Call to Order

Approval of minutes of the regular Planning Commission meeting of July 23, 2018.

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

**Agenda Approval**

1. Approval of the Agenda

**Public Hearings**

2. Public hearing and consideration of a variety of land use approvals related to a proposal to construct 218 apartments and 72 townhomes along 16th Avenue and Richfield Parkway between approximately Taft Park and 65th Street. This public hearing was continued from July 23, 2018.
   - 18-PUD-03, 18-PUD-03, 18-CUP-03, 18-RZN-03

3. Cancellation of the public hearing regarding a request for a variance at 6601 Nicollet Avenue S.
   - 18-VAR-08

**Other Business**

4. Consideration of a resolution finding that the disposition of property for the Cedar Point II redevelopment project is consistent with the Richfield Comprehensive Plan.
   - Letter #10

5. Consideration of a resolution finding that the acquisition and disposition of 6501 Penn Avenue by the Housing and Redevelopment Authority is consistent with the Richfield Comprehensive Plan.
   - Letter #9

**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
   September 24, 2018, at 7:00 p.m. in the 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
July 23, 2018

MEMBERS PRESENT: Chairperson Sean Hayford Oleary, Commissioners Allysen Hoberg, Dan Kitzberger, James Rudolph, Bryan Pynn, and Kathryn Quam
MEMBERS ABSENT: Commissioner Susan Rosenberg
STAFF PRESENT: Melissa Poehlman, Assistant Community Development Director
Matt Brillhart, Associate Planner
OTHERS PRESENT: Sheryl Rose, Church of St. Richard

Chairperson Hayford Oleary called the meeting to order at 7:00 p.m.

APPROVAL OF MINUTES
M/Rudolph, S/Quam to approve the minutes of the June 25, 2018 meeting.
Motion carried: 6-0

OPEN FORUM
No members of the public spoke.

ITEM #1 APPROVAL OF AGENDA
M/Quam, S/Pynn to approve the agenda.
Motion carried: 6-0

PUBLIC HEARING(S)
ITEM #2
18-IUP-02 – Consideration of a resolution authorizing a three year interim use permit to allow inventory storage of vehicles at the Church of St. Richard at 7540 Penn Avenue.

Associate Planner Matt Brillhart presented the staff report.

In response to Commissioner Quam and Commissioner Pynn, Brillhart confirmed that dealership cars have been parked on site for some time. Staff recently received a complaint about the parked cars, which prompted this action.

Brillhart clarified the screening requirements for and concurred with Chair Hayford Oleary’s suggestion to modify the language in the resolution to require screening from “adjacent residential properties”.

Applicant Sheryl Rose with St. Richard’s summarized the proposal.

In response to Commissioner Pynn, Rose explained that the vehicle turnover frequency is a few cars at a time during normal business hours and that they also help maintain the property.

Chair Hayford Oleary opened the public hearing.
No members of the public spoke.

M/Pynn, S/Rudolph to close the public hearing.
Motion carried: 6-0
Commissioner Pynn expressed general support for multi-functionality of under-used spaces, but was concerned that this could impact traffic if a high volume of vehicles were being moved on a regular basis.

In response to Commissioner Quam, Brillhart stated that staff could add a stipulation in the Resolution that would restrict the movement of cars to specified hours. Commissioner Quam encouraged the Church to call City staff with questions regarding potential uses of the property in the future.

Chair Hayford Oleary stated concern that the time limit of 4 months to install landscaping was too long. Brillhart suggested changing it to 3 months to ensure planting is installed this season.

M/Quam, S/Kitzberger to recommend approval of a Resolution for a three year Interim Use Permit for vehicle inventory storage at 7540 Penn Avenue with the additional stipulation that cars may only be moved during business hours.

In response to Commissioner Kitzberger, Rose clarified that the dealership’s snow removal process does occur during normal business hours.

M/Hayford Oleary, S/Rudolph to amend the main motion to include the stipulation that Section 2a of the Resolution replace ‘single-family’ with ‘residential’; and in Section 2b, change the language from 4 months to 3 months.  

Motion carried: 6-0

Chair Hayford Oleary summarized the motion as amended to include the additional stipulations that cars may only be moved during business hours, that Section 2a be changed from ‘single-family’ to ‘residential’ and for Section 2b to allow a 3 month period for planting as opposed to 4 months.  

Motion carried: 6-0

ITEM #3
18-PUD-03, 18-RZN-03 – Continue a public hearing to consider plans for the Cedar Point housing development along Richfield Parkway to August 27, 2018.

Associate Planner Matt Brillhart gave a brief overview of the revised timeline for the proposal.

M/Kitzberger, S/Pynn to continue the public hearing to consider plans for the Cedar Point housing development along Richfield Parkway to August 27, 2018.  

Motion carried: 6-0

ITEM #4
Consideration of a resolution finding that the following are consistent with the Richfield Comprehensive Plan:
1) Modification to the Redevelopment Plan for the Richfield Redevelopment Project Area;
2) Modification to the Tax Increment Financing Plan for the Cedar Avenue Tax Increment Financing District, and
3) Proposed establishment of Tax Increment Financing District No. 2018-1

Assistant Community Development Director, Melissa Poehlman presented the staff report. Poehlman clarified the use of TIF and creating a TIF district for Chair Hayford Oleary.
Poehlman clarified for Commissioner Hoberg that they are finding consistency with the current Comprehensive Plan. Commissioner Hoberg had further questions about the affordability component of the townhomes, to which Poehlman clarified the level of affordability that the townhomes are proposed at and that that level of affordability would be for the length of the TIF district. Poehlman stated that questions regarding the length of time for TIF districts should be directed to the HRA.

In response to Commissioner Rudolph, Poehlman explained that she could not speak to the gap in financing for the project. In response to Chair Hayford Oleary, Poehlman explained that the affordability requirements are not specific to the TIF district, but rather up to the HRA and the City Council. Poehlman further clarified to Commissioner Hoberg that the Commission is voting on whether the proposed project is consistent with the Comprehensive Plan, and that staff finds it to be consistent.

Chair Hayford Oleary expressed that he shared the concerns of Commissioner Hoberg, but overall felt the project is consistent with the Comprehensive Plan.

M/Pynn, S/Quam to recommend approval of the resolution finding that 1) modification to the redevelopment plan for the Richfield Redevelopment Project area is consistent with the Richfield Comprehensive Plan and 2) modification to the Tax Increment Financing Plan for the Cedar Avenue Tax Increment Financing District is consistent with the Richfield Comprehensive Plan, and 3) proposed establishment of Tax Increment Financing District No. 2018-1 is consistent with the Richfield Comprehensive Plan.  
Motion carried: 4-2 (Commissioners Rudolph and Hoberg opposed)

LIAISON REPORTS
Community Services Advisory Commission: No report
City Council: No Report
HRA: No Report
Richfield School Board: No Report
Transportation Commission: Chair Hayford Oleary gave a brief update

CITY PLANNER’S REPORT
Poehlman noted that Penn Fest is September 16th, 2018 and that the various City Commissions would likely have individual booths as opposed to all Commissions sharing one booth as in past years. She volunteered to put any interested Planning Commission members in touch with the Penn Fest Coordinator.

ADJOURNMENT
M/Pynn, S/Rudolph to adjourn the meeting.
The meeting was adjourned by unanimous consent at 7:38 p.m.

Planning Commission Secretary
ITEM FOR COMMISSION CONSIDERATION:
Public hearing and consideration of a variety of land use approvals related to a proposal to construct 218 apartments and 72 townhomes along 16th Avenue and Richfield Parkway between approximately Taft Park and 65th Street. This public hearing was continued from July 23, 2018.

EXECUTIVE SUMMARY:
NHH Properties, LLC (Developer) has assembled a team that is proposing to redevelop the area south of Taft Park and immediately adjacent to the Cedar Point Commons commercial area as multi-family housing. This area has been a redevelopment priority for Richfield City Councils for many years as a result of airport expansion in the early 2000s.

The proposed development includes 2, 4-story apartment buildings along Richfield Parkway and 18, 4-unit buildings of for-sale townhomes along 16th Avenue. The development has been designed to provide an enhanced buffer from the airport for the older, single-family homes to the west, but also to create a cohesive neighborhood feel and transition between the existing homes and the new development. A sidewalk and boulevard trees along 16th Avenue create a walkable and friendly environment. Where possible, end townhome units have entrances facing 16th Avenue, as well as sidewalk connections. While the orientation of the townhome driveways onto 16th Avenue will significantly increase the traffic on this street, the traffic will remain below Engineering thresholds for road design or operations modifications. Staff is in favor of this orientation because it serves as way to integrate the new development into the existing neighborhood, rather than create a new development that is isolated from the existing homes. The larger apartment buildings are oriented toward the commercial development to the east, allowing surface parking to be hidden between the two halves of the development and keeping that traffic primarily on Richfield Parkway. Additional parking is provided beneath the two apartment buildings; parking is provided at ratios that meet Code requirements.

The development provides a number of amenities to its residents, including a pool, fitness center, club rooms, and green space, but also provides attractive connections between the single-family homes and the commercial district. The proposal includes attractive streetscapes, a central plaza offering a convenient route through the site to the commercial uses, public art at key intersections, and a pocket park that will provide a convenient rest area for users of the Three Rivers Trail.
The City has been working to redevelop the Cedar Corridor area since the Minneapolis-St. Paul Airport expanded in the early 2000s. A number of homes were purchased with State and Federal Airport Noise Mitigation money, but both money and the market dried up and that work came to a halt. Additional homes were purchased when this section of Richfield Parkway was constructed, but many homeowners in the area have been waiting for years to be purchased. The Developer has purchase agreements for all but four of the remaining privately owned homes, all on the southern half of the development area. If the Developer is unable to purchase these remaining homes, townhome units could be built around those individual homes. The attached Platting/Acquisition Narrative details this contingency plan.

In conjunction with the proposed new construction, the Developer is proposing changes to 65th Street intersections at Richfield Parkway and 16th Avenue. The proposed changes are intended to allow townhome residents to access the development via 16th Avenue, rather than just Richfield Parkway. The proposal will allow traffic to turn west from Richfield Parkway onto 65th Street, but the roadway will be modified to slow traffic by narrowing the right-of-way (by providing on-street parking bays) and installing a four-way stop at 65th Street and 16th Avenue. Cut-through commercial traffic led to a roadway modification when Target and Home Depot initially opened. Since that time, Richfield Parkway has been constructed and now provides a much more attractive route to enter and exit the commercial area. A study of how traffic in the area is expected to flow is forthcoming. Based on the information in this study, Engineering staff will work with the Developer on the specific design of 65th Street.

Staff finds that the proposed project meets the intent of the Cedar Corridor Master Plan and Code requirements, and therefore recommends approval of the proposed project.

RECOMMENDED ACTION:

Conduct and close a public hearing and by motion:
1) Recommend approval of an ordinance amending Appendix I of the Richfield City Code to change the zoning designation of Blocks 1 and 2, Iversons 2nd Addition from MR-3 (High-Density Residential) to PMR (Planned Multi-Family Residential).
3) Recommend approval of a resolution approving a Planned Unit Development, Conditional Use Permit, and Final Development Plan for a multi-family apartment and townhome development to be built on property legally described as Blocks 1 and 2, Iversons 2nd Addition.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- This area was identified as a Redevelopment Area in 2000 as a result of a study concluding that many of structures in the area would not be capable of withstanding the negative impacts of low frequency noise.
- In 2004, the City adopted a Cedar Corridor Master Plan that called for high density housing in this area, which would serve as a buffer to the remaining single-family homes to the west. This Plan was revisited and refreshed in 2016.
- Over the years the City has worked to encourage redevelopment of the site, but a financially feasible development opportunity has not come forward.
- In the fall of 2017, NHH Properties and Boisclair Corporation approached the Housing and Redevelopment Authority (HRA) and City Council with a proposal for redevelopment and in March of 2018, the HRA signed a pre-development agreement with NHH Properties to construct 218 market-rate apartments and up to 80 townhomes that would be affordable to household earning 100/115% of the area median income.

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

Comprehensive Plan
This property has been envisioned as a multi-family housing site since the adoption of the Cedar Corridor Master Plan in 2004. The proposed development layers the bulk of the site in accordance with
desires to buffer, but also appropriately transition to, the single-family neighborhood on the west side of
16th Avenue. As described in the Plan, the townhomes are oriented to to allow connections through the
site and to the adjacent commercial uses, while the orientation of the apartment buildings creates a more
solid buffer against the negative impacts of the airport. The site is designed to encourage interaction
between the townhome residents and the adjacent single-family residents by orienting end units to the
west and providing a sidewalk along 16th Avenue. This orientation is deliberate and intended to truly
weave the new units and residents into the existing fabric of the neighborhood.

**Zoning**
This area is currently zoned High-Density Residential (MR-3) and is within the Airport Runway Overlay
District. The applicant has requested that the property zoning be changed to a Planned Unit
Development District - Planned Multi-Family Residential (PMR). Planned unit developments are
intended to encourage the efficient use of land and resources and to encourage innovation in planning
and building. In exchange for these efficiencies and superior design, flexibility in the application of
dimensional requirements is available. A full discussion of all applicable review criteria is provided as an
attachment to this report.

The following variations from standard requirements are requested:
- **Apartment height** - The proposed apartment buildings exceed the maximum allowable height of
  50 feet in the guiding MR-3 District. The varied elevation of the site, means that the actual height
  from grade to roof varies significantly as one moves from along the length of the site
  (north/south). The height of the 4 stories of living space is approximately 55 feet, similar to the
  approved Chamberlain buildings south of 66th Street; however, in areas where the grade drops
  and the underground parking ramp is partially exposed, the height of the building approaches 60
  feet. These areas are at the northern and southern ends of the development, along Richfield
  Parkway.
- **Setbacks** - Setbacks have been reduced from the required 40 feet. This was a deliberate
decision that allows surface parking to be hidden between the two halves of the development.
- **Maximum lot coverage, outdoor open space** - Approximately 40 percent of the site is covered
  by building. This exceeds the 30 percent maximum in the MR-3 District, but is consistent with the
  more-modern zoning districts (Mixed Use) that encourage larger buildings and less surface
  parking. Nearly 25% of the site is dedicated to green space and over 80,000 square feet of
  outdoor open space is provided, including plazas, public art areas, a pocket park, pool, and
  outdoor decks (public and private). Additionally, the development is immediately adjacent to a
  regional trail and Taft Park.
- **Ground floor windows or simulated windows** - In areas where the grade drops and the
  underground parking structure is visible, there are currently blank walls. Staff has discussed this
  with the applicant, and changes to either the building itself or the landscape/grade are required in
  the attached resolution.

The purposes of the MR-3 District regulations are to reserve appropriately located areas for family living
in a variety of types of dwellings at a reasonable range of population densities; to preserve as many as
possible of the desirable characteristics of the single-family district, while permitting higher densities; to
provide space for semi-public facilities to complement urban residential areas; to minimize traffic
congestion; and generally, to provide multi-family residential areas that are safe and attractive. Finding
that the proposed development achieves these goals and the long-term goal of redeveloping this area as
something more compatible with the airport, staff recommends approval of the proposed plans.

C. **CRITICAL TIMING ISSUES:**

60-DAY RULE: The 60-day clock 'started' when a complete application was received on August 17,
2018. A decision is required by October 16, 2018 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:**
The Housing and Redevelopment Authority is scheduled to consider final Contracts for the proposed
development on August 20th and September 17th.

E. **LEGAL CONSIDERATION:**
• Notice of this public hearing was published in the Sun Current Newspaper and mailed to properties within 500 feet of the site on August 14th.
• In accordance with Land Use Application Policies related to proposed changes in zoning, the developer installed temporary signage on the site and hosted neighborhood meetings on May 3rd and August 23rd.

**ALTERNATIVE RECOMMENDATION(S):**

- Recommend approval of the proposal with modifications;
- Recommend denial of the proposal finding that requirements are not met.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**
NHH Companies, LLC representatives

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ordinance</td>
<td>Ordinance</td>
</tr>
<tr>
<td>Resolution</td>
<td>Resolution Letter</td>
</tr>
<tr>
<td>Applicant Narrative</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Platting/Acquisition Narrative</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Proposed Plans 1 of 3</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Proposed Plans 2 of 3</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Proposed Plans 3 of 3</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Requirements</td>
<td>Exhibit</td>
</tr>
<tr>
<td>Planning &amp; Zoning Maps</td>
<td>Exhibit</td>
</tr>
</tbody>
</table>
ORDINANCE NO. ______

AN ORDINANCE RELATING TO ZONING;
AMENDING APPENDIX I TO THE RICHFIELD CITY
CODE BY REZONING LAND BETWEEN TAFT
PARK AND 65TH STREET, EAST OF 16TH
AVENUE AS PLANNED MULTI-FAMILY
RESIDENTIAL

THE CITY OF RICHFIELD DOES ORDAIN:

Section 1. Section 9 of Appendix 1 of the Richfield Zoning Code is amended to add a new Paragraph 9 to read as follows:

(9) M-5 Blocks 1-2, Iversons 2nd Addition.

Sec. 2. Section 14, Paragraphs 18 and 19 are repealed.

(18) M-5 (16th Ave between 63rd and 65th). Lots 2-8, Block 1, Iversons 2nd Addition and Lots 1-8, Block 2, Iversons 2nd Addition.
(19) M-5 (17th Ave between 63rd and 65th). Lots 9-4, Block 1, Iversons 2nd Addition and Lots 1-8, Block 2, Iversons 2nd Addition.

Sec. 3. 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 25th day of September, 2018.

Pat Elliott, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk
WHEREAS, an application has been filed with the City of Richfield which requests approval of a final development plan and conditional use permit for a planned unit development to include 218 apartments and 72 townhomes, on land that is legally described in the attached Exhibit A; and

WHEREAS, the applicant has represented their intent to purchase all of the properties legally described in the attached Exhibit A (collectively, the “Development Area”); and

WHEREAS, the City understands that land use approvals may be necessary to move forward with the remaining property acquisitions in this Development Area and is thereby making an accommodation by considering this application prior to the final acquisition of all land in the Development Area; and

WHEREAS, the Planning Commission of the City of Richfield held a public hearing and recommended approval of the requested final development plan and conditional use permit at its August 27, 2018 meeting; and

WHEREAS, notice of the public hearing was published in the Sun-Current and mailed to properties within 500 feet of the subject property on August 14, 2018; and

WHEREAS, the requested final development plan and conditional use permit meets those requirements necessary for approving a planned unit development as specified in Richfield’s Zoning Code, Section 542.09, Subd. 3 and as detailed in City Council Staff Report No.______; and

WHEREAS, the request meets those requirements necessary for approving a conditional use permit as specified in Richfield’s Zoning Code, Section 547.09, Subd. 6 and as detailed in City Council Staff Report No.______; and

WHEREAS, the City has fully considered the request for approval of a planned unit development, final development plan and conditional use permit; and

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. A planned unit development, final development plan and conditional use permit are approved for a multi-family residential development as described in City Council Report No. ___, in the Development Area.
3. The approved planned unit development, final development plan and conditional use permit are subject to the following conditions:
The applicant must acquire all properties in the Development Area or must return to the City Council for approval of an amended resolution to remove properties not acquired.

A recorded copy of this approved resolution, or an approved amended resolution, if applicable, must be submitted to the City prior to the issuance of a Certificate of Occupancy.

The property in the Development Area must be platted. A preliminary plat must be approved prior to the issuance of a building permit and a final plat is required prior to the issuance of a certificate of occupancy.

Approved buildings must comply with noise attenuation construction requirements of the Airport Runway Overlay District.

Staff is authorized to approve minor site modifications related to setbacks along the northern boundary of the townhomes.

Prior to the issuance of building permits, the applicant must enter into a lease with the City for pocket park improvements and walkways on remnant park property to the north of the Development Area. Park improvements must include a sign indicating that the space is available to the public.

This approval does not constitute approval of specific signs. Sign permits are required and must be applied for separately. Sign setbacks may be modified if necessary for visibility, provided that signs do not interfere with Public Works activities.

Final lighting plans must be submitted to and approved by the Community Development and Public Works Directors.

Final landscape plans that include greater variation in tree size (caliper inches) must be approved by the Community Development Director.

Additional landscaping or varied building treatments are required in areas where a significant amount of underground parking structure is visible.

Final stormwater management plans must be submitted to and approved by the Public Works Director. All applicable stormwater fees must be paid to the Public Works Department.

Final plans for sidewalks and improvements in and along the right-of-way must be submitted to and approved by the Community Development and Public Works Directors.

A maintenance agreement related to sidewalks and landscaping must be executed prior to issuance of a Certificate of Occupancy.

Final utility plans must be submitted to and approved by the Public Works Director.

The applicant is responsible for obtaining all required permits, and complying with all requirements detailed in the City’s Administrative Review Committee Report and all other applicable City and State regulations.

Prior to the issuance of a Certificate of Occupancy, the Developer must submit a surety equal to 125% of the value of any improvements not yet complete.

The property owner is responsible for replacing any required landscaping that dies.

4. The approved planned unit development, final development plan and conditional use permit shall expire one year from issuance unless the use for which the permit
was granted has commenced, substantial work has been completed or upon written request by the Developer, the Council extends the expiration date for an additional period of up to one year, as required by the Zoning Ordinance, Section 547.09, Subd. 9.

5. The approved planned unit development, final development plan and 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 Zoning Ordinance, Section 547.09, Subd. 10.

Adopted by the City Council of the City of Richfield, Minnesota this 25th day of September, 2018

Pat Elliott, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk
July 19, 2018

John Stark, Director of Community Development  
City of Richfield  
6700 Portland Ave South  
Richfield, MN

Project: Cedar Point II Housing Development  
Location: E 65th Street & Richfield Parkway, Richfield, MN  
Subject: Project Narrative

Proposed Redevelopment:  
The proposed project consists of 218 market rate apartments and 72 for-sale townhomes with a 95% set aside for units priced at 115% or less of AMI to the initial purchaser. (See below for affordability breakdown.) The development is bound by 16th Avenue on the west, 65th Street on the south and the new Richfield Parkway on the east and north.

The apartments consist of two freestanding 109-unit, market rate, 4-story buildings on the eastern edge of the site. The apartment buildings are the first step in providing a staggered, step-down in height between the big box commercial retailers (Home Depot and Target) to the east and the single-family residences to the west. The apartment buildings provide 188 structured parking spaces and 114 surface level guest spaces.

The townhomes consist of 18 4-unit buildings, for a total of 72 units. The 3-level townhomes will offer 2 and 3-bedroom floor plans and 2-car garages with a total of approximately 1700 finished square feet. The townhomes will be offered to the market as an "affordable, for-sale" residence that will be priced at a 95% set aside (69 units) to offer homeownership to those residents earning less than 115% of AMI. Of that, 20% of the total units (14 units) are proposed to be offered to those earning less than 80% of AMI. To finance the affordable component of the development, the developer is currently working with the City of Richfield HRA to obtain TIF financing and with MN Housing to utilize Homeownership Impact Fund dollars.

The unit mix is as follows:

Apartments: studio - 50, 1 bed - 86, 2 bed - 74, 3 bed - 8, total - 218.  
Townhomes: 2 bed - 36, 3 bed - 36, total - 72.
Project wide, there are 44 family units sized between 1,500 - 2,100SF.

**Summary of Modifications from Sketch Plan Review Meeting:**
- Addressed how the townhome entrances can be more responsive to the street and sidewalk.
- Relocated the driveways of the townhomes to 16th Avenue.
- Enhanced the signage and public art at the southeast corner of the site.
- Increased and enhanced the prominence of the apartment building entrances on Richfield Parkway.
- Relocated the northern driveway from inside the curve on Richfield Parkway to the very north end of the site.
- Moved the north apartment building further north to increase the size of the central walkway/plaza.
- Increased setback on eastern boundary.
- Introduction of increased variation, with regard to colors and materials, of the exterior of the apartment buildings on Richfield Parkway.

**Summary of Modifications from Administrative Review Committee (ARC) Meeting:**
- Further enhanced the apartment patio entrance on Richfield Parkway to feel like a primary entrance.
- Identified locations for public art.
- Located all utilities to interior of site (transformers, etc.)
- Relocated trees from the front yards of the townhomes to boulevard trees.
- Introduction of green space/plaza on the north east side of the site. (remnant parcel from Taft Park)

**City and Neighborhood Betterment:**
The proposed redevelopment of this parcel from single family residential to medium and high density will provide a multitude of benefits to the City and the surrounding community in the following ways:

- Provides the much-needed connectivity from the residential neighborhood to the west and from the retail and commercial uses to the east.
- Improves the site with more active uses and attractive, newer buildings.
- Provides housing and increased density near convenient, local retail uses.
- Provides a buffer from noise and light pollution between the single-family residential neighborhood and airport and commercial uses to the east.
- Landscaped plaza adds character and beautifies 16th Avenue.

**Sustainability:**
Sustainability is a key component of the project, both in the importance of being a good steward of the environment as well as being a good neighbor. The key sustainable strategies of the project can be categorized in the following design elements:

**Storm Water:**
The current site has an impervious coverage of less than 50% without any comprehensive storm water strategies except the vacant tract of land on the east side and one vacant lot on the west side which do not provide any rate or quality control for storm water. The proposed project incorporates the following improvements to the existing condition.

1) The heavily landscaped plaza area in the center of the site will hold and clean the majority of rainfall in that area. In addition, new storm water infiltration tanks will be located on the northeast corner and on the west side of the site, below the plaza, capturing excess storm water not used for irrigation or captured by the landscaped areas of the plaza.
2) All storm water will be contained and treated on site, thereby reducing the burden on off-site resources.

**Energy Efficiency & Generation:**
1) High efficiency mechanical equipment
2) High efficiency appliances and electrical fixtures
3) Infrastructure for future roof mounted photovoltaic panels for electrical energy generation
4) High performing fiberglass and storefront windows that meet Energy Star requirements
5) Improved insulation & advanced detail techniques equating to a 20% improvement over current energy code requirements
6) Electric car charging station

**Water Efficiency:**
1) Rainwater for irrigation
2) Drip irrigation w/drought tolerant planting to additionally reduce watering
3) Low flow plumbing fixtures and appliances – this decreases water use and waste water

**PUD/Zoning:**
The project proposes to change the zoning of the site from MR-3 to a PUD using the MR-3 as the guiding district and as the basis for the zoning entitlements. The application of a PUD is based largely around the desire to develop a more pedestrian friendly development, a variety of occupancy types (for-sale and rental) and a variety of building densities. The proposed building will enclose over two thirds of the parking below grade and maintain significant green and public use and plaza space. In addition, the site is designed to keep the higher density and height towards Richfield Parkway with the lowest height toward the residential neighborhood. This design factor will provide a significant buffer to the residential neighborhood from noise and light pollution emitted from the airport and adjacent commercial and retail uses.
The effective site size is 7.07 acres (307,969 SF). The proposed development, not including garage space, is 327,979 GSF for a proposed FAR of 1.06. The step down in height scales the buildings to the neighborhood and the landscaped plaza at the intersection of 64th and 16th Avenue provides a welcoming entry to visitors and an intuitive connection point from the single-family homes to the west and the commercial and retail providers to the east.

**Comprehensive Plan/Greater Cedar Point Neighborhood Land Use and Parking Final Report:**
The current comprehensive plan has recommended high density residential uses for this site. This site is one of the key transitional sites in the City of Richfield, as it directly abuts the park system to the north, Single Family (R) to the west, Planned General Commercial (PC-2) to the east and General Commercial and Planned General Commercial (C-2 and PC-2) to the south. This proposed project is keeping with that mixture of uses as its scale transitions from the higher density towards Richfield Parkway while scaling down toward the residential neighborhood to the east. All of this is done while providing intuitive, well defined pedestrian connectivity points at all four ends of the site.

**Traffic and Parking:**
Housing at this location will be able to take full advantage of the recent pedestrian and bike improvements completed by the City. The range of goods and services within an easy ½ mile radius of the site offers a built-in amenity to residents. Their proximity also lessens the demands for vehicle trips decreasing the car traffic to and from the site.

The project’s site improvements along Richfield Parkway offer an amenity for pedestrians and bicyclists by creating a protected walkway through the site to the neighborhood to the west. The introduction of a sidewalks on 65th street also reinforces this pedestrian connection, coupled with the proposed stop signs at the intersection of 65th street and 16th Avenue will create a pedestrian friendly environment in the immediate area.

Residential vehicular traffic at the site is split between multiple entry points. There are three proposed entry and exit points to the apartment site. One at the north end of the site on Richfield parkway, one mid-block on Richfield Parkway – directly opposite the Target and Home Depot entry - and one at the south end of the project on 65th street. Once a vehicle enters the site, there are two separate entry points to the underground garages. Commercial traffic (garbage, mail, delivers, vendors) will be able to enter the site from any from any entry point and they will have access to sufficient short-term parking so that they will be able to provide their service without disrupting or blocking any resident or visitor circulation on the site. On grade convenience parking for guests and move-ins are located near the plaza. This approach greatly reduces traffic in the neighborhood to the west and keeps most, if not all, commercial traffic Richfield Parkway.

Based on staff recommendations, all townhome access has been redirected to 16th Avenue. The primary driver behind this is to provide and enhance further connections between the current neighborhood and the townhomes on 16th Avenue.
Parking:
The apartment buildings provide 188 structured parking spaces and 114 surface level guest spaces. The townhomes provide a 2-stall garage for each unit. In order to promote walkability and an inviting neighborhood environment, the amount of surface level parking on the site has been reduced and replaced it with public green space, ride-share pick-up and drop-off, shared car parking, and EV charging stations.

65th Avenue:
The developer is proposing changes to 65th Avenue with the intent of connecting the site to the block to the south and increasing pedestrian access along 65th Street. As part of the Cedar Point Commons redevelopment, there were issues with excess traffic heading west on 65th Avenue towards Bloomington Avenue and then heading north towards Highway 62. To prevent these traffic measures, the City narrowed 65th Avenue at Richfield Parkway, making the entrance one-way (east only). The realignment of Richfield Parkway has organically solved the previous traffic issue as previously described. It is now easier to stay on Richfield Parkway to head north than it is to cut through the neighborhood. The developer is proposing the following changes along 65th Street:

- Install sidewalks along the north and south side of 65th street to connect to the existing and proposed sidewalk system.
- Install stop signs at the intersection of 65th Street and 16th Avenue to make the intersection a four-way stop.
- Install decorative street lights that match the design of the project.
- Install landscaping and shrubs along the boulevard.
- Install permanent, identifiable parallel parking, with peninsulas, on both sides of 65th between 16th Avenue and Richfield Parkway
- Convert the intersection of 65th Avenue and Richfield Parkway back to a two-way entrance.

Affordable Housing:
As part of a commitment to provide affordable housing to all people in the community, the project is proposing 69 (of the 72 total) for-sale units for residents who meet certain income thresholds. This type of housing is targeted to working adults or small families who earn between 80 – 115% of the median income of the community. They provide an opportunity for young people starting their careers, teachers and service workers a chance to stay in the community they work. The site is uniquely situated where residents can easily access the commercial shops and services of the Cedar Point Commons area without requiring the use of a car.

Landscape:
The proposed landscape at the site will be clean and contemporary, with over-story boulevard trees on the west and south sides along 16th Avenue and 65th Street, with enhanced landscaping near building entrances with seasonal annuals for color. The parking area will contain a mixture of over story and under-story trees with a full accompaniment of shrubs and perennial plants. The proposed planting palette is comprised of native and adapted plant materials, which will use less water and require less maintenance over time.

Tree Reduction:
Due to the increased density on the site, there is insufficient site area to provide the number of trees necessary to meet the City’s tree ordinance. We are, however, working with City staff and our civil engineer to provide as many trees as reasonably possible while still preserving the urban nature of the site and promoting sightlines and the pedestrian friendly nature of the project.

This development is well positioned to meet and exceed the City’s goals as outlined in the Comprehensive Plan and the Cedar Avenue Corridor Master Plan. We firmly believe that the redevelopment of the site will be an improvement for both the neighborhood and the overall City.

Sincerely,

Adam Seraphine
President

CC: Lori Boisclair, Boisclair Corporation
    Tony Simmons, The Simmons Group
    Petro Megits, Kaas Wilson Architects
    Michael Barnett, EXiT Realty
August 16, 2018

John Stark, Director of Community Development  
City of Richfield  
6700 Portland Ave South  
Richfield, MN

Project: Cedar Point II Housing Development
Location: E 65th Street & Richfield Parkway, Richfield, MN
Subject: Home Purchase & Platting Narrative – REVISED From 8/1/18

NHH Companies, LLC d/b/a NHH Properties (NHH) and the City of Richfield HRA (HRA) currently have ownership or site control over 25 of the 29 parcels in the project area. The following narrative will describe, in detail, how NHH could still move forward with the project without full, current ownership of all 29 parcels.

Parcel Status
The proposed project currently consists of 29 separate parcels with the following ownership:

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Parcel Address</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>26-028-24-11-0033</td>
<td>6309 16th Ave S</td>
<td>NHH has a Purchase Agreement</td>
</tr>
<tr>
<td>26-028-24-11-0034</td>
<td>6315 16th Ave S</td>
<td>Owned by Richfield HRA</td>
</tr>
<tr>
<td>26-028-24-11-0035</td>
<td>6321 16th Ave S</td>
<td>NHH has a Purchase Agreement</td>
</tr>
<tr>
<td>26-028-24-11-0036</td>
<td>6327 16th Ave S</td>
<td>NHH has a Purchase Agreement</td>
</tr>
<tr>
<td>26-028-24-11-0037</td>
<td>6333 16th Ave S</td>
<td>Owned by Richfield HRA</td>
</tr>
<tr>
<td>26-028-24-11-0038</td>
<td>6339 16th Ave S</td>
<td>NHH has a Purchase Agreement</td>
</tr>
<tr>
<td>26-028-24-11-0039</td>
<td>6345 16th Ave S</td>
<td>NHH has a Purchase Agreement</td>
</tr>
<tr>
<td>26-028-24-14-0004</td>
<td>6401 16th Ave S</td>
<td>Owned by Richfield HRA</td>
</tr>
</tbody>
</table>
The first 15 parcels listed in the table above are located on 16th Avenue and are the future home to the proposed townhomes. The second 14 parcels are located on Richfield Parkway (formerly known as 17th Avenue) and are the future home to the proposed apartment buildings.

The parcel addresses highlighted in green are either:
1. Under purchase agreement between NHH and the current homeowner;
2. Owned by NHH;
3. Owned by the City of Richfield’s HRA.

The site control description is identified in the column to the far right, labeled “Status”.

The parcel addresses that are NOT highlighted are not currently subject to site control or ownership by NHH or the HRA. NHH has attempted, via multiple methods, to contact all homeowners in the project area. The homes that are labeled as “TBD” as their current status either:
1. Are currently in the process of negotiations towards a purchase agreement between NHH and the homeowner;
2. Have not responded to any form of communication from NHH’s real estate broker, Mr. Michael Barnett; or
3. Have responded to Mr. Barnett but have not indicated the desire to sell their home.

Site Plan with Current Parcel Status
NHH has submitted a site plan with proposed improvements that encompass all 29 parcels. It is NHH’s desire to acquire all 29 parcels and complete the site plan as proposed. When looking at a “worst case scenario” situation, if NHH were to be unable to purchase any more homes within the project site, the following improvements could be constructed:

1. Both apartment buildings;
2. 44 of 72 townhome units in 11 buildings;
3. The plaza on the northeast end of the site;
4. The plaza on the 16th Avenue side of the site;
5. The primary mid-block entrance on Richfield Parkway;
6. The northern-most entrance on Richfield Parkway;
7. The southern-most entrance on 65th Street;
8. And the majority of the surface parking, as currently shown.

The following improvements would not be able to be constructed:
- 28 of 72 townhome units in 7 buildings;
- And approximately 14 surface-level parking spaces.

Site Plan Contingency Strategy
In the continuation with the “worst case scenario”, NHH would continue to advance the project as currently proposed. NHH would continue with its attempts to purchase the remainder of the homes within the project area and would construct the proposed improvements over time as it closed on the purchase of the remaining homes.

6415, 6421, 6433 & 6439 16th Avenue:
Should NHH not purchase any or all of the mid-block parcels: 6415 16th Avenue, 6421 16th Avenue, 6433 16th Avenue & 6439 16th Avenue, the project site would lose the corresponding townhome units – a maximum of 44 – and some parking that would be located at or near the eastern property lines of the respective parcels. If and when the parcels are purchased by NHH, the townhomes and the corresponding surface parking would be constructed.

Preliminary Plat:
It is the intent that the project moves forward with parcels that are currently under site control by NHH and the HRA. The preliminary plat will be updated and resubmitted in the relatively near future once one of the two following scenarios prevail:

1. NHH acquires the remainder of the homes in the project area; or
2. It is determined that NHH will not be able to acquire any or all of the remaining parcels in the project area due to lack of seller interest.
This strategy allows the project to begin construction while the development team continues the process of working with the homeowners to acquire their properties.

Please contact me with any questions or concerns.

Sincerely,

Adam Seraphine
President

CC: Lori Boisclair, Boisclair Corporation
    Tony Simmons, The Simmons Group
    Petro Megits, Kaas Wilson Architects
    Michael Barnett, EXiT Realty
CEDAR POINT 2 APARTMENTS & TOWNHOMES

RICHFIELD, MINNESOTA

ISSUED FOR: CITY SUBMITTAL
LEGAL DESCRIPTION:
Lots 2 through 14, Block 1 and Lots 1, 2, 5, and Lots 8 through 16, Block 2, IVERSON'S SECOND ADDITION, Hennepin County, Minnesota.
Together With
All that part of vacated East 64th Street lying between the easterly line of 16th Avenue South and the westerly line of 17th Avenue South (also known as Richfield Parkway), Hennepin County, Minnesota.

DATE OF PREPARATION:
8-17-2018

SURVEYOR:
Civil Site Group
4931 W 35th St, #200
St. Louis Park, MN 55416

OVERHEAD UTILITIES
FIBER OPTIC
SANITARY SEWER
STORM SEWER
TELEPHONE LINE
CABLE LINE
WATERMAIN
ELECTRIC LINE
GASMAIN
CHAINLINK FENCELINE
SIGN
SANITARY MANHOLE
STORM MANHOLE
CABLE TV BOX
TELEPHONE MANHOLE
ELECTRIC TRANSFORMER
TELEPHONE BOX
TRAFFIC SIGNAL
GAS METER
ELECTRICAL METER
WATER MANHOLE
WATER VALVE
AIR CONDITIONER
BOLLARD
CHAINLINK FENCELINE
CATCH BASIN
ELECTRIC MANHOLE
GAS VALVE
FLAG POLE
HANDICAP SYMBOL
FOUND IRON MONUMENT
HYDRANT
CAST IRON MONUMENT
SET IRON MONUMENT
FLARED END SECTION

LOT               1
BLOCK                                           1
OUTLOT A
OUTLOT B
OUTLOT C

16TH AVENUE SOUTH                     (RICHFIELD PARKWAY)

DATE OF PREPARATION:
8-17-2018

SURVEYOR:
Civil Site Group
4931 W 35th St, #200
St. Louis Park, MN 55416

OVERHEAD UTILITIES
FIBER OPTIC
SANITARY SEWER
STORM SEWER
TELEPHONE LINE
CABLE LINE
WATERMAIN
ELECTRIC LINE
GASMAIN
CHAINLINK FENCELINE
SIGN
SANITARY MANHOLE
STORM MANHOLE
CABLE TV BOX
TELEPHONE MANHOLE
ELECTRIC TRANSFORMER
TELEPHONE BOX
TRAFFIC SIGNAL
GAS METER
ELECTRICAL METER
WATER MANHOLE
WATER VALVE
AIR CONDITIONER
BOLLARD
CHAINLINK FENCELINE
CATCH BASIN
ELECTRIC MANHOLE
GAS VALVE
FLAG POLE
HANDICAP SYMBOL
FOUND IRON MONUMENT
HYDRANT
CAST IRON MONUMENT
SET IRON MONUMENT
FLARED END SECTION

16TH AVENUE SOUTH                     (RICHFIELD PARKWAY)
Rendering 3 - View Looking East from 16th Avenue S.

Rendering 4 - Townhouse View Looking East from 16th Avenue S.
Required Findings

Part 1: The following findings are necessary for approval of a PUD application (542.09 Subd. 3):

1. The proposed development conforms to the goals and objectives of the City's Comprehensive Plan and any applicable redevelopment plans. The City's Comprehensive Plan (and incorporated Cedar Avenue Corridor Master Plan) designates this area for high-density residential development that will be more capable of withstanding the impacts of the adjacent airport and will provide a buffer to single-family homes west of 16th Avenue. Further, the Comprehensive Plan calls for the creation of a balanced housing stock that is available to range of incomes and serves families at all stages of their life-cycle. The proposed plans achieve/further these goals and objectives.

2. The proposed development is designed in such a manner as to form a desirable and unified environment within its own boundaries. This requirement is met. The project is designed to achieve two important objectives: provide taller, new structures that will be more compatible with the impacts of the airport; and integrate and transition into the existing neighborhood in a way that will foster relationships between current and new residents.

3. The development is in substantial conformance with the purpose and intent of the guiding district, and departures from the guiding district regulations are justified by the design of the development. The development is in substantial compliance with the intent of the guiding MR-3, PAC, and CAC Districts. Departures from requirements are minimal and, in general, have been deliberately done in order to achieve specific results.

4. The development will not create an excessive burden on parks, schools, streets or other public facilities and utilities that serve or area proposed to serve the development. The City's Public Works, Engineering, and Recreation Departments have reviewed the proposal and do not anticipate any issues.

5. The development will not have undue adverse impacts on neighboring properties. Undue adverse impacts are not anticipated. The site and the conditions of the resolution are designed to minimize any potential negative impacts on neighboring properties.

6. The terms and conditions proposed to maintain the integrity of the plan are sufficient to protect the public interest. The final development plan and conditional use permit resolution establish conditions sufficient to protect the public interest.
Part 2: All uses are conditional uses in a Planned Unit Development District. The findings necessary to issue a Conditional Use Permit (CUP) are as follows (Subd. 547.09, Subd. 6):

1. The proposed use is consistent with the goals, policies, and objectives of the City’s Comprehensive Plan. See above – Part 1, #1.

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 use is consistent with the intent of the Planned Multi-Family Residential District and the underlying High-Density Multi-Family Residential (MR-3), Airport Runway Overlay (AR), and Cedar Avenue Corridor Overlay (CAC) Districts.

3. The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines. See above – Part 1, #1

4. The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code. The proposed development is in substantial compliance with City performance standards.

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 adverse impacts.

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. See above – Part 1, #1.

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 met.
Cedar Point II - 08/2018
Surrounding Zoning

MR-3 - High-Density Multi Family
R - Single-Family Residential
C-2 - General Commercial
PC-2 - Planned General Commercial

I:\GIS\Community Development\Staff\Assistant Planner\MAPS\Cedar Point 2 - Z.mxd
Cedar Point II - 08/2018
Surrounding Comprehensive Plan

HDR - High-Density Residential
LDR - Low-Density Residential
RC - Regional Commercial
CC - Community Commercial
PUB - Public/Quasi-Public
PRK - Park
AGENDA SECTION: Public Hearings
AGENDA ITEM #: 3.
CASE NO.: 18-VAR-08

PLANNING COMMISSION MEETING
8/27/2018

REPORT PREPARED BY: Sadie Gannett, Assistant Planner

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
8/16/2018

ITEM FOR COMMISSION CONSIDERATION:
Cancellation of the public hearing regarding a request for a variance at 6601 Nicollet Avenue S.

EXECUTIVE SUMMARY:
The owners of 6601 Nicollet Avenue S submitted an application proposing to replace and relocate the existing trash enclosure to better meet the needs of their tenants. When staff reviewed the initial proposal, it was determined that a variance from setback requirements was needed. However, with staff guidance, the applicant resubmitted plans and staff found that no variance was needed. Because notice of the public hearing was published in the Sun Current, the Planning Commission must cancel the public hearing.

RECOMMENDED ACTION:
By motion: Cancel the public hearing regarding a variance at 6601 Nicollet Ave S.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT
   N/A

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

C. CRITICAL TIMING ISSUES:
   N/A

D. FINANCIAL IMPACT:
   N/A

E. LEGAL CONSIDERATION:
   Notice of this public hearing was published in the Sun Current newspaper and mailed to properties within 350 feet of the site.

ALTERNATIVE RECOMMENDATION(S):
None.

PRINCIPAL PARTIES EXPECTED AT MEETING:
None
AGENDA
SECTION: Other Business
AGENDA ITEM # 4.
CASE NO. Letter #10

PLANNING COMMISSION MEETING
8/27/2018

REPORT PREPARED BY: Julie Urban, Housing Manager

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
8/21/2018

ITEM FOR COMMISSION CONSIDERATION:
Consideration of a resolution finding that the disposition of property for the Cedar Point II redevelopment project is consistent with the Richfield Comprehensive Plan.

EXECUTIVE SUMMARY:
On August 20, 2018, the Housing and Redevelopment Authority (HRA) approved a Contract for Private Development (Contract) with NHH Companies, LLC (Developer) to construct up to 80 affordable, for-sale townhomes in the Cedar Point II area (bounded by 63rd Street to the north, Richfield Parkway to the east, 65th Street to the south, and 16th Avenue to the west). The HRA owns four properties within this portion of the project area (6315, 6333, 6401 and 6409 16th Avenue) that will be sold to the Developer under the terms of the Contract.

On September 17, 2018, the HRA will consider a Contract for Private Development with the Developer to construct 218 market-rate apartments along Richfield Parkway. The HRA owns all of the fourteen parcels in this portion of the project area that will be sold to the Developer under the terms of the Contract.

Minnesota State Statutes require that the Planning Commission consider whether the disposition of property by the HRA is consistent with the Richfield Comprehensive Plan. The proposed multi-family development is consistent with both the guide plan and the goals of the Comprehensive Plan:

- The area is guided for high density housing.
- The goals for the Cedar Corridor call for a transition in land uses from the airport to single family residential structures and neighborhoods, which the project provides.
- The goals for the area and for housing in the City overall call for a greater diversity of housing options, which the project provides.

RECOMMENDED ACTION:
By Motion: Approve a resolution finding that the disposition of properties by the HRA for the Cedar Point II redevelopment project is consistent with the Comprehensive Plan.

BASIS OF RECOMMENDATION:
A. HISTORICAL CONTEXT
   - On March 19, 2018, the HRA approved a Preliminary Development Agreement with the Developer to develop 218 market-rate apartments and up to 80 affordable, for-sale townhomes in the Cedar
Point II Housing Development area (bounded by 63rd Street on the north, 65th Street on the south, 16th Avenue on the west, and Richfield Parkway on the east).

- On August 20, 2018, the HRA approved a Contract for Private Development with the Developer for the townhome portion of the project.

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

- The City’s Comprehensive Plan guides the Cedar Point II area for high-density, multi-family housing.
- In 2004 and 2016, the City adopted the Cedar Corridor Master Plan and Master Plan Update, which include the following goals:
  - to establish a renewed brand at a signature gateway to the City;
  - to increase the diversity of housing options, and
  - to encourage the rehabilitation and replacement of the lowest-quality housing stock.
- The 2008 Comprehensive Plan housing goals and policies include:
  - Maintain an appropriate mix of housing types in each neighborhood based on available amenities, transportation resources, and adjacent land uses;
  - Promote the development of a balanced housing stock that is available to a range of income levels;
  - Promote housing diversity to serve families at all stages of their life-cycle, and
  - Promote the development, management, and maintenance of affordable housing in the City through assistance programs, alternative funding sources, and the creation of partnerships whose mission is to promote low to moderate income housing.

C. **CRITICAL TIMING ISSUES:**

- The sale of the four single family properties located along 16th Avenue is scheduled to close in September.
- The sale of the 14 parcels located along Richfield Parkway would occur in either Fall of 2018 or Spring of 2019.

D. **FINANCIAL IMPACT:**

- The properties are being sold for the assessed market value.

E. **LEGAL CONSIDERATION:**

- Chapter 469 of Minnesota State Statutes requires that whenever the HRA acquires and sells property, the Planning Commission must review the acquisition/disposition for consistency with the City’s Comprehensive Plan.

**ALTERNATIVE RECOMMENDATION(S):**

Reject the proposed resolution and find that the proposed sale of property is not consistent with the Comprehensive Plan.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

None

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resolution</td>
<td>Resolution Letter</td>
</tr>
<tr>
<td>Map of Comprehensive Plan Designations</td>
<td>Backup Material</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 228

RESOLUTION OF THE RICHFIELD PLANNING COMMISSION FINDING THAT THE ACQUISITION AND DISPOSITION OF REAL PROPERTY LOCATED IN THE CEDAR POINT II REDEVELOPMENT AREA FOR FUTURE REDEVELOPMENT AS MULTI-FAMILY RESIDENTIAL USE IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

WHEREAS, the Planning Commission has reviewed the Comprehensive Plan regarding the acquisition and disposition of real property located within the Cedar Point II Redevelopment Area and legally described in Exhibit A;

WHEREAS, the Planning Commission has found that the acquisition and disposition of the property for future redevelopment as multi-family residential use 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 multi-family residential use, is in conformance with the Richfield Comprehensive Plan.

Adopted this 27th day of August, 2018, by the Planning Commission of the City of Richfield, Minnesota.

___________________________________
Chairperson, Richfield Planning Commission

ATTEST:

_________________________________
Secretary, Richfield Planning Commission
EXHIBIT A

Lots 3 and 6, Block 1, Iverson's Second Addition, according to the recorded plat thereof, Hennepin County, Minnesota

Lots 1 and 2, Block 2, Iverson's Second Addition, according to the recorded plat thereof, Hennepin County, Minnesota

Lots 9, 10, 11, 12, 13, 14, Block 1, Iverson's Second Addition, according to the recorded plat thereof, Hennepin County, Minnesota

Lots 9, 10, 11, 12, 13, 14, 15, 16, Block 2, Iverson's Second Addition, according to the recorded plat thereof, Hennepin County, Minnesota
Cedar Point II - 08/2018
Comprehensive Plan Designation

HDR: High-Density Residential
LDR: Low-Density Residential
RC: Regional Commercial
CC: Community Commercial
PUB: Public/Quasi-Public
PRK: Park

Cedar Point 2 Parcels

I:\GIS\Community Development\Staff\Assistant Planner\MAPS\Cedar Point 2 Comp Plan.mxd
ITEM FOR COMMISSION CONSIDERATION:
Consideration of a resolution finding that the acquisition and disposition of 6501 Penn Avenue by the Housing and Redevelopment Authority is consistent with the Richfield Comprehensive Plan.

EXECUTIVE SUMMARY:
The property located at 6501 Penn Avenue has been listed for sale for the past year and half. There are two buildings located on the 25,000 square foot property, one of which is occupied by a Bumper to Bumper Auto Parts store and the other primarily vacant/used for storage.

The property owner recently approached Housing and Redevelopment Authority (HRA) staff regarding purchasing the property. The HRA has authorized staff to make an offer on the property, contingent upon an environmental assessment.

If purchased, staff would begin marketing the site for a commercial and/or multi-family residential use. An analysis of the potential rehabilitation and reuse of the existing buildings is currently underway. If determined to be unusable, the buildings would be demolished.

Acquisition and disposition of property by the HRA requires a finding of consistency with the Comprehensive Plan. Staff believes the purchase of this property is consistent with both the 2008 Plan and the proposed Plan Update, which designate the property as Mixed Use and identify the Penn Avenue Corridor for redevelopment.

RECOMMENDED ACTION:
By Motion: Approve a resolution finding that the acquisition and disposition of 6501 Penn Avenue by the Housing and Redevelopment Authority is consistent with the Comprehensive Plan.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT
   - The HRA has a history of purchasing underutilized properties along the City’s commercial corridors when the private market has proved unable to acquire, rehabilitate and occupy such properties.
   - The Penn Avenue Corridor has long been identified in the City’s Comprehensive Plan as an area to be improved.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):
   - It has long been the goal of the City to see improvements along the Penn Avenue corridor. Purchasing this property offers the HRA the opportunity to direct redevelopment along the Penn
Avenue corridor in a way that meets this goal.

C. **CRITICAL TIMING ISSUES:**
   - On August 20, 2018, the HRA authorized staff to make an offer on the property.
   - Closing would occur by October 15, 2018.

D. **FINANCIAL IMPACT:**
   - The HRA budget anticipates occasional acquisitions (and related demolitions) such as this, and there is available funding.

E. **LEGAL CONSIDERATION:**
   - Chapter 462 of Minnesota State Statutes requires that whenever any public agency buys or sells property within the City, the Planning Commission must review the acquisition/disposition for consistency with the City's Comprehensive Plan.

**ALTERNATIVE RECOMMENDATION(S):**
Reject the proposed resolution and find that the proposed acquisition is not consistent with the Comprehensive Plan.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**
None

**ATTACHMENTS:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resolution</td>
<td>Resolution Letter</td>
</tr>
<tr>
<td>6501 Penn Comp Plan Map</td>
<td>Backup Material</td>
</tr>
</tbody>
</table>
RESOLUTION NO. 227

RESOLUTION OF THE RICHFIELD PLANNING COMMISSION FINDING THAT THE ACQUISITION AND DISPOSITION OF REAL PROPERTY LOCATED AT 6501 PENN AVENUE SOUTH FOR FUTURE REDEVELOPMENT AS COMMERCIAL AND/OR MULTI-FAMILY RESIDENTIAL USE IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

WHEREAS, the Planning Commission has reviewed the Comprehensive Plan regarding the acquisition and disposition of real property located at 6501 Penn Avenue and legally described as follows:

6501 Penn Avenue South
The South 189 2/10 feet of the North 876 8/10 feet of the West 1/8 of the Southwest ¼ of the Northwest 1/4, except highway

WHEREAS, the Planning Commission has found that the acquisition and disposition of the property for future redevelopment as commercial and/or multi-family residential use 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 commercial and/or multi-family residential use, is in conformance with the Richfield Comprehensive Plan.

Adopted this 27th day of August, 2018, by the Planning Commission of the City of Richfield, Minnesota.

___________________________________
Chairperson, Richfield Planning Commission

ATTEST:

_________________________________
Secretary, Richfield Planning Commission