

Issue Statement:

Public hearing regarding a request for a final development plan and conditional use permit for the Urban Village redevelopment project.

Background:

Richfield State Agency (RSA) is proposing a comprehensive redevelopment of the southeast quadrant of 66th Street and Lyndale Avenue, from Lyndale to Pleasant Avenues and 66th to 67th Streets. The proposal maintains the existing bank and clinic buildings and provides 90,000 sq. ft. of additional office/retail space, 216 housing units, a 550 to 650 space parking ramp, and relocates McDonald's to the corner of 67th and Lyndale. The housing types would include assisted living housing south of the bank and townhome style apartments for the Pleasant/Grand block.

The 90,000 sq. ft. of additional office/retail space would be located where the current McDonald's parking lot is located. Underground parking would be provided in the lower level. Retail space would be located on the first level and likely include a coffee shop, a restaurant with approximately 250 seats, possibly a second restaurant and additional retail. The clinic would occupy the second level and the bank would occupy the third level.

The HRA and Planning Commission have each formally discussed the Urban Village proposal on three occasions. The plan was presented at two city-wide open houses during the summer of 1998. The Pleasant /Grand neighborhood met in May 1998 and has received continuous information through the Mediation Center, City staff and City publications. The Pleasant/Grand residents have also met as a group and had individual contact with RSA. RSA also arranged at least four meetings with residents south of the development and 67th Street. They also developed the loop road concept and mitigation plans for those concerned with the relocated McDonald's. In each meeting, there has been responsiveness to concerns expressed as the following paragraphs describe in greater detail.

One hundred and thirty-eight housing units would be provided in the Pleasant/Grand block. These townhome and apartment flat-style units would include both one and two-level dwellings. Twelve of the units would be affordable to households at 70 percent of the median income for the metropolitan area (an annual income of approximately \$30,000). The remainder of the units would be affordable to households with an annual income of \$35,000 to \$60,000. This income level is similar to that served by the HRA's Richfield Rediscovered program. Underground and on grade parking would be provided for the multi-family housing. A three story building with 78 units of assisted living and underground parking would be located along 67th Street.

A 640-space parking ramp would be located in the middle of the development and provide parking for all planned uses. Parking and skyway connections during evening hours would be available to support future development in the RLAP area. RSA is developing a security plan to ensure safe use of the ramp and common areas.

The McDonald's currently located in the lower level of the bank would be relocated to the corner of 67th and Lyndale. Fifty-nine parking spaces would be available directly to the east of the McDonald's. An odor filtration system would be installed to minimize odors from the restaurant. A litter pick-up plan would be implemented to minimize this impact. Screening will be provided on the south side of 67th Street to screen headlights for the neighborhood. The bank drive-through teller services would be moved closer to the bank building to the north of McDonald's.

Based on discussions with the south neighborhood, Public Works and Public Safety staff, RSA is proposing to vacate the north 25 feet of 67th Street, east of Harriet Avenue. The south 35 feet of the right-of-way would be converted into a loop street between Pleasant and Grand Avenues and a connection from the alley to Grand Avenue. The loop streets will not allow drive through access between the neighborhood and the Urban Village development. Grand and Pleasant Avenues, between 66th and 67th Streets, would also be vacated.

The developer voluntarily agreed to perform an Environmental Assessment Worksheet (EAW), although one is not required. The EAW was completed and has been published in the Environmental Quality Board Monitor for comments. The published EAW concludes that there are no significant impacts that warrant preparation of an Environmental Impact Statement. The public comment period will not be completed until the second week of February. City Council approval of the final development plan and conditional use permit will be contingent upon a favorable finding to the EAW. (The EAW will be presented to the City Council at their February 22, 1999 meeting.)

Property owners in the Pleasant/Grand block were contacted several months ago about their interest in selling. To date, RSA has reached or is near agreement to purchase 9 of the 15 homes. Negotiations are underway for the six others and mediation services to assist with negotiations have been offered. One of the remaining homeowners has clearly expressed dissatisfaction with the decision by the HRA to redevelop the Pleasant/Grant block and the compensation package offered by RSA. Three have a wide range of difference with the compensation package. Two are unresponsive to RSA's contacts. Some initial discussion between RSA and attorneys for these two homeowners has helped.

Recommended Motion:

Conduct a public hearing and approve a final development plan and conditional use permit for the Urban Village redevelopment project with the following stipulations:

1. That a signage plan be approved by the Community Development Director. That detailed plans regarding pedestrian lighting, pedestrian circulation trash receptacles, benches, and bike racks be submitted and approved by the Community Development Director and Public Works Director.
2. That a detailed landscape plan, including existing trees to be saved and/or relocated where possible and streetscaping, be approved by the Community Development Director and a landscape escrow or letter of credit be submitted.
3. That screening be provided on the south side of 67th Street between the development and the residential neighborhood and the final design of fencing,

berming and landscaping be coordinated with adjacent property owners and approved by the Community Development Director. 72

4. That final plans for the loading area be approved by the Community Development Director.
5. That the property be replatted.
6. That a detailed right-of-way plan for 67th Street and the proposed loop streets be approved by the Public Works Director.
7. That a stormwater management plan be approved by the Public Works Director.
8. That a sediment and erosion control plan, including tree protection measures as needed, be approved by the Public Works Director.
9. That a detailed design of the parking ramp be approved by the Public Works Director.
10. That the developer work with Metro Transit and the Public Works Department to incorporate transit in the development.
11. That the final internal traffic circulation plan be approved by the Public Works Director.
12. That a security plan for the parking ramp and common areas be approved by the Director of Public Safety.
13. That a plan for accommodating trash dumpsters, either inside structures or within enclosures, be approved by the Directors of Community Development and Public Safety.
14. That odor mitigation equipment be installed in the McDonald's building as approved by the Public Safety Director.
15. That McDonald's undertake measures to control McDonald's-related trash within the development and in the neighborhood to the south.
16. That the buildings be designed to accommodate future skyway connections as proposed in the RLAP Master Plan.
17. That the City Council review the environmental assessment process and information and make favorable findings.
18. That a conditional use permit resolution be recorded with Hennepin County.

Basis of Recommendation:

1. The proposed development uses, site design, landscaping and streetscape are consistent with the design guidelines established in the RLAP Master Plan.

- 7-3
2. The site plan design is driven by the objective of providing the maximum amount of public and private green space and the minimum amount of surface parking. The architectural design creates a "village" character through the use of brick, rich detail and a diversity of texture and form. The use of brick and detail will be consistent between the residential and new commercial and parking to create a cohesive neighborhood appearance.
 3. The development provides housing types that are currently lacking in Richfield including assisted living and market rate rental housing.
 4. The appearance of parking is minimized through the use of under-building parking and a shared public-private parking ramp.
 5. The mix of uses have different peak hours of use so shared parking can occur within the development and with other uses in the Richfield Lake area.
 6. The development provides adequate parking for the proposed uses; there are 1,072 parking spaces proposed. The commercial/retail/office and multi-family components provide parking that meets City standards. Parking for the assisted living component is at 0.5 parking spaces per unit. This is less than the one space per unit normally required of standard senior housing; however, the nature of assisted living is such that less parking is needed. The proposed 59 stalls for McDonald's is slightly less than that required by the City's standard. This should provide adequate parking because of the large amount of drive-through traffic experienced by this McDonald's (70% of total traffic). The existing building, which is larger than the one proposed, has 44 parking stalls. This amount has proven to be adequate for the restaurant's needs.
 7. The development strengthens the pedestrian experience along 66th Street through sidewalk/streetscape improvements, landscaping, lighting and new street level uses such as restaurants, coffee shop, and service commercial. The development also anticipates the future Soo Line trail connection.
 8. An internal pedestrian circulation system is provided within the development along with private and public outdoor green spaces.
 9. Significant landscaping and streetscape will be provided in the development. Efforts will be made to save existing trees when possible. A preliminary survey indicates approximately 18 percent of the trees can be saved. An additional 21 percent may be saved, depending on specific building placement and tree location. An additional 34 percent may be relocated within the development depending on the actual size and condition of the trees. Twenty-seven percent of the trees will likely have to be removed but will be replaced with new landscaping. A definite indication of trees to be saved and relocated can be made once surveys can be taken of all the property and once construction plans are drawn. Trees designated to be saved will be protected during construction.
 10. The traffic analysis indicates that key intersections will provide the same level of service as they currently do. The expected increase in left turning traffic, particularly on the south approach to the 66th Street and Lyndale Avenue intersection may require revisions to the left turn signal phasing to decrease the

amount of left turn stacking. There is currently a median cut on Lyndale Avenue ⁷⁻⁴ that would provide complete access to bank teller area. If in the future conditions warrant, the median cut would be closed. This would allow right-in, right-out only access to this area.

11. The developer hosted several neighborhood meetings to review the plans with adjacent residents. The plans have been revised in response to neighborhood concerns that included traffic, odor and trash from McDonald's, appearance, and screening.
12. The proposed final development plan is consistent with the Comprehensive Plan designation for the area of Regional Commercial-Office.
13. The proposed final development plan is consistent with the Richfield Lake Area Master Plan.
14. The Environmental Assessment Worksheet has been published and the City, HRA and developer continue to work on the traffic and stormwater issues. No issues of significance are left unaddressed in the proposal.

Alternative Recommendation:

1. Approve the request for a final development plan and conditional use permit with modifications.
2. Deny the request for a final development plan and conditional use permit.

Discussion/Decision Mode:

A public hearing is scheduled for 7:00 p.m., Monday, January 11, 1999 in the Council Chambers, Richfield City Hall, 6700 Portland Avenue. An affirmative vote of four Council Members is required for approval of a final development plan and PUD conditional use permit. The EAW will be reviewed and findings requested by the City Council at their February 22 Council meeting.

Respectfully submitted,



James D. Prosser
City Manager

JDP:cak

7-5

RESOLUTION NO.

RESOLUTION FOR APPROVING A CONDITIONAL USE PERMIT
(6625 Lyndale Avenue)

WHEREAS, an application has been filed with the City of Richfield which requests approval of a conditional use permit for a **mixed use development** on land generally bounded by 66th Street on the north, Pleasant Avenue on the east, 67th Street on the south, and Lyndale Avenue on the west, legally described as:

- Lots 1-3, Block 1, Richfield Bank Addition
- Lots 1-8, Block 1, J.N. Hauser's Addition
- Lots 1-10, Block 1, Lyndale Shores on Wood Lake Addition

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

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

1. A conditional use permit is issued for a **mixed use development**, as described in City Council Letter No. _____, on the Subject Property legally described above.
2. The conditional use permit is subject to completing the following conditions:
 - That a signage plan be approved by the Community Development Director.
 - That detailed plans regarding pedestrian lighting, pedestrian circulation trash receptacles, benches, and bike racks be submitted and approved by the Community Development Director and Public Works Director.
 - That a detailed landscape plan, including existing trees to be saved where possible and streetscape, be approved by the Community Development Director and a landscape escrow or letter of credit be submitted.
 - That screening be provided on the south side of 67th Street between McDonald's and the residential neighborhood and the final design of fencing, berming and landscaping be approved by the Community Development Director.
 - That final plans for the loading area be approved by the Community Development Director.
 - That the property be replatted.
 - That a detailed right-of-way plan for 67th Street and the proposed loop streets be approved by the Public Works Director.
 - That a stormwater management plan be approved by the Public Works Director.

7-6

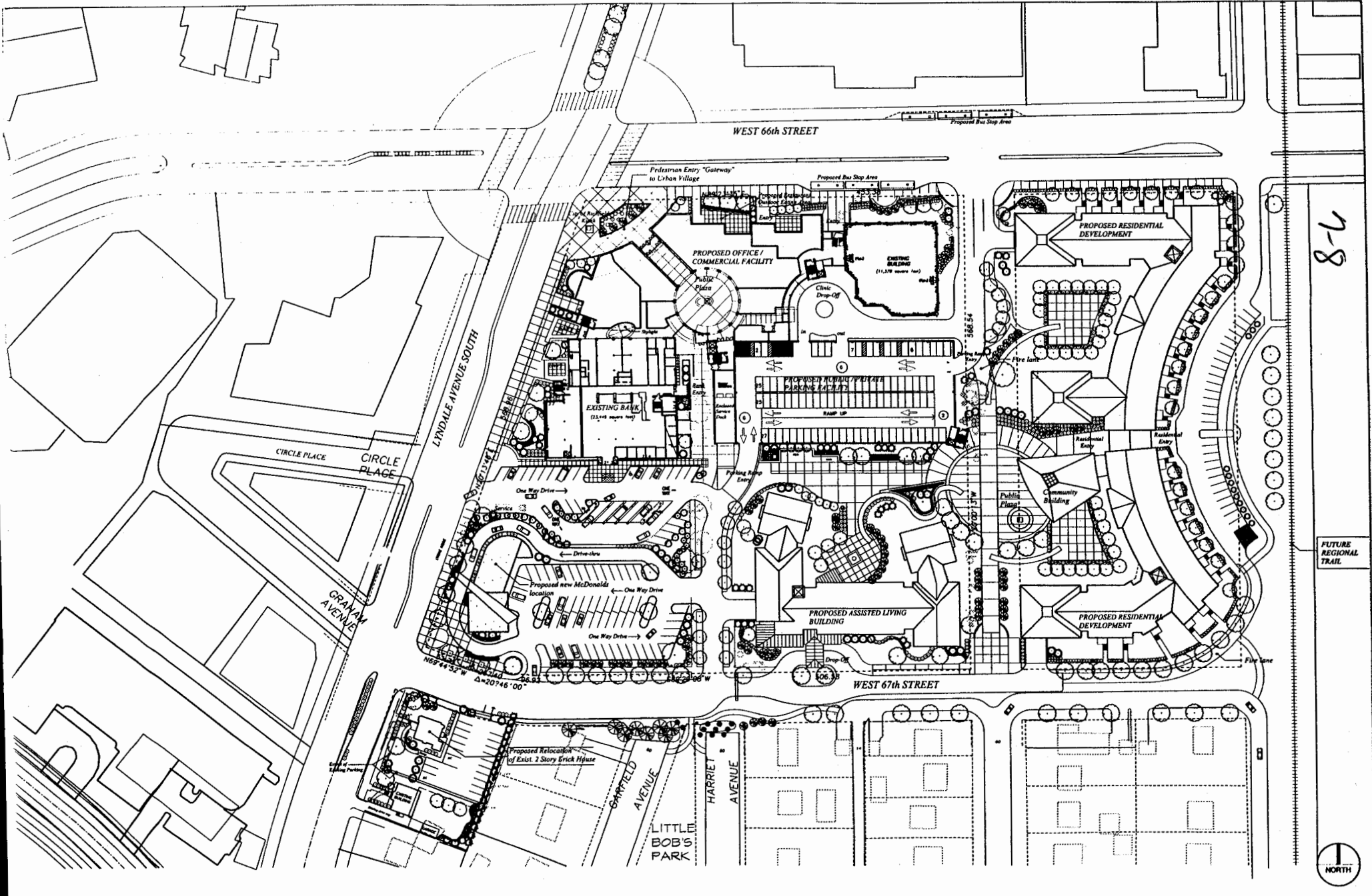
- That a sediment and erosion control plan, including tree protection measures as needed, be approved by the Public Works Director.
 - That a detailed design of the parking ramp be approved by the Public Works Director.
 - That the developer work with Metro Transit and the Public Works Department to incorporate transit in the development.
 - That the final internal traffic circulation plan be approved by the Public Works Director.
 - That a plan for accommodating trash dumpsters, either inside structures or within enclosures, be approved by the Directors of Community Development and Public Safety.
 - That a security plan for the parking ramp and common areas be approved by the Director of Public Safety.
 - That odor mitigation equipment be installed in the McDonald's building as approved by the Public Safety Director.
 - That McDonald's control McDonald's related trash within the development and in the neighborhood to the south.
 - That the buildings be designed to accommodate future skyway connections as proposed in the RLAP Master Plan.
 - That the City Council review the environmental assessment process and information and make favorable findings.
 - That this resolution be recorded with the County, pursuant to Minnesota statutes section 462.36, subdivision 1.
3. The 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 546.05, Subd. 9

Adopted by the City Council of the City of Richfield, Minnesota this 11th day of January, 1999.

Martin J. Kirsch, Mayor

ATTEST:

Thomas P. Ferber, City Clerk



7-8

FUTURE REGIONAL TRAIL



KEY:

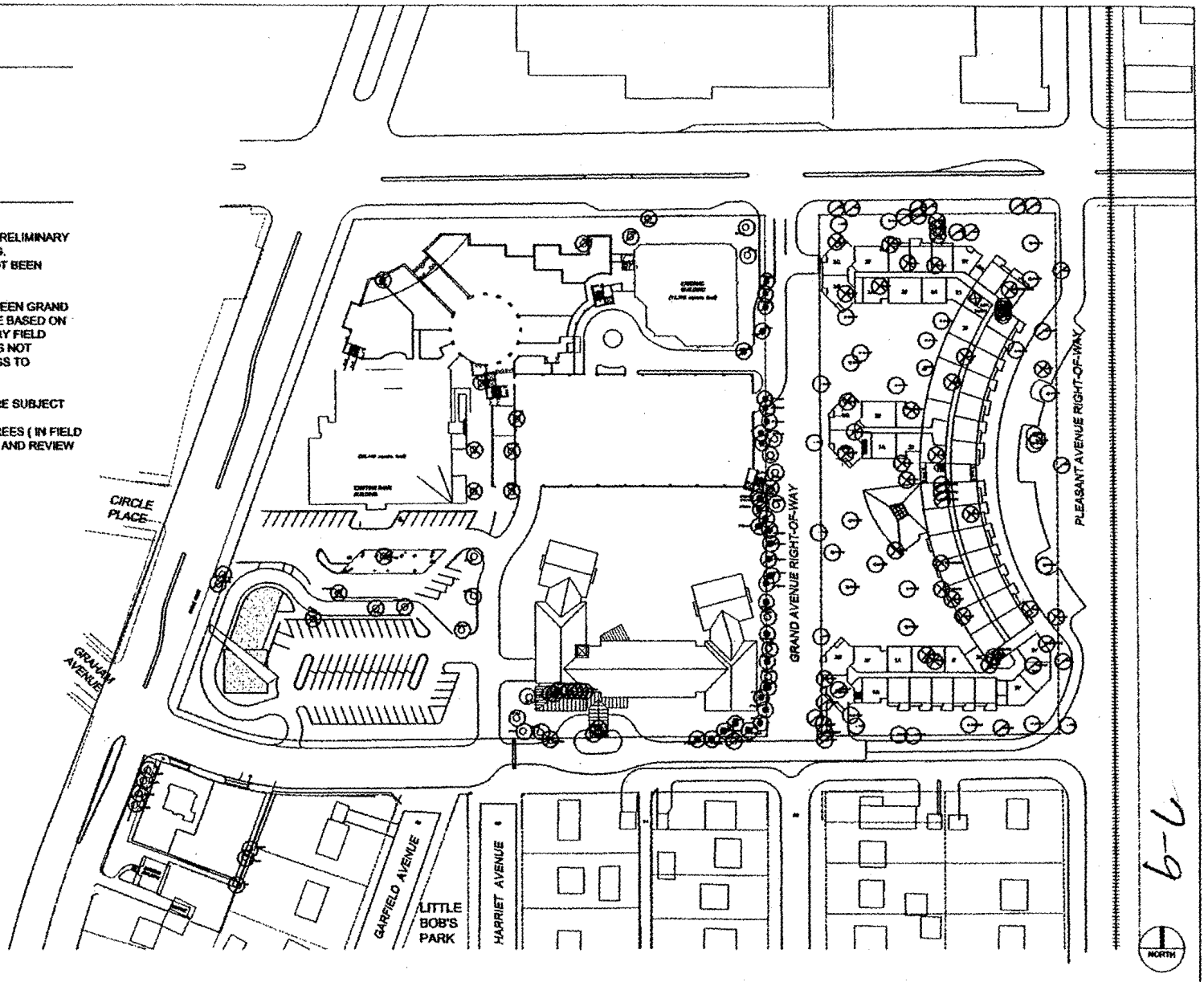
- ⊗ REMOVAL
- PRIORITY PRESERVATION
- POSSIBLE PRESERVATION
- ⊖ POSSIBLE RELOCATION

NOTE:

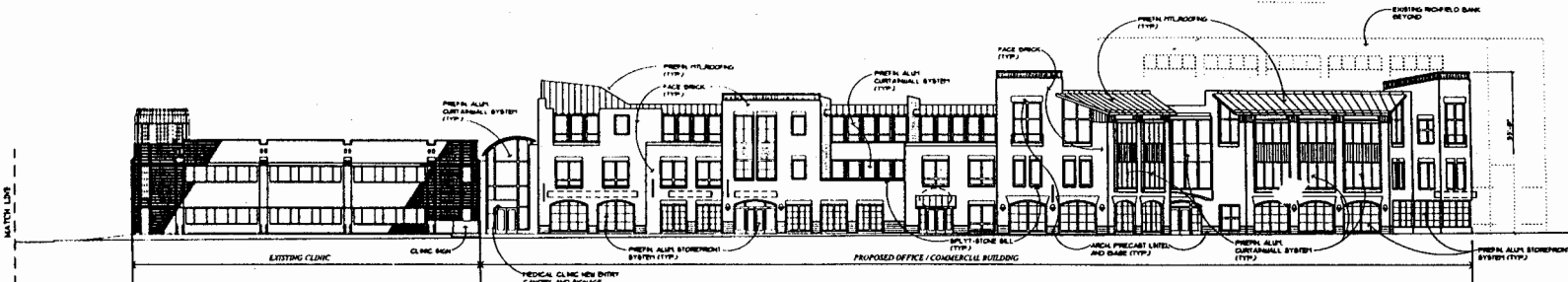
TREE PRESERVATION IS BASED ON PRELIMINARY BUILDING FOOTPRINTS AND GRADING. EXCAVATION FOR UTILITIES HAVE NOT BEEN TAKEN INTO ACCOUNT.

LOCATION OF EXISTING TREES BETWEEN GRAND AVENUE AND PLEASANT AVENUE ARE BASED ON AERIAL PHOTOGRAPHY AND CURSORY FIELD VERIFICATION (ACTUAL SURVEY WAS NOT PERFORMED DUE TO LACK OF ACCESS TO INDIVIDUAL SITES).

INDICATIONS FOR PRESERVATION ARE SUBJECT TO UPDATE BASED ON FINAL PLAN CONFIGURATION. EVALUATION OF TREES (IN FIELD WHEN ACCESS TO SITES IS GAINED), AND REVIEW OF TRANSPLANT POTENTIAL.

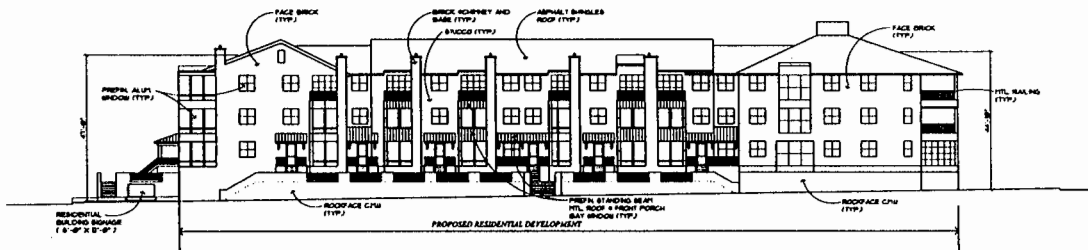


6-6
NORTH

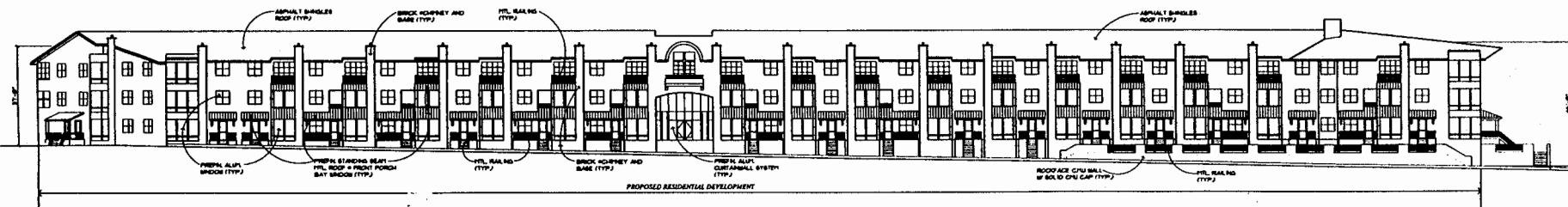


WEST 66th STREET BUILDING ELEVATIONS

SIGN TYPES	
	TYPE 1 - HORIZONTAL SURFACE WALL SIGN
	TYPE 2 - VERTICAL PROJECTING SIGN
	TYPE 3 - AWNING SIGN
	TYPE 4 - FREE STANDING SIGN



WEST 66th STREET BUILDING ELEVATIONS



MULTIFAMILY HOUSING : EAST ELEVATIONS (Pleasant Avenue)

7-11





The Vision – The Creation of a Residential Commercial Mixed-Use Urban Village at the Southeast Corner of 66th and Lyndale

The compelling opportunity provided by the City of Richfield within the Pleasant and Grand redevelopment initiative is the creation of an integrated urban village master plan at the Southeast quadrant of 66th and Lyndale.

The design vision in this proposal combines the Pleasant and Grand block with the Richfield State Agency parcel to create the integrated mixed-use precinct. This precinct design will build on and support the City of Richfield vision for a more attractive, pedestrian friendly and economically viable Downtown Richfield at Lyndale and 66th.

**KEY RICHFIELD URBAN
VILLAGE DESIGN
PRINCIPLES**

Fundamental to the site and architectural design of the Pleasant and Grand/Richfield State Agency Urban Village Plan are the following principles:

- Providing new, mid-density residential building types to serve a diversity of user groups potentially including seniors, and market rate and affordable rental.
- Development of a precinct wide parking strategy which provides under building parking at all mid density residential buildings and a shared public-private parking ramp to minimize surface parking and maximize public green space.
- Development of comprehensive landscape and streetscape design with the City of Richfield which creates an integrated urban village character for the SE quadrant and the 66th and Lyndale place.
- Development of an architectural expression for the residential buildings which establishes a quality and spirit for the Downtown Richfield Urban Village

7-13

while appropriately relating to the Holy Angels Campus and the single-family neighborhood to the south.

- Development of architectural building types which create a hierarchy of private and public outdoor spaces through the use of courtyards and gardens.
- Develop Richfield urban village architectural design standards to create a sense of neighborhood and to tie the new residential buildings together with the proposed 66th and Lyndale street front commercial. It is essential to create a unified architectural expression at the SE quadrant to provide a sense of neighborhood.
- Creation of internal urban village pedestrian "green" walkway systems consistent with the City of Richfield Lake Area Concept Plan. Walkways to link the new residential at Grand and Pleasant to the street and surrounding amenities.
- Provide user-friendly precinct transit related amenities.
- Strengthen the pedestrian experience along 66th from Pleasant Avenue to Lyndale Avenue through sidewalk/streetscape improvements, landscaping, lighting and the introduction of new street level uses such as restaurants, coffee shop, service commercial, community health and residential support spaces.
- Strengthen the pedestrian experience along Lyndale from 66th to the Wood Lake area through design strategies as stated above.
- Strengthening 67th Street definition from Pleasant to Lyndale through architectural definition, landscaping, boulevard trees, and traffic calming.

**RICHFIELD URBAN VILLAGE A Mid Density Approach To Residential Architectural Type
PROGRAM**

Through an analysis of the on-going Richfield Lake Area Redevelopment Study and Concept Plan our team feels that a mid-density approach to new residential development at the Pleasant and Grand block is most appropriate. Our definition of mid-density is two to three story residential buildings over underground parking. Within this architectural building type a variety of rental units can be created including one level, two level and townhouse style residences.

The mid-density residential building type will allow for an architecturally integrated urban village to be created from the new residential and proposed street front commercial buildings. The mid-density residential buildings can provide the appropriate transition from the 66th and Lyndale core to the Holy Angels Campus and the single-family neighborhood to the south.

7-15



**RICHFIELD URBAN VILLAGE
PROGRAM**

In addition to the residential redevelopment at the Pleasant and Grand site the proposed Richfield Urban Village program includes the following new uses on the Richfield State Agency site;

- Approximately 23,000 sq. ft. of new street level restaurant and commercial service uses along 66th and Lyndale.
- Approximately 25,000 sq. ft. of expanded medical office space on the second level above the new street level restaurant/commercial.
- Approximately 25,250 sq. ft. of Richfield Bank office expansion on the third level.
- A new relocated McDonalds restaurant at the corner of Lyndale and 67th
- An approximately 78-unit assisted living and health services courtyard style residential building with underground parking.
- A shared private-public parking garage for approximately 706 cars to serve the restaurant, commercial, residential - visitor, and general public parking needs.
- An urban village network of pedestrian walkways and green spaces to link all uses together and to connect the SE quadrant to the surrounding context.
- Transit related waiting areas and drop-off amenities.

Pleasant and Grand Block Residential Program

The residential program as illustrated calls for 138 dwelling units within a high-quality courtyard style residential building at the Pleasant and Grand block.

The site plan design is driven by the objective of providing the maximum amount of public and private green space and the minimum amount of surface parking. The site plan is highly integrated into an overall urban village site design which provides desired internal pedestrian green connections, courtyards and garden opportunities.

The architectural design is driven by the objective of creating a Richfield Urban Village Character through the use of brick, rich detail and a diversity of texture and form. The use of brick and rich detail will be consistent between the Pleasant and Grand residential and the proposed new restaurant/commercial/ parking to create a cohesive neighborhood.

Residential Occupancy Types

The program for the Pleasant and Grand multi-family component calls for 138 rental apartment dwelling units. The program being proposed modifies the 132-unit rental apartment program submitted earlier to provide a combination of market rate and affordable units.

Primary Residential User Groups

The primary baseline market niche is a diverse rental market including singles, couples, empty nesters and seniors who want to live in a quality rental community. The location at 66th and Lyndale is ideal for residents working downtown or in the south suburban area.

7-17

SCHEDULE/PHASING PLAN
Section 3



SCHEDULE/PHASING PLAN Developer would propose to start construction in the spring of 1999. See site plan sheet C1 for phasing area limits.

- Phase 1: Removal of houses and construction of parking ramp and McDonald's (Feb. 1999-Oct. 1999).
- Phase 2: Construction of multi-family housing (Apr. 1999 – Mar. 2000).
- Phase 3: Construction of commercial office space, clinic, restaurant and retail (Oct. 1999 – Sept. 2000).
- Phase 4: Construction of senior assisted living facility (Oct. 1999-Sept. 2000).