



**REGULAR CITY COUNCIL MEETING
RICHFIELD MUNICIPAL CENTER, COUNCIL CHAMBERS
OCTOBER 12, 2021
7:00 PM**

INTRODUCTORY PROCEEDINGS

Call to order

Pledge of Allegiance

Open forum

Each speaker is to keep their comment period to three minutes to allow sufficient time for others. Comments are to be an opportunity to address the Council on items not on the agenda. Individuals who wish to address the Council must have registered prior to the meeting.

Approve the Minutes of the (1) City Council Work Session of September 28, 2021; and (2) City Council Meeting of September 28, 2021.

AGENDA APPROVAL

1. Approval of the Agenda
2. **Consent Calendar contains several separate items, which are acted upon by the City Council in one motion. Once the Consent Calendar has been approved, the individual items and recommended actions have also been approved. No further Council action on these items is necessary. However, any Council Member may request that an item be removed from the Consent Calendar and placed on the regular agenda for Council discussion and action. All items listed on the Consent Calendar are recommended for approval.**
 - A. Consider the approval of a resolution for reimbursement of certain expenditures from the proceeds of street reconstruction bonds to be issued by the City for the 65th Street Reconstruction Project.

Staff Report No. 151
 - B. Consider the approval of a resolution requesting a MnDOT State Aid Design Element Variance for the 65th Street Reconstruction Project.

Staff Report No. 152
 - C. Consider a Resolution Approving an Amphitheater Agreement with Benefactor Brewing LLC.

Staff Report No. 153
3. Consideration of items, if any, removed from Consent Calendar

PUBLIC HEARINGS

4. Public hearing and consider the adoption of a resolution approving the Five-Year Street Reconstruction Plan (2022-2026) and authorize the issuance of street reconstruction bonds to finance the 2022-2023 65th Street

Reconstruction Project.

Staff Report No. 154

5. Public hearing and consider a resolution adopting the assessment for removal of diseased trees from private property for work ordered from January 1, 2020, through December 31, 2020.

Staff Report No. 155

6. Public hearing and consider resolutions adopting the annual Interstate/Lyndale/Nicollet (ILN) Project Area assessment and proposed work for 2022.

Staff Report No. 156

7. Public hearing regarding the assessment of delinquent utility accounts, false alarms, weed eradication charges and vacant property registration fees to be certified to property taxes.

Staff Report No. 157

RESOLUTIONS

8. Consider approval of a resolution accepting the Portland Gateway Report and directing staff to consider its recommendations when evaluating proposals and policies in the study area.

Staff Report No. 158

9. Consider approval of a Conditional Use Permit for 817 66th Street East to allow a Class I restaurant.

Staff Report No. 159

CITY MANAGER'S REPORT

10. City Manager's Report

CLAIMS AND PAYROLLS

11. Claims and Payroll

COUNCIL DISCUSSION

12. Hats Off to Hometown Hits

13. 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.



CITY COUNCIL MEETING MINUTES

Richfield, Minnesota

City Council Work Session

September 28, 2021

CALL TO ORDER

The meeting was called to order by Mayor Regan Gonzalez at 5:48 p.m. in the Bartholomew Room.

Council Members Present: Maria Regan Gonzalez, Mayor; Mary Supple; Sean Hayford Oleary; and Ben Whalen

Council Members Absent: Simon Trautmann

Staff Present: Katie Rodriguez, City Manager; Neil Ruhland, Communications and Engagement Manager; Blanca Martinez Gavina, Equity Administrator; Chris Swanson, Management Analyst; and Kari Sinning, City Clerk

Item #1	CONSIDER AMENDED CITY MISSION, VISION AND CORE VALUES
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Communications and Engagement Manager Ruhland described the discussions that were held with Council, Directors, and City Staff regarding the City's mission, vision, and core values along with a brief overview of the definitions. He presented the current vision statement and the proposed vision statement.

There was general discussion of the proposed vision statement that comprised of capturing the essence of the City and describing what makes Richfield unique that would show how we would grow and develop as a City to provide equity to all residents. Council Members offered suggestions of new ways to describe our vision statement.

Communications and Engagement Manager Ruhland described thoughts from Council, Directors, and City Staff regarding the mission statement. He presented the current mission statement and the proposed mission statement.

The City Council had discussion of adding more descriptive words to the proposed statement to clarify the City's mission.

City Manager Rodriguez described the current core values and the proposed changes to the core values.

Council Members and Mayor Regan Gonzalez discussed changes to the proposed core values to stress the importance of how the City will achieve these core values and promote equity understanding within the City while celebrating the City's values of being community centered.

Communications and Engagement Manager Ruhland appreciated all the input from the Council and suggested that a future work session will take place to discuss the changes and updates made at this work session.

ADJOURNMENT

The work session was adjourned by unanimous consent at 6:53 p.m.

Date Approved: October 12, 2021

Kari Sinning
City Clerk

Maria Regan Gonzalez
Mayor

Katie Rodriguez
City Manager



CITY COUNCIL MEETING MINUTES

Richfield, Minnesota

Regular Council Meeting

September 28, 2021

CALL TO ORDER

The meeting was called to order by Mayor Maria Regan Gonzalez at 7:00 p.m. in the Council Chambers.

Council Members Present: Maria Regan Gonzalez, Mayor; Mary Supple; Sean Hayford O'Leary; and Ben Whalen

Council Members Absent: Simon Trautmann

Staff Present: Katie Rodriguez, City Manager; Mary Tietjen, City Attorney; Jay Henthorne, Police Chief; Kristin Asher, Public Works Director; Amy Markle, Recreation Services Director; Kris Weiby, Facilities Manager; Paul Smithson, Nature Center Manager; Huy Nguyen, Recreation Supervisor; John Evans, Recreation Services Administrative Assistant; Mary Kaye Champa, Recreation Supervisor; Neil Ruhland, Communications and Engagement Manager; Blanca Martinez Gavina, Equity Administrator; Kelly Wynn, Administrative Assistant; Chris Swanson, Management Analyst; and Kari Sinning, City Clerk

PLEDGE OF ALLEGIANCE

Mayor Regan Gonzalez led the Pledge of Allegiance

OPEN FORUM

No speakers.

APPROVAL OF MINUTES

M/Whalen, S/Supple to approve the minutes of the: (1) Concurrent City Council and Housing and Redevelopment Authority Work Session of September 7, 2021; (2) City Council Work Session of September 14, 2021; and (3) City Council Meeting of September 14, 2021.

Motion carried 4-0.

Item #1	PROCLAMATION RECOGNIZING INDIGENOUS PEOPLES DAY
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Mayor Regan Gonzalez presented the proclamation. Human Rights Commission Chair Glubka was present to accept the proclamation.

Council Member Supple thanked the Human Rights Commission for taking the time and making this a priority.

Council Member Whalen appreciated that we are following up our core values with action by supporting this proclamation.

Item #2	MINNESOTA RECREATION AND PARKS ASSOCIATION AWARDS PRESENTATION
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Mayor Regan Gonzalez presented a summary of the awards and introduced Minnesota Recreation and Parks Association (MRPA) Awards Committee Member Tracy Petersen.

MRPA Awards Committee Member Tracy Petersen described the process and the reasons why the City of Richfield received these awards and gave the awards to Recreation Services Director Markle and the Recreation Staff present.

Recreation Services Director Markle gave an acceptance speech that thanked other departments within the City that helped with the achievement.

All Council Members thanked MRPA for the awards and City Staff who are well deserving of the awards.

Mayor Regan Gonzalez stated that it's the community centered City Staff that make Richfield unique and that she appreciates all the departments at the City that were involved.

Item #3	APPROVAL OF THE AGENDA
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M/Supple, S/Hayford Oleary to approve the agenda.

Motion carried 4-0.

Item #4	CONSENT CALENDAR
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City Manager Rodriguez presented the consent calendar.

- A. Consider to approve a contract from the City of Edina to provide dispatching service to the City of Richfield's Police and Fire Departments. Staff Report No. 143
- B. Consider the adoption of a resolution authorizing acceptance of Office of Traffic Safety (OTS) funds for an extension on an original four-year grant to fully fund an officer dedicated for DWI enforcement in Richfield. Staff Report No. 144

RESOLUTION NO. 11884

**RESOLUTION AUTHORIZING THE DEPARTMENT OF PUBLIC
SAFETY/POLICE TO ACCEPT GRANT MONIES FROM THE OFFICE
OF TRAFFIC SAFETY IN THE AMOUNT OF \$120,168.67 OR A
LESSER AMOUNT, AS AWARDED BY THE DEPARTMENT OF
PUBLIC SAFETY, TO FUND A POLICE OFFICER DEDICATED TO
DWI ENFORCEMENT**

- C. Consider the approval of a Richfield American Legion Post 435 Parking Lot Agreement to implement citywide organized collection and the swapping-out of waste and recycling carts from September 27 through October 29, 2021. Staff Report No. 145
- D. Consider the approval of an agreement with Brixmor SPE 1 LLC, a Delaware limited liability company to implement city-wide organized collection and the swapping-out of waste and recycling carts from September 27 through October 29, 2021 at the HUB shopping center. Staff Report No. 146
- E. Ratify a resolution approving a waiver of application fees for an Interim Use Permit at 6915 Harriet Avenue South. Staff Report No. 147

RESOLUTION NO. 11885

**RESOLUTION APPROVING A WAIVER OF INTERIUM USE PERMIT
APPLICATION FEES AT 6915 HARRIET AVENUE**

- F. Consider the approval of the lease agreement between the City of Richfield and ETS Elite South Central, LLC for use of the space. Staff Report No. 148

M/Whalen, S/Supple to approve the consent calendar.

Council Member Supple clarified item F in reference to the monthly and annual payments.

Motion carried 4-0.

Item #5	CONSIDERATION OF ITEMS, IF ANY, REMOVED FROM CONSENT CALENDAR
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None

Item #6	CONSIDER THE SECOND READING OF AN ORDINANCE AMENDING CITY CODE SUBSECTION 1305.13 RELATED TO SNOW REMOVAL AND SNOW EMERGENCY PARKING RESTRICTIONS AND APPROVAL OF A RESOLUTION AUTHORIZING SUMMARY PUBLICATION. STAFF REPORT NO. 149
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Council Member read staff report 136.

M/Whalen, S/Hayford Oleary to approve the second reading of the ordinance amending City Code Subsection 1305.13 related to snow removal and snow emergency parking restrictions and approve the resolution authorizing summary publication.

BILL NO. 2021-16**AN ORDINANCE AMENDING CITY CODE SUBSECTION 1305.13
RELATED TO SNOW REMOVAL AND SNOW EMERGENCY
PARKING RESTRICTIONS****RESOLUTION NO. 11886****RESOLUTION APPROVING SUMMARY PUBLICATION OF AN
ORDINANCE AMENDMENT TO SUBSECTION 1305.13,
SUBDIVISION 1, OF THE RICHFIELD CODE OF ORDINANCES
PERTAINING TO SNOW REMOVAL AND SNOW EMERGENCY
PARKING RESTRICTIONS**

Council Member Supple thanks residents for their comments, questions, and concerns. She also reassured that this ordinance does not affect emergency services.

Council Member Hayford Oleary stated that this is a pilot program and its worth a try; if there is anything that needs to be addressed it can be.

Council Member Whalen stated that feedback is always appreciated and encouraged residents to reach out to City Staff and Council with any concerns so it can be addressed.

Public Works Director Asher stated that the crews take plowing very seriously in Richfield and are proud of the work that they provide to residents.

Motion carried 4-0.

Item #7	CONSIDER THE APPROVAL OF A RESOLUTION MODIFYING A HEALTH CARE SAVINGS PLAN FOR THE LOCAL 49 EMPLOYEES. STAFF REPORT NO. 150
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Council Member Supple presented staff report 150.

M/Supple, S/Whalen to approve a resolution modifying a Health Care Savings Plan for eligible Local 49 employees.

RESOLUTION NO. 11887**RESOLUTION ESTABLISHING AN UPDATED AMENDED POST
EMPLOYMENT HEALTH CARE SAVINGS PLAN FOR LOCAL 49
EMPLOYEES (IUOE #49)**

City Manager Rodriguez stated that staff encouraged this change.

Motion carried 4-0.

Item #8	CITY MANAGER'S REPORT
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City Manager Rodriguez provided covid and vaccination updates and introduced Management Analyst Chris Swanson and re-introduced City Clerk Kari Sinning.

Item #9	CLAIMS AND PAYROLL
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M/Hayford Oleary, S/Supple that the following claims and payrolls be approved:

<u>U.S. Bank</u>	<u>09/28/2021</u>
A/P Checks 300085 - 300546	\$ 1,875,665.92
Payroll: 164989 - 165292	<u>747,584.63</u>
TOTAL	\$ 2,623,250.55

Motion carried 4-0

Item #10	HATS OFF TO HOMETOWN HITS
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Council Member Whalen shared that Wood Lake will be celebrating its 50th Anniversary this Saturday from noon to five and also reminded residents of organizing hauling starting next week.

Council Member Supple celebrated the City's Commissions.

Council Member Hayford Oleary applauded the response of the School Board to support equity in the schools.

Mayor Regan Gonzalez shared that there is a Pumpkin Giveaway at Fairwood Park on Saturday from ten to noon.

Item #11	ADJOURNMENT
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The meeting was adjourned by unanimous consent at 7:42 p.m.

Date Approved: October 12, 2021

Maria Regan Gonzalez
Mayor

Kari Sinning
City Clerk

Katie Rodriguez
City Manager



STAFF REPORT NO. 151
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/5/2021

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Consider the approval of a resolution for reimbursement of certain expenditures from the proceeds of street reconstruction bonds to be issued by the City for the 65th Street Reconstruction Project.

EXECUTIVE SUMMARY:

Consistent with City Council direction, the Capital Improvement Plan (CIP), and the City's Comprehensive Plan, staff is working towards the reconstruction of 65th Street between Nicollet Avenue and 66th Street/Rae Drive.

Following an extensive public engagement process in 2019 and 2020, Staff and the engineering consultant developed a 65th Street preliminary design layout that was approved by City Council at the July 28, 2020 regular meeting. Since preliminary design approval in July, the engineering consultant has been working through the 65th Street final design process with the aim of starting construction in Spring 2022.

Approval of the proposed reimbursement resolution will enable City staff to incur costs related to the project prior to sale of the street reconstruction bonds. The resolution allows project costs incurred up to 60 days prior to Council approval, as well as certain costs incurred more than 60 days prior to Council approval of the resolution, to be reimbursed using the proceeds of the street reconstruction bonds.

RECOMMENDED ACTION:

By Motion: Approve the resolution for reimbursement of certain expenditures from the proceeds of street reconstruction bonds to be issued by the City for the 65th Street Reconstruction Project.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The existing roadway design on 65th Street is outdated and lacks proper accommodations for all users.

- The pavement and underground infrastructure condition along 65th Street continues to deteriorate.
- City staff have identified a need for complete reconstruction of the roadway and utilities in the 65th Street corridor between Nicollet Avenue and 66th Street/Rae Drive.
- With the preliminary design layout approved in July 2020, Staff and the engineering consultant are moving through the final design engineering with the intent of constructing the project in 2022 and 2023.

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

- The reconstruction of 65th Street is identified in the City's Capital Improvement Plan and 5-Year Street Reconstruction Plan.
- The reimbursement resolution is standard procedure and necessary to cover any project costs incurred prior to the sale of bonds.

C. CRITICAL TIMING ISSUES:

Staff and the engineering consultant are moving through the final design engineering phase of the project with the intent to start construction of the project in 2022.

D. FINANCIAL IMPACT:

- Adoption of the proposed reimbursement resolution provides approval for City staff to incur costs for the 65th Street Reconstruction project prior to sale of the bonds.
- A combination of Street Reconstruction Bonds and Utility Bonds are proposed for the full reconstruction project funding.
- The 65th Street Reconstruction Project funding sources and uses breakdown is attached to this staff report.

E. LEGAL CONSIDERATION:

The City Attorney's office has reviewed the resolution and will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
❑ Reimbursement Resolution	Resolution Letter
❑ 65th St Sources and Uses Tracking	Backup Material

RESOLUTION NO.

DECLARING THE OFFICIAL INTENT OF THE CITY OF RICHFIELD TO REIMBURSE CERTAIN EXPENDITURES FROM THE PROCEEDS OF BONDS TO BE ISSUED BY THE CITY WITH RESPECT TO THE 65TH STREET RECONSTRUCTION PROJECT

WHEREAS, the Internal Revenue Service has issued Treas. Reg. § 1.150-2 (the “Reimbursement Regulations”) providing that proceeds of tax-exempt bonds used to reimburse prior expenditures will not be deemed spent unless certain requirements are met; and

WHEREAS, the City of Richfield, Minnesota (the “City”) expects to incur certain expenditures that may be financed temporarily from sources other than bonds, and reimbursed from the proceeds of tax-exempt bonds; and

WHEREAS, the City has determined to make this declaration of official intent (the “Declaration”) to reimburse certain costs from proceeds of bonds in accordance with the Reimbursement Regulations.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RICHFIELD, MINNESOTA AS FOLLOWS:

1. The City proposes to undertake the 65th Street Reconstruction Project within the City (the “Project”).
2. The City reasonably expects to reimburse the expenditures made for certain costs of the Project from the proceeds of bonds in an estimated maximum principal amount of \$6,500,000. All reimbursed expenditures will be capital expenditures, costs of issuance of the bonds, or other expenditures eligible for reimbursement under Section 1.150-2(d)(3) of the Reimbursement Regulations.
3. This Declaration has been made not later than 60 days after payment of any original expenditure to be subject to a reimbursement allocation with respect to the proceeds of bonds, except for the following expenditures: (a) costs of issuance of bonds; (b) costs in an amount not in excess of \$100,000 or 5 percent of the proceeds of an issue; or (c) “preliminary expenditures” up to an amount not in excess of 20 percent of the aggregate issue price of the issue or issues that finance or are reasonably expected by the City to finance the Project for which the preliminary expenditures were incurred. The term “preliminary expenditures” includes architectural, engineering, surveying, bond issuance, and similar costs that are incurred prior to commencement of acquisition, construction or rehabilitation of a project, other than land acquisition, site preparation, and similar costs incident to commencement of construction.

4. This Declaration is an expression of the reasonable expectations of the City based on the facts and circumstances known to the City as of the date hereof. The anticipated original expenditures for the Project and the principal amount of the bonds described in paragraph 2 are consistent with the City's budgetary and financial circumstances. No sources other than proceeds of bonds to be issued by the City are, or are reasonably expected to be, reserved, allocated on a long-term basis, or otherwise set aside pursuant to the City's budget or financial policies to pay such Project expenditures.

5. This Declaration is intended to constitute a declaration of official intent for purposes of the Reimbursement Regulations.

The foregoing resolution was moved by Councilmember _____ and seconded by Councilmember _____.

The following voted in the affirmative: _____

The following voted against: _____

Councilmember _____ was absent.

Adopted by the City Council of the City of Richfield, Minnesota, this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

65th St Reconstruction/Lyndale Avenue Pedestrian Improvements

Richfield Project No.

41017

SAP Nos.

157-104-004

157-105-005

157-363-033

Sources and Uses Tracking - updated 10/5/2021

	Council Action				Council Action			
	2019 CIP	2020 CIP	30% Engineer's Estimate and Project Approval (Updated 7/20/2020)	4/23/21 CIP Estimate	4/23/21 CIP Estimate (updated sources for Council Worksession 7/23/21)	60% Engineer's Estimate (Updated 10/5/2021)	Final Engineer's Estimate and Project Bid	Contract Award
Planned Construction Year:	2020	2020&2021	2022	2022	2022	2022-2023	2022-2023	2022-2023
Estimated Uses:								
Design	\$600,000	\$704,000	\$842,000	\$950,000	\$950,000	\$950,000.00		
65th St Reconstruction	\$5,500,000	\$6,100,000	\$3,362,700	\$3,750,000	\$3,750,000	\$3,930,000.00		
Lyndale Ave Improvements	Included above	Included above	\$52,000	\$670,000	\$670,000	\$280,000.00		
Stormwater Improvements			\$2,500,000	\$2,100,000	\$2,100,000	\$3,100,000.00		
Change Orders								
Right of Way	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000		
Legal	\$90,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000.00		
Construction Admin/Engineering	\$550,000	\$610,000	\$591,470	\$600,000	\$600,000	\$600,000.00		
Staff	\$90,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000.00		
Contingency	\$1,100,000	\$1,220,000	\$1,182,940	\$1,304,000	\$1,304,000	\$1,462,000.00		
Bond Issuance Costs						\$200,000.00		
	20% Contingency	20% Contingency	20% Contingency	20% Contingency	20% Contingency	20% Contingency	10% Contingency	2% Contingency
Total Uses	\$7,980,000	\$8,894,000	\$8,791,110	\$9,634,000	\$9,634,000	\$10,782,000	TDB	TDB
Sources:								
Street Reconstruction Bonds	\$8,000,000	\$7,800,000	\$7,800,000	\$8,600,000	\$6,100,000	\$6,500,000		
Utility Bonds		\$1,200,000	\$1,200,000	\$1,200,000	\$3,700,000	\$4,500,000		
Water Utility Fund								
Total Sources	\$8,000,000	\$9,000,000	\$9,000,000	\$9,800,000	\$9,800,000	\$11,000,000	TDB	TDB
Difference	\$20,000	\$106,000	\$208,890	\$166,000	\$166,000	\$218,000	TDB	TDB

Notes

Anticipated Debt Issuance (updated 09/2021):

Street Reconstruction Bonds

2022

Utility Bonds

2022

Low Risk

Medium Risk

High Risk



STAFF REPORT NO. 152
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
 10/5/2021

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
 10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Consider the approval of a resolution requesting a MnDOT State Aid Design Element Variance for the 65th Street Reconstruction Project.

EXECUTIVE SUMMARY:

October 12 Update

This staff report/agenda item is identical to the version adopted by City Council at the September 14, 2021 meeting, except for an edit in the "Critical Timing" section and a minor technical change in the resolution language required by the MnDOT Metro State Aid Variance Committee. The resolution adopted by City Council must be identical to the resolution approved by the Variance Committee and with this technical change we are in compliance with that requirement.

The fourth paragraph of the resolution was revised to include the bolded language below:

*NOW, THEREFORE BE IT RESOLVED, that the City of Richfield City Council does hereby request a variance from the Minnesota Department of Transportation State Aid Operations Rules Chapter 8820.9936 (MINIMUM DESIGN STANDARDS, URBAN; NEW OR RECONSTRUCTION PROJECTS) to allow design speed of 10 MPH in lieu of 30 MPH due to alignment constraints and Chapter 8820.9995 (MINIMUM OFF-ROAD AND SHARED USE PATH STANDARDS) **to allow design speed of 16 MPH in lieu of 20 MPH;***

Variance Request

The design element variance is being requested because the existing curve connecting 65th Street to Rae Drive near the United States Post Office does not meet MnDOT Metro State Aid standards. To meet these standards, the curvature would have to be significantly altered which would have extensive right of way impacts to the Post Office property. The project team has determined the roadway characteristics that would warrant a MnDOT compliant curve are not present at this location as part of this project.

Justification

The existing road has not experienced a high crash rate nor high severity crash history, and the types of crashes that have happened in the area are not associated with the existing roadway curvature. The design team looked at increasing the size of the curve to meet minimum MnDOT

State Aid requirements for both roadway and trail, but it would require the acquisition of the United States Post Office located adjacent to the curve. Therefore, considering the magnitude of the impacts with the fact the existing roadway alignment has performed well over its lifetime, the design team believes perpetuating the existing conditions will not be a detriment to the project and the pedestrian and bike improvements the project implements will be a benefit to Richfield's transportation network.

RECOMMENDED ACTION:

By Motion: Approve the resolution requesting a MnDOT State Aid Design Element Variance for the 65th Street Reconstruction Project.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

The project limits extend along 65th Street from 66th Street to Nicollet Avenue. The proposed project will reduce the roadway from four lanes down to two lanes west of Lyndale Avenue and will replace the existing two-lane section east of Lyndale Avenue. It will provide a continuous multiuse trail on the north side of 65th Street and connect Nicollet Avenue and 66th Street which both have bike facilities on them, and it will provide access to Richfield Lake. The project will also fill in gaps in the sidewalk network on the south side of 65th Street which will improve access for residents in adjacent assisted living facilities that use the trail around Richfield Lake.

The 65th Street Reconstruction preliminary design was approved by the City Council on July 28, 2020. Since then, the engineering consultant has been working towards final design with the project expected to begin in Spring 2022.

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

- The reconstruction of 65th Street is consistent with the following approved plans:
 - Five-Year Street Reconstruction Plan
 - Comprehensive Plan (Chapter 7 - Transportation)
 - Pedestrian Master Plan
 - Bicycle Master Plan
 - Street Reconstruction Guiding Principles Document
 - Complete Streets Policy
 - Arterial Roads Study

C. CRITICAL TIMING ISSUES:

- The Council resolution requesting the variance was approved at the September 22, 2021 quarterly Variance Committee meeting. The Variance Committee is requiring the City to readopt the resolution in a form that is identical to the version they approved.
- The 65th Street Reconstruction Project is proposed to begin in Spring 2022; delaying the variance request would impact State Aid approval of the project.

D. FINANCIAL IMPACT:

- Adopting the proposed resolution will not have any financial impact to the City.
- The design variance is required for the City to use State Aid funds for the project and for on future work on this segment of 65th Street.

E. LEGAL CONSIDERATION:

The City Attorney has reviewed the attached resolution and will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description		Type
<input type="checkbox"/>	Cover Letter	Cover Memo
<input type="checkbox"/>	Layout	Exhibit
<input type="checkbox"/>	Resolution	Resolution Letter



September 1, 2021

Ms. Julie Dresel, P.E.
Metro State Aid Engineer
1500 County Road B2
Roseville, MN 55113

RE: *Submittal for Comment on W 65th St Variance Request*
Location: From 76' north of 66th St to Nicollet Ave in Richfield
Scheduled Letting Date: February 2022

Submitted for comment by MnDOT State Aid is the attached variance request for the above referenced project. The variance is needed because design speed for 65th Street is not met for both roadway and multiuse trail around an existing curve connecting 65th Street to Rae Drive.

The project limits extend along 65th Street from 66th Street to Nicollet Avenue. The proposed project will reduce the roadway from four lanes down to two lanes west of Lyndale Avenue and will replace the existing two-lane section east of Lyndale Avenue. It will provide a continuous multiuse trail on the north side of 65th Street and connect Nicollet Avenue and 66th Street which both have bike facilities on them, and it will provide access to Richfield Lake. The project will also fill in gaps in the sidewalk network on the south side of 65th Street which will improve access for residents in adjacent assisted living facilities that use the trail around Richfield Lake. We were able to bring existing substandard reverse curves into compliance with MnDOT State Aid Standards near Lyndale Avenue.

The existing road has not experienced a high crash rate nor high severity rate, and the types of crashes that have happened in the area are not associated with the existing roadway curvature. Our design team looked at increasing the size of the curve to meet minimum MnDOT State Aid requirements for both roadway and trail, but it would require the acquisition of the United States Post Office located adjacent to the curve. Therefore, considering the magnitude of the impacts with the fact the existing roadway alignment has performed well over its lifetime, we believe perpetuating the existing conditions will not be a detriment to the project and the pedestrian and bike improvements the project implements will be a benefit to Richfield's transportation network.

We have attached a project layout, typical section plan sheets, and the completed MnDOT State Aid Variance Checklist to this memo for your review and approval.

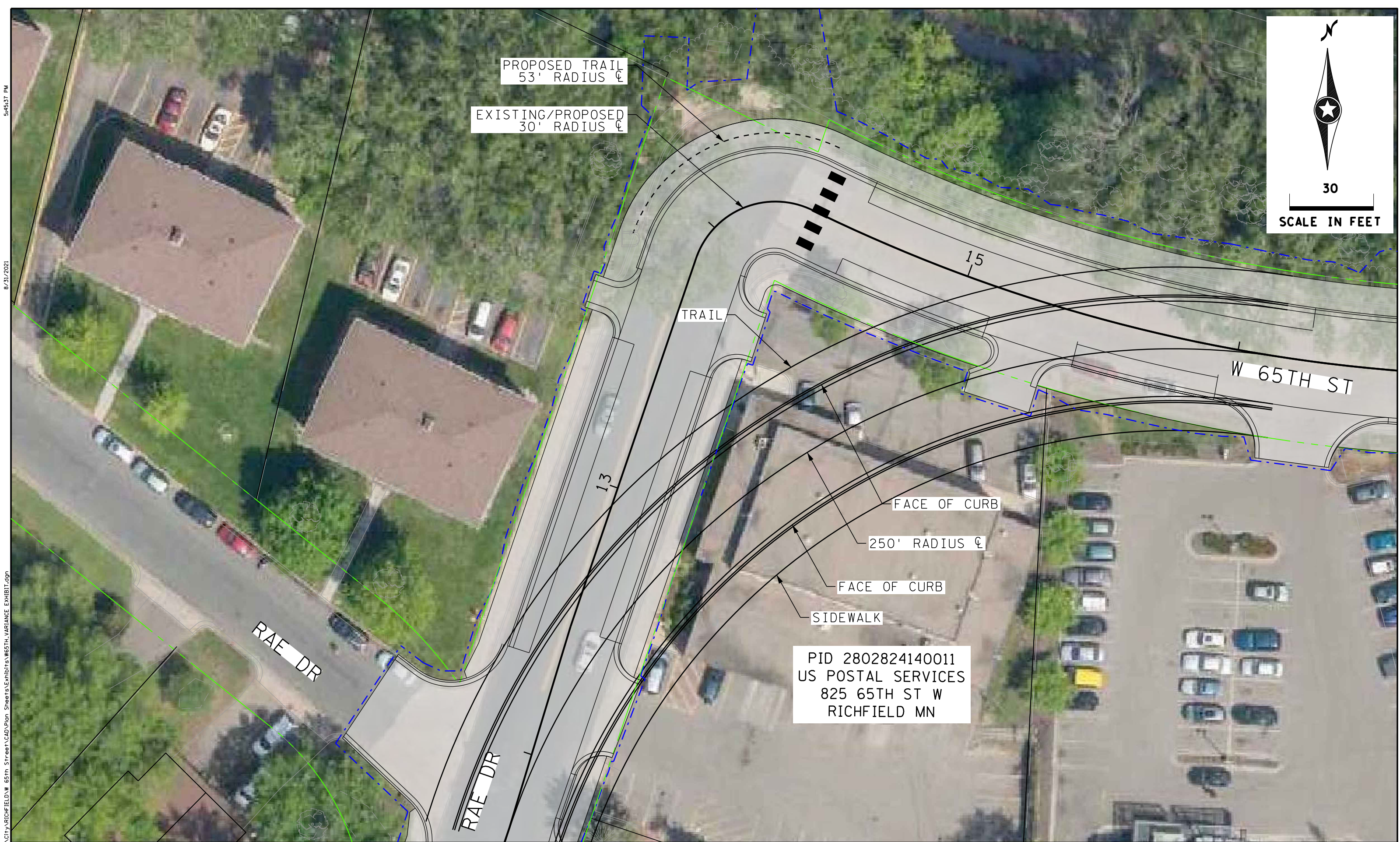
Please contact me at (612) 294-7275 or William.Klingbeil@kimley-horn.com should you have any questions.

Sincerely,

William C.
Project Manager

5:45:37 PM
8/31/2021

K:\TWC\Civil\City\Richfield\W 65th Street\CAD\Plan Sheets\Exhibits\W65TH VARIANCE EXHIBIT.dgn



RESOLUTION NO.

**RESOLUTION REQUESTING A VARIANCE
FROM STANDARD FOR STATE AID OPERATION
FOR THE 65TH STREET RECONSTRUCTION
PROJECT/S.A.P 157-104-005**

WHEREAS, the City of Richfield is preparing plans for MSAH 104 (W 65th St) from W 66th St to Lyndale Ave; and

WHEREAS, Minnesota Rules for State Aid Operation 8820.9936 requiring horizontal curve of roadway meets design speed and 8820.9995 requiring horizontal curve of trail meets design speed; and

WHEREAS, the reasons for this variance requests are the horizontal alignment radius does not meet 30 mph design speed per MnDOT Road Design Manual Table 3-2.03B (U.S. Customary). Minimum radius (ft) is calculated as 250' for non-superelevated cross section ($e = 0.02$ ft/ft). The proposed roadway matches the existing condition with a right-angle curve of approximately 30' radius to avoid right of way needs and impacts to the US Post Office. Also, horizontal alignment of adjacent trail to the north of the roadway curve does not meet design speed of 20 mph. The minimum radius for a 20-mph trail (per MN Bike Facility Design Manual) is 74 feet. This project is proposing a 53' trail radius.

NOW, THEREFORE BE IT RESOLVED, that the City of Richfield City Council does hereby request a variance from the Minnesota Department of Transportation State Aid Operations Rules Chapter 8820.9936 (MINIMUM DESIGN STANDARDS, URBAN; NEW OR RECONSTRUCTION PROJECTS) to allow design speed of 10 MPH in lieu of 30 MPH due to alignment constraints and Chapter 8820.9995 (MINIMUM OFF-ROAD AND SHARED USE PATH STANDARDS) to allow design speed of 16 MPH in lieu of 20 MPH;

BE IT FURTHER RESOLVED, that the City of Richfield City Council indemnifies, saves and hold harmless the State of Minnesota and its agents and employees of and from claims, demands, actions, or causes of action arising out of or by reason of roadway reconstruction in accordance with Minnesota Rules 8820.9936 and 8820.9995 and further agrees to defend at their sole cost and expense any action or proceeding commenced for the purpose of asserting any claim arising as a result of the granting this variance.

Adopted by the City Council of the City of Richfield, Minnesota, this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk



STAFF REPORT NO. 153
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: John Stark, Community Development Director

DEPARTMENT DIRECTOR REVIEW: John Stark, Community Development Director
10/5/2021

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Consider a Resolution Approving an Amphitheater Agreement with Benefactor Brewing LLC.

EXECUTIVE SUMMARY:

On August 16, 2021, the Richfield Housing and Redevelopment Authority (HRA) approved a Contract for Private Development (Contract) with Benefactor Brewing LLC. One provision of this Contract is that the City of Richfield and/or the Richfield HRA would be able to use the Amphitheater that Benefactor Brewing LLC is planning to take possession of within the coming several months. Specifically, Section 3.6 (a) of the Contract states:

For as long as the Loan remains outstanding, the Developer agrees to allow the City or the Authority to use the Amphitheater adjacent to the Minimum Improvements for up to six (6) twenty-four (24) hour periods per year to hold community events. The City or the Authority must request the use of the Amphitheater at least 45 days in advance. The Authority understands and acknowledges that the use of the Amphitheater is granted on a first come, first served basis and their request to use the Amphitheater may not be granted if the Amphitheater is already reserved. The Developer also has the right to restrict the use of the Amphitheater to certain hours of the day.

One caveat to this Contract provision requires the HRA (and ultimately the City) to indemnify Benefactor Brewing LLC from any liability arising from the City or HRA's use of the Amphitheater. The HRA's Contract includes wording that provides such an indemnification. In order for the City to be able to use the Amphitheater as envisioned, it must also be a party to an Amphitheatre Agreement (Agreement) with Benefactor Brewing LLC.

RECOMMENDED ACTION:

By motion: Adopt a Resolution approving an Amphitheater Agreement with Benefactor Brewing LLC.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- On August 16, 2021, the Richfield HRA approved a Contract for Private Development with Benefactor Brewing LLC;
- That Contract included the ability for the City and/or HRA to use the Amphitheater up to six (6) times per year (with certain conditions);

- One condition of the City/HRA's use of the Amphitheater is that both bodies are party to an Agreement for the terms of its use (including an indemnification of Benefactor Brewing LLC from liability arising during public use of the facility).

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

- This Agreement is required, under the terms of the HRA's Contract with Benefactor Brewing LLC in order for the City to be granted occasional use of the Amphitheater for public events.

C. CRITICAL TIMING ISSUES:

- In order for the City's use of the Amphitheater to be secured, the attached Resolution must be adopted prior to Benefactor Brewing LLC's purchase of the property (anticipated later this fall).

D. FINANCIAL IMPACT:

- The financial liability that the City would assume when using the Amphitheater would be covered by the City's property insurance policies.

E. LEGAL CONSIDERATION:

- The attached Resolution and Agreement were drafted by legal counsel from Kennedy & Graven.

ALTERNATIVE RECOMMENDATION(S):

- Do not approve this Resolution; which would result in the HRA's Contract being modified to exclude the City's occasional use of the Amphitheater.

PRINCIPAL PARTIES EXPECTED AT MEETING:

N/A

ATTACHMENTS:

Description	Type
□ Resolution	Resolution Letter
□ Agreement	Resolution Letter

CITY OF RICHFIELD, MINNESOTA

RESOLUTION NO. _____

**RESOLUTION APPROVING AMPHITHEATER AGREEMENT
WITH BENEFACITOR BREWING LLC**

WHEREAS, on August 16, 2021, the Housing and Redevelopment Authority in and for the City of Richfield, Minnesota (the "Authority") adopted a resolution approving a Contract for Private Development (the "Contract") between the Authority and Benefactor Brewing LLC, a Minnesota limited liability company (the "Developer"); and

WHEREAS, the Contract provides that the Authority may reimburse the Developer for a portion of its costs associated with acquiring certain property within the Richfield Redevelopment Project (the "Redevelopment Project") in the maximum aggregate amount of \$500,000 in the form of a forgivable loan (the "Loan") in order to achieve the objectives of the Redevelopment Project and to make the Minimum Improvements, as defined in the Contract, economically feasible for the Developer to construct; and

WHEREAS, pursuant to Section 3.5 of the Contract, the Authority may forgive the Loan over a period of five (5) years if, among other things, the Developer allows the City of Richfield, Minnesota (the "City") or the Authority to use the amphitheater adjacent to the Minimum Improvements as described in Section 3.6 of the Contract (the "Terms of Use"); and

WHEREAS, the City's Terms of Use have been detailed in an Amphitheater Agreement (the "Agreement") between the Developer and the City, a form of which has been presented to the City Council.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RICHFIELD, MINNESOTA as follows:

1. The Agreement is hereby in all respects authorized, approved, and confirmed, and the Mayor and the City Manager are hereby authorized and directed to execute the Agreement for and on behalf of the City in substantially the form now on file with the Community Development Director but with such modifications as shall be deemed necessary, desirable, or appropriate, the execution thereof to constitute conclusive evidence of their approval of any and all modifications therein.
2. The Mayor and the City manager are hereby authorized to execute and deliver to the Developer any and all documents deemed necessary to carry out the intentions of this resolution and the Agreement.
3. This resolution shall be in full force and effect as of the date hereof.

Adopted by the City Council of the City of Richfield, Minnesota this ____ day of _____, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

AMPHITHEATER AGREEMENT

This Amphitheater Agreement (the "Agreement") is made and entered into this ____ day of September, 2021 (the "Effective Date"), between Benefactor Brewing LLC, a Minnesota limited liability company (the "Developer"), and the City of Richfield, Minnesota, a home rule city and political subdivision of the State of Minnesota (the "City").

RECITALS

A. On August 16, 2021, the Housing and Redevelopment Authority in and for the City of Richfield, Minnesota (the "Authority") adopted a resolution approving a Contract for Private Development (the "Contract") between the Authority and Benefactor Brewing LLC, a Minnesota limited liability company (the "Developer").

B. The Contract provides that the Authority may reimburse the Developer for a portion of its costs associated with acquiring certain property within the Richfield Redevelopment Project (the "Redevelopment Project") in the maximum aggregate amount of \$500,000 in the form of a forgivable loan (the "Loan") in order to achieve the objectives of the Redevelopment Project and to make the Minimum Improvements, as defined in the Contract, economically feasible for the Developer to construct.

C. Pursuant to Section 3.5 of the Contract, the Authority may forgive the Loan over a period of five (5) years if, among other things, the Developer allows the City or the Authority to use the amphitheater adjacent to the Minimum Improvements (the "Amphitheater") as described in Section 3.6 of the Contract.

NOW, THEREFORE, the parties agree as follows:

1. Commencing on the Effective Date and continuing for as long as the Loan remains outstanding, the Developer agrees to allow the City or the Authority to use the Amphitheater for up to six (6) twenty-four (24) hour periods per year to hold community events. The City or the Authority must request the use of the Amphitheater at least forty-five (45) days in advance. The City understands and acknowledges that the use of the Amphitheater is granted on a first come, first served basis and that its request to use the Amphitheater may not be granted if the Amphitheater is already reserved. The Developer also has the right to restrict the use of the Amphitheater to certain hours of the day.

2. Except for any willful misrepresentation, gross negligence (including a failure to maintain the Amphitheater) or any willful misconduct of the Developer, the City agrees to defend and indemnify the Developer and its employees and further agrees to hold the aforesaid harmless from any claim, demand, suit, action, or other proceeding directly arising from the Authority or the City's use of the Amphitheater pursuant to the provisions of Section 3.6(a) of the Contract. As to any claims, demands, suits, actions, or other proceedings arising out of the willful misrepresentation, gross negligence or any willful misconduct of the Developer or its employees, the Developer agrees to defend, indemnify, and hold harmless the City, its officers, agents, servants, and employees.

3. Notwithstanding the foregoing, nothing in this Agreement shall be deemed a waiver by the City or the Authority of any governmental immunity defenses, statutory or otherwise, including without limitation those set forth in Minnesota Statutes, Chapter 466.

4. This Agreement may be executed in counterparts and facsimile, each of which shall be deemed an original. The individuals whose signatures appear below on behalf of each party are authorized to execute this Agreement on behalf of the respective parties, and to bind them to the terms thereof.

IN WITNESS WHEREOF, the City has caused this Amphitheater Agreement to be duly executed in its name and behalf and the Developer has caused this Amphitheater Agreement to be duly executed in its name and behalf as of the date and year first written above.

CITY OF RICHFIELD, MINNESOTA

By _____
Its Mayor

By _____
Its City Manager

STATE OF MINNESOTA)
) SS.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ____ day of _____, 2021, by Maria Regan Gonzalez, the Mayor of the City of Richfield, Minnesota, a home rule city and political subdivision of the State of Minnesota, on behalf of the City.

Notary Public

STATE OF MINNESOTA)
) SS.
COUNTY OF HENNEPIN)

The foregoing instrument was acknowledged before me this ____ day of _____, 2021, by Katie Rodriguez, the City Manager of the City of Richfield, Minnesota, a home rule city and political subdivision of the State of Minnesota, on behalf of the City.

Notary Public

This document was drafted by:
Kennedy & Graven, Chartered (JAE)
150 South Fifth Street, Suite 700
Minneapolis, Minnesota 55402-1299
Telephone: 612-337-9300

Execution page of the Developer to the Amphitheater Agreement, dated the date and year first written above.

BENEFACITOR BREWING LLC

By _____
Its _____

STATE OF MINNESOTA)
) SS.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2021, by _____, the _____ of Benefactor Brewing LLC, a Minnesota limited liability company, on behalf of the Developer.

Notary Public



STAFF REPORT NO. 154
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/5/2021

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Public hearing and consider the adoption of a resolution approving the Five-Year Street Reconstruction Plan (2022-2026) and authorize the issuance of street reconstruction bonds to finance the 2022-2023 65th Street Reconstruction Project.

EXECUTIVE SUMMARY:

Joe Powers, City Engineer, will present the Five-Year Reconstruction Plan (the "Plan") prior to the public hearing.

The City is authorized under Minnesota Statutes to prepare a Plan for street reconstruction in order to issue general obligation bonds to finance the cost of the identified projects.

Staff has prepared a Plan for the purposes of utilizing the general obligation bonds known as "street reconstruction bonds" to finance the work in place of special assessments or other funding options. The 65th Street Reconstruction Project is included in the proposed Plan and resolution authorizing issuance of up to \$6,500,000 in street reconstruction bonds.

For planning purposes, the Plan also identifies potential future projects for reconstruction within the next 5 years. A project's inclusion in the Plan does not require or guarantee that it will be constructed in the designated year. Additional projects in the Plan that identify street reconstruction bonds for funding include:

- 69th Street West;
- 70th Street; and
- 76th Street West.

It is important to note that the bond authorization resolution up for consideration only authorizes the sale of \$6,500,000 in street reconstruction bonds for the 65th Street Reconstruction Project. The other projects in the Plan that identify street reconstruction bonds for funding would be required to go through this same public hearing process prior to bidding or construction.

RECOMMENDED ACTION:

Conduct and close the public hearing and by motion: Adopt the resolution approving the Five-

Year Street Reconstruction Plan and authorizing the issuance of street reconstruction bonds to finance the 2022-2023 65th Street Reconstruction Project.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

The Plan was presented to the City Council at the July 27, 2021 Council Work Session.

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

- In order to utilize the Street Reconstruction Bonds, the following must occur:
 - Creation of a Plan;
 - Public Hearing regarding the Plan and Issuance of Bonds; and
 - Adoption of a resolution approving the Plan and giving preliminary approval for the issuance of Bonds.
- Within 30 days of the public hearing, voters may petition for a referendum, or vote, on issuing the bonds.

C. CRITICAL TIMING ISSUES:

The public hearing, adoption of the Plan, resolution and reverse referendum period need to stay on track in order to provide sufficient time for final approvals to complete the project identified for 2022 construction start (65th Street).

D. FINANCIAL IMPACT:

- The adoption of the proposed resolution provides preliminary approval for the issuance of street reconstruction bonds totaling a maximum of \$6,500,000 to finance the project identified for 2022 construction start (65th Street).
- The engineer's estimate for the project's bonding needs is \$6,100,000, however, the resolution authorizes the sale of \$6,500,000 in street reconstruction bonds which will allow the costs of bond issuance to be covered by the bond sale as well as cover some additional project cost increases, if any are identified during final design.
- Exact bonding amounts will be based on final project design costs and bids solicited prior to construction.
- The 65th Street Reconstruction Project funding sources and uses breakdown is attached to this staff report.

E. LEGAL CONSIDERATION:

- Minnesota Statute requires the City to hold a public hearing on the Plan and issuance of the bonds.
- The bond issuance is subject to a 30-day reverse referendum period upon approval.
- The City Attorney will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

- None

PRINCIPAL PARTIES EXPECTED AT MEETING:

Richfield residents

ATTACHMENTS:

Description	Type
□ Resolution	Resolution Letter
□ 5-Year Plan Table	Exhibit
□ 5-Year Plan Narrative	Backup Material
□ 65th St Sources and Uses Tracking	Exhibit

RESOLUTION NO.

RESOLUTION ADOPTING A STREET RECONSTRUCTION PLAN AND PROVIDING PRELIMINARY APPROVAL FOR THE ISSUANCE OF STREET RECONSTRUCTION BONDS THEREUNDER

BE IT RESOLVED by the City Council of the City of Richfield, Minnesota (the “City”), as follows:

Section 1. Background.

1.01. The City is authorized under Minnesota Statutes, Section 475.58, subdivision 3b (the “Act”) to prepare a plan for street reconstruction in the City over the next five years that will be financed under the Act, including a description of the proposed work and estimated costs, and to issue general obligation bonds to finance the cost of street reconstruction activities described in the plan.

1.02. Before the issuance of any bonds under the Act, the City is required to hold a public hearing on the plan and issuance of the bonds.

1.03. Pursuant to the Act, the City, in consultation with its City engineer, has caused preparation of a five-year street reconstruction plan (the “Plan”), which describes certain street reconstruction activities in the City for the years 2022 through 2026. The reconstruction activities described in the Plan for years 2022-2023 include, but are not limited to, the reconstruction of 65th Street in the City (the “Project”).

1.04. The City has determined that it is in the best interests of the City to authorize the issuance and sale of general obligation street reconstruction bonds (the “Bonds”) pursuant to the Act in the maximum principal amount of \$6,500,000, and any premium received by the City. The purpose of the Bonds is to finance the costs of the Project as described in the Plan.

1.05. On this date, the City Council held a public hearing on the Plan and the issuance of the Bonds, after publication in the City’s official newspaper of a notice of public hearing at least ten (10) days but no more than twenty-eight (28) days before the date of the hearing.

Section 2. Plan Approved.

2.01. The City Council finds that the Plan will improve the City’s street system, which serves the interests of the City as a whole.

2.02. The Plan is approved in the form on file in City Hall.

Section 3. Bonds Authorized.

3.01. The City is authorized to issue the Bonds in a maximum principal amount of \$6,500,000, in order to finance the Project described in the Plan. City staff, its municipal advisor, and its legal counsel are authorized to take all actions needed to call for the sale of the Bonds, subject to the contingency described in Section 3.02 hereof.

3.02. If a petition requesting a vote on the issuance of the Bonds, signed by voters equal to five percent (5%) of the votes cast in the last municipal general election, is filed with the City Clerk within thirty (30) days after the date of the public hearing, the City may issue the Bonds only after obtaining approval of a majority of voters voting on the question at an election. The authorization to issue the Bonds is subject to expiration of the thirty (30) day period without the City's receipt of a qualified petition under the Act, or if a qualified petition is filed, upon the approving vote of a majority of the voters voting on the question of issuance of the Bonds.

3.03. City staff are authorized and directed to take all other actions necessary to carry out the intent of this resolution.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

5-year Street Reconstruction Plan
Projected Project Year Funding Sources

Proposed Year	2021-2023	2021-2022	2022-2023	2022		2024	2025		2026
	77th Underpass	Traffic Signal Controller Upgrades	65th Street Reconstruction	77th Street/Lyndale Avenue Traffic Signal Replacment	Richfield Parkway RRFB Installation	69th Street Reconstruction	Trunk Highway 62 Noise Wall	70th Street Reconstruction	76th Street W. Reconstruction
Street Reconstruction Bonds			\$6,500,000			\$5,900,000		\$2,900,000	\$5,100,000
Municipal State Aid	\$2,400,000	\$50,000		\$450,000	\$150,000		\$250,000		
Utility Bonds			\$4,500,000						
City Utility Funds	\$170,000								
Water									
Sanitary									
Storm									
Grants									
Federal	\$5,350,000								
State	\$11,690,000								
County									
Bloomington									
Other									
Special Revenue - LGA									
Transfer In from Sweet Streets									
Special Assessment									
Metropolitan Airports Commission	\$300,000								
MnDOT	\$4,000,000								
Three Rivers Park District	\$300,000								
Xcel Utility Rate Payers (CRFS)								\$100,000	\$1,000,000
CenterPoint Energy									
HRA									
Developer Financed									
TOTAL	\$24,210,000	\$50,000	\$11,000,000	\$450,000	\$150,000	\$5,900,000	\$250,000	\$3,000,000	\$6,100,000



Five-Year Street Reconstruction Plan

2022 – 2026 Projects



77th Street Underpass (2021-2023)

This project will extend 77th Street under Highway 77 to connect to the 24th Avenue Interchange at I-494. Right-of-way acquisition is complete for the project. The underpass will include bike and pedestrian accommodations. The project also includes the construction of Richfield Parkway from 77th Street to 76th Street along an 18th Ave alignment. This section of Richfield Parkway will replace the frontage road connection at 77th Street to Old Cedar Avenue. The project is expected to be substantially completed in 2023.

Traffic Signal Controller Upgrades (2021 & 2022)

All five of the City's traffic signal controllers are outdated and obsolete, therefore, they must be upgraded prior to the 494 Reconstruction project. This project will allow for proper signal timing and coordination throughout the 77th/76th Streets corridor.

65th Street Reconstruction (2022-2023)

Reconstruction of 65th Street from Nicollet Avenue to 66th Street/Rae Drive, and striping improvements on Lyndale Avenue from 64th St to 66th St. The project will replace the outdated road design and the deteriorating road infrastructure. The project also includes replacement and expansion of storm sewer utilities to address regional flooding, new utilities on the east end of the corridor, and intersection control at Lyndale Avenue. The project included a public input process to identify the future design and streetscape.

77th St./Lyndale Ave Traffic Signal Replacement (2022)

The traffic signal replacement is needed in preparation of the upcoming 494 Reconstruction project and must be completed prior to the project start date in 2023. The traffic signal, controller, and ADA facilities are all outdated and in need of replacement.

Richfield Parkway Roundabout RRFB Installation (2022)

Installation of Rectangular Rapid Flashing Beacons (RRFBs) for pedestrian crosswalks at the existing 66th St/Richfield Parkway roundabout.

69th Street Reconstruction (2024)

The project includes reconstruction of 69th Street between Penn Avenue and Xerxes Avenue, including narrowing of the roadway to add sidewalk to one side, reconstruction of retaining wall, lining or replacement of sanitary sewer, and replacement of storm sewer.

Trunk Highway 62 Noise Wall (2025)

Richfield was selected to receive a 20 ft. concrete precast noise barrier that would be constructed from approximately Xerxes Avenue to Russell Avenue as part of the Minnesota Department of Transportation's Standalone Noise Barrier Program. MnDOT and Richfield are in agreement that it is important for the location of this noise wall to not preclude any future expansion options on Hwy 62. Noise wall location will be further refined during project scoping and preliminary design.

70th Street Reconstruction (2025)

Reconstruction of 70th Street between 2nd Avenue to 5th Avenue, also including sidewalk, curb, and gutter as well as undergrounding of parallel utilities. Additionally, the reconstruction will comprise replacement of City utilities, including an 84" storm sewer pipe that will connect to the storm system installed with the Portland Avenue project. The existing pipe is being monitored for condition, and rate of deterioration may impact the year of reconstruction. Per current conditions, this has been identified as high risk through the Stormwater Risk Assessment. Design of the roadway will include a public participation process.

76th Street West Reconstruction (2026)

Reconstruction of 76th Street between Sheridan Avenue and Xerxes Avenue, including traffic control at Sheridan Avenue, replacement of City utilities, undergrounding of overhead utilities, retaining wall and sidewalk replacement. The exact design of the roadway will be determined through a public input process. A mill & overlay took place in 2016 that upgraded pavement condition until the full reconstruction can take place in 2026.

65th St Reconstruction/Lyndale Avenue Pedestrian Improvements

Richfield Project No.

41017

SAP Nos.

157-104-004

157-105-005

157-363-033

Sources and Uses Tracking - updated 10/5/2021

	Council Action				Council Action			
	2019 CIP	2020 CIP	30% Engineer's Estimate and Project Approval (Updated 7/20/2020)	4/23/21 CIP Estimate	4/23/21 CIP Estimate (updated sources for Council Worksession 7/23/21)	60% Engineer's Estimate (Updated 10/5/2021)	Final Engineer's Estimate and Project Bid	Contract Award
Planned Construction Year:	2020	2020&2021	2022	2022	2022	2022-2023	2022-2023	2022-2023
Estimated Uses:								
Design	\$600,000	\$704,000	\$842,000	\$950,000	\$950,000	\$950,000.00		
65th St Reconstruction	\$5,500,000	\$6,100,000	\$3,362,700	\$3,750,000	\$3,750,000	\$3,930,000.00		
Lyndale Ave Improvements	Included above	Included above	\$52,000	\$670,000	\$670,000	\$280,000.00		
Stormwater Improvements			\$2,500,000	\$2,100,000	\$2,100,000	\$3,100,000.00		
Change Orders								
Right of Way	\$50,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000		
Legal	\$90,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000.00		
Construction Admin/Engineering	\$550,000	\$610,000	\$591,470	\$600,000	\$600,000	\$600,000.00		
Staff	\$90,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000.00		
Contingency	\$1,100,000	\$1,220,000	\$1,182,940	\$1,304,000	\$1,304,000	\$1,462,000.00		
Bond Issuance Costs						\$200,000.00		
	20% Contingency	20% Contingency	20% Contingency	20% Contingency	20% Contingency	20% Contingency	10% Contingency	2% Contingency
Total Uses	\$7,980,000	\$8,894,000	\$8,791,110	\$9,634,000	\$9,634,000	\$10,782,000	TDB	TDB
Sources:								
Street Reconstruction Bonds	\$8,000,000	\$7,800,000	\$7,800,000	\$8,600,000	\$6,100,000	\$6,500,000		
Utility Bonds		\$1,200,000	\$1,200,000	\$1,200,000	\$3,700,000	\$4,500,000		
Water Utility Fund								
Total Sources	\$8,000,000	\$9,000,000	\$9,000,000	\$9,800,000	\$9,800,000	\$11,000,000	TDB	TDB
Difference	\$20,000	\$106,000	\$208,890	\$166,000	\$166,000	\$218,000	TDB	TDB

Notes

Anticipated Debt Issuance (updated 09/2021):

Street Reconstruction Bonds

2022

Utility Bonds

2022

Low Risk

Medium Risk

High Risk



STAFF REPORT NO. 155
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/5/2021

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Public hearing and consider a resolution adopting the assessment for removal of diseased trees from private property for work ordered from January 1, 2020, through December 31, 2020.

EXECUTIVE SUMMARY:

The health of trees within municipal limits is threatened by shade tree diseases and it is the City's responsibility to control and prevent the spread of these diseases.

If the City deems it necessary to remove a diseased tree on private property, the property owners have three options available:

1. Remove the tree themselves;
2. Hire and pay for their own contractor; or
3. Hire their own contractor and request the cost of the tree removal be assessed against their property tax.

In the period from January 1, 2020, through December 31, 2020, twelve (12) property owners chose the third option. The total amount to be assessed is \$41,183.29.

RECOMMENDED ACTION:

Conduct and close the public hearing and by motion: Approve the resolution adopting the assessment for removal of diseased trees from private property for work ordered from January 1, 2020, through December 31, 2020.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

In the early 1970's, the City of Richfield began a shade tree disease program to assist homeowners in the removal of diseased trees on private property. The following process is how the City ensures property owners are aware of their diseased tree(s).

Notification to Property Owners

At time of marking for removal, paperwork is left at the property which includes:

- Removal deadline;

- Reason the tree was marked for removal;
- Assessment information;
- Information regarding private contractors;
- A card postmarked to the City informing the City of owner's removal plans; and
- City staff contacts for more information.

If the tree becomes hazardous or is past the removal deadline the City sends an additional deadline letter to the property owner. The letter is sent to the last known owner as obtained from Hennepin County Property Records and verified by our utility billing records.

Occupied Properties

On confirmed occupied properties, property owners with diseased private trees have three options available for tree removal:

1. Remove the tree themselves;
2. Hire and pay their own contractor; or
3. Hire their own contractor and request the cost of the tree removal be assessed against their property tax.

Vacant Properties

In cases where the property is vacant and no owner can be found, removals must be ordered when trees have passed the removal deadline or become hazardous. A contractor then performs the removal and the cost is assessed to the property. In 2020, no vacant properties had trees removed in this manner.

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

- The work has been completed with prior approval from the affected residents; except in cases of vacant properties.
- Minnesota State Statute requires the County be notified of all special assessments.
- The proposed assessment was properly filed with the City Clerk.
- Notices of the assessment hearing were mailed to the owner of each parcel described in the assessment roll on September 8, 2021.
- The public hearing notice was published in the official newspaper on September 23, 2021.

C. CRITICAL TIMING ISSUES:

- The unpaid charges for the removal of the diseased trees must be special assessed for certification to the County Auditor along with current taxes as stated in City Code 910.23.
- The assessment role is submitted to the County Auditor and must be reported to Hennepin County by the end of November annually.

D. FINANCIAL IMPACT:

- The costs to be assessed for the removal of diseased trees on private property for work ordered during the period January 1, 2020, through December 31, 2020, have been determined to be \$41,183.29.
- The property owner may pay the original principal amount without interest within 30 days from the date the Council adopts the assessment. The unpaid balance will be spread over five (5) years with a five percent (5%) interest rate.
- The original source of funding to have the work done is through the City's Permanent Improvement Revolving Fund.

E. LEGAL CONSIDERATION:

The City Attorney has reviewed the resolution and will be available to answer any questions.

ALTERNATIVE RECOMMENDATION(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

Property owners on the assessment roll.

ATTACHMENTS:

Description		Type
▢	Resolution	Resolution Letter
▢	Tree Roll	Exhibit

RESOLUTION NO.

RESOLUTION ADOPTING ASSESSMENT FOR THE REMOVAL OF DISEASED TREES FROM PRIVATE PROPERTY FOR WORK ORDERED DURING JANUARY 1, 2020 THROUGH DECEMBER 31, 2020

WHEREAS, costs have been determined for the removal of diseased trees from private properties in the City of Richfield and the expenses incurred for such work ordered during the period of January 1, 2020 through December 31, 2020 amount to \$41,183.29.

WHEREAS, pursuant to proper notice duly given as required by law, the council has met and passed upon all objections to the proposed assessment for current services related to the removal of diseased trees from private properties in the City of Richfield and the expenses incurred for such work ordered during the period of January 1, 2020 through December 31, 2020. The costs to the properties are as follows:

2021 Tree Assessment for 2020 Work		
Property ID	Street	Assessment Amount
26-028-24-31-0026	10 th Ave S	\$2,150.50
26-028-24-41-0047	Bloomington Ave S	\$3,600.00
26-028-24-42-0043	13 th Ave S	\$2,795.65
27-028-24-41-0084	3 rd Ave S	\$1,720.40
33-028-24-41-0150	Bryant Ave S	\$1,075.25
34-028-24-31-0118	Nicollet Ave S	\$3,600.00
35-028-24-12-0008	13 th Ave S	\$2,715.01
35-028-24-12-0047	13 th Ave S	\$5,161.20
35-028-24-21-0050	Chicago Ave S	\$1,021.49
35-028-24-31-0038	11 th Ave S	\$11,451.41
35-028-24-31-0117	Elliot Ave S	\$2,129.00
35-028-24-32-0080	Chicago Ave S	\$3,763.38
Total:		\$41,183.29

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Richfield, Minnesota:

1. Such proposed assessment roll, in the amount of \$41,183.29, is hereby accepted and shall constitute the special assessment against the lands named herein, and each tract of land therein included is hereby found to be benefited by the proposed current services in the amount of the assessment levied against it.
2. Such assessment shall be payable in no more than one annual installment and shall bear interest at the rate of five (5%) percent from the date of adoption of this assessment resolution.
3. The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property with interest accrued to the date of payment, to the City's Assessing

Division, except that no interest shall be charged if the entire assessment is paid by November 12, 2021. A property owner may, at any time prior to November 19, pay to the City's Assessing Division the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which such payment is made.

4. The City Clerk shall forthwith transmit a certified duplicate of this assessment roll to the County Auditor to be extended on the property tax lists of the County and such assessments shall be collected and paid over in the same manner as other municipal taxes.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

2021 Tree Assessment for 2020 Work		
Property ID	Street	Assessment Amount
26-028-24-31-0026	10 th Ave S	\$2,150.50
26-028-24-41-0047	Bloomington Ave S	\$3,600.00
26-028-24-42-0043	13 th Ave S	\$2,795.65
27-028-24-41-0084	3 rd Ave S	\$1,720.40
33-028-24-41-0150	Bryant Ave S	\$1,075.25
34-028-24-31-0118	Nicollet Ave S	\$3,600.00
35-028-24-12-0008	13 th Ave S	\$2,715.01
35-028-24-12-0047	13 th Ave S	\$5,161.20
35-028-24-21-0050	Chicago Ave S	\$1,021.49
35-028-24-31-0038	11 th Ave S	\$11,451.41
35-028-24-31-0117	Elliot Ave S	\$2,129.00
35-028-24-32-0080	Chicago Ave S	\$3,763.38
Total:		\$41,183.29



STAFF REPORT NO. 156
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
10/6/2021

OTHER DEPARTMENT REVIEW: N/A

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Public hearing and consider resolutions adopting the annual Interstate/Lyndale/Nicollet (ILN) Project Area assessment and proposed work for 2022.

EXECUTIVE SUMMARY:

The ILN Project Area assessment was established to recover special maintenance expenses in the 77th Street area in 1988. The current services include:

- Maintenance and operation of irrigation systems
- Weed control
- Mowing
- Fertilization
- Trash and litter removal
- Re-plantings

These current services are provided on both sides of the 77th Street wall. The maintenance functions are funded through a maintenance assessment on 77th Street commercial properties.

RECOMMENDED ACTION:

Conduct and close the public hearing and by motion:

- 1. Adopt a resolution adopting the assessment on the ILN Project Area for costs incurred to maintain the area for 2020.**
- 2. Adopt a resolution ordering the undertaking of the current service project within the ILN Project Area for 2022.**

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- City staff has determined the actual assessment costs of current services for 2020 for this area to be \$45,890.78.
- The estimate for 2022 maintenance is \$80,000.
- Fluctuations in expenditures for maintenance of the 77th Street Project Area are caused by a number of factors:
 - Changes in water use and irrigation costs;

- Concrete repair variations;
- Demand for aging infrastructure updates; and
- Need for re-plantings.

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

- Section 825 of the City Code indicates “current services” mean one or more of the following:
 - (a) snow, ice, or rubbish removal from sidewalks;
 - (b) weed elimination from streets or private property;
 - (c) removal or elimination of public health or safety hazards from private property, excluding any structure included under the provisions of Minnesota Statutes, sections 463.15 to 463.26;
 - (d) installation or repair of water service lines;
 - (e) street sprinkling, sweeping, or other dust treatment of streets;
 - (f) the trimming and care of trees and the removal of unsound trees from any street;
 - (g) the treatment and removal of insect-infested or diseased trees on private property;
 - (h) the repair of sidewalks and alleys;
 - (i) the operation of a street lighting system;
 - (j) the maintenance of landscaped areas, decorative parks and other public amenities on or adjacent to street right-of-way; and,
 - (k) snow removal and other maintenance of streets in commercial redevelopment areas.
- Council ordered the work and the work was completed for 2020.
- Resolution No. 7405, adopted in 1988, established a policy for assessing the costs.
- Commercial property owners will be assessed on a per-square-foot basis; however, all single family and multi-family residential properties, plus the two churches in the area, would be exempt from the special assessment levy.
- The proposed assessment was properly filed with the City Clerk.
- Notice of the public hearing was mailed to all owners described on the assessment roll on September 8, 2021.
- The public hearing notice was published in the official newspaper on September 23, 2021.

C. CRITICAL TIMING ISSUES:

- Each year the City shall list the total unpaid charges for current services against each separate lot or parcel to which they are attributable under Section 825 of the City Code. This list is available at the offices of the City Clerk, Assessing, and Public Works.
- The assessment roll is submitted to the County Auditor and is due to Hennepin County by the end of November annually.

D. FINANCIAL IMPACT:

- All costs to the City will be recovered through this assessment.
- Estimated and actual costs for the ILN Project Area maintenance services from 2003-2020 are:

<u>Year</u>	<u>Estimate</u>	<u>Actual</u>
2003	\$80,000	\$59,831.07
2004	\$80,000	\$63,842.79
2005	\$80,000	\$64,841.54
2006	\$80,000	\$69,606.52
2007	\$80,000	\$77,441.46
2008	\$80,000	\$77,000.01
2009	\$80,000	\$62,894.55
2010	\$80,000	\$64,124.81
2011	\$80,000	\$72,427.48
2012	\$80,000	\$78,286.46
2013	\$80,000	\$59,779.82
2014	\$80,000	\$71,499.01
2015	\$80,000	\$59,557.56
2016	\$80,000	\$71,489.33

2017 \$80,000 \$77,790.83

2018 \$80,000 \$71,528.09

2019 \$80,000 \$54,621.75

2020 \$80,000 \$45,890.78

E. LEGAL CONSIDERATION:

The City Attorney has reviewed the resolutions and will be available to answer any questions.

ALTERNATIVE RECOMMENDATION(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

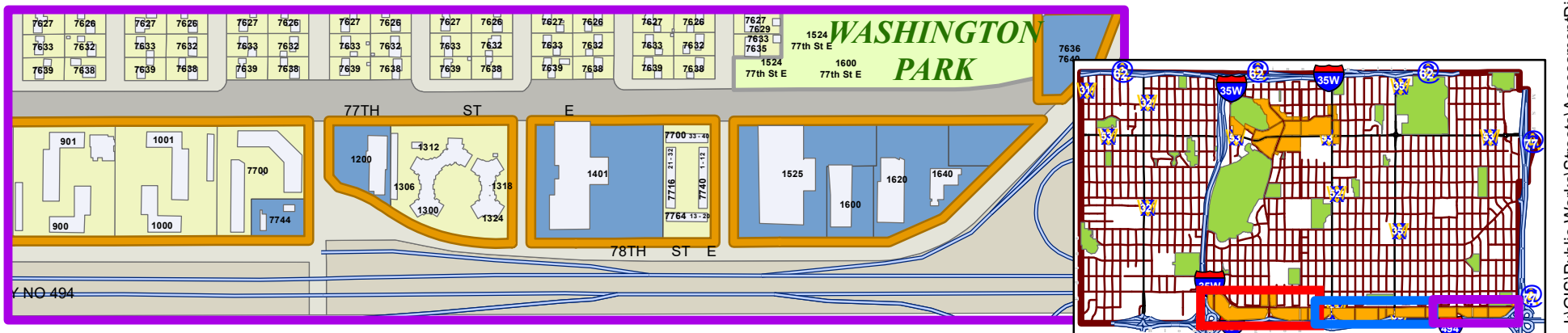
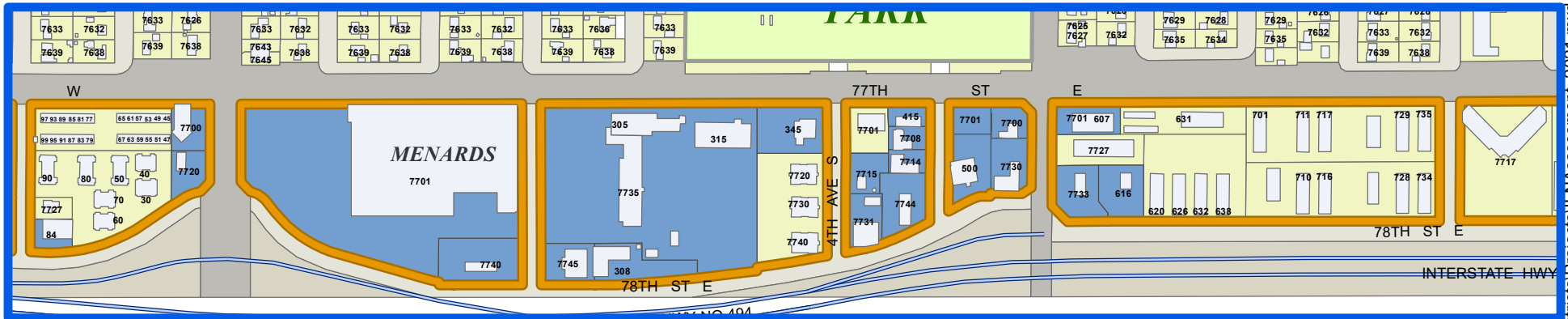
Property owners on the assessment roll.

ATTACHMENTS:

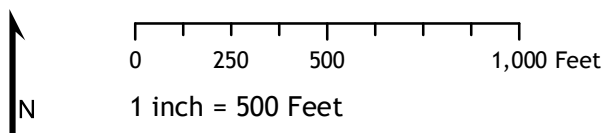
Description		Type
<input type="checkbox"/>	Assessment Roll	Exhibit
<input type="checkbox"/>	ILN Assessment Map	Exhibit
<input type="checkbox"/>	Resolution for 2020 Assessment	Resolution Letter
<input type="checkbox"/>	Resolution Authorizing 2022 Assessment	Resolution Letter

2021 Interstate/Lyndale/Nicollet (ILN) Assessment for 2020 Work		
Property ID	Street	Assessment Amount
3302824430019	76TH ST W	\$1,245.92
3302824430049	MERIDIAN CROSSINGS	\$2,132.00
3302824430050	MERIDIAN CROSSINGS	\$2,337.84
3302824430051	ADDRESS UNASSIGNED	\$122.68
3302824440110	LYNDALE AVE S	\$1,001.12
3302824440112	LYNDALE AVE S	\$1,001.12
3302824440113	LYNDALE AVE S	\$132.82
3302824440114	ADDRESS UNASSIGNED	\$11.71
3302824440115	LYNDALE AVE S	\$105.48
3302824440128	ADDRESS UNASSIGNED	\$8.06
3302824440129	ADDRESS UNASSIGNED	\$0.74
3302824440231	78TH ST W	\$4,044.00
3302824440232	78TH ST W	\$3,542.21
3302824440233	LYNDALE AVE S	\$254.32
3302824440234	78TH ST W	\$183.36
3302824440235	78TH ST W	\$128.91
3302824440236	ADDRESS UNASSIGNED	\$252.45
3402824430005	2ND AVE S	\$434.63
3402824440006	PORTLAND AVE S	\$157.32
3402824440007	PORTLAND AVE S	\$248.52
3402824440023	78TH ST E	\$314.67
3402824440024	5TH AVE S	\$110.39
3402824440025	5TH AVE S	\$110.03
3402824440027	5TH AVE S	\$145.31
3402824440028	77TH ST E	\$110.95
3402824440029	4TH AVE S	\$224.50
3402824440030	4TH AVE S	\$172.12
3402824440031	5TH AVE S	\$330.95
3402824440032	77TH ST E	\$395.96
3402824440036	2ND AVE S	\$3,695.01
3402824440037	78TH ST E	\$348.75
3402824330081	LYNDALE AVE S	\$783.83
3402824330082	LYNDALE AVE S	\$71.52
3402824330087	77TH ST W	\$526.90
3402824330088	77TH ST W	\$1,128.28
3402824330150	LYNDALE AVE S	\$272.12
3402824330151	LYNDALE AVE S	\$272.12
3402824330152	LYNDALE AVE S	\$272.12
3402824330153	LYNDALE AVE S	\$272.12
3402824330154	LYNDALE AVE S	\$272.12
3402824330155	LYNDALE AVE S	\$272.12
3402824330156	77TH ST W	\$3,229.02
3402824340001	78TH ST W	\$154.83
3402824340053	78TH ST W	\$1,007.69
3402824340054	WENTWORTH AVE S	\$217.51
3402824340055	WENTWORTH AVE S	\$217.15

3402824340056	78TH ST W	\$249.80
3402824340057	PILLSBURY AVE S	\$363.07
3402824340058	PILLSBURY AVE S	\$57.91
3402824340059	PILLSBURY AVE S	\$50.67
3402824340060	PILLSBURY AVE S	\$108.75
3402824340061	PILLSBURY AVE S	\$108.77
3402824340065	NICOLLET AVE S	\$201.21
3402824340066	NICOLLET AVE S	\$189.97
3402824340073	PILLSBURY AVE S	\$441.15
3402824430077	2ND AVE S	\$250.97
3402824430078	NICOLLET AVE S	\$4,407.36
3502824430008	78TH ST E	\$504.13
3502824330006	PORTLAND AVE S	\$241.93
3502824330008	PORTLAND AVE S	\$297.32
3502824330009	78TH ST E	\$270.77
3502824340002	12TH AVE S	\$268.36
3502824430077	77TH ST E	\$1,766.36
3502824440004	CEDAR AVE S	\$588.71
3502824440006	78TH ST E	\$354.67
3502824440010	77TH ST E	\$1,506.04
3502824440033	78TH ST E	\$1,009.25
3502824440034	78TH ST E	\$380.31
		Total: \$45,890.78



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Interstate-Lyndale-Nicollet (ILN)
Assessment District
Richfield, Minnesota



RESOLUTION NO.

**RESOLUTION ADOPTING ASSESSMENT ON
INTERSTATE-LYNDALE-NICOLLET (ILN) PROJECT AREA MAINTENANCE FOR
THE PERIOD JANUARY 1, 2020 TO DECEMBER 31, 2020**

WHEREAS, pursuant to proper notice duly given as required by law, the council has met and passed upon all objections to the proposed assessment for current services related to maintenance of the ILN Project Area, which is approximately bounded by I-35W, 77th Street, I-494 and Cedar Avenue.

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

1. Such proposed assessment roll in the total amount of \$45,890.78 is hereby accepted and shall constitute the special assessment against the lands named therein, and each tract of land therein included is hereby found to be benefited by the proposed current services in the amount of assessment levied against it.
2. Such assessment shall be payable before or during 2022 and shall bear interest at the rate of five percent (5%) from the date of adoption of this assessment resolution.
3. The owner of any property so assessed may, at any time prior to certification of the assessment to the County Auditor, pay the whole of the assessment on such property with interest accrued to the date of payment, to the City's Finance Division, except that no interest shall be charged if the entire assessment is paid by November 12, 2021. A property owner may, at any time prior to November 19, pay to the City's Finance Division the entire amount of the assessment remaining unpaid, with interest accrued to December 31 of the year in which payment is made.
4. The City Clerk shall forthwith transmit a certified duplicate of this assessment roll to the County Auditor to be extended on the property tax lists of the County and such assessment shall be collected and paid over in the same manner in other municipal taxes.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

RESOLUTION NO.

RESOLUTION ORDERING THE UNDERTAKING OF CURRENT SERVICE PROJECT WITHIN THE INTERSTATE-LYNDALE-NICOLLET (ILN) PROJECT AREA FOR THE PERIOD JANUARY 1, 2022 TO DECEMBER 31, 2022

WHEREAS, pursuant to ordinance, the City Council of the City of Richfield did establish a special assessment district and did propose that certain current services be undertaken by the City in the ILN Project Area, approximately bounded by I-35W, 77th Street, I-494 and Cedar Avenue and that the cost of such services be specially assessed against benefited property; and

WHEREAS, the City Council of the City of Richfield did also by such resolution set the date of the public hearing on the undertaking of such current service project and the levying of special assessment to bear the cost thereof; and

WHEREAS, following due notice, such public hearing was held on October 12, 2021, at which time all interested parties desiring to be heard were given an opportunity to be heard.

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

1. That the following examples of current services of the City shall be undertaken by the City within the ILN Project Area, which area constitutes the special assessment district with the exception of residential properties, plus the two churches in the area, with the cost of such services to be specially assessed against the benefited property within the district:
 - a. Snow, ice or rubbish removal;
 - b. Weed elimination;
 - c. Elimination or removal of public health or safety hazards from private property, excluding any structure included under the provisions of Minnesota Statutes Section 463.15 to 463.26;
 - d. Installation and repair of water service lines;
 - e. Street sprinkling or other dust treatment of streets;
 - f. The treatment and removal of insect-infested or diseased trees on private property;
 - g. Trimming and care of trees and the removal of unsound trees;
 - h. Repair of sidewalks, crosswalks and other pedestrian walkways;
 - i. Operation of the street lighting system;
 - j. Maintenance of landscaped areas and other public amenities on or adjacent to street right-of-way; and
 - k. Snow removal and other maintenance of streets.

2. The work to be performed may be by day labor, by City force, by contract, or by any combination thereof.
3. The designated period of the project shall be from January 1, 2022, through December 31, 2022. Costs of the project shall be in the manner provided in the Richfield Ordinance Code.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk



STAFF REPORT NO. 157
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Jodi Bursheim, Interim Finance Director

DEPARTMENT DIRECTOR REVIEW:

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Public hearing regarding the assessment of delinquent utility accounts, false alarms, weed eradication charges and vacant property registration fees to be certified to property taxes.

EXECUTIVE SUMMARY:

Minnesota State Statutes 444.075, 429.101, and 429.061 provide that certain unpaid charges may be assessed against the benefiting property.

Chapter VII of the Richfield Code of Ordinances provide that unpaid water, sanitary sewer, storm water, and street light charges may be certified to the county auditor to be included in a property owner's annual property tax bill.

Section 925.02 Subd. 5, Section 915.07 Sub. 3 and chapter 8.02 of the City Charter provide that the City is allowed to specially assess delinquent fees. The City Code also authorizes a certification fee to be charged against each delinquent account.

By certifying the delinquent charges to the property taxes, the City is assured of collection of the charges. The delinquent accounts must be certified to the County Auditor in order for the City to collect the charges through the property tax payment process.

Property owners have been notified that any unpaid charges or fees may be assessed against the property

RECOMMENDED ACTION:

Conduct and close the public hearing and by motion: Approve the attached resolution authorizing certification of unpaid water, sanitary sewer, storm water, and street light charges, false alarm fees, weed eradication charges and vacant property registration fees to the county auditor to be collected with other taxes on said properties.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

Staff expects that, as in years past, many of the now delinquent accounts will be paid before final certification to the County.

Utility Billing:

The pending delinquent 2021 Utility billing charges are \$423,995.06, compared to \$484,060.36 at the same time last year.

In 2020 the City ultimately certified \$378,395.57 due to some property owners paying their delinquent bill prior to the November 15, 2020 deadline.

False Alarms:

The pending delinquent 2021 charges of \$1,100.00 are consistent to prior year's amount of \$1,100.00 at the same time last year.

Public Health or Safety Hazards:

The pending delinquent 2021 charges are \$1,500.00, compared to \$4,960.65 at the same time last year.

Weed Eradication:

The pending delinquent 2021 Utility billing charges are \$1,560.00, compared to \$1,375.00 at the same time last year.

Vacant Property:

The pending delinquent 2021 charges are \$2,900.00, compared to \$1,225.00 at the same time last year.

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

Minnesota State Statutes 444.075 and 429.101 and Chapter VII of the Richfield Code of Ordinances provide that unpaid water, sanitary sewer, storm water, street light charges may be certified to the county auditor to be included in a property owner's annual property tax bill.

A First Notice of Certification to Property Taxes was mailed on August 13, 2021 to Richfield property owners with delinquent accounts.

A final second notice was mailed on September 13, 2021.

Notice of certification was published in the Sun Current on September 23, 2021.

C. CRITICAL TIMING ISSUES:

To prepay the delinquent amount and avoid certification, the entire past due amount must be paid by November 15, 2021.

D. FINANCIAL IMPACT:**Utility Billing:**

The pending delinquent 2021 utility charges total \$423,995.06 for 830 accounts.

A \$50.00 certification fee will be added to each account.

False Alarms:

The pending delinquent 2021 charges are \$1,100.00

Unpaid alarm charges are subject to a 10% penalty charge if not paid within 30 days and is included in the amount listed above.

Public Health or Safety Hazards:

The pending delinquent 2021 charges are \$1,500.00.

A \$25.00 administrative fee is charged to all properties.

Weed Eradication:

The pending delinquent 2021 amount for weed eradication from private property is \$1,560.00.

A \$25.00 administrative fee is charged to all properties.

Vacant Property:

The pending delinquent 2021 amount for vacant property registration fees is \$2,900.00.

A \$25.00 administrative fee is charged to all properties.

Unpaid Charges:

The affected property owner may pay the original principal amount without interest or penalties within 30 days from the date the Council adopts the assessment.

If the original charge remains unpaid beyond the 30 days, the charges will be assessed to the property and will include additional charges for penalties as noted above as well as bear an interest rate of 5% from the date of adoption of the assessment resolution. The certified amount is spread over a period of one year.

E. LEGAL CONSIDERATION:

There are no legal issues apparent at this time. The City Attorney will be available to answer questions.

ALTERNATIVE RECOMMENDATION(S):

None.

PRINCIPAL PARTIES EXPECTED AT MEETING:

ATTACHMENTS:

Description	Type
□ Pending 2021 Assessments	Backup Material
□ Resolution	Backup Material
□ Pending 2021 Utility Billing Certifications	Backup Material

B

Pending Assessments for False Alarms, Public Health Hazard, Weeds, and Vacant Property Registration Fees

False Alarms

Property Address	Property ID	Total
1236 66th Street E	26-028-24-13-0014	220.00
980 78th Street W	33-028-24-44-0235	110.00
1100 78th Street E	33-028-24-44-0231	220.00
6245 Lyndale Ave	27-028-24-22-0002	220.00
6800 Penn Ave S	29-028-24-44-0009	110.00
6736 Penn Ave S	29-028-24-41-0146	110.00
140 66th Street W	27-028-27-24-0064	110.00
		1,100.00

Public Health Hazard

Property Address	Property ID	Total
6226 Girard Ave S	28-028-24-12-0007	300.00
6929 10th Ave	26-028-24-34-0043	300.00
7509 Oakland Ave S	35-028-24-32-0062	600.00
7544 4th Ave S	34-028-24-41-0116	300.00
		1,500.00

Weeds

Property Address	Property ID	Total
6604 Irving Ave S	28-028-24-31-0018	250.00
6929 10th Ave S	26-028-24-34-0043	375.00
7145 12th Ave S	35-028-24-12-0025	125.00
7227 10th Ave S	35-028-24-24-0060	435.00
7309 Harriet Ave S	34-028-24-23-0137	125.00
7320 18th Ave s	35-028-24-14-0100	125.00
7338 Oakland Ave S	35-028-24-23-0005	125.00
		1,560.00

Vacant Property Registration Fees

Property Address	Property ID	Total
101 66th Street E 6600 Stevens 6608 Stevens	27-028-24-42-0134	1,525.00

6604 Irving Ave S	28-028-24-31-0018	275.00
7100 Oliver Ave S	33-028-24-22-0113	275.00
7145 12th Ave S	35-028-24-12-0025	275.00
7309 Harriet Ave S	34-028-24-23-0137	275.00
7614 Pillsbury Ave S	34-028-24-34-0068	275.00
		<hr/>
		2,900.00
		<hr/>

RESOLUTION NO. _____

RESOLUTION AUTHORIZING CERTIFICATION OF UNPAID WATER, SANITARY SEWER, STORM WATER, STREET LIGHT CHARGES, FALSE ALARM, WEED ERADICATION, AND VACANT PROPERTY REGISTRATION FEES TO THE COUNTY AUDITOR TO BE COLLECTED WITH OTHER TAXES ON SAID PROPERTIES

WHEREAS, pursuant to proper notice duly given as required by law, the City Council has met and passed upon all objections to the proposed assessment for current services from private properties in the City of Richfield; and

WHEREAS, all sums delinquent become assessable against the property serviced under Ordinance Code 705, 715, 720 as adopted by the City of Richfield and guided under Minnesota Statutes 444.075, 429.101 and 429.061; and

WHEREAS, the certification list has been prepared specifying the amount that shall be certified against each property that remains unpaid after November 15, 2021.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Richfield, Minnesota:

1. Such proposed assessment roll as indicated on the October 12th list provided to Council is hereby accepted and each property is found to be benefited by the proposed current services in the amount of the assessment.
2. The total amount listed on the assessment list that remain unpaid will be assessed against each particular property.
3. A \$50 certification charge shall be levied against each utility billing delinquent account certified.
4. A \$25 administrative fee shall be levied against each certified public health or safety hazard unpaid charge, weed eradication unpaid charge, and vacant property unpaid charge.
5. The above-described certification list will be spread over a period of one year at the rate of 5% per annum.
6. The total unpaid amount will be certified to the County Auditor for collection with other taxes on said properties.
7. A copy of the resolution shall be sent to the Hennepin County Auditor.

Adopted by the City Council of the City of Richfield, Minnesota, this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

2021 Accounts Scheduled for Certification

Account #	Service Address	Certification Balance
830	TOTAL	\$0.00
0111062210	6221 XERXES AVE S	\$468.91
0111063090	6311 XERXES AVE S	\$55.61
0111064290	6429 XERXES AVE S	\$265.88
0111064350	6435 XERXES AVE S	\$424.96
0111064410	6441 XERXES AVE S	\$464.86
0111163040	6304 WASHBURN AVE S	\$353.46
0111164000	6400 WASHBURN AVE S	\$190.84
0111164160	6416 WASHBURN AVE S	\$208.89
0111262050	6205 VINCENT AVE S	\$759.20
0111262140	6214 VINCENT AVE S	\$1,042.57
0111262200	6220 VINCENT AVE S	\$700.43
0111262390	6239 VINCENT AVE S	\$473.81
0111263390	6339 VINCENT AVE S	\$252.98
0111363440	6344 UPTON AVE S	\$73.36
0111462370	6237 THOMAS AVE S	\$1,210.27
0111463150	6315 THOMAS AVE S	\$601.36
0111463450	6345 THOMAS AVE S	\$95.45
0111563010	6301 SHERIDAN AVE S	\$1,099.35
0111662250	6225 RUSSELL AVE S	\$180.79
0111663140	6314 RUSSELL AVE S	\$110.43
0111664290	6429 RUSSELL AVE S	\$120.64
0111865250	6525 PENN AVE S	\$5,677.28
0111963240	6324 OLIVER AVE S	\$709.56
0111963250	6325 OLIVER AVE S	\$161.48
0112063010	6301 NEWTON AVE S	\$396.86
0112063070	6307 NEWTON AVE S	\$367.74
0112063150	6315 NEWTON AVE S	\$287.96
0112065290	6529 NEWTON AVE S	\$985.15
0112065440	6544 NEWTON AVE S	\$289.24
0112162110	6211 MORGAN AVE S	\$64.96
0112163160	6316 MORGAN AVE S	\$540.03
0112164390	6439 MORGAN AVE S	\$394.86
0112164450	6445 MORGAN AVE S	\$105.30
0112263100	6310 LOGAN AVE S	\$334.20
0112263310	6331 LOGAN AVE S	\$150.64
0112263400	6340 LOGAN AVE S	\$249.64
0112264010	6401 LOGAN AVE S	\$119.53
0112364000	6400 KNOX AVE S	\$458.51
0112364140	6414 KNOX AVE S	\$297.16
0112464110	6411 JAMES AVE S	\$131.33
0112465310	6531 JAMES AVE S	\$808.08
0116524010	2401 65TH ST W	\$414.96
0116524090	2409 65TH ST W	\$390.52
0116616180	1618 66TH ST W	\$1,199.72
0116617060	1706 66TH ST W	\$898.17

2021 Accounts Scheduled for Certification

0116617120	1712 66TH ST W	\$278.73
0116624000	2400 66TH ST W	\$1,630.51
0116629000	2900 66TH ST W	\$111.84
0119965400	6540 PENN AVE S	\$180.00
0121066330	6633 XERXES AVE S	\$21.41
0121068010	6801 XERXES AVE S	\$513.62
0121068130	6813 XERXES AVE S	\$247.42
0121068210	6821 XERXES AVE S	\$398.56
0121166200	6620 WASHBURN AVE S	\$465.15
0121166370	6637 WASHBURN AVE S	\$522.32
0121166410	6641 WASHBURN AVE S	\$865.75
0121167010	6701 WASHBURN AVE S	\$191.66
0121167400	6740 WASHBURN AVE S	\$1,109.82
0121168000	6800 WASHBURN AVE S	\$577.66
0121168450	6845 WASHBURN AVE S	\$452.30
0121266200	6620 VINCENT AVE S	\$775.74
0121266320	6632 VINCENT AVE S	\$427.98
0121267110	6711 VINCENT AVE S	\$80.49
0121267280	6728 VINCENT AVE S	\$432.65
0121268210	6821 VINCENT AVE S	\$494.60
0121268320	6832 VINCENT AVE S	\$61.82
0121268320	6832 VINCENT AVE S	\$65.91
0121367360	6736 UPTON AVE S	\$306.22
0121368200	6820 UPTON AVE S	\$533.92
0121368290	6829 UPTON AVE S	\$486.85
0121368450	6845 UPTON AVE S	\$1,398.75
0121369440	6944 UPTON AVE S	\$216.68
0121466120	6612 THOMAS AVE S	\$610.94
0121466130	6613 THOMAS AVE S	\$539.95
0121466160	6616 THOMAS AVE S	\$488.34
0121469000	6900 THOMAS AVE S	\$57.38
0121475270	7527 THOMAS AVE S	\$423.88
0121476080	7608 THOMAS AVE S	\$1,183.42
0121566240	6624 SHERIDAN AVE S	\$75.77
0121567090	6709 SHERIDAN AVE S	\$641.62
0121568000	6800 SHERIDAN AVE S	\$889.37
0121568090	6809 SHERIDAN AVE S	\$568.41
0121568160	6816 SHERIDAN AVE S	\$93.71
0121569170	6917 SHERIDAN AVE S	\$374.12
0121569290	6929 SHERIDAN AVE S	\$287.29
0121569330	6933 SHERIDAN AVE S	\$482.07
0121575260	7526 SHERIDAN AVE S	\$291.56
0121666330	6633 RUSSELL AVE S	\$139.08
0121666450	6645 RUSSELL AVE S	\$373.96
0121667280	6728 RUSSELL AVE S	\$48.23
0121667280	6728 RUSSELL AVE S	\$60.78
0121668090	6809 RUSSELL AVE S	\$456.28
0121669090	6909 RUSSELL AVE S	\$120.64

2021 Accounts Scheduled for Certification

0121669290	6929 RUSSELL AVE S	\$510.38
0121874450	7445 PENN AVE S	\$2,360.58
0121975140	7514 OLIVER AVE S	\$133.29
0122562320	6232 IRVING AVE S	\$118.61
0122562440	6244 IRVING AVE S	\$121.72
0122664280	6428 HUMBOLDT AVE S	\$502.65
0122664340	6434 HUMBOLDT AVE S	\$162.34
0123062260	6226 GIRARD AVE S	\$778.54
0123062270	6227 GIRARD AVE S	\$225.26
0123063310	6331 GIRARD AVE S	\$652.42
0126627110	2711 66TH ST W	\$1,052.80
0126629130	2913 66TH ST W	\$401.98
0126730150	3015 67TH ST W	\$183.77
0126730150	3015 67TH ST W	\$151.78
0131070090	7009 XERXES AVE S	\$483.45
0131070290	7029 XERXES AVE S	\$486.32
0131070450	7045 XERXES AVE S	\$295.96
0131070470	7047 XERXES AVE S	\$546.65
0131170140	7014 WASHBURN AVE S	\$197.36
0131272140	7214 VINCENT AVE S	\$1,284.61
0131370200	7020 UPTON AVE S	\$444.22
0131371390	7139 UPTON AVE S	\$526.01
0131766200	6620 QUEEN AVE S	\$3,199.81
0131767290	6729 QUEEN AVE S	\$110.43
0131767370	6737 QUEEN AVE S	\$54.64
0131769130	6913 QUEEN AVE S	\$97.89
0131866000	6600 PENN AVE S	\$1,781.23
0131866120	6612 PENN AVE S	\$1,586.32
0131866320	6632 PENN AVE S	\$421.24
0131866450	6645 PENN AVE S	\$156.91
0131867220	6722 PENN AVE S	\$165.62
0131868130	6813 PENN AVE S	\$648.61
0131869160	6916 PENN AVE S	\$497.10
0131968140	6814 OLIVER AVE S	\$106.25
0131969450	6945 OLIVER AVE S	\$479.09
0132069140	6914 NEWTON AVE S	\$221.17
0132166050	6605 MORGAN AVE S	\$361.66
0132166160	6616 MORGAN AVE S	\$205.00
0132169000	6900 MORGAN AVE S	\$476.92
0132169130	6913 MORGAN AVE S	\$515.26
0132169390	6939 MORGAN AVE S	\$529.71
0132175000	7500 MORGAN AVE S	\$378.14
0132175090	7509 MORGAN AVE S	\$368.67
0132175320	7532 MORGAN AVE S	\$267.30
0132369010	6901 KNOX AVE S	\$236.31
0132369170	6917 KNOX AVE S	\$570.37
0132468040	6804 JAMES AVE S	\$102.07
0132468160	6816 JAMES AVE S	\$316.16
0132469260	6926 JAMES AVE S	\$677.45

2021 Accounts Scheduled for Certification

0132566040	6604 IRVING AVE S	\$26.53
0132568150	6815 IRVING AVE S	\$452.24
0132569150	6915 IRVING AVE S	\$196.35
0132569290	6929 IRVING AVE S	\$231.27
0132569400	6940 IRVING AVE S	\$793.34
0132569460	6946 IRVING AVE S	\$487.82
0132666130	6613 HUMBOLDT AVE S	\$975.16
0132667390	6739 HUMBOLDT AVE S	\$1,042.78
0132668010	6801 HUMBOLDT AVE S	\$120.64
0132668150	6815 HUMBOLDT AVE S	\$110.43
0132668390	6839 HUMBOLDT AVE S	\$1,240.62
0132669120	6912 HUMBOLDT AVE S	\$844.62
0132767330	6733 OAKLAND TER	\$1,370.41
0136922010	2201 69TH ST W	\$106.25
0137025130	2513 70TH ST W	\$262.85
0137128160	2816 71ST ST W	\$96.86
0137129100	2910 71ST ST W	\$357.80
0137920070	2007 FOREST DR	\$513.66
0138323120	2312 70 1/2 ST W	\$386.26
0138326040	2604 70 1/2 ST W	\$470.25
0138329000	2900 70 1/2 ST W	\$138.86
0138428000	2800 71 1/2 ST W	\$365.84
0138428240	2824 71 1/2 ST W	\$796.63
0138430140	3014 71 1/2 ST W	\$805.78
0141074000	7400 XERXES AVE S	\$375.52
0141076200	7620 XERXES AVE S	\$151.08
0141076450	7645 XERXES AVE S	\$615.03
0141174330	7433 WASHBURN AVE S	\$97.89
0141175440	7544 WASHBURN AVE S	\$106.25
0141274090	7409 VINCENT AVE S	\$552.66
0141372380	7238 UPTON AVE S	\$356.66
0141372450	7245 UPTON AVE S	\$242.44
0141372450	7245 UPTON AVE S	\$335.17
0141374080	7408 UPTON AVE S	\$59.60
0141377150	7715 UPTON AVE S	\$120.64
0141377320	7732 UPTON AVE S	\$446.06
0141474450	7445 THOMAS AVE S	\$118.13
0141672390	7239 RUSSELL AVE S	\$70.59
0141772200	7220 QUEEN AVE S	\$1,029.13
0141772210	7221 QUEEN AVE S	\$372.02
0141772270	7227 QUEEN AVE S	\$351.28
0141772390	7239 QUEEN AVE S	\$413.42
0141773380	7338 QUEEN AVE S	\$159.80
0141870010	7001 PENN AVE S	\$253.55
0141870040	7004 PENN AVE S	\$359.72
0141872000	7200 PENN AVE S	\$191.60
0141872140	7214 PENN AVE S	\$315.39
0141872320	7232 PENN AVE S	\$419.61
0141872380	7238 PENN AVE S	\$110.43

2021 Accounts Scheduled for Certification

0141873250	7325 PENN AVE S	\$271.91
0141873350	7335 PENN AVE S	\$775.47
0141873480	7348 PENN AVE S	\$398.27
0141970200	7020 OLIVER AVE S	\$888.48
0141970270	7027 OLIVER AVE S	\$1,882.54
0141971330	7133 OLIVER AVE S	\$448.39
0141972330	7233 OLIVER AVE S	\$347.18
0141973000	7300 OLIVER AVE S	\$813.18
0141973200	7320 OLIVER AVE S	\$810.03
0141973340	7334 OLIVER AVE S	\$804.12
0142071090	7109 NEWTON AVE S	\$110.43
0142071260	7126 NEWTON AVE S	\$762.41
0142073080	7308 NEWTON AVE S	\$546.69
0142173090	7309 MORGAN AVE S	\$826.34
0142271380	7138 LOGAN AVE S	\$97.89
0142271440	7144 LOGAN AVE S	\$90.51
0142272270	7227 LOGAN AVE S	\$102.07
0142370040	7004 KNOX AVE S	\$89.36
0142371390	7139 KNOX AVE S	\$181.90
0142371440	7144 KNOX AVE S	\$347.50
0142372080	7208 KNOX AVE S	\$536.89
0142470000	7000 JAMES AVE S	\$710.62
0142470010	7001 JAMES AVE S	\$89.53
0142470110	7011 JAMES AVE S	\$618.60
0142971440	7144 LAKE SHORE DR	\$363.74
0147227120	2712 72ND ST W	\$110.43
0147429170	2917 74TH ST W	\$212.89
0147430200	3020 74TH ST W	\$968.37
0147629090	2909 76TH ST W	\$553.46
0147829080	2908 78TH ST W	\$308.70
0148029260	2926 WASHBURN CIR	\$896.15
0210163522	6352 LYNDAL AVE S E102	\$90.19
0210163542	6354 LYNDAL AVE S W102	\$168.06
0210263504	6350 LYNDAL AVE S E204	\$195.60
0210263521	6352 LYNDAL AVE S E201	\$70.79
0210263542	6354 LYNDAL AVE S W202	\$40.12
0211364000	6400 EMERSON AVE S	\$663.30
0211364240	6424 EMERSON AVE S	\$592.42
0211365250	6525 EMERSON AVE S	\$81.23
0211365360	6536 EMERSON AVE S	\$737.62
0211365400	6540 EMERSON AVE S	\$83.36
0211366260	6626 EMERSON AVE S	\$1,858.74
0211366320	6632 EMERSON AVE S	\$62.25
0211366440	6644 EMERSON AVE S	\$279.40
0211366450	6645 EMERSON AVE S	\$169.84
0211462390	6239 DUPONT AVE S	\$568.86
0211463050	6305 DUPONT AVE S	\$839.44
0211663150	6315 BRYANT AVE S	\$986.78
0211763000	6300 ALDRICH AVE S	\$934.40

2021 Accounts Scheduled for Certification

0211763140	6314 ALDRICH AVE S	\$635.90
0211863000	6300 LYNDAL AVE S	\$2,837.45
0211863300	6330 LYNDAL AVE S	\$950.57
0211863360	6336 LYNDAL AVE S	\$5,303.32
0211863500	6354 LYNDAL AVE S	\$1,935.94
0211962260	6226 GARFIELD AVE S	\$566.08
0212062290	6229 HARRIET AVE S	\$129.00
0212062400	6240 HARRIET AVE S	\$92.49
0212062440	6244 HARRIET AVE S	\$93.71
0212063040	6304 HARRIET AVE S	\$130.85
0212067250	6725 EMERSON LANE	\$75.18
0212067390	6739 EMERSON LANE	\$458.65
0212162360	6236 GRAND AVE S	\$185.97
0212162370	6237 GRAND AVE S	\$501.72
0212262990	6299 PLEASANT AVE S	\$679.65
0212263040	6304 PLEASANT AVE S	\$594.05
0212263220	6322 PLEASANT AVE S	\$218.19
0212263340	6334 PLEASANT AVE S	\$544.84
0212362240	6224 PILLSBURY AVE S	\$262.18
0212362250	6225 PILLSBURY AVE S	\$274.72
0212362290	6229 PILLSBURY AVE S	\$1,736.38
0212362340	6234 PILLSBURY AVE S	\$779.38
0212462250	6225 WENTWORTH AVE S	\$110.43
0212463050	6305 WENTWORTH AVE S	\$94.40
0212463430	6343 WENTWORTH AVE S	\$635.50
0212464010	6401 WENTWORTH AVE S	\$686.52
0212464140	6414 WENTWORTH AVE S	\$147.77
0212476010	7601 WENTWORTH AVE S	\$89.53
0212476150	7615 WENTWORTH AVE S	\$514.78
0212476320	7632 WENTWORTH AVE S	\$616.16
0212476330	7633 WENTWORTH AVE S	\$102.12
0212477200	7720 WENTWORTH AVE S	\$1,605.20
0212477270	7727 WENTWORTH AVE S	\$378.19
0212562350	6235 BLAISDELL AVE S	\$988.70
0212563300	6330 BLAISDELL AVE S	\$245.58
0212564280	6428 BLAISDELL AVE S	\$1,697.80
0212564290	6429 BLAISDELL AVE S	\$484.35
0212574370	7437 BLAISDELL AVE S	\$305.57
0212575300	7530 BLAISDELL AVE S	\$446.62
0212575450	7545 BLAISDELL AVE S	\$693.66
0212576090	7609 BLAISDELL AVE S	\$325.42
0212662240	6224 NICOLLET AVE S	\$1,210.23
0212665250	6525 NICOLLET AVE S	\$389.93
0212674140	7414 NICOLLET AVE S	\$1,439.23
0212674250	7425 NICOLLET AVE S	\$405.28
0212676270	7627 NICOLLET AVE S	\$1,344.14
0212676430	7643 NICOLLET AVE S	\$245.73
0212763390	6339 1ST AVE S	\$274.24
0212764200	6420 1ST AVE S	\$60.87

2021 Accounts Scheduled for Certification

0212765010	6501 1ST AVE S	\$478.62
0212765090	6509 1ST AVE S	\$270.13
0212862380	6238 STEVENS AVE S	\$130.85
0212865010	6501 STEVENS AVE S	\$936.50
0212865200	6520 STEVENS AVE S	\$585.71
0212962210	6221 2ND AVE S	\$103.31
0212962270	6227 2ND AVE S	\$421.32
0212962390	6239 2ND AVE S	\$650.18
0212962440	6244 2ND AVE S	\$129.63
0212963150	6315 2ND AVE S	\$191.60
0212963330	6333 2ND AVE S	\$161.48
0212963380	6338 2ND AVE S	\$106.25
0213062280	6228 3RD AVE S	\$102.07
0213062380	6238 3RD AVE S	\$446.36
0213063200	6320 3RD AVE S	\$899.70
0213063390	6339 3RD AVE S	\$857.31
0213064380	6438 3RD AVE S	\$486.72
0214110000	1000 MILDRED DR	\$139.21
0214268000	6800 EMERSON LN	\$101.44
0216200330	33 65TH STR W	\$300.00
0216403160	318 64TH ST W	\$1,284.61
0216405000	500 64TH ST W	\$635.90
0216405140	514 64TH ST W	\$68.32
0216600200	20 66TH ST W	\$741.90
0216600200	20 66TH ST W	\$49.68
0216600240	26 66TH ST W	\$1,601.06
0216601000	100 66TH ST W	\$2,073.60
0216609170	917 66TH ST W	\$504.77
0216609250	925 66TH ST W	\$459.75
0218403270	327 APPLE LANE	\$404.00
0218403560	356 APPLE LA	\$358.12
0218601000	100 66TH ST E	\$185.34
0219908000	800 66TH ST W	\$120.00
0219965000	6500 LYNDAL AVE S	\$150.00
0221867250	6725 LYNDAL AVE S	\$230.28
0221867370	6737 LYNDAL AVE S	\$118.57
0221867370	6737 LYNDAL AVE S	\$58.05
0221868090	6809 LYNDAL AVE S	\$171.69
0221968370	6837 GARFIELD AVE S	\$102.07
0221968410	6841 GARFIELD AVE S	\$495.34
0222067370	6737 HARRIET AVE S	\$60.79
0222167160	6716 GRAND AVE S	\$120.05
0222169260	6926 GRAND AVE S	\$400.00
0222268230	6823 PLEASANT AVE S	\$43.30
0222268240	6824 PLEASANT AVE S	\$547.51
0222268320	6832 PLEASANT AVE S	\$419.69
0222269090	6909 PLEASANT AVE S	\$351.39
0222269440	6944 PLEASANT AVE S	\$347.10
0222369260	6926 PILLSBURY AVE S	\$1,017.06

2021 Accounts Scheduled for Certification

0222369320	6932 PILLSBURY AVE S	\$824.46
0222467410	6741 WENTWORTH AVE S	\$330.57
0222569080	6908 BLAISDELL AVE S	\$187.63
0222666010	9 66TH STR EAST	\$17,105.81
0222666330	6633 NICOLLET AVE S	\$384.40
0222667110	6711 NICOLLET AVE S	\$252.21
0222667270	6727 NICOLLET AVE S	\$1,055.75
0222668000	6800 NICOLLET AVE S	\$110.26
0222668020	6802 NICOLLET AVE S	\$334.48
0222668030	6803 NICOLLET AVE S	\$1,246.68
0222668100	6810 NICOLLET AVE S	\$1,038.69
0222669150	6915 NICOLLET AVE S	\$1,012.43
0222669210	6921 NICOLLET AVE S	\$812.45
0222766050	6605 1ST AVE S	\$89.87
0222766170	6617 1ST AVE S	\$155.45
0222766380	6638 1ST AVE S	\$514.86
0222767090	6709 1ST AVE S	\$156.94
0222767330	6733 1ST AVE S	\$279.35
0222776320	7632 1ST AVE S	\$343.75
0222866000	6600 STEVENS AVE S	\$38.96
0222866080	6608 STEVENS AVE S	\$38.96
0222875200	7520 STEVENS AVE S	\$162.18
0222875210	7521 STEVENS AVE S	\$282.12
0222876080	7608 STEVENS AVE S	\$213.01
0222876210	7621 STEVENS AVE S	\$256.76
0222876390	7639 STEVENS AVE S	\$302.62
0222967190	6719 2ND AVE S	\$334.80
0222967250	6725 2ND AVE S	\$89.53
0222967330	6733 2ND AVE S	\$1,088.56
0222967380	6738 2ND AVE S	\$943.06
0222968000	6800 2ND AVE S	\$570.06
0222968090	6809 2ND AVE S	\$427.84
0222968120	6812 2ND AVE S	\$647.99
0222968160	6816 2ND AVE S	\$799.99
0223066320	6632 3RD AVE S	\$520.23
0223066450	6645 3RD AVE S	\$341.80
0223067130	6713 3RD AVE S	\$957.87
0223067380	6738 3RD AVE S	\$497.11
0223068380	6838 3RD AVE S	\$507.46
0223162320	6232 CLINTON AVE S	\$384.48
0223164000	6400 CLINTON AVE S	\$192.11
0223164010	6401 CLINTON AVE S	\$646.11
0223166410	6641 CLINTON AVE S	\$537.17
0223166440	6644 CLINTON AVE S	\$307.64
0223167000	6700 CLINTON AVE S	\$489.67
0223167010	6701 CLINTON AVE S	\$71.13
0223167130	6713 CLINTON AVE	\$302.91
0223169000	6900 CLINTON AVE S	\$906.25
0223263200	6320 4TH AVE S	\$763.73

2021 Accounts Scheduled for Certification

0223266250	6625 4TH AVE S	\$384.22
0223267010	6701 4TH AVE S	\$123.32
0223267060	6706 4TH AVE S	\$376.12
0223267300	6730 4TH AVE S	\$256.66
0223269200	6920 4TH AVE S	\$417.36
0223269380	6938 4TH AVE S	\$236.31
0223364140	6414 5TH AVE S	\$261.70
0226604070	407 66TH ST W	\$1,218.95
0227001260	126 70TH ST W	\$266.53
0228800110	11 68TH ST E	\$196.63
0228800210	21 68TH ST E	\$555.86
0228801290	129 68TH ST E	\$114.63
0231074090	7409 HUMBOLDT AVE S	\$74.09
0231100010	77TH ST W	\$600.00
0231174400	7440 GIRARD AVE S	\$171.69
0231175330	7533 GIRARD AVE S	\$97.89
0231274240	7424 FREMONT AVE S	\$407.92
0231275080	7508 FREMONT AVE S	\$1,009.26
0231275090	7509 FREMONT AVE S	\$229.32
0231275160	7516 FREMONT AVE S	\$320.57
0231275290	7529 FREMONT AVE S	\$388.44
0231275450	7545 FREMONT AVE S	\$151.27
0231373200	7320 EMERSON AVE S	\$535.15
0231373290	7329 EMERSON AVE S	\$200.00
0231375370	7537 EMERSON AVE S	\$110.43
0231376170	7617 EMERSON AVE S	\$89.53
0231473090	7309 DUPONT AVE S	\$314.06
0231473210	7321 DUPONT AVE S	\$751.98
0231474080	7408 DUPONT AVE S	\$94.38
0231475000	7500 DUPONT AVE S	\$207.17
0231573150	7315 COLFAX AVE S	\$384.40
0231573290	7329 COLFAX AVE S	\$260.74
0231574390	7439 COLFAX AVE S	\$333.17
0231574440	7444 COLFAX AVE S	\$358.85
0231673400	7340 BRYANT AVE S	\$102.00
0231673450	7345 BRYANT AVE S	\$603.86
0231674040	7404 BRYANT AVE S	\$596.26
0231674090	7409 BRYANT AVE S	\$130.89
0231674250	7425 BRYANT AVE S	\$162.07
0231674290	7429 BRYANT AVE S	\$905.83
0231675160	7516 BRYANT AVE S	\$28.34
0231675400	7540 BRYANT AVE S	\$595.66
0231773000	7300 ALDRICH AVE S	\$480.04
0231775040	7504 ALDRICH AVE S	\$120.64
0231775210	7521 ALDRICH AVE S	\$624.04
0231775450	7545 ALDRICH AVE S	\$19.91
0231776080	7608 ALDRICH AVE S	\$224.26
0231871000	7100 LYNDAL AVE S	\$89.53
0231871470	7147 LYNDAL AVE S	\$204.14

2021 Accounts Scheduled for Certification

0231872300	7230 LYNDAL AVE S	\$296.41
0231873290	7329 LYNDAL AVE S	\$1,135.03
0231873440	7344 LYNDAL AVE S	\$439.09
0231970120	7012 GARFIELD AVE S	\$506.42
0231972040	7204 GARFIELD AVE S	\$526.86
0231972280	7228 GARFIELD AVE S	\$309.27
0231972320	7232 GARFIELD AVE S	\$556.26
0231973090	7309 GARFIELD AVE S	\$93.71
0231973160	7316 GARFIELD AVE S	\$250.46
0231973210	7321 GARFIELD AVE S	\$265.88
0232072000	7200 HARRIET AVE S	\$486.98
0232072120	7212 HARRIET AVE S	\$683.96
0232072370	7237 HARRIET AVE S	\$405.06
0232073040	7304 HARRIET AVE S	\$1,143.16
0232073090	7309 HARRIET AVE S	\$314.06
0232073210	7321 HARRIET AVE S	\$425.64
0232073380	7338 HARRIET AVE S	\$454.24
0232769150	6915 1ST AVE S	\$396.19
0232769550	6955 1ST AVE S	\$120.64
0232974270	7427 2ND AVE S	\$87.33
0232975010	7501 2ND AVE S	\$946.43
0232976150	7615 2ND AVE S	\$223.63
0232976390	7639 2ND AVE S	\$396.86
0233074140	7414 3RD AVE S	\$207.14
0233075390	7539 3RD AVE S	\$130.85
0233076090	7609 3RD AVE S	\$91.00
0233175140	7514 CLINTON AVE S	\$604.08
0233175320	7532 CLINTON AVE S	\$473.94
0233274120	7412 4TH AVE S	\$1,409.58
0233275440	7544 4TH AVE S	\$1,618.84
0233276000	7600 4TH AVE S	\$927.42
0233370310	7031 5TH AVE S	\$291.56
0233370320	7032 5TH AVE S	\$467.26
0233370390	7039 5TH AVE S	\$1,089.19
0233370450	7045 5TH AVE S	\$666.90
0233373040	7304 5TH AVE S	\$860.50
0233373360	7336 5TH AVE S	\$343.38
0233374040	7404 5TH AVE S	\$88.72
0233374050	7405 5TH AVE S	\$184.03
0233374160	7416 5TH AVE S	\$525.19
0233375200	7520 5TH AVE S	\$645.76
0233375320	7532 5TH AVE S	\$1,096.30
0233714080	1408 LAKE SHORE DR	\$337.98
0234071090	7109 AUGSBURG AVE S	\$72.02
0237309180	918 73RD ST W	\$594.53
0237312200	1220 73RD ST W	\$1,170.62
0237405090	509 74TH ST W	\$345.26
0239703050	305 77TH ST E	\$3,191.99
0241874010	7401 LYNDAL AVE S	\$273.72

2021 Accounts Scheduled for Certification

0242075380	7538 HARRIET AVE S	\$212.50
0242076080	7608 HARRIET AVE S	\$537.09
0242076200	7620 HARRIET AVE S	\$196.08
0242172040	7204 GRAND AVE S	\$510.76
0242172250	7225 GRAND AVE S	\$47.33
0242173390	7339 GRAND AVE S	\$680.70
0242273260	7326 PLEASANT AVE S	\$450.48
0242273320	7332 PLEASANT AVE S	\$371.94
0242275270	7527 PLEASANT AVE S	\$103.60
0242375060	7506 PILLSBURY AVE S	\$433.74
0242375450	7545 PILLSBURY AVE S	\$545.50
0242376140	7614 PILLSBURY AVE S	\$314.06
0242376150	7615 PILLSBURY AVE S	\$835.47
0242376270	7627 PILLSBURY AVE S	\$636.48
0242472100	7210 WENTWORTH AVE S	\$237.58
0242474090	7409 WENTWORTH AVE S	\$1,115.82
0242474330	7433 WENTWORTH AVE S	\$26.53
0242572200	7220 BLAISDELL AVE S	\$588.42
0242572390	7239 BLAISDELL AVE S	\$110.43
0242573000	7300 BLAISDELL AVE S	\$376.20
0242573270	7327 BLAISDELL AVE S	\$33.47
0242670050	7005 NICOLLET AVE S	\$202.15
0242670210	7021 NICOLLET AVE S	\$605.67
0242672000	7200 NICOLLET AVE S	\$440.43
0242672010	7201 NICOLLET AVE S	\$238.28
0242672370	7237 NICOLLET AVE S	\$191.60
0242673080	7308 NICOLLET AVE S	\$227.25
0242673200	7320 NICOLLET AVE S	\$601.86
0242673330	7333 NICOLLET AVE S	\$63.71
0242771040	7104 1ST AVE S	\$625.69
0242771330	7133 1ST AVE S	\$662.90
0242771400	7140 1ST AVE S	\$200.00
0242772210	7221 1ST AVE S	\$2,317.66
0242772450	7245 1ST AVE S	\$343.22
0242773330	7333 1ST AVE S	\$73.75
0242871000	7100 STEVENS AVE S	\$867.37
0242871090	7109 STEVENS AVE S	\$97.89
0242871210	7121 STEVENS AVE S	\$384.32
0242871330	7133 STEVENS AVE S	\$102.07
0242872120	7212 STEVENS AVE S	\$120.64
0242872130	7213 STEVENS AVE S	\$920.09
0242873090	7309 STEVENS AVE S	\$229.44
0242873200	7320 STEVENS AVE S	\$491.87
0242873320	7332 STEVENS AVE S	\$218.22
0242971330	7133 2ND AVE S	\$861.20
0242972400	7240 2ND AVE S	\$829.70
0243070200	7020 3RD AVE S	\$362.98
0243071090	7109 3RD AVE S	\$102.07
0243072040	7204 3RD AVE S	\$697.07

2021 Accounts Scheduled for Certification

0243072390	7239 3RD AVE S	\$207.11
0243073050	7305 3RD AVE S	\$564.03
0243073380	7338 3RD AVE S	\$148.72
0243170090	7009 CLINTON AVE S	\$110.43
0243173330	7333 CLINTON AVE S	\$652.98
0243270320	7032 4TH AVE S	\$71.81
0243271000	7100 4TH AVE S	\$757.36
0243271140	7114 4TH AVE S	\$359.64
0243271210	7121 4TH AVE S	\$384.48
0243271380	7138 4TH AVE S	\$421.62
0243271440	7144 4TH AVE S	\$108.70
0243273040	7304 4TH AVE S	\$97.36
0243273200	7320 4TH AVE S	\$1,761.96
0243273360	7336 4TH AVE S	\$316.56
0247202150	215 72ND ST W	\$512.70
0247402210	221 74TH ST W	\$894.86
0249001360	136 70TH ST E	\$532.09
0249903010	301 77TH ST W	\$240.00
0249903510	351 77TH ST W	\$150.00
0249905010	501 77TH ST W	\$750.00
0311064120	6412 PORTLAND AVE S	\$922.34
0311064300	6430 PORTLAND AVE S	\$120.64
0311065000	6500 PORTLAND AVE S	\$663.88
0311762100	6210 11TH AVE S	\$367.93
0311762380	6238 11TH AVE S	\$966.64
0311764010	6401 11TH AVE S	\$1,375.28
0311765350	6535 11TH AVE S	\$153.65
0311862140	6214 12TH AVE S	\$588.24
0311863200	6320 12TH AVE S	\$427.91
0311864380	6438 12TH AVE S	\$1,505.82
0311962200	6220 13TH AVE S	\$264.93
0311963140	6314 13TH AVE S	\$863.57
0311965150	6515 13TH AVE S	\$356.19
0312062080	6208 14TH AVE S	\$574.06
0312062200	6220 14TH AVE S	\$399.52
0312064170	6417 14TH AVE S	\$752.99
0312162120	6212 15TH AVE S	\$545.72
0312162310	6231 15TH AVE S	\$1,566.19
0312162400	6240 15TH AVE S	\$149.18
0312163240	6324 15TH AVE S	\$76.55
0312163250	6325 15TH AVE S	\$423.99
0312163320	6332 15TH AVE S	\$454.44
0312164250	6425 15TH AVE S	\$748.23
0312165200	6520 15TH AVE S	\$189.93
0312165210	6521 15TH AVE S	\$348.17
0312263040	6304 BLOOMINGTON AVE S	\$449.52
0312263300	6330 BLOOMINGTON AVE S	\$479.35
0312263450	6345 BLOOMINGTON AVE S	\$736.10
0312264070	6407 BLOOMINGTON AVE S	\$740.83

2021 Accounts Scheduled for Certification

0312264290	6429 BLOOMINGTON AVE S	\$181.90
0312264340	6434 BLOOMINGTON AVE S	\$691.20
0312264450	6445 BLOOMINGTON AVE S	\$54.57
0312265120	6512 BLOOMINGTON AVE S	\$722.22
0312365040	6504 16TH AVE S	\$568.53
0312365080	6508 16TH AVE S	\$1,519.40
0312365240	6524 16TH AVE S	\$401.45
0316214130	1413 62ND ST E	\$593.85
0316214210	1421 62ND ST E	\$525.18
0316215110	1511 62ND ST E	\$364.39
0316515000	6515 RICHFIELD PKWY	\$1,750.28
0316613100	1310 66TH ST E	\$597.13
0321066300	6630 PORTLAND AVE S	\$657.61
0321167210	6721 OAKLAND AVE S	\$98.28
0321167340	6734 OAKLAND AVE S	\$503.04
0321169150	6915 OAKLAND AVE S	\$90.66
0321169150	6915 OAKLAND AVE S	\$146.98
0321169320	6932 OAKLAND AVE S	\$102.07
0321267320	6732 PARK AVE S	\$308.32
0321367360	6736 COLUMBUS AVE S	\$1,130.50
0321368150	6815 COLUMBUS AVE S	\$774.53
0321368240	6824 COLUMBUS AVE S	\$518.87
0321369330	6933 COLUMBUS AVE S	\$225.31
0321467330	6733 CHICAGO AVE S	\$99.98
0321568110	6811 ELLIOT AVE S	\$1,505.12
0321568290	6829 ELLIOT AVE S	\$663.06
0321568380	6838 ELLIOT AVE S	\$85.25
0321568450	6845 ELLIOT AVE S	\$423.94
0321569010	6901 ELLIOT AVE S	\$245.54
0321569040	6904 ELLIOT AVE S	\$341.95
0321666330	6633 10TH AVE S	\$720.63
0321667140	6714 10TH AVE S	\$263.25
0321667330	6733 10TH AVE S	\$776.19
0321668150	6815 10TH AVE S	\$789.26
0321668250	6825 10TH AVE S	\$358.87
0321668280	6828 10TH AVE S	\$331.51
0321669150	6915 10TH AVE S	\$135.94
0321669290	6929 10TH AVE S	\$281.20
0321768040	6804 11TH AVE S	\$689.56
0321768100	6810 11TH AVE S	\$368.42
0321769100	6910 11TH AVE S	\$562.82
0321769450	6945 11TH AVE S	\$295.18
0321868010	6801 12TH AVE S	\$1,082.34
0321869110	6911 12TH AVE S	\$733.73
0321869290	6929 12TH AVE S	\$110.43
0321869350	6935 12TH AVE S	\$1,286.55
0321966090	6609 13TH AVE S	\$910.55
0321966320	6632 13TH AVE S	\$945.52
0321966350	6635 13TH AVE S	\$198.43

2021 Accounts Scheduled for Certification

0321967380	6738 13TH AVE S	\$737.43
0321968050	6805 13TH AVE S	\$625.17
0321969100	6910 13TH AVE S	\$930.77
0321969150	6915 13TH AVE S	\$141.06
0322066410	6641 14TH AVE S	\$121.98
0322066410	6641 14TH AVE S	\$22.82
0322067040	6704 14TH AVE S	\$93.80
0322067080	6708 14TH AVE S	\$451.14
0322067160	6716 14TH AVE S	\$181.48
0322069010	6901 14TH AVE S	\$448.49
0322069350	6935 14TH AVE S	\$110.43
0322166160	6616 15TH AVE S	\$52.85
0322166360	6636 15TH AVE S	\$268.50
0322368440	6844 16TH AVE S	\$632.21
0322369200	6920 16TH AVE S	\$576.00
0322467150	6715 17TH AVE S	\$405.63
0322467260	6726 17TH AVE S	\$935.65
0322468260	6826 17TH AVE S	\$569.41
0322468270	6827 17TH AVE S	\$188.48
0322469270	6927 17TH AVE S	\$572.63
0322470200	7020 17TH AVE S	\$58.41
0322470260	7026 17TH AVE S	\$1,031.97
0322568450	6845 18TH AVE S	\$162.51
0322569260	6926 18TH AVE S	\$306.62
0322569380	6938 18TH AVE S	\$276.51
0326706190	619 67TH ST E	\$982.76
0326806000	600 68TH ST E	\$496.89
0326807210	721 68TH ST E	\$594.77
0331071170	7117 PORTLAND AVE S	\$1,199.90
0331072390	7239 PORTLAND AVE S	\$151.89
0331073280	7328 PORTLAND AVE S	\$999.54
0331170200	7020 OAKLAND AVE S	\$249.57
0331170390	7039 OAKLAND AVE S	\$67.31
0331170390	7039 OAKLAND AVE S	\$432.17
0331170440	7044 OAKLAND AVE S	\$264.05
0331270210	7021 PARK AVE S	\$115.89
0331270240	7024 PARK AVE S	\$751.62
0331271130	7113 PARK AVE S	\$118.79
0331271440	7144 PARK AVE S	\$110.43
0331273080	7308 PARK AVE S	\$155.18
0331273150	7315 PARK AVE S	\$319.13
0331273270	7327 PARK AVE S	\$174.64
0331370000	7000 COLUMBUS AVE S	\$15.00
0331371450	7145 COLUMBUS AVE S	\$72.09
0331372000	7200 COLUMBUS AVE S	\$361.58
0331373200	7320 COLUMBUS AVE S	\$238.20
0331373270	7327 COLUMBUS AVE S	\$714.72
0331373380	7338 COLUMBUS AVE S	\$559.25
0331471220	7122 CHICAGO AVE S	\$574.73

2021 Accounts Scheduled for Certification

0331571120	7112 ELLIOT AVE S	\$178.65
0331573080	7308 ELLIOT AVE S	\$398.66
0331573440	7344 ELLIOT AVE S	\$270.66
0331672150	7215 10TH AVE S	\$587.55
0331672270	7227 10TH AVE S	\$504.31
0331771150	7115 11TH AVE S	\$578.18
0331771450	7145 11TH AVE S	\$254.38
0331772320	7232 11TH AVE S	\$1,053.26
0331772330	7233 11TH AVE S	\$183.24
0331772380	7238 11TH AVE S	\$247.36
0331870270	7027 12TH AVE S	\$220.86
0331871210	7121 12TH AVE S	\$136.95
0331871210	7121 12TH AVE S	\$68.74
0331871440	7144 12TH AVE S	\$62.52
0331871450	7145 12TH AVE S	\$314.06
0331872080	7208 12TH AVE S	\$980.75
0331872380	7238 12TH AVE S	\$932.00
0331872450	7245 12TH AVE S	\$740.54
0331873210	7321 12TH AVE S	\$596.57
0331873290	7329 12TH AVE S	\$15.00
0331873450	7345 12TH AVE S	\$660.93
0331973010	7301 13TH AVE S	\$101.81
0331973440	7344 13TH AVE S	\$218.72
0331973450	7345 13TH AVE S	\$145.26
0332070080	7008 14TH AVE S	\$688.65
0332070380	7038 14TH AVE S	\$120.64
0332071010	7101 14TH AVE S	\$395.82
0332071080	7108 14TH AVE S	\$503.58
0332071330	7133 14TH AVE S	\$597.36
0332072250	7225 14TH AVE S	\$668.83
0332170040	7004 15TH AVE S	\$734.39
0332170100	7010 15TH AVE S	\$398.45
0332170380	7038 15TH AVE S	\$637.76
0332172380	7238 15TH AVE S	\$999.92
0332270280	7028 BLOOMINGTON AVE S	\$963.56
0332270450	7045 BLOOMINGTON AVE S	\$839.42
0332271140	7114 BLOOMINGTON AVE S	\$437.85
0332271200	7120 BLOOMINGTON AVE S	\$628.59
0332272240	7224 BLOOMINGTON AVE S	\$760.39
0332273140	7314 BLOOMINGTON AVE S	\$998.11
0332273340	7334 BLOOMINGTON AVE S	\$1,098.93
0332371250	7125 16TH AVE S	\$700.65
0332371340	7134 16TH AVE S	\$1,253.53
0332372350	7235 16TH AVE S	\$526.69
0332471010	7101 17TH AVE S	\$224.39
0332471110	7111 17TH AVE S	\$140.11
0332471340	7134 17TH AVE S	\$290.61
0332472280	7228 17TH AVE S	\$186.24
0332472340	7234 17TH AVE S	\$980.40

2021 Accounts Scheduled for Certification

0332472380	7238 17TH AVE S	\$2,257.52
0332472450	7245 17TH AVE S	\$424.64
0332473200	7320 17TH AVE S	\$953.06
0332473250	7325 17TH AVE S	\$139.69
0332570250	7025 18TH AVE S	\$618.02
0332570290	7029 18TH AVE S	\$201.42
0332570390	7039 18TH AVE S	\$558.31
0332571150	7115 18TH AVE S	\$533.77
0332571200	7120 18TH AVE S	\$727.29
0332572040	7204 18TH AVE S	\$496.31
0332572090	7209 18TH AVE S	\$1,098.50
0332572150	7215 18TH AVE S	\$433.44
0332572280	7228 18TH AVE S	\$1,508.78
0332572450	7245 18TH AVE S	\$750.09
0332573000	7300 18TH AVE S	\$294.71
0332573200	7320 18TH AVE S	\$85.35
0332573280	7328 18TH AVE S	\$274.05
0332573380	7338 18TH AVE S	\$549.67
0332573450	7345 18TH AVE S	\$879.53
0332670500	7050 CEDAR AVE S	\$336.05
0332671020	7102 CEDAR AVE S	\$134.57
0337108050	805 71ST ST E	\$94.03
0337915440	1544 FERN DR	\$799.63
0341074170	7417 PORTLAND AVE S	\$103.82
0341075080	7508 PORTLAND AVE S	\$357.56
0341075140	7514 PORTLAND AVE S	\$316.16
0341075160	7516 PORTLAND AVE S	\$378.87
0341075210	7521 PORTLAND AVE S	\$353.28
0341075440	7544 PORTLAND AVE S	\$626.86
0341076270	7625 PORTLAND AVE S	\$803.08
0341174140	7414 OAKLAND AVE S	\$911.65
0341174200	7420 OAKLAND AVE S	\$1,038.56
0341175090	7509 OAKLAND AVE S	\$1,210.08
0341175390	7539 OAKLAND AVE S	\$847.64
0341176210	7621 OAKLAND AVE S	\$622.46
0341176250	7625 OAKLAND AVE S	\$741.30
0341274260	7426 PARK AVE S	\$544.95
0341274270	7427 PARK AVE S	\$661.70
0341274380	7438 PARK AVE S	\$191.60
0341276390	7639 PARK AVE S	\$482.08
0341374000	7400 COLUMBUS AVE S	\$191.18
0341376150	7615 COLUMBUS AVE S	\$251.49
0341376330	7633 COLUMBUS AVE S	\$849.03
0341474450	7445 CHICAGO AVE S	\$100.66
0341476040	7604 CHICAGO AVE S	\$734.13
0341476140	7614 CHICAGO AVE S	\$55.78
0341476200	7620 CHICAGO AVE S	\$75.13
0341476380	7638 CHICAGO AVE S	\$282.25
0341574140	7414 ELLIOT AVE S	\$576.57

2021 Accounts Scheduled for Certification

0341574330	7433 ELLIOT AVE S	\$164.18
0341576330	7633 ELLIOT AVE S	\$202.15
0341674000	7400 10TH AVE S	\$741.78
0341674200	7420 10TH AVE S	\$336.96
0341674270	7427 10TH AVE S	\$121.79
0341675080	7508 10TH AVE S	\$234.84
0341676000	7600 10TH AVE S	\$74.08
0341676200	7620 10TH AVE S	\$116.38
0341774080	7408 11TH AVE S	\$860.78
0341774210	7421 11TH AVE S	\$728.52
0341775000	7500 11TH AVE S	\$802.97
0341775200	7520 11TH AVE S	\$666.02
0341775390	7539 11TH AVE S	\$120.64
0341776000	7600 11TH AVE S	\$3,632.56
0341776330	7633 11TH AVE S	\$130.85
0341874000	7400 12TH AVE S	\$93.80
0341874090	7409 12TH AVE S	\$72.80
0341874150	7415 12TH AVE S	\$539.63
0341875010	7501 12TH AVE S	\$566.16
0341876270	7627 12TH AVE S	\$1,254.33
0341975320	7532 13TH AVE S	\$72.88
0342075090	7509 14TH AVE S	\$263.12
0342075210	7521 14TH AVE S	\$166.27
0342076150	7615 14TH AVE S	\$389.48
0342176150	7615 15TH AVE S	\$76.27
0342176380	7638 15TH AVE S	\$471.70
0342274000	7400 BLOOMINGTON AVE S	\$336.27
0342274080	7408 BLOOMINGTON AVE S	\$90.19
0342274140	7414 BLOOMINGTON AVE S	\$131.33
0342276080	7608 BLOOMINGTON AVE S	\$185.73
0342276150	7615 BLOOMINGTON AVE S	\$439.70
0342276320	7632 BLOOMINGTON AVE S	\$575.13
0342276330	7633 BLOOMINGTON AVE S	\$57.89
0342276350	7635 BLOOMINGTON AVE S	\$797.21
0342374050	7405 16TH AVE S	\$617.89
0342375090	7509 16TH AVE S	\$215.04
0342375150	7515 16TH AVE S	\$187.48
0342375320	7532 16TH AVE S	\$94.83
0342474100	7410 17TH AVE S	\$69.47
0342474150	7415 17TH AVE S	\$524.60
0342474340	7434 17TH AVE S	\$377.55
0342574010	7401 18TH AVE S	\$302.62
0342574140	7414 18TH AVE S	\$241.28
0342574150	7415 18TH AVE S	\$200.00
0342575200	7520 18TH AVE S	\$61.50
0342575200	7520 18TH AVE S	\$177.58
0342575280	7528 18TH AVE S	\$591.30
0342668130	6813 CEDAR AVE S	\$427.74
0342668140	6814 CEDAR AVE S	\$535.97

2021 Accounts Scheduled for Certification

0342668380	6838 CEDAR AVE S	\$578.86
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STAFF REPORT NO. 158
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Melissa Poehlman, Asst. Community Development Director

DEPARTMENT DIRECTOR REVIEW: John Stark, Community Development Director
10/5/2021

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Consider approval of a resolution accepting the Portland Gateway Report and directing staff to consider its recommendations when evaluating proposals and policies in the study area.

EXECUTIVE SUMMARY:

In 2019, the cities of Richfield and Bloomington were selected for a 2020 Council for the New Urbanism (CNU) Legacy Project. Legacy Projects offer municipalities in the area of the CNU Annual Conference the opportunity to host a four-day neighborhood design workshop with leading national urban design firms around projects related to the mission of CNU. The combined application of Richfield and Bloomington for the Portland Gateway area was selected, and the cities worked with national design consultants from TSW Planners and Architects (TSW), as well as Toole Design Group, to explore the revitalization of this area in the context of significant, upcoming transportation changes. The Portland Gateway Area is generally located along I-494 between Nicollet and 12th Avenues and 76th Street and American Boulevard.

Although the pandemic caused the cancellation of the CNU Annual Conference and the four-day workshop, city staff and the design team worked to virtually engage the community and prepare a report that includes key observations and neighborhood input that we want to acknowledge and use to inform policy actions in this geographic area. The attached report provides the following:

- Summary of existing conditions, area context, and existing plans and policy documents (Comprehensive Plan, I-494 Market Impact Evaluation, Pedestrian Plan and Guiding Principles);
- Identifies a "Walkability Enhancement Zone" as an area that could be evaluated for "broader connectivity opportunities, design standards, and policy recommendations."
- Valuable input from stakeholders (area business owners, area property owners, area residents, MnDOT, Metro Transit, Hennepin County, and local developers), including:
 - Existing places of value;
 - Important existing connections;
 - Desired goods and services;
 - Desired connections;
 - Safety concerns;
 - Desired public realm improvements and challenges; and
 - Potential market for redevelopment.
- Recommendations for general design standards for the public realm:

- Local streetscapes;
- Mid-block crossings;
- Pedestrian and bike facilities and bridges; and
- Public spaces.
- A matrix of action items to consider related to Redevelopment Alternatives; Affordable Housing; Mobility; and Parks, Open Space, and the Public Realm.

Staff is recommending that the City Council accept the attached report and direct staff to further explore the potential adoption of specific policies and ideas discussed within. The Planning Commission unanimously recommended acceptance on September 27, 2021.

RECOMMENDED ACTION:

By motion: Approve the attached resolution accepting the Portland Gateway Report and directing staff to consider its recommendations when considering code amendments, policy and programming, and land use applications in the Portland Gateway area.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The cities of Richfield and Bloomington applied for a CNU Legacy Project in anticipation of changes to the regional highway system. The pandemic significantly impacted the process and outcome of this project.
- Richfield's I-494 Corridor Plan is now more than 15 years old (2005).

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

- This project generally affirmed the City's Comprehensive Plan and Zoning District designations for properties in the Portland Gateway area.
- The short duration of a Legacy Project is intended to begin the exploration of creative solutions, rather than produce adoption-ready policy.

C. CRITICAL TIMING ISSUES:

- As MnDOT continues to move forward with plans for the reconstruction of the regional highway in this area, it's important for the Council to either affirm or deny the general direction of Portland Gateway Report so that its recommendations can help to inform ongoing discussions.

D. FINANCIAL IMPACT:

- None.

E. LEGAL CONSIDERATION:

- None.

ALTERNATIVE RECOMMENDATION(S):

- Do not accept the Portland Gateway Report.

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

Description	Type
□ Resolution	Resolution Letter
□ Portland Gateway Report	Exhibit

RESOLUTION NO.

**RESOLUTION ACCEPTING THE PORTLAND GATEWAY REPORT
AND DIRECTING STAFF TO CONSIDER ITS POLICY RECOMMENDATIONS FOR
THE PORTLAND GATEWAY AREA**

WHEREAS, the City of Richfield has partnered in a Congress for the New Urbanism Legacy Project with the City of Bloomington to study the Portland Gateway Area, generally located along I-494 between Nicollet and 12th Avenues and 76th Street and American Boulevard; and

WHEREAS, the outcome of this study is a document entitled "Portland Gateway" prepared by TSW and Toole Design; and

WHEREAS, the Portland Gateway Report was prepared with input from area stakeholders through participation in a variety of virtual forums; and

WHEREAS, the Portland Gateway Report provides important input from these stakeholders, guidance for the design of the public realm, and a matrix of potential action items for cities to explore further; and

WHEREAS, the City Council finds that additional exploration of the concepts detailed in the Portland Gateway Report is warranted and that the context provided by the Portland Gateway Report is valuable in guiding future code amendments, policy and programming, and land use applications in the Portland Gateway area;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Richfield, Minnesota, that the City Council hereby accepts the Portland Gateway Report and directs staff to consider its recommendations when considering code amendments, policy and programming, and land use applications in the Portland Gateway area.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October, 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinnig, City Clerk



Portland Gateway

**CONGRESS FOR THE NEW URBANISM
2020 LEGACY PROJECT**

CITY OF RICHFIELD & CITY OF BLOOMINGTON
TSW & TOOLE DESIGN GROUP

JUNE 2, 2021



Acknowledgments

CONGRESS FOR THE NEW URBANISM

+

GOVERNMENT & AGENCY PARTNERS

City of Richfield
City of Bloomington
MetroTransit
MnDOT

CONSULTANT TEAM

TSW
Toole Design Group

NOTE: This planning study is not comprehensive in scope like most planning studies. It was intended to be a week-long design exercise with public engagement, but the COVID-19 pandemic stalled the plan and caused Cities to re-evaluate how to move forward with recommendations. This was a largely pro-bono effort by TSW and Toole Design Group.

Bloomington ADA Notice

The City of Bloomington does not discriminate against or deny the benefits of its services, programs, or activities to a qualified person because of a disability. The City will provide a reasonable accommodation or modify its policies and programs to allow people with disabilities to participate in all City services, programs, activities, and employment. The law does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden on the City. To make a request for a reasonable accommodation, ask for more information, or to file a complaint, contact the Community Outreach and Engagement Division, City of Bloomington, 1800 West Old Shakopee Road, Bloomington, MN 55431-3027; 952-563-8733, MN Relay 711.

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Design Standards

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I-494 Interchange Documentation
Inspiration: 5th Street Bridge in Atlanta



01: EXISTING CONDITIONS

PROJECT PURPOSE
PLAN REVIEW & CURRENT EFFORTS
ANALYSIS MAPS

Project Purpose

CITY OF RICHFIELD + CITY OF BLOOMINGTON PARTNERSHIP

THE CNU LEGACY PROJECTS

“Each year, in conjunction with its annual Congress, CNU invites municipalities and neighborhood organizations within the Congress’s host region to apply for pro-bono technical assistance from leading urban design firms. Each expert-led Congress Legacy Project is aimed at empowering local leaders, advocates, and residents in underserved communities to implement New Urbanist principles that help people and businesses in their communities thrive. Through public engagement and collaboration, CNU’s Legacy Projects strive to demonstrate the power of great urban design beyond the boundaries of each selected community, and targeted communities experience both short-term progress and long-lasting momentum” (www.cnu.org).

A PARTNERSHIP FOR THE PORTLAND GATEWAY

The **Portland Gateway** area straddles Interstate 494 (I-494) and serves as a major point of entry to both Bloomington and Richfield, neighboring suburbs south of downtown Minneapolis. The two cities share a border along I-494 and abut the Minneapolis-Saint Paul (MSP) International Airport.

Both cities experienced significant growth between 1950 and 1970, characterized by auto-oriented strip development located along major arterial streets, including Portland Avenue.

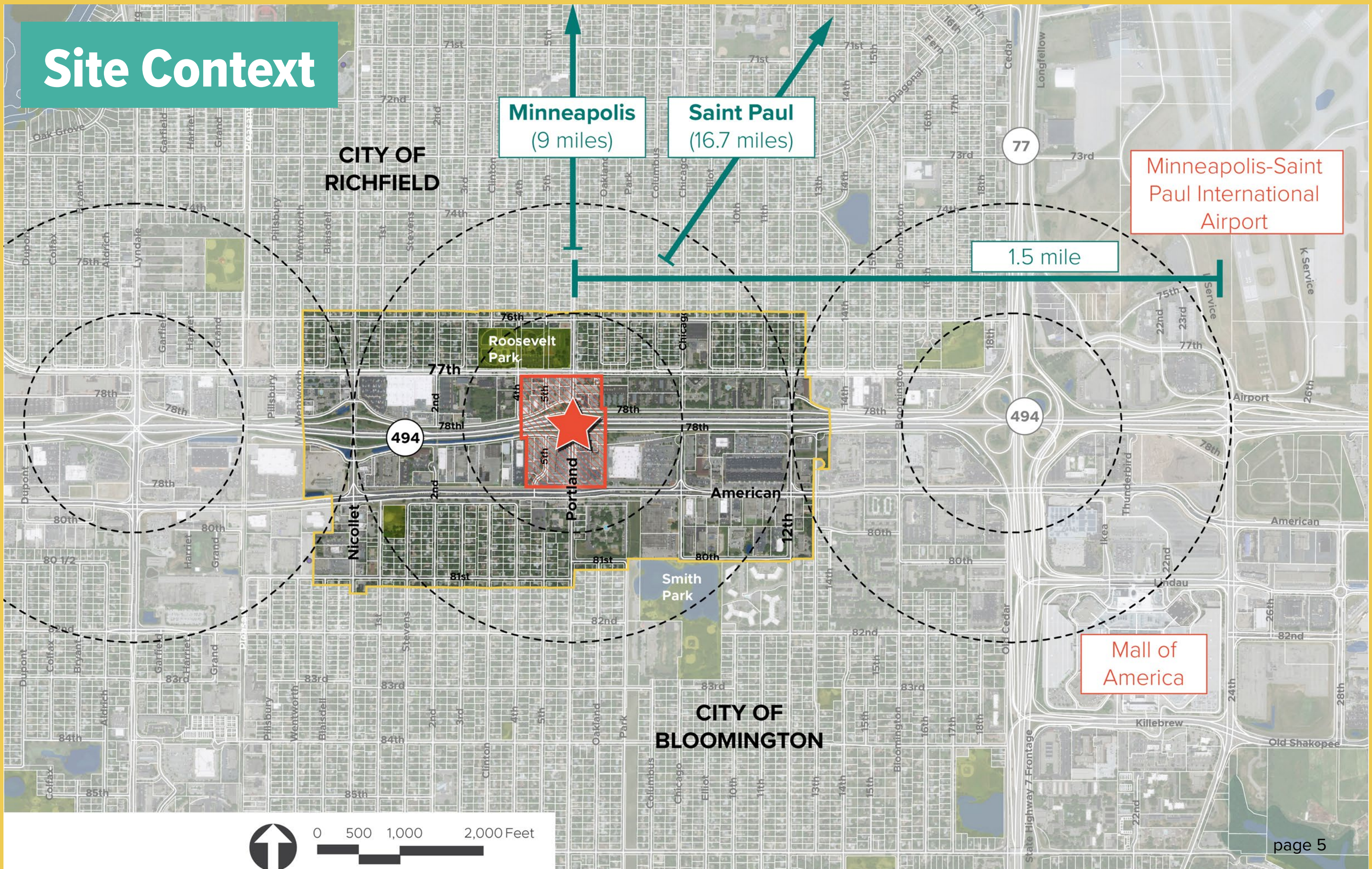
Now, the area is experiencing significant shifts, indicating a growing potential for redevelopment. MetroTransit has a planned Bus Rapid Transit (BRT) route through the area, and MnDOT is evaluating access modification along I-494 that will result in significant changes to the Portland Avenue interchange.

The **2020 CNU Legacy Project** was pursued to leverage these changes in order to:

- Revitalize aging commercial centers and corridors to create attractive, vibrant places that better serve changing demographics and community needs.
- Transform the aging commercial area into an attractive gateway serving both cities and enhance connectivity between the businesses and neighborhoods on either side of I-494.
- Stimulate reinvestment in the area.
- Create a model for redevelopment in other suburban areas.



Site Context



Site Context

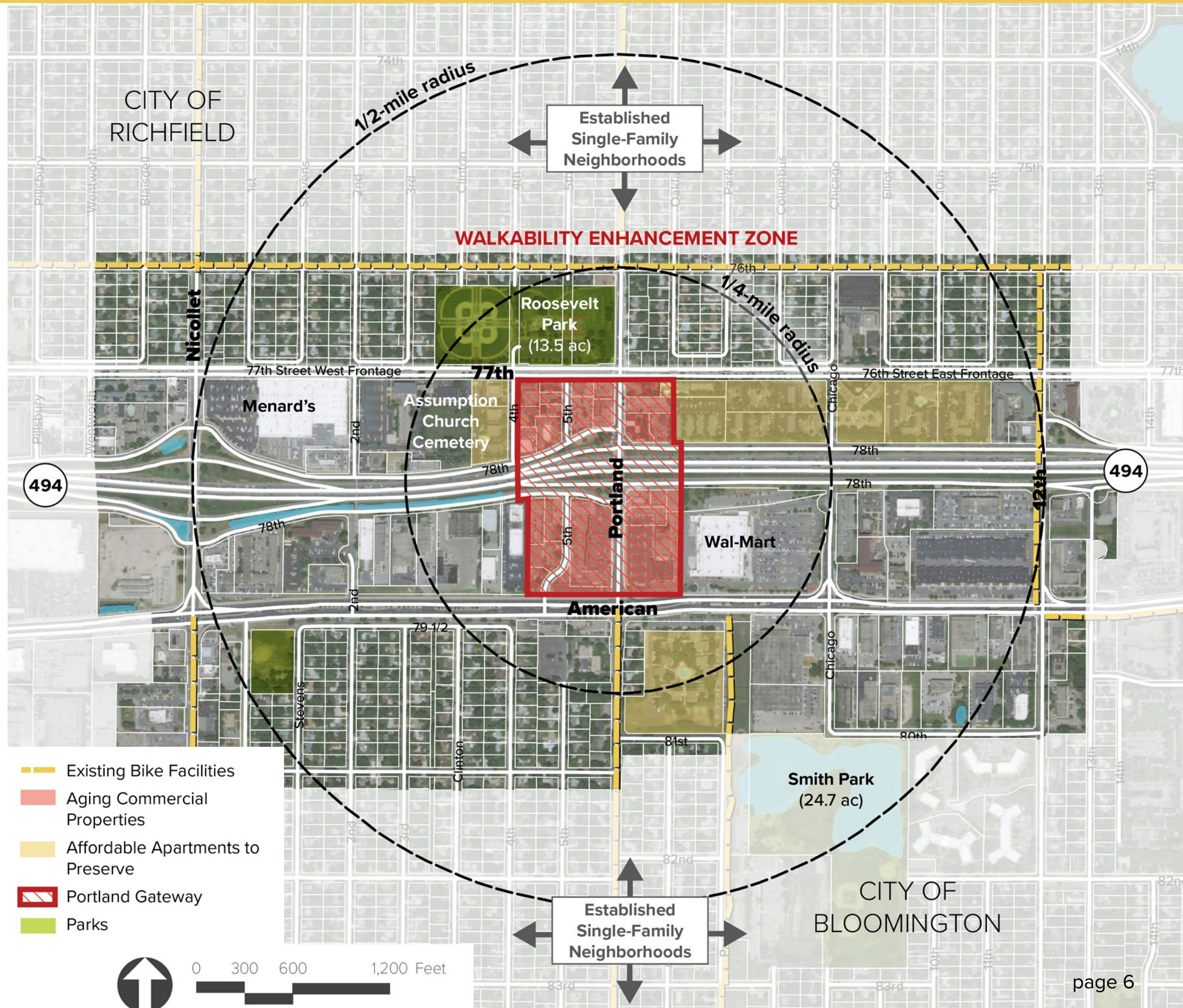
The **Portland Gateway** area straddles Interstate 494 and serves as a major entry point into Bloomington and Richfield. The below statements describe the general conditions of the study area.

- Developed in the 1950s and 60s
- Characterized by aging commercial buildings and strip centers, surface parking lots, and affordable rental housing
- Surrounded by established, single-family neighborhoods
- Commercial centers provide a variety of convenient retail, service, and food outlets
- Highly diverse and more economically challenged than other areas in Bloomington and Richfield

This effort works within two study areas.

The Walkability Enhancement Zone (1/2-mile radius from Portland Avenue and I-494) is evaluated for broader connectivity opportunities, design standards, and policy recommendations. Once the interchanges close, the areas around Nicollet and 12th Street could be redeveloped into quality mixed-use destinations.

The Portland Gateway is the area most affected by the interchange re-design. The original scope planned for concept designs, but timing made this infeasible.



Plan Review & Current Efforts

The analysis and recommendations of this study considered previous work conducted by the City of Richfield and City of Bloomington. Many previous plans were reviewed and analyzed for recommendations relevant to the Portland Gateway.

RICHFIELD 2040 COMPREHENSIVE PLAN

Richfield is an “urban hometown” that reflects the characteristics of living in a close-knit community, while surrounded by the amenities and resources of a broader metropolitan area. The Comprehensive Plan’s overall goals are:

- Committing to equitable opportunities for all;
- Emphasizing sustainability as a measure to ensure the future economic, environmental, and social health of the community;
- Strengthening and enhancing the low-density residential areas of the community;
- Maintaining a diversity of housing types and price ranges;
- Committing to a balanced multimodal transportation system; and,
- Providing quality parks and recreation areas that are well-connected by trails.

Relevant Recommendations

- The Portland Gateway area should be a regional, commercial, and mixed-use node with high-density residential.
- Preserve naturally-occurring affordable housing and provide more affordable housing.
- Add key linkages to the trail network and on-street bike and pedestrian facilities.
- Use a complete streets policy and design streets for people.
- Improve parking, add soccer fields, and remove ice rinks and tennis courts at Roosevelt Park.

BLOOMINGTON COMPREHENSIVE PLAN (FORWARD 2040)

The Comprehensive Plan provides guidance by identifying future needs, guiding development and zoning decisions, setting priorities for public investments, and serving as a repository of information. The vision established in the plan states: “Bloomington is a community of choice. A place people seek out to live, work, conduct business, and recreate. We foster vibrant, safe, and accessible neighborhoods, amenities and destinations. We work together to ensure everyone feels welcomed and engaged in opportunities that foster community life and



Roosevelt Park in Richfield at Portland Avenue and 77th Street

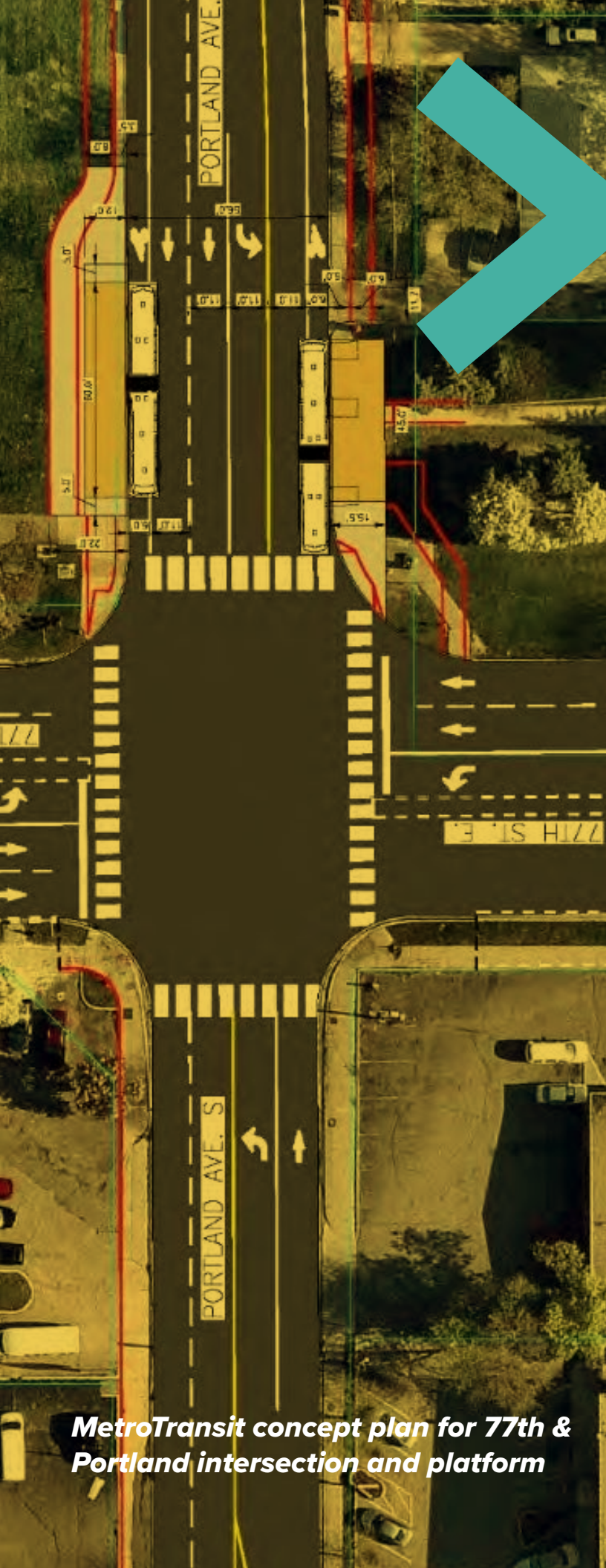
a sense of belonging.” The City’s values (summarized) are that Bloomington is:

- **Forward thinking** - intentional in managing change and shaping growth;
- **Connected** - aim to provide accessible and multimodal transportation network;
- **A community of neighborhoods** - promote neighborhood revitalization to strengthen community identity;
- **Inclusive, safe, and welcoming** - continues to be more diverse and celebrates the changes and opportunities they present;
- **Supportive of the wide-ranging business community** - values the broad array of businesses in the city;
- **A steward of natural and cultural assets** - preservation of natural, social, and economic resources;

- **Sustainable and resilient** - proactive management and renewal of natural, social, and economic resources; and,
- **Stable** - provide collaborative, progressive, and responsive leadership that works with the community.

Relevant Recommendations

- Redevelop older neighborhood commercial areas. In particular, Portland Avenue and American Boulevard is identified as a high priority neighborhood commercial node to redevelop.
- Focus mixed-use development in key areas.
- Encourage transit-supportive development in station areas.
- Foster housing choices and affordability.
- Meet the needs of the changing residential population.
- Fill gaps in the trail and sidewalk network.



MetroTransit concept plan for 77th & Portland intersection and platform

METROTRANSIT D-LINE

MetroTransit created a plan for the D-Line Bus Rapid Transit (BRT) route, which will run through the heart of the Portland Gateway. Stations are placed about 0.5 mile apart along the route. Within the study area, the D-Line will make the following accommodations:

- **Two stations** at 77th and Portland Avenue and American Boulevard and Portland Avenue
- Platform designs that use existing curb lines
- Coordination with Hennepin County and City of Richfield focused on the interaction between the BRT and bike facilities
- Buses at the 77th Street and Portland Avenue platform will work the same way as current bus service, temporarily stopping in the bike lanes
- A planned American Boulevard BRT route will also utilize the station at Portland and American
- A potential mid-block crossing is planned for the American Boulevard station

MNDOT INTERCHANGE PROJECT (2019 - PRESENT)

MnDOT is working on access consolidation plans along I-494, affecting the Portland Gateway study area because of the three interchanges within a mile of each other: Nicollet, Portland, and 12th.

- MnDOT anticipates closing Nicollet Avenue and 12th Street interchanges.
- MnDOT started with multiple concept plan alternatives for the Portland Avenue interchange upgrades and has identified a preferred tight diamond design.
- The agency is in the middle of environmental review.

I-494 INTERCHANGE MARKET IMPACT EVALUATION (2019)

The City of Richfield hired a consultant to conduct a market impact evaluation for the MnDOT I-494 interchange access consolidation. The study's overall outcomes are:

- The reconfiguration will strengthen the marketplace for commercial destinations.
- The extension of 77th Street to 24th Avenue is an important contribution because it provides alternative access and east-west connectivity.
- Trips originating in approximately 85 counties travel to or through the I-494 corridor each day (18% of trips originate 100+ miles away).
- The area is a significant regional destination, and retail at 77th and Portland is not primarily dependent on accessibility for short-distance trips.
- Travelers depend on north/south streets of Lyndale, Nicollet, Portland to reach commercial nodes.
- Multi-family growth can be anticipated because of constricted apartment

supply, rent growth, and market interest in alternatives to single-family homes (this is consistent with the Richfield Comprehensive Plan).

- There is significant land capacity for additional development in the future, especially if I-494 right-of-way is removed.

RICHFIELD PEDESTRIAN PLAN (2018)

The City of Richfield Pedestrian Plan indicated that a significant amount of pedestrians use the Portland Gateway study area, and boardings at bus stops are high in this area, particularly at 77th Street and Portland Avenue. Roosevelt Park and the businesses along Portland Avenue are the sources of demand.

Goals

- Make design for pedestrians the first priority when planning roadways and streets;
- Coordinate multimodal transportation networks and land use decisions to improve characteristics of the built environment that impact walking;
- Make public realm improvements a standard, rather than an option, in high activity locations.

Plan Review & Current Efforts: *RICHFIELD GUIDING PRINCIPLES*

Principles established to evaluate infrastructure improvements and redevelopments in order to reach the City's long-term vision.



MULTIMODAL DESIGN

Multimodal design of public rights-of-way will be consistent with the City's Complete Streets policy and will utilize innovative and non-traditional design standards in a way that is equitable for all modes/users, inter-modal activities, and is respectful of the surrounding community.



CONNECTIVITY & THE PUBLIC REALM

The street and public right-of-way network will be used to connect various public realm amenities so that a range of inter-modal activities (walking, biking, driving, etc.)



LOCAL ECONOMY

Community improvements and reinvestment will reinforce and support all businesses in the local economy and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists, and motorists.



DESIGN FOR PEOPLE

Design for people will address universal accessibility as well as comfort, safety, and convenience for all users.

support how neighborhood residents travel to and from destinations such as schools, parks/open space, shops, and businesses.



COMMUNITY CHARACTER & IDENTITY

The design and implementation of community facilities and improvements will recognize the community character of single-family residential scale and pattern and will also respond to local features, such as natural resources, public art, aesthetics, and gateways.



SUSTAINABLE SOLUTIONS

New improvements, growth, and development will utilize sustainable solutions that are adaptable, flexible, built to last, and that consider implications of long-term maintenance to ensure the future economic, environmental, and social health of the community.



HEALTHY & ACTIVE LIFESTYLES

Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk and bike to, safe and well-landscaped routes that inter-connect the community, and promote healthy and active lifestyles.



UNIQUE LOCATION

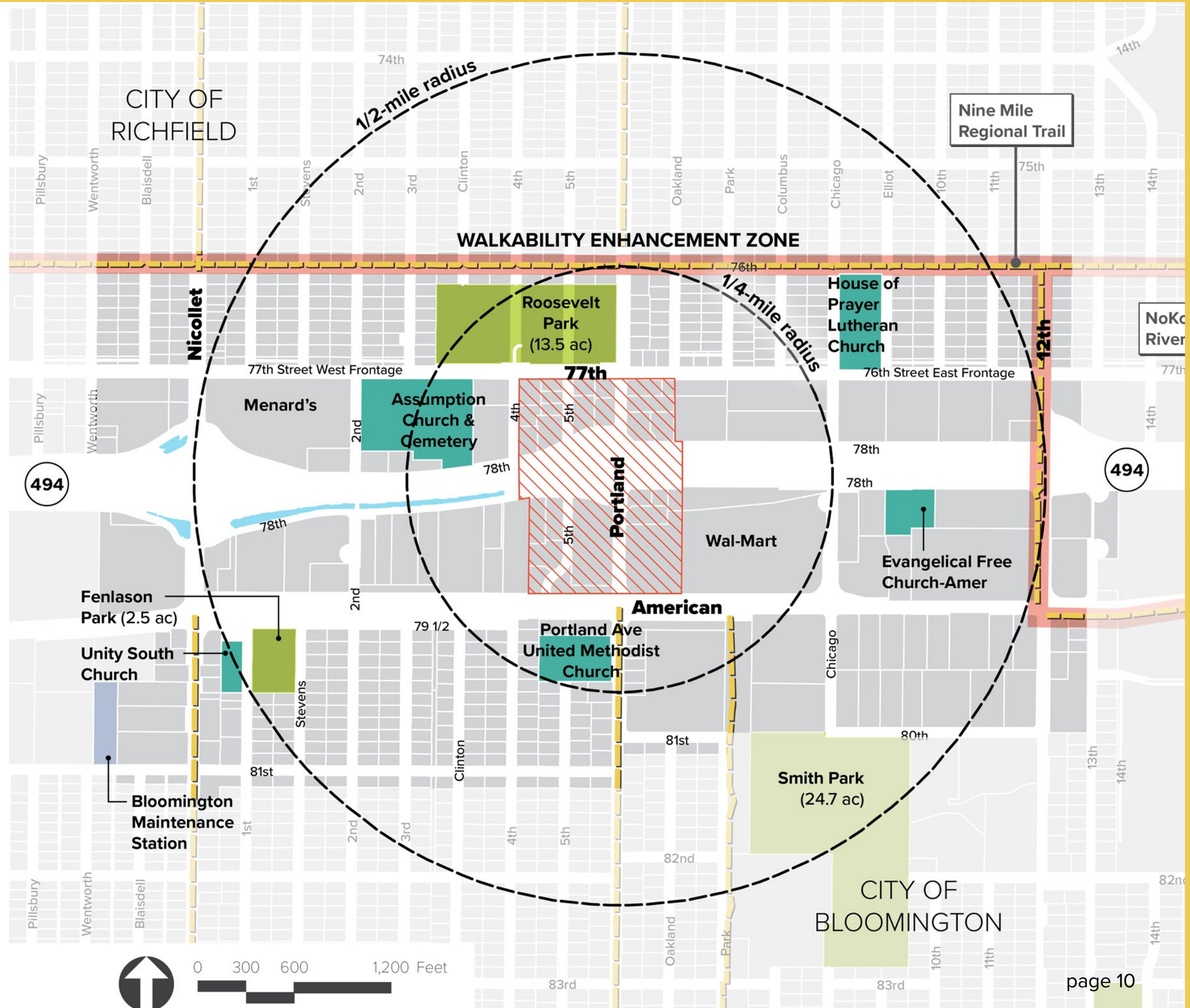
Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalizes on Richfield's unique location through enhanced access to the regional multimodal transportation system to improve livability and convenience.

Resources

The **Portland Gateway** area has few publicly-owned community resources, but there are some parks and places of worship:

- Five (5) places of worship.
- 3 parks within the 1/2-mile radius, making up 40.7 acres of land.
- City of Bloomington Maintenance Station.
- Existing on-street or off-street bike facilities that connect the Portland Gateway to residential areas, but that do not connect destinations **within** the study area.
- Nine-Mile Regional Trail connection along 76th Street and 12th Avenue.

- Existing Bike Facilities & Local Connections
- Regional Trails
- Portland Gateway
- Parks
- Government Facilities
- Places of Worship



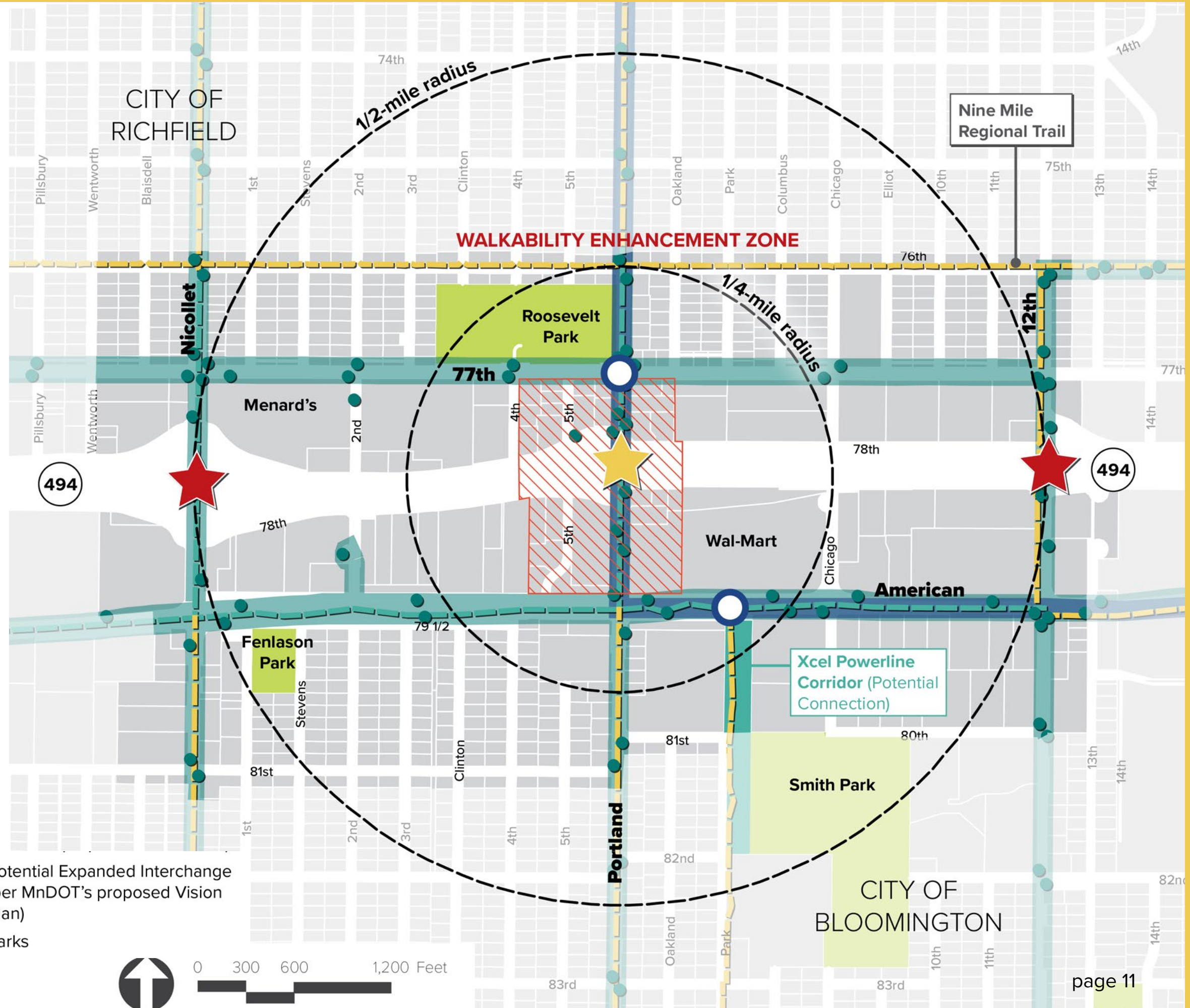
Connectivity

The **Portland Gateway** area is surrounded by well-connected, established single-family neighborhoods. Connectivity breaks down for all modes of transportation within the study area due to the I-494 corridor cutting the street grid and the increased turns and congestion at the interchanges. The map shows existing and proposed (from previous City and other agency plans) transportation facilities:

- MetroTransit's proposed D-Line BRT Route along American Boulevard and Portland Avenue with two stations.
- Proposed bike facilities on Nicollet Avenue, Portland Avenue, and American Boulevard.
- MnDOT's proposed interchange closures at Nicollet and 12th Avenues and expansion at Portland Avenue.
- Nine-Mile Regional Trail connection along 77th Street and 12th Avenue.

- Proposed Bike Facilities (from previous plans)
- Existing Bike Facilities
- Proposed D Line Route (MetroTransit BRT)
- Current Bus Routes
- Existing Bus Stops
- Proposed D Line Station (MetroTransit BRT)
- ▨ Portland Gateway
- ★ Potential Closed Interchange (per MnDOT's proposed Vision Plan)

- ★ Potential Expanded Interchange (per MnDOT's proposed Vision Plan)
- Parks



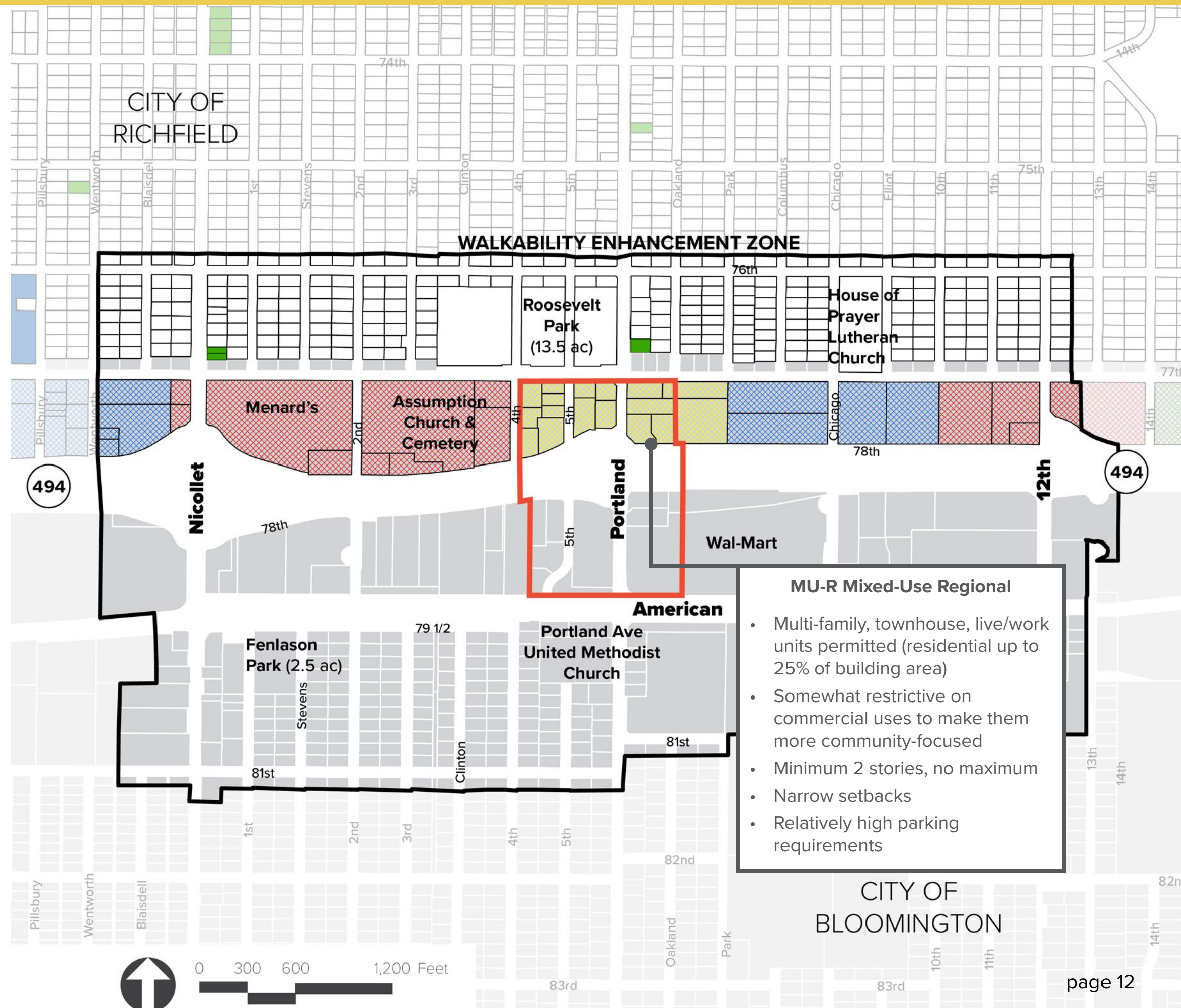
Zoning

Richfield

Within the **Walkability Enhancement Zone**, Richfield's current zoning allows the types of mixed-use development desired.

- Multiple "Mixed-Use" (MU) designations that include the current shopping centers and apartment communities.
- Single-Family (R) residential makes up the northern part of the study area.
- Sites in the Portland Gateway are "MU-R Mixed-Use Regional," which:
 - Supports destination-oriented commercial and office at a high intensity of development.
 - Supports vertical mixed-use with residential encouraged.

- Portland Gateway
- R Single Family
- MR-1 Two-Family
- MR-2 Multi-Family
- MR-3 High-Density Multi-Family
- PMR Planned Multi-Family
- C-2 General Commercial
- PMU Planned Mixed-Use
- MU-N Mixed-Use Neighborhood
- MU-C Mixed-Use Community
- MU-R Mixed-Use Regional
- Hennepin County Parcels



MU-R Mixed-Use Regional

- Multi-family, townhouse, live/work units permitted (residential up to 25% of building area)
- Somewhat restrictive on commercial uses to make them more community-focused
- Minimum 2 stories, no maximum
- Narrow setbacks
- Relatively high parking requirements

Zoning

Bloomington

Within the **Walkability Enhancement Zone**, Bloomington's current zoning does not allow the types of mixed-use development desired for this area.

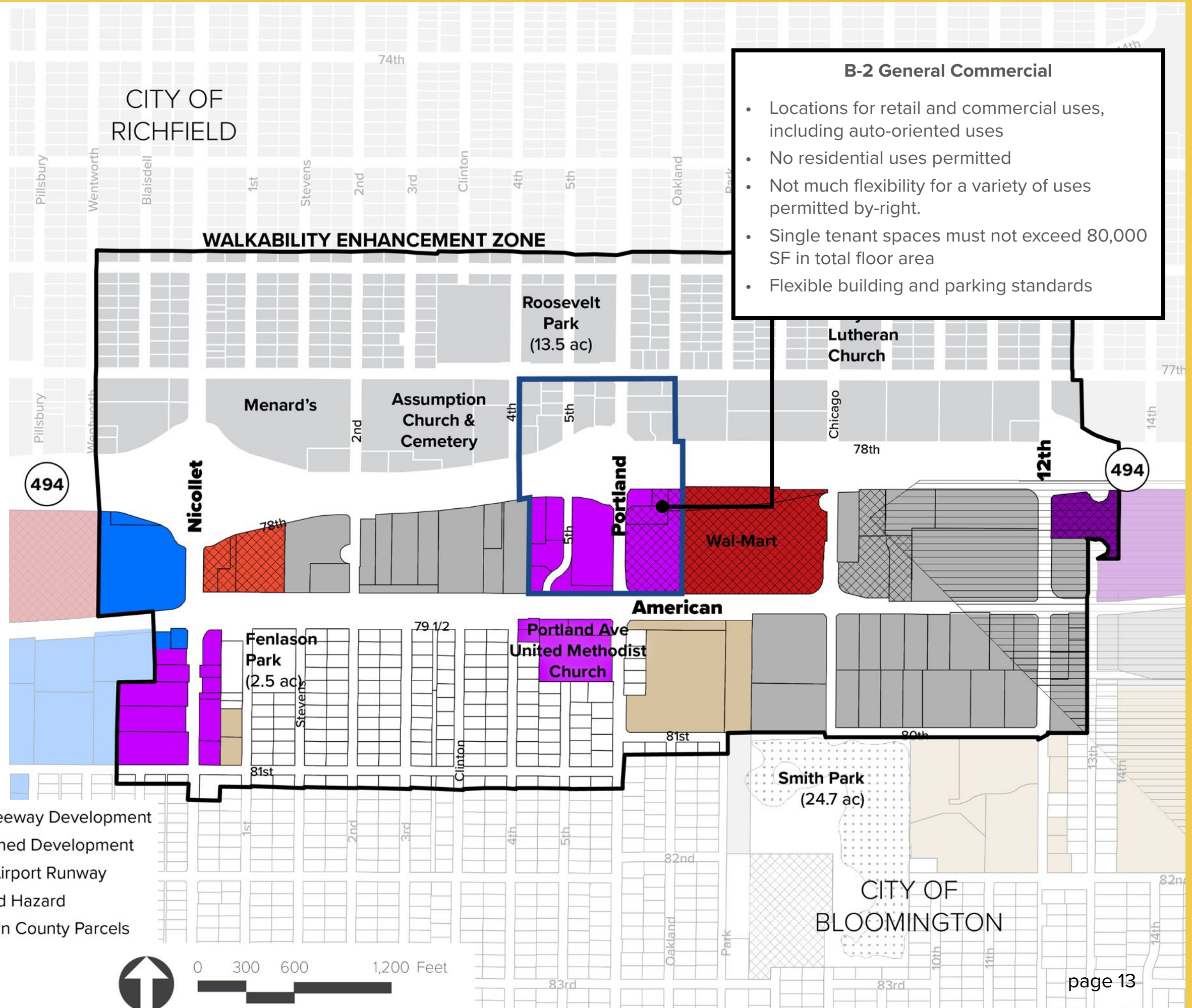
- Sites in the Portland Gateway are "**B-2 General Commercial**," which does not allow residential uses (see description in the box to the right).
- Multiple properties are zoned with "**Freeway**" designations, which include aging shopping centers and some industrial land uses.
- Areas near freeway corridors and interchanges for medium- to large-scale development.
- **FD-2** Freeway Development comprises the majority of the land.

- Portland Gateway
- **R-1** Single Family
- **R-4** Multiple-Family Residential
- **B-2** General Commercial
- **C-2** Freeway Commercial
- **C-4** Freeway Office
- **CR-1** Regional Commercial
- **I-3** General Industry

- **FD-2** Freeway Development
- **PD** Planned Development
- **AR-22** Airport Runway
- **FH** Flood Hazard
- Hennepin County Parcels

B-2 General Commercial

- Locations for retail and commercial uses, including auto-oriented uses
- No residential uses permitted
- Not much flexibility for a variety of uses permitted by-right.
- Single tenant spaces must not exceed 80,000 SF in total floor area
- Flexible building and parking standards






Change

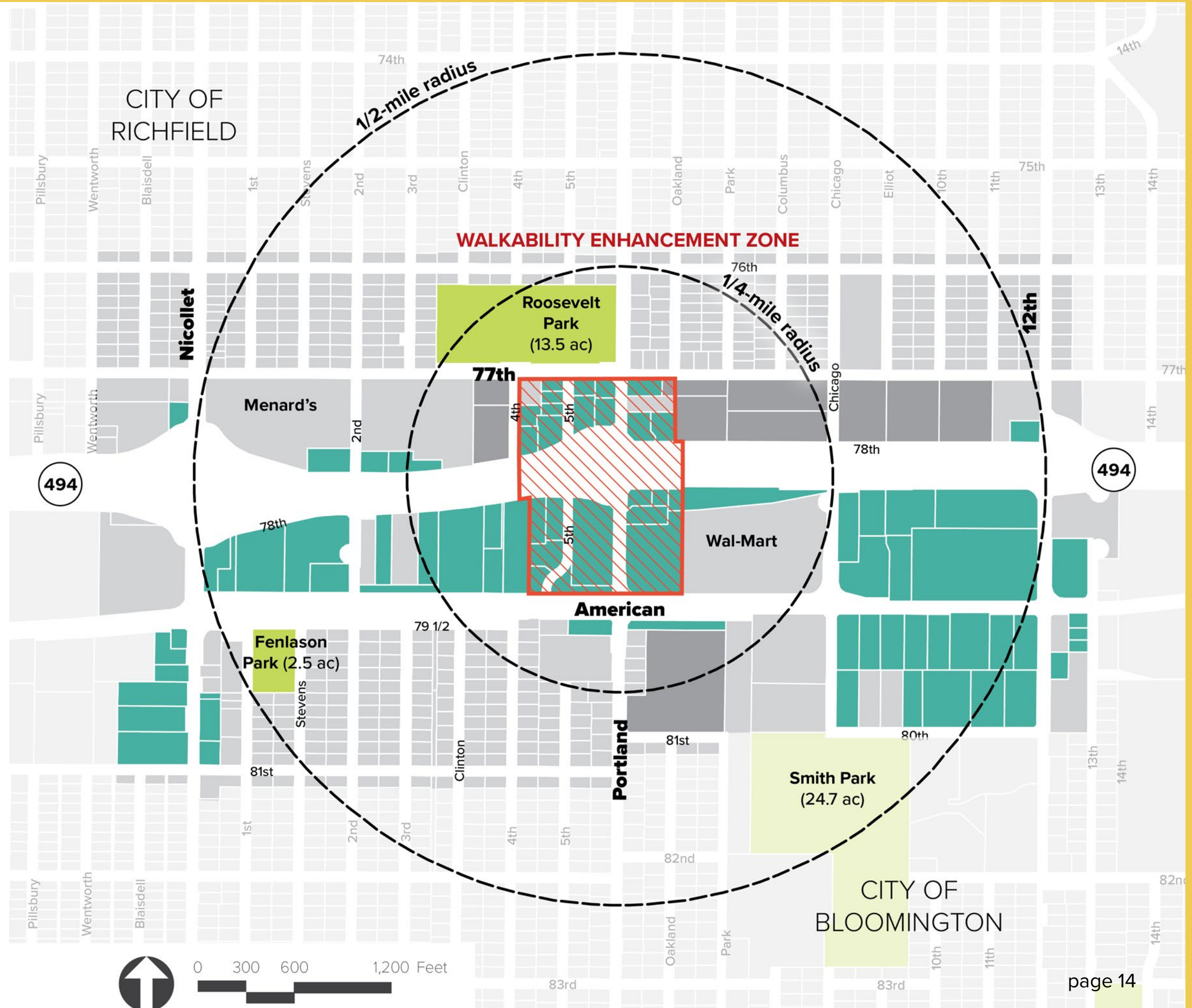
The **Walkability Enhancement Zone** has many properties that could be susceptible to change in the future. This does not mean that development will occur, or that the properties will change during a certain timeline. The parcels noted as susceptible to change have:

- Land values that exceed the improvement (building) value
- Auto-oriented uses or site layouts that do not support the desired walkable, mixed-use center

The **Portland Gateway** is comprised of aging commercial centers that could be re-imagined as mixed-use developments. Existing businesses could be integrated in these new developments. However, the I-494 interchange re-design and construction could affect the feasibility of redeveloping these sites.

Parks, nearby affordable apartments, and single-family residential properties are not marked as susceptible to change because of the importance of parks to communities and the desire to preserve affordable housing units.

-  **Parcels Susceptible to Change**
(Land Value > Building Value and / or underutilized land)
-  Affordable Apartments to Preserve
-  Portland Gateway
-  Parks



The background image shows a street scene with a chain-link fence in the foreground on the right. A dark SUV is driving away on the road. In the distance, there are traffic lights and a green highway sign for West 494. The sky is overcast.

02: OUTREACH SUMMARY

PRE-PROJECT MEETING
STAKEHOLDER INTERVIEWS
PUBLIC MEETING
ONLINE ENGAGEMENT

OUTREACH PROCESS

Research,
Needs
Assessment, &
Analysis

MnDOT
Alternatives
Analysis

Re-engage the
Public

Final Report
Document

COVID-19 Pandemic Halts Process

PUBLIC ENGAGEMENT

Early 2020

Study area & site
analysis

Meetings with Cities,
MnDOT, and others

Mid-Late 2020

Review MnDOT
alternatives for I-494
interchange

Meet with MnDOT
and City Engineering
departments

Early 2021

Re-set the process
Stakeholder interviews
Online activities
Virtual Public Meeting

March - May 2021

Write and revise
Design Standards &
Action Items
Create final report
document

Pre-Project Team Meeting

CITY OF BLOOMINGTON, CITY OF RICHFIELD, & THE TSW TEAM MEET FOR THE FIRST TIME

TSW and Toole Design Group met with the Cities of Bloomington and Richfield, MnDOT, and MetroTransit and conducted a site tour during a quick, one-day visit on December 12, 2019.

OUTCOMES FOR TSW & TOOLE

- Meet City staff responsible for managing the CNU Legacy Project study and implementing recommendations
- Review MnDOT's proposed improvements for the Portland Avenue, Nicollet Avenue, and 12th Avenue interchanges with MnDOT staff

- Review MetroTransit's proposed D-Line BRT route along American Boulevard and Portland Avenue with MetroTransit staff
- Gain a better understanding of the study area through a site drive
- Discuss preliminary possibilities for what the Portland Gateway could become
- Strategize for the March 2020 Charrette and establish the schedule
- Develop a public engagement and marketing strategy

....and then the pandemic hit.

The COVID-19 pandemic caused a major delay in the planning efforts. Eventually, the Cities decided to re-start the process and change the format and final products. The charrette was changed to a virtual public meeting and online engagement activities that were open for four weeks in March 2021.



Stakeholder Interviews

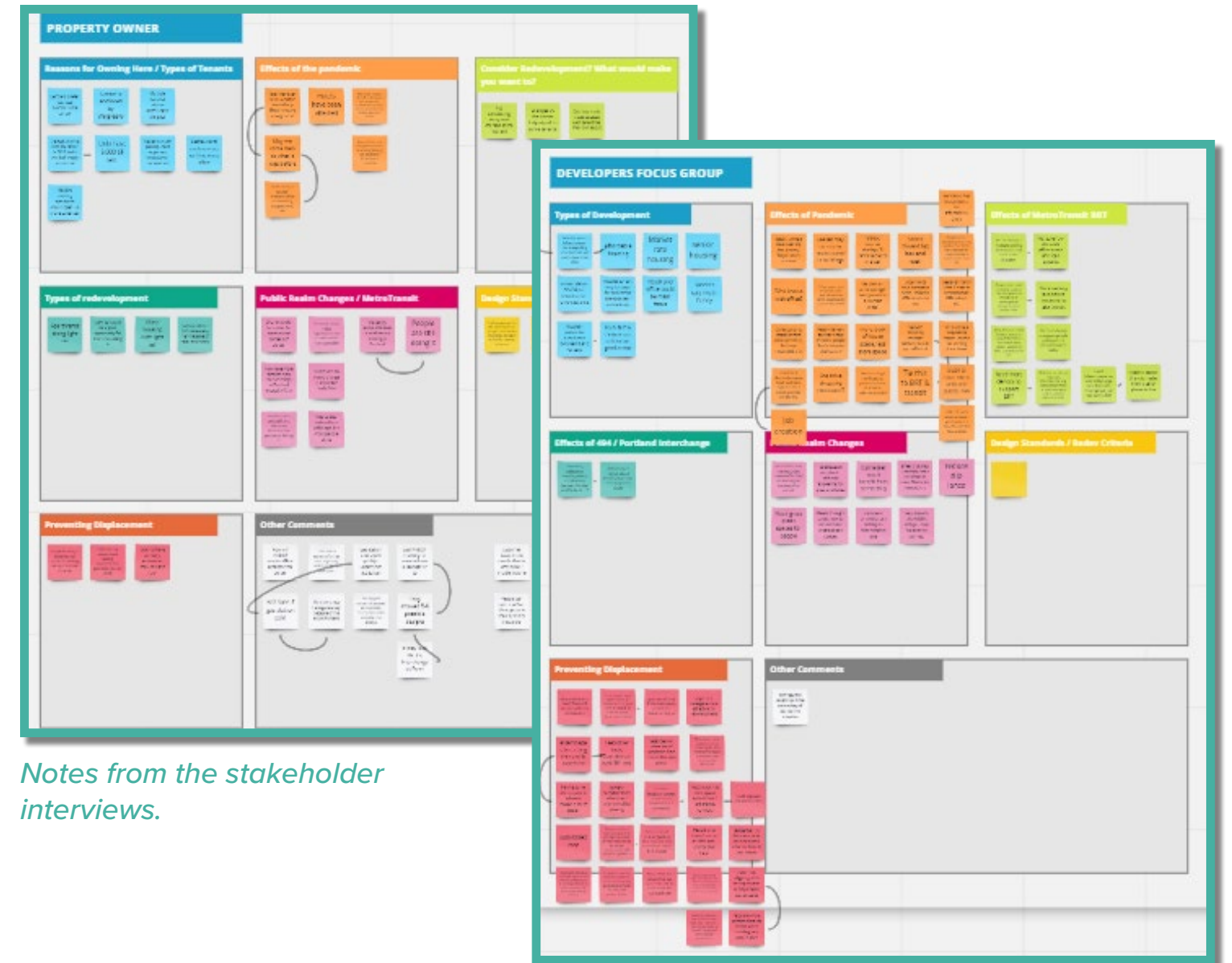
VIRTUAL FOCUS GROUPS AND INTERVIEWS

TSW and the Cities of Bloomington and Richfield met with stakeholders via video conference meetings during February 2021 before the Public Meeting. The stakeholder interviews and focus groups included business owners, property owners, developers of mixed-use developments, and agencies that are currently coordinating on multiple projects in the area. Questions were related to how the pandemic has affected business in the study area, which public realm improvements are most important to consider, how the MetroTransit and MnDOT projects could affect Portland Avenue and the surrounding neighborhoods, the best ways to address displacement of existing businesses and residents.

OUTCOMES

As noted in the box to the right, walkability and bikeability are key to connecting Richfield and Bloomington over I-494, particularly as MnDOT's project at Portland Avenue is designed and eventually constructed. The current streetscapes in the area do not provide safe or pleasant walking conditions. Most of the interviews noted that the shift in retail toward online shopping has been accelerated by the COVID-19 pandemic and certain types may no longer be valid. However, housing is still a strong

market and affordable housing is necessary to retain residents. The MetroTransit D-Line project was largely seen as a benefit to the area because of the redevelopment it could catalyze and number of residents who may use the system. Finally, while most stakeholders expressed a need for aesthetic and design improvements in the area, they also mentioned that too many standards and design requirements can become costly and / or discourage investment. They suggested that the cities find a balance or assist business owners, property owners, or developers to reduce the cost burden.



Notes from the stakeholder interviews.

COMMON THEMES:

- Public realm is important to consider
- **Walkability and bikeability** are key to connecting Bloomington and Richfield
- MetroTransit D-Line is a big opportunity for the area
- Housing may be more successful and necessary to add than retail
- Pandemic has affected retail space significantly
- Some public realm improvements add cost burden to property owners and developers

Public Meeting

VIRTUAL PUBLIC KICK-OFF MEETING

The Public Kick-off Meeting occurred on Wednesday, February 24, at 6:00 PM via video conference. The TSW Team presented analysis, feedback to-date, urban design inspiration, the goals of the project, and ideas for design standards. Approximately 65 people registered and 45 people attended the meeting. Polls were asked throughout the meeting for feedback on goals, urban design features, and ideas for design standards. After the meeting, the recording was posted on the project's online activities website and project page hosted on the City of Bloomington's website.

45
attendees



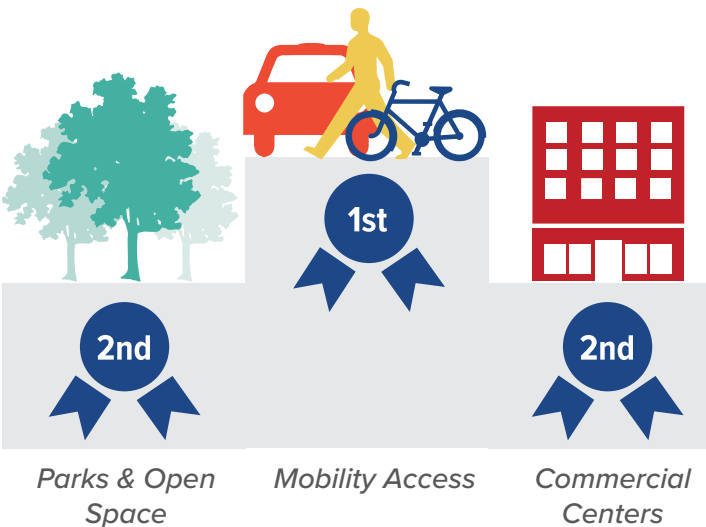
POLL RESULTS

The infographics on this page illustrate the major themes of the feedback received during the meeting. The most popular items to consider are business retention and safe, pleasant mobility access for all users.

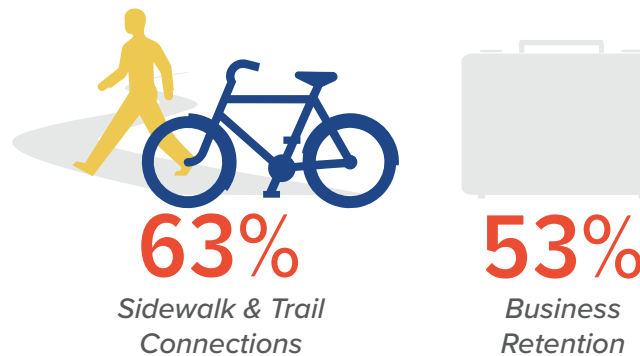
The four poll questions were:

1. Do you agree with what we've heard to date?
2. What are the most important goals to you (please limit your answers to 3 max)?
3. What are the most important topics to consider for redevelopment criteria (please limit your responses to 3 max)?
4. What are the most important items to include in general design standards?

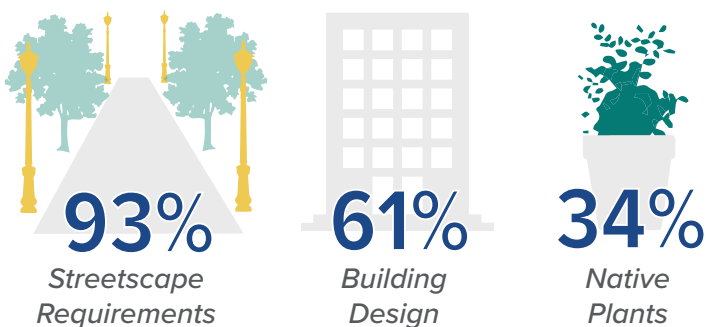
MOST IMPORTANT GOALS



MOST IMPORTANT REDEVELOPMENT CRITERIA



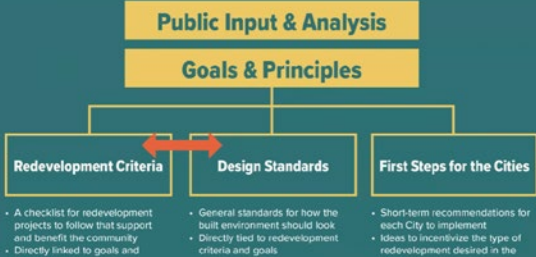
WHAT TO INCLUDE IN DESIGN STANDARDS



People, placemaking,
& how we create a great
public realm

Results of this Process

A report document that includes:



Q&A

Portland Gateway

CONGRESS FOR THE NEW URBANISM
2020 LEGACY PROJECT CHARRETTE
CITY OF RICHFIELD & CITY OF BLOOMINGTON
TSW & TOOLE DESIGN GROUP

Screenshots from the Public Meeting
hosted on February 24, 2021.

Online Engagement

SUMMARY

The online activities were available for four weeks (February 24 to March 24, 2021) after the public meeting. An interactive map allowed participants to comment directly on the map with their ideas; surveys were directed to property owners, business owners, and residents; and, a discussion forum asked about the draft goals and principles for the plan. 81 unique users visited the site, but 38 people participated in the activities.

INTERACTIVE MAP

Comments on the interactive map provided insights about specific locations and businesses participants would like to see preserved. Some of the comments are summarized to the right, based on the type of comment received.



PLACES TO PRESERVE

- The area needs to be upgraded, but Elsen's Garage needs to stay.



PLACES THAT ARE LOVED

- Denny's Bakery.
- The dog park.



PLACES THAT NEED TO CHANGE

- The strip and infrastructure needs improvement.
- The area needs to be more attractive but accessible.



IDEAS & SUGGESTIONS

- Connect sidewalks for increased walkability.
- Add more housing facing the park.
- Pedestrian bridge.



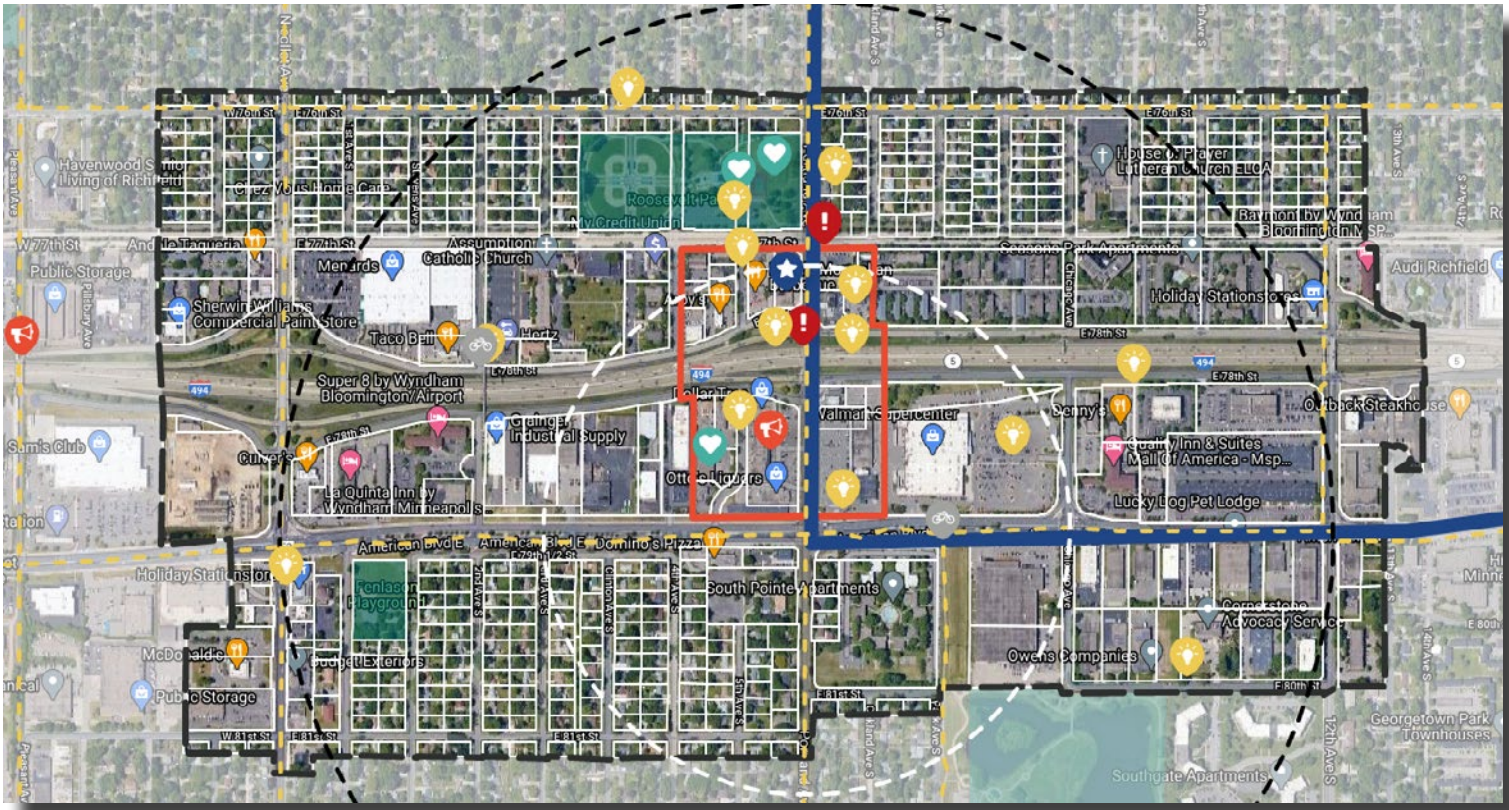
SAFETY CONCERNS

- Corner of E. 77th Street and Portland Avenue feels unsafe sometimes.
- I-494 project doesn't focus on bicycle or pedestrian needs enough.



POTENTIAL BIKE ROUTES

- A biking connection between Nine Mile Creek trail and other trails
- Separate bikes from vehicular traffic when possible.



Online Engagement

SURVEYS

The online forum included three separate surveys: a general one for all participants, one directed to area property owners, and one directed to area business owners. The property and business owner surveys received minimal responses (1-2 each). The general survey received 32 responses. More than one-third of respondents live inside or within walking distance of the study area.

Similar to the results of the public meeting, safe pedestrian and bicycle infrastructure came out as the highest priority. Participants noted that current conditions on the Portland and Nicollet bridges are not safe. In addition, many comments stressed the importance of helping local businesses.

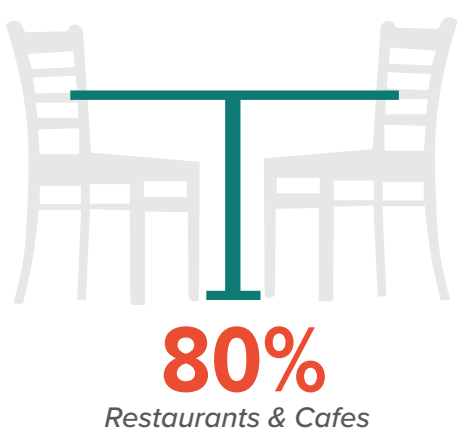
Comments on the map and given in the free-response questions tied these concerns directly to the new interchange design at Portland Avenue and I-494, meaning that they were concerned the new design will worsen conditions for pedestrians. Many expressed that the best part of living in this area is the convenient access to many places, including the airport, interstate, and places they frequent.

GOALS & PRINCIPLES FORUMS

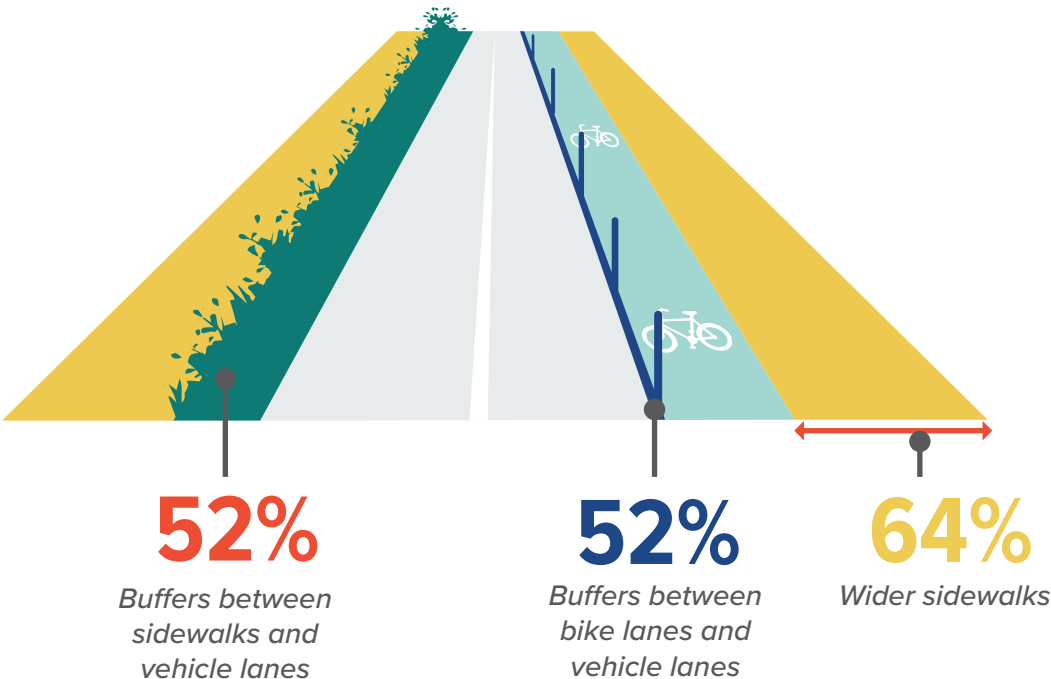
The discussion forums for the goals and principles allowed participants to share their thoughts on the draft goals and principles presented at the public meeting. A few participants commented and agreed with the statements.



WHAT KINDS OF USES ARE MOST DESIRED?



WHAT WOULD MAKE THE AREA SAFER TO WALK AND BIKE?



WHAT ARE THE MOST IMPORTANT ITEMS TO CONSIDER TO MEET THE COMMUNITY'S NEEDS?

- 1 **Providing pedestrian or bicycle crossings over I-494**
- 2 **Adding sidewalks, bike lanes, and better access to bus stops**
- 3 **Preserving and supporting existing businesses**
- 4 **Environmental sustainability**
- 5 **Attracting new local businesses**

WHAT ELSE DID RESPONDENTS SHARE?

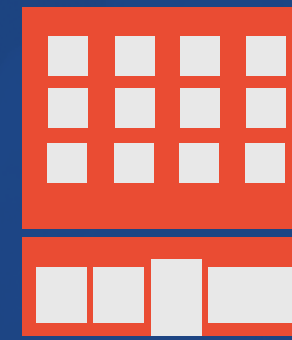




03: RECOMMENDATIONS

GOALS AND PRINCIPLES
FRAMEWORK PLAN
DESIGN STANDARDS
ACTION ITEMS

Goals & Principles



1

▶ **CREATE A MIXED-USE GATEWAY THAT ESTABLISHES A SENSE OF IDENTITY**

- Provide housing, retail, and office uses to create a vibrant mixed-use node serving the neighborhoods
- Integrate placemaking elements to accentuate the function of the area as a gateway
- Develop zoning amendments to achieve the desired mixed-use redevelopment

2

▶ **PROVIDE REDEVELOPMENT CRITERIA FOR AGING COMMERCIAL STRIP CENTERS**

- Enhance market viability of existing properties for redevelopment
- Minimize displacement of existing businesses
- Facilitate opportunities for redevelopment through potential parcel consolidation, public realm enhancements, and internal circulation

3

▶ **PRESERVE AND PROVIDE AFFORDABLE HOUSING OPTIONS**

- Preserve existing affordable housing developments
- Preserve affordable single-family neighborhoods
- Recommend a variety of new housing options that meet multiple price points

4

▶ **IMPROVE MOBILITY ACCESS FOR ALL MODES OF TRANSPORTATION**

- Establish a network of connected streets and movement corridors that link to adjacent neighborhoods and I-494
- Improve the safety, walkability, and aesthetics of intersections and streets for all users
- Simplify access along major streets through driveway consolidation, side-street access for commercial properties, and use of alleys for loading
- Achieve vehicle capacity requirements
- Consider MnDOT's Nicollet, 12th, and Portland interchange reconfigurations in all mobility recommendations on connecting streets
- Integrate existing bus stops and future transit stations along MetroTransit's planned D-Line Bus Rapid Transit (BRT) route in streetscape designs

5

▶ **ENHANCE PARKS, OPEN SPACE, AND THE PUBLIC REALM**

- Improve access to parks in and near the study area: Smith Park and Roosevelt Park
- Recommend additional parks, plazas, and open spaces
- Identify new multi-use trail connections
- Design streetscapes that accommodate all users and appropriately integrate sustainable infrastructure

Recommendations

SUMMARY

Because of the COVID-19 pandemic and on-going MnDOT planning and engineering initiative for Portland Avenue and I-494 (see appendix), the nature of the recommendations for this CNU Legacy Project changed. Originally, the plan was intended to provide conceptual designs for underutilized properties in the study area. However, with many unknown and changing variables, this project now provides general recommendations for additional design standards for the public realm, documentation of an alternative concept for the Portland Avenue / I-494 interchange, and action items each City can take to incentivize and encourage redevelopment when the time comes.

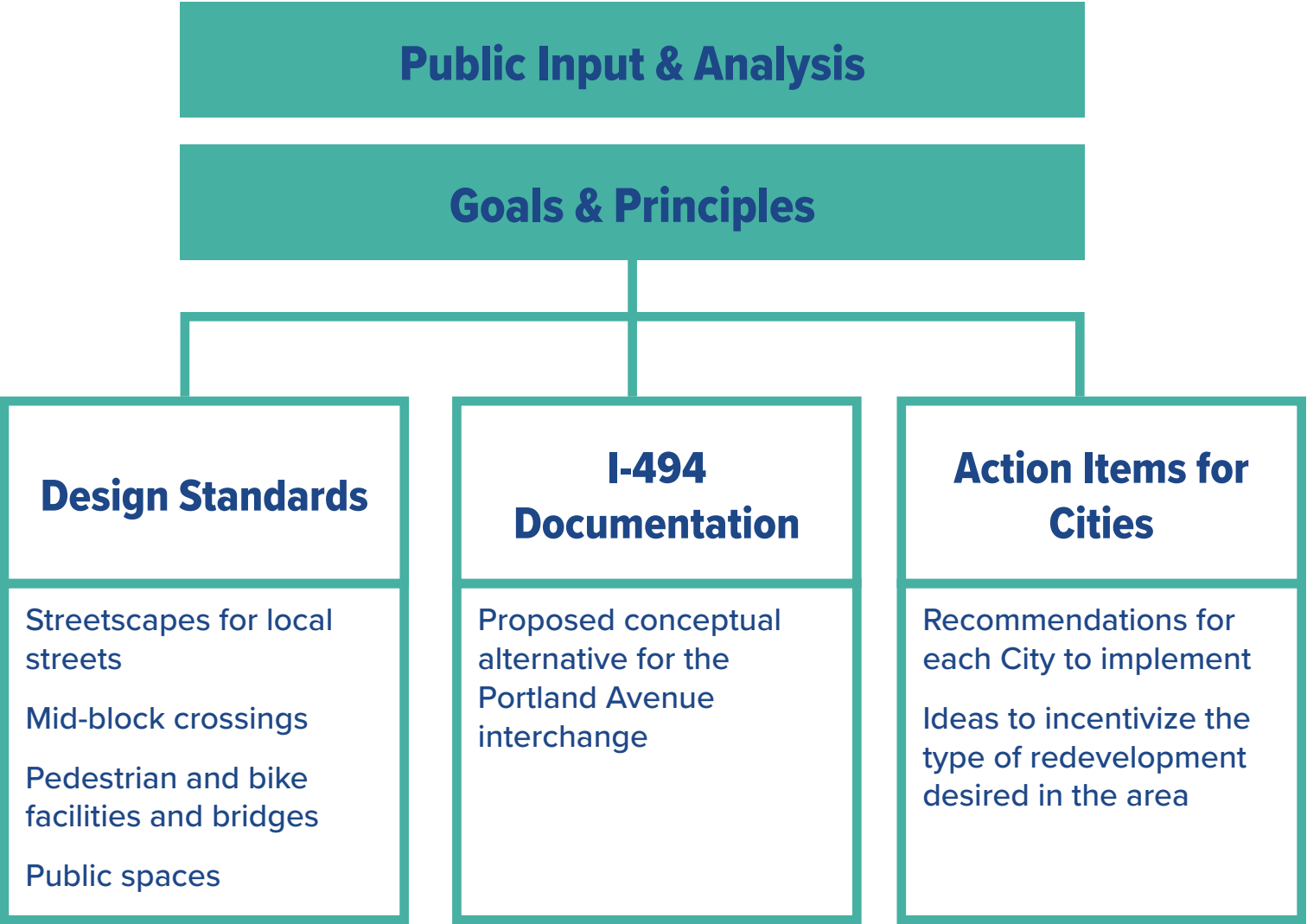
The City of Bloomington and City of Richfield codes encourage equitable redevelopment with affordable housing provisions and standards for public realm improvements when a significant site improvement is undertaken. Some policies listed in the Action Items may be in place in one or both of the cities, but they are included to emphasize the need for partnership and making full use of their available tools. The recommendations are intended to complement the Cities' previous efforts and document the planning team's efforts to propose an alternative conceptual design for the interchange,

which would make better use of the existing street network, reduce the width of Portland Avenue, and benefit the surrounding community. This concept is described in the appendix. The following paragraph defines what each type of recommendation entails.

DESIGN STANDARDS: Standards placed on the public realm or architecture to ensure quality redevelopment. They can include streetscape standards, general building design, and materials like street furniture and plants. Most of the ideas recommended will require additional study, public involvement, and / or the creation of a patternbook or design guidelines, should the Cities choose to include them.

Design Standards should be balanced with financial feasibility and benefits to the community. Too many standards can increase costs and technical difficulty, which delays or stops redevelopment. Inadequate standards can result in projects that do not benefit existing residents and businesses or achieve the vision.

I-494 DOCUMENTATION: Although MnDOT has preferred alternatives for the interchange design, the planning team met with MnDOT to show an additional conceptual design to consider in October and November 2020. The diagram is provided in this document's appendix with a description, list of benefits to the community,



and other ways the urban design can be improved.

ACTION ITEMS: Steps the Cities can take to ease the redevelopment process when the time comes and advance the plan's vision and goals. City policies and initiatives can offset financial impacts that may impede redevelopment, while encouraging equitable development and affordable housing.

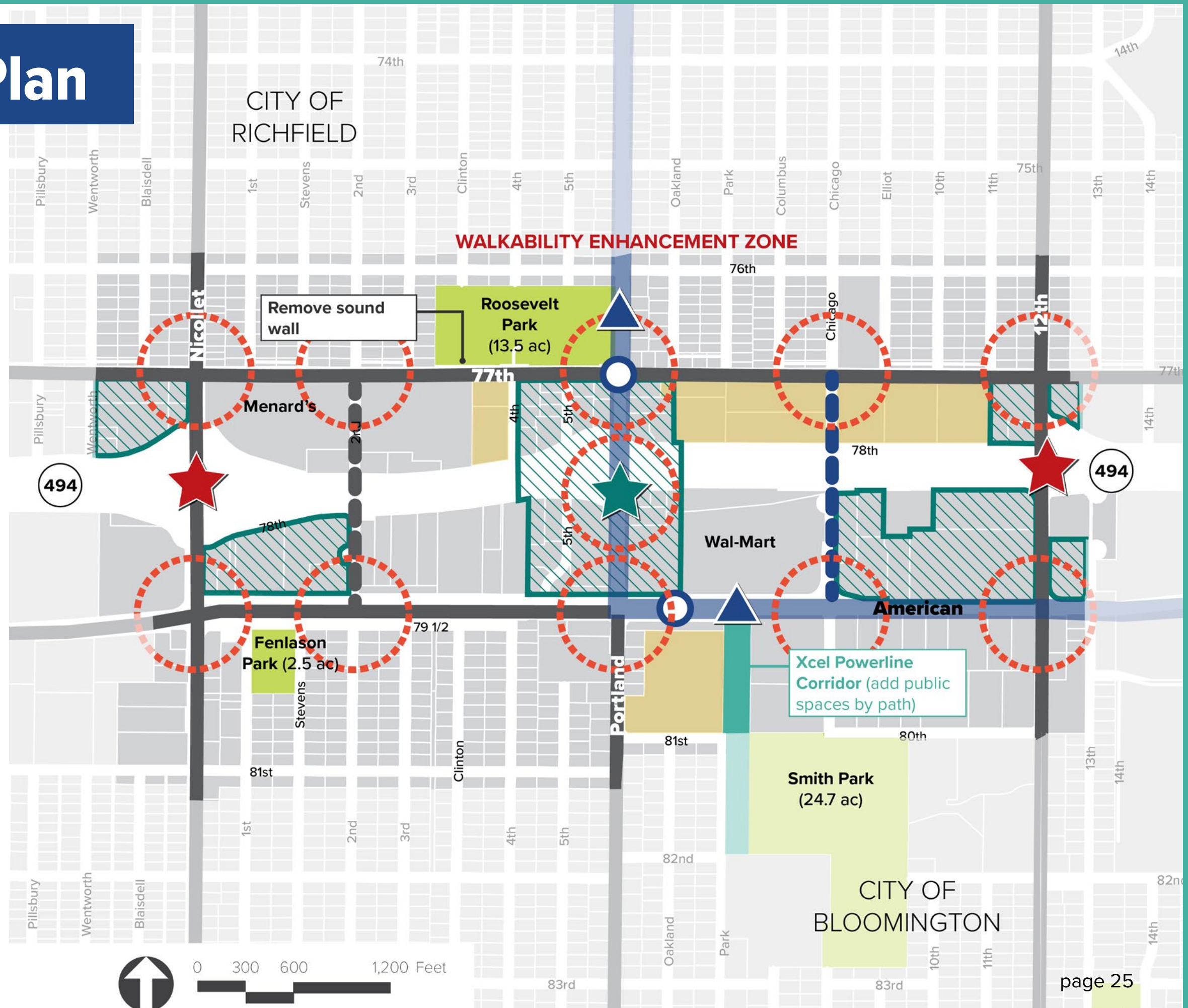
Action Items and Design Standards should

consider short-term / incremental changes and long-term visioning.

Framework Plan

The **Framework Plan** shows the overall recommendations meeting the goals and principles.

- Land at all affected interchanges could **redevelop and should be mixed-use, walkable centers**.
- Cities should preserve existing and help build more affordable housing.
- “Key Movement Corridors” show where pedestrians should be prioritized.
- Mid-block crossings and longer pedestrian crossing times are recommended at most intersections, particularly close to interchanges and at wide streets.



Balancing Standards & Feasibility

***Too many standards can increase costs and difficulty, which delays development.**



***Inadequate standards can result in development or projects that do not benefit existing residents and businesses**

City policies and initiatives can offset financial impacts that may impede redevelopment

Some examples include:

Proactively re-zone to compatible zoning districts that allow the desired types of development and uses

Assemble land as it becomes available to create parcels large enough for redevelopment

Help existing businesses and attract new ones

Fund public realm improvements

Action Items to Consider



 **TOP 6 PRIORITY INITIATIVE**

IMPLEMENTATION


The Cities of Bloomington and Richfield may each have many of these policies, codes, or programs in place or in progress. However, this report describes all the ideas to ensure that they are documented and to provide the Cities the flexibility to partner on the initiatives. Many of the topics described would require additional study of both Cities’ codes, state law, and existing

partnerships. Because of this, the project descriptions include links to resources for reference. Municipalities in the Twin Cities region have many valuable policies and institutions that could be adapted to accomplish the goals, particularly related to preserving and building affordable housing. The City of Richfield and City of Bloomington should continue their strong partnerships with other agencies, such as

MetroTransit, Hennepin County, the Housing and Redevelopment Authorities (HRAs), land trusts, and others to make sure the vision for a walkable and equitable gateway is realized.

Immediate-term projects are the Top 6 Priority Initiatives for the Cities to start. Many of the other projects could be conducted concurrently, but these six focus on re-

zoning and implementing design standards, working with MnDOT to compensate the community, helping local businesses who may be at risk of displacement, and starting partnerships with other agencies to prepare for future redevelopment. Short-term projects could occur in the next 5 years, and long-term visioning projects could begin now or beyond the 5-year short-term project threshold.

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Legacy Project Goal 1: Mixed-Use Gateway Node				
CNU Legacy Project Goal 2: Redevelopment Alternatives				
 1-2a.	Proactively rezone to compatible zoning districts that allow the desired types of development and uses.	City of Bloomington	Immediate	Within the entire Walkability Enhancement Zone , Bloomington should evaluate the appropriateness of proactively rezoning select properties to B-4 to foster residential mixed use redevelopment. Given MnDOT’s proposal to close freeway access and redesign Nicollet and 12th, those areas may be suitable for higher density residential uses, particularly when supported by the private market.
1-2b.	Explore funding opportunities with County and State sources.	City of Richfield; City of Bloomington	Long-term vision	Research the potential for designating this area as a Transit Improvement Area (TIA), if the program still exists, because of the upcoming MetroTransit D-Line project construction, which could make the area eligible for more funding. This could be accomplished similar to the Penn American District project in Bloomington, which was a partnership between many agencies, including the Bloomington HRA. The Cities should also look into additional funding sources and partnerships.
1-2c.	Identify priority acquisition areas and assemble land as it becomes available to create parcels large enough for redevelopment.	City of Richfield; City of Bloomington; Richfield and Bloomington HRAs	Short-term; long-term version	<ul style="list-style-type: none">Work with Richfield HRA and Bloomington HRA to determine which parcels in the Walkability Enhancement Zone should remain affordable housing, and which should be designated for mixed-use development with affordable commercial space and residential units.As the properties become available, the HRA in each city could purchase the land. When parcels in each city are near each other (i.e. separated by the interstate), the HRAs should coordinate to make redevelopment one project.

Action Items to Consider



TOP 6 PRIORITY INITIATIVE

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Legacy Project Goal 1: Mixed-Use Gateway Node				
CNU Legacy Project Goal 2: Redevelopment Alternatives				
1-2d.	Remove barriers for small businesses and entrepreneurs.	City of Richfield; City of Bloomington	Short-term	<ul style="list-style-type: none"> Allow co-working as a use by-right, if not already in both Cities' codes for the commercial or mixed-use districts in the Walkability Enhancement Zone. Allow manufacturing / production on-site with a retail frontage. In future business surveys, add questions about what kind of barriers they experienced when opening or making site improvements (see 1.2k).
★ 1-2e.	Help preserve and advocate for existing local businesses.	City of Richfield; City of Bloomington; MnDOT	Immediate; Short-term; long-term vision	<ul style="list-style-type: none"> Help displaced local businesses and business owners identify markets similar to the one they are vacating in order to relocate. Ensures MnDOT compensates business owners for relocation expenses, marketing expenses, and the first few months of new leases. Provide reduced permitting and licensing fees for new locations, if any. Partner with business support organizations, the Bloomington HRA, Economic Development Authorities, Chambers of Commerce, and / or others to fund relocation assistance and / or compensation: <ul style="list-style-type: none"> Issuing bonds Tax credits for new locations Grants Land swaps
1-2f.	Consider expanding Richfield's Displaced Business Grant Program to include businesses that must relocate due to MnDOT and other transportation projects.	City of Richfield; City of Bloomington	Short-term	The City of Richfield program could be expanded, which could allow the City to provide assistance or advocate for businesses that are affected by large transportation projects. The City of Bloomington could evaluate and adapt Richfield's program for their use.
1-2g.	Educate business owners on the HUD Relocation Assistance to Displaced Businesses, Nonprofit Organizations, and Farms.	City of Richfield; City of Bloomington	Short-term	Ensure that they remain eligible for compensation from the MnDOT project if the project is receiving federal funding. Document: https://www.hud.gov/sites/documents/1043CPD.PDF

Action Items to Consider




★ TOP 6 PRIORITY INITIATIVE

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal 1: Mixed-Use Gateway Node				
CNU Goal 2: Redevelopment Alternatives				
1-2h.	Encourage developers to preserve local businesses and include them in new development.	City of Richfield; City of Bloomington	Short-term; long-term visioning	As large redevelopment projects occur, work with developers to temporarily relocate and accommodate existing businesses in new buildings.
1-2i.	Consider creating a community coalition that can negotiate Community Benefits Agreements with developers that require the provision of living wage construction and permanent jobs in redevelopment projects.	City of Richfield; City of Bloomington; neighborhood advocates	Short-term; long-term visioning	Consider creating a community coalition that can negotiate Community Benefits Agreements when redevelopment projects are introduced in the Walkability Enhancement Zone that requires the provision of living wage jobs in redevelopment projects for the construction work and future businesses in the developments. These agreements can also include other community aspirations, and they allow the Cities the ability to enforce what the community wants. Review Minnesota state law to understand the authority to do so. Living Wage Policy Resources: Partnership for Working Families CBAs in Practice Atlanta BeltLine
1-2j.	Evaluate public realm improvements and design standards.	City of Richfield; City of Bloomington	Short-term	Evaluate the current standards against best practices and the burden imposed on business and property owners (see 1-2k). Revise as necessary.
1-2k.	Regularly conduct business surveys	City of Richfield; City of Bloomington	Short-term; on- going	In future business surveys, add questions about barriers to opening and the financial burden imposed by public realm improvements required with renovation and significant site improvements. Add other relevant questions as concerns arise.
CNU Goal: 3 Affordable Housing				
3a.	Encourage developers to exceed the minimum requirements in each city's code or policies.	City of Richfield; City of Bloomington	Short-term; long-term visioning	The Bloomington Opportunity Housing Ordinance has requirements and Richfield's Inclusionary Housing Policy has guidelines for inclusionary housing. To advance the goals of these ordinances and policies, the Cities could put additional conditions on individual redevelopment projects. These could be part of a Community Benefits Agreement (Project 1-2i) negotiated with developers.

Action Items to Consider



 **TOP 6 PRIORITY INITIATIVE**

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal: 3 Affordable Housing				
 3b.	Establish partnerships for land acquisition and affordable housing / commercial development	City of Richfield; City of Bloomington; HRAs; land trusts	Immediate	Start conversations with the HRAs and land trusts to proactively ensure redevelopment benefits the community. Pair this with Project 1-2c.
3c.	Identify tools to help current residents remain in their homes and preserve naturally-occurring affordable housing (NOAH) - multi-family and single-family units	City of Richfield; City of Bloomington; HRAs; land trusts	Short-term to implement tools; long-term visioning	<ul style="list-style-type: none"> Preserve existing NOAH units and promote renovations. Allow property owners and developers to better use the site if buildings and the number of affordable units are preserved. For example, new buildings could be constructed on open spaces or underutilized parking lots. This will also help if renovations are occurring and residents prefer to live on-site while their units are renovated. Explore creative tax mechanisms to preserve NOAH, such as freezing single-family property taxes at the rate when property was purchased and tying this to an owner-occupancy requirement. Verify the legality of these mechanisms in Minnesota and evaluate potential negative trade-offs. Example Resource: Enterprise Community Partners study for Atlanta Partner with the NOAH Impact Fund and connect developers to the program when redevelopment projects arise.
3d.	Explore potential to use “First Right of Refusal” tool to preserve NOAH	City of Richfield; City of Bloomington	Short-term	<p>This tool would include placing deed restrictions on all existing affordable multi-family housing properties that require the owner to notify the City when a property is for sale to give the City the first right of refusal to buy the property. If this agreement is reached, the City could re-sell the units to an affordable housing organization like a land trust, HRAs, or the housing authority.</p> <p><i>NOTE: The Cities will need to research state law to determine the legality of this tool.)</i></p>
3e.	Create an equity scorecard for redevelopment projects	City of Richfield; City of Bloomington	Short-term	Use and adapt the Alliance for Metropolitan Stability’s Equitable Development Principles and Scorecard . This scorecard includes metrics for housing affordability.
3f.	Require a variety of unit types in redevelopment projects	City of Richfield; City of Bloomington	Short-term	Unit types should accommodate different household sizes, lifestyles, and home occupations. Home occupations may be more important to consider due to the COVID-19 pandemic causing many workers to work from home, thus changing lifestyle habits and preferences.

Action Items to Consider



TOP 6 PRIORITY INITIATIVE

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal: 3 Affordable Housing				
3g.	Consider modifying adjacent single-family zoning districts for an increase in density around transit.	City of Richfield; City of Bloomington	Long-term visioning	Nearby single-family zoning district standards could be modified to allow other unit types, such as duplexes, triplexes, and quadplexes, which would allow incremental redevelopment with more affordable, “missing middle” housing types. This process should be conducted with a separate public engagement process and educational components about zoning history.
3h.	Coordinate with a third-party to build and manage ADUs when individual property owners would like to build one but cannot afford the upfront cost.	City of Richfield; City of Bloomington; private / third-party firm	Long-term visioning	The third-party would finance the construction, collect the tenants’ rent, and pay the owners rent for use of their backyards. There may not be any such businesses in Minnesota at the time of this report, but the following resources are examples in other parts of the country: <ul style="list-style-type: none"> • United Dwelling in Los Angeles, CA • Chroma in Portland, OR • Dweller in Portland, OR
3i.	Review the ADUs guidebook for policy-makers from the Family Housing Fund to determine which code changes need to be made in all single-family residential districts to incentivize building ADUs.	City of Richfield; City of Bloomington	Short-term	Code changes, such as a reduction in parking requirements, unit size flexibility, or conditional approval, could help property owners feel more inclined to build an ADU. The Cities may need to investigate methods to reduce the cost burden of adding utilities. Resource: Family Housing Fund ADUs guidebook for policy-makers
CNU Goal 4: Mobility				
★ 4a.	Coordinate with MnDOT during detailed design about changes in travel patterns and priority for pedestrians and cyclists.	City of Richfield, City of Bloomington, Hennepin County, MnDOT	Immediate	MnDOT should consider re-running their model because of the following factors: <ul style="list-style-type: none"> • The models were completed before the pandemic; there is a need to evaluate potential permanent changes in travel patterns and volumes as a result of changed work and commuting behaviors. • The City of Richfield’s 77th Street extension should relieve local traffic. • Walkability and pedestrian / bicyclist access and safety: <ul style="list-style-type: none"> • The current bridge design requires that pedestrians and cyclists cross many lanes of traffic to reach their destinations and the future MetroTransit stations. • MetroTransit D-line stations were not adequately considered in multiple design alternatives.

Action Items to Consider




TOP 6 PRIORITY INITIATIVE

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal 4: Mobility				
★ 4b.	Coordinate with MnDOT to require specific community compensation for the Portland Avenue interchange project.	City of Richfield; City of Bloomington; MnDOT; MetroTransit	Immediate	<ul style="list-style-type: none"> Ensure that MnDOT secures funding for MetroTransit's permanent stations, if they need to be re-designed and re-located from MetroTransit's original plans. Ensure that MnDOT provides quality, usable public space, buffered and wide sidewalks, and buffered bike lanes on the new Portland Avenue bridge, and on Nicollet and 12th Streets.
4c.	Designate and preserve key movement corridors for pedestrians and cyclists, as shown on the Framework Plan on page 25.	City of Richfield; City of Bloomington; MetroTransit; MnDOT	Short-term	<ul style="list-style-type: none"> In redevelopment projects, continue to enforce existing code requirements regarding private sidewalk connections to public sidewalks and transit stations, curb cut consolidation, etc. Ensure future public or private sector projects do not remove any of the key movement corridors. Add the public infrastructure necessary to make existing facilities safer and more comfortable: <ul style="list-style-type: none"> Mid-block crossing at American Boulevard that connects the trail at the Xcel Power Utility easement to the MetroTransit D-line Station Mid-block crossing on Portland Avenue that connects to Roosevelt Park Upgrade the 2nd Avenue pedestrian bridge (see Design Standards on page 41) Build a pedestrian bridge at Chicago Avenue (see Design Standards on page 41). MnDOT's plan currently includes an upgrade to this bridge. Allow extra crossing time at intersections and mid-block crossings (see Project 4f.)
4d.	Create an equity scorecard for transportation and mobility improvements.	City of Richfield; City of Bloomington	Short-term	Use and adapt the Alliance for Metropolitan Stability's Equitable Development Principles and Scorecard: Transportation Edition . The scorecard could be combined with project 3e or a separate effort.
4e.	Identify and secure funding for priority public realm improvements.	City of Richfield; City of Bloomington	Long-term visioning	<p>Streets, parks, sidewalks, light individual transportation (LIT) facilities, lighting, street furniture, and street trees as part of redevelopment projects or as a proactive measure to incentivize private investment. Potential funding sources:</p> <ul style="list-style-type: none"> TIF district Grants Minnesota Parks and Trails Fund Capital Improvements Budget

Action Items to Consider



 **TOP 6 PRIORITY INITIATIVE**

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal 4: Mobility				
4f.	Increase signal crossing time for pedestrians and cyclists of all abilities to cross wide intersections.	City of Richfield; City of Bloomington; MnDOT	Short-term	This is particularly important at all crossings at the Portland Avenue interchange when reconstructed. Other intersections are noted on the Framework Plan on page 25. (see the Design Standards on pages 38 to 39 for crossing times).
 4g.	Create design standards for local streets and mid-block crossings.	City of Richfield; City of Bloomington	Immediate	Adapt and follow the design standards on pages 36 to 41.
CNU Goal 5: Parks, Open Space, Public Realm				
5a.	Ensure MnDOT configures and / or combines the parcels they acquire in a manner that supports public use of remnant land areas.	MnDOT; City of Richfield; City of Bloomington	Short-term	Depending on how the Portland Avenue interchange is designed, the public space could be configured as thoughtfully-design and landscaped public spaces that can be used or expanded if other nearby parcels redevelop. See the design standards for public spaces on pages 42 to 43.
5b.	Evaluate existing landscape materials and design standards.	City of Richfield; City of Bloomington	Short-term	This evaluation may require amendments to the existing standards or creating new, special design guidelines, which would apply citywide.
5c.	Evaluate and update local codes to ensure that well designed open space is provided.	City of Richfield; City of Bloomington	Short-term	Consider their relationship to surrounding buildings and future redevelopment. Use the Design Standards on pages 42 to 43 as a general guideline or starting point to create new guidelines.
5d.	Remove the sound wall at Roosevelt Park	City of Richfield	Short-term	Remove the wall and consider adding trees and landscaping elements that could help with sound attenuation, but also welcome nearby residents to walk or bike to the park.

Action Items to Consider



TOP 6 PRIORITY INITIATIVE

#	Criteria	Responsible Parties	Timeline	Project Description
CNU Goal 5: Parks, Open Space, Public Realm				
5e.	<p>Expand the trail on the Xcel utility corridor to 12 feet wide minimum.</p> <p>Design and add small public spaces along the trail in the Xcel utility corridor.</p>	City of Bloomington; Xcel Energy	Short-term; long-term visioning	<p>Any additional trail widths or public spaces must adhere to the standards required by Xcel. Landscaping and public spaces will make this connection feel like an extension of Smith Park to the south, and could become a pleasant walking alternative for users of the MetroTransit D-line Station when constructed.</p> <p>Xcel Requirements.</p>
5f.	Encourage developers of large redevelopment projects to design stormwater management in ways that can serve multiple purposes and as usable space.	City of Richfield; City of Bloomington; private developers	Long-term visioning	Typical detention and retention ponds should be discouraged when possible. Stormwater parks can help alleviate stormwater runoff and serve the community. Stormwater planters can also be located along streets or within sidewalks. When innovative methods are used, provide signage describing them for community education.
5g.	Encourage MnDOT to design stormwater facilities to function as a public amenity or park.	City of Richfield; City of Bloomington; MnDOT	Short-term	Typical detention and retention ponds should be discouraged when possible. Stormwater parks can help alleviate stormwater runoff and serve the community. When innovative methods are used, provide signage describing them for community education. If properties around the Portland Avenue interchange can not be feasibly redeveloped, they should be used as open spaces, parks, or innovative stormwater facilities that can serve redevelopment that may occur east or west of the interchange.
5h.	Consider code modifications to remove or reduce barriers to conducting markets and festivals.	City of Richfield; City of Bloomington	Short-term	Current codes have limits on frequency. Each City could consider removing or reducing the limits.
5i.	Explore opportunities to build open spaces that include community gardens and / or urban agriculture.	City of Richfield; City of Bloomington	Short-term; long-term visioning	In private development projects, this recommendation could be used in combination with or instead of Project 5f.

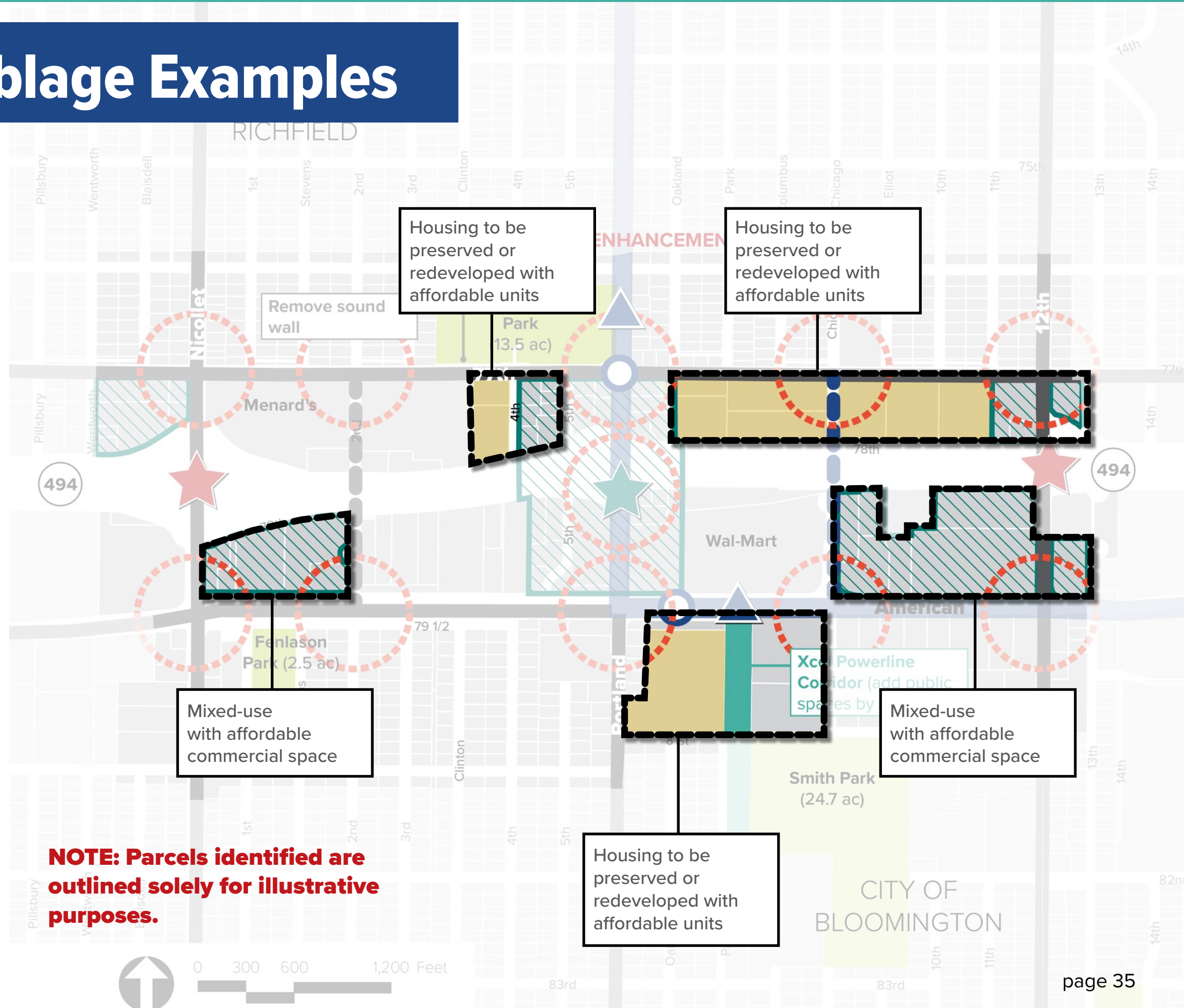
Land Assemblage Examples

The **City of Bloomington and City of Richfield** should partner with each other and the local HRAs and land trusts to assemble land around all of the interchanges **as it becomes available** (see project 1-2c). The land could be sold to land trusts or non-profit partners to create permanently affordable housing or commercial space. Thoughtful land acquisition would ensure:

- Land redevelops according to community preferences;
- Naturally-occurring affordable housing (NOAH), multi-family and single-family units, is preserved;
- Commercial space remains affordable;
- Existing businesses can remain when possible.

Assemblage should prioritize parcels meeting some or most of these criteria:

- Parcels connected to or between land already in City or HRA control;
- Parcels near Nicollet and 12th Avenues;
- Parcels in close proximity to existing affordable housing in anticipation of expansion or densification of housing or mixed-use development;
- Parcels next to BRT stops, new or existing public spaces (i.e. green spaces created by MnDOT with the interchange reconstruction), and major intersections.



Design Standards

URBAN DESIGN

As noted in the public input and analysis sections, the Portland Gateway area is home to aging commercial centers and wide street corridors. Adding to the conditions, Bloomington and Richfield are disconnected and the street grid breaks down by the I-494 corridor. Though the Cities have many code requirements that could be applied to private redevelopment projects to create the mixed-use environment desired throughout the Walkability Enhancement Zone, it will be imperative for the success of these projects and the community to ensure the public realm is safe and well-designed. These Design Standards provide the Cities with additional ideas about outdoor space design and considerations for walking and biking facilities. The images to the right show how one community in the Atlanta region improved their public realm, including streets and parks, to enhance mixed-use redevelopment in the last 10 years (2011 to present day).

Important items to consider when designing and retrofitting the public realm include:

- A connected street grid or network that accommodates pedestrians and cyclists to reduce trip lengths (the Framework Plan shows key movement corridors);
- Welcoming parks and public spaces that provide comfortable and usable spaces;
- Mid-block crossings that reduce trip lengths;

STREETSCAPE, INTERSECTION, & MID-BLOCK CROSSING DESIGN STANDARDS

Streetscape standards for the study area are provided for the local street network and any new streets constructed in the area. These include sidewalk widths, vehicle lane widths, bike facility widths (if applicable), and buffer widths. These apply to all streets within the Walkability Enhancement Zone.

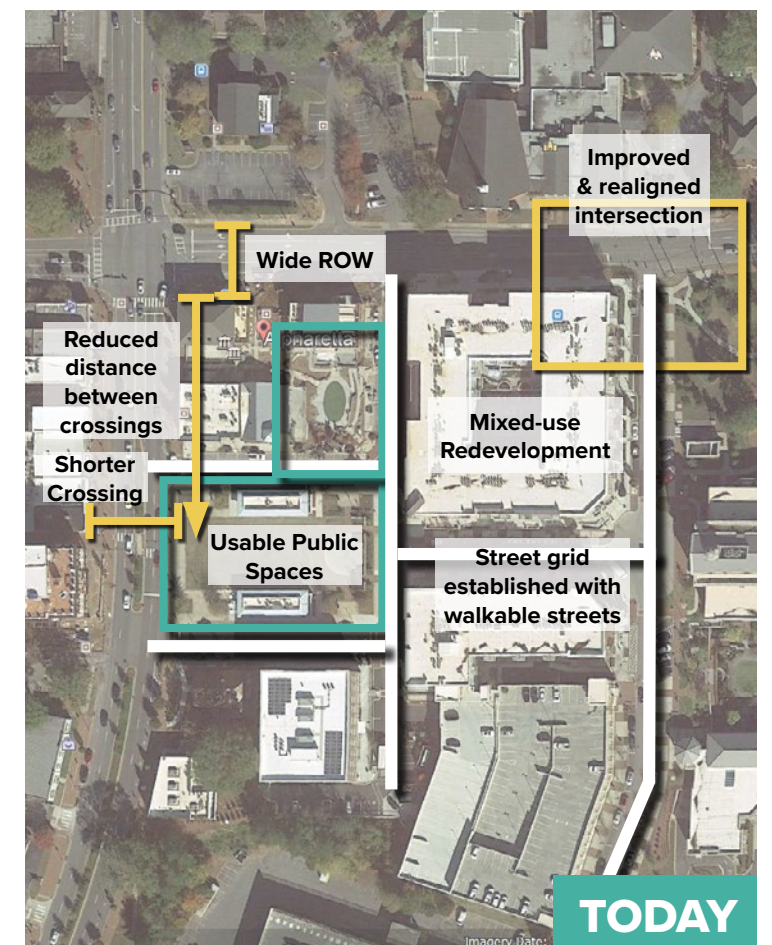
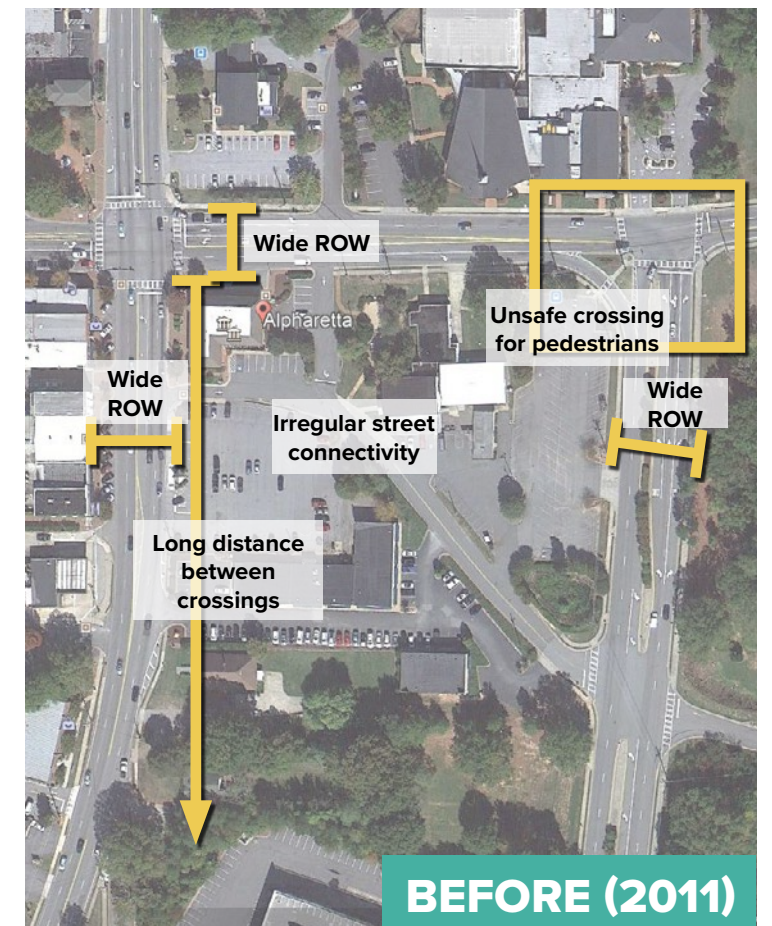
PUBLIC SPACE DESIGN STANDARDS

Design standards often go into zoning codes as requirements, or into a patternbook or design guidelines. Most of these items will require additional study to ensure that the design guidelines meet the needs of the community and reflect the desired character for future redevelopment.

Public space design standards for this project focus on open spaces that are one-acre or less in size, given the smaller parcel sizes and lower potential for large redevelopment projects. They focus on creating high-quality, usable spaces based on best-practice design principles and Crime Prevention Through Environmental Design (CPTED). They should be applied to public spaces or stormwater management facilities created by MnDOT and to parks in large redevelopment projects that occur on multiple assembled parcels.

PEDESTRIAN BRIDGE DESIGN STANDARDS

Particularly with the upcoming Portland Avenue interchange project, pedestrian bridges will become important connections for residents of both communities. Pedestrian bridges should be designed to be pleasant places to cross, and access to them needs to be ADA-compliant to ensure all users can use the bridges safely to avoid unsafe intersections with wide crossings.



Design Standards - Streetscapes

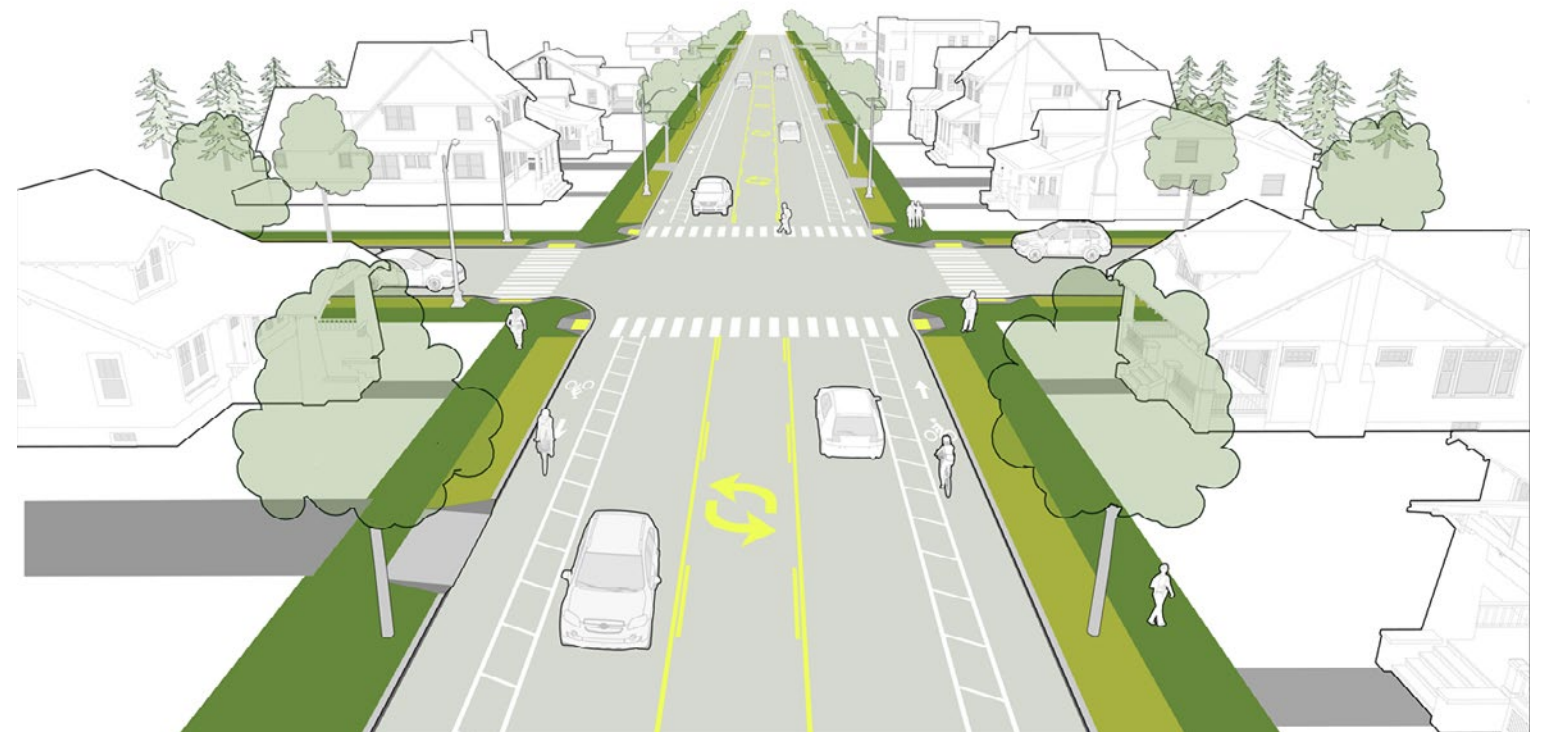
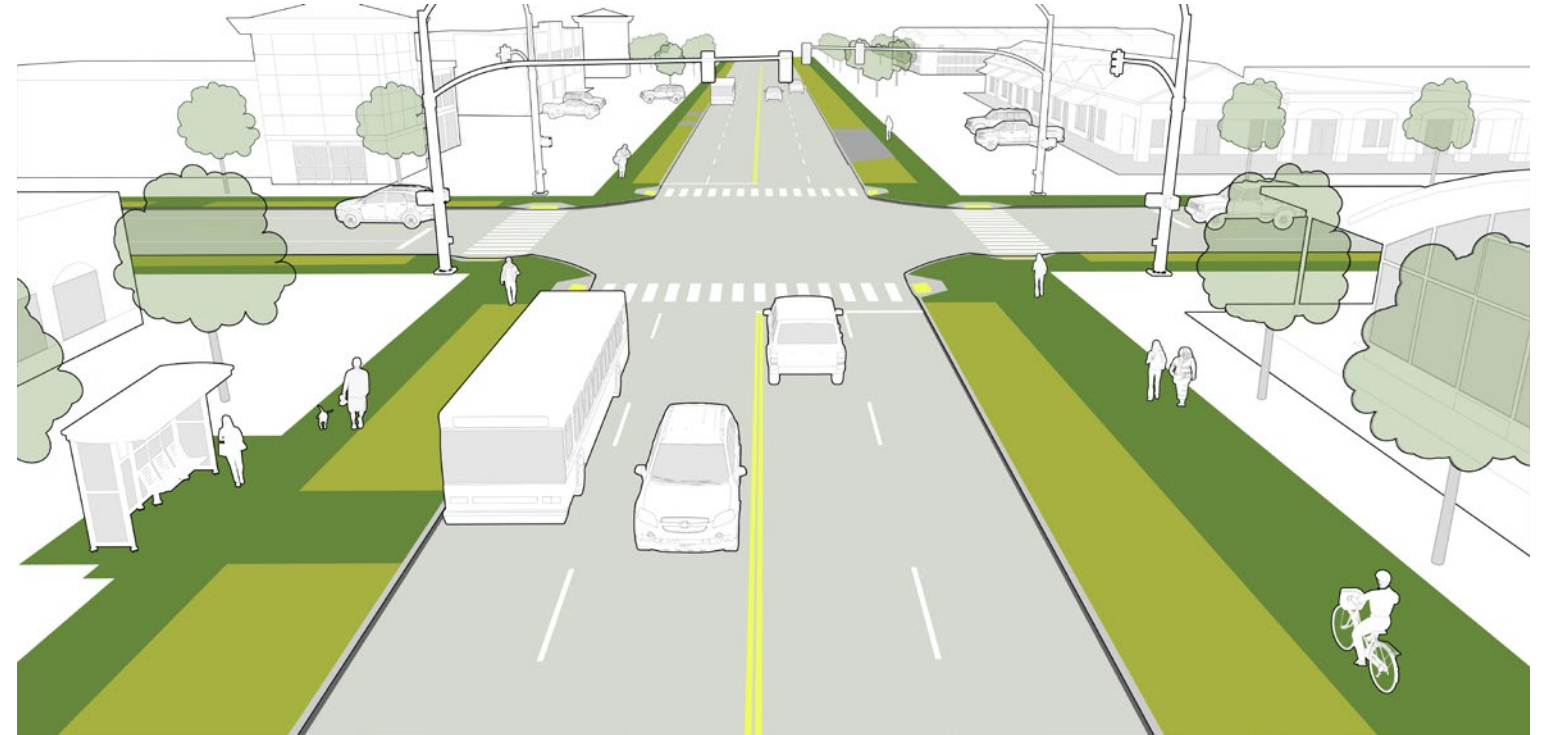
- Streetscapes in the Walkability Enhancement Zone should accommodate all users safely and comfortably
- Narrow vehicle lanes to establish safe speeds
- Wide sidewalks with buffers and bike facilities where possible

RECOMMENDED LANE WIDTHS

Street Type	Minimum Width	Preferred Width	Maximum Width
Commercial Collector / Arterial	10 feet	11 feet	12 feet
Neighborhood Street	10 feet	10 feet	11 feet

SIDEWALK WIDTHS AND BUFFERS

Street Type	Sidewalk	Buffer
Commercial Collector / Arterial	6 - 12 feet	6 - 10 feet
Neighborhood Street	5 - 6 feet minimum	6 - 8 feet

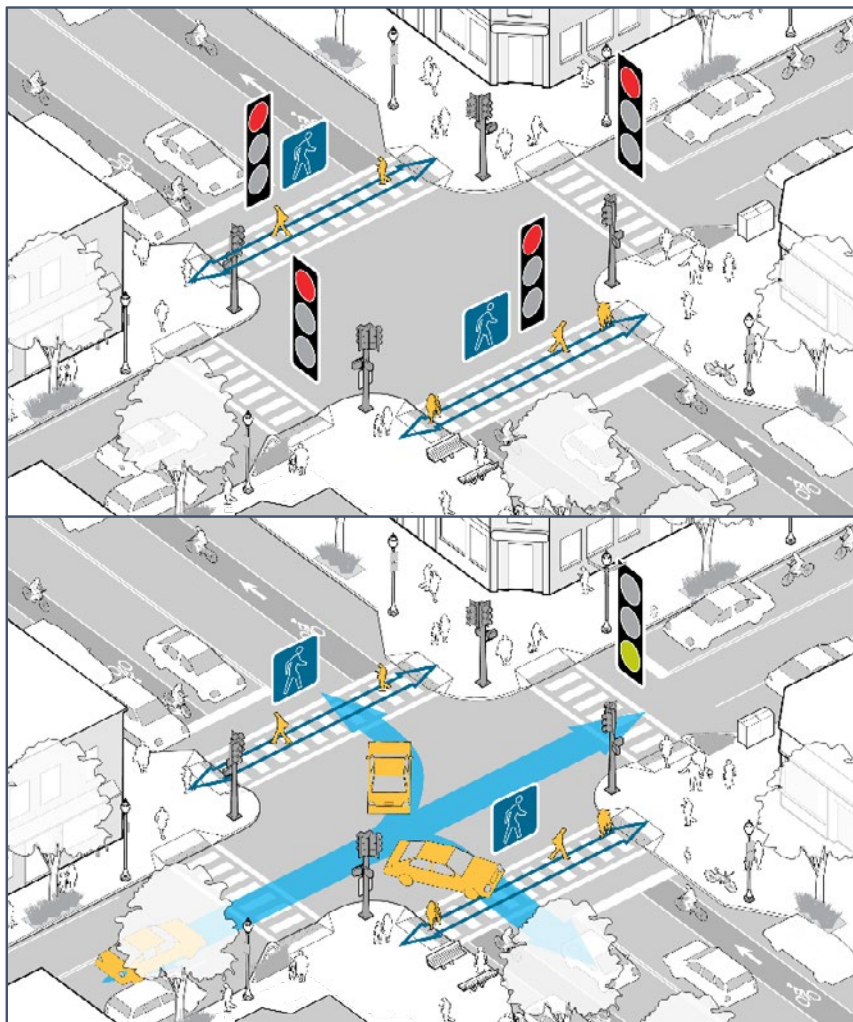


Note: Richfield & Bloomington may have some similar standards in place
page 37

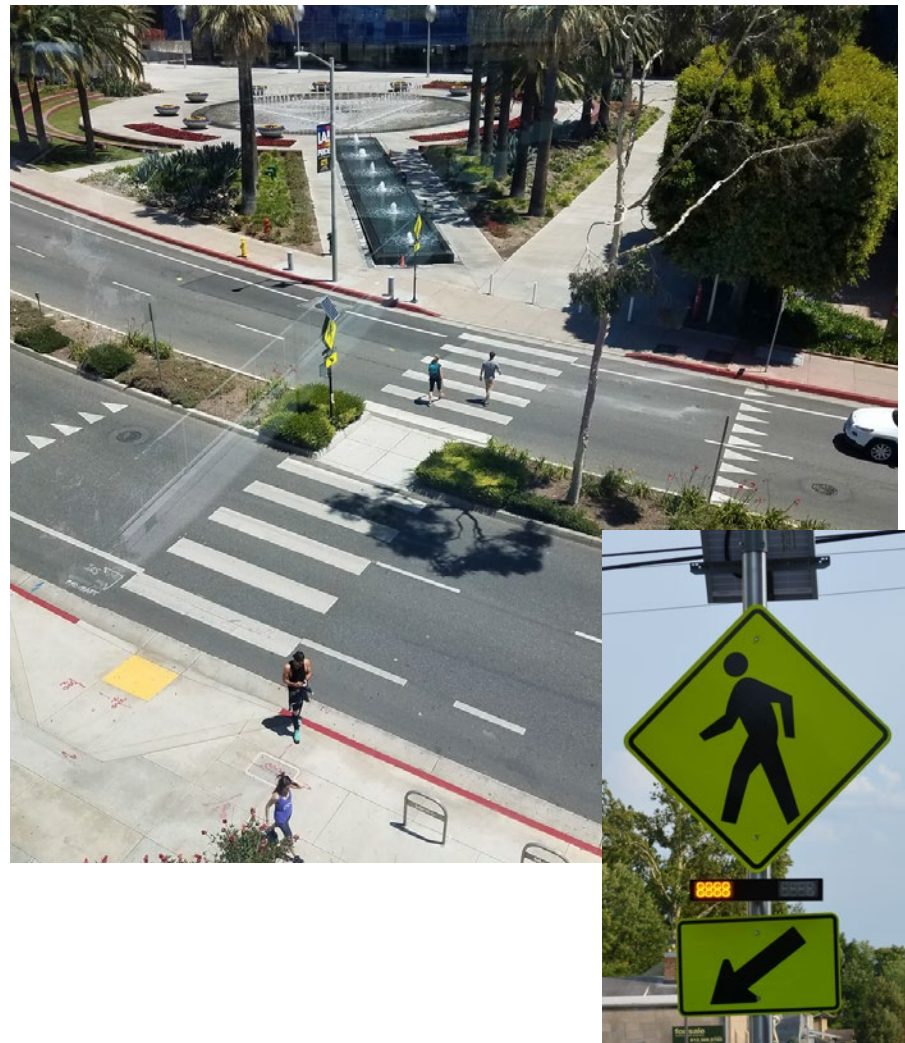
Design Standards - Intersections

- Integrate best practices in intersection and mid-block crossings to facilitate pedestrian and bicyclist movement throughout the Walkability Enhancement Zone (see the next page for more details) .

Signalized Intersection Enhancement: Leading Pedestrian Interval



Mid-block Enhancement: Refuge Island/Yield Lines/RRFB



Mid-block Enhancement: Pedestrian Hybrid Beacon



Design Standards - Intersections

LEADING PEDESTRIAN INTERVALS

Source for text below: https://safety.fhwa.dot.gov/provencountermeasures/lead_ped_int/

“A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. LPIs provide the following benefits:

- Increased visibility of crossing pedestrians.
- Reduced conflicts between pedestrians and vehicles.
- Increased likelihood of motorists yielding to pedestrians.
- Enhanced safety for pedestrians who may be slower to start into the intersection.

FHWA's Handbook for Designing Roadways for the Aging Population recommends the use of the LPI at intersections with high turning vehicle volumes. Transportation agencies should refer to the Manual on Uniform Traffic Control Devices for guidance on LPI timing, and ensure that pedestrian signals are accessible to all users. Costs for implementing LPIs are very low, when only signal timing alteration is required.

This makes it an easy and inexpensive countermeasure that can be incorporated into pedestrian safety action plans or policies and can become routine agency practice.

LPIs have resulted in a 13% reduction in pedestrian-vehicle crashes at intersections.”

Source: Goughnour, E., Carter, D., Lyon, C., Persaud, B., Lan, B., Chun, P., Signor, K. (2018). *Safety Evaluation of Protected Left Turn Phasing and Leading Pedestrian Intervals on Pedestrian Safety*, Federal Highway Administration, Report No. FHWA-HRT-18-044. Washington, D.C.

Revised March 2020

CROSSWALK TIMING

Timing on crosswalks needs to accommodate users of different ages and abilities. Intersections in this study area should use 3 to 3.5 feet per second to establish the timing for crosswalks to make the area more pedestrian friendly. The Manual on Unified Traffic Control Devices (MUTCD) guidelines state:

- “[...] Except as provided in Paragraph 8, the pedestrian clearance time should be sufficient to allow a pedestrian crossing in the crosswalk who left the curb or shoulder at the end of the WALKING PERSON (symbolizing WALK) signal indication to travel at a walking speed of 3.5 feet per second to at least the far side of the traveled way or to a median of sufficient width for pedestrians to wait.”

- “10 Where pedestrians who walk slower than 3.5 feet per second, or pedestrians who use wheelchairs, routinely use the crosswalk, a walking speed of less than 3.5 feet per second should be considered in determining the pedestrian clearance time.”

There are some exceptions which allow the crossing time to be decreased to a crossing

time of 4 feet per second. These are situations where an extended pushbutton press function has been installed to provide slower pedestrians an opportunity to request and receive a longer pedestrian clearance time.



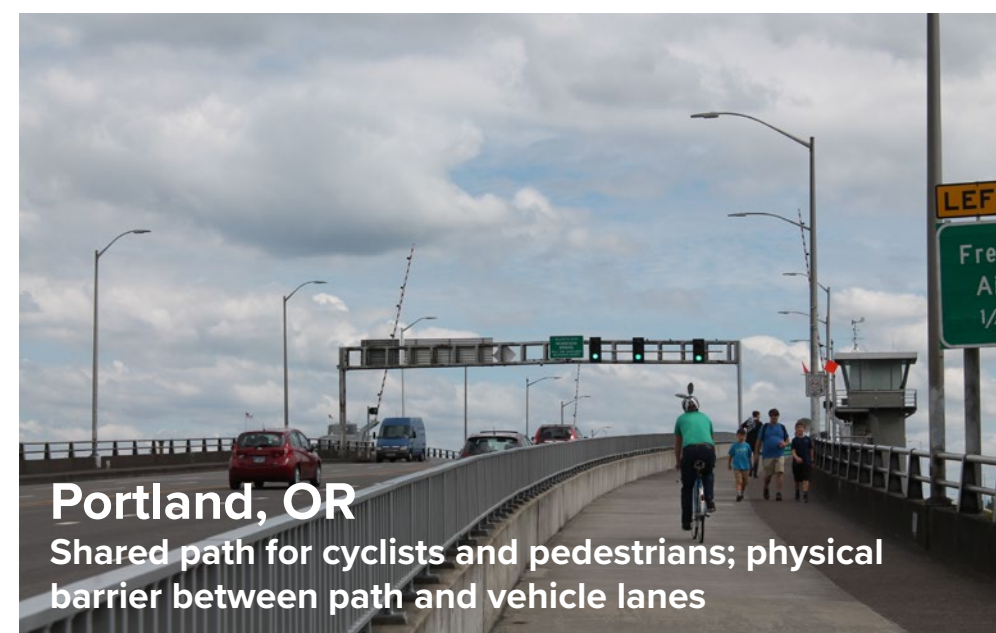
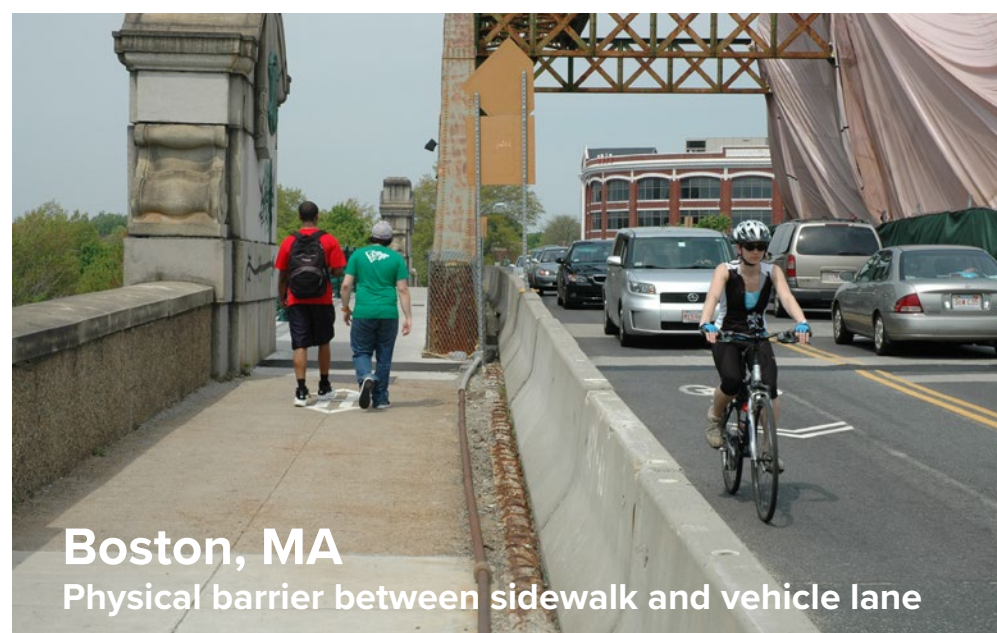
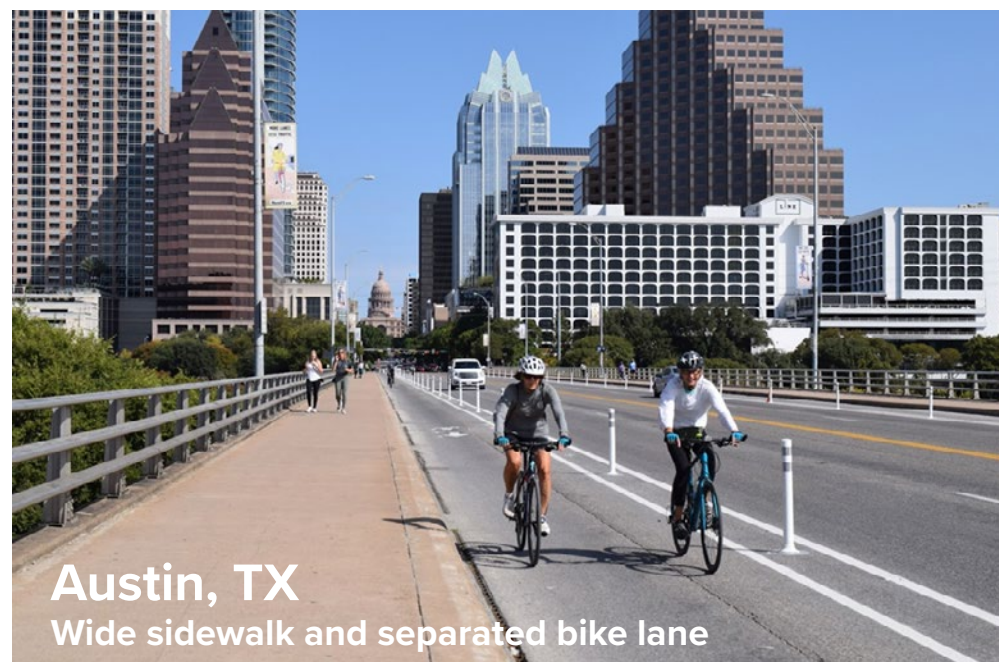
MID-BLOCK CROSSING IN THE SAME ATLANTA COMMUNITY

Design Standards - Bridges

PURPOSE: Prioritize pedestrians and cyclists to make it safer to cross I-494 than it is today.

The redesigned bridges over I-494 at Nicollet, Portland, and 12th should include dedicated facilities for pedestrians and bicyclists, as depicted in the examples below.

- Buffers between vehicle lanes and sidewalks / bike lanes
- Wide sidewalks and bike lanes
- Trees, landscaping, and lights where feasible



Design Standards - Pedestrian Bridges

PURPOSE: To provide alternative routes across I-494 to expand the network and to shorten walking or biking distances, while providing pleasant public spaces.

- The design shown below is a conceptual representation.
- The Minnesota climate presents challenges for the successful planting of trees in shallow planters because of temperatures in the winter months.



Design Standards - Public Spaces

PURPOSE: To ensure greenspaces (built by private or public sectors) are designed thoughtfully, consider relationships to future redevelopment, and are pleasant, usable environments.

~1-ACRE PUBLIC SPACES

- **Safety:** use CPTED design principles (<https://www.cpted.net/>)
- **Flexible community-oriented spaces that can accommodate a variety of programming. Consider the following features:**
 - Space parks at walkable intervals from housing and to reduce parking needs. Where possible provide only ADA parking. Use permeable paving.
 - Entrance plaza at roadway with identification sign, orientation map, and information.
 - Bike parking for 10 to 15 bikes
 - Permeable paved areas that can house a small community market of 15 to 20, 10' x 10' tents.
 - Shaded seating areas for 15 to 20 people.
 - A community pavilion approximately 500 to 900 square feet
 - Approximately ½-acre of open turf area to accommodate ad hoc neighborhood recreation.
 - Community garden area with 12 to 20, 4 x 8' plots approximately 120' x 20' size.
- **Integrate stormwater treatment and storage facilities with public spaces to the greatest extent possible using:**
 - Shallow water storage depressions in open space turf areas.
 - Naturalized bioswale areas.
 - Structured underground storage (where space is limited).

PLAZA IN DULUTH, GA



Photo courtesy: CNU.org

< 1-ACRE PUBLIC SPACE IN ATLANTA, GA



Note: Richfield & Bloomington may have some similar standards in place.

Design Standards - Public Spaces

PURPOSE: To ensure trails and public spaces around them (built by private or public sectors) are designed thoughtfully and consider relationships to future redevelopment and existing places.

GATHERING SPACES ALONG MULTI-USE PATHS

- 12-foot wide multi-use paths
- 8-foot wide paths connecting adjacent areas to trails with distance markers. Using the Xcel utility easement as an example, paths could connect the neighborhoods to the west, south, and east to the trail in the easement.
- Entrance plaza at roadway with identification sign, orientation map, and information, bike parking, and 2-3 benches.
- Community gardens sized to support adjacent residential population needs.
- 1-acre open turf areas to support ad hoc neighborhood recreation.
- Shaded seating areas at the edge of the easement as allowed by utility easement requirements.
- 20-foot x 20-foot shade pavilions as allowed in the utility easement.
- Landscape treatment in unprogrammed areas: use a native prairie mix that attracts birds and pollinator insects.

SIGNAGE & CONNECTION PATH



ENTRANCE PLAZA



SEATING AREA



Note: Richfield & Bloomington may have some similar standards in place.



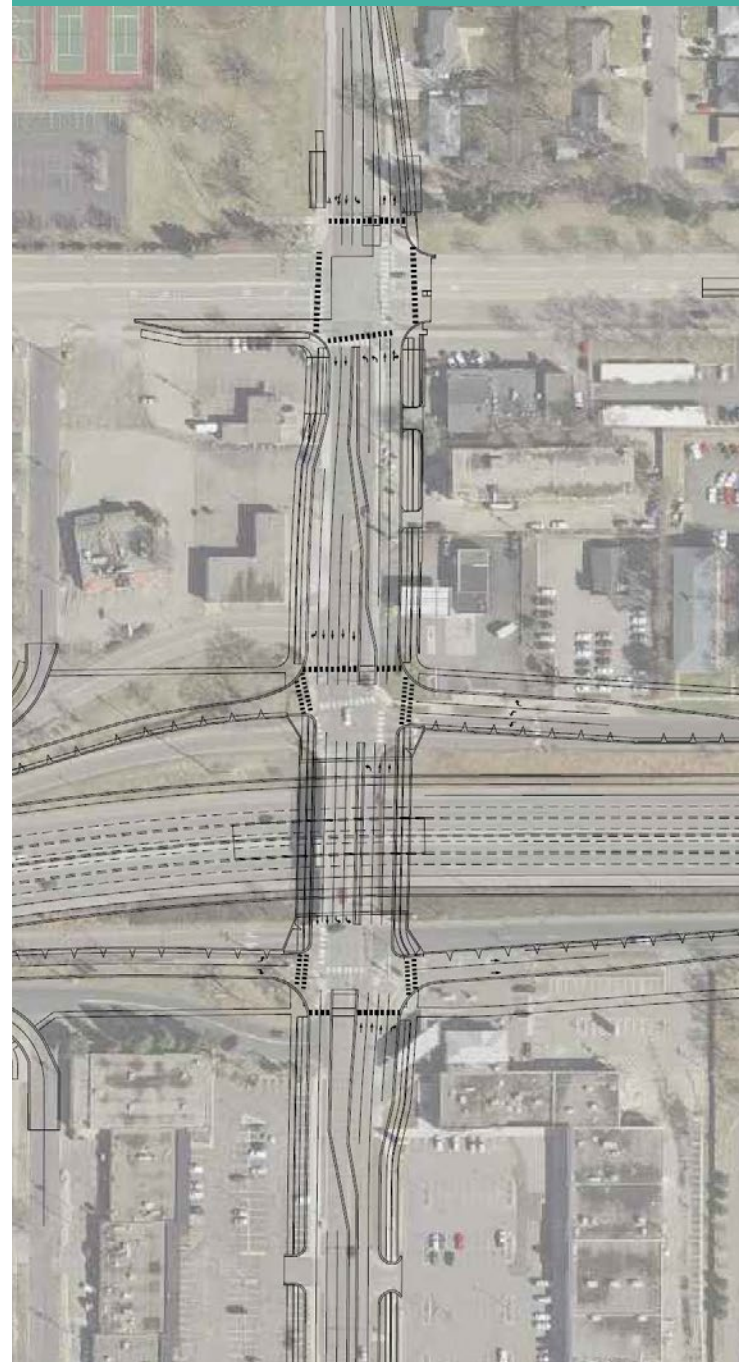
04: APPENDIX

**I-494 INTERCHANGE DOCUMENTATION
INSPIRATION: 5TH STREET BRIDGE IN ATLANTA**

Portland Avenue & I-494

TIGHT DIAMOND INTERCHANGE

MnDOT presented this concept to the City of Richfield on April 13, 2021



PROPOSED CONCEPTUAL ALTERNATIVE

The **Portland Avenue and I-494 interchange** is currently being studied by MnDOT as part of an overall project to change traffic flow and distribution along the I-494 corridor (see MnDOT's preferred alternative image to the left). When the Portland Gateway Legacy Project began, MnDOT had not identified a preferred interchange design. This provided an opportunity for the planning team to prepare an alternative conceptual design for the I-494 corridor in this area. This conceptual design was shared with the City of Richfield, City of Bloomington, and MnDOT in 2020 in time for MnDOT to fully consider it in their environmental process. The planning team recommends MnDOT consider further study and traffic modeling of the CNU Legacy interchange alternative to ensure that any adjustments made to the interstate do not cause irreversible damage to the surrounding communities and that the interchange can take advantage of the existing, well-connected street network in place to distribute traffic load. This concept and additional description are shown on page 48.

IMPROVED URBAN DESIGN

The public input during this process focused on the mobility safety and ease of access in the area, and many participants expressed major concerns about the interchange project. Many provided anecdotes about pedestrians walking to and from Wal-Mart for their groceries and daily needs shopping. Any changes to the Portland Avenue bridge need to accommodate pedestrians, cyclists, and transit riders of all abilities in a safer manner than today.

Currently, sidewalks are narrow and no barrier is provided between the sidewalks and the vehicle lanes. If the interchange expands, walking and biking conditions will become even more dangerous because the additional vehicle lanes increases the required crossing distance for pedestrians and cyclists. Currently, there is one on-ramp and one off-ramp to I-494, on the west side

PROPOSED CNU LEGACY PROJECT ALTERNATIVE: BENEFITS TO THE COMMUNITY

The planning team believes that the proposed alternative on page 47 would have the following community benefits:

- Less negative impacts to the community and existing small businesses on Portland Avenue.
- Better distribution of traffic (i.e., not every movement is at Portland, some trips can use 2nd, 4th, 5th, & Chicago) in general. Better access to businesses.
- Simpler interchange at Portland. Better operations at interchange. By giving motorists multiple routing options (i.e. 2nd, 4th, 5th, and Chicago), the interchange's intersections at Portland Avenue will have less traffic. The interchange will benefit by the assistance of a network of streets.
- Increased opportunity to make an attractive, multimodal bridge. With less traffic on Portland Avenue, the number of additional lanes may be reduced, the signal timing has more flexibility, which creates time and space that can be used for walking, cycling, and transit needs.
- Smaller intersection at 77th and Portland (recent 3-lane conversion to north).
- Less right-of-way needed.
- More pedestrian & bike-friendly in general.
- Closer to a human scale.
- I-494 weaving distances are compliant with MnDOT standards.
- Increased resilience (i.e., if an emergency shuts down the interchange at Portland, then other parts of the interchange can keep functioning). MnDOT is placing all of its eggs in one basket due to lack of connectivity. When crashes happen, the MnDOT's interchange is relatively susceptible to severe disruptions , compared with this study's alternative, which provides increased connectivity.
- Easier to stage construction.

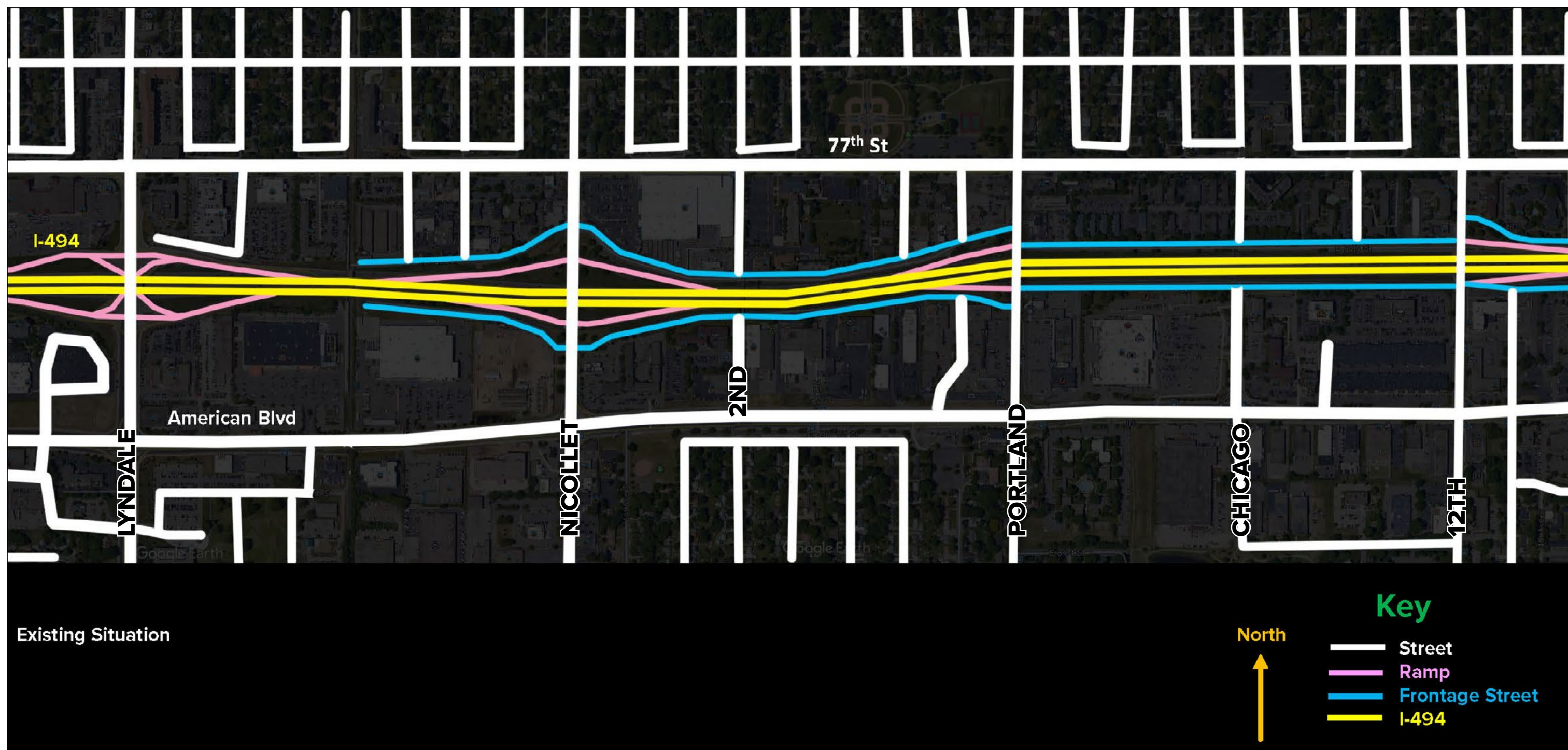
Portland Avenue & I-494

of Portland Avenue. The MnDOT concept adds two more ramps on the east side and additional motor vehicle lanes and turn lanes. With the closure of the 12th Avenue and the Nicollet interchanges, a significant amount of that traffic will need to use the expanded interchange on Portland Avenue, creating a severe traffic impact. Once on Portland Avenue, all of that interchange traffic has only two places to go: to the signalized intersection at 77th or to the signalized intersection at American Boulevard. As configured today, those intersections cannot handle that impact and, consequently, they will be significantly expanded, taking land from adjacent private properties and businesses. The combination of more traffic and more lanes will worsen the business environment and quality of life and will reduce walkability, inflicting several avoidable impacts on the local community. Access to the local businesses to and from Portland Avenue will be closed. Crossing distances and exposure for pedestrians and cyclists will worsen. Some mitigation is feasible with pedestrian signal timing, the careful design of intersections, and separations between travel lanes and pedestrian facilities, but the place will be dominated by a major highway interchange

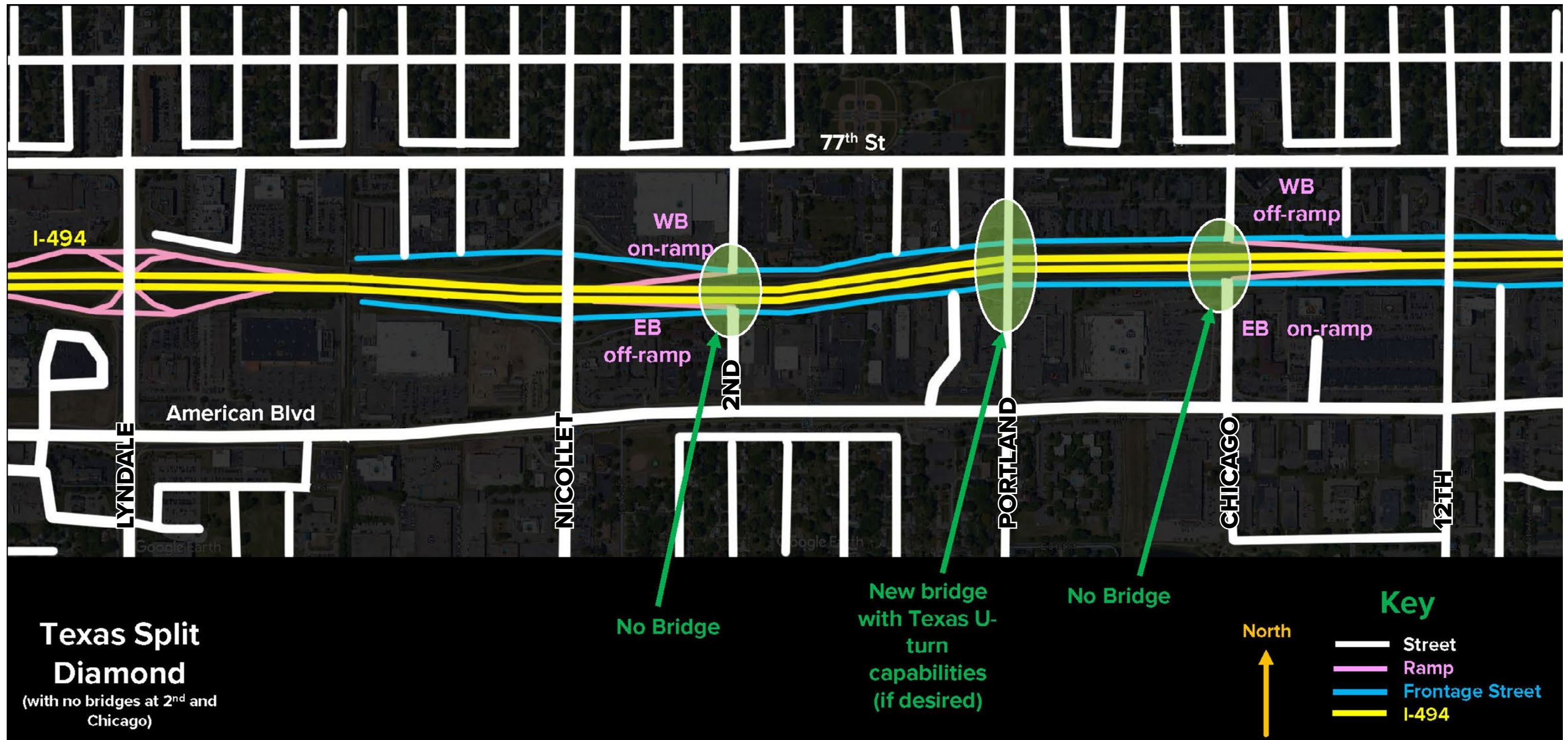
and motorists exiting at high speeds. MnDOT should consider the alternative suggested in this study because it spreads out the effects of the interchange to several streets and intersection, reduces the scale of the interchange, improves the business environment, and increases the potential for comfort of pedestrians and cyclists (see page 45 for a list of community benefits).

The MetroTransit D-Line project, which will have transit stations in this area and will be under construction by the end of 2021, which further emphasizes the need to consider the safety implications of this interchange of users of all ages and abilities along the streets and the need to consider the interchange ideas in this study.

Portland Avenue & I-494 Today

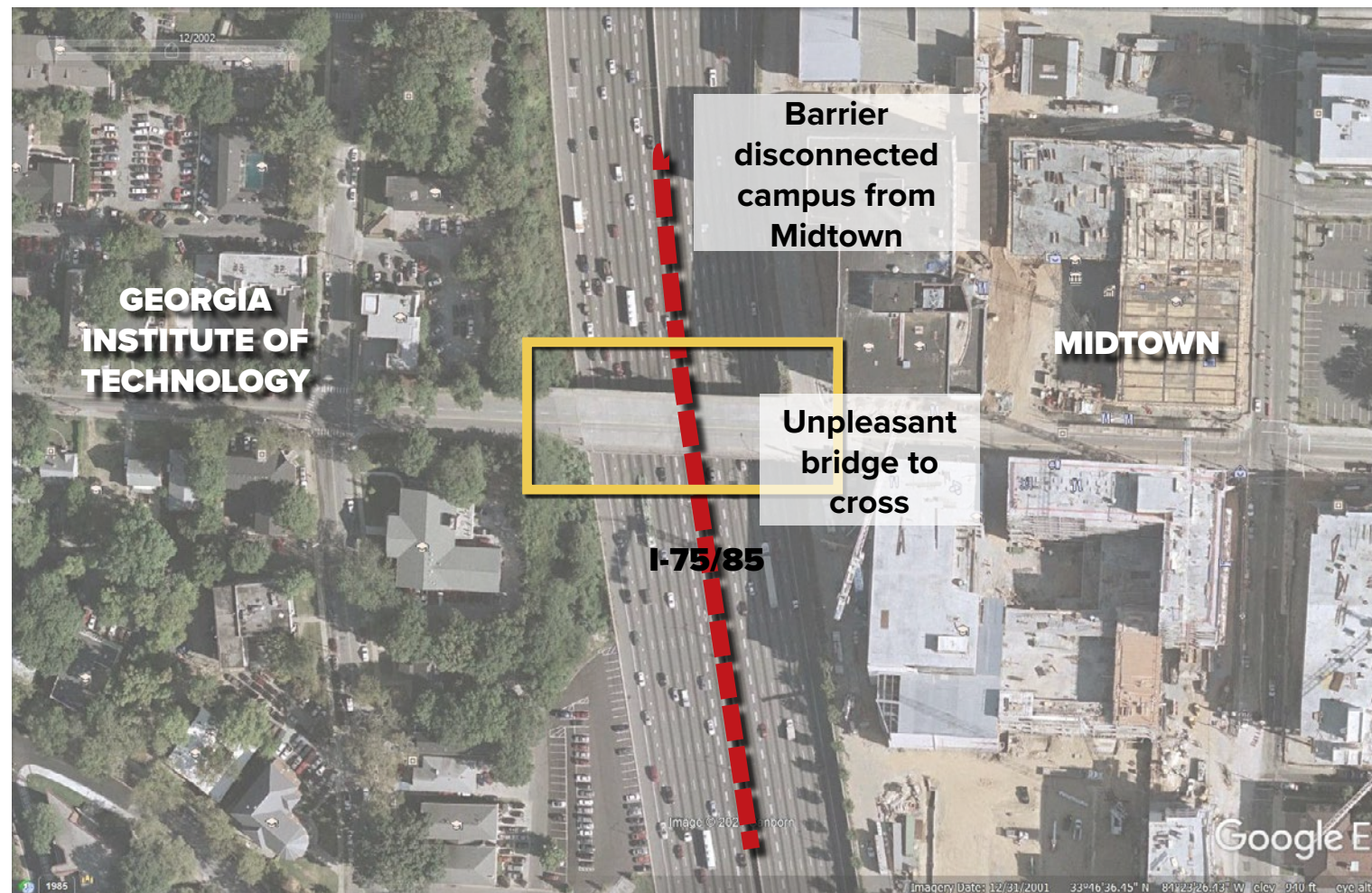


Portland Avenue & I-494 CNU Proposed Alternative

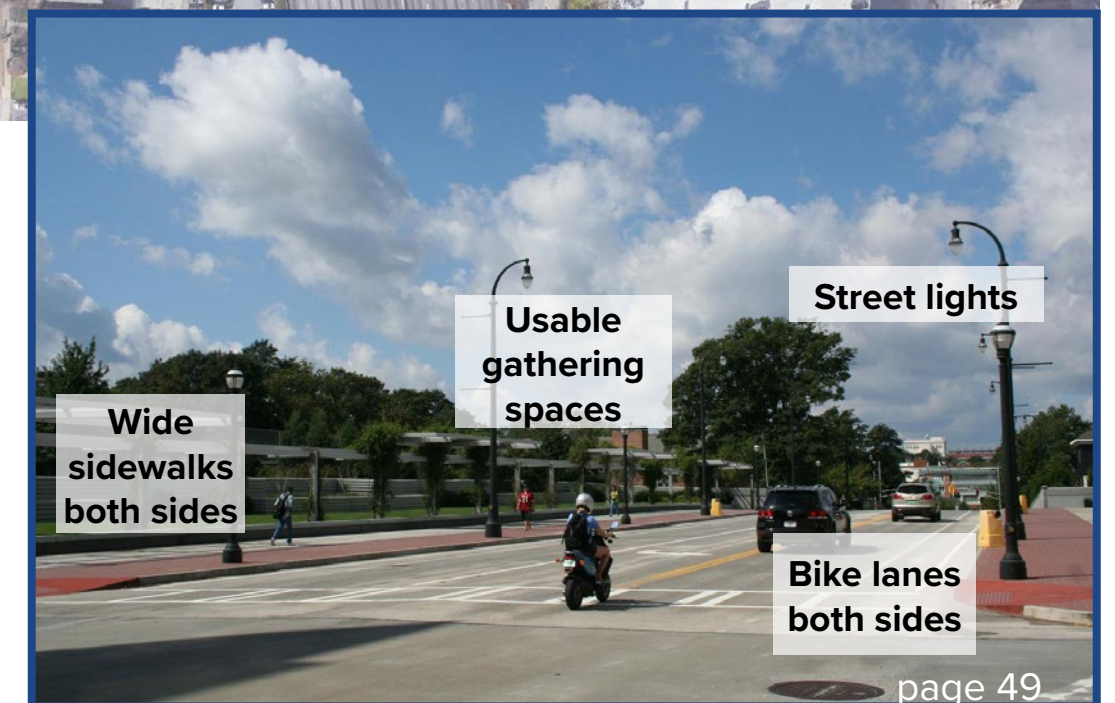
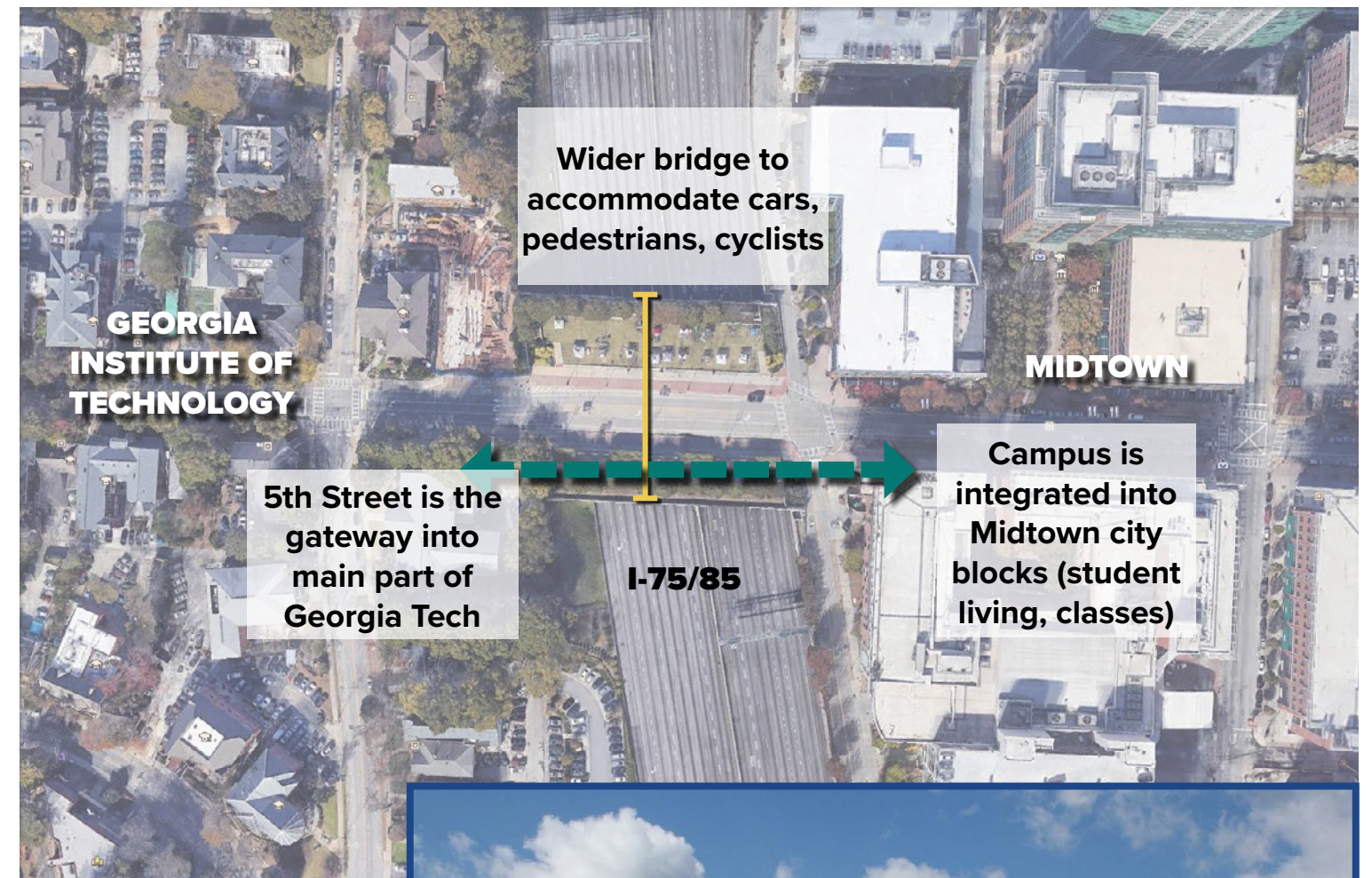


Inspiration: 5th Street Bridge - Atlanta, Georgia

BEFORE (2002)



AFTER (TODAY)





STAFF REPORT NO. 159
CITY COUNCIL MEETING
10/12/2021

REPORT PREPARED BY: Ryan Krzos, Planner

DEPARTMENT DIRECTOR REVIEW: John Stark, Community Development Director
10/5/2021

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
10/7/2021

ITEM FOR COUNCIL CONSIDERATION:

Consider approval of a Conditional Use Permit for 817 66th Street East to allow a Class I restaurant.

EXECUTIVE SUMMARY:

Hempel Companies is acquiring the property located at 817 66th Street East, and has submitted an application for a Conditional Use Permit (CUP) to allow a full service restaurant within the existing structure. The property is currently zoned General Commercial (C-2). Full service restaurants (Class I) are listed as a conditional use in the C-2 district. The Zoning Code distinguishes a full service restaurant from a traditional/cafeteria style restaurant (Class II) in that alcoholic beverages are able to be served in a full service restaurant.

The proposed use would include an associated ice cream and coffee shop with a walk-up service window. Proposed hours of operation would be 8 AM to 12 AM for the restaurant and 7 AM to 9 PM for ice cream and coffee shop. The proposal includes interior remodeling and exterior renovations to the building's façade, but no building additions.

The application initially included a variance request to reduce the minimum number of required parking stalls. Revised plans have been submitted which no longer require consideration of a variance to the parking requirement. The parking requirement is satisfied with 24 existing on-site stalls in combination with on-site space to the rear of the building that is able to be converted to seven parking stalls. Staff is recommending a condition of approval stating that if ongoing parking spillover is observed, then these stalls must be improved. It should also be noted that there is a cross access easement between the subject property and the adjoining parcel to the west, addressed as 813 66th Street East.

The Planning Commission approved a motion recommending that the City Council approve the CUP with findings that the request meets Ordinance requirements.

RECOMMENDED ACTION:

By motion: Approve the attached resolution granting a Conditional Use Permit for 817 66th Street East to allow a Class I restaurant.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

- The subject site has historically contained commercial land uses including a fuel station and floral and garden center.
- In 2017, a CUP and variance was granted to allow a Class II (traditional/cafe/restaurant) restaurant at the subject site. The variance reduced the total number of required stalls on the basis of a limited amount of restaurant seating. That variance would not be applicable to the new restaurant use since as proposed the amount of seating will increase.
- Earlier this year, the rear 75 feet of this subject property was rezoned from Multifamily Residential District (MR-2) to C-2 in order to comply with the guidance of the Comprehensive Plan.

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

- Full service restaurants (Class I) are a conditional use in the C-2 General Business District. The applicant also requested a variance from the parking requirements contained in Zoning Code subsection 544.13. A subsequent revised floor plan was submitted which no longer requires consideration of the variance, as described above in the Executive Summary. A full discussion of general CUP requirements can be found as an attachment to this report.
- Section 544.27 Subd. 1. of the Zoning Code requires the installation of a professionally-designed odor control system when a type I ventilation hood is used for kitchen equipment. The building has an existing odor control system that will need to be re-used or replaced.

C. CRITICAL TIMING ISSUES:

- 60-DAY RULE: The 60-day clock 'started' when a complete application was received on September 10, 2021. A decision is required by November 9, 2021 or the City 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 application fee has been paid.

E. LEGAL CONSIDERATION:

- A public hearing was held on September 27, 2021. Notice of the public hearing was published in the Sun Current newspaper and mailed to properties within 350 feet of the site on September 16, 2021. One member of the public spoke at the public hearing and staff received three correspondences with comments. Draft minutes of the Planning Commission meeting and the submitted comments are included as an attachment to this report.
- The Planning Commission approved a motion recommended that the City Council grant the Conditional Use Permit (4-0).

ALTERNATIVE RECOMMENDATION(S):

- Approval of the Conditional Use Permit with modifications.
- Denial of the Conditional Use Permit with a finding that requirements are not met.

PRINCIPAL PARTIES EXPECTED AT MEETING:

Ben Krsnak, Hempel Companies Erik Forsberg, Erik the Red

ATTACHMENTS:

Description	Type
☐ Resolution - CUP Approval - Erik the Red	Resolution Letter
☐ Requirements attachment	Backup Material
☐ Erik the Red - Floor and Site Plan	Exhibit
☐ Erik the Red - Exterior Rendering	Exhibit
☐ Zoning Map	Exhibit
☐ Planned Land Uses Map	Exhibit
☐ Draft Planning Commission Minutes	Backup Material
☐ Public Comments - Erik the Red	Backup Material

RESOLUTION NO.
RESOLUTION APPROVING A
CONDITIONAL USE PERMIT FOR A RESTAURANT
AT 817 66TH STREET EAST

WHEREAS, an application has been filed with the City of Richfield which requests approval of a conditional use permit to allow a Class I (full service) restaurant at property commonly known as 817 66th Street East and legally described as follows:

Lots 3, 4, and the East 1/2 of Lot 2 and the East 10 feet of the North 10 feet of the West 1/2 of Lot 2, Block 3, Terrace Gardens, Hennepin County, Minnesota

WHEREAS, the Planning Commission of the City of Richfield held a public hearing and recommended approval of the requested conditional use permit at its September 27, 2021 meeting; and

WHEREAS, notice of the public hearing was published in the Sun Current on September 16, 2021 and mailed to properties within 350 feet of the subject property on September 14, 2021; and

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

WHEREAS, the City has fully considered the request for approval of the conditional use permit;

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

1. A conditional use permit is issued to allow a Class I Restaurant, as described in City Council Letter No. _____, on the Subject Property legally described above.
2. This conditional use permit is subject to the following conditions in addition to those specified in Section 547.09 of the City's Zoning Ordinance:
 - That the recipient of this conditional use permit record this Resolution with the County, pursuant to Minnesota Statutes Section 462.36, Subd. 1 and the City's Zoning Ordinance Section 547.09, Subd. 8. A recorded copy of the approved resolution must be submitted to the City prior to the issuance of an occupancy permit.
 - The seven parking stalls shown as proof of parking shall be improved at the direction of the Community Development Director should there be regularly occurring and documented parking spillover onto adjoining streets. The design of said stalls to be improved must be approved by the Director.
 - A final landscaping plan must be submitted prior to the issuance of building permits.
 - All trash must be stored indoors or in the dumpster enclosure constructed on the subject property in compliance with Zoning Code Section 544.05.
 - A professionally-designed odor control system is required with a Type 1 ventilation hood per Zoning Code Section 544.27.

- All rooftop or ground mechanical equipment must be screened, per Zoning Code Section 544.05.
 - The applicant is responsible for obtaining all required permits, compliance with all requirements detailed in the City's Administrative Review Committee Report dated September 2, 2021, and compliance with all other City and State regulations.
 - Prior to the issuance of an occupancy permit the applicant must submit a surety equal to 125% of the value of any improvements and/or requirements not yet complete. This surety shall be provided in the manner specified by the Zoning Code.
3. The conditional use permit shall expire one year after issuance unless 1) the use for which the permit was granted has commenced; or 2) Building permits have been issued and substantial work performed; or 3) Upon written request of the applicant, the Council extends the expiration date for an additional period not to exceed one year. Expiration is governed by the City Zoning Ordinance, Section 547.09, Subdivision 9.
4. This conditional use permit shall remain in effect for so long as conditions regulating it are observed, and the conditional use permit shall expire if normal operation of the use has been discontinued for 12 or more months, as required by the City's Zoning Ordinance, Section 547.09, Subd. 10.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of October 2021.

Maria Regan Gonzalez, Mayor

ATTEST:

Kari Sinning, City Clerk

Code Requirements / Required Findings

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

1. *The proposed use is consistent with the goals, policies, and objectives of the City's Comprehensive Plan.* The proposed use of the property is consistent with the guiding "Neighborhood Commercial" designation. The Comprehensive Plan identifies a number of goals and policies related to economic development and support for business and employment growth. The proposal is consistent with these goals and policies.
2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The purpose of the Zoning Code is to protect and promote the public health, safety, aesthetics, economic viability, and general welfare of the City. The purpose of the General Business (C-2) District is to allow a wide variety of commercial businesses that are attractive and compatible with nearby residential properties. The proposal is consistent with these purposes.
3. *The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines.* The *66th Street Corridor Plan: 5th Avenue to Cedar Avenue* (2011) recommended a future land use designation for the entire property as "Medium-high Density Residential." However, the recommendations of that Plan were not officially adopted as an amendment to the 2008 Comprehensive Plan nor were they incorporated into the current 2040 Comprehensive Plan.

The subject site is within the *Portland and 66th Sub Area Study* adopted earlier this year. One of the development principles of the study states that the City should "encourage a mix of community and small neighborhood commercial businesses in proximity to residential areas and the park destinations as an important amenity for residents and park visitors." The proposal would complement the park and is consistent with the study.

The site is with the Veterans Park Area (VPA) Overlay District which was developed as recommended by the sub area study. The proposal conforms to the overlay district guidelines.

4. *The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code.* The proposed use will either maintain the status quo or improve compliance with performance standards requirements.
5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements.* The City's Public Works and Engineering Departments have reviewed the proposal and do not anticipate any issues.

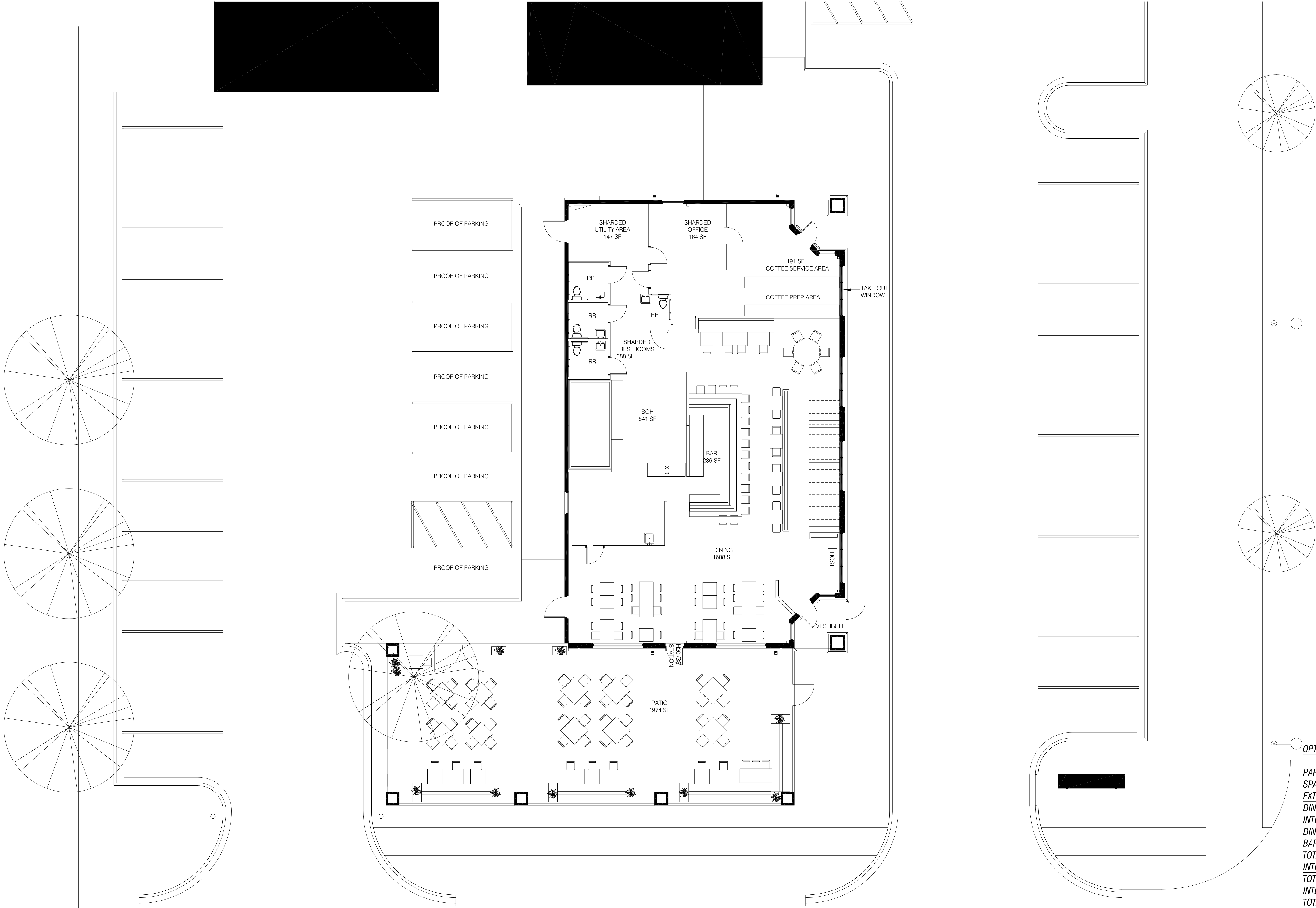
6. *The use will not have undue adverse impacts on the public health, safety, or welfare.* Adequate provisions have been made to protect the public health, safety and welfare.
7. *There is a public need for such use at the proposed location.* Staff regularly hears from residents that locally-owned restaurants are wanted in the community. This requirement is met.
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.



10 South Eighth Street
Minneapolis MN 55402
t 612_339_2257
sheadesign.com

ERIK THE RED

8579.00



OPTION E

<u>PARKING LOT COUNT</u>	
SPACES	32
<u>EXTERIOR PATIO SEAT COUNTS</u>	
DINING	62
<u>INTERIOR DINING SEAT COUNTS</u>	
DINING	78
BAR	17
TOTAL	95
<u>INTERIOR & EXTERIOR SEAT COUNTS</u>	
TOTAL	157
<u>INTERIOR SF</u>	
TOTAL	3655
<u>PATIO SF</u>	
TOTAL	1974

Exterior Rendering ALT 1



EXISTING



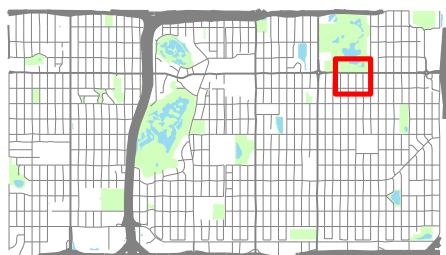
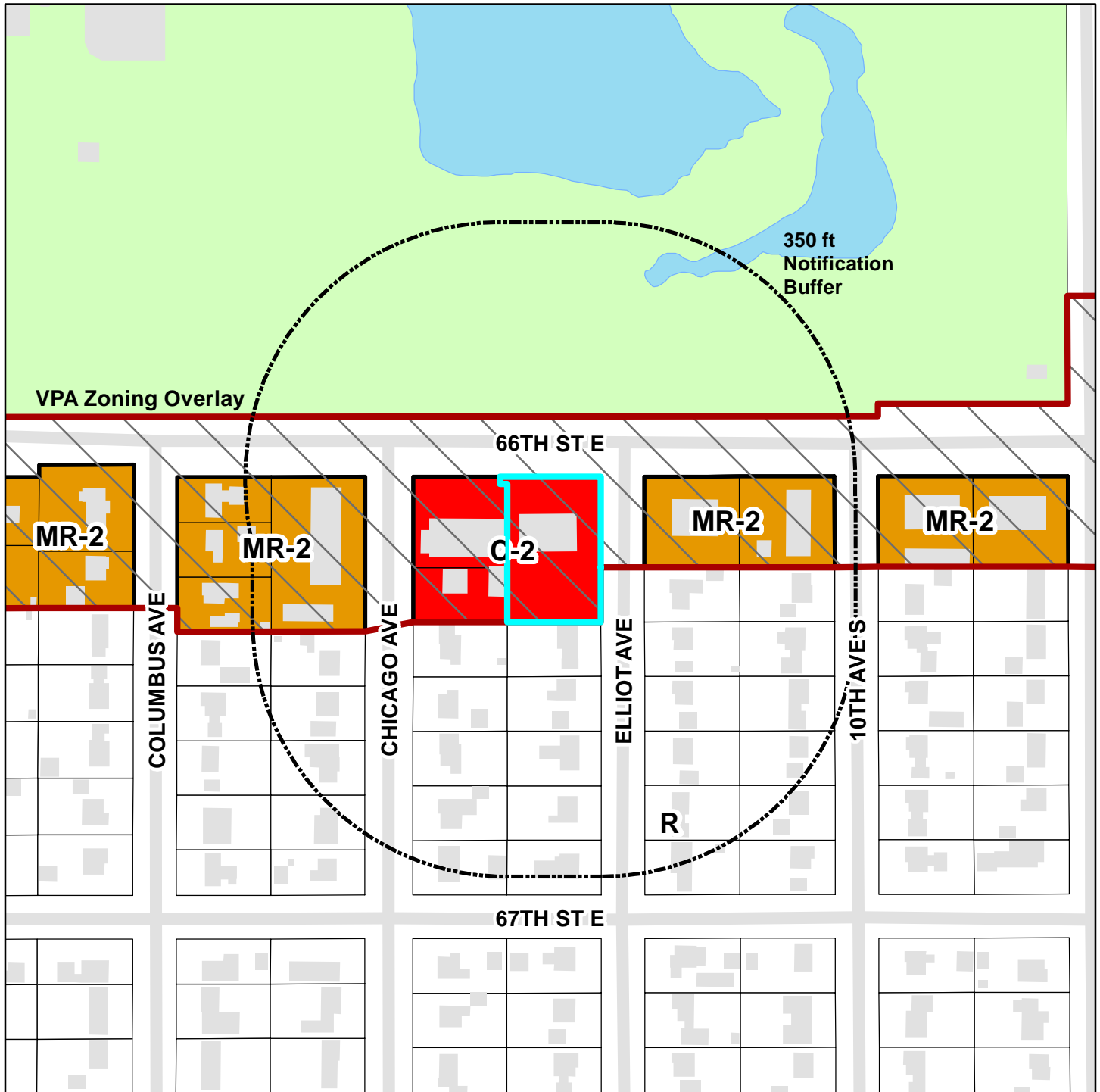
EXAMPLE MOCK UP



817 66th Street E

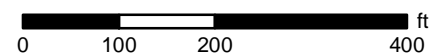
Surrounding Zoning

Case No: 21-CUP-02



Zoning Districts

Parks	MR-2 Multi-Family	C-2 General Commercial	MU-C/PAC Mixed Use + Penn Overlay
R Single-Family	MR-2/CAC Multi-Fam + Cedar Overlay	PC-2 Planned General Commercial	MU-N Mixed Use-Neighborhood
R-1 Low-Density Single-Family	MR-3 High-Density Multi-Family	PMU Planned Mixed Use	MU-R Mixed Use-Regional
MR-1 Two-Family	SO Service Office	MU-C Mixed Use-Community	I Industrial
PMR Planned Multi-Family	C-1 Community Commercial	MU-C/CAC Mixed Use + Cedar Overlay	

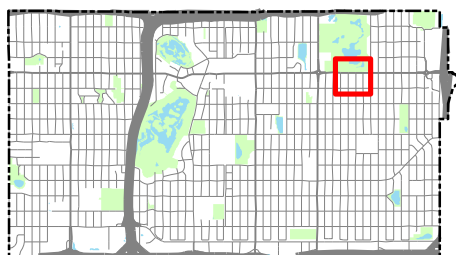
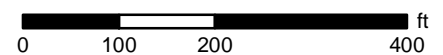
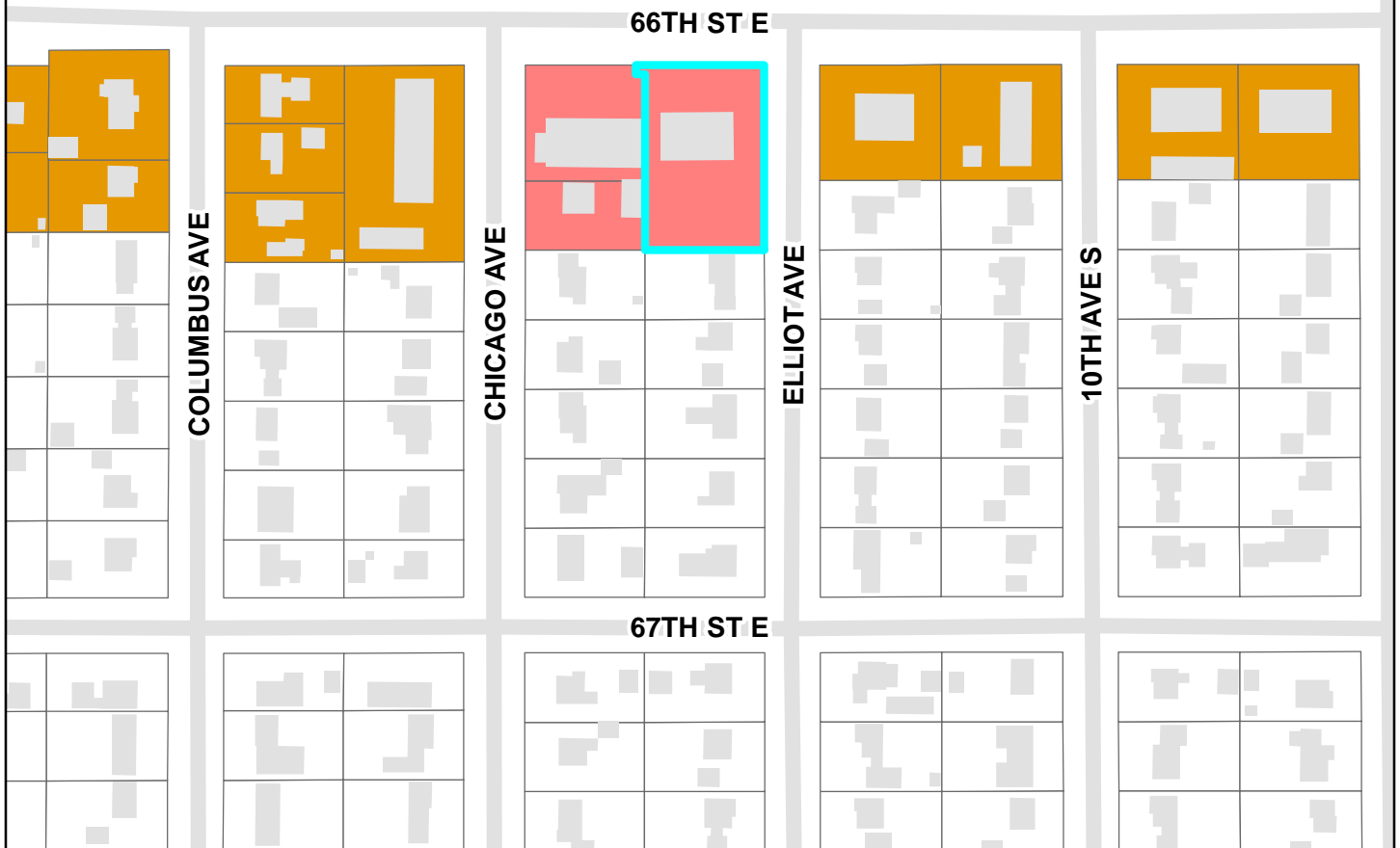




817 66th Street E

2040 Comprehensive Plan Designations

Case No: 21-CUP-02



2040 Planned Land Use

Mixed Use	Medium Density Residential
Regional Commercial	Low Density Residential
Community Commercial	Park
Neighborhood Commercial	Quasi-Public
High Density Residential	Right-of-Way (ROW)





Planning Commission Minutes

September 27, 2021

MEMBERS PRESENT:	Chair Kathryn Quam, Commissioners Brendan Kennealy, Susan Rosenberg, and Brett Stursa
MEMBERS ABSENT:	James Rudolph, Bryan Pynn
STAFF PRESENT:	Melissa Poehlman, Assistant Community Development Director; Ryan Krzos, City Planner; Nellie Jerome, Assistant Planner
OTHERS PRESENT:	Ben Krsnak at Hempel Companies, and Erik Forsberg, of Erik the Red, for Public Hearing Item #2.

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

APPROVAL OF MINUTES

M/Rosenberg, S/Stursa to approve the minutes of the August 23, 2021, meeting.

Motion carried: 4-0

OPEN FORUM

No members of the public spoke, no comments received.

APPROVAL OF AGENDA

M/Rosenberg, S/Kennealy to approve the agenda.

Motion carried: 4-0

OTHER BUSINESS

ITEM #1 - Consider a recommendation of approval of a resolution accepting the Portland Gateway Report and directing staff to consider its recommendations when evaluating proposals and policies in the study area. Assistant Director Melissa Poehlman presented the staff report. Commissioner Rosenberg noted that something similar to this project should be considered for Penn Ave as well, and noted that the Portland Gateway Report was a very useful document to have. Commissioner Stursa and Commissioner Kennealy also stated their support for the report and the improved mobility for all modes of transportation in the area. Chair Quam asked for clarification on the improved safety in the area and Assistant Director Poehlman spoke about public realm improvements creating a more inviting space, adding “eyes on the street” and improving safety in the area.

M/Rosenberg, S/Quam to Recommend approval of a resolution accepting Portland Gateway Report and directing staff to consider its recommendations when considering code amendments, policy and programming, and land use applications in the Portland Gateway area.

Motion carried: 4-0

PUBLIC HEARINGS

ITEM #1 - Consider a variance request for air conditioners in the front yard areas within the Wood Lake Village Condominium property. Assistant Planner Nellie Jerome presented the staff report. One member of the public, a long-time resident of Wood Lake Village, Doris

Rubenstein at 6516 Emerson Ave, spoke in support of the variance and noted that the unobtrusive air conditioning systems improve residents' comfort and air circulation in the units. M/Quam, S/Rosenberg to close the Public Hearing.

Motion carried: 4-0

Chair Quam reviewed the requirements for approving a variance, and that the prior construction of buildings or installations for which a variance is required should not impact the decision to approve or deny a variance request.

Assistant Director Poehlman advised that a timeline for installation and planting screenings should be clarified as part of the variance approval, considering that a variance request expires one year from approval, by default, if the structure or installation is not built.

M/Stursa, S/Kennealy to Approve a resolution allowing a variance for air conditioners in the front yard areas within the Wood Lake Village Condominium property.

M/Quam, S/Stursa to amend the motion to give residents up to 5 years to install split system air conditioning units, and that screenings or plantings must be installed within 6 months of air conditioner installation.

Motion to amend carried: 4-0

M/Stursa, S/ to approve the resolution with the two amendments.

Motion as amended carried: 4-0

ITEM #2 - Public hearing to consider a request for a conditional use permit to allow a restaurant at 817 66th Street East. Planner Ryan Krzos presented the Staff Report for the Conditional Use Permit (CUP), and clarified that a variance was originally required but that the plans were able to meet parking minimums on the property so a variance request was not required. Ben Krsnak and Erik Forsberg gave a presentation on the restaurant and the concept plans which include a full-service restaurant, and an ice cream and coffee shop.

Planner Krzos received comments from community members regarding the CUP: Lisa Ann Gorshe and Katie Schmitt, who were opposed to the CUP approval, as well as a letter from Patricia Reiman and Nancy Lindell (Arrangements LLC), who were in favor of the CUP approval. Lisa Ann Gorshe at 6615 Elliot Ave, spoke against the CUP at the Public Hearing and submitted a petition signed by neighbors in opposition to the proposed restaurant.

M/Stursa, S/Rosenberg to close the Public Hearing.

Motion carried: 4-0

Commissioners and applicants discussed reaching out to community members as part of the new restaurant development, and possibly restricting hours of restaurants. Planner Krzos noted that it was possible to add a limit on hours to the CUP, but that it was not a common practice in Richfield. Assistant Director Poehlman brought up the City's noise ordinance and liquor license requirements, which put limits on restaurants in all areas of the city. Commissioner Stursa felt that all CUP requirements were met. Commissioner Kennealy agreed, and did not support special or additional limits on hours or alcohol served.

M/Rosenberg, S/Kennealy to recommend approval of a conditional use permit to allow a Class I restaurant at 817 66th Street East.

M/Quam, S/Rosenberg to amend the motion to restrict sales of alcohol to end at 11pm.

Motion for amendment failed: 2-2

Motion as originally stated carried: 4-0

LIAISON REPORTS

Community Services Advisory Commission: liaison not present

City Council: No report

Housing and Redevelopment Authority (HRA): The HRA supported a resolution for a grant application for Woodland Terrace, a manufactured home community, for infrastructure improvements. They also considered a preliminary donation agreement for a property at 1600 E 78th St.

Richfield School Board: (vacant)

Transportation Commission: Safe Routes to School, the 77th St underpass, Bus Rapid Transit, and other topics were discussed.

Chamber of Commerce: (vacant)

Sustainability Commission: liaison not present

CITY PLANNER'S REPORT

On October 25, the HRA, City Council, and Planning Commission will meet for a joint work session to further work on missing middle housing policies to follow up on a work session held last March. The Lynk 65 development submitted a building permit application and the Novo apartments recently received their certificate of occupancy.

ADJOURNMENT

The next regular meeting is scheduled for Monday, October 25, 2021, at 7pm.

M/Stursa, S/Quam to adjourn the meeting.

Motion carried: 6-0

The meeting was adjourned by unanimous consent at **8:14 p.m.**

Acting Planning Commission Secretary

To Ryan Krzos
City of Richfield

This letter is in regards to the proposed Hempel/ Eric the Red project at 817 E 66th Street. Our family has been owners at this location since 1951 and have been Richfield residents and graduates of RHS. We retired from Richfield Floral and Gardens April of 2017 and listed the building for sale or lease. Local Roots was in full knowledge that the building was for sale and a 3 year lease was signed in July of 2017.

Numerous Investors have looked at the property with Local Roots as a tenant, and determined it was not a feasible investment to pursue a purchase agreement. Since October 1, 2020, Local Roots has been on a month to month lease and it is not in our best financial interest to renew, based on numerous violations to the lease (pre Covid). In the past 4 years we have tried working with Local Roots to find a solution that would be mutually beneficial but could not come up with a viable plan.

We support moving forward with Hempel Project which we think is the best option for the community and the neighborhood. We feel that the concept is a good one and upgrades to the building will have a positive impact.

The last thing we want is an empty building which serves no one, especially the neighborhood that our family has called home for 70 years.

Please forward this email to the members of the planning commission.

Thanks for your consideration

Patricia Reiman

Nancy Lindell

Arrangements Unlimited LLC

From: [Katie Schmitt](#)
To: [Ryan Krzos](#)
Subject: City Development: Local Roots
Date: Tuesday, September 21, 2021 9:09:45 PM

Hi there,

Your information was shared as a place to voice our concerns about the building owner wanting a different restaurant where Local Roots currently is located. I would hope if there is anything the city can do to prevent Local Roots from having to leave it would be done. They are a nice small restaurant, with enough parking for the amount of patrons. The crowd is very family friendly, which is something we SO NEED in this community. Why would we want another sports bar... there are enough already. We need something different which Local Roots brings. I would be happy to further express my thoughts if needed.

Thank you - a concerned resident of over 13 years.

Katie Schmitt

From: [Lisa Ann Gorshe](#)
To: [Ryan Krzos](#)
Subject: Planning Commission Public Comment
Date: Thursday, September 16, 2021 2:10:38 PM

I understand that a public hearing is scheduled for Monday, September 27, 2021 at 7pm regarding a variance at the address 817 66th St. E.

I live directly across the street at 6615 Elliot Ave., Richfield, MN 55423. I have lived at this address since 1999. I CANNOT FATHOM A DECREASE IN PARKING AT THIS LOCATION OR ANY VARIANCE AT THIS LOCATION. We already live with the limited parking from the apartment building on the corner of Elliot & 66th Street where residents as well as their guests park on the street. Local Roots (which has limited hours) already overflows during operating hours onto the street. Fortunately, the current business is conscious of the overflow and ensures that our driveway is not blocked as well as customers do not traverse our property. However, they regularly line Elliot Ave because there is not currently enough parking for their volume of guests/traffic during business hours. Furthermore, the convenience store/taco stand also will overflow to street parking at times competing the already busy parking lot (and street space). Additionally, Elliot Ave now contains more young families. It is also a main pathway to Veteran's Park so we get individuals that will park on Elliot to go to the Park and events at the park. Now you are contemplating allowing more street parking to the detriment of the neighborhood and current community.

I beg that the city not allow such a decision to move forward. If anything, it is evident that any eating establishment be required to have more parking as it is self evident that the streets surrounding the businesses are already getting overflow from the apartments as well as current businesses. The area cannot handle a decrease in parking. And quite frankly if a new restaurant is going into the space and is taking up space for more seating...that means they are trying to draw even more business which is absurd. They should be required to find more parking if that means they attempt to purchase additional houses in the area in order to make "their dream" come true rather than harm the neighborhood further by adding street congestion!

Lisa Ann Gorshe


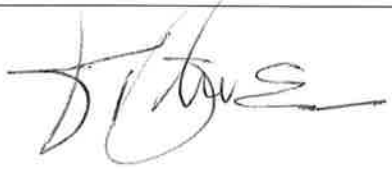
The following Richfield Residents Oppose the proposed Conditional Use Permit as it relates to the Class 1 Full Service Restaurant and coffee shop proposed by Hempel Companies for the property located at 817 66th Street Terrace Garden Block 003 in addition to the proposed parking variance.

I AM OPPOSED TO THE ABOVE DESCRIBED CONDITIONAL USE PERMIT & VARIANCE:

Signature	Address	Property Owner	Resident Renter
<i>Daniel Johnson</i> <i>Just Coleman</i>	6632 ELLIOT AVE	X	
<i>Laurie Olson</i> <i>Elin Draeger</i>	6627 Elliot Ave	X	
<i>Frank Kohlbasch</i> <i>Frank Kohlbasch</i>	6644 10th Ave S	X	
<i>Eric Aguilar</i>	6621 Chicago Ave	X	
<i>Daniel H.</i>	6627 Chicago	X	
<i>JIM WILKES</i> <i>James A Wilkes</i>	6645 CHICAGO	X	

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I AM OPPOSED TO THE ABOVE DESCRIBED CONDITIONAL USE PERMIT & VARIANCE:

Signature	Address	Property Owner	Resident Renter
	6620 Elliot	X	
	6626 Elliot	X	
Marge Savageau	6638 Elliot	X	
Hilma Assmann	6645 Elliot Ave S.	X	
Liane Penber	6639 Elliot	X	
Linda Muehe	6615 Elliot Ave S	X	
Lynza Niel	6614 10 th Ave S.	X	
Victoria Madsen	6626 10 th Ave So	X	

00

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I AM OPPOSED TO THE ABOVE DESCRIBED CONDITIONAL USE PERMIT & VARIANCE:

Signature	Address	Property Owner	Resident Renter
<i>Phil Maza</i>	901 E 66 th St #3		X
<i>Richard H</i>	901 E 66 th St 907 10		X
<i>Jim Stot</i>	901 E 66 th St #7		X
<i>Harry Bach</i>	901 E 66 th St #4		X