



**PLANNING COMMISSION MEETING  
RICHFIELD MUNICIPAL CENTER, COUNCIL CHAMBERS  
SEPTEMBER 25, 2017  
7:00 PM**

Call to Order

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

**Agenda Approval**

1. Approval of the Agenda

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

**Public Hearings**

2. Consideration of requests for a conditional use permit and variances for a restaurant with drive-thru at 6529 Penn Avenue, and site plan approval at 6545 Penn Avenue and 2210 66th Street West.  
17-CUP-05, 17-VAR-06
3. Public hearing to consider changes to the city's zoning ordinances related to driveway regulations.  
PC Ltr #9
4. Public hearing to consider a request for a variance to allow a fence taller than 6 feet at Richfield Fire Station 2 (6401 Penn Avenue).  
17-VAR-07

**Other Business**

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

**Liaison Reports**

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

**City Planner's Reports**

6. City Planner's Report

7. Next Meeting Time and Location

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

8. Adjournment

**Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.**



# Planning Commission Minutes

August 28, 2017

- MEMBERS PRESENT: Chairperson Erin Vrieze Daniels, Commissioners Dan Kitzberger, Sean Hayford Oleary, Bryan Pynn, Allysen Hoberg, Gordon Vizecky and Susan Rosenberg
- STAFF PRESENT: John Stark, Community Development Director  
Matt Brillhart, Associate Planner
- OTHERS PRESENT: Steve Schwanke, Inland Development Partners  
Tod Elkins, UrbanWorks  
See Item #4 and attached sign-in sheet for public speakers.

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

## APPROVAL OF MINUTES

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

## APPROVAL OF AGENDA

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

## OPEN FORUM

No members of the public spoke.

## PUBLIC HEARING(S)

### ITEM #1

**17-CUP-05, 17-VAR-06 – Continue a public hearing to consider plans for a new quick-service restaurant with drive-thru and site improvements at 6529 Penn Avenue, 6545 Penn Avenue, and 2210 - 66th Street East to September 25, 2017.**

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

### ITEM #2

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

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

### ITEM #3

**17-SP-01 – Consider a resolution re-approving site plans for a community band shell at Veterans Memorial Park.**

Associate Planner Matt Brillhart presented the staff report.

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

M/Rosenberg, S/Vizecky to recommend approval of a resolution granting site plan approval.

August 28, 2017

*Motion carried: 7-0*

**ITEM #4**

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

Community Development Director John Stark presented the staff report.

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

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

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

Rosalie Hinrichs	6638 16th Avenue S
Jeanne Biever	6701 17th Avenue S
Rissa Pahl	6645 16th Avenue S
James Rudolph	6726 17th Avenue S
Liz Berres and Mike	6732 17th Avenue S
Mike Woodward	6733 17th Avenue S
Judy Montgomery	6808 18th Avenue S
Paul Leher	6607 18th Avenue S
Christine W	6638 17th Avenue S

Mr. Schwanke clarified that the development would be 80% market rate, 20% affordable. The 33 existing units in the buildings to be renovated would count towards the affordable requirement, along with approximately 30 units scattered across the proposed development.

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

*Motion carried: 7-0*

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

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

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

*Motion carried: 7-0*

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

*Motion carried: 7-0*

August 28, 2017

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

Commissioner Kitzberger accepted an amendment from Commissioner Hayford Oleary to close the north driveway into the parking lot, conditioned on approval of Fire Department.

*Motion carried: 6-1 (Vizecky opposed)*

#### **ITEM #5**

**PC Letter #8 – Consider changes to the city’s zoning ordinance that would make small wireless facilities a conditional use in residential districts.**

Associate Planner Matt Brillhart presented the staff report.

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

*Motion carried: 7-0*

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

M/Vrieze Daniels, S/Vizecky to recommend approval of the ordinance amendment.

*Motion carried: 7-0*

#### **OTHER BUSINESS**

None.

#### **LIAISON REPORTS**

Community Services Advisory Commission: Chairperson Vrieze Daniels – No report

City Council: Commissioner Rosenberg – No report

HRA: Commissioner Hoberg – Recap of August 22 Work Session

Richfield School Board: Commissioner Kitzberger – School Board election November 7

Transportation Commission: Commissioner Hayford Oleary – 70th Street bike lane update

Chamber of Commerce: Commissioner Vizecky – No report

#### **CITY PLANNER’S REPORT**

Stark gave a brief update on personnel changes in the Community Development Department.

#### **ADJOURNMENT**

M/Vizecky, S/Rosenberg to adjourn the meeting.

The meeting was adjourned by unanimous consent at **9:16 p.m.**

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Planning Commission Secretary



AGENDA SECTION:	Public Hearings
AGENDA ITEM #	2.
CASE NO.:	17-CUP-05, 17-VAR-06



## PLANNING COMMISSION MEETING 9/25/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITYPLANNER REVIEW:

### **ITEM FOR COMMISSION CONSIDERATION:**

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

### **EXECUTIVE SUMMARY:**

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

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

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

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

Staff has concerns with the variance to reduce the drive-thru speaker distance requirement from 150 feet to 85 feet, or just 57% of the required distance. While this is closer than any recently approved drive-thru

facilities, it would not be the closest drive-thru speaker in the area. The drive-thru speaker at Dairy Queen (2800 66th Street W) is set back approximately 40 feet from the nearest residential property line, and a similar distance from the nearest residential building as proposed here. Should this variance request be approved, drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC) and the City's noise ordinances shall apply.

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

### **RECOMMENDED ACTION:**

**Conduct and close a public hearing and by motion:**

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

### **BASIS OF RECOMMENDATION:**

#### **A. HISTORICAL CONTEXT**

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

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

##### **Comprehensive Plan:**

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

##### **Zoning:**

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

##### **Variances:**

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

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

5. The variance requested is in harmony with the general purpose and intent of the ordinance and consistent with the comprehensive plan.

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

**C. CRITICAL TIMING ISSUES:**

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

**D. FINANCIAL IMPACT:**

None.

**E. LEGAL CONSIDERATION:**

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

**ALTERNATIVE RECOMMENDATION(S):**

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

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

Karla Carlson and Rick Hauser, Capital Real Estate

**ATTACHMENTS:**

Description	Type
☐ Resolution	Resolution Letter
☐ Requirements attachment	Backup Material
☐ PAC Design Guidelines - select pages	Backup Material
☐ Site plans and elevations	Backup Material
☐ Zoning maps	Backup Material

**RESOLUTION NO.**

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

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

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

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

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

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

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

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

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

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

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

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

1. The City Council adopts as its Findings of Fact the **WHEREAS** clauses set forth above.
2. With respect to the application for a variance from Subsection 537.05, Subd. 5, the City Council makes the following findings:  
[DRAFT FINDINGS]: *The narrow depth of this parcel creates a practical difficulty for any property owner wishing to include a drive-thru along this section of Penn Avenue. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as Drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC). City noise ordinances shall apply. The variance requested is the minimum necessary to alleviate the practical difficulty, as the speaker is placed as far from the adjacent residential properties as possible. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.*
3. With respect to the application for a variance from Subsection 544.03, Subd. 6, the City Council makes the following findings:  
Strict enforcement of this requirement would cause a practical difficulty in restricting proper drive aisle width, vehicle circulation, and landscaping on other areas of the site. Unique circumstances apply in that the existing parcel dimensions are narrow and cannot feasibly be enlarged. The requested variances will allow for the reuse and improvement of a vacant building. The improvements proposed will benefit the surrounding neighborhood by improving the aesthetics of the site, particularly along Penn Avenue. No negative impacts are expected. Granting the requested variance will not alter the character of the neighborhood or locality. The variance requested is the minimum necessary to alleviate the practical difficulty. Space is not available to create additional parking. The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan.
4. With respect to the application for variances from Subsection 537.07, the City Council makes the following findings:  
Strict enforcement of this requirement would cause a practical difficulty. The applicant is proposing to use the property in a reasonable manner. The applicant would be permitted by right to replace the existing building as it is under Minnesota State nonconformity laws. Instead, the applicant has proposed a new building that will significantly improve the site and bring it closer to compliance with current regulations. In regard to stand-alone buildings with drive-up service, again, there is the fact that the applicant would be allowed to replace the existing structure as it is by right. The Code also exempts sites under two acres from the mixed use requirement. Given these facts,

it seems reasonable to allow a new, architecturally and functionally improved stand-alone building with drive-up service on this particular site. Granting the requested variance will not alter the character of the neighborhood or locality. It is anticipated that this will be an improvement to the area. The variance requested is the minimum necessary to alleviate the practical difficulty. The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan. The proposed plan improves compliance with current regulations

5. With respect to the application for a variance from Subsection 549.21, the City Council makes the following findings:  
[DRAFT FINDINGS]: *The combined acreage of the properties is below one acre and therefore not eligible to be considered as a Planned Unit Development, under which the off-premise signage could be permitted. The narrow dimension of this parcel is a unique circumstance that was not created by this applicant. Granting the requested variance will not alter the character of the neighborhood or locality, as long as the sign quantity and/or total sign area is reduced. The variance requested is the minimum necessary to alleviate the practical difficulty. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan, as signs shall comply with the Penn Avenue Corridor Design Guidelines.*
6. Based on the above findings, a variance is hereby approved to reduce the drive-thru speaker setback requirement to not less than 85 feet, subject to the conditions below.
7. Based on the above findings, a variance is hereby approved to reduce the required buffer yard adjacent to residential property to not less than 11.5 feet.
8. Based on the above findings, variances are hereby approved to reduce the required minimum building coverage to 9.64% to allow a building of 1,995 square feet, and to exceed the maximum rear building setback requirement.
9. Based on the above findings, a variance is hereby approved to permit the use of off-premise signs on all parcels of the proposal, subject to the conditions below.
10. A conditional use permit is issued to allow a Class III (fast food/convenience) restaurant, as described in City Council Letter No. \_\_\_\_\_, on the Subject Property legally described above.
11. This conditional use permit is subject to the following conditions in addition to those specified in Section 547.09 of the City's Zoning Ordinance:
  - A recorded copy of the approved resolution must be submitted to the City prior to the issuance of a building permit.
  - The property must be platted and the plat recorded prior to the issuance of a certificate of occupancy. The parcels at 6645 Penn Avenue and 2210 West 66th Street shall be combined. A cross access agreement between the various parcels is required and must be recorded prior to occupancy. Proof of recording must be provided to the City.

- Drive-thru equipment specifications including information about noise levels and volume controls must be approved by the Community Development Director prior to installation. Equipment must include Automatic Volume Control (AVC). City noise ordinances shall apply.
  - All new utility service must be underground.
  - All utilities must be located away from public right-of-way and screened from public view in accordance with Ordinance requirements. A screening plan is required prior to the issuance of a Building Permit.
  - A revised landscape plan shall be submitted, providing additional landscaping along the east property line adjacent to residential property, including larger tree species with the capability to mature to similar height as the existing trees in this area. Additional landscaping shall also be provided behind the menu board
  - The applicant shall consider removal of the parking space facing 66th Street in the southwest corner of the property at 6645 Penn Avenue, to reduce impervious surface area and provide additional landscaping at the intersection.
  - The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans.
  - [DRAFT CONDITION REGARDING SIGNAGE SIZE AND COMPATIBILITY WITH PENN AVENUE CORRIDOR DESIGN GUIDELINES]:  
*The proposed pylon sign at 6529 Penn Avenue shall be reduced in size to be more compatible with the Penn Avenue Corridor Design Guidelines. The existing pylon sign at 6545 Penn Avenue must not encroach upon public right-of-way and must be reduced in size and/or rotated as necessary. Internally lit box signs are not permitted. Aside from channel letters, signs shall be externally lit. Separate sign permits are required.*
  - Curb radii on the Penn Avenue access shall be reduced from R15 shown on plans to R10, pending Fire Department approval of maneuverability.
  - A pedestrian connection to the property at 6545 Penn Avenue shall be included, in accordance with Zoning Code Section 544.15.
  - Bicycle parking on each parcel must be provided in accordance with Zoning Code Section 544.17.
  - Odor control systems are required to mitigate cooking odors in accordance with City Code Subsection 544.27.
  - All rooftop or ground mechanical equipment must be screened, per Zoning Code Section 544.05.
  - The applicant is responsible for obtaining all required permits, compliance with all requirements detailed in the City's Administrative Review Committee Report dated June 5, 2017, and compliance with all other City and State regulations.
  - Prior to the issuance of an occupancy permit, the applicant must submit a surety equal to 125% of the value of any improvements and/or requirements not yet complete. This surety shall be provided in the manner specified by the Zoning Code.
12. The conditional use permit and variances shall expire one year after issuance unless 1) the use for which the permit was granted has commenced; or 2) Building permits have been issued and substantial work performed; or 3) Upon written request of the applicant, the Council extends the expiration date for an additional period not to exceed one year. Expiration is governed by the City Zoning Ordinance, Section 547.09,

Subdivision 9.

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

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

\_\_\_\_\_  
Pat Elliott, Mayor

ATTEST:

\_\_\_\_\_  
Elizabeth VanHoose, City Clerk

## Code Requirements / Required Findings

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

1. *The proposed use is consistent with the goals, policies, and objectives of the City's Comprehensive Plan.* The proposed use of the property is consistent with the guiding "Mixed Use" designation, when considered within the broader context of this intersection and the Penn Avenue Corridor. The Comprehensive Plan identifies several goals and policies related to economic development and support for business and employment growth. The proposal is consistent with these goals and policies.
2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The purpose of the Zoning Code is to protect and promote the public health, safety, comfort, aesthetics, economic viability, and general welfare of the City. In the Penn Avenue Corridor, the Mixed Use District (Section 537) is intended to be a vibrant, pedestrian-oriented neighborhood center. However, a mix of uses is not required, nor does the minimum 2-story building requirement apply in the Penn Avenue Corridor. Several aspects of the proposal do not comply with Zoning Code requirements and require variances, including building setbacks and lot coverage, distance between the drive-thru speaker and residential property, buffer distance to residential property, and sign ordinances; see Part 2 below for details.
3. *The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines.* The proposed building is consistent with several aspects of the Penn Avenue Design Guidelines, including a main entrance accessible directly from the sidewalk, entrance(s) covered by canopy or awning, and landscaping along the Penn Avenue sidewalk.
4. *The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code.* The applicant is requesting a variance to reduce minimum buffer area distance to residential property, in addition to the variances noted above; see Part 2 below for details.
5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements.* The City's Public Works and Engineering Departments have reviewed the proposal and do not anticipate any issues.
6. *The use will not have undue adverse impacts on the public health, safety, or welfare.* Adequate provisions have been made to protect the public health, safety and welfare from undue adverse impacts.
7. *There is a public need for such use at the proposed location.* Investment and improvement in underutilized and vacant sites is necessary to maintain a thriving community.

8. *The proposed use meets or will meet all the specific conditions set by this code for the granting of such conditional use permit.* This requirement is not met; the applicant is requesting a variance to reduce drive-thru speaker distance. See Parts 2 and 3 below.

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

1. *A minimum distance of 500 feet must be maintained between substantially similar uses with drive-up window or teller service (as measured from property line to property line).* This requirement is met.
2. *Uses with drive-up window or teller service may not be located adjacent to a property with an existing drive-up window or teller service unless an applicant can demonstrate that the use will not be detrimental to pedestrian, bicycle or vehicle movements.* This requirement is met.
3. *No drive-up window or lane shall be adjacent to a public street.* This requirement is met.
4. *Drive-up uses shall be limited to one service window which is part of a primary structure and a single queuing lane. The content portion of the order board shall be limited to 40 square feet and 8 feet in height.* The applicant is aware of this requirement.
5. *Drive-up facilities must be designed to minimize impacts to the pedestrian environment and adequately address circulation issues and potential noise or light pollution.* This requirement is met.
6. *There shall be no curb cuts on public streets exclusively for the use of drive-up queuing or exit lanes. Drive-up traffic shall enter and exit from internal circulation drives.* This requirement is met.
7. *Queuing space for at least 4 cars (70 feet) shall be provided per drive-up service land as measured from but not including the first drive-up service window or teller station. Such queuing space shall not interfere with parking spaces or traffic circulation.* This requirement is met.
8. *Any drive-up service window, teller or order station, or exterior loudspeaker shall be located at least 150 feet from any parcel with residential uses on the first floor.* This requirement is not met; the applicant is requesting a variance to reduce drive-thru speaker distance. **See Part 3 below.**
9. *The applicant shall demonstrate that such use will not significantly lower the existing level of service on streets and intersections.* The Public Works Department has reviewed the proposed plans and has found this requirement to be met.
10. *The City shall encourage operators to permit bicyclist use of sales and service windows.* The applicant is aware of this requirement.
11. *Alcoholic beverages shall not be served.* This requirement is met.
12. *Exterior speakers shall comply with the noise control limits set by Subsection 930 of the City Code.* The applicant is aware of this requirement.

### **Part 3 – Variances**

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

1. *There are “practical difficulties” that prevent the property owner from using the property in a reasonable manner.*
2. *There are unusual or unique circumstances that apply to the property which were not created by the applicant and do not apply generally to other properties in the same zone or vicinity.*
3. *The variance would not alter the character of the neighborhood or the locality.*
4. *The variance is the minimum necessary to alleviate the practical difficulty.*
5. *The variance is in harmony with the general purpose and intent of the ordinance and consistent with the Comprehensive Plan.*

#### **Drive-thru Speaker Distance Requirement (Subsection 537.05, Subd. 5)**

Any drive-up service window, teller or order station, or exterior loudspeaker shall be located at least 150 feet from any parcel with residential uses on the first floor. The applicant is requesting a variance to reduce this requirement to 85.64 feet.

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

#### **Buffer Yard Adjacent to Residential Property (Subsection 544.03, Subd. 6)**

The applicant is requesting a variance to reduce the required buffer area from 15 feet to 11.5 feet. The intent of this provision is to provide adequate area to separate uses and attractively screen the parking lot. The proposed buffer shall provide 100% screening of through a combination of fencing and landscaping.

Criteria 1: Strict enforcement of this requirement would cause a practical difficulty in restricting proper aisle width and circulation, and landscaping elsewhere on the site.

Criteria 2: Unique circumstances apply in that the existing parcel dimensions are narrow and cannot feasibly be enlarged.

Criteria 3: The requested variances will allow for the reuse and improvement of a vacant building. The improvements proposed will benefit the surrounding neighborhood by improving the aesthetics of the site, particularly along Penn Avenue. No negative impacts are expected. Granting the requested variance will not alter the character of the neighborhood or locality.

Criteria 4: The variance requested is the minimum necessary to alleviate the practical difficulty. Space is not available to create additional parking.

Criteria 5: The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan.

### **Building Coverage and Setbacks (Subsection 537.07)**

The applicant is requesting a variance to reduce the minimum building coverage from 25% to 9.64% and to exceed maximum building setbacks on the rear and sides.

Criteria 1: Strict enforcement of this requirement would cause a practical difficulty. The applicant is proposing to use the property in a reasonable manner. The applicant would be permitted by right to replace the existing building as it is under Minnesota State nonconformity laws. Instead, the applicant has proposed a new building that will significantly improve the site and bring it closer to compliance with current regulations.

Criteria 2: In regard to stand-alone buildings with drive-up service, again, there is the fact that the applicant would be allowed to replace the existing structure as it is by right. The Code also exempts sites under two acres from the mixed use requirement. Given these facts, it seems reasonable to allow a new, architecturally and functionally improved stand-alone building with drive-up service on this particular site.

Criteria 3: Granting the requested variance will not alter the character of the neighborhood or locality. It is anticipated that this will be an improvement to the area.

Criteria 4: The variance requested is the minimum necessary to alleviate the practical difficulty.

Criteria 5: The proposed variance does not conflict with the purpose or intent of the Ordinance or Comprehensive Plan. The proposed plan improves compliance with current regulations.

### **Off-premise Outdoor Advertising Sign (Subsection 549.21)**

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

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

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

# RESTAURANT DEVELOPMENT PLANS

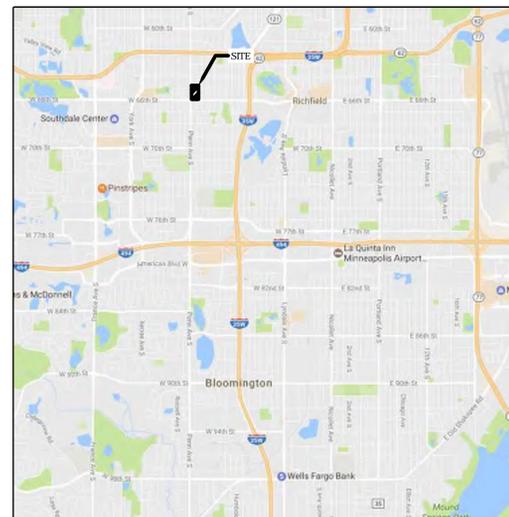
# PENN AVENUE PARTNERS, LLC

# 6529 PENN AVENUE S

## RICHFIELD, MN

### GENERAL NOTES:

- A. TOPOGRAPHIC BOUNDARY SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY THE FOLLOWING COMPANY, AS A CONTRACTOR TO THE SELLER/OWNER:  
 TOPOGRAPHY: CORNERSTONE LAND SURVEYING, INC. 6750 STILLWATER BLVD N., MINNESOTA 55082. 651-275-8969  
 CEI ENGINEERING AND ITS ASSOCIATES WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY OR FOR DESIGN ERRORS OR OMISSIONS RESULTING FROM SURVEY INACCURACIES.
- B. ALL PHASES OF SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE OWNER / DEVELOPER SITE WORK SPECIFICATIONS.
- C. CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
- D. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- E. THE GENERAL CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR AND SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- F. WARRANTY/DISCLAIMER: THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR HIS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORANEOUS BASIS AT THE SITE.
- G. SAFETY NOTICE TO CONTRACTOR: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
- H. ALL CONSTRUCTION IN STATE HIGHWAY DEPARTMENT RIGHT-OF-WAY SHALL BE COORDINATED WITH THE HIGHWAY DEPARTMENT RESIDENT ENGINEER.



Vicinity Map

Not to Scale

### PLAN INDEX:

- C0. COVER SHEET
- C1. DEMOLITION PLAN
- C2. SITE PLAN
- C3. GRADING AND DRAINAGE PLAN
- C4. EROSION CONTROL PLAN
- C5. UTILITY PLAN
- C6. LANDSCAPE PLAN
- C7. DETAIL SHEET 1
- C8. CITY DETAILS SHEET 1

### RELATED PLANS:

- EX. A. SITE PLAN (NO UNDERLAY)
- EX. B. FIRE TRUCK MANEUVERABILITY PLAN
- C2 ALT. ALTERNATE SITE PLAN

### APPROVED

CITY OF RICHFIELD

### DATE

### RESOURCE LIST:

CITY OF RICHFIELD	FIRE DEPARTMENT
CITY PLANNER MELISSA POEHLMAN 612-861-9766	WAYNE KEWITSCH FIRE CHIEF - CITY OF RICHFIELD 6700 PORTLAND AVE. RICHFIELD, MN 55423 PHONE: 612-243-4501 FAX: 612-243-4516
CITY ENGINEER JEFF PEARSON 612-861-9791	
PUBLIC WORKS DIRECTOR KRISTIN ASHER 612-861-9795	

### OWNER:

KARLA CARLSON  
PENN AVENUE PARTNERS II, LLC  
50 SOUTH SIXTH ST, SUITE 1480  
MINNEAPOLIS, MN 55402

### ARCHITECT:

ELLIOT STENDEL  
ARCHITECTURAL CONSORTIUM  
901 NORTH THIRD ST, SUITE 220  
MINNEAPOLIS, MN 55401

### CIVIL ENGINEER:

ALAN CATCHPOOL, PE, CPESC  
CEI ENGINEERING ASSOCIATES, INC.  
2025 CENTRE POINTE BLVD, SUITE 210  
MENDOTA HEIGHTS, MN 55120  
PHONE: (651) 452-8960



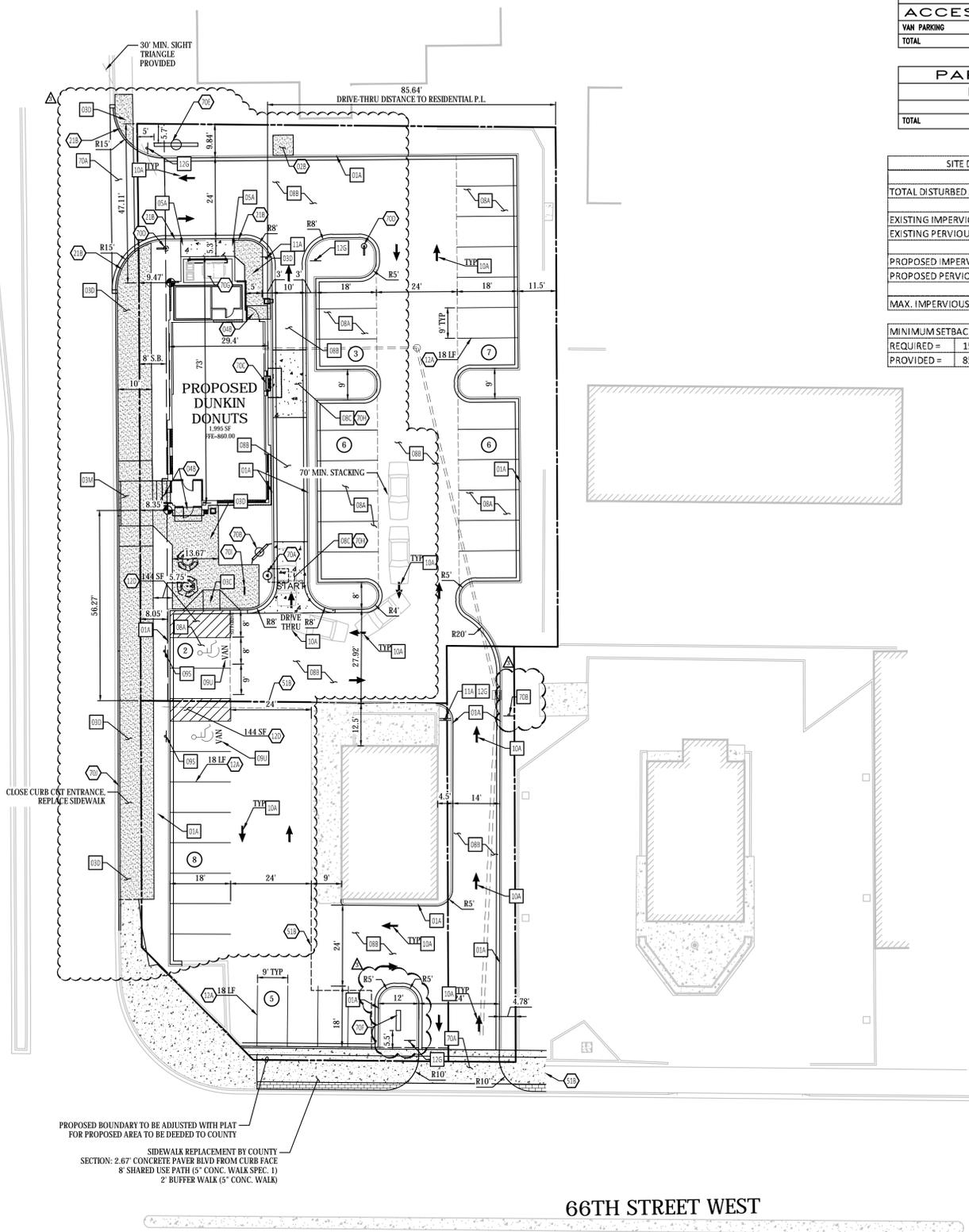
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 LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS  
 2025 Centre Pointe Blvd., Suite 210 (651)452-8960  
 Mendota Heights, MN 55120 (651)452-1149

Arkansas \* California \* Minnesota \* Pennsylvania \* Texas

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PENN AVENUE



PARKING RATIO			
PARCEL 1			
	BUILDING SQ.FT.	REQUIRED	PROVIDED
TOTAL	1,995	8	24

ACCESSIBLE PARKING			
	REQUIRED	PROVIDED	
VAN PARKING	1	1	
TOTAL	1	1	

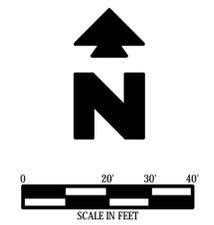
PARKING RATIO			
PARCEL 3			
	BUILDING SQ.FT.	REQUIRED	PROVIDED
TOTAL	1,295	5	13

SITE DEVELOPMENT CALCULATIONS			
	S.F.	A.C.	%
TOTAL DISTURBED AREA	26,995	0.62	100.0%
EXISTING IMPERVIOUS	23,247	0.53	86.1%
EXISTING PERVIOUS	3,748	0.09	13.9%
PROPOSED IMPERVIOUS	21,558	0.50	79.9%
PROPOSED PERVIOUS	5,437	0.12	20.1%
MAX. IMPERVIOUS ALLOWED	21,596	0.50	80.0%

MINIMUM SETBACK FOR DRIVE-UP WINDOWS/TELLER FROM RESIDENTIAL PARCELS	
REQUIRED =	150.00'
PROVIDED =	85.64'



NOTE: SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF PORCHES, RAMPS, VESTIBULE, SLOPED PAVING, TRUCK DOCKS, BUILDING UTILITY ENTRANCE LOCATIONS AND PRECISE BUILDING DIMENSIONS.



**EXISTING LEGEND**

- MANHOLE
- CULVERT
- GAS METER
- FENCE
- CONCRETE
- DENOTES FOUND 1/2" IRON PIPE
- DENOTES SET 1/2" IRON PIPE MARKED RLS 25718
- CATCH BASIN
- HYDRANT
- SIGN
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- TELE/ELEC BOX
- GAS VALVE
- OVERHEAD WIRES
- WELL

**PROPOSED LEGEND**

- PROPERTY LINE/RIGHT OF WAY LINE
- CONCRETE CURB AND GUTTER. SEE DETAIL 01A/01B.
- CURB INLET
- BUILDING CONTROL POINT
- PROPOSED PARKING SPACES
- LIMITS OF SIDEWALKS AND CONCRETE APRONS (PER ARCH. PLANS)

**GENERAL SITE NOTES**

- A. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- B. ALL CURB RETURN RADII SHALL BE 2' OR 10', AS SHOWN TYPICAL ON THIS PLAN, UNLESS OTHERWISE NOTED.
- C. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS: ALL CURB AND GUTTER ADJACENT TO ASPHALT PAVING SHALL BE INSTALLED PER DETAIL 01A. ALL CURBING ADJACENT TO CONCRETE PAVING SHALL BE INSTALLED PER DETAIL 01B.
- D. ALL PARKING LOT STRIPING INCLUDING ACCESSIBLE AND VAN ACCESSIBLE SPACES SHALL BE PAINTED WHITE PER SITE PLAN.
- E. ALL PARKING LOT SIGN BASE SUPPORTS SHALL BE INSTALLED PER DETAIL 12F.
- F. ALL ACCESSIBLE PARKING STALLS SHALL HAVE SIGNAGE INSTALLED PER DETAIL 09S.
- G. CITY OF RICHFIELD ENGINEERING MUST BE PRESENT TO INSPECT ALL CONCRETE FORMS WITHIN ROW PRIOR TO CONCRETE POUR. MINIMUM 24 HOUR NOTICE REQUIRED.
- H. PERMITS ARE REQUIRED FROM RICHFIELD ENGINEERING FOR ANY EXCAVATION IN THE ROW, OBSTRUCTION OF PUBLIC ROADWAYS, PARKING LANES, OR PUBLIC SIDEWALK, AND PERMANENT STRUCTURES CONSTRUCTED IN CITY ROW. CONTACT 612-861-9790 FOR PERMITS.
- I. THE DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING A SNOW REMOVAL PLAN.

**SITE NOTES**

- 02B TRANSFORMER PAD (PER ELEC. CO. AND/OR ARCH. PLANS)
- 04B EXIT STOOP (PER ARCH PLANS)
- 12A 4 INCH TRAFFIC WHITE LANE STRIPE (SEE LENGTH INDICATED AT SYMBOL)
- 12D 4 INCH WIDE PAINTED WHITE STRIPES, 2.0 FOOT O.C. @ 45 DEGREES (SEE SIZE INDICATED AT SYMBOL)
- 21B TAPER CURB FROM 6" TO 0" IN 2'
- 51B LIMITS OF SAWCUT AND PAVEMENT REMOVAL
- 70A ORDER CANOPY AND SPEAKER (PER ARCH PLANS)
- 70B MENU BOARD (PER ARCH PLANS)
- 70C DRIVE THRU WINDOW (PER ARCH PLANS)
- 70D DUNKIN DONUTS DIRECTIONAL SIGN (PER ARCH PLANS)
- 70E PYLON SIGN (PER ARCH PLANS)
- 70F SHARED MONUMENT DIRECTIONAL SIGN (PER ARCH PLANS)
- 70G INTEGRAL TRASH AREA (PER ARCH PLANS)
- 70H LOOP DETECTOR WITHIN CONCRETE PAVING
- 70I SWERVE BIKE RACK (PARKS 2 BIKES), SURFACE MOUNT AND POWDER COATED BLACK. (BY WWW.DERO.COM OR APPROVED EQUAL)
- 70J B624 CURB (PER CITY & COUNTY STANDARDS)

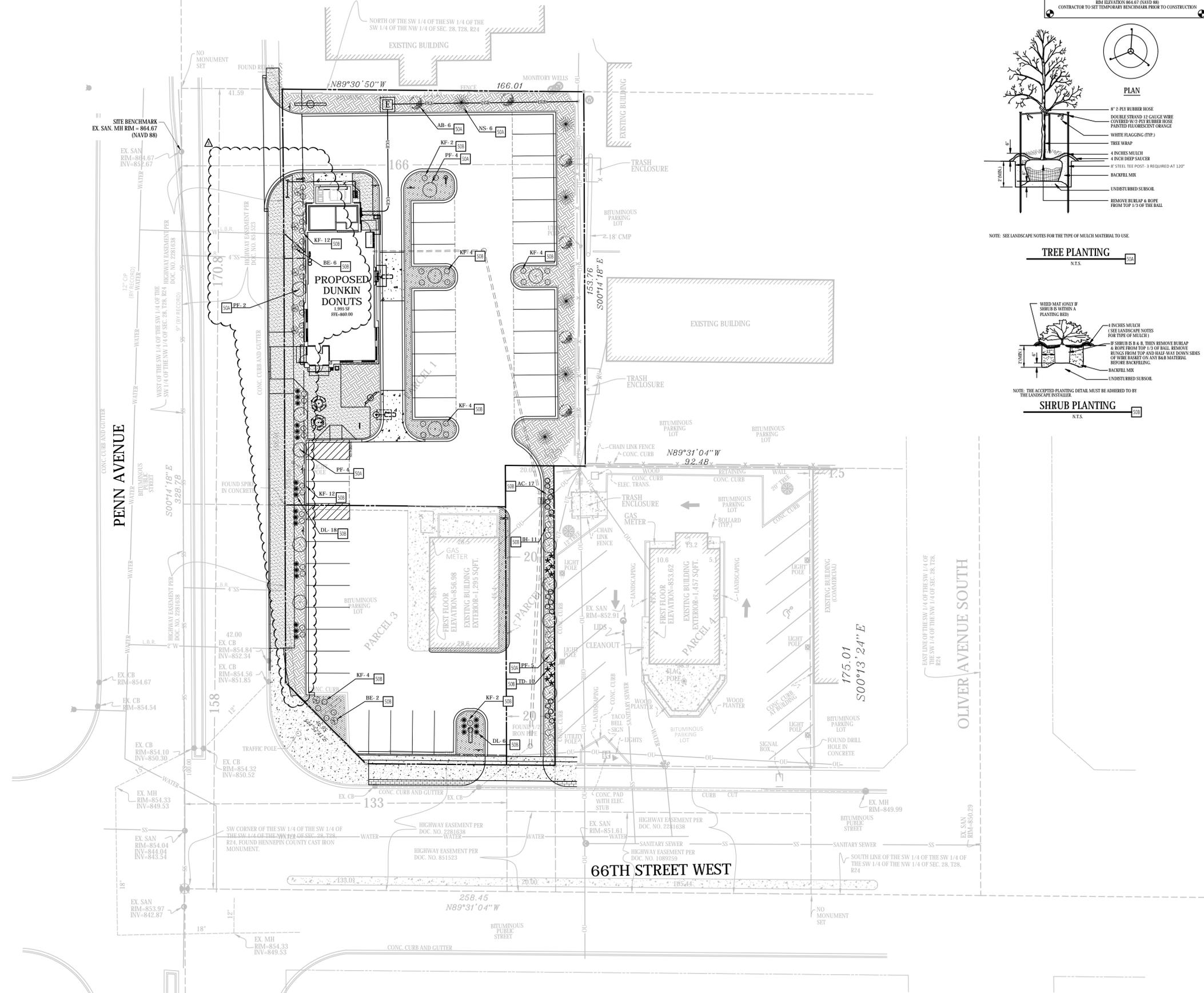
**SITE DETAILS**

- 01A TYPE A CONCRETE CURB AND GUTTER
- 03C WHEELCHAIR RAMP IN SIDEWALK
- 03D CONCRETE SIDEWALK
- 03M WHEELCHAIR RAMP IN SIDEWALK
- 05A GUARD POST
- 08A STANDARD DUTY ASPHALT PAVING
- 08B HEAVY DUTY ASPHALT PAVING
- 08C HEAVY DUTY CONCRETE PAVING
- 08S ACCESSIBLE / VAN ACCESSIBLE PARKING SIGN
- 09U ACCESSIBLE PARKING SYMBOL
- 10A TRAFFIC FLOW ARROW
- 11A DO NOT ENTER SIGN
- 15G STOP SIGN
- 70A COMMERCIAL DRIVEWAY APRON (PER CITY OF RICHFIELD STR-01)

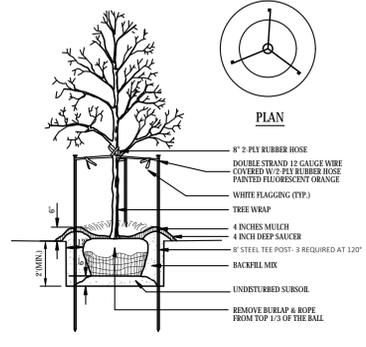
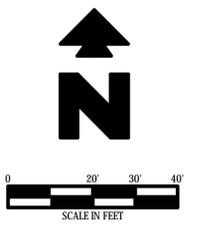
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<b>CEI Engineering Associates, Inc.</b>					
ENGINEERS • PLANNERS • SURVEYORS LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS					
2025 Centre Pointe Blvd., Suite 210 (651)453-8960 Mendota Heights, MN 55120 (651)452-1149					
<b>PENN AVENUE PARTNERS, LLC</b>					
6529 PENN AVENUE S RICHFIELD MN					
SITE PLAN (NO UNDERLAY)				REV DATE 9/15/17 REV-3	SHEET NO. EX. A

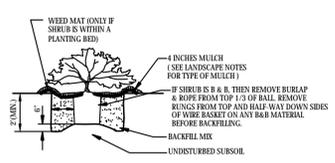
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**SITE BENCHMARK**  
 TEMPORARY SITE BENCHMARK  
 SANITARY SEWER MANHOLE SOUTHWEST OF NORTHWEST PROPERTY CORNER  
 RIM ELEVATION: 864.67 (NAVD: 88)  
 CONTRACTOR TO SET TEMPORARY BENCHMARK PRIOR TO CONSTRUCTION



**TREE PLANTING**  
N.T.S.



**SHRUB PLANTING**  
N.T.S.

**EXISTING LEGEND**

- MANHOLE
- CULVERT
- GAS METER
- FENCE
- CONCRETE
- DENOTES FOUND
- DENOTES SET 1/2\"/>

**PROPOSED LEGEND**

- 3\"/>

**LANDSCAPE DETAILS**

- 50A TREE PLANTING
- 50B SHRUB PLANTING

**GENERAL LANDSCAPE NOTES**

- A. LOCATE ALL UTILITIES AND SITE LIGHTING CONDUITS BEFORE LANDSCAPE CONSTRUCTION BEGINS.
- B. NOTIFY LANDSCAPE ARCHITECT OR DESIGNATED REPRESENTATIVE OF ANY LAYOUT DISCREPANCIES PRIOR TO ANY PLANTING.
- C. ALL LANDSCAPE MATERIALS SHALL BE IN COMPLIANCE WITH THE GRADES AND STANDARDS FOR NURSERY PLANTS, AND SHALL CONFORM TO Mn/DOT SPECIFICATIONS.
- E. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- F. MAINTAIN 5' MIN. HORIZONTAL SEPARATION BETWEEN TREE PLANTINGS AND ALL UTILITIES.
- G. A FULLY DESIGNED IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED BY IRRIGATION CONTRACTOR. IRRIGATION DESIGNER SHALL BE RESPONSIBLE FOR SIZING AND SPECIFYING BACKFLOW PREVENTER IN ACCORDANCE WITH LOCAL CODES.
- H. CONFIRM HEALTH OF TREES IN THE EXISTING PARKING LOT ISLANDS. REPLACE AS NEEDED.

**TREE LIST**

SYB	KEY	QTY	COMMON NAME/ BOTANICAL NAME	ROOT	SIZE	REMARKS
	NS	6	DWARF NORWAY SPRUCE <i>Pinus Monticola</i>	CONT.	MIN 6\"/>	

**SHRUB LIST**

SYB	KEY	QTY	COMMON NAME/ BOTANICAL NAME	ROOT	SIZE	REMARKS
	KF	44	KARL FOERSTER REED GRASS <i>Calamagrostis x Acutiflora</i>	CONT.	1 GAL.	PLANT AS SHOWN
	DL	24	DAYLILIES <i>Hermerocallis</i>	CONT.	1 GAL.	PLANT AS SHOWN
	BE	8	GOLDSTRUM BLACK EYED SUSAN <i>Rudbeckia fulgida 'Goldstrum'</i>	CONT.	#2 POT	PLANT AS SHOWN
	AC	17	ALPINE CURRANT <i>Ribes alpinum 'Green Mound'</i>	CONT.	5 GAL.	PLANT AS SHOWN
	IH	11	COMPACT INKBERRY HOLLY <i>Ilex glabra 'Compacta'</i>	CONT.	5 GAL.	PLANT AS SHOWN
	TD	10	RED TWIG DOGWOOD <i>Cornus sericea 'Allemaans'</i>	CONT.	5 GAL.	PLANT AS SHOWN

30115 9/15/17 ALC ALC AIR AIR  
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**CEI** Engineering Associates, Inc.  
 ENGINEERS PLANNERS SURVEYORS  
 LANDSCAPE ARCHITECTS ENVIRONMENTAL SCIENTISTS

2025 Centre Pointe Blvd., Suite 210 (651)453-8960  
 Mendota Heights, MN 55120 (651)452-1149

**PENN AVENUE PARTNERS, LLC**  
 6529 PENN AVENUE S  
 RICHFIELD MN

**LANDSCAPE PLAN** REV DATE 9/15/17 SHEET NO. C6  
 REV-3

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**STORMWATER SUMMARY**

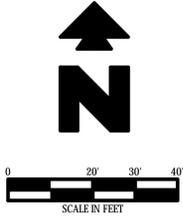
PARCEL 1 = ±0.48 AC.  
 PARCEL 2 = ±0.05 AC.  
 PARCEL 3 = ±0.20 AC.  
 TOTAL DISTURBED AREA = ±0.62 ACRES < 1 THEREFORE A NOI PERMIT WILL NOT BE REQUIRED.

**PRE-DEVELOPMENT**  
 PERVIOUS AREA: 0.09 AC.  
 IMPERVIOUS AREA: 0.53 AC.  
 1-YR STORM = 1.08 CFS  
 10-YR STORM = 3.03 CFS  
 100-YR STORM = 5.55 CFS

**POST-DEVELOPMENT**  
 PERVIOUS AREA: 0.12 AC.  
 IMPERVIOUS AREA: 0.50 AC.  
 1-YR STORM = 1.00 CFS  
 10-YR STORM = 2.93 CFS  
 100-YR STORM = 5.44 CFS

**BMP QUANTITIES:**  
 270 LF - SILT FENCE  
 41 LF - BIG RED  
 6 EA - INLET PROTECTION CEI DETAIL IP

**SITE BENCHMARK**  
 TEMPORARY SITE BENCHMARK  
 SANITARY SEWER MANHOLE SOUTHWEST OF NORTHWEST PROPERTY CORNER  
 RIM ELEVATION: 864.67 (NAVD: 88)  
 CONTRACTOR TO SET TEMPORARY BENCHMARK PRIOR TO CONSTRUCTION



**EXISTING LEGEND**

- MANHOLE
- CULVERT
- GAS METER
- FENCE
- CONCRETE
- DENOTES FOUND
- 1/2" IRON PIPE
- DENOTES SET 1/2" IRON PIPE MARKED RLS 25718
- CATCH BASIN
- HYDRANT
- SIGN
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- TELE/ELEC BOX
- CAS VALVE
- OVERHEAD WIRES
- WELL

**PROPOSED**

- PROPERTY LINE/RIGHT OF WAY LINE
- GRADE BREAK
- XXX CONTOUR ELEVATIONS
- STORM DRAIN
- xx.xx SPOT ELEVATIONS:  
TC = TOP OF CURB  
G = GUTTER
- FFE = FINISHED FLOOR ELEVATION  
FG = FINISHED GRADE

**GENERAL GRADING NOTES**

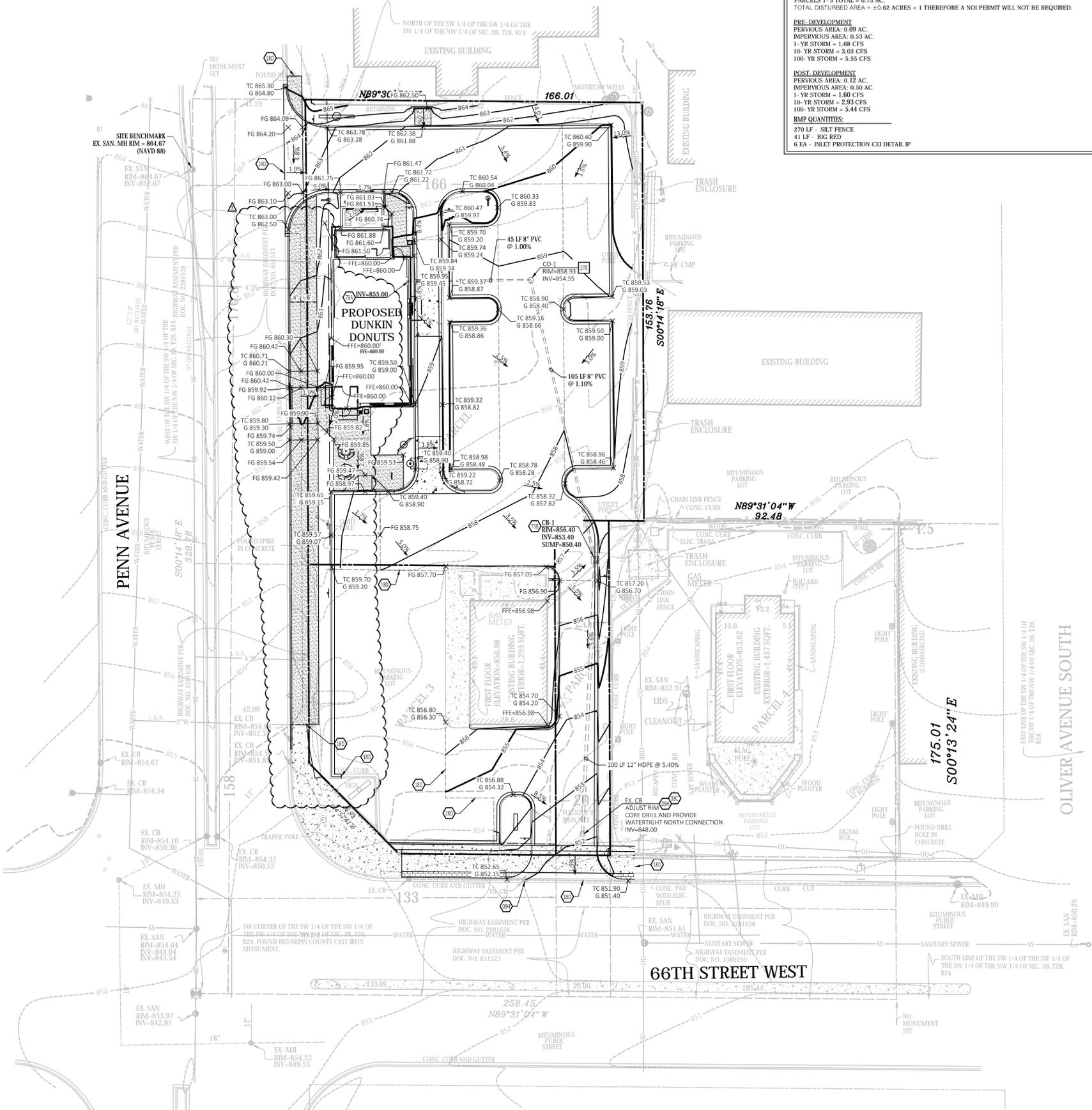
- A. PRIOR TO INSTALLATION OF OR SANITARY SEWER, THE CONTRACTOR SHALL EXCAVATE, VERIFY, AND CALCULATE ALL CROSSINGS AND INFORM THE OWNER AND THE ENGINEER OF ANY CONFLICTS PRIOR TO CONSTRUCTION. THE ENGINEER WILL BE HELD HARMLESS IN THE EVENT THE ENGINEER IS NOT NOTIFIED OF DESIGN CONFLICTS.
- B. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND 4" OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS (SEE LANDSCAPE PLAN FOR SEED MIX AND PROPER APPLICATION RATE). ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
- C. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- D. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON OR WITHIN THE SPECIFICATIONS, ALL STORM DRAIN PIPE BEDDING SHALL BE INSTALLED PER CITY OF RICHFIELD STANDARD DETAIL STM-14. ALL STORM DRAIN PIPES ARE MEASURED FROM CENTER OF STRUCTURES AND ENDS OF FLARED END SECTIONS.
- E. ALL SLOPES IN THE HANDCAP STALLS AND WALK WAYS SHALL BE ADA COMPLIANT OR WILL BE REMOVED AND REPLACED AT NO EXPENSE.

**GRADING NOTES**

- 09H REMOVE TOP OF EXISTING DRAINAGE STRUCTURE AND ADJUST RIM ELEVATION TO MATCH FINISH GRADE.
- 18C CONNECT TO EXISTING STORM DRAIN MANHOLE OR INLET.
- 18D MATCH EXISTING PAVEMENT ELEVATIONS.
- 73A CONNECT TO INTERNAL ROOF DRAIN SYSTEM (PER ARCH. PLANS)
- 73B CATCH BASIN/MANHOLE WITH RECTANGULAR LID (CITY OF RICHFIELD DETAIL STM-02A AND STM-11)

**GRADING DETAILS**

- 27E STORM DRAIN CLEAN-OUT



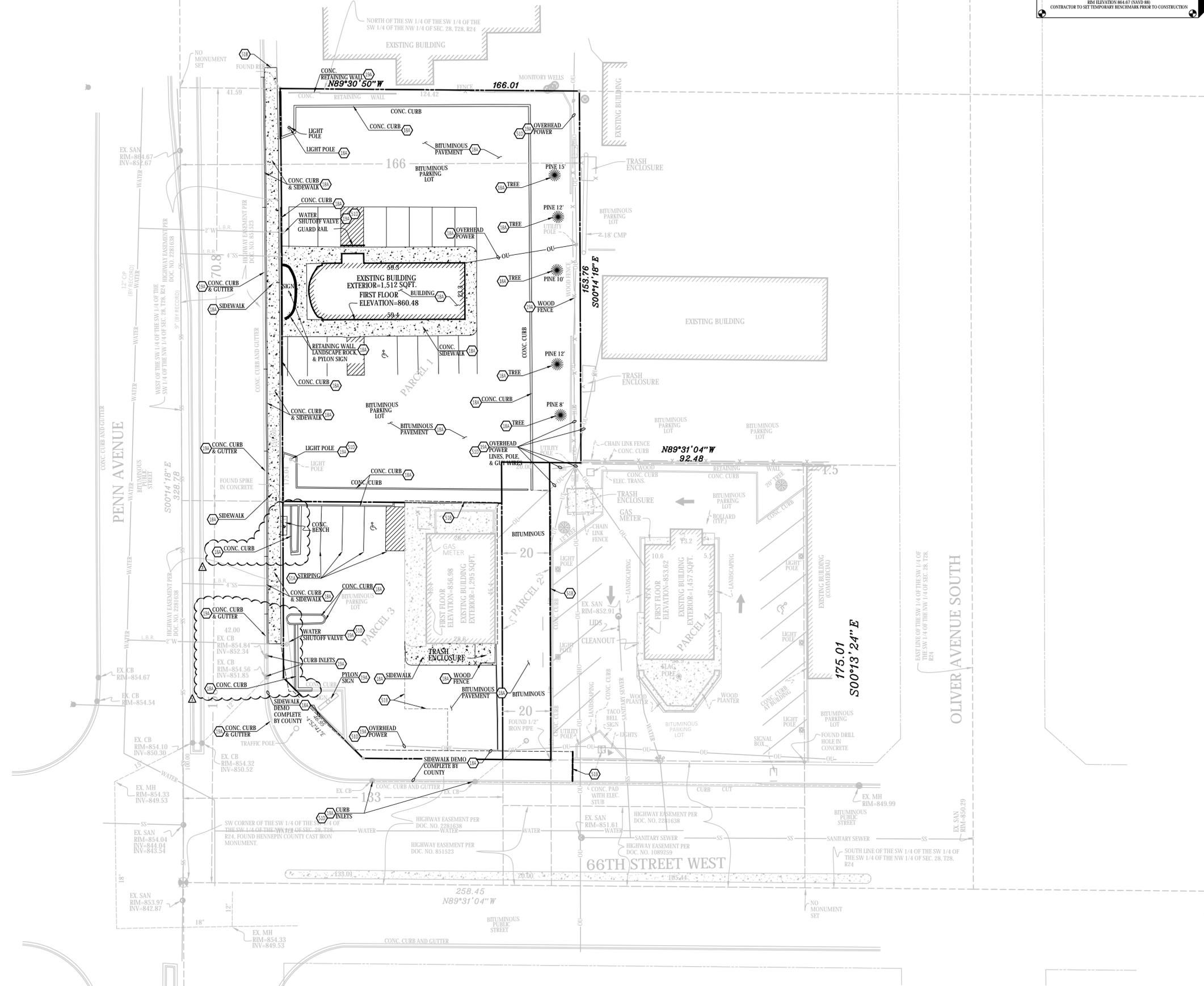
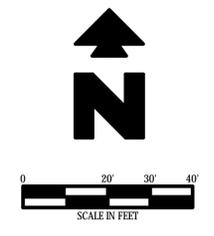
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**PRELIMINARY  
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CONSTRUCTION**

30115	9/15/17	ALC	ALC	AIR	AIR
CEI PROJECT NO.	INITIAL DATE	DPOR	PM	DES	DRW
<b>CEI Engineering Associates, Inc.</b>					
ENGINEERS • PLANNERS • SURVEYORS LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS					
2025 Centre Pointe Blvd., Suite 210 (651)453-8960 Mendota Heights, MN 55120 (651)452-1149					
<b>PENN AVENUE PARTNERS, LLC</b>					
6529 PENN AVENUE S RICHFIELD MN					
<b>GRADING &amp; DRAINAGE PLAN</b>				REV DATE 9/15/17 REV-3	SHEET NO. C3

JOB # 30115 DRAWING: 30115-PRO.DWG LAST SAVED BY: PRO.DWG LOCATION: P:\30000\30115\01\Drawings\Design (Rev-3)\30115-PRO.DWG

**SITE BENCHMARK**  
 TEMPORARY SITE BENCHMARK  
 SANITARY SEWER MANHOLE SOUTHWEST OF NORTHWEST PROPERTY CORNER  
 RIM ELEVATION: 844.67 (AVD); 89  
 CONTRACTOR TO SET TEMPORARY BENCHMARK PRIOR TO CONSTRUCTION

**EXISTING LEGEND**

	MANHOLE		CATCH BASIN
	CULVERT		HYDRANT
	GAS METER		SIGN
	FENCE		WATER VALVE
	CONCRETE		UTILITY POLE
	DENOTES FOUND		LIGHT POLE
	DENOTES SET 1/2" IRON PIPE MARKED R/S 25718		TELE/ELEC BOX
			GAS VALVE
			OVERHEAD WIRES
			WELL

**GENERAL DEMOLITION NOTES**

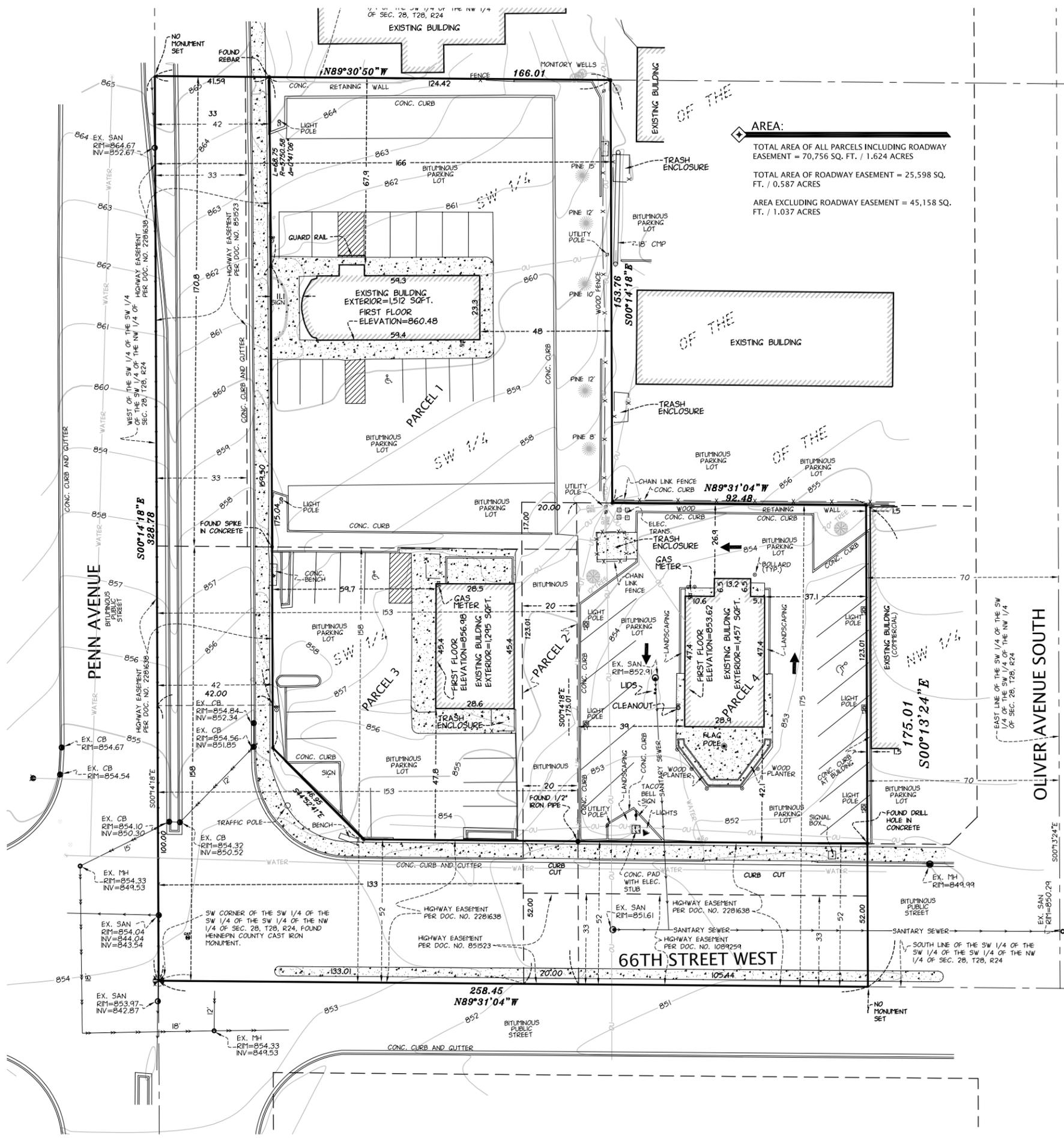
- THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE 'OWNER STANDARD SITE WORK SPECIFICATIONS'.
- CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
- CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
- THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- ENGINEER'S NOTICE TO CONTRACTOR**  
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

**DEMOLITION NOTES**

18A	EXISTING TO BE REMOVED.
19A	EXISTING TO REMAIN.
51A	BLACKOUT STRIPING.
51B	LIMITS OF SAWCUT AND PAVEMENT REMOVAL.
51D	PROTECT EXISTING STRUCTURES AND/OR PIPES DURING DEMOLITION AND CONSTRUCTION PHASES.

**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

30115	9/15/17	ALC	ALC	AIR	AIR
<b>CEI PROJECT NO.</b>	<b>INITIAL DATE</b>	<b>DPOR</b>	<b>PM</b>	<b>DES</b>	<b>DRW</b>
<b>CEI Engineering Associates, Inc.</b>					
ENGINEERS • PLANNERS • SURVEYORS LANDSCAPE ARCHITECTS • ENVIRONMENTAL SCIENTISTS					
2025 Centre Pointe Blvd., Suite 210 (651)453-8960 Mendota Heights, MN 55120 (651)452-1149					
<b>PENN AVENUE PARTNERS, LLC</b>					
6529 PENN AVENUE S RICHFIELD MN					
<b>DEMOLITION PLAN</b>				REV DATE 9/15/17 REV-3	SHEET NO. C1



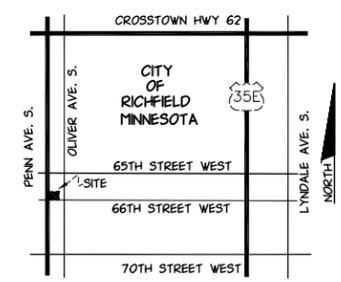
**AREA:**

TOTAL AREA OF ALL PARCELS INCLUDING ROADWAY EASEMENT = 70,756 SQ. FT. / 1.624 ACRES

TOTAL AREA OF ROADWAY EASEMENT = 25,598 SQ. FT. / 0.587 ACRES

AREA EXCLUDING ROADWAY EASEMENT = 45,158 SQ. FT. / 1.037 ACRES

**VICINITY MAP**



**EXISTING LEGAL DESCRIPTIONS:**

**PARCEL 1:**  
Legal Description per Commercial Partners Title, LLC as agent for Lawyers Title Insurance Corporation Commitment File No. 27401, dated July 23, 2006.

That part of the West 166.00 feet of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter (SW1/4 of the SW1/4 of the SW1/4 of the NW1/4) of Section 28, Township 28, Range 24, lying North of the South 175.00 feet thereof; and the North 17.00 feet of the South 175.00 feet of the West 133 feet of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter (SW1/4 of the SW1/4 of the SW1/4 of the NW1/4) of Section 28, Township 28, Range 24, in the Village of Richfield, Hennepin County, Minnesota.

**PARCEL 2:**  
The East 20.00 feet of the West 153.00 feet of the South 175.00 feet of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter (SW1/4 of the SW1/4 of the SW1/4 of the NW1/4) of Section 28, Township 28, Range 24, in the Village of Richfield, Hennepin County, Minnesota.

**PARCEL 3:**  
The South 158.00 feet of the West 133.00 feet of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter (SW1/4 of the SW1/4 of the SW1/4 of the NW1/4) of Section 28, Township 28, Range 24, in the Village of Richfield, Hennepin County, Minnesota.

**PARCEL 4:**  
That part of the South 175.00 feet of the Southwest Quarter of the Southwest Quarter of the Southwest Quarter of the Northwest Quarter (SW1/4 of the SW1/4 of the SW1/4 of the NW1/4) of Section 28, Township 28, Range 24, lying East of the West 153.00 feet thereof and lying West of the East 70.00 feet thereof, in the Village of Richfield, Hennepin County, Minnesota.

Torrens Property  
Torrens Certificate No. 1126138 (Parcels 1 and 2)  
Torrens Certificate No. 1158718 (Parcel 3)  
Torrens Certificate No. 1121043 (Parcel 4)

**CERTIFICATION:**

To: Penn Avenue Partners II, LLC, Lawyers Title Insurance Corporation and Commercial Partner's Title:

This is to certify that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA, ACSM and NSPS in 2005, and includes Items 1, 2, 3, 4, 5, 6, 8, 9, 10, 11a, 14, 16, 17 and 18 of Table A thereof. Pursuant to the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification, undersigned further certifies that in my professional opinion, as a Land Surveyor registered in the State of Minnesota that the Positional Uncertainties resulting from the survey measurements made on the survey do not exceed the allowable Positional Tolerance.

CORNERSTONE LAND SURVEYING, INC.  
Dated: 8-24-06

By: *Daniel L. Thurmes*  
Daniel L. Thurmes  
Minnesota License No. 25718

**SCHEDULE B NOTES:**

- SUBJECT TO THE RIGHT OF WAY OF PENN AVENUE SOUTH OVER THE WESTERLY 33.00 FEET THEREOF, PER DOC. NO. 851523. AS SHOWN ON SURVEY (ITEM NO. 19)
- SUBJECT TO THE RIGHT OF WAY OF WEST 66TH STREET OVER THE SOUTHERLY 33.00 FEET THEREOF, PER DOC. NO. 851523. AS SHOWN ON SURVEY (ITEM NO. 20)
- SUBJECT AN EASEMENT OF HIGHWAY PURPOSES IN FAVOR OF COUNTY OF HENNEPIN, AS CREATED IN DOC. NO. 2281638. AS SHOWN ON SURVEY. (ITEM NO. 21)
- SUBJECT TO THE RIGHT OF WAY OF 66TH STREET OVER THE SOUTH 33.00 FEET THEREOF PER DOC. NO. 1089259. AS SHOWN ON THE SURVEY. (ITEM NO. 28)
- SUBJECT TO THE HIGHWAY EASEMENT OVER THE SOUTH 52.00 FEET THEREOF PER DOC. NO. 2281638. AS SHOWN ON THE SURVEY. (ITEM NO. 29)

**BUILDING SETBACK & ZONING INFO**

ALL INFORMATION PER THE CITY OF RICHFIELD ZONING DEPARTMENT.  
THIS PARCEL IS ZONED I (INDUSTRIAL).  
THE BUILDING HEIGHT RESTRICTIONS FOR THIS ZONING DISTRICT IS 50 FEET

BUILDING SETBACKS -  
FRONT = 40 FEET FROM EXISTING RIGHT OF WAY OF 66TH STREET.  
REAR = 25 FEET  
SIDE = 25 FEET

PARKING SETBACKS -  
FRONT = 8 FEET FROM EXISTING RIGHT OF WAY OF 66TH STREET.  
REAR = 15 FEET (ADJOINS RESIDENTIAL)  
SIDE = 5 FEET

**FLOOD INFORMATION:**

THE CITY OF RICHFIELD DOES NOT PARTICIPATE IN THE FLOOD INSURANCE RATE MAP PROGRAM. THE PROPERTY WOULD BE IN ZONE "C" PER THE CITY OF RICHFIELD ZONING DEPARTMENT.

**SURVEY NOTES:**

- THE WEST LINE OF THE SW 1/4 OF THE SW 1/4 OF THE SW 1/4 OF THE NW 1/4 OF SEC. 28, T28, R24 IS ASSUMED TO HAVE THE BEARING OF SOUTH 00 DEGREES 14 MINUTES 18 SECONDS EAST.
- UNDERGROUND GAS WAS NOT LOCATED BY THE UTILITY COMPANY AT THE TIME OF THIS SURVEY.

**SYMBOLS:**

- MANHOLE CULVERT
- GAS METER
- FENCE
- CONCRETE
- DENOTES FOUND
- 1/2" IRON PIPE
- DENOTES SET 1/2" IRON PIPE MARKED RLS 25718
- CATCH BASIN
- HYDRANT SIGN
- WATER VALVE
- UTILITY POLE
- LIGHT POLE
- TELE/ELEC BOX
- GAS VALVE
- OVERHEAD WIRES
- WELL

CALL BEFORE YOU DIG!  
**Gopher State One Call**  
TWIN CITY AREA: 651-454-0002  
TOLL FREE: 1-800-252-1166

**CONTACT:**

Charlotte M. Schu  
Penn Avenue Partners II, LLC  
50 South Sixth Street, Suite 1480  
Minneapolis, Minnesota 55402  
Phone: 612-313.2500  
Fax: 612.313.0136

**COUNTY/CITY:**

**HENNEPIN COUNTY**  
**CITY OF RICHFIELD**

**SEAL:**

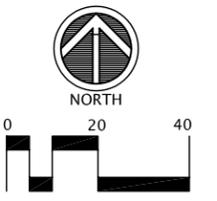
THE STATE OF MINNESOTA DOES NOT REQUIRE A SEAL.

**CERTIFICATION:**

SEE CERTIFICATION ON SHEET

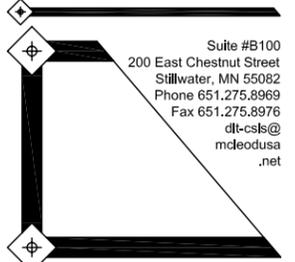
**REVISIONS:**

DATE	REVISION
8-24-06	ORIGINAL SURVEY



**PROJECT LOCATION:**

**2208**  
**2210**  
West 66th Street  
**6529**  
**6545**  
PEN AVENUE SOUTH  
P.I.D.#2802824230018  
P.I.D.#2802824230019  
P.I.D.#2802824230020  
P.I.D.#2802824230021



**CORNERSTONE LAND SURVEYING, INC**

FILE NAME: SURVCR13  
PROJECT NO.: CR06013

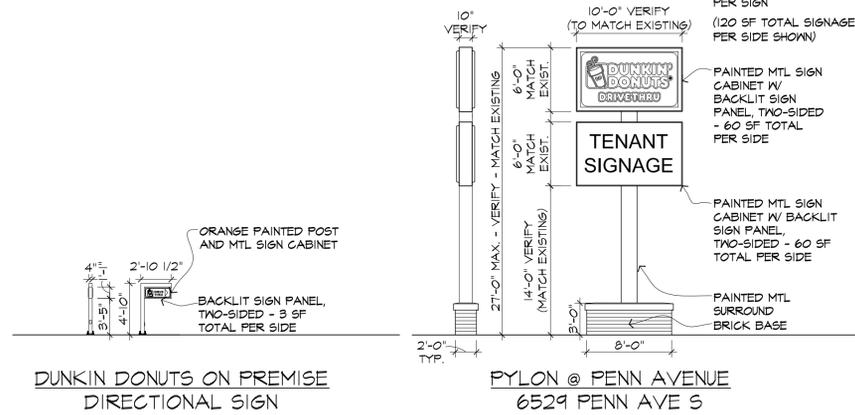
**CERTIFICATE OF SURVEY**



NOTE: PER CODE TOTAL MAX. TOTAL OF ALL  
FREESTANDING SIZE IS LIMITED TO 4 SF PER FT OF LOT  
FRONTAGE PER.

170 LF X 4 SF = 680 SF

NOTE: 200 SF MAX.  
SIGN AREA ALLOWED  
PER SIGN  
(120 SF TOTAL SIGNAGE  
PER SIDE SHOWN)



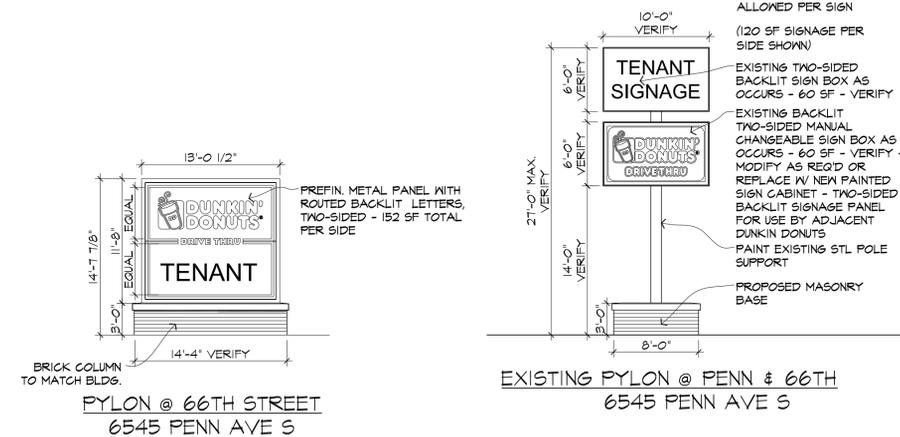
**DUNKIN' DONUTS ON PREMISE  
DIRECTIONAL SIGN**

**PYLON @ PENN AVENUE  
6529 PENN AVE S**

NOTE: PER CODE TOTAL MAX. TOTAL OF ALL  
FREESTANDING SIZE IS LIMITED TO 4 SF PER FT OF  
LOT FRONTAGE PER.

208 LF X 4 SF = 832 SF

NOTE: 200 SF MAX.  
SIGN AREA PER SIDE  
ALLOWED PER SIGN  
(120 SF SIGNAGE PER  
SIDE SHOWN)



**PYLON @ 66TH STREET  
6545 PENN AVE S**

**EXISTING PYLON @ PENN & 66TH  
6545 PENN AVE S**

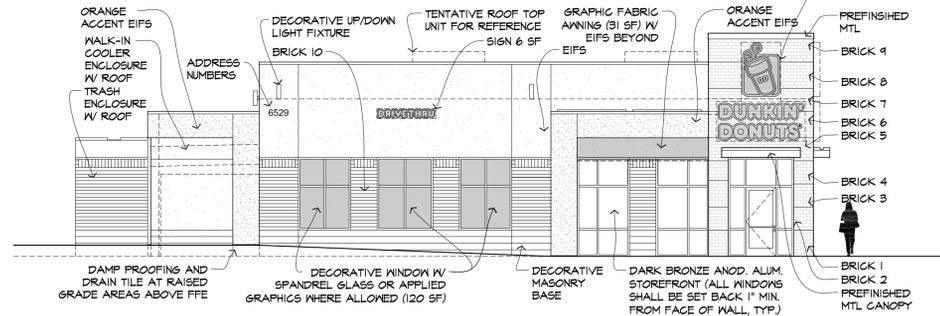
**5 PROPOSED ON PREMISE SITE SIGANCE**

1/8" = 1'-0"

120 SF SPANDREL GLASS SHOWN = 9%  
174 SF CLEAR GLASS SHOWN = 13%  
(20% 271 SF MIN. REQ'D AT PENN SIDE)  
21% COMBINED SPANDREL AND CLEAR PROPOSED

15% OF 1355 SF = 203 SF MAX.  
TOTAL SIGN AREA ALLOWED

TENANT SIGNAGE FOR  
REFERENCE - 60 SF SHOWN  
DASHED



**4 WEST ELEVATION**

FACING PENN

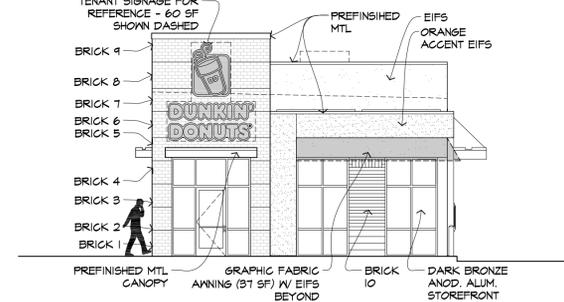
1/8" = 1'-0"

**6 PROPOSED OFF PREMISE SITE SIGANCE**

1/8" = 1'-0"

190 SF GLASS PROVIDED = 30%  
126 SF = 20%  
TENANT SIGNAGE FOR  
REFERENCE - 60 SF  
SHOWN DASHED

15% OF 628 SF = 94 SF MAX.  
TOTAL SIGN AREA ALLOWED

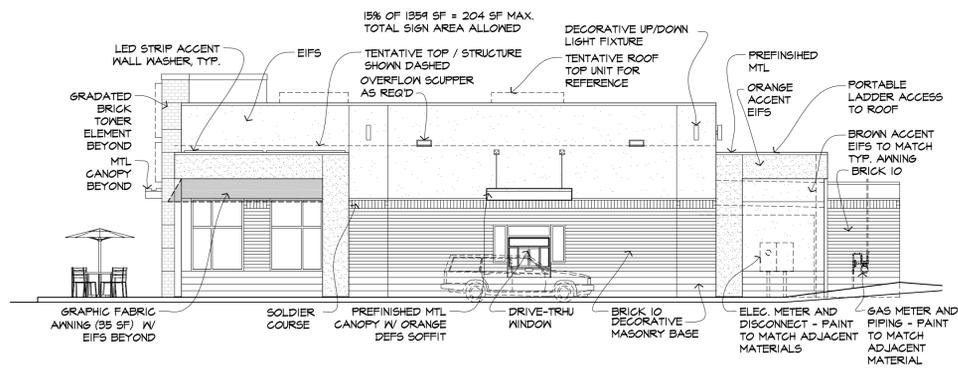


**3 SOUTH ELEVATION**

1/8" = 1'-0"

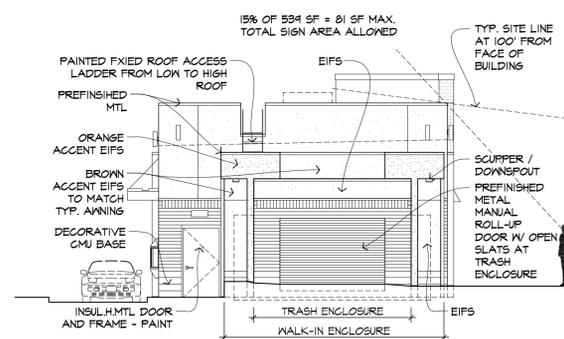
**1 EAST ELEVATION**

1/8" = 1'-0"



**2 NORTH ELEVATION**

1/8" = 1'-0"



Mark	Revision / Issue	Date
	CITY SUBMITTAL	08/11/17
	REVISED CITY SUBMITTAL	09/XX/17

**PRELIMINARY  
NOT FOR CONSTRUCTION**

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

Printed Name: Kathy L. Anderson

Signature: \_\_\_\_\_

Date: \_\_\_\_\_ License #: \_\_\_\_\_

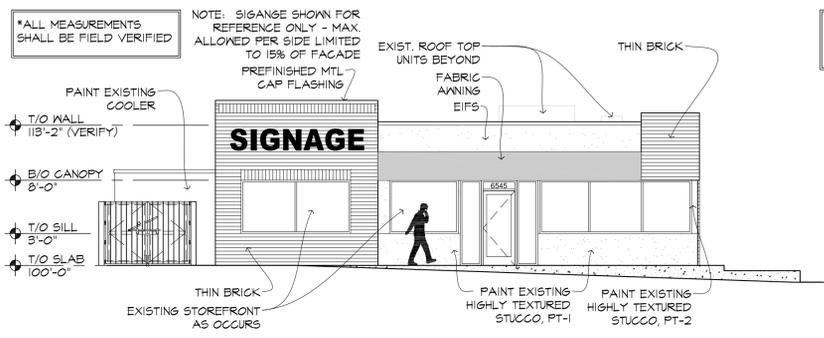


6529 PENN AVE S  
RICHFIELD, MN 55423

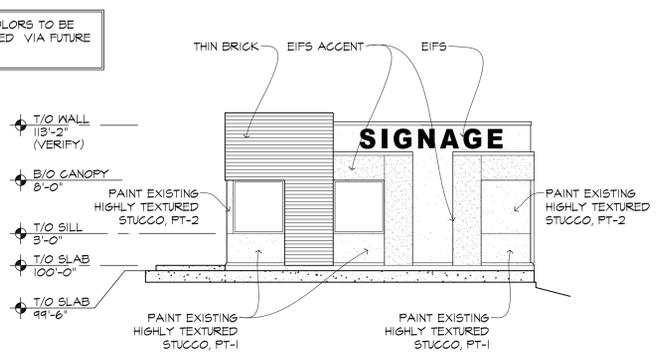
**PROPOSED  
EXTERIOR  
ELEVATIONS**

SCALE: AS NOTED

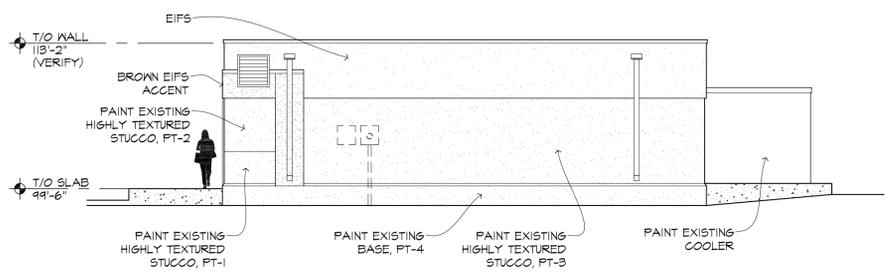
PROJECT NUMBER:	16-1048-01
ISSUED DATE:	09/14/17
DRAWN BY:	ES
CHECKED BY:	KA
LOCATION PG #:	356550



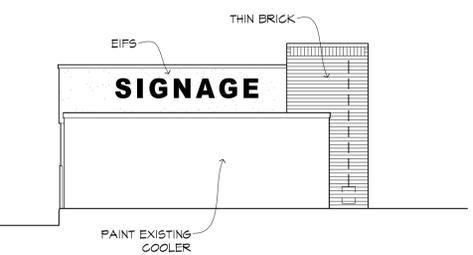
**8 PROPOSED WEST ELEVATION**  
FACING PENN 1/8" = 1'-0"



**7 PROPOSED SOUTH ELEVATION**  
FACING 66TH 1/8" = 1'-0"



**6 PROPOSED EAST ELEVATION**  
1/8" = 1'-0"



**5 PROPOSED NORTH ELEVATION**  
1/8" = 1'-0"

Mark	Revision / Issue	Date
	CITY SUBMITTAL	08/11/17

**PRELIMINARY**  
NOT FOR CONSTRUCTION

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Architect under the laws of the State of Minnesota.  
Printed Name: Kathy L. Anderson  
Signature: \_\_\_\_\_  
Date: \_\_\_\_\_ License #: \_\_\_\_\_

**EXTERIOR STOREFRONT REMODEL**

FLOWERAMA  
RICHFIELD, MN

**PROPOSED EXTERIOR ELEVATIONS**  
SCALE: AS NOTED

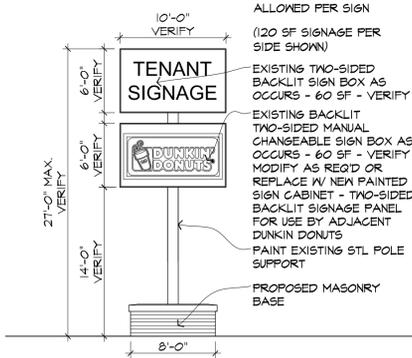
PROJECT NUMBER:	17-105-01
ISSUED DATE:	08/10/17
DRAWN BY:	MR/ES
CHECKED BY:	KA

**A3.1**

NOTE: PER CODE TOTAL MAX. TOTAL OF ALL FREESTANDING SIZE IS LIMITED TO 4 SF PER FT OF LOT FRONTAGE PER.

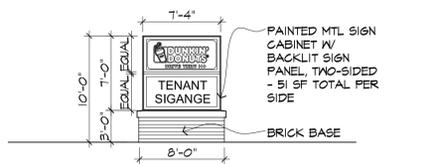
208 LF X 4 SF = 832 SF

NOTE: 200 SF MAX. SIGN AREA PER SIDE ALLOWED PER SIGN (120 SF SIGNAGE PER SIDE SHOWN)



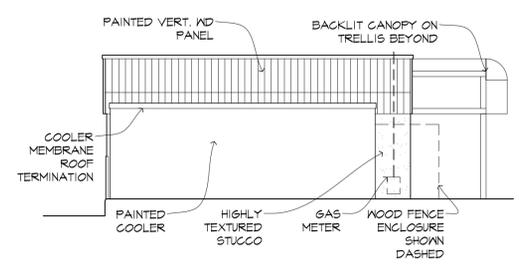
EXISTING PYLON @ PENN & 66TH  
6545 PENN AVE S

**9 SITE SIGNAGE**  
1/8" = 1'-0"

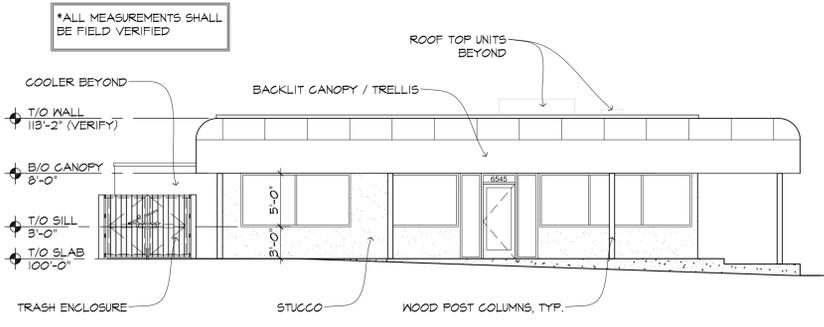


SHARED DIRECTIONAL MONUMENT SIGN  
AT 66TH

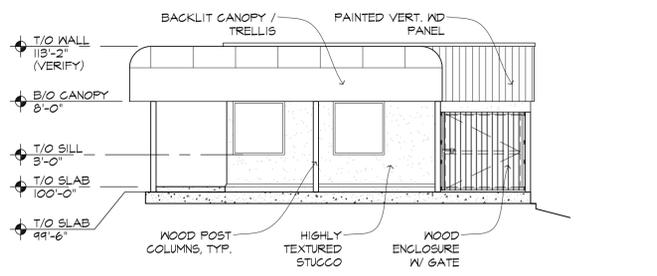
**10 SITE SIGNAGE**  
1/8" = 1'-0"



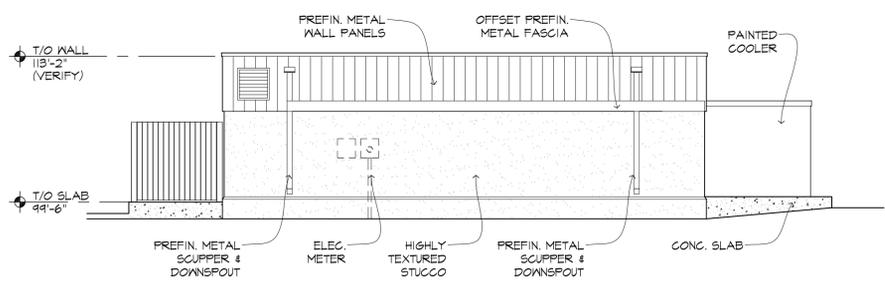
**4 EXISTING NORTH ELEVATION**  
1/8" = 1'-0"



**1 EXISTING WEST ELEVATION**  
1/8" = 1'-0"



**2 EXISTING SOUTH ELEVATION**  
1/8" = 1'-0"



**3 EXISTING EAST ELEVATION**  
1/8" = 1'-0"

NOTE: PER CODE TOTAL MAX. TOTAL OF ALL FREESTANDING SIZE IS LIMITED TO 4 SF PER FT OF LOT FRONTAGE PER.

208 LF X 4 SF = 832 SF

NOTE: 200 SF MAX. SIGN AREA PER SIDE ALLOWED PER SIGN

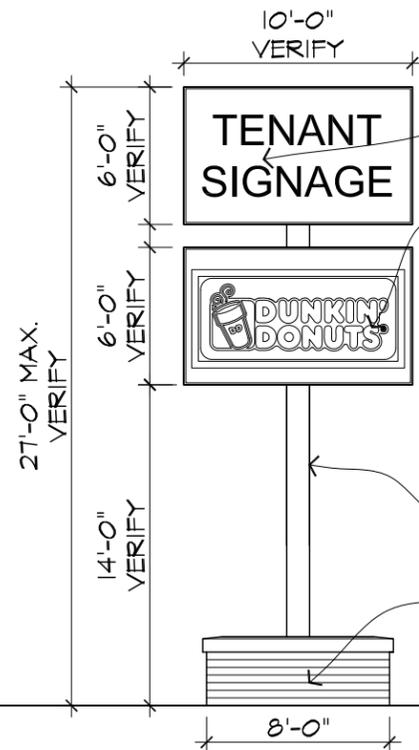
(120 SF SIGNAGE PER SIDE SHOWN)

EXISTING TWO-SIDED BACKLIT SIGN BOX AS OCCURS - 60 SF - VERIFY

EXISTING BACKLIT TWO-SIDED MANUAL CHANGEABLE SIGN BOX AS OCCURS - 60 SF - VERIFY - MODIFY AS REQ'D OR REPLACE W/ NEW PAINTED SIGN CABINET - TWO-SIDED BACKLIT SIGNAGE PANEL FOR USE BY ADJACENT DUNKIN DONUTS

PAINT EXISTING STL POLE SUPPORT

PROPOSED MASONRY BASE



EXISTING PYLON @ PENN & 66TH  
6545 PENN AVE S

NOTE: PER CODE TOTAL MAX. TOTAL OF ALL FREESTANDING SIZE IS LIMITED TO 4 SF PER FT OF LOT FRONTAGE PER.

170 LF X 4 SF = 680 SF

NOTE: 200 SF MAX. SIGN AREA ALLOWED PER SIGN

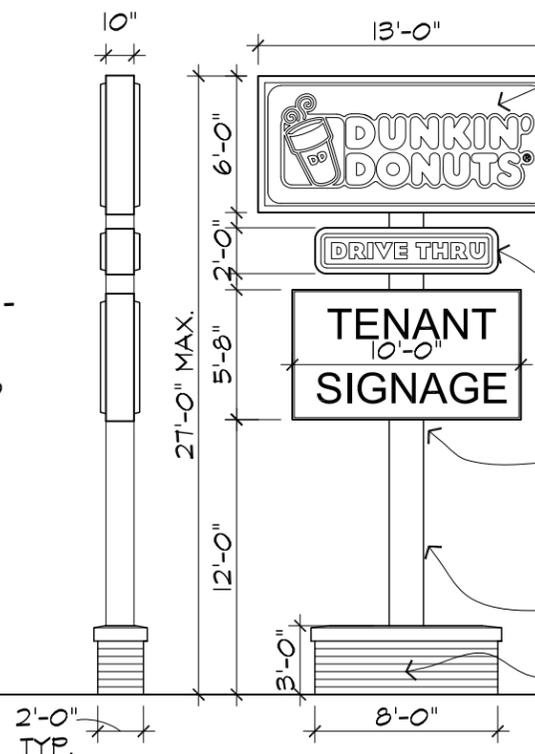
(150.5 SF SIGNAGE PER SIDE SHOWN)

PAINTED MTL SIGN CABINET W/ BACKLIT SIGN PANEL, TWO-SIDED - 77.5 SF TOTAL PER SIDE

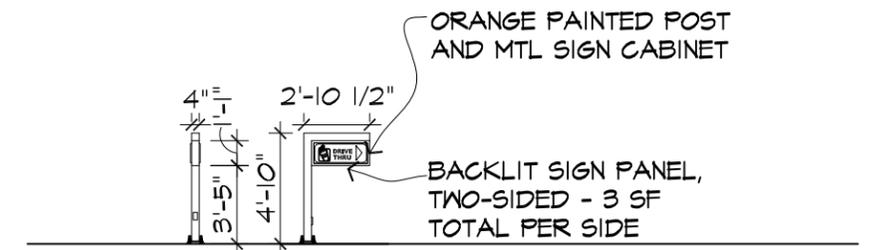
PAINTED MTL SIGN CABINET W/ BACKLIT SIGN PANEL, TWO-SIDED - 16 SF TOTAL PER SIDE

PAINTED MTL SIGN CABINET W/ BACKLIT SIGN PANEL, TWO-SIDED - 57 SF TOTAL PER SIDE

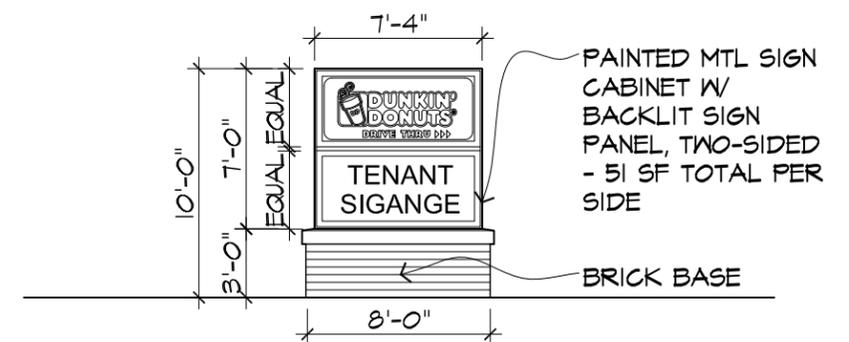
PAINTED MTL SURROUND BRICK BASE



PYLON @ PENN AVENUE  
6529 PENN AVE S



DUNKIN DONUTS ON PREMISE  
DIRECTIONAL SIGN



SHARED DIRECTIONAL MONUMENT SIGN  
AT 66TH

**ARCHITECTURAL  
CONSORTIUM L.L.C.**

901 North 3rd Street  
Minneapolis, MN 55401

612-436-4030  
Fax 612-692-9960

PREPARED FOR:

**FORMER FLOWERAMA**

6545 PENN AVE S  
RICHFIELD, MN

**PROPOSED SITE SIGNAGE**

SCALE: 1/8" = 1'-0"

PROJECT NUMBER: 17-1015-01  
ISSUED DATE: 07/10/17  
DRAWN BY: ES  
CHECKED BY: KA

**A3.2**



**4** WEST ELEVATION  
FACING PENN 1/8" = 1'-0"

**3** SOUTH ELEVATION 1/8" = 1'-0"



**1** EAST ELEVATION 1/8" = 1'-0"



**2** NORTH ELEVATION 1/8" = 1'-0"

**ARCHITECTURAL  
CONSORTIUM L.L.C.**  
901 North 3rd Street  
Minneapolis, MN 55401

PREPARED FOR:

**DUNKIN' DONUTS**  
6529 PENN AVE S  
RICHFIELD, MN

**PROPOSED RENDERING**  
  
SCALE: AS NOTED

PROJECT NUMBER: 16-1048-01  
ISSUED DATE: 08/11/17  
DRAWN BY: ES  
CHECKED BY: KA

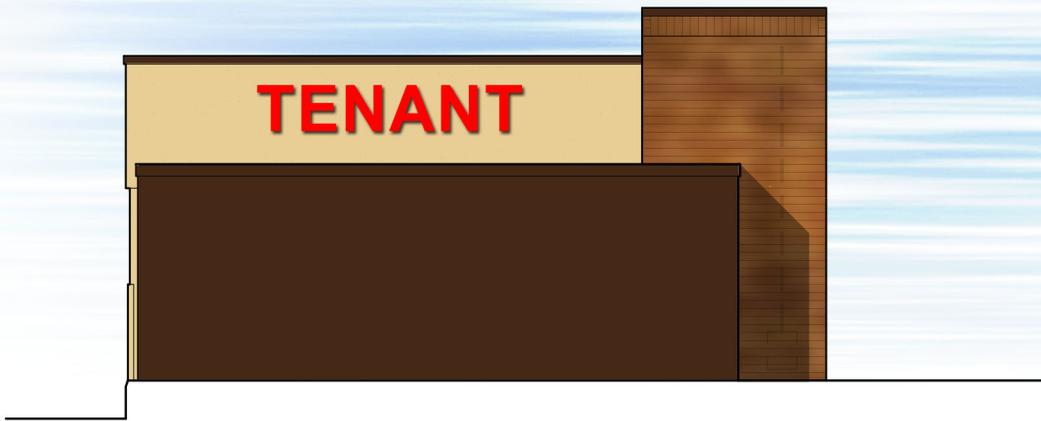
**A3.2**



1 PROPOSED WEST ELEVATION  
FACING PENN 1/8" = 1'-0"



2 PROPOSED SOUTH ELEVATION  
FACING 66TH 1/8" = 1'-0"



4 PROPOSED NORTH ELEVATION  
1/8" = 1'-0"



3 PROPOSED EAST ELEVATION  
1/8" = 1'-0"

**ARCHITECTURAL  
CONSORTIUM L.L.C.**  
901 North 3rd Street  
Minneapolis, MN 55401  
612-436-4030  
Fax 612-692-9960

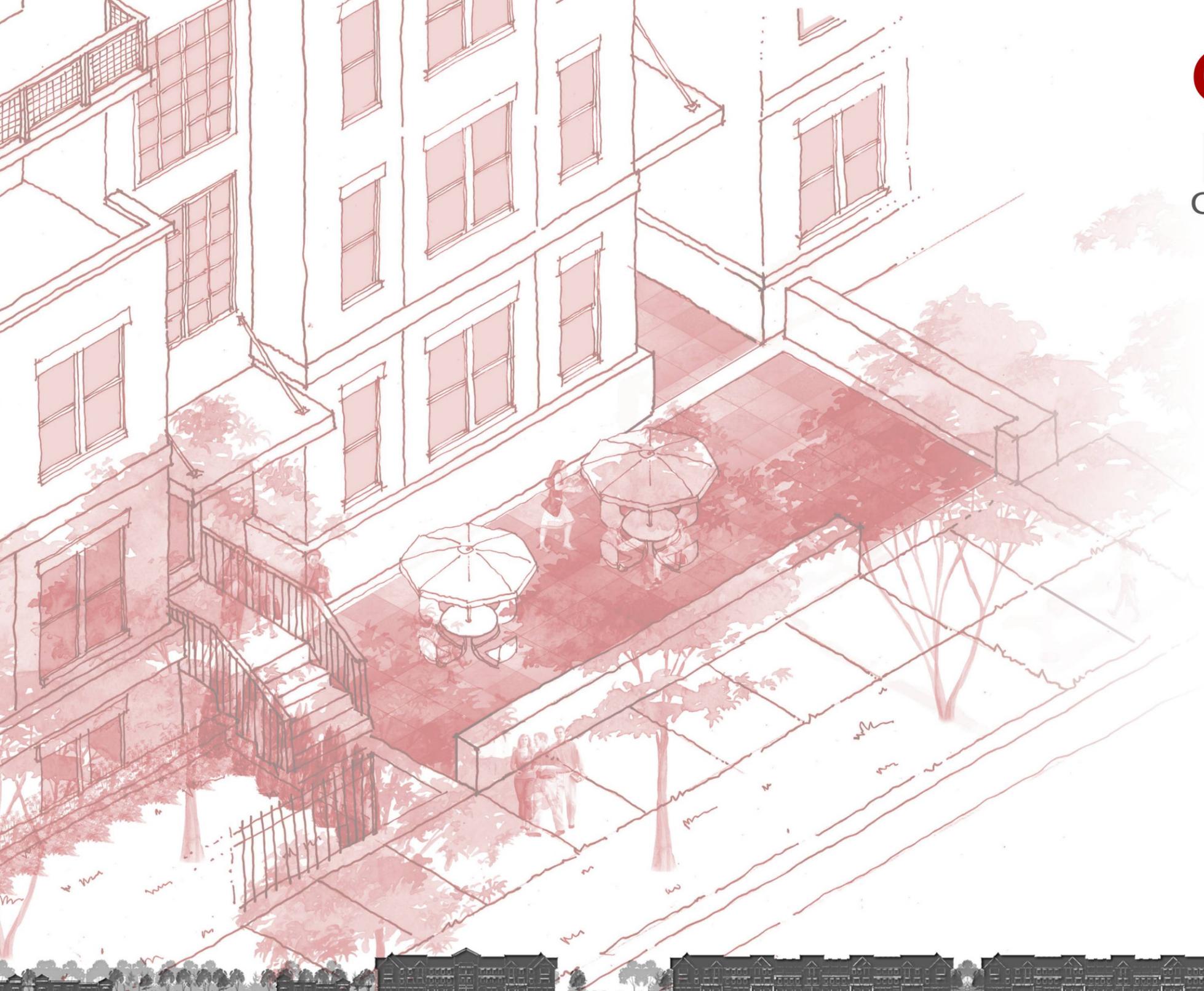
Note: Rendering shown general reference and intent. Final colors to be determined via future tenant.

**FORMER FLOWERAMA**  
6545 PENN AVE S  
RICHFIELD, MN

**PRELIMINARY  
EXTERIOR ELEVATIONS**  
SCALE: AS NOTED

PROJECT NUMBER: 17-1015-01  
ISSUED DATE: 03/10/17  
DRAWN BY: ES  
CHECKED BY: KA

**A3.1**



# City of Richfield

## Penn Avenue Corridor

Crosstown Freeway to 68th Street



Design Guidelines  
Draft 10/14/2008

Hoisington Koegler Group Inc.



# Using the Guidelines

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

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

## Design Guidelines - What do they do?

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

## Design Guidelines – Where do they apply?

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

### Critical Definitions:

#### *Street Type:*

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

#### *Frontage Type:*

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

#### *Guideline Matrix:*

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



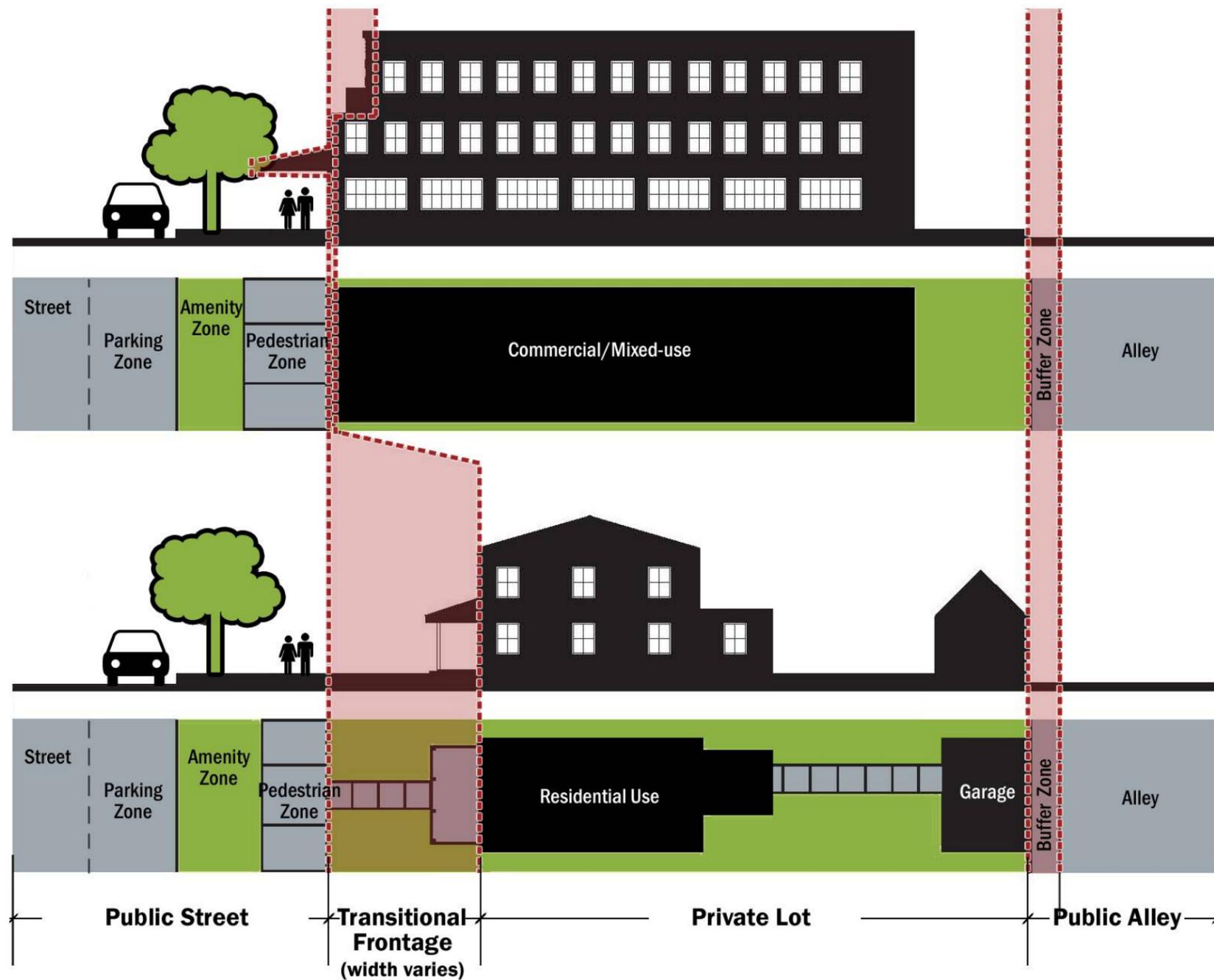


Figure 1:  
Frontage Key Diagram

## Design Guidelines - How are they Addressed?

This design guideline is organized around the inter-relationship between streets and private property (frontage) that touch the streets. The guideline describes several “street types” with varying character and design elements and several “frontage types” with varying design features. The design guideline identifies which frontage types are appropriate with which street types.

### Street Types

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

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

### Pedestrian Zone

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

### Amenity Zone

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



### *Parking Zone*

The parking zone is the on-street parking bay along a street. Parking is addressed in the design guideline because it is often the “touch-down” point for visitors and because it has a significant impact on the character and experience of the Penn Avenue corridor. Considerations of pavement, bike parking, and intersection bump-outs are addressed.

### *Sustainability*

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

### *Frontage Type*

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

#### *Building Placement and Mass*

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

#### *Building Wall*

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

#### *Yard Wall*

The yard wall does not necessarily have to be a wall in the literal sense, but rather

the transitional threshold between the street (public) and the yard (private). A yard wall might be as subtle as a pavement change at the doorway of a zero-setback retail storefront or something more solid like a stone wall or ornamental fence in a residential neighborhood. Parking buffers and courtyards are two essential elements that define the yard wall along Penn Avenue.

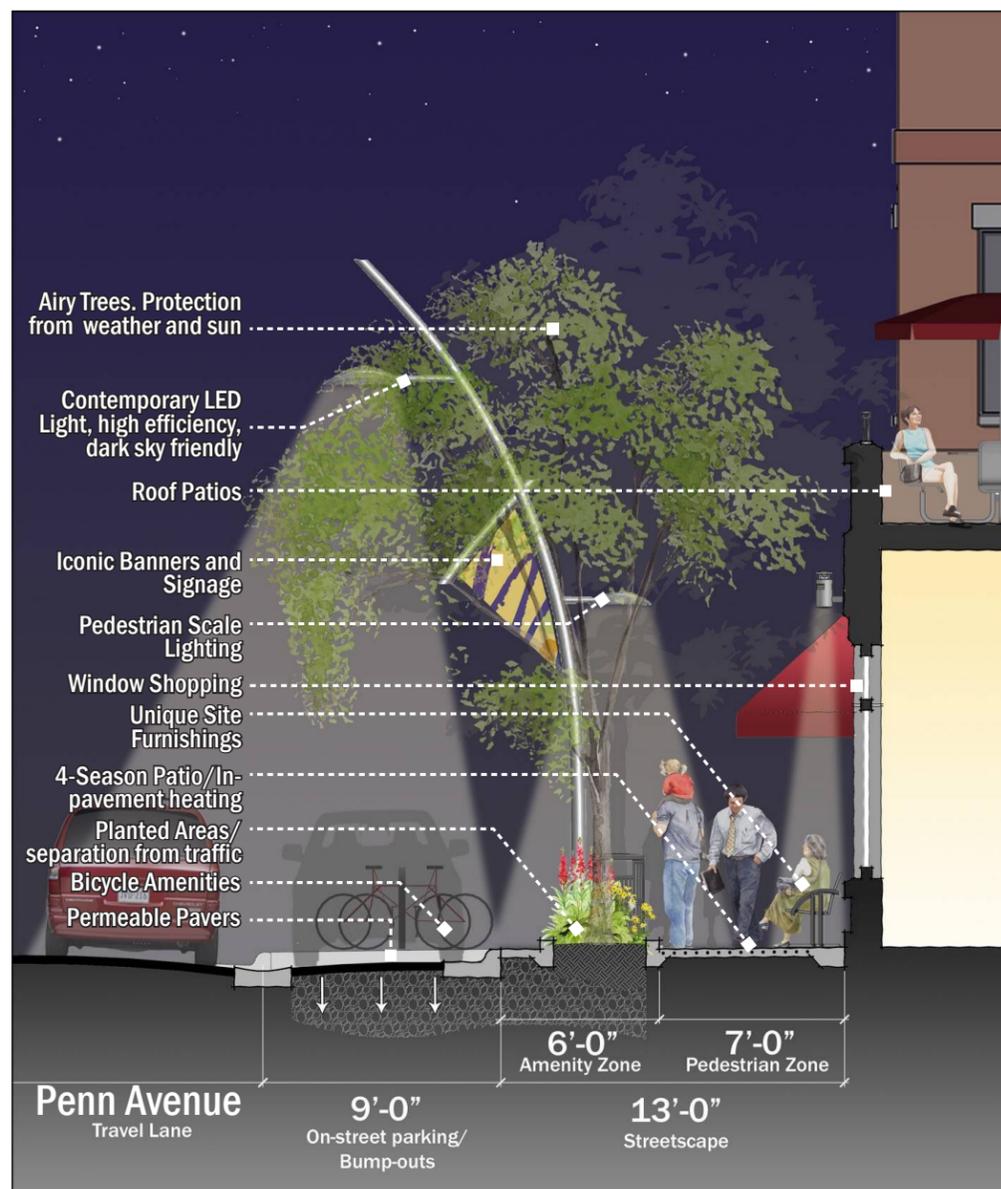
### *Signage*

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

### *Sustainability*

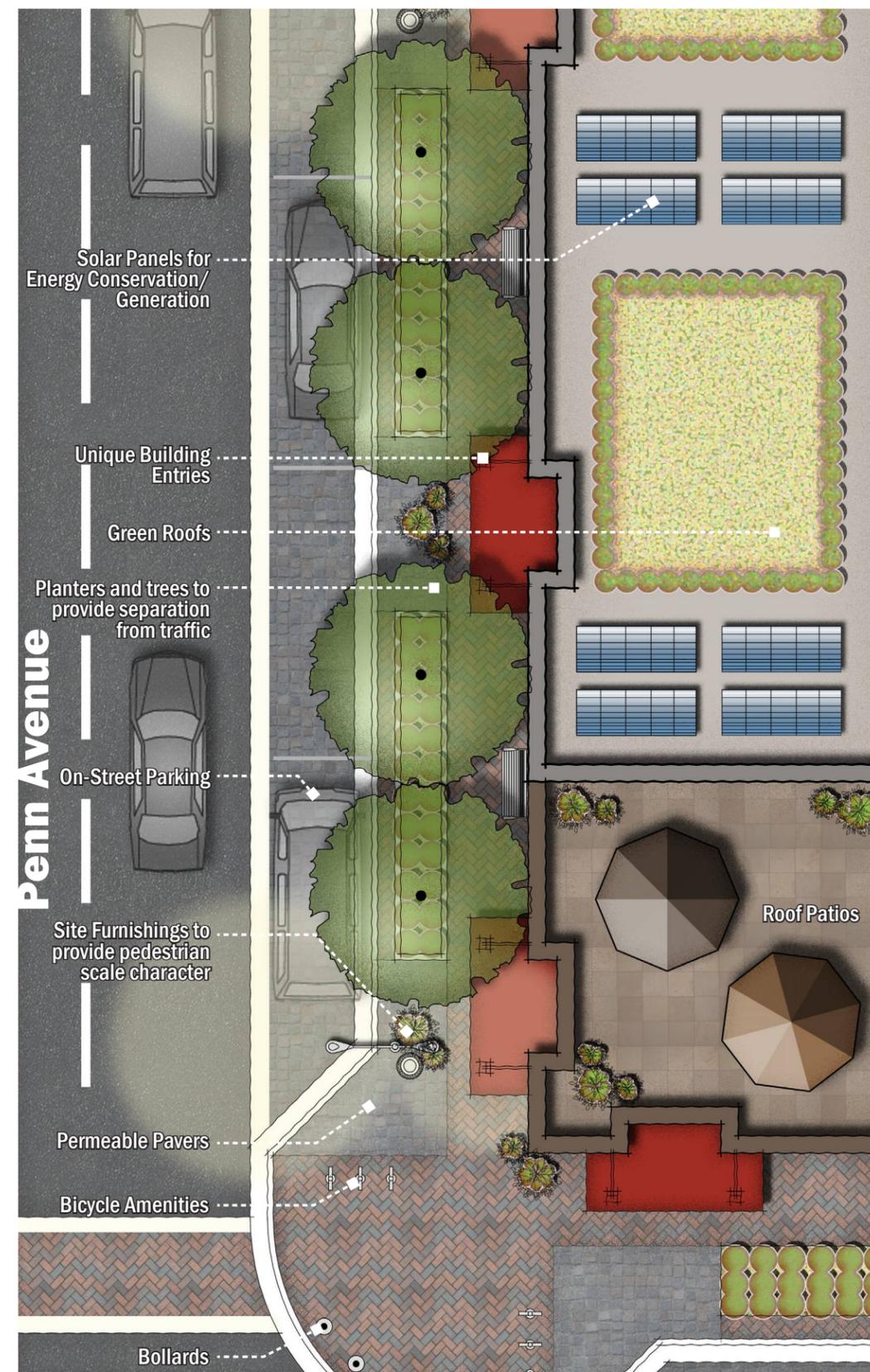
Energy generation, rainwater re-use, reduced heat gain, and certification are the core elements of sustainability addressed along Penn Avenue. Addressing environmental heat gain is probably unique for design guidelines but as the negative effects of global warming become apparent, designing an urban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





## Mixed-Use Corridor

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



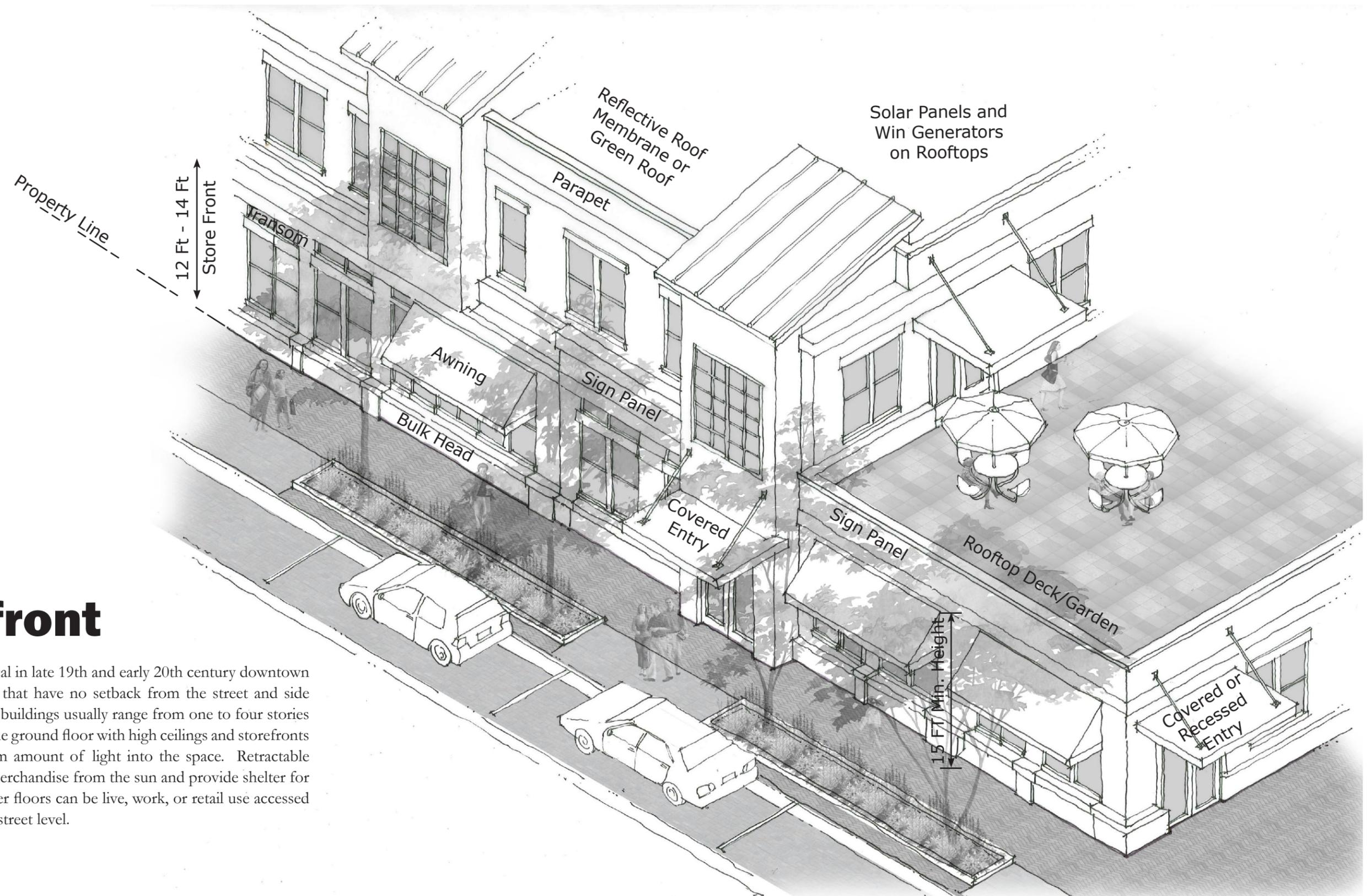
# Penn Avenue Street Type Design Guidelines

	Pedestrian Zone		Amenity Zone					Parking Zone			Sustainability				
	Pavement	Street Crossings	Pavement	Street Trees	Landscaping	Signage	Furnishings	Pavement	Bike Parking	Bump-outs	Green Roofs	In-pavement Heating	Rainwater	Energy Use	Lighting
<b>S1:</b> Mixed-Use Corridor	Mix of concrete and brick pavers preferably with structural soil base but standard base okay.	Reflective, thermo-plastic tape or similar.	Mix of concrete and brick pavers with structural soil base.	Salt-tolerant shade and ornamental trees with varied color and lacy foliage. Ornamental trees only in locations not conflicting with business signage. Trees in tree guards and grates.	Mix of salt-tolerant perennial and annual plants in pots, hanging baskets, and raised planters. Use shrubs sparingly.	Public, way-finding signage. Small sandwich-board business sign during business hours only.	Contemporary character and pedestrian-scale street lights plus benches, trash/recycling bins, bollards, banners. Café seating by conditional use.	Permeable pavement preferable or match street pavement.	Bike racks to match character of street furnishings.	Pavement and furnishings to match amenity zone. Bus shelters. Signature landscaping.	On bus shelters. On doorway canopies if preferred by property owner as conditional use.	Preferred in pedestrian zone only if solar powered.	Infiltration trenches under amenity zone. Permeable pavement in parking zone.	PV solar or wind generators on public facilities (park & ride) along corridor.	Dark-sky friendly, cut-off light fixtures. LED lamps.
<b>S2:</b> Residential Street	Concrete with band of structural soil base at street tree locations.	Painted.	None.	Mix of salt-tolerant shade trees with fall color.	Turf or salt-tolerant perennial plants.	None.	Contemporary, pedestrian-scale street lights. Bollards and banners on Penn Avenue.	Permeable pavement.	None.	Signature landscaping and pavement pattern.	On bus shelters along Penn Avenue.	None.	Rainwater gardens in amenity zone. Permeable pavement in parking zone.	Use of low-energy lighting.	Dark-sky friendly, cut-off light fixtures. LED lamps.
<b>S3:</b> Side Street	Mix of concrete and brick pavers preferably with structural soil base but standard base okay.	Reflective, thermo-plastic tape or similar along Penn Avenue. Painted other locations.	Mix of concrete and brick pavers with structural soil base.	Salt-tolerant shade and ornamental trees with varied color. Lacey foliage at commercial locations. Ornamental trees only in locations not conflicting with business signage.	Mix of salt-tolerant perennial and annual plants. Turf as accent only.	Public, way-finding signage. Small sandwich-board business sign during business hours only.	Contemporary character and pedestrian-scale street lights plus benches, trash/recycling bins, bollards, banners. Café seating by conditional use.	Permeable pavement.	Bike racks matching character of street furnishings located at commercial frontages only.	Pavement and furnishings to match amenity zone. Bus shelters. Signature landscaping.	On bus shelters. On doorway canopies if preferred by property owner by conditional use.	Preferred in pedestrian zone - only if solar powered.	Rainwater gardens in amenity zone. Permeable pavement in parking zone.	PV solar or wind generators on public facilities (park & ride) along corridor.	Dark-sky friendly, cut-off light fixtures. LED lamps.
<b>S4:</b> Commuter Bike Street	Concrete with band of structural soil base at street tree locations.	Painted.	None.	Mix of salt-tolerant shade trees with fall color.	Turf or salt-tolerant perennial plants.	Way-finding.	Contemporary, pedestrian-scale street lights.	Permeable pavement.	None.	Signature landscaping and pavement pattern.	N/A	None.	Rainwater gardens in amenity zone. Permeable pavement in parking zone.	Use of low-energy lighting.	Dark-sky friendly, cut-off light fixtures. LED lamps.
<b>S5:</b> Alley Street	N/A	Match sidewalk pavement.	None.	Ornamental trees or small shade trees in random pattern.	Landscaped buffers at edge of right of way	None.	Security lighting.	N/A	Bike racks and bike lockers.	N/A	N/A	None.	Permeable pavement. Rainwater gardens.	Use of low-energy lighting.	Dark-sky friendly, cut-off light fixtures. LED lamps.

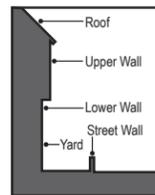


# Storefront

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



# Penn Avenue Frontage Type Design Guidelines

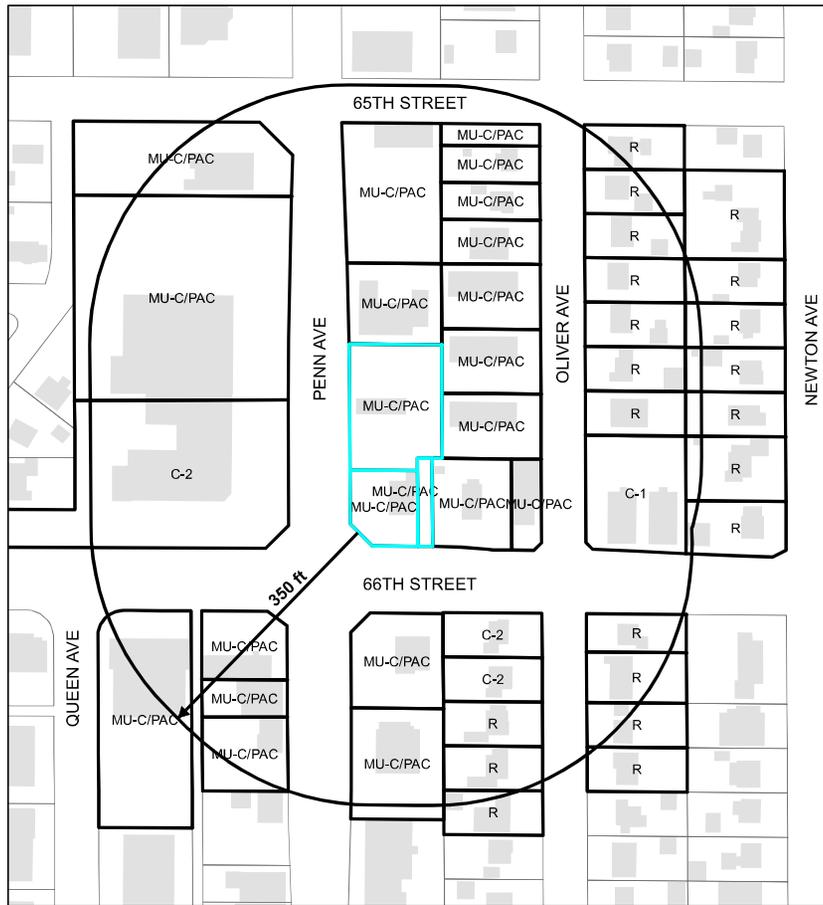


	Awnings			Shelter			Signage			Roof			
	Placement	Materials	Technique	Type and Size	Materials	Technique	Type and Size	Materials	Technique	Style and Pitch	Materials	Technique	
<b>F1: Storefront</b>	- Fit to width & shape of storefront window opening. - Top of awning at top of transom or storefront opening.	- Fabric awning material in colors compatible with historic building style.	- Fixed or retractable awnings in traditional style.	- Cantilevered roof shelter over entry. - Relate to entry opening.	- Wood or iron framed shelter structure. - Wood, metal or composition shingle consistent with building style.	- Detailing consistent with building style.	- bldg panel/ltrs, cant. sign board, banner, flag, neon, lettering, awning sign, sandwich board, monument. - Refer to sign ordinance for size requirements.	- metal, glass, wood, plastic, stone, brick, concrete	- external ltrg pref., back-lit letters okay, (no back-lit boards), sand-blasted wood, lettering on window, raised letters on panel.	- Low pitched roof behind masonry parapet.	- Membrane or metal roof. - Brick, stone, cast stone, metal or wood cornice.	- Cap parapelt with integral or projecting cornice. - Consistent with contemporary building style.	
<b>F2: Door Yard</b>	- Same as F1			- Same as F1			- Same as F1			- Low slope with parapet. - Steep pitch (8" to 12" min.) gable roof.	- Low slope membrane roof. - Steep pitch metal, or wood, slate or composition shingle.	- Detailing consistent with contemporary building style. - Refer to frontage sketch.	
<b>F3: Porch Yard</b>	- Same as F1			- Covered porch at entry. - 8 ft minimum depth. - Porch floor 12" to 48" above grade.	- Wood railings and trim, painted, masonry piers. - Roof covering to match main roof.	- Roof similar to main roof. - Detailing consistent with building style.	- Same as F1			- Consistent with house style.	- Consistent with house style.	- Consistent with house style.	
<b>F4: Garage</b>	- N/A			- 2nd floor cantilevered balcony. - 4 ft to 8 ft depth depending on building setback.	- Wood, iron or concrete framed balcony structure. - Wood, iron or glass railings.	- Detailing consistent with building style.	- N/A			- Consistent with house style.	- Consistent with house style.	- Consistent with house style.	
<b>F5: Alley</b>	- Same as F1			- Same as F1			- Same as F1			- Same as F1	- Same as F1	- Gutter at roof when roof drains to rear. - Roof pitch can show. - Consistent with building style.	
<b>F6: Garage Entry</b>	- N/A			- Same as F1			- Fit within architectural features. - Refer to residential sign ordinance for size requirements.	- Same as F1			- Same as primary frontage.		
<b>F7: Parking Yard</b>	- N/A			- N/A			- On wall or fence. - Ground mounted in landscape area. - Refer to sign ordinance for size requirements.	- Painted wood or metal. - Raised Letters.	- Extremely lighted. - No back-lit sign boards.	- N/A			

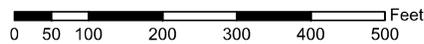
Introduction  
Street Types  
Frontage Types



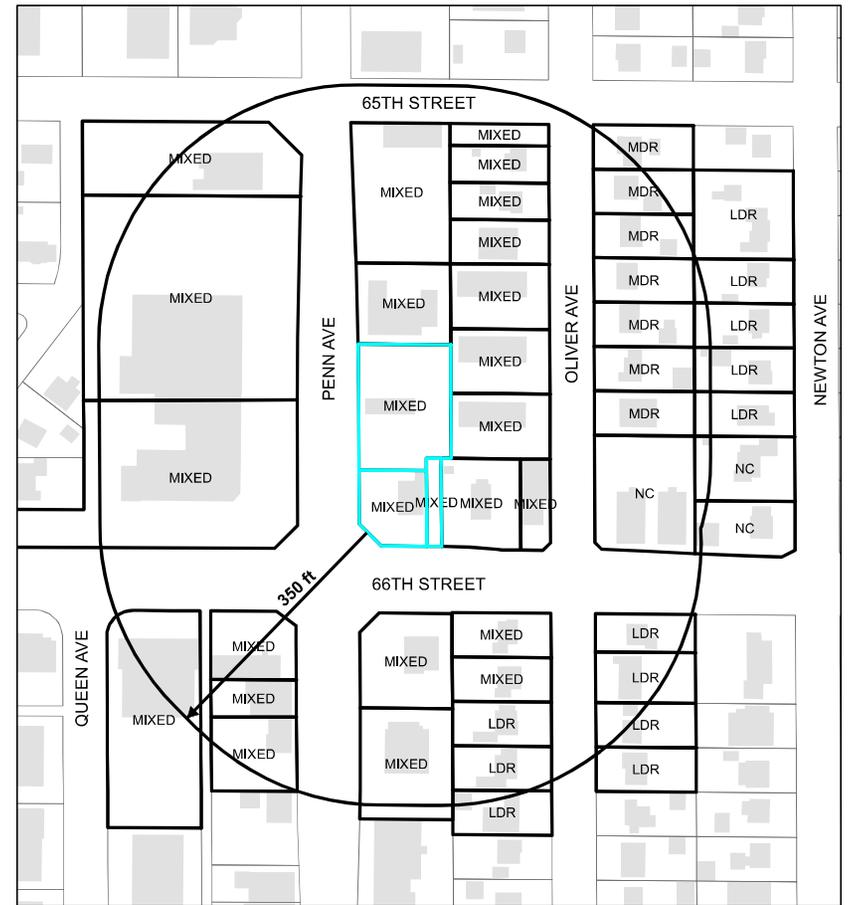
# 6529-6545 Penn Ave & 2210 66th St W Surrounding Zoning



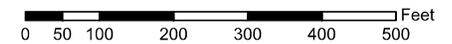
MU-C - Mixed-Use Community  
 PAC - Penn Avenue Corridor Overlay  
 C-1 - Neighborhood Business  
 C-2 - General Commercial  
 R - Single Family Residential



# 6529-6545 Penn Ave & 2210 66th St W Surrounding Comprehensive Plan



MIXED - Mixed Use  
 LDR - Low Density Residential  
 MDR - Medium Density Residential  
 NC - Neighborhood Commercial





## PLANNING COMMISSION MEETING 9/25/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director  
9/20/2017

### **ITEM FOR COMMISSION CONSIDERATION:**

**Public hearing to consider changes to the city's zoning ordinances related to driveway regulations.**

### **EXECUTIVE SUMMARY:**

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

Under current regulations, driveway width is determined in two ways:

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

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

To remedy those related issues, staff proposes to amend the clause regarding lot widths and add a new clause to the ordinance, as follows:

1. Width shall not exceed 35% of the front yard area, up to 20 feet maximum, whichever is less;
2. Driveway width shall not exceed the width of the curb cut within the boulevard and abutting ten feet of property. Beyond that point, width may increase to the number established by Item (1). The widened portion of the driveway shall be screened with plantings.

### **Effects of proposed changes to driveway width in front yard and boulevard area:**

- All lot widths: A driveway with a narrower curb cut would retain the existing width through the boulevard and first 10 feet of private property, then be allowed to expand up to 17.5 feet to 20 feet (depending on lot width), regardless of current garage width.

- 50 foot lot with existing 17.5-foot wide curb cut or wider garage – no change.
- 60 foot lot with existing wider curb cut or wider garage – reduction in maximum driveway width from 21 feet to 20 feet.
- 75 foot lot with existing wider curb cut or wider garage – reduction in maximum driveway width from 22 feet to 20 feet.
- Driveways on the street/corner side of corner lots (not in front yard area) – no change.

**Other proposed changes to driveway regulations:**

In addition to relaxing the regulation for narrow garages, staff is proposing to modify the following:

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

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

**RECOMMENDED ACTION:**

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

**BASIS OF RECOMMENDATION:**

**A. HISTORICAL CONTEXT**

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

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

Zoning Code Section 507.07, Subdivision 36 defines "driveway" as follows:

"An area designed to provide ingress and egress for motor vehicles from the street to a garage or other authorized off-street parking area; the term does not include:

- A noncontiguous area exclusively set aside or used for the parking and storage of recreational vehicles and equipment; or
- Parking lots.

No changes are proposed to the above definition of "driveway" as part of this code amendment.

Changes are proposed to the following subsections regulating driveways in the front yard and boulevard area:

Single-Family Residential (R) - 514.05 Subd. 6  
Low-Density Single-Family Residential (R-1) - 518.05 Subd. 6  
Two-Family Residential (MR-1) - 522.05 Subd. 6

Arterial and collector streets are designated as follows:

**ARTERIAL**

66th Street  
Lyndale Avenue  
Nicollet Avenue  
Penn Avenue  
Cedar Avenue  
Xerxes Avenue (62nd to 66th Streets)  
76th Street (Girard to Xerxes Avenues)  
77th Street (Cedar Avenue to 35W)

**COLLECTOR**

12th Avenue (66th to 78th Streets)  
Bloomington Avenue (62nd to 66th Streets)  
Diagonal Boulevard  
65th Street (Nicollet Ave to Rae Dr)  
70th Street (Diagonal Blvd to Lyndale Ave)  
73rd Street (Diagonal Blvd to Lyndale Ave)  
76th Street (Cedar to Girard Avenues)

**C. CRITICAL TIMING ISSUES:**

None.

**D. FINANCIAL IMPACT:**

None.

**E. LEGAL CONSIDERATION:**

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

**ALTERNATIVE RECOMMENDATION(S):**

Recommend approval of the attached draft ordinance with modifications.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

None

**ATTACHMENTS:**

Description	Type
☐ Ordinance	Ordinance
☐ City Council Memo No. 66 - Driveway Size Regulations	Backup Material
☐ Attached garage diagram	Backup Material
☐ Detached garage diagram	Backup Material
☐ Examples from Google Street View	Backup Material

BILL NO. \_\_\_\_\_

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

**THE CITY OF RICHFIELD DOES ORDAIN:**

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

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

- a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;
- b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;
- c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);
- d) Within the front yard area, vehicles shall only be parked on the driveway area;
- e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:
  - (i) ~~They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area~~ Width shall not exceed 35% of the front yard area, up to 20~~22~~ feet maximum, whichever is less (curb cut radii excluded);
  - (ii) Driveway width shall not exceed the width of the curb cut within the boulevard and abutting ten feet of property. Beyond that point, width may increase to the number established by item (i). The expanded portion of the driveway shall be screened with plantings;
  - (iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;
  - (~~iii~~iv) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;
  - (iv) Only one (1) curb cut shall be permitted from a public street to an ~~interior~~ lot. ~~A corner lot may have one (1) curb cut from each public street,~~

~~provided the driveway setback requirement in item (iii) above is met and~~  
Lots with alley access shall not be permitted to install a curb cut;

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

- f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;
- g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works; ~~except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and~~
- h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial ~~and collector~~ streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

## Section 2

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

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

- a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;
- b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;
- c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);
- d) Within the front yard area, vehicles shall only be parked on the driveway area;

- e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:
- (i) ~~They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area~~ Width shall not exceed 35% of the front yard area, up to ~~2022~~ feet maximum, whichever is less (curb cut radii excluded);
  - (ii) Driveway width within the boulevard area and abutting ten feet of property shall not exceed the width of the curb cut. Beyond that point, width may increase to the number established by item (i). The tapered portion of the driveway should be screened with plantings;
  - (iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;
  - ~~(iiiiv)~~ (iv) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;
  - (iv) Only one (1) curb cut shall be permitted from a public street to an interior lot. ~~A corner lot may have one (1) curb cut from each public street, provided the driveway setback requirement in item (iii) above is met and~~ Lots with alley access shall not be permitted to install a curb cut;
  - (vi) Upon written request from the landowner, items (i), (ii), (iii), and (iv) and (v) above may be varied by the Director with a finding of necessity and public convenience;
- f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;
- g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works; ~~except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and~~
- h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial ~~and collector~~ streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

Section 3

Subsection 522.05, Subdivision 6 of the Richfield City Code relating to allowable accessory buildings and uses in the Two-Family Residential (MR-1) District is amended to read as follows:

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

- a) All such driveways, parking areas, turnaround areas, and sidewalks shall be set back no less than one foot from any lot line abutting another parcel, except that upon written request from the landowner, the Director may reduce or rescind this setback requirement for shared access agreements or with a finding of necessity and public convenience;
- b) All such driveways, parking areas, turnaround areas, and sidewalks shall be constructed with concrete, asphalt, concrete pavers, brick set in compacted sand, or other material approved by the Director;
- c) No parking area shall be permitted in the front yard area except as allowed by paragraph d);
- d) Within the front yard area, vehicles shall only be parked on the driveway area;
- e) Driveways, where located within the boulevard or the front yard area, are subject to the following requirements:
  - (i) ~~They shall not exceed 22 feet in width up to a maximum of 35% of the front yard area~~ Width shall not exceed 35% of the front yard area, up to 2022 feet maximum, whichever is less (curb cut radii excluded);
  - (ii) Driveway width within the boulevard area and abutting ten feet of property shall not exceed the width of the curb cut. Beyond that point, width may increase to the number established by item (i). The tapered portion of the driveway should be screened with plantings;
  - (iii) Curb cut radii (five (5) feet minimum) shall not encroach upon the boulevard of abutting properties;
  - (iiiiv) On corner lots, driveways shall be set back at least 30 feet from an intersection, as measured from the point where the extended curblines of the streets intersect;
  - (iv) Only one (1) curb cut shall be permitted from a public street to an interior lot. A corner lot may have one (1) curb cut from each public street, provided the driveway setback requirement in item (iii) above is met and Lots with alley access shall not be permitted to install a curb cut;
  - (vi) Upon written request from the landowner, items (i), (ii), (iii), ~~and~~-(iv) and (v) above may be varied by the Director with a finding of necessity and public convenience;
- f) Any expansion, installation or replacement of a driveway, parking or turnaround area on a lot shall be subject to a city permit;

- g) Any expansion, installation or replacement of a curb cut from a public street to a lot shall be subject to a city permit and any curb cut abandoned with the installation of a new cut shall be extinguished and replaced with curb and gutter according to specifications determined by the Director of Public Works; ~~except as provided in (e) (iv), provided the curb cut meets all requirements of (e) and is in service for driveway or parking purposes; and~~
- h) A turnaround area may be located within a front yard subject to the requirements of this paragraph. The turnaround area is limited to the front yard of arterial ~~and collector~~ streets only. The turnaround area cannot exceed 150 square feet. The turnaround area must be contiguous to the driveway. The turnaround area shall be set back no less than 3 feet from any public sidewalk.

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

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

\_\_\_\_\_  
Pat Elliott, Mayor

ATTEST:

\_\_\_\_\_  
Elizabeth VanHoose, City Clerk

**CITY OF RICHFIELD, MINNESOTA**  
Office of City Manager

July 6, 2017

Council Memorandum No. 66

The Honorable Mayor  
and  
Members of the City Council

Subject: Driveway Size Regulations

Council Members:

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

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

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

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

Since the adoption of these rules, once or twice each summer, Inspections and/or Planning gets complaints from property owners with a single car garage about these rules. The rules prohibit a property with a single-car garage from having a driveway that is wider than the garage itself. While street parking is available in most locations (with the exception of snow emergencies), property owners would generally prefer to park on a driveway. A recent such request has been received by staff and some Council Members.

Unless Council Members object, staff will look at some potential options to relax the existing rules for properties with a single car garage to submit to the Council for your consideration. However, this will be done with careful attention to the underlying restrictions that were put in place in 2005 to correct a long standing problem identified by the City Council at that time.

Respectfully submitted,

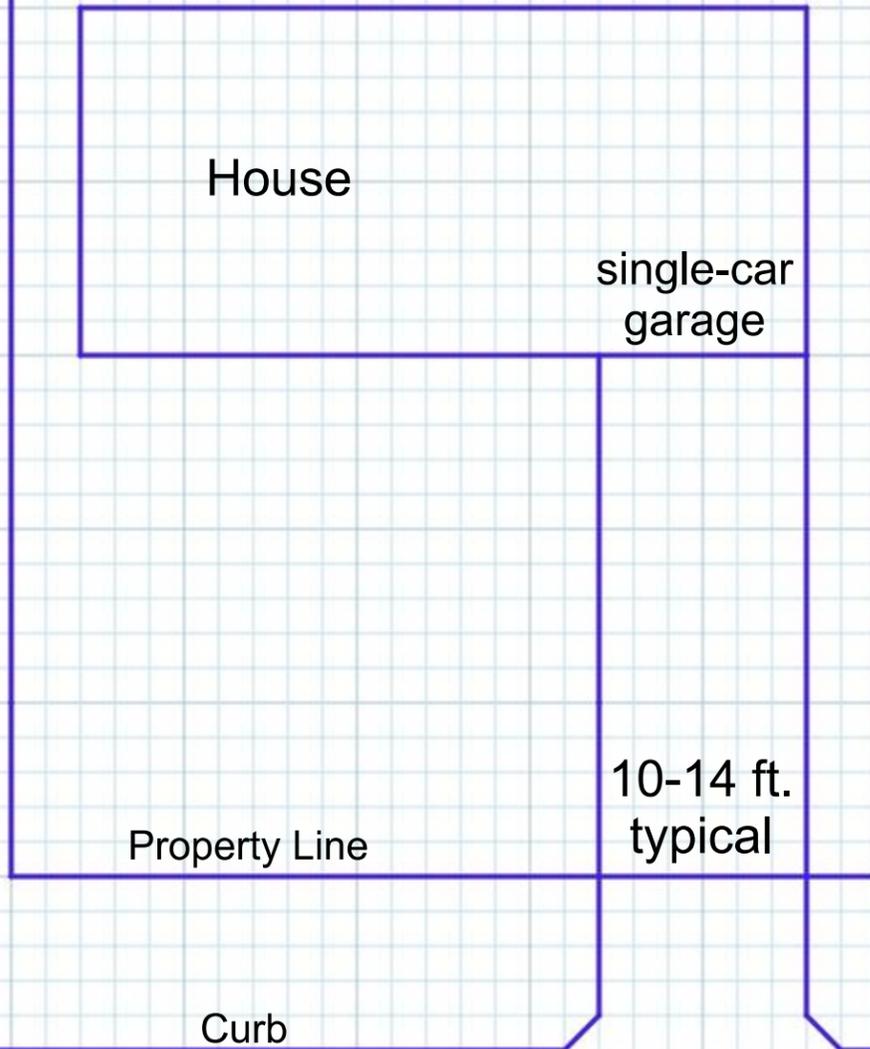
A handwritten signature in blue ink that reads "Steven L. Devich". The signature is written in a cursive style with a large, stylized "S" and "D".

Steven L. Devich  
City Manager

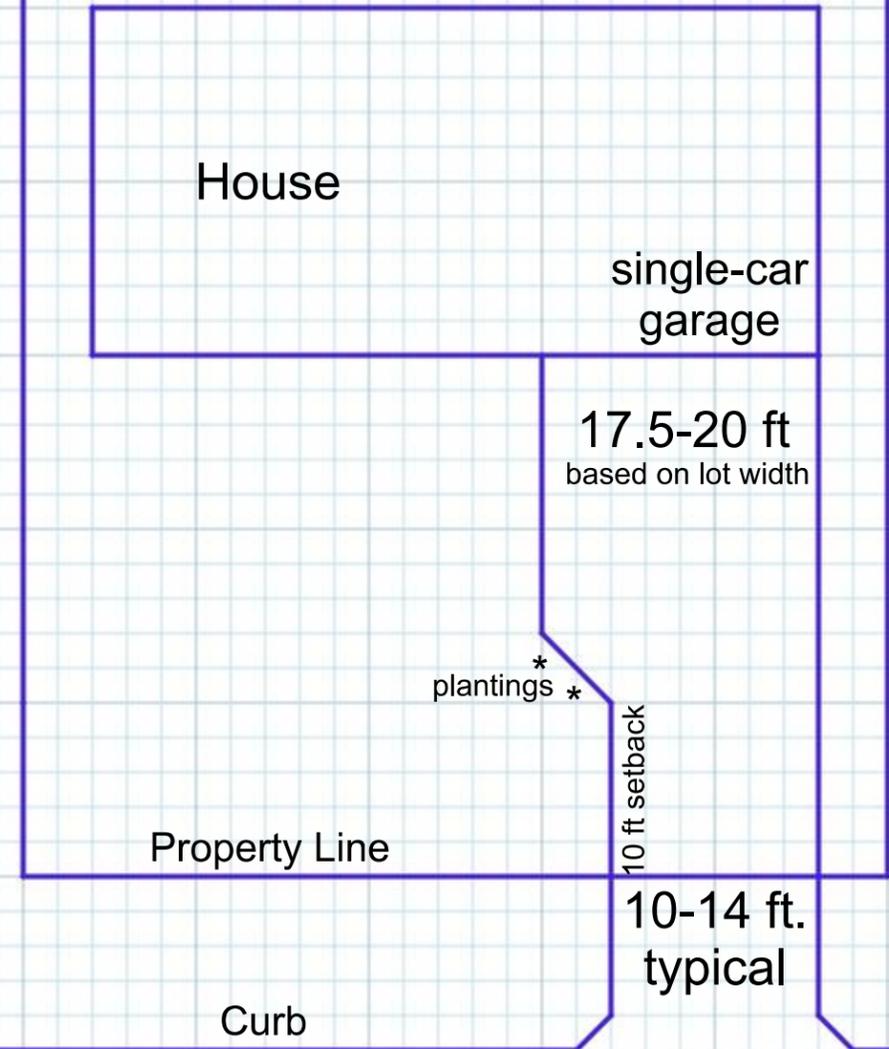
SLD:tff

Email: Assistant City Manager  
Department Directors  
City Planner

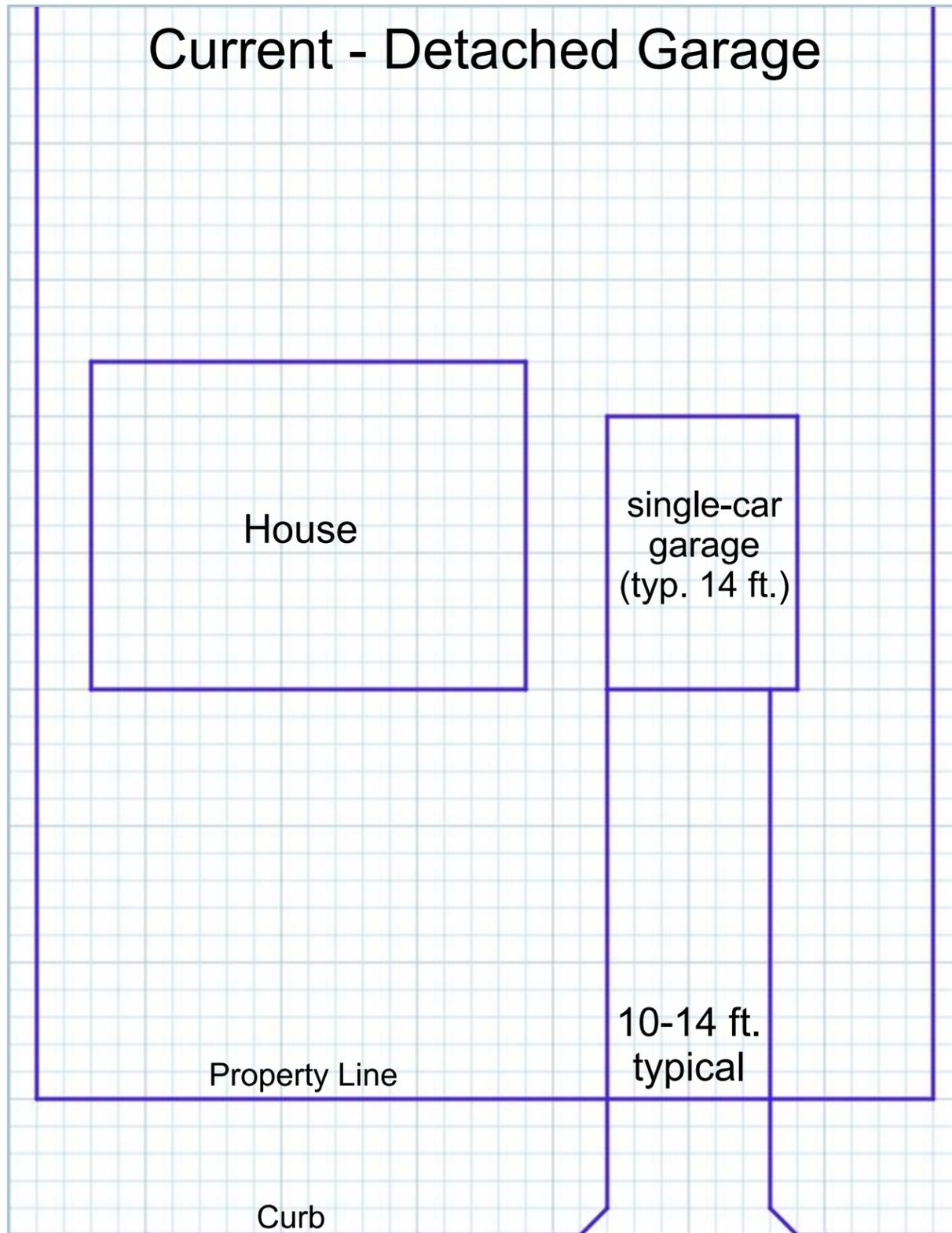
# Current - Attached Garage



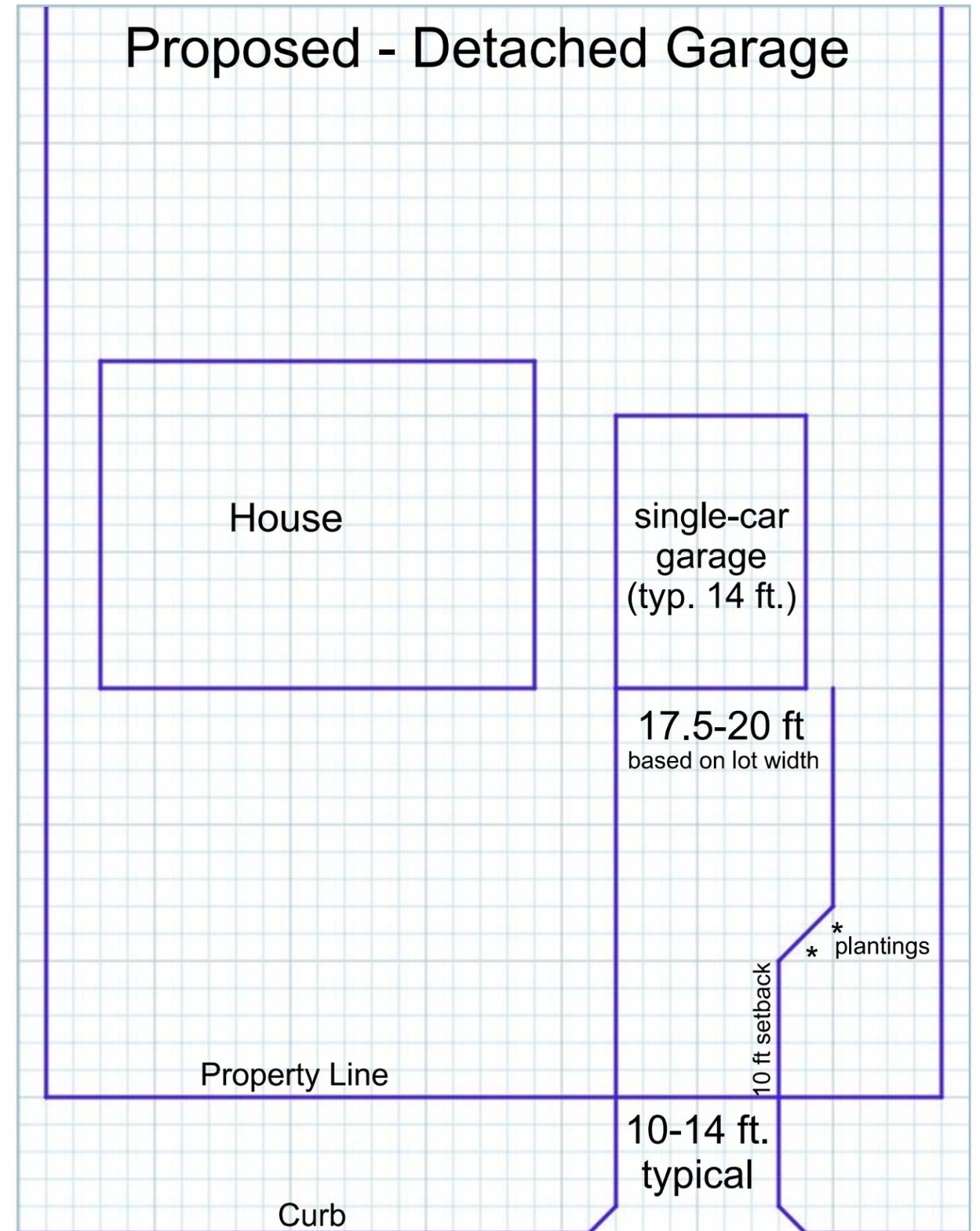
# Proposed - Attached Garage



# Current - Detached Garage



# Proposed - Detached Garage



## Examples of existing non-conforming or illegal driveway expansions in the boulevard

The ordinance amendment will clarify maximum width allowed in the boulevard area to avoid situations such as these:



## Existing narrow curb cut expands to a driveway wider than single-car garage:

This is currently not permitted, but will be permitted under the amended ordinance.



**Example of corner lot with two curb cuts and driveways (one on each street):**

Under the proposed ordinance amendment, the existing front driveway would have been required to be removed before installing the new curb cut and detached garage. Additionally, this front driveway is non-conforming as it is too close to the intersection.



**Example of a front driveway on a block where all other properties use alley access:**

Under the proposed amendment, front yard driveways are prohibited where alley access is available. This is currently the city's policy for new homes constructed through the Richfield Rediscovered program and would be applied citywide.





## PLANNING COMMISSION MEETING 9/25/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

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

### **ITEM FOR COMMISSION CONSIDERATION:**

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

### **EXECUTIVE SUMMARY:**

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

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

### **RECOMMENDED ACTION:**

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

### **BASIS OF RECOMMENDATION:**

#### **A. HISTORICAL CONTEXT**

None.

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

The property is zoned Mixed Use Community (MU-C) within the Penn Avenue Corridor (PAC) overlay. Fence height is regulated by Zoning Code Subsection 509.15, Subdivision 3.

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

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

2. *There are unusual or unique circumstances that apply to the property which were not created by the applicant and do not apply generally to other properties in the same zone or vicinity. The property was previously zoned Industrial (I), prior to the adoption of the Penn Avenue Corridor Master Plan and*

subsequent rezoning to Mixed Use. All existing fences on the property are eight (8) feet in height as permitted under the previous zoning. These circumstances do not apply to other properties within the Mixed Use District or the City as a whole.

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

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

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

**C. CRITICAL TIMING ISSUES:**

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

**D. FINANCIAL IMPACT:**

None.

**E. LEGAL CONSIDERATION:**

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

**ALTERNATIVE RECOMMENDATION(S):**

None.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

Jason Hall, on behalf of AT&T

**ATTACHMENTS:**

Description	Type
☐ Resolution	Resolution Letter
☐ Plans, zoning map	Backup Material

**RESOLUTION NO. 216**

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

**WHEREAS**, an application has been filed with the City of Richfield which requests approval of a variance on the parcel of land commonly known as 6401 Penn Avenue (the "Property") and legally described as:

Lot 1, Block 1, RICHFIELD FIRE STATION 2, Hennepin County, Minnesota

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

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

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

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

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

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

1. The Planning Commission makes the following general findings:
  - a. The Property is zoned Mixed Use Community (MU-C) within the Penn Avenue Corridor (PAC) Overlay District.
  - b. The proposed eight (8) foot fence would exceed the maximum allowed height of six (6) feet.  
A variance from Subsection 509.15, Subd. 3 is required.
2. With respect to the application for a variance from the above-listed requirements, the Planning Commission makes the following findings:
  - a. Strict enforcement of the Zoning Code subsection listed above would cause a practical difficulty by denying the applicant the same security measures afforded to the existing telecommunication equipment on the property.

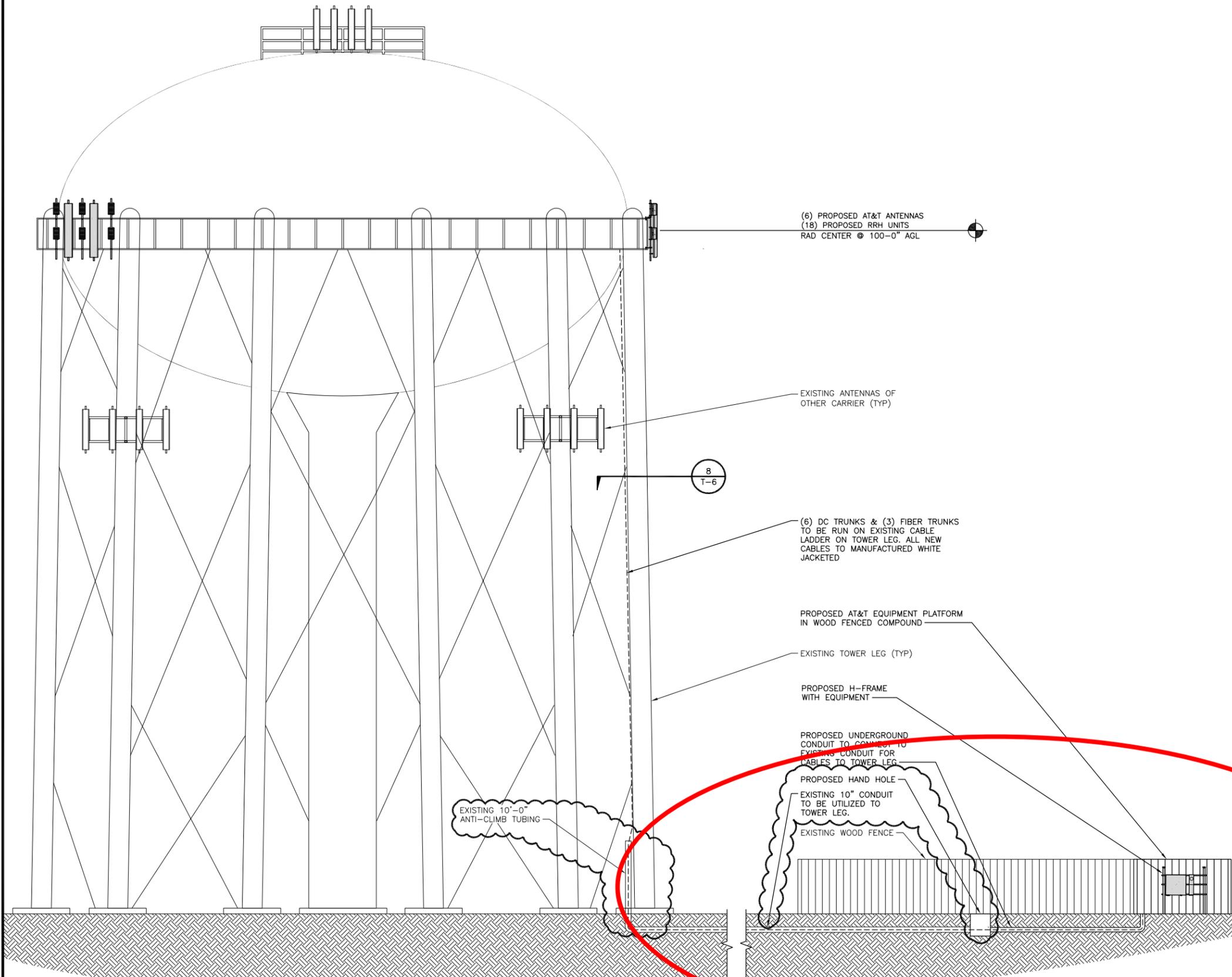
- b. Unique circumstances affect the Property that were not created by the land owner. The property was previously zoned Industrial (I), prior to the adoption of the Penn Avenue Corridor Master Plan and subsequent rezoning to Mixed Use. All existing fences on the property are eight (8) feet in height as permitted under the previous zoning. These circumstances do not apply to other properties within the Mixed Use District or the City as a whole.
  - c. Granting the variance will not alter the character of the neighborhood. The existing fence is eight (8) feet in height.
  - d. The variance requested is the minimum necessary to properly secure and screen the proposed telecommunication equipment enclosure.
  - e. The variance is in harmony with the general purpose and intent of the ordinance and consistent with the comprehensive plan. The proposed fence will not adversely impact the aesthetics of the community or its health, safety and welfare.
3. Based upon the above findings, a variance to the above-specified requirement is hereby approved according to the terms of Richfield City Code Subsection 547.11 with the following additional stipulation:
- a) The fence shall be substantially similar in design and color to the existing fence enclosure on the property; and

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

\_\_\_\_\_  
Chairperson, Richfield Planning Commission

**ATTEST:**

\_\_\_\_\_  
Secretary, Richfield Planning Commission



THIS IS NOT AN ALL INCLUSIVE LIST. CONTRACTOR SHALL UTILIZE SPECIFIED EQUIPMENT PART OR ENGINEER APPROVED EQUIVALENT. CONTRACTOR SHALL VERIFY ALL NEEDED EQUIPMENT TO PROVIDE A FUNCTIONAL SITE.

THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:

PROPOSED-TOWER:  
 INSTALL (3) KMW EPBQ-654L8H8-L2 ANTENNAS  
 INSTALL (3) KMW EPBQ-654L8H8-B ANTENNAS  
 INSTALL (18) ALCATEL-LUCENT RRH UNITS  
 INSTALL (3) RAYCAP DC6-48-60-18-8F SURGE UNIT  
 INSTALL (6) DC POWER TRUNK  
 INSTALL (3) FIBER TRUNK

PROPOSED-SITE:  
 INSTALL (1) 10'-0"x15'-0" STEEL EQUIPMENT PLATFORM  
 INSTALL (1) H-FRAME WITH HOFFMAN AND POWER METER  
 INSTALL WOOD FENCE AROUND LEASE AREA

PROPOSED-PLATFORM:  
 INSTALL (3) DC POWER CABINET  
 INSTALL (1) BATTERY CABINET  
 INSTALL (1) FLEXSURE FLX16WS PURCELL CABINET ON PLINTH  
 INSTALL (1) FLEXSURE FLX12WS PURCELL CABINET STACKED  
 INSTALL (1) ROSENBERGER FB-15-ABOX FIBER ENCLOSURE  
 INSTALL (1) RAYCAP DC12-48-60-25E OUTDOOR SURGE UNIT  
 INSTALL (1) GPS KIT

AT&T TO VERIFY  
 REQUIRED PLATFORM  
 EQUIPMENT.

**AT&T  
 MOBILITY**

901 MARQUETTE AVENUE  
 MINNEAPOLIS, MN 55402

**BLACK & VEATCH**

BLACK & VEATCH CORPORATION  
 7760 FRANCE AVENUE SOUTH  
 SUITE 1200  
 BLOOMINGTON, MN 55435

PROJECT NO:	129041.4413
DRAWN BY:	JJS
CHECKED BY:	JAT

REV	DATE	DESCRIPTION
1	07/25/17	PER COMMENTS
0	05/25/17	ISSUED FOR CONSTRUCTION

**PROJECT DESCRIPTION**

- FENCE NOT ENTIRELY SHOWN FOR CLARITY.
- WHEN STACKING CABLES 3 OR MORE DEEP, USE STACKABLE SNAP-INS, TALLEY PART NUMBER SSH-158-3 (OR ENGINEER APPROVED EQUAL)

**NOTES**

A MOUNT ANALYSIS WAS NOT PERFORMED AS A PART OF THE SCOPE OF WORK INCLUDED IN THESE CONSTRUCTION DRAWINGS. BASED ON ENGINEERING JUDGEMENT THE EXISTING MOUNT IS ADEQUATE TO SUPPORT THE EXISTING AND PROPOSED LOADING.

**MOUNT ANALYSIS NOTE**

THE EXISTING TOWER IS CURRENTLY BEING ANALYZED BY OTHERS TO DETERMINE ITS STRUCTURAL CAPACITY TO CARRY THE PROPOSED LOADS. THESE DRAWINGS HAVE BEEN CREATED BASED ON THE ASSUMPTION THAT THE STRUCTURAL ANALYSIS WILL SHOW THAT THE TOWER HAS SUFFICIENT CAPACITY TO SUPPORT THE PROPOSED NEW LOADS. INSTALLATION OF THE PROPOSED EQUIPMENT SHALL NOT COMMENCE UNTIL AN APPROVED STRUCTURAL ANALYSIS HAS BEEN RECEIVED BY THE OWNER OR AT&T AND HAS BEEN REVIEWED BY BLACK & VEATCH. CONTRACTOR SHALL REFERENCE THE TOWER STRUCTURAL ANALYSIS/DESIGN DRAWINGS FOR DIRECTIONS ON CABLE DISTRIBUTION/ROUTING.

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: ROBLEY A. EVANS

SIGNATURE: *[Signature]*

DATE: 07/27/2017 LICENSE# 43119 EXP. 6/18

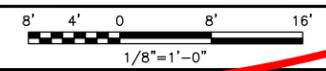
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

**RICHFIELD WT  
 MNL03036  
 6401 PENN AVENUE S.  
 MINNEAPOLIS, MN 55423  
 NSB**

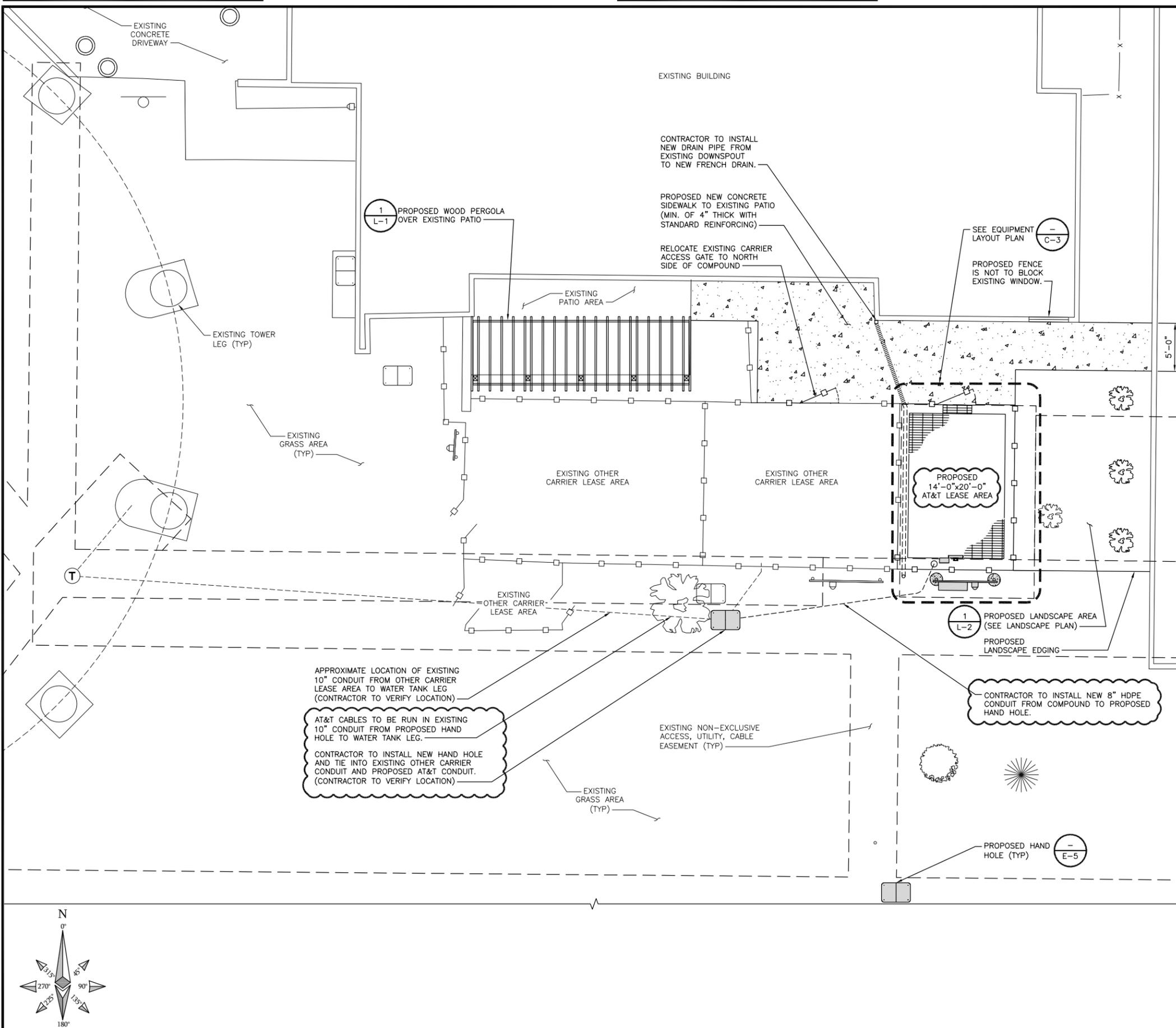
SHEET TITLE  
**TOWER ELEVATIONS**

SHEET NUMBER  
**T-1**

PROPOSED TOWER SOUTH ELEVATION



STRUCTURAL NOTE



THIS IS NOT AN ALL INCLUSIVE LIST. CONTRACTOR SHALL UTILIZE SPECIFIED EQUIPMENT PART OR ENGINEER APPROVED EQUIVALENT. CONTRACTOR SHALL VERIFY ALL NEEDED EQUIPMENT TO PROVIDE A FUNCTIONAL SITE.

THE PROJECT GENERALLY CONSISTS OF THE FOLLOWING:

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 INSTALL (3) KMW EPBQ-654LBH8-B ANTENNAS  
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 INSTALL (3) FIBER TRUNK

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 INSTALL (1) H-FRAME WITH HOFFMAN AND POWER METER  
 INSTALL WOOD FENCE AROUND LEASE AREA

**PROPOSED-PLATFORM:**  
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 INSTALL (1) FLEXSURE FLX12WS PURCELL CABINET STACKED  
 INSTALL (1) ROSENBERGER FB-15-ABOX FIBER ENCLOSURE  
 INSTALL (1) RAYCAP DC12-48-60-25E OUTDOOR SURGE UNIT  
 INSTALL (1) GPS KIT

AT&T TO VERIFY REQUIRED PLATFORM EQUIPMENT.

**PROJECT DESCRIPTION**

1. CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS.
2. CONTRACTOR SHALL MAINTAIN A 10'-0" MINIMUM SEPARATION BETWEEN THE PROPOSED LTE GPS ANTENNA AND TRANSMITTING ANTENNAS.
3. PROPERTY LINES ARE APPROXIMATIONS ONLY.
4. ANTENNAS & MOUNTS OMITTED FOR CLARITY.
5. FOR FIBER TRUNK REF AT&T LTE GUIDE LINES REV. 1.9 PAGE 13 TABLE 2.1.2.
6. FOR DC POWER CABLE TRUNK REF AT&T LTE GUIDE LINES REV 1.9 PAGE 14 TABLE 2.1.3
7. EXISTING UTILITIES MUST BE PROTECTED DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.

**NOTES**

WOOD FENCE	—□—□—□—
CHAINLINK FENCE	—x—x—x—
LEASE AREA	---
PROPOSED ICE BRIDGE	
EXISTING ICE BRIDGE	

**LEGEND**

**AT&T MOBILITY**

901 MARQUETTE AVENUE  
 MINNEAPOLIS, MN 55402

**BLACK & VEATCH**

BLACK & VEATCH CORPORATION  
 7760 FRANCE AVENUE SOUTH  
 SUITE 1200  
 BLOOMINGTON, MN 55435

PROJECT NO:	129041.4413
DRAWN BY:	JJS
CHECKED BY:	JAT

REV	DATE	DESCRIPTION
1	07/25/17	PER COMMENTS
0	05/25/17	ISSUED FOR CONSTRUCTION

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PRINT NAME: ROBLEY A. EVANS  
 SIGNATURE:   
 DATE: 07/27/2017 LICENSE# 43119 EXP. 6/18

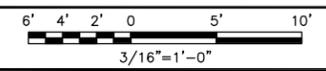
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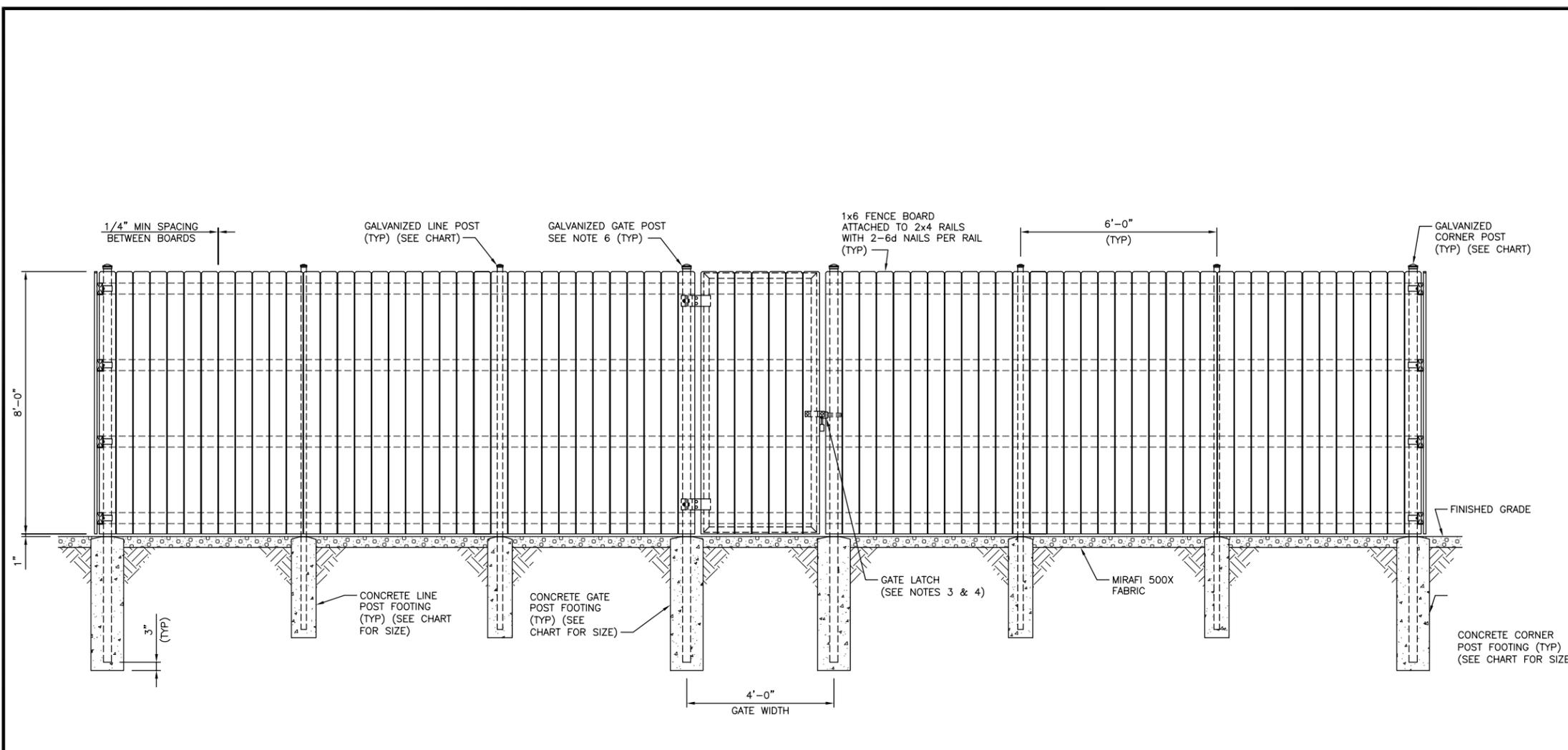
**RICHFIELD WT**  
 MNL03036  
 6401 PENN AVENUE S.  
 MINNEAPOLIS, MN 55423  
 NSB

SHEET TITLE  
**COMPOUND PLAN**

SHEET NUMBER  
**C-2**

**COMPOUND PLAN**





WOOD FENCE ELEVATION

NO SCALE

1

NOTES

1. WOOD FENCE (STOCKADE STYLE), HEAVY DUTY PRESSURE TREATED CEDAR WITH "ULTRA-WOOD" WATER REPELLENT TREATMENT. INSTALL FENCING AND GATE PER MANUFACTURER'S REQUIREMENTS.
2. ALL HARDWARE TO BE GALVANIZED.
3. LATCHES SHALL BE FORKED TYPE AND SHALL BE ARRANGED FOR PADLOCKING WITH THE PADLOCK ACCESSIBLE FROM BOTH SIDES OF THE GATE.
4. INSTALL COMBINATION PADLOCK ACCORDING TO AT&T'S REQUIREMENTS.
5. CONCRETE FOR FOOTINGS SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI.
6. STEEL POSTS SHALL BE GROUNDED.
7. EXISTING UTILITIES MUST BE PROTECTED DURING CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.

**AT&T  
MOBILITY**

901 MARQUETTE AVENUE  
MINNEAPOLIS, MN 55402



**BLACK & VEATCH**

BLACK & VEATCH CORPORATION  
7760 FRANCE AVENUE SOUTH  
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BLOOMINGTON, MN 55435

PROJECT NO: 129041.4413

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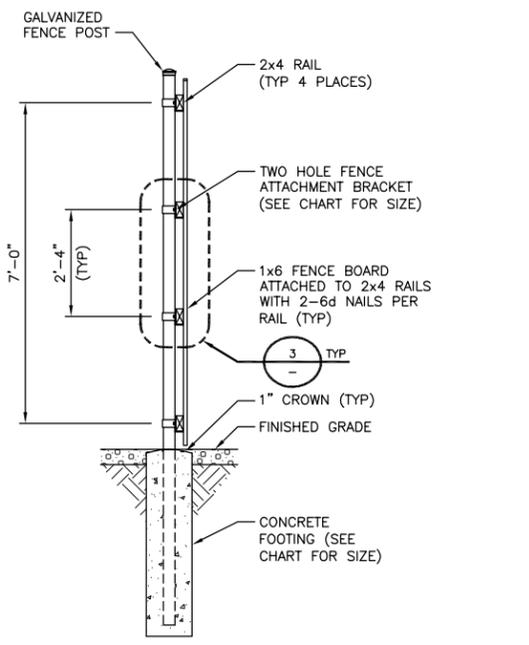
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EXP. 6/18

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**RICHFIELD WT  
MNL03036  
6401 PENN AVENUE S.  
MINNEAPOLIS, MN 55423  
NSB**

SHEET TITLE  
**FENCE DETAILS**

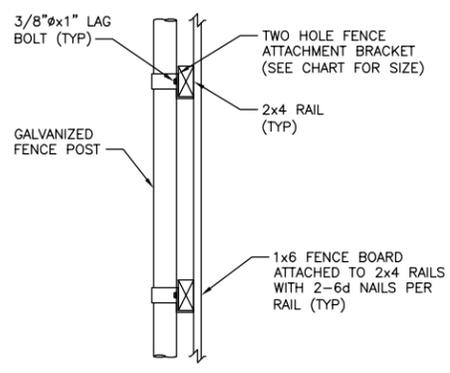
SHEET NUMBER  
**C-6**



TYPICAL FENCE SECTION

NO SCALE

2



ENLARGED FENCE SECTION

NO SCALE

3

TYPE	GALVANIZED FENCE POST		WOOD FENCE ATTACHMENT BRACKET SIZE
	SIZE	CONCRETE FOOTING SIZE	
CORNER	3" OD	12"x48"Ø	3"Ø
GATE	3" OD	12"x48"Ø	3"Ø
LINE	2" OD	9"x36"Ø	2"Ø

FENCE CHART

NO SCALE

4



# VIEW 1



EXISTING CONDITIONS

(2) PROPOSED AT&T ANTENNAS AND (6) RRU'S ON PROPOSED PIPE MOUNTS (TYP PER SECTOR)

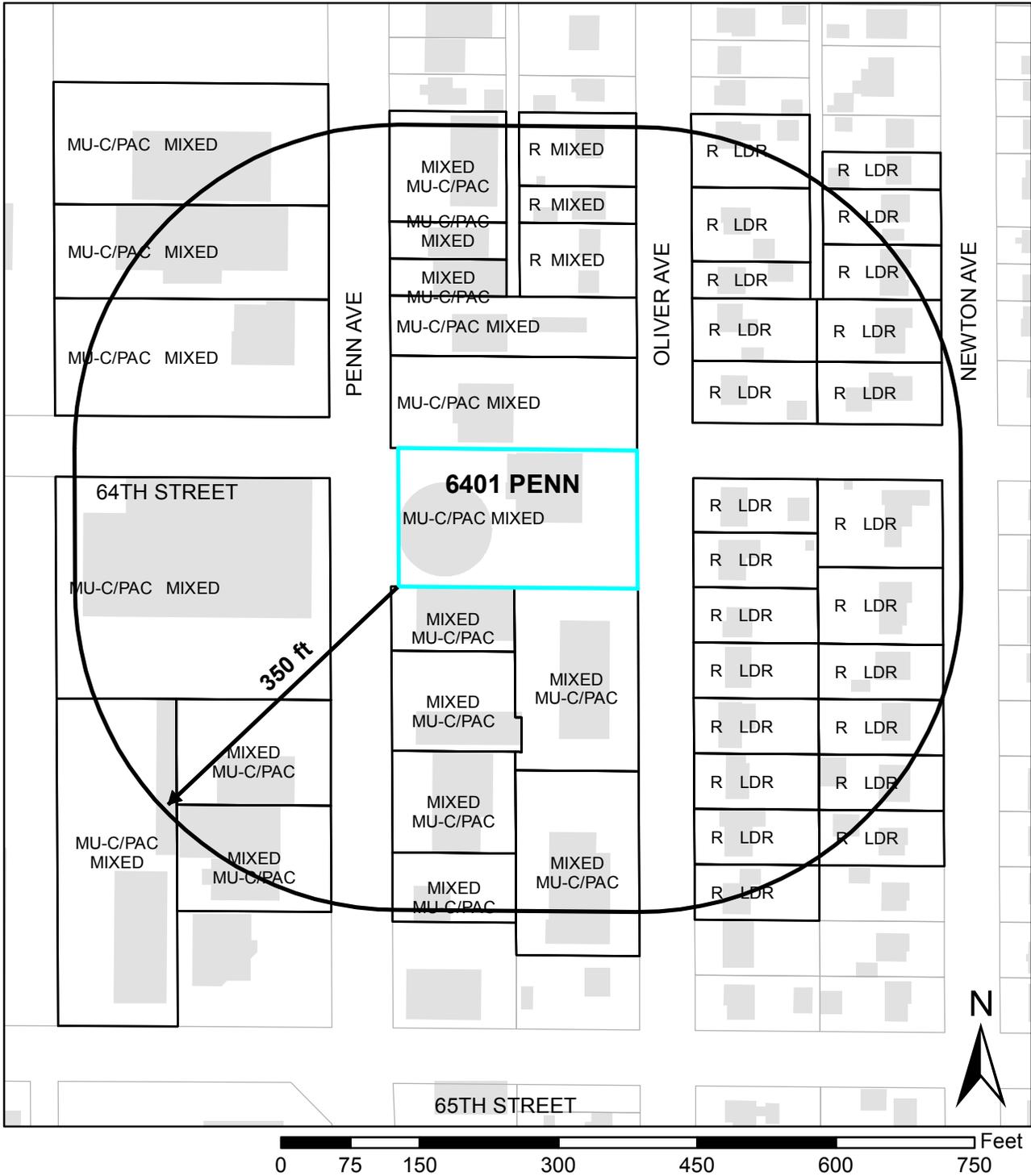
PROPOSED AT&T LEASE AREA



PHOTOGRAPHIC SIMULATION

# 6401 Penn Ave - VAR 9/2017

## Surrounding Zoning & Comp Plan



**ZONING:**  
 MU-C/PAC - Mixed-Use Community/Penn Avenue Corridor  
 R - Single Family Residential

**COMP PLAN:**  
 MIXED - Mixed-Use  
 LDR - Low Density Residential

AGENDA SECTION:	Other Business
AGENDA ITEM #	5.
CASE NO.:	PC Letter #10



## PLANNING COMMISSION MEETING 9/25/2017

REPORT PREPARED BY: Kate Aitchison, Housing Specialist

CITYPLANNER REVIEW:

### **ITEM FOR COMMISSION CONSIDERATION:**

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

### **EXECUTIVE SUMMARY:**

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

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

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

### **RECOMMENDED ACTION:**

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

### **BASIS OF RECOMMENDATION:**

#### **A. HISTORICAL CONTEXT**

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

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

- The city's purchases require a finding of consistency with the Comprehensive Plan by the Planning Commission.
- The 2008 Comprehensive Plan designates the Cedar Point Housing redevelopment area for high density residential.

- In April 2017, the City Council approved an amendment to the 2008 Comprehensive Plan designating the Cedar Avenue Corridor for mixed use development.
- The properties are both located within the area impacted by noise generated from the adjacent airport. The 2008 Comprehensive Plan, and the recent amendments seek to mitigate the impact of the airport through the redevelopment of single family housing to land uses that are less impacted by the runway noise.

**C. CRITICAL TIMING ISSUES:**

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

**D. FINANCIAL IMPACT:**

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

**E. LEGAL CONSIDERATION:**

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

**ALTERNATIVE RECOMMENDATION(S):**

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

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

None

**ATTACHMENTS:**

	Description	Type
☐	Resolution FOC 6839 Cedar and 6409 16th	Resolution Letter
☐	Map	Backup Material

**RESOLUTION NO.**

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

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

6839 Cedar: Lot 13, Block 4, Rich Acres

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

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

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

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

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Chairperson, Richfield Planning Commission

**ATTEST:**

\_\_\_\_\_  
Secretary, Richfield Planning Commission

# 6839 Cedar Ave & 6409 16th Ave Finding of Consistency 09/2017

