

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA**

**TUESDAY, April 7, 2015 – 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue**

- 1. CALL TO ORDER**

- 2. APPROVAL OF PLANNING COMMISSION MINUTES FOR MARCH 17, 2015.**

- 3. APPLICANT REQUESTS AND PUBLIC HEARINGS**

3.01 CITY OF INVER GROVE HEIGHTS – CASE NO. 15-08PA

Consider a **Comprehensive Plan Amendment** consisting of a change to Chapter 5: Transportation, by identifying a corridor for the realignment of Argenta Trail between the points at Highway 55 on the south end and near I-494 on the north end.

Planning Commission Action _____

3.02 ELEANOR SCHMANDT – CASE NO. 15-10Z

Consider a **Rezoning** of the property from R-1A, Single Family Residential (40,000 sq ft minimum) to R-1C, Single Family Residential (12,000 sq ft minimum).

Planning Commission Action _____

3.03 MATTHEW GENS – CASE NO. 15-06ZA

Consider a **Zoning Code Amendment** to amend the definition of Dwelling and to add Supervised Student Housing to the list of Interim Uses.

Planning Commission Action _____

3.04 CLASSIC CONSTRUCTION – CASE NO. 15-09SCV

Consider the following requests for the property located on the west side of Clark Rd:

A) A **Preliminary and Final Plat** for a one lot, five outlot industrial plat.

Planning Commission Action _____

B) A **Conditional Use Permit** for the service of semi tanks, trucks and trailers, including equipment, parts and tires in the I-2 zoning district.

Planning Commission Action _____

C) A **Variance** to allow the entrance driveways and radius greater than allowed and to allow storage/parking up to the property lines to the outlots.

Planning Commission Action _____

4. OTHER BUSINESS

5. ADJOURN

This document is available upon 3 business day request in alternate formats such as Braille, large print, audio recording, etc. Please contact Kim Fox at 651.450.2545 or kfox@invergroveheights.org

PLANNING COMMISSION MINUTES - CITY OF INVER GROVE HEIGHTS

Tuesday, March 17, 2015 – 7:00 p.m.
City Hall Chambers - 8150 Barbara Avenue

Chair Maggi called the Planning Commission meeting to order at 7:00 p.m.

Commissioners Present: Armando Lissarrague
Joan Robertson
Annette Maggi
Pat Simon
Tony Scales
Dennis Wippermann
Harold Gooch

Commissioners Absent: Bill Klein (excused)

Others Present: Tom Link, Community Development Director
Allan Hunting, City Planner
Scott Thureen, Public Works Director

APPROVAL OF MINUTES

The minutes from the March 3, 2015 Planning Commission meeting were approved as submitted.

Chair Maggi advised that the second item on the agenda was a presentation and public hearing only; no action would be taken at tonight's meeting.

CITY OF INVER GROVE HEIGHTS – CASE NO. 15-11X

Reading of Notice

There was no public hearing notice and no notices were mailed.

Presentation of Request

Allan Hunting, City Planner, explained the two-part request as detailed in the report. On February 23 the City Council approved the alignment of the trunk sewer line between Blackstone Vista and Blackstone Ridge, which is known as the 71st Street Alignment. The Council also called for a hearing on the city project for the construction of the sewer. This specific capital improvement project was not part of the five year CIP and therefore the Planning Commission is being asked to make a recommendation on the consistency of this project with the Comprehensive Plan. Staff recommends that the Planning Commission find the project consistent with the Comprehensive Plan.

Commissioner Simon asked if the proposed sewer line would affect the existing wetland east of the power lines.

Brian Hildgardner, Bolton & Menk, replied that the sewer alignment shown on the map was just a generalized alignment and they would do whatever they could to avoid impact to the wetland.

Planning Commission Recommendation

Motion by Commissioner Gooch, second by Commissioner Lissarrague, to find City Project 2015-13 to be consistent with the Comprehensive Plan.

Motion carried (7/0).

CITY OF INVER GROVE HEIGHTS – CASE NO. 15-08PA

Reading of Notice

Commissioner Simon read the public hearing notice to consider the request for a comprehensive plan amendment consisting of a change to Chapter 5, Transportation by identifying a corridor for realignment of Argenta Trail between points at Highway 55 on the south and near I-494 on the north end. 383 notices were mailed.

Chair Maggi advised that the City Council had already made a decision regarding the southern portion of the Argenta Trail realignment, and tonight they would be focusing on the north section of the realignment. She advised that the Planning Commission dealt with land use only and anything related to the economic portion of this decision should be addressed with the City Council.

Presentation of Request

Allan Hunting, City Planner, explained that on February 23 City Council directed the Planning Commission to hold a public hearing to address the comprehensive plan amendment, take testimony, and then hold open the public hearing and continue the meeting to April 7, 2015 in order to get more direction from the Council on the preferred alignment of Argenta Trail.

Scott Thureen, Public Works Director, advised that in 2010 the City partnered with Dakota County, MNDOT, the Federal Highway Administration, Metropolitan Council, and the cities of Eagan, Mendota Heights, and Sunfish Lake to look at the transportation system on a regional basis. Eagan and Inver Grove Heights had a desire to have another access onto I-494. That portion of the City is planned for intense use and access would be critical to that being successful. This study, the Regional Roadway System Visioning Study, was completed in 2010 and initiated the discussion of realignment and potential expansion of Argenta Trail between TH 55 and I-494. The study looked at a number of alternatives with regard to access to the interstate. Alternative E was ultimately chosen which included improvements to the existing system and the addition of an interchange on I-494 on the new Argenta Trail alignment.

Bill Klingbeil, Kimley-Horne and Associates, discussed the project goals for the south project area and the three alignment alternatives. Alignment 2 was approved by City Council at its February 23rd meeting because it had the best balance of meeting the design criteria and avoiding most of the wetland impacts, as well as reduced right-of-way utility impacts. It also repaired the existing skew at the intersection. The County Board will act on recommendations on April 21. If approved by the Council and the Board, the right-of-way process will begin in April/May 2015 and final design, right-of-way acquisition, and construction is planned to occur in 2016. The realignment of the south portion of Argenta Trail required a new alignment for 77th Street. Alignment A was chosen by City Council on February 23 and will go to the County Board for action on April 21; final design, right-of-way acquisition and construction should take place in 2016. A similar process occurred for the North Study. The study goals included planning for a future interchange connection at I-494, identifying a 200 foot right-of-way corridor, coordinating with the south project, and providing guidance for future development. Five alignment alternatives were identified. A project cost differential was calculated for the north area since it will not develop at once. He advised that from a technical standpoint, one alignment does not stand out over the others. He explained the five alignments shown in the study, as well as Alignment 3A, which was brought forward by the neighborhood. There was a lot of public involvement, including two open houses, a neighborhood meeting, and individual meetings with property owners. The next steps include the Council consideration on the North Study alignment on March 23, County Physical Development Committee consideration on the South Project and North Study alignments on April 14, and then formal adoption by the County Board on April 21.

Mr. Thureen advised that the project management team is recommending that Alignments 2 and 3 be removed from consideration because of the cost of moving the Xcel transmission line and the impacts on regional stormwater basins.

Commissioner Lissarrague asked why Alignment 1 was still being considered since the neighborhood was opposed to it.

Mr. Thureen replied that from a technical view one alternative did not stand out above the others; however, everyone seemed to agree that alternatives 2 and 3 should be removed from the process.

Chair Maggi asked approximately how many lots would be lost in Blackstone Ridge with the different alignments.

Mr. Thureen replied that Alignment 3A would reduce the plat from 118 to 78 lots.

Mr. Deanovic stated that in his opinion Alignment 4 would not be viable, and Alignment 5 would reduce the plat by 28 lots as well as have other ramifications.

Commissioner Gooch asked what the objection was to widening the existing road.

Mr. Thureen replied that the County would not build along that road as it does not meet current design standards for a six lane road and would not be safe.

Mr. Klingbeil stated that widening the existing right-of-way to 200 feet would essentially wipe out the existing neighborhood to the east of Argenta Trail.

Commissioner Gooch stated that six lanes seemed excessive for a County road.

Mr. Thureen advised that the study showed that the expected future growth for the cities in this region could potentially drive a six lane road. It is advisable to preserve the necessary right-of-way up front rather than try to acquire developed properties at a later date.

Commissioner Gooch asked where MNDOT is suggesting the interchange be located.

Mr. Thureen showed the general location for the interchange that was a result of the study.

Commissioner Gooch asked if it would be a full interchange in all four directions.

Mr. Thureen replied that it would be a full access on and off to Inver Grove Heights.

Commissioner Robertson asked what the difference would be in land needed for a six lane versus a four lane road.

Mr. Thureen replied that a 150 foot right-of-way would be needed for a four lane road versus 200 feet for a six lane.

Commissioner Simon advised that the city of Eagan's CIP shows only a 150 foot right-of-way for Yankee Doodle Road out to the year 2030. She questioned why the road would have to expand to six lanes once it hit Inver Grove Heights.

Mr. Thureen replied that the key is TH 55 and the amount of traffic coming from the south to get up

to I-494.

Commissioner Simon advised that drivers had the option of taking Robert Street.

Mr. Thureen noted that Robert Street is planned for expansion in the future as well but the study still shows the need for Argenta Trail. There will be a large volume of people coming up from the south and if the existing system clogs up drivers will start using neighborhood streets to get around slowdowns.

Commissioner Scales stated that when Highway 52 was built they preserved much more right-of-way than necessary and he is concerned that the same thing will happen here; that the City is planning for a level of future growth that is unlikely to happen.

Commissioner Simon asked for clarification of a portion of the evaluation criteria matrix.

Mr. Klingbeil explained that the colors on the south and north matrix were portraying a comparison of the alternatives from each segment to each other.

Commissioner Robertson asked if fewer parcels would be impacted if they preserved only 150 feet of right-of-way for a four lane road rather than 200 feet for a six lane road.

Mr. Thureen replied there would likely be a lesser number of acquisitions for Alternatives 1, 2 and 3 if they were to reduce the right-of-way to 150 feet; however, they would still be impacted. Alternatives 3A, 4, and 5 would move into the undeveloped land and the impact would likely not change much in terms of lots impacted; however, if the City preserved only 150 feet of right-of-way and needed an additional 50 in the future it would be difficult to obtain.

Commissioner Scales asked if going down to four lanes was even an option.

Mr. Thureen stated that he could not speak for the County but believed their recommendation would be to remain at six.

Chair Maggi asked Planning staff if they had any additional input regarding a four lane road.

Mr. Link replied that there has been no discussion of a four lane road. He advised that six lanes may seem large at first glance; however, they are anticipating a lot of growth in this part of the county, with the UMore property alone projected to be a community of 30,000. If the road system is not built properly traffic will find its way through local neighborhoods instead. He advised that this same discussion took place when they were planning Highway 52. If that were not built that traffic would be using Argenta, Babcock, Blaine and other local roads.

Commissioner Gooch questioned how residents of UMore or Lakeville would get to Argenta Trail, stating it seemed unlikely they would use this route.

Mr. Link replied that the County would be in a better position to address that comment because it involved road systems outside of Inver Grove Heights.

Commissioner Gooch asked if there would be any road restrictions on the realigned Argenta Trail.

Mr. Thureen replied that Argenta Trail is designed to carry heavy traffic.

Opening of Public Hearing

Chad Hagman, 6710 Argenta Trail, advised that a recent article in the *Star Tribune* stated that

UMore Park would likely not develop as planned. He stated that the collector street system proposed back in 2008 showed the road going behind the exception neighborhood. The neighborhood has been planning their lives around that alignment and it is stressful to now find out that they would like to put the road through their homes.

Mr. Deanovic stated that he did not think Argenta Trail should be constructed on his property, and he believed there was a benefit to the City in millions of dollars that it does not. He advised that he was willing to look at the proposed Alignment 3A provided it was financially feasible, and added that recently he was told he was going to receive an offer; however, that has not yet transpired.

Denny Wolf, 6742 Argenta Trail, stated that the realigned Argenta Trail was being pushed by the County and he recommended that the project be scrapped. He questioned the wisdom of bringing additional traffic to the 94 ring, an already overtaxed system. He stated that this issue began years ago due to a lack of foresight when they created the current road system. He suggested they start thinking about investing money with the farmers and large property owners near the existing ring instead in regard to developing a high commerce area. He felt it was an unnecessary hardship for the established neighborhood, as well as Mr. Deanovic, and was unfair to all involved.

Nikki Abbott, 6720 Argenta Trail, questioned whether this part of Dakota County would actually develop as densely as is being suggested. She stated that the plan was not thought out well enough, things have changed since the study was done, it did not seem likely that people coming from the south would use this route to get to I-494, UMore Park is not likely to develop as planned, and she urged the City to not rush into a decision that could affect their homes, investments, and relationships.

Chair Maggi clarified that the issue of four lanes versus six was a County issue and she questioned whether there was a public forum in which residents could give their input.

Mr. Thureen replied that they would likely take public input at the County Board meeting.

John Todd, 6689 Argenta Trail, stated that he lived in the Argenta neighborhood and worked in Lakeville and felt it very unlikely that Lakeville residents would take this route to get to I-494.

Laurie Wolf, 6742 Argenta Trail, stated that she would have preferred that the neighborhood had been brought into the discussion earlier, and asked the Commission to think thoroughly about their decision as a no vote was essentially a vote for Alternative 1.

Gil Von Ohlen, 7312 Argenta Trail West, stated he did not understand the logic of making Argenta Trail a six lane road and dumping it onto the already clogged four lane interstate, and did not believe they could predict the traffic volume needs 30 years into the future.

Chair Maggi asked if Met Council's 2030 plan included an expansion of I-494 in terms of number of lanes.

Mr. Thureen stated that the study speaks to it briefly by stating that additional modifications along I-494 will be necessary. In regards to connecting a six lane road to a four, Federal Highway and MNDOT were involved in the design for the system and everyone agreed that an interchange would work and actually improve some segments because it was able to spread access onto the system.

Commissioner Scales asked if the proposed plan for I-494 was to expand it to six lanes.

Mr. Thureen replied that he was unsure.

Debra Van, 6660 Argenta Trail, noted that the study stated that Alignment E would avoid undesirable direct impacts to the residences immediately north of I-494 and would also shift the alignment of Argenta Trail to the east of the developed residential area on the south side of I-494 as well.

Nikki Abbott, 6720 Argenta Trail, wanted to make sure that Alternative 5 was still being considered equally as 1 and 3A. She stated that Alternative 4 seemed unfair to Mr. Deanovic, and noted that one of her neighbors suggested a slightly better design for Alternative 5 which made the road straighter and greatly improved the impact to the Flannery property.

Mr. Deanovic stated there were many reasons why Alternative 5 did not work, including its close proximity to Robert Street. If the Commission was in support of Alternative 3A, he suggested they table the request and direct staff to figure out how to make the plan financially feasible.

Commissioner Lissarrague asked Mr. Deanovic what alignment he preferred.

Mr. Deanovic stated he had no issues with Alignment 3A as long as he was made whole. He advised that he has owned and paid taxes on the land for 15 years but has not had the benefit of living there.

Larry Flannery, 1466 70th Street, questioned the reasoning behind putting the road on top of the old Argenta for Alignment 3A rather than staying east of the existing power line on his property. He stated going east of the power pole would have the least impact to his property, and he felt they chose that alignment to use the County as a proxy for providing access to his western property.

Mr. Klingbeil stated one of the reasons they chose that alignment was that it was a cheaper cost to use the existing roadbed.

Mr. Flannery stated it was only a difference of ten feet.

Mr. Wolfe stated that moving Alignment 3A further east would eliminate the need for removal of the Von Ohlen, Sachs, and Swanson homes, and he stated there was no reason why Argenta Trail could not move up the hill from the intersection at Highway 55 and angle off to the 3A alignment. He stated that a no vote would essentially be a vote for Alternative 1, and he hoped that the City could do something to guarantee that this issue was final and they would not have to go through this process again.

Chair Maggi advised that the public hearing would remain open and the issue would be addressed by City Council on March 23 and the County Board on April 21.

The meeting was adjourned by unanimous vote at 8:46 p.m.

Respectfully submitted,

Kim Fox
Recording Secretary

PLANNING REPORT CITY OF INVER GROVE HEIGHTS

REPORT DATE: April 2, 2015

CASE NO.: 15-08PA

HEARING DATE: April 7, 2015

APPLICANT AND PROPERTY OWNER: City of Inver Grove Heights

REQUEST: Comprehensive Plan Amendment

LOCATION: Argenta Trail Realignment

COMP PLAN: N/A

ZONING: N/A

REVIEWING DIVISIONS: Planning
Public Works

PREPARED BY: Allan Hunting
City Planner
Scott Thureen
Public Works Director

BACKGROUND

The plat approval of the Blackstone PUD and specifically Blackstone Ridge, requires the alignment of Argenta Trail to be chosen by the Council in order to confirm the final design of Blackstone Ridge. Condition #29 of the preliminary PUD/Plat approval requires that the Council make a final determination of the Argenta Trail alignment no later than April 27, 2015.

The Planning Commission opened the public hearing on March 17, 2015 regarding the comprehensive plan amendment to the Transportation Chapter to reflect the alignment of Argenta Trail and took testimony at that meeting. The hearing was continued until April 7, 2015. The Planning Commission is to make a recommendation to the City Council on both the South and North alignments of Argenta Trail.

EVALUATION OF REQUEST

The project discussion for Argenta Trail is broken into two parts, 1) realignment - South Project Area and 2) realignment - North Study Area. Descriptions of the projects were provided in the report for the March 17 meeting. The South Project Area, which is the intersection of Hwy 55 and Argenta Trail, contained three route options. The City Council selected option #2 at the February 23rd council meeting. The North Study Area, which is generally north of Amana Trail to the future interchange with I-494, has six options. The project management team consisting of city and county staff and consultants recommended to the City Council approval of Alternative 3A.

On Monday, March 23, 2015, the City Council discussed the northern alignment of Argenta Trail. The meeting was well attended by the surrounding neighborhood. Only one individual spoke at the meeting recognizing staff's and council's work on this topic. The individual indicated neighborhood support of alternative 3A as the alignment. On March 23, 2015, the City Council adopted a resolution that accepted the recommendation of the project management team and approved the Alignment Alternative 3A as the preferred alignment for the future Argenta Trail right-of-way corridor.

The final action to be taken by the City Council is to adopt a comprehensive plan amendment adopting a revised alignment of Argenta Trail incorporating the Alternative 2 as the south alignment and Alternative 3A as the north alignment. A new map is attached to this report which will be submitted to the Met Council as part of the comprehensive plan amendment. Once adopted, this would become the Argenta Trail alignment as identified in the comprehensive plan and will be used in conjunction with all land use applications in the future.

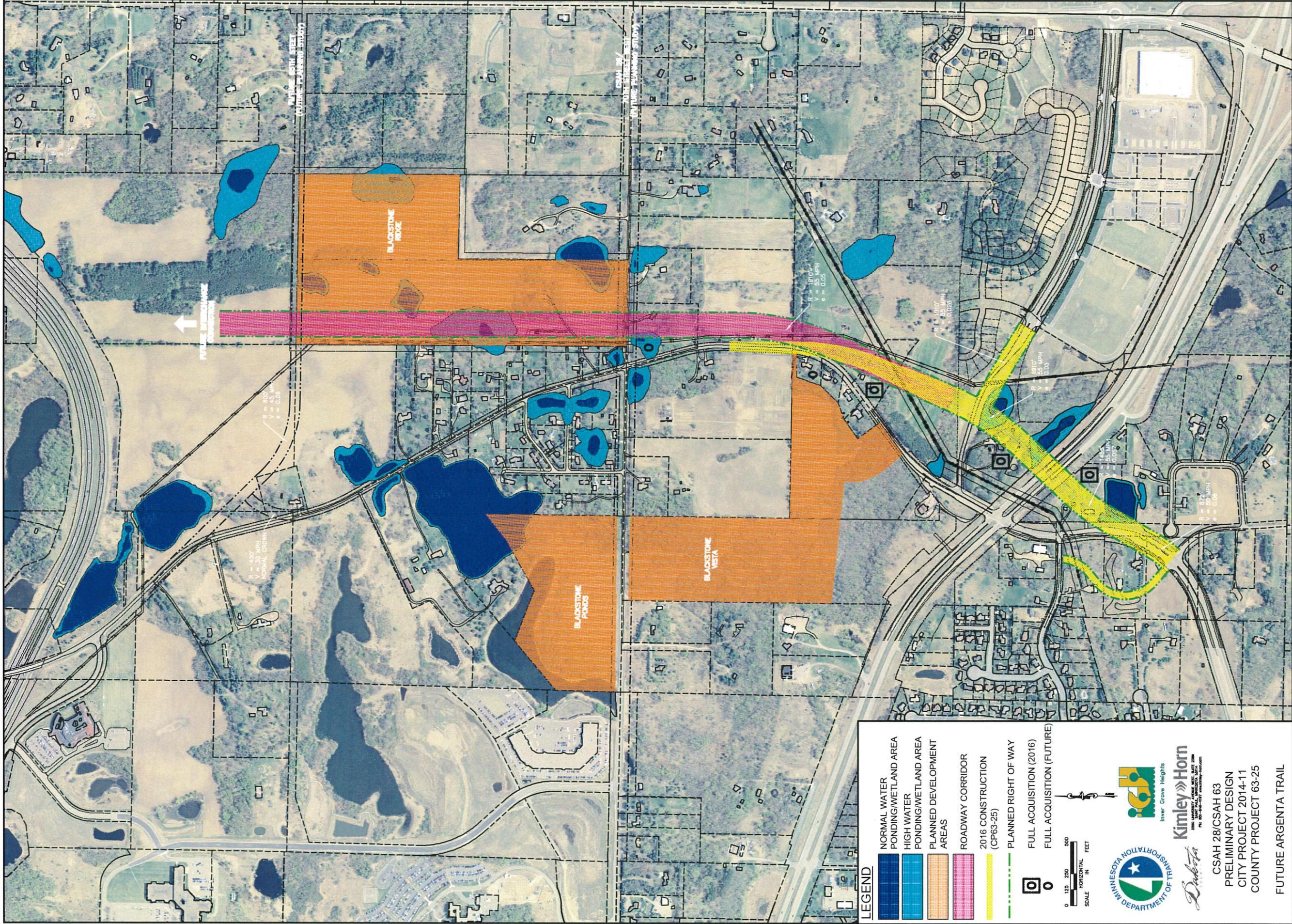
ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

- A. **Approval as Proposed.** If the Planning Commission concurs with the City Council and project management team, then a recommendation of approval of the comprehensive plan amendment to amend the Transportation Plan chapter of the 2030 Comprehensive Plan to reflect the alignment of Argenta Trail as depicted on the map identified as CSAH 28/CSAH 63 PRELIMINARY DESIGN CITY PROJECT 2014-11, COUNTY PROJECT 63-25 FUTURE ARGENTA TRAIL.
- B. **Denial as Proposed.** If the Planning Commission does not favor the proposed alignment, the Planning Commission could recommend an alternative alignment from the six options studied.

Attachments:

- CSAH 28/CSAH 63 PRELIMINARY DESIGN CITY PROJECT 2014-11, COUNTY PROJECT 63-25 FUTURE ARGENTA TRAIL MAP.
- City Council Resolution 15-49 Selecting Alternative 3A for the realignment of Argenta Trail.



LEGEND

- NORMAL WATER
- PONDING/WETLAND AREA
- HIGH WATER
- PONDING/WETLAND AREA
- PLANNED DEVELOPMENT AREAS
- ROADWAY CORRIDOR
- 2016 CONSTRUCTION (CP63-25)
- PLANNED RIGHT OF WAY
- FULL ACQUISITION (2016)
- FULL ACQUISITION (FUTURE)

0 125 250 500
SCALE HORIZONTAL IN FEET

 **Minnesota Department of Transportation**

 **Inver Grove Heights**

 **Kimley-Horn**
2500 UNIVERSITY AVENUE, SUITE 200
MINNEAPOLIS, MN 55418



CSAH 28/CSAH 63
PRELIMINARY DESIGN
CITY PROJECT 2014-11
COUNTY PROJECT 63-25
FUTURE ARGENTA TRAIL

**CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA**

RESOLUTION NO. 15-49

**RESOLUTION SELECTING ALIGNMENT ALTERNATIVE 3A FOR THE REALIGNMENT OF
ARGENTA TRAIL (COUNTY STATE AID HIGHWAY 63) AS PRESENTED AT THE
FEBRUARY 23, 2015 COUNCIL MEETING**

WHEREAS, on September 8, 2014, the City Council approved a Joint Powers Agreement with Dakota County for preliminary engineering and final design for City Project No. 2014-11 – Argenta Trail at Trunk Highway 55 (County Project 63-25); and

WHEREAS, on September 8, 2014, the City Council accepted a proposal from Kimley-Horn and Associates, Inc. for professional services to complete the preliminary engineering for said project; and

WHEREAS, on October 27, 2014 the City Council approved an amendment to the professional services contract with Kimley-Horn to add the development and comparison of a number of alignment alternatives for Argenta Trail, from the north end of the South Project Area (City Project No. 2014-11) to the vicinity of a future interchange location on I-494 (referred to as the North Area Study); and

WHEREAS, on November 10, 2014, the City Council approved the first amendment to the aforementioned Joint Powers Agreement with Dakota County to include the North Area Study; and

WHEREAS, a project management team consisting of representatives from the City, Dakota County, Mn/DOT and Kimley-Horn met or communicated many times throughout the study process; and

WHEREAS, the study process included a comprehensive public involvement program and copies of all written comments received, and a summary of all comment topics, were provided to the City Council; and

WHEREAS, five alignment alternatives for the realignment of Argenta Trail (from a point north of its intersection with Amana Trail to the vicinity of a future I-494 interchange location) were developed and evaluated for potential impacts and cost; and

WHEREAS, the program management team recommended the approval of either Alignment Alternative 1, 4 or 5 as the preferred alignment for the future Argenta Trail right-of-way corridor; and

WHEREAS, at the February 23, 2015 Council meeting, an alignment alternative, referred to as 3A, was introduced by the public with a request for consideration; and

WHEREAS, at the February 23, 2015 Council meeting, the developer of Blackstone Ridge indicated his willingness to consider alignment alternative 3A, with the condition that he be adequately compensated for the land involved; and

WHEREAS, the Council directed staff to meet with the various stakeholders to determine if alignment alternative 3A was viable, and a number of meetings were held; and

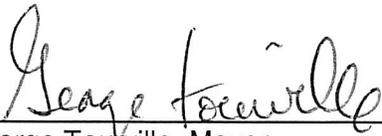
WHEREAS, the developer has requested to be compensated a specific amount for the property covered by the Xcel transmission line easement and the right-of-way for future Argenta Trail, and the mitigation of the regional storm water basin located in the aforementioned area be addressed; and

WHEREAS, the City will need to provide its share of the cost, based on the cost-sharing plan developed with County staff.

NOW, THEREFORE, BE IT RESOLVED that the City Council accepts the recommendation of the project management team and approves Alignment Alternative 3A as the preferred alignment for the future Argenta Trail right-of-way corridor.

Adopted by the City Council of Inver Grove Heights this 23rd day of March 2015

AYES: 5
NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Kennedy, Deputy Clerk

SPECIFIC REQUEST

A **Rezoning** of the property from R-1A, Single Family Residential (40,000 sq ft minimum) to R-1C, Single Family Residential (12,000 sq ft minimum).

EVALUATION OF THE REQUEST

The following land uses, zoning districts and comprehensive plan designations surround the subject property:

| | |
|---------|--|
| North - | Single Family Residential; zoned R-1C; guided LDR, Low Density Residential |
| East - | Single Family Residential; zoned R-1C; guided LDR, Low Density Residential |
| West - | Single Family Residential; zoned R-1C; guided LDR, Low Density Residential |
| South - | Multiple Family Residential (vacant); Zoned R-3C; guided HDR, High Density Residential |

REZONING

City Code, Section 10-3-5 states that a rezoning request must be in the best interest of the physical development of the City in order to be approved. This suggest that the request should be reviewed against such factors as infrastructure availability; compatibility with existing land uses in the neighborhood; and consistency with the Comprehensive Plan.

Infrastructure

With the upcoming city project to install sewer and water lines that would be available to these lots, the rezoning would be consistent with residential lots with sewer and water. Both lots have access to 49th Street.

Comp Plan Consistency

The property is guided LDR, Low Density Residential which allows for single family lots with city sewer and water Therefore, the proposed rezoning would be consistent with the Comprehensive Plan.

Neighborhood Compatibility

The surrounding neighborhood is developed on smaller lots that were platted some time ago with city sewer and water. The subject parcels are consistent with the lot sizes of the surrounding area. Rezoning these parcels to R-1C would be consistent with the area.

The lots are smaller than the 12,000 square foot minimum lot size, but since they are lots of record, they do meet the 70% rule, meaning they fall within 70% of the minimum lot size and width requirement for the R-1C district.

Engineering. Engineering notes that the future developer or lot owner would need to; 1) supply a grading plan, erosion control plan and certificate of survey, 2) enter into a custom grading agreement, and supply a letter of credit and cash escrow, prior to the issuance of a building permit for a new home.

ALTERNATIVES

A. Approval. If the Planning Commission finds the request acceptable, the following action should take place:

- Approval of a **Rezoning** of the property from R-1A, Single Family Residential to R-1C, Single Family Residential.

B. Denial. If the Planning Commission finds that the rezoning is not in the best interest of the physical development of the City, a recommendation of denial should be forwarded to the City Council. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

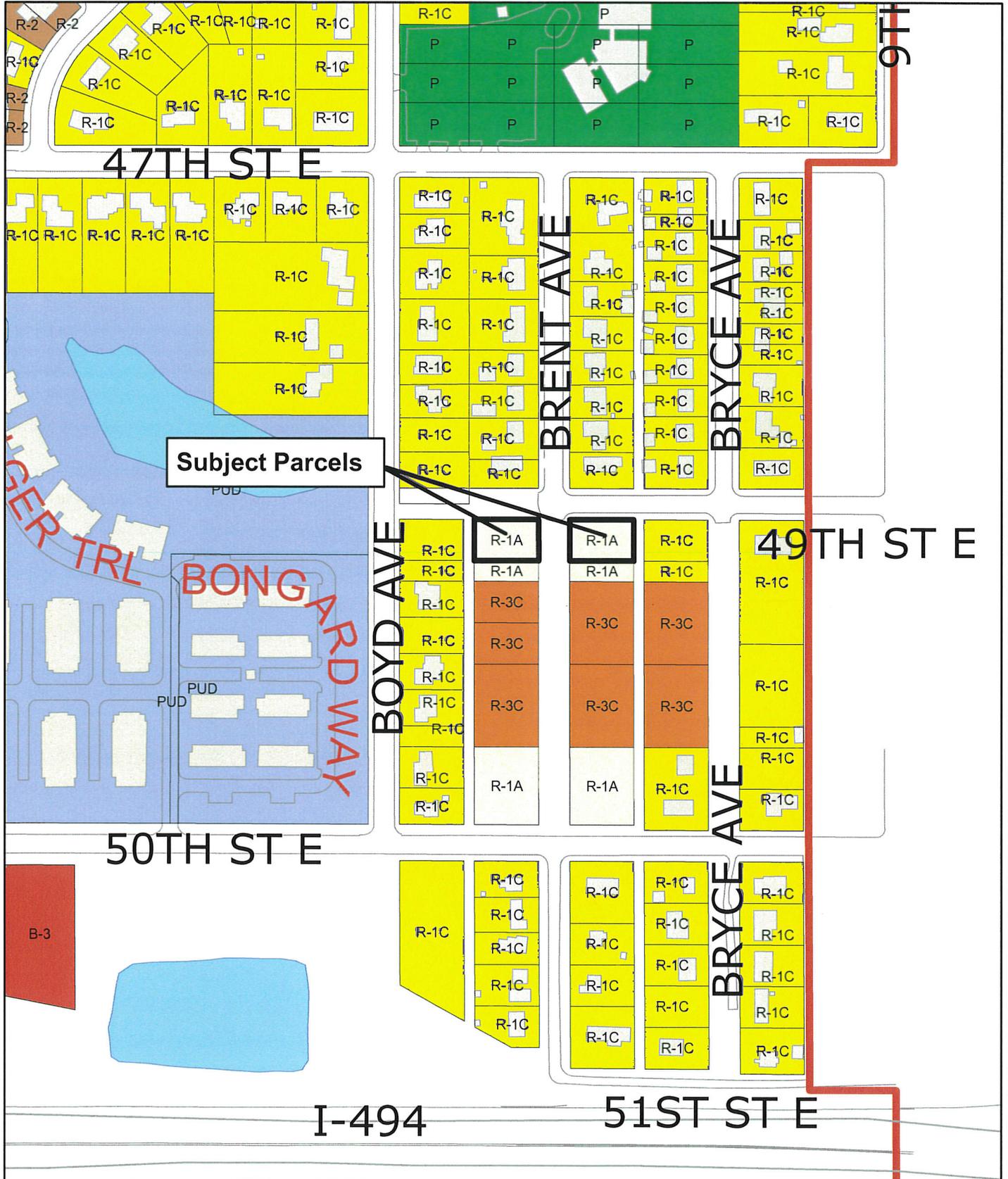
Staff recommends approval of the rezoning request.

Attachments: Exhibit A - Location Map



Eleanor Schmandt

Case No. 15-10Z



P L A N N I N G R E P O R T
CITY OF INVER GROVE HEIGHTS

REPORT DATE: April 1, 2015 **CASE NO.:** 15-06ZA
HEARING DATE: April 7, 2015
APPLICANT: Matthew Gens
REQUEST: An Ordinance Amendment to amend the definition of Dwelling and to add Supervised Student Housing to the list of Interim Uses.
REVIEWING DIVISIONS: Planning **PREPARED BY:** Heather Botten
Associate Planner 

BACKGROUND

The applicant has submitted a request to allow a non-profit organization the ability to house international college students in a single-family home for 1-2 years at a time. New Aspiration International House (NAIH) is a non-profit run by a husband and wife, that has established a program which offers students from Mongolia an opportunity to further their education at Inver Hills Community College and then on to a university. By living with the couple and their family in a single-family home the students do not pay for room & board or transportation while attending Inver Hills Community College. Currently NAIH has six students living with them in their home near Prior Lake. They are requesting to have up to 10 students in future years.

EVALUATION OF THE REQUEST

Zoning. Currently, the proposed request would not be allowed by City Code. The request would not meet the definition of a *Group Home*, a state licensed facility as the applicant's are not licensed by the state. The definition of *Family* allows individuals related by blood or marriage or a group of not more than four (4) unrelated people, but not both, to occupy one single-family home. The request would not meet that definition either. The code also has a definition for *Dwelling/Dwelling Unit* that states:

A building, or one or more portions thereof, occupied or intended to be occupied exclusively for residential purposes, which includes a bathroom and complete toilet facilities, which are arranged, designed or used as living quarters for one family or household...

Single-family dwelling: A freestanding residence structure designed or occupied by one family only.

Once again this limits the dwelling to single-family occupancy.

Staff has discussed the request with the City Attorney. Although changing the code to allow such use as a permitted or conditional use in all residential districts is an option, staff is not comfortable doing so. Allowing the request as a permitted use in all residential districts would be

difficult to administer and could open the doors for some to take advantage of the code. Additionally, a conditional use would stay with the property, even if the applicant's would move.

If the Planning Commission supports the request, staff is recommending an Interim Use Permit be required therefore, if the family moves the permit would no longer be valid. Additionally, during the interim use permit process the number of students and the business operation could be reviewed. For example, NAIH does not allow the students to have their own vehicles; therefore parking in a residential neighborhood should not be an issue.

Staff is proposing the following language amendments to the definition of Dwelling and the Interim Use section.

SECTION 10-2-2: DEFINITIONS

Dwelling/Dwelling Unit

C. Single-Family Dwelling: A freestanding residence structure designed for or occupied by one family only.

Supervised Student Housing. In addition to a single family occupying a single family dwelling, supervised student housing may occupy the dwelling subject to:

- a. up to eight (8) students participating in a part of an educational program located in Dakota County under the general supervision of the single family occupying the dwelling.
- b. the interim use shall expire when the host family occupying the dwelling no longer occupies the dwelling.

SECTION 10-14-2: INTERIM USES ENUMERATED:

H. Within A, E-1, E-2, R-1A, R-1B, R-1C, & R-2 zoning districts, the following form of supervised student housing shall be allowed subject to the following:

- a. up to eight (8) students participating in a part of an educational program located in Dakota County under the general supervision of the single family occupying the dwelling.
- b. the interim use shall expire when the host family occupying the dwelling no longer occupies the dwelling.

These code additions would limit the potential for other similar uses as the language narrowly defines the use to a fairly specific application of students participating in an educational program.

The applicants are requesting to allow up to 10 students in the future. Staff chose eight students as a maximum, with a total of 12 people living in a single-family home when you include the applicants and their two children. If the applicants need increases in the future to allow more

students they would be able to request a one-time amendment to the interim use permit asking for an increase in students.

If an ordinance amendment is adopted, a separate interim use permit application would be required to be submitted by the applicant and a separate public hearing would take place for that interim use permit once the applicant finds a home and before the non-profit would be allowed to operate. At that point, the surrounding properties would be notified of the request and conditions could be added to the permit.

ALTERNATIVES

The Planning Commission has the following actions available on the following request:

A. Approval. If the Planning Commission finds the application to be acceptable, the following action should be recommended for approval:

- Approval of the Ordinance Amendment to add Supervised Student Housing to the list of Interim Uses and to amend the definition of Dwelling/Dwelling Unit subject to the following condition:
 - 1) An Interim Use Permit application is required to be submitted by the applicant once the applicant finds a home and before the non-profit would be allowed to operate.

B. Denial. If the Planning Commission does not favor the proposed application, the above request or requests should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Staff supports the request as presented with the language stated in the report and the one condition listed in Alternative A.

Attachments: Exhibit A - Applicant Narrative

New Aspiration

International House

February 17th, 2015

New Aspiration International House
16856 Whitewood Ave
Prior Lake, MN 55372

Attn: Heather Botten
Inver Grove Heights City Planning

Dear IGH Planning Committee,

First of all, thank you for taking the time to review our zoning code amendment application to see if our organization can become a part of your community. New Aspiration International House is a 501c3 nonprofit designed to help Mongolian high school students reach their dreams of a college education without the high cost of university. Students are selected from New Era State Laboratory School in Ulaanbaatar, Mongolia, where Matthew Gens, the founder of NAIH, used to teach. We have a strong relationship with the school and the parents and faculty are very excited about their students having an opportunity to study abroad in a safe, loving environment. We also have a great relationship and acceptance of our program from Inver Hills Community College, where the students attend. They published an article about our students last fall which can be found at

<https://ezine.inverhills.edu/blog/six-students-from-mongolia-at-inver-hills/> .

By attending Inver Hills Community College and living at NAIH, students are able to save money on their first two years of college so they can afford the last two years at university. While living at NAIH students do not pay NAIH for room & board and transportation as these expenses are covered by donations from individuals, churches and local businesses. Students are only responsible for their personal spending money and tuition that is paid directly to the school, no money is ever given to NAIH by the students. In order to come to NAIH, students are interviewed by us and require recommendations from their high school teachers and foreign teachers before they can be accepted into our program. While at Inver Hills Community College they will stay at NAIH, along with Matt Gens and his family, and then will move to the university of their choice. Students are expected to follow the code of conduct that is laid out by our board of directors that emphasizes a respect for others in our home, at school and in the community at large. This includes refraining from smoking, drugs, drinking, romantic relationships, and all illegal activities. Students who break the code of conduct will be asked to leave at the discretion of the NAIH board and staff.

One of the key components of our program is providing a loving home for these students and living with our family so we can mentor, encourage and provide for them as a family would do. My husband and I have two small children, 2 and 4 years old, and we currently have 6 students and would anticipate at this time no more than 10 students in future years, so that we can still all fit in a 15 passenger van. Of course, we would require a house that is suitable for that many people and would follow any fire marshal recommendations of persons per bedroom.

We desire to have our home in a residential area close to the school in Inver Grove Heights, and need to know if our organization can reside there before we purchase a house. The houses we have looked at are in the zones A, E-1, E-2, R-1 and PUD. We are not a licensed facility with the State of Minnesota since we are not opened to the public, but we are a registered 501c3 nonprofit. In speaking with the Health Department they said we are not required to have a food and beverage license. Students are also not allowed to have their own vehicles during their stay at NAIH so there wouldn't be excess cars or traffic coming from our home.

There are, I believe, several different ways that an amendment could be drafted. Here are some ideas we have come up with:

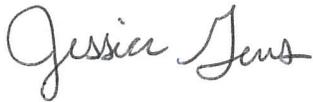
1. Change the definition of "Family" to include a 501c3 nonprofit (which is no small thing to obtain and which can cost well over \$1000 to prepare for and apply to, and a lengthy process of 6-12 months which doesn't guarantee an approval)
2. Change the definition of "Family" to include persons living together who are not being charged rent as in the case of East Hartford, CT: "Individuals living together as a single, non-profit housekeeping unit occupying a dwelling unit that has complete housekeeping facilities." And by adding a line from Milford, CT: "A boarder shall not be considered a member of a family for the purposes of this definition." See: www.cga.ct.gov/2014/rpt/2014-R-0041.htm
3. Add a conditional use or exemption to residential zones A, E-1, E-2, R-1 and PUD that would allow a 501c3 nonprofit that is not open to the public or licensed by the state to reside in a single-family dwelling, then they would have to apply for a conditional use permit or exemption from the unrelated persons code and be granted by the commission on a case by case basis.
4. Or any other language or ways that the Planning Commission thinks would best fit your community without leaving the door wide open for other types of housing arrangements that would not be desirable for your residential neighborhoods. This is one conclusion that a zoning lawyer from Tennessee came to on his blog www.tnzoning.blogspot.com/2011/12/define-family.html:

"The fatal flaw in attempting to maintain a stable residential neighborhood through the use of criteria based upon biological or legal relationships is that such classifications operate to prohibit a plethora of uses which pose no threat to the accomplishment of the end sought to be achieved. Moreover, such a classification system legitimizes many uses which defeat that goal. Plainfield's ordinance, for example, would prohibit a group of five unrelated 'widows, widowers, older spinsters or bachelors – or even judges' from residing in a single unit within the municipality. On the other hand, a group consisting of 10 distant cousins could so reside without violating the ordinance. Thus the ordinance distinguishes between

acceptable and prohibited uses on the grounds which may, in many cases, have no rational relationship to the problem sought to be ameliorated.”

Thank you again for your time. If you have additional questions or clarifications, please let me know. We look forward to meeting with you in person.

Sincerely,



Jessica Gens, COO

New Aspiration International House

jessica.gens@newaspiration.org

www.newaspiration.org

507-621-1293

P L A N N I N G R E P O R T
C I T Y O F I N V E R G R O V E H E I G H T S

REPORT DATE: March 27, 2015

CASE NO: 15-09SCV

APPLICANT: Classic Construction, Inc.

PROPERTY OWNER: Lighthouse Holdings, LLC

REQUEST: Preliminary and Final Plat, Conditional Use Permit and Variance

HEARING DATE: April 7, 2015

LOCATION: Between 10967 & 11305 Clark Road

COMPREHENSIVE PLAN: General Industrial

ZONING: I-2, General Industry and IRM, Integrated Resource Management Overlay District

REVIEWING DIVISIONS: Planning
Engineering

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

North American Trailer, which currently operates at 7655 Concord Boulevard, is proposing to move their operation to a vacant lot on the west side of Clark Road in the southern end of the city. The company is a semi-truck and trailer repair center, retail parts distributor and trailer dealer. They are proposing to construct a new 82,352 square foot facility which would be a 24 hour operating facility with approximately 60 employees with expectations to grow to 80 employees. The front parking lot would be used for employee and customer parking. The balance of the site would be paved for truck trailer storage.

The use of service of semi tanks, trucks and trailers, including equipment, parts and tires is a conditional use in the I-2 zoning district. The property on which they are proposing to locate is an outlot. The applicant is proposing to resubdivide into one lot and five outlots. The lot would contain the building and parking lot and the outlots would contain the wetlands and storm ponding. Variances are also being requested for driveway width and for storage parking up to the property lines along the outlots.

The specific requests consist of the following:

- a) A Conditional Use Permit for the service of semi tanks, trucks and trailers, including equipment, parts and tires is a conditional use in the I-2 zoning district.
- b) A Preliminary and Final Plat for a one lot, five outlot industrial plat.

- c) A Variance to allow the entrance driveways and radius greater than allowed and to allow storage/parking up to the property lines to the outlots.

EVALUATION OF THE REQUEST

The following land uses, zoning districts and comprehensive plan designations surround the subject property:

North Contractor's yard; zoned I-2; guided GI

East Contractor's yard; zoned I-2; guided GI

West Landfill; zoned I-2; guided GI

South Vacant, industrial development; zoned I-2; guided GI

PRELIMINARY/FINAL PLAT

The plat consists of replatting one outlot into one lot containing the operation and 5 outlots that would contain the wetlands and storm water ponding. The total lot area would be 34.41 acres. Lot 1 would be 16.39 acres and the outlots would total 18 acres. The outlots contain a DNR wetland, other wetlands on the site and storm drainage areas. All of the outlots would remain in the ownership of the landowner. All of the lots will be contained in one tax parcel on the county records to prevent the outlots from becoming tax forfeit. This should be a condition of approval. The plat contains all the necessary perimeter drainage and utility easements.

Park Dedication. The current lot being an outlot has not yet paid park dedication. Since there is no plans for park land in this area, park dedication would be in the form of a cash contribution. Current cash contribution for the I-2 District is \$5,000 per acre. The subdivision code identifies that any wetland areas are excluded from land area to base the per acre charge. In this case, the total lot area is 34.41 acres and there are 5.66 acres of delineated wetlands on the site. Therefore cash contribution would be based on 28.75 acres x \$5,000 per acre for a total of \$143,750.00. This fee is paid at time of plat release for recording.

The applicant has submitted a letter requesting the park dedication be based on the lot area for Lot 1 only and not to include all of the outlot areas as the outlots contain land not usable for development. The Parks and Recreation Commission will review the preliminary plat and will make a recommendation to the City Council on this request. City Council will untimely decide the park dedication requirement.

CONDITIONAL USE PERMIT REVIEW

Setbacks. The proposed building and parking/storage areas meet all setbacks except that the storage areas do not meet perimeter setbacks from the outlots. Those setbacks are all internal to

the site and do not have an impact on abutting properties. The setback variance is discussed later in this report.

Parking Lot. The parking area consists of truck and car parking at the front of the lot along the street in front of the building, trailer parking on the southern end of the street frontage and the remainder of the lot would be utilized for truck and trailer parking. The entire parking area would be asphalt. The surfaces for the areas proposed comply with the Ordinance.

Lot Coverage. The I-2 zoning districts allows a maximum of 30% of the lot to be covered by buildings. The building footprint coverage, 82,352 square feet, would be 12% of the lot area which is in compliance with code standards.

Landscaping. The City's landscape policy requires a minimum of 110 over story trees, or the equivalent, be planted on site. This is based on one tree per 50 lineal feet of site perimeter plus one tree per 10 parking spaces for the lot in front of the building. Over story trees equal minimum 2.5 caliper inch deciduous or minimum six foot tall coniferous trees. Equivalent plantings are allowed at 2:1 for ornamental trees and 6:1 for shrubs. At least 50% of the plantings must be over story. All plantings must be at least five feet from the front property line along the right-of-way and must also be located outside of any drainage and utility easements.

The submitted landscape plan shows 55 over story trees consisting of deciduous and coniferous trees, and shrubs at the equivalent of 17 trees. A total of 72 trees are proposed, which is 38 trees short of the minimum requirements. The plan also shows plantings within the 10 foot perimeter easement along Clark Road. The landscape plan must be modified to add the additional required trees and to modify the location of the trees along Clark Road. In order to soften the view of the large parking lot and vehicle storage, staff feels that those trees along Clark Road need to remain in this area and that the parking lot perimeter should be pulled back from the front property line with enough area to accommodate the trees outside of the ten foot perimeter drainage and utility easement.

Access. Access to the site would be via two entrances onto Clark Road. Each are set up with a sliding security gate positioned deep enough on the lot so the entire truck/trailer would be off Clark Road if the gate were closed. The entrance points and curb openings are designed for larger truck and trailer maneuvering. The widths exceed the zoning ordinance maximums. A variance being requested to exceed the maximum widths. The variance is discussed later in this report.

Building Materials. The proposed building consists of concrete panels with a flat roof. All materials proposed comply with ordinance standards.

Engineering. Engineering has reviewed this proposal against the overall storm water plan to determine if the proposed plan is acceptable. An overall storm water plan was prepared when the Gainey Addition was platted. Storm water would be collected in existing and constructed

storm water ponds. After the water is treated, it goes into the wetlands on site. Additional storm water review by consultants is required due to the complex nature of the whole drainage system in this area. The owner shall pay for the City's consultant services for storm water reviews.

An improvement agreement and storm water facilities maintenance agreement is needed to address proper responsibilities and maintenance of the different storm water systems, to obtain a letter of credit for performance, and to obtain an engineering escrow for engineering staff and emergency erosion control expenses.

Lighting. The plan does not identify any lighting details. All parking lot lighting and building lighting shall be designed so as to deflect light away from the public streets. The source of light shall be hooded, recessed, or controlled in some manner so as not to be visible from adjacent property or streets.

Signage. The plans show one wall sign. No details have been provided for a free standing sign. All signs for the site, including wall and pylon, require a separate sign permit and shall conform to the sign size requirements of the I-2 zoning district.

Roof Top Screening. The plans show some roof top equipment but are not clear enough to know if the equipment would be visible from the street. A condition of approval should be that any roof top or ground mounted equipment be substantially screened from view from the street.

General CUP criteria

This section also reviews the plans against the CUP criteria in the Zoning Ordinance.

1. The use is consistent with the goals, policies and plans of the City Comprehensive Plan, including future land uses, utilities, streets and parks.

One of the policies of the industrial districts is to "Improve the appearance of existing industrial areas and minimize adverse impacts on the community's image and development potential." The proposed use would not have a negative impact for the industrial areas as set forth in the Comprehensive Plan.

2. The use is consistent with the City Code, especially the Zoning Ordinance and the intent of the specific Zoning District in which the use is located.

Suitability of the use is discussed above with the Comprehensive Plan. With the modifications suggested regarding the landscape plan, the proposed project does comply with all of the performance criteria of the I-2 Zoning District.

3. The use would not be materially injurious to existing or planned properties or improvements in the vicinity.

The proposed use would not have a detrimental effect on public improvements in the vicinity of the project.

4. The use does not have an undue adverse impact on existing or planned City facilities and services, including streets, utilities, parks, police and fire, and the reasonable ability of the City to provide such services in an orderly, timely manner.

The site is served by city sewer and water and public streets. The intent of this area of the City is for heavier industrial development. This use would not have any negative impacts to the area.

5. The use is generally compatible with existing and future uses of surrounding properties, including: *Assuming the Council finds this to be an acceptable use,*

- i. Aesthetics/ exterior appearance

The design of the proposed development would be compatible with the surrounding uses.

- ii. Noise

Any vehicle noise would not out of the ordinary for the I-2 zoning district.

- iii. Fencing, landscaping and buffering

With the modifications suggested, the landscaped plan would comply with the zoning requirements.

6. The property is appropriate for the use considering: size and shape; topography, vegetation, and other natural and physical features; access, traffic volumes and flows; utilities; parking; setbacks; lot coverage and other zoning requirements; emergency access, fire lanes, hydrants, and other fire and building code requirements.

The size and location would be appropriate for industrial uses. The project does not impact any wetlands and there are very few trees on site that would need to be removed. The site plan complies with all performance standards.

7. The use does not have an undue adverse impact on the public health, safety or welfare.

This use would not appear to have any negative effects on the public health, safety or welfare.

8. The use does not have an undue adverse impact on the environment, including, but not limited to, surface water, groundwater and air quality.

This use would not have any negative effects on the environment.

VARIANCE REVIEW

The applicant is requesting a variance from maximum driveway width and curb openings for the two curb openings. The openings are proposed at 60 feet wide with curb opening radius of 110 feet. The zoning ordinance lists maximum driveway widths for industrial at 55 feet and maximum curb opening of 75 feet.

The applicant is also requesting a variance to allow the storage parking areas to have a zero setback from the outlots, whereas five feet is required.

City Code Title 10, Chapter 3. **Variations**, states that the City Council may grant variations when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variations, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

The intent of the regulation is to insure that access points are designed to function for the particular use in the different zoning districts. In this case, with the site being used for large trucks and trailers, the radius and width need to be a little wider to accommodate the turning radius of the vehicles.

All of the setback variations about the outlots that are internal to the site. The outlots cannot be used for other development and they will remain in the ownership of the business.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

The use of the property is consistent with the zoning ordinance. The access points need some flexibility to accommodate the turning radius of the vehicles and the setback variance allows some greater flexibility since a large portion of this site is encumbered by wetlands.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

4. All of the lots within the plat shall be combined as one tax parcel on the county records.
- o Approval of the **Conditional Use Permit** to allow the service of semi-tanks, trucks and trailers, including equipment and parts subject to the following conditions:
 1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

| | |
|-------------------------------|---------------|
| Site Plan | dated 3/20/15 |
| Grading & Drainage Plan | dated 3/20/15 |
| Erosion Control Plan | dated 3/20/15 |
| Utility Plan – Storm Sewer | dated 3/20/15 |
| Utility Plan – Sanitary Sewer | dated 3/20/15 |
| Curbing & Paving Plan | dated 3/20/15 |
| Landscape Plan (2 sheets) | dated 3/19/15 |
| Building Elevation Plan | dated 3/19/15 |
 2. All parking lot lighting on site shall be a down cast “shoe-box” style and the bulb shall not be visible from property lines. Any wall lighting shall be directed such that the source of light is hooded, recessed or controlled in some manner so as not to be visible from streets.
 3. Prior to issuance of building permits, the final grading, drainage and erosion control, and utility plans shall be approved by the City Engineer.
 4. All plans shall comply with or be modified to comply with the comments listed in the memo from the City Engineer dated 3/20/15.
 5. Prior to release of the final plat for recording, an improvement agreement and storm water facilities maintenance agreement shall be entered into between the developer and City to address responsibilities and maintenance of the different storm water systems, to obtain a letter of credit for performance, and to obtain an engineering escrow for engineering staff inspections.
 6. Prior to issuance of a building permit, the landscape plan shall be modified to provide for an additional 38 over story trees or their equivalent to meet landscape requirements and the plantings at the front of the lot along Clark Road shall be required but must be relocated to be outside of the drainage and utility easements along Clark Road.

7. Any roof top and/or ground utility equipment shall be substantially screened from public view.
 8. All plans shall be subject to the review and approval of the City Fire Marshal.
 9. The City Code Enforcement Officer, or other designee, shall be granted right of access to the property at all reasonable times to ensure compliance with the conditions of this permit.
- Approval of the **Variations** to allow for wider curb openings with greater curb radius and zero setbacks for the parking/storage areas adjacent to the outlots subject to the following condition:
 1. The site shall be developed in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

Site Plan

dated 3/20/15

B. Denial. If the Planning Commission does not favor the proposed application the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Based on the preceding report, staff recommends approval of the preliminary/final plat, conditional use permit with the conditions listed, and the variances based on:

- The use of the property is consistent with the zoning ordinance. The access points need some flexibility to accommodate the turning radius of the vehicles.
- The properties along Clark Road are intended to be higher intensity industrial which would include trucking type operations. The vehicles associated with these type of uses may need larger openings to accommodate the turning radius of the vehicles.
- The setback variance is internal to the site and a large area of the lot is encumbered by wetlands reducing the amount of buildable area.

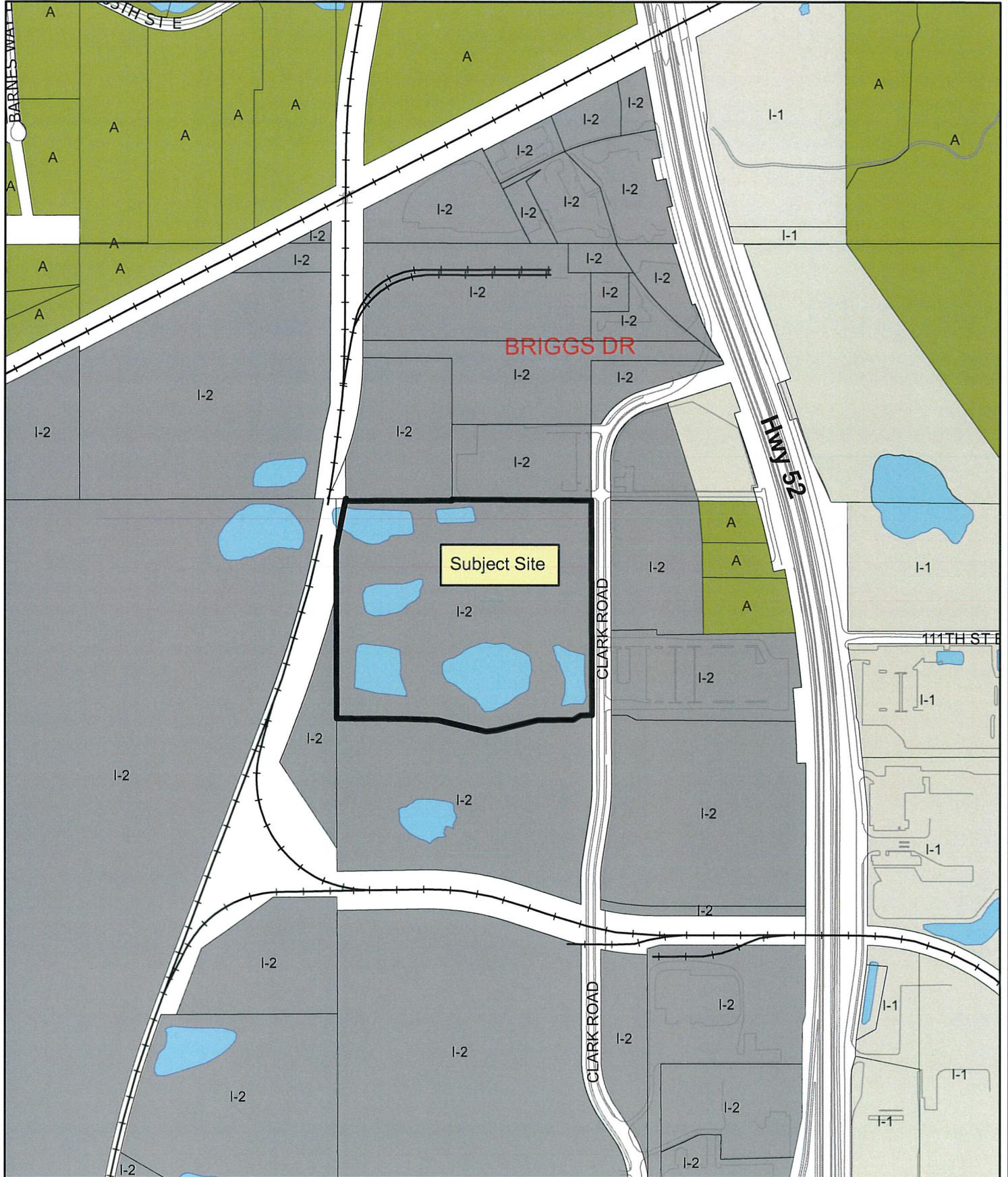
Attachments: Location Map
Applicant Narrative
Letter Requesting Park Dedication Consideration
Site Plan
Grading & Drainage Plan

Erosion Control Plan
Utility Plan - Storm Sewer
Utility Plan - Sanitary Sewer
Curbing & Paving Plan
Landscape Plan (2 sheets)
Building Elevation Plan



Location Map

Case No. 15-09SCV





CONCRETE • MASONRY • EXCAVATING • GENERAL CONTRACTING

TO: Allan Hunting – City of Inver Grove Heights
FROM: Kristin Erickson, Project Assistant
DATE: February 23, 2015
SUBJECT: Lighthouse Holdings, LLC - North American Trailer – Clark Road Parcel

Attached please find the following submittals for the North American Trailer Business located at Clark Road:

- 10 full size copies and one 11X17 copy of the following plans:
 - Survey
 - Preliminary Plat prepared by E.G. Rud & Sons, Inc.
 - Final Plat prepared by E.G. Rud & Sons, Inc.
 - Civil Drawings prepared by Plowe Engineering, Inc.
 - C0 – TITLE SHEET AND CONSTRUCTION NOTES
 - C1.1 – GRADING & DRAINAGE PLAN
 - C1.2 – EROSION CONTROL PLAN
 - C2.1 – UTILITY PLAN – STORM SEWER
 - C2.2 – UTILITY PLAN – SANITARY SEWER & WATERMAIN
 - C3 – CURBING & PAVING PLAN
 - C4.1 – DETAILS
 - C4.2 – DETAILS
 - C5.1 – STORM WATER POLLUTION PREVENTION PLAN
 - C5.2 – STORM WATER POLLUTION PREVENTION PLAN
 - “Storm Water Drainage Report” with drainage area maps.
 - Architectural Drawings – A1.1, A2.1, A2.2, A 2.3, A 2.4, A 3.1 and Roof Plan prepared by Rosa Architectural Group, Inc.
 - Landscape Plans – L1.1 and L 1.2 prepared by Rosa Architectural Group, Inc.
- Conditional Use Permit
- Variance for parking set back
- Planning Application Form
- Property Access Consent Form
- Acknowledgement letter for escrow deposit
- City fees and escrow fees – check from Classic Construction, Inc.
- Abstractors Certificate – Old Republic National Title Insurance Company – Commitment date: November 23, 2014

- Proof of ownership - Lighthouse Holdings, LLC's attorney, Wade Anderson, at Gray, Plant & Mooty, states the closing is to be on or before March 26th.

Lighthouse Holdings, LLC provides the following narrative for the variance, platting and future business at this Clark Road Parcel:

Lighthouse Holdings, LLC is requesting a variance to the parking setback for its new facility, which goes hand in hand with the necessary replatting of the parcel. The existing parcel is encumbered with multiple private storm water agreements, which benefit both the city and neighboring private parcels. In a means to simplify the legal descriptions for these agreements, we are proposing to create a single lot that comprises our proposed building and parking improvements. Then, in turn, multiple Outlots would be created surrounding the facility for the use in reestablishing the storm water agreements. Ownership will remain under a single owner for all of the lots, and a mechanism has been established with Dakota County to keep all of these parcels under a single Tax ID Number.

It should be noted that the proposed parking setback more than exceeds city standards, when reviewing the parking setback to the overall project boundary. It is the internal setback within our project that requires a variance to accomplish our platting approach.

North American Trailer is a semi-truck and trailer repair center, a retail parts distributor and a full line Trailer Dealer for three manufacturers. They represent CIMC / Vanguard for the Refrigerated and Dry Van trailers, MAC and MAC LTT for End Dump trailers to Pneumatic Tanks and Liquid trailers and Fontaine Trailer for the Flatbed and Heavy Haul equipment. They plan on moving their employees from their existing Inver Grove and Eagan locations into this 82,352 sq ft facility which will be a 24 hour facility with approximately 60 employees initially and they expect to have 80 employees within 24 months.

Please let me know if you require anything else at this time and we look forward to working with you on this project.

North American Trailer

PARTS • SERVICE • SALES

March 20, 2015

City of Inver Grove Heights

Re: Park Dedication Fee – North American Trailer / Light House Holdings

To Whom It May Concern

In connection with our development of a new trucking facility west of Clark Road on what is now Outlot A, Gainey Second Addition, we will be replatting the property as Lighthouse Holdings Addition. The purpose of the replatting is to create a single lot (Lot 1, Block 1) covering the entire buildable area of the site – approximately 16 acres - separated from the balance of the site which is used for wetland, drainage, treatment and holding pond purposes. These unbuildable areas are being identified in the plat as outlots (Outlots A through E). The outlots consist of a variety of wetlands and ponds, including a DNR protected pond and a pond previously designated for wetland mitigation. The outlots collect and hold storm water that they receive from a variety of off-site sources, such as Clark Road and other properties near or adjacent to Lot 1. There are a variety of drainage easements and other agreements in place creating the rights of other parties (including the City) to drain onto the outlots. The approximate total area of the outlots is 18 acres.

We have learned that in connection with our replatting, the City may propose a park dedication cash-in-lieu contribution from us in the amount of \$5,000 per acre, charged to the entire 34 acre site. The purpose of this letter is to request that the \$5,000 per acre charge be applied only to the 16 acres contained in Lot 1, which is the only buildable area on the site.

We believe that this request is consistent with Section 11-4-6 of the Inver Grove Heights City Ordinance which requires that the per acre contribution only be “applied to the portion of buildable land in the subdivision.” As noted above, the plat being proposed separates the buildable portion of the property as Lot 1, Block 1, with the balance of the site being designated as outlots, all of which will be encumbered by drainage and ponding easements, and is unbuildable. Easements and other agreements with the City (such as the Storm Water Maintenance Agreement) require that the outlot areas remain undeveloped.

Given that only 16 acres of the site to be platted are buildable, and that the balance of the site has been set aside as storm water management areas used by others, including the City, it seems that assessing the entire site for a park dedication fee is unfair and inconsistent with the ordinance.

We believe that assessing only the 16 acre buildable site is appropriate and request that the City assess its park dedication cash-in-lieu charge accordingly.

Thank you,

NEAL DALLY

North American Trailer



7649 Concord Blvd
Inver Grove Heights, MN 55076
651-450-9109



8116 S 61st Street – Lot 6
Stanley, ND. 58784
701-628-0566



1325 Hwy 45
Scanlon, MN 55720
218-655-1130



2929B Lone Oak Circle
Eagan, MN 55121
651-552-0066

Email: sales@natrailer.com

Website: <http://www.natrailer.com>

PRELIMINARY PLAT ~of~ LIGHTHOUSE HOLDINGS ADDITION

~for~ LIGHTHOUSE HOLDINGS, LLC
10011 XYLITE STREET NE
BLAINE, MN 55449
(763) 780-5130

EXISTING PROPERTY DESCRIPTION

Outlot A, GANEY SECOND ADDITION, Dakota County, Minnesota.

GENERAL NOTES

- Fee ownership is vested in Watrud Properties, LLC, a Minnesota limited liability company. Parcel ID Number: 20-28401-00-010.
- Address of the surveyed premises: Unassigned, Clark Road, Inver Grove Heights, MN 55075.
- Bearings shown hereon are based on the east line of Outlot A, GANEY SECOND ADDITION, having an assumed bearing of South 00 degrees 12 minutes 36 seconds East.
- Surveyed premises shown on this survey map is in Flood Zone X (area of minimal flooding), according to Flood Insurance Rate Map Community Panel No. 27037C0120E by the Federal Emergency Management Agency. This panel is not printed according to FEMA's website.
- Boundary area of the surveyed premises: 1,499,011± sq. ft. (34.41 acres).
- A search of the City of Inver Grove Heights' website indicates that the surveyed premises shown on this survey is currently zoned I-2 (General Industrial District). A zoning endorsement letter has not been provided for this ALTA Survey. Under the applicable zoning regulations, the current setbacks are:
Building: Front = 40 feet
Side = 30 feet
Rear = 30 feet
For additional information contact the Planning and Zoning Department at the City of Inver Grove Heights at (651) 450-2545.
- There are no marked or striped parking areas onsite. (site is undeveloped)
- The surveyed premises has access to Clark Road, a public street.
- Utilities shown hereon are observed. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and additional underground utilities and/or structures may be encountered. Contact Gopher State One Call Notification Center at (651) 454-0002 for verification of utility type and field location, prior to excavation.
- Subsurface and environmental conditions were not examined or considered during the process of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of the surveyed premises.
- The field survey of this site was completed on July 28-29, 2014 and August 4, 2014.
- Old Republic National Title Insurance Company, File No. 14-070129 RC, Second Supplemental, Schedule B-III Survey Related Exceptions:
Item 2) Wetlands as shown on the recorded plat. (Wetlands shown on this survey per delineation completed by Jacobson Environmental on 7/31/2014.)
Item 4) Electric transmission line easement in favor of Northern States Power Company, recorded as Document Nos. 392987 (Shown on survey) and 400137 (does not affect parcel). Assigned by Document No. 1805118.
Item 5) Pipeline Easement and Right of Way Agreement in favor of Williams Pipeline Company as shown in Document No. 484235, Assigned to Wood River Pipeline Company by Document No. 637707, name change to Koch Pipeline Company, L.P. shown in Document Nos. 813474 and 2109860. (Shown on survey)
Item 6) Pipeline Easement in favor of Aranco of Minnesota, recorded in Book 82 of Miscellaneous Records, Page 460 as amended by Document Nos. 2393863, 2393864, 2581568 and 2581569. (Shown on survey)
Item 7) Flowage Easement dated July 28, 2014, filed October 23, 2014, as Document No. 3035429. (Shown on survey)
Item 8) Permanent drainage and utility easement dated July 28, 2014, filed October 23, 2014, as Document No. 3035430. (Shown on survey)
Item 12) Easement Agreement dated January 14, 2002, filed January 22, 2002 as Document No. 1853035, amended by Document No. 2309659. (Shown on survey)
Item 13) Non-exclusive easement for storm water pipes, conduits, ditches, catch basins, ponds and storm water collection apparatus over part of Outlot A recorded as Document No. 2309654. (Shown on survey)
Item 15) Agreement regarding Storm Sewer and Ponding Easements filed April 4, 2005 as Document No. 2309656. (Shown on survey)
Item 17) Agreement Relating to Construction of Storm Water Facilities filed April 4, 2005 as Document No. 2309658. (Notes-pertains to Original Document No. 1853035, Item 12.)
- Wetland delineation completed by Jacobson Environmental (612) 802-6619.
- Proposed Site Plan information (parking and building locations) per Russ Rosa Architecture.
- See separate ALTA Survey for existing conditions.

| PROPOSED LOT AREAS | |
|--------------------|-----------------------------|
| LOT 1, BLOCK 1 | 713,785 SQ. FT. 16.39 ACRES |
| OUTLOT A | 69,364 SQ. FT. 1.59 ACRES |
| OUTLOT B | 349,757 SQ. FT. 8.03 ACRES |
| OUTLOT C | 89,834 SQ. FT. 2.08 ACRES |
| OUTLOT D | 160,665 SQ. FT. 3.71 ACRES |
| OUTLOT E | 115,806 SQ. FT. 2.64 ACRES |

PLATTING NOTE:

The existing parcel is encumbered with multiple private storm water agreements as shown, which benefit both the city and neighboring private parcels. In a means to simplify the legal descriptions for these agreements, we are proposing to create a single Lot 1 that comprises our proposed building and parking improvements. Then, in turn, multiple Outlots will be created surrounding the facility for use in reestablishing the storm water agreements. Ownership will remain under a single owner for all of the lots, and a mechanism has been established with Dakota County to keep all of these parcels under a single Tax ID Number.

E. G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

VICINITY MAP

PART OF SEC. 34, TWP. 27, RING. 22



DAKOTA COUNTY, MINNESOTA
(NO SCALE)

LEGEND

- DENOTES IRON MONUMENT FOUND AS LABELED
- DENOTES IRON MONUMENT SET, MARKED RLS# 41578 FROM PREVIOUS SURVEY
- ⊕ DENOTES DAKOTA COUNTY MONUMENT
- DENOTES STORM SEWER APRON
- DENOTES CATCH BASIN
- ⊙ DENOTES STORM SEWER MANHOLE
- ⊙ DENOTES SANITARY SEWER MANHOLE
- ⊙ DENOTES MAILBOX
- ⊙ DENOTES HYDRANT
- ⊙ DENOTES GATE VALVE
- ⊙ DENOTES UTILITY BOX
- ⊙ DENOTES SIGN
- ⊙ DENOTES WET LAND
- ⊙ DENOTES EXISTING STORM SEWER
- ⊙ DENOTES FENCE
- ⊙ DENOTES OVERHEAD WIRE
- ⊙ DENOTES CONCRETE SURFACE
- ⊙ DENOTES GRAVEL SURFACE
- ⊙ DENOTES ADJACENT PARCEL OWNER INFORMATION (PER XXXX COUNTY TAX INFORMATION)

NORTH

GRAPHIC SCALE



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

JASON E. RUD
Date: 3/19/15 License No. 41578

| NO. | DATE | DESCRIPTION | BY |
|-----|---------|---------------|-----|
| 1 | 3-19-15 | CITY COMMENTS | BAB |
| 2 | | | |
| 3 | | | |

PRELIMINARY COPY
UNRECORDED AS OF 3-19-15

LIGHTHOUSE HOLDINGS ADDITION

KNOW ALL PERSONS BY THESE PRESENTS: That Lighthouse Holdings, LLC, a Minnesota limited liability company, fee owner of the following described property situated in the County of Dakota, State of Minnesota, to wit:

Outlot A, GAINEY SECOND ADDITION, Dakota County, Minnesota.

Has caused the same to be surveyed and platted as LIGHTHOUSE HOLDINGS ADDITION and does hereby dedicate to the public for public use forever the easements as shown on this plat for drainage and utility purposes only.

IN WITNESS WHEREOF said Lighthouse Holdings, LLC, a Minnesota limited liability company, has caused these presents to be signed by Dean Dally as Chief Manager of said Lighthouse Holdings, LLC this ____ day of _____, 20____.

LIGHTHOUSE HOLDINGS, LLC
By: _____
DEAN DALLY, CHIEF MANAGER

STATE OF MINNESOTA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by Dean Dally, Chief Manager of Lighthouse Holdings, LLC, a Minnesota limited liability company, on behalf of the company.

Notary Public, _____ County, Minnesota
My Commission Expires Jan. 31, 20____

SURVEYOR'S CERTIFICATE

I hereby certify that I have surveyed and platted the property described on this plat as LIGHTHOUSE HOLDINGS ADDITION, and that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on the plat; that all monuments depicted on the plat have been or will be correctly set as indicated on the plat; that all water boundaries and wet lands as defined in MS 505.01, Subd. 3, existing as of the date of this certification are shown and labeled on the plat; and that all public ways are shown and labeled on the plat.

Jason E. Rud, Land Surveyor
Minnesota License Number 41578

STATE OF MINNESOTA
COUNTY OF _____

The foregoing Surveyor's Certificate was acknowledged before me this ____ day of _____, 20____, by Jason E. Rud, Land Surveyor, Minnesota License Number 41578.

Notary Public, _____ County, Minnesota
My Commission Expires Jan. 31, 20____

CITY COUNCIL OF INVER GROVE HEIGHTS

We do hereby certify that on the ____ day of _____, 20____, the City Council of Inver Grove Heights, Minnesota approved this plat.

Mayor _____

Clerk _____

DAKOTA COUNTY SURVEYOR

Pursuant to Section 383D.65, Minnesota Statutes, this plat has been approved this ____ day of _____, 20____.

By: _____
Todd Tallefson, Dakota County Surveyor

DAKOTA COUNTY TREASURER-AUDITOR

I do hereby certify that the taxes for the year 20____ for the land described on this plat as LIGHTHOUSE HOLDINGS ADDITION have been paid and no delinquent taxes are due and transfer entered on this ____ day of _____, 20____.

By: _____
County Treasurer-Auditor, Dakota County, Minnesota

DAKOTA COUNTY RECORDER

Document Number _____

I do hereby certify that this instrument was filed in the office of the County Recorder for record on this ____ day of _____, 20____, at ____ o'clock ____M., and was duly recorded in Book _____ of _____ on Page _____.

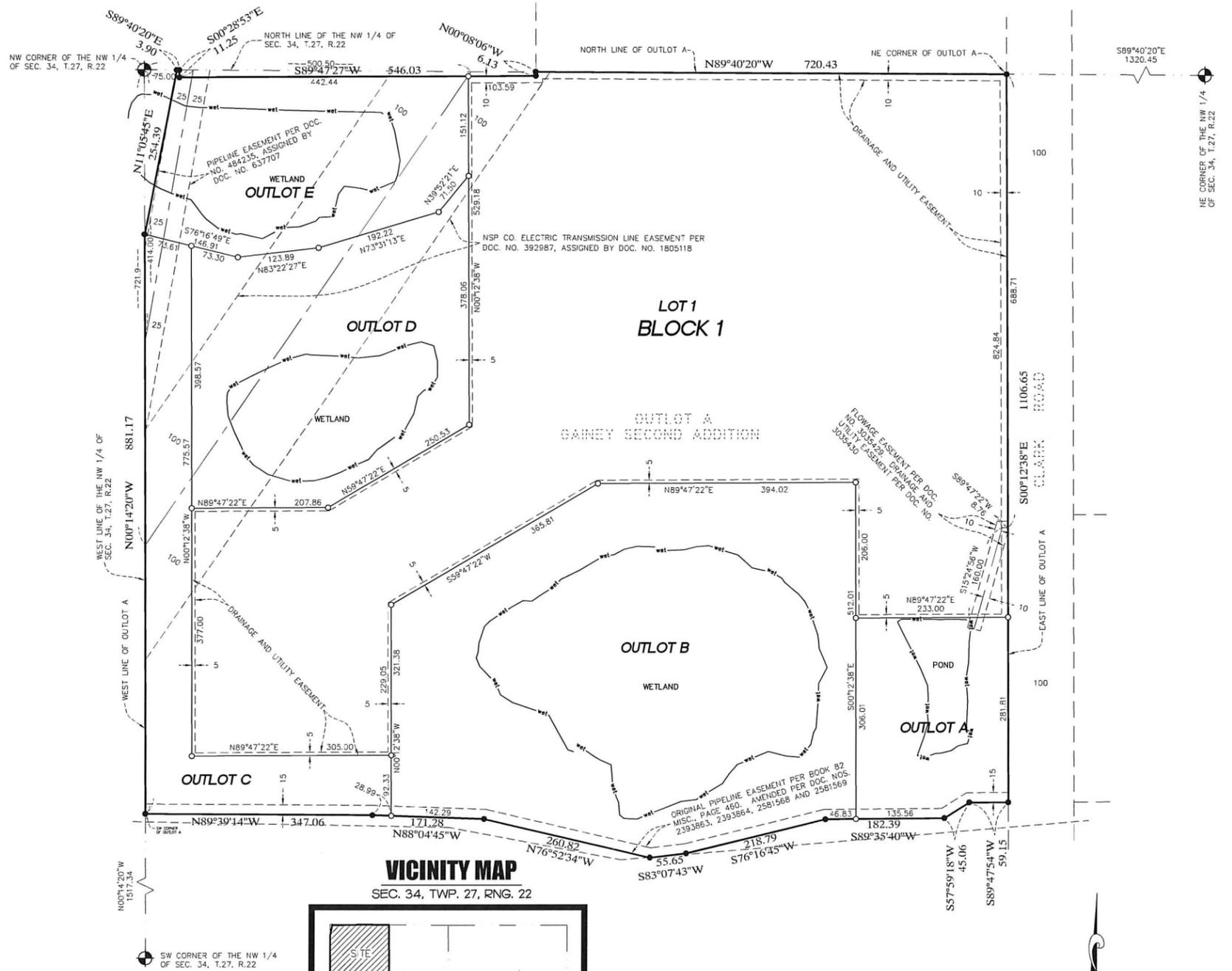
By: _____
County Recorder, Dakota County, Minnesota

DAKOTA COUNTY REGISTRAR OF TITLES

Document Number _____ Certificate Number _____

I do hereby certify that this instrument was filed in the office of the County Registrar of Titles for record on this ____ day of _____, 20____, at ____ o'clock ____M., and was duly recorded in Book _____ on Page _____.

By: _____
Registrar of Titles, Dakota County, Minnesota



For the purposes of this plat the west line of Outlot A, GAINEY SECOND ADDITION is assumed to bear North 00 degrees 14 minutes 20 seconds West.

- Denotes iron monument found, as labeled
- Denotes 1/2 inch by 18 inch iron pipe set with cap marked R.L.S. No. 41578, unless otherwise indicated.
- ⊕ Denotes Dakota County Cast Iron Monument



NORTH



1 inch = 100 feet.



DAKOTA COUNTY, MINNESOTA
(NOT TO SCALE)

Rosa Architectural Group Inc.

1084 Sterling Street
 St. Paul, MN 55119
 tel: 651-739-7988
 fax: 651-739-3165

NEW FACILITY FOR NORTH AMERICAN TRAILER

INVER GROVE HEIGHTS, MN

CLASSIC CONSTRUCTION

PH: 763-434-8870
 18542 ULYSSES ST. NE
 EAST BETHEL, MN

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

PRINT NAME: _____
 SIGNED: _____
 REG. NO. _____
 DATE: _____

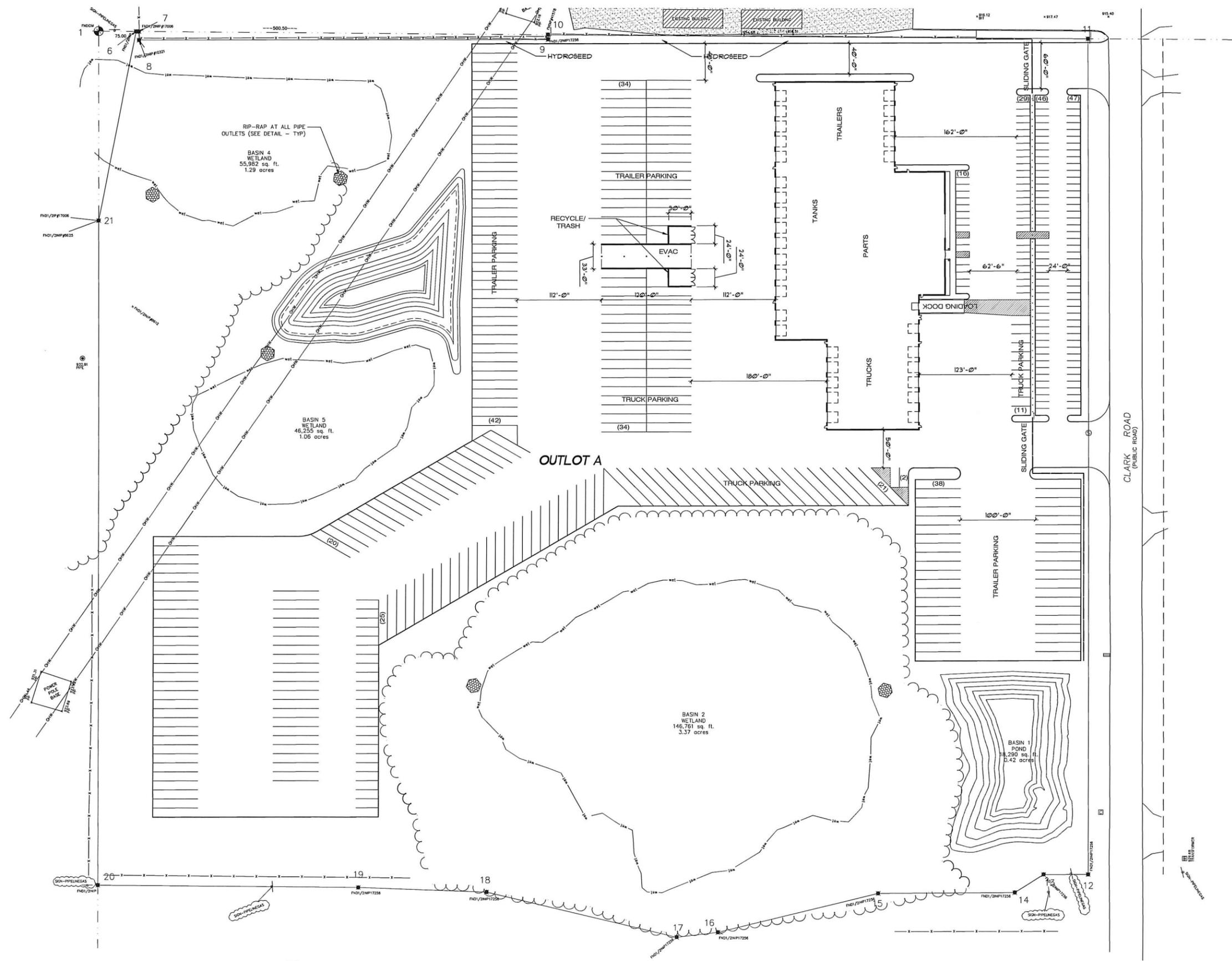
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: _____
 SIGNED: _____
 REG. NO. _____
 DATE: _____

PROJECT #: 21502
 DATE: MARCH 19, 2015
 DRAWN BY: KF
 CHECKED BY: RR
 REVISIONS: _____

SITE PLAN

A1.1



SITE PLAN
 1" = 60'-0" (ON 24x36 SHEET)

NORTH AMERICAN TRAILER

GRADING & DRAINAGE PLAN

INVER GROVE HEIGHTS, MINNESOTA

EOF 903.0
(OVER RAILROAD -
NOT FIELD VERIFIED)

EXISTING WETLAND 4
2-YEAR HWL 888.32
10-YEAR HWL 889.73
100-YEAR HWL 892.56

PROPOSED POND A
HWL = 907.00
2-YEAR HWL 908.59
10-YEAR HWL 909.23
100-YEAR HWL 910.64

EXISTING WETLAND 5
2-YEAR HWL 908.20
10-YEAR HWL 908.59
100-YEAR HWL 909.89

NOTE
NSP APPROVAL
REQUIRED PRIOR TO ANY
WORK WITHIN
TRANSMISSION LINE R/W

UNDERGROUND
DETENTION SYSTEM
(SEE UTILITY PLAN
AND DETAILS)

EOF 913.0
TOP OF CURB
(FOR WETLAND 2)

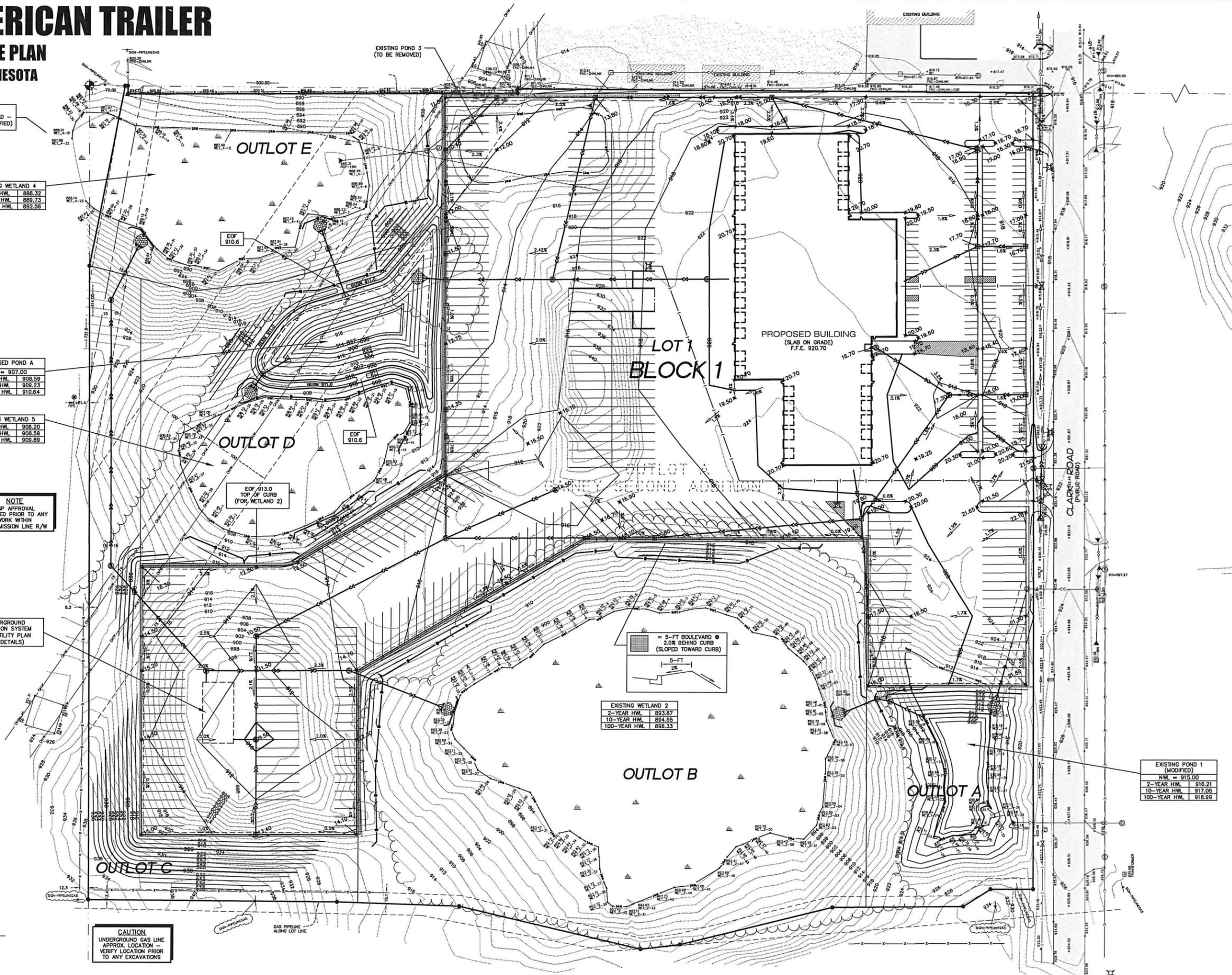
EXISTING WETLAND 2
2-YEAR HWL 893.87
10-YEAR HWL 894.55
100-YEAR HWL 896.33

EXISTING POND 1
(MODIFIED)
HWL = 915.00
2-YEAR HWL 916.21
10-YEAR HWL 917.06
100-YEAR HWL 918.99

CAUTION
UNDERGROUND GAS LINE
APPROX. LOCATION -
VERIFY LOCATION PRIOR
TO ANY EXCAVATIONS

NOTES

1) SEE DETAIL SHEETS FOR LEGEND AND CONSTRUCTION NOTES.



DRAWN BY: A.G.
DESIGN BY: A.G.
CHKD BY: PROJ. NO.
C.W.P. 14-1506
ORIGINAL DATE:
FEBRUARY 23, 2015

DATE REVISION DESCRIPTION
3-20-2015 CITY COMMENTS

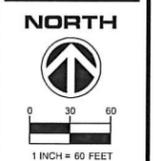
I HEREBY CERTIFY THAT THIS PLAN WAS
PREPARED BY ME OR UNDER MY DIRECT
SUPERVISION AND I AM A LICENSED
PROFESSIONAL ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.
Adam Givkel
ADAM GIVKEL
DATE: 03.20.2015 LIC. NO. 43983

NORTH AMERICAN TRAILER
INVER GROVE HEIGHTS, MINNESOTA
PRELIMINARY
GRADING & DRAINAGE PLAN

PREPARED FOR:
BLAINE BROTHERS



PLOWE ENGINEERING, INC.
SITE PLANNING & ENGINEERING
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

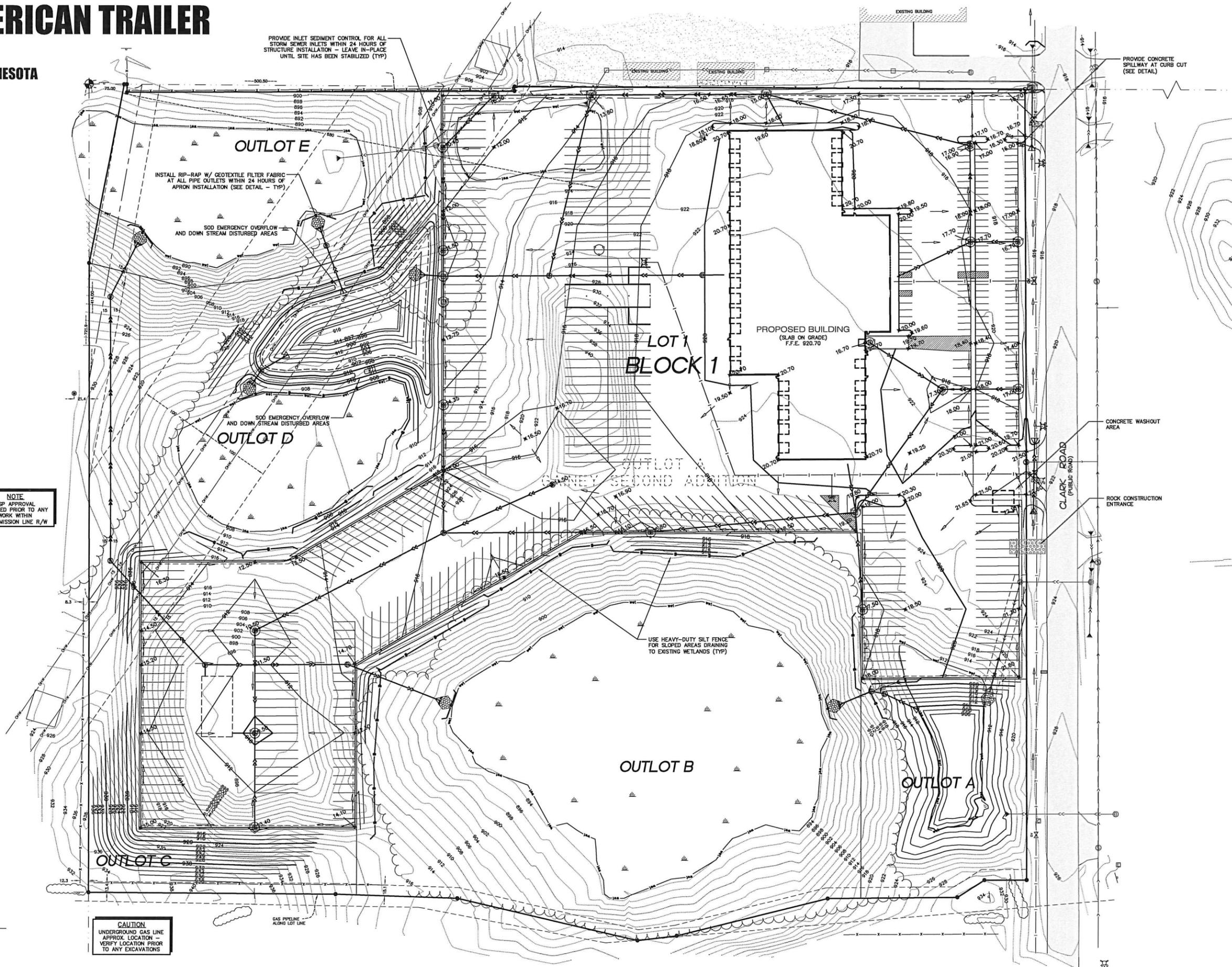


C1.1

NORTH AMERICAN TRAILER

ESC PLAN

INVER GROVE HEIGHTS, MINNESOTA



| | |
|-------------------|------------|
| DRAWN BY: | DESIGN BY: |
| A.G. | A.G. |
| CHKD BY: | PROJ. NO. |
| C.W.P. | 14-1506 |
| ORIGINAL DATE: | |
| FEBRUARY 23, 2015 | |

| DATE | REVISION DESCRIPTION |
|-----------|----------------------|
| 3-20-2015 | CITY COMMENTS |

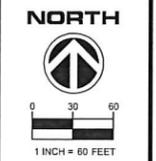
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND I AM A LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Adam Gintel
ADAM GINTEL
DATE: 03.20.2015 LIC. NO. 43863

NORTH AMERICAN TRAILER
INVER GROVE HEIGHTS, MINNESOTA
PRELIMINARY ESC PLAN

PREPARED FOR:
BLAINE BROTHERS

PLOWE ENGINEERING, INC.
SITE PLANNING & ENGINEERING
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701



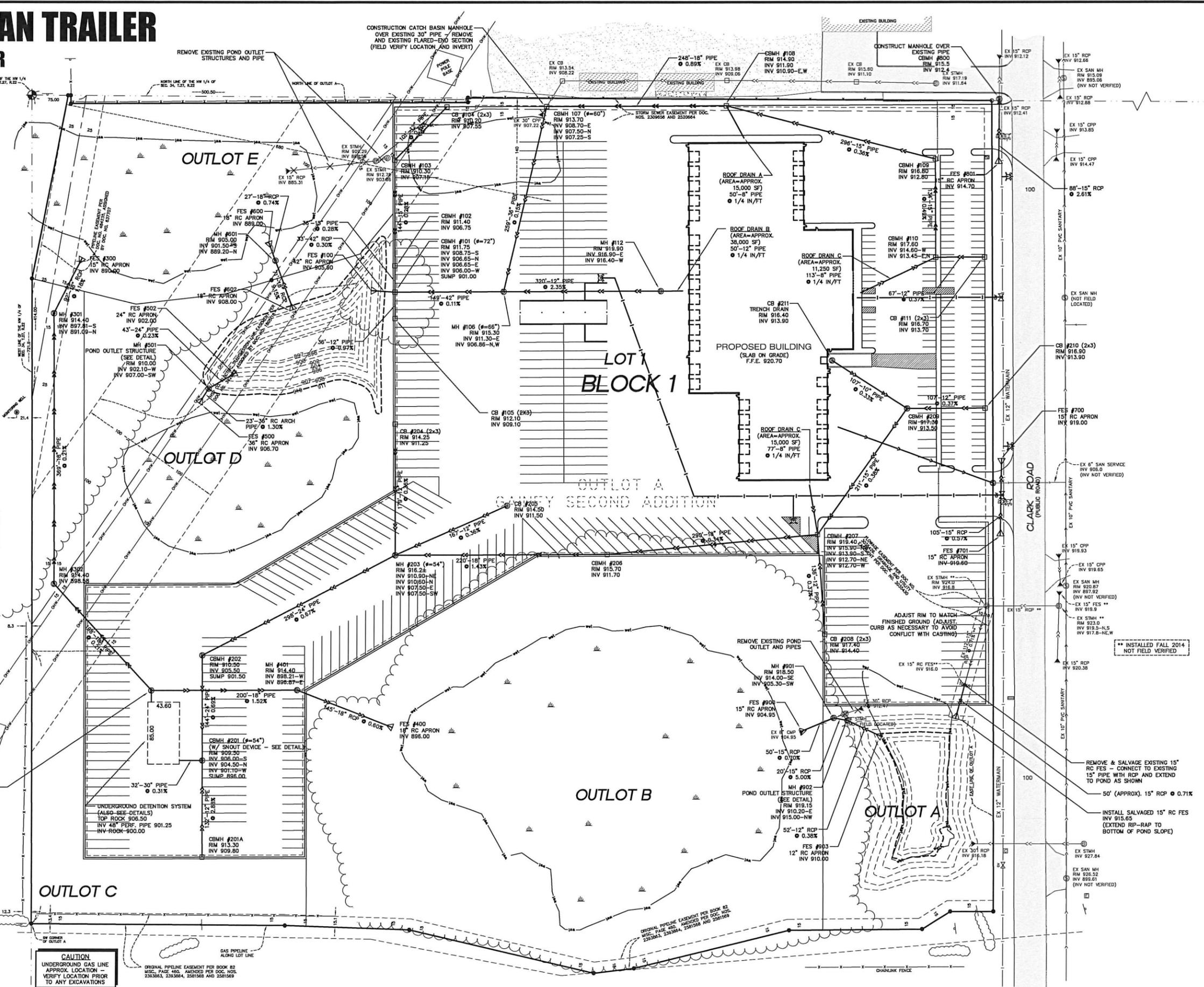
C1.2

NOTES
1) SEE DETAIL SHEETS FOR LEGEND AND CONSTRUCTION NOTES.

NORTH AMERICAN TRAILER

UTILITY PLAN - STORM SEWER

INVER GROVE HEIGHTS, MINNESOTA



NOTE
NSP APPROVAL
REQUIRED PRIOR TO ANY
WORK WITHIN
TRANSMISSION LINE R/W

MH #303
UNDERGROUND DETENTION
SYSTEM OUTLET
(SEE DETAIL)
RIM 913.00
INV 890.00-NW
INV 901.25-E
INV 900.00-6" D.T.

UNDERGROUND DETENTION
SYSTEM
(ALSO SEE DETAILS)
TOP ROCK 906.50
INV 48" PERF. PIPE 901.25
INV ROCK-900.00

NOTES
1) SEE DETAIL SHEETS FOR LEGEND AND
CONSTRUCTION NOTES.

CAUTION
UNDERGROUND GAS LINE
APPROX. LOCATION -
VERIFY LOCATION PRIOR
TO ANY EXCAVATIONS

ORIGINAL PIPELINE EASEMENT PER BOOK 82
USC, PAGE 460, AMENDED PER DOC NOS.
2393384, 2393384, 2391569 AND 2391569

DRAWN BY: A.G.
DESIGN BY: A.G.
CHKD BY: PROJ. NO.
C.W.P. 14-1506
ORIGINAL DATE:
FEBRUARY 23, 2015

| DATE | REVISION DESCRIPTION |
|-----------|----------------------|
| 3-20-2015 | CITY COMMENTS |

I HEREBY CERTIFY THAT THIS PLAN WAS
PREPARED BY ME OR UNDER MY CLOSE
SUPERVISION AND THAT I AM A DULY LICENSED
PROFESSIONAL ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.
ADAM GINDEL
DATE: 03.20.2015 LIC. NO. 43963

NORTH AMERICAN TRAILER
INVER GROVE HEIGHTS, MINNESOTA
PRELIMINARY UTILITY PLAN
STORM SEWER

PREPARED FOR:
BLAINE BROTHERS

PLOWE ENGINEERING, INC.
SITE PLANNING & ENGINEERING
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

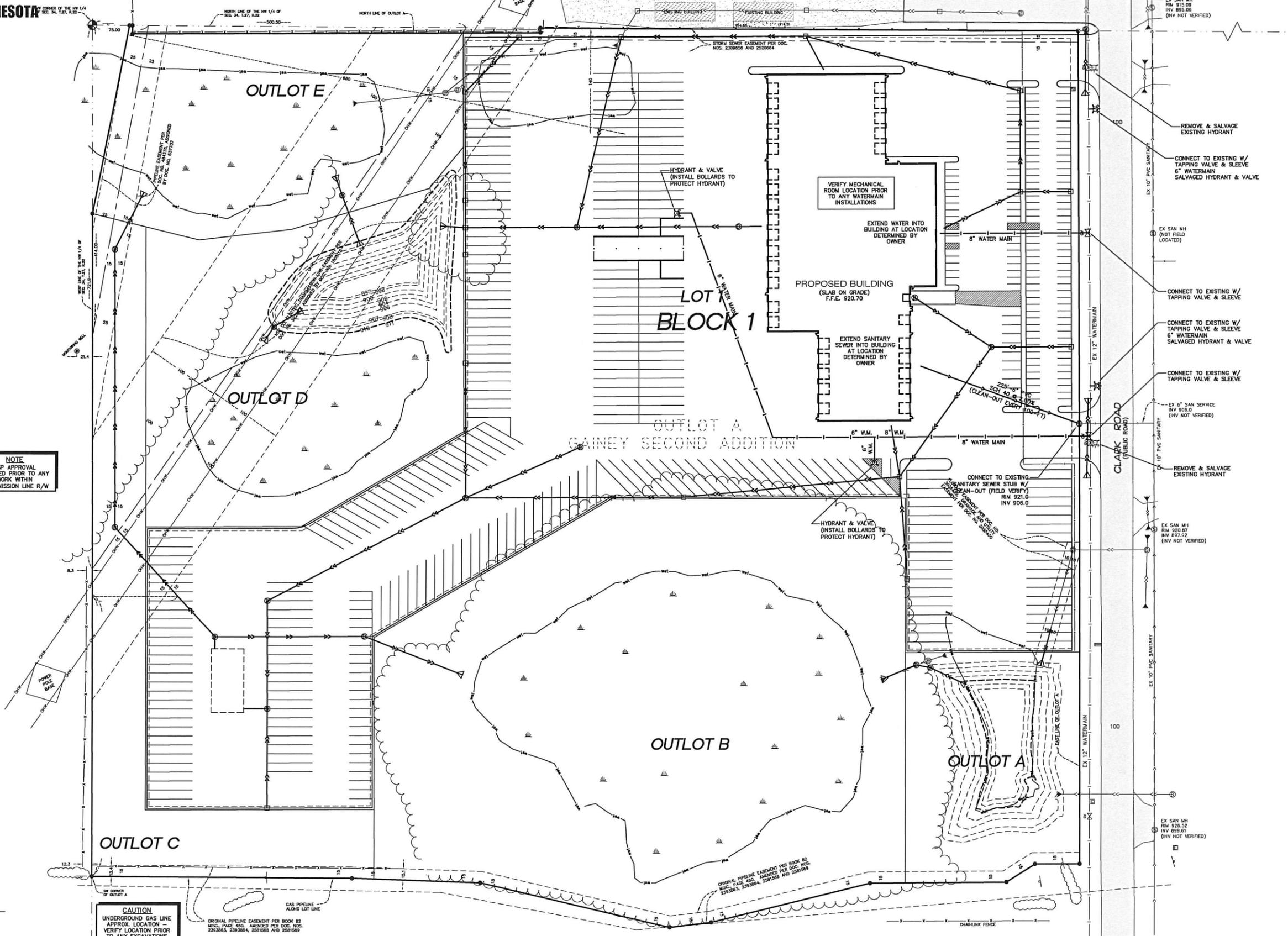
NORTH
1" = 60 FEET

C2.1

NORTH AMERICAN TRAILER

UTILITY PLAN - SANITARY SEWER & WATERMAIN

INVER GROVE HEIGHTS, MINNESOTA



NOTE
NSP APPROVAL
REQUIRED PRIOR TO ANY
WORK WITHIN
TRANSMISSION LINE R/W

CAUTION
UNDERGROUND GAS LINE
APPROX. LOCATION -
VERIFY LOCATION PRIOR
TO ANY EXCAVATIONS

ORIGINAL PIPELINE EASEMENT PER BOOK 82
MISC. PAGE 460, AMENDED PER DOC NOS.
2393863, 2393864, 2391569 AND 2391569

NOTES
1) SEE DETAIL SHEETS FOR LEGEND AND
CONSTRUCTION NOTES.

DRAWN BY: A.G.
DESIGN BY: A.G.
CHKD BY: C.W.P.
PROJ. NO. 14-1506
ORIGINAL DATE: FEBRUARY 23, 2015

| DATE | REVISION DESCRIPTION |
|-----------|----------------------|
| 3-20-2015 | CITY COMMENTS |

I HEREBY CERTIFY THAT THIS PLAN WAS
PREPARED BY ME OR UNDER MY SUPERVISION
AND THAT I AM A FULLY LICENSED
PROFESSIONAL ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.
Adam Ginkel
ADAM GINKEL
L.C. NO. 43983
DATE: 03.20.2015

NORTH AMERICAN TRAILER
INVER GROVE HEIGHTS, MINNESOTA
PRELIMINARY UTILITY PLAN
SANITARY SEWER & WATERMAIN

PREPARED FOR:
BLAINE BROTHERS

PLOWE ENGINEERING, INC.
SITE PLANNING & ENGINEERING
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

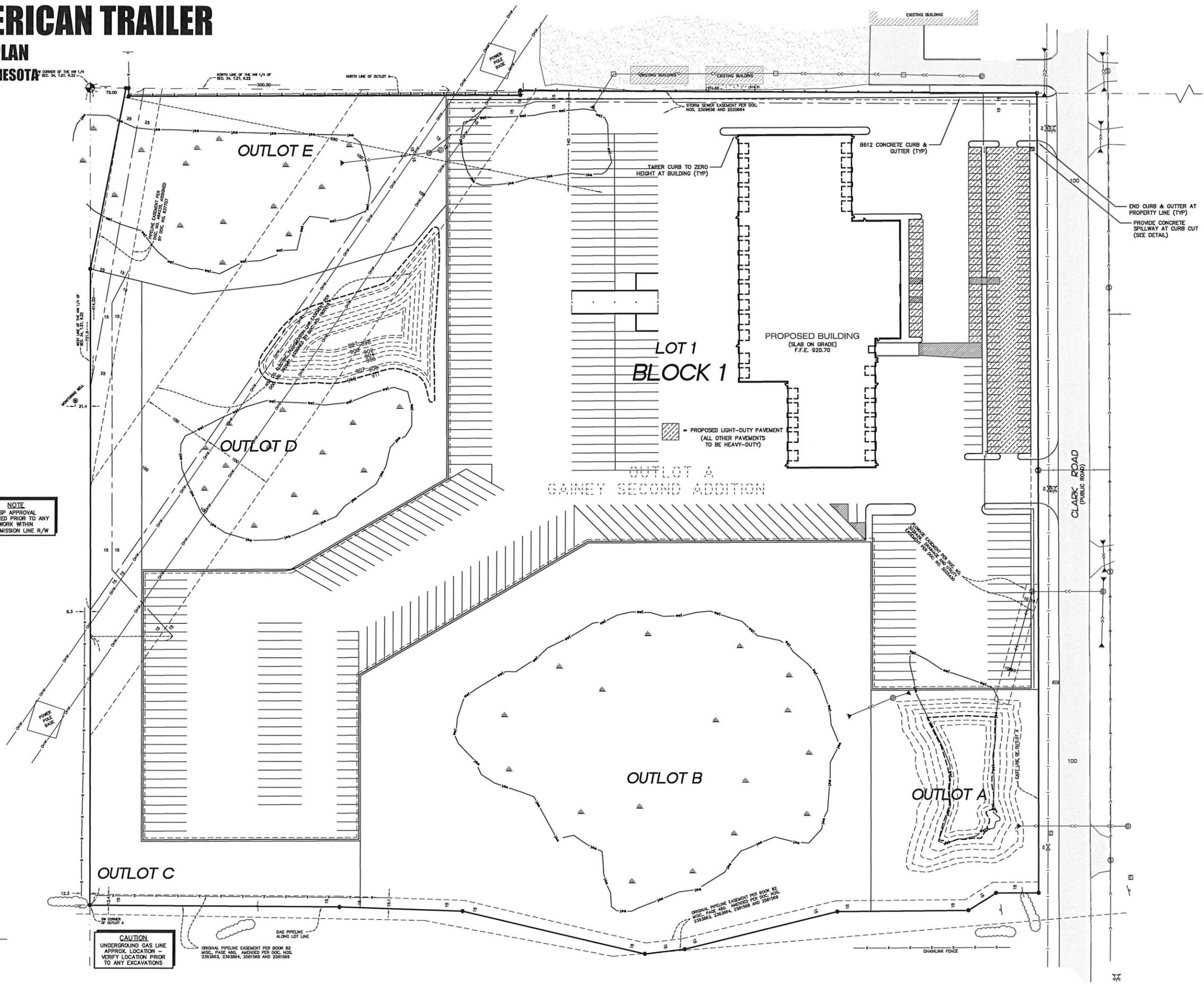
NORTH
0 30 60
1 INCH = 60 FEET

G2.2

NORTH AMERICAN TRAILER

CURBING & PAVING PLAN

INVER GROVE HEIGHTS, MINNESOTA



NOTE
NSP APPROVAL
REQUIRED PRIOR TO ANY
WORK WITHIN
TRANSMISSION LINE R/W

NOTES
1) SEE DETAIL SHEETS FOR LEGEND AND
CONSTRUCTION NOTES.

CAUTION
UNDERGROUND GAS LINE
APPROX. LOCATION -
VERIFY LOCATION PRIOR
TO ANY EXCAVATIONS

ORIGINAL PIPELINE EASEMENT PER BOOK 82
MISC. PAGE NOS. ARCHIVED PER DOC. NOS.
2393863, 2393864, 2581568 AND 2581569

ORIGINAL PIPELINE EASEMENT PER BOOK 82
MISC. PAGE NOS. ARCHIVED PER DOC. NOS.
2393863, 2393864, 2581568 AND 2581569

DRAWN BY: A.G.
DESIGN BY: A.G.
CHECKED BY: PROJ. NO. 14-1506
C.W.P. 14-1506
ORIGINAL DATE: FEBRUARY 23, 2015

| DATE | REVISION DESCRIPTION |
|-----------|----------------------|
| 3-20-2015 | CITY COMMENTS |

I HEREBY CERTIFY THAT THIS PLAN WAS
PREPARED BY ME OR UNDER MY DIRECT
SUPERVISION AND I AM A LICENSED
PROFESSIONAL ENGINEER UNDER THE LAWS OF
THE STATE OF MINNESOTA.
Adam Gintel
ADAM GINTEL
DATE: 03.20.2015 LIC. NO. 43963

NORTH AMERICAN TRAILER
INVER GROVE HEIGHTS, MINNESOTA
PRELIMINARY
CURBING & PAVING PLAN

PREPARED FOR:
BLAINE BROTHERS

PLOWE ENGINEERING, INC.
SITE PLANNING & ENGINEERING
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH
0 30 60
1 INCH = 60 FEET

G3

**Rosa
Architectural
Group
Inc.**

1084 Sterling Street
St. Paul, MN 55119
tel: 651-739-7988
fax: 651-739-3165

NEW FACILITY
FOR
NORTH
AMERICAN
TRAILER

INVER GROVE
HEIGHTS, MN

CLASSIC
CONSTRUCTION

PH: 763-434-8870
18542 ULYSSES ST. NE
EAST BETHEL, MN

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

PRINT NAME: _____

SIGNED: _____

REG. NO. _____

DATE: _____

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

PRINT NAME: _____

SIGNED: _____

REG. NO. _____

DATE: _____

PROJECT #: 21502

DATE: MARCH 19, 2015

DRAWN BY: KF

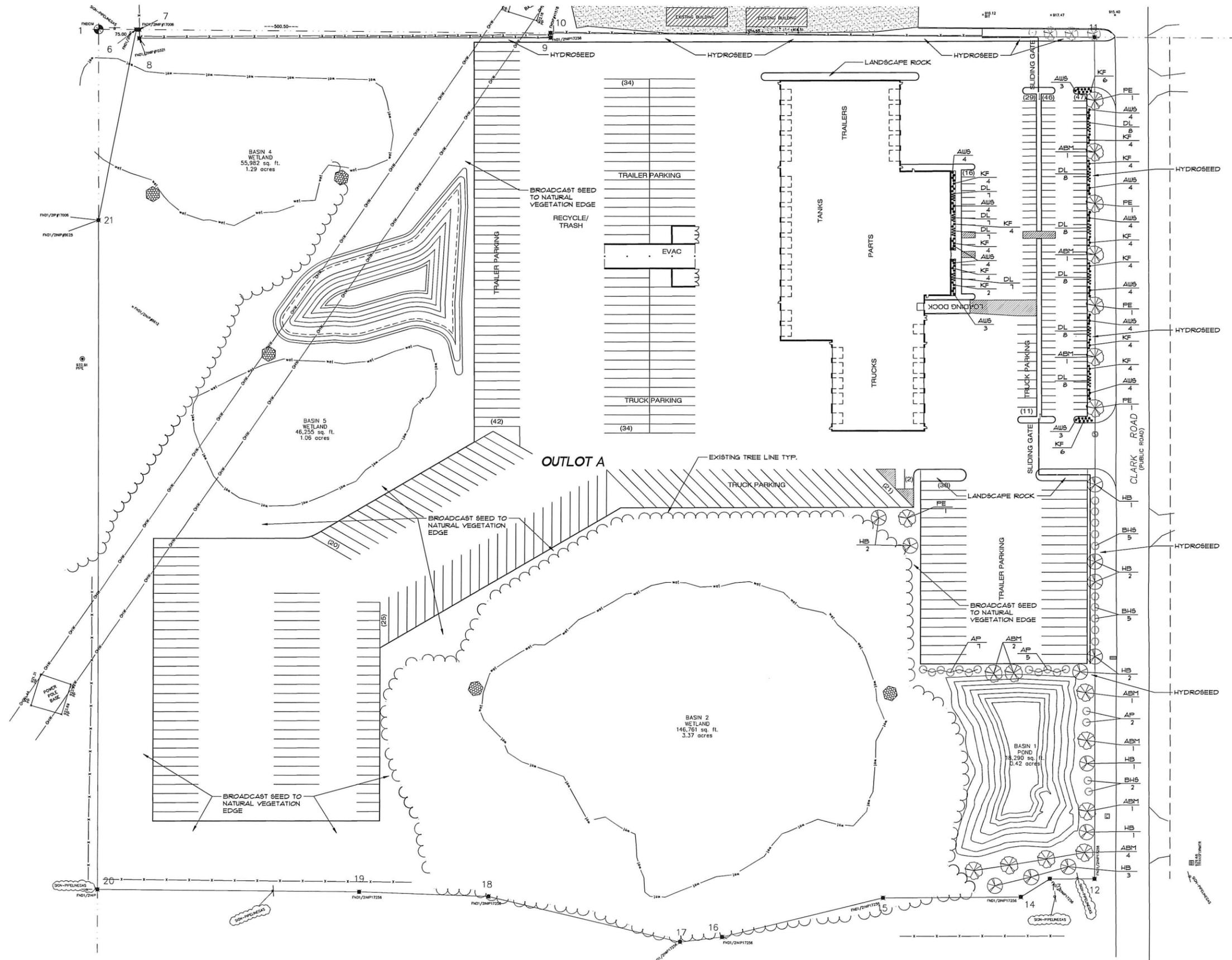
CHECKED BY: RR

REVISIONS: _____

LANDSCAPE PLAN

L1.1

© COPYRIGHT 2015
ROSA ARCHITECTURAL GROUP



LANDSCAPE PLAN
1" = 60'-0" (ON 24x36 SHEET)



LANDSCAPE SPECIFICATIONS

GENERAL

Furnish all work required to complete as indicated by the contract documents and furnish all supplementary items necessary for completion of work specified.

REFERENCES - QUALITY ASSURANCE

Comply with all applicable federal, state, county and local regulations governing landscape materials and work.

Employ only experienced personnel who are familiar with the required work. Provide full time supervision by a qualified foreman acceptable to the owner.

All materials will be judged by the AAN American Standards for Nursery Stock, Latest Edition, American Joint Committee on Horticultural Nomenclature, Last Edition, State Highway Department Standard Specifications for Construction Seeds/Sodding/Hydromulching, Last Publication and Hortus, Cornell University, Last Edition.

Coordinate planting with irrigation system installation and review continuously to insure complete coverage of plant materials.

Coordinate backfill and grading issues with general contractor so as unproductive work duplications or delays do not occur.

GUARANTEE - LIABILITY

Contractor assumes all liability and replacement requirements of materials which are damaged, stolen, or misplaced on the job site prior to acceptance of work.

Owner may request contractor to submit delivery tickets of bulk soil deliveries to confirm source and quantity of material.

All plants will be guaranteed for a period of one (1) year from the date of final acceptance. Owner will be responsible for proper maintenance of plants after final acceptance.

Contractor will replace plants which have partially died, thereby damaging shape, size, or symmetry. During guarantee period, dead and unsightly plant materials will be removed and replaced immediately. Guarantee excludes damages caused by vandalism, freeze, drought, insect infestation, or other acts of God. Special equipment required for replacement plants due to access problems are not to be included in the basic project costs. This is a negotiated item at time of replacement only.

Shrub plantings will be done in beds properly prepared using mulch and organic compost. Verify planting areas have been provided as indicated on the plan. Remove all surface rock or debris deposited by previous work operation or excavation performed to create specified bed. Excavate as necessary to provide for thorough blending of 50 percent existing soil and 50 percent compost tilled 4 inches into existing soil to create a fine, loose condition, suitable for good plant growth. Notify owner if existing soil is undesirable. Contractor will insure positive drainage exists in all areas. Specified bed preparation will only be done in shrub group areas, not over general areas where rock is indicated.

MAINTENANCE - ACCEPTANCE

Contractor will maintain all plant materials including turf mowing until final acceptance. It is the owner's intention to accept the project as soon as the contractor has demonstrated a complete project is ready for final acceptance.

SOIL PREPARATION MATERIALS

Topsoil will be local in origin, clean friable, dark in color, free from lumps of clay, rocks, weeds, or other noxious materials.

Mulch will be aged, finely shredded bark mulch, brown in color run through a hammer mill and screened of undesirable material.

Compost will be a recognized brand of peat moss common to the locale, typically used in the landscape trade as a soil amendment to provide a natural acidic, biologically active additive to the soil.

Fertilizer recommendations will be provided to the owner appropriate to the site conditions and time of year for all plant materials including the lawn turf.

MISCELLANEOUS MATERIALS

Edging will be 6 inch, commercial grade, black poly such as Black Diamond or approved equal.

HERBICIDES - PESTICIDES - FUNGICIDES - FUMIGANTS

Contractor may use all means necessary to prepare the site and maintain the materials if properly handled and applied in order to prevent injury to humans, domestic animals, desirable plant life, fish and other wildlife. Contractor will follow all manufacturer directions for applications and heed all labelled warnings. Failure to do so will result in termination from the project.

All trees will be planted in pockets twenty-four (24) inches greater in diameter than root ball and no deeper than depth of root ball. Prior to planting, fill pit one-half full of water to determine drainage at the end of twenty-four (24) hour period. If no poor drainage exists, backfill pit with existing soil. Form a 4 inch watering ring at base of tree and add a 2 inch layer of shredded mulch. Notify owner of any poor drainage issues.

FINAL GRADING

Loosen and fine rake areas to break up lumps and produce a smooth, even gradient free of unsightly variations, ridges or depressions. Ponding of water in finished areas will not be permitted. Remove from site all stones, rock, and debris one (1) inch or larger. Final grading is subject to critical owner review only after repeated watering or rains to insure settlement has not adversely affected drainage patterns.

LAWN TURF (SEEDED AREAS)

Commercial turf establishment (hydroseed): seed shall be MNDOT Mixture 260 @ 103 lbs/acre, fertilizer shall be 10-10-10 (NPK) commercial grade, and mulch shall be MNDOT Type 1.

Commercial low-maintenance turf establishment (broadcast seed): seed shall be MNDOT Mixture 250 @ 70 lbs/acre, fertilizer shall be 10-10-10 (NPK) commercial grade, and mulch shall be MNDOT Type 1.

Contractor will maintain turf by fertilizing and weeding until final acceptance.

Contractor will establish a dense lawn turf of permanent grass prior to final acceptance.

PRUNING

Pruning will be limited to the minimum necessary to remove dead wood, suckers, broken twigs or branches and to compensate for loss of roots during transplanting, in no case will pruning exceed one fourth the branching structure of the plant. Pruning will preserve the natural character and structure of the plant. All pruning operations will be performed in accordance with standard arbor culturalist practices.

FERTILIZATION

All trees, shrubs, ground cover and lawn turf will be fertilized in a one time application of an approved fertilizer based on the contractors observations of site conditions and experience in the area.

LANDSCAPE ROCK

After work of planting has been completed, topdress all planting areas with landscape river rock to a depth of 4".

EDGING INSTALLATION

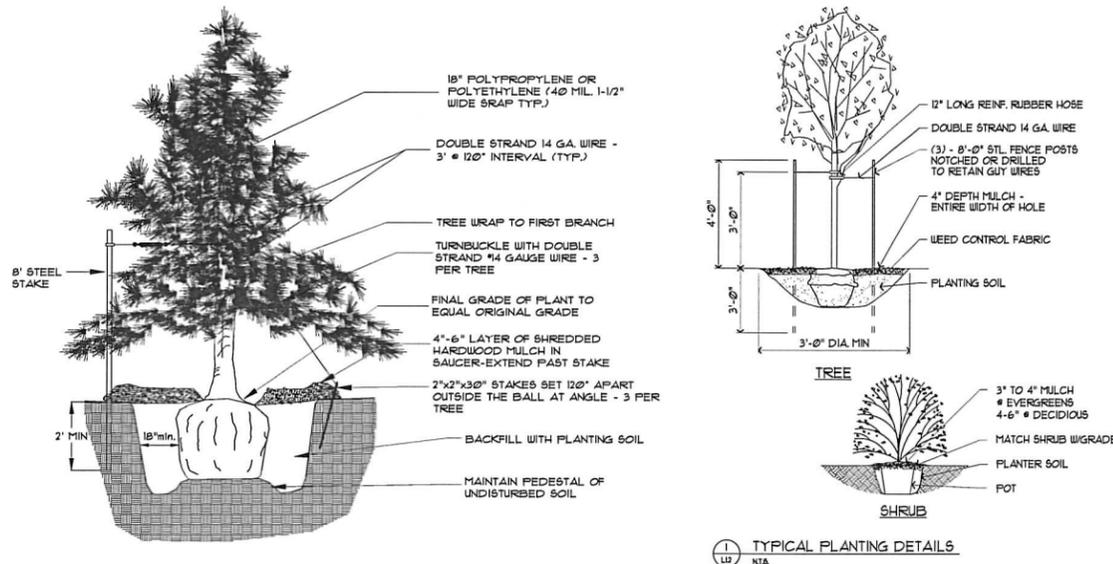
All edging specified will be set flush with finish grade in alignments designated on the plans.

CLEAN UP

Remove all debris generated by work operations from the site daily.

All paved areas will be cleaned daily by washing and sweeping. Remove tire markings from all concrete surfaces.

Leave entire planting areas in a raked condition free of debris and paved surfaces in a broom clean condition ready for final acceptance by owner.



PLANT SCHEDULE - LANDSCAPE PLAN

| CODE | QUANTITY | LATIN NAME | COMMON NAME | SIZE | ROOT |
|------|----------|-------------------------------------|------------------------|--------|------|
| ABM | 12 | ACER FREEMANII 'JEFFERSRED' | AUTUMN BLAZE MAPLE | 2.5" | B4B |
| PE | 5 | ULMUS X 'PATRIOT' | PATRIOT ELM | 2.5" | B4B |
| HB | 12 | CELTIS OCCIDENTALIS | HACKBERRY | 2.5" | B4B |
| BHS | 12 | PICEA, GLAUCA DENSATA | BLACK HILLS SPRUCE | 6' | B4B |
| AP | 14 | PINUS NIGRA | AUSTRIAN PINE | 6' | B4B |
| AWS | 45 | SPIRAEA X BUMALDA 'ANTHONY WATERER' | ANTHONY WATERER SPIREA | 5 GAL. | POT |
| KF | 54 | CALAMAGROSTIS ACUTIFLORA | KARL FORESTER | 5 GAL. | POT |
| DL | 76 | HEMEROCALLIS 'STELLA DE ORO' | STELLA DE ORO DAYLILY | 5 GAL. | POT |

CITY REQUIRED TREE/SHRUB COUNT TO
BE 110 TOTAL (55 TO BE TREES)

PROVIDED

29 OVERSTORY TREES
26 CONIFEROUS TREES
99 SHRUBS
76 DAYLILIES

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

PRINT NAME: _____

SIGNED: _____

REG. NO. _____

DATE: _____

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

PRINT NAME: _____

SIGNED: _____

REG. NO. _____

DATE: _____

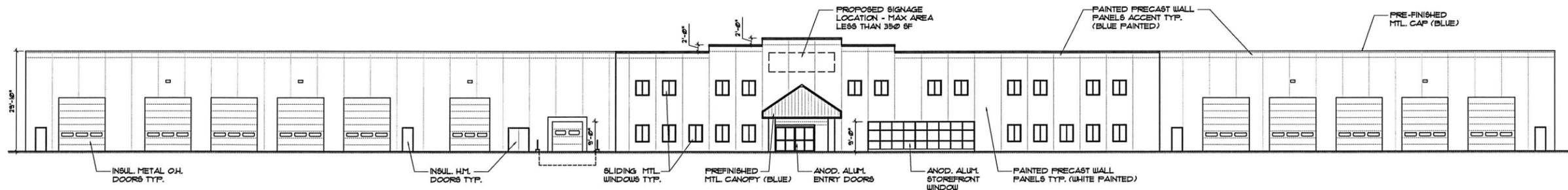
PROJECT #: 21502

DATE: MARCH 19, 2015

DRAWN BY: JL

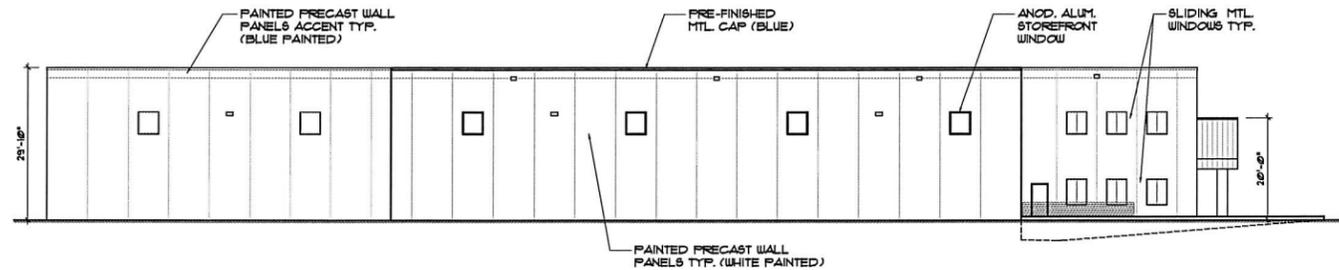
CHECKED BY: RR

REVISIONS: _____

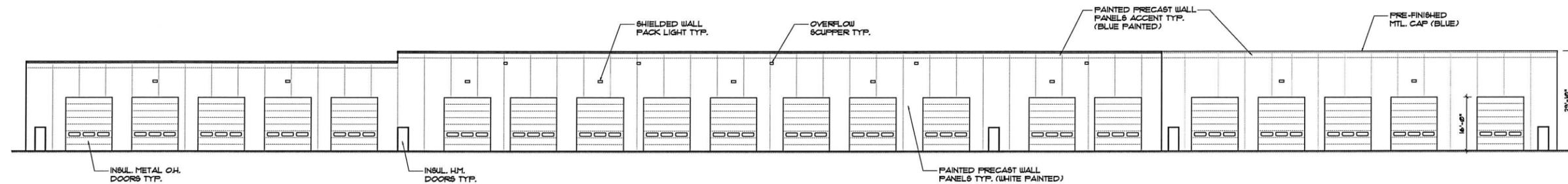


1 EAST BUILDING ELEVATION
A3J
1/16" = 1'-0" (ON 24x36 SHEET)

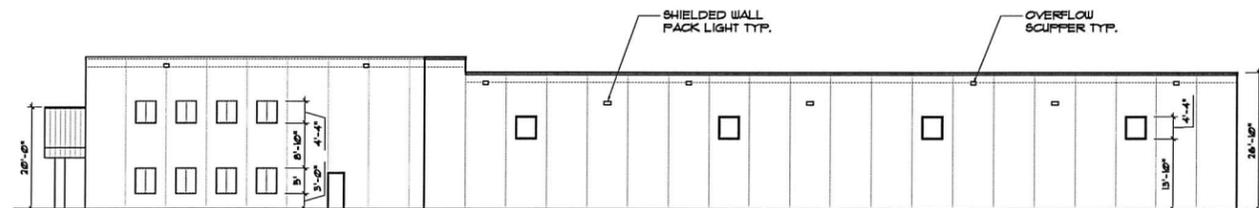
PROPOSED ROOF TOP EQUIPMENT
WILL BE POSITIONED TO NOT BE
VISIBLE FROM CLARK ROAD.



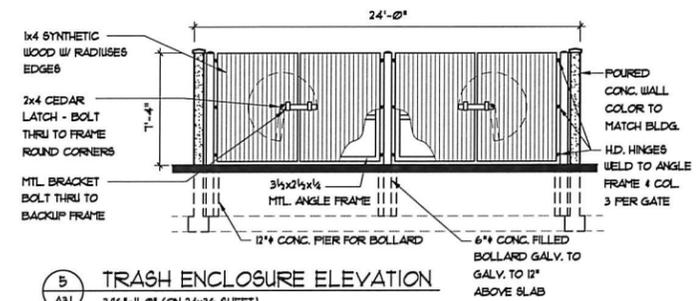
2 SOUTH BUILDING ELEVATION
A3J
1/16" = 1'-0" (ON 24x36 SHEET)



3 WEST BUILDING ELEVATION
A3J
1/16" = 1'-0" (ON 24x36 SHEET)



4 NORTH BUILDING ELEVATION
A3J
1/16" = 1'-0" (ON 24x36 SHEET)



5 TRASH ENCLOSURE ELEVATION
A3J
3/16" = 1'-0" (ON 24x36 SHEET)