



PLANNING COMMISSION

AGENDA SECTION	PUBLIC HEARINGS
MEETING DATE	JUNE 3, 2025

ITEM:	Preliminary Plat; Planned Unit Development; Easement Vacations to allow for the construction of a multi-phased redevelopment at 800 53rd Avenue NE including two 6-story, 132-unit affordable multifamily buildings, a mixed-use building with 12,000 sq. ft. of commercial space and a range of 150-175 market-rate apartments, 58 townhomes, and associated park and infrastructure improvements.	
	DEPARTMENT: Community Development	BY/DATE: Andrew Boucher, City Planner, 05/15/25

CASE NUMBER: 2025-PZ03

APPLICANT: Kaas Wilson Architects on behalf of Lincoln Avenue Communities.

DEVELOPMENT: Medtronic Redevelopment

LOCATION: 800 53rd Avenue NE (northern edge of municipal boundary with Fridley along Sullivan Lake Park)

REQUEST: Preliminary Plat; Planned Unit Development; and Easement Vacations

PREPARED BY: Andrew Boucher, City Planner

INTRODUCTION:

Kaas Wilson Architects on behalf of Lincoln Avenue Communities have applied for a Preliminary Plat; Planned Unit Development; and Easement Vacations for the property located at 800 53rd Avenue, the site of the vacant Medtronic corporate campus which would be demolished as part of this request. The property is owned by Medtronic, but under a purchase agreement with the applicant/developer.

A multi-phased redevelopment is proposed including two 6-story, 132-unit affordable multifamily buildings, a mixed-use building with 12,000 sq. ft. of commercial space and a range of 150-175 market-rate apartments, 58 townhomes, and associated park and infrastructure improvements as well as multi-modal transportation facilities. In addition, Sullivan Lake is identified as an impaired water body, and the described project scope meets the threshold test identified in MN Rules 4410.4300 Mandatory Environmental Assessment Worksheet Categories, Subpart 19D: 250 unattached units or 375 attached units in a city within the seven-county Twin Cities metropolitan area that has adopted a comprehensive plan under Minnesota Statutes, section 473.859.

The site is zoned GB, General Business District, with the R-4 Multiple Family Residential District zoning district examined as it is most similar to the type of uses being proposed compared to what the applicant is proposing. The site is adjacent to the City of Fridley and General Business zoned commercial properties to the north and east; the site has Parks and Open Space zoning to the west in the form of Sullivan Lake Park and residential districts such as R-2A, R-2B, and R-3 (One/Two Family Residential, Built-as-Duplex, and Limited Multiple Family Residential) with townhome developments to the west and south. Additionally, there is R-1 (Single-Family Residential) with more dense districts R-2A, R-2B, and R-3 south of the subject property.

The applicant is proposing to subdivide the existing lot into four separate parcels based on the phasing of the development with the latter phases being platted and sold to interested developers. The first two phases include the two 132 – affordable multifamily apartment buildings starting with the southern building as the first phase, northern building as the second phase, and the third phase including the 58 townhome units. The fourth phase includes the mixed-use building containing 150-175 market-rate multifamily units and 12,000 sq. ft. of speculative commercial space.

COMPREHENSIVE PLAN AMENDMENT:

In late 2022, Medtronic vacated and listed their Columbia Heights campus located at 800 53rd Avenue NE for sale. The City hired the consultant, HKGi, that prepared the City's 2040 Comprehensive Plan, to conduct community outreach and provide guidance on potential parameters for redevelopment of the site. The entire 11.74-acre site is fully within the Shoreland Overlay District and zoned GB-General Business which allows for a variety of commercial uses but does not include provisions to allow residential development.

HKGi organized an internal meeting with city staff in October 2023 to discuss potential redevelopment parameters and historic site/area conditions before holding a Joint Session of the Planning Commission and City Council along with city staff on November 16, 2023. The Joint Session allowed for some consensus (attached in the packet as meeting minutes) to be reached regarding the core land use and design elements that have been established thus far, these core elements include the following:

1. Consider lower density housing near Sullivan Lake and higher density housing away from the lake towards 53rd and Central (townhomes → high density residential) with six stories being the maximum for the higher density residential including parking. A minimum of 400 units for the apartments is acknowledged with a targeted density range between 450-600 units and that commercial activity is limited by visibility from the street.
2. Public accessibility to the lake edge is a priority and there is a desire to invite activity to the water feature/lake; stormwater features incorporated into the street does a good job integrating public and private spaces and was received extremely positively.
3. Improving multi-modal transportation was repeatedly cited as the site provides opportunities to incorporate transit facilities with the upcoming BRT F Line and provide connections east-west along 52nd Avenue to expand pedestrian and bicycling facilities.
4. Expansion and/or reimagining of Sullivan Lake Park to have some degree of public gathering amenity such as seating areas or other pedestrian-scale amenities incorporated with the water/stormwater features and public art components. Needs for updated facilities and parking more in alignment with the types of programming desired were discussed.
5. Improving the environmental condition of Sullivan Lake Park as an impaired water body is explicitly identified as a priority.

These land use and design frameworks were refined into two concepts using the responses from the Joint Session which were presented to the public at an Open House engagement event held on January 9, 2024. The event was extremely well attended and served as the beginning of a two-week online public engagement period from January 9th through January 24th where community members provided feedback on the concepts presented.

The amendment was approved by the Metropolitan Council regarding the 11.74 acre property from Commercial to Transit Oriented Development (TOD) land use with an increase in the maximum density for

TOD from 25-50 units per acre to 25-65 units per acre as well as a change in the percentage use from 70% residential/30% commercial to 85% residential/15% commercial to accommodate future development.

This framework and the associated comments received are reflected in the proposed application(s) showing a multi-phased redevelopment with a density range on the lower side for the multifamily buildings and a midpoint density range for the townhomes between the totals described in the preferred concept. Also included is the desired 12,000 sq. ft. of commercial space and associated park and infrastructure improvements as well as multi-modal transportation facilities that will be required as part of the PUD.

ZONING ORDINANCE

The site is currently zoned GB, General Business District, and the applicant is proposing to rezone the site to Planned Unit Development (PUD). The Planned Unit Development District will allow the applicant areas of flexibility within the following areas as defined by City Code 9.113 (C): building heights, placement, design and materials, setbacks, landscaping, parking stall design, public spaces and art, densities, and the overall use of the property. The Planned Unit Development rezoning is discussed later in this report.

COMPREHENSIVE PLAN

After the amendment was approved, the Comprehensive Plan guides this area for Transit Oriented Development which seeks to develop properties to have a mix of residential, retail, and office. Transit Oriented Development also seeks to include pedestrian friendly access and design.

In review of the site and building plans for this project, pedestrian and bicycle facilities are not shown and it is expected for any proposed facilities to identify and close connectivity gaps that are identified in the 2040 Comprehensive Plan or related city plans. A schematic-level landscaping plan has been provided and defined park improvements will be required for the proposal to be consistent with the goals of the 2040 Comprehensive Plan.

SITE PLAN

1. Setbacks

The subject property is currently located in the General Business District, which does not allow for residential uses. The proposed plan is to rezone the site to Planned Unit Development District. The R-4 and GB Districts are subject to setback standards, while the PUD district is not. Setbacks of properties in the PUD district are subject to Staff review and Council approval. The following table displays what is currently allowed in the R-4 district versus what is applicant is proposing for their buildings and phases under the rezoned PUD district:

R-4 Building Setbacks	R-4 (One/Two Family) Parking Setbacks	R-4 (Multi-family) Parking Setbacks	Phase 1 (Southern L)	Phase 2 (Northern L)	Phase 3 (Townhomes)	Phase 4 (Mixed-Use)
Front Yard – 15 feet	30 feet (excluding drives/pads)	30 feet	Building: 80 feet Parking: 10 feet	10 feet 12 feet	25 feet 25 feet	80 feet N/A
Side Yard – 10 feet	3 feet	10 feet	Building: N/A Parking: N/A	80 feet 10 feet	N/A N/A	20 feet 10 feet

Corner Side Yard – 15 feet	3 feet	30 feet	Building: 10 feet Parking: 0 feet	80 feet 20 feet	30 feet 30 feet	24 feet 10 feet
Rear Yard – 15 feet	3 feet	10 feet	Building: 80 feet Parking: 20 feet	80 feet 0 feet	> 50 feet 30 feet	15 feet 30 feet

The first two apartment buildings are in the center of the subject property and share zero-lot lines and show a building control joint connecting the two structures resulting in the proposed setbacks described. The parking lots abut the property line of the future phases of the development, but are separated. In review of the proposed setbacks. Staff have identified that the project will need flexibility with regard to setting the minimum multi-family front yard setback to 10 feet, and setting the multi-family parking setbacks to 0 feet.

2. Lot Area

The property is currently 11.74 acres and the applicant is proposing to acquire 7,147 sq. ft. or .16 acres of City parkland. There is also a roadway easement (53rd Avenue NE) which is 38,623 sq. ft. or 0.89 acres, utility and trail easements that account for 51,922 sq. ft. or 1.19 acres., and a combined total buildable property area of 454,752 sq. ft. or 10.44 acres.

City Zoning Ordinance requires a minimum lot area for Multiple Family Residential District (R-4) zoning of 10,000 square feet for a multi-family dwelling, and a minimum lot width of 70 feet. The proposed lot area for Lot 1 is 1.81 acres and the proposed lot width is 511.67 feet; Lot 2 is 1.74 acres and 512.46 feet wide; Lot 3 2.47 acres with a lot width of 383.84 feet; and Lot 4 is 5.61 acres with a width of 576. The proposed lot areas and lot widths meets the minimum dimensions for the proposed use. The proposed lot areas and lot widths meet the minimum dimensions for the R-4 Zoning District. The proposed plat shows an impervious surface coverage exceeding the maximum for the Shoreland Overlay District. A Variance will be required to exceed the 35% impervious surface maximum in the Shoreland Overlay District and must be provided to the Minnesota Department of Natural Resources as a condition of approval.

3. Parking

The proposed site plan shows four phases with the first two including two L-shaped apartment buildings both containing 134 units with surface and underground parking; the third phase containing 58 townhouses with tuck-under garages and standalone as well as shared driveways; and the last phase, a mixed-use building containing 12,000 square foot of commercial space (the specific use will have defined parking requirements) and 150-175 market-rate apartment units with underground and surface parking shared between the uses which will be an expectation in the development agreement., but will have a specific calculation and other requirements once an end-user is found. The project will provide approximately 675 parking spaces; 250 stalls at grade and 425 underground parking spaces. Each of the townhome units will have two garage stalls and 2 driveway parking spaces.

In the first two phases, the applicant is proposing two multifamily buildings identical in layout and unit mix. City Code 9.106 General Development Standards (L) Off-street parking and loading (10) establishes off-street parking requirements for the allowed uses within the city.

Residential uses have off-street parking requirements including two enclosed spaces (garages) per single-family and townhome, but that count is different for multifamily buildings and depending on the unit type.

One bedroom units are required to provide one enclosed parking space (garage); two or more bedroom units are required to provide two total spaces per unit with one of those being enclosed.

The Council, at its discretion, may reduce the minimum required parking to not less than 1.5 parking spaces per unit for multifamily structures with seven or more units, after consideration of factors including but not limited to the present or future availability of transit services, shared parking, pedestrian orientation, and occupancy characteristics, which is also the intent of the Transit Oriented Development designation.

Unit Type	Count
1 Br	11
2 Br	51
3 Br	60
4 Br	12
Total	134

For the first two phases, the applicant is proposing 268 multifamily units with the unit type counts above. Based on that configuration, the applicant is required to provide a minimum of 134 enclosed spaces per building and 82 surface spaces for a total of 270 enclosed spaces and 164 surface spaces totaling 434 stalls between the two buildings or a parking ratio of 1.6 stalls per 1 unit for both buildings and meet the minimum of not less than 1.5 parking spaces. There should be determination on whether parking is included in the rental pricing, and if that is desired, then it should be considered as part of the development agreement.

The third phase includes 58 townhouses showing two-car garages with driveways capable of parking two passenger vehicles. The applicant is required to provide two parking spaces per townhome unit and both of them must be enclosed, this configuration meets the minimum required.

The last phase includes a mixed-use building with a range of approximately 150-175 market-rate apartment units and a 12,000 sq. ft. speculative commercial space. Because the commercial space is without a defined end user, the space is speculative and numerous commercial uses in the city are held to the 1 per 300 sq. ft. gross floor area standard, so that is what is being used to estimate the commercial parking requirement with the understanding that when a defined end user is identified, those parking calculations could change depending on the type of use. Market-rate apartment units are considered to have more amenities, including enclosed parking; multifamily units are required to provide at least one enclosed parking space per unit regardless of the unit type, not to decrease the parking ratio below 1.5 spaces (total) per unit, which is the minimum standard.

City Code 9.106 (L)(6)(g) and (h) identify provisions allow to allow joint parking between multi-use structures and proof of parking showing that the anticipated parking demand will be met if the future potential use may generate additional parking needs. As part of the PUD, the City can accept the amount of parking provided for the first three phases of residential development with the understanding that the specific unit count breakdown and definition of the commercial space will require further parking requirements.

The parking spaces vary in size from nine feet by twenty feet to compact size of nine feet by eighteen feet and eight feet six inches by eighteen feet. Most of the spaces for residents are undersized. As part of the PUD, the City can accept the undersized parking for resident spots. Drive aisle depths are noted on the plans at 24 feet

in width. This is consistent with the City's requirements for drive aisle depths.

4. Traffic

The applicant has prepared a draft of the traffic impact study required as part of the mandatory Environmental Assessment Worksheet, which is attached for review. The study reviewed existing conditions within the study area to establish current traffic conditions and determine impacts associated to traffic volumes, observed transportation characteristics, and analyzing crash history as well as interaction capacity. Average daily traffic (ADT) volumes were provided by MnDOT or estimated based on the data collected. Two (2) historical turning movement counts from March 2024 and October 2024 were utilized for the University (Hwy 47) and 53rd Avenue intersection.

Vehicular intersection turning movement and pedestrian/bicycle counts were collected at the following locations on Wednesday, April 9, 2025 from 7-9 a.m. and 4-6 p.m. at each location as well as 13-hour counts (6 a.m. – 7 p.m. as indicated* for the following locations:

- 53rd Avenue and University Avenue (Hwy 47)*
- 53rd and Monroe Street NE
- 53rd and West Site/Target access*
- 53rd and East Site/Target access*
- 53rd and US Bank access
- 53rd and Discount Tire/West Starbucks access
- 53rd and Bank of America/East Starbucks access
- 53rd and Central Avenue (Hwy 65)*

The roadways observed are described as follows:

- **University Avenue (Hwy 47)** is a 4-lane divided minor arterial roadway with left- and right-turn lanes containing no multimodal facilities, except for transit stops at the 53rd Avenue intersection, and 50 mph speed limits.
- **Central Avenue (Hwy 65)** is generally a 4-lane divided minor arterial roadway with left- and right-turn lanes containing a multiuse trail along the west side of the roadway north of 53rd Avenue, and sidewalk along both sides of the roadway south of 53rd Avenue with a transit stop in the southwest quadrant of the 53rd Avenue intersection. The speed limit is 40-mph.
- **53rd Avenue** is generally a 2-lane undivided major collector roadway west of the Target access with limited turn lanes and a 2-lane divided roadway east of the Target access with dedicated turn lanes. There is a multi-use trail along the south side of the roadway and a sidewalk along the north side. Metro Transit Route 10 serves 53rd Avenue in 30-minute increments throughout most of the day. The speed limit is 30-mph and the roadway was recently reconstructed in 2023.

All other study roadways are 2-lane undivided local facilities or commercial driveways with limited turn lanes and/or multimodal facilities. The 53rd Avenue intersections at University Avenue (Hwy 47) and Central Avenue (Hwy 65) are signalized, while the other intersections have two-way stop controls with a median U-turn/partial roundabout is located along 53rd Avenue between the west and east Target driveways. MnDOT has expressed a willingness to incorporate roadway changes with this project to improve the traffic situation as well as pedestrian and bicyclist facilities.

After review of five years of crash history (Jan. 2020 – Dec. 2024) using data from MnDOT, there were a total of 29 crashes reported along 53rd Avenue between University and Central during the review period. None of the crashes were defined as “severe” (fatal or serious injury) with most of the reported crashes occurring between Monroe and Central primarily prior to the reconstruction. Since 53rd was reconstructed, there have been five (5) reported crashes, or 2.5 crashes per year.

Intersection capacity was evaluated using methods outlined in *Highway Capacity Manual, 6th Edition* to model observed traffic operations and identify key metrics such as Level of Service (LOS) and queues using collected traffic, pedestrian, and bicyclist volumes, traffic controls, peaking characteristics, and driver behavior factors to quantify how an intersection is operating. Intersections are graded from LOS A to F corresponding to the average delay per vehicle values shown below. LOS A – D is generally considered acceptable with A indicating the best traffic operation and F indicating demand exceeds capacity.

Level of Service	Average Delay / Vehicles	
	Unsignalized	Signalized
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds

On side-street stop-controlled intersections, emphasis is given to providing an estimate for the level of service of these approaches in one of two ways.

1. Consideration is given to the overall intersection LOS, the total number of vehicles entering compared to the capability of the intersection to support the volumes.
2. It is important to consider the delay on the minor approach as the mainline does not have to stop, most delays are attributed to the side-street approaches.

It is also understood that it is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions. The existing capacity analysis is summarized in the table below:

Table 1 Existing Intersection Capacity

Intersection	Traffic Control	Level of Service (Delay)	
		AM Peak Hour	PM Peak Hour
53 rd Avenue and University Avenue (Hwy 47)	Signal	B (15 sec)	C (22 sec)
53 rd Avenue and Monroe Street	SSS	A / A (5 sec)	A / A (6 sec)
53 rd Avenue and West Site / Target Access	SSS	A / A (5 sec)	A / A (9 sec)
53 rd Avenue and Roundabout / U-Turn	RAB	A / A (4 sec)	A / A (9 sec)
53 rd Avenue and East Site / Target Access	SSS	A / A (2 sec)	A / A (7 sec)
53 rd Avenue and Central Avenue (Hwy 65)	Signal	C (25 sec)	C (33 sec)

SSS – Side-Street-Stop

RAB - Roundabout

The table indicates that all study intersections and approaches generally operate at an acceptable LOS D or better during typical weekday a.m. and p.m. peak hours. The eastbound approaches of 53rd at both University (Hwy 47) and Central Avenue (Hwy 65) operate near the LOS D/E threshold during the p.m. peak hour, although these operations are relatively common and don't typically require mitigation. However, peak westbound queues along 53rd from University (Hwy 47) can extend approximately 300' during the p.m. peak hour (or approximately 10 – 15 vehicles) and requires one (1) signal cycle length. Otherwise, no other existing intersection capacity issues are identified in the study area.

The traffic conditions were modeled on no-build conditions and the conditions proposed in the redevelopment in comparison to the full extent of the peak demands that occurred during Medtronic's use as a corporate office building. It is necessary to examine the prior use versus the current vacant lot to understand the traffic implications.

Proposed Redevelopment Trip Generation

The trip generation estimate was created using the *ITE Trip Generation Manual, 11th Edition*, and includes trips for typical weekday a.m. and p.m. peak hours, as well as daily. The previous use and the proposed redevelopment are shown below:

Table 2 Trip Generation Summary

Land Use Type (ITE Code)	Size	AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
Previous Use						
General Office (710)	144,000 SF	193	26	35	172	1,560
Proposed Redevelopment						
Multifamily Housing (221)	439 units	42	140	105	67	2,048
Townhomes (220)	58 units	10	31	29	16	448
Retail (820)	12,000 SF	19	13	44	45	736
	Subtotal	71	184	178	128	3,232
	<i>Multi-use Reduction - Retail Trips Only (10%)</i>	<i>(-2)</i>	<i>(-1)</i>	<i>(-4)</i>	<i>(-4)</i>	<i>(-72)</i>
	<i>Modal Reduction (5%)</i>	<i>(-3)</i>	<i>(-10)</i>	<i>(-9)</i>	<i>(-7)</i>	<i>(-160)</i>
	Total Site Trips	66	173	165	117	3,000

The previous use as a 144,000 sq. ft. office building with approximately 605 parking spaces generated an estimated 1,560 daily trips (780 in/780 out) with an estimated 7:30 – 8:30 a.m. peak hour generating 219 trips (193 in/26 out) and 5:00 – 6:00 p.m. peak hour generating 207 trips (35 in/172 out), which coincides with the peak hours of the adjacent roadways.

In consideration of the proposed redevelopment, a 10% multi-use reduction is only applied to the retail portion to account for residents that are expected to patronize the retail use as well as a 5% modal reduction is applied to all trips to account for people utilizing different modes of transportation such as a transit, walk, or bike trips as a Transit Oriented Development (TOD) project. The commercial space is considered speculative

retail for the purposes of the trip generation summary and may require further analysis depending on the end user if it changes to a use other than retail.

The proposed redevelopment is estimated to generate 3,000 daily (1,500 in / 1,500 out) trips with an estimated generation of 239 a.m. peak hour trips (66 in / 173 out) and 282 p.m. peak hour trips (165 in / 117 out), but anticipating a overall lower peak demand considering the fixed hours of the previous office building and the differences in peak trips generated by residential uses.

Results of the no-build and build conditions of the proposed redevelopment indicate that all intersections and approaches will generally continue to operate at a LOS D or better during peak a.m. and p.m. hours. Overall changes in operations based on no build and build conditions range from about 2 to 4 seconds without any changes to the existing signal timing provided by MnDOT. Westbound queues along 53rd Avenue from University Avenue (Hwy 47) are expected to increase by approximately 50' to 75' during the peak periods (2 – 4 vehicles) because of the proposed redevelopment. These queues are expected to increase from 300' to approximately 375' – 400' during the p.m. peak hour with minor queuing expected at a couple site access approaches.

Table 3 Year 2030 Intersection Capacity

Intersection	Traffic Control	Level of Service (Delay in Seconds)			
		AM Peak Hour		PM Peak Hour	
		No Build	Build	No Build	Build
53 rd Avenue and University Avenue (Hwy 47)	Signal	B (16)	B (18)	C (23)	C (26)
53 rd Avenue and Monroe Street	SSS	A / A (5)	A / A (6)	A / A (6)	A / A (8)
53 rd Avenue and West Site / Target Access	SSS	A / A (5)	A / A (7)	A / A (9)	A / B (13)
53 rd Avenue and Roundabout / U-Turn	RAB	A / A (6)	A / A (5)	A / B (10)	A / B (11)
53 rd Avenue and East Site / Target Access	SSS	A / A (4)	A / A (5)	A / A (7)	A / A (8)
53 rd Avenue and Central Avenue (Hwy 65)	Signal	C (25)	C (28)	C (32)	C (34)

SSS – Side-Street-Stop

RAB - Roundabout

Left- and/or right-turn lanes along 53rd Avenue at the west site access or a right-turn lane along 53rd Avenue at the east site access could reduce potential conflicts, but does not appear to provide much operational benefit and could result in increased vehicle speeds and/or longer pedestrian crossing distances. Since the adjacent roadway network can support the proposed redevelopment, no additional infrastructure changes are required to maintain the current intersection capacity. The applicant is strongly encouraged to coordinate with MnDOT to identify opportunities to improve the traffic and safety conditions including potential changes to roundabouts.

Recommendations regarding the site plan identified the following items that should be considered:

- Locate signage and landscaping to avoid creating any sight distance issues.
- Provide multimodal connections throughout the site to ensure connectivity with existing and proposed facilities adjacent to the site.
- Review truck maneuverability to limit potential internal circulation conflicts.

- Align the northern east-west driveway aisles between the northwest townhomes and the multifamily apartments to reduce potential conflicts between movements.
- Preserve the ability to connect the proposed redevelopment with an extension of 52nd Avenue.

5. Vehicle Access

The site will be served by two existing entrances on the south side of 53rd Avenue NE. These accesses will be configured to Public Works/Engineering specifications and incorporating as much feedback from MN Department of Transportation on any restrictions with turns. There are no proposed city streets within the project area. Internal access will be private drive lanes. There is no proposed connected access to the east or south.

The Fire Department included review comments that the dead ends for the townhomes cannot be greater than 300 feet otherwise a turnaround is required. The street width meets the minimum width required to accommodate a fire apparatus with the parking spaces included.

Minnesota Department of Transportation provided review comments on how this development's proposed access aligns with the Central Avenue reconstruction in 2028. MNDOT requests that the applicant continue to work with area engineer, Chris Bower, to incorporate opportunities to improve traffic mobility and multi-modal user safety. The intention is to construct a multilane roundabout at the intersection of MN 65 and 53rd Avenue with a single eastbound lane on 53rd. The eastbound approach is forecasted to operate at Level of Service D in the PM peak, but while that is an improvement over the LOS E experienced at the signal today, the eastbound intersection approach is nearing capacity based upon existing traffic volumes. MNDOT recommends examining the feasibility of upsizing the roundabout at 53rd to handle future traffic growth and incorporating any development related traffic information into the reconstruction design by the end of July 2025.

The intersection of MN 47 and 53rd Avenue operates at LOS F today and it is MNDOT's perspective that so long as there is a traffic signal at this intersection, it will continue to operate at a LOS F. Without eastbound or westbound turn lanes, the signal functions poorly, and there is no ability to add these lanes without serious impacts to adjacent properties. MNDOT is considering a roundabout at this intersection after modeling shows that it would operate at LOS A with current traffic volumes, but that would not occur until at least 2030. The developer is expected to coordinate with Metro Transit to accommodate the future F-Line BRT into the project area.

6. Pedestrian Access and Bicycle Access

The City approved a Complete Streets Policy in January 2025 to require public and private development projects to identify the users of a project area and what mode they use to travel, whether the area has identified conflict points or is referenced in a citywide plan, if there is a language spoken other than English, and the presence of transit facilities along the project area or significant destinations where connectivity caps can be closed. The expectation is to improve connectivity for pedestrian and bicycle access where feasible and practical.

MN65/Central Avenue is identified as a Regional Bicycle Transportation Network (RBTN) Corridor, and has several transit routes in operation including plans for Metro Transit to introduce a new Bus Rapid Transit Route F along 53rd Avenue. Both intersections at MN 65/Central and 52nd have Level 1 (top) scores on Priority Areas

Walking Study (PAWS) combined with the area being designated as Transit Oriented Development, there is anticipated to be considerable pedestrian and bicycle traffic.

There is an existing trail running along the south side of the property that outlets into the Total Health parking lot, near Highway 65 and 52nd Avenue. If there is a desire for the trail to connect to Highway 65, then additional coordination will be required with the cities of Columbia Heights and Fridley, developer, and MNDOT to build a trail extension with a MNDOT 2028 construction project, but does face challenging grades that would have to be accommodated in the development plans. MNDOT has also identified the need for a safe and comfortable crossing of Highway 65 and could include countermeasures such as a Pedestrian Hybrid Beacon, high-visibility crosswalks, and pedestrian level lighting. The development will be required to provide sidewalks or shared use paths/trails to provide access to the townhomes and multifamily buildings and connectivity to Sullivan Lake Park. Prioritizing and emphasizing multimodal connections throughout the site to ensure connectivity with existing and proposed facilities adjacent to the site as part of the park improvements. These are expectations that will be included in the development agreement.

7. Loading and Deliveries

There are no commercial uses in need of loading/unloading or receiving large deliveries being proposed at this time which would require compliance with the City Code's off-street loading requirements. Any non-residential use that receives or distributes materials or merchandise by trucks or similar vehicles and has a gross floor area of 5,000 sq. ft. is subject to off-street loading requirements. When the commercial space has a defined end user, that tenant will be required to meet dimensional standards for loading berths, location, and access by designating a loading zone. The applicant should consider identifying specific loading and unloading areas for residents moving in or out as part of the development agreement.

8. Landscaping

The proposed landscaping plan shows a total of 112 trees including a mix of deciduous trees, evergreen trees, and ornamental trees. The tree sizes and diameters will meet the City's requirements once soil volumes are provided. The remaining area on the site will be covered with mulch, stormwater seed mixture, and turf sod.

9. Easement Dedication/Vacation

The existing site has established easements for highway, roadway and Standard Oil Company easements as well as drainage and utility easements. One easement, Doc. No. 1330239, provided for sanitary sewer is proposed to be vacated. New easements serving the property will be proposed as part of the final plat.

The applicants have provided legal descriptions of the easement vacations. As a condition of approval, the applicants shall provide recordable documents of the easement vacations to be recorded at the County Recorder's Office. Said legal descriptions are subject to review by the City Attorney.

10. Park Dedication

The proposed plat will not include a park dedication. Instead, the applicants will make a financial contribution and/or build out amenities from the master plan that was approved for Sullivan Lake Park to satisfy this requirement which will be included in the development contract.

11. Utility Connections

The site is served by existing utilities but will need to have utility capacity increased to accommodate additional demand. Existing utilities, such as watermain, sanitary sewer, storm sewer, and small utilities such as electric

lines, natural gas, and communication lines will be removed as necessary to accommodate the new project.

The project will include the extension and installation of utilities to serve the site. Watermain will be extended from the existing watermain within 53rd Avenue to the south into the project site providing water service. The watermain will connect back to the watermain within 53rd Avenue providing a looped system through the site. As an option, the watermain could connect to the existing watermain in the far southwest corner of the site which currently serves the Parkside Village residential site. This would provide an additional looped connection.

Sanitary sewer will be extended into the site from the existing sanitary sewer in the south portion of the site. It appears that all of the surrounding sanitary sewer lines flow to an existing lift station just off the southwest corner of the site. Other utilities such as electric, gas, and communication cables will also be installed.

The applicant has provided a utility plan shows new water-main, sanitary, and sewer connections upsized that will run through the subject property and adjacent properties Central before extending and looping into 53rd Avenue to serve the building. The utility plan does not show how electrical and gas lines will be connected to the building; detailed plans will be required once a building permit has been applied for. Utility construction for phase 1 is estimated to last several months, with the building construction to last one and a half to two years.

12. Drainage.

The previous use of the site with an office building and large parking lot has set a commercial use precedence on this site. The large, hard-surfaced areas provided little green space for stormwater treatment. In fact, much of the surface parking lot runoff drains directly to Sullivan Lake with little to no treatment.

Stormwater management is required for the development. The stormwater management plan shows three proposed underground infiltration storage vaults and an infiltration/filtration basin to increase the amount of volume control and retention necessary to contain runoff onsite with no increase in the total amounts of phosphorus and suspended solid states. There is currently no existing treatment on-site, so the proposed rates will improve from the existing rates reducing runoff volumes and improving water quality. Proposed stormwater features include grates, ponding areas, outlet control structures which provide pre-treatment, skimming for floatables and oils, and dead storage volumes for settleable solids.

The Metropolitan Council has a Climate Vulnerability Assessment tool which shows a flood risk on the existing site mainly within the existing stormwater pond area located in the southeast portion of the site. However, the FEMA flood map shows the site to be outside the 100 year flood zone. Flood risks from Sullivan Lake are minimal. Flooding impacts within the proposed development can be mitigated by stormwater management and building elevations including setting the elevations above the 100-year high water levels of adjacent ponds. The ponds contain overflows which outlet to sedimentation basins prior to flowing offsite should higher rainfall events occur with green spaces and landscaping offering additional opportunity for pre-treatment.

As required by the NPDES permit, a Stormwater Pollution Prevention Plan (SWPPP) is required. The SWPPP will describe the nature of the construction activity; address the potential for sediment and pollutant discharges from the site; identify personnel to oversee implementation; identify the permanent stormwater management system and identify inspection and maintenance practices. The Erosion Control Plan will implement best management practices (BMPs) such as minimizing disturbed areas, perimeter silt fence, redundant silt fence

along wetlands, temporary sediment ponds, erosion blankets and re-establish vegetation within seven days of grading completion. The project is not anticipated to negatively affect downstream water bodies.

Storm sewer will collect runoff from the site. The runoff will be treated per the city and watershed requirements. The applicant is recommended to collaborate with the Mississippi Watershed Organization and MnDOT as applicable and feasible. Additional stormwater requirements will be guided by the MPCA's NPDES stormwater permit requirements including the following requirements:

- The first one inch of runoff from any new impervious surface is required to be infiltrated or filtered on site.
- Stormwater runoff rates are required to be limited to be equal to or less than the existing conditions.
- Water quality treatment methods will be included to reduce pollutant loads such as phosphorus, nitrogen, and total suspended solids in runoff.

13. Fire Department Connection and Fire Hydrants

The Fire Department provided initial comments on the proposed development regarding private streets, underground EV charging, and hydrant spacing. If the dead ends for townhouses exceed 300 feet, then a turnaround is required. The street width must be a minimum of 20 feet unobstructed to accommodate fire apparatus with parking. Concerns related to underground EV charging included smoke control, emergency shut offs within sight of each group of chargers, and coordinating standpipe hose valves and floor-drains to manage prolonged water application if a lithium-ion pack ignites. A 8-10 inch pipeline running along 53rd Avenue carrying non-highly volatile liquid products was identified and poses a risk of vapor clouds produced if disrupted.

14. Trash Handling Area

Trash handling areas are shown for the two "L" shaped buildings just outside of the parking garage. Turning diagrams have been provided showing that a truck can make the necessary maneuvers. If the trash is not located within the underground parking garage, then the trash and/or recycling collection areas shall be enclosed on at least three sides by an opaque screening wall or fence no less than six feet in height with the open side of the enclosure not facing any public street or the front yard of any adjacent property as a condition of approval.

15. Building Design and Materials

The applicant has provided examples of the options for the exterior elevations of the building including but not limited to glass, brick, cast stone, fiber cement, and metal as well as potential color pallets and roofing types intended to show the general materials. The expectation is that a high architectural quality is provided to add to the value of the neighborhood.

16. Signage

Architectural drawings will be required to show the proposed signage. As a condition of approval, the signage on the building shall comply with the standards of Section 9.106 of the Zoning Ordinance.

17. Floor Area Ratio

The applicants are proposing a Floor Area Ratio (FAR) of 2.8 for Lot 1, 2.3 for Lot 2, and 3.3 for Lot 3. This is a unit of measurement used to measure the amount of square footage in a building compared to the overall site. The Comprehensive Plan Amendment removed the Floor Area Ratio for transit oriented design areas in the City. A floor area ratios as presented are consistent with the Comprehensive Plan Goals.

18. Lighting

The applicant is required to submit a photometric plan that complies with City Code showing that the exterior lighting proposed provides ample parking lot lighting for residents and does not emit light onto adjacent properties. The MN DNR recommends following the Minnesota Department of Transportation approved products for luminaires which limit the uplight rating to zero and a nominal color temperature below 2700k. The applicant intends to integrate MnDOT recommended products to the extent possible, conscious of the change in nighttime light with the Project.

19. Noise

A noise study was conducted for the project identifying the existing noise levels/sources in the area, nearby sensitive receptors, conformance to state noise standards, and quality of life to make recommendations on measure to minimize or mitigate the effects of noise. The primary source of noise comes from traffic on Central Avenue (MN TH 65) east of the project, but separated by a row of commercial buildings and grade changes.

In Minnesota, nighttime (10 pm – 7 am) noise level standards for traffic is 55 decibels and the model predicts a traffic noise level of 56 decibels at the east end of the apartment buildings at the 2nd and 4th floor levels. Traffic to the north is slowed by a round-about just west of the project and the signalized interaction with Central Avenue reducing speeds below the 35 mph used in the model, so the noise levels from 53rd Avenue are below the 55-decibel level. Noise from nearby commercial rooftop equipment will impact the upper floors at the east end of the apartment buildings about 5-6 decibels above the standard limits.

The proposed buildings must comply with the Minnesota Residential Noise Standards which are most critical for the 6-7 am “nighttime” period. The nighttime standards are L10 55 dBA and L50 50 dBA. Proposed building wall construction and window treatments are possible remedies to meet the noise level standards. Providing a 30 dBA reduction through building walls will comply with the noise standards. A typical window-to-wall area of 40%, 6-inch stud walls with 3-pcf insulation, and STC 28 rated windows should provide a 30 dBA exterior to interior noise reduction. This should be verified by the Architect upon building design as a condition of approval.

The adjacent residential area to the south will be exposed to construction noise from demolition and removals, site grading equipment and building construction. Construction noise will be temporary and construction times will be limited to allowable times as established by the city typically between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday as a condition of approval.

20. Usable Open Space

The site will include enhancements to the Sullivan Lake public park on the west side of the property (labeled “Park” on the plans). The improvements to the park will be reflective of the master planning that the Parks and Recreation Commission approved. The residential area of the L-shaped buildings will include private patio and tot lots, and a courtyard/amenity space above the enclosed garage spaces. The project is anticipated to include 15,600 sq. ft. of trails and walk as well as 212,306 sq. ft. of common open/green space. The park improvements will be defined as part of the physical development contract as required of the PUD process.

21. Neighborhood Notification

Notifications went out to surrounding property owners within 350 feet of the subject site as well as the entirety of the townhome developments adjacent to the property. The notice was also posted in “Life” Newspaper, and posted on the City’s website and social media accounts. A neighborhood meeting was held on

May 21, 2025 and was well attended; the signup sheet, mailer and mailing list, and list of the comments received are attached.

PLANNED UNIT DEVELOPMENT

In order to accommodate the mixed use development, height of the structures, and the high density at this site, the applicants are proposing to rezone the property to a Planned Unit Development (PUD). The PUD will allow flexibility with the City’s strict zoning requirements, while also requiring a high standard of building quality and site design. The PUD ordinance requires the Planning Commission to hold an informal public hearing and a formal hearing at the City Council Meeting.

1. Density / Units-per-Acre.

The following table shows the units per acre for this project and the different types of units available. It should be noted that units-per-acre is a different measurement than floor area ratio (discussed earlier in this report). The recent redevelopment of the City Hall at 3989 Central Avenue NE is included as a comparison. Both L-shaped buildings are anticipated to be identical configurations and unit counts/types. The market-rate is the last phase and includes an anticipated unit count of 150-175, the commercial is speculative and will depend on the developer and market interest in the space. A Comprehensive Plan Amendment would be required to remove the commercial space if the last phase were to deviate from the 85% Residential/15% Commercial guiding.

Table Representing Number of Units At 800 53rd Ave NE and Units Per Acre;			
Phase 1 – L Shaped Building		Phase 3 – Townhomes	
1 Bedroom	11	Townhomes	58
2 Bedroom	51	Total	58
3 Bedroom	60		
4 Bedroom	12		
Total	134		
Phase 2 – L Shaped Building		Phase 4 – Mixed Use	
1 Bedroom	11	1 Bedroom	N/A
2 Bedroom	51	2 Bedroom	N/A
3 Bedroom	60	3 Bedroom	N/A
4 Bedroom	12	4 Bedroom	N/A
Total	134	Total	175
Total Number of Units:		443 apartments 58 townhomes 501 total units	
Subject Site Acreage (approx.)		10.4	
Units Per Acre		49	

Table Representing Number of Units At 3989 Central Ave NE and Units Per Acre			
Level 1		Level 4	
Townhome	2	Studio	8
Total	2	Alcove	14
Level 2		1 Bedroom	19
Studio	9	2 Bedroom	8
Alcove	12	3 Bedroom	3
1 Bedroom	18	4 Bedroom	2
2 Bedroom	5	Total	54
3 Bedroom	2	Level 5	
4 Bedroom	2	Studio	8
Total	48	Alcove	14
Level 3		1 Bedroom	19
Studio	8	2 Bedroom	8
Alcove	14	3 Bedroom	3
1 Bedroom	19	4 Bedroom	2
2 Bedroom	8	Total	54
3 Bedroom	3	Level 6	
4 Bedroom	2	Studio	8
Total	54	Alcove	14
		1 Bedroom	19
		2 Bedroom	8
		3 Bedroom	2
		4 Bedroom	2
		Total	53
Total Number of Rental Units:		265	
Subject Site Acreage (approx.)		2.3	
Units Per Acre		116	

49 units per acre fall in line with the target residential density for urban centers adjacent to highways and transit ways identified in the Comprehensive Plan Amendment. The project site is well within a half-mile radius of Central Avenue NE, which aims for 40-75+ units per acre under transit oriented development guidelines. The table above refers to an analysis of the mixed-use development at 3989 Central Avenue NE as a comparison of larger density and the development at 825 41st Avenue NE below:

825 41st Avenue NE – Units Per Acre Analysis	
Units	62
Site Acreage	1.3
Units Per Acre	48

The development on 40th & Central has a much higher density calculation, but is also immediately adjacent to a highway. By this comparison, this proposed project has a lower density calculation. Staff has also completed a bedroom analysis of the first two phases of the site since the apartment complex will offer four different types of rental units.

800 53rd Avenue NE Bedroom Analysis Phase 1 and 2			
Unit		Times number of bedrooms	Total Bedrooms
1 Bedroom	22	1	22
2 Bedroom	102	2	204
3 Bedroom	120	3	360
4 Bedroom	24	4	96
Total Number of Units:	268	Total Number of Bedrooms:	682

2. Parking Stalls per Bedroom.

The first two phases of the site will have a total of 682 bedrooms. The townhomes will include enclosed garages and driveway spaces; whereas, the mixed-use market-rate is anticipated to share surface parking with the commercial space and primarily be enclosed parking spaces underground. As noted earlier in this report, the site will have 434 parking spaces for residents. This equates to 1.57 parking spaces per bedroom. Staff feels that this is an acceptable amount of parking for the residents as some of the larger units will not need one parking space per bedroom. For example, a three bedroom apartment may include two adults, and two children; thus only two parking spaces are needed.

3. Neighborhood Meeting.

As part of the PUD approval, a neighborhood meeting is required as part of the process. The City hosted the neighborhood meeting on May 21st, 2025 at the Public Library in Columbia Heights with a virtual option that experienced technical difficulties. Staff contacted those who tried to participate virtually and received the comments attached. The meeting was well-attended and included members of the immediate neighborhood, as well as members of the Planning Commission and City Council. The applicant presented the project to attendees and answered questions regarding the proposal. Staff heard concerns related to increased traffic and density, parking, environmental and park conditions, and drainage. Staff noted that traffic is not projected to increase a detrimental amount, and that the proposed density is in line with what is guided for transit-oriented development. Staff also noted that this project will actually help alleviate the drainage issues in the area and offers unique opportunities for stormwater and multi-modal transportation improvements. Notifications went out to surrounding property owners within 350 feet of the subject site as well as the entirety of the townhome developments adjacent to the property. The signup sheet, mailer and mailing list, and list of the comments received are attached.

CONDITIONS THAT WILL BE BROUGHT FORWARD TO FUTURE SITE PLAN OR DEVELOPMENT AGREEMENTS:

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1. A Variance will be required to exceed the 35% impervious surface maximum in the Shoreland Overlay District and must be provided to the Minnesota Department of Natural Resources as a condition of approval.
 2. The building and site shall be meet all requirements found in the Fire Code and the Building Code.
 3. The signage on the building shall comply with the standards of Section 9.106 of the Zoning Ordinance and shall avoid creating any sight distance issues.
 4. Any proposed exterior lighting shall be reviewed and approved by City Staff before installation.
 5. All other applicable local, state, and federal requirements shall be met at all times.
 6. The City shall require a pre-construction conference prior to the start of any land alteration activities.
 7. If mechanical screening is to be placed on the roof, it shall comply with the City's requirements for screening.
 8. Trash and/or recycling collection areas shall be enclosed on at least three sides by an opaque screening wall or fence no less than six feet in height with the open side of the enclosure not facing any public street or the front yard of any adjacent property.
 9. Verification of the apartment buildings is required by the Architect upon building design as a condition of approval to confirm that the specifications identified in the Environmental Assessment Worksheet have been implemented in accordance with the MPCA Noise Standards.
 10. Parking for the affordable apartment buildings shall be included in the rental pricing as a Condition of Approval.
 11. The applicants shall provide recordable documents of the easement vacations to be recorded at the County Recorder's Office.
 12. The applicants shall indicate where the fire department connection is intended to connect to the building.
 13. The applicants shall adhere to any requirements made by the Anoka County Highway Department.
 14. The applicants shall adhere to any requirements made by Minnesota Department of Transportation including recommendations for countermeasures regarding Pedestrian Hybrid Beacons, high-visibility crosswalks, and pedestrian level lighting.
 15. The applicant is required to submit a photometric plan that complies with City Code showing that the exterior lighting proposed provides ample parking lot lighting for residents and does not emit light onto adjacent properties.

16. MNDOT has also identified the need for a safe and comfortable crossing of Highway 65 and could include countermeasures such as a Pedestrian Hybrid Beacon, high-visibility crosswalks, and pedestrian level lighting. The development will be required to provide sidewalks or shared use paths/trails to provide access to the townhomes and multifamily buildings and connectivity to Sullivan Lake Park.

FINDINGS OF FACT

Preliminary Plat

Section 9.104 (L) of the Zoning Ordinance outlines three conditions that must be met in order for the City to grant a Preliminary Plat. They are as follows:

- (a) The proposed Preliminary Plat conforms to the requirements of City Code Section 9.116 [Subdivision Ordinance].

Staff Comment: In review of the preliminary plat that was submitted, Staff finds that the preliminary plat generally conforms to the City's Subdivision Ordinance for a Planned Unit Development. The applicant is compliant in this regard.

- (b) The proposed subdivision is consistent with the Comprehensive Plan.

Staff Comment: The Comprehensive Plan supports the redevelopment of this site. In addition, the Comprehensive Plan supports a mixed use development and transit-oriented development on this site. The proposed Subdivision is consistent with the Comprehensive Plan's goals.

- (c) The proposed subdivision contains parcel and land subdivision layout that is consistent with good planning and site engineering design principles.

Staff Comment: Staff has reviewed the proposed subdivision plan and feels that the parcel and land layout are consistent with these principles. Further, the site plan reduces the number of parcels on this site, as well as removing old easements. The project proposes to improve the area storm water management conditions by creating treatment opportunities and improved storm water storage capacity that currently exists on the development site.

Planned Unit Development District Plan

The zoning ordinance contains the following four findings that must be satisfied before the City Council can approve the PUD District Plan at a City Council Meeting:

- (a) The PUD District plan conforms to all applicable requirements of this article [Section 9.113, PUD District].

Staff Comment: In review of Section 9.113, Staff finds that the application is consistent with the City's requirements.

- (b) The PUD District plan is consistent with the applicable provisions of the comprehensive plan.

Staff Comment: The Comprehensive Plan has this area targeted for redevelopment to a transit-oriented development project. The proposed PUD is consistent with the Comprehensive Plan's goals.

(c) The PUD District plan is consistent with any applicable area plan.

Staff Comment: The area plan (as noted in the Comprehensive Plan) marks this area and other sites in the area for redevelopment. The PUD is consistent with the area plan.

(d) The PUD District plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

Staff Comment: The site will utilize underground and at-grade parking to prevent on-street parking on 53rd and Central Avenue. The PUD District Plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

Rezoning to PUD, Planned Unit Development District

The zoning ordinance contains the following four findings that must be satisfied before the City Council can approve rezoning to PUD, Planned Unit Development District at a City Council meeting:

(a) The amendment is consistent with the Comprehensive Plan.

Staff comment: The amendment is consistent with the applicable provisions of the Comprehensive Plan.

(b) The amendment is in the public interest and is not solely for the benefit of a single property owner.

Staff comment: The amendment is in the public interest and not solely for the benefit of a single property owner.

(c) Where the amendment is to change the zoning classification of a particular property, the existing use of the property and the zoning classification of the property within the general area of the property in question are compatible with the proposed zoning classification.

Staff comment: The amendment is compatible with existing land uses and zoning classifications in the general area.

(d) Where the amendment is to change the zoning classification of a particular property, there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its current zoning classification.

Staff comment: The amendment reflects changes in development trends in the general area.

SUMMARY AND RECOMMENDATION

The applicants are seeking approval of a preliminary; easement vacations; and a rezoning to PUD, Planned Unit Development District to construct two new 6-story, 132-unit affordable multifamily buildings, a mixed-use building with 12,000 sq. ft. of commercial space and a range of 150-175 market-rate apartments, 58 townhomes, and associated park and infrastructure improvements as well as multi-modal transportation facilities. The project will include the demolition of a vacant office building and acquisition of parkland to accommodate the project. The applicants are proposing to construct 443 new apartment units that range from one to four

bedrooms, 58 townhome, and 12,000 sq. ft. of commercial space. The site will utilize underground parking and surface parking to accommodate users of the commercial space and apartment residencies. Staff is recommending approval of the project with the conditions outlined below:

Preliminary Plat.

Staff recommends approval of the Preliminary Plat as presented subject to the conditions outline below:

1. All required state and local codes, permits, licenses and inspections will be met and in full compliance.
2. The applicant shall be responsible for the cost of filing and recording written easements with the Anoka County Recorder's Office.
3. An approved Preliminary Plat shall be valid for a period of one year from the date of the approval. In the event that a Final Plat is not presented for approval within this time period, the Preliminary Plat will become void.
4. The applicant shall enter into a Developer's Agreement with the City. Said documentation shall be reviewed by the City Attorney.

Vacation of Easements.

The applicants are proposing to vacate one easement, Doc. No. 1330239, provided for sanitary sewer is on the property. The easement vacation is necessary in order accommodate the project. The applicants have provided legal descriptions of the easements to be vacated.

Staff recommends approval of the Easement Vacations as presented, subject to the following conditions:

1. The applicant shall be responsible for providing legal descriptions of all easements that are subject to be created. Said descriptions are subject to review by the City Attorney.
2. The applicant shall be responsible for recording the easement vacation with the Anoka County Recorder's Office.

PUD, Planned Unit Development District

By Code, the Planning Commission shall hold an informal hearing related to the Planned Unit Development. The Planning Commission shall make a recommendation to the City Council. The City Council will hold the formal hearing for approval of the PUD. Staff recommends approval of the PUD with the following conditions:

1. The property owner and the City will enter in to a development contract governing site improvements and shall be executed by the property owner and the City within 60 days of the PUD approval prior to the issuance of a building permit.
2. The mixed-use building containing the commercial space and 150-175 market-rate apartment units will provide underground and surface parking shared between the uses as a condition of approval, but will have a specific calculation and other requirements once an end-user is found. Any loading and unloading

shall not be allowed on 53rd Avenue NE.

3. Developer shall provide financial guarantee in the form of an irrevocable letter of credit for landscaping and public improvements including multimodal connections through the site to ensure connectivity to existing and proposed facilities. The guarantee amount is to be determined by the City Engineer.
4. The City Engineer, Watershed District, and MnDot shall review and approve the site grading and storm water management plans. All storm water best management practices (BMP's) shall have designated drainage and utility easements recorded with the Final Plat or as a separate document with Anoka County.
5. The developer shall enter into a storm water maintenance and management agreement with the City, to be prepared by the City Attorney.
6. The site utility plans shall be subject to review and final approval by the City Engineer, and Fire Chief.
7. Developer shall pay park dedication fees as outlined in the City Code.
8. Developer will provide record plans or as-built drawings to the City following project completion.
9. Align the northern east-west driveway aisles between the northwest townhomes and the multifamily apartments to reduce potential conflicts between movements.

Attached to this report is a draft ordinance amendment to allow the site to be rezoned to planned unit development. The following development standards will serve as the base PUD District Standards.

Minimum Number of Parking Stalls Per Multifamily Unit	1.5
Maximum Residential Density Allowed	65 units per acre
Minimum Number of Enclosed Parking Stalls Per Townhome Unit	2
Building Height	Not to exceed 6 stories
Minimum Number of Enclosed Parking Stalls Per Multifamily Unit	1
Maximum Number of Compact Parking Stalls	70%
Minimum Non-Residential Building Area	12,000 square feet
Minimum Number of Townhome Units	52
Maximum Number of Multifamily Units	450
Minimum Multifamily Front Yard Setback	10
Minimum Multifamily Parking Setback	0 feet

RECOMMENDED MOTION(S):

MOTION: Move to waive the readings of draft Ordinance No. 1716, PUD District #2025-01, Rezoning of Property; draft Resolution No. 2025-043 PUD District for #2025-01; draft Resolution No 2025-044, Preliminary Plat Approval; and draft Resolutions No 2025-045 Easement Vacations; there being ample copies available to the public.

MOTION: Motion for the Planning Commission to positively recommend City Council approval of the Ordinance Amendment No. 1716, subject to the conditions of approval.

MOTION: Motion for the Planning Commission to positively recommend City Council approval of the PUD District Resolution No. 2025-043 as presented, subject to the conditions of approval.

MOTION: Motion for the Planning Commission to positively recommend City Council approval of the Preliminary Plat Resolution No. 2025-044 as presented, subject to the conditions of approval.

MOTION: Motion for the Planning Commission to positively recommend City Council approval of the Easement Vacations Resolution No. 2025-045 as presented, subject to the conditions of approval.

ATTACHMENT(S):

- Ordinance No. 1716 , PUD District #2025-01
- Resolution No. 2025-043, PUD, Planned Unit Development District
- Resolution No. 2025-044, Preliminary Plat
- Resolution No. 2025-045, Easement Vacation

Applications
Narrative
Elevation Images
Development Plans
Preliminary Plat Drawing
Easement - Doc. No. 1330239
Joint Session Meeting Minutes
Amendment and Attachments
Wetland Delineation Report
Draft Environmental Assessment Work Sheet
Draft Traffic Study
Public Notice to Newspaper
Neighborhood Meeting Notice
Mailing List
Sign-In Sheet for Neighborhood Meeting
Public Comments from Neighborhood Meeting
Ann Pineault – 762 Parkside Lane
Kris Junker – 793 Parkside Lane
Rebecca Wratkowski – 687 Sullivan Drive
Tracy Severson – 4118 Monroe Street