



**CITY COUNCIL/HRA/PC MEETING WORK SESSION
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM
AUGUST 8, 2023
5:30 PM**

Call to order

1. Discuss a proposal to develop a multi-purpose velodrome facility on the Housing and Redevelopment Authority parcels at 1600 and 1710 - 78th Street East along with the privately owned property at 1620 - 78th Street East.
2. Discuss a proposal to amend the Lyndale Gardens Planned Unit Development, Conditional Use Permit, and Final Development Plan to replace the planned commercial space with a multi-family residential use and a small restaurant space.

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 612-861-9739.



STAFF REPORT NO. 28

WORK SESSION

8/8/2023

REPORT PREPARED BY: Jan Youngquist, Economic Development Manager

DEPARTMENT DIRECTOR REVIEW: Melissa Poehlman, Community Development Director
7/31/2023

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
8/2/2023

ITEM FOR WORK SESSION:

Discuss a proposal to develop a multi-purpose velodrome facility on the Housing and Redevelopment Authority parcels at 1600 and 1710 - 78th Street East along with the privately owned property at 1620 - 78th Street East.

EXECUTIVE SUMMARY:

The Minnesota Cycling Center (MNCC) has expressed interest in developing a multi-purpose velodrome facility on properties located at 78th Street East that are owned by the Housing and Redevelopment Authority (HRA) and the Mathwig Trust.

The property at 1710 - 78th Street East was purchased by the City in 2000 for the construction of the 77th Street underpass. In December 2021, the HRA accepted the generous donation of the property at 1600 - 78th Street East by the Mathwig Trust (Trust). The Trust continues to own the property between these two lots, 1620 - 78th Street East, and has indicated a desire to work collaboratively with the City and HRA to holistically redevelop the area.

In 2022, the City and HRA undertook a visioning process for the three properties and a marketing brochure was prepared. Using this document as a guide, the HRA prepared and publicized a Request for Interest (RFI) in January 2023 with the hope of attracting a private partner with whom to redevelop the land.

The goals for redevelopment outlined in the RFI include:

- Create a unique and interesting destination
- Create a walkable and bikeable environment
- Ensure the utilization of the land provides a regional and local benefit
- Establish a brand that is distinctive to Richfield
- Ensure development is compatible with adjacent uses and the surrounding neighborhood
- Incorporate public spaces that are welcoming
- Recognize private contributions and partnerships

The RFI led to several conversations with prospective developers, and in June MNCC contacted the HRA to discuss a proposal to develop a velodrome on the properties. The proposed concept includes a multi-purpose facility with a 200-meter cycling track; a flexible infield that could include basketball, volleyball, and pickleball courts; concert and event space; meetings rooms; and retail space. MNCC has proposed various options,

including a temporary outdoor wood track for cycling, an indoor facility with an inflatable dome, and a permanent enclosed building. For a glimpse of track cycling on a velodrome, click on this link to watch a video.

Considerations to discuss:

- Is the velodrome proposal consistent with the goals identified in the visioning process and the RFI?
- Would the HRA consider selling its properties for development of a velodrome?
- Would the HRA consider partnering financially to assist the development?
- Would policy makers support either a velodrome with an inflatable dome or an enclosed permanent structure?
- Should staff continue discussions with MNCC and the Trust to pursue the development of a velodrome facility?

DIRECTION NEEDED:

Provide feedback on whether staff should continue discussions with MNCC and the Trust to pursue the development of a velodrome facility on the properties at 1600, 1620 and 1710 - 78th Street East.

BACKGROUND INFORMATION:

A. HISTORICAL CONTEXT

- The property at 1710 - 78th Street East was purchased by the City in 2000 for the construction of the 77th Street underpass.
- In December 2021, the HRA accepted the generous donation of the property at 1600 - 78th Street East by the Trust.
- In 2022, the City and HRA undertook a visioning process for the properties, including the property owned by the Trust, and a marketing brochure was prepared.
- A RFI was published in January 2023 with the hope of attracting a private party with whom to partner on redevelopment. The HRA did not receive any Applications of Interest.
- At a work session in March 2023, the HRA indicated that it was not interested in purchasing the Trust's property, but would like to continue to work with the Trust in redevelopment of the site and explore possible solutions around the carrying costs for the Trust's now-vacant site.
- MNCC contacted HRA staff in June 2023 to express interest in the property for development of a multi-purpose velodrome facility.

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

- The Comprehensive Plan guides the properties for Regional Commercial development, which is defined as "uses located along regional corridors that provide visibility and accessibility" (including Highway 77 and Interstate 494). "These commercial land uses are larger in scale and attract users throughout the Twin Cities metropolitan area... Regional Commercial development is generally expected to exceed 150,000 square feet."
- The properties are zoned Mixed Use-Regional, which supports destination oriented commercial and office uses at a high density/intensity of development.
- The vision brochure includes goals for redevelopment of the site, which are described in the Executive Summary section of this report.

C. CRITICAL TIMING ISSUES:

- The Trust generously offered to partner with the City in the coordinated marketing and redevelopment of these three sites. The Trust has significant carrying costs related to its now-vacant site and is looking for ways to eliminate or minimize these costs.
- MNCC is planning to seek state bonding dollars in 2024 for development of the velodrome. Members of the Minnesota House Capital Investment Committee typically tour the state in the fall to visit sites and projects that are proposed in the following year's bonding bill. The bonding tour for the Twin Cities region will take place November 14-16. Having site control or support for the project from the HRA and the Trust will make the MNCC's bonding request more competitive.

D. FINANCIAL IMPACT:

To be determined.

E. LEGAL CONSIDERATION:

None at this time.

ALTERNATIVE(S):

- Direct staff to continue discussions with MNCC and the Trust regarding the development of a velodrome facility.
- Opt to not pursue development of a velodrome facility on the subject properties.

PRINCIPAL PARTIES EXPECTED AT MEETING:

Jason Lardy, President of the Minnesota Cycling Center (MNCC); Michael Bjornberg and other members of the MNCC Board of Directors; Tim Pabst, representing the Mathwig Trust; Karl Huemiller, City of Richfield Recreation Programming Manager

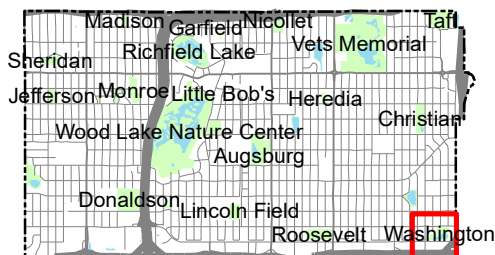
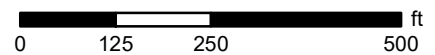
ATTACHMENTS:

Description	Type
☐ Location and Comprehensive Plan Map	Backup Material
☐ Vision Brochure	Backup Material
☐ MN Cycling Center Project Narrative	Backup Material
☐ MN Cycling Center Presentation	Backup Material



HRA and Mathwig Trust Properties

2040 Comprehensive Plan Designations



2040 Planned Land Use

- Mixed Use
- Regional Commercial
- Medium Density Residential
- Low Density Residential
- Park
- Right-of-Way (ROW)





I-494 Mixed Use Redevelopment Opportunity



JULY 2022

Richfield's Next Destination

The City of Richfield is looking for **interested developers to create a unique destination** for the northwest corner of I-494 and Highway 77 (Cedar Avenue). The preferred developer will work collaboratively with the City of Richfield, Housing & Redevelopment Authority (HRA), and a private property owner to accomplish an implementable development plan **that achieves the following goals:**

- 

Create a unique & interesting destination.
- 

Create a walkable & bikeable environment.
- 

Ensure the utilization of the land provides a regional & local benefit.
- 

Establish a brand that is distinctive to Richfield.
- 

Ensure development is compatible with adjacent uses & the surrounding neighborhood.
- 

Incorporate public spaces that are welcoming.
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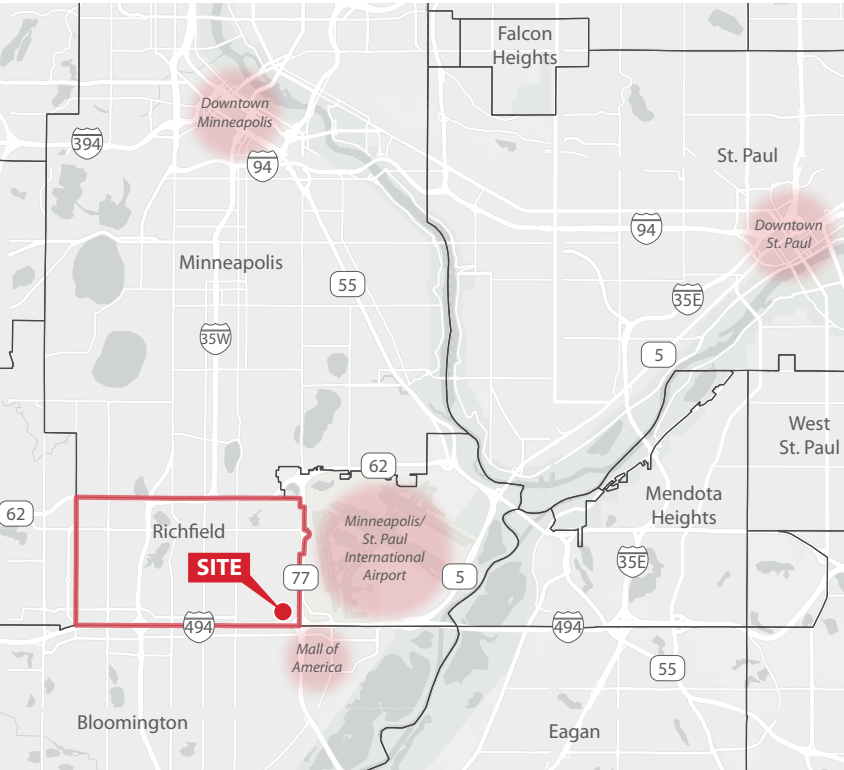
Recognize private contributions & partnerships.

SITE DESCRIPTION

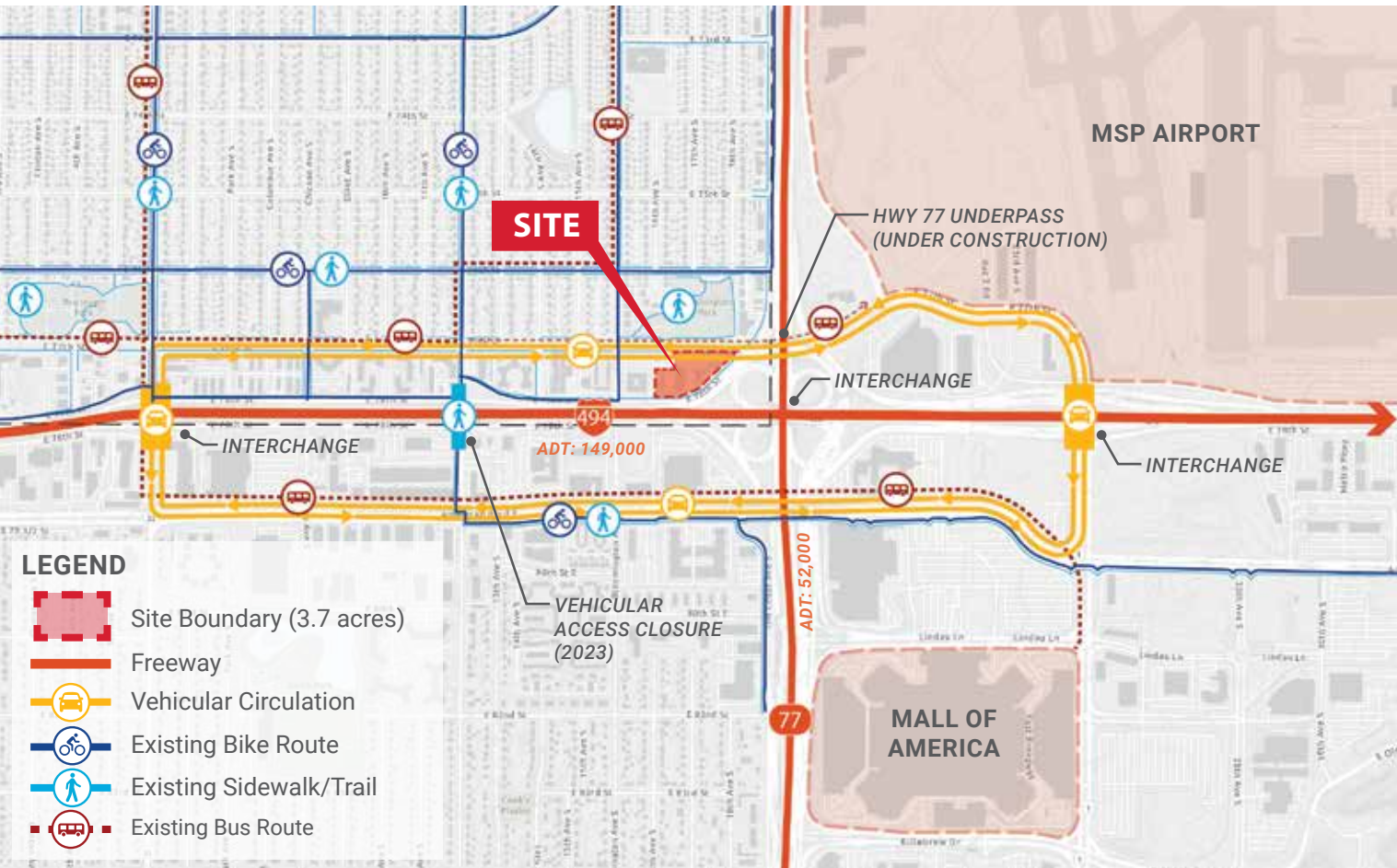
The parcels include 1600, 1620, and 1710 - 78th Street East. Combined, these parcels create one of the last remaining redevelopment sites (3.7 acres) along the I-494 corridor guided for mixed-use. The site is in close proximity to the Minneapolis-Saint Paul International Airport and Mall of America, and is highly visible from the interstate system. These attributes contribute to the site's potential for becoming a regional destination.

SITE HISTORY

The property at 1710 - 77th Street East was purchased by the City in 2000 for the construction of the 77th Street underpass. In December 2021, the Housing & Redevelopment Authority (HRA) accepted the generous donation of the property at 1600 - 78th Street East by the Jerry Mathwig Trust. The Mathwig Trust continues to own the property between these two lots, 1620 - 78th Street East, and has indicated a desire to work collaboratively with the City and HRA to holistically redevelop the area.



SITE REGIONAL CONTEXT MAP



SITE & SURROUNDING CONTEXT

PREFERRED LAND USE TYPES

The parcels are guided by the City's Comprehensive Plan for "Regional Commercial," which supports retail, entertainment, lodging facilities, meeting facilities, and limited office. The Regional Commercial designation supports high density development patterns and greater building heights that do not conflict with airport zoning regulations (maximum building height is 80 feet). The parcels are zoned for "MU-R Mixed Use-Regional," which also supports a mix of commercial and retail uses.

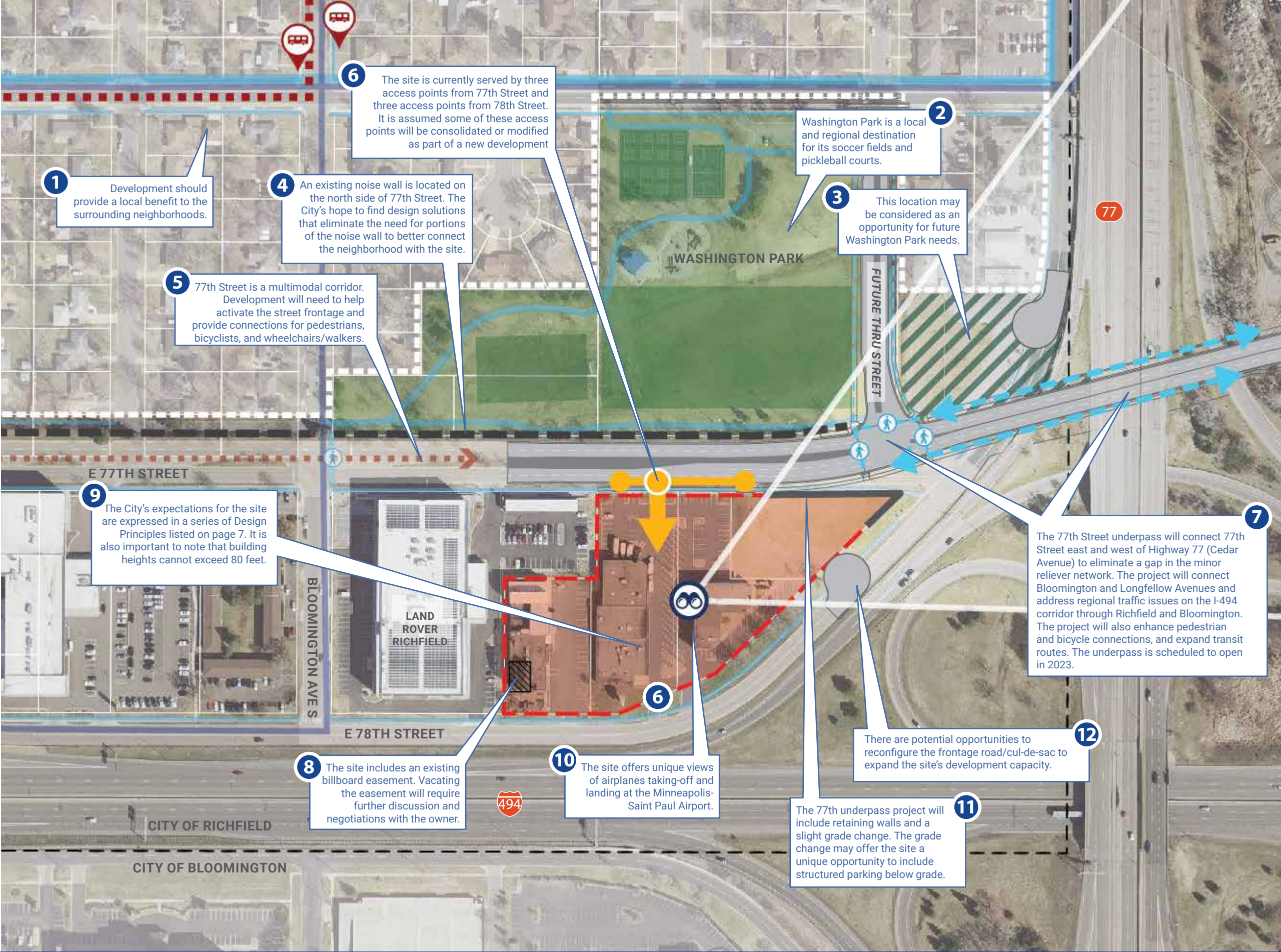
The City is willing to consider changes to these designations to better align with a proposed development's land uses, if it helps achieve our goals for the site.



PREFERRED LAND USE TYPES FOR THE SITE MAY INCLUDE:

- » Hotels + Public Meeting Space
- » Food and Dining
- » Breweries and Distilleries
- » Game and Entertainment Centers
- » Food Halls or Markets
- » Event Space
- » Athletic Facilities
- » Business Incubators or Makers Space
- » Vertical Farms
- » Educational Institutions
- » Medical Uses

Site Opportunities & Constraints



- LEGEND**
- Site Boundary (3.7 acres)
 - Existing 77th St. Noise Wall
 - Existing Bike Route
 - Existing Sidewalk/Trail
 - Existing + Future Pedestrian Crossing
 - Future Sidewalk/Trail
 - Future Pedestrian Underpass
 - Existing Bus Route
 - Existing Bus Stop
 - Future Bus Route Extension



Development Principles

The City of Richfield and its partners have established a list of development principles for guiding and evaluating future development proposals. The principles embody the group's general desires and intentions for the reuse of the site.

- 1 **Gateway:** Create a "gateway" into the community that is visible from I-494 and Cedar Avenue.
- 2 **Public Space:** Provide and maintain a publicly accessible space, which may include a plaza, courtyard, or community room.
- 3 **Site Intensity:** Maximize the site's capacity to achieve greater lot coverage and densities, while providing ample space for landscaping treatments and public spaces.
- 4 **Building Transition:** Require site design and building architectural characteristics that provide appropriate transition between residential neighborhoods and Washington Park.
- 5 **Building Height:** Maximum height of 8 stories. Building heights cannot exceed 80ft (airport zone).
- 6 **Building Frontage:** Locate commercial and retail space on the ground floor and provide direct access from street frontages and open spaces.
- 7 **Building Orientation:** Require site design and building orientation to avoid linear patterns (e.g., strip commercial development) that can negatively impact the community's identity.
- 8 **Connectivity:** Increase the site's connectivity to Washington Park and neighborhoods by incorporating pedestrian, wheelchair/walker, and bicycle connections.
- 9 **Views:** Explore rooftop views that offer a unique experience for patrons to view airplanes taking-off and landing at the Minneapolis-Saint Paul Airport.
- 10 **Sustainable Development:** Use sustainable design practices and new technology in developments that will help create a healthy, sustainable, vibrant neighborhood, and contribute to the park environment.
- 11 **Job Creation:** Provide jobs that offer livable wages for its employees.
- 12 **Structured Parking:** Integrate structured parking in subtle and non-intrusive ways that complement the site's aesthetics and character
- 13 **Quantity of Parking:** Minimize parking needs by leveraging the site's location along multimodal corridors to reduce the use of the automobile, while limiting neighborhood impacts.



Contact Information



Development inquiries should be directed to:

Melissa Poehlman
Community Development Director
City of Richfield

Phone: 612.861.9766
Email: MPoehlman@richfieldmn.gov



MN Cycling Center

**A world-class cycling and community fitness hub
in the heart of Richfield - the Urban Hometown**



Our Mission and Vision

Build and operate a velodrome in MN that serves to engage, inspire, and challenge current and future cyclists.

Build interest in and deliver excellent velodrome racing and training. Utilize the physics of cycling to engage and educate youth with real world science programming.

Bringing track cycling back to MN

For 30 years, the world-renowned NSC Velodrome in Blaine hosted thousands of riders and fans over its 30 year lifespan. Hundreds of world and national champions raced – and punched their tickets to the Olympics in Blaine. Hundreds of MN youth learned to ride – and became champions. Through countless volunteer hours we surpassed the Velodrome's expected 20-year lifespan by 50%, but in 2020, MN weather finally caught up with this outdoor wood structure. We strive to return Minnesota to the top of the cycling world. Despite the popularity of the sport, only 3 indoor velodromes exist in the United States. The MN Cycling Center – and Richfield - can take the lead in this exciting sport.

Velodrome racing – the history and future of cycling

More Olympic cycling medals are awarded to track cyclists than in all other cycling disciplines combined. Some of the earliest bicycle races were held on velodromes, including many of the first races in the US in the 1890s, many right here in MN. The track cycling discipline thrives today with amateur and professional race circuits taking place year-round throughout the world.

Track cycling builds skills for all riders, whether they are world class athletes or casual riders. Velodromes have no vehicle traffic to avoid. Track bikes are simple – yet cutting edge. They can be affordable and create an easy way for riders to develop their cycling skills. Races are short, fast and thrilling. The velodrome allows spectators to enjoy a full evening of bike racing right from the edge of their seats!



Get a glimpse of the thrills of track cycling: <https://www.youtube.com/watch?v=44ITJ2c-Ql0>



Multi-purpose cycling, fitness and community activity center

We hope to build a regional destination for world-class cycling and entertainment events that can host community residents for a range of activities, including pickleball, basketball, volleyball, futsal and more. Our local cycling programming will include youth development programs, training and racing for local athletes drawing hundreds of riders each week. The facility can also offer indoor walking opportunities for seniors, a unique concert and event space and rooms for community meetings and conferences. Potential retail spaces could include a café/restaurant, bike shop and a “pro shop” for other sport participants.



Our commitment to diversity

Diversifying and expanding the community of cyclists stands at the core of our vision for the MN Cycling Center. Our facility and programming will place significant emphasis on including non-traditional cyclists, especially people in underserved communities. The NSC Velodrome was a national model as home to the largest field of FTW racers in the US.

ABC's – The Science of Cycling

The MN Cycling Center believes in the power of bicycles to reach youth and connect the unique physics of bicycles to the STEM concepts that are vital knowledge for tomorrow's workforce. For the past 5 years, we have partnered with Minneapolis Public Schools to provide after-school cycling-centric STEM programs to elementary school students.

Our ABCs – the Science of Cycling curriculum teaches students how to ride confidently, ride safely in groups, and maintain and repair their bikes. While we teach these basic bike skills, we conduct STEM experiments that build on those cycling fundamentals. We pair lessons on flat tire repair with discoveries based on the physics of air pressure, and much more. The love for the bike connects the dots with the science in a way that engages and lasts. With the proposed location, students from Centennial Elementary and Richfield STEM/RDLS will be able to reach this programming in less than 10 minutes on the City's safe bike infrastructure.

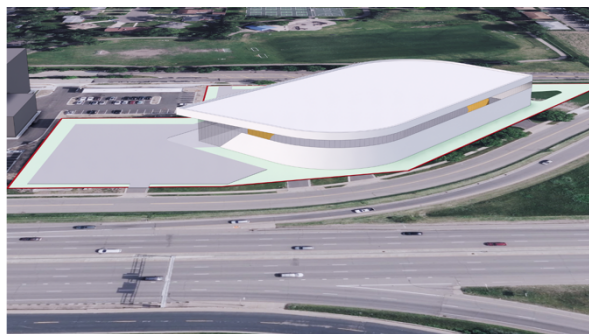
Expanding cycling options in the Urban Hometown

There's no better place for the MN Cycling Center than Richfield. The City's commitment to cycling shows clearly through its designation as a Silver-level Bicycle Friendly Community, its extensive network of on and off-street cycling routes, its regional trail connections, and its commitment to providing Safe Routes to School.

The City's central location – and the proximity of the proposed site, in particular – make Richfield ideal for a regional amenity. The space provides unique accessibility and visibility for millions of Twin Citians and worldwide visitors each year. A few of the highlights of the space:

- Direct connection to the 76th St bike route and Nine Mile Regional Trail
- Easy, quick access to MSP airport for out-of-town racers and guests
- Easy access to the entire Twin Cities via 494 and Cedar Ave
- Safe, quick access for Richfield's elementary school students
- Proximity to the region's other regional draws like the Mall of America
- High visibility for sponsor signage
- Location within a Qualified Census Tract – offering easy access to programming for those neighbors

Let's ride together



The MN Cycling Center offers a unique regional destination and a wide range of new programming for the residents of Richfield. The proposed site near Washington Park is a great fit for our proposed facility. A partnership between Richfield and the MN Cycling Center will draw thousands of visitors to the City every year.

Our partnership objectives include:

- Support for site control
- Support for pursuit of legislative and other sources of funding
- Programming connections with Richfield Parks and Recreation

Learn more at <https://mncyclingcenter.org>



The thrills of track cycling



Minnesota Cycling Center goals

Mission

Build and operate a velodrome that serves to engage, inspire, and challenge current and future cyclists.

Vision

Build interest in and deliver excellent velodrome racing and training. Utilize the physics of cycling to engage and educate youth with real world science programming.

Bringing track cycling back to MN

- 2020: NSC Velodrome demolished
- 30 years: 000s of riders and fans
- World + national champions raced
- 3X world champ + Olympic medalist
- Dozens of MN national champs
- Hundreds of MN youth trained



"I hope that the next generation of Minnesota kids can experience that same community in a new velodrome. Please join me in supporting the MN Cycling Center."

- Peter Moore,
St. Paul National Champ

ABCs – The Science of Cycling

- Basic bike skills
 - Riding confidently
 - Riding in a group
 - Safe street travel
- Bike maintenance
 - ABCs
 - Tire repair
 - Brake maintenance
 - Drive train care and feeding
- STEM
 - Air pressure
 - Friction
 - Energy creation and work
 - Levers and pulleys
 - Aerodynamics
 - Bike design and engineering

5 years of Cycling and STEM



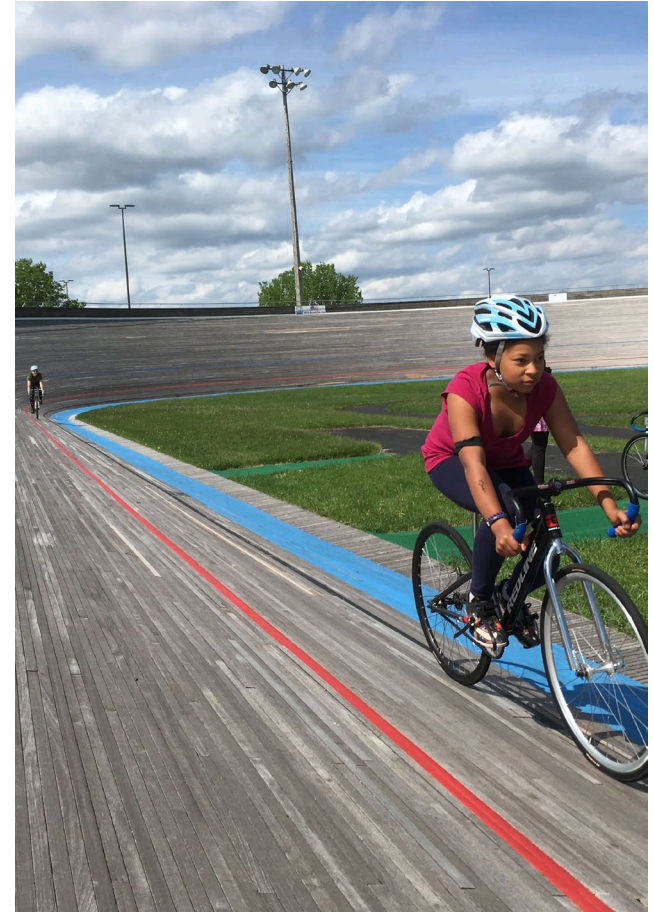
Fixed Action – Track Cycling Training

- Track cycling skills
 - Fixed Gear bike basics
 - Riding in a group
 - Velodrome basics
- Racing training
 - Race basics
 - Tactics
 - Winning skills



Why here?

- 2nd most US bike commuter trips
- Most US trail miles per capita
- 4000+ MN high school racers
- Need for STEM programs

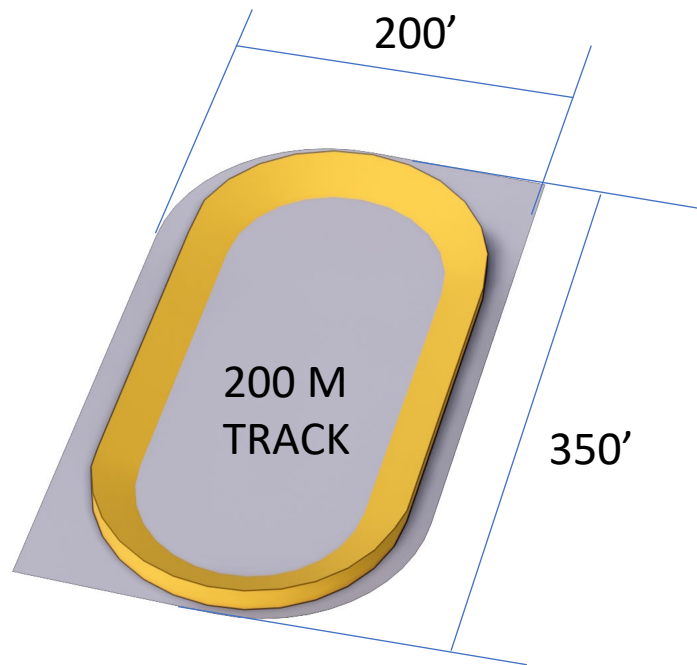


The facility vision

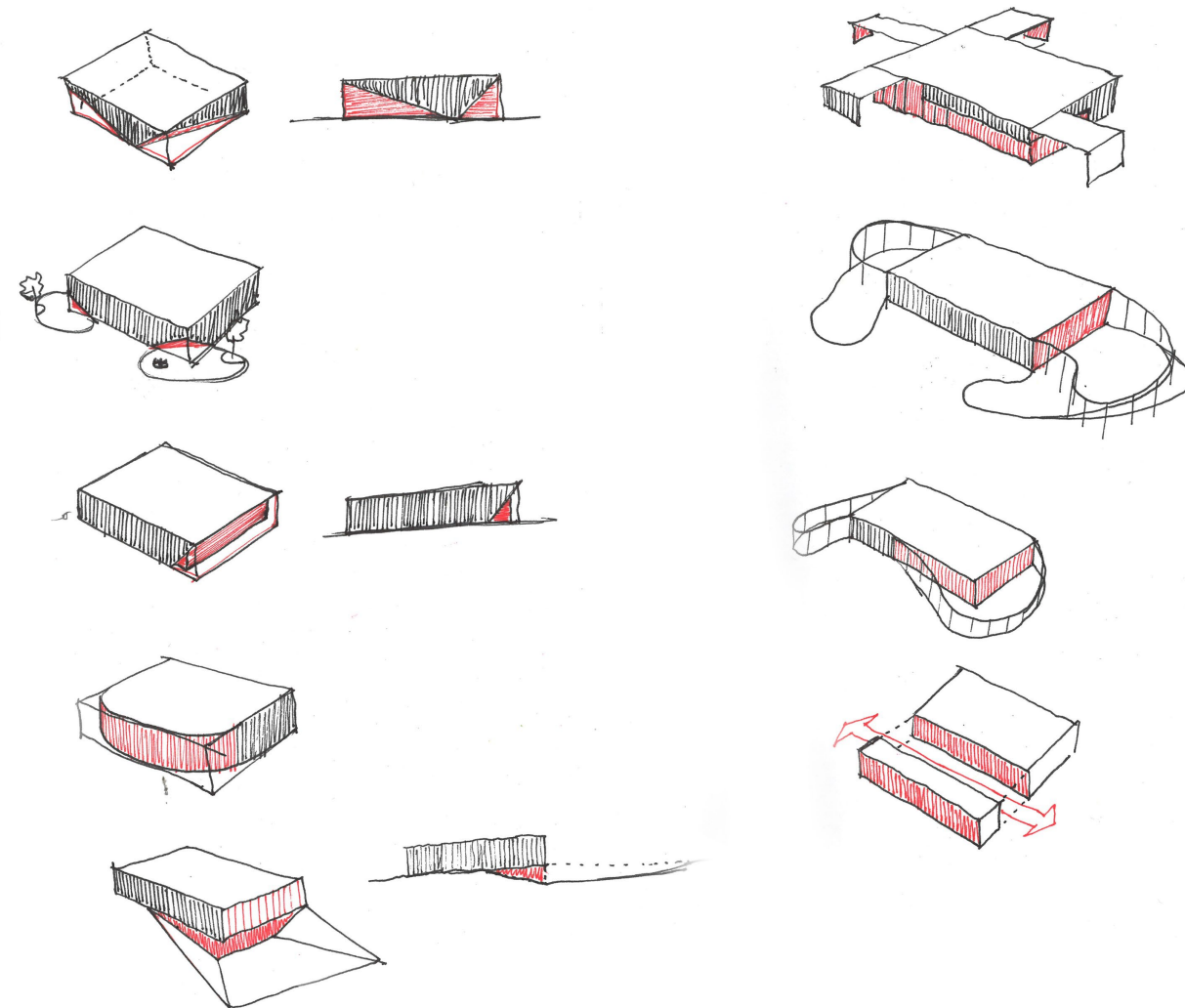


- Multipurpose
- Community-driven
- 200m track
- Flexible infield
 - 3 BB courts
 - 4 VB courts
 - 4-6 pickleball courts
 - Concert options
- Program space
- Retail

The basic elements



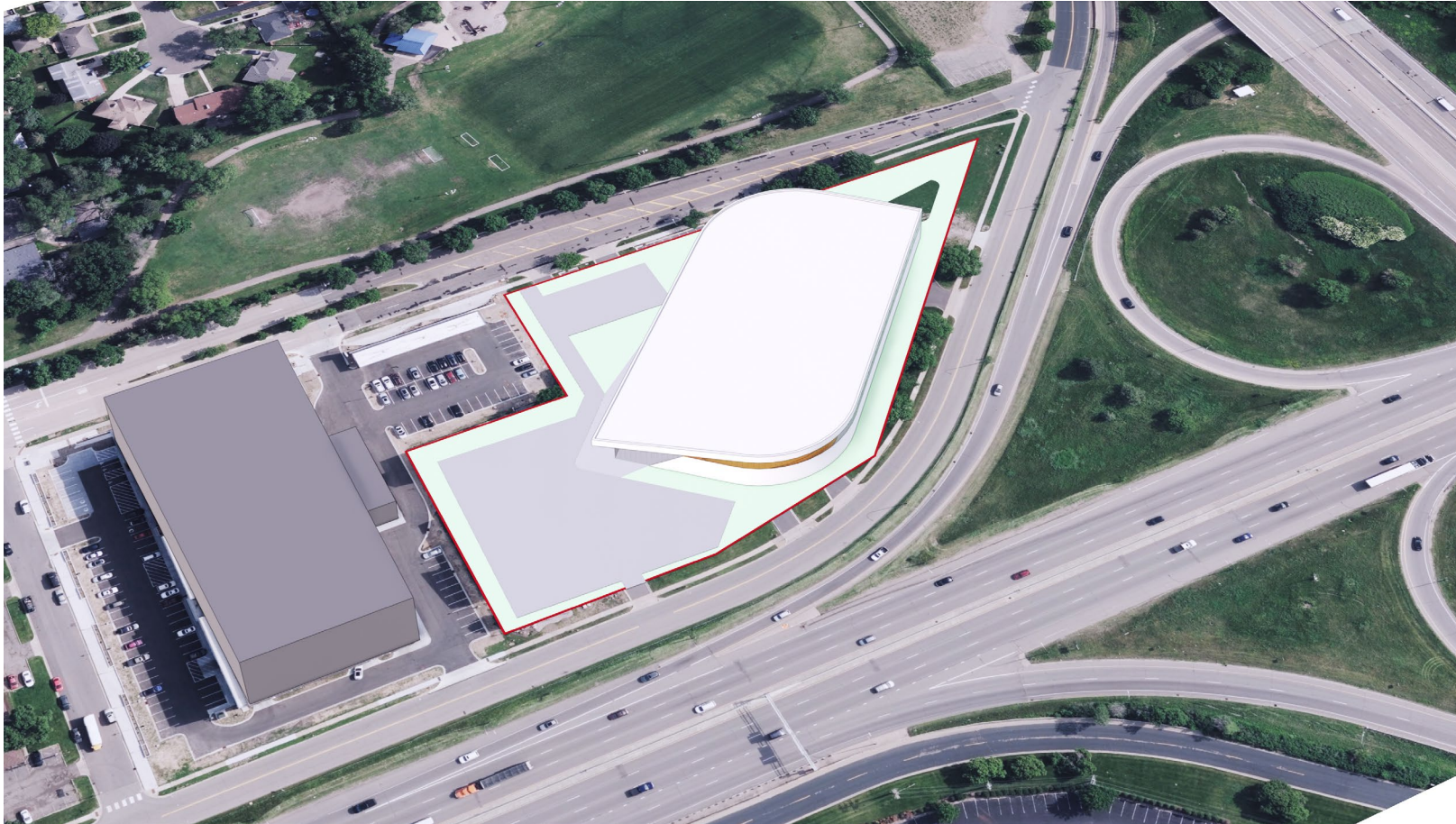
Concept sketches



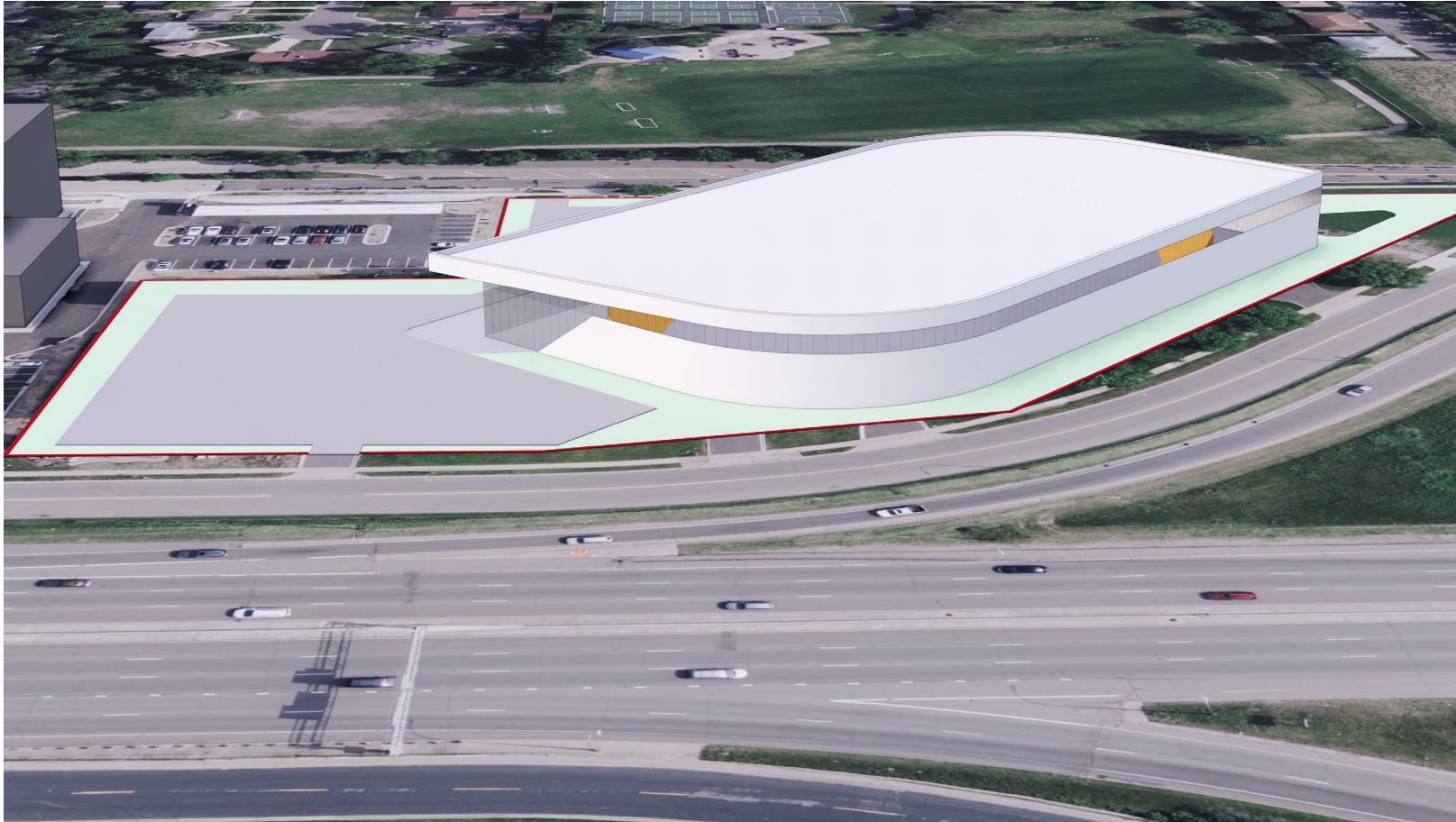
Initial placement concept



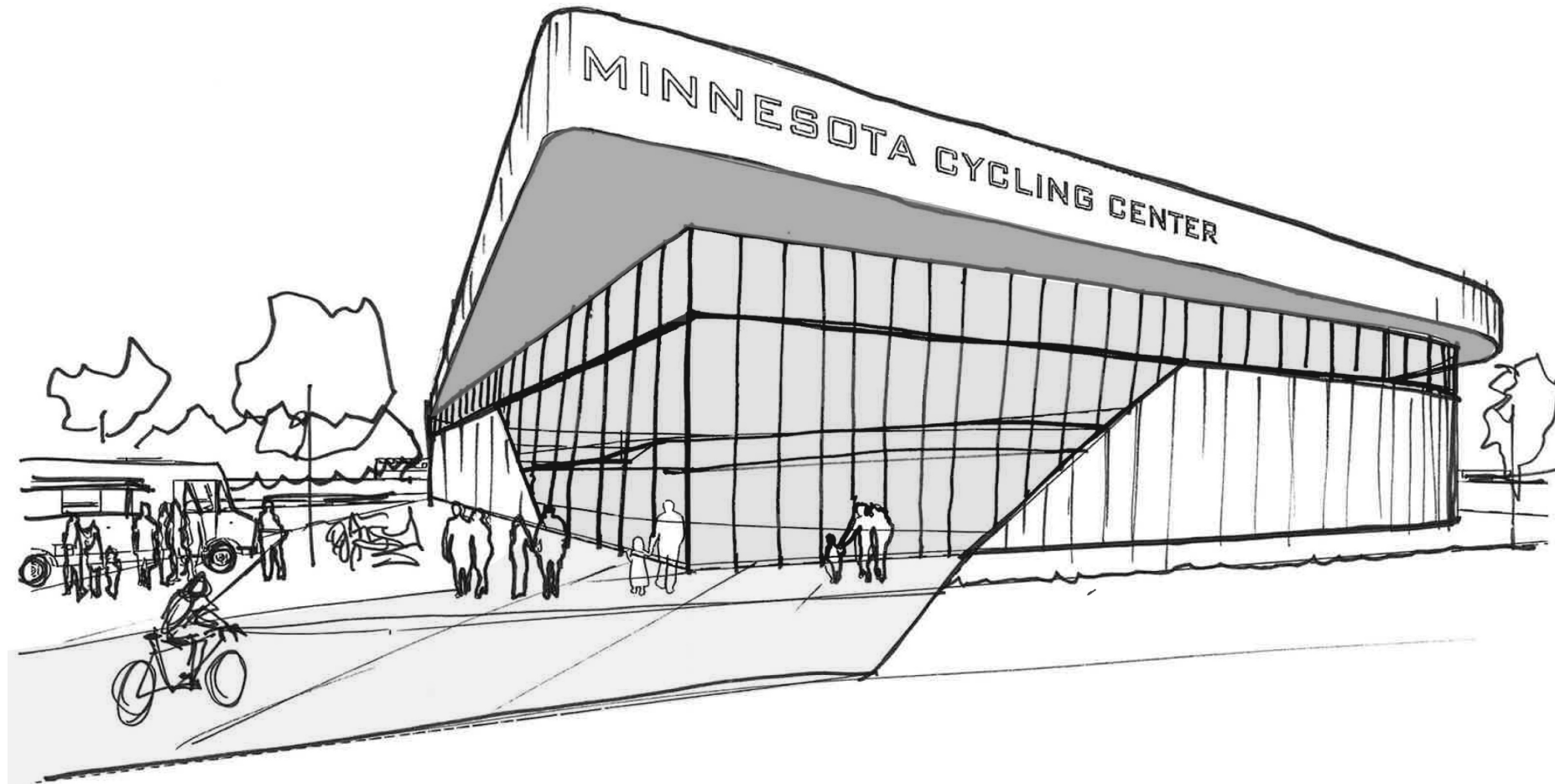
Overhead with parking



A Richfield showpiece



Welcoming guests



Dome concept placement



A possible roadmap

1. Temporary outdoor wood track – re-kindle the community
2. Permanent indoor facility – launch the community destination

Partnership objectives

- Space allocation – 2.5 – 3 acres for initial outdoor options
- Programming expansion – community center connections
- Site designation for permanent indoor facility
- Legislative support



**STAFF REPORT NO. 29****WORK SESSION****8/8/2023**

REPORT PREPARED BY: Jan Youngquist, Economic Development Manager

DEPARTMENT DIRECTOR REVIEW: Melissa Poehlman, Community Development Director
7/31/2023

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
8/2/2023**ITEM FOR WORK SESSION:**

Discuss a proposal to amend the Lyndale Gardens Planned Unit Development, Conditional Use Permit, and Final Development Plan to replace the planned commercial space with a multi-family residential use and a small restaurant space.

EXECUTIVE SUMMARY:

Abdo Markethouse (Developer) is under contract to purchase the property located at the southwest corner of the intersection of 64th Street West and Lyndale Avenue South (Lot 3, Block 1, Lyndale Gardens 2nd Addition) and is proposing to develop multifamily housing and a small restaurant on the site. The property is bounded by the Henley Apartments to the north, Lyndale Avenue to the east, Lakewinds Food Co-op to the south and the Amphitheater at Lyndale Gardens to the west.

The subject property is located in what is known as the Lakes at Lyndale area. Since the late 1990s, the City has identified this area for reinvestment and/or redevelopment. The Comprehensive Plan guides this area as Mixed Use, with the intent of creating a vibrant, thriving city center that will serve as Richfield's downtown. The Comprehensive Plan states that the city center is to include a mix of residential, shopping, recreational, and business uses.

The subject property is the last remaining development parcel of the former Lyndale Garden Center site, which is zoned Planned Mixed Use. Approval of that zoning as part of the Lyndale Gardens Planned Unit Development (PUD) occurred in 2013. An active commercial use component for the subject property is part of the overall development plan. The original PUD approved in March 2013 included 9,000 square feet of retail space and 2,600 square feet of restaurant space. The PUD was amended in December 2013 to allow up to 7,000 square feet of restaurant space. In 2018, an amendment to the PUD included an approximately 6,000 square foot single-story commercial building that would coordinate with the already-constructed adjacent outdoor activity space and amphitheater.

The 2013 Lakes at Lyndale Connectivity Plan identified the subject property as a key gateway to draw people to the adjacent public amenities and to include a site design that provides visual connections to the amphitheater and Richfield Lake as well as safe and intuitive pedestrian access to these amenities from Lyndale Avenue.

The Developer has prepared a concept plan for the site that includes a 79-unit apartment building, with an

approximately 2,400 square foot restaurant space and 140 parking spaces. The 5-story building with two levels of underground parking would total approximately 114,000 square feet.

One of the conditions of the approved PUD, Conditional Use Permit, and Final Development Plan states that “approval of final site plans, building plans, elevations, etc. for the retail building must be submitted as a minor amendment. If the proposal varies significantly from conceptual plans, a major amendment may be required.” The proposal to develop multifamily housing and a small restaurant constitutes a significant change and would require a major amendment.

The Developer is seeking feedback from policy makers on the proposal to amend the PUD to shift from the planned commercial use to a multi-family residential and restaurant use on the site. Staff shared preliminary feedback with the Developer regarding the concept plan, including the underground parking encroaching into a stormwater easement, parking levels that include 31 spaces more than required by the Zoning Code, a first level parking garage wall facing Richfield Lake, and concerns about the 11-foot distance between the proposed building and the Lakewinds Food Co-op building to the south, which may pose safety issues. These technical issues could be addressed during site plan review, if policy makers decide they would consider an amendment to the PUD.

In discussions with the Developer, staff highlighted the importance of the property in providing visual and pedestrian connections that will draw people through the site to the amphitheater and Richfield Lake and as well as having an active presence adjacent to the public space that does not feel private. A consideration for discussion among policy makers is whether the proposed amendment to the PUD addresses the recommendations identified in the 2013 Lake at Lyndale Connectivity Plan.

DIRECTION NEEDED:

The Developer and staff will be looking to the City Council, Housing and Redevelopment Authority (HRA) and Planning Commission for feedback on the proposed plan.

- **Would policymakers consider an amendment to the Lyndale Gardens PUD to shift from a commercial use to a multi-family residential and small restaurant use on the site?**
- **Would the shift in uses further the goals of the Comprehensive Plan, Lakes at Lyndale Connectivity Plan, and the Strategic Plan?**
- **If a PUD amendment was pursued, are there issues or areas that the Developer should address in the site plan?**
- **What would policy makers consider in exchange for the flexibility provided through the PUD?**

BACKGROUND INFORMATION:

A. HISTORICAL CONTEXT

- The subject property is located within the Lakes at Lyndale area of the City. For many years, this has been considered Richfield's downtown and redevelopment has been a priority.
- The Lyndale Garden Center closed its doors in 2006. The overall garden center site was purchased by The Cornerstone Group in 2011 and a development plan including 151 apartments, a grocery store, 9,000 square feet of retail space, 2,600 square feet of restaurant, and an outdoor activity space was approved by the City Council in March 2013. In December of 2013, an amendment to the PUD was approved to allow up to 7,000 square feet of restaurant space.
- The Lakewinds Food Co-op opened for business in 2014 on the south half of the Lyndale Garden Center site.
- The amphitheater and other quasi-public amenities, including a connection to the Richfield Lake path, were completed in 2017.
- In 2018, an amendment to the overall development plan to replace the 151-unit apartment building with 30 condominiums, 8 rental townhomes, and 66 apartments was approved. This amendment also approved approximately 6,000 square feet of retail space on the subject property that would coordinate with the already-constructed adjacent outdoor activity space and amphitheater. The Henley Apartments and Lakeside at Lyndale condominiums were completed in 2020. The final phase of the overall development includes the commercial space that is planned for the subject property.
- Benefactor Brewing submitted a proposal to develop a microbrewery and taproom on the subject

property in 2021. The Planning Commission held a public hearing on the request in March 2022 and recommended approval of the project with conditions. The applicant withdrew its proposal prior to the City Council meeting.

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

- PUDs are intended to encourage the efficient use of land and resources and to encourage innovation in planning and building. PUDs provide flexibility in the application of requirements if the proposed development is well-designed and can be successfully integrated into the neighborhood. Generally, in new and amended PUDs, the review criteria requires the Council to find that the proposal conforms to the goals and policies of the Comprehensive Plan and Zoning Code without having undue adverse impacts on public health, safety and welfare.
- The 2040 Comprehensive Plan (Comp Plan) guides the Lyndale and 66th area as Mixed Use with the intent of creating a city center that would serve as a downtown. The Comp Plan states that the city center is expected to include a mix of residential (50%), shopping, recreational and business uses (50%).
- The 2013 Lakes at Lyndale Connectivity Plan (Connectivity Plan) provides guidance for the connections and improvements through the Lakes at Lyndale area to promote a more livable and thriving community. The Connectivity Plan recommended that a pedestrian and visual connection between Lyndale Avenue and Richfield Lake be provided through the subject property as a gateway to the adjacent outdoor activity and recreational space.
- In September 2022, the City Council adopted the 2023-2026 Strategic Plan, which placed a priority on Community Development and identified "a vibrant downtown" as a desired outcome.

C. CRITICAL TIMING ISSUES:

- The Developer is under contract to purchase the subject property and is seeking feedback on whether an amendment to the PUD would be supported before proceeding with a formal development application.

D. FINANCIAL IMPACT:

None at this time.

E. LEGAL CONSIDERATION:

None.

ALTERNATIVE(S):

- Provide feedback to the Developer that policy makers would consider an amendment to the PUD to shift from a commercial use to a residential and small restaurant use on the property as part of a formal development application.
- Provide feedback to the Developer that policy makers are not supportive of a proposed amendment to the PUD.

PRINCIPAL PARTIES EXPECTED AT MEETING:

Paul Abdo and Dan O'Brien, representing Abdo Markethouse

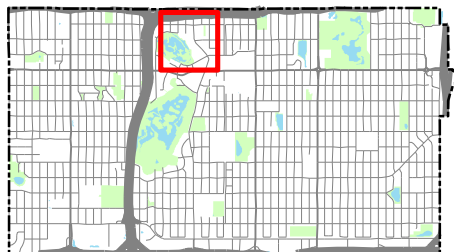
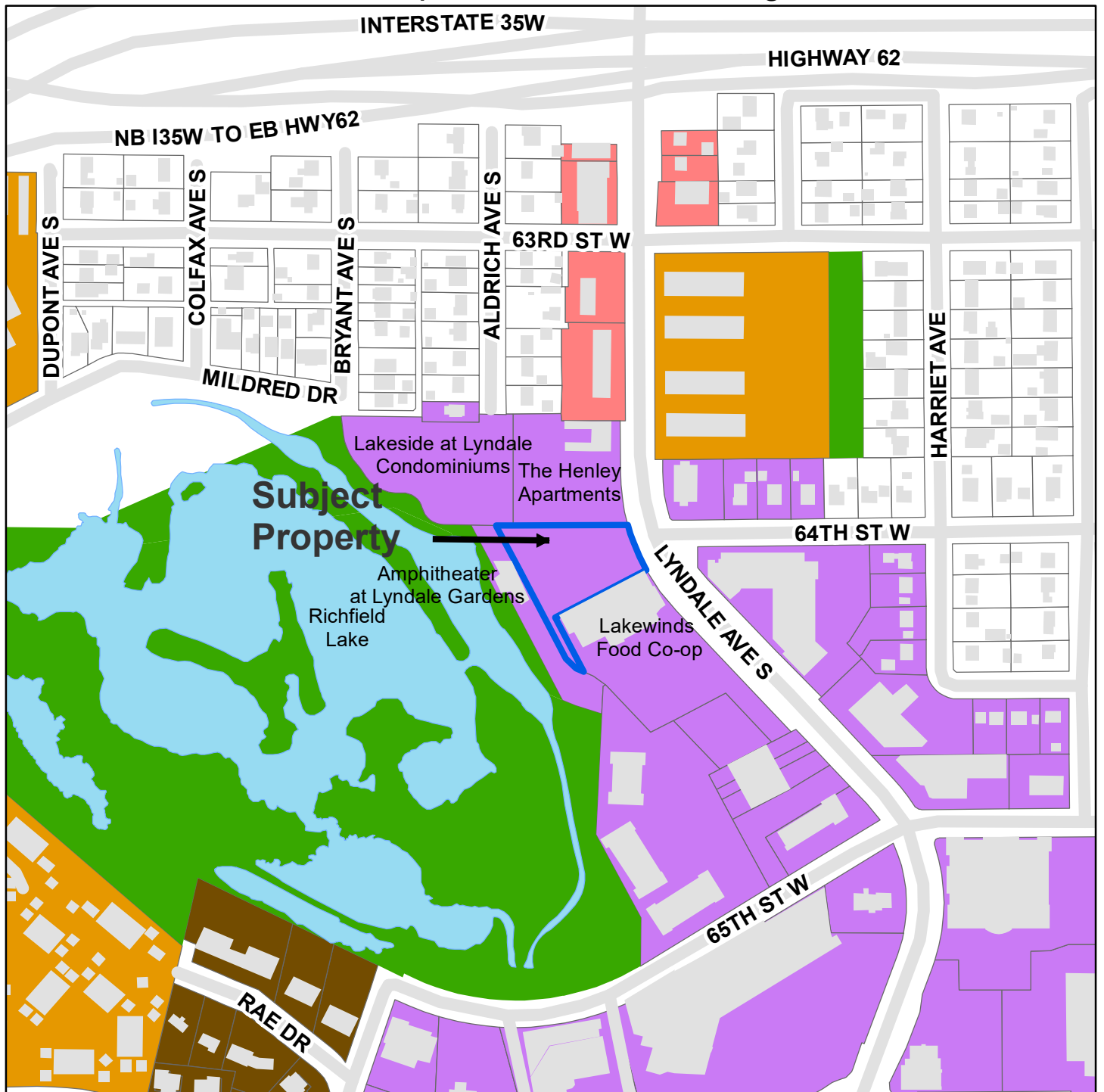
ATTACHMENTS:

Description	Type
□ Location and Comprehensive Plan Map	Backup Material
□ 2018 PUD Amendment Master Site Plan	Backup Material
□ Lakes at Lyndale Connectivity Plan Excerpt	Backup Material
□ Developer's Concept Plan Submittal Documents	Backup Material



Lyndale Gardens Site

2040 Comprehensive Plan Designations



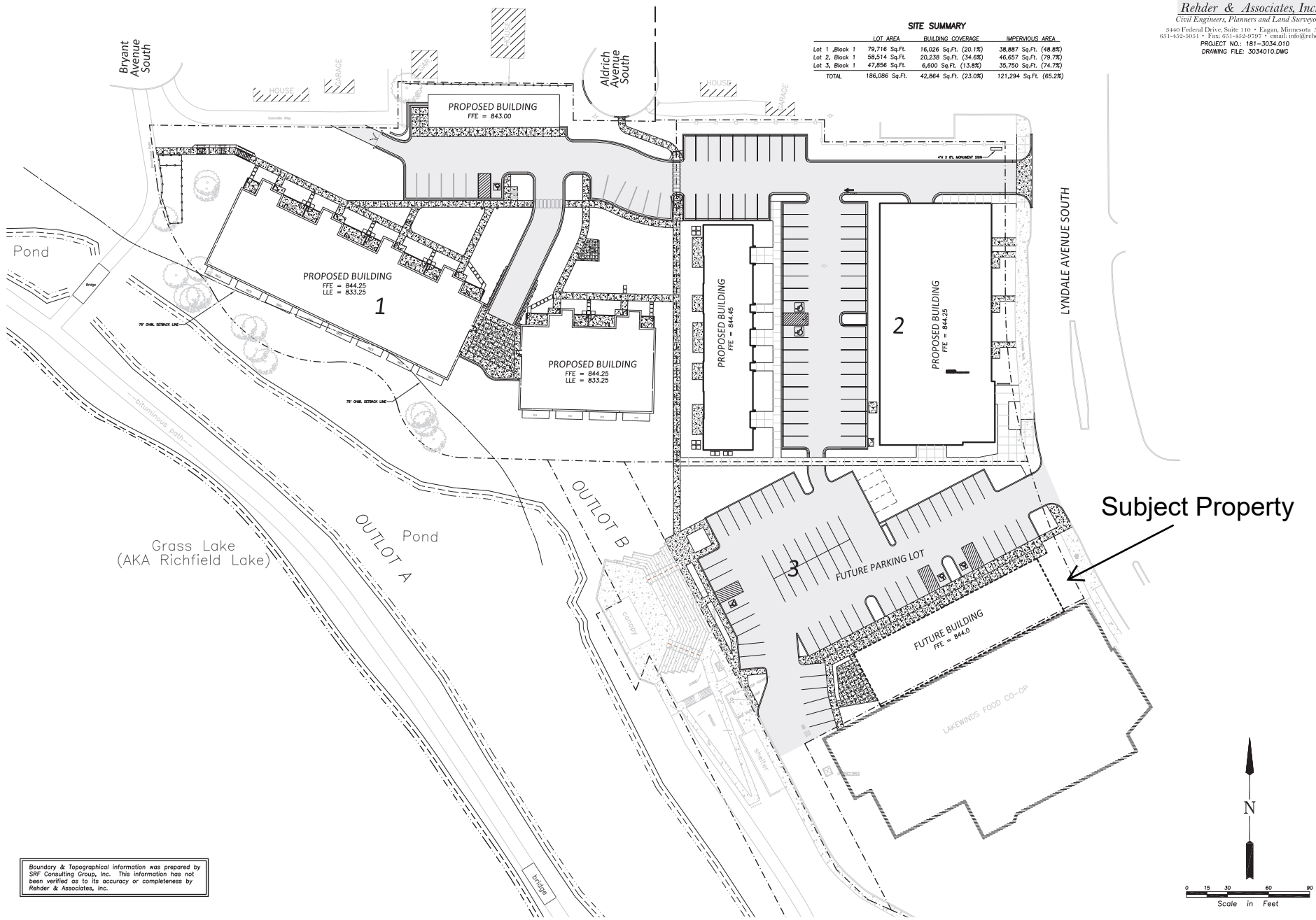
2040 Planned Land Use

- | | |
|----------------------------|--------------------|
| Mixed Use | Park |
| Community Commercial | Right-of-Way (ROW) |
| High Density Residential | |
| Medium Density Residential | |
| Low Density Residential | |

0 162.5 325 650 ft



2018 Lyndale Gardens PUD Amendment Master Site Plan



SITE SUMMARY			
LOT AREA	BUILDING COVERAGE	IMPERVIOUS AREA	
Lot 1, Block 1	79,716 Sq.Ft. 16,028 Sq.Ft. (20.1%)	38,887 Sq.Ft. (48.8%)	
Lot 2, Block 1	58,514 Sq.Ft. 20,238 Sq.Ft. (34.6%)	46,657 Sq.Ft. (79.7%)	
Lot 3, Block 1	47,856 Sq.Ft. 6,600 Sq.Ft. (13.8%)	35,750 Sq.Ft. (74.7%)	
TOTAL	186,086 Sq.Ft. 42,864 Sq.Ft. (23.0%)	121,294 Sq.Ft. (65.2%)	

Rehder & Associates, Inc.
Civil Engineers, Planners and Land Surveyors
5440 Federal Drive, Suite 110 • Eagan, Minnesota 55123
651-455-0001 • Fax: 651-455-0757 • email: info@rehder.com
PROJECT NO.: 181-3034.010
DRAWING FILE: 3034010.DWG

CERMAK RHOADES ARCHITECTS
277 East North Street, Suite 100, St. Paul, MN 55101
651.225.8021 • 651.225.8702 • www.cermakrhoades.com

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly licensed architect under the laws of the State of Minnesota.

Signature: _____
PRINTED NAME: _____
DATE: _____
LICENSE NO.: _____

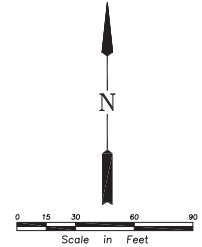
NOT FOR CONSTRUCTION

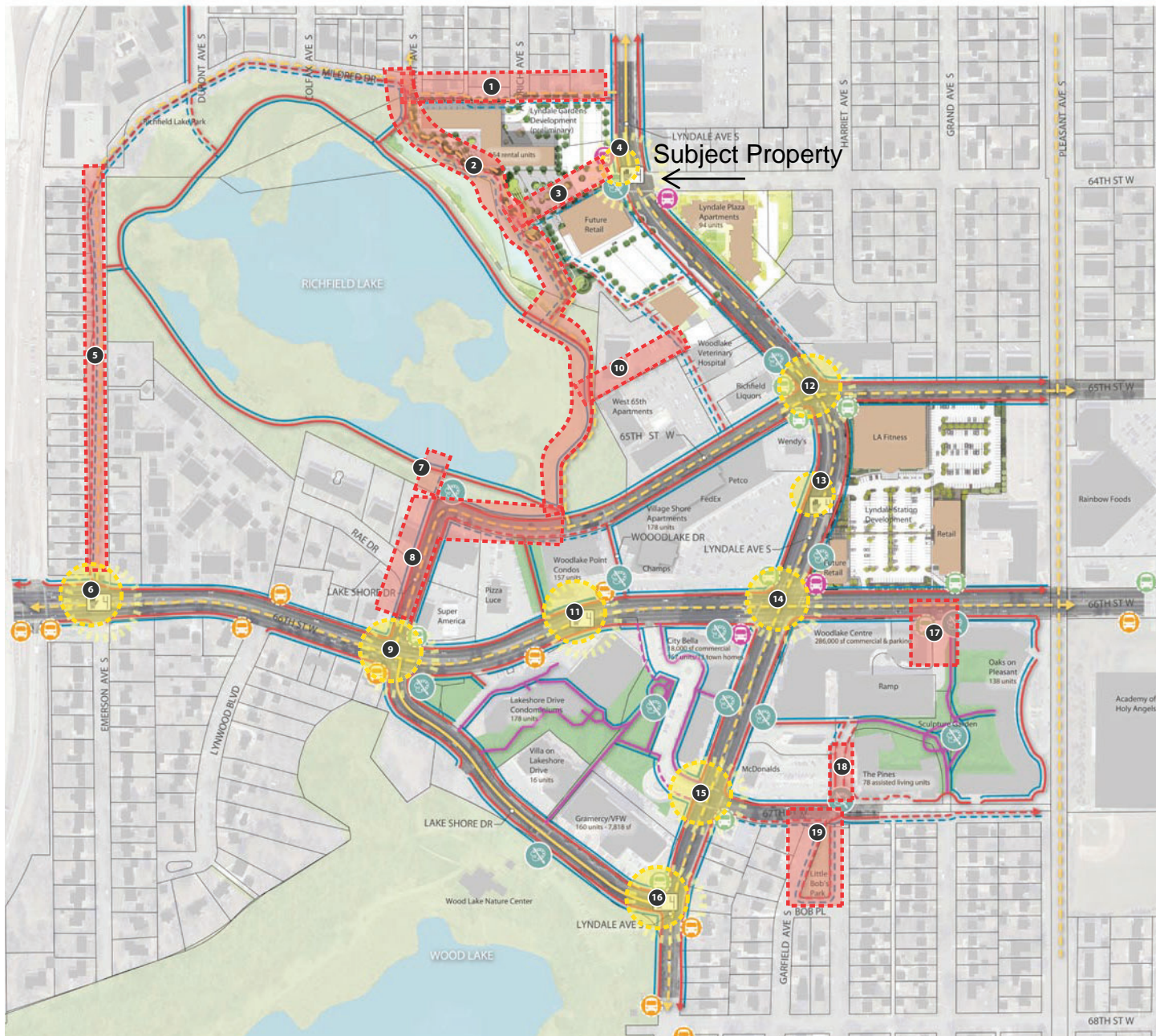
MASTER SITE PLAN
LYNDALE GARDENS 2ND ADDITION
THE CORNERSTONE GROUP

REVISIONS
City Site Plan Review Resubmitted 5-14-18
DATE ISSUED 5-14-18
JOB NO. 1709
FILE NAME 3034010

PUD-1

Boundary & Topographical information was prepared by SRF Consulting Group, Inc. This information has not been verified as to its accuracy or completeness by Rehder & Associates, Inc.





- 1 New bicycle/pedestrian connection between Lyndale Ave & Richfield Lake
- 2 Provide bicycle route on east side of Richfield Lake
- 3 Provide pedestrian & visual connection between Lyndale Ave and Richfield Lake
- 4 Improve crosswalk of 64th St. & Lyndale Ave
- 5 New bicycle/pedestrian connection around Richfield Lake through Mildred Dr./Emerson Ave connecting to 66th St.
- 6 Improve intersection at Emerson Ave & 66th St.
- 7 Improve pedestrian connection to Richfield Lake from 65th St.
- 8 New pedestrian/bicycle connection between Richfield Lake & Wood Lake
- 9 Improvements to pedestrian crossings
- 10 Pedestrian connections from West 65th apartments to Richfield Lake path
- 11 New pedestrian crossing with signal counter
- 12 Improvement to pedestrian crossing
- 13 New pedestrian crossing with signal counter
- 14 15 Improvement to pedestrian crossing
- 16 New pedestrian crossing with signal counter
- 17 18 Improved connections to Sculpture Garden
- 19 New pedestrian/ADA route to connect to and around Little Bob's Park

AREA SCHEDULE (RENTABLE)				UNIT COUNT BY TYPE		
Name	Level	Count	Area	UNIT TYPE	Level	COUNT
1BR	LEVEL 2	4	2,909 SF	1BR	LEVEL 2	4
2BR	LEVEL 2	2	1,840 SF	2BR	LEVEL 2	2
ALCOVE	LEVEL 2	10	5,521 SF	ALCOVE	LEVEL 2	10
STUDIO	LEVEL 2	6	2,943 SF	STUDIO	LEVEL 2	6
22		13,213 SF		LEVEL 2		22
1BR	LEVEL 3	4	2,909 SF	1BR	LEVEL 3	4
2BR	LEVEL 3	2	1,840 SF	2BR	LEVEL 3	2
ALCOVE	LEVEL 3	10	5,521 SF	ALCOVE	LEVEL 3	10
STUDIO	LEVEL 3	6	2,943 SF	STUDIO	LEVEL 3	6
22		13,213 SF		LEVEL 3		22
1BR	LEVEL 4	4	2,909 SF	1BR	LEVEL 4	4
2BR	LEVEL 4	2	1,840 SF	2BR	LEVEL 4	2
ALCOVE	LEVEL 4	10	5,521 SF	ALCOVE	LEVEL 4	10
STUDIO	LEVEL 4	6	2,943 SF	STUDIO	LEVEL 4	6
22		13,213 SF		LEVEL 4		22
1BR	LEVEL 5	1	692 SF	1BR	LEVEL 5	1
ALCOVE	LEVEL 5	9	5,002 SF	ALCOVE	LEVEL 5	9
STUDIO	LEVEL 5	3	1,499 SF	STUDIO	LEVEL 5	3
13		7,194 SF		LEVEL 5		13
Grand total: 79		46,833 SF		TOTAL UNITS		79

6398 LYNDALE AVENUE - RICHFIELD, MN

ZONING	PMU - PLANNED MIXED USE
CURRENT PRIMARY ZONING	N/A
CURRENT OVERLAY ZONING	MIXED USE
2040 BUILT FORM	MU-C
PROPOSED REZONING	

SITE*	
TOTAL AREA	1.09 ACRES (47,480 SF*)
BUILDING FOOTPRINT	20,140 SF
*Site area estimated from Hennepin County Property Map	

SITE & BUILDING AREAS	
SITE AREA - IMPERVIOUS MAX	80% MAX
BUILDING COVERAGE - MIN	30% MIN
BUILDING COVERAGE - MAX	50% MAX
STREET FRONTAGE ACTIVE	50% MIN)

SITE SETBACKS	
FRONT - MIN	0' MIN
FRONT - MAX	15' MAX
SIDE	0' MIN
REAR	0' MIN

FAR	
(insert primary zoning) ALLOWED X.X+ (add bonuses if any) = X.XX (XX,XXX SF)	
PROPOSED FAR = XX,XXX**/X,XXX = X.XX	

PARKING STANDARDS	
PARKING REQUIRED	1.25 PER DWELLING UNIT - (79x1.25) = 99 STALLS
PARKING PROVIDED	115 ENCLOSED - 25 SURFACE = 140
COMMERCIAL RETAIL (4/1000 SF OF GFA)	

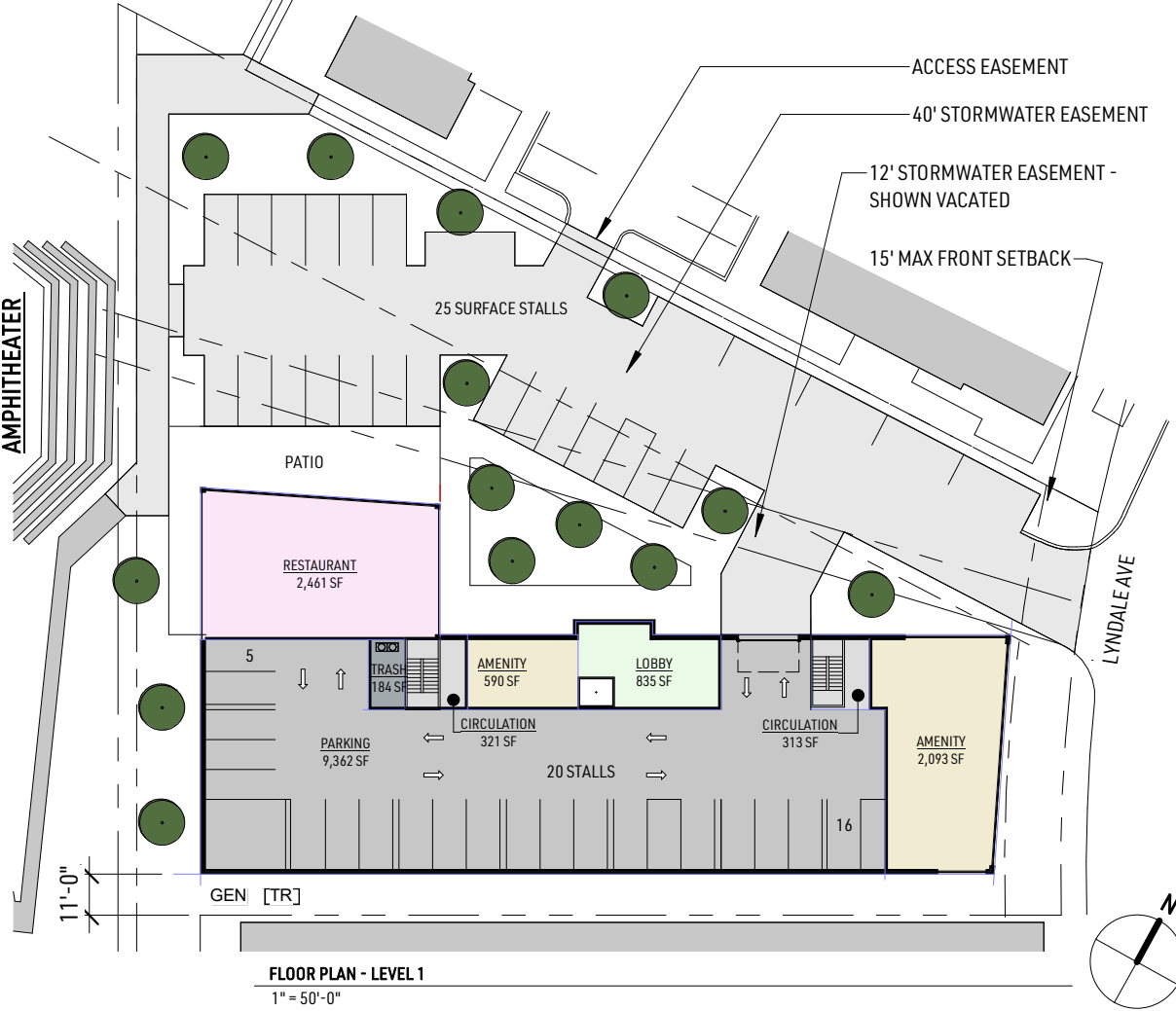
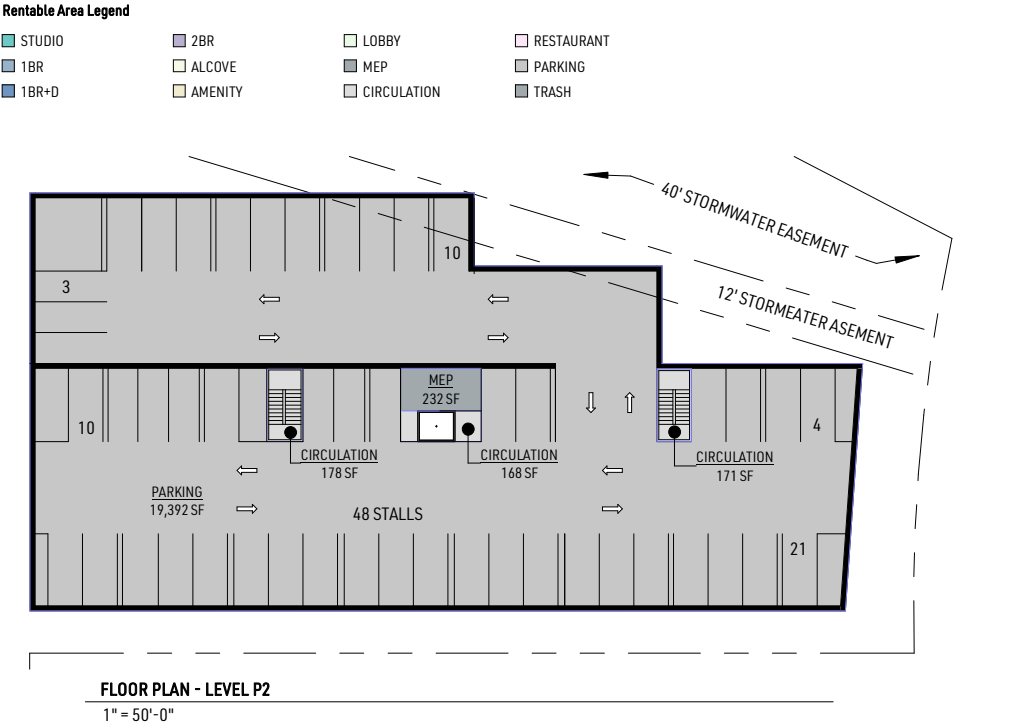
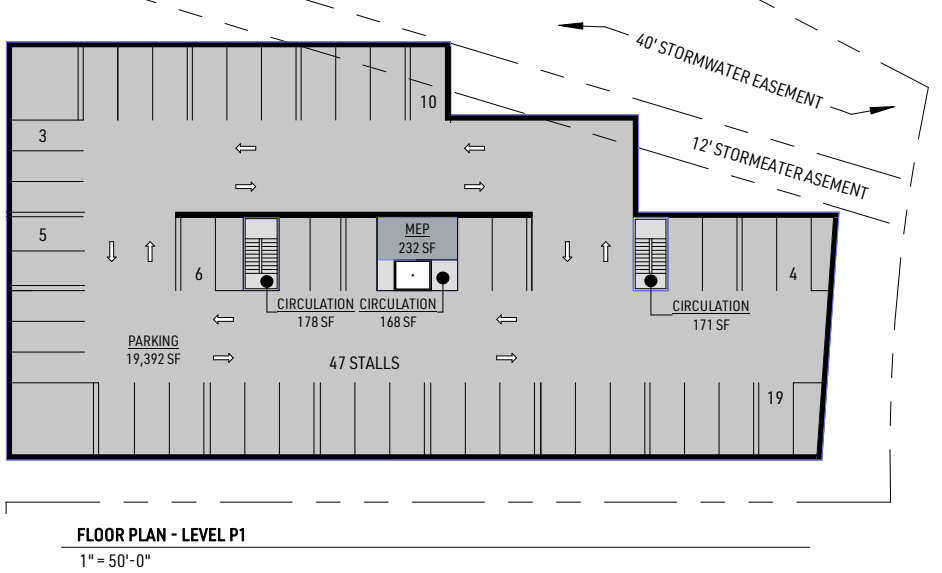
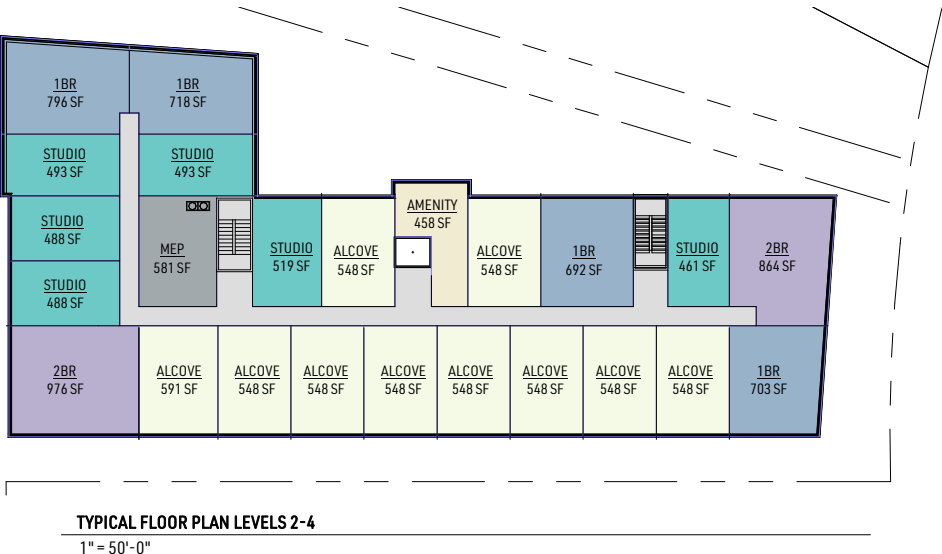
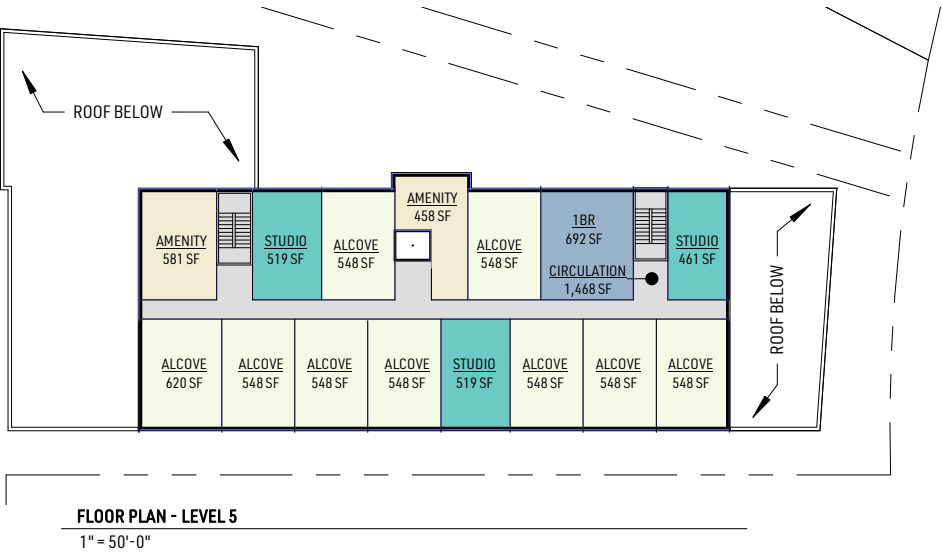
STALL SIZE - STANDARD	9' x 19'
STALL SIZE - COMPACT*	8' x 16'
DRIVE AISLE	24' WIDE
*20% MAX COMPACT STALLS	

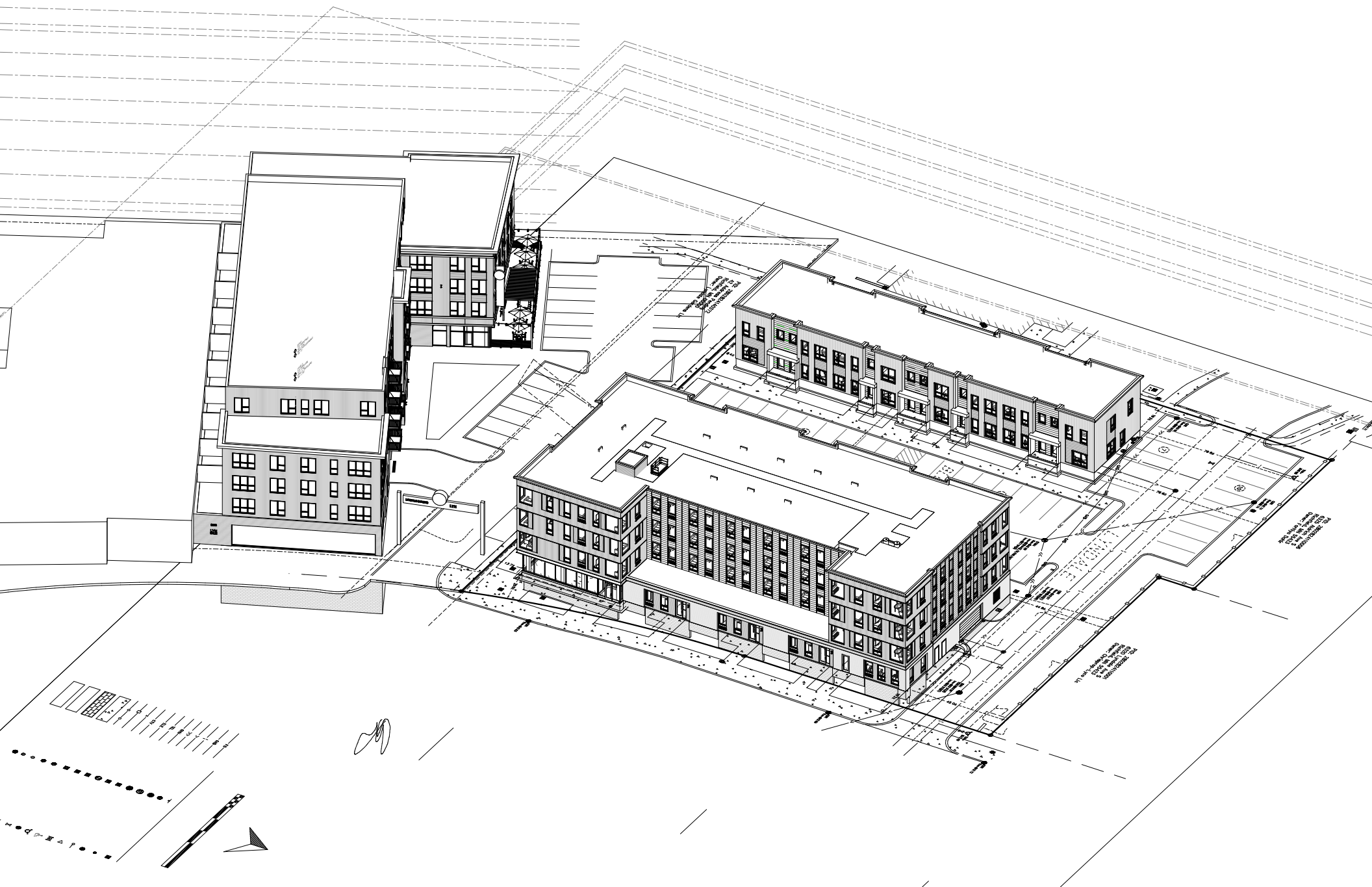
BIKE PARKING REQUIRED	XX SPACES
PROVIDED	XX SPACES

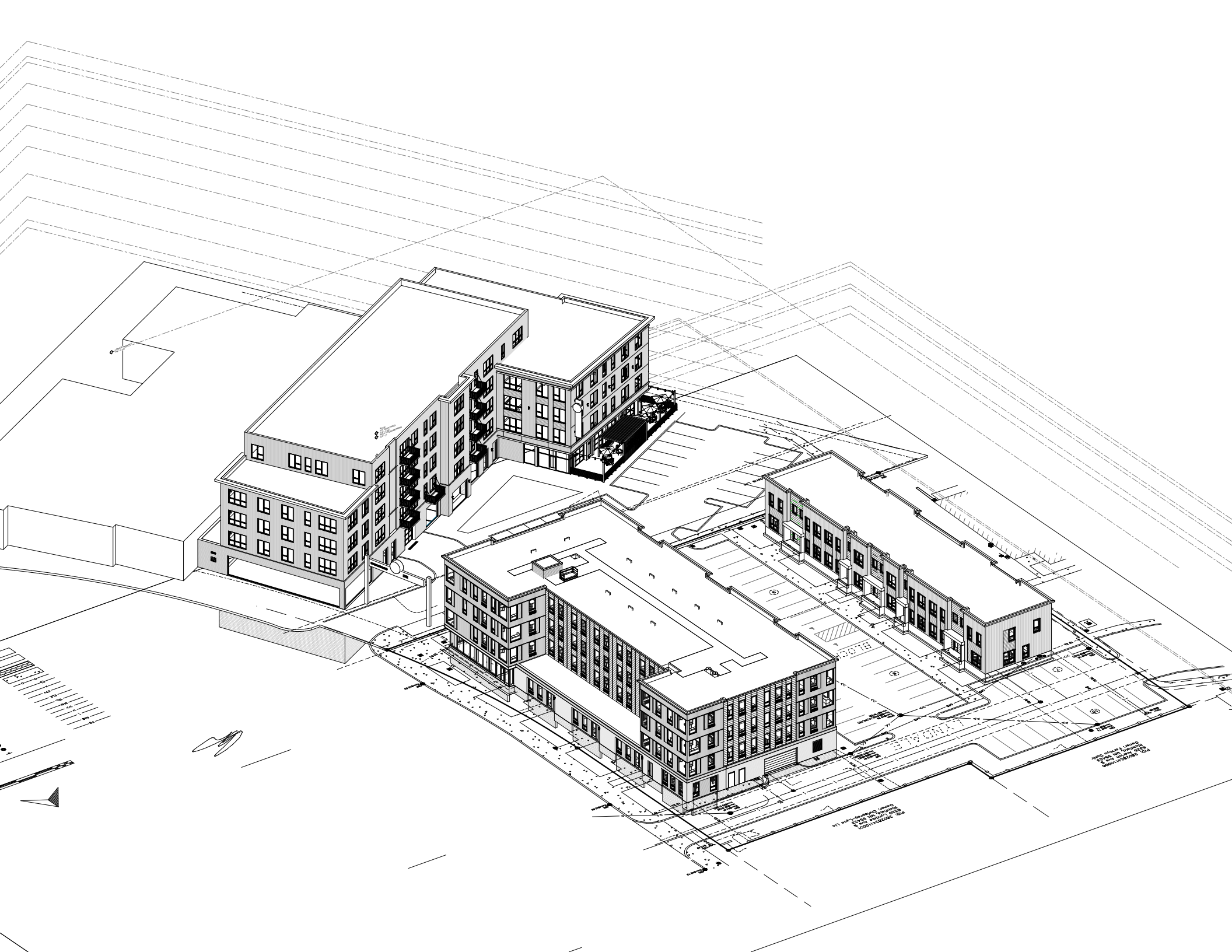
BUILDING HEIGHT	
STORIES - MIN	2 STORIES MIN
STORIES - MAX	12 - MU-C

PARKING SUMMARY:	
GARAGE - (LEVEL 1):	20 STALLS
GARAGE - (P1):	47 STALLS
GARAGE - (P2):	48 STALLS
GARAGE TOTAL:	115 STALLS
SURFACE TOTAL:	25 STALLS
TOTAL:	140 STALLS

AREA SCHEDULE (GROSS)		
Name	Level	Area
CIRCULATION	LEVEL P2	517 SF
MEP	LEVEL P2	232 SF
PARKING	LEVEL P2	19,392 SF
LEVEL P2		20,140 SF
CIRCULATION	LEVEL P1	517 SF
MEP	LEVEL P1	232 SF
PARKING	LEVEL P1	19,392 SF
LEVEL P1		20,140 SF
AMENITY	LEVEL 1	2,683 SF
CIRCULATION	LEVEL 1	634 SF
LOBBY	LEVEL 1	835 SF
PARKING	LEVEL 1	9,362 SF
RESTAURANT	LEVEL 1	2,461 SF
TRASH	LEVEL 1	184 SF
LEVEL 1		16,159 SF
1BR	LEVEL 2	2,909 SF
2BR	LEVEL 2	1,840 SF
ALCOVE	LEVEL 2	5,521 SF
AMENITY	LEVEL 2	458 SF
CIRCULATION	LEVEL 2	1,780 SF
MEP	LEVEL 2	581 SF
STUDIO	LEVEL 2	2,943 SF
LEVEL 2		16,033 SF
1BR	LEVEL 3	2,909 SF
2BR	LEVEL 3	1,840 SF
ALCOVE	LEVEL 3	5,521 SF
AMENITY	LEVEL 3	458 SF
CIRCULATION	LEVEL 3	1,780 SF
MEP	LEVEL 3	581 SF
STUDIO	LEVEL 3	2,943 SF
LEVEL 3		16,033 SF
1BR	LEVEL 4	2,909 SF
2BR	LEVEL 4	1,840 SF
ALCOVE	LEVEL 4	5,521 SF
AMENITY	LEVEL 4	458 SF
CIRCULATION	LEVEL 4	1,780 SF
MEP	LEVEL 4	581 SF
STUDIO	LEVEL 4	2,943 SF
LEVEL 4		16,033 SF
1BR	LEVEL 5	692 SF
ALCOVE	LEVEL 5	5,002 SF
AMENITY	LEVEL 5	1,040 SF
CIRCULATION	LEVEL 5	1,468 SF
STUDIO	LEVEL 5	1,499 SF
LEVEL 5		9,702 SF
UNIT TOTAL		114,239 SF







100% ARCHITECTURAL DRAWING
FOR THE CITY OF CHICAGO
DATE: 10/15/2019
BY: [Signature]

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BY: [Signature]



