



Community Action Center Affordable Housing- Site Plan Design Considerations 2/6/2020

The CAC met with the City of Northfield in the Fall to discuss the Affordable Housing Project site plan design for the Hillcrest Motel Site reviewing Option” A” at two meetings. In December, after further consideration the City staff asked the CAC to provide options that would mitigate nonconformities of the Land Development Code.

Design objectives considered for all Site plan options:

- Create a neighborhood feel and sense of space
- Create defensible space by orienting entrances to parking and walkways
- Provide accessible, safe paths to play areas for children
- Provide a better connection to the larger neighborhood & Northfield
- Work with existing topography and preserve viable trees where possible
- Address Northfield Climate Action Plan allowing the buildings to be Net Zero Ready
- Abandon Highway 3 entrance
- Allow for phases of building; provide continued housing for current tenants during phasing
- Incorporate existing water main
- Provide access to a future site to the north
- Objectives should be affordable

Option A

This original option was designed with the considerations listed above. It prioritized minimal site work and tree disturbance. It was designed to have the first phase be 2 duplex buildings and maintain the majority of the existing buildings until the next phase was developed. The siting of the buildings around the circular drive brought the entrances closer together for more of a neighborhood feel. For this option sidewalks would follow the backside of parking both sides and wind out to the street on the north side.

Option B

This option takes the most literal interpretation of the LDC. The buildings align with Sheldahl Road. Building entrances are from a sidewalk through the Outlot A to the homes. This requires the buildings to have a front and rear door. The door most used by families would be the parking side and the buildings would need to be redesigned to accommodate practical use. The frontage length along Sheldahl Rd does not allow six buildings. An access drive was developed to allow for the sixth building. There is a 10 foot grade change at the northwest corner of the site. Option B would require the most grading and removal of existing trees. This option would not allow for keeping the existing housing during phasing.

Option C

This option takes a design approach similar to the Maple Brook Townhouse Project. The design is a straight access drive to a hammerhead. Sidewalks to the play area would need to cross the hammer



head. Buildings could be rotated to the drive to optimize solar orientation. This option could allow for maintaining existing housing during phasing. For this option sidewalks would follow the backside of parking both sides and wind out to the street on the south side

Option D

This option creates a 28' wide city street in a 50' right of way with a Hammerhead at the end. The design would allow for possible connection to the street to the north with the acquisition of the parcel to the north. The curve in the street creates a better neighborhood feel than the linear street. This option would not allow for keeping the existing housing during phasing.

Option E

This option creates a city street with cul-de-sac and a subdivision of six lots and an outlet. This design would appear to create the least number of nonconformities. The fourplexes do not meet lot width requirements. The outlet allows for a future road connection to the north site and in that scenario the cul-de-sac could be abandoned. The outlet would provide space for an additional building. This option would not allow for keeping the existing housing during phasing.