



**PLANNING COMMISSION MEETING  
HELD VIRTUALLY, VIA WEBEX  
DECEMBER 13, 2021  
7:00 PM**

Call to Order

Approval of the Minutes

- October 25, 2021, regular Planning Commission meeting minutes

Open Forum: Opportunity for the public to address the Commission on items not on the Agenda. To share during a meeting: walk in or call in live 612-861-0651\*

**Agenda Approval**

**Public Hearings**

Public Hearing to consider a request for a Planned Unit Development, Final Development Plan and Conditional Use Permit for a mixed use building at 101 66th Street East.

Continue a public hearing to consider a request for an amended Planned Unit Development, Final Development Plan and Conditional Use Permit to allow a micro-brewery and brewpub/taproom at 6402 Lyndale Avenue South.

**Liaison Reports**

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

**City Planner's Reports**

1. Next Meeting Time and Location

Regular meeting on January 24, 2022, at 7:00 p.m. via Webex.

2. 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.**

**\*Complete information on how to share comments or questions with the Planning Commission, see our Agendas and Minutes page**

**[https://www.richfieldmn.gov/city\\_government/planning\\_commission/agendas\\_and\\_minutes.php](https://www.richfieldmn.gov/city_government/planning_commission/agendas_and_minutes.php)**



# Planning Commission Minutes

October 25, 2021

MEMBERS PRESENT: Chair Kathryn Quam, Commissioners Brendan Kennealy, Susan Rosenberg, James Rudolph, Bryan Pynn, and Brett Stursa

MEMBERS ABSENT: none

STAFF PRESENT: Melissa Poehlman, Assistant Community Development Director; Ryan Krzos, City Planner; Nellie Jerome, Assistant Planner

OTHERS PRESENT: Ben Krsnak at Hempel Companies, and Erik Forsberg, of Erik the Red restaurant, for Public Hearing Item #2.

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

## APPROVAL OF MINUTES

M/Rudolph, S/Kennealy to approve the minutes of the September 27, 2021, Planning Commission and City Council Work Session meeting.

*Motion carried: 6-0*

M/Pynn, S/Quam to approve the minutes of the September 27, 2021, regular Planning Commission meeting.

*Motion carried: 6-0*

## OPEN FORUM

No members of the public spoke, no comments received.

## APPROVAL OF AGENDA

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

*Motion carried: 6-0*

## OTHER BUSINESS

**ITEM #1 Consider a motion to reschedule the December Planning Commission meeting to December 13, 2021.** Assistant Director Melissa Poehlman presented the staff report. The regularly scheduled December Planning Commission meeting falls on Monday, December 20, 2021. The Planning Commission has typically rescheduled this meeting to avoid the holiday and winter break time period. Commissioner Rudolph inquired as to the number of December meetings that are cancelled, and Assistant Director Poehlman said about that half were cancelled but that it was good to keep it scheduled so potential applicants wouldn't have to wait until January if they were ready to apply by the December meeting deadline.

M/Pynn, S/Rudolph to reschedule the December Planning Commission meeting to December 13, 2021.

*Motion carried: 6-0*

## PUBLIC HEARINGS

**ITEM #1 - Public hearing to consider a proposed ordinance amendment to modify rules related to bicycle parking.** Assistant Planner Nellie Jerome presented the staff report. Commissioner Stursa noted that the requirements for bike parking at restaurants seemed a bit low, and Assistant Planner Jerome clarified that the minimum was in line with other cities' requirements.

M/Quam, S/Pynn to close the Public Hearing.

*Motion carried: 6-0*

Commissioner Rudolph asked about existing properties and the requirements to bring them into compliance with these rules. Assistant Planner Jerome clarified that only redevelopments or other land use approval processes would require that a property be brought into compliance with bike parking and other zoning requirements. Assistant Planner Jerome also noted that the city's bike rack cost sharing program is still active, and is a good resource for small businesses who would like help paying for new bike racks. Commissioner Stursa thanked staff for this forward-thinking initiative.

M/Stursa, S/ Pynn to recommend approval of an ordinance amendment to modify rules related to bicycle parking

*Motion carried: 6-0*

## **LIAISON REPORTS**

Community Services Advisory Commission: No report

City Council: No report

Housing and Redevelopment Authority (HRA): The HRA approved a second agreement with the Woodland Terrace Cooperative to make improvements, and heard an overview of Tax Increment Financing (TIF) districts in the city.

Richfield School Board: (vacant)

Transportation Commission: No report

Chamber of Commerce: (vacant)

Sustainability Commission: City-wide trash hauling is ongoing

## **CITY PLANNER'S REPORT**

There is a work session on Missing Middle Housing tomorrow night, 10/26. Please send any comments by email. MnDOT requests municipal consent for the 494 project, so the official review process had begun. There was an open house last week, and designs are posted online. Commissioner Kennealy has agreed to sit on the committee to help design and develop aesthetics, to make sure that the projects will serve not only vehicles but also pedestrians and bicyclists in our community.

## **ADJOURNMENT**

The next regular meeting is scheduled for Monday, November 22, 2021, at 7pm, in the Council Chambers.

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

*Motion carried: 6-0*

The meeting was adjourned by unanimous consent at **7:28 p.m.**

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Acting Planning Commission Secretary



## PLANNING COMMISSION MEETING

### 12/13/2021

REPORT PREPARED BY: Ryan Krzos, Planner

CITY PLANNER REVIEW:

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

**Public Hearing to consider a request for a Planned Unit Development, Final Development Plan and Conditional Use Permit for a mixed use building at 101 66th Street East.**

#### **EXECUTIVE SUMMARY:**

North Bay Companies (the Applicant) has submitted requests for land use approvals for a mixed use development at 101 66th Street East. The proposal consists of 82 residential units and approximately 2,800 square feet of commercial space within a five-story building. The subject property is zoned Planned Mixed Use and is guided as Mixed Use by the 2040 Comprehensive Plan. The Applicant is seeking approval of a new Planned Unit Development (PUD), Final Development Plan (FDP), and Conditional Use Permit (CUP).

Over the last several years a series of land use approvals for the development generally known as The Emi were granted to the previous owner of the site. The project site has been sold to the Applicant and the PUD, FDP, and CUP approvals have subsequently expired.

The site is adjacent to the large commercial area centered on Nicollet Avenue and 66th Street, with low density residential properties located to the south and east. The proposed development provides active building uses and pedestrian emphasis along 66th Street. Ground level patios with access along 66th Street are provided for first floor residential units, and a commercial plaza is oriented towards the northwest corner of the site. Off-street parking is provided underground and in a surface lot behind the building. Access is provided via two driveways one each on Stevens Avenue and First Avenue. The driveway exiting onto Stevens Avenue includes a bump out to discourage southbound right out exits. Landscape plantings, fencing, and green area serve as a buffer and screening for the properties to the south. To supplement proposed landscaping screening, staff is recommending conditions of approval regarding the replacement of fencing between the subject property and 6613 1st Avenue South, as well as a condition that would direct the Applicant to install boulevard landscaping at 6615 Stevens Avenue South to mitigate headlight impacts (if that neighbor so chooses). Additionally, staff's recommended conditions of approval coincide with those granted to the Emi project, including a provision related to allowed commercial uses and limits on signage on the sides of the building facing south and east.

At a work session on June 21, the Applicant presented a concept plan to the City Council, Housing and Redevelopment Authority, and Planning Commission. Based on feedback from Policymakers and staff, the Applicant reduced the building height from six to five stories, integrated the commercial space into the building and moved the plaza to the west side of the building. Prior to submitting a



land use application, though not required to, the Applicant held neighborhood open house meetings on August 17 and October 28. Based on feedback from nearby residents, plans were modified to relocate the amenity deck to the 5th floor to mitigate noise and provide additional parking below grade in order to eliminate the on-grade enclosed parking lot.

Proposed as a PUD, the Applicant is requesting flexibility with regard to standards of the Zoning Ordinance. Flexibility can only be granted in exchange for a well designed project that can be successfully integrated into the neighborhood. As proposed, the Applicant is seeking deviations from parking standards for a potential restaurant use, landscaping buffer width requirements, upper story setbacks, and parking lot design standards. Staff finds that the project meets the intent of the PUD provisions warranting granting of said code deviations through use of high-quality architectural design that provides a logical transition from the commercial areas to the west to residential areas east and south.

Staff finds that the proposed project meets the intent and policies of the Comprehensive Plan and code requirements for Mixed Use development. Therefore, staff recommends approval of the project.

### **RECOMMENDED ACTION:**

**Conduct and close a public hearing and by motion: Recommend approval of the attached resolution approving a Planned Unit Development, Final Development Plan and Conditional Use Permit for a mixed use building at 101 66th Street East.**

### **BASIS OF RECOMMENDATION:**

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

- Southview Baptist Church vacated the property and began marketing it for sale in 2013.
- Developer PLH & Associates purchased the property in 2016.
- In June 2018, the City Council approved a Comprehensive Plan amendment to guide the property for Mixed Use and approved a PUD and FDP for a 3-story, 31 unit project with 6,000 square feet of ground floor retail space.
- After several project delays, the City Council approved revised development plans for a mixed use building with approximately 1,800 square feet of ground floor commercial space and 42 apartments in October 2020.
- In May of 2021 the site was sold to North Bay Companies.
- In June 2021, North Bay Companies presented a new development proposal at a joint work session of the City Council, Planning Commission, and Housing and Redevelopment Authority. The concept plans consisted of a 75-unit, 6-story residential building and single-story commercial building of approximately 3,200 square feet.
- The Applicant held open house meetings to discuss the proposal with the neighborhood on August 17 and October 28, 2021. Members of the public expressed their concern about the overall building type, height and density. Additionally, concerns were shared about screening and buffering, vehicular access and circulation, parking, and lighting.
- In October of 2021 the approvals granted to PLH & Associates expired.

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

##### **Comprehensive Plan**

- The 2040 Comprehensive Plan guides this site as Mixed Use and envisions projects with densities in the range of 50-150 dwelling units per acre. The plan states that lower densities (25-75 units per acre) would be allowed at the edges of the mixed use district if needed to appropriately transition to adjacent single-family areas. At 78.5 units per acre, the proposal exceeds this discretionary provision. While the Comprehensive Plan recognizes that there are edges to districts and that reduced densities may be appropriate in those locations, it does not require the development to be within the 25-75 range. Per the zoning code, when multifamily, office, small-scale retail, pedestrian intensive retail, civic or public uses are planned as part of a Mixed Use

development, the lesser intensive uses or the more community serving uses can be used as transitions to adjacent residential uses. By focusing commercial activity at the west end of the building and the overall massing toward the north, the proposed building serves as logical transition between the large commercial area at Nicollet Avenue and the predominantly residential area to the south and east.

- As part of the 2040 Comprehensive Plan update, a small area plan for the 66th Street and Nicollet Avenue area (including this site) was prepared. The study confirmed the strength of the Richfield housing market; indicating that there was an opportunity to build additional multi-family units in this area. A small amount of additional office space was also indicated as a possibility for the area, specifically as a complement to the introduction of new residential buildings in a mixed-use development pattern.

Policies in the Comprehensive Plan that support this proposal include the following:

- Commit to equitable opportunities for all.
- Emphasize sustainability.
- Maintain an appropriate mix of housing types in each neighborhood based on available amenities, transportation resources, and adjacent land use.
- Promote development that broadens the tax base.
- Encourage development of areas where vehicle use is minimized.

### **Planned Unit Development**

- PUDs 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. There are a number of sets of review criteria that apply to this proposal. A full discussion of all requirements is included as an attachment to this report. Generally, the criteria require that the Council find that the proposal conforms to the goals and policies of the Comprehensive Plan and Zoning Code without having undue adverse impacts on public health, safety, and welfare.
- The proposed development meets the intent of the Mixed Use Neighborhood District regulations and the proposed plans are consistent with all but six Zoning Code requirements.

#### **1. Parking for a potential restaurant use:**

- No commercial tenants have been identified for the commercial portion of the building. The proposal would meet the minimum parking standards for each residential unit and all possible types of commercial tenants allowed in the Mixed Use Districts with the exception of a restaurant using the entire 2,804 square feet of commercial space. With 82 residential units and 2,804 square feet of commercial space devoted to a restaurant, parking requirement calculations would be as follows:  
Required residential -  $82 \times 1.25 \text{ stalls/unit} = 103 \text{ spaces}$   
Required for restaurant tenant (10/1,000sf) -  $2,804/1,000 \times 10 = 28 \text{ spaces}$   
Total required parking 131 - 10% (reduction for proximity to transit) = 118  
Total provided parking = 115 spaces.
- A deficiency of 3 stalls is about 12% of the total required for the restaurant component factoring in the transit reduction. In a mixed use building there would likely be periods where residential tenant usage is not at peak demand when the restaurant peaks would occur. Accordingly, staff finds that the intent of the parking minimum is met. It should be noted that the minimum parking requirements would be met if a retail or office tenant occupies 355 square feet and a restaurant occupies the remaining 2,449 square feet.

#### **2. Landscaping Buffer:**

- On the west half of the site, the proposed buffer between the parking lot and the adjacent residential property line has a width of roughly 4.5 feet at the narrowest. The intent of this provision is to provide adequate area to attractively screen the parking lot and buffer adjacent properties from

headlights and vehicle noise. The proposed buffer provides screening of the parking lot through a combination of fencing and landscaping. The buffer area is large enough to support the plants selected and will provide an attractive barrier between the development and the adjacent property to south.

3. Upper Story Setbacks:

- A 20-foot upper story setback is required for buildings above the third floor. Portions of the building's fourth and fifth floor are within 20 feet of the property line along 66th Street and Stevens Avenue. The closest these upper stories are to the respective property lines are 17.6 feet from 66th Street and 15.6 feet from Stevens Avenue. The intent of this provision is to prevent large monolithic wall faces opposite of residential property and along transportation corridors. The proposed building elevations provide significant architectural detailing by way of changes in relief and variation in materials such that the intent is met. Additionally, the fifth story is stepped back from the rest of the lower stories along the Stevens Avenue side of the building, which is the side containing three or more stories with the closest proximity to adjoining residential.

4. Compact Parking Stalls:

- 30 of the 115 total parking stalls (26%) are sized for compact vehicle parking, exceeding the limit of 20%. The intent of this maximum is to prevent the creation of parking lots with all or the majority being compact stalls. All of the proposed stalls would be in the below grade structured parking area where they would be used by residential tenants. As such provision of these stalls is able to be controlled to a greater extent making it more likely that they would be fully utilized.

5. Parking lot Islands:

- Five percent of the area encompassing the parking lot is to consist of landscape islands, each being 10 feet by 10 feet and 180 square feet. Landscaping is provided around the perimeter of the parking area instead of a 10 foot by 10 foot island in order to maximize the number of off-street stalls. The intent of this provision is to provide a well landscaped and attractive parking area. The proposed landscaping plan achieves this through plantings around the perimeter of the parking area.

6. Front Yard Parking Setback:

- A five foot front yard setback is required for parking areas, which would apply to the First Avenue side. One proposed stall is roughly a foot away from this property line and the Applicant proposes a landscape buffer within this strip. The intent of this provision is to prevent large expanses of parking lot near a sidewalk or roadway between the building and the property line. The one-foot setback condition is present only for the length of this particular stall; as a result the spirit of this requirement is met.

**C. CRITICAL TIMING ISSUES:**

60-DAY RULE: The 60-day clock 'started' when the application was deemed on November 18, 2021. A decision is required by January 17, 2022 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:**

Required application fees have been paid.

**E. LEGAL CONSIDERATION:**

- Notice of this public hearing was published in the Sun Current newspaper on December 2 and mailed to properties within 350 feet of the site on November 30.
- Council consideration of these applications has been tentatively scheduled for January 11, 2022.

**ALTERNATIVE RECOMMENDATION(S):**

- Recommend approval of the proposal with additional/modified stipulations.
- Recommend denial of the proposal with findings that requirements are not met.

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

Representative of North Bay Companies

**ATTACHMENTS:**

Description	Type
▣ PUD Resolution	Resolution Letter
▣ PUD Requirements	Backup Material
▣ Zoning Map	Exhibit
▣ 2040 Comp Plan Designations	Exhibit
▣ Project Narrative	Backup Material
▣ Proposed Architectural Plans	Backup Material
▣ Proposed Civil Plans	Backup Material
▣ Traffic Study	Backup Material
▣ Proposed Landscape Plan	Backup Material
▣ Proposed Lighting Plan	Backup Material

**RESOLUTION NO.**

**RESOLUTION APPROVING A FINAL DEVELOPMENT PLAN  
AND CONDITIONAL USE PERMIT  
FOR A PLANNED UNIT DEVELOPMENT  
AT 101 66TH STREET EAST**

**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 allow a five-story mixed-use building on the parcel of land located at 101 66th Street East ("subject property"), legally described as follows:

Lots 7 and 8 except the south 50 feet of the west half of Lot 8, Goodspeed's First Plat, Hennepin County, Minnesota

**WHEREAS**, the Planning Commission of the City of Richfield held a public hearing at its December 13, 2021 meeting, and recommended approval of the final development plan and conditional use permit; and

**WHEREAS**, notice of the public hearing was mailed to properties within 350 feet of the subject property on November 30, 2021 and published in the Sun Current newspaper on December 2, 2021; and

**WHEREAS**, the final development plan and conditional use permit meet 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 mixed-use development as described in City Council Report No. \_\_\_\_, on the Subject Property legally described above.
3. The approved planned unit development, final development plan and conditional use permit are subject to the following conditions:
  - Permitted uses shall include those uses permitted in the Mixed-Use Neighborhood District, except convenience stores. Additionally, the following

uses from the Mixed-Use Community District are permitted: offices/clinics, health/athletic clubs, spas, yoga studios and class III restaurants without drive-thru/drive-in service.

- With the consent and cooperation of the property owner at 6615 Stevens Avenue, the developer shall install plantings on the property or boulevard area to mitigate headlight impacts. A boulevard feature permit from Richfield Public Works is required before planting on public right-of-way.
  - The existing wood fence abutting the property at 6613 1st Avenue shall be replaced with new fence pickets/panels. Existing fence posts may be reused.
  - Final landscaping plans must be approved by the Community Development Department prior to installation.
  - If a restaurant tenant is installed, odor control systems are required to mitigate cooking odors in accordance with City Code Subsection 544.27.
  - Commercial doors facing 66th Street and 1st Avenue shall not be locked during business hours.
  - Signage on the south and east building facades shall not be lit between the hours of 10:00 p.m. and 6:00 a.m., except any signage related to underground parking or resident entry. Large-scale wall or projecting signage shall not be used on the south or east elevation.
  - Final details for bicycle parking stalls for internal and external shall be submitted prior to issuance of a building permit.
  - All parking spaces shall remain available year round.
  - All new utility service must be underground.
  - All utilities must be grouped away from public right-of-way and screened from public view in accordance with Ordinance requirements in manner consistent with the submitted landscaping plan.
  - The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans.
  - The applicant is responsible for obtaining all required permits, compliance with all requirements detailed in the City's Administrative Review Committee Report dated November 18, 2021 and compliance with all other City and State regulations.
  - Separate sign permits are required.
  - A recorded copy of the approved resolution must be submitted to the City prior to the issuance of a building permit.
  - Prior to the issuance of an occupancy permit the developer must submit a surety equal to 125% of the value of any improvements not yet complete.
  - Final stormwater management plan must be approved by the Public Works Director. Infiltration not allowed in high-vulnerability wellhead protection area.
  - 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 Public Works Department will monitor traffic counts and patterns following completion of the development.
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 January 2022.

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Maria Regan-Gonzalez, Mayor

ATTEST:

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Kari Sinning, City Clerk

## Required Findings

**Part 1:** Development proposals in the Mixed Use Districts shall be reviewed for compliance with the following (537.01, Subd.2):

1. *Consistency with the elements and objectives of the City's development guides, including the Comprehensive Plan and any redevelopment plans established for the area.* The 2040 Comprehensive Plan guides this site as Mixed Use and envisions projects with densities in the range of 50-150 dwelling units per acre. The plan states that lower densities (25-75 units per acre) would be allowed at the edges of the mixed use district if needed to appropriately transition to adjacent single-family areas. At 78.5 units per acre, the proposal exceeds this discretionary provision. While the Comprehensive Plan recognizes that there are edges to districts and that reduced densities may be appropriate in those locations, it does not require the development to be within the 25-75 range. By focusing commercial activity at the west end of the building and the overall massing toward the north, the proposed building serves as logical transition between the large commercial area at Nicollet Avenue and the predominantly residential area to the south and east.

As part of the 2040 Comprehensive Plan update, a small area plan for the 66th Street and Nicollet Avenue area (including this site) was prepared. The study confirmed the strength of the Richfield housing market; indicating that there was an opportunity to build additional multi-family units in this area. A small amount of additional office space was also indicated as a possibility for the area, specifically as a complement to the introduction of new residential buildings in a mixed-use development pattern.

Policies in the Comprehensive Plan that support this proposal include the following:

- Commit to equitable opportunities for all.
  - Emphasize sustainability.
  - Maintain an appropriate mix of housing types in each neighborhood based on available amenities, transportation resources, and adjacent land use.
  - Promote development that broadens the tax base.
  - Encourage development of areas where vehicle use is minimized.
2. *Consistency with the regulations of the Mixed Use Districts as described by Section 537 of the Code.* The proposed use is consistent with the intent of the Planned Mixed Use District and the underlying Mixed Use Districts. In keeping with the intent of the Planned Unit Development regulations, deviations from underlying code requirements have been used to create a better overall development. Proposed deviations are as follows:
    - Parking for a potential restaurant use. No commercial tenants have been identified for the commercial portion of the building. The proposal meets the



minimum parking standards for each residential units and all possible types of commercial tenants allowed in the Mixed Use Districts with the exception of a restaurant using the entire 2,804 square feet of commercial space. With 82 residential units and 2,804 square feet of commercial space devoted to a restaurant, parking requirements are calculations would be as follows:

Required residential -  $82 \times 1.25 \text{ stalls/unit} = 103 \text{ spaces}$

Required for restaurant tenant ( $10/1,000\text{sf}$ ) -  $2,804/1,000 \times 10 = 28 \text{ spaces}$

Total required parking 131 - 10% (reduction for proximity to transit) = 118

Total provided parking = 115 spaces

A deficiency of three stalls is about 12% of the total required for the restaurant component factoring in the transit reduction. In a mixed use building there would likely be periods where residential tenant usage is not at peak demand when the restaurant peaks would occur. Accordingly, staff finds that the intent of the parking minimum is met. It should be noted that the minimum parking requirements would be met if a retail or office tenant occupies 355 square feet and a restaurant occupies the remaining 2,449 square feet.

- **Landscaping Buffer.** On the west half of the site, the proposed buffer between the parking lot and the adjacent residential property line with a width of roughly 4.5 feet at the narrowest. The intent of this provision is to provide adequate area to attractively screen the parking lot and buffer adjacent properties from headlights and vehicle noise. The proposed buffer provides screening of the parking lot through a combination of fencing and landscaping. The buffer area is large enough to support the plants selected and will provide an attractive barrier between the development and the adjacent property to south.
- **Upper Story setbacks.** A 20-foot upper story setback is required for buildings above the third floor. Portions of the building's fourth and fifth floor are within 20 feet of the property line along 66th Street and Stevens Avenue. The closest these upper stories are to the respective property lines are 17.6 feet from 66th Street and 15.6 feet from Stevens Avenue. The intent of this provision is to prevent large monolithic wall faces opposite of residential property and along transportation corridors. The proposed building elevations are well designed and provide significant architectural detailing by way of changes in relief and variation in materials such that the intent is met. Additionally, the fifth story is stepped back from the rest of the lower stories along the Stevens Avenue side of the building, which is the side containing three or more stories with the closest proximity to adjoining residential.
- **Compact Parking Stalls.** 30 of the 115 total parking stalls (26%) are sized for compact vehicle parking, exceeding the limit of 20%. The intent of this maximum is to prevent the creation of parking lots with all or the majority

being compact stalls which would then not be used efficiently. All of the proposed stalls would be in the below grade structured parking area where they would be used by residential tenants. As such, provision of these stalls is able to be controlled to a greater extent making it more likely that they would be fully utilized.

- Parking lot islands. Five percent of the area encompassing the parking lot is to consist of landscape islands, each being 10 feet by 10 feet and 180 square feet. Landscaping is provided around the perimeter of the parking area instead of a 10 foot by 10 foot island in order to maximize the number of off-street stalls. The intent of this provision is to provide a well landscaped and attractive parking area. The proposed landscaping plan achieves this through plantings around the perimeter of the parking area.
  - Front yard parking setback. A five foot setback yard is required for parking areas, which would apply to the First Avenue side. One proposed stall is roughly a foot away from this property line and the applicant proposes a landscape buffer within this strip. The intent of this provision is to prevent large expanses of parking lot near a sidewalk or roadway between the building and the property line. The one foot setback condition is present only for the length of this particular stall; as a result the spirit of this requirement is met.
3. Creation of a design for structures and site features which promotes the following:
- i. *An internal sense of order among the buildings and uses.* The location of the building, drive aisle and parking lot, amenities and walkways provide a safe and accessible site that will adequately serve residents and customers arriving by all transportation modes. Pedestrian connections to 66th Street are strong and active uses and building frontages are included on all sides.
  - ii. *The adequacy of vehicular and pedestrian circulation, including walkways, interior drives and parking in terms of location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic and arrangement and amount of parking.* Two vehicular access points are provided, one each on the First Avenue and Stevens Avenue sides. A driveway curb bump out is proposed on the Stevens Avenue side to discourage southbound right turn exits. As noted above, pedestrian connections are provided on all sides.
  - iii. *Energy conservation through the design of structures and the use of landscape materials and site grading.* The proposed development implements multiple sustainability features as noted in the applicant's materials, including a solar ready roof and electric vehicle charging stations. Additionally, the development is situated to take full advantage of the site's proximity to amenities and high frequency transit which would reduce reliance on automobiles.

- iv. *The minimization of adverse environmental effects on persons using the development and adjacent properties.* The proposal includes screening and buffering by way of fencing landscaping along property boundaries. The submitted lighting plan demonstrates that lighting would not spill over onto adjoining properties. Additionally, staff is proposing a condition stating that if the neighbor on Stevens consents, the developer would install landscaping to address headlights from exiting vehicles. Lastly, a subterranean storm water management facility is proposed to address runoff from the development.

**Part 2:** 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.* See above Part 1, #1
2. *The proposed development is designed in such a manner as to form a desirable and unified environment within its own boundaries.* See above – Part 1, #3.
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 Mixed-Use District. Departures from requirements are noted in Part 1, #2 and the proposal substantially meets the intent of requirements.
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.* The site and the conditions of the resolution are designed to minimize any potential negative impacts on neighboring properties. The developer submitted vehicular traffic information, suggesting that the development would produce an estimated 605 total trips per day, with 57 during both the A.M. and P.M. peak hours. Entering or exiting the development through the neighborhood would be slower than directly via 66<sup>th</sup> Street. Furthermore, 1st and Stevens Avenues do not continue south of 68th Street (the street grid is interrupted) making neighborhood traffic increases unlikely. The plan includes curb modifications to discourage right turns from the development onto southbound Stevens Avenue. Undue adverse impacts are not anticipated.
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 3:** All uses are conditional uses in the PMU District. The findings necessary to issue a Conditional Use Permit (CUP) are as follows (Subd. 547.09, Subd. 6):

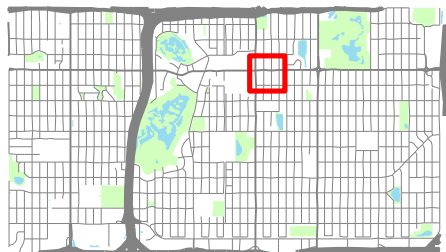
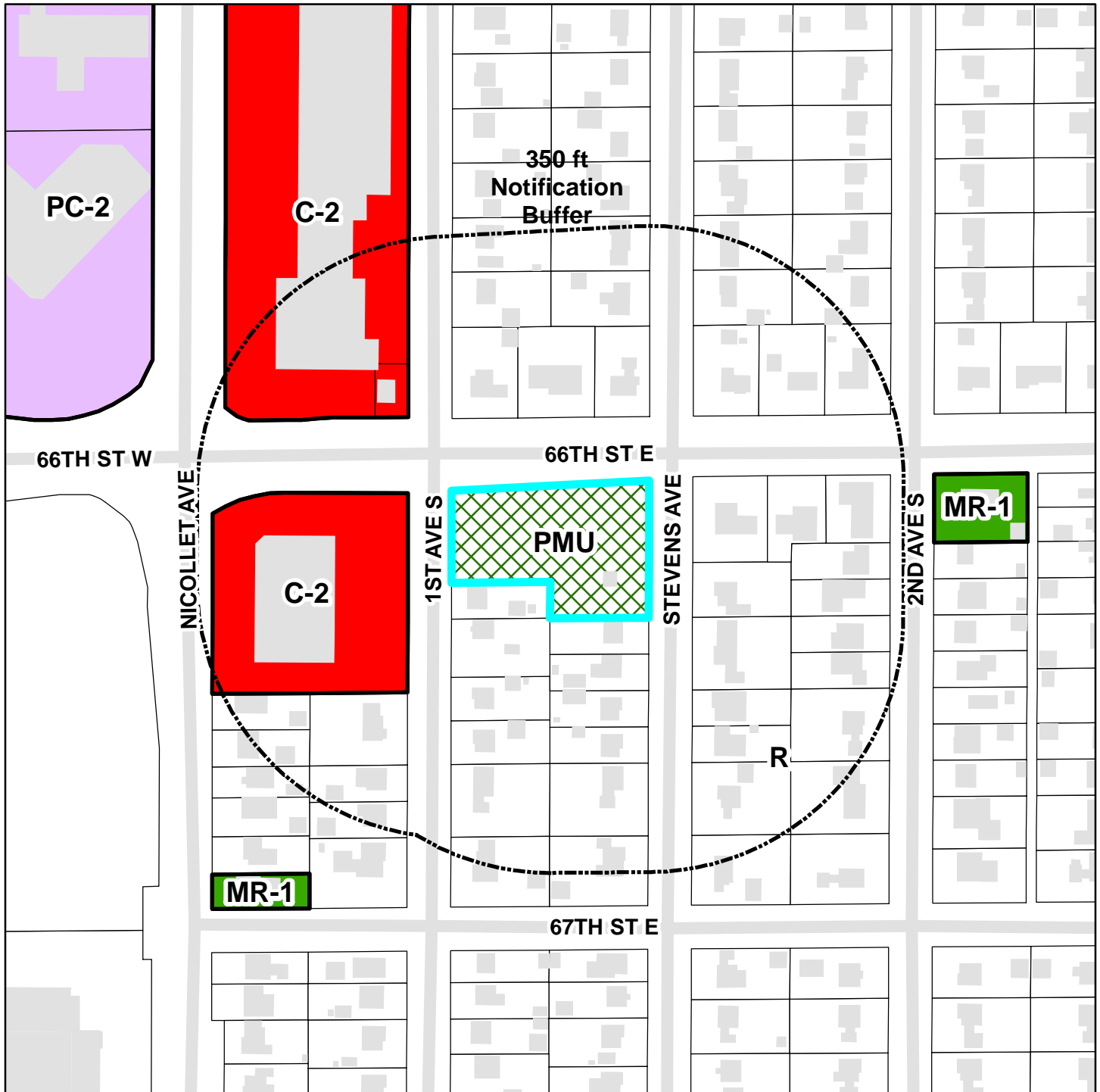
1. *The proposed use is consistent with the goals, policies, and objectives of the City's Comprehensive Plan.* See above – Part 1, #1.
2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The development is in substantial compliance with the intent of the guiding Mixed-Use District. Departures from requirements are noted in Part 1, #2 and the proposal substantially meets the intent of requirements.
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 performance standards. Deviations from Code requirements are described in Part 1, #2.
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 and the proposal substantially meets the intent of requirements.
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. The Comprehensive Plan identifies the need for a mix of housing types at all levels of affordability as is provided in the proposed development. Additionally, the market study prepared in conjunction with the Comprehensive Plan update is suggestive of the ability to support a commercial component of a mixed use development.
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.



# 101 66th Street E

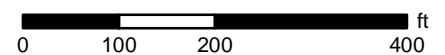
## Surrounding Zoning

Case No: 21-PUD-02, 21-FDP-02, 21-CUP-03



### Zoning Districts

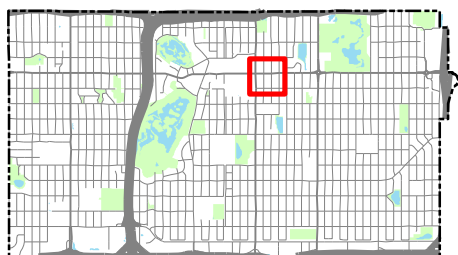
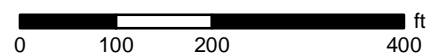
R Single-Family	MR-2/CAC Multi-Fam + Cedar Overlay	PC-2 Planned General Commercial	MU-C/PAC Mixed Use + Penn Overlay
R-1 Low-Density Single-Family	MR-3 High-Density Multi-Family	PMU Planned Mixed Use	MU-N Mixed Use-Neighborhood
MR-1 Two-Family	SO Service Office	MU-C Mixed Use-Community	MU-R Mixed Use-Regional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





# 101 66th St E

## 2040 Comprehensive Plan Designations



### 2040 Planned Land Use

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



Project narrative:

- a) Basic Description of the project
- b) Anticipated completion date. If project occurs in phases, provide a schedule.
- c) The effect or impact the proposal will have on adjacent properties and how any effect or impact will be mitigated.

### **101 66<sup>th</sup> St E – Project Narrative**

The proposed apartment building is located on 66<sup>th</sup> St E between 1<sup>st</sup> Ave S and Stevens Ave in Richfield, MN. The site is currently zoned PMU – Planned Mixed Use with a planned land use of Mixed Use according to the Richfield 2040 Comprehensive Plan. The development team is using the Mixed Use-Neighborhood (MU-N) guidelines as a basis for design for the proposed project. The lot is currently vacant, and the existing 2 story building would be demolished to allow for new construction. The proposed 5 story mixed-use residential project includes 82 new units (studios, 1BR, & 2BR distributed over floors 1-5), below grade parking and a surface lot at the rear. A commercial space of ~ 2,800 is located at the west side of the building on Level 1. The building provides ample amenity space for the residents at Level 1 and Level 5. The resident common space includes community kitchens, bike storage with maintenance equipment, fitness, and a furnished roof deck. 77 enclosed parking spaces are located below ground and 38 spaces would be located at the surface parking lots on the south side of the property. A ramp to the below grade parking is located on Stevens Ave, and the entry to the surface parking would occur on 1<sup>st</sup> Ave S. Large setbacks from the street and the residences to the south allow green space to be provided on the north, south and east side of the building. Inclusionary Zoning Policy Section 3.iv allows a project to apply for a housing unit density bonus of 5-15%. The proposed 82 units would fit within this density bonus, a 9.63% increase. In addition, the proposal includes 22 units at 60% AMI or 26.8% of the units in addition to the 4 fully accessible units required by the code. This is 7 more affordable units being provided than would be included in a development of 75 units. If approved the project would break ground May of 2022 with an anticipated completion in May of 2023.

### **Zoning**

The Planned Mixed-Use district, with a MU-N as a basis for design, matches closest with the project's goals. As described in the city planning, this project is located a block away from an important transit node and along a high-frequency bus route. The project will provide high density housing along an arterial street. The project encourages alternate modes of transportation due to its proximity to existing and future transit infrastructure. The dedicated bike lane on 66th Street also lends itself to development that uses alternate modes of transportation. Ample shopping and dining opportunities surround the proposed site which makes it ideal for a higher density housing project. The project also enhances pedestrian connections to the adjacent commercial corridor at 66<sup>th</sup> and Nicollet. Active uses are placed at the first floor to enliven the street. The massing of the building is concentrated at the Northeast corner, to provide a generous buffer to the neighbors to the south and east. The project is able to achieve many of the Comprehensive Plan goals, while provided 22 affordable housing units at 60% of the Area Median Income.

The proposed project complies with the requirements under the Mixed Use Neighborhood (MU-N) guidance. All standards are met in terms of building height, building coverage, impervious surfaces, open space, setbacks, car and bike parking, lighting, architectural standards, and pedestrian and bicycle circulation.

## **IMPACTS**

Throughout the initial design process, the development team has heard and addressed many of the concerns suggested by neighbors and city officials. At the suggestion of staff/city officials the building was reduced in height, the massing was concentrated on the northwest corner, the commercial space was integrated into the building and the plaza was moved to the west side of the building. After meeting with the neighborhood, a number of changes were made to the project including relocating the amenity deck to the 5<sup>th</sup> floor to mitigate noise and moving more of the parking below grade in order to eliminate the on grade enclosed parking lot. The result of this change is that we are providing generous setbacks to the neighbors to the south from the mass of the building. In addition, significant landscape buffering and fencing have been included to provide screening to the adjacent neighborhood. All required parking for the project is being provided on site, and the parking for the commercial area is accessed adjacent to the existing commercial district, to reduce impact on surrounding neighbors.

The design of the public realm is critical for Mixed Use Neighborhood districts. A plaza at the corner will activate the retail space and enhances the public realm. The building is placed along the street to enhance the pedestrian experience and street scape and allow for a buffer between the development and the adjacent single-family residences. Walk up units along 66th create a more activity along the length of the building and allows for “eyes on the street”. Thoughtfully designed landscape will create visual interest along the street, while also screening the building from the residential neighborhood to the south.

During construction, active steps will be taken to lessen the impact on surrounding neighbors such as staggering construction time of parking lots to avoid having people park on the street.





101 E 66TH ST. RICHFIELD , MINNESOTA

PROJECT NARRATIVE

The proposed apartment building is located on 66th St E between 1st Ave S and Stevens Ave in Richfield, MN. The site is currently zoned PMU – Planned Mixed Use with a planned land use of Mixed Use according to the Richfield 2040 Comprehensive Plan. The development team is using the Mixed Use- Neighborhood (MU-N) guidelines as a basis for design for the proposed project. The lot is currently vacant, and the existing 2 story building would be demolished to allow for new construction. The proposed 5 story mixed-use residential project includes 82 new units (studios, 1BR, & 2BR distributed over floors 1-5), below grade parking and a surface lot at the rear. A commercial space of ~2,800 is located at the west side of the building on Level 1. The building provides ample amenity space for the residents at Level 1 and Level 5. The resident common space includes community kitchens, bike storage with maintenance equipment, fitness, and a furnished roof deck. 77 enclosed parking spaces are located below

ground and 38 spaces would be located at the surface parking lots on the south side of the property. A ramp to the below grade parking is located on Stevens Ave, and the entry to the surface parking would occur on 1st Ave S. Large setbacks from the street and the residences to the south, allow green space to be provided on the north, south and east side of the building. Inclusionary Zoning Policy Section 3.iv allows a project to apply for a housing unit density bonus of 5-15%. The proposed 82 units would fit within this density bonus, a 9.63% increase. In addition, the proposal includes 22 units at 60% AMI or 26.8% of the units in addition to the 4 fully accessible units required by the code. This is 7 more affordable units being provided than would be included in a development of 75 units. If approved the project would break ground May of 2022 with an anticipated completion in May of 2023.

PROJECT RECAP

Current Primary Zoning: PMU  
Total Area 45,511 (1.045acres)

**Total Building Footprint- 14,484 SF 31%**  
Commercial Area - 2,804 6.16%  
Impervious Site Area -22,414SF 49%  
Pervious Site Area - 8,613SF 18%

Building Area- 29,199SF- New Construction  
\*includes 14,715SF of parking  
Parcels: 2702824420134

Unit Recap

Studios 39  
1BR 31  
1BR+DEN 1  
2 BR 11  
Total Units 82

Building Height

Proposed 5 Stories, 60'-3/4"

Parking

Parking Required  
Commercial  
(3.6 per 1000 W/10% transit reduction) 10 Stalls

Restaurant Use  
(10 per 1000 W/10% Transit reduction) 25 Stalls  
Additional

Residential  
(1.125 Per Unit W/10% Transit reduction) 92 Stalls

Total Required 92 Stalls  
Total Required W/restaurant 117 Stalls  
Parking Provided 115 Stalls

Street Parking 1st Ave 3 Stalls  
\*Street parking not to be included for restaurant use  
Potential Parking Count 118 Stalls



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APPLICATION

11.29.2021

101 E 66th St.  
Apartments

101 E 66th St.  
Richfield, Minnesota

21-024.00

Project Information

A1.0



COMMUNITY BENEFITS

Enhancing Local Business

- North Bay is committed to providing a compelling and appropriately scaled retail space that will enhance and complement the adjacent commercial district.
- Parking for the commercial space is provided directly behind the building adjacent to the commercial district to minimize impact on the residential neighborhood.

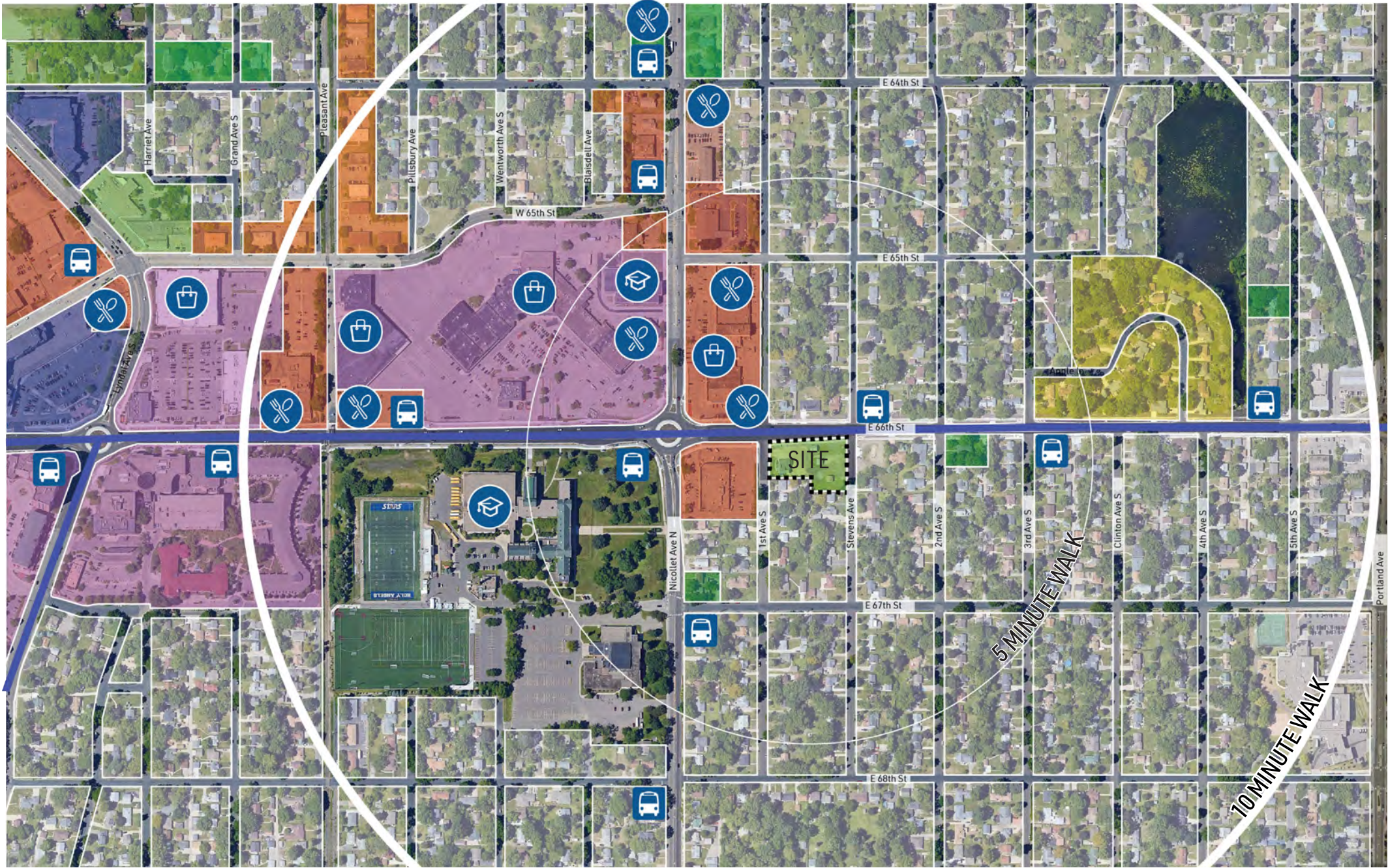
Affordability/ Accessibility

- 26% of units reserved for 60% AMI.
- Affordable units to be distributed proportionally throughout the building.
- ADA ("type A") unit scattered through out building.
- 4 Fully accessible units to be provided.

Sustainable Design

- Designed to be solar ready
- Stormwater retention system
- EV Charging Stations provided
- High efficiency water heaters
- Organics Recycling
- Programmable Thermostats
- Low-flow dual flush toilets
- Occupancy Sensors in common areas
- LED Lights
- Energy Star Appliances

- Participation in the Energy Design Assistance program



PC-2	PLANNED GENERAL COMMERCIAL
C-2	GENERAL COMMERCIAL
C-1	COMMUNITY COMMERCIAL
MR2	MULTIFAMILY
MR1	TWO-FAMILY
R1	LOW DENSITY SINGLE FAMILY
PMR	PLANNED MULTIFAMILY
PMU	PLANNED MIX USE
R1	SINGLE FAMILY



PLANNING & ZONING APPLICATION

11.29.2021

101 E 66th St. Apartments

101 E 66th St.  
Richfield, Minnesota

21-024.00

Project Overview

A2.0





A



B



C



D

### Public Realm

- The design of the public realm is critical for Mixed Use Neighborhood districts.
- A plaza at the corner will activate the retail space and enhances the public realm.
- The building is placed along the street to enhance the pedestrian experience and street scape and allow for a buffer between the development and the adjacent single family residences.
- Walk up units along 66th create a more activity along the length of the building and allows for "eyes on the street".
- Thoughtfully designed landscape will create visual interest along the street, while also screening the building from the residential neighborhood to the south.

### Density Appropriate Development

- The design meets the underlying zoning code of MU-N, and is consistent with the 2040 Comprehensive plan.
- The density of the building allows for maximum open space to provide the desired on-site parking and landscaping.
- Per planner and community feedback the height of the building was reduced, and the massing steps back as it approaches the adjacent residential neighborhood
- The placement of surface parking creates a buffer between the mass of the building and the neighborhood to the south.

### Diverse Transportation Options

- Electric vehicle charging stations are provided.
- Bicycle amenities include a Fix-it station and indoor bicycle parking at a ratio of 1 space per bedroom.
- High frequency route 515 transit stop is located at the 66th St. & Stevens Ave.



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Apartments**

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21-024.00

Project Information

**A3.0**

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## ZONING

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## IMPACTS

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Apartments**

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Site Section

**A4.0**

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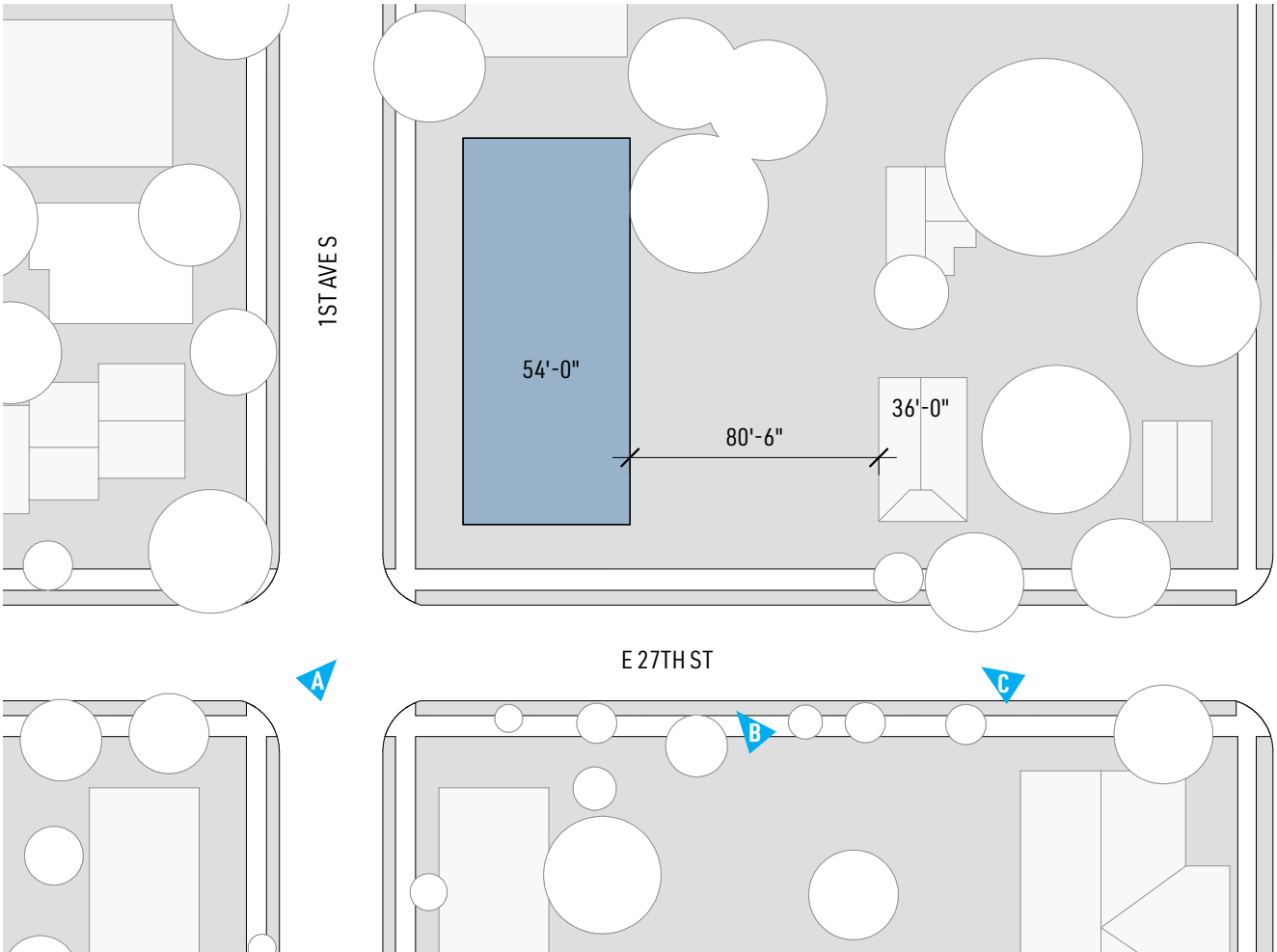
A



C



B



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101 E 66th St.  
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Similar Instances  
Blaise Apartments

# A5.0





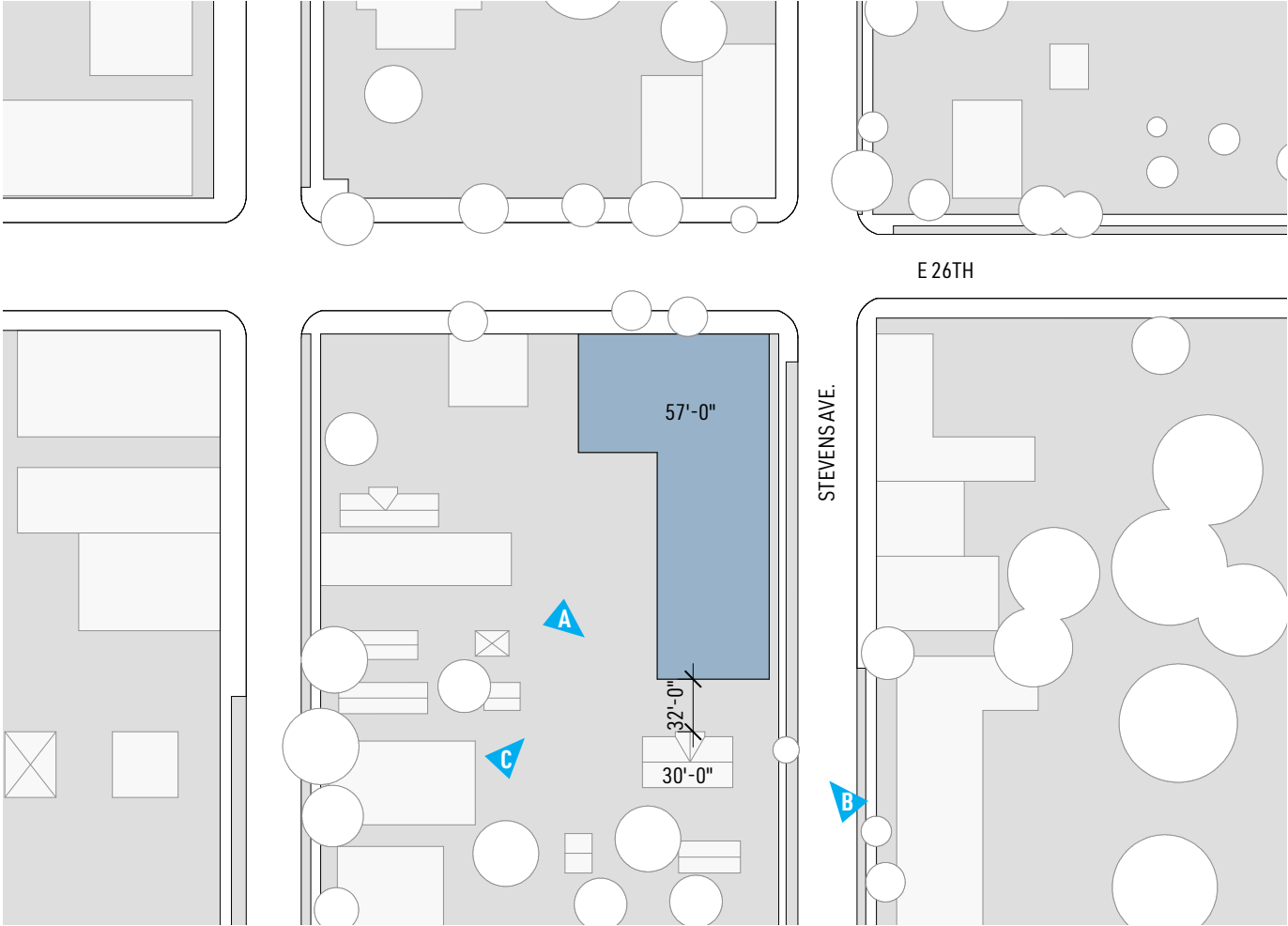
A



C



B



CONTEXT PLAN - 1" = 60'-0"



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Similar Instances  
Chroma Apartments

# A6.0





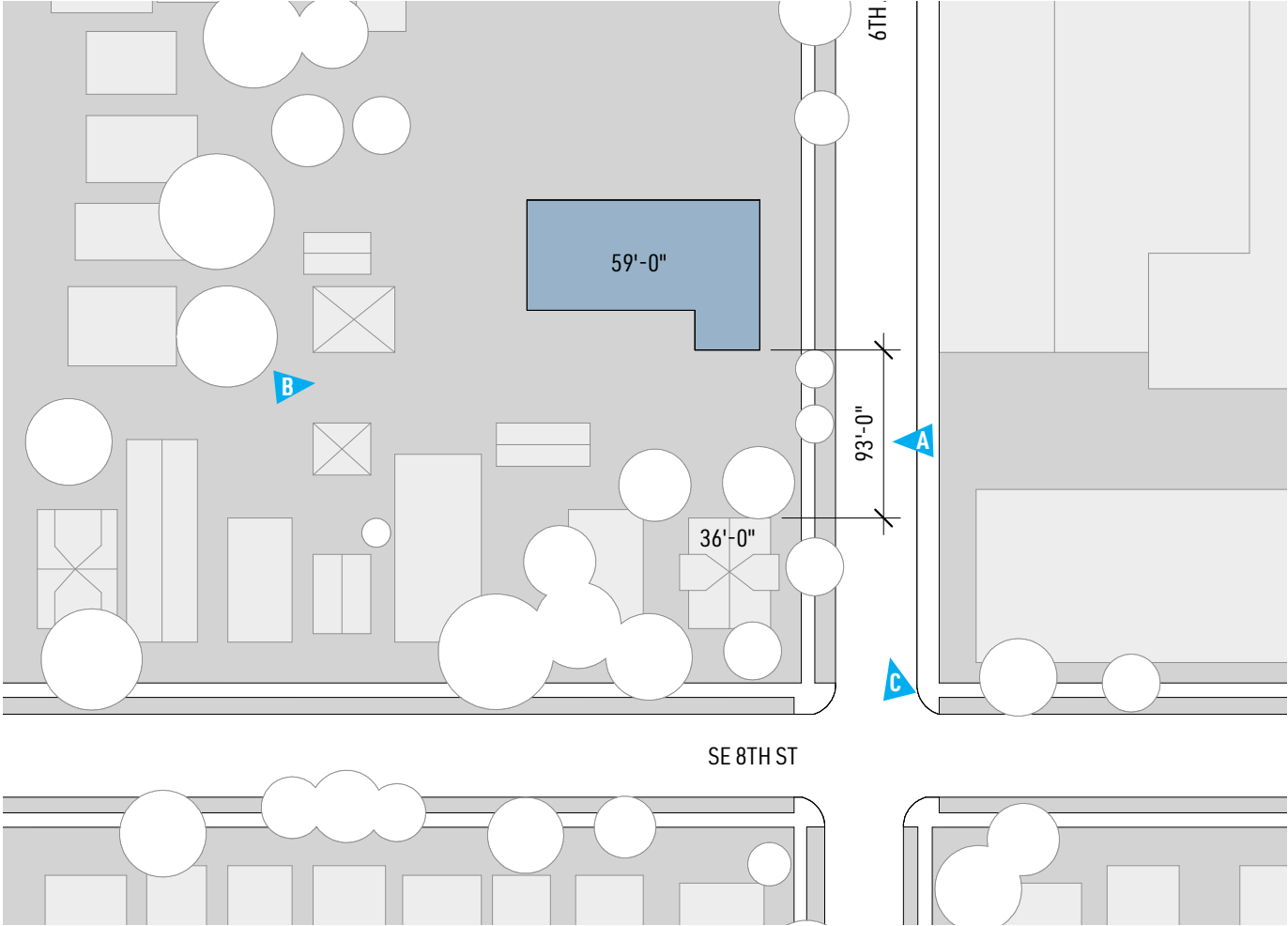
A



C



B



CONTEXT PLAN - 1" = 100'-0"



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Similar Instances  
Moerty Apartments

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A



C



B



CONTEXT PLAN - 1" = 100'-0"





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Apartments**

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Site Plan

**A9.0**





AERIAL PERSPECTIVE NW



AERIAL PERSPECTIVE SW



AERIAL PERSPECTIVE SW



AERIAL PERSPECTIVE SE



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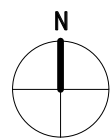
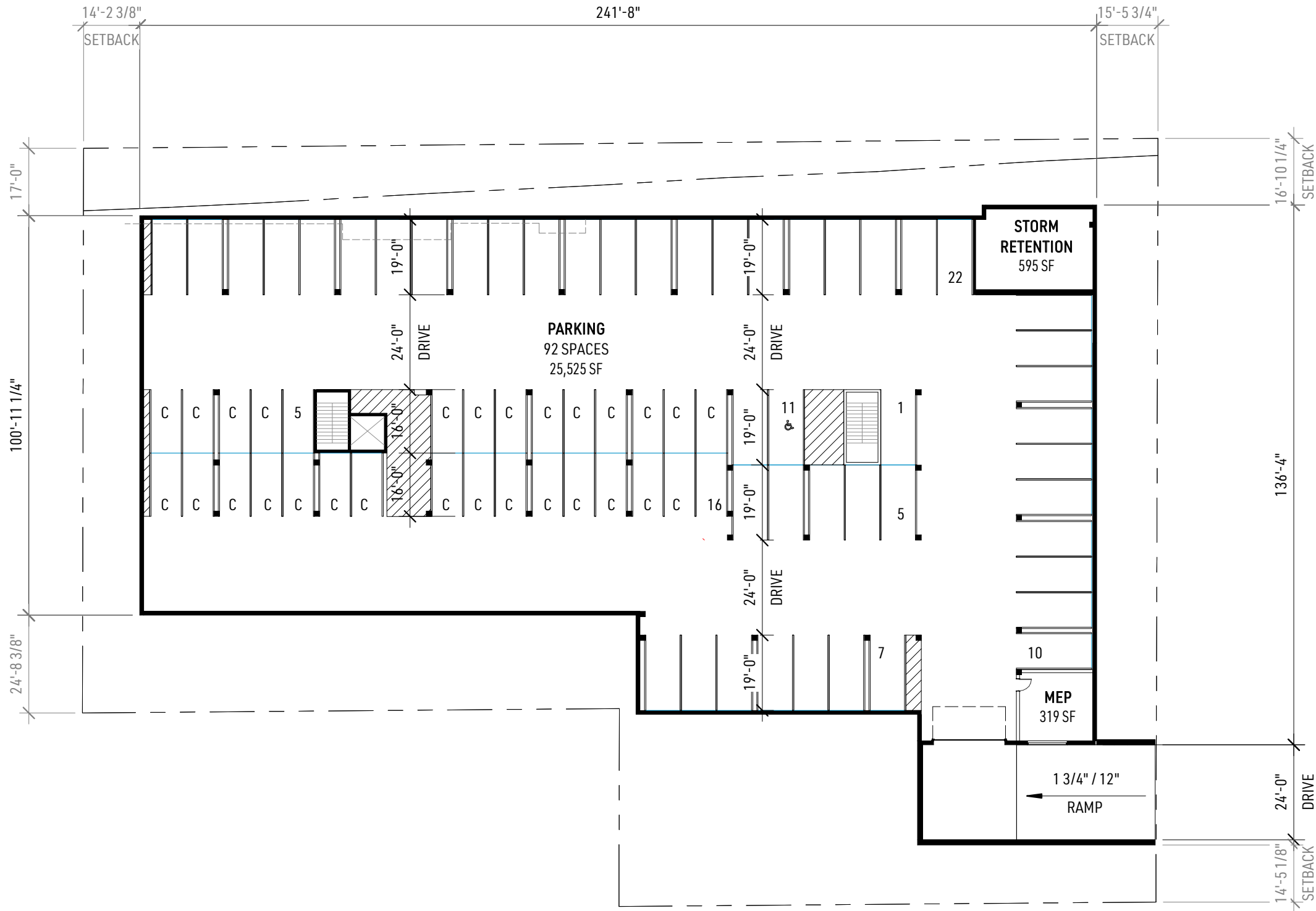
101 E 66th St.  
Richfield, Minnesota

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3D Views

**A10.0**





FLOOR PLAN - LEVEL P1

1" = 30'-0"



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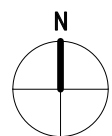
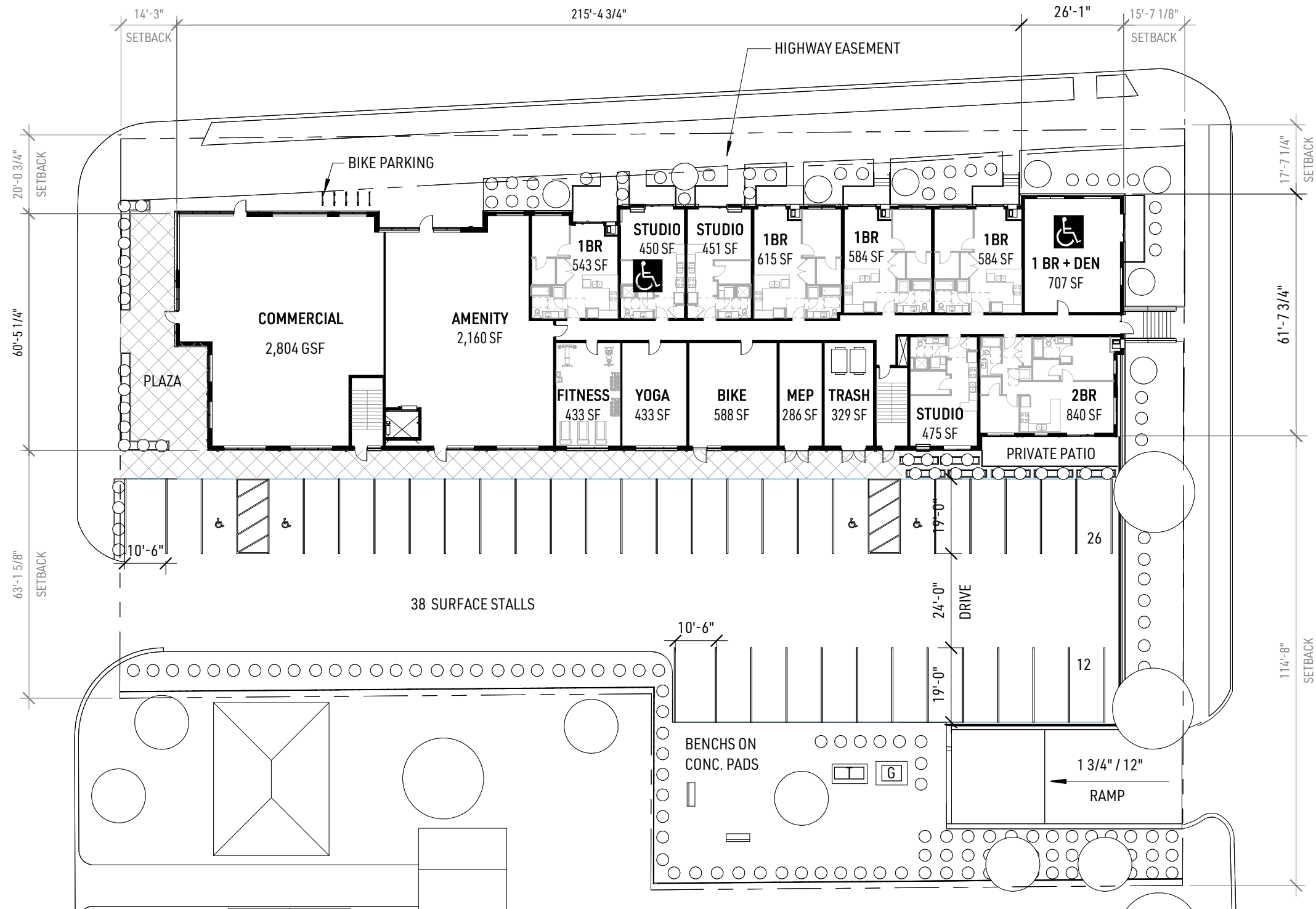
101 E 66th St.  
Apartments

101 E 66th St.  
Richfield, Minnesota

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Floor Plan

A11.0



**FLOOR PLAN - LEVEL 1**  
1" = 30'-0"

NOTE: ALL SQUARE FOOTAGES SHOWN ARE NET SF UNLESS OTHERWISE NOTED



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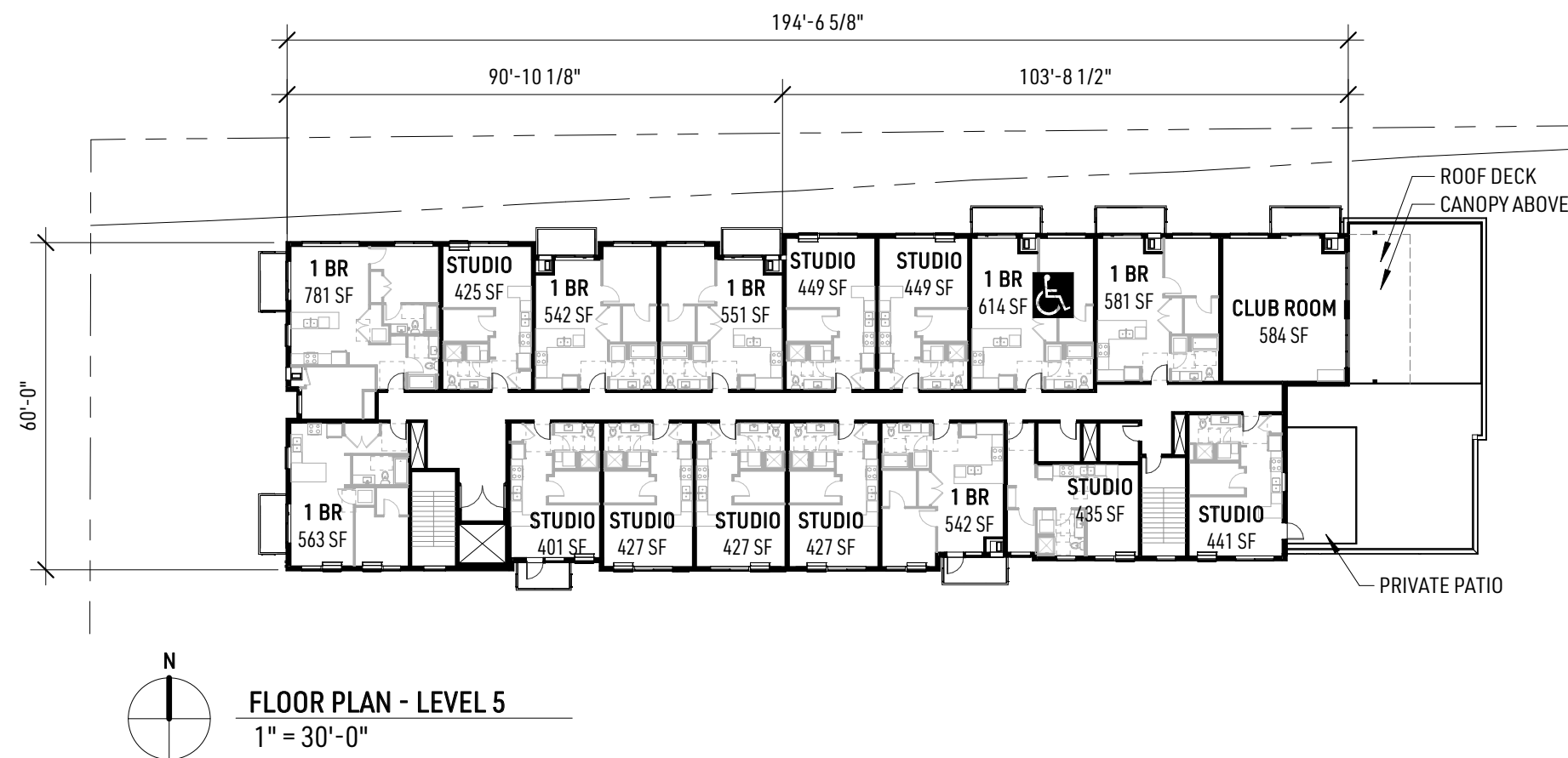
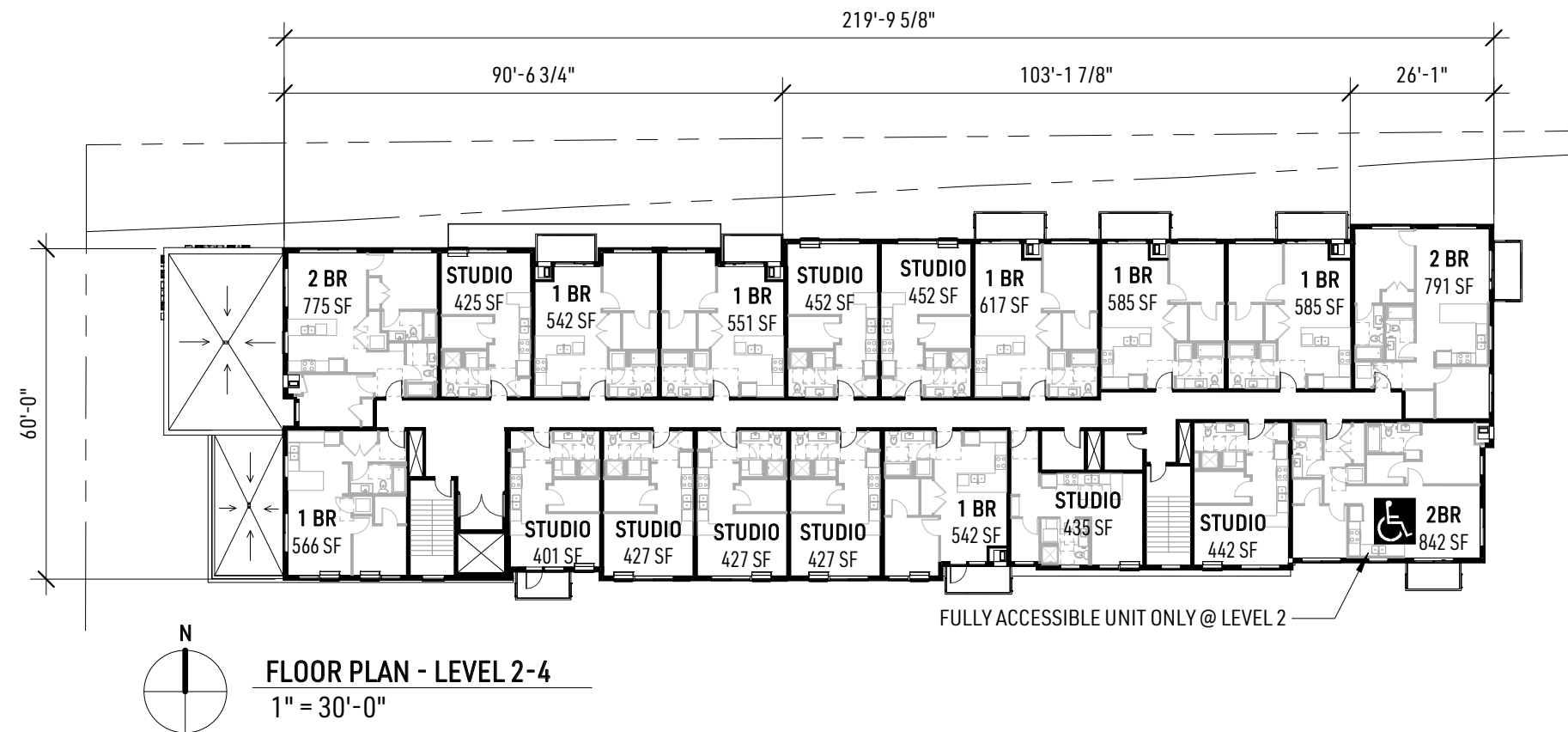
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Apartments**

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Floor Plan

**A12.0**



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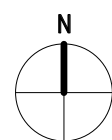
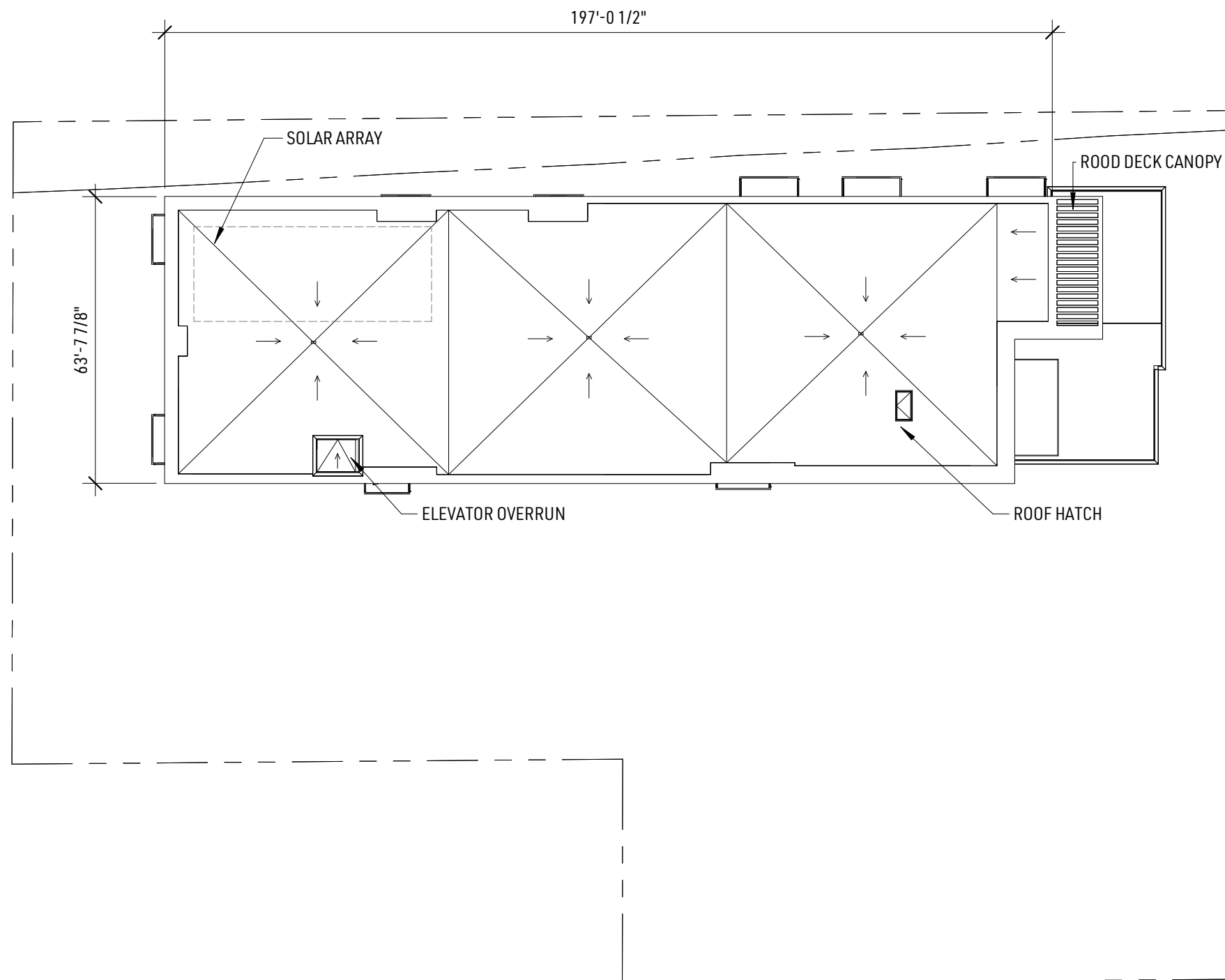
## 101 E 66th St. Apartments

101 E 66th St.  
Richfield, Minnesota

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Floor Plans

# A13.0



**ROOF PLAN**  
1" = 30'-0"



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**101 E 66th St.  
Apartments**

101 E 66th St.  
Richfield, Minnesota

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Floor Plan

**A14.0**



**NORTH EXTERIOR ELEVATION**  
3/64" = 1'-0"

\* 15% OF FACADE INSET AT BALCONIES, 27% OF WHITE FIBER CEMENT PROTRUDES FROM BLACK METAL PANEL



**EAST EXTERIOR ELEVATION**  
3/64" = 1'-0"



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**101 E 66th St.  
Apartments**

101 E 66th St.  
Richfield, Minnesota

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Exterior Elevations

**A15.0**





**SOUTH EXTERIOR ELEVATION**  
3/64" = 1'-0"



**WEST EXTERIOR ELEVATION**  
3/64" = 1'-0"



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**101 E 66th St.**  
**Apartments**

101 E 66th St.  
Richfield, Minnesota

21-024.00

Exterior Elevations

**A16.0**





RENDERING FROM NE



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PLANNING & ZONING  
APPLICATION

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101 E 66th St.  
Apartments

101 E 66th St.  
Richfield, Minnesota

21-024.00

Rendering

A17.0





RENDERING FROM SE



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APPLICATION

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**101 E 66th St.  
Apartments**

101 E 66th St.  
Richfield, Minnesota

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Rendering

**A18.0**





RENDERING FROM NW



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Apartments

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21-024.00

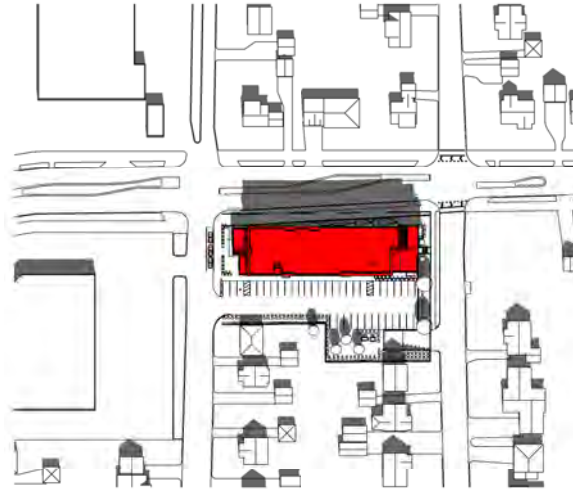
Rendering

A19.0

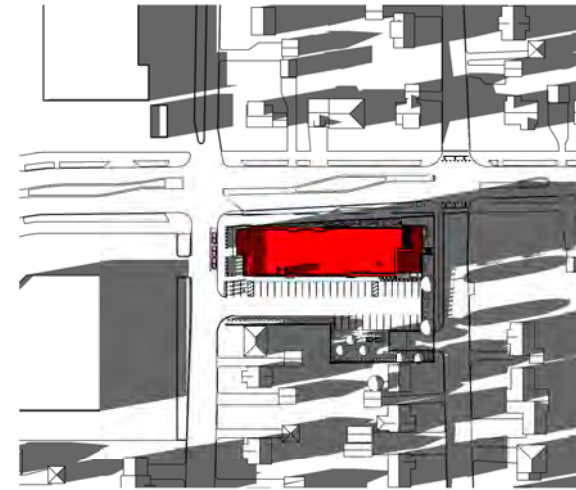




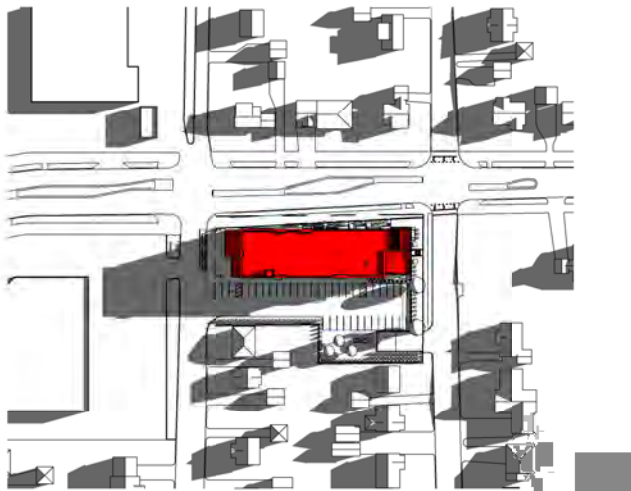
EQUINOX MARCH 22ND  
8:10 AM (HOUR AFTER SUNRISE)



EQUINOX MARCH 22ND  
12:00 PM



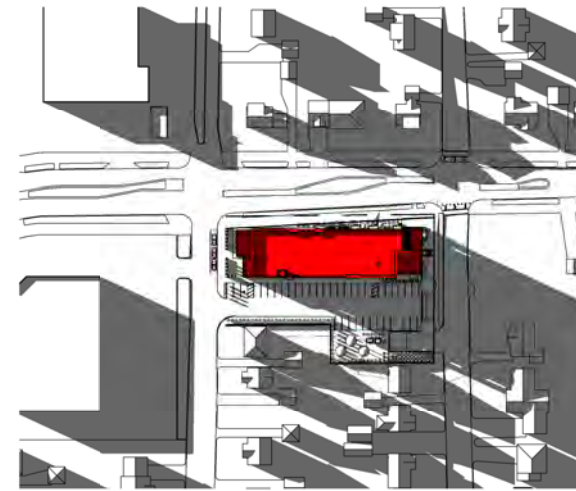
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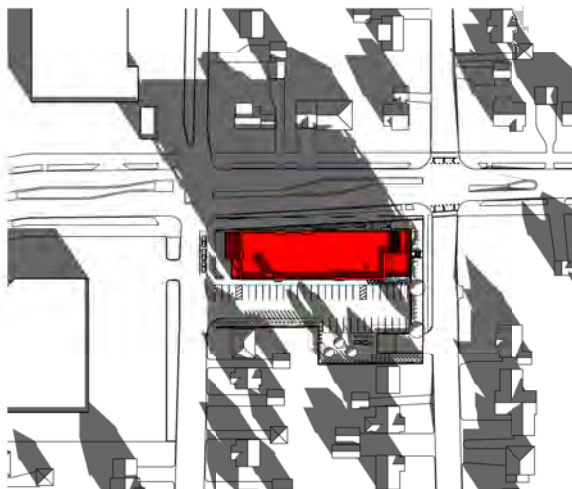
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SOLSTICE JUNE 22ND  
12:00 PM



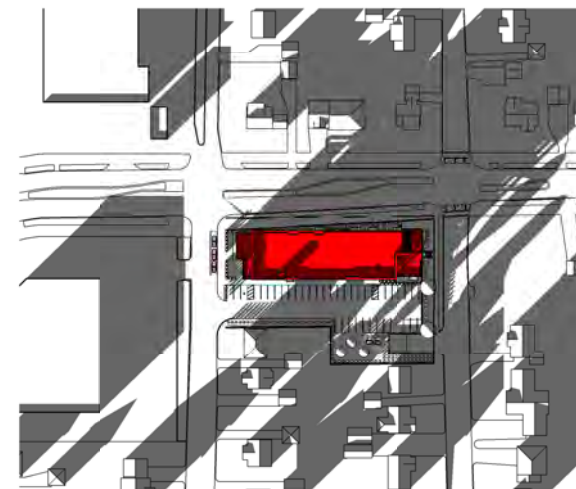
SOLSTICE JUNE 22ND  
8:03 PM (HOUR BEFORE SUNSET)



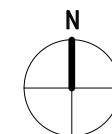
WINTER SOLSTICE DEC. 22ND  
8:49 (HOUR AFTER SUNRISE)



WINTER SOLSTICE DEC. 22ND  
12:00 PM



WINTER SOLSTICE DEC. 22ND  
3:35 PM (HOUR BEFORE SUNSET)



**DJR**  
ARCHITECTURE



PLANNING & ZONING  
APPLICATION

11.29.2021

**101 E 66th St.  
Apartments**

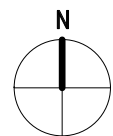
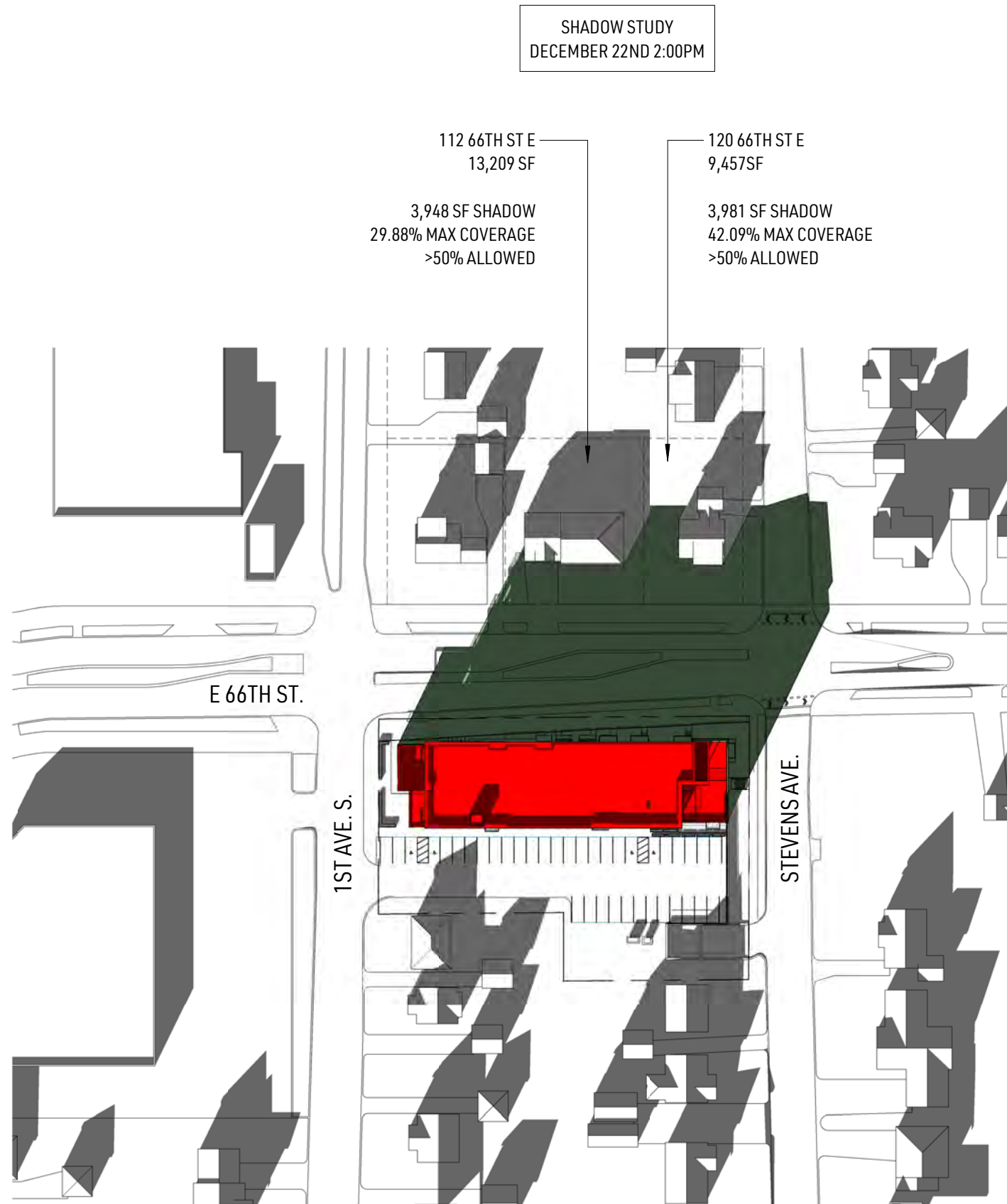
101 E 66th St.  
Richfield, Minnesota

21-024.00

Shadow Study

**A20.0**

© 2021 DJR Architecture



SHADOW STUDY  
1" = 100'-0"



DJR  
ARCHITECTURE



PLANNING & ZONING  
APPLICATION

11.29.2021

## 101 E 66th St. Apartments

101 E 66th St.  
Richfield, Minnesota

21-024.00

Shadow Study

# A20.1

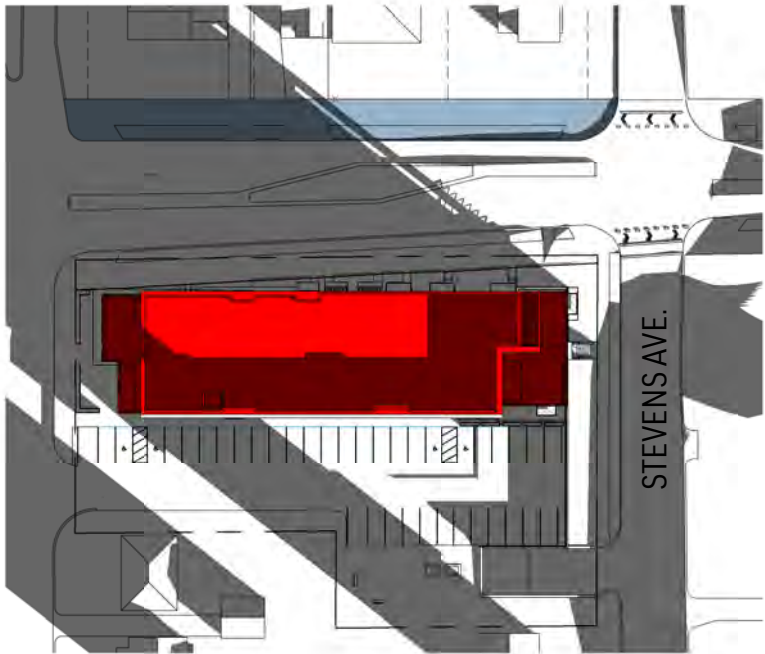


**DJR**  
ARCHITECTURE

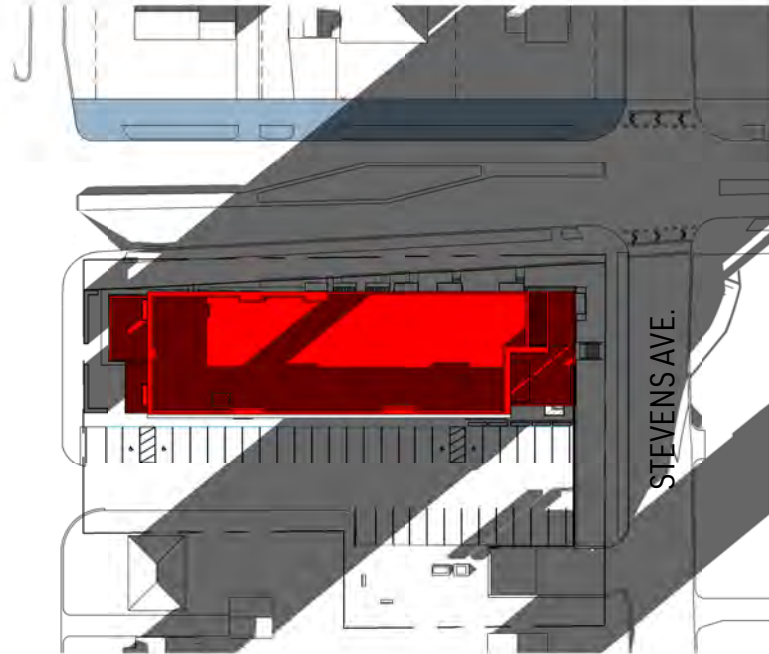


MAXIMUM DURATION OF A SHADOW CAST ON ANY GIVEN SPOT ON THE BACK OF THE SIDEWALK ON THE OPPOSITE SIDE OF THE ADJACENT STREET IS 7.75 HOURS. THIS DURATION ONLY LAST FROM NOV 1ST TO FEB 15TH

DECEMBER 21ST  
08:15 AM



DECEMBER 21ST  
04:00 PM



DECEMBER 21ST  
12:00 PM



PLANNING & ZONING  
APPLICATION

11.29.2021

**101 E 66th St.  
Apartments**

101 E 66th St.  
Richfield, Minnesota

21-024.00

Shadow Study

**A20.2**



COUNTY ROAD NO. 53  
(66TH STREET E)  
(A Public R/W)

SMH  
Rim=845.66(Per Rec.)  
Inv S=824.18(Per Rec.)  
Inv E/W=822.60(Per Rec.)  
(Not Field Located)

SMH  
Rim=838.54  
Inv S=828.96(Per Rec.)  
Inv N=826.96(Per Rec.)  
Inv E/W=821.68(Per Rec.)

NOT FOR CONSTRUCTION



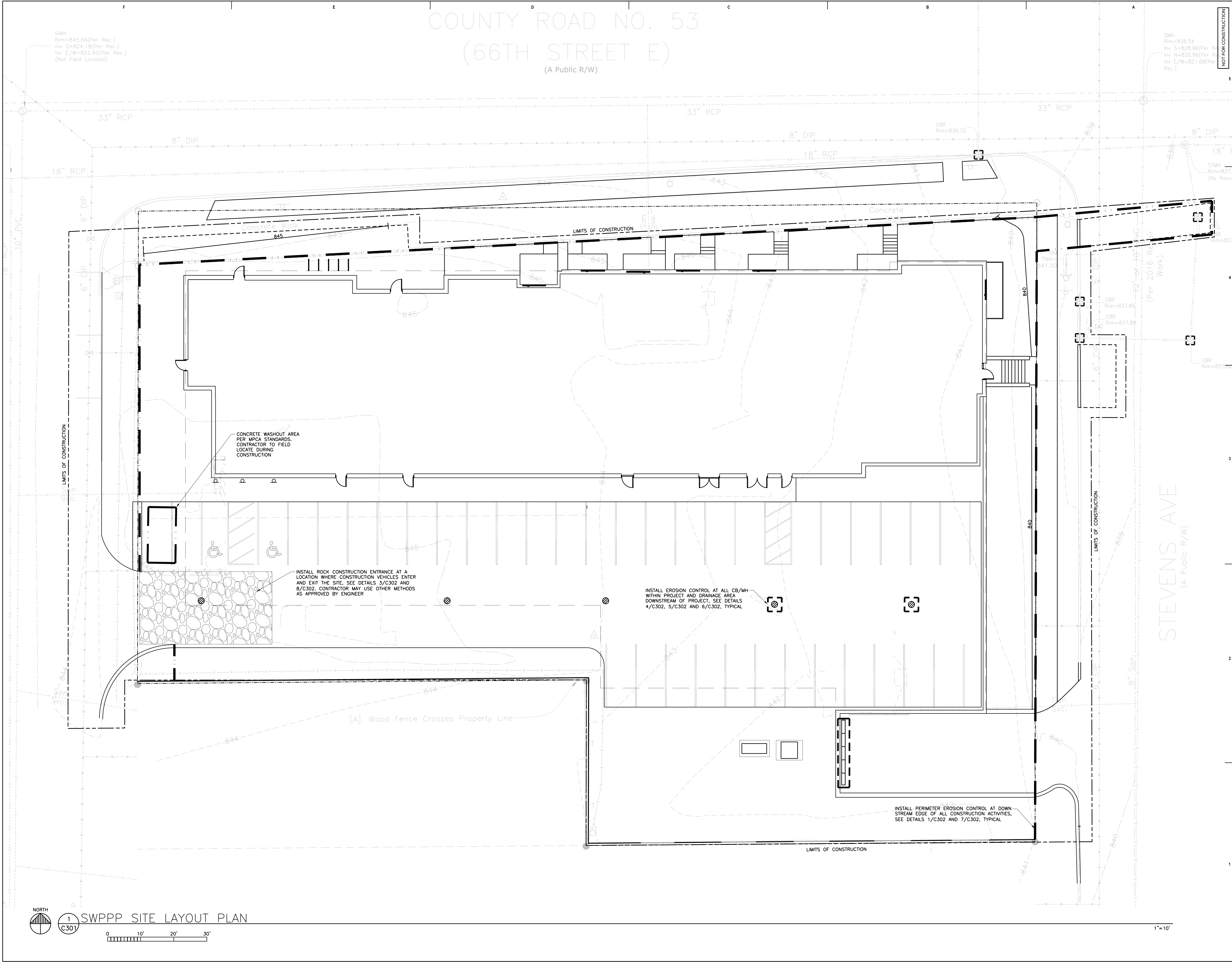
NOT FOR CONSTRUCTION

Project #:	21-052
Date:	11/28/21
Drawn by:	RZ
Checked by:	RSP
Issue:	Date:
CITY REVIEW	11-08-2021
REVISED PER CITY COMMENTS	11-29-2021

6601 1ST AVE S

SWPPP SITE LAYOUT PLAN

C301



1  
C301

SWPPP SITE LAYOUT PLAN

0 10' 20' 30'

1"=10'



(A Public R/W)

SMH	
Rim=838.54	
Inv S=828.96(Per Rec	
Inv N=826.96(Per Rec	
Inv E/W=821.68(Per	

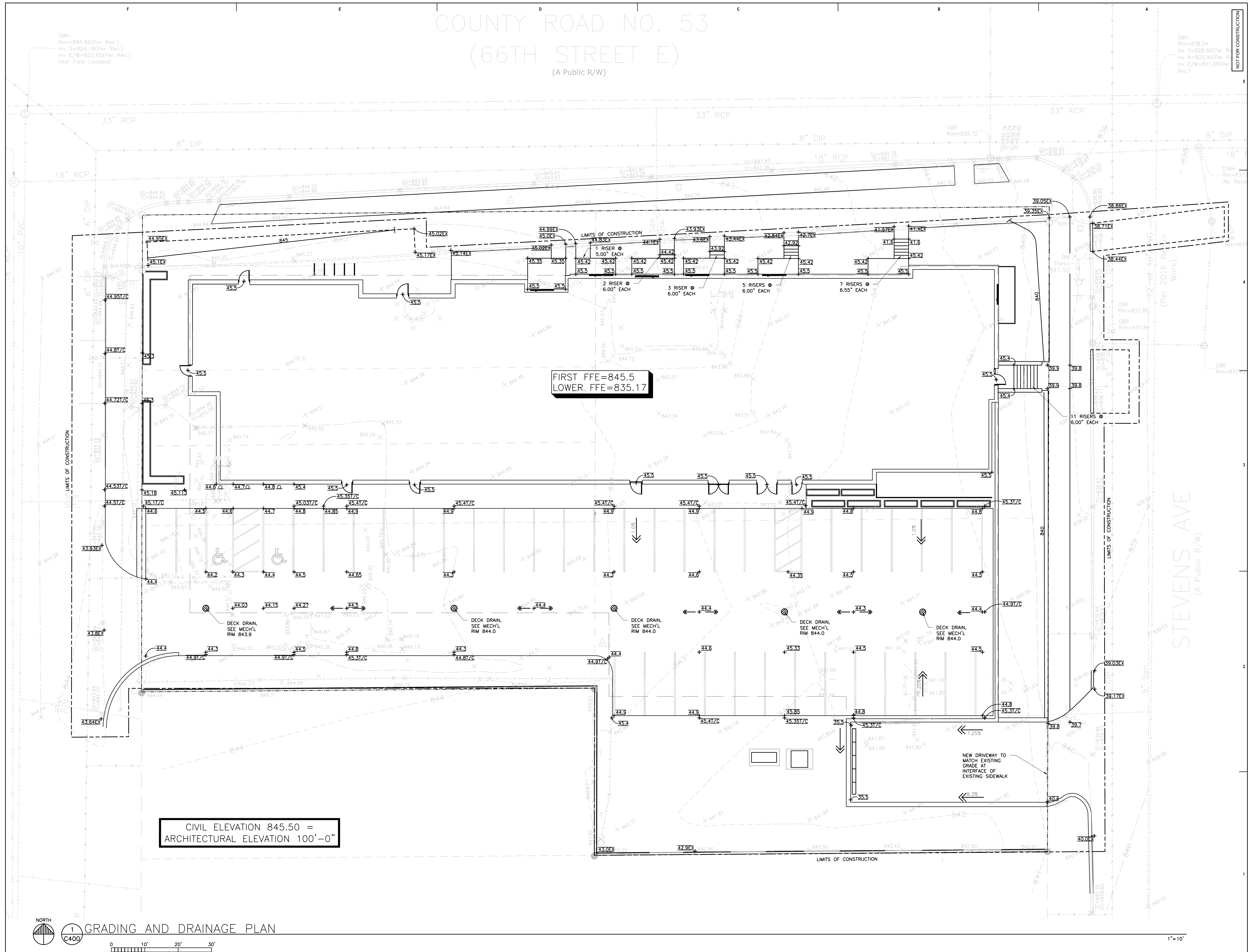
NOT FOR CONST



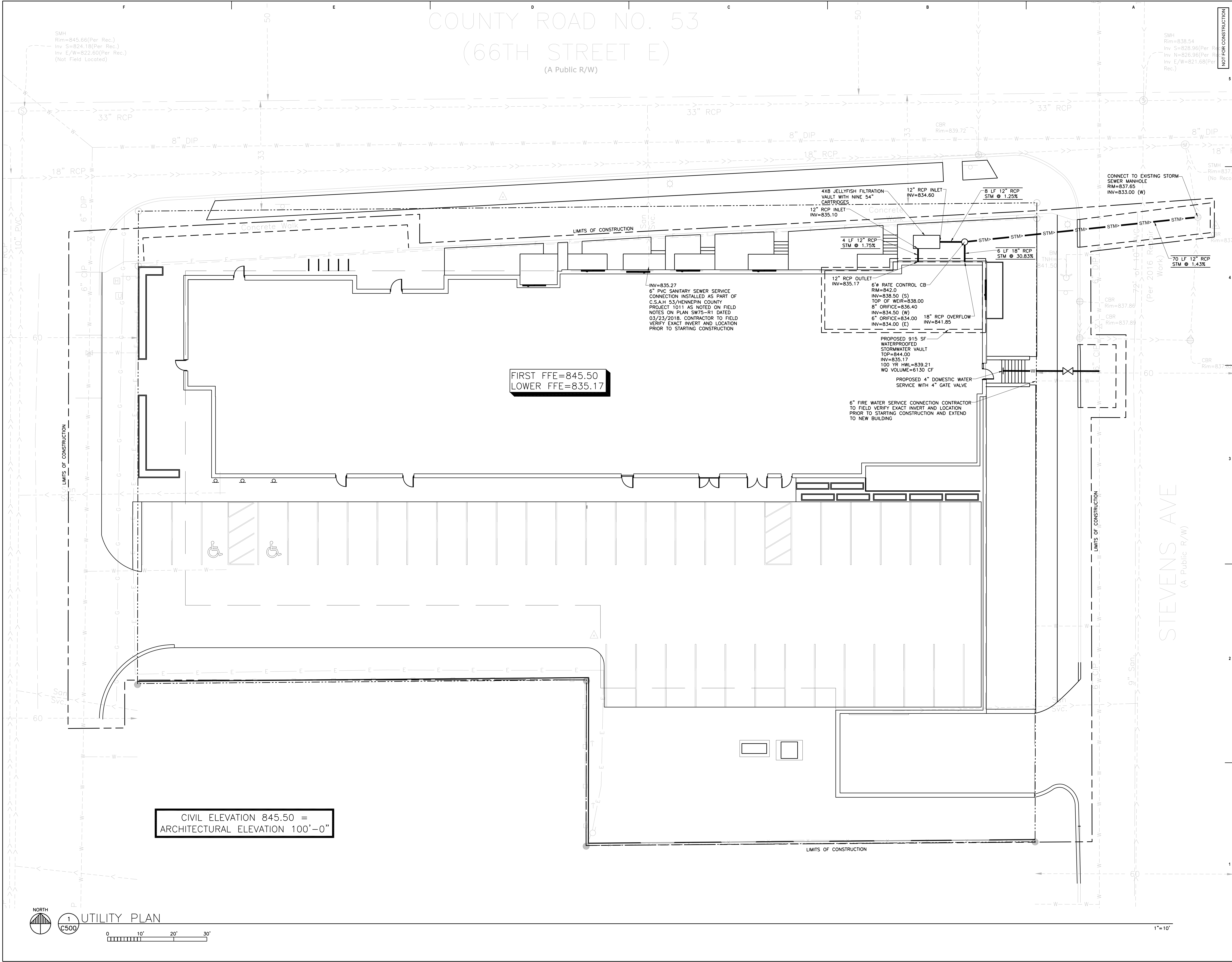
Project #:	21-052
Date:	11/29/21
Drawn by:	RZ
Checked by:	RSP
<hr/>	
Issue:	Date:
CITY REVIEW	11-08-2021
REVISED PER CITY COMMENTS	11-29-2021

## GRADING AND DRAINAGE PLAN

# C400







333 Washington Ave N, Suite 210  
Minneapolis, Minnesota 55401  
612.676.2700 www.djr-inc.com

**NOT FOR CONSTRUCTION**

Project #: 21-052  
Date: 11/29/21  
Drawn by: RZ  
Checked by: RSP

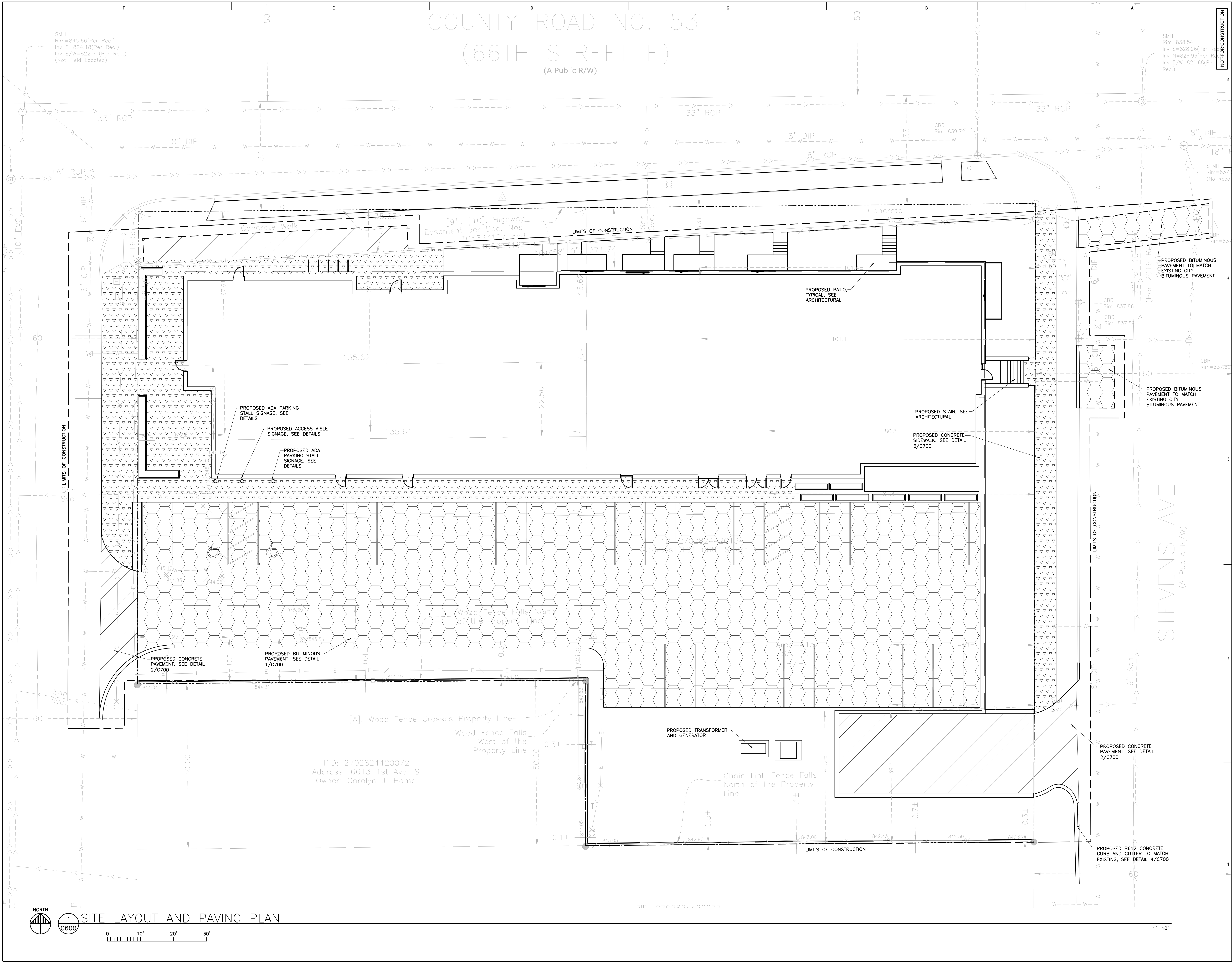
Issue: Date:  
CITY REVIEW 11-08-2021  
REVISED PER CITY COMMENTS 11-29-2021

**6601 1ST AVE S**  
RICHFIELD, MN

UTILITY PLAN

**C500**







333 Washington Ave N, Suite 210  
Minneapolis, Minnesota 55401  
612.676.2700 www.djr-inc.com



NOT FOR CONSTRUCTION

Project #:	21-052
Date:	11/29/21
Drawn by:	RZ
Checked by:	RSP
Issue:	Date:
CITY REVIEW	11-08-2021
REVISED PER CITY COMMENTS	11-29-2021

6601 1ST AVE S  
RICHFIELD, MN  
SITE LAYOUT AND PAVING PLAN

C600



## Memorandum

SRF No. 02115221

**To:** Garret Duncan | Project Manager | NORTHBAY Companies  
**From:** Jeff Bednar, TOPS, Senior Traffic Engineering Specialist  
**Date:** November 18, 2021  
**Subject:** 101 E 66th Street Development | Trip Generation Estimate/Planning Level Analysis

### Introduction

This Trip Generation Estimate/Planning Level Analysis has been completed for the proposed 101 E 66th Street development in the City of Richfield (see attached Plans and Matrix). The main objectives of this analysis are to provide a trip generation estimate/planning level analysis of the relative traffic impacts of the subject proposed 101 E 66th Street development in Richfield, based on currently available traffic data (since time was not available to collect new traffic data and since traffic continues to be impacted by the COVID 19 pandemic). A summary of the trip generation estimate/planning level analysis findings and conclusions can be found on page 3 of this memorandum.

### Proposed Development

The site of the proposed 101 E 66th Street development is located generally south of East 66th Street between 1st Avenue South and Stevens Avenue South. The proposed development (see attached Plans and Matrix) would consist of the following elements:

- 82 units of multifamily residential rental housing (39 studio, 31 one-bedroom and 12 two-bedroom units) in a five-story (mid-rise) building (plus one level of underground parking).
- 2,804 gross square feet of street level commercial space (assume high-turnover sit-down restaurant for the trip generation estimate).
- 38 surface off-street parking spaces (surface lot has one direct access to 1st Ave South, roughly 115 feet south of East 66th Street).
- Three on-street parking spaces on the eastside of 1st Ave South just south of East 66th Street
- 77 underground parking spaces (underground parking has one direct access to Stevens Avenue South, roughly 170 feet south of East 66th Street).
- 115 off-street parking spaces and three on-street parking spaces for a total of 118 parking spaces.

### Trip Generation Estimate

The trip generation estimates for weekday a.m. commuter peak hour (one hour between 7 to 9 a.m.) and p.m. commuter peak hour (one hour between 4 to 6 p.m.) plus weekday daily trips were made for the proposed development and were based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*.

[www.srfconsulting.com](http://www.srfconsulting.com)

3701 Wayzata Boulevard, Suite 100 | Minneapolis, MN 55416-3791 | 763.475.0010 Fax: 1.866.440.6364

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6601 1ST AVE SOUTH

<b>ZONING</b>	
CURRENT PRIMARY ZONING	PMU
2040 COMP PLAN PLU	MIXED USE
<b>SITE</b>	
TOTAL AREA	45,511 SF per survey
	1.044 acres
SITE AREA - BUILDING FOOTPRINT RES	11,261 SF
SITE AREA - BUILDING FOOTPRINT COM	2,897 SF
<b>ALLOWABLE DENSITY</b>	
PROVIDED DENSITY	75 UNIT/ACRE
	82 UNITS

<b>SITE IMPERVIOUS AREA</b>	
TOTAL AREA	
SITE AREA - PERVIOUS	
SITE AREA - IMPERVIOUS	
<b>PARKING REQUIRED</b>	
COMMERCIAL	
(3.6 PER 1000 W/ 10% TRANSIT REDUCTION)	11 STALLS
<b>RESTAURANT USE</b>	
(10 PER 1000 W/ 10% TRANSIT REDUCTION)	14 STALLS
	ADDITIONAL
<b>RESIDENTIAL</b>	
(1.125 PER UNIT W/ 10% TRANSIT REDUCTION)	92 STALLS
TOTAL REQUIRED	103 STALLS
TOTAL REQUIRED W/ RESTAURANT	117 STALLS
<b>PARKING PROVIDED</b>	<b>115 STALLS</b>

STREET PARKING 1ST AVE	3 STALLS
<b>POTENTIAL PARKING COUNT</b>	<b>118 STALLS</b>
<b>BUILDING HEIGHT</b>	
PROPOSED	62'-0" - 5 STORIES

AREA SCHEDULE (RENTABLE)				
Name	Level	Count	Area	
1BR	LEVEL 1	4	2,564 SF	
2BR	LEVEL 1	2	1,707 SF	
STUDIO	LEVEL 1	3	1,521 SF	
9			5,792 SF	
1BR	LEVEL 2	7	4,345 SF	
2BR	LEVEL 2	3	2,614 SF	
STUDIO	LEVEL 2	9	4,239 SF	
19			11,198 SF	
1BR	LEVEL 3	7	4,345 SF	
2BR	LEVEL 3	3	2,614 SF	
STUDIO	LEVEL 3	9	4,239 SF	
19			11,198 SF	
1BR	LEVEL 4	7	4,345 SF	
2BR	LEVEL 4	3	2,614 SF	
STUDIO	LEVEL 4	9	4,239 SF	
19			11,198 SF	
1BR	LEVEL 5	6	3,712 SF	
2BR	LEVEL 5	1	851 SF	
STUDIO	LEVEL 5	9	4,247 SF	
16			8,810 SF	
Grand total: 82			48,194 SF	

AREA SCHEDULE (GROSS)		
Name	Level	Area
CIRCULATION	LEVEL P1	416 SF
MEP	LEVEL P1	386 SF
PARKING	LEVEL P1	26,251 SF
STORM RETENTION	LEVEL P1	687 SF
LEVEL P1		27,741 SF
1BR	LEVEL 1	2,564 SF
2BR	LEVEL 1	1,707 SF
AMENITY	LEVEL 1	2,252 SF
BIKE	LEVEL 1	646 SF
CIRCULATION	LEVEL 1	997 SF
COMMERCIAL	LEVEL 1	2,804 SF
FITNESS	LEVEL 1	478 SF
MEP	LEVEL 1	323 SF
STUDIO	LEVEL 1	1,521 SF
TRASH	LEVEL 1	380 SF
YOGA	LEVEL 1	478 SF
LEVEL 1		14,149 SF
1BR	LEVEL 2	4,345 SF
2BR	LEVEL 2	2,614 SF
MEP	LEVEL 2	1,570 SF
STUDIO	LEVEL 2	4,239 SF
TRASH	LEVEL 2	293 SF
LEVEL 2		13,061 SF
1BR	LEVEL 3	4,345 SF
2BR	LEVEL 3	2,614 SF
MEP	LEVEL 3	1,863 SF
STUDIO	LEVEL 3	4,239 SF
LEVEL 3		13,061 SF
1BR	LEVEL 4	4,345 SF
2BR	LEVEL 4	2,614 SF
MEP	LEVEL 4	1,863 SF
STUDIO	LEVEL 4	4,239 SF
LEVEL 4		13,061 SF
1BR	LEVEL 5	3,712 SF
2BR	LEVEL 5	851 SF
AMENITY	LEVEL 5	644 SF
MEP	LEVEL 5	1,764 SF
STUDIO	LEVEL 5	4,247 SF
TRASH	LEVEL 5	0 SF
LEVEL 5		11,218 SF
Grand total		92,290 SF

UNIT COUNT BY TYPE	
UNIT TYPE	COUNT
1BR	31
2BR	12
STUDIO	39
Unit Count: 82	

\* rentable totals are approximate, totals may change +/- 2% as project proceeds and building systems are finalized



PARKING SCHEDULE		
Type	Level	Count
LEVEL P1		
8' x 16' - 90 deg	LEVEL P1	30
9' x 19' - 90 deg	LEVEL P1	47
LEVEL P1: 77		
LEVEL 1		
9' x 18' (8' Aisle)	LEVEL 1	2
9' x 19' - 90 deg	LEVEL 1	39
LEVEL 1: 41		
Grand total: 118		



HEN COUNTY MAPS  
1" = 200'-0"



Results of the trip generation estimate shown in Table 1 indicate that the proposed 101 E 66th Street development is expected to generate a total of 52 a.m. peak hour (7-8 a.m.) trips, 52 p.m. commuter peak hour (5-6 p.m.) trips, and 605 daily trip ends (50 percent in/50 percent out).

**Table 1. Trip Generation Estimates – Proposed Development**

Land Use (ITE Land Use Code)	Size	AM Commuter		PM Commuter		Daily Trip Ends
		Peak Hour (7-8 a.m.)		Peak Hour (5-6 p.m.)		
		In	Out	In	Out	
Multifamily Housing (Mid-Rise) (221)	82 units <sup>(1)</sup>	7	23	20	12	372
High-Turnover (Sit-Down) Restaurant (932)	2,804 GSF <sup>(2)</sup>	15	12	15	10	300
Proposed 101 E 66th Street Development Totals		22	35	35	22	672
		57		57		
Applied 10% Modal/Transit Reduction		5		5		67
Proposed 101 E 66th Street Development Adjusted Totals		52		52		605

(1) Units = Rental Dwelling Units.

(2) GSF = Gross Square Feet of floor area.

## Planning Level Analysis

Based on the current MnDOT Traffic Data Application, the annual average daily traffic (AADT) volume on East 66th Street between 1st Avenue South and Stevens Avenue South, is 12,000 vehicles. Adding all 605 daily trips generated by the proposed 101 E 66th Street development to the 12,000 AADT volume on East 66th Street would increase traffic by only five percent.

The trips generated by the proposed 101 E 66th Street development for both peak hours are estimated at only 52 trips, therefore, the proposed development would not exceed a widely accepted threshold (ITE/others) of 100 trips in any one hour to justify preparation of an operations level traffic analysis.

## Summary of Findings and Conclusions

Based on this proposed 101 E 66th Street development trip generation estimate/planning level analysis, the following summary of findings and conclusions is offered for your consideration:

1. The proposed 101 E 66th Street development is expected to generate a total of only; 52 a.m. peak hour (7-8 a.m.) trips, 52 p.m. commuter peak hour (5-6 p.m.) trips, and 605 daily trip ends.
2. Based on this proposed 101 E 66th Street development trip generation estimate/planning level analysis, it is concluded that the proposed development would generate only a modest level of new traffic. Therefore, the City of Richfield may consider the proposed 101 E 66th Street development, without concern that it would represent a significant negative traffic impact to the supporting area roadway system.

# Land Use: 221

## Multifamily Housing (Mid-Rise)

---

### Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

### Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

### Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

***It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).***

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

### Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

# Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

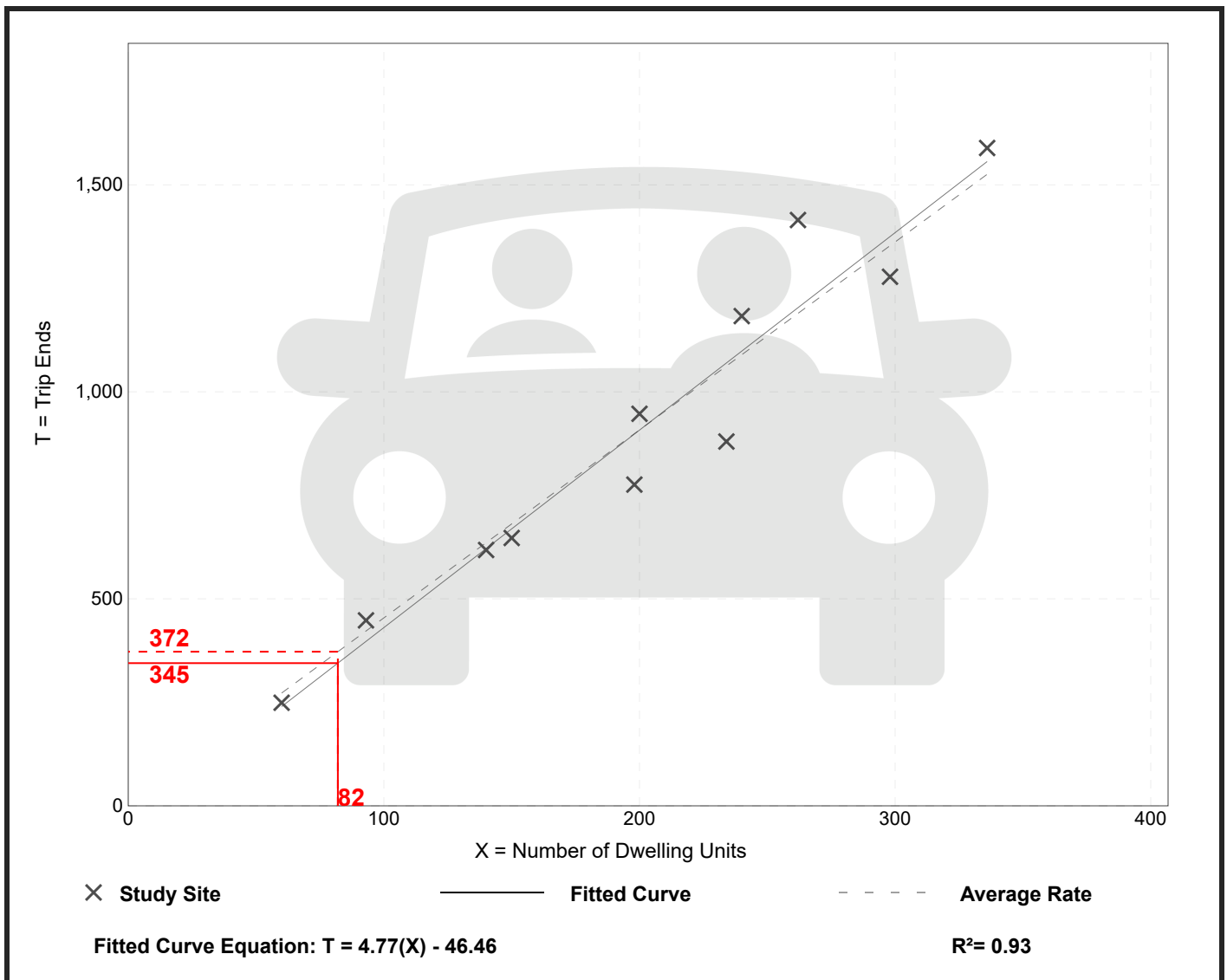
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 11  
Avg. Num. of Dwelling Units: 201  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

## Data Plot and Equation



# Land Use: 932

## High-Turnover (Sit-Down) Restaurant

---

### Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

### Additional Data

***Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.***

If the restaurant has outdoor seating, its area is not included in the overall gross floor area. For a restaurant that has significant outdoor seating, the number of seats may be more reliable than GFA as an independent variable on which to establish a trip generation rate.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, and Wisconsin.

### Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 939, 944, 961, 962, 977, 1048



# High-Turnover (Sit-Down) Restaurant (932)

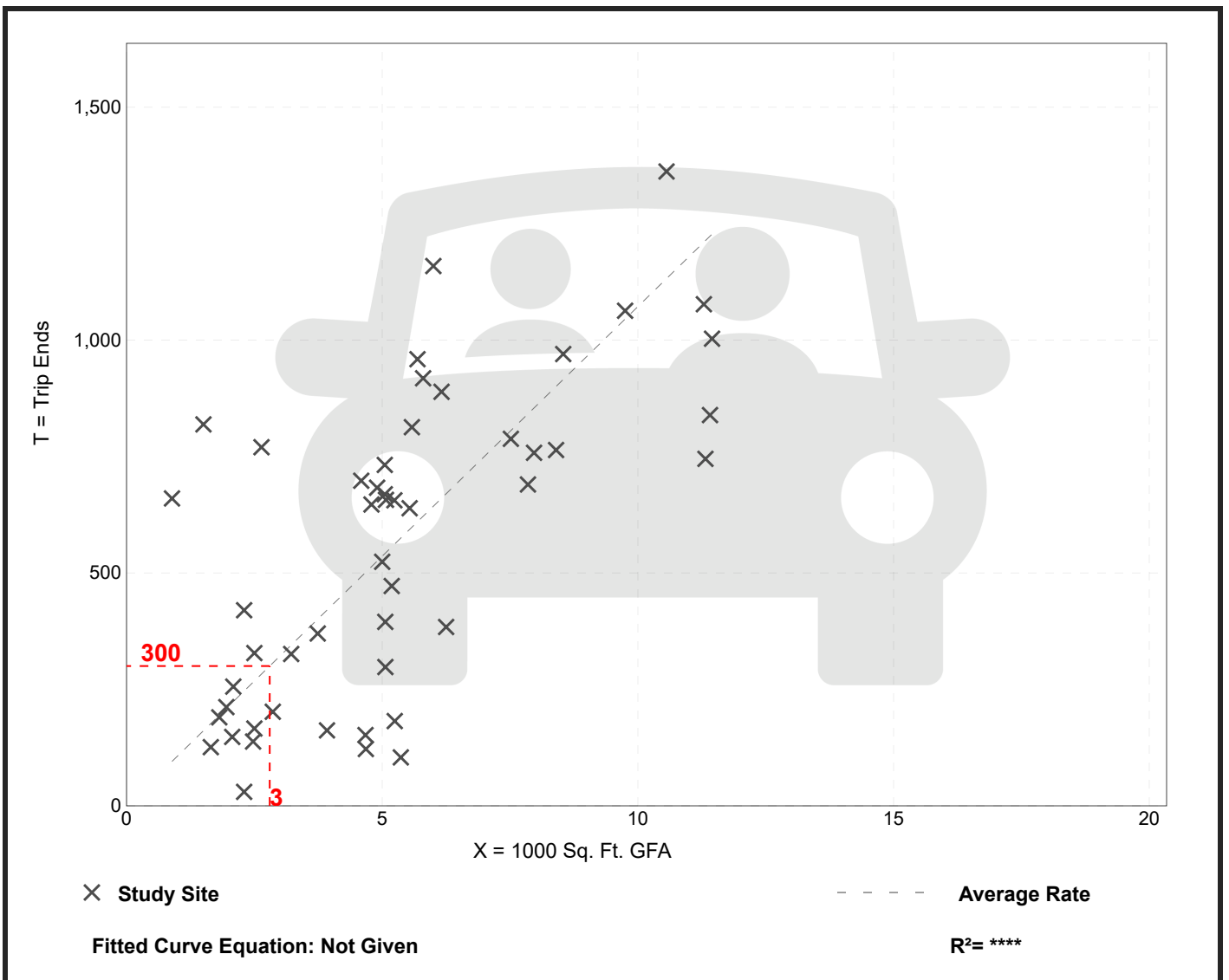
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 50  
Avg. 1000 Sq. Ft. GFA: 5  
Directional Distribution: 50% entering, 50% exiting

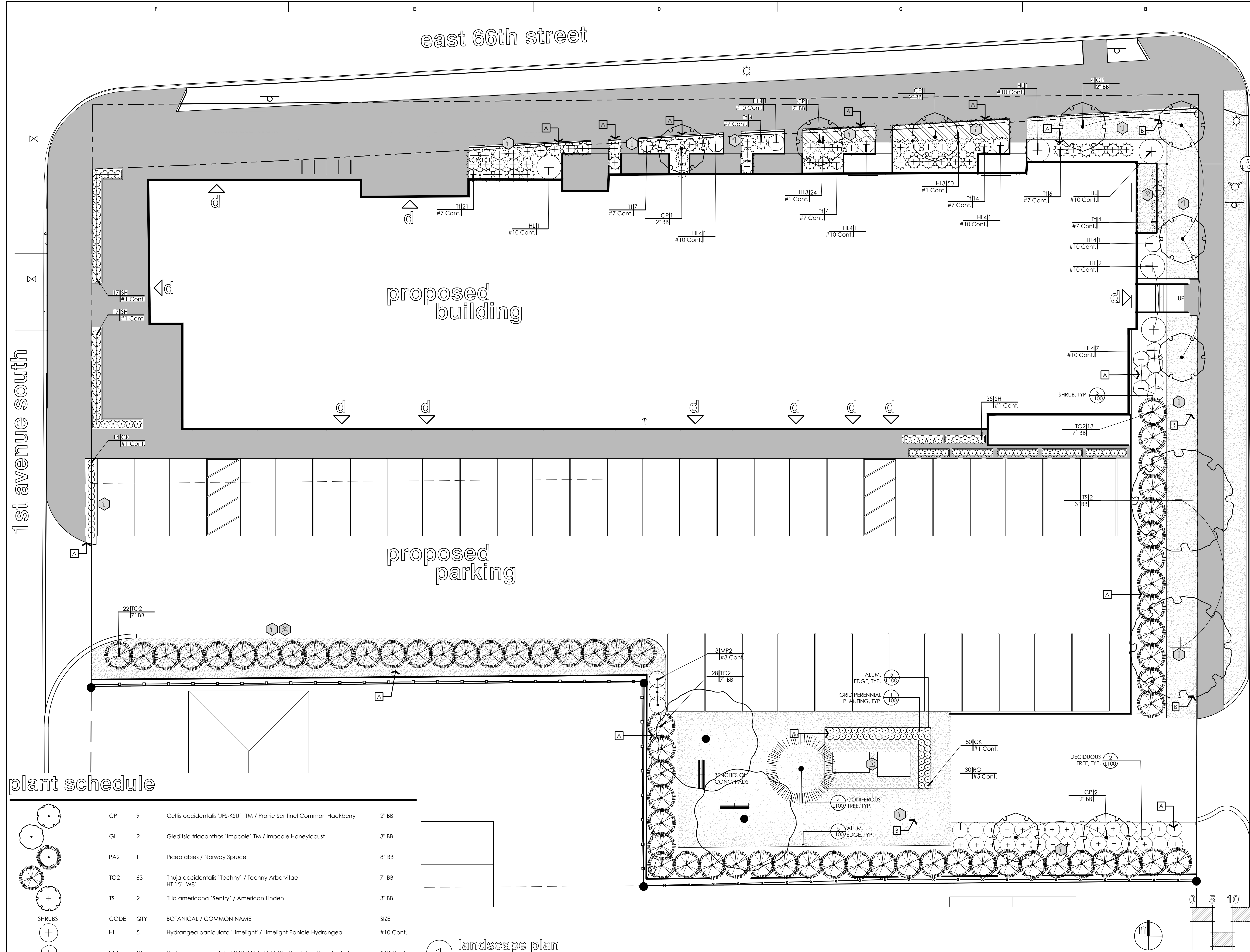
## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

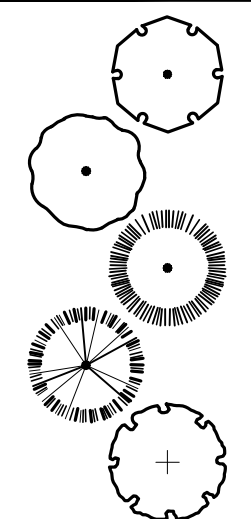
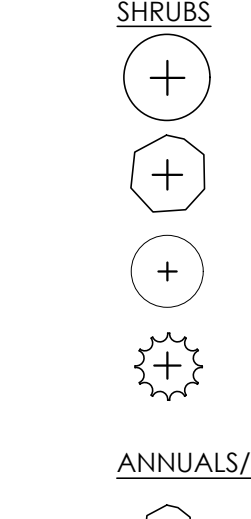
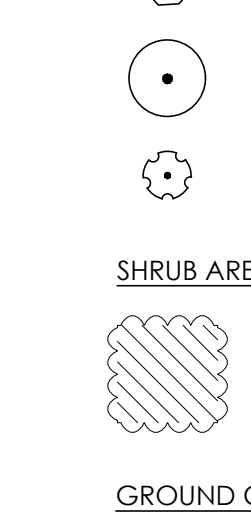
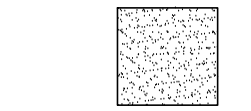
## Data Plot and Equation







## plant schedule

	CP	9	Celtis occidentalis 'JFS-KSU1' TM / Prairie Sentinel Common Hackberry	2' BB
	GI	2	Gleditsia triacanthos 'Impcole' TM / Impcole Honeylocust	3' BB
	PA2	1	Picea abies / Norway Spruce	8' BB
	TO2	63	Thuja occidentalis 'Techny' / Techny Arborvitae HT 15' W8'	7' BB
	TS	2	Tilia americana 'Sentry' / American Linden	3' BB
	CODE	QTY	BOTANICAL / COMMON NAME	SIZE
	HL	5	Hydrangea paniculata 'Limelight' / Limelight Panicle Hydrangea	#10 Cont.
	HL4	12	Hydrangea paniculata 'SMHPLQF' TM / Little Quick Fire Panicle Hydrangea	#10 Cont.
	RG	30	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	#5 Cont.
	TI	62	Taxus x media 'Tauntoni' / Tauntoni Yew	#7 Cont.
	CODE	QTY	BOTANICAL / COMMON NAME	CONT
	CK	64	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass HT 36" W18"	#1 Cont.
	MP2	3	Miscanthus sinensis 'Purpureus' / Flame Grass	#3 Cont.
	SH	69	Sporobolus heterolepis / Prairie Dropseed	#1 Cont.
	HL3	74	Hosta lancifolia / Narrow Leaved Hosta	#1 Cont.
	CODE	QTY	BOTANICAL / COMMON NAME	CONT
	PP	3,952 sf	Poa pratensis / Kentucky Bluegrass	sod

## 1 landscape plan

### soils notes

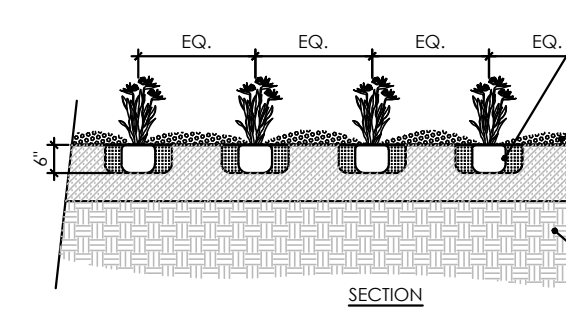
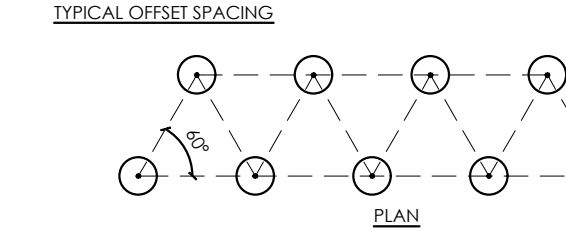
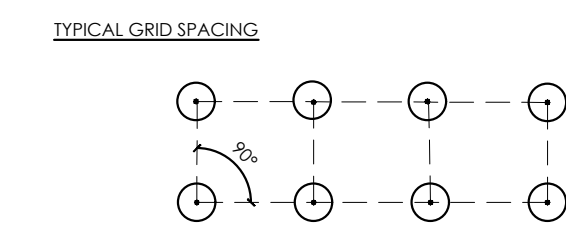
- ALL PLANTING BEDS SHALL RECEIVE 6" PULVERIZED LOAM TOPSOIL BORROW MN DOT SPEC. 3877-28 ENHANCE WITH AGED AND SCREEN COMPOST
- ALL SODDED (LAWN) AREA SHALL RECEIVE 4" MIN. COMMON TOPSOIL BORROW MN DOT SPEC. 3877-1A

### key notes

- IRRIGATION: PROVIDE IRRIGATION FOR SOD AND PLANTING AREAS WITHIN THE PROJECT BOUNDARIES FOR 100 % COVERAGE. REFER TO DESIGN BUILD IRRIGATION SPECIFICATION. PROVIDE SHOP DRAWING FOR IRRIGATION SYSTEM INCLUDING HEAD LAYOUT, SPACING, TYPE, BACKFLOW PREVENTER LOCATIONS, POINT OF CONNECTION, SLEEVES, CONTROLLER, VALVE BOX LOCATIONS, ZONE INDICATIONS AND PIPE SIZING. PROVIDE ON-SITE OPERATION TUTORIAL FOR OWNER AND INCLUDE ALL MANUALS AND INFORMATION ON THE SYSTEM
- PROVIDE INSTALL 1 1/2" TRAP ROCK MULCH TO A 4" DEPTH ON NON WOVEN LANDSCAPE FABRIC

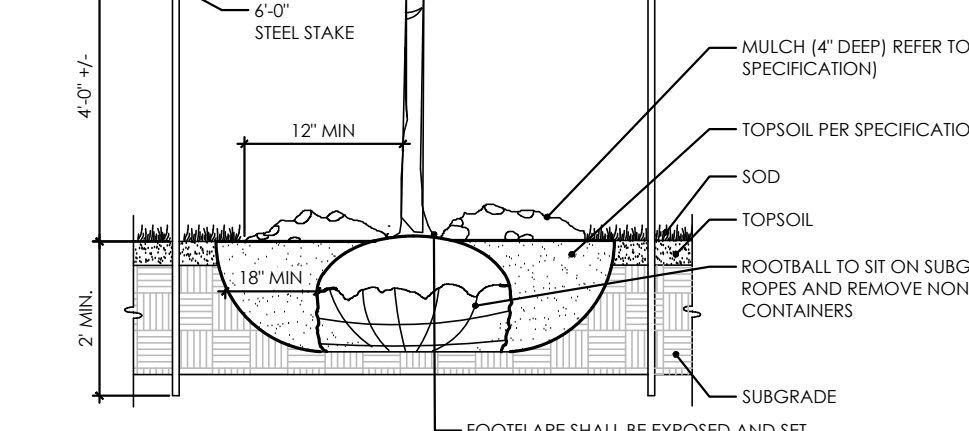
## planting notes

- CONFIRM ALL QUANTITIES, SHAPES AND LOCATIONS OF BEDS, AND ADJUST AS REQUIRED TO CONFORM TO THE SITE CONDITIONS. CONFIRM ANY ADJUSTMENTS WITH THE LANDSCAPE ARCHITECT.
- LOCATE ALL UTILITIES. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS WITH NEW CONSTRUCTION.
- ALL PLANTING BEDS SHALL RECEIVE 6" MIN. OF PLANTING SOIL. REFER TO SOIL NOTES FOR PLANTING SOIL MIX REQUIREMENTS.
- ALL SOD AREAS SHALL RECEIVE 4" OF TOP SOIL. REFER TO SOIL NOTES FOR TOP SOIL MIX REQUIREMENTS.
- ALL PLANTING AREAS SHALL RECEIVE HARDWOOD SHREDED MULCH APPLIED TO 3" DEPTH WITH PELLET WEED PREVENTER UNDER ALL MULCH BEDS UNLESS INDICATED AS OTHER MULCH ON PLANS.
- THE CONTRACTOR SHALL REMOVE FROM THE SITE ALL SOD/TURF WHICH HAS BEEN REMOVED FOR NEW PLANT BEDS. ANY PLANT STOCK NOT PLANTED ON DAY OF DELIVERY SHALL BE HELED IN AND WATERED UNTIL INSTALLATION. PLANTS NOT MAINTAINED IN THIS MANNER WILL BE REJECTED.
- THE PLAN TAKES PRECEDENCE OVER THE PLANT SCHEDULE IF DISCREPANCIES EXIST. ADVISE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- THE CONTRACTOR SHALL AVOID DAMAGING EXISTING TREES. DO NOT STORE OR DRIVE HEAVY MATERIALS OVER TREE ROOTS. DO NOT DAMAGE TREE BARK OR BRANCHES.
- THE CONTRACTOR SHALL KEEP PAVEMENTS, FIXTURES AND BUILDINGS CLEAN AND UNSTAINED. ANY DAMAGE TO EXISTING FACILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE PROJECT SITE SHALL BE KEPT CLEAR OF CONSTRUCTION WASTES AND DEBRIS.
- THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTING SOIL QUANTITIES TO COMPLETE THE WORK SHOWN ON THE PLAN. MULCH, PLANTING SOIL AND OTHER MISCELLANEOUS PLANTING COMPONENTS SHALL BE CONSIDERED INCIDENTAL TO THE RELATED PLAN. VERIFY ALL QUANTITIES.
- CONTRACTOR IS RESPONSIBLE FOR WATERING AND ALL PLANT CARE UNTIL FINAL ACCEPTANCE BY THE OWNER.
- PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF PLANTINGS IS COMPLETE. INSPECTION HAS BEEN MADE AND PLANTING IS ACCEPTED EXCLUSIVE OF THE GUARANTEE.
- MAINTENANCE SHALL INCLUDE WATERING, WEEDING, MULCHING, REMOVAL OF DEAD MATERIAL PRIOR TO GROWING SEASON, RE-SETTING PLANTS AND PROPER GRADE, AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR KEEPING THE TREES PLUMB THROUGHOUT THE GUARANTEE PERIOD.
- WATERING: MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS ONCE A WEEK AND SOD EVERY OTHER DAY UNTIL ACCEPTANCE BY THE OWNER. IN EXTREMELY HOT, DRY WEATHER, WATER MORE OFTEN AS REQUIRED BY INDICATIONS OF HEAT STRESS SUCH AS WILTING LEAVES. CHECK MOISTURE UNDER MULCH PRIOR TO WATERING TO DETERMINE NEED. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER.



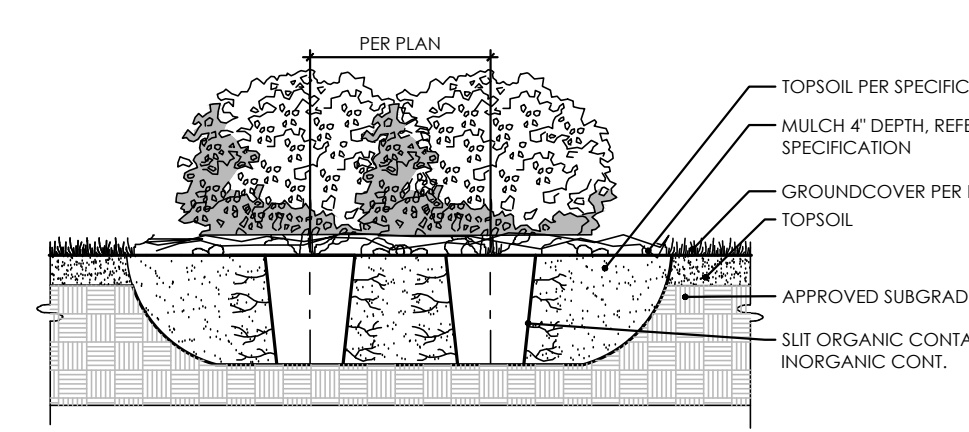
## 1 perennial

- scale: nts
- NOTES:
- IT IS THE CONTRACTOR'S OPTION TO STAKE TREES. HOWEVER, THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD.
  - SCAFFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
  - SHRUBS TO SIT ON SUBGRADE.
  - APPLY PELLET WEED PREVENTER PRIOR TO MULCHING.



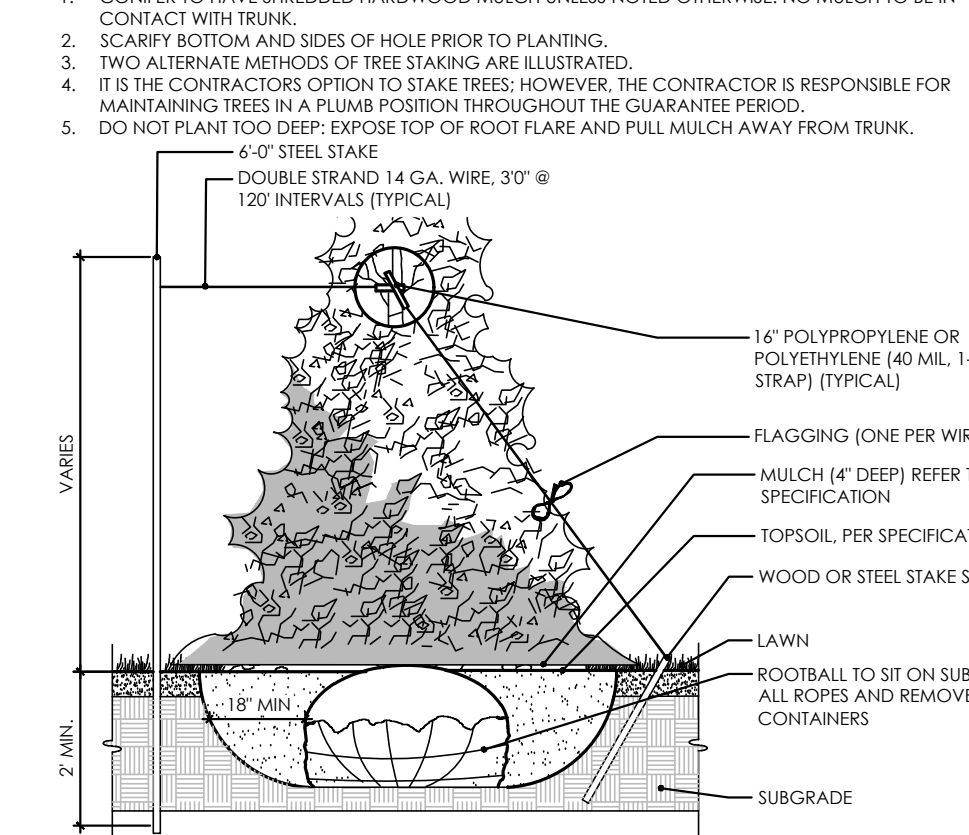
## 2 deciduous tree

- scale: nts
- NOTES:
- HAND LOOSEN ROOTS OF CONTAINERED MATERIAL (TYPICAL).
  - SCAFFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
  - SHRUBS TO SIT ON SUBGRADE.
  - APPLY PELLET WEED PREVENTER PRIOR TO MULCHING.



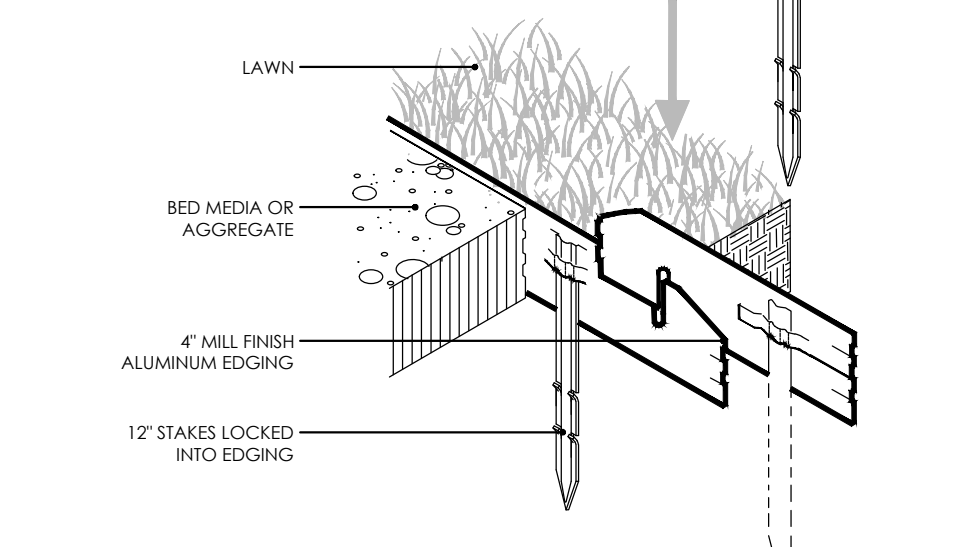
## 3 shrub

- scale: 1\"/>



## 4 coniferous tree

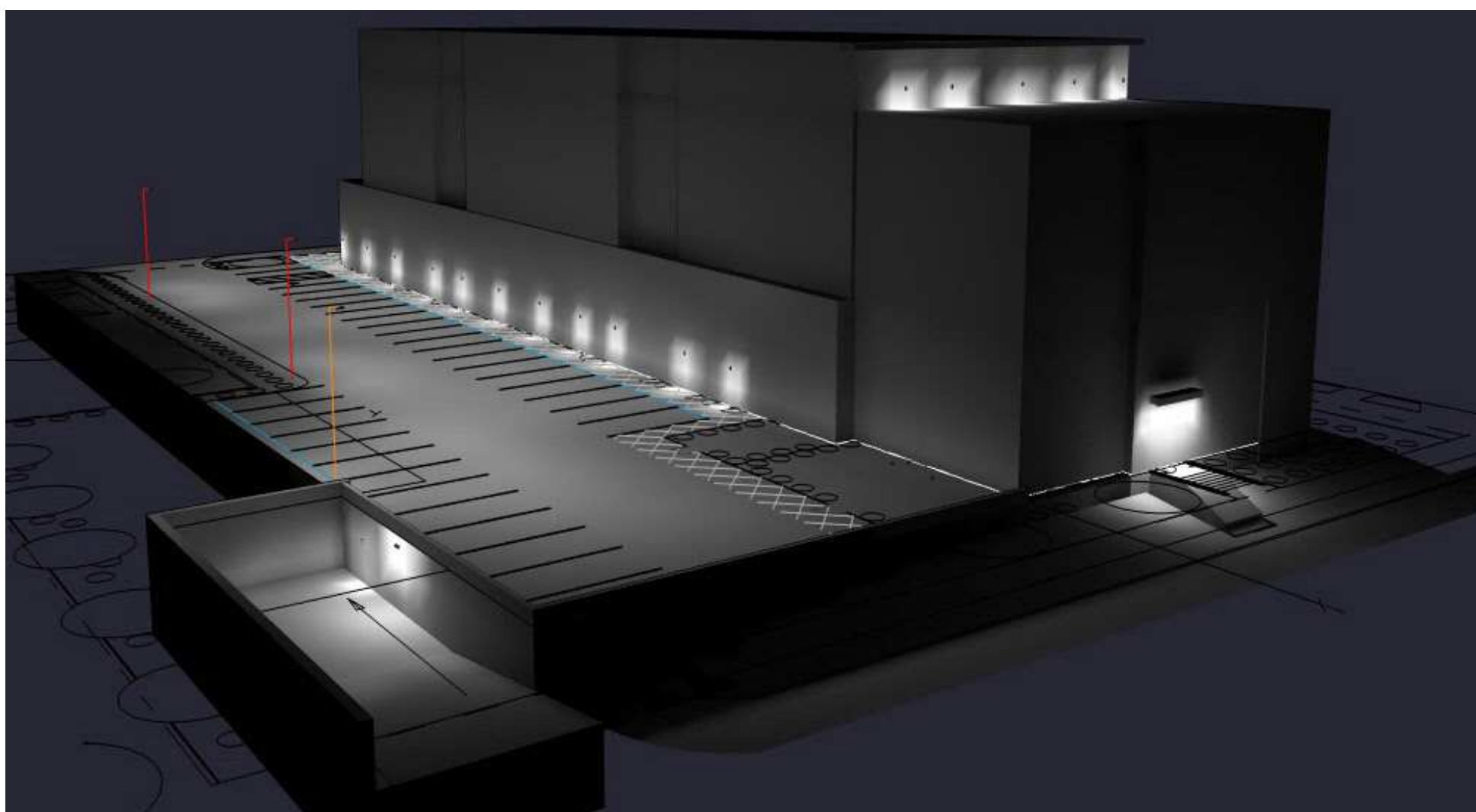
- scale: 1\"/>



## 5 alumin. edge

- scale: 1\"/>
- NOTES:
- ALUMINUM EDGE SHALL BE INSTALLED AT THE OUTSIDE EDGE OF THE PLANTING BED.
  - ALUMINUM EDGE SHALL BE 4\"/>





These drawings are for conceptual use only and are not intended for construction. Fixture runs and quantities should be verified prior to order. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

Scale: 1 inch= 10 Ft.

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description	Total Watts
	2	P1A	Single	12044	0.900	SLM-LED-18L-SIL-FT-40-70CRI-IL	148.5
	11	R1	Single	3009	0.900	LCD6 LAD6 LAD46-LED-32L-40-WF-TR6R-SF-HAZ	32.3
	7	R	Single	1337	0.900	LCD6 LAD6 LAD46-LED-14L-40-WF-TR6R-SF-HAZ	14
	1	P1	Single	18904	0.900	SLM-LED-18L-SIL-FT-40-70CRI	135
	1	WP	Single	5930	0.900	SMW-LED-06L-3-UNV-DIM-40	47
	28	DL	Single	972	0.900	C06-S-12w-40k-GY	12.1

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts 1	Illuminance	Fc	5.26	110.3	0.1	52.60	1103
Garage Entry	Illuminance	Fc	3.07	25.8	0.1	30.70	258.00
Parking	Illuminance	Fc	2.23	11.2	0.0	N.A.	N.A.
Patio 5th Flr	Illuminance	Fc	0.23	0.6	0.1	2.30	6.00
Site	Illuminance	Fc	2.23	110.3	0.0	N.A.	N.A.



AGENDA SECTION: Public Hearings  
AGENDA ITEM #  
CASE NO.:



## PLANNING COMMISSION MEETING 12/13/2021

REPORT PREPARED BY: Ryan Krzos, Planner

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director  
12/8/2021

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

Continue a public hearing to consider a request for an amended Planned Unit Development, Final Development Plan and Conditional Use Permit to allow a micro-brewery and brewpub/taproom at 6402 Lyndale Avenue South.

### **EXECUTIVE SUMMARY:**

Benefactor Brewing has submitted requests for land use approvals for a micro-brewery and taproom at 6402 Lyndale Avenue South. The applicant is working with neighbors to address their concerns and has requested that the hearing be postponed until January 24, 2022.

### **RECOMMENDED ACTION:**

By motion: Continue a public hearing to consider an amendment to the Conditional Use Permit, Final Development Plans, and Planned Unit Development at 6402 Lyndale Avenue South to January 24, 2022.

### **BASIS OF RECOMMENDATION:**

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

None

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

None

#### **C. CRITICAL TIMING ISSUES:**

None

#### **D. FINANCIAL IMPACT:**

None

#### **E. LEGAL CONSIDERATION:**

- Notice of this public hearing was published in the Sun Current newspaper on December 2, 2021.
- Postcards will be mailed to properties within 350 feet of the property in advance of the rescheduled public hearing.

### **ALTERNATIVE RECOMMENDATION(S):**

None

**PRINCIPAL PARTIES EXPECTED AT MEETING:**

None