PLANNING COMMISSION MEETING
RICHFIELD MUNICIPAL CENTER, COUNCIL CHAMBERS
NOVEMBER 26, 2018
7:00 PM

Call to Order

Approval of minutes of the regular Planning Commission meeting of October 22, 2018.

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

Agenda Approval

1. Approval of the Agenda

Public Hearings

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

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

Other Business

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

Liaison Reports

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

City Planner's Reports

4. City Planner's Report

5. Next Meeting Time and Location

December 10, 2018, at 7:00 p.m. in the Council Chambers.

6. Adjournment

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

Planning Commission Minutes

October 22, 2018

MEMBERS PRESENT:	Chairperson Sean Hayford Oleary, Commissioners Allysen Hoberg, James Rudolph, Bryan Pynn, Susan Rosenberg, and Kathryn Quam
MEMBERS PRESENT:	Dan Kitzberger
STAFF PRESENT:	Melissa Poehlman, Assistant Community Development Director Matt Brillhart, Associate Planner
OTHERS PRESENT:	Lance Bernard, HKGi, Comprehensive Plan Consultant

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

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

OPEN FORUM
No members of the public spoke.

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

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

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

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

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

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

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

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

M/Rosenberg, S/Rudolph to close the public hearing.
Motion carried: 6-0

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

OTHER BUSINESS
None.

LIAISON REPORTS
Community Services Advisory Commission: No report
City Council: No report
HRA: No report
Richfield School Board: No report
Transportation Commission: Chair Hayford Oleary – draft of Pedestrian Plan available

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

ADJOURNMENT
M/Pynn, S/Rudolph to adjourn the meeting.
The meeting was adjourned by unanimous consent at **8:10 p.m.**

_____
Planning Commission Secretary

AGENDA SECTION:	Public Hearings
AGENDA ITEM #	2.
CASE NO.:	18-PUD-04, 18-FDP-04, 18-CUP-04, 18-RZN-05

PLANNING COMMISSION MEETING
11/26/2018

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

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

ITEM FOR COMMISSION CONSIDERATION:

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

EXECUTIVE SUMMARY:

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

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

The proposed development site and building are attractively designed, with tree-lined streets and minimal views of surface parking, and building materials that are contemporary, but complimentary to the surrounding area. The proposed building provides a number of amenities to its residents, including a pool, fitness center, bicycle storage room, community rooms, and outdoor dog run. In response to the grade changes throughout the site which leave the below-ground parking level exposed along 66th Street, the proposal includes a “storefront” appearance to the bicycle and fitness amenity areas to help activate the streetscape. Two underground parking levels provide parking at ratios that meet Code requirements.

In conjunction with the planned unit development application, the Developer is also requesting to vacate Queen Avenue between 65th 1/2 Street and 66th Street. In exchange for vacating Queen Avenue through the site, the Developer would extend Russell Avenue approximately 200 feet to the south, intersecting 66th Street. Without the vacation of Queen Avenue, three parcels that are guided for High-Density Residential would remain on the east side of the road. These three parcels on their own are unlikely to be redeveloped due to their size and unusual shape. The proposed change in roadway alignments would allow a development on the combined site to move forward, while maintaining local traffic circulation via the Russell Avenue extension. Russell Avenue would include a tree-lined sidewalk between 65th 1/2 and 66th Streets. The proposed roadway changes have been reviewed by Richfield Public Works and Hennepin County Public Works. Engineering staff will work with the Developer on the specific design of the Russell Avenue extension. A study of how traffic in the area is expected to flow is attached to this report.

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

The current proposal is the result of an iterative process that has allowed for feedback from policy makers, neighbors, and staff. Staff finds that the proposed project meets the intent of the Comprehensive Plan and Code requirements, and therefore recommends approval of the proposed project.

RECOMMENDED ACTION:

Conduct and close a public hearing and by motion:

1. **Recommend approval of an ordinance amending Appendix I of the Richfield City Code to change the zoning designation of Blocks 2 and 3, Harry Tickner's Subdivision of Lot 15, Richfield Gardens from High-Density Residential (MR-3) and Single Family Residential (R) to Planned Multi-Family Residential (PMR).**
2. **Recommend approval of a resolution approving a Planned Unit Development, Conditional Use Permit, and Final Development Plan for an apartment development on the north side of 66th Street between Queen and Russell Avenues (future address 2400 66th Street West).**

BASIS OF RECOMMENDATION:

A. **HISTORICAL CONTEXT**

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

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

Comprehensive Plan

The Comprehensive Plan is an expression of the community's vision for the future. Since 1982 or earlier, the City's Comprehensive Plan has called for higher density housing in this area, which would serve as a buffer between commercial uses on Penn Avenue and 66th Street and single-

family homes to the west. Subsequent updates of the Comprehensive Plan in 1997, 2008, and 2018 have maintained that high density designation in this area.

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

The following variations from standard requirements are requested:

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

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

C. **CRITICAL TIMING ISSUES:**

60-DAY RULE: The 60-day clock 'started' when a complete application was received on November 13, 2018. A decision is required by January 12, 2019 or the Council must notify the applicant that it is extending the deadline (up to a maximum of 60 additional days or 120 days total) for issuing a decision.

D. **FINANCIAL IMPACT:**

The required application fees have been paid.

E. **LEGAL CONSIDERATION:**

- Notice of this public hearing was published in the Sun Current Newspaper and mailed to properties within 500 feet of the site on November 15th.

ALTERNATIVE RECOMMENDATION(S):

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

PRINCIPAL PARTIES EXPECTED AT MEETING:

Broadway Investors, LLC representatives

ATTACHMENTS:

Description	Type
Ordinance - Rezoning properties 66th-Queen	Ordinance
PUD Resolution	Resolution Letter
Requirements attachment	Backup Material
HRA Market-Rate Housing Policy	Exhibit
Planning & Zoning Maps	Exhibit
Developer narrative	Backup Material
ROW Vacation Exhibit	Exhibit
Site plans & Floor plans	Exhibit
Renderings & elevations	Exhibit
Traffic study	Backup Material

ORDINANCE NO. _____

AN ORDINANCE RELATING TO ZONING; AMENDING APPENDIX I TO THE RICHFIELD CITY CODE BY REZONING LAND NORTH OF 66TH STREET AT QUEEN AVENUE AS PLANNED MULTI-FAMILY RESIDENTIAL

THE CITY OF RICHFIELD DOES ORDAIN:

Section 1. Section 9 of Appendix 1 of the Richfield Zoning Code is amended to add a new Paragraph 10 to read as follows:

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

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

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

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

(26) M-2 (NW corner, 66th and Queen). Lot 4, Block 2 of Harry Tickner's Subdivision of Lot 15, Richfield Gardens.
(34) M-2 (Queen Ave, N of 66th). Lot 1, Block 3, Harry Tickner's Subdivision of Lot 15 Richfield Gardens Addition.

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

Passed by the City Council of the City of Richfield, Minnesota this 11th day of December, 2018.

_____
Pat Elliott, Mayor

ATTEST:

_____
Elizabeth VanHoose, City Clerk

RESOLUTION NO. _____

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

WHEREAS, an application has been filed with the City of Richfield which requests approval of a final development plan and conditional use permit for a planned unit development to include 179 apartments, on land that is legally described in the attached Exhibit A; and

WHEREAS, the Planning Commission of the City of Richfield held a public hearing and recommended approval of the requested final development plan and conditional use permit at its November 26, 2018 meeting; and

WHEREAS, notice of the public hearing was published in the Sun-Current and mailed to properties within 500 feet of the subject property on November 13, 2018; and

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

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

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

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

1. The City Council adopts as its Findings of Fact the **WHEREAS** clauses set forth above.
2. A planned unit development, final development plan and conditional use permit are approved for a multi-family residential development as described in City Council Report No. ____.
3. The approved planned unit development, final development plan and conditional use permit are subject to the following conditions:

    - A recorded copy of this approved resolution, or an approved amended resolution, if applicable, must be submitted to the City prior to the issuance of a Certificate of Occupancy.
    - A preliminary plat must be approved prior to the issuance of a building permit and a final plat is required prior to the issuance of a certificate of occupancy.
    - This approval does not constitute approval of specific signs. Sign permits are required and must be applied for separately.

- Final lighting plans must be submitted to and approved by the Community Development and Public Works Directors.
- Additional landscaping and/or public art are required in areas where a significant amount of underground parking structure is visible from public right-of-way.
- Final stormwater management plans must be submitted to and approved by the Public Works Director. All applicable stormwater fees must be paid to the Public Works Department.
- Final plans for sidewalks and improvements in and along the right-of-way must be submitted to and approved by the Community Development and Public Works Directors.
- A maintenance agreement related to sidewalks and landscaping must be executed prior to issuance of a Certificate of Occupancy.
- Final utility plans must be submitted to and approved by the Public Works Director.
- The applicant is responsible for obtaining all required permits, and complying with all requirements detailed in the City's Administrative Review Committee Report and all other applicable City and State regulations.
- Prior to the issuance of a Certificate of Occupancy, the Developer must submit a surety equal to 125% of the value of any improvements not yet complete.
- As-builts or $7,500 cash escrow must be submitted to the Public Works Department prior to issuance of a final certificate of occupancy.
- The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans. Any required landscaping that dies must be replaced.

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

5. The approved planned unit development, final development plan and conditional use permit shall remain in effect for so long as conditions regulating it are observed, and the conditional use permit shall expire if normal operation of the use has been discontinued for 12 or more months, as required by the Zoning Ordinance, Section 547.09, Subd. 10.

Adopted by the City Council of the City of Richfield, Minnesota this 11th day of December, 2018

_____

Pat Elliott, Mayor

ATTEST:

_____

Elizabeth VanHoose, City Clerk

EXHIBIT A

LEGAL DESRCRIPTIONS

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

That part of Lot 1, Block 1, Richfield Gardens 2nd Addition, according to the plat thereof, Hennepin County, Minnesota, described as lying westerly of the following described line; Commencing at the Southwest Corner of said Lot 1, Block 1, thence South 89 degrees 45 minutes 12 seconds East, assumed bearing along the south line of said Lot 1, Block 1, a distance of 125.10 feet, to the Point of Beginning of the line to be described; thence North 00 degrees 14 minutes 25 seconds West, parallel with the west line of said Lot 1, Block 1, a distance of 70.00 feet more or less, to the angle point on the westerly line of said Lot 1, Block 1 and there terminating.

Required Findings

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

1. *The proposed development conforms to the goals and objectives of the City's Comprehensive Plan and any applicable redevelopment plans.* The City's Comprehensive Plan designates this area for high-density residential development. The Comprehensive Plan calls for multifamily housing to be located between commercial areas and single-family neighborhoods. Further, the Comprehensive Plan calls for the creation of a balanced housing stock that is available to range of incomes and serves families at all stages of their life-cycle. The proposed plans achieve/further these goals and objectives.

2. *The proposed development is designed in such a manner as to form a desirable and unified environment within its own boundaries.* This requirement is met. A mix of unit sizes is provided, as are a number of tenant amenity areas. High quality building materials are proposed. The proposed building centralizes vehicle traffic to one access point off the Russell Avenue extension, while providing multiple pedestrian access points. Despite the challenges of grade variations on the site, the proposed development provides pedestrian entrances and a "storefront" look to the bicycle and fitness amenity areas facing 66th Street.

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

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

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

6. *The terms and conditions proposed to maintain the integrity of the plan are sufficient to protect the public interest.* The final development plan and conditional use permit resolution establish conditions sufficient to protect the public interest.

Part 2: All uses are conditional uses in a Planned Unit Development District. The findings necessary to issue a Conditional Use Permit (CUP) are as follows (Subd. 547.09, Subd. 6):

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

2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The use is consistent with the intent of the Planned Multi-Family Residential District and the underlying High-Density Multi-Family Residential (MR-3) and Mixed Use Districts.

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

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

5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements.* The City's Public Works and Engineering Departments have reviewed the proposal and do not anticipate any adverse impacts.

6. *The use will not have undue adverse impacts on the public health, safety, or welfare*. Adequate provisions have been made to protect the public health, safety and welfare from undue adverse impacts.

7. *There is a public need for such use at the proposed location*. See above – Part 1, #1.

8. *The proposed use meets or will meet all the specific conditions set by this code for the granting of such conditional use permit*. This requirement is met.

RICHFIELD HOUSING AND REDEVELOPMENT AUTHORITY

MARKET RATE MULTI-FAMILY HOUSING POLICY STATEMENT

Adopted: July 20, 2015

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

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

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

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

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

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

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

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

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

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

NOVO Apartments - 66th & Queen - surrounding area context

66th & Queen 11/2018
Comprehensive Plan

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

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66th & Queen 11/2018

Zoning - current

- R Single-Family
- MR-2 Multi-Family
- MR-3 High-Density Multi-Family
- C-2 General Commercial
- PMR Planned Multi-Family
- PMU Planned Mixed Use
- MU-C/PAC Mixed Use + Penn Overlay
- **Proposed development site**

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66th & Queen 11/2018

Zoning - proposed

- R Single-Family
- MR-2 Multi-Family
- MR-3 High-Density Multi-Family
- C-2 General Commercial
- PMR Planned Multi-Family
- PMU Planned Mixed Use
- MU-C/PAC Mixed Use + Penn Overlay
- **Proposed development site**

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Bogart, Pederson
& Associates, Inc.

LAND SURVEYING
CIVIL ENGINEERING
MAPPING

November 12, 2018

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

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

Dear Mr. Brillhart:

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

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

Bogart, Pederson & Assoc
13076 First Street
Becker, MN 55308
www.bogart-pederson.com

Phone: 763/262-8822
Fax: 763-262-8844
Toll free: 888/210-8301

Following is a description of the existing conditions, an outline of our approach to the design and a description of the proposed project.

Existing Conditions:

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

Address	PID #	Zone Designation
2412 66th Street W.	2902824140055	MR-3 High Density Residential
2415 65 ½ Street W.	2902824140054	R Single Family
2409 65 ½ Street W.	2902824140053	R Single Family
2401 65 ½ Street W.	2902824140052	R Single Family
6529 Queen Avenue S.	2902824140056	MR-3 High Density Residential
6533 Queen Avenue S.	2902824140057	MR-3 High Density Residential
6539 Queen Avenue S.	2902824140058	R Single Family

Including a portion of the following parcel:

6540 Penn Avenue S.	2902824140060	C-2 General Commercial

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

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

Proposed Configuration:

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

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

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

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

A great deal emphasis was placed on the exterior design of the building to complement the neighborhood character, provide a modern feel and to incorporate the goals of the City's comprehensive plan. Bump-outs and height variations were utilized to reduce the scale and to create an inviting front-door facing the roads. In addition to the various architectural features, materials common to turn-of-the century neighborhoods were utilized such as brick, stucco and simulated stone.

The proposed parking includes seventeen (17) surface parking stalls for visitor and short-term parking, which is located in the courtyard. There are two levels of parking proposed below grade, which is accessed north and south from the proposed entrance drive from/to Russell Avenue extended. The proposed design includes 259 spaces, which includes eight (8) barrier free spaces, fourteen (14) electric charge station spaces, and 237 standard spaces, which provides 1.45 spaces per unit.

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

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

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

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

After review by the City Planning Department and obtaining neighbor concerns, we revised the west and north building elevations as follows:

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

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

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

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

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

In summary, we have incorporated the design elements requested by the City Planning Department into the plans and revised the architectural and site design to address various concerns from the neighbors. We believe this collaborative effort resulted in an overall improved design to benefit all involved. In addition, the proposed NOVO Apartment project will be a positive addition to the City and will serve as a focal point along 66th Street W. as it provides an attractive, comfortable, market-rate alternative for young families, empty-nesters and professionals to live, work and play in the City of Richfield.

We respectfully request your review and consideration for this project and pray you determine it is a positive investment in the future for this community. Please don't hesitate to contact our office if there are questions or concerns.

Sincerely,
Bogart, Pederson & Associates, Inc.

Todd J. Olin, Project Manager

Bogart, Pederson & Assoc
13076 First Street
Becker, MN 55308
www.bogart-pederson.com
Phone: 763/262-8822
Fax: 763-262-8844
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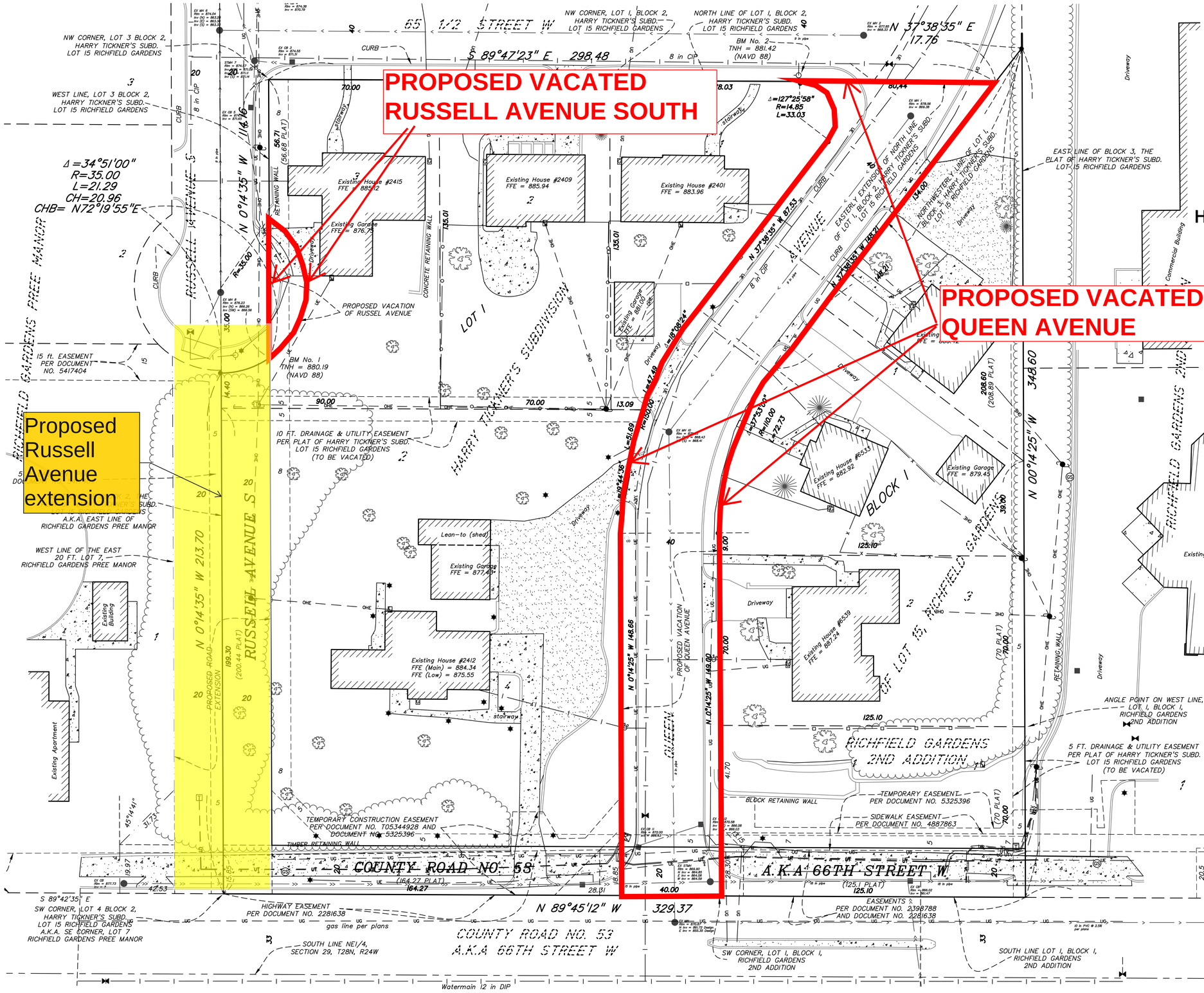
Preliminary Plat of NOVO

Sec. 29, T. 28, R. 24,
Hennepin County, Minnesota

Blocks 2 & 3,
HARRY TICKNER'S SUBD.
OF LOT 15, RICHFIELD
GARDEN & Part of Lot 1,
Block 1, RICHFIELD
GARDENS 2ND ADDITION



LEGEND:

- Denotes found iron monument
- Denotes set iron monument
- Denotes catch basin
- Denotes electrical cabinet
- Denotes water service
- Denotes sanitary manhole
- Denotes watervalve
- Denotes sign
- Denotes telephone pedestal
- Denotes electric meter
- Denotes cable television box
- Denotes underground gas
- Denotes telephone vault
- Denotes hydrant
- Denotes water curb stop
- Denotes gas meter
- Denotes tree, coniferous
- Denotes tree, deciduous
- Denotes bituminous surface
- Denotes concrete surface
- Denotes gravel surface
- Denotes wood fence
- Denotes chainlink fence
- UT Denotes underground telephone
- OHE Denotes overhead electric
- UG Denotes underground gas line
- UE Denotes underground electric
- Denotes tree line
- Denotes easement
- Denotes major contour
- Denotes minor contour
- Denotes sanitary sewer
- Denotes storm sewer
- Denotes waterline
- Denotes existing adjoiners
- Denotes proposed ROW

Existing Conditions

REV NO.	DATE	DESCRIPTION

DATE: 10/5/18
DESIGN BY: ___
DRAWN BY: BRD
CHECKED BY: BRD
DWG FILE: 18-0353 C05.dwg
FILE NO.: 18-0353.00

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

Signed: ___

Date: 10-16-18 Lic. No. 23044

BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13078 FIRST STREET BEXKER, MN 55308-9322
TEL. 763-262-9622 FAX. 763-262-9844

Novo Apartment
Broadway Investors, LLC
7365 Kirkwood Court N
Suite 200
Maple Grove, MN 55369

SHEET NO.

SV2

CALL 48 HOURS BEFORE DIGGING:
GOPHER STATE ONE CALL
TWIN CITY AREA 651-454-0002
MINNESOTA TOLL FREE 1-800-252-1166

Proposed Novo Apartment Project by:
Broadway Investors, LLC
2400 66th Street West

Part of Section 28, T. 28N., R 24 W.,
City of Richfield, Hennepin County
Minnesota

HENNEPIN COUNTY, MINNESOTA

PROJECT LOCATION

N
NO SCALE

VICINITY MAP

SHEET INDEX

C1 – Project Title & Sheet Index
C1.1 – Enlarged Vicinity Map
C2.1 – Certificate of Survey (Map of Survey)
C2.2 – Certificate of Survey (Legal Descriptions)
C3 – Demolition/Removals Plan
C4.1 – Site Dimension Plan
C4.2 – Site Plan (Clean)
C5 – Landscape Plan
C6 – Utility Plan
C7 – Grading & Erosion Control Plan
C8 – Storm Water Pollution Prevention Plan (SWPPP)
C9 – Russell Avenue S. Extension Plan & Profile
C10 – Construction Details
C11 – Construction Details
C12 – Construction Details
C13 – Construction Details
A0 – Exterior Renderings (issued separately)
A1 – First Floor Plan
A2 – Second Floor Plan (3rd Floor Similar)
A3 – Fourth Floor Plan
A4 – Upper Level Garage Plan
A5 – Lower Level Garage Plan
A6 – South and West Exterior Elevations
A7 – North and East Exterior Elevations
A8 – Entry Elevation, Entry Plaza Plan
A9 – Comparative South Elevation, Sample Materials
A10 – Sun and Shadow Study
SV1 – Preliminary Plat–For Information Only

REV NO.	DATE	DESCRIPTION
1	10/11/2018	City Conceptual Plan Reivew
2	10/24/2018	Submittal to City SPR/PMR Review
3	11/12/2018	Submit revised drawings per City ARC review

DATE: 10/10/2018
DESIGN BY: TJO
DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: 1-Cover
FILE NO.: 18353.00

BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13076 FIRST STREET, BECKER, MN 55308-9322
TEL: 763-262-0832 FAX: 763-262-8844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Project Title & Sheet Index

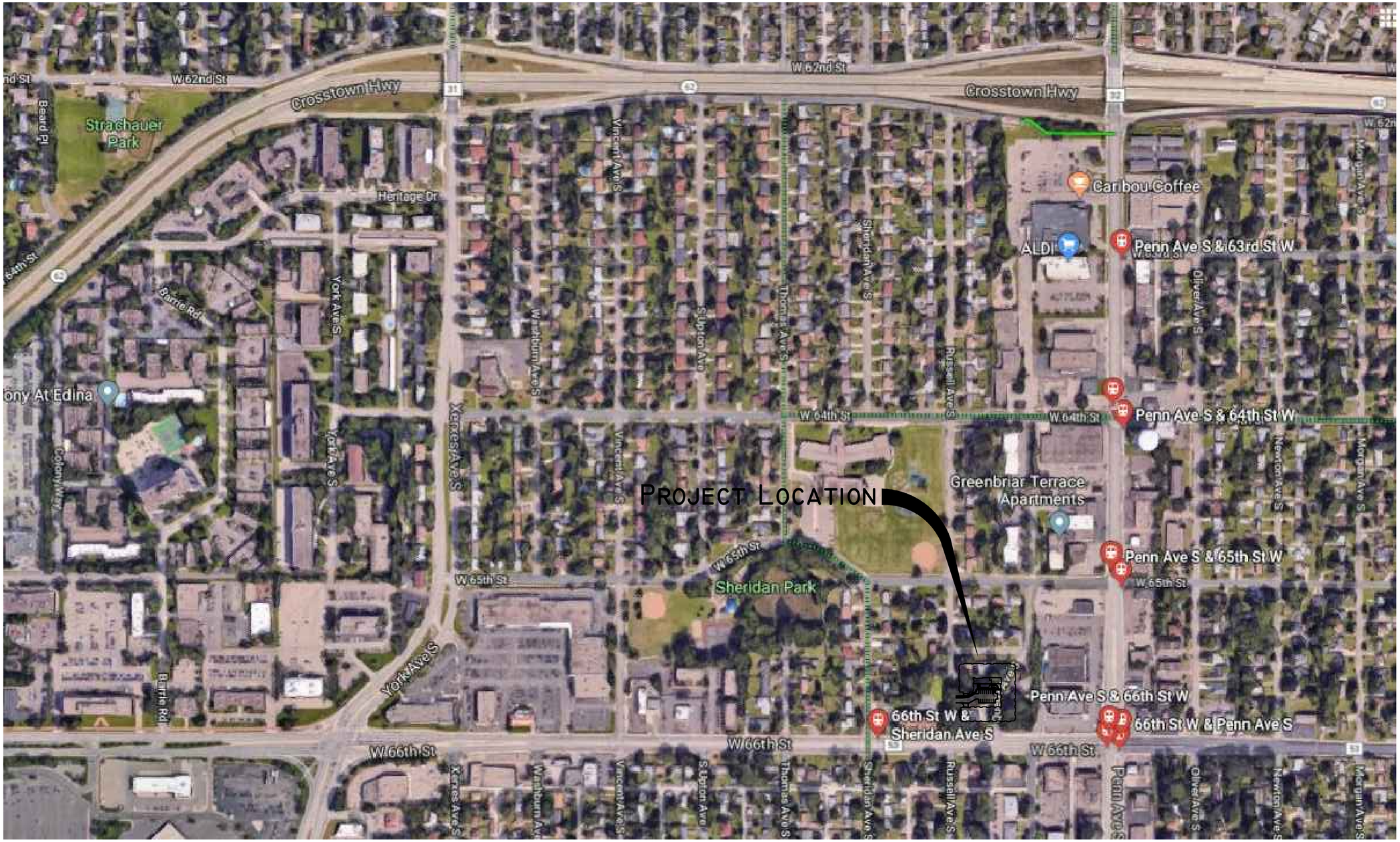
SHEET NO.
C1

DISTANCE REFERENCE

Destination		Dist. from NOVO	
Grocery Store	–	1,400'	(Aldi's)
Pharmacy	–	100'	(CVS Pharmacy)
Gas Station/C–Store	–	1,700'	(Super America)
Regional Mall	–	2,300'	(Southdale Center)
Bus Stop	–	100'	

N

NO SCALE



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LAND SURVEYING
CIVIL ENGINEERING
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13076 FIRST STREET, BECKER, MN 55308-9322
TEL: 763-262-8822 FAX: 763-262-8844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Enlarged Vicinity Map

SHEET NO.

C1.1

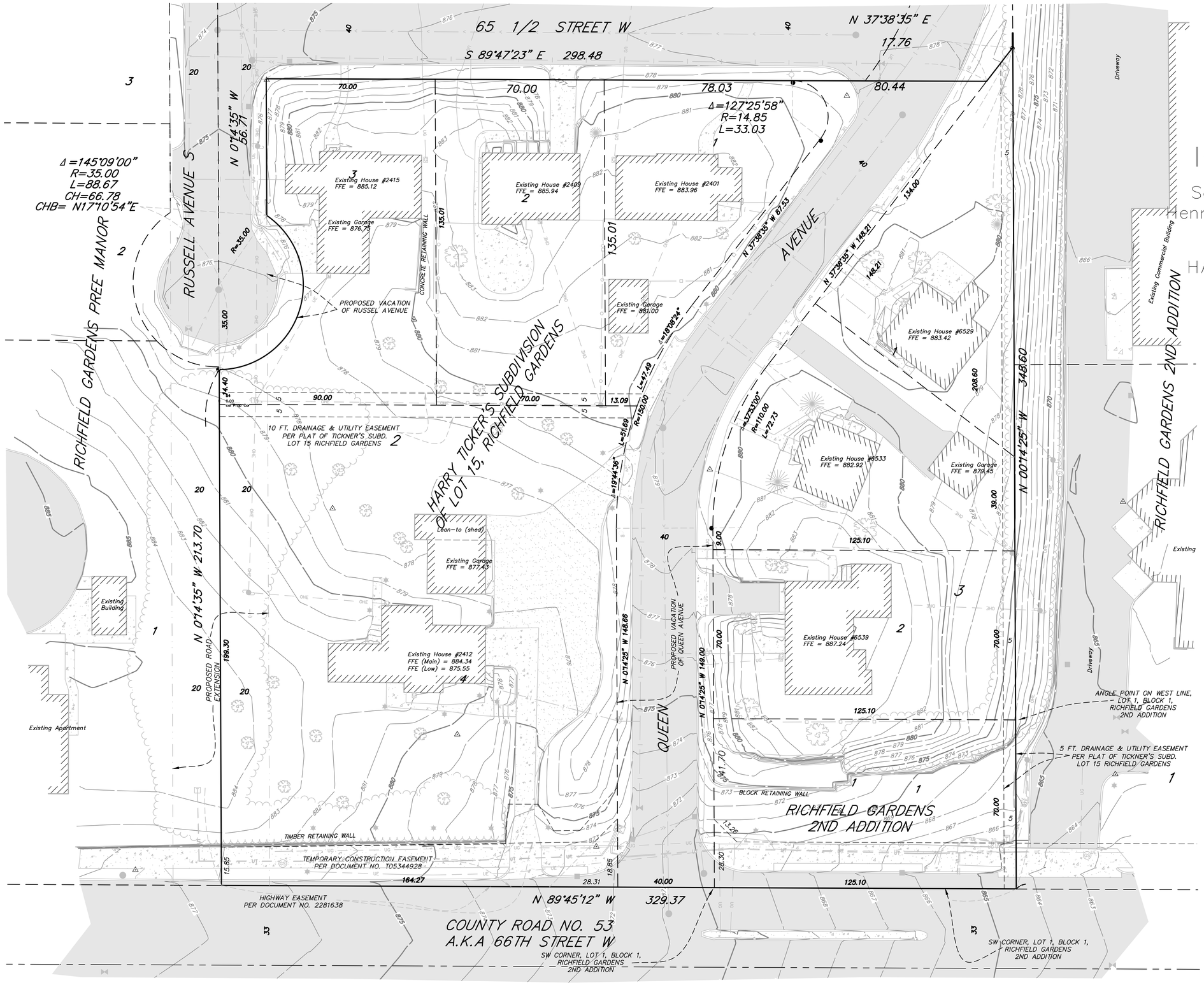
Certificate of Survey

for

Broadway Investors, LLC

Sec. 28, T. 28, R. 24,
Hennepin County, Minnesota

Blocks 2 & 3,
HARRY TICKNER'S SUBD.
LOT 15, RICHFIELD GARDEN



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DATE: 10/5/18
DESIGN BY: ____
DRAWN BY: BRD
CHECKED BY: BRD
DWG FILE: 18-0353 C05.dwg
FILE NO.: 18-0353.00

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

Signed: ____

Date: ____ Lic. No. 000000

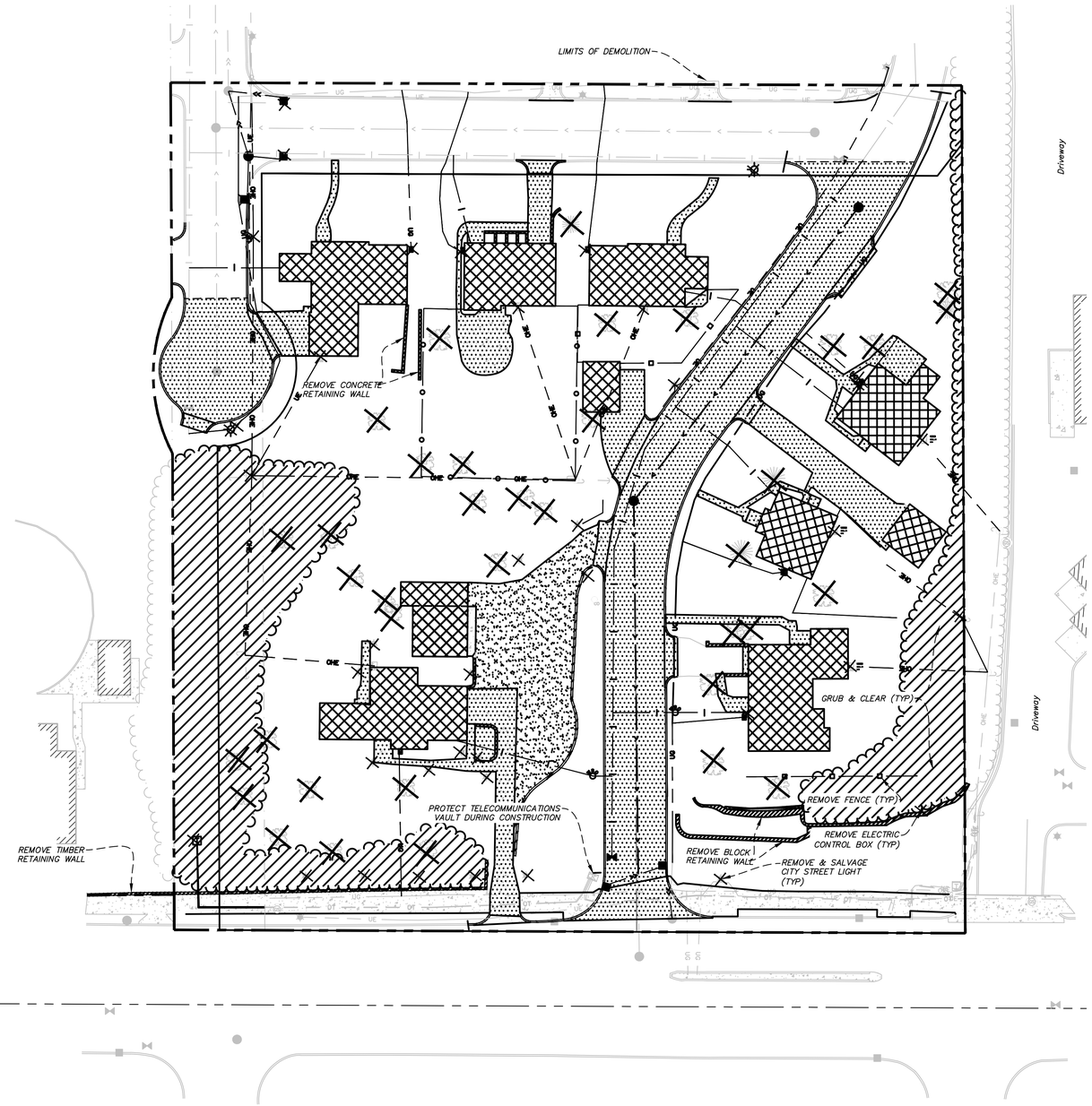
BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13076 1ST STREET BECKER, MN 55308-9322
TEL: 763-262-0822 FAX: 763-262-8844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Certificate of Survey (Map of Survey)

SHEET NO.

C2.1



LEGEND:

- REMOVE AS INDICATED
- REMOVE PAVEMENT (AS INDICATED ON PLAN)
- REMOVE BUILDING
- REMOVE (AS INDICATED)
- REMOVE GAS LINE (AS INDICATED)
- REMOVE SANITARY SEWER LINE (AS INDICATED)
- REMOVE STORM SEWER LINE (AS INDICATED)
- REMOVE WATER LINE (AS INDICATED)
- REMOVE CONCRETE CURB (AS INDICATED)
- REMOVE TREE BOUNDARY (AS INDICATED)
- REMOVE CHAINLINK FENCE (AS INDICATED)
- REMOVE WOOD FENCE (AS INDICATED)
- REMOVE UNDERGROUND ELECTRIC LINE (AS INDICATED)
- REMOVE OVERHEAD ELECTRIC LINE (AS INDICATED)
- REMOVE OVERHEAD TELEPHONE LINE (AS INDICATED)
- REMOVE UNDERGROUND TELEPHONE LINE (AS INDICATED)
- DENOTES CONSTRUCTION LIMITS
- DENOTES SAW CUT BITUMINOUS

DEMOLITION GENERAL NOTES

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM OR COORDINATE ALL UTILITY CONNECTIONS AND RELOCATIONS FROM EXISTING UTILITY LOCATIONS TO THE PROPOSED BUILDING, AS WELL AS TO ALL ONSITE AMENITIES. THESE CONNECTIONS INCLUDE BUT ARE NOT LIMITED TO WATER, SANITARY SEWER, UNDERGROUND GAS, ETC.
2. ALL SERVICE CONNECTIONS SHALL BE PERFORMED IN ACCORDANCE WITH STATE AND LOCAL STANDARD SPECIFICATIONS FOR CONSTRUCTION. UTILITY CONNECTIONS (UNDERGROUND GAS, WATERMAIN, AND STORM SEWER) MAY REQUIRE A PERMIT FROM THE CITY.
3. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS AT PROPOSED CONNECTIONS TO EXISTING UTILITIES PRIOR TO ANY DEMOLITION.
4. IF DEWATERING IS REQUIRED FOR THIS PROJECT, THE PUMP DISCHARGE SHALL BE TREATED PRIOR TO BEING DISCHARGED OFF-SITE OR INTO A SURFACE WATER. THE DISCHARGE SHALL BE VISUALLY CHECKED TO ENSURE THAT IT IS VISIBLY CLEAN WATER. NO DEWATERING IS EXPECTED FOR THIS SITE DUE TO SANDY SOIL CONDITIONS.
5. TEMPORARY SEDIMENT CONTROL PRACTICE SHALL BE INSTALLED AS NECESSARY DURING THE DEMOLITION PORTION OF THIS PROJECT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IMPLEMENT THE APPROPRIATE BMP. BMP'S FOR DUST CONTROL AND PERIMETER CONTROL SHALL BE PLACED TO MANAGE DEMOLITION WASTE.
6. ABANDONMENT OR EXISTING WATER SERVICE LINES: COORDINATION OF WATER SHUT OFF TO INCLUDE; IDENTIFYING AGREEABLE TIMEFRAME WITH LOCAL BUSINESS; NOTIFICATION OF WATER DISRUPTION IN WRITING TO ALL; 24 HOUR NOTIFICATION TO PUBLIC UTILITIES DEPARTMENT, WHO WILL OPERATE ALL VALVES; PLUMBING INSPECTION FOR ABANDONMENT OF WATER LINES WILL NEED TO BE SCHEDULED WITH BUILDING SAFETY DEPARTMENT.
7. ACCEPTABLE ABANDONMENT OPTIONS FOR WATER SERVICES: REMOVAL FOR CORPORATION STOP FROM THE MAINLINE, INSERTION OF LL/NL BRASS PLUG. REMOVAL OF VALVES FROM TEE, CROSS, ETC. AT THE MAIN, INSERTION OF RESTRAINED PLUG.

REV NO.	DATE	DESCRIPTION
1	10/11/2018	City Conceptual Plan Reivew
2	10/24/2018	Submittal to City SPR/PMR Review
3	11/12/2018	Submit. revised drawings per City ARC review

DATE: 10/24/18
DESIGN BY: TJO
DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: 3-DEMOLITION
FILE NO.: 18-353.00

BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13076 FIRST STREET, BECKER, MN 55308-9322
TEL: 763-261-0622 FAX: 763-261-0644

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

DEMOLITION PLAN

SHEET NO.

C3

EXISTING ZONE REGULATIONS

R–1 SINGLE FAMILY
(PROPERTIES INCLUDED: 2415 RUSSELL, 2409 65 ½, 2401 QUEEN, 6539 QUEEN)

MIN. LOT SIZE	=	6700 S.F.
MIN. LOT WIDTH	=	50'
MAX. LOT COVERAGE	=	35%
MAX. IMPERVIOUS SURFACE	=	45%

BUILDING SETBACKS

FRONT	=	30'
REAR	=	25'
SIDE	=	10'
MAX. HEIGHT	=	35'

MR–3 MULTI–UNIT RESIDENTIAL
(PROPERTIES INCLUDED: 2412 66TH STREET)

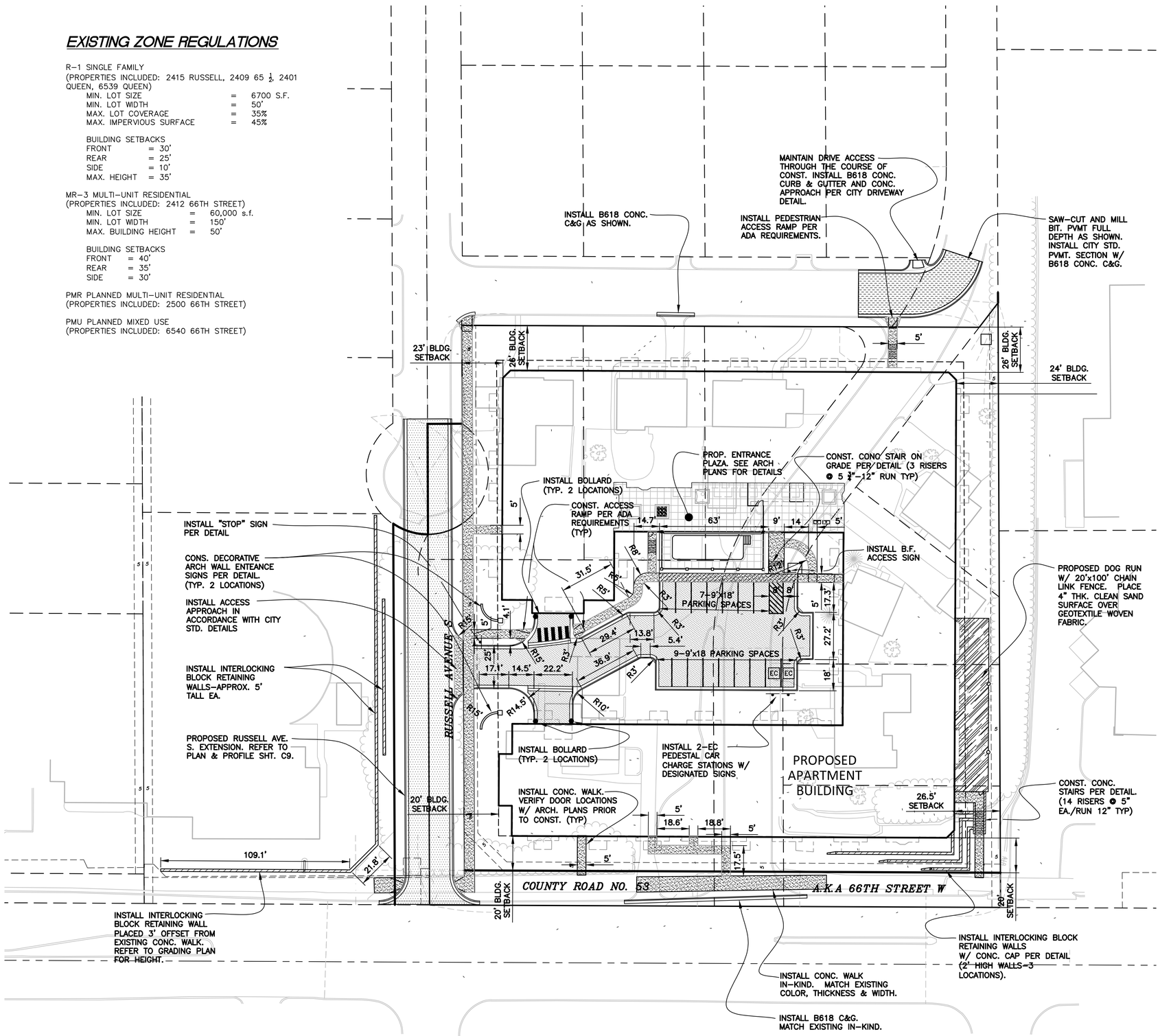
MIN. LOT SIZE	=	60,000 s.f.
MIN. LOT WIDTH	=	150'
MAX. BUILDING HEIGHT	=	50'

BUILDING SETBACKS

FRONT	=	40'
REAR	=	35'
SIDE	=	30'

PMR PLANNED MULTI–UNIT RESIDENTIAL
(PROPERTIES INCLUDED: 2500 66TH STREET)

PMU PLANNED MIXED USE
(PROPERTIES INCLUDED: 6540 66TH STREET)



LEGEND:

- PROPOSED ASPHALT PAVEMENT– ON SITE SPECIFICATIONS
- PROPOSED ASPHALT PAVEMENT– RUSSELL AVENUE EXTENSION
- PROPOSED CONCRETE SIDEWALK
- PROPOSED CONCRETE SIDEWALK – THICKENED EDGE
- CONCRETE CURB AND GUTTER – INFLOW
- PROPOSED SITE SIGNAGE
- PROPOSED BOLLARD

N

0 30'
SCALE: 1" = 30'

SITE PLAN NOTES:

1. PAVEMENT MARKING DIMENSIONS SHOWN ARE TO FACE OF CURB. ALL OTHER DIMENSIONS ARE TO BACK OF CURB, UNLESS SHOWN OTHERWISE.
2. ALL CONCRETE RAMPS, SIDEWALKS AND ACCESSIBLE HANDICAPPED PARKING STALLS TO CONFORM TO CURRENT A.D.A. REQUIREMENTS.

SUMMARY OF IMPERVIOUS SURFACES:

FEATURE	EXISTING	PROPOSED
BUILDING	11,359 S.F.	50,911 S.F.
CONC./BIT. PVMT./CURB	9,256 S.F.	13,366 S.F. (66% IMP.)
LAWN/LANDSCAPE AREA	71,655 S.F.	33,297 S.F.
SUBJECT PARCEL SIZE	92,270 S.F. (2.12 AC.)	97,574 S.F. (2.24 AC.)

PROP. USABLE OPEN SPACE PROVIDED = (14,000 S.F.) 14%
(Activity Area + Court Yard + Dog Run)

SUMMARY OF IMPERVIOUS SURFACES:

PROPOSED ZONING DESIGNATION: PMR – PLANNED MULTI–UNIT RESIDENTIAL

BUILDING SETBACKS:

FRONT (66th STREET)	= 20'
FRONT (RUSSELL AVENUE)	= 20'
FRONT (65 ½ STREET)	= 26'
REAR (EAST)	= 24'

PROPOSED LOT COVERAGE = 52% (PRINCIPAL BUILDING)

NUMBER OF PROPOSED UNITS = 179

PARKING SUMMARY

PARKING PROVIDED	
BARRIER FREE SPACES	= 8
SPACE W/ ELECTRIC CHARGE	= 14
STANDARD PARKING SPACES	= 237
TOTAL	= 259 SPACES (1.45 SPACE/UNIT)

CALL 48 HOURS BEFORE DIGGING:
GOPHER STATE ONE CALL
TWIN CITY AREA 651–454–0002
MINNESOTA TOLL FREE 1–800–252–1166

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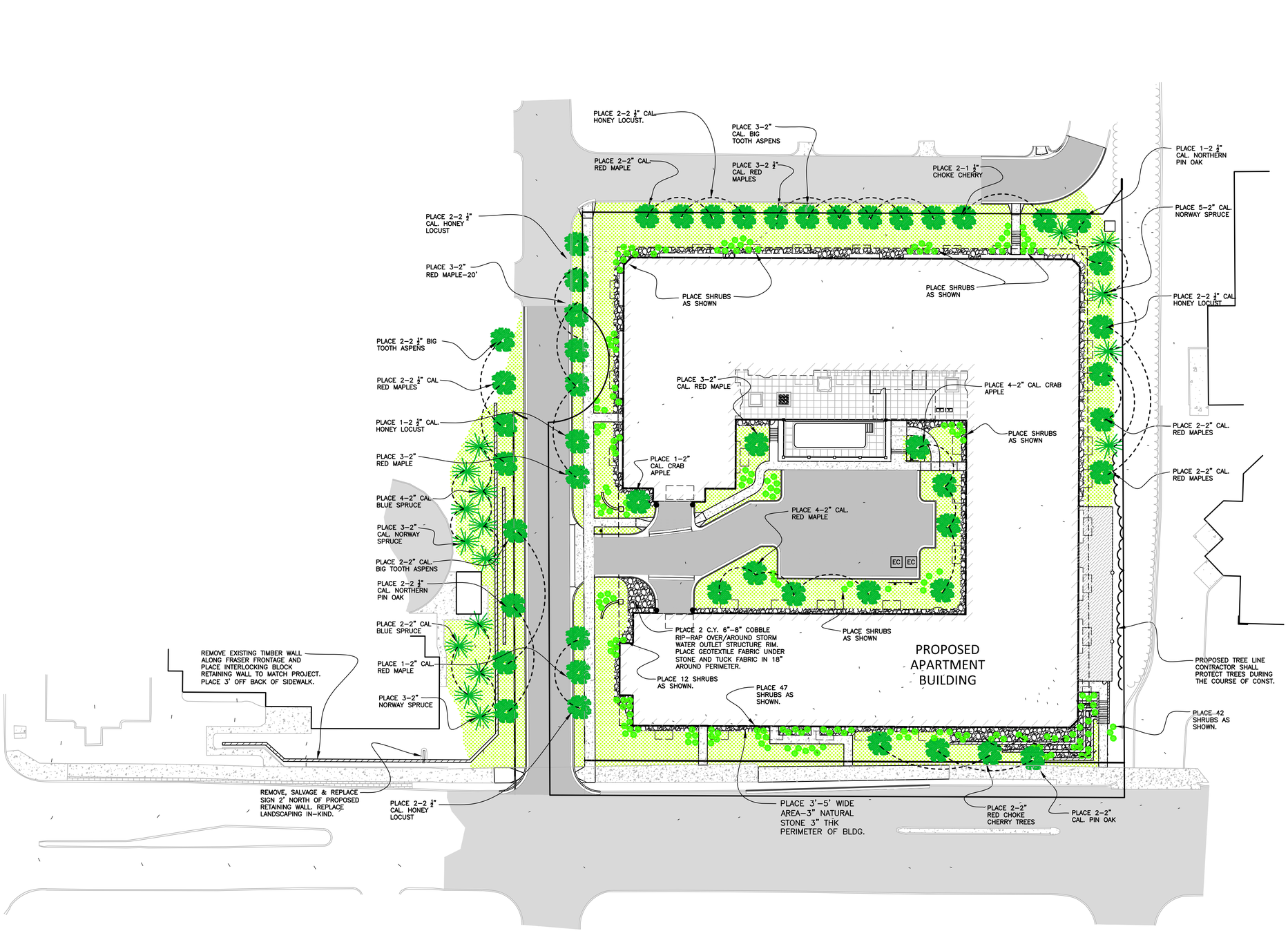
DATE: 07/15/18
DESIGN BY: TJO
DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: 4–Site Plan
FILE NO.: 18–0353

BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
1076 FIRST STREET BECKER, MN 55308–9322
TEL: 763–262–0822 FAX: 763–262–0844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Site Dimension Plan

SHEET NO.
C4.1



0 30'

SCALE: 1" = 30'

LEGEND:

- PLACE 2"-3" DECORATIVE STONE MAINTENANCE STRIP OVER GEOTEXTILE FABRIC
- PROPOSED ASPHALT PAVEMENT- RUSSELL AVENUE EXTENSION
- PROPOSEDD SHRUBS. REFER TO PLAN FOR OCATIONS. (TYPICAL 200 LOCATIONS)
- PROPOSED DECIDUOUS TREE-REFER TO PLAN FOR LOCATION, SIZE, AND SPECIES. (TYPICAL 50 LOCATIONS)
- PROPOSED CONIFEROUS TREE-REFER TO PLAN FOR LOCATION, SIZE, AND SPECIES. (TYPICAL 17 LOCATIONS)

CALL 48 HOURS BEFORE DIGGING:
GOPHER STATE ONE CALL
TWIN CITY AREA 651-454-0002
MINNESOTA TOLL FREE 1-800-252-1166

REV NO.	DATE	DESCRIPTION
1	10/11/2018	City Conceptual Plan Reivew
2	10/24/2018	Submittal to City SPR/PMR Review
3	11/12/2018	Submit revised drawings per City ARC review

DATE: 07/15/18
DESIGN BY: TJO
DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: 4-Site Plan
FILE NO.: 18-0353

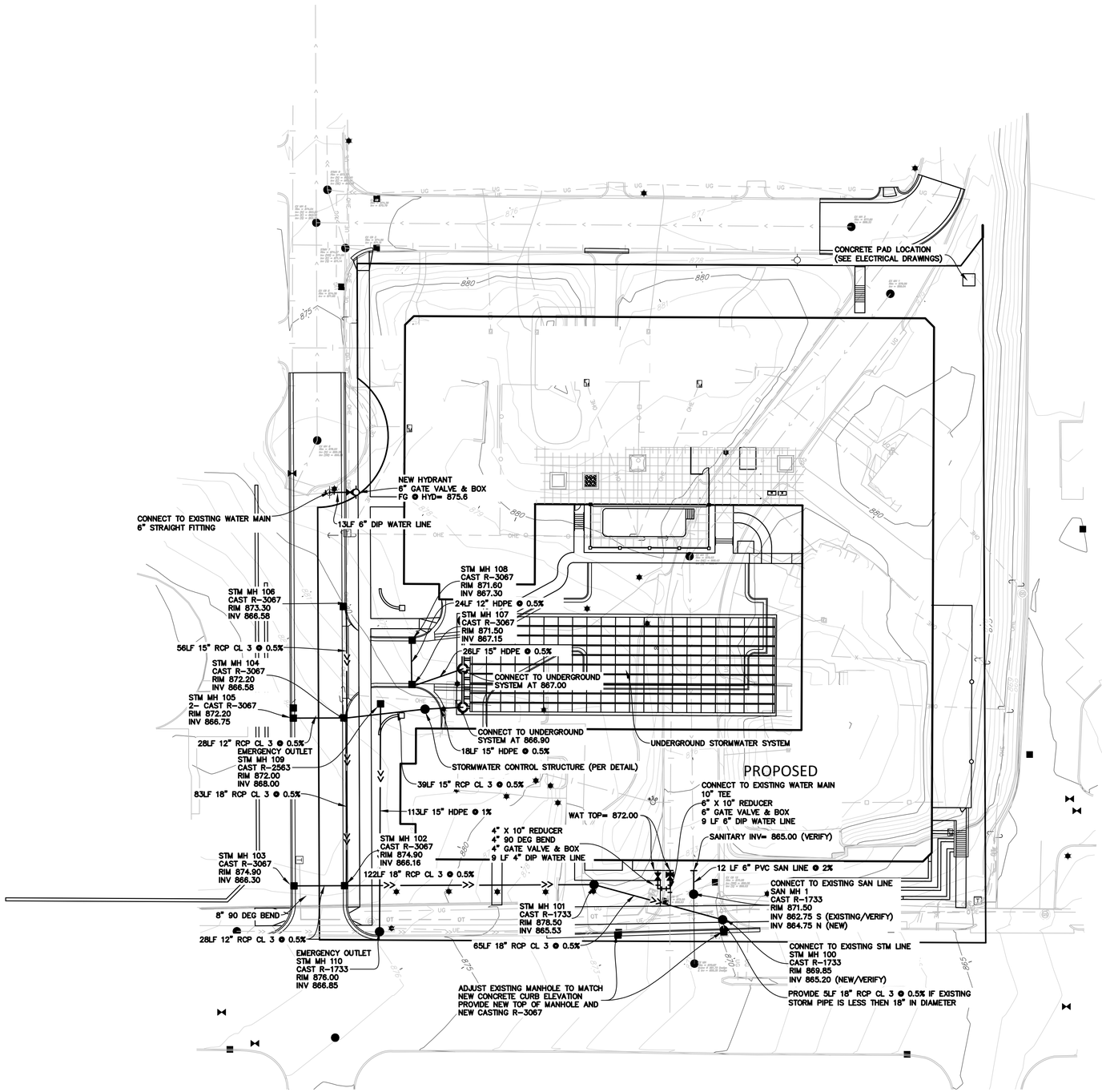
BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13076 FIRST STREET BECKER, MN 55308-9322
TEL. 763-262-9822 FAX. 763-262-9844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Landscape Plan

SHEET NO.

C5



LEGEND:

- PROPOSED STORM SEWER
- PROPOSED WATER LINE
- PROPOSED SANITARY SEWER
- PROPOSED FITTING
- PROPOSED MANHOLE – INLET CASTING
- PROPOSED MANHOLE – SOLID COVER
- NEW GATEVALVE & BOX

0 30'
SCALE: 1" = 30'

UTILITY GENERAL NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL UTILITY RELOCATIONS.
2. CONTRACTOR SHALL LOCATE AND VERIFY ALL UTILITIES WHICH MAY AFFECT THIS WORK AND NOTIFY OWNER OF ANY CHANGES. CONTACT LOCAL UTILITY COMPANIES FOR EXACT LOCATIONS PRIOR TO BIDDING THE PROJECT AND COMMENCING WORK.
3. CONTRACTOR SHALL VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN AND EXISTING UTILITIES, PARTICULARLY WITH EXISTING STRUCTURES AND/OR PAVEMENTS TO REMAIN.
4. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AS EXIST IN THE FIELD AND AS REPRESENTED WITHIN THE PLANS AS SHOWN AND ALERT THE ENGINEER BEFORE BIDDING THE PROJECT AND BEGINNING CONSTRUCTION.
5. CONTRACTOR SHALL LOCATE AND VERIFY ALL UTILITIES WHICH MAY AFFECT THIS WORK AND NOTIFY OWNER OF ANY CHANGES. CONTACT LOCAL UTILITY COMPANIES FOR EXACT LOCATIONS PRIOR TO BIDDING THE PROJECT AND COMMENCING WORK.
6. WATER LINE TO BE MINIMUM 8.0 FEET DEPTH.
7. VERIFY INVERT ELEVATIONS OF EXISTING SANITARY LINE AT POINT OF CONNECTION WITH NEW SANITARY LINE PRIOR TO INSTALLING ANY NEW UTILITIES.
8. ALL CROSSING ELEVATIONS OF NEW UTILITIES & SIZES OF EXISTING UTILITIES ARE BASED ON ASSUMED ELEVATIONS AND SIZES PROVIDED BY THE SURVEY.
9. ALL WATER MAIN TAPS COMPLETED BY CITY, WITH VERIFICATION ALL REQUIRED PERMITS ARE PULLED AND PAID. REFER TO CITY OF RICHFIELD SUPPLEMENTAL SPECIFICATION NO. XXXX. WATER MAIN AND SERVICE LINE INSTALLATION, FOR ADDITIONAL REQUIREMENTS TO INCLUDE DISINFECTION AND VERIFICATION SAMPLING.
10. ALL SANITARY SERVICE PIPE AND FITTINGS WILL BE PVC SDR 26.
11. ALL WATER PIPE AND FITTINGS WILL BE DIP CLASS 52.
12. IF DEWATERING IS REQUIRED FOR THIS PROJECT, THE PUMP DISCHARGE SHALL BE TREATED PRIOR TO BEING DISCHARGED OFF-SITE OR INTO A SURFACE WATER. THE DISCHARGE SHALL BE VISUALLY CHECKED TO ENSURE THAT IT IS VISIBLY CLEAN WATER. NO DEWATERING IS EXPECTED FOR THIS SITE DUE TO SANDY SOIL CONDITIONS.

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DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: 6-Utility Plan
FILE NO.: 18-353.00

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LAND SURVEYING
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13076 FIRST STREET, BECKER, MN 55308-9322
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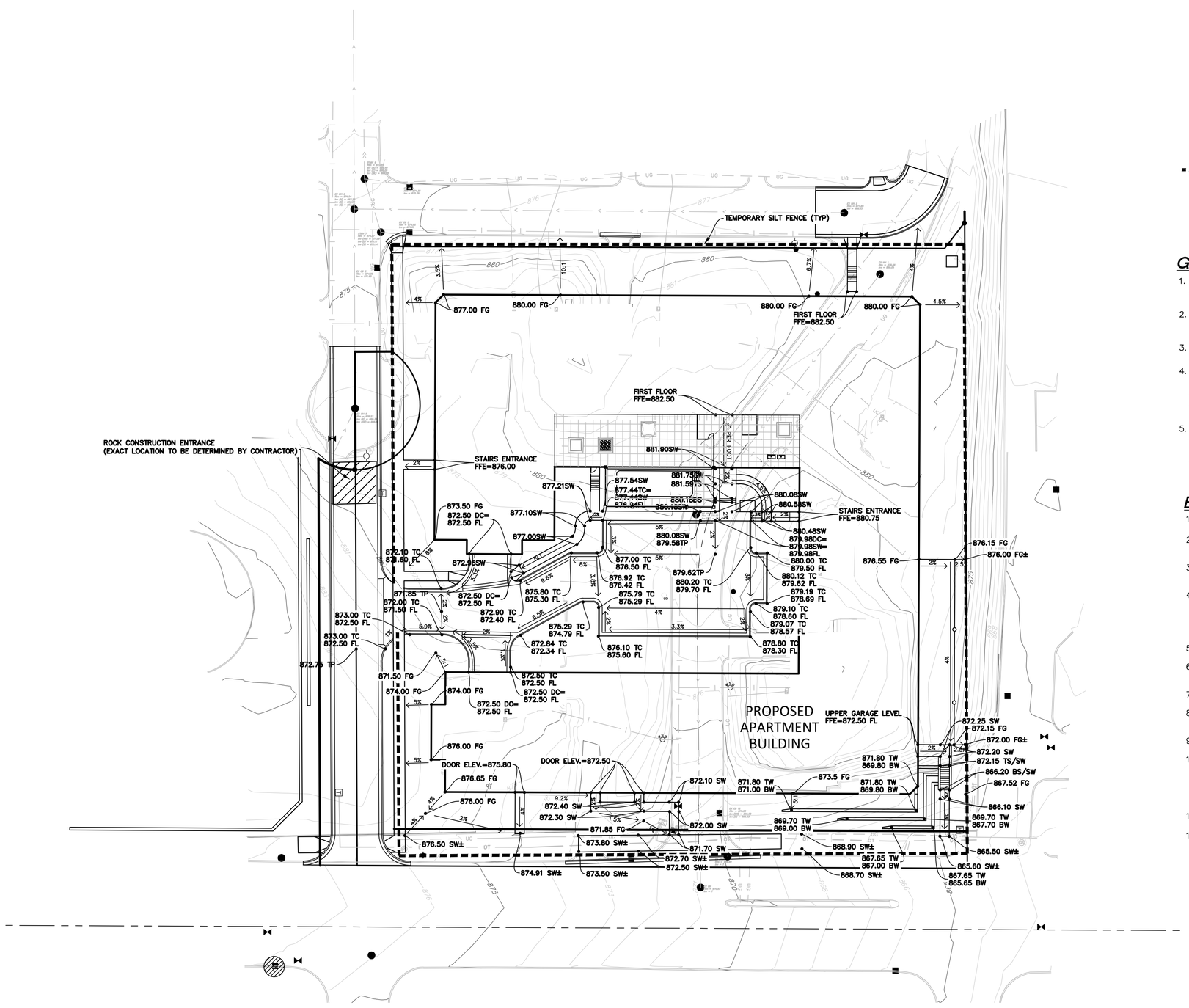
Hennepin County, Minnesota

Utility Plan

SHEET NO.
C6



LEGEND:

65.50SW	NEW TOP OF SIDEWALK ELEVATION = 1065.50
65.50TC	NEW TOP OF CURB ELEVATION = 1065.50
65.50FL	NEW FLOWLINE ELEVATION = 1065.50
65.50TP	NEW TOP OF PAVEMENT ELEVATION = 1065.50
65.50FG	NEW FINISH GRADE ELEVATION = 1065.50
65.50DC= 65.50FL	NEW DROP CURB ELEVATION = FLOWLINE ELEVATION
(ME)	MATCH EXISTING ELEVATION
1% →	NEW FINISH GRADE SLOPE AND DIRECTION OF FLOW
(H.P.)	HIGH POINT
	TEMPORARY SEDIMENT FILTER– HIGH FLOW
	PROPOSED TEMPORARY SEDIMENT LOGS
	TEMPORARY ROCK CONSTRUCTION ENTRANCE

N

0 30'

SCALE: 1" = 30'

GRADING GENERAL NOTES

1. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN EXISTING CONDITIONS AS EXIST IN THE FIELD AND AS REPRESENTED WITHIN THE PLANS AS SHOWN AND ALERT THE ENGINEER BEFORE BIDDING THE PROJECT AND BEGINNING CONSTRUCTION.
2. CONTRACTOR SHALL LOCATE AND VERIFY ALL UTILITIES WHICH MAY AFFECT THIS WORK AND NOTIFY OWNER OF ANY CHANGES. CONTACT LOCAL UTILITY COMPANIES FOR EXACT LOCATIONS PRIOR TO BIDDING THE PROJECT AND COMMENCING WORK.
3. CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PREVENT SILT AND DEBRIS RUN–OFF DURING GRADING OPERATIONS (I.E. SILT FENCE, STRAW BALES, ETC.).
4. CONTRACTOR SHALL VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN, PARTICULARLY WITH EXISTING STRUCTURES AND/OR PAVEMENTS TO REMAIN. MEET EXISTING GRADES ALONG STREETS, PROPERTY LINES AND DRIVEWAY ENTRANCES. RESTORE ALL PAVEMENTS THAT REMAIN TO THEIR ORIGINAL IF NOT BETTER CONDITION. NOTIFY OWNER OF ANY CONFLICTS PRIOR TO BIDDING THE PROJECT.
5. TURF ESTABLISHMENT AREAS SHALL RECEIVE MINIMUM OF 4" DEPTH AS MEASURED IN PLACE OF TOPSOIL. TOPSOIL FURNISHED AND INSTALLED BY CONTRACTOR. ALL GRADED SLOPES GREATER THEN OR EQUAL TO 5:1 SHALL BE HYDROSEEDED, EROSION CONTROL BLANKETED, OR MULCHED TO HELP STABILIZE THE SLOPES BY GENERAL CONTRACTOR.

EROSION CONTROL NOTES

1. CONTRACTOR SHALL CONFINE CONSTRUCTION OPERATIONS TO THE CONSTRUCTION/GRADING LIMITS SHOWN.
2. ALL WORK SHALL CONFORM TO THE MINNESOTA POLLUTION CONTROL AGENCY'S STORM WATER PERMIT REQUIREMENTS. CONTRACTOR SHALL OBTAIN ALL PERMITS AND COMPLY WITH ALL PERMIT REQUIREMENTS.
3. THE SITE SOIL EROSION AND SEDIMENT CONTROL FACILITIES SHALL BE INSTALLED PRIOR TO ANY DEMOLITION OR GRADING OPERATIONS AND MAINTAINED TO CONFORM WITH THE STANDARDS SPECIFIED BY THE PERMIT.
4. CONTRACTOR SHALL INSPECT TEMPORARY EROSION CONTROL MEASURES ON THE ENTIRE SITE AT LEAST EVERY 7 DAYS AND WITHIN 24 HOURS OF ANY MEASURABLE RAINSTORM. DAMAGED SILT FENCE OR OTHER EROSION CONTROL DEVICE OR PRACTICES SHALL BE REPAIRED IMMEDIATELY. INSPECTION AND MAINTENANCE OF DEVICES SHALL CONTINUE UNTIL THE SITE HAS UNDERGONE FINAL STABILIZATION AND A NOTICE OF TERMINATION IS SUBMITTED TO THE MPCA.
5. ALL GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION.
6. THE SITE SOIL EROSION AND SEDIMENT CONTROL FACILITIES SHALL BE INSTALLED AND MAINTAINED TO CONFORM WITH THE STANDARDS SPECIFIED BY THE CITY OF RICHFIELD AND THE MPCA.
7. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR THE DISTURBANCE OF ANY AREAS AND MAINTAINED UNTIL ALL TRIBUTARY DISTURBED AREAS ARE RESTORED.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL EROSION CONTROL MEASURES, INCLUDING SILT FENCE AND BALES, UPON ESTABLISHMENT OF PERMANENT VEGETATION IN SAID AREAS.
9. ALL SOILS TRACKED ONTO PAVEMENT OR ANY OTHER OFF–SITE AREA SHALL BE REMOVED DAILY.
10. THE SITE SEDIMENT CONTROL FACILITIES FOR THE PROJECT MUST BE INSTALLED PRIOR TO ANY GRADING OPERATION. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE RESTORED AND VEGETATED AS SOON AS POSSIBLE. ANY FINISHED AREAS SHALL BE SEEDED AND MULCHED WITHIN 7 DAYS AFTER FINISHED GRADING IS COMPLETED IN ACCORDANCE TO MN/DOT 2575.
11. ALL INLET PROTEECTION MUST BE HIGH FLOW INLET PROTECTION.
12. ALL DISTURBED AREAS SHALL BE REVEGETATED WITH SOD OR MN/DOT SEED MIX, MULCHED, FERTILIZED & DISK ANCHORED, PER THE FOLLOWING SCHEDULE:
    SEED MIX 25–131: 220 LB/AC.
    FERTILIZER 22–5–10: 350 LB/AC.
    MULCH TYPE 3: 2 TONS/AC.

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FILE NO.: 18–353.00

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Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Grading & Erosion Control Plan

SHEET NO.

C7

STORM WATER POLLUTION PREVENTION PLAN NARRATIVE:

GENERAL INFORMATION

THIS STORMWATER POLLUTION PREVENTION PLAN IS PREPARED IN ACCORDANCE TO THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT NO. MN R1000001 FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY.
PROJECT NAME: NOVO APARTMENT PROJECT
LOCATION: 2400 66TH ST. WEST
CITY: RICHFIELD, MN 55423
LAT/LONG: 44.883675/-93.10094

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE NOVO APARTMENT PROJECT SITE IMPROVEMENT CONSISTS OF DEMO, BUILDING CONSTRUCTION, GRADING, PAVING, UTILITY INSTALLATION, AND TURF ESTABLISHMENT.

PROJECT CONTACTS

BROADWAY INVESTORS, LLC AND THE CONTRACTOR ARE RESPONSIBLE FOR IMPLEMENTATION OF THE SWPPP AND THE INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMP'S BEFORE, DURING AND AFTER CONSTRUCTION.

SWPPP PREPARATION:
SWPPP PREPARER: NICHOLAS A. ANDERSON-BOGART, PEDERSON & ASSOCIATES
TRAINING: ENGINEER AND SWPPP DESIGNER (EXP 2020)
ADDRESS: 13076 FIRST STREET BECKER, MN 55308-9322
TELEPHONE: (763) 262-8822
EMAIL; NANDERSON@BOGART-PEDERSON.COM
OWNER:
OWNER CONTACT: ERIK WINEGARDEN
ADDRESS: 7365 KIRKWOOD COURT N. SUITE 200 MAPLE GROVE, MN 56369
TELEPHONE: 612-695-5990
EMAIL; ERIK@TEAMSINEGARDEN.COM
CONTRACTOR (TO BE FILLED OUT BY THE CONTRACTOR):
BUSINESS NAME _____
OWNER NAME _____
MAILING ADDRESS _____
CITY _____
TELEPHONE _____
EMAIL _____
CONTACT NAME _____
MAILING ADDRESS _____
CITY _____
TELEPHONE _____
EMAIL _____

ESTIMATED DATES OF CONSTRUCTION:

START DATE ___/____/____ (TO BE FILLED IN BY CONTRACTOR)
COMPLETION DATE ___/____/____ (TO BE FILLED IN BY CONTRACTOR)

PERMANENT STORMWATER DESIGN CALCULATIONS:

SEE SITE PLAN FOR FUTURE STORMWATER DRAINAGE CALCULATIONS AND SOIL TYPES OVER THE SITE.

DESCRIPTION OF THE NATURE OF THE CONSTRUCTION ACTIVITY:

SITE IMPROVEMENT CONSISTS OF PAVING, GRADING, UTILITY INSTALLATION, AND TURF ESTABLISHMENT.

CUMULATIVE IMPERVIOUS SURFACES:

PRE-CONSTRUCTION IMPERVIOUS AREA: X.XX ACRES
POST CONSTRUCTION IMPERVIOUS AREA: X.XX ACRES
NEW IMPERVIOUS AREA: X.XX ACRES

RECEIVING WATERS:

STORM WATER FROM THIS SITE WILL BE DISCHARGED INTO AN EXISTING CITY OF RICHFIELD STORMWATER SYSTEM.

PLANS AND SPECIFICATIONS

THE PLAN SHEETS OF THIS PLAN SET INDICATE THE FOLLOWING ITEMS:
- THE PROJECT LOCATION AND CONSTRUCTION LIMITS.
- LOCATIONS OF IMPERVIOUS SURFACES.
- LOCATIONS OF AREAS NOT TO BE DISTURBED (E.G., BUFFER ZONES, WETLANDS, ETC.).
- STEEP SLOPE LOCATIONS.
- LOCATIONS OF ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL BMP'S TO BE INSTALLED ON THE PROJECT.
- THE DETAIL SHEETS INDICATE EROSION AND SEDIMENT CONTROL BMPS TO BE INSTALLED ON THE PROJECT.
- IF DEWATERING IS REQUIRED FOR THIS PROJECT, THE PUMP DISCHARGE SHALL BE TREATED PRIOR TO BEING DISCHARGED OFF-SITE OR INTO A SURFACE WATER. THE DISCHARGE SHALL BE VISUALLY CHECKED TO ENSURE THAT IT IS VISIBLY CLEAN WATER. NO DEWATERING IS EXPECTED FOR THIS SITE DUE TO SANDY SOIL CONDITIONS.

TEMPORARY SEDIMENT CONTROL PRACTICES

DOWN GRADIENT SILT FENCE AND SEDIMENT LOG INSTALLATIONS ARE TO BE INPLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORK OPERATIONS.

TOPSOIL IS TO BE WINDROWED ALONG THE CONSTRUCTION LIMITS AND PLACED AS SLOPE DRESSING IMMEDIATELY FOLLOWING COMPLETION OF THE GRADING OPERATIONS, AS THE GRADING OPERATIONS PROCEED.

TOPSOIL PLACEMENT ALONG THE EMBANKMENT SLOPES THOUGH WETLAND AREA IS TO BE SPREAD BY A LOW IMPACT CRAWLER TRACTOR OPERATING UP AND DOWN THE SLOPES SO AS TO PROVIDE TRACK PRINTS PARALLEL WITH THE CONTOURS.

INSTALLATION OF MN/DOT CATEGORY 3 EROSION CONTROL BLANKET IS REQUIRED ALONG THE EMBANKMENT SLOPES ADJACENT THE WETLANDS AREAS.

ALL TEMPORARY SOILS STOCKPILES WILL REQUIRE AN EFFECTIVE MEANS OF SEDIMENT CONTROL SUCH AS AN EROSION CONTROL BLANKET COVERING OR SILT FENCE INSTALLATION ALONG THE TOE OF SLOPE.

ALL COMPLETED SWALES SLOPES AND BOTTOMS NOT DRAINING TOWARDS WETLAND AREAS ARE TO BE STABILIZED WITHIN 7 DAYS.

TEMPORARY STABILIZATION WILL BE REQUIRED IN AREAS WHERE GRADING OPERATIONS ARE SUSPENDED OR CEASED FOR A PERIOD OF 7 DAYS OR GREATER.

A ROCK CONSTRUCTION ENTRANCE FOR SEDIMENT CONTROL IS TO BE PROVIDED AT THE PROJECT.

STREET SWEEPING OF THE PAVED SURFACES WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

TIMING OF EROSION CONTROL:

SILT FENCE AND SEDIMENT LOGS WILL BE INSTALLED PRIOR TO CONSTRUCTION.

RIPRAP AND FILTER BLANKET WILL BE PLACED AT THE OUTLETS WITHIN 24 HOURS OF THE OUTLET PLACEMENT.

THE CONTRACTOR MUST STABILIZE ALL EXPOSED SOIL AREAS IMMEDIATELY FOLLOWING CONSTRUCTION WHEREVER CONSTRUCTION WILL NOT OCCUR FOR A PERIOD GREATER THAN OR EQUAL TO 7 DAYS.

STABILIZATION WORK MUST BE COMPLETE WITHIN 7 CALENDAR DAYS AFTER THE CONSTRUCTION WORK IN THAT AREA HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS THAT ARE WITHIN 200 FT OF A PUBLIC WATER MUST BE STABILIZED WITHIN 24 HOURS OF COMPLETING CONSTRUCTION DURING PERIODS OF "WORK IN WATER RESTRICTIONS" FOR TIME PERIODS DECLARED BY THE DNR.

THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN THE DISTURBED AREA UNTIL VEGETATION IN ESTABLISHED.

ONCE VEGETATION IS ESTABLISHED AND CONSTRUCTION IS COMPLETE, THE SILT FENCE AND ANY OTHER TEMPORARY EROSION CONTROL THAT IS NOT BIODEGRADABLE SHALL BE REMOVED.

STREET SWEEPING TO BE PROVIDED AS DIRECTED BY THE ENGINEER OR OWNER. THE CITY REQUIRES STREET SWEEPING TO OCCUR WITHIN 8 HOURS OF NOTICE FROM THE CITY.

APPLYING MULCH, HYDROMULCH, TACKIFIER, POLYACRYLAMIDE OR SIMILAR EROSION PREVENTION PRACTICES IS NOT ACCEPTABLE STABILIZATION IN ANY PART OF A TEMPORARY OR PERMANENT DRAINAGE DITCH OR SWALE. BLANKETS OR OTHER APPROVED, BY THE ENGINEER, METHOD SHALL BE USED.

INSPECTION AND MAINTENANCE ACTIVITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING AND SCHEDULING THE WORK OF ALL OPERATIONS, INCLUDING SUBCONTRACTORS AND UTILITY COMPANIES, SUCH THAT EROSION AND SEDIMENT CONTROL MEASURES ARE FULLY EXECUTED FOR EACH OPERATION AND IN A TIMELY MANNER OVER THE DURATION OF THE PROJECT. OPERATORS HAVE DAILY ACCESS TO THE PROJECT SITE. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE SWPPP IMPLEMENTATION UNTIL THE ENTIRE SITE HAS UNDERGONE FINAL STABILIZATION AND N.O.T HAS BEEN SUBMITTED TO THE MPCA.

THE CONTRACTOR IS TO PROVIDE A TRAINED INDIVIDUAL RESPONSIBLE FOR THE IMPLEMENTATION, INSPECTION AND MAINTENANCE OF THE EROSION AND SEDIMENT CONTROL BMPS ON THE PROJECT. THAT INDIVIDUAL IS TO BE IDENTIFIED AT THE PRE-CONSTRUCTION CONFERENCE AND LISTED IN THE MINUTES THEREOF.

THE APPOINTED INDIVIDUAL IS TO PERFORM A ROUTINE INSPECTION OF THE ENTIRE SITE AT LEAST ONCE EVERY SEVEN DAYS DURING CONSTRUCTION OPERATIONS AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS.

A INSPECTION FORM WILL BE PROVIDED BY THE CONTRACTOR. ANY DEFICIENCIES IN THE EROSION AND SEDIMENT CONTROL BMPS ARE TO BE NOTED ON THE INSPECTION FORM AND CORRECTED BY THE END OF THE NEXT BUSINESS DAY.

PERIMETER CONTROL DEVICES ARE TO BE REPAIRED OR REPLACED WHEN THEY ARE NO LONGER EFFECTIVE OR WHEN THE SEDIMENT REACHES ONE-HALF THE HEIGHT OF THE DEVICE.

TRAINNING DOCUMENTATION:
SWPPP IMPLEMENTATION, REVISING, AMENDING, AND INSPECTING (TO BE FILLED IN BY THE CONTRACTOR)
NAME OF INDIVIDUAL OVERSEEING & INSPECTING _____
DATE OF TRAINING _____
NAME OF INSTRUCTOR _____
ENTITY PROVIDING TRAINING _____
CONTENT OF TRAINING _____
TOTAL HOURS OF TRAINING _____

BMP INSTALLATION, MAINTENANCE, AND REPAIR (TO BE FILLED IN BY THE CONTRACTOR)
NAME OF INDIVIDUAL OVERSEEING & INSPECTING _____
DATE OF TRAINING _____
NAME OF INSTRUCTOR _____
ENTITY PROVIDING TRAINING _____
CONTENT OF TRAINING _____
TOTAL HOURS OF TRAINING _____

POLLUTION PREVENTION

FERTILIZERS ARE TO BE APPLIED ONLY IN THE AMOUNTS AS SPECIFIED AND WORKED INTO THE SOIL TO MINIMIZE EXPOSURE TO STORMWATER RUNOFF.

ONSITE REFUELING OPERATIONS ARE TO BE CONDUCTED WITH CARE. ANY INADVERTENT SPILLAGE OF FUEL OR CHEMICALS IS TO BE IMMEDIATELY CLEANED UP, REMOVED FROM THE SITE AND DISPOSED OF IN ACCORDANCE TO STATE AND LOCAL REGULATIONS. MAJOR SPILLS ARE TO BE REPORTED TO THE MPCA 24 HOUR NOTIFICATION NETWORK AT 800 422 0798. ALL VEHICLES ON-SITE ARE TO BE MONITORED FOR LEAKS AND SUBJECT TO ROUTINE PREVENTIVE MAINTENANCE EFFORTS TO REDUCE THE LIKELIHOOD OF LEAKAGE AND OR SPILLS.

PORTABLE SANITARY WASTE FACILITIES ARE TO BE PROVIDED ONSITE AND EMPTIED ON A BI-WEEKLY BASIS.

CONCRETE BATCH TRUCKS WILL NOT BE ALLOWED TO DISCHARGE DRUM AND CHUTE WASHOUT DIRECTLY ON THE GROUND. A PORTABLE WASHOUT RECEPTACLE IS TO BE PROVIDED BY THE CONTRACTOR AT THE LOCATION AS PROVIDED BY THE OWNER.

FINAL STABILIZATION

FINAL STABILIZATION OCCURS WHEN 70 PERCENT OF THE PERVIOUS AREA IS COVERED WITH UNIFORM, PERMANENT VEGETATION.

ALL TEMPORARY EROSION AND SEDIMENT CONTROL FEATURES ARE TO BE REMOVED AND THE NPDES NOTICE OF TERMINATION IS TO BE PREPARED AND SUBMITTED TO THE MPCA.

LOCATION OF SWPPP REQUIREMENTS IN PROJECT PLAN

DESCRIPTION	TITLE	LOCATION
Erosion Control Details	Details	C10 & C11
Erosion Control Locations	Grading Plan	C7

24 HOUR MPCA EMERGENCY NOTIFICATION

Telephone Numbers: 651-649-5451
800-422-0798

ESTIMATED QUANTITIES:

THE FOLLOWING QUANITITES IS AN ESTIMATED PRELIMINARY AMOUNT REQUIRED FOR SEDIMENT CONTROL BMP'S AT THE START OF THE PROJECT. THIS ESTIMATE IS PROVIDED AS REQUIRED BY THE MINNESOTA POLLUTION CONTROL AGENCY GENERAL STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY. ANY ADDITIONAL AND/OR REPLACEMENT BMP'S QUANTITIES WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

ESTIMATED PERLIMINARY QUANTITIES AT START OF PROJECT:

ITEM	UNIT	ESTIMATED INITIAL QUANTITY
TEMPORARY CONSTRUCTION ENTRANCE	EA	1
TEMPROARY SEDIMENT FILTER-HIGH FLOW	EA	X
TEMPROARY CONCRETE WASHOUT	EA	1
TEMPORARY PUMP SEDIMENT CONTROL DEVICE	EA	1
TEMPORARY SILT FENCE	LF	1,250 LF
TEMPORARY FIBER LOGS	LF	150 LF

TEMPORARY EROSION AND SEDIMENT CONTROL SPECIFICATIONS

PART 1 GENERAL

1.01 SECTION INCLUDES

A. Prevention of sedimentation of waterways, open drainage ways, and storm and sanitary sewers due to construction activities.

1.02 REFERENCE STANDARDS

A. General Permit Authorization to Discharge Storm Water Associated with Construction Activity Under the National Pollutant Discharge Elimination System. Minnesota Permit No: MN R100001.

1.03 PERFORMANCE REQUIREMENTS

A. Comply with all requirements of the Minnesota Pollution Control Agency for erosion and sediment control.

B. Do not begin clearing, grading, or other work involving disturbance of ground surface cover until applicable permits have been obtained; furnish all documentation required to obtain applicable permits.
1. Obtain and pay for permits required by authority having jurisdiction.

C. Timing: Put preventive measures in place prior to disturbance of surface cover and before precipitation occurs.

D. Erosion Off Site: Prevent erosion of soil and deposition of sediment on other properties caused by water leaving the project site due to construction activities for this project.
1. Prevent tracking of mud onto public roads outside site.
2. Prevent mud and sediment from flowing onto pavements.

E. Sedimentation of Waterways Off Site: Prevent sedimentation of waterways off the project site, including rivers, streams, lakes, ponds, open drainage ways, storm sewers, and sanitary sewers.
1. If sedimentation occurs, install or correct preventive measures immediately at no cost to Owner; remove deposited sediments; comply with requirements of authorities having jurisdiction.

F. Maintenance: Maintain temporary preventive measures until permanent measures have been established.

PART 2 PRODUCTS

2.01 MATERIALS

A. Temporary Silt Fence: Woven Polypropylene geotextile resistant to common soil chemicals, mildew, and insects; non-biodegradable; in longest lengths possible; fabric including seams with the following minimum average roll lengths:
1. Average Opening Size: 20 U.S. Std. Sieve, maximum, when tested in accordance with ASTM D4751.
2. Permittivity: 0.05 sec^-1, minimum, when tested in accordance with ASTM D4491.
3. Ultraviolet Resistance: Retaining at least 70 percent of tensile strength, when tested in accordance with ASTM D4355/D4355M after 500 hours exposure.
4. Tensile Strength: 100 lb-f, minimum, in cross-machine direction; 124 lb-f, minimum, in machine direction; when tested in accordance with ASTM D4632.
5. Elongation: 15 to 30 percent, when tested in accordance with ASTM D4632.
6. Tear Strength: 55 lb-f, minimum, when tested in accordance with ASTM D4533.
7. Color: Manufacturer's standard, with embedment and fastener lines preprinted.
8. Silt Fence Posts: One of the following, minimum 5 feet long:
a. Steel U- or T-section, with minimum mass of 1.33 lb per linear foot.
b. Softwood, 4 by 4 inches in cross section.
c. Hardwood, 2 by 2 inches in cross section.

B. Temporary Sediment Logs: Filter logs shall consist of type wood fiber biorolls and the requirements of MNDOT Spec. 3897.
1. Shall be one of the following.
a. Shall be Siltsoxx perimeter control by Filtrexx, Inc., or equal.

C. Temporary Sediment Filter.
1. Shall be one of the following.
a. Drop-in Sediment Filter unit that inserts into the inlet.
1) Shall be Flexstorm Inlet Filter by ADS, Inc., or equal.
(a)Provide curb opening protection for existing inlets with curb openings.

D. Temporary Rock Construction Entrance.
1. Rock shall be clean 1 to 2 inch Washed Rock.

E. Temporary Slope Erosion Protection.
1. Shall be one of the following.
a. Erosion Control Blanket.
1) Shall consist of a uniform web of interlocking straw or wood fibers sandwiched between an attached top and bottom layer of net backing.
2) The netting shall be biodegradable containing sufficient UV stabilization for breakdown to occur within a normal growing season.
3) Staples used to anchor the blankets shall be U-shaped, 11 gauge or heavier steel wire having a span width of 1 inch and a length of 8 inches or more from top to bottom after bending.
4) The erosion control blankets acceptable for use on this project include:
(a)Geo-Synthetics, Inc., - Landlok 52.
(b)North American Green - S150.
(c)or equal.
b. Bonded Fiber Matrix.
1) The fibers shall be composed of 100% wood or wood by-products. A minimum of 25% of the fibers shall average 10.16 mm (0.4 inches) in length and 50% or more shall be retained on a Clark Fiber Classifier 24 mesh screen. Fibers shall be colored with a water soluble, non-toxic dye, to aid in uniform application over the site.
2) The binder shall be a hydro colloid based (guar gum) with added slow-release and agricultural based fertilizers. The binder shall not dissolve or disperse upon rewetting.
3) The BFM slurry shall dry to form a crust approximately 3-6 mm (1/8 to 1/4 inches) thick adhering to the soil surface.
4) The moisture content of the matrix shall be 12% +/- 3% by weight.
5) The matrix shall consist of materials that are 100% biodegradable and 100% beneficial to plant life.
6) The matrix shall provide 100% continuous coverage and shall have no holes greater than 1mm in size.
7) The hydrated mixture density shall be approximated by a slump test prior to application.
8) The BFM mulch: water ratio shall be as manufacturer recommendations. The minimum BFM mulch to water ratio is 50lbs BFM mulch and 100 gallons water. The water rate will vary between 100 gallons and 125 gallons per 50lbs, depending on which of the products is used.
9) The Bonded Fiber Matrix mulch products acceptable for use on this project include.
(a)EcoAegis - Manufactured by CANFOR.
(b)Soil Guard - Manufactured by Mat, Inc.
(c)ConWed 3000 - Manufactured by ConWed Fibers, Inc.

F. Temporary Pumped Sediment Control Device.
1. Non-woven geotextile fabric sewn into a bag using a double needle machine and high strength thread.
a. Seams shall have an average width strength of 60lb/inch as per ASTM D4883 and meet or exceed the following.
1) Grab tensile of 205 lbs as per ASTM D 4632.
2) Puncture of 110 lbs as per ASTM D 4833.
3) Flow rate of 95 gal/min/sf as per ASTM D 4491.
4) Permittivity of 1.5 Sec-1 as per ASTM D 4491.
5) Mullen Burst Strength of 350 psi as per ASTM D 3786.
6) AOS% of 80% US Sieve as per ASTM D 4751.
2. Spout large enough to accommodate a 4 inch discharge hose with strap to tie unit closed.
3. Shall be one of the following.
a. Dirtbag.
1) ACF Environmental, Inc., 2831 Cardwell Road, Richmond, Virginia 23234, 800-448-3636.
b. Dandy Dewatering Bag.
1) Dandy Products, Inc., P.O. Box 1980, Westerville, Ohio 43086, 800-591-2284.
c. or equal.

PART 3 EXECUTION

3.01 PREPARATION

A. Schedule work so that soil surfaces are left exposed for the minimum amount of time.

B. The Construction Site Operator shall follow all requirements of the Minnesota Stormwater Permit No. MN R100001.

C. The Contractor shall complete and sign the Notice of Intent, obtain the Owner's signature, and submit to the MPCA.
1. Provide a signed copy to the Owner.

3.02 SCOPE OF PREVENTIVE MEASURES

A. Natural vegetation shall be retained whenever feasible.

B. Land grading and excavating shall be kept at a minimum to reduce the possibility of creating runoff and erosion problems which require extensive control measures.

C. Land exposure shall be minimized in terms of area and time.

D. Temporary Silt Fence.
1. Provide along the downgrade perimeter edge of soil stockpiles.
2. Provide at locations shown on the Plans.
3. Provide at additional locations as necessary to meet the requirements under section 1.03 of this specification.

E. Temporary Sediment Logs.
1. Provide at locations shown on the Plans.
2. Provide at additional locations as necessary to meet the requirements under section 1.03 of this specification.

F. Temporary Sediment Filters.
1. Place immediately before land is disturbed adjacent to existing storm sewer manholes with open grates.
2. Place immediately after new storm sewer manholes with open grates are installed and immediately before land is disturbed adjacent to existing storm sewer manholes with open grates.

G. Temporary Rock Construction Entrance.
1. Provide beyond nonaggregate disturbed areas prior to the construction vehicles entering public paved roadways.

H. Temporary Concrete Washout.
1. Provide at a defined area on site or to an area designated for cement washout.
2. Shall be sufficient in size to contain the wash water and residual cement.

I. Temporary Pumped Sediment Control Device.
1. Device shall be used to control sediment discharge in any dewatering or pumped water application.

3.03 INSTALLATION

A. Temporary Rock Construction Entrance.
1. The rock area shall be a minimum of 6 inches deep, extend the full width of the egress area and shall be at least 50ft long, however, longer entrances may be required to adequately clean the tires.
2. Geotextile fabric may be used to prevent migration of mud from the underlying soil into the rock.

B. Temporary Silt Fences:
1. Store and handle fabric in accordance with ASTM D4873.
2. Use nominal 30 inch high barriers, minimum 60 inch long posts spaced at 6 feet maximum spacing.
3. Embed bottom of fabric in a trench on the upslope side of fence, with 6 inches of fabric laid flat on bottom of trench facing upslope; backfill trench and compact.
4. Minimum post embedment.
a. Steel post = 24 inches, minimum.
b. Wood post = 18 inches, minimum.
5. Do not splice fabric width; minimize splices in fabric length; splice at post only, overlapping at least 18 inches, with extra post.
6. Fasten fabric to wood posts using one of the following:
a. Four nails per post with 3/4 inch diameter flat or button head, 1 inch long, and 14 gage, 0.083 inch shank diameter.
b. Five staples per post with at least 17 gage, 0.0453 inch wire, 3/4 inch crown width and 1/2 inch long legs.
7. Fasten fabric to steel posts using wire, nylon cord, or integral pockets.

C. Temporary Sediment Logs:
1. Perimeter control should be installed parallel to the base of the slope or other disturbed area.
2. Stakes should be installed through the middle of the perimeter control on 10 ft centers, using 2 in by 2 in by 3 ft wooden stakes. In the event staking is not possible, i.e., when perimeter control is used on pavement, heavy concrete blocks shall be used behind the perimeter control to help stabilize during rain events.

D. Temporary Sediment Filters.
1. Drop-in Sediment Trap.
a. Place as recommended by the manufacturer.

E. Temporary Pumped Sediment Control Device.
1. Install as per Manufacturer's recommendations.

F. Temporary Slope Erosion Protection.
1. Place at any and all finish slopes that are steeper than 10H:1V.
2. Seed and fertilize per Specification 32 9219 prior to installing Temporary Slope Erosion Protection.
3. Bonded Fiber Matrix.
a. Install the BFM as per the manufacturer's instructions with the following minimum guidelines.
1) The BFM shall be applied with hydraulic spray equipment by a manufacturer's certified applicator.
2) Application shall be done at least 24 hours in advance of projected rainfall to allow the BFM mulch adequate time to dry.
3) The BFM mulch shall be applied in two stages (one-half rate) with ample time to dewater the first application.
4) The BFM mulch shall be applied from at least two alternate directions, preferably 90 degrees apart, if possible, to ensure all soil faces are covered.
5) The installation rate of the BFM mulch shall be 3500 lbs per acre, minimum and 100% coverage.
4. Erosion Control Blanket.
a. Install as per manufacturer's recommendations.

3.04 MAINTENANCE

A. Inspect preventive measures weekly, within 24 hours after the end of any storm that produces 0.5 inches or more rainfall at the project site, and daily during prolonged rainfall.

B. Repair deficiencies immediately.

C. Temporary Silt Fences:
1. Promptly replace fabric that deteriorates unless need for fence has passed.
2. Remove silt deposits that exceed one-third of the height of the fence.
3. Repair fences that are undercut by runoff or otherwise damaged, whether by runoff or other causes.

D. Temporary Construction Exit.
1. Periodic addition of rock, or removal and replacement of pad shall be provided as voids become filled with soil.

E. Temporary Pumped Sediment Control Device.
1. Replace the unit when 1/2 full of sediment or when sediment has reduced the flow rate of the pump discharge to an impractical rate.

F. Place sediment in appropriate locations on site; do not remove from site.

3.05 CLEAN UP

A. Remove temporary measure after permanent vegetation has been established.

B. Where removal of temporary measures would leave exposed soil, shape surface to an acceptable grade and finish to match adjacent ground surfaces.

END OF SECTION

REV NO.	DATE	DESCRIPTION
1	10/11/2018	City Conceptual Plan Reivew
2	10/24/2018	Submittal to City SPR/PMR Review
3	11/12/2018	Submit revised drawings per City ARC review

DATE: 10/24/18
DESIGN BY: TJO
DRAWN BY: TJO
CHECKED BY: NAA
DWG FILE: C8-SWPPP
FILE NO.: 18-353.00

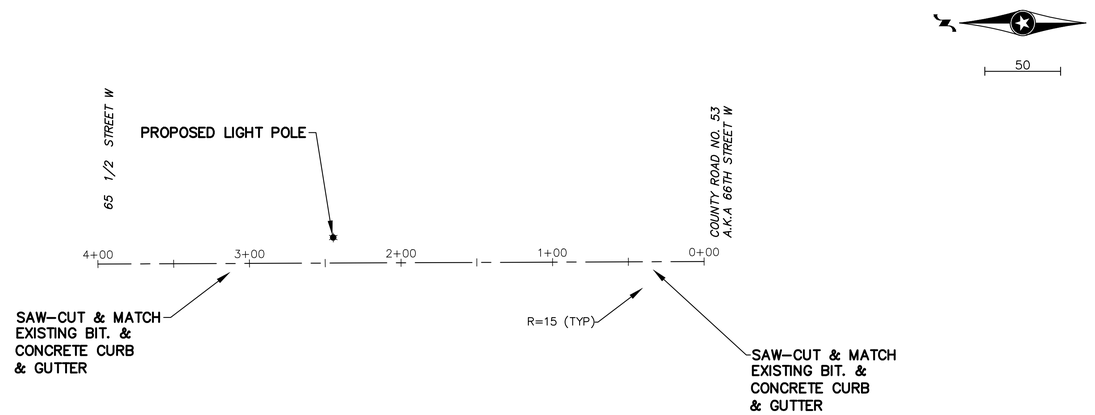
BOGART, PEDERSON & ASSOCIATES, INC.
LAND SURVEYING
CIVIL ENGINEERING
MAPPING
13076 FIRST STREET BECKER, MN 55308-9322
TEL: 763-262-8822 FAX: 763-262-8844

Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

SWPPP Narrative

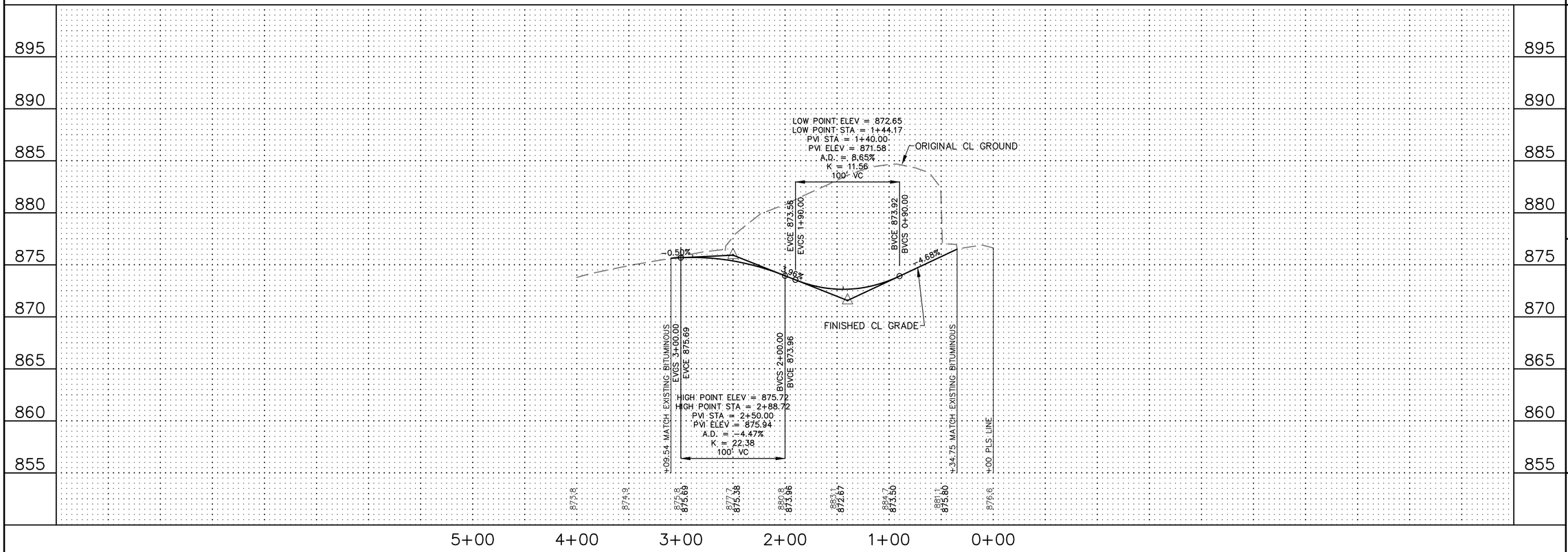
SHEET NO.
C8

RUSSELL AVENUE S



NOTES:

1) STATIONING REFERS TO STREET CENTERLINE.
2) DIMENSIONS TO BACK OF CURB UNLESS OTHERWISE NOTED.
3) TOP OF CURB ELEVATIONS ARE TO B-618 CURB SECTION.
4) INSULATE WATERMAIN AND SERVICES AT ALL CROSSINGS WITH STORM SEWER. ALL MATERIALS AND LABOR FOR INSULATING WATERMAIN IS INCIDENTAL TO THE WATERMAIN INSTALLATION.
5) ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF RICHFIELD STANDARDS.
6) PROVIDE INLET PROTECTION DEVICES ON ALL CATCH BASINS (SEE DETAIL).



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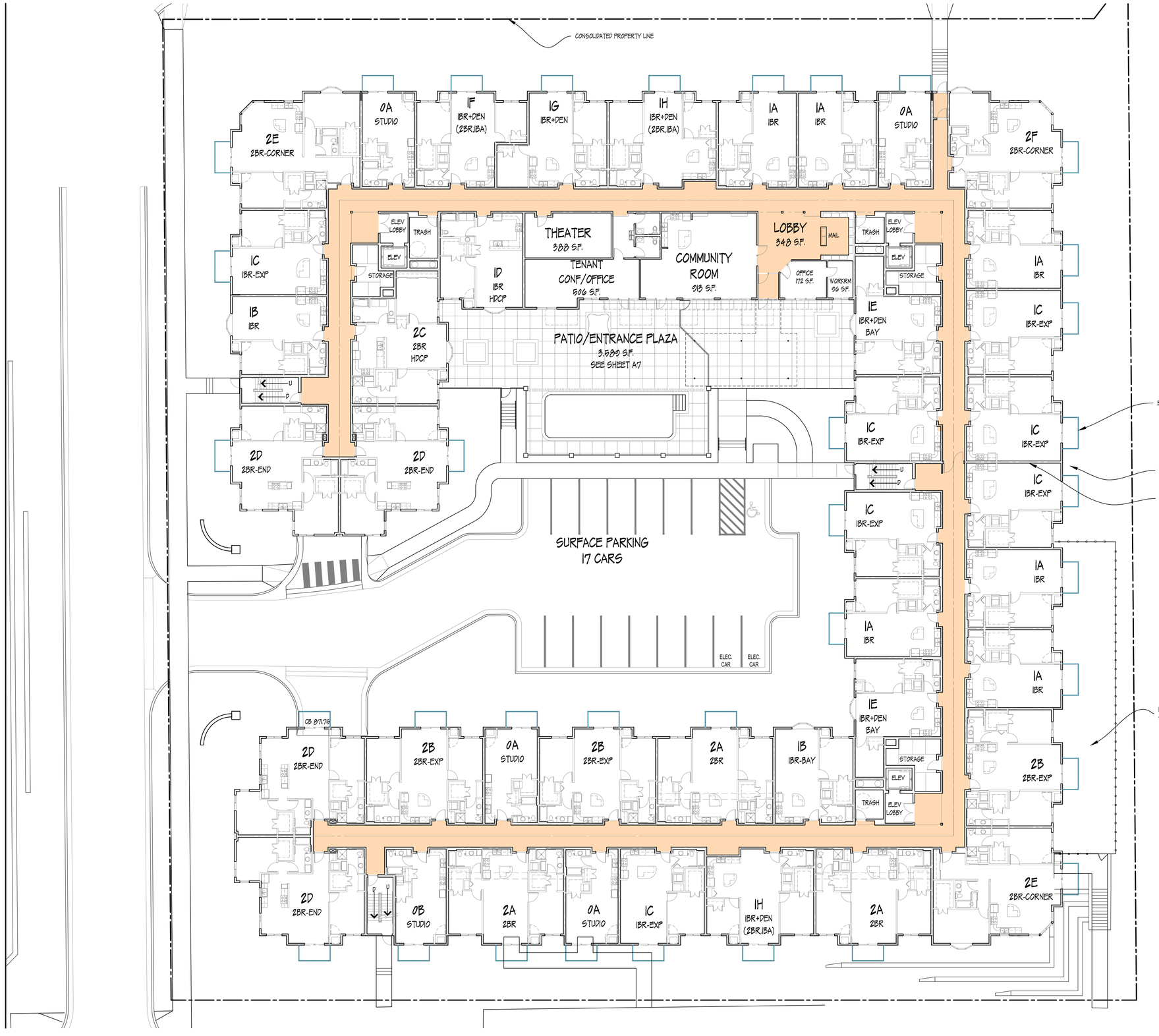
Novo Apartments, 2400 66th St.
City of Richfield, Mn.
Part of Sec. 28, T. 28, R. 24
Hennepin County, Minnesota

Plan & Profile

SHEET NO.

C9



FIRST FLOOR PLAN
1/16" = 1'-0"

0 8' 16' 32'

SCALE: 1/16" = 1'-0"

dso ARCHITECTURE

15703 BOULDER CREEK DRIVE
MINNETONKA, MN 55345
(612)242-0593
ob@cosarch.com

BROADWAY INVESTORS, LLC

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SIGNATURE:

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12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS

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RICHFIELD, MN

FIRST FLOOR PLAN

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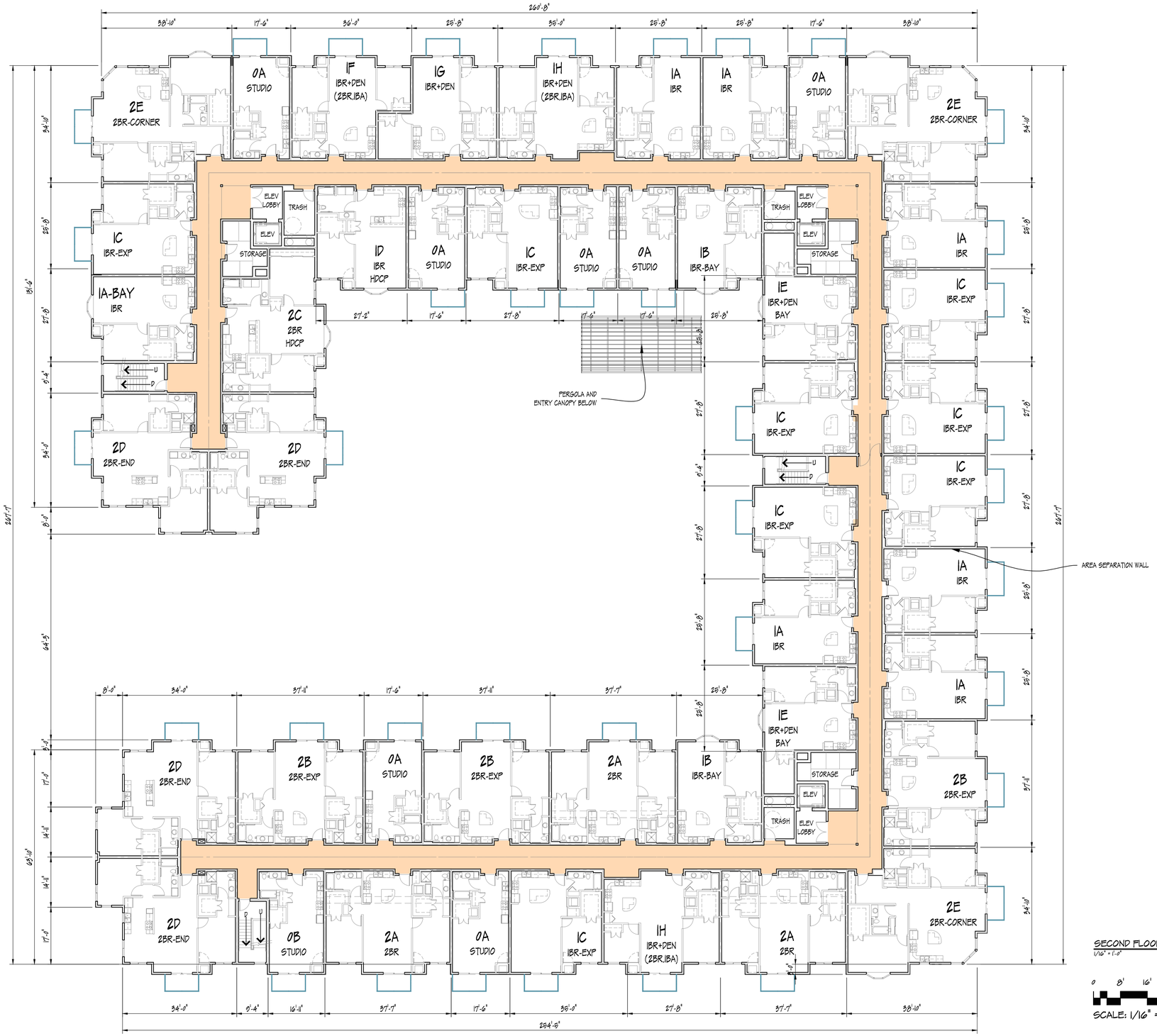
FILE NO. 1707-66Q

SHEET NO. A1



SECOND FLOOR PLAN (THIRD FLOOR SIMILAR)
1/16" = 1'-0"

0 8' 16' 32'

SCALE: 1/16" = 1'-0"

dso ARCHITECTURE

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SECOND FLOOR PLAN (3RD SIMILAR)

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SHEET NO.
A2

FOURTH FLOOR PLAN
1/16" = 1'-0"

0 8' 16' 32'

SCALE: 1/16" = 1'-0"

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FOURTH FLOOR PLAN

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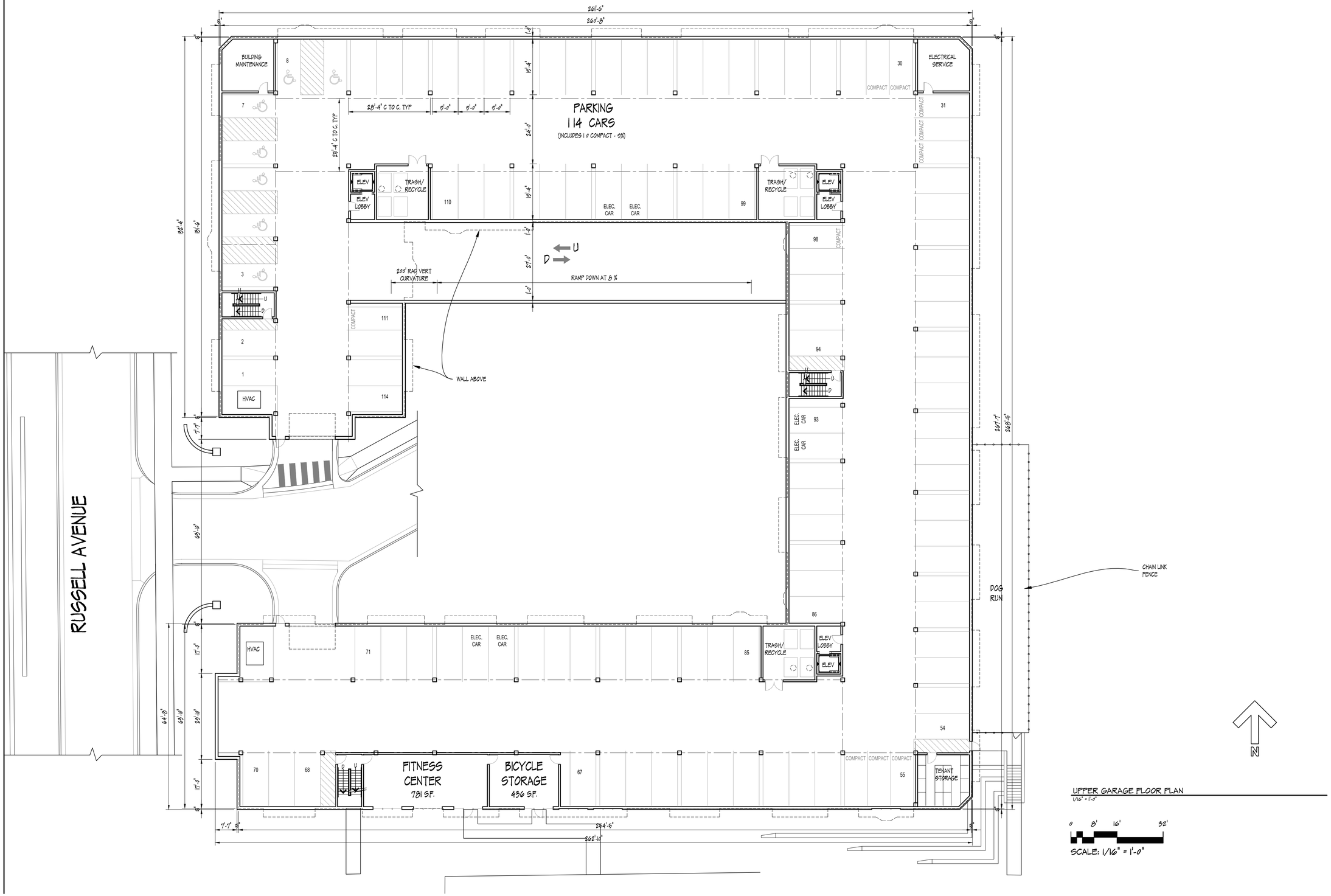
SHEET NO. A3



UPPER GARAGE FLOOR PLAN
1/16" = 1'-0"

0 8' 16' 32'

SCALE: 1/16" = 1'-0"

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UPPER GARAGE FLOOR PLAN

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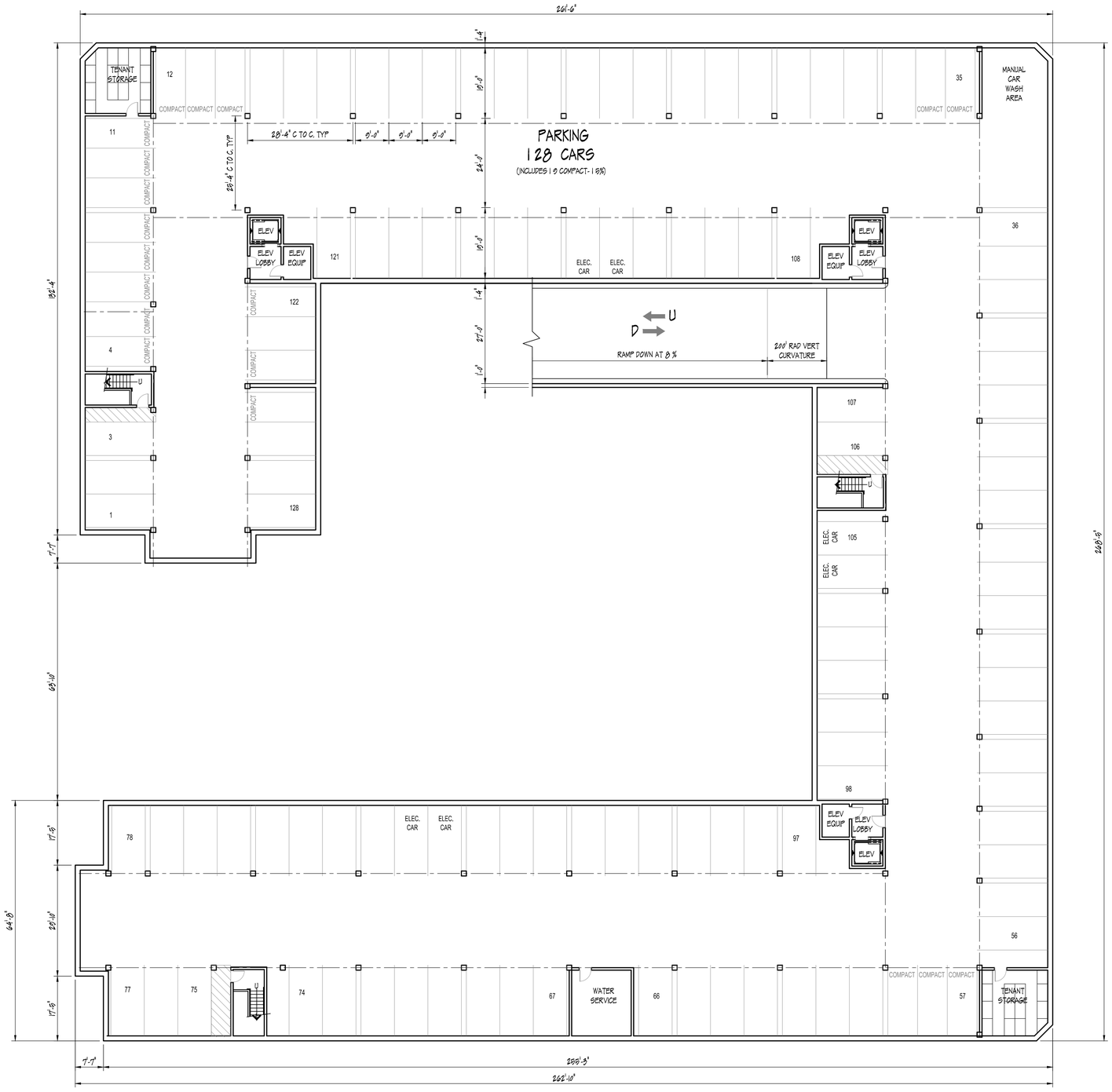

LOWER GARAGE FLOOR PLAN
1/16" = 1'-0"

0 8' 16' 32'

SCALE: 1/16" = 1'-0"

N

dso ARCHITECTURE

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(612)242-0593
ob@cosarch.com

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01-NOV-2018 - REVISIONS
12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS

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RICHFIELD, MN

LOWER GARAGE FLOOR PLAN

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ARTIST'S RENDERING

dso
ARCHITECTURE

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(612)242-0593
ob@cosarch.com

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NOVO APARTMENTS
2400 66TH STREET WEST
RICHFIELD, MN

VIEW FROM SOUTHWEST

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ARTIST'S RENDERING

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NOVO APARTMENTS

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VIEW FROM NORTHWEST

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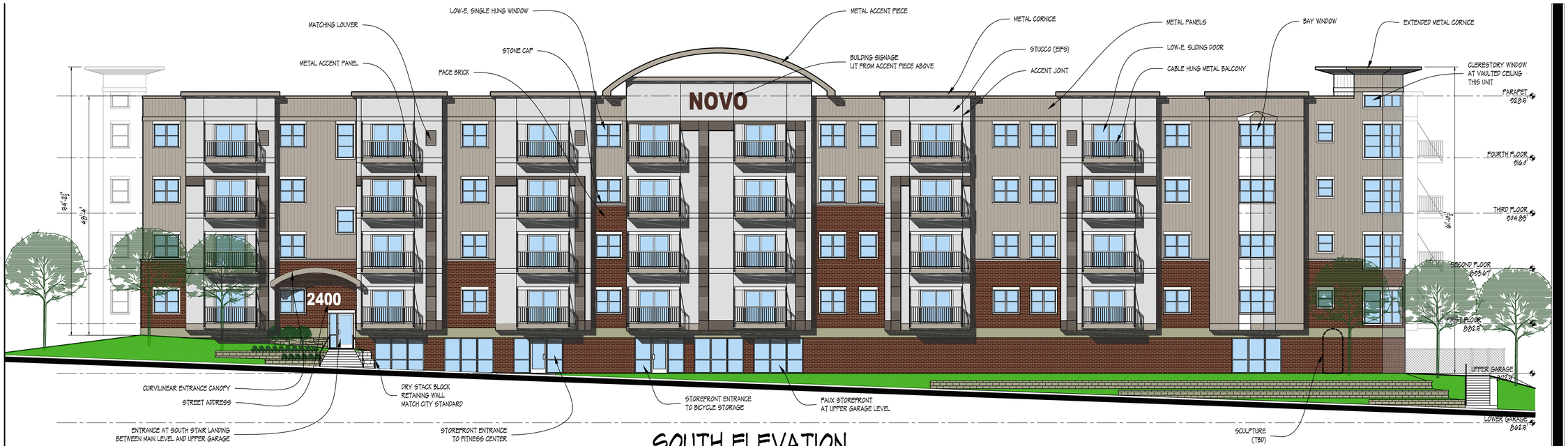

SOUTH ELEVATION

(AVERAGE HEIGHT ABOVE GRADE: 55'-7")

WEST ELEVATION

(AVERAGE HEIGHT ABOVE GRADE: 52'-7")

REFER TO SOUTH ELEVATION
FOR TYPICAL BUILDING MATERALS

dso ARCHITECTURE

15703 BOULDER CREEK DRIVE
MINNETONKA, MN 55345
(612)242-0593
ob@cosarch.com

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07-NOV-2018 - STEPBACKS
12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS
2400 66TH STREET WEST
RICHFIELD, MN

SOUTH & WEST EXTERIOR ELEVATIONS

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FILE NO. 1707-66Q

SHEET NO.
A6

NORTH ELEVATION

(AVERAGE HEIGHT ABOVE GRADE: 52'-0")

REFER TO SOUTH ELEVATION FOR TYPICAL BUILDING MATERALS

0 5'-4" 10'-8" 21'-4"

SCALE: 3/32" = 1'-0"

EAST ELEVATION

(AVERAGE HEIGHT ABOVE GRADE: 56'-0")

REFER TO SOUTH ELEVATION FOR TYPICAL BUILDING MATERALS

0 5'-4" 10'-8" 21'-4"

SCALE: 3/32" = 1'-0"

dso ARCHITECTURE

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MINNETONKA, MN 55345
(612)242-0593
ob@cosarch.com

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NOVO APARTMENTS

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RICHFIELD, MN

NORTH & EAST EXTERIOR ELEVATIONS

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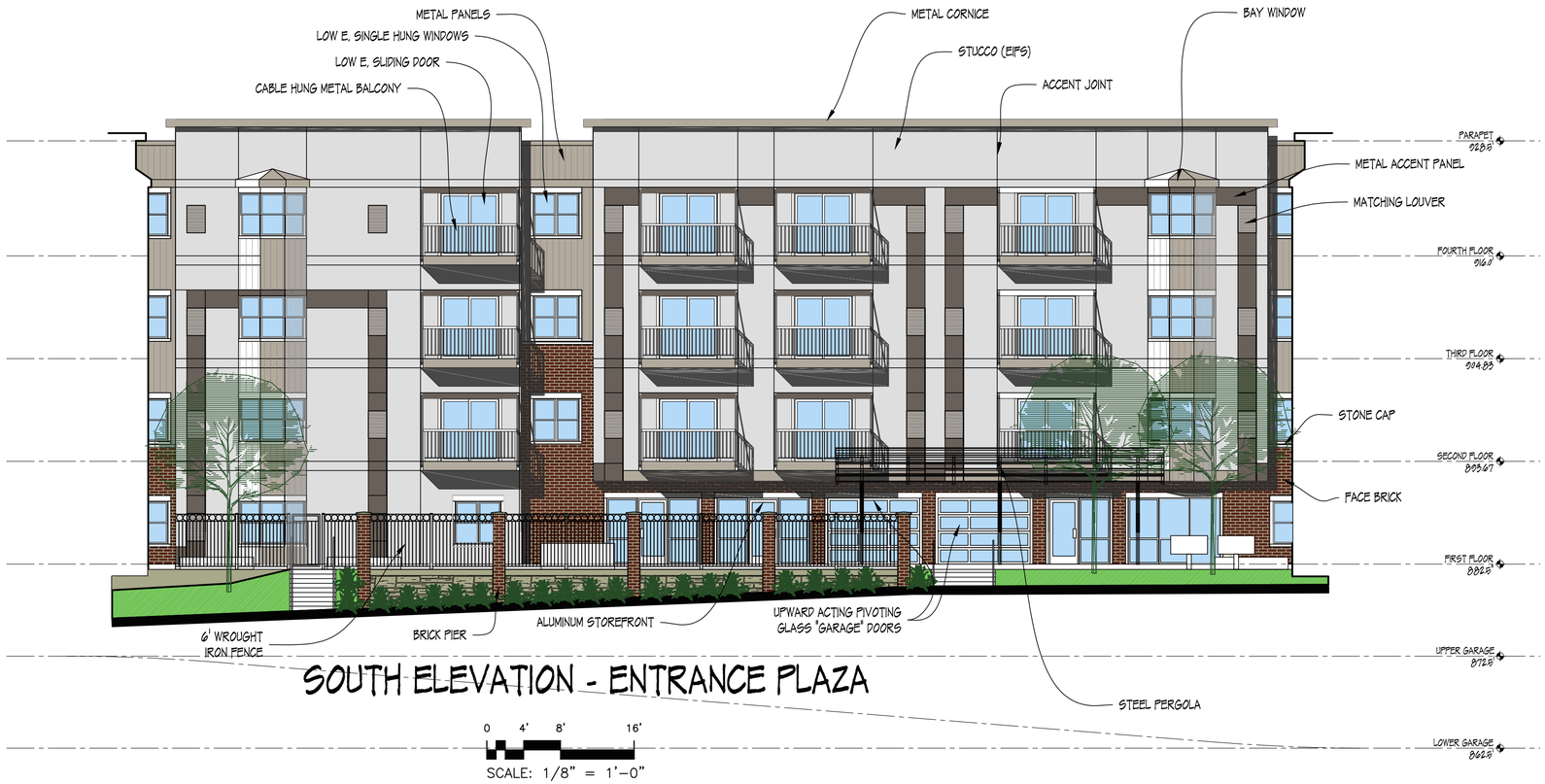
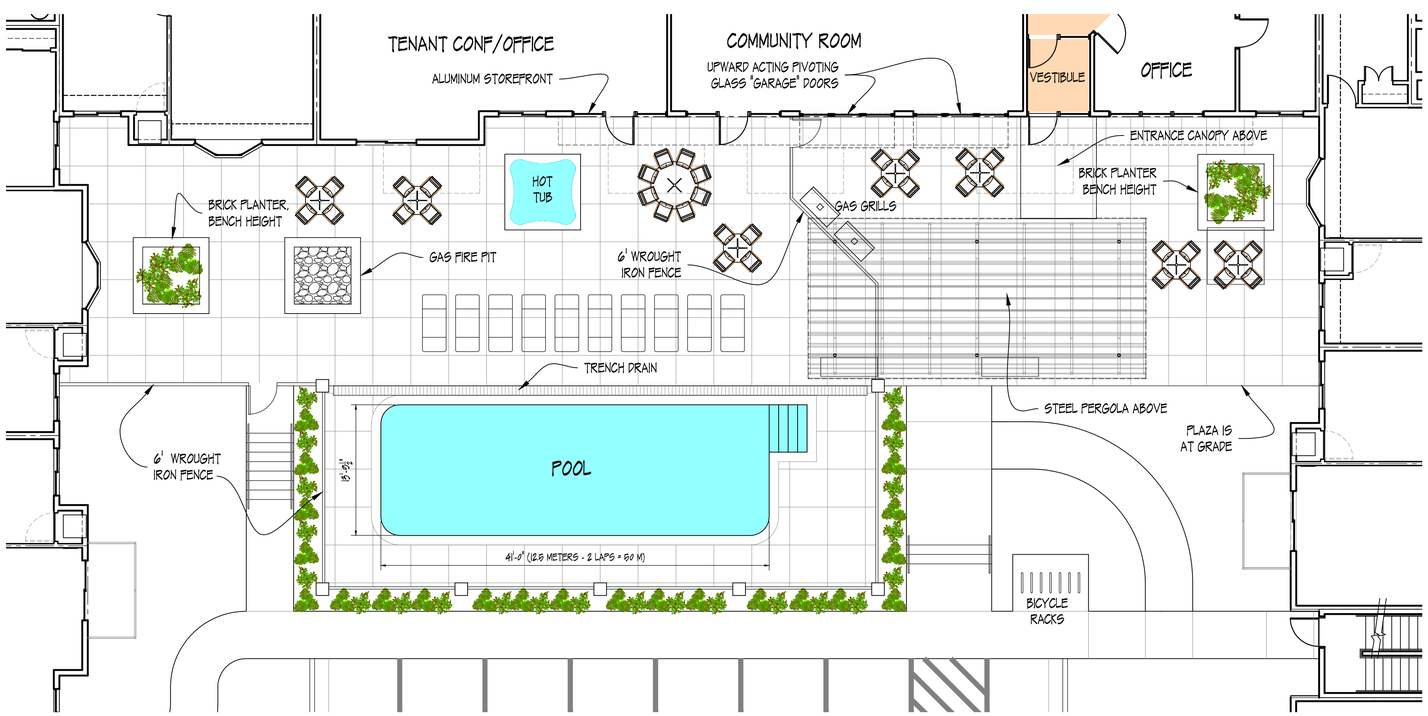


SOUTH ELEVATION - ENTRANCE PLAZA

0 4' 8' 16'

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



N

0 4' 8' 16'

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

ENTRY PLAZA PLAN

dso ARCHITECTURE

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MINNETONKA, MN 55345
(612)242-0593
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24-OCT-2018 - CITY SUBMITTAL
06-NOV-2018 - ADDED POOL
07-NOV-2018 - REVISION
12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS
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RICHFIELD, MN

ENTRY ELEVATION

ENTRY PLAZA PLAN

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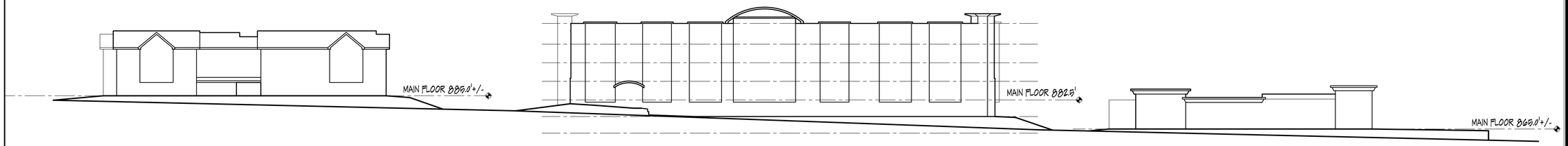
SHEET NO. A8



FRASER APARTMENTS

PROPOSED NOVO APARTMENTS

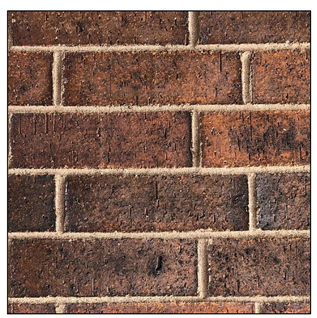
CVS PHARMACY

0 16' 32' 64'

SCALE: 1/32" = 1'-0"

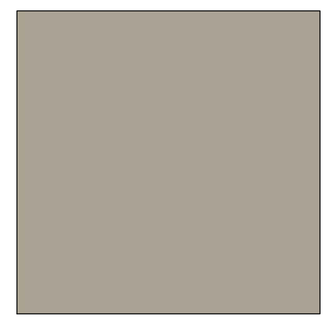
VIEW FROM 66TH STREET

CONCRETE
(FORM LINER)

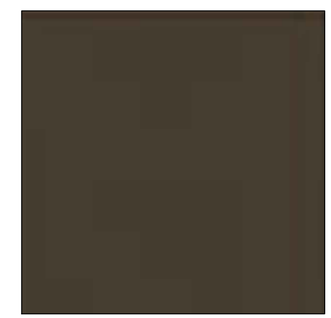


FACE BRICK

STUCCO (EIFS)
OYSTER SHELL



METAL WALL PANELS
ASH GRAY



METAL ACCENT PANELS
MEDIUM BRONZE

SAMPLE MATERIALS

dso ARCHITECTURE

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MINNETONKA, MN 55345
(612)242-0593
ob@cosarch.com

BROADWAY INVESTORS, LLC

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

SIGNATURE:

NAME:

DATE: XX/XX/XX REG NO:

ISSUE DATA

12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS
2400 66TH STREET WEST
RICHFIELD, MN

COMPARATIVE SOUTH ELEVATION, SAMPLE MATERIALS

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COMMISSION NO. 1707

FILE NO. 1707-66Q

SHEET NO. A9

10:15 A.M. - ALTITUDE: 47.79° DEGREES, AZIMUTH: 105.20° , SHADOW LENGTH 0.91

1:15 P.M. - ALTITUDE: 68.56° DEGREES, AZIMUTH: 179.41° , SHADOW LENGTH 0.39

4:15 P.M. - ALTITUDE: 47.77° DEGREES, AZIMUTH: 254.83° , SHADOW LENGTH 0.91

SUMMER SOLSTICE

10:20 A.M. - ALTITUDE: 30.28° DEGREES, AZIMUTH: 124.94° , SHADOW LENGTH 1.70

1:20 P.M. - ALTITUDE: 45.47° DEGREES, AZIMUTH: 179.89° , SHADOW LENGTH 0.98

4:20 P.M. - ALTITUDE: 30.45° DEGREES, AZIMUTH: 234.98° , SHADOW LENGTH 1.70

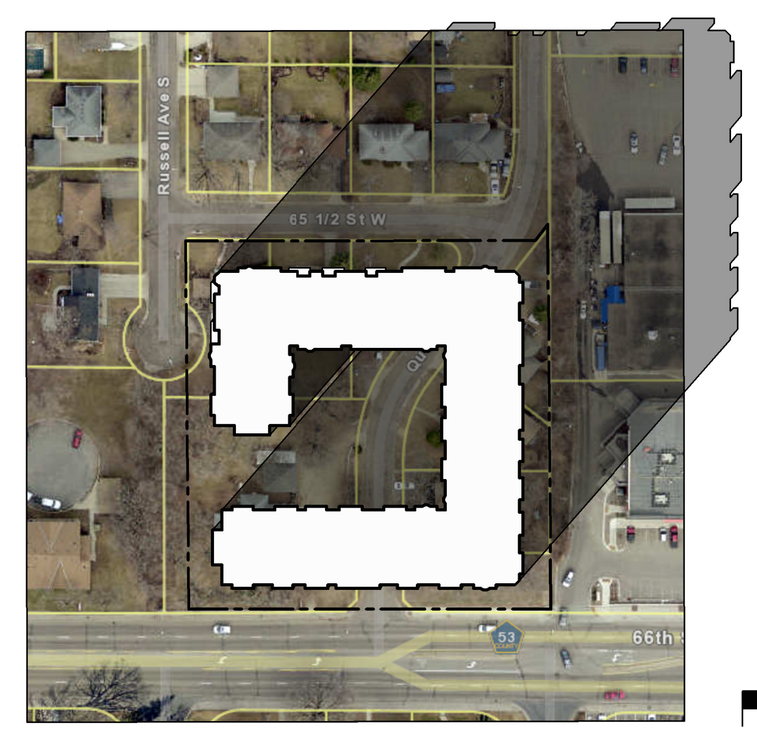
EQUINOX

9:11 A.M. - ALTITUDE: 10.37° DEGREES, AZIMUTH: 138.69° , SHADOW LENGTH 5.45

3 HOURS PRIOR TO CULMINATION

12:11 P.M. - ALTITUDE: 21.72° DEGREES, AZIMUTH: 179.92° , SHADOW LENGTH 2.51

CULMINATION



3:11 P.M. - ALTITUDE: 10.44° DEGREES, AZIMUTH: 234.98° , SHADOW LENGTH 5.45

3 HOURS AFTER TO CULMINATION

WINTER SOLSTICE

N

0 50' 100' 200' 500'

SCALE: 1" = 100'

dso ARCHITECTURE

15703 BOULDER CREEK DRIVE
MINNETONKA, MN 55345
(612)242-0593
ob@cosarch.com

BROADWAY INVESTORS, LLC

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SIGNATURE:

NAME:

DATE: XX/XX/XX REG NO:

ISSUE DATA

12-NOV-2018 - CITY SUBMITTAL

NOVO APARTMENTS
2400 66TH STREET WEST
RICHFIELD, MN

SUN AND SHADOW STUDY

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COMMISSION NO. 1707
FILE NO. 1707-66Q

SHEET NO. A10

Draft Memorandum

SRF No. 12102.00

To: Erik Winegarden
EXP Realty

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

Date: November 9, 2018

Subject: 2412 West 66th Street Traffic Study

Introduction

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

Existing Conditions

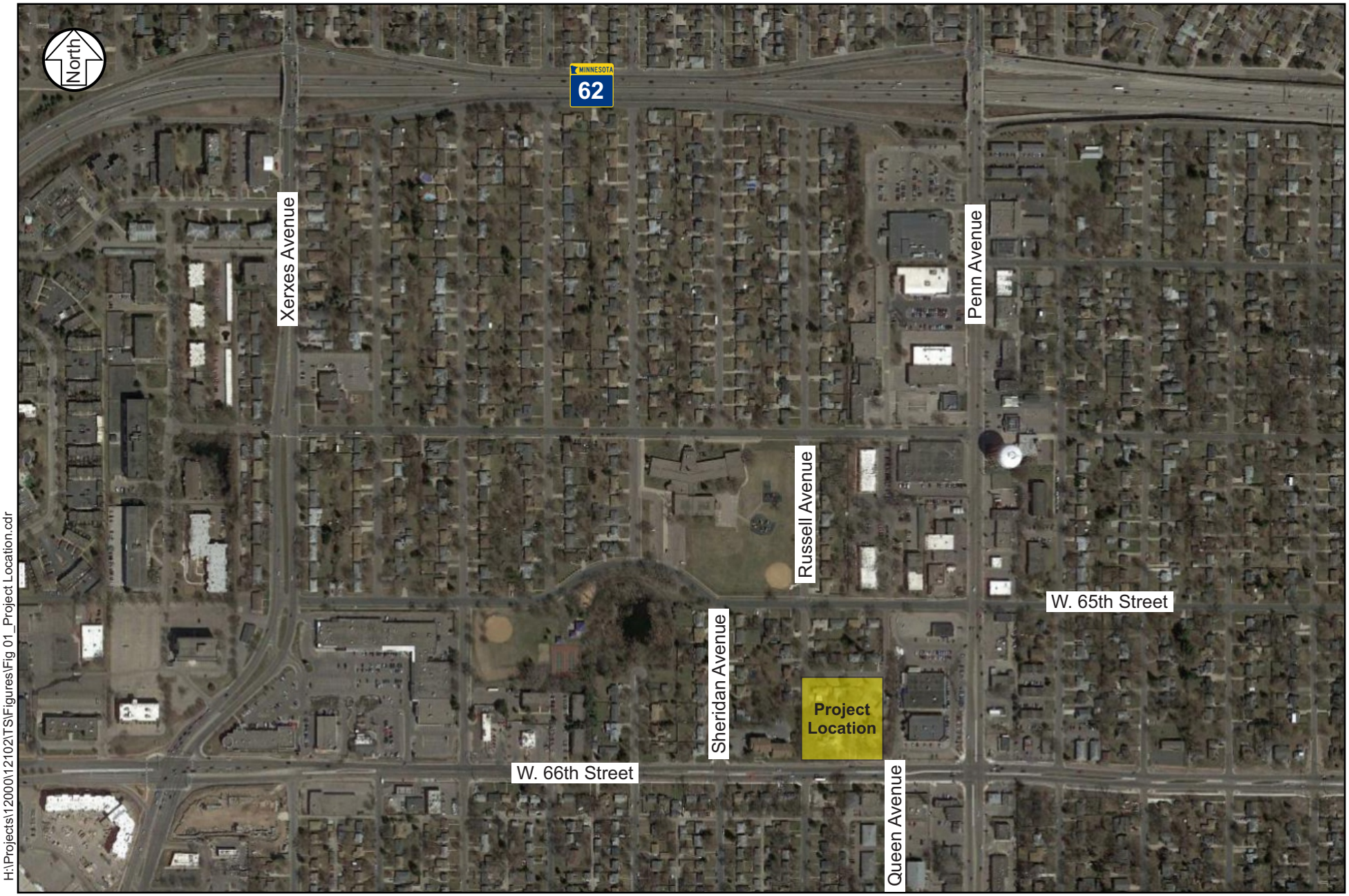
Existing conditions were reviewed to establish a baseline to compare and determine any future impacts associated with the proposed development. The evaluation of existing conditions includes various data collection efforts and an intersection capacity analysis.

Data Collection

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

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

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



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SRF Consulting Group, Inc.

Project Location

2412 West 66th Street Traffic Study

City of Richfield

Figure 1

01812102
November 2018

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

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

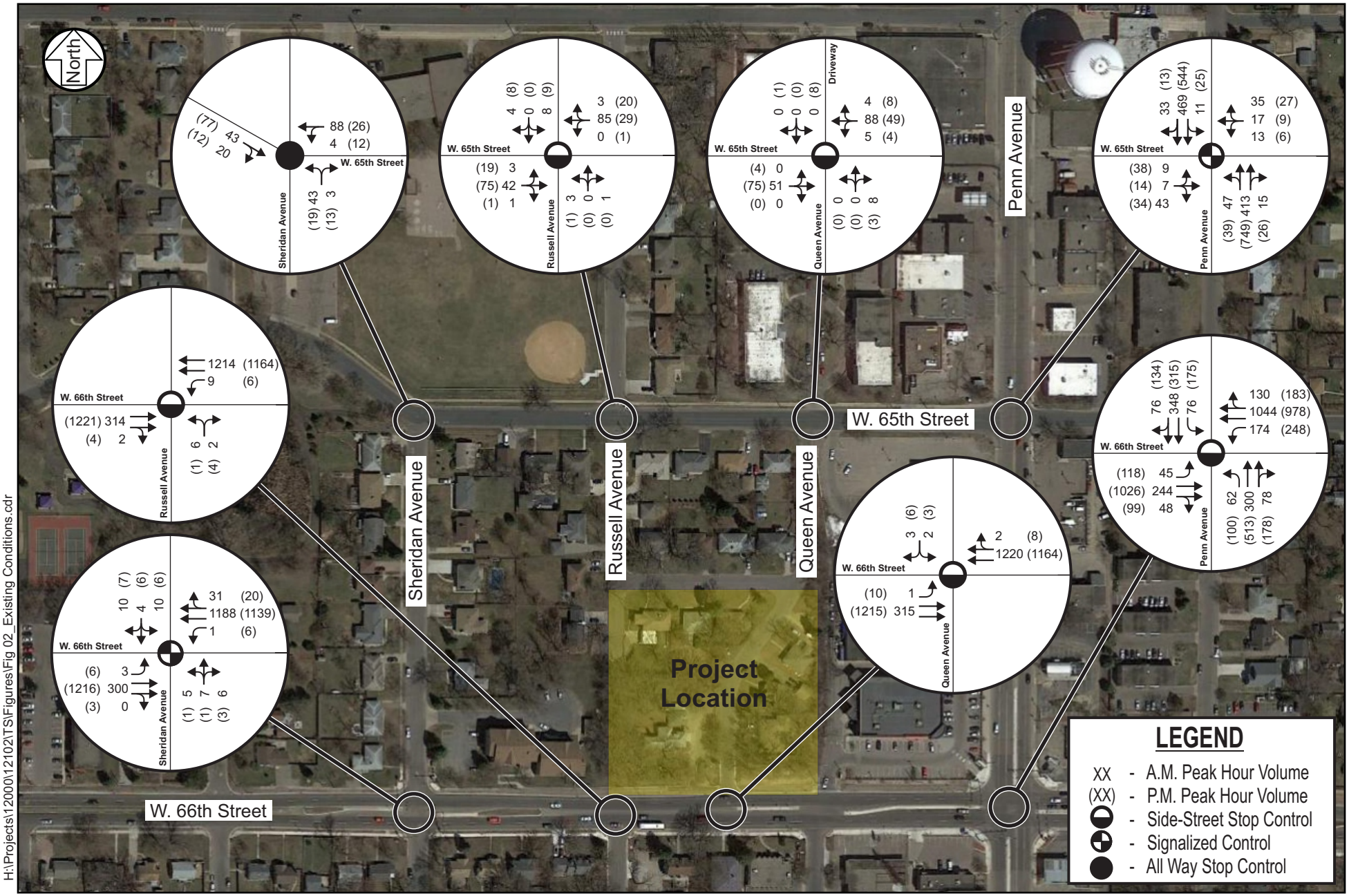
Intersection Capacity Analysis

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

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

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

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



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SRF Consulting Group, Inc.

Existing Conditions

2412 West 66th Street Traffic Study

City of Richfield

Figure 2

01812102
November 2018

Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

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

Table 2. Existing Peak Hour Capacity Analysis

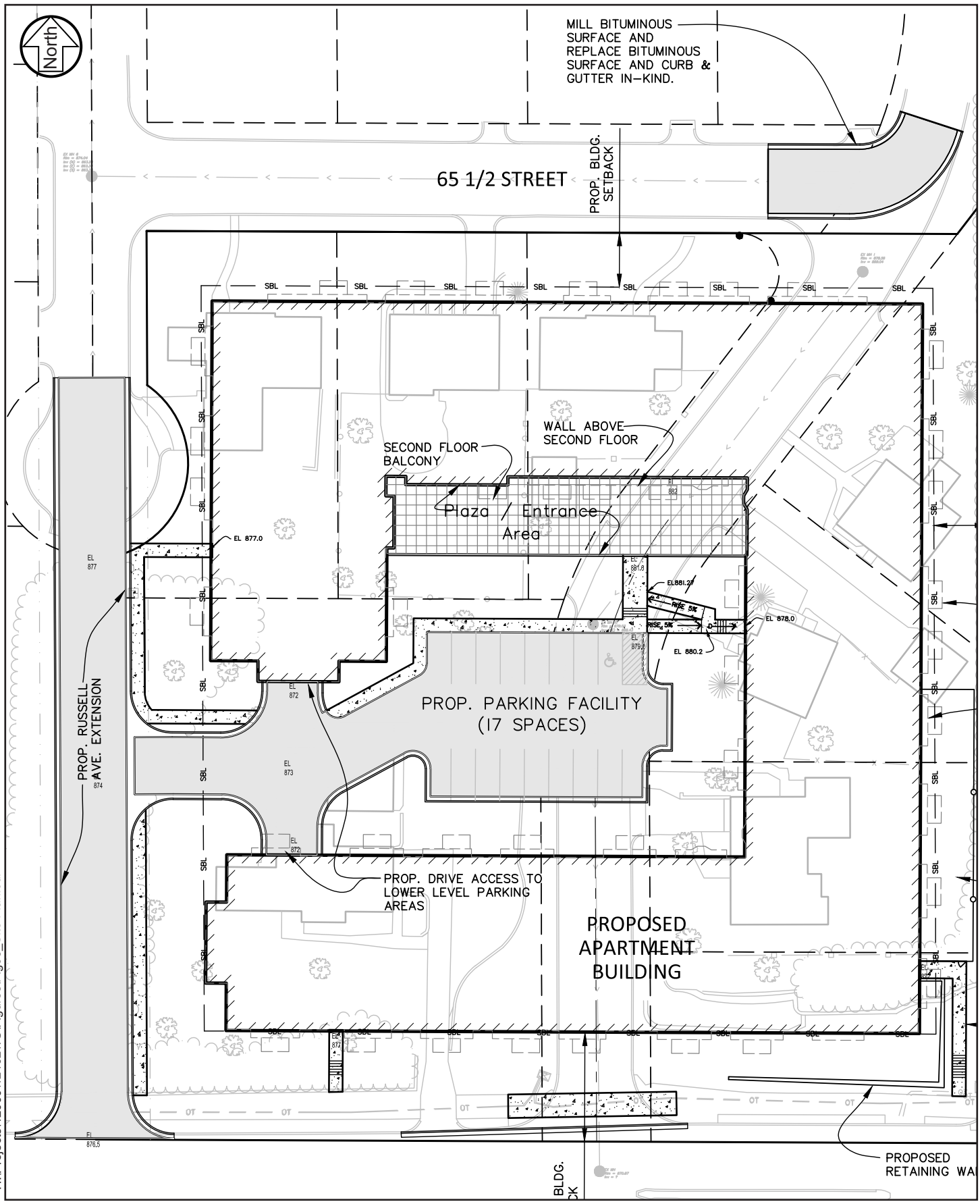
Intersection	Level of Service (Delay)	
	A.M. Peak Hour	P.M. Peak Hour
66th Street and Sheridan Avenue	A (2 sec)	A (4 sec)
66th Street and Russell Avenue (1)	A/B (13 sec)	**A/F (50 sec)**
66th Street and Queen Avenue (1)	A/C (16 sec)	A/C (23 sec)
66th Street and Penn Avenue	C (32 sec)	**E (56 sec)**
65th Street and Sheridan Avenue (2)	A (5 sec)	A (5 sec)
65th Street and Russell Avenue (1)	A/A (5 sec)	A/A (4 sec)
65th Street and Queen Avenue (1)	A/A (3 sec)	A/A (4 sec)
65th Street and Penn Avenue (1)	A/A (8 sec)	A/B (13 sec)

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

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

Proposed Development

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



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SRF Consulting Group, Inc.

Site Plan

2412 West 66th Street Traffic Study

City of Richfield

Figure 3

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November 2018

Traffic Forecasts

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

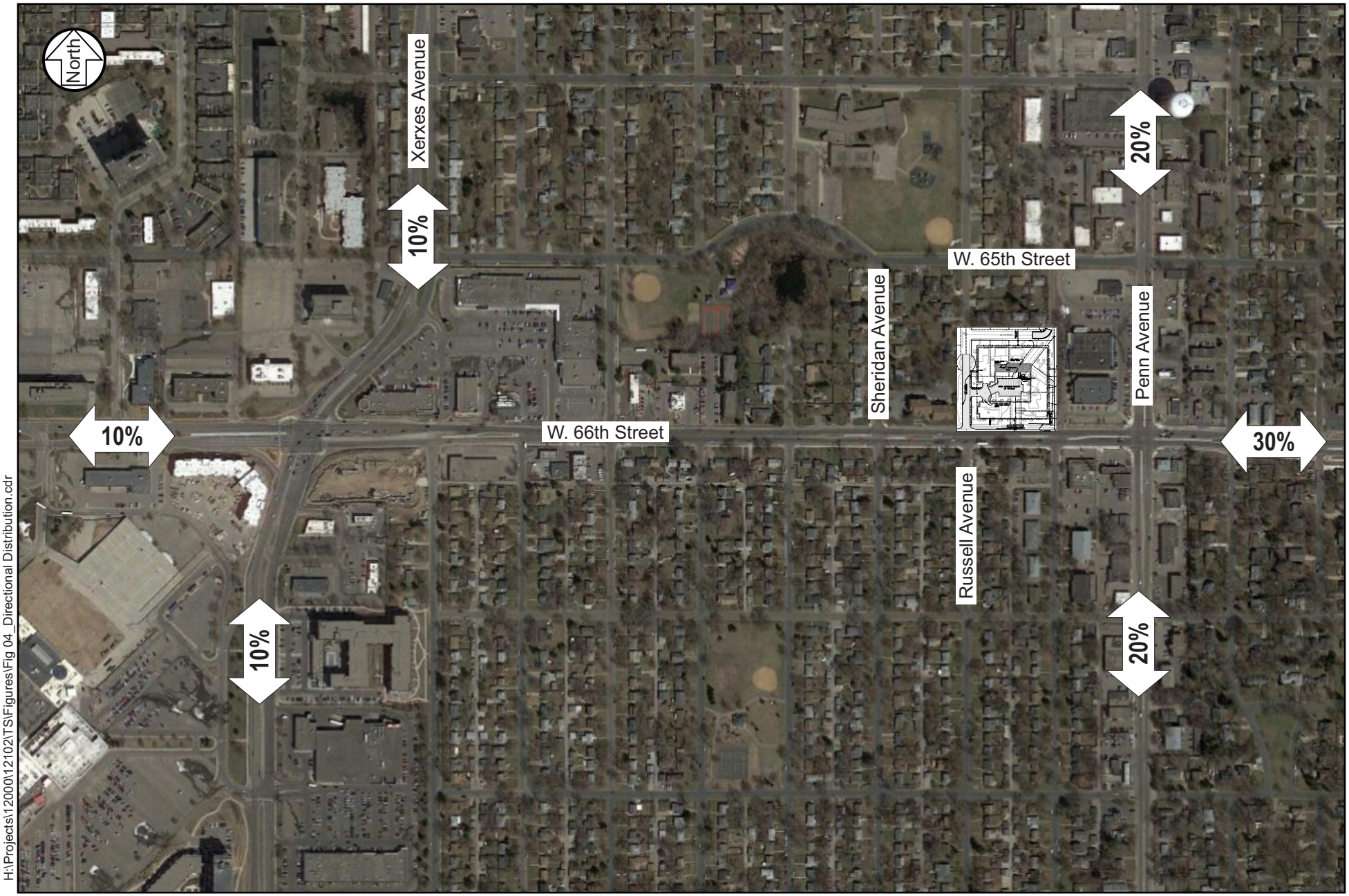
Trips for the proposed development were estimated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, Tenth Edition*. ITE has collected driveway count data at locations with similar land uses around the nation to develop trip rates for the a.m. peak hour, p.m. peak hour, and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

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

Table 3. Trip Generation Estimate

Land Use Type *(ITE Code)*	Size	A.M. Peak Hour		P.M. Peak Hour		Daily Trips
		In	Out	In	Out	
Existing Land Use						
Single-Family Detached Housing (210)	7 DU	1	4	4	3	66
Proposed Land Use						
Mid-Rise Multi-Family Housing (221)	179 DU	17	48	48	31	974
Total Change in Site Trips		+16	+44	+44	+28	+908

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



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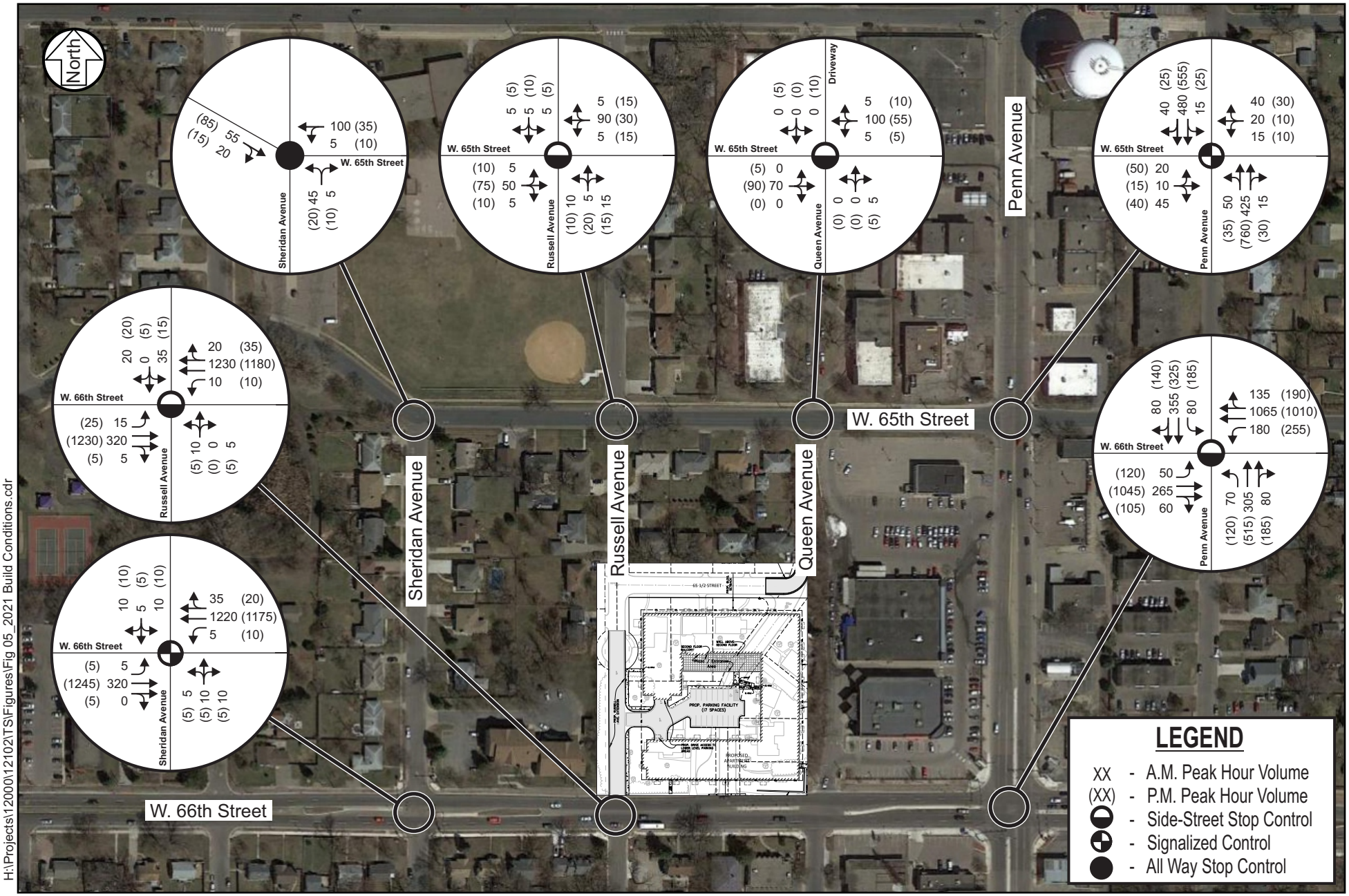
Directional Distribution

2412 West 66th Street Traffic Study
City of Richfield

01812102
November 2018

Figure 4



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SRF Consulting Group, Inc.

Year 2021 Build Conditions

2412 West 66th Street Traffic Study

City of Richfield

01812102
November 2018

Figure 5

Year 2021 Build Condition

Intersection Capacity Analysis

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

Table 4. Year 2021 Build Peak Hour Capacity Analysis

Intersection	Level of Service (Delay)	
	A.M. Peak Hour	P.M. Peak Hour
66th Street and Sheridan Avenue	A (3 sec)	A (5 sec)
66th Street and Russell Avenue (1)	A/C (21 sec)	A/**F (67 sec)**
66th Street and Queen Avenue	---	—
66th Street and Penn Avenue	C (32 sec)	**E (61 sec)**
65th Street and Sheridan Avenue (2)	A (6 sec)	A (5 sec)
65th Street and Russell Avenue (1)	A/A (6 sec)	A/A (5 sec)
65th Street and Queen Avenue (1)	A/A (2 sec)	A/A (4 sec)
65th Street and Penn Avenue (1)	A/A (9 sec)	A/C (16 sec)

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

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

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

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

Neighborhood Travel Patterns

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

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

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

Table 5. Russell Avenue Traffic Volume Estimates

Timeframe	Existing	Year 2021 (Non-Development)	Year 2021 (Development)	Year 2021 Build
A.M. Peak Hour				
North of 65th Street	20	25	5	30
South of 65th Street	5	25	20	45
P.M. Peak Hour				
North of 65th Street	55	60	5	65
South of 65th Street	5	45	35	80
Daily				
North of 65th Street	400	450 to 500	50	500 to 550
South of 65th Street	30	200 to 350	305	500 to 650

It should be noted that if Russell Avenue is extended to 66th Street, there is the potential for motorists to use Russell Avenue as a cut-through route to avoid the eastbound left- or southbound right-turn movements at the 66th Street/Penn Avenue intersection. While not observed or quantified under existing conditions, based on the number of households along and/or near Queen Avenue, approximately 25 to 50 daily vehicles are estimated to currently use Queen Avenue that do not live on Queen Avenue or 65th 1/2 Street. Vehicles that currently use Queen Avenue to cut-through are likely to use Russell Avenue in the future. However, the amount of cut-through traffic is relatively low and not expected to have a noticeable impact to area roadway capacity.

Site and Access Review

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

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

Trip Generation Comparison

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

Table 6. Trip Generation Estimate

Land Use Type *(ITE Code)*	Size	A.M. Peak Hour		P.M. Peak Hour		Daily Trips
		In	Out	In	Out	
Proposed Apartment (221)	179 DU	17	48	48	31	974
Pharmacy w/ Drive Thru (881)	14,000 SF	28	25	72	72	1,528
Fast Food w/ Drive Thru (934)	4,500 SF	92	89	76	71	2,119

Summary and Conclusions

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

1. Results of the existing capacity analysis indicate that all study intersections currently operate at an acceptable overall LOS C or better during the a.m. and p.m. peak hours, except the 66th Street/Penn Avenue intersection which operates at LOS E during the p.m. peak hour.
2. The proposed development consists of a 179-unit apartment complex.
   a. Queen Avenue is proposed to be vacated between 66th Street and 65th 1/2 Street, while Russell Avenue is proposed to be extended to 66th Street. Access to the proposed development is planned along Russell Avenue.
3. Results of the trip generation analysis indicate that the proposed development is expected to generate 65 a.m. peak hour, 79 p.m. peak hour, and 974 daily trips.
4. Results of the year 2021 build intersection capacity analysis indicate that all study intersections are expected to operate at an overall acceptable LOS C or better during the a.m. and p.m. peak hours, except the 66th Street/Penn Avenue intersection which is expected to continue to operate at LOS E during the p.m. peak hour.
   a. The southbound left-turn movement at the future 66th Street/Russell Avenue intersection is expected to be challenging during the p.m. peak hour. However, the southbound approach is expected to average less than one-vehicle per minute during the p.m. peak hour and queues along Russell Avenue are not expected to extend beyond two vehicles during the peak hours.
   b. From a traffic capacity perspective, the proposed development is expected have minimal impact on traffic operations in the study area.
5. To help quantify potential area traffic volumes that result from the proposed roadway changes and development, existing and estimated year 2021 traffic volumes along Russell Avenue (north and south of 65th Street) were developed for the a.m. and p.m. peak hours and on a daily basis.
   a. A typical ADT volume for a local street such as Russell Avenue is recommended to be less than 1,000 vehicles per day based on the *City of Richfield's 2040 Transportation Plan*. Since traffic volumes along Russell Avenue are expected to be 650 vehicles a day or less, the project traffic volumes are within the acceptable range.

AGENDA SECTION:	Other Business
AGENDA ITEM #	3.
CASE NO.:	

PLANNING COMMISSION MEETING
11/26/2018

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

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
11/15/2018

ITEM FOR COMMISSION CONSIDERATION:

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

EXECUTIVE SUMMARY:

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

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

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

State Statute requires that whenever a public agency buys or sells property within the City, the Planning Commission must review the proposed use of the site for consistency with the Richfield Comprehensive Plan.

RECOMMENDED ACTION:

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

BASIS OF RECOMMENDATION:

A. **HISTORICAL CONTEXT**

The eastern half of 67th Street between 17th Avenue and Richfield Parkway was removed in 2007 when surrounding homes were purchased and removed in response to airport expansion.

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

- Chapter 462 of the Minnesota State Statutes requires that the Planning Commission review the purchase of this property for consistency with the City's Comprehensive Plan.

C. **CRITICAL TIMING ISSUES:**

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

D. **FINANCIAL IMPACT:**

- The HRA budget anticipates occasional acquisitions such as this, and there is funding available.

E. **LEGAL CONSIDERATION:**

See Policies

ALTERNATIVE RECOMMENDATION(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

None

ATTACHMENTS:

	Description	Type
🗋	Resolution	Resolution Letter
🗋	Survey	Exhibit

RESOLUTION NO.

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

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

6701 17th Avenue South

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

WHEREAS, the Planning Commission has found that the acquisition of the property in order to remove adjacent roadway that serves a single home and replace it with landscaping that would benefit the neighborhood would be consistent with the Richfield Comprehensive Plan;

NOW THEREFORE, BE IT RESOLVED, that the Planning Commission finds that the acquisition and disposition of the above described property, for commercial and/or multi-family residential use, is in conformance with the Richfield Comprehensive Plan.

Adopted this 26th day of November, 2018, by the Planning Commission of the City of Richfield, Minnesota.

_____
Chairperson, Richfield Planning Commission

ATTEST:

_____
Secretary, Richfield Planning Commission

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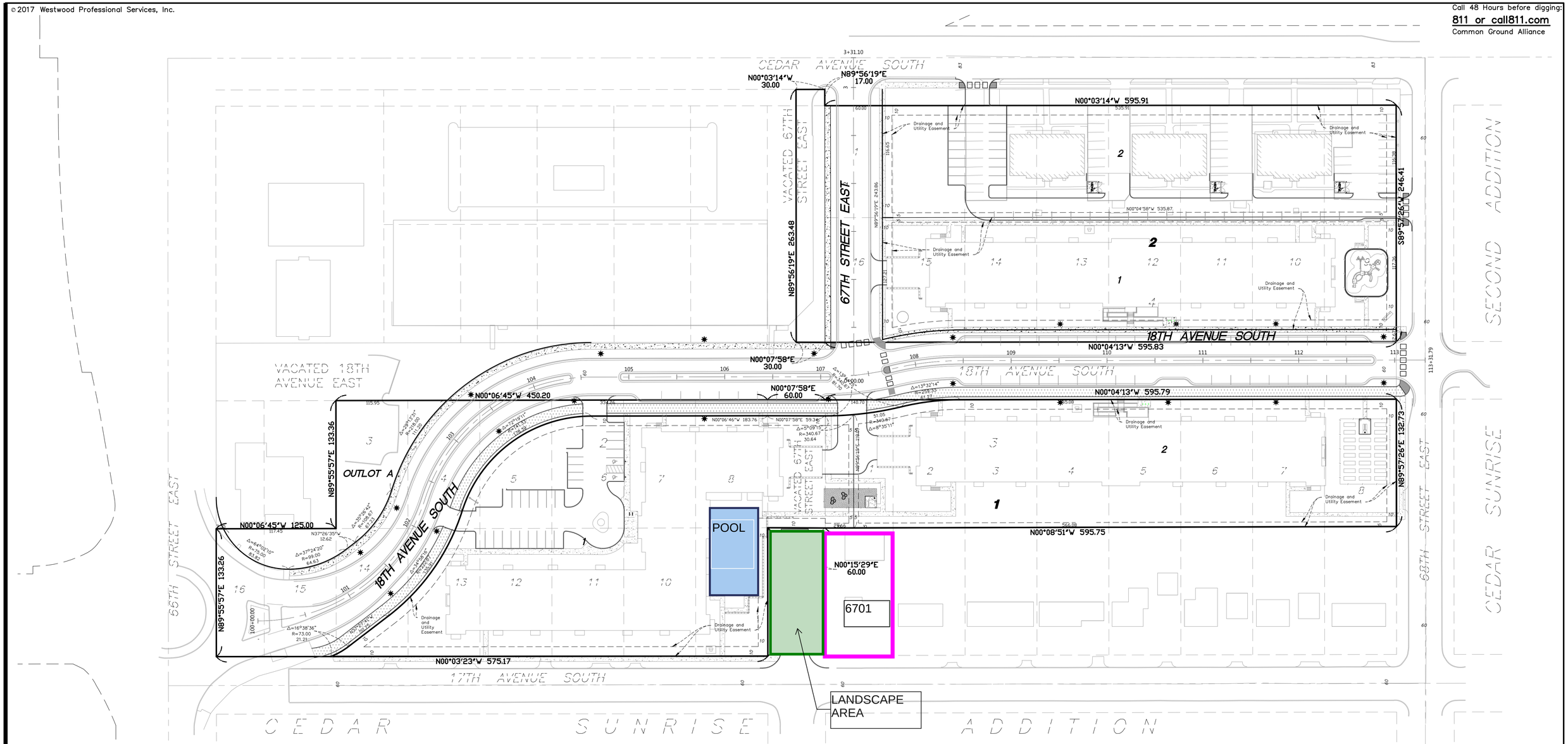
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



Property Description

TORRENS
Lot 16, Block 2 and Lot 1 and Lot 2, Block 3 all in WEXLER'S ADDITION.

TOGETHER WITH

ABSTRACT
Lots 3 through 15, inclusive, Block 2; Lots 3 through 8, inclusive, Block 3; Lots 1 through 16, inclusive, Block 4, all in WEXLER'S ADDITION.

TOGETHER WITH

That part of vacated 67th Street East as dedicated on the plat of WEXLER' ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, which lies westerly of a line drawn from the southeast corner of Lot 8, Block 2 to the northeast corner of Lot 1, Block 3 and lies easterly of a line drawn from the southwest corner of Lot 8, Block 2 to the northwest corner of Lot 1, Block 3, all in said WEXLER'S ADDITION.

TOGETHER WITH

That part of vacated south half of 67th Street East as dedicated on the plat of WEXLER' ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, which lies westerly of a line drawn from the southeast corner of Lot 5, Block 1 to the northeast corner of Lot 1, Block 4 and lies easterly of a line drawn from the southwest corner of Lot 6, Block 1 to the northwest corner of Lot 1, Block 4, all in said WEXLER'S ADDITION.

TOGETHER WITH

That part of the West 17.00 feet of vacated Cedar Avenue as dedicated on the plat of WEXLER' ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, which abuts said vacated south half of 67th Street East.

Notes

1) Subject property contains 378,951 sq. ft. or 8.699 acres.

Lot 1, Block 1 area	= 94,453 sq. ft. or 2.168 acres
Lot 2, Block 1 area	= 74,606 sq. ft. or 1.713 acres
Lot 1, Block 2 area	= 63,124 sq. ft. or 1.449 acres
Lot 2, Block 2 area	= 62,439 sq. ft. or 1.433 acres
Outlot A area	= 14,042 sq. ft. or 0.322 acres
18th Avenue South ROW	= 47,587 sq. ft. or 1.093 acres
67th Street East ROW	= 22,700 sq. ft. or 0.521 acres

0' 50' 100' 150'

NOT FOR CONSTRUCTION

0011291.01PPP01.dwg

Date: 08/14/17 Sheet: 3 OF 13

The Chamberlain

Richfield, Minnesota

Preliminary Plat

Westwood
Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

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

Craig W. Morse
Date: 08/14/17 License No. 23021

Revisions:
08-14-17 REVISED PER CITY COMMENTS

Designed:
Checked:
Drawn:
Record Drawing by/date:

Prepared for:
Inland Development Partners, LLC.
3340 Republic Avenue
St. Louis Park, MN 55426