Call to Order

Approval of minutes of the regular Planning Commission meeting of October 22, 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 a 179-unit apartment building on the north side of 66th Street between Queen and Russell Avenues (future address 2400 66th Street West).

   18-PUD-04, 18-FDP-04, 18-CUP-04, 18-RZN-05

**Other Business**

3. Consider the attached resolution finding that the acquisition of 6701 17th Avenue South by the Housing and Redevelopment Authority in order to eliminate 145 feet of roadway and create additional greenspace is consistent with the Richfield Comprehensive Plan.

**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**

4. City Planner's Report

5. Next Meeting Time and Location  
   December 10, 2018, at 7:00 p.m. in the Council Chambers.

6. 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.
Chairperson Hayford Oleary called the meeting to order at 7:00 p.m.

APPROVAL OF MINUTES
M/Rosenberg S/Rudolph to approve the minutes of the September 24, 2018 meeting.
Motion carried: 6-0

OPEN FORUM
No members of the public spoke.

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

PUBLIC HEARING(S)
ITEM #2
Conduct a public hearing and consider a recommendation of approval for the 2040 Comprehensive Plan
Assistant Community Development Director Melissa Poehlman gave a brief overview and introduced Lance Bernard of Hoisington Koepler Group. Mr. Bernard gave a presentation on the Comprehensive Plan process and overview.

In response to Commissioner Hoberg, Poehlman clarified how the Metropolitan Council’s review memo was incorporated, including required components and advisory comments.

Al Carlson, 6538 Newton Ave, inquired about his property being guided commercial.

Carol Hayes, 1036 Oak Terrace, North Mankato, representing her family at 6544 Newton Ave, also inquired about the property being guided commercial.

John Powell, 6800 Emerson Lane, spoke in opposition to development of 6812 Emerson Lane.

Judy Moe, 7345 Bloomington Ave, commented that the plan doesn’t mention disabled people.

Raven Moe, 7345 Bloomington Ave, commented that she is concerned about the availability of accessible and affordable housing for people with disabilities.

M/Rosenberg, S/Rudolph to close the public hearing.
Motion carried: 6-0
In response to Chair Hayford Oleary, Poehlman addressed the property owners at 6538 and 6544 Newton Ave. She clarified that those properties are, and can continue to be, zoned residential, but have been guided commercial since at least 2008. In response to Commissioner Rudolph, Poehlman clarified the land use map in relation to how a property is guided. In response to Chair Hayford Oleary Poehlman explained how the zoning code regulates the expansion or intensification of a legally nonconforming use, in the event of a zoning change. She further explained how staff has worked with the Metropolitan Council on the issue of rezoning.

Poehlman gave a brief history of the property at 6812 Emerson Ln and stated that residents can contact their City Council and HRA members and gave dates of upcoming hearings.

Poehlman addressed the concerns raised by Judy and Raven Moe regarding people with disabilities. She stated that ‘equitable development for all’ was intended to be all encompassing but agrees that accessible housing could be called out specifically.

Transportation Engineer Jack Broz stated that Public Works has an ADA Transition Plan within the public rights-of-way. Poehlman stated that the Comp Plan could reference to that plan.

M/Rosenberg, S/Rudolph to recommend approval of the 2040 Comprehensive Plan

Chair Hayford Oleary gave a brief presentation and proposed allowing up to 150 units per acre in mixed use districts along the 494 corridor and the 66th and Lyndale area. Commissioner Rudolph complimented the analysis of Chair Hayford Oleary. Poehlman responded with staff’s recommendation to amend the text to create flexibility. In response to Commissioner Quam, Poehlman explained how the city decided upon 100 units per acre. Chair Hayford Oleary clarified with his reasoning for changing to 150 units per acre.

M/Hayford Oleary, S/Hoberg to recommend amending the original motion to change the density limits for 66th and Lyndale and 494 areas to allow up to 150 dwelling units per acre.

Motion carried: 4-2 (Pynn and Quam against)

M/Rudolph, S/Rosenberg to recommend changing the designation of 6538-6544 Newton Ave to Low-Density Residential.

Commissioner Hoberg expressed that she would prefer an individual meeting between the homeowners and staff rather than change the designation. Chair Hayford Oleary inquired about the possibility of creating more flexibility in the zoning code for existing structures. Commission Rudolph withdrew the motion.

In response to Chair Hayford Oleary, Commissioner Pynn stated that he would like to make a motion regarding the accessible housing issue but wanted more discussion with staff first.

Poehlman recommended that the commission make a motion to include language specifically related to accessibility in the housing goals and policy, and social equity sections of the Plan. Housing Manager Julie Urban addressed how the Housing chapter of the Plan could incorporate language addressing accessibility. Commissioner Hoberg agreed with Urban and added that she would also like to see disability statistics in the demographics section.
October 22, 2018

M/Pynn, S/Rudolph to recommend including specific language addressing persons with disabilities and accessibility in the housing goals and policies, transportation, parks and recreation, and demographics sections.  
*Motion carried:  6-0*

Commissioner Rudolph thanked the staff and community groups for their hard work.

Chair Hayford Oleary commented that he was excited about the progress made on rethinking the HUB but was ultimately disappointed and would like to see it revised in the future.

Chair Hayford Oleary moved to approve the Comp Plan with the amendments as approved  
*Motion carried:  6-0*

**ITEM #3**
Cancel a public hearing to consider an Interim Use Permit for a landscaping and snow removal business at 7138 Chicago Avenue.  
M/Rudolph, S/Pynn to cancel the public hearing.  
*Motion carried:  6-0*

**ITEM #4**
Consideration of a motion rescheduling the December Planning Commission meeting to December 10, 2018.  
M/Rosenberg, S/Rudolph to reschedule the December meeting.  
*Motion carried:  6-0*

**OTHER BUSINESS**
None.

**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 – draft of Pedestrian Plan available

**CITY PLANNER’S REPORT**
Poehlman notified commissioners of a study session on November 13 regarding the Emerson Lane property.

**ADJOURNMENT**
M/Pynn, S/Rudolph to adjourn the meeting.  
The meeting was adjourned by unanimous consent at 8:10 p.m.
AGENDA SECTION: Public Hearings
AGENDA ITEM #: 2
CASE NO.: 18-PUD-04, 18-FDP-04, 18-CUP-04, 18-RZN-05

PLANNING COMMISSION MEETING
11/26/2018

REPORT PREPARED BY: Matt Brillhart, Associate Planner / Melissa Poehlman, Asst. CD Director

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
11/20/2018

ITEM FOR COMMISSION CONSIDERATION:
Public hearing and consideration of a variety of land use approvals related to a proposal to construct a 179-unit apartment building on the north side of 66th Street between Queen and Russell Avenues (future address 2400 66th Street West).

EXECUTIVE SUMMARY:
Broadway Investors, LLC (Developer) has submitted an application for a planned unit development of a four-story, 179-unit apartment building on the north side of 66th Street, between Queen and Russell Avenues. This site has been designated for high-density housing for many years, dating back to the 1982 Comprehensive Plan.

The developer first presented three preliminary concepts to the Planning Commission and City Council at a work session on August 20, 2018. Policy makers indicated a desire for the Developer to seek neighborhood input, to consider connectivity from the neighborhood to 66th Street, the massing of the building along 66th Street, and the potential impact of headlights entering and exiting the parking area. At a September 8 neighborhood open house, the Developer presented a revised plan for the 179-unit option that reoriented the parking entrance away from the adjacent neighborhood and reintroduced a roadway connection via Russell Avenue. Based on feedback from these two meetings, the Developer submitted preliminary plans for staff review in early October. Incorporating staff's technical and design feedback, revised plans were submitted along with land use applications on October 25. These plans were presented at a second neighborhood open house on November 3. After incorporating additional suggestions from the neighborhood and staff related to building materials and a building step back at the northeast corner, the developer submitted revised plans for consideration by the Planning Commission.

The proposed development site and building are attractively designed, with tree-lined streets and minimal views of surface parking, and building materials that are contemporary, but complimentary to the surrounding area. The proposed building provides a number of amenities to its residents, including a pool, fitness center, bicycle storage room, community rooms, and outdoor dog run. In response to the grade changes throughout the site which leave the below-ground parking level exposed along 66th Street, the proposal includes a “storefront” appearance to the bicycle and fitness amenity areas to help activate the streetscape. Two underground parking levels provide parking at ratios that meet Code requirements.
In conjunction with the planned unit development application, the Developer is also requesting to vacate Queen Avenue between 65th 1/2 Street and 66th Street. In exchange for vacating Queen Avenue through the site, the Developer would extend Russell Avenue approximately 200 feet to the south, intersecting 66th Street. Without the vacation of Queen Avenue, three parcels that are guided for High-Density Residential would remain on the east side of the road. These three parcels on their own are unlikely to be redeveloped due to their size and unusual shape. The proposed change in roadway alignments would allow a development on the combined site to move forward, while maintaining local traffic circulation via the Russell Avenue extension. Russell Avenue would include a tree-lined sidewalk between 65th 1/2 and 66th Streets. The proposed roadway changes have been reviewed by Richfield Public Works and Hennepin County Public Works. Engineering staff will work with the Developer on the specific design of the Russell Avenue extension. A study of how traffic in the area is expected to flow is attached to this report.

In addition to meeting the technical requirements of the City and policies identified by the recently-approved Comprehensive Plan, the proposed development meets a number of policies discussed in the attached "Market Rate Multi-Family Housing Policy Statement," adopted by the Richfield Housing and Redevelopment Authority in 2015. This includes a preference for projects located in areas near commercial and retail uses, projects that are no more than 4-stories in height, projects that provide a mix of unit sizes and amenities, those that promote community and an active lifestyle via gathering spaces, pet areas, access to trails, bicycle amenities, etc.

The current proposal is the result of an iterative process that has allowed for feedback from policy makers, neighbors, and staff. Staff finds that the proposed project meets the intent of the Comprehensive 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 2 and 3, Harry Tickner’s Subdivision of Lot 15, Richfield Gardens from High-Density Residential (MR-3) and Single Family Residential (R) to Planned Multi-Family Residential (PMR).

2. Recommend approval of a resolution approving a Planned Unit Development, Conditional Use Permit, and Final Development Plan for an apartment development on the north side of 66th Street between Queen and Russell Avenues (future address 2400 66th Street West).

**BASIS OF RECOMMENDATION:**

**A. HISTORICAL CONTEXT**

- Nearby blocks of Queen Avenue to the north and south of this site (64th Street to 67th Street) have included apartment buildings since the 1960s.
- Richfield-based nonprofit Fraser owns and operates Sheridan Court, an affordable multi-family housing development immediately west of the development site at 2500 66th Street West.
- The proposed development would be the first new multi-family apartment building constructed on the city’s west side since Sheridan Court in 1987, and the first market-rate apartment development on the west side since the 1970s.

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

**Comprehensive Plan**
The Comprehensive Plan is an expression of the community's vision for the future. Since 1982 or earlier, the City's Comprehensive Plan has called for higher density housing in this area, which would serve as a buffer between commercial uses on Penn Avenue and 66th Street and single-
family homes to the west. Subsequent updates of the Comprehensive Plan in 1997, 2008, and 2018 have maintained that high density designation in this area.

Zoning
Of the seven properties that make up the site, three are currently zoned High-Density Residential (MR-3) and four are currently zoned Single Family Residential. 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 building exceeds the maximum allowable height of 50 feet in the guiding MR-3 District. Due to the varied elevation of the site, the actual height from grade to roof varies significantly from one corner to another. The north elevation along 65th 1/2 Street measures 50-51 feet from grade. However, in areas where the grade drops and the underground parking ramp is partially exposed along 66th Street, the height of the building reaches 61 feet. These heights and differences due to grade variation are similar to the recently approved Cedar Point II apartment buildings.
- **Maximum lot coverage, outdoor open space** - Approximately 52 percent of the site is covered by building. This exceeds the 30 percent maximum in the MR-3 District, but is more consistent with the City's more modern zoning districts (Mixed Use) that encourage larger buildings and less surface parking, in exchange for locating nearly all parking underground. While the building coverage exceeds maximums, approximately 66% of the site is impervious surfaces, below the maximum allowed 75%. The proposal includes approximately 14,000 square feet of usable open space (10% of site required; 14% provided between the outdoor courtyard, activity area, and dog run).
- **Setbacks** - Setbacks are reduced from the required 40 feet in the guiding MR-3 District. Proposed setbacks range from 23 to 26 feet from property lines, except along 66th Street where the building would be set back 20 feet from the property line. These setbacks are in line with requirements for the Mixed Use Neighborhood district, which range from 15 to 25 feet.

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, 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 November 13, 2018. A decision is required by January 12, 2019 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 required application fees have been paid.

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 November 15th.

**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:**
**ATTACHMENTS:**

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<thead>
<tr>
<th>Description</th>
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<tr>
<td>Ordinance - Rezoning properties 66th-Queen</td>
<td>Ordinance</td>
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<td>PUD Resolution</td>
<td>Resolution Letter</td>
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<td>Requirements attachment</td>
<td>Backup Material</td>
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<td>HRA Market-Rate Housing Policy</td>
<td>Exhibit</td>
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<td>Planning &amp; Zoning Maps</td>
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<td>Developer narrative</td>
<td>Backup Material</td>
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<td>ROW Vacation Exhibit</td>
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<td>Site plans &amp; Floor plans</td>
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<td>Traffic study</td>
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ORDINANCE NO. ______

AN ORDINANCE RELATING TO ZONING;
AMENDING APPENDIX I TO THE RICHFIELD CITY
CODE BY REZONING LAND NORTH OF
66TH STREET AT QUEEN 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 10 to read as follows:

(10) M-2 (NE corner, 66th and Russell) Blocks 2-3, Harry Tickner's Subdivision of Lot 15, Richfield Gardens. Also, that part of Lot 1, Block 1, Richfield Gardens 2nd Addition, described as lying westerly of the following described line; Commencing at the Southwest Corner of said Lot 1, Block 1, thence South 89 degrees 45 minutes 12 seconds East, assumed bearing along the south line of said Lot 1, Block 1, a distance of 125.10 feet, to the Point of Beginning of the line to be described; thence North 00 degrees 14 minutes 25 seconds West, parallel with the west line of said Lot 1, Block 1, a distance of 70.00 feet more or less, to the angle point on the westerly line of said Lot 1, Block 1 and there terminating.

Sec. 2.  Section 8, Paragraph 1 is amended to read as follows:

(1) M-2 (Northwest corner 66th and Penn). Lot 1, Block 1, Richfield Gardens Second Addition, except that part described as lying westerly of the following described line; Commencing at the Southwest Corner of said Lot 1, Block 1, thence South 89 degrees 45 minutes 12 seconds East, assumed bearing along the south line of said Lot 1, Block 1, a distance of 125.10 feet, to the Point of Beginning of the line to be described; thence North 00 degrees 14 minutes 25 seconds West, parallel with the west line of said Lot 1, Block 1, a distance of 70.00 feet more or less, to the angle point on the westerly line of said Lot 1, Block 1 and there terminating.

Sec. 3.  Section 14, Paragraphs 26 and 34 are repealed.

(26) M-2 (NW corner, 66th and Queen). Lot 4, Block 2 of Harry Tickner's Subdivision of Lot 15, Richfield Gardens.
Sec. 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 11th day of December, 2018.

ATTEST:

Pat Elliott, Mayor

Elizabeth VanHoose, City Clerk
RESOLUTION NO. ______

RESOLUTION APPROVING A FINAL DEVELOPMENT PLAN
AND CONDITIONAL USE PERMIT
FOR A PLANNED UNIT DEVELOPMENT

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 179 apartments, on land that is legally described in the attached Exhibit A; 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 November 26, 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 November 13, 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. ____.
3. The approved planned unit development, final development plan and conditional use permit are subject to the following conditions:
   - 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.
   - 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.
   - This approval does not constitute approval of specific signs. Sign permits are required and must be applied for separately.
• Final lighting plans must be submitted to and approved by the Community Development and Public Works Directors.
• Additional landscaping and/or public art are required in areas where a significant amount of underground parking structure is visible from public right-of-way.
• 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.
• As-builts or $7,500 cash escrow must be submitted to the Public Works Department prior to issuance of a final certificate of occupancy.
• The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans. Any required landscaping that dies must be replaced.

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 11th day of December, 2018

Pat Elliott, Mayor
ATTEST:

_______________________
Elizabeth VanHoose, City Clerk
EXHIBIT A

LEGAL DESCRIPTIONS

Blocks 2 and 3, Harry Tickner's Subdivision of Lot 15, Richfield Gardens, according to the plat thereof, Hennepin County Minnesota.

That part of Lot 1, Block 1, Richfield Gardens 2nd Addition, according to the plat thereof, Hennepin County, Minnesota, described as lying westerly of the following described line; Commencing at the Southwest Corner of said Lot 1, Block 1, thence South 89 degrees 45 minutes 12 seconds East, assumed bearing along the south line of said Lot 1, Block 1, a distance of 125.10 feet, to the Point of Beginning of the line to be described; thence North 00 degrees 14 minutes 25 seconds West, parallel with the west line of said Lot 1, Block 1, a distance of 70.00 feet more or less, to the angle point on the westerly line of said Lot 1, Block 1 and there terminating.
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 designates this area for high-density residential development. The Comprehensive Plan calls for multifamily housing to be located between commercial areas and single-family neighborhoods. 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. A mix of unit sizes is provided, as are a number of tenant amenity areas. High quality building materials are proposed. The proposed building centralizes vehicle traffic to one access point off the Russell Avenue extension, while providing multiple pedestrian access points. Despite the challenges of grade variations on the site, the proposed development provides pedestrian entrances and a “storefront” look to the bicycle and fitness amenity areas facing 66th Street.

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 and Mixed Use 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) and Mixed Use 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.
When considering proposals for market rate, multi-family housing, the Housing and Redevelopment Authority and City shall give priority to projects that address one or more of the following criteria:

1. Rather than being located in single-family residential neighborhoods, projects should be located in areas near commercial and retail uses, such as the Penn Avenue Corridor, or in underutilized commercial/retail areas, to serve as a transition between the commercial/retail uses and the single-family neighborhood.

2. Projects that have a complementary size and style to the community:
   - Preference for projects limited to no more than 4 stories, such as townhomes, twinhomes and garden homes.
   - Taller developments would be considered in areas adjacent to other tall developments, such as: along the I-494 Corridor and/or in the “downtown” area near Lyndale Avenue and 66th Street, provided a healthy buffer between the high density housing and single-family homes exists or is anticipated as part of the project.

3. Projects that will include a mix of unit sizes and amenities, offering options for all stages of life and families, including young professionals and retirees, and larger families.

4. Include amenities to build community and encourage active lifestyles, such as:
   - Communal gathering spaces, both indoors and outdoors
   - Inclusivity of pets and space to accommodate a dog park or other pet-friendly facilities.
   - Access to trails and parks.
MARKET RATE MULTI-FAMILY HOUSING POLICY, continued

- Transportation amenities, such as: Van or car-share, electric car charging capability, bike-share, airport shuttle, located near public transit.
- Bicycle-friendly amenities.
- Workout facilities to encourage wellness.
- Greenspace for community gardens.
- Designated spaces for outdoor cooking and barbeque.

5. Projects that are mixed-use and include complimentary retail or commercial uses.

6. Projects that embody and preserve the feel of “the Urban Hometown” in their design, layout, and interactions with the community.

7. Projects that offer flexibility in their design to accommodate market changes between the rental and ownership-market, and future housing needs.

This Market Rate Multi-family Housing Policy is intended to guide housing in a comprehensive manner that is consistent with the City’s Senior Housing Policy and Affordable Housing Policy.
November 12, 2018

Mr. Matt Brillhart, Associate Planner
City of Richfield Planning Department
6700 Portland Avenue
Richfield, MN 55423

RE: Request for Review and Consideration of the Proposed NOVO Apartment Project on 66th Street in the City of Richfield, Hennepin County, Minnesota

Dear Mr. Brillhart:

We are writing on behalf of Broadway Investors, LLC. to present the proposed NOVO Apartment Project for your review and consideration for site plan review and to revise the zoning designation to Planned Multi-Family Residential (PMR).

The onset of this project began in June of 2016. It began by researching properties available in the area, review of the City Zoning Ordinance, review of the comprehensive plan, zoning designations and associated regulations. As the dream materialized, we coordinated with your Department to investigate alternatives for the subject properties. Once we developed a concept, we held our first neighborhood meeting on September 8, 2018. We contemplated the various concerns heard at the neighborhood meeting, revised the plans accordingly and submitted the drawings to the City of Richfield with a request to perform a Conceptual Project Review on October 12, 2018 and attended an Administrative Review Committee (ARC) meeting on October 18, 2018. Since then, we submitted applications to request vacation of a portion of the Queen Avenue right-of-way and to revise the zoning designation of the subject properties to PMR-Planned Multi-Family Residential. Shortly after the application was submitted, the project team held a neighborhood meeting on Saturday November 3, 2018 to share project details with area residents and receive comments and reactions to the proposed project. We met with the City of Richfield ARC a second time on November 1, 2018 and received written comments through the Planning Department on November 2, 2018. We revised the drawings to reflect design revisions and re-submitted the drawings on November 12, 2018.
Following is a description of the existing conditions, an outline of our approach to the design and a description of the proposed project.

**Existing Conditions:**

The subject properties are situated on the north side of 66th Street between Sheridan Avenue S. and Penn Avenue S. in the City of Richfield. The project includes the following properties:

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<tr>
<th>Address</th>
<th>PID #</th>
<th>Zone Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>2412 66th Street W.</td>
<td>2902824140055</td>
<td>MR-3 High Density Residential</td>
</tr>
<tr>
<td>2415 65 ½ Street W.</td>
<td>2902824140054</td>
<td>R Single Family</td>
</tr>
<tr>
<td>2409 65 ½ Street W.</td>
<td>2902824140053</td>
<td>R Single Family</td>
</tr>
<tr>
<td>2401 65 ½ Street W.</td>
<td>2902824140052</td>
<td>R Single Family</td>
</tr>
<tr>
<td>6529 Queen Avenue S.</td>
<td>2902824140056</td>
<td>MR-3 High Density Residential</td>
</tr>
<tr>
<td>6533 Queen Avenue S.</td>
<td>2902824140057</td>
<td>MR-3 High Density Residential</td>
</tr>
<tr>
<td>6539 Queen Avenue S.</td>
<td>2902824140058</td>
<td>R Single Family</td>
</tr>
<tr>
<td>Including a portion of the following parcel:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6540 Penn Avenue S.</td>
<td>2902824140060</td>
<td>C-2 General Commercial</td>
</tr>
</tbody>
</table>

The project area includes approximately 2.12 acres of land. The subject properties are currently occupied by single-family frame homes, driveways, and accessory buildings. There is significant relief through the site, which rises and falls, but generally, the elevation along the east is approximately twelve feet (12’) lower than the western edge of the property.

Access to the existing properties is provided via 66th Street W., Queen Avenue S. and 65th ½ Street. Public sanitary sewer and domestic water and fire protection are provided via existing utilities within the adjacent public rights-of-way.
Proposed Configuration:

The proposed NOVO Apartment project includes a new apartment building structure with surface parking for guests and visitors in the center courtyard area. The building is “C” shaped and includes two (2) parking levels below grade and four (4) levels for apartments above grade. Access to the main entrance, the center courtyard area, and community activities are accessed via Russell Avenue S. extended. The proposed configuration minimizes traffic impacts, potential noise and light glare to the neighbors in the community. Please note, Russell Avenue S. extension is approximately twelve feet (12’) below the existing grade to the west, which further screens the adjacent property owners from potential impacts.

The proposed building is planned to offer one hundred and seventy-nine (179) new residential dwellings, which includes twenty-nine (29) studio apartments, seventy (70) one-bedroom apartments, twenty-four (24) single-bedroom/den apartments and fifty-six (56) two-bedroom/two bath units. The apartments are generously sized by market standards and include individual heating/cooling units, washer & dryers in each unit, nine-foot (9’) ceilings, granite countertops and walk-in closets. The majority of the units are designed to include a private balcony. Eight units will be fully barrier free. The balance of the units are adaptable per standard established by the Minnesota State Building Code.

Several amenities will be available to all apartment residents, which include a multi-purpose community room, a theater, fitness center, a dog run, interior bike storage and exterior plaza as part of the proposed courtyard area.

The exterior plaza includes activities and design elements such as a pergola and entrance canopy, raised planters, gas grills, bike rack, , hot tub/whirlpool, tables & chairs, outdoor pool and a fire pit. It will serve as a community common space to enjoy the weather, read a book or partake in various activities.

A great deal emphasis was placed on the exterior design of the building to complement the neighborhood character, provide a modern feel and to incorporate the goals of the City’s comprehensive plan. Bump-outs and height variations were utilized to reduce the scale and to create an inviting front-door facing the roads. In addition to the various architectural features, materials common to turn-of-the century neighborhoods were utilized such as brick, stucco and simulated stone.
The proposed parking includes seventeen (17) surface parking stalls for visitor and short-term parking, which is located in the courtyard. There are two levels of parking proposed below grade, which is accessed north and south from the proposed entrance drive from/to Russell Avenue extended. The proposed design includes 259 spaces, which includes eight (8) barrier free spaces, fourteen (14) electric charge station spaces, and 237 standard spaces, which provides 1.45 spaces per unit.

In accordance with the City’s Comprehensive Plan, we utilized the MR-3 zoning as a design guide and are requesting that the subject parcels be rezoned to Planned Multi-Family residential (PMR). Based on our review of the character of the area, the subject parcels can be defined as “transitional” and can serve as a buffer between the traffic along 66th Street W. and the single-family residential to the north. In addition, this development serves as a transition from the general commercial and retail uses to the east and is consistent with the existing multi-family use to the west.

We incorporated a neighborhood design around the exterior perimeter of the development. Street trees were utilized to frame the street and we utilized retaining walls to provide a terraced effect to minimize the differences in elevation at the lower corners of the site. The building orientation is placed relatively close to the adjacent sidewalks to mimic the urban neighborhood feel. In addition, front entrances were added to the north elevation and community uses were incorporated into the south elevation with larger windows along 66th Street W. to provide a retail/office feel to pedestrians that wander by.

As part of the proposed configuration, a portion of Queen Avenue S. is planned to be vacated and Russel Avenue S., along the west is planned to be extended to 66th Street. We have coordinated with the property owner to the west of the proposed development (2500 66th Street W-LW Fraser Independent Living) and they agreed to grant an easement to the City for the west ½ of the proposed Russell Avenue S. extension. The east ½ of the proposed Russel Avenue extension will be dedicated to the City by Broadway Investors, LLC. (refer to the preliminary plat submitted for proposed limits of the vacation and extension of Russell Avenue S.).

The design team considered several options regarding the height of the proposed façade, offsets from the adjacent rights-of-way, varying building bump-outs/setbacks, etc., revisions to the elevations, and review of the comprehensive plan, we determined the most fitting configuration includes a more consistent roofline and consistent neighborhood street design. The comprehensive plan also designates the property to the north, if/when it is redeveloped, to be a MR-3 zone as well, which will serve as the transition property to the north.
After review by the City Planning Department and obtaining neighbor concerns, we revised the west and north building elevations as follows:

- Revised color schemes utilizing a dark iron spot brick, lighter stucco and a muted panelized sheet metal.
- Added a canopy to the north entrance.
- Reduce the number of hanging balconies along the west building face, north of the entrance from 12 to 6 balconies.
- Stepped two fourth-floor units back from the building face near the northwest corner of the building.
- Stepped three fourth-floor units away from the north building face along the north elevation.

Please refer to the revised architectural elevations, renderings and material samples submitted, which illustrate the most recent design and configuration.

In addition, to the architectural design revisions, we revised the site and landscape plan, which now reflects approximately fifty (50) canopy and deciduous trees (39 required), and approximately 200 shrubs (98 required).

We limited the access to the building from the north to one door, which will serve as a secondary means of access and limited the lighting to security lighting over the access doors. No site lighting or balcony lighting will be included in an effort to minimize light-wash onto adjoining properties. The only exception to this is the required street light improvements as part of the Russell Road extension to/from the cul-de-sac to 66th Street.

We provided additional detail on the outdoor activity/plaza area and enhanced the area to include an outdoor pool. The pool will be fenced, as is required for safety and will be accessed from the plaza level.

In summary, we have incorporated the design elements requested by the City Planning Department into the plans and revised the architectural and site design to address various concerns from the neighbors. We believe this collaborative effort resulted in an overall improved design to benefit all involved. In addition, the proposed NOVO Apartment project will be a positive addition to the City and will serve as a focal point along 66th Street W. as it provides an attractive, comfortable, market-rate alternative for young families, empty-nesters and professionals to live, work and play in the City of Richfield.
We respectfully request your review and consideration for this project and pray you determine it is a positive investment in the future for this community. Please don’t hesitate to contact our office if there are questions or concerns.

Sincerely,

Bogart, Pederson & Associates, Inc.

[Signature]

Todd J. Olin, Project Manager
PROPOSED VACATED RUSSELL AVENUE SOUTH

PROPOSED VACATED QUEEN AVENUE

Proposed Russell Avenue extension
Proposed Novo Apartment Project by: Broadway Investors, LLC
2400 66th Street West
Part of Section 28, T. 28N., R 24 W., City of Richfield, Hennepin County, Minnesota

Sheet Index

C1 = Project Title & Sheet Index
C1.1 = Enlarged Vicinity Map
C2.1 = Certificate of Survey (Map of Survey)
C2.2 = Certificate of Survey (Legal Descriptions)
C3 = Demolition/Removals Plan
C4.1 = Site Dimension Plan
C4.2 = Site Plan (Clean)
C5 = Landscape Plan
C6 = Utility Plan
C7 = Grading & Erosion Control Plan
C8 = Storm Water Pollution Prevention Plan (SWPPP)
C9 = Russell Avenue S. Extension Plan & Profile
C10 = Construction Details
C11 = Construction Details
C12 = Construction Details
C13 = Construction Details
A0 = Exterior Renderings (issued separately)
A1 = First Floor Plan
A2 = Second Floor Plan (3rd Floor Similar)
A3 = Fourth Floor Plan
A4 = Upper Level Garage Plan
A5 = Lower Level Garage Plan
A6 = South and West Exterior Elevations
A7 = North and East Exterior Elevations
A8 = Entry Elevation, Entry Plaza Plan
A9 = Comparative South Elevation, Sample Materials
A10 = Sun and Shadow Study
SV1 = Preliminary Plat—for Information Only
Certificate of Survey
for
Broadway Investors, LLC
Sec. 28, T. 28, R. 24,
Hennepin County, Minnesota
Blocks 2 & 3,
HARRY TICKNER'S SUBD.
LOT 15, RICHLFIELD
GARDEN

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Certificate of Survey (Map of Survey)
Proposed Apartment Building

Novo Apartments, 2400 66th St.
City of Richfield, Mn.

C5
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Scale: 1" = 30'

Legend:
- Existing Trees
- Proposed Trees
- Vehicle Circulation
- Property Boundaries
- Proposed Streets
- Proposed Drainage
- Signalized Intersections
- Utilities
- Stormwater Detention

Gopher State One Call
RUSSELL AVENUE S

NOTE:
1) Excluding access to street centerline.
2) Dimensions back of curb unless otherwise noted.
3) Top of curb elevations are to 6-9/16 curb section.
4) Insulate W A T E R S T A N D S at all crossings with storm sewer. All materials and labor for insulating
    W A T E R S T A N D S are incidental to the W A T E R S T A N D installation.
5) All construction shall be in accordance with the City
    of Richfield Standards.
6) Provide inlet protection devices on all catch basins (see details).
BROADWAY INVESTORS, LLC

LOWER GARAGE FLOOR PLAN

SCALE: 1/16" = 1'-0"
FRASER APARTMENTS  
PROPOSED NOVO APARTMENTS  
CVS PHARMACY  

VIEW FROM 66TH STREET  

SAMPLE MATERIALS  

CONCRETE  
(FORM LINER)  
FACE BRICK  
STUCCO (EPS)  
OYSTER SHELL  
METAL WALL PANELS  
ASH GRAY  
METAL ACCENT PANELS  
MEDIUM BRONZE
To: Erik Winegarden  
EXP Realty  

From: Emily Gross, PE, Associate  
Matt Pacyna, PE, Principal  

Date: November 9, 2018  

Subject: 2412 West 66th Street Traffic Study  

Introduction  
SRF has completed a traffic study for the proposed multi-family residential development located at 2412 West 66th Street in Richfield (see Figure 1; Project Area). As part of the proposed development, Queen Avenue between 66th Street and 65th 1/2 Street would be vacated, and Russell Avenue would be extended to 66th Street (currently Russell Avenue dead-ends via a cul-de-sac south of 65th 1/2 Street). Thus, the main objectives of this study are to review existing operations within the study area, evaluate traffic impacts to the adjacent roadway network due to the proposed development and planned roadway changes, and identify potential improvements to accommodate or enhance the proposed development. The following information provides the assumptions, analysis, and study recommendations offered for consideration.  

Existing Conditions  
Existing conditions were reviewed to establish a baseline to compare and determine any future impacts associated with the proposed development. The evaluation of existing conditions includes various data collection efforts and an intersection capacity analysis.  

Data Collection  
SRF collected weekday a.m. and p.m. peak period intersection turning movement and pedestrian/bicyclist counts in October 2018 at the following study intersections:  

- 66th Street/Russell Avenue  
- 66th Street/Queen Avenue  
- 65th Street/Sheridan Avenue  
- 65th Street/Russell Avenue  
- 65th Street/Queen Avenue  
- 65th Street/Penn Avenue  

Note that the 66th Street corridor was under construction and closed to thru traffic between Xerxes Avenue and Cedar Avenue (Highway 77) during the data collection efforts. Therefore, traffic counts collected in year 2015 at the 66th Street/Penn Avenue and 66th Street/Sheridan Avenue intersections were utilized for this study. Also note that based on previous studies completed along the 66th Street corridor, area traffic volumes can fluctuate based on the level of congestion on Highway 62 during the peak periods.
Project Location
2412 West 66th Street Traffic Study
City of Richfield

Figure 1
Average daily traffic (ADT) volumes were also collected along both Russell Avenue and Queen Avenue south of 65th Street, in October 2018. The ADT volumes collected were approximately 30 vehicles per day on Russell Avenue and 135 vehicles per day on Queen Avenue.

In addition to the traffic volumes, observations were completed to identify roadway characteristics within the study area. Currently, 66th Street is a four-lane divided roadway with turn lanes and a 35-mph posted speed limit. Penn Avenue is a four-lane divided roadway with a 30-mph posted speed limit, while other study area roadways are two-lane undivided roadways with 30-mph speed limits. The 66th Street intersections at Sheridan Avenue and Penn Avenue are signalized. The remaining study area intersections are unsignalized with side-street stop control, except the 65th Street/Sheridan Avenue intersection, which has all-way stop control. Existing geometrics traffic controls, and traffic volumes are shown in Figure 2.

**Intersection Capacity Analysis**

An intersection capacity analysis was conducted to determine how traffic is currently operating at the study intersections. All intersections were analyzed using Synchro/SimTraffic and the Highway Capacity Manual (HCM). Capacity analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are ranked from LOS A through LOS F. The LOS results are based on average delay per vehicle results from SimTraffic, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. Overall intersection LOS A through D is generally considered acceptable by drivers in the Twin Cities Metropolitan Area.

Table 1. **Level of Service Criteria for Signalized and Unsignalized Intersections**

<table>
<thead>
<tr>
<th>LOS Designation</th>
<th>Signalized Intersection</th>
<th>Unsignalized Intersection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Delay/Vehicle (seconds)</td>
<td>Average Delay/Vehicle (seconds)</td>
</tr>
<tr>
<td>A</td>
<td>≤ 10</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt; 10 - 20</td>
<td>&gt; 10 - 15</td>
</tr>
<tr>
<td>C</td>
<td>&gt; 20 - 35</td>
<td>&gt; 15 - 25</td>
</tr>
<tr>
<td>D</td>
<td>&gt; 35 - 55</td>
<td>&gt; 25 - 35</td>
</tr>
<tr>
<td>E</td>
<td>&gt; 55 - 80</td>
<td>&gt; 35 - 50</td>
</tr>
<tr>
<td>F</td>
<td>&gt; 80</td>
<td>&gt; 50</td>
</tr>
</tbody>
</table>

For side-street stop controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes.
Figures

2412 West 66th Street Traffic Study
City of Richfield

Existing Conditions
01812102
November 2018

Figure 2

LEGEND

XX - A.M. Peak Hour Volume
(XX) - P.M. Peak Hour Volume
- Side-Street Stop Control
- Signalized Control
- All Way Stop Control
Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Results of the existing capacity analysis shown in Table 2 indicate that all study intersections currently operate at an acceptable overall LOS C or better during the a.m. and p.m. peak hours with the existing traffic control and geometric layout, except the 66th Street/Penn Avenue intersection which operates at LOS E during the p.m. peak hour. The 66th Street/Russell Avenue intersection currently operates at LOS A/F during the p.m. peak hour, with side-street delays approaching one-minute. However, given the relatively low traffic volumes at this side-street approach during the p.m. peak hour, this side-street delay is considered acceptable and does not warrant mitigation. No significant queueing issues were observed, although based on the year 2015 traffic volumes at the 66th Street/Penn Avenue intersection, eastbound and westbound queues occasionally extend into adjacent intersections during the p.m. peak hour.

Table 2. Existing Peak Hour Capacity Analysis

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Level of Service (Delay)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A.M. Peak Hour</td>
</tr>
<tr>
<td>66th Street and Sheridan Avenue</td>
<td>A (2 sec)</td>
</tr>
<tr>
<td>66th Street and Russell Avenue</td>
<td>A/B (13 sec)</td>
</tr>
<tr>
<td>66th Street and Queen Avenue</td>
<td>A/C (16 sec)</td>
</tr>
<tr>
<td>66th Street and Penn Avenue</td>
<td>C (32 sec)</td>
</tr>
<tr>
<td>65th Street and Sheridan Avenue</td>
<td>A (5 sec)</td>
</tr>
<tr>
<td>65th Street and Russell Avenue</td>
<td>A/A (5 sec)</td>
</tr>
<tr>
<td>65th Street and Queen Avenue</td>
<td>A/A (3 sec)</td>
</tr>
<tr>
<td>65th Street and Penn Avenue</td>
<td>A/A (8 sec)</td>
</tr>
</tbody>
</table>

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

(2) Indicates an unsignalized intersection with all-way stop control, where the overall level of service and delay is shown.

**Proposed Development**

The proposed development consists of a 179-unit apartment complex and is illustrated in Figure 3. The proposed apartment complex will remove seven (7) existing single-family homes. As part of the proposed development, Queen Avenue is proposed to be vacated between 66th Street and 65th 1/2 Street, while Russell Avenue is proposed to be extended to 66th Street. Access to the proposed development is planned along Russell Avenue approximately 120 feet north of 66th Street. The proposed development is expected to be constructed and open in year 2020.
Traffic Forecasts

Traffic forecasts were developed for year 2021 conditions (one year after construction) and include both general background growth within the study area and trips generated by the proposed development. To account for general background growth in the area, an annual growth rate of one-half (0.5) percent was applied to the existing peak hour traffic volumes to develop year 2021 background traffic forecasts. This growth rate is consistent with recent traffic volume trends and projected traffic volumes in the study area. Area traffic volumes were also modified to reflect travel pattern changes associated with the proposed Russell Avenue and Queen Avenue modifications. Further information regarding these roadway changes is provided later in this study.

Trips for the proposed development were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, Tenth Edition. ITE has collected driveway count data at locations with similar land uses around the nation to develop trip rates for the a.m. peak hour, p.m. peak hour, and on a daily basis. These trip rates were compared to local data in the Twin Cities for mid-rise multifamily apartments to provide an additional reference.

Results of the trip generation analysis shown in Table 3 below indicate that the proposed development is expected to generate 65 a.m. peak hour, 79 p.m. peak hour, and 974 daily trips. Trips generated by the current seven (7) residential homes located in the project area were also provided in the table below, which equates to approximately 5 a.m. peak hour, 7 p.m. peak hour, and 66 daily trips. The total change in site generated trips is approximately 60 a.m. peak hour, 72 p.m. peak hour, and 908 daily trips.

Table 3. Trip Generation Estimate

<table>
<thead>
<tr>
<th>Land Use Type (ITE Code)</th>
<th>Size</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>In</td>
</tr>
<tr>
<td>Existing Land Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Detached Housing (210)</td>
<td>7 DU</td>
<td>1</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Proposed Land Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Rise Multi-Family Housing (221)</td>
<td>179 DU</td>
<td>17</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td></td>
<td></td>
<td>+16</td>
<td>+44</td>
<td>+44</td>
</tr>
</tbody>
</table>

Trips were distributed to the study area based on the directional distribution shown in Figure 4, which was developed based on existing traffic volumes, travel patterns, and engineering judgement. The travel pattern routes for vehicles entering/exiting the proposed development were developed based on current and expected travel times. The resultant year 2021 build conditions traffic volumes are shown in Figure 5.
Figure 4

Directional Distribution
2412 West 66th Street Traffic Study
City of Richfield

November 2018
Figure 5

Year 2021 Build Conditions
2412 West 66th Street Traffic Study
City of Richfield

LEGEND
XX - A.M. Peak Hour Volume
(XX) - P.M. Peak Hour Volume
- Side-Street Stop Control
- Signalized Control
- All Way Stop Control
Year 2021 Build Condition

Intersection Capacity Analysis

To determine how the existing roadway network and proposed access locations will operate under future year 2021 build conditions, an intersection capacity analysis was completed for the a.m. and p.m. peak hours. Results of the intersection capacity analysis shown in Table 4 indicate that all study intersections are expected to operate at an overall acceptable LOS C or better under year 2021 build conditions during the a.m. and p.m. peak hours, except the 66th Street/Penn Avenue intersection which is expected to continue to operate at LOS E during the p.m. peak hour. The queueing noted under existing conditions is expected to continue under build conditions but is not expected to significantly increase as a result of the proposed development.

Table 4. Year 2021 Build Peak Hour Capacity Analysis

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Level of Service (Delay)</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>66th Street and Sheridan Avenue</td>
<td>A (3 sec)</td>
<td>A (5 sec)</td>
<td></td>
</tr>
<tr>
<td>66th Street and Russell Avenue</td>
<td>A/C (21 sec)</td>
<td>A/F (67 sec)</td>
<td></td>
</tr>
<tr>
<td>66th Street and Queen Avenue</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>66th Street and Penn Avenue</td>
<td>C (32 sec)</td>
<td>E (61 sec)</td>
<td></td>
</tr>
<tr>
<td>65th Street and Sheridan Avenue</td>
<td>A (6 sec)</td>
<td>A (5 sec)</td>
<td></td>
</tr>
<tr>
<td>65th Street and Russell Avenue</td>
<td>A/A (6 sec)</td>
<td>A/A (5 sec)</td>
<td></td>
</tr>
<tr>
<td>65th Street and Queen Avenue</td>
<td>A/A (2 sec)</td>
<td>A/A (4 sec)</td>
<td></td>
</tr>
<tr>
<td>65th Street and Penn Avenue</td>
<td>A/A (9 sec)</td>
<td>A/C (16 sec)</td>
<td></td>
</tr>
</tbody>
</table>

(1) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

(2) Indicates an unsignalized intersection with all-way stop control, where the overall level of service and delay is shown.

Note that the southbound left-turn movement at the future 66th Street/Russell Avenue intersection is expected to be challenging during the p.m. peak hour (i.e. the average southbound approach daily is expected to be over one-minute). However, the southbound approach is expected to average less than one-vehicle per minute during the p.m. peak hour. Southbound queues along Russell Avenue are not expected to extend beyond two vehicles (i.e. 50 feet) during the peak hours.

From a traffic capacity perspective, the proposed development is expected have minimal impact on traffic operations in the study area. The current traffic control and roadway capacities are expected to be able to accommodate trips generated by the proposed development. However, as discussed in the next section, traffic volumes along Russell Avenue between 65th Street and 66th Street are expected to increase from current conditions.
Neighborhood Travel Patterns

As previously mentioned, Russell Avenue currently dead-ends at 65th 1/2 Street. As part of the proposed development, Russell Avenue is planned to be extended to 66th Street, providing a direct north/south local connection between 62nd Street to the north and 70th Street to the south. Sheridan Avenue, which is a north-south roadway one block west currently ends at 65th Street and does not provide the same thru connectivity that Russell Avenue would if extended. Connecting Russell Avenue would provide a more direct route for residents along Russell Avenue (north of 65th Street) to access 66th Street.

Regardless of the proposed development, if the Russell Avenue connection between 65th Street and 66th Street was constructed, residents that are destined for Russell Avenue to the north or south of the proposed development would be expected to utilize Russell Avenue rather than current routes such as Sheridan Avenue. In addition, the proposed vacation of Queen Avenue between 66th Street and 65th 1/2 Street, the majority of existing Queen Avenue users would be expected to utilize the proposed Russell Avenue extension.

To help quantify potential area traffic volumes that result from the proposed roadway changes and development, existing and estimated year 2021 traffic volumes along Russell Avenue (north and south of 65th Street) are summarized in Table 5 for the a.m. and p.m. peak hours and on a daily basis. A range was provided for the year 2021 non-development daily traffic volumes since it is difficult to quantify the exact number of motorists that would be expected to change their route to Russell Avenue if the proposed extension was constructed. These estimates leveraged existing traffic volumes and patterns on both Sheridan Avenue and Queen Avenue, as well as other ADT volume data available for other north-south residential roadways similar to Russell Avenue along the 66th Street corridor. A typical ADT volume for a local street such as Russell Avenue is recommended to be less than 1,000 vehicles per day based on the City of Richfield’s 2040 Transportation Plan. As shown in Table 5, traffic volumes along Russell Avenue are expected to be 650 vehicles a day or less, which is well within the acceptable range.

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Existing</th>
<th>Year 2021 (Non-Development)</th>
<th>Year 2021 (Development)</th>
<th>Year 2021 Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.M. Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North of 65th Street</td>
<td>20</td>
<td>25</td>
<td>5</td>
<td>30</td>
</tr>
<tr>
<td>South of 65th Street</td>
<td>5</td>
<td>25</td>
<td>20</td>
<td>45</td>
</tr>
<tr>
<td>P.M. Peak Hour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North of 65th Street</td>
<td>55</td>
<td>60</td>
<td>5</td>
<td>65</td>
</tr>
<tr>
<td>South of 65th Street</td>
<td>5</td>
<td>45</td>
<td>35</td>
<td>80</td>
</tr>
<tr>
<td>Daily</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North of 65th Street</td>
<td>400</td>
<td>450 to 500</td>
<td>50</td>
<td>500 to 550</td>
</tr>
<tr>
<td>South of 65th Street</td>
<td>30</td>
<td>200 to 350</td>
<td>305</td>
<td>500 to 650</td>
</tr>
</tbody>
</table>
It should be noted that if Russell Avenue is extended to 66th Street, there is the potential for motorists to use Russell Avenue as a cut-through route to avoid the eastbound left- or southbound right-turn movements at the 66th Street/Penn Avenue intersection. While not observed or quantified under existing conditions, based on the number of households along and/or near Queen Avenue, approximately 25 to 50 daily vehicles are estimated to currently use Queen Avenue that do not live on Queen Avenue or 65th 1/2 Street. Vehicles that currently use Queen Avenue to cut-through are likely to use Russell Avenue in the future. However, the amount of cut-through traffic is relatively low and not expected to have a noticeable impact to area roadway capacity.

Site and Access Review

A review of the proposed development site plan was completed to identify any issues and recommend potential improvements with regard to site distance, traffic control, and circulation. On-street parking will be restricted on the east side of Russell Avenue generally between 66th Street and 65th 1/2 Street. Special consideration should also be made to limit any sight distance impacts from future landscaping and signing. No other traffic control or circulation issues are expected.

Bus stops for Metro Transit Route 4, which provides access to New Brighton, Downtown Minneapolis, South Minneapolis, and the Southtown Shopping Center, is located less than a quarter mile away from the proposed development at the Penn Avenue/65th Street intersection. Bus stops for Route 515, which provides access to Southtown Shopping Center, Veterans Medical Center and Mall of America, is provided less than one-tenth a mile away from the proposed development at the 66th Street/Sheridan Avenue intersection. Sidewalk is currently provided along both sides of 66th Street, both sides of Penn Avenue, and the north side of 65th Street. Currently no sidewalk is provided along Russell Avenue, although the proposed development plans to construct sidewalk on the east side of Russell Avenue between 66th Street and 65th 1/2 Street.

Trip Generation Comparison

An additional trip generation analysis was conducted to compare the magnitude of driveway trips generated by an apartment complex to other common land uses. This analysis does not account for new trips to the study area, rather, this reviews the estimated trips for the other land uses during the a.m. and p.m. peak hour and on a daily basis. The land use comparisons included a “pharmacy” land use with a similar size to the CVS Pharmacy located in the northwest quadrant of the 66th Street/Penn Avenue intersection and a “fast-food restaurant with a drive-thru.” Trips were once again estimated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, Tenth Edition*. As shown in Table 6, the proposed development is expected to generate fewer peak hour and daily trips than other common land uses.
Table 6. Trip Generation Estimate

<table>
<thead>
<tr>
<th>Land Use Type (ITE Code)</th>
<th>Size</th>
<th>A.M. Peak Hour</th>
<th>P.M. Peak Hour</th>
<th>Daily Trips</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>In</td>
</tr>
<tr>
<td>Proposed Apartment (221)</td>
<td>179 DU</td>
<td>17</td>
<td>48</td>
<td>48</td>
</tr>
<tr>
<td>Pharmacy w/ Drive Thru (881)</td>
<td>14,000 SF</td>
<td>28</td>
<td>25</td>
<td>72</td>
</tr>
<tr>
<td>Fast Food w/ Drive Thru (934)</td>
<td>4,500 SF</td>
<td>92</td>
<td>89</td>
<td>76</td>
</tr>
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</table>

Summary and Conclusions

Based on the analysis completed, the following conclusions and recommendations are offered for consideration:

1. Results of the existing capacity analysis indicate that all study intersections currently operate at an acceptable overall LOS C or better during the a.m. and p.m. peak hours, except the 66th Street/Penn Avenue intersection which operates at LOS E during the p.m. peak hour.

2. The proposed development consists of a 179-unit apartment complex.
   a. Queen Avenue is proposed to be vacated between 66th Street and 65th 1/2 Street, while Russell Avenue is proposed to be extended to 66th Street. Access to the proposed development is planned along Russell Avenue.

3. Results of the trip generation analysis indicate that the proposed development is expected to generate 65 a.m. peak hour, 79 p.m. peak hour, and 974 daily trips.

4. Results of the year 2021 build intersection capacity analysis indicate that all study intersections are expected to operate at an overall acceptable LOS C or better during the a.m. and p.m. peak hours, except the 66th Street/Penn Avenue intersection which is expected to continue to operate at LOS E during the p.m. peak hour.
   a. The southbound left-turn movement at the future 66th Street/Russell Avenue intersection is expected to be challenging during the p.m. peak hour. However, the southbound approach is expected to average less than one-vehicle per minute during the p.m. peak hour and queues along Russell Avenue are not expected to extend beyond two vehicles during the peak hours.
   b. From a traffic capacity perspective, the proposed development is expected have minimal impact on traffic operations in the study area.

5. To help quantify potential area traffic volumes that result from the proposed roadway changes and development, existing and estimated year 2021 traffic volumes along Russell Avenue (north and south of 65th Street) were developed for the a.m. and p.m. peak hours and on a daily basis.
   a. A typical ADT volume for a local street such as Russell Avenue is recommended to be less than 1,000 vehicles per day based on the City of Richfield’s 2040 Transportation Plan. Since traffic volumes along Russell Avenue are expected to be 650 vehicles a day or less, the project traffic volumes are within the acceptable range.
ITEM FOR COMMISSION CONSIDERATION:
Consider the attached resolution finding that the acquisition of 6701 17th Avenue South by the Housing and Redevelopment Authority in order to eliminate 145 feet of roadway and create additional greenspace is consistent with the Richfield Comprehensive Plan.

EXECUTIVE SUMMARY:
The property at 6701 17th Avenue South is located on the corner of 17th Avenue and a remaining half-block of 67th Street. This home is the only property served by this 145-foot stretch of road and the Housing and Redevelopment Authority (HRA) has made a contingent offer to purchase the home.

Acquisition of this home would allow the City to construct a new garage with access via 17th Avenue and then to vacate and remove this section of 67th Street. The removal of this road remnant would eliminate ongoing maintenance that benefits only one home and instead create an opportunity for additional landscaping between the Chamberlain project pool area and the adjacent home. Once this work is completed, the home could be rented and held for future redevelopment or re-sold.

The removal of this remnant of 67th Street is in line with a number of policies identified in the Comprehensive Plan. Additional greenspace would enhance the transition/buffer between the higher intensity outdoor use and the single-family home; it would provide additional landscaping to help dampen airport noise that could travel between the Chamberlain buildings; and it would eliminate unnecessary impervious surface. The purchase of this home will allow the removal of a roadway that benefits only one property in favor of landscaping that would benefit the neighborhood as a whole.

State Statute requires that whenever a 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.

RECOMMENDED ACTION:
By Motion: Approve the attached resolution finding that the acquisition of 6701 17th Avenue South by the Housing and Redevelopment Authority to allow removal of the adjacent 67th Street right-of-way and replacement with landscaping is consistent with the Richfield Comprehensive Plan.

BASIS OF RECOMMENDATION:
A. HISTORICAL CONTEXT
The eastern half of 67th Street between 17th Avenue and Richfield Parkway was removed in 2007 when surrounding homes were purchased and removed in response to airport expansion.
B. **POLICIES (resolutions, ordinances, regulations, statutes, etc):**
   - Chapter 462 of the Minnesota State Statutes requires that the Planning Commission review the purchase of this property for consistency with the City's Comprehensive Plan.

C. **CRITICAL TIMING ISSUES:**
   - A contingent purchase offer has been made to the homeowner. The Planning Commission must consider this item before the HRA can move forward.

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

E. **LEGAL CONSIDERATION:**
   - See Policies

**ALTERNATIVE RECOMMENDATION(S):**
None

**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>Survey</td>
<td>Exhibit</td>
</tr>
</tbody>
</table>
RESOLUTION NO.

RESOLUTION OF THE RICHFIELD PLANNING COMMISSION FINDING THAT THE ACQUISITION OF REAL PROPERTY LOCATED AT 6701 17TH AVENUE SOUTH TO ALLOW THE REMOVAL OF THE ADJACENT 67TH STREET RIGHT-OF-WAY AND REPLACEMENT WITH LANDSCAPING IS CONSISTENT WITH THE COMPREHENSIVE PLAN

WHEREAS, the Planning Commission has reviewed the Comprehensive Plan regarding the acquisition of real property located at 6701 17th Avenue and legally described as follows:

6701 17th Avenue South

Legal: Lot 16, Block 3, Wexler’s Addition, Hennepin County, Minnesota.

WHEREAS, the Planning Commission has found that the acquisition of the property in order to remove adjacent roadway that serves a single home and replace it with landscaping that would benefit the neighborhood 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 26th day of November, 2018, by the Planning Commission of the City of Richfield, Minnesota.

___________________________________
Chairperson, Richfield Planning Commission

ATTEST:

_________________________________
Secretary, Richfield Planning Commission