wsb

Memorandum

To: **Farmington City Council**
Farmington Economic Development Authority
Farmington Planning Commission
Adam Kienberger, Community Development Director

From: **Eric Maass, AICP, Project Manager**

Date: **April 3, 2019**

Re: **WSB Project No. 012627-000**

Hello,

The project team has been progressing on the Highway 3 Corridor Project and is now seeking feedback from the City Council, EDA, and Planning Commission on the following areas:

- Vision Statement, Goals & Strategies
- Massing Studies for Identified Redevelopment Sites
- Land Use & Zoning Recommendations

Information on each of those areas is included in this packet for your review prior to the meeting.

Next Steps:
- Architectural Design Recommendations
- Preliminary Market Feasibility
- Financing Tools and Programs to aid in future development

Currently anticipated future meetings and their tentative dates:

- Public Open House on Goals, Zoning, Massing Studies – April 22nd
- Public Open House on Draft Plan - May 13th
- EDA/PC Meeting on Draft Plan – May 23rd
- CC Meeting on Plan – June 17th

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Key Themes from Community Engagement:

1. Desire to see a more attractive corridor that positively reflects on the rest of the City.
2. Interest in encouraging development and redevelopment of key properties within the corridor.
3. Signage and wayfinding should exist along into downtown Farmington
4. Bike and pedestrian accessibility are limited and insufficient and residents have concerns about vehicle safety and functionality throughout the corridor

Vision Statement for Highway 3

An attractive and vibrant corridor that positively reflects on the City, assists in economic growth, and provides a safe and efficient mode of transportation for area residents and visitors.

Goals & Strategies:

Goal #1 - Improve the attractiveness and visual cohesiveness of the corridor.

- Short Term Strategies
  - Develop design standards for the Highway 3 corridor that guides future redevelopment.
  - Engage with property owners to clean up nuisance properties through proactive code enforcement.
- Mid Term Strategies
  - Utilization of Community Development Block Grant (CDBG), and Dakota Community Development Agency (CDA) loan and grant programs to assist in the clean up of low to moderate income residential properties.
  - Consider developing an incentive program for Highway 3 properties similar to the Downtown Façade Improvement Program.
- Long Term Strategies
  - Encourage activation in existing commercial areas through community events.
  - Continue coordination with Castle Rock and Empire Township on Orderly Annexation Agreements.

Goal #2 - Facilitate redevelopment and support of a vibrant corridor.

- Short Term Strategies
  - Review existing land use designations and update to reflect a corridor that emphasizes a mix of uses.
- Mid Term Strategies
  - Leverage grant programs to provide redevelopment grants that encourage property owners to invest in redevelopment and revitalization.
- Long Term Strategies
  - Promote the economic and physical health of the corridor as a means to strengthen connections to businesses with the corridor and to expand and diversify the tax base.

Goal #3 - Implement signage and wayfinding along the corridor that drives visitors to Downtown Farmington.

- Short Term Strategies
  - Work within MnDOT guidelines and templates for signage within MnDOT right-of-way.
- Mid Term Strategies
  - Design and build gateway/corridor monuments, public art or wayfinding that encourage visitors to explore downtown Farmington.
- Long Term Strategies
  - Utilize the downtown identity and wayfinding throughout the Highway 3 corridor (along the highway and on bike and pedestrian trails.

Goal #4 - Evaluate opportunities for better functionally and safety for vehicle traffic and continue to plan for accessible, continuous, and separated bikeways and sidewalks.

- Short Term Strategies
  - Implement the City's bikes and sidewalks citywide master plan in the Highway 3 corridor.
- Mid Term Strategies
  - Identify areas where City sidewalks and trails require upgrading or resurfacing.
  - Continue to facilitate discussions with MnDOT and Dakota County partners about potential improvements within MnDOT right-of-way.
- Long Term Strategies
  - Support and actively participate in future MnDOT and Dakota County efforts regarding technical analysis of the corridor.
  - Continue to coordinate with Castle Rock and Empire Townships.

209TH OPTION 1

RESIDENTIAL LOT & CARBONE'S LOT REMAIN

1- 35' TALL COMMERCIAL BUILDING WITH PARKING IN BACK

REMOVE 1 ACCESS DRIVEWAY ON HWY 3

EXISTING VIEW

PLAN VIEW

209TH OPTION 2

RESIDENTIAL LOT & CARBONE'S LOT REMOVED

2- 35' TALL COMMERCIAL BUILDINGS WITH PARKING IN BACK

REMOVE 3 ACCESS DRIVEWAYS ON HWY 3 BY MOVING ACCESS ONTO 209TH

ADDITIONAL GREENSPACE BEHIND FORMER CARBONE'S BUILDING

EXISTING VIEW

PLAN VIEW

HWY 3 Corridor Plan

Farmington, Minnesota

March 24, 2019 | WSB Project number: 012627

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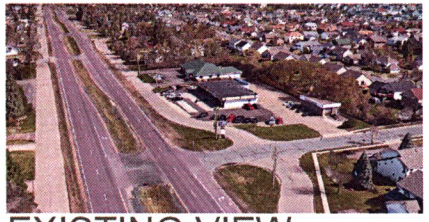
LARCH ST

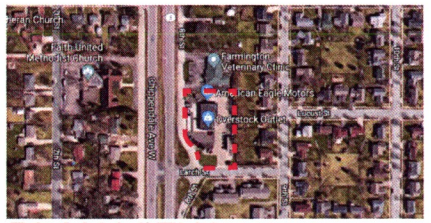
1- 35' TALL COMMERCIAL BUILDING WITH PARKING AROUND

ACCESS DRIVE OFF OF FRONTAGE ROAD AND LARCH

EXISTING BUILDING REMOVED



EXISTING VIEW



PLAN VIEW

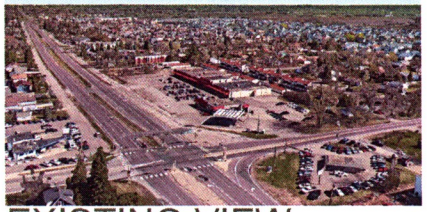
ASH ST

EXISTING BUILDINGS REMOVED

2- 35' TALL COMMERCIAL BUILDINGS WITH PARKING IN BACK

2 ACCESS DRIVES REMOVED FROM FRONTAGE ROAD

ACCESS FROM ASH ST.



EXISTING VIEW

PLAN VIEW

HWY 3 Corridor Plan

Farmington, Minnesota

March 24, 2019 | WSB Project number: 012627

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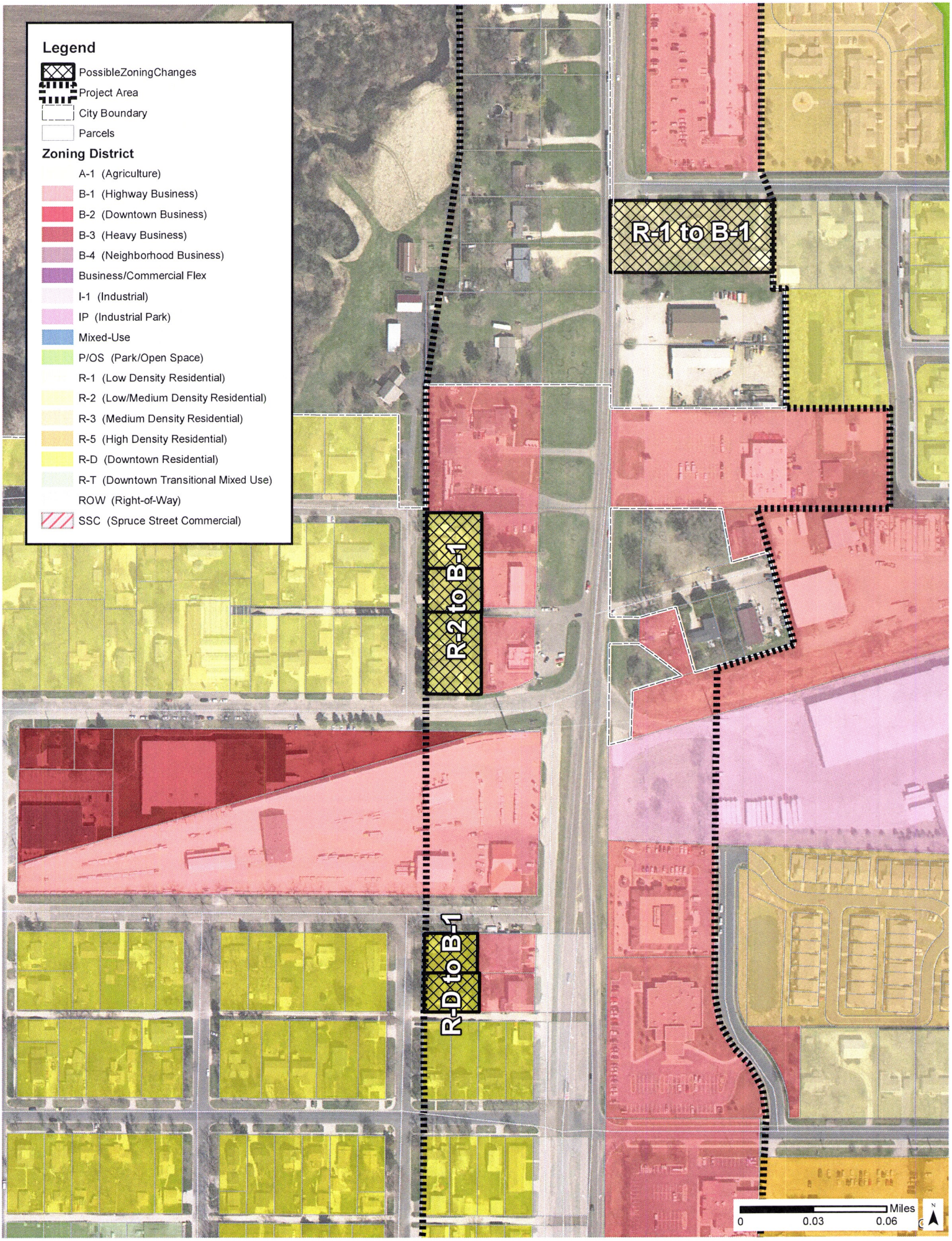
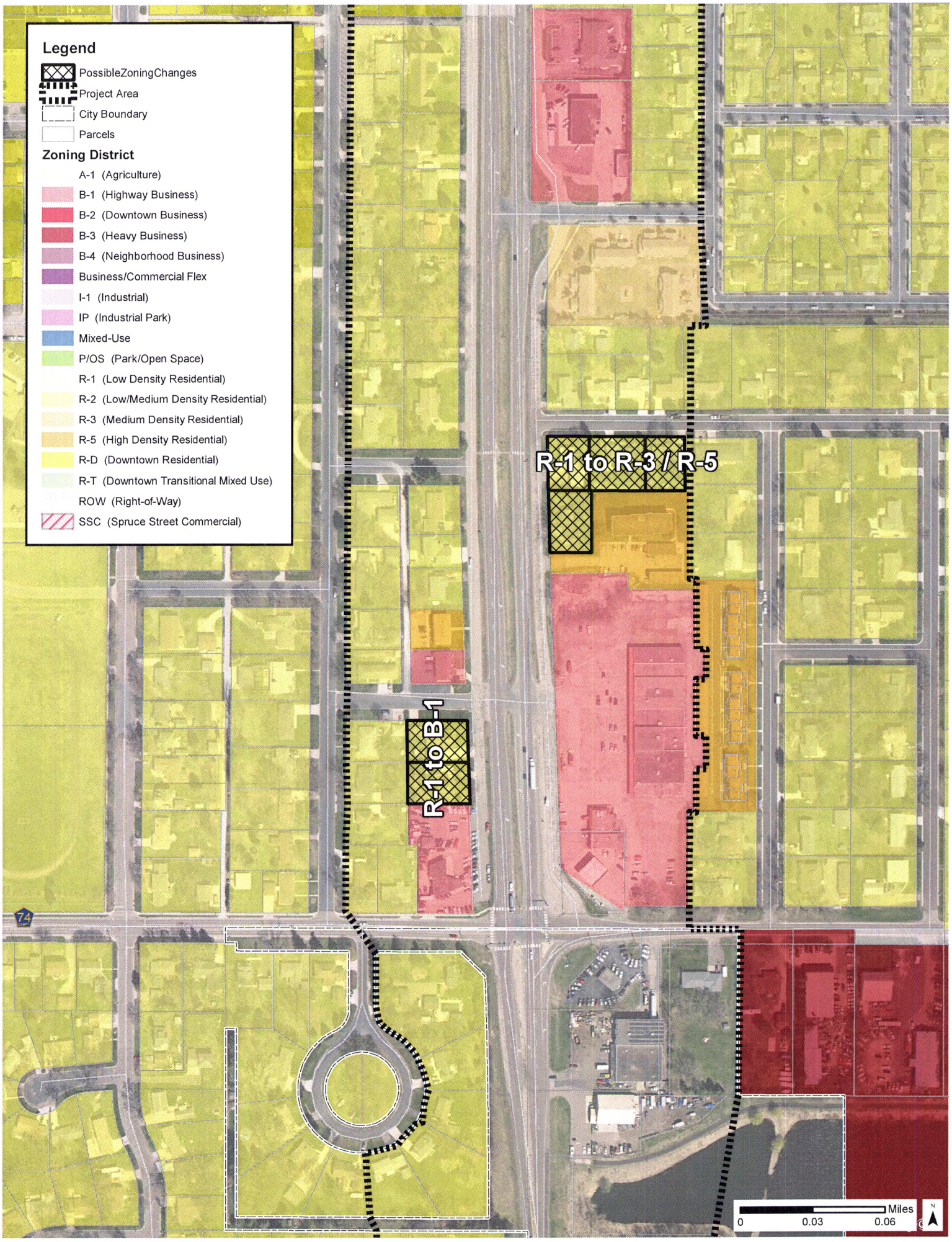

Legend
PossibleZoningChanges
Project Area
City Boundary
Parcels
Zoning District
A-1 (Agriculture)
B-1 (Highway Business)
B-2 (Downtown Business)
B-3 (Heavy Business)
B-4 (Neighborhood Business)
Business/Commercial Flex
I-1 (Industrial)
IP (Industrial Park)
Mixed-Use
P/OS (Park/Open Space)
R-1 (Low Density Residential)
R-2 (Low/Medium Density Residential)
R-3 (Medium Density Residential)
R-5 (High Density Residential)
R-D (Downtown Residential)
R-T (Downtown Transitional Mixed Use)
ROW (Right-of-Way)
SSC (Spruce Street Commercial)
R-1 to B-1
R-2 to B-1
R-D to B-1
Miles
0
0.03
0.06
N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R-D (Downtown Residential)
R-T (Downtown Transitional Mixed Use)
ROW (Right-of-Way)
SSC (Spruce Street Commercial)
R-1 to R-3 / R-5
R-1 to B-1
74
Miles
0
0.03
0.06
N