Call to Order

Approval of minutes of the regular Planning Commission meeting of August 28, 2017.

Agenda Approval

1. Approval of the Agenda

Opportunity for Citizens to Address the Commission on items not on the Agenda

Public Hearings

2. Consideration of requests for a conditional use permit and variances for a restaurant with drive-thru at 6529 Penn Avenue, and site plan approval at 6545 Penn Avenue and 2210 66th Street West.
   17-CUP-05, 17-VAR-06

3. Public hearing to consider changes to the city's zoning ordinances related to driveway regulations.
   PC Ltr #9

4. Public hearing to consider a request for a variance to allow a fence taller than 6 feet at Richfield Fire Station 2 (6401 Penn Avenue).
   17-VAR-07

Other Business

5. Consideration of a resolution finding that the acquisition and disposition by the Housing and Redevelopment Authority (HRA) of 6839 Cedar Avenue for future redevelopment as mixed use, and 6409 16th Avenue for future redevelopment as high density residential is consistent with the Richfield Comprehensive Plan.
   PC Letter #10

Liaison Reports

Community Services Advisory Commission
City Council
Housing and Redevelopment Authority (HRA)
Richfield School Board
Transportation Commission
Chamber of Commerce
Other

City Planner’s Reports
6. City Planner's Report

7. Next Meeting Time and Location

October 23, 2017 at 7 p.m. in the City Council Chambers.

8. Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.
Planning Commission Minutes
August 28, 2017

MEMBERS PRESENT: Chairperson Erin Vrieze Daniels, Commissioners Dan Kitzberger, Sean Hayford Oleary, Bryan Pynn, Allysen Hoberg, Gordon Vizecky and Susan Rosenberg

STAFF PRESENT: John Stark, Community Development Director
Matt Brillhart, Associate Planner

OTHERS PRESENT: Steve Schwanke, Inland Development Partners
Tod Elkins, UrbanWorks
See Item #4 and attached sign-in sheet for public speakers.

Chairperson Vrieze Daniels called the meeting to order at 7:00 p.m.

APPROVAL OF MINUTES
M/Vizecky, S/Rosenberg to approve the minutes of the July 24, 2017 meeting.
Motion carried: 7-0

APPROVAL OF AGENDA
M/Vizecky, S/Hayford Oleary to approve the agenda.
Motion carried: 7-0

OPEN FORUM
No members of the public spoke.

PUBLIC HEARING(S)
ITEM #1
17-CUP-05, 17-VAR-06 - Continue a public hearing to consider plans for a new quick-service restaurant with drive-thru and site improvements at 6529 Penn Avenue, 6545 Penn Avenue, and 2210 - 66th Street East to September 25, 2017.

M/Vizecky, S/Pynn to continue the public hearing to September 25, 2017.
Motion carried: 7-0

ITEM #2
Continue a public hearing to consider ordinance amendments related to driveway regulations to September 25, 2017.

M/Vizecky, S/Rosenberg to continue the public hearing to September 25, 2017.
Motion carried: 7-0

ITEM #3
17-SP-01 - Consider a resolution re-approving site plans for a community band shell at Veterans Memorial Park.
Associate Planner Matt Brillhart presented the staff report.

M/Vizecky, S/Rosenberg to close the public hearing.
Motion carried: 7-0

M/Rosenberg, S/Vizecky to recommend approval of a resolution granting site plan approval.
Motion carried: 7-0

ITEM #4
17-CP-1, 17-RZN-02, 17-CUP-02, 17-FDP-02, 17-PUD-02 - Consider a variety of land use approvals related to a proposal for construction of three new multi-family apartment buildings and rehabilitation of three existing apartment buildings between 66th and 68th Streets, along 18th Avenue/Richfield Parkway and Cedar Avenue.

Community Development Director John Stark presented the staff report.

Commissioner Hayford Oleary expressed concern with the frequency of driveways across the regional trail, between this proposal and the Plaza 66 development.

Steve Schwanke, on behalf Inland Development Partners, gave brief remarks introducing the proposal and reviewed prior feedback from various open house events.

The following individuals spoke at the public hearing and stated concerns including traffic and parking, air quality impacts, property values, buffering, lack of transition to existing single-family homes, deviation from the Cedar Avenue Corridor Master Plan, existing crime rates and potential impacts.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
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<tbody>
<tr>
<td>Rosalie Hinrichs</td>
<td>6638 16th Avenue S</td>
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<tr>
<td>Jeanne Biever</td>
<td>6701 17th Avenue S</td>
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<td>Rissa Pahl</td>
<td>6645 16th Avenue S</td>
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<td>James Rudolph</td>
<td>6726 17th Avenue S</td>
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<td>Liz Berres and Mike</td>
<td>6732 17th Avenue S</td>
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<td>Mike Woodward</td>
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<td>Judy Mongomery</td>
<td>6808 18th Avenue S</td>
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<tr>
<td>Paul Leher</td>
<td>6607 18th Avenue S</td>
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<td>Christine W</td>
<td>6638 17th Avenue S</td>
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Mr. Schwanke clarified that the development would be 80% market rate, 20% affordable. The 33 existing units in the buildings to be renovated would count towards the affordable requirement, along with approximately 30 units scattered across the proposed development.

M/Rosenberg, S/Vizecky to close the public hearing.

Motion carried: 7-0

In response to questions from Commissioners Hoberg and Pynn, City Engineer Jeff Pearson discussed how the Richfield Parkway extension would include a traffic diverter at 68th Street, to prevent traffic from continuing south on 18th Avenue.

Commissioner Hayford Oleary, stated concerns with the north driveway entrance into the visitor parking lot and questioned the necessity.

M/Vrieze Daniels, S/Rosenberg to recommend approval of the resolution amending the Comprehensive Plan.

Motion carried: 7-0

M/Hayford Oleary, S/Rosenberg to recommend approval of an ordinance amending the zoning designations from MU-C and MR-2 to PMR.

Motion carried: 7-0
M/Kitzberger, S/Rosenberg to recommend approval of the resolution granting a Planned Unit Development, Conditional Use Permit, and Final Development Plan.

Commissioner Kitzberger accepted an amendment from Commissioner Hayford Oleary to close the north driveway into the parking lot, conditioned on approval of Fire Department. Motion carried: 6-1 (Vizecky opposed)

**ITEM #5**
**PC Letter #8 - Consider changes to the city's zoning ordinance that would make small wireless facilities a conditional use in residential districts.**
Associate Planner Matt Brillhart presented the staff report.

M/Vizecky, S/Rosenberg to close the public hearing. Motion carried: 7-0

In response to a question from Commissioner Vizecky, Pearson stated that most applications would likely come through Public Works administratively, aside from those in residential zoning districts. In response to a question from Commissioner Hayford Oleary, Pearson stated that the equipment could be mounted on existing city poles or proprietary poles.

M/Vrieze Daniels, S/Vizecky to recommend approval of the ordinance amendment. Motion carried: 7-0

**OTHER BUSINESS**
None.

**LIAISON REPORTS**
Community Services Advisory Commission: Chairperson Vrieze Daniels – No report
City Council: Commissioner Rosenberg – No report
HRA: Commissioner Hoberg – Recap of August 22 Work Session
Richfield School Board: Commissioner Kitzberger – School Board election November 7
Transportation Commission: Commissioner Hayford Oleary – 70th Street bike lane update
Chamber of Commerce: Commissioner Vizecky – No report

**CITY PLANNER’S REPORT**
Stark gave a brief update on personnel changes in the Community Development Department.

**ADJOURNMENT**
M/Vizecky, S/Rosenberg to adjourn the meeting.
The meeting was adjourned by unanimous consent at 9:16 p.m.
<table>
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<tr>
<th>Name</th>
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<tr>
<td>Rosalie Herricks</td>
<td>6638 16th Ave S.</td>
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<td>Jeanne Brever</td>
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<td>Bissa Pahl</td>
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<td>James Rudolph</td>
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<td>Christine Welker</td>
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ITEM FOR COMMISSION CONSIDERATION:
Consideration of requests for a conditional use permit and variances for a restaurant with drive-thru at 6529 Penn Avenue, and site plan approval at 6545 Penn Avenue and 2210 66th Street West.

EXECUTIVE SUMMARY:
Penn Avenue Partners II LLC ("applicant") is proposing a Dunkin' Donuts restaurant with drive-thru at 6529 Penn Avenue (currently CarHop) and related site improvements to the adjacent parcels at 6545 Penn Avenue (formerly Flowerama), and 2210 66th Street West (unimproved alley). The Comprehensive Plan guides the property as Mixed Use and it is zoned Mixed Use - Community (MU-C), within the Penn Avenue Corridor Overlay District. Fast food or convenience restaurants are a conditional use in the MU-C District. The applicant has not indicated a specific tenant for the property at 6545 Penn Avenue, but permitted uses would include general retail, service, and office uses.

While this proposal advances many goals of the Comprehensive Plan, Mixed Use Zoning District, and Penn Avenue Design Guidelines, it falls short of several Code requirements. Along with the Conditional Use Permit, the applicant is requesting approval of the following variances:

- Proximity of drive-thru speaker to residential property: 150 feet required (85.64 feet proposed to east property line);
- Buffer distance adjacent to residential property: 15 feet required (11.5 feet proposed along east property line);
- Building coverage: 25% coverage required (9.64% proposed);
- Rear building setback: 15-feet maximum setback (85 feet proposed to east property line);
- Off-premise outdoor advertising signs: the Zoning Code prohibits the use of signs that advertise a business or service that does not take place on the same premises as the sign. The applicant intends to retain the property as two separate parcels and proposes to install signs on each parcel that include advertising space for the business located on the other parcel.

Staff is supportive of the conditional use permit request, but there are concerns with two of the variance requests. Some of the variances requested are technical in nature and can be justified within the context of the overall site improvements, renovation of the property at 6545 Penn Avenue, and vastly improved traffic circulation into and within the property. Staff recommends approving variances to allow the reduction in minimum lot coverage, large setback to the rear property line, and reduced buffer yard adjacent to residential property.

Staff has concerns with the variance to reduce the drive-thru speaker distance requirement from 150 feet to 85 feet, or just 57% of the required distance. While this is closer than any recently approved drive-thru
facilities, it would not be the closest drive-thru speaker in the area. The drive-thru speaker at Dairy Queen (2800 66th Street W) is set back approximately 40 feet from the nearest residential property line, and a similar distance from the nearest residential building as proposed here. Should this variance request be approved, drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC) and the City’s noise ordinances shall apply.

Staff also has concerns with the overall quantity and size of freestanding signage proposed for the site, which conflicts with the Penn Avenue Corridor Design Guidelines. Staff is looking for feedback from the Planning Commission to establish possible findings for the City Council to approve those requests.

RECOMMENDED ACTION:

Conduct and close a public hearing and by motion:

1. Recommend approval of a conditional use permit for a restaurant with drive-thru at 6529 Penn Avenue, and site plan approval at 6545 Penn Avenue, and 2210 66th Street West.
2. Recommend approval or denial of the requested variances.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

Various used auto sales businesses have operated at 6529 Penn Avenue since 1990. That type of use has long been considered incompatible with redevelopment goals in the Penn Avenue Corridor, and is not permitted in the Mixed Use Zoning District. CarHop has continued operating on the issuance of interim use permits for many years, typically renewed in one- to three-year increments. Flowerama closed the business at 6545 Penn Avenue in 2016 and the property has remained vacant since.

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

Comprehensive Plan:
In 2008, the city adopted the Penn Avenue Corridor Design Guidelines to help guide redevelopment of the area, and rezoned the properties to Mixed Use - Community (MU-C) with the Penn Avenue Corridor Overlay District. Select pages of the Design Guidelines are attached to this report.

Zoning:
The MU-C Zoning District is intended to include shops and services that support the surrounding community. Ideally, a balanced mix of commercial, office and higher density residential uses would be included in this district. Class III (fast food/convenience) restaurants are a conditional use in the MU-C District, subject to the conditions listed in Subsection 537.05 Subdivision 5, further articulated in the attached document.

Variances:
Along with the Conditional Use Permit application, the applicant is requesting five variances, listed in the "Executive Summary" above. Variances may be granted from the literal provisions of this Code only when all of the following criteria are found to exist:

1. The applicant establishes that there are practical difficulties in complying with the official control. "Practical difficulties," as used in connection with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by an official control. Economic considerations alone do not constitute practical difficulties;
2. Unusual or unique circumstances apply to the property which do not apply generally to other properties in the same zone or vicinity, and such circumstances were not created by any persons presently having an interest in the property;
3. The variance, if granted, would not alter the character of the neighborhood. The completed project would not impair an adequate supply of light and air to adjacent properties, or substantially increase the congestion of public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish property values, or have a detrimental or injurious impact on surrounding properties;
4. The variance requested is the minimum variance that would alleviate the practical difficulty;
5. The variance requested is in harmony with the general purpose and intent of the ordinance and consistent with the comprehensive plan.

A full discussion of these criteria and findings can be found in the attached document.

C. **CRITICAL TIMING ISSUES:**

   60-DAY RULE: The 60-day clock 'started' when a complete application was received on August 14, 2017. A decision is required by October 13, 2017 or the Council must notify the applicant that it is extending the deadline (up to a maximum of 60 additional days or 120 days total) for issuing a decision.

D. **FINANCIAL IMPACT:**

   None.

E. **LEGAL CONSIDERATION:**

   - Notice of this public hearing was published in the Sun Current newspaper on July 13 and September 14, 2017 and mailed to properties within 350 feet of the site on August 15, 2017.
   - Council consideration has been tentatively scheduled for October 10, 2017.

**ALTERNATIVE RECOMMENDATION(S):**

   - Recommend approval of the proposal with modifications.
   - Recommend denial of the conditional use permit and/or variances, finding that requirements are not met.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

Karla Carlson and Rick Hauser, Capital Real Estate

**ATTACHMENTS:**

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<tr>
<td>Resolution</td>
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<td>Requirements attachment</td>
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<td>PAC Design Guidelines - select pages</td>
<td>Backup Material</td>
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<td>Site plans and elevations</td>
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<td>Zoning maps</td>
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RESOLUTION NO.

RESOLUTION APPROVING A CONDITIONAL USE PERMIT AND VARIANCES FOR A RESTAURANT WITH DRIVE-THRU AT 6529 PENN AVENUE AND SITE PLAN APPROVAL AT 6545 PENN AVENUE AND 2210 66TH STREET W

WHEREAS, an application has been filed with the City of Richfield which requests approval of a conditional use permit and variances to allow a Class III (fast food / convenience) restaurant at property commonly known as 6529 Penn Avenue and site plan approval and sign variances at the property commonly known as 6545 Penn Avenue and 2210 66th Street West, legally described as parcels 1, 2 and 3 on the attached certificate of survey; and

WHEREAS, the Planning Commission of the City of Richfield held a public hearing and [INSERT PLANNING COMMISSION RECOMMENDATION] of the requested conditional use permit and variances at its September 25, 2017 meeting; and

WHEREAS, notice of the public hearing was published in the Sun Current on July 13 and September 14, 2017 and mailed to properties within 350 feet of the subject property on August 15, 2017; and

WHEREAS, the requested conditional use permit meets the requirements necessary for issuing a conditional use permit as specified in Richfield’s Zoning Code, Subsection 547.09 and as detailed in City Council Staff Report No.____; and

WHEREAS, the Zoning Code states that any drive-up service window, teller or order station, or exterior loudspeaker shall be located at least 150 feet from any parcel with residential uses on the first floor, Subsection 537.05, Subd. 5; and

WHEREAS, the Zoning Code states that a buffer yard of at least 15 feet shall be provided adjacent to residential property to protecting the values, quietude and privacy of the housing, Subsection 544.03, Subd. 6;

WHEREAS, the Zoning Code states that minimum building coverage of 25% is required for sites of 2 acres or less, and the maximum rear setback shall be 15 feet, Subsection 537.07;

WHEREAS, the Zoning Code prohibits the use of signs that advertise a product, business, service, event, or any other matter that is not available, or does not take place, on the same premises as the sign (off-premise signs), Subsection 549.21;

WHEREAS, Minnesota Statutes Section 462.357, Subdivision 6, provides for the granting of variances to the literal provisions of the zoning regulations in instances where their enforcement would cause “practical difficulty” to the owners of the property under consideration; and

WHEREAS, the City has fully considered the request for approval of the conditional use permit;
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Richfield, Minnesota, as follows:

1. The City Council adopts as its Findings of Fact the WHEREAS clauses set forth above.

2. With respect to the application for a variance from Subsection 537.05, Subd. 5, the City Council makes the following findings:
[DRAFT FINDINGS]: The narrow depth of this parcel creates a practical difficulty for any property owner wishing to include a drive-thru along this section of Penn Avenue. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as Drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC). City noise ordinances shall apply. The variance requested is the minimum necessary to alleviate the practical difficulty, as the speaker is placed as far from the adjacent residential properties as possible. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.

3. With respect to the application for a variance from Subsection 544.03, Subd. 6, the City Council makes the following findings:
Strict enforcement of this requirement would cause a practical difficulty in restricting proper drive aisle width, vehicle circulation, and landscaping on other areas of the site. Unique circumstances apply in that the existing parcel dimensions are narrow and cannot feasibly be enlarged. The requested variances will allow for the reuse and improvement of a vacant building. The improvements proposed will benefit the surrounding neighborhood by improving the aesthetics of the site, particularly along Penn Avenue. No negative impacts are expected. Granting the requested variance will not alter the character of the neighborhood or locality. The variance requested is the minimum necessary to alleviate the practical difficulty. Space is not available to create additional parking. The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan.

4. With respect to the application for variances from Subsection 537.07, the City Council makes the following findings:
Strict enforcement of this requirement would cause a practical difficulty. The applicant is proposing to use the property in a reasonable manner. The applicant would be permitted by right to replace the existing building as it is under Minnesota State nonconformity laws. Instead, the applicant has proposed a new building that will significantly improve the site and bring it closer to compliance with current regulations. In regard to stand-alone buildings with drive-up service, again, there is the fact that the applicant would be allowed to replace the existing structure as it is by right. The Code also exempts sites under two acres from the mixed use requirement. Given these facts,
it seems reasonable to allow a new, architecturally and functionally improved stand-alone building with drive-up service on this particular site. Granting the requested variance will not alter the character of the neighborhood or locality. It is anticipated that this will be an improvement to the area. The variance requested is the minimum necessary to alleviate the practical difficulty. The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan. The proposed plan improves compliance with current regulations.

5. With respect to the application for a variance from Subsection 549.21, the City Council makes the following findings:

[DRAFT FINDINGS]: The combined acreage of the properties is below one acre and therefore not eligible to be considered as a Planned Unit Development, under which the off-premise signage could be permitted. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as long as the sign quantity and/or total sign area is reduced. The variance requested is the minimum necessary to alleviate the practical difficulty. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan, as signs shall comply with the Penn Avenue Corridor Design Guidelines.

6. Based on the above findings, a variance is hereby approved to reduce the drive-thru speaker setback requirement to not less than 85 feet, subject to the conditions below.

7. Based on the above findings, a variance is hereby approved to reduce the required buffer yard adjacent to residential property to not less than 11.5 feet.

8. Based on the above findings, variances are hereby approved to reduce the required minimum building coverage to 9.64% to allow a building of 1,995 square feet, and to exceed the maximum rear building setback requirement.

9. Based on the above findings, a variance is hereby approved to permit the use of off-premise signs on all parcels of the proposal, subject to the conditions below.

10. A conditional use permit is issued to allow a Class III (fast food/convenience) restaurant, as described in City Council Letter No. _____, on the Subject Property legally described above.

11. This conditional use permit is subject to the following conditions in addition to those specified in Section 547.09 of the City’s Zoning Ordinance:

- A recorded copy of the approved resolution must be submitted to the City prior to the issuance of a building permit.
- The property must be platted and the plat recorded prior to the issuance of a certificate of occupancy. The parcels at 6645 Penn Avenue and 2210 West 66th Street shall be combined. A cross access agreement between the various parcels is required and must be recorded prior to occupancy. Proof of recording must be provided to the City.
• Drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC). City noise ordinances shall apply.
• All new utility service must be underground.
• All utilities must be located away from public right-of-way and screened from public view in accordance with Ordinance requirements. A screening plan is required prior to the issuance of a Building Permit.
• A revised landscape plan shall be submitted, providing additional landscaping along the east property line adjacent to residential property, including larger tree species with the capability to mature to similar height as the existing trees in this area. Additional landscaping shall also be provided behind the menu board.
• The applicant shall consider removal of the parking space facing 66th Street in the southwest corner of the property at 6645 Penn Avenue, to reduce impervious surface area and provide additional landscaping at the intersection.
• The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans.
• [DRAFT CONDITION REGARDING SIGNAGE SIZE AND COMPATIBILITY WITH PENN AVENUE CORRIDOR DESIGN GUIDELINES]: The proposed pylon sign at 6529 Penn Avenue shall be reduced in size to be more compatible with the Penn Avenue Corridor Design Guidelines. The existing pylon sign at 6545 Penn Avenue must not encroach upon public right-of-way and must be reduced in size and/or rotated as necessary. Internally lit box signs are not permitted. Aside from channel letters, signs shall be externally lit. Separate sign permits are required.
• Curb radii on the Penn Avenue access shall be reduced from R15 shown on plans to R10, pending Fire Department approval of maneuverability.
• A pedestrian connection to the property at 6545 Penn Avenue shall be included, in accordance with Zoning Code Section 544.15.
• Bicycle parking on each parcel must be provided in accordance with Zoning Code Section 544.17.
• Odor control systems are required to mitigate cooking odors in accordance with City Code Subsection 544.27.
• All rooftop or ground mechanical equipment must be screened, per Zoning Code Section 544.05.
• The applicant is responsible for obtaining all required permits, compliance with all requirements detailed in the City’s Administrative Review Committee Report dated June 5, 2017, and compliance with all other City and State regulations.
• Prior to the issuance of an occupancy permit, the applicant must submit a surety equal to 125% of the value of any improvements and/or requirements not yet complete. This surety shall be provided in the manner specified by the Zoning Code.

12. The conditional use permit and variances shall expire one year after issuance unless 1) the use for which the permit was granted has commenced; or 2) Building permits have been issued and substantial work performed; or 3) Upon written request of the applicant, the Council extends the expiration date for an additional period not to exceed one year. Expiration is governed by the City Zoning Ordinance, Section 547.09.
Subdivision 9.

13. This conditional use permit shall remain in effect for so long as conditions regulating it are observed, and the conditional use permit shall expire if normal operation of the use has been discontinued for 12 or more months, as required by the City's Zoning Ordinance, Section 547.09, Subd. 10.

Adopted by the City Council of the City of Richfield, Minnesota this 10th day of October 2017.

_______________________
Pat Elliott, Mayor

ATTEST:

___________________________
Elizabeth VanHoose, City Clerk
Code Requirements / Required Findings

Part 1 – Conditional Use Permit: The findings necessary to issue a Conditional Use Permit (CUP) are as follows (547.09, Subd. 6):

1. *The proposed use is consistent with the goals, policies, and objectives of the City’s Comprehensive Plan.* The proposed use of the property is consistent with the guiding “Mixed Use” designation, when considered within the broader context of this intersection and the Penn Avenue Corridor. The Comprehensive Plan identifies several goals and policies related to economic development and support for business and employment growth. The proposal is consistent with these goals and policies.

2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The purpose of the Zoning Code is to protect and promote the public health, safety, comfort, aesthetics, economic viability, and general welfare of the City. In the Penn Avenue Corridor, the Mixed Use District (Section 537) is intended to be a vibrant, pedestrian-oriented neighborhood center. However, a mix of uses is not required, nor does the minimum 2-story building requirement apply in the Penn Avenue Corridor. Several aspects of the proposal do not comply with Zoning Code requirements and require variances, including building setbacks and lot coverage, distance between the drive-thru speaker and residential property, buffer distance to residential property, and sign ordinances; see Part 2 below for details.

3. *The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines.* The proposed building is consistent with several aspects of the Penn Avenue Design Guidelines, including a main entrance accessible directly from the sidewalk, entrance(s) covered by canopy or awning, and landscaping along the Penn Avenue sidewalk.

4. *The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code.* The applicant is requesting a variance to reduce minimum buffer area distance to residential property, in addition to the variances noted above; see Part 2 below for details.

5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements.* The City’s Public Works and Engineering Departments have reviewed the proposal and do not anticipate any issues.

6. *The use will not have undue adverse impacts on the public health, safety, or welfare.* Adequate provisions have been made to protect the public health, safety and welfare from undue adverse impacts.

7. *There is a public need for such use at the proposed location.* Investment and improvement in underutilized and vacant sites is necessary to maintain a thriving community.
8. The proposed use meets or will meet all the specific conditions set by this code for the granting of such conditional use permit. This requirement is not met; the applicant is requesting a variance to reduce drive-thru speaker distance. See Parts 2 and 3 below.

Part 2 – The following conditions apply to fast food / convenience (Class III) restaurants in the Mixed Use Districts (Subsection 537.05, Subd. 5):

1. A minimum distance of 500 feet must be maintained between substantially similar uses with drive-up window or teller service (as measured from property line to property line). This requirement is met.

2. Uses with drive-up window or teller service may not be located adjacent to a property with an existing drive-up window or teller service unless an applicant can demonstrate that the use will not be detrimental to pedestrian, bicycle or vehicle movements. This requirement is met.

3. No drive-up window or lane shall be adjacent to a public street. This requirement is met.

4. Drive-up uses shall be limited to one service window which is part of a primary structure and a single queuing lane. The content portion of the order board shall be limited to 40 square feet and 8 feet in height. The applicant is aware of this requirement.

5. Drive-up facilities must be designed to minimize impacts to the pedestrian environment and adequately address circulation issues and potential noise or light pollution. This requirement is met.

6. There shall be no curb cuts on public streets exclusively for the use of drive-up queuing or exit lanes. Drive-up traffic shall enter and exit from internal circulation drives. This requirement is met.

7. Queuing space for at least 4 cars (70 feet) shall be provided per drive-up service land as measured from but not including the first drive-up service window or teller station. Such queuing space shall not interfere with parking spaces or traffic circulation. This requirement is met.

8. Any drive-up service window, teller or order station, or exterior loudspeaker shall be located at least 150 feet from any parcel with residential uses on the first floor. This requirement is not met; the applicant is requesting a variance to reduce drive-thru speaker distance. See Part 3 below.

9. The applicant shall demonstrate that such use will not significantly lower the existing level of service on streets and intersections. The Public Works Department has reviewed the proposed plans and has found this requirement to be met.

10. The City shall encourage operators to permit bicyclist use of sales and service windows. The applicant is aware of this requirement.

11. Alcoholic beverages shall not be served. This requirement is met.

12. Exterior speakers shall comply with the noise control limits set by Subsection 930 of the City Code. The applicant is aware of this requirement.
Part 3 – Variances
The findings necessary to approve a variance are as follows (Subd. 547.11):
1. There are “practical difficulties” that prevent the property owner from using the property in a reasonable manner.
2. There are unusual or unique circumstances that apply to the property which were not created by the applicant and do not apply generally to other properties in the same zone or vicinity.
3. The variance would not alter the character of the neighborhood or the locality.
4. The variance is the minimum necessary to alleviate the practical difficulty.
5. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.

Drive-thru Speaker Distance Requirement (Subsection 537.05, Subd. 5)
Any drive-up service window, teller or order station, or exterior loudspeaker shall be located at least 150 feet from any parcel with residential uses on the first floor. The applicant is requesting a variance to reduce this requirement to 85.64 feet.

Possible findings: the narrow depth of this parcel creates a practical difficulty for any property owner wishing to include a drive-thru along this section of Penn Avenue. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as Drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC). City noise ordinances shall apply. The variance requested is the minimum necessary to alleviate the practical difficulty, as the speaker is placed as far from the adjacent residential properties as possible. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.

Buffer Yard Adjacent to Residential Property (Subsection 544.03, Subd. 6)
The applicant is requesting a variance to reduce the required buffer area from 15 feet to 11.5 feet. The intent of this provision is to provide adequate area to separate uses and attractively screen the parking lot. The proposed buffer shall provide 100% screening through a combination of fencing and landscaping.

Criteria 1: Strict enforcement of this requirement would cause a practical difficulty in restricting proper aisle width and circulation, and landscaping elsewhere on the site.
Criteria 2: Unique circumstances apply in that the existing parcel dimensions are narrow and cannot feasibly be enlarged.
Criteria 3: The requested variances will allow for the reuse and improvement of a vacant building. The improvements proposed will benefit the surrounding neighborhood by improving the aesthetics of the site, particularly along Penn Avenue. No negative impacts are expected. Granting the requested variance will not alter the character of the neighborhood or locality.
Criteria 4: The variance requested is the minimum necessary to alleviate the practical difficulty. Space is not available to create additional parking.
Criteria 5: The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan.
Building Coverage and Setbacks (Subsection 537.07)
The applicant is requesting a variance to reduce the minimum building coverage from 25% to 9.64% and to exceed maximum building setbacks on the rear and sides.

Criteria 1: Strict enforcement of this requirement would cause a practical difficulty. The applicant is proposing to use the property in a reasonable manner. The applicant would be permitted by right to replace the existing building as it is under Minnesota State nonconformity laws. Instead, the applicant has proposed a new building that will significantly improve the site and bring it closer to compliance with current regulations.
Criteria 2: In regard to stand-alone buildings with drive-up service, again, there is the fact that the applicant would be allowed to replace the existing structure as it is by right. The Code also exempts sites under two acres from the mixed use requirement. Given these facts, it seems reasonable to allow a new, architecturally and functionally improved stand-alone building with drive-up service on this particular site.
Criteria 3: Granting the requested variance will not alter the character of the neighborhood or locality. It is anticipated that this will be an improvement to the area.
Criteria 4: The variance requested is the minimum necessary to alleviate the practical difficulty.
Criteria 5: The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan. The proposed plan improves compliance with current regulations.

Off-premise Outdoor Advertising Sign (Subsection 549.21)
The Zoning Code prohibits the use of signs “that advertise a product, business, service, event, or any other matter that is not available, or does not take place, on the same premises as the sign (off-premise sign).” The applicant is proposing two signs on the property at 6545 Penn Avenue intended to advertise the Dunkin Donuts business located at 6529 Penn Avenue, and one sign at 6529 Penn Avenue intended to advertise both properties. The property owner does not intend to combine those two properties, and thus the proposed signage requires a variance.

Staff has concerns with the amount of freestanding signage proposed for the sites, as well as sign types in conflict with the Penn Avenue Corridor Design Guidelines.

Possible findings: The combined acreage of the properties is below one acre and therefore not eligible to be considered as a Planned Unit Development, under which the off-premise signage could be permitted. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as long as the sign quantity and/or total sign area is reduced. The variance requested is the minimum necessary to alleviate the practical difficulty. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan, as signs shall comply with the Penn Avenue Corridor Design Guidelines.
Note: Rendering shown general reference and intent. Final colors to be determined via future tenant.
Using the Guidelines

Good design cannot be explicitly legislated, but it should not be left to chance either. The design guidelines for Richfield’s Penn Avenue Corridor are a tool to communicate the design vision and desired character for the area. They are intended to guide the design character of redevelopment and revitalization in ways that are sensitive to the intent of the Corridor Master Plan. The guidelines provide direction while leaving room for the kind of individual expression needed for a varied and dynamic built environment.

Developed as part of the “Penn Avenue Corridor Revitalization Master Plan”, these design guidelines offer a framework for creating or enhancing the character of Penn Avenue and the 1/2 to 1-block corridor surrounding it. They are intended to capture the local character and offer flexibility for the ever-evolving development marketplace.

Design Guidelines - What do they do?

- Define the relationship and transition between public street zone and private development
- Define both design and environmental performance
- Build upon zoning requirements
- Could be used as a basis for development and revitalization proposal review
- Could be one of the determining factors in public financial participation in private development

Design Guidelines – Where do they apply?

The design guidelines address both the public realm (streets & public spaces) and the private realm (yards and buildings). This is done because successful urban spaces have a certain synergy where the public and private realms interface and complement each other. Therefore, they should be considered together, as two parts of the same whole.

Critical Definitions:

**Street Type:**
There are numerous styles or types of streets suggested for Richfield’s Penn Avenue (see the Street Type Diagram, Figure 3). Each street type has its own set of design guidelines. Guidelines can be used by agencies and developers in guiding street design.

**Frontage Type:**
Land uses suggested for Penn Avenue can be organized into several styles of buildings. Descriptions of how various building styles & parking scenarios should address the public street are called frontage types.

**Guideline Matrix:**
The Guideline Matrix suggests what range of frontage types are appropriate given the street type along which a property is located.
Street Types

Because streets occupy the most space within the public realm, they have a large impact on how people experience an urban environment. Different street types outlined in this guideline provide functions for different types of uses and users. Since streets are shared by drivers, parked cars, pedestrians, and cyclists, the design guideline concentrates on the spatial and experiential aspects of a street and the non-driving area of the street known as the streetscape.

To establish a vocabulary for the basic components of streetscapes, the design guideline uses several terms common to all street types. The common terms are the pedestrian zone, the amenity zone, the parking zone, and sustainable design components. You will see these terms used throughout the description of street types.

Pedestrian Zone

The pedestrian zone is the portion of a sidewalk corridor that accommodates walking. Important design aspects of the pedestrian zone include elements like pavement, protection from sun and rain and creating a comfortable width.

Amenity Zone

The amenity zone is the portion of the streetscape where amenities are located to enhance the pedestrian experience. The amenities could be as simple as street trees with a grass strip or more elaborate to include street lights, benches, enhanced landscaping, etc. Lighting makes perhaps the strongest design statement of all public realm components and is certainly among the most visible. Other elements, such as banners and hanging plant baskets can be introduced to the light poles where it is desired to create additional effect. In certain places throughout Penn Avenue, it will be desirable to create an additional level of comfort that invites pedestrians to linger and enjoy the space of the public realm. Where this is the case, site furnishings such as benches and trash receptacles provide comfort for pedestrians at the same time they add unity to a broader area. While the boulevard will be the primary location for plantings in the public realm, there will be other opportunities to introduce green space that arise along Penn Avenue.
Parking Zone
The parking zone is the on-street parking bay along a street. Parking is addressed in the design guideline because it is often the “touch-down” point for visitors and because it has a significant impact on the character and experience of the Penn Avenue corridor. Considerations of pavement, bike parking, and intersection bump-outs are addressed.

Sustainability
Sustainability elements refer to integrated design features that address environmental issues such as stormwater, energy, light pollution and urban heat island effect. Even though we don’t often think of sustainability as something to be addressed in design guidelines, it is actually an integral and critical aspect of streetscape design.

Frontage Type
Frontage is the transition between the public and private. These guidelines address a variety of frontage types appropriate for the land use and street types outlined in this plan. Issues addressed in frontage type are:

Building Placement and Mass
Building placement through the use of build-to and setback limits establishes the “pulse” of a neighborhood or district. The design guidelines use buildings closer to or further from the street to enhance or diminish urban intensity. Just as the zero front and side setbacks required in downtown aren’t appropriate in residential neighborhoods, a 30’ setback with a landscaped front yard would not be appropriate in downtown. Although building facades are private property, they perform a public function by contributing to the enclosure of the public space of the street. As such, there is a public interest in ensuring that building facades display compatible approaches to scale and character that contribute to neighborhood cohesion. Important elements of building placement and mass addressed by these design guidelines are location, height, and bay width.

Building Wall
Acting as an interface between public and private realms, the building wall signalizes an edge of private property with varying degrees of “invitation” to enter.

Yard Wall
The yard wall does not necessarily have to be a wall in the literal sense, but rather the transitional threshold between the street (public) and the yard (private). A yard wall might be as subtle as a pavement change at the doorway of a zero-setback retail storefront or something more solid like a stone wall or ornamental fence in a residential neighborhood. Parking buffers and courtyards are two essential elements that define the yard wall along Penn Avenue.

Signage
Signage should be tasteful, artistic and appropriate to its placement. Whether signs are attached to a building or placed in a yard, they should share design considerations with the building they address. Since Penn Avenue will be an intimate streetscape environment, this design guideline takes the approach that signage success is much more dependent on design nuance than sign size.

Sustainability
Energy generation, rainwater re-use, reduced heat gain, and certification are the core elements of sustainability addressed along Penn Avenue. Addressing environmental heat gain is probably unique for design guidelines but as the negative effects of global warming become apparent, designing an urban environment to minimize heat gain from buildings and paved surfaces is an important community function. The design guidelines address this issue with criteria for tree canopy and green space. These guidelines focus on strategies to integrate stormwater management into every aspect of development to overall reduce the amount of stormwater created. Strategies focus on restoring a more natural hydrology and include: reducing impervious surfaces; use of green roofs; pervious pavement; bioretention basins; NURP ponds and other storage devices.
Mixed-Use Corridor

As the heaviest traveled street in the study area, the Penn Avenue mixed-use corridor includes a more automobile-oriented streetscape pattern that also accommodates the pedestrian. Ornamental streetlights, benches, and other street furniture will mark places for people to linger. Banners appeal to those driving by, announcing local events as people enter the community. Setbacks will remain relatively small, with zero front and side encouraged. Wherever possible, specifically in the amenity zone and bump outs, rain gardens should be built to treat stormwater. Roof patios and green roofs should also be built wherever possible, and roof drainages should tie into the rain garden system.
# Penn Avenue Street Type Design Guidelines

<table>
<thead>
<tr>
<th>Frontage Type</th>
<th>Pedestrian Zone</th>
<th>Amenity Zone</th>
<th>Parking Zone</th>
<th>Sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>S1: Mixed-Use Corridor</td>
<td>Concrete with band and structural soil base at street tree locations.</td>
<td>Salt-tolerant shade trees with fall color.</td>
<td>Contemporary character and pedestrian-scale street lights plus banners, business signage.</td>
<td>Infiltration trenches - permeable pavement in parking zone.</td>
</tr>
<tr>
<td>S2: Residential Street</td>
<td>Concrete with band and structural soil base at street tree locations.</td>
<td>Salt-tolerant shade trees with fall color.</td>
<td>Contemporary character and pedestrian-scale street lights plus banners, business signage.</td>
<td>Permeable pavement only if solar powered.</td>
</tr>
<tr>
<td>S3: Side Street</td>
<td>Concrete with band and structural soil base at street tree locations.</td>
<td>Salt-tolerant shade trees with fall color.</td>
<td>Contemporary character and pedestrian-scale street lights plus banners, business signage.</td>
<td>Permeable pavement only if solar powered.</td>
</tr>
<tr>
<td>S4: Commuter Bike Street</td>
<td>Concrete with band and structural soil base at street tree locations.</td>
<td>Salt-tolerant shade trees with fall color.</td>
<td>Contemporary character and pedestrian-scale street lights plus banners, business signage.</td>
<td>Permeable pavement in parking zone.</td>
</tr>
<tr>
<td>S5: Alley Street</td>
<td>Concrete with band and structural soil base at street tree locations.</td>
<td>Salt-tolerant shade trees with fall color.</td>
<td>Contemporary character and pedestrian-scale street lights plus banners, business signage.</td>
<td>Permeable pavement in parking zone.</td>
</tr>
</tbody>
</table>

**Pavement**
- Mix of concrete and brick pavers with structural soil base but standard base color.

**Street Drains**
- Reflective, thermoplastic tape or similar.

**Landscaping**
- Mix of salt-tolerant shrubs with varied color.

**Signage**
- Public, easy-to-find signage. Small sandblasted business sign during business hours only.

**Furnishings**
- Contemporary character and pedestrian-scale street furniture, street lights plus banners, business signage.

**Bike Parking**
- Bike racks to match character of street furnishings.

**Sustainability**
- Light use of low-energy lighting.
- Dark-sky friendly, low-light fixtures and LED lamps.

City Of Richfield • Penn Avenue Corridor Revitalization Master Plan
**Storefront**

The storefront is typical in late 19th and early 20th century downtown commercial buildings that have no setback from the street and side property lines. These buildings usually range from one to four stories with retail spaces on the ground floor with high ceilings and storefronts to bring the maximum amount of light into the space. Retractable awnings protect the merchandise from the sun and provide shelter for pedestrians. The upper floors can be live, work, or retail use accessed by a separate entry at street level.
### Penn Avenue Frontage Type Design Guidelines

#### F1: Storefront
- Awning: Fit to width & shape of masonry window of storefront opening. Top of awning at top of transom or storefront opening.
- Shelter: Canopy or awning over storefront.
- Signage: Consistently designed with building style.
- Roof: Consistent with building style.

#### F2: Door Yard
- Same as F1

#### F3: Porch Yard
- Same as F1
- porch floor: 12" to 48" above grade.
- Roof: Consistent with building style.

#### F4: Garage
- N/A
- 2nd floor cantilevered balcony: 4 ft to 6 ft depth depending on building setbacks.

#### F5: Alley
- N/A
- Same as F1

#### F6: Garage Entry
- N/A
- Same as F1

#### F7: Parking Yard
- N/A
- Same as F1

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*Design Guidelines*
ITEM FOR COMMISSION CONSIDERATION:
Public hearing to consider changes to the city’s zoning ordinances related to driveway regulations.

EXECUTIVE SUMMARY:
At the direction of the City Council, staff has been researching potential modifications to driveway regulations. Current regulations prohibit properties with single-car garages from having a driveway wider than the garage itself. City staff and councilmembers annually receive a small number of complaints regarding this policy. In conjunction with relaxing that particular regulation, staff is also proposing to modify other driveway regulations, which were last amended in 2005.

Under current regulations, driveway width is determined in two ways:
- Lot width: no more than 35% of the front yard area, up to 22 feet maximum. This results in potential driveway widths of 17.5 feet (50 foot lot), 21 feet (60 foot lot), and 22 feet (75 foot lots and larger).
- Definition of “driveway”: Driveways must lead to a garage or other authorized parking area. Parking in the front yard area is only permitted on driveways.

For those properties with a narrow single-car garage, driveway width is potentially limited to as narrow as 10 to 14 feet, regardless of lot size. This has been found to be an overly restrictive policy, making it difficult or impossible to park two cars side-by-side or bypass a parked car at any point. Properties that fall into this category make up a fair percentage of the housing stock in Richfield. Furthermore, current regulations do not specify how and where a driveway should taper from its maximum width at the garage to an existing curb cut that is narrower than the driveway. This lack of specificity has resulted in driveways being widened out to the curb without replacing the curb cut.

To remedy those related issues, staff proposes to amend the clause regarding lot widths and add a new clause to the ordinance, as follows:
1. Width shall not exceed 35% of the front yard area, up to 20 feet maximum, whichever is less;
2. Driveway width shall not exceed the width of the curb cut within the boulevard and abutting ten feet of property. Beyond that point, width may increase to the number established by Item (1). The widened portion of the driveway shall be screened with plantings.

Effects of proposed changes to driveway width in front yard and boulevard area:
- All lot widths: A driveway with a narrower curb cut would retain the existing width through the boulevard and first 10 feet of private property, then be allowed to expand up to 17.5 feet to 20 feet (depending on lot width), regardless of current garage width.
- 50 foot lot with existing 17.5-foot wide curb cut or wider garage – no change.
- 60 foot lot with existing wider curb cut or wider garage – reduction in maximum driveway width from 21 feet to 20 feet.
- 75 foot lot with existing wider curb cut or wider garage – reduction in maximum driveway width from 22 feet to 20 feet.
- Driveways on the street/corner side of corner lots (not in front yard area) – no change.

Other proposed changes to driveway regulations:
In addition to relaxing the regulation for narrow garages, staff is proposing to modify the following:
- Lots with alley access will not be permitted to install a curb cut in the front yard. This is the current policy for new homes constructed through the Richfield Rediscovered program and staff recommend making this policy effective citywide. If unique conditions exist, necessitating a front driveway when alley access is provided, a property owner may apply for a variance.
- Corner lots will only be permitted one curb cut. Currently, corner properties are eligible for a curb cut to each street. Most corner properties have garages accessed from the street/corner side rather than the front. A minority of corner properties do have front driveways, and under current policy are allowed to retain a front driveway when adding a new garage and driveway on the street/corner side. Many of those existing front driveways on corner properties are closer to the intersection than allowed by ordinance. This change would require their removal if a new garage and driveway are added on the street/corner side of the property.
- Turnaround areas will only be permitted on arterial streets. Currently, the ordinance allows turnarounds on arterials and collectors. In practice, turnarounds exist only on arterials - very few have been constructed on collector streets. With the exception of Bloomington Avenue north of 66th Street and 12th Avenue south of 66th Street, the remainder of collector streets run east-west and do not abut the front yard area. Wider driveways (and/or turnarounds) are permitted in corner/street side yards. See the “Policies” section below for a complete list of arterial and collector streets.

Benefits of limiting driveways and driveway widths in the front yard and boulevard area include: minimizing impervious surfaces, retaining space for boulevard trees, retaining on-street parking capacity, and maintaining existing neighborhood aesthetics. Staff recommends approval of the attached ordinance amendments.

**RECOMMENDED ACTION:**
Conduct and close a public hearing and by motion: Recommend approval of the attached ordinance amendments related to driveway regulations.

**BASIS OF RECOMMENDATION:**

A. **HISTORICAL CONTEXT**
Driveway regulations were last amended in 2005. See attached Council Memo No. 66 for a summary of past actions and Council direction to study the issue.

B. **POLICIES (resolutions, ordinances, regulations, statutes, etc):**
Zoning Code Section 507.07, Subdivision 36 defines "driveway" as follows:
"An area designed to provide ingress and egress for motor vehicles from the street to a garage or other authorized off-street parking area; the term does not include:
- A noncontiguous area exclusively set aside or used for the parking and storage of recreational vehicles and equipment; or
- Parking lots.

No changes are proposed to the above definition of "driveway" as part of this code amendment. Changes are proposed to the following subsections regulating driveways in the front yard and boulevard area:
Single-Family Residential (R) - 514.05 Subd. 6
Low-Density Single-Family Residential (R-1) - 518.05 Subd. 6
Two-Family Residential (MR-1) - 522.05 Subd. 6

Arterial and collector streets are designated as follows:

<table>
<thead>
<tr>
<th>ARTERIAL</th>
<th>COLLECTOR</th>
</tr>
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<tbody>
<tr>
<td>66th Street</td>
<td>12th Avenue (66th to 78th Streets)</td>
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<tr>
<td>Lyndale Avenue</td>
<td>Bloomington Avenue (62nd to 66th Streets)</td>
</tr>
<tr>
<td>Nicollet Avenue</td>
<td>Diagonal Boulevard</td>
</tr>
<tr>
<td>Penn Avenue</td>
<td>65th Street (Nicollet Ave to Rae Dr)</td>
</tr>
<tr>
<td>Cedar Avenue</td>
<td>70th Street (Diagonal Blvd to Lyndale Ave)</td>
</tr>
<tr>
<td>Xerxes Avenue (62nd to 66th Streets)</td>
<td>73rd Street (Diagonal Blvd to Lyndale Ave)</td>
</tr>
<tr>
<td>76th Street (Girard to Xerxes Avenues)</td>
<td>76th Street (Cedar to Girard Avenues)</td>
</tr>
<tr>
<td>77th Street (Cedar Avenue to 35W)</td>
<td></td>
</tr>
</tbody>
</table>

C. **CRITICAL TIMING ISSUES:**
   None.

D. **FINANCIAL IMPACT:**
   None.

E. **LEGAL CONSIDERATION:**
   - Notice of this public hearing was published in the Sun Current newspaper on August 17, 2017.
   - The Council will consider a first reading of the ordinance on October 10 and a second reading and summary publication on October 24, 2017.

**ALTERNATIVE RECOMMENDATION(S):**
Recommend approval of the attached draft ordinance with modifications.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**
None

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
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<tbody>
<tr>
<td>Ordinance</td>
<td>Ordinance</td>
</tr>
<tr>
<td>City Council Memo No. 66 - Driveway Size Regulations</td>
<td>Backup Material</td>
</tr>
<tr>
<td>Attached garage diagram</td>
<td>Backup Material</td>
</tr>
<tr>
<td>Detached garage diagram</td>
<td>Backup Material</td>
</tr>
<tr>
<td>Examples from Google Street View</td>
<td>Backup Material</td>
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</tbody>
</table>
BILL NO. _____

AN ORDINANCE AMENDING THE RICHFIELD CITY CODE
TO UPDATE RESIDENTIAL DRIVEWAY REGULATIONS

THE CITY OF RICHFIELD DOES ORDAIN:

Section 1 Subsection 514.05, Subdivision 6 of the Richfield City Code relating to allowable accessory buildings and uses in the Single-Family Residential (R) District is amended to read as follows:

**Subd. 6.** Private driveways, parking areas, turnaround areas, and sidewalks for residential uses, provided the following conditions are met:

a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;

b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;

c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);

d) Within the front yard area, vehicles shall only be parked on the driveway area;

e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:

   (i) They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area Width shall not exceed 35% of the front yard area, up to 2022 feet maximum, whichever is less (curb cut radii excluded);

   (ii) Driveway width shall not exceed the width of the curb cut within the boulevard and abutting ten feet of property. Beyond that point, width may increase to the number established by item (i). The expanded portion of the driveway shall be screened with plantings;

   (iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;

   (iv) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;

   (iv) Only one (1) curb cut shall be permitted from a public street to an interior lot. A corner lot may have one (1) curb cut from each public street,
provided the driveway setback requirement in item (iii) above is met and Lots with alley access shall not be permitted to install a curb cut;

(vi) Upon written request from the landowner, items (i), (ii), (iii), and (iv) and (v) above may be varied by the Director with a finding of necessity and public convenience;

f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;

g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works; except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and

h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial and collector streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

Section 2 Subsection 518.05, Subdivision 6 of the Richfield City Code relating to allowable accessory buildings and uses in the Low-Density Single-Family Residential (R-1) District is amended to read as follows:

Subd. 6. Private driveways, parking areas, turnaround areas, and sidewalks for residential uses, provided the following conditions are met:

a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;

b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;

c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);

d) Within the front yard area, vehicles shall only be parked on the driveway area;
e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:

(i) They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area. Width shall not exceed 35% of the front yard area, up to 2022 feet maximum, whichever is less (curb cut radii excluded);

(ii) Driveway width within the boulevard area and abutting ten feet of property shall not exceed the width of the curb cut. Beyond that point, width may increase to the number established by item (i). The tapered portion of the driveway should be screened with plantings;

(iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;

(iiii) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;

(iv) Only one (1) curb cut shall be permitted from a public street to an interior lot. A corner lot may have one (1) curb cut from each public street, provided the driveway setback requirement in item (iii) above is met and Lots with alley access shall not be permitted to install a curb cut;

(vi) Upon written request from the landowner, items (i), (ii), (iii), (iv) and (v) above may be varied by the Director with a finding of necessity and public convenience;

f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;

g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works, except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and

h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial and collector streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

Section 3 Subsection 522.05, Subdivision 6 of the Richfield City Code relating to allowable accessory buildings and uses in the Two-Family Residential (MR-1) District is amended to read as follows:
Subd. 6. Private driveways, parking areas, turnaround areas, and sidewalks for residential uses, provided the following conditions are met:

a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;

b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;

c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);

d) Within the front yard area, vehicles shall only be parked on the driveway area;

e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:

(i) They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area. Width shall not exceed 35% of the front yard area, up to 22 feet maximum, whichever is less (curb cut radii excluded);

(ii) Driveway width within the boulevard area and abutting ten feet of property shall not exceed the width of the curb cut. Beyond that point, width may increase to the number established by item (i). The tapered portion of the driveway should be screened with plantings;

(iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;

(iv) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;

(iv) Only one (1) curb cut shall be permitted from a public street to an interior lot. A corner lot may have one (1) curb cut from each public street, provided the driveway setback requirement in item (iii) above is met and Lots with alley access shall not be permitted to install a curb cut;

(v) Upon written request from the landowner, items (i), (ii), (iii), and (iv) and (v) above may be varied by the Director with a finding of necessity and public convenience;

f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;
g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works, except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and

h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial and collector streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

Section 4 This Ordinance is effective in accordance with Section 3.09 of the Richfield City Charter.

Passed by the City Council of the City of Richfield, Minnesota this 24th day of October, 2017.

Pat Elliott, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk
July 6, 2017

Council Memorandum No. 66

The Honorable Mayor
and
Members of the City Council

Subject: Driveway Size Regulations

Council Members:

In 2004, the Council asked staff to review the City’s front-yard parking regulations. Both Council Members and citizens had expressed concerns about what was seen as excessive amounts of paving and vehicles in the front yards of residential properties. The issue was particularly a problem along major streets where on-street parking was and remains prohibited.

A moratorium was put in place in 2004 so the city could study the issue. City regulations at that time allowed up 50% of front yards to be paved in many instances. Residents were using this paved area for parking, sometimes resulting in up to a dozen vehicles parked in the front yard of some homes. After the study was completed, the City Council passed a new ordinance that severely limited excessive driveway areas.

New regulations were adopted by the Council in 2005. These regulations:

- Prohibited front yard parking (parking would be allowed on driveways only).
- Driveways continued to be defined as areas that led to a garage or other approved parking areas (in side or back yards).
- In all cases, driveways were limited to 22 feet or up to a maximum of 35% of the front yard area.
- On arterial and collector streets, a provision for a “turnaround area” was created. The turnaround area was/is defined as “an area used for vehicle maneuvers.” Turnaround areas are allowed to be up to 150 square feet and must be contiguous to the driveway. Parking is not allowed in turnaround areas.

Since the adoption of these rules, once or twice each summer, Inspections and/or Planning gets complaints from property owners with a single car garage about these rules. The rules prohibit a property with a single-car garage from having a driveway that is wider than the garage itself. While street parking is available in most locations (with the exception of snow emergencies), property owners would generally prefer to park on a driveway. A recent such request has been received by staff and some Council Members.
Unless Council Members object, staff will look at some potential options to relax the existing rules for properties with a single car garage to submit to the Council for your consideration. However, this will be done with careful attention to the underlying restrictions that were put in place in 2005 to correct a long standing problem identified by the City Council at that time.

Respectfully submitted,

[Signature]

Steven L. Devich
City Manager

SLD:ttf
Email: Assistant City Manager
       Department Directors
       City Planner
Examples of existing non-conforming or illegal driveway expansions in the boulevard
The ordinance amendment will clarify maximum width allowed in the boulevard area
to avoid situations such as these:

Existing narrow curb cut expands to a driveway wider than single-car garage:
This is currently not permitted, but will be permitted under the amended ordinance.
Example of corner lot with two curb cuts and driveways (one on each street):
Under the proposed ordinance amendment, the existing front driveway would have been required to be removed before installing the new curb cut and detached garage. Additionally, this front driveway is non-conforming as it is too close to the intersection.

Example of a front driveway on a block where all other properties use alley access:
Under the proposed amendment, front yard driveways are prohibited where alley access is available. This is currently the city’s policy for new homes constructed through the Richfield Rediscovered program and would be applied citywide.
PLANNING COMMISSION MEETING
9/25/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
9/15/2017

ITEM FOR COMMISSION CONSIDERATION:
Public hearing to consider a request for a variance to allow a fence taller than 6 feet at Richfield Fire Station 2 (6401 Penn Avenue).

EXECUTIVE SUMMARY:
AT&T has proposed an expansion to the existing telecommunication equipment enclosure at Richfield Fire Station 2 ("the property"). Earlier this month, staff administratively approved a minor site plan amendment for the ground equipment and related site improvements at the property. AT&T is now requesting a variance to allow the fence enclosure to be 8 feet in height, equivalent to the existing equipment enclosure on the property. Variances cannot be approved administratively, and require Planning Commission approval.

Finding that the proposal meets all requirements necessary to issue a variance, staff is recommending approval.

RECOMMENDED ACTION:
Conduct and close a public hearing and by motion: Approve a variance to allow a fence to exceed 6 feet in height at 6401 Penn Avenue.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT
None.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):
The property is zoned Mixed Use Community (MU-C) within the Penn Avenue Corridor (PAC) overlay. Fence height is regulated by Zoning Code Subsection 509.15, Subdivision 3.

The findings necessary to approve a variance are as follows (Subsection 547.11):

1. There are “practical difficulties” that prevent the property owner from using the property in a reasonable manner. Strict enforcement of the Zoning Code subsection listed above would cause a practical difficulty by denying the applicant the same security measures afforded to the existing telecommunication equipment on the property.

2. There are unusual or unique circumstances that apply to the property which were not created by the applicant and do not apply generally to other properties in the same zone or vicinity. The property was previously zoned Industrial (I), prior to the adoption of the Penn Avenue Corridor Master Plan and
subsequent rezoning to Mixed Use. All existing fences on the property are eight (8) feet in height as permitted under the previous zoning. These circumstances do not apply to other properties within the Mixed Use District or the City as a whole.

3. *The variance would not alter the character of the neighborhood or the locality.* Granting the variance will not alter the character of the neighborhood. The existing fence is eight (8) feet in height.

4. *The variance is the minimum necessary to alleviate the practical difficulty.* The variance requested is the minimum necessary to properly secure and screen the proposed telecommunication equipment enclosure.

5. *The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.* The proposed fence will not adversely impact the aesthetics of the community or its health, safety and welfare.

C. **CRITICAL TIMING ISSUES:**
   60-DAY RULE: The 60-day clock 'started' when a complete application was received on August 24, 2017. A decision is required by October 23, 2017 or the Council must notify the applicant that it is extending the deadline (up to a maximum of 60 additional days or 120 days total) for issuing a decision.

D. **FINANCIAL IMPACT:**
   None.

E. **LEGAL CONSIDERATION:**
   Notice of this public hearing was published in the Sun Current newspaper on September 14 and mailed to properties within 350 feet of the site on September 12, 2017.

**ALTERNATIVE RECOMMENDATION(S):**
   None.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**
   Jason Hall, on behalf of AT&T

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
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<tbody>
<tr>
<td>Resolution</td>
<td>Resolution Letter</td>
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<tr>
<td>Plans, zoning map</td>
<td>Backup Material</td>
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</table>
RESOLUTION NO. 216

RESOLUTION OF THE RICHFIELD PLANNING COMMISSION
GRANTING APPROVAL OF A VARIANCE AT
6401 PENN AVENUE

WHEREAS, an application has been filed with the City of Richfield which requests approval of a variance on the parcel of land commonly known as 6401 Penn Avenue (the “Property”) and legally described as:
Lot 1, Block 1, RICHFIELD FIRE STATION 2, Hennepin County, Minnesota

WHEREAS, the property is located in the Mixed Use Community (MU-C) Zoning District and the Penn Avenue Corridor (PAC) Overlay District and the proposed fence will exceed six (6) feet in height; and

WHEREAS, Subsection 509.15, Subdivision 3 states that “No fence or wall more than six (6) feet in height shall be constructed elsewhere on the lot; except that in C-2 and I districts the maximum height shall be eight (8) feet”; and

WHEREAS, Minnesota Statutes Section 462.357, Subdivision 6, provides for the granting of variances to the literal provisions of the zoning regulations in instances where their enforcement would cause “practical difficulty” to the owners of the property under consideration; and

WHEREAS, the Planning Commission of the City of Richfield held a public hearing for the requested variance at its September 25, 2017 meeting; and

WHEREAS, notice of the public hearing was published in the Sun-Current and mailed to properties within 350 feet of the subject property; and

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of Richfield, Minnesota, as follows:

1. The Planning Commission makes the following general findings:
   a. The Property is zoned Mixed Use Community (MU-C) within the Penn Avenue Corridor (PAC) Overlay District.
   b. The proposed eight (8) foot fence would exceed the maximum allowed height of six (6) feet. A variance from Subsection 509.15, Subd. 3 is required.

2. With respect to the application for a variance from the above-listed requirements, the Planning Commission makes the following findings:
   a. Strict enforcement of the Zoning Code subsection listed above would cause a practical difficulty by denying the applicant the same security measures afforded to the existing telecommunication equipment on the property.
b. Unique circumstances affect the Property that were not created by the land owner. The property was previously zoned Industrial (I), prior to the adoption of the Penn Avenue Corridor Master Plan and subsequent rezoning to Mixed Use. All existing fences on the property are eight (8) feet in height as permitted under the previous zoning. These circumstances do not apply to other properties within the Mixed Use District or the City as a whole.

c. Granting the variance will not alter the character of the neighborhood. The existing fence is eight (8) feet in height.

d. The variance requested is the minimum necessary to properly secure and screen the proposed telecommunication equipment enclosure.

e. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the comprehensive plan. The proposed fence will not adversely impact the aesthetics of the community or its health, safety and welfare.

3. Based upon the above findings, a variance to the above-specified requirement is hereby approved according to the terms of Richfield City Code Subsection 547.11 with the following additional stipulation:
   a) The fence shall be substantially similar in design and color to the existing fence enclosure on the property; and

   Adopted by the Planning Commission of the City of Richfield, Minnesota this 25th day of September 2017.

Chairperson, Richfield Planning Commission

ATTEST:

Secretary, Richfield Planning Commission
(2) PROPOSED AT&T ANTENNAS AND (6) RRU'S ON PROPOSED PIPE MOUNTS (TYP PER SECTOR)

PROPOSED AT&T LEASE AREA

ITEM FOR COMMISSION CONSIDERATION:
Consideration of a resolution finding that the acquisition and disposition by the Housing and Redevelopment Authority (HRA) of 6839 Cedar Avenue for future redevelopment as mixed use, and 6409 16th Avenue for future redevelopment as high density residential is consistent with the Richfield Comprehensive Plan.

EXECUTIVE SUMMARY:
In July 2017, the blighted property at 6839 Cedar Avenue was acquired by the HRA. This property is located in the Cedar Avenue Corridor and is designated for future mixed use development. The HRA has a purchase agreement for the property at 6409 16th Avenue, which is located in the Cedar Point Housing redevelopment area, designated for high-density residential use.

The HRA plans to retain ownership of the properties until a future date when redevelopment occurs.

The city's purchases require a finding of consistency with the Comprehensive Plan by the Planning Commission. The purchase of these properties is consistent with the 2008 Comprehensive Plan.

RECOMMENDED ACTION:
By motion: Approve the attached resolution finding that the acquisition and disposition by the Housing and Redevelopment Authority of 6839 Cedar Avenue for eventual redevelopment as mixed use, and 6409 16th Avenue for eventual redevelopment as high density residential is consistent with the Richfield Comprehensive Plan.

BASIS OF RECOMMENDATION:
A. HISTORICAL CONTEXT
   • On May 15, 2017, the HRA approved the purchase of the blighted home at 6839 Cedar Avenue.
   • On August 21, 2017, the HRA entered into a purchase agreement to purchase 6409 16th Avenue from the homeowner.
   • The city has purchased and is holding other properties in the Cedar Point Housing redevelopment area.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):
   • The city’s purchases require a finding of consistency with the Comprehensive Plan by the Planning Commission.
   • The 2008 Comprehensive Plan designates the Cedar Point Housing redevelopment area for high density residential.
In April 2017, the City Council approved an amendment to the 2008 Comprehensive Plan designating the Cedar Avenue Corridor for mixed use development. The properties are both located within the area impacted by noise generated from the adjacent airport. The 2008 Comprehensive Plan, and the recent amendments seek to mitigate the impact of the airport through the redevelopment of single family housing to land uses that are less impacted by the runway noise.

C. CRITICAL TIMING ISSUES:
   - A finding of consistency is required whenever the HRA purchases property. The finding should be made before the HRA proceeds with redevelopment of the parcels.

D. FINANCIAL IMPACT:
   - The HRA purchased 6839 Cedar Avenue using the HRA’s Housing and Redevelopment Fund.
   - The property at 6409 16th Avenue will be purchased in October 2017, utilizing the HRA’s Development Fund.

E. LEGAL CONSIDERATION:
   - Chapter 462 of the Minnesota State Statutes requires that whenever any public agency buys or sells property within the city, the Planning Commission must review the proposed use of the site for consistency with the Richfield Comprehensive Plan.

ALTERNATIVE RECOMMENDATION(S):
   - Make a finding that the acquisition and disposition of 6839 Cedar Avenue is not consistent with the 2008 Richfield Comprehensive Plan.
   - Make a finding that the acquisition and disposition of 6409 16th Avenue is not consistent with the 2008 Richfield Comprehensive Plan.

PRINCIPAL PARTIES EXPECTED AT MEETING:
None

ATTACHMENTS:

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<tr>
<th>Description</th>
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<tbody>
<tr>
<td>Resolution FOC 6839 Cedar and 6409 16th</td>
<td>Resolution Letter</td>
</tr>
<tr>
<td>Map</td>
<td>Backup Material</td>
</tr>
</tbody>
</table>
RESOLUTION NO.

RESOLUTION OF THE RICHFIELD PLANNING COMMISSION
FINDING THAT THE ACQUISITION AND DISPOSITION
OF PROPERTY FOR FUTURE REDEVELOPMENT AS
MIXED USED, AND
HIGH DENSITY RESIDENTIAL
IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

WHEREAS, the Planning Commission has reviewed the Comprehensive Plan regarding the acquisition and disposition of property located at 6839 Cedar Avenue and 6409 16th Avenue and legally described as follows:

6839 Cedar: Lot 13, Block 4, Rich Acres

6409 16th: Lot 2, Block 2, Iverson’s Second Addition

WHEREAS, the Planning Commission has found that the acquisition and disposition of the property for future redevelopment as mixed use and high density residential purposes would be consistent with the Richfield Comprehensive Plan;

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission finds that the acquisition and disposition of the above described property, for mixed use and high density residential use, is in conformance with the Richfield Comprehensive Plan.

Adopted this 25th day of September 2017, by the Planning Commission of the City of Richfield, Minnesota.

__________________________________
Chairperson, Richfield Planning Commission

ATTEST:

__________________________________
Secretary, Richfield Planning Commission
6839 Cedar Ave & 6409 16th Ave
Finding of Consistency 09/2017

LEGEND
- Properties to be acquired
- Regional Commercial
- Comm Commercial
- Comm Commercial/Office
- Neighborhood Commercial
- Office
- High Density Res
- Medium-High Density Res
- Medium Density Res
- Low Density Res
- Mixed Use
- Park
- School/QP
- Church / QP

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