Encourage alternative transportation by providing bike racks and an attractive bus stop
- K. Encourage features such as public art

Encourage Development at 76th Street & Lyndale Avenue South

- L. Strong support for:
 - Medium density (3 – 4 story) mixed use development, to include residential (for a variety of income levels), commercial retail on the street level and / or office space,
 - Senior housing for low and moderate incomes;
 - Housing that serves artisans, and includes art gallery / retail;
 - Affordable housing for young professionals;
 - Mix of housing sizes (efficiencies – 3 bedroom), and types (multi-generational housing);
 - Entertainment (e.g. art gallery, small community theater).
- M. Explore option to expand the site to include east side of Garfield.
 - A deeper site that includes the portion of Garfield and the parcels east of Garfield would provide stronger development options.
- N. Recruit businesses that attract the surrounding community, and businesses that are locally owned.
- O. Green / sustainable development, incorporating green technologies
- P. Attention to providing a diversity of housing options within the City (alternatives for residents)

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Richfield 77th & Pleasant Development Guidelines



The City of Richfield, Minnesota is located just south of Minneapolis, north of the Mall of America, and just east of the Minneapolis – St. Paul International Airport. Our community is home to approximately 34,500 residents, 872 businesses, including the Best Buy corporate headquarters, and the Wood Lake Nature Center.

In 2007 the City of Richfield and Richfield Housing Redevelopment Authority identified 77th Street and Pleasant Avenue South as a development opportunity site. The City of Richfield worked with the Corridor Housing Initiative to create the 77th and Pleasant Development Site Information Sheet to inform its future development.

ASSETS

The City of Richfield is

- actively supportive of new developments that respond to these guidelines;
- centrally located, with easy access to downtown Minneapolis, convenient freeway access, and the Minneapolis – St. Paul International Airport;
- supported by an active, engaged business community, institutions, and residents;
- home to the Best Buy corporate headquarters, and many retail hubs, as well as the Wood Lake Nature Center;
- a proven partner for working effectively with developers to achieve development goals; and
- immediately adjacent to planned Three Rivers Park District bicycle and pedestrian trails.



GUIDELINES: 77th Street & Pleasant Avenue South

This site holds a strong residential focus, consisting of low to medium density (2 – 3 story) housing. Affordable housing for low and middle income families and seniors should be considered for this area. Consideration for the railroad traffic and tracks will be important.

Build Neighborhood Assets and Character

- A. Maintain, enhance & accentuate neighborhood green space that is functional.
- B. Create engaging pedestrian-friendly streetscapes, especially along 76th Street (opportunity to add sidewalks with the road reconstruction). Specifications might include:
 - Private sidewalks should have a minimum effective walkway width of four feet and should have good visibility (for safety).
- C. Design for public safety, including “eyes on the street.”
- D. Provide clearance for the railroad and maintain it as a clean corridor
- E. Consider opportunities to strengthen access and connections with amenities in the area (e.g. strengthen the connection to Lincoln Park).
- F. Include porches and garages, but minimize garage dominance;
- G. Preserve existing trees (understanding that they are likely to be damaged by environmental clean-up)
- H. Provide set backs similar to rest of neighborhood

Encourage Sustainable Development

- I. Promote sustainable building and site design.
- J. Install lighting with less energy consumption and light pollution consistent with public safety.
- K. Reduce impervious paving, minimize surface parking, and mitigate storm water runoff on site.
- L. Build new construction to last 100 years.

Increase Housing and Mixed-Use Opportunities that Strengthens the Tax Base

- M. Low – medium density residential mix (2 – 3 story height limit, gable roofs to fit into the neighborhood), that includes larger units with 2 – 3 bedrooms for families;
- N. Promote “life cycle” housing design to accommodate resident’s changing spatial and physical needs throughout life (e.g. barrier-free design).
- O. Explore alternative housing types including cooperatives, co-housing, accessory living units (e.g. carriage houses), and units designed for easy additions (e.g. “grow homes”).
- P. Provide an array of housing types to accommodate different household sizes and incomes (low and moderate income families), and provides architectural diversity, that incorporates a mix of materials and facades
- Q. A mix of uses that might include residential, office, and services for local residents.

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Richfield 72nd & Penn Avenue South Development Guidelines



The City of Richfield, Minnesota is located just south of Minneapolis, north of the Mall of America, and just east of the Minneapolis – St. Paul International Airport. Our community is home to approximately 34,500 residents, 872 businesses, including the Best Buy corporate headquarters, and the Wood Lake Nature Center.

In 2007 the City of Richfield and Richfield Housing Redevelopment Authority identified 72nd and Penn Avenue South as a development opportunity site. The City of Richfield worked with the Corridor Housing Initiative to create the 72nd and Penn Avenue Development Site Information Sheet to inform its future development.

ASSETS

The City of Richfield is

- actively supportive of new developments that respond to these guidelines;
- centrally located, with easy access to downtown Minneapolis, convenient freeway access, and the Minneapolis – St. Paul International Airport;
- supported by an active, engaged business community, institutions, and residents;
- home to the Best Buy corporate headquarters, and many retail hubs, as well as the Wood Lake Nature Center; and
- a proven partner for working effectively with developers to achieve development goals.



GUIDELINES: 72nd Street & Penn Avenue South

This site holds a strong residential focus by community members, and there was interest in exploring new housing products that are not currently available in the area. Institutional options were also considered for compatibility with existing uses.

Build Neighborhood Assets and Character

- A. Accentuate and enhance neighborhood green space.
- B. Respectful treatment of proximity to adjacent cemetery sites.
- C. Design for public safety, including “eyes on the street” (particularly on Penn Avenue, with high volume of traffic);
- D. Compliments single family residential context.
- E. Landscaping and walk up to blend the new units into the existing residential area (e.g. porches) – like a “gentle neighbor” to the surrounding neighborhood.
- F. Create engaging pedestrian-friendly streetscapes, especially along 72nd Street and Penn Avenue. Specifications might include:
 - Private sidewalks should have a minimum effective walkway width of four feet.
- G. Consider traffic flow so that the site works well (i.e. channel traffic flow to 72nd Street, limit driveways that spill into Penn Avenue);
- H. Provide adequate parking so that it doesn’t spill over onto the street.
- I. Lighting considerations – reduce or limit night lighting so as not to impact surrounding residential area.
- J. Diminish potential for noise in the area.

Encourage Sustainable Development

- K. Promote sustainable building and site design that is LEED certified;
- L. Encourage green / sustainable development – showcase the site using solar and current technologies to offset the carbon footprint;
- M. Install lighting with less energy consumption and light pollution consistent with public safety;
- N. Reduce impervious paving, minimize surface parking, and mitigate storm water runoff on site;
- O. Build new construction to last 100 years;
- P. Site is near transit – support alternative transportation (bus shelter would be nice, bike racks, etc.).

Increase Housing and Mixed-Use Opportunities that Strengthens the Tax Base

- Q. Low to medium density housing (2 – 3 stories) that is well designed.
- R. Offer a unique housing product to provide greater housing choice in Richfield (i.e. luxury housing, affordable 2 – 3 bedroom units, Higher quality rental housing – 2 ½ story walk-ups, etc.).
 - Richfield has many smaller housing units and apartments – should consider a greater array of housing types to broaden options for residents.
- S. Support for residential options that:
 - Create a mix of low income and market rate housing,
 - Provide housing that attracts and retains families,
 - Accommodates different household sizes and incomes,
 - Senior housing (55+) that is not tower or hi-rise,
 - Supportive housing.
- T. Preference for single family residential, and ownership over rental;
- U. Rental properties must include strong property management;
- V. Mixed retail, similar to 76th and Lyndale

* Alternative uses may include another cemetery (non-denominational).

Community Feedback on Mixed-Use: Residential and Institutional Use (School / Resource Center)

- Concern expressed over:
 - Additional tax exempt properties – diminished tax base
 - Repetition of services – already have service centers elsewhere
 - Number of schools in the area
 - Safety for students and residents
 - Too many elements included in the site (preference for the school and residential facility without the resource center – or integrating the resource center into the school)
- Security cameras may help to promote safety
- Combine community center into school (so that both are not operating at same time)
- Define school bus routes (e.g. 71 ½ Street)
- Identify where playground, sports fields for the school would be located

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