

CITY OF NORTHFIELD, MN
CITY COUNCIL RESOLUTION 2023-095

APPROVING A PRELIMINARY PLAT FOR CEDAR MEADOWS

WHEREAS, North and Cedar 62, LLP, the owner of the subject property (the “Applicant”) has submitted an application for preliminary plat approval for Cedar Meadows, which subject property is legally described in Exhibit A, which is attached hereto and incorporated herein by reference; and

WHEREAS, the above-mentioned preliminary plat is attached hereto as Exhibit B (the “Preliminary Plat”), which is attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to Northfield City Code, Chapter 34, Section 8.5.12 (B)(2), the Planning Commission and City Council shall consider the following criteria in the review of a preliminary plat. Criteria (a) and (g) must be met and (b) through (f) shall be considered:

- (a) The proposed subdivision must be in full compliance with the provisions of this LDC;
- (b) The proposed subdivision must be in accordance with the general objectives, or with any specific objective, of the city's comprehensive plan, capital improvements program, or other city policy or regulation;
- (c) The physical characteristics of the site, including but not limited to topography, vegetation, susceptibility to erosion and sedimentation, susceptibility to flooding, water storage, and retention, must be such that the site is suitable for the type of development or use contemplated;
- (d) The site must be physically suitable for the intensity or type of development or use contemplated;
- (e) The design of the subdivision or the proposed improvements must not be likely to cause substantial and irreversible environmental damage;
- (f) The design of the subdivision or the type of improvements must not be detrimental to the health, safety, or general welfare of the public; and
- (g) The design of the subdivision or the type of improvement must not conflict with easements on record, unless those easements are vacated, or with easements established by judgment of a court; and

WHEREAS, City Staff and the Planning Commission have reviewed the submittal of the Preliminary Plat and have determined that it meets the above criteria contained in the City of Northfield City Code, Chapter 34, the “Land Development Code”; and

WHEREAS, a Public Hearing was duly noticed to take place on March 16, 2023, the Applicant withdrew from the agenda and the public hearing did not occur; and

WHEREAS, the Planning Commission considered the Applicant's request for the Preliminary Plat at a duly noticed Public Hearing, which took place on July 20, 2023; and

WHEREAS, following further review of the Preliminary Plat at their July 20, 2023 meeting, the Planning Commission voted to lay over making a recommendation on the Preliminary Plat to the City Council to their August meeting; and

WHEREAS, the Planning Commission further considered and recommended approval of the Preliminary Plat to City Council at their August 17, 2023 meeting by a 4-1 vote; and

WHEREAS, the City Council of the City of Northfield reviewed the proposed Preliminary Plat for compliance with the Land Development Code and statutes of the State of Minnesota at its duly noticed meeting held _____, 2023.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL THAT: the City Council hereby adopts the Findings of Fact contained in Exhibit C, attached hereto and incorporated herein by reference, addressing the required criteria contained in Northfield City Code, Chapter 34, Section 8.5.12 (B)(2), and the Preliminary Plat of Cedar Meadows is hereby approved, subject to the following conditions:

1. All subsequent Final Plats related to the Preliminary Plat shall comply with the provisions of all state statutes and standard procedures for platting in Dakota County and shall comply with all applicable procedures and requirements contained in the Land Development Code.
2. Prior to the City's execution of a Final Plat, the Applicant must enter into an agreement with the City for the installation of all required improvements, which shall be referred to as the "Development Agreement."
3. Pursuant to Northfield City Code, Chapter 34, Section 8.5.12 (B)(4)(a) the city council can approve a different time period as part of the preliminary plat approval. The Preliminary Plat expiration date shall accordingly be five (5) years after the date of approval hereof. The Applicant shall file a complete application for approval of a final plat within said period or such Preliminary Plat shall expire and be of not further force or effect without further action by the City Council.
4. The Applicant shall meet the park dedication requirements in City Code, Chapter 34, Section 5.2.6, in the form of land dedication for parks and open space acquisition and development as recommended by the Northfield Parks and Recreation Advisory Board at their January 9, 2023 meeting and such requirements shall be terms and conditions contained in the Development Agreement. (See Exhibit D).

5. The Applicant shall prepare a “phase specific” erosion and sediment control plan for each individual final plat phase as the Preliminary Plat is final platted.
6. Street design specifications shall be consistent with the “Street” classification in the Street Type Table in Northfield’s Pedestrian, Bike and Trail Plan (2019) and be included in the Development Agreement, as follows:
 - a. Street A shall include a 10-foot boulevard, no parking on both sides of the street and reduce the street width to 22 feet (10 ft. drive lanes, 1 ft. curb reaction) wide for an approximate 70-foot ROW.
 - b. Construct Street B to align and connect to existing hospital road. The City will work with the land owner, hospital, St. Olaf and the developer to make this connection occur.
 - c. Street B and Lupine Dr. shall be adjusted to a street width of 28 feet (7 ft. parking, 10 ft. drive lanes, 1 ft. curb reaction), with parking only on the north/east side, a 6-foot sidewalk on the south/west side, a 12-foot shared path on the north/east side and 8 ft boulevards for an approximate 60-foot right-of-way (ROW).
 - d. Street C - G shall be adjusted to a street width of 28 feet (7 ft. parking, 10 ft. drive lanes, 1 ft. curb reaction), parking on one side, 6-foot sidewalks on each side, an 8-foot boulevard and sidewalk needs to be one-foot interior to the ROW line creating an approximate 60-foot ROW.
7. Bicycle and Pedestrian improvements:
 - a. Implement the following recommendations identified in the Alta Report (See Exhibit E), which shall be included in the Development Agreement:
 - i. Install enhanced trail and intersection crossings, which may include raised crossings/curb extension at the locations identified in the Alta Report.
 - ii. Install curb extensions at T-intersections and at the trail crossing across Street A as recommended in the Alta Report
 - iii. Install a trail connection from Street E to Cedar Avenue as recommended in Alta Report.
8. Implement the pedestrian improvements across Cedar Ave. at Lupine Dr. and North Ave. as submitted by the Applicant and shown in Drawing C3 (See Exhibit F), or designs substantially similar to improve safety and enhance connectivity, pending approval from Dakota County, which shall be included in the Development Agreement.

PASSED by the City Council of the City of Northfield on this ____ day of _____, 2023.

ATTEST

City Clerk

Mayor

VOTE: ____ POWNELL ____ HOLMES ____ REISTER ____ NESS
 ____ SOKUP ____ PETERSON WHITE ____ ZUCCOLOTTO

EXHIBIT A

LEGAL DESCRIPTION

Parcel ID 43-52005-00-010:

Outlot A, NORTH BOOSTER STATION ADDITION, Dakota County, Minnesota.

EXHIBIT B
PRELIMINARY PLAT

EXHIBIT C
FINDINGS OF FACT

The Planning Commission and City Council shall consider the following criteria in the review of a preliminary plat. Criteria (a) and (g) must be met and (b) through (f) shall be considered:

Criteria (a) and (g) must be met:

- (a) **The proposed subdivision must be in full compliance with the provisions of this LDC;**

The proposed subdivision is in compliance with the land development code (LDC) through review by the City Planner and the Development Review Committee.

- (g) **The design of the subdivision or the type of improvement must not conflict with easements on record, unless those easements are vacated, or with easements established by judgment of a court.**

There are no conflicting easements.

(b) through (f) shall be considered:

- (b) **The proposed subdivision must be in accordance with the general objectives, or with any specific objective, of the city's comprehensive plan, capital improvements program, or other city policy or regulation;**

The subdivision is in compliance with the Northfield Comprehensive Plan and the intent of the project reflects the spirit and values of many of the 12 land use principles including:

- **New and redeveloped residential communities will have strong neighborhood qualities** - The development of this parcel will fill a parcel denoted as "pipeline" growth within city limits. The subdivision creates streets with a grid network as best possible given the wetland in the middle of the site. The streets will incorporate sidewalks on both sides of the streets, off-street bikeways/shared use paths, trails and small lots with homes built up to the street.
- **A wider range of housing choices will be encourage** – This development is planned to include the following mix of residential units:
 - Single Family Lots – 44
 - Detached Villa Style Lots – 41
 - Twin Home Lots – 28
 - Triplex Lots – 12
 - Outlot G – designated for a senior co-op building

- Total Project unit creation is 195 – this equates to a gross property density of 3.07 units per acre.
 - Gross Acreage = 61.94
 - Right of Way Acreage = 9.97
 - Outlot Acreage (A-G) = 21.82
 - Net Acreage = Gross – ROW – Outlots = 61.94 – 9.97 – 21.82 = 30.15 acres
 - Net Density = 195 units / 30.15 acres = **6.47 units/ac**
 - **Streets will create an attractive public realm and be exceptional places for people** – The development contains multiple streets that will have sidewalks on both sides of the streets, a separated bikeway/shared path (per the Alta recommendations), greenway corridor trail, other trails around the wetland (which connect throughout the neighborhood) and trees every 40 feet.
 - **Places will be better connected, opportunities will be created to walk and bike** - The development contains multiple opportunities to walk and bike by providing sidewalks on both sides of the streets, a separated bikeway/shared path (per the Alta recommendations), greenway corridor trail and other trails around the wetland (which connect throughout the neighborhood).
- (c) **The physical characteristics of the site, including but not limited to topography, vegetation, susceptibility to erosion and sedimentation, susceptibility to flooding, water storage, and retention, must be such that the site is suitable for the type of development or use contemplated;**
- The site has relatively flat terrain and is suitable for the type of development proposed. Stormwater management is incorporated into the project to address water storage and retention.
- (d) **The site must be physically suitable for the intensity or type of development or use contemplated;**
- This development site is physically suitable for the intensity of proposed units.
- (e) **The design of the subdivision or the proposed improvements must not be likely to cause substantial and irreversible environmental damage;**
- Development of the site will include grading, new private infrastructure and the development of lots. It will convert the land from a former farm site into a residential neighborhood. The plat is not expected to result in substantial or irreversible environmental damage.
- (f) **The design of the subdivision or the type of improvements must not be detrimental to the health, safety, or general welfare of the public; and**
- The design and development of the subdivision is not expected to be detrimental to the health, safety, or general welfare of the public. Creation of the neighborhood with housing, sidewalk connections, trail connections and bikeway/shared path is expected

to result in improved health, safety and general welfare of the public.

EXHIBIT D

Northfield Park & Recreation Advisory Board Minutes & Comment Letter

EXHIBIT E

Cedar Meadows Alta Report

EXHIBIT F

Pedestrian Improvements across Cedar Ave. at Lupine Dr. and North Ave.

EXHIBIT B
PRELIMINARY PLAT

EXHIBIT C
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EXHIBIT D

Northfield Park & Recreation Advisory Board Minutes & Comment Letter



City of Northfield

City Hall
801 Washington Street
Northfield, MN 55057
northfieldmn.gov

Meeting Minutes - Final Park & Recreation Advisory Board

Monday, January 9, 2023

6:00 PM

2nd floor Training Room at City Hall

6:00 PM - REGULAR AGENDA

CALL TO ORDER AND ROLL CALL

Also present: Kathleen Homes, Non-Voting Ex-Officio Member-Council; Amie Miller, Non-Voting Ex-Officio Member; Emma Waldemar, Youth Representative (non-voting member); Cora McBroom, Youth Representative Voting Member, Rhonda Powell, Mayor; Tim Brown, Terrace Companies; and Charlie Kyte.

Present: 4 - Board Member Ben Playter, Board Member Rebecca Peterson, Board Member Krissa Anderson and Board Member Ethen Riley

Absent: 2 - Board Member Peder Jothen and Board Member Sebastian Bursat

APPROVAL OF AGENDA

A motion was made by Board Member Playter, seconded by Board Member Olson, to approve the January 9th, 2023 agenda. All in favor. Motion carried.

APPROVAL OF MINUTES

A motion was made by Board Member McBroom, seconded by Board Member Anderson, to approve the December 5th, 2022 PRAB Meeting Minutes as written. All in favor. Motion carried.

1. [23-866](#) December 5th, 2022 PRAB Meeting Minutes.

Attachments: [12-05-22 Meeting Minutes](#)

PUBLIC COMMENTS

There was one Northfield resident present for public comment, Gregory, that asked to address PRAB, and his comments were heard by the board. Gregory stated that he and his family are avid leisurely hockey players/skaters and frequently use the public outdoor ice rinks in the winter. Gregory's request was if the City of Northfield could create a system of updating the public as to when the ice rinks were flooded and cleared for skating to save time on guessing or driving to each destination and not knowing the rink conditions. Gregory gave the example of there being a spreadsheet on the City website that listed all open outdoor ice rinks with snow removal date, time, and conditions. The board validated Gregory's request as practical but questions arose about the implementation process and how logistically it would work for the Streets and Parks Department. PRAB Chair, Rebecca, thanked Gregory for bringing it forward to the board and verbalized that more time would be needed to discuss.

PRESENTATIONS

2. [23-867](#)

Project Update on the Babcock Park Warming House/Shelter/Pavilion

Ave Paschke, Interior Designer with ATSR, presented an update to the board on the Babcock Park warming house, shelter replacement, and site upgrades. A PDF was provided and is available for the content covered and discussed in the 1/9/2023 agenda packet, so please refer to PDF for additional information. The main themes covered were: (1) Pavilion Material (2) Color Schemes (3) Interior layout and materials to be used for acoustics and aesthetics.

(1) PRAB presented with two options for underside of pavilion roof: Exposed Wood Beams or Vented Flush Metal Soffit Panels. The majority of the board members provided feedback that they favored the wood over the metal siding. Some of the reasons given, but not limited to, included: more consistent with existing park structures in Northfield, a more open and natural feel, the structure depicted with using wood has a vaulted look with more shape and dimension vs. the metal siding depicted a more flat and linear look. The two issues that were raised before making this final decision would include the financial cost and four-season functionality of the material and which would be more practical in sustaining the Minnesota four-seasons climate. Ave was unable to provide a cost break-down for either option at this time and summarized that pricing of material is unpredictable due to inflation and availability of materials and labor. The board requested that Ave reports back to ATSR to get two different bids; one for using wood and one for using metal siding, before the board makes a final decision. Ave confirmed she could do that by something called an "add alternative" when putting this to bid.

(2) PRAB presented with two options for Exterior Color Scheme: Camel/Slate (warm gray) or Espresso/Khaki Brown. The camel/slate color is being recommended by ATSR as it relates to the warm wood tones of the wood beams as they recommended for the pavilion and the contrast is more contemporary. PRAB members didn't verbalize any disagreement to their recommendation. In regards to the exterior and interior color scheme the key words that were taken from the PRAB discussion and feedback is wanting to create a balance of warmth and modernism.

(3) The discussion that ensued with the interior seemed concentrated on the layout of the Acoustical Wall Panels. The board provided feedback that keeping the flute acoustics higher with concrete on the lower part of the wall to avoid damages and to maximize the amount of open wall space for tact boards or placement of logos/branding in future years. The question raised for the interior was also about financial comparisons of materials and layouts and how that factors in for the board to make final decisions. Ave responded that there's not much of a cost difference with how the acoustical wall paneling is laid out as the materials are already set based on what's needed for sound proofing the inside, and that includes the rubber flooring for cleaning and durability

3. [23-868](#) 2023 Board and Commission Onboarding and Refresher

Attachments: [1 - Board and Commission Onboarding and Refersher 2023](#)
[2 - Northfield City Code/Charter](#)
[3 - 2021-2024 City of Northfield Strategic Plan](#)
[4 - 2022 Board and Commission Training video](#)
[5 - 2021 Board and Commission Training video](#)
[6 - Tips for Speaking in the Council Chamber video](#)
[7 - City Council Rules of Business](#)
[8 - PRAB Bylaws](#)
[9 - PRAB City Webpage](#)

Tim Behrendt introduced the 2023 Board and Commission Onboarding and Refresher agenda item and asked that each Board Member read through each attachment at their leisure if they have not done so already. Board Members provided with the following that should be returned at the next PRAB meeting (if it pertains to them) on Monday, February 6th, 2023: Oath, Public Disclosure Form, Equal Opportunity Form, and Contact information verification.

4. [BC 23-001](#) Consider a Motion to Approve a Comment Letter for Cedar Meadows Park Dedication.

Attachments: [1 - Cedar Meadows Proposed Park Dedication](#)
[2 - PRAB Prelim. Plat Park Comment Letter 01092023](#)

Tim Behrendt presented the agenda item for the Board to Consider a Motion to Approve a Comment Letter for Cedar Meadows and to ask any questions necessary to, Tim Brown, with Terrace Companies. The Board shared their support verbally and added that as development grows in that area it will be nice to see more connectivity between communities, but overall plans looked great.

A motion was made by Board Member Olson, seconded by Board Member Anderson, to approve the Comment Letter on Cedar Meadows Park Dedication. All in favor. Motion carried.

STAFF UPDATES

Chair, Peterson, presented agenda item for staff updates and stated that Melissa Bernhard was unable to attend the meeting this evening but included her Recreation Programming Report for January 2023 to the agenda. Tim Behrendt summarized his Park update for: Babcock Park, Sechler Park, City Parks, and Park Capital Investment Plan.

A few additional comments and discussion items were: City bought supplies for lighting the softball fields at Babcock vs. putting them up for bid, request/need for lighting at the pickle ball courts---Tim B. added that lights and poles are installed but would need to be revamped to get them up and running again, lights at the skate park in question, City Council approved CIP in theory but now it's a matter of looking at each concept in more detail, creating a budget, and exploring funding options (such as; grants, legacy money, diversified funds, sales tax approval by legislation in 2024, etc). The splash pad is still a work in progress with organizers pursuing additional funding, partnerships, and grant money. The Riverfront project is continuing to move along and plans are being discussed daily--plan moving forward is for the Riverfront project to be on the PRAB agenda on a regular basis in 2023 to share information.

In closing, the City has received feedback that the "Free Sled Libraries" are a hit and seem to be getting heavily utilized by the public.

5. [23-869](#)

Staff Reports.

Attachments: [1- January Park Report.pdf](#)
[2- January Comm Ed Report.pdf](#)

ADJOURNMENT

Meeting ended at 7:30pm.

A motion was made by Board Member Anderson, seconded by Board Member, Playter, to adjourn meeting. All in favor. Motion carried.



City Hall | 801 Washington Street | Northfield, Minnesota 55057
507-645-8833 | northfieldmn.gov

To: Cedar and North LLC

From: Parks & Recreation Advisory Board

CC: Mikayla Schmidt, City Planner; David Bennett, Public Works Director/City Engineer; Jake Reilly, Community Development Director

Date: January 9, 2023

RE: Park and Recreation Advisory Board Comment Letter on Cedar Meadows Park Dedication

Comment Letter

The Park and Recreation Advisory Board (PRAB) has been asked to provide a comment letter on the proposed park dedication prior to submission of a preliminary plat application for a major subdivision to be called Cedar Meadows.

As part of the City's Land Development Code (Chapter 34 Article 5.2.6):

"...all major subdivision preliminary plat applications shall be submitted to the park and recreation advisory board and the state and county highway departments (if adjacent to a state or county highway) prior to submission of an application. A comment letter from these entities shall be required as part of the preliminary plat submission."

When there is new development, there is a requirement of Parks, trail and open space land dedication or Cash-in-lieu dedication. An excerpt from City Code is below:

The city council finds that there is a rational nexus between the demands created by the subdivision and related development of land and the need for parks, trails, open space areas, public art, and facilities.

The Cedar Meadows preliminary plat is approximately 61.94 acres and proposes to create approximately 53 detached villas, 26 single family units, 16 units (8 buildings) of twin homes/duplexes, 12 units (4 buildings) of Triplexes, 63 units (1 building) of Senior co-op, and an Outlot A intended for development of apartment buildings. The parcel is zoned N2-B: Neighborhood General 2.

The PRAB coincides with staff's recommendation on physical park land dedication for the Cedar Meadows preliminary plat with the following adjustments:

1. Create a full loop around the wetland
2. Add a connection from the loop around the wetland to the greenway corridor on the west side of the development
3. Connect the greenway corridor completely to the north side of the property on the development site
4. Widen the trail and greenway as needed to meet the full land dedication requirement
5. Show how and where the street will connect to the hospital road

The development of the park on the north side of the site allows for expansion if more development occurs to the north. The greenway corridor (on the west side of the development) coincides with the Greenway Corridor Plan and the additional trail around the wetland at the center of the site offers connectivity and recreational opportunities to the proposed and existing community.

EXHIBIT E

Cedar Meadows Alta Report



To: David Bennett, City of Northfield

From: Matthew Dyrda, Alta Planning + Design

Date: March 1, 2023

Re: Draft Northwest Area Bikeway recommendations

Northwest Area Bikeway recommendations

Background

In 2022 the City of Northfield worked with Alta on a biking/walking CIP study. The project included providing recommended bikeway types to meet the needs of people with all ages and abilities.

There is new development proposed in the northwest area of Northfield and the City is interested in understanding how pedestrian and bikeway facilities should be included in the development as well as connections to the planned network as development occurs.

Construction for the new development will take place in four phases and will include construction of new roads through the development.

Task 1: Context Review

Alta reviewed relevant development ordinances and recommendations/policies related to active transportation and new development from Northfield's Climate Action Plan and Land Development Code, and synthesized best practices for integrating land use and transportation networks to promote bicycling and sustainable development.

2008 City of Northfield Comprehensive Plan and Land Development Code

The 2008 City of Northfield Comprehensive Plan designates the Northwest Area as a "pipeline" area to be platted for development. The plan's land use framework map shows that the area is zoned as Neighborhood General 1 (N1). The Neighborhood General 1 land use type is described in the Land Development Code as being "characterized by primarily single family homes, or attached housing, on parcels that are generally larger than those found in the R1 [low-density residential], and that are located on streets more curvilinear and less connected than traditional urban development patterns." However, the Land Use chapter of the Comprehensive Plan states that "future development in the Neighborhood General 1 zone should be more pedestrian friendly and reflect traditional neighborhood qualities, such as a gridlike street pattern, the built form's relationship to the street, and street connectivity."

Further, the 2008 Comprehensive Plan outlines principles, objectives, and strategies in both the Land Use and Transportation chapters that suggest that a grid street pattern is the preferred street network to promote multimodal accessibility and connectivity and enhance the city's "small town character" as seen in "Old Northfield." Both chapters also include objectives and strategies that aim to ensure that "neighborhoods will have pedestrian friendly streets containing sidewalks, accommodate automobiles at lower speeds and volumes and provide for bicycle mobility on the street." The Land Use chapter also promotes the land use principles of mixed use development and neighborhood-serving commercial.

2012 Complete Streets Policy

The city's Complete Streets policy sets the following directives (excerpted from 8 total directives):

1. Accommodations for all users of the surface transportation network shall be balanced in accordance with the latest and best "complete streets" standards, principles, policies, and guidelines, except under one (1) or more of the following conditions:
 - a. Where the cost of providing such accommodations would be disproportionate given the need or probability of use, or
 - b. Where severe topographic or natural resource constraints prohibit such accommodations, or
 - c. Where conditions or restrictions outside the purview of the City of Northfield prohibit such actions.

In cases where one or more of these conditions occur, the City Administrator and professional staff will evaluate the project and make a recommendation to the City Council for their decision.

2. Where segregated facilities cannot be provided for pedestrians and cyclists, the constructed roadway shall reflect the character of shared space, with appropriate mechanisms to calm vehicular traffic and provide a safe, reliable, integrated, and interconnected surface transportation network.

...

4. Roadways, sidewalks, shared-use paths, street crossings, pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, and operated to limit maintenance, and maintained so that all users of the surface transportation network can travel safely, reliably and independently.

2019 Climate Action Plan

Similarly, the Climate Action Plan includes recommendations to prioritize mixed-use development, multimodal connectivity, and "incorporate additional transportation modes (such as bike infrastructure, wide sidewalks) and green stormwater infrastructure systems (such as rain gardens) into street maintenance and reconstruction projects."

2019 Pedestrian, Bike, and Trail System Report

This report includes an existing plan and policy review, a Community Engagement Report, an update to the street type table from the 2008 Comprehensive Plan, and maps of the planned walking and bicycling networks. The update simplifies the street type table by reducing the number of street types and includes more land use context in the means for classifying roadways, as well as providing individual street type profiles to provide guidance on street design.

Task 2: Bikeway Connections Recommendations

Alta reviewed the streets proposed in the development to recommend which streets should include a bikeway and what cross section(s) to consider. Alta assumed the loop road will be a primary bikeway route and evaluated connections to the existing bikeway network and future routes to the north and/or west of the development site.

Analysis

Since the loop road is presumed to be a low-traffic, residential, access-focused route, it can be best classified as a "Street." The Street Type Table Update states that "design for 'Streets' should focus on encouraging slow speeds, safety for people walking, healthy street trees, and well-defined routes to nearby parks, transit, and schools." Specific design recommendations include that "streets may be designed to be bicycle boulevards, with traffic calming elements, pavement markings, and signage indicating the bicycle boulevards," they "may include curb extensions (at intersections or midblock) in place of one or two on-street parking spaces in order to calm traffic," and that "other traffic calming treatments such as mini traffic circles and speed humps can be considered."

The loop road is not included in the city's planned walking and bicycling network, and the street design guidance indicates that a bike boulevard and/or traffic calming may be appropriate. Low street design speeds (target speed: 25 mph) contribute

to a more comfortable environment for bicycling. The 2022 Pedestrian and Bikeway Analyzation report presents the results of an analysis to select a preferred bikeway type in Northfield. For reconstruction and reclamation projects, “the preferred bikeway in most contexts is a raised (sidewalk height, behind the curb), two-way separated bikeway that separates pedestrians and bicyclists where feasible.”

Assumptions

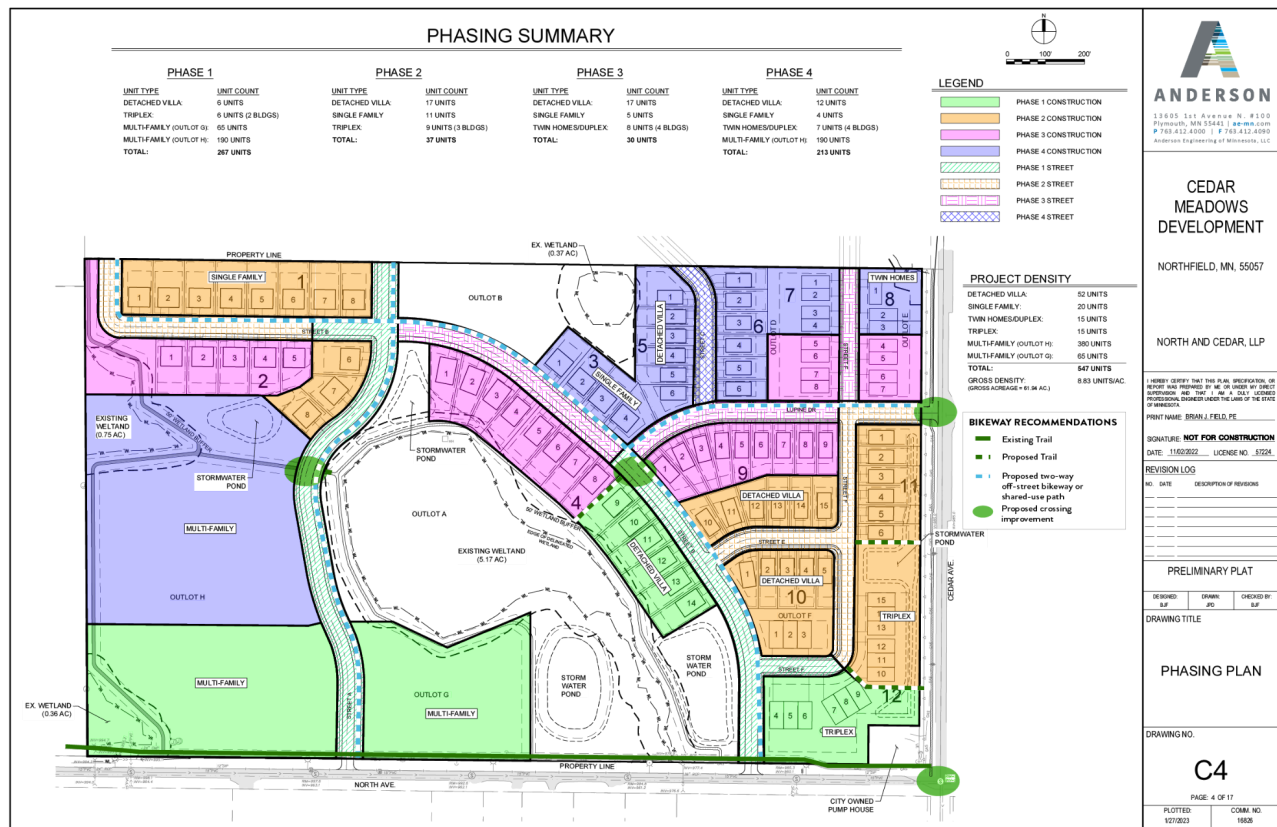
- During Phase 1 of construction, a trail will be constructed behind the detached villas to the east of the existing wetland, making connections to the bikeways on North Avenue and future bikeways to the northwest (e.g. on Street A).
- A shared use path will be added to Cedar Avenue to connect with North Avenue as part of the future development of the bikeway network.

Recommendations

Near-term (with the proposed development)

Based on the preferred bikeway specified in the 2022 Analyzation report and conversations with City staff, the recommendations for the streets in the proposed development are as follows.

Figure 1. Bikeway recommendations within proposed development



- Include a separated bikeway on Street A and Street B as part of Phase 1 of construction. When the rest of Street B is constructed as part of Phase 3 of construction, include a separated bikeway along that part of the corridor to facilitate bikeway connections to the north and west. The cross section can be based on Figure 2 or Figure 3 (below) from the Analyzation report. Where bikeways cross driveways, maintain bikeway at sidewalk level to establish priority of trail users over vehicles. The bikeways shown in Figure 1 are located on the sides of the streets

with fewer driveways. Consider using permeable pavement on bikeway, sidewalk, and/or parking areas. In determining how to allocate right-of-way space, consider street tree needs. Four feet of boulevard space on either side of the root flare (base of the tree) is ideal for tree growth and minimizing disturbance to paved surfaces.

Figure 2. Separated bikeway cross section example

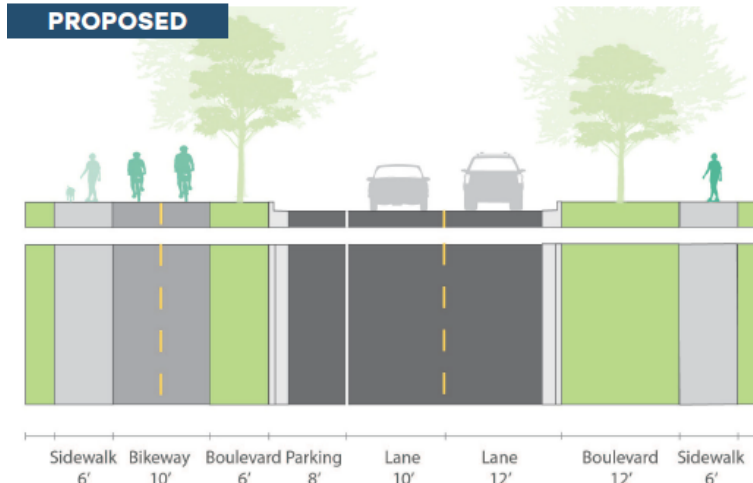
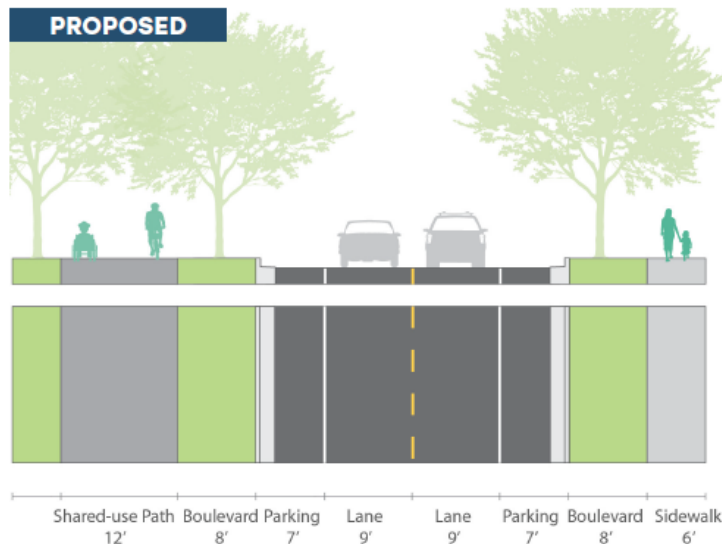


Figure 3. Shared-use path cross section example



2. In Phase 1, include a trail connection between lots 8 and 9 of the detached villas from Street B to the trail encircling the wetland between lots 8 and 9 of the detached villas.
3. Include a separated bikeway or shared-use path connection on Lupine Drive between Cedar Avenue and Street B when Phase 2 and 3 are constructed.
4. To create a grid for biking and walking (in alignment with Northfield's Comprehensive Plan), include a shared-use path connection from Street F connecting to Cedar Avenue as part of Phase 1 and from Street E to Cedar Avenue as part of Phase 2.
5. Include intersection improvements at North Avenue and Cedar Avenue and at Lupine Avenue and Cedar Avenue. Connect with the county to coordinate on possible intersection improvements.

6. Include curb extensions with rain gardens or other green infrastructure at T-intersections and at the trail crossing across Street A.
7. Construct intersections internal to the development as raised intersections to calm traffic.

Table 1. Proposed Development: Summary of Recommendations

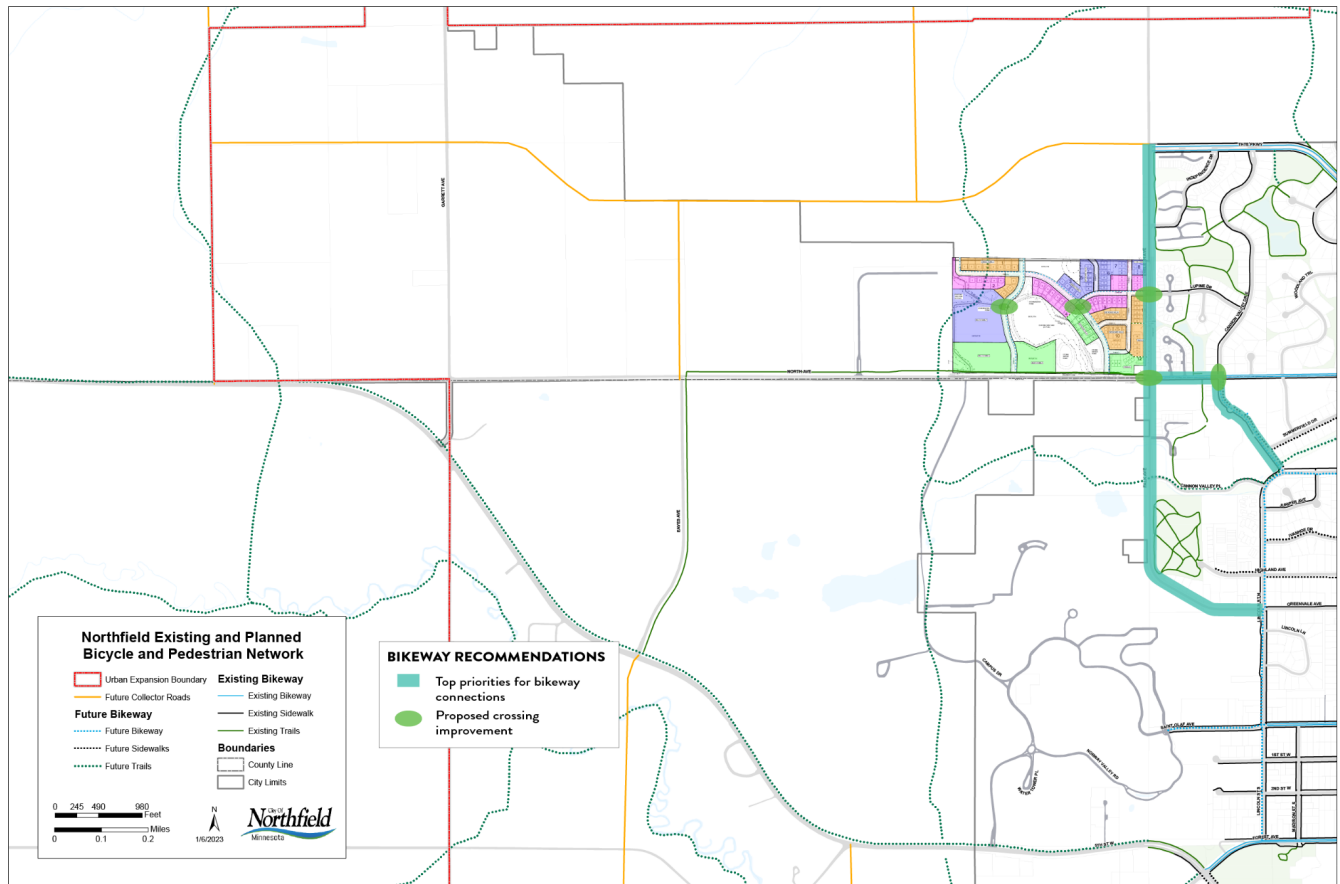
Street Name	Recommendation
Street A	Separated off-street bikeway or shared use path
Street B	Separated off-street bikeway or shared use path
Lupine Drive	- Separated off-street bikeway or shared use path connection between Cedar Avenue and Street B - Intersection improvement at Lupine Drive and Cedar Avenue
Bikeway grid connections	Shared-use path connection from Street F to Cedar Avenue and from Street E to Cedar Avenue

Medium-term

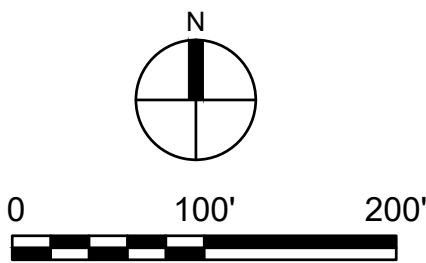
Recommendations for future bike routes and connections to the existing network are as follows.

8. In medium or longer-term developments, include separated bike lanes or shared use paths on the proposed major collectors in the Northwest Area. Local roads in future developments should be laid out in a grid to the extent feasible to facilitate direct bicycle and pedestrian connections.
9. Prioritize improved crossings at Summerfield Drive and North Avenue (since students will need to cross from the planned off-street trail on the north side of North Avenue to walk south along Summerfield Drive towards Greenvale Elementary) and a trail connection on Cannon Valley Drive to Lincoln Parkway.
10. Consider locating essential services (e.g. grocery store, pharmacy, hardware store, pet supply store) within walking distance of planned housing construction and incorporating neighborhood-serving commercial properties into future development plans.

Figure 4. Medium-term bikeway connection priorities



PHASING SUMMARY



PHASE 1	
UNIT TYPE	UNIT COUNT
DETACHED VILLA:	6 UNITS
TRIPLEX:	6 UNITS (2 BLDGS)
MULTI-FAMILY (OUTLOT G):	65 UNITS
MULTI-FAMILY (OUTLOT H):	190 UNITS
TOTAL:	267 UNITS

PHASE 2	
UNIT TYPE	UNIT COUNT
DETACHED VILLA:	17 UNITS
SINGLE FAMILY	11 UNITS
TRIPLEX:	9 UNITS (3 BLDGS)
TOTAL:	37 UNITS

PHASE 3	
UNIT TYPE	UNIT COUNT
DETACHED VILLA:	17 UNITS
SINGLE FAMILY	5 UNITS
TWIN HOMES/DUPLEX:	8 UNITS (4 BLDGS)
TOTAL:	30 UNITS

PHASE 4	
UNIT TYPE	UNIT COUNT
DETACHED VILLA:	12 UNITS
SINGLE FAMILY	4 UNITS
TWIN HOMES/DUPLEX:	7 UNITS (4 BLDGS)
MULTI-FAMILY (OUTLOT H):	190 UNITS
TOTAL:	213 UNITS

LEGEND

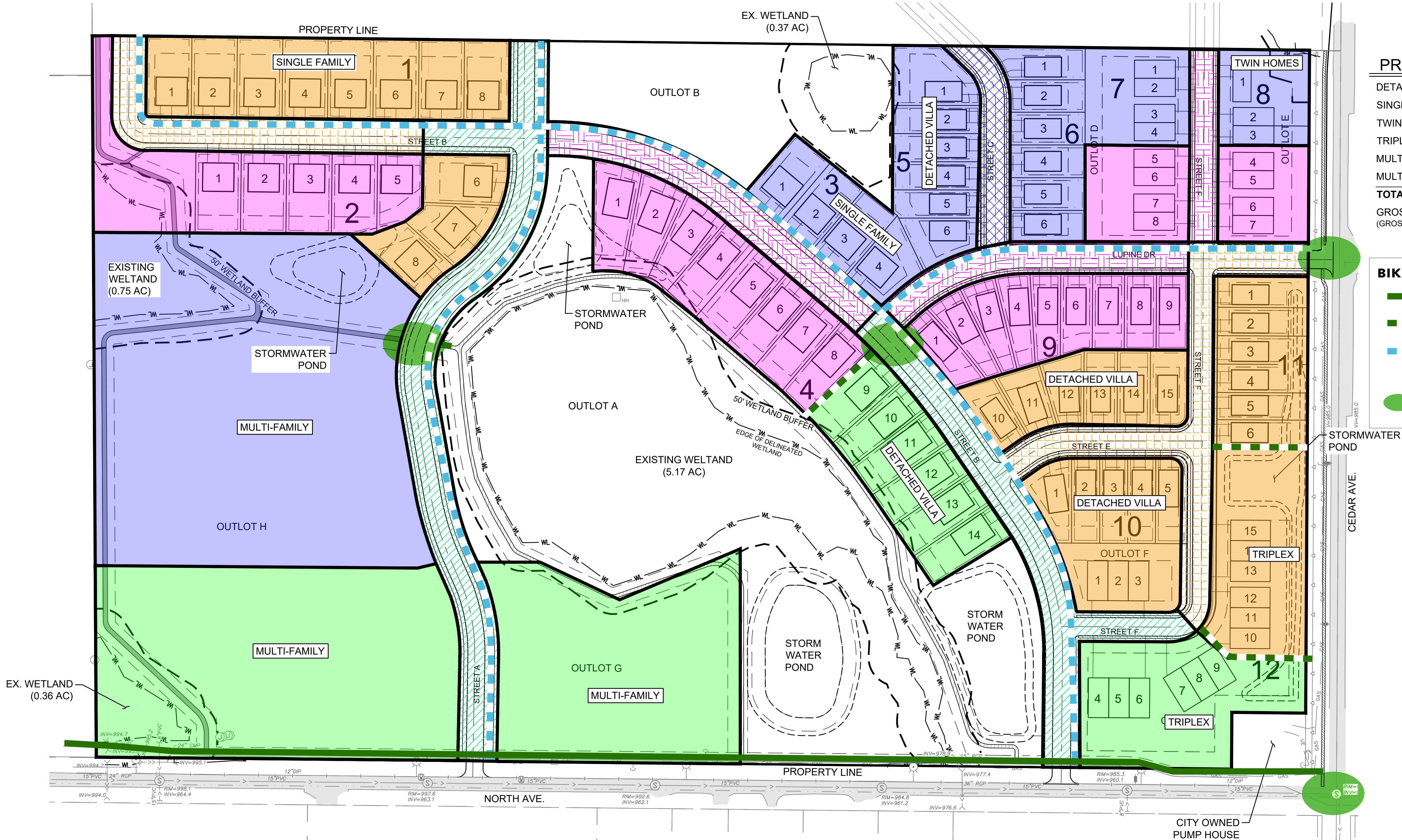
	PHASE 1 CONSTRUCTION
	PHASE 2 CONSTRUCTION
	PHASE 3 CONSTRUCTION
	PHASE 4 CONSTRUCTION
	PHASE 1 STREET
	PHASE 2 STREET
	PHASE 3 STREET
	PHASE 4 STREET

PROJECT DENSITY

DETACHED VILLA:	52 UNITS
SINGLE FAMILY:	20 UNITS
TWIN HOMES/DUPLEX:	15 UNITS
TRIPLEX:	15 UNITS
MULTI-FAMILY (OUTLOT H):	380 UNITS
MULTI-FAMILY (OUTLOT G):	65 UNITS
TOTAL:	547 UNITS
GROSS DENSITY:	8.83 UNITS/AC.
(GROSS ACREAGE = 61.94 AC.)	

BIKWAY RECOMMENDATIONS

- Existing Trail
- Proposed Trail
- Proposed two-way off-street bikeway or shared-use path
- Proposed crossing improvement



ANDERSON

13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

CEDAR MEADOWS DEVELOPMENT

NORTHFIELD, MN, 55057

NORTH AND CEDAR, LLP

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: BRIAN J. FIELD, PE

SIGNATURE: **NOT FOR CONSTRUCTION**

DATE: 11/02/2022 LICENSE NO. 57224

REVISION LOG

NO.	DATE	DESCRIPTION OF REVISIONS

PRELIMINARY PLAT

DESIGNED:	DRAWN:	CHECKED BY:
BJF	JPD	BJF

DRAWING TITLE

PHASING PLAN

DRAWING NO.

C4

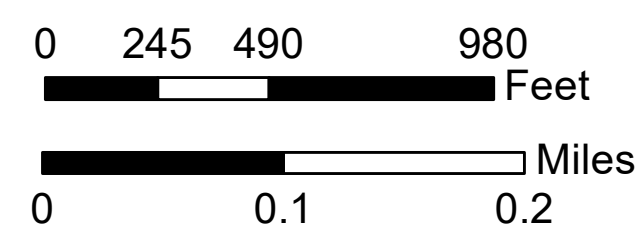
PAGE: 4 OF 17

PLOTTED:	COMM. NO.
1/27/2023	16826

Jan 27, 2023 - 9:08am J:\16800\16826 - TERRACE COMPANIES - 62 ACRE DEVELOPMENT - NORTHFIELD MN\07 Civil\01 CAD files\16826-PHASING PLAN.dwg
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Northfield Existing and Planned Bicycle and Pedestrian Network

- | | |
|--|---|
|  Urban Expansion Boundary | Existing Bikeway |
|  Future Collector Roads |  Existing Bikeway |
| Future Bikeway |  Existing Sidewalk |
|  Future Bikeway |  Existing Trails |
|  Future Sidewalks | Boundaries |
|  Future Trails |  County Line |
| |  City Limits |

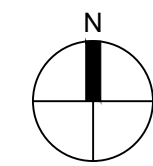


BIKEWAY RECOMMENDATIONS

-  Top priorities for bikeway connections
-  Proposed crossing improvement

EXHIBIT F

Pedestrian Improvements across Cedar Ave. at Lupine Dr. and North Ave.



- ① HANDICAP PEDESTRIAN RAMP WITH DETECTABLE WARNING
- ② RAISED PEDESTRIAN CROSSING W/ STRIPING
- ③ PEDESTRIAN CROSSING WITH STRIPING
- ④ ACCESSIBLE PEDESTRIAN SIGNAL CROSSING
- ⑤ EXISTING PEDESTRIAN RAMP

LEGEND

- FUTURE PATH
- EXISTING PATH
- PROPOSED CONCRETE WALK
- PROPOSED BITUMINOUS TRAIL



Anderson Engineering of Minnesota, LLC

NORTHFIELD, MN, 55057

NORTH AND CEDAR, LLP

PRINT NAME: BRIAN J. FIELD, PE

DATE: 06/23/2023 LICENSE NO. 57224

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DESIGNED: BJF	DRAWN: JPD	CHECKED BY: BJF
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PEDESTRIAN IMPROVEMENT PLAN

P1

PLOTTED: 8/17/2023	COMM. NO. 16826
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1. ALL CONSTRUCTION OF HANDICAP STALLS, ROUTES, & CURB RAMPS TO COMPLY WITH THE 2020 MN ACCESSIBILITY CODE.
2. CONTRACTION JOINTS SHALL BE CONSTRUCTION ALONG ALL GRADE BREAKS. ALL GRADE BREAKS SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.
3. TO ENSURE RAMPS & LANDINGS ARE PROPERLY CONSTRUCTED, LANDINGS MAY BE CAST SEPARATELY.
4. ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.
5. FOUR FOOT MIN WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MIN. OF 24" IN THE PATH OF TRAVEL.