

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA**

**Tuesday, September 7, 2010 – 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue**

1. CALL TO ORDER

2. APPROVAL OF PLANNING COMMISSION MINUTES FOR August 17, 2010

3. APPLICANT REQUESTS AND PUBLIC HEARINGS

3.01 STEININGER, INC – CASE NO. 10-12CIA

Consider the following request for the property located at 11305 Clark Road:

A.) An Ordinance Amendment for a ten year extension to the existing Sand and Gravel Overlay District.

Planning Commission Action _____

B.) A Conditional Use Permit Amendment for the continued processing of sand and gravel and processing of recycled concrete and asphalt

Planning Commission Action _____

C.) An Interim Use Permit Extension to allow a temporary contractors yard with outdoor storage.

Planning Commission Action _____

3.02 ALLIED WASTE RECYCLERY – CASE NO. 10-30CA

Consider a Conditional Use Permit Amendment to amend the approved site plan connecting the two entrance points for the property located at 2795 – 117th Street.

Planning Commission Action _____

4. OTHER BUSINESS

- A) Regional Roadway Visioning Study Recommendation – Update
- B) League of Minnesota Cities Annual Training

5. ADJOURN

PLANNING COMMISSION MINUTES - CITY OF INVER GROVE HEIGHTS

Tuesday, August 17, 2010 – 7:00 p.m.
City Hall Chambers - 8150 Barbara Avenue

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

Commissioners Present: Tom Bartholomew
Paul Hark
Dennis Wippermann
Harold Gooch
Pat Simon
Damon Roth
Christine Koch
Mike Schaeffer
Tony Scales

Commissioners Absent:

Others Present: Tom Link, Community Development Director
Allan Hunting, City Planner
Heather Botten, Associate Planner

APPROVAL OF MINUTES

The minutes from the July 20, 2010 meeting were approved as submitted.

KAY DICKISON – CASE NO. 10-26V

Reading of Notice

Commissioner Simon read the public hearing notice to consider the request for a variance to allow up to four detached accessory buildings whereas one detached accessory building is allowed in the R-1C zoning district, and a variance from the setback requirements for one structure to be located 40 feet from the shoreline elevation whereas 50 feet is the required setback, for the property located at 7521 River Road. 3 notices were mailed.

Presentation of Request

Heather Botten, Associate Planner, explained the request as detailed in the report. She advised that the subject site is 2.9 acres in size and is divided by railroad right-of-way and River Road. Ms. Botten advised that the request has changed since the public hearing notice was published, and the applicant is now requesting to construct two detached accessory buildings whereas City Code allows only one detached accessory building in the R-1B zoning district. The smaller structure would also need a setback variance from the river as it would be 40 feet from the rivers ordinary high water mark (OHW) whereas 50 feet is required. Ms. Botten advised that DNR opposes the variance request and pointed out an additional requirement regarding the setback from top of bluff. Based on the property elevations available, staff does not believe there is a buildable area anywhere on the eastern portion of the property due to the 40 foot setback requirement from top of bluff. The applicant could avoid impacting the bluff by moving the structure further south, however that would still require a variance from the front yard setback from the road. Staff feels the variance criterion have not been met and therefore recommends denial of the request with the rationale as listed in the report.

Commissioner Hark asked how far back the house on the property south of the subject property was setback from the river.

Ms. Botten replied she was unsure and added that the house could have been constructed prior to establishment of the current critical area regulations.

Commissioner Gooch asked if DNR could overrule City approval on this project.

Ms. Botten replied they could not, however, acting against DNR recommendations could have future implications in regards to grants, etc.

Opening of Public Hearing

Kay Dickison, 8200 River Road, stated she was the owner of 7521 River Road, and wanted to construct a house, detached garage, and a studio/boathouse.

Rolf Lokensgard, 3932 Stonebridge Drive North, advised he was Ms. Dickison's architect. He showed a photo of the three acre lot and site plan and explained that the applicant was requesting to build a small, sustainable, energy-efficient house. They are proposing a detached garage as an attached garage would reduce light, ventilation, and visibility by 25%. Mr. Lokensgard stated his client would like access to and a view of the river, however, one of the hardships is that the lot is divided by River Road. Therefore, they are requesting a ten foot variance to allow them to build a studio/boathouse/contemplative space overlooking the river.

Ms. Dickison stated she plans to remove three existing structures thus reducing the clutter on the property. Ms. Dickison stated that the proposed studio/boathouse/contemplation space would provide security to both she and her neighbors by eliminating a vacant property which would likely encourage vandalism and littering. She stated she would install security lights and would only need electricity; no sewer or water. Ms. Dickison advised there were recently built homes in the area which were built closer to the river than her proposed space. In regards to the bluff issue, Ms. Dickison stated the proposed structure would be minimally visible from the river. She stated that moving the home to the southern end of the lot would require extensive tree removal.

Commissioner Simon asked if the applicant was planning on installing an interior or outdoor wood stove, to which Ms. Dickison replied an indoor potbelly stove.

Commissioner Wippermann asked if the proposed location would minimize tree removal, to which Mr. Lokensgard replied in the affirmative, stating no trees would need to be removed at the current proposed location.

Commissioner Wippermann stated the diagram showed five existing accessory structures.

Ms. Dickison replied that some of the structures had already been removed and the three remaining would be removed as well.

Chair Bartholomew suggested the applicant consider attaching the garage to the house as it would eliminate most of the issues.

Ms. Dickison stated she would prefer not to attach the garage.

Commissioner Hark asked for the definition of an attached garage, to which Ms. Botten replied there had to be a shared wall with access from one to the other.

Planning Commission Discussion

Commissioner Wippermann asked if there would still be issues if these were two separate properties, to which Ms. Botten replied that an accessory building is not allowed on a lot without a principle structure.

Commissioner Wippermann stated he would like to find a viable hardship as the proposed project would be an improvement to the property. He suggested a possible hardship for the setback variance be that leaving it in the proposed location would eliminate the need for tree removal.

Commissioner Roth stated he agreed with Commissioner Wippermann, and felt that perhaps the City could compromise in a situation such as this where the applicants are building a sustainable home.

Chair Bartholomew asked if the applicant would like to table the request to give them time to work with staff on a plan to connect the garage to the house.

Commissioner Koch stated she would support granting a variance for the studio but would like to figure out a way of connecting the house to the garage.

Commissioner Gooch asked if three variances would be required - one for setback from the OHW, one for setback from the bluff, and one for the second accessory structure.

Chair Bartholomew stated it appears as if there were four variances needed for setback from the road, setback from the bluff, setback from the OHW, and possibly one for the second accessory structure.

Commissioner Roth asked if DNR could put a stop work order on the studio, to which Mr. Hunting replied that the DNR would not interfere unless it was a critical situation.

Commissioner Simon asked if a permit was needed from the DNR to build on the water line, to which Mr. Hunting replied that the permitting was done at the local level and the DNR would not intervene unless there was a pattern of continual variances without viable hardships.

Commissioner Simon stated she opposed the request due to lack of hardship.

Commissioner Hark stated he would like to see the applicant come back with a modified plan that included an attached garage.

Chair Bartholomew asked Ms. Dickison if she wished to continue on in the process or table the request to work with staff.

Ms. Botten advised that if the applicant tabled the request until the next meeting they could still get on the September 13 Council agenda as originally scheduled.

Ms. Dickison stated she preferred to keep things moving and would therefore find a way to attach the garage with the caveat that if Council denied her request to have a studio/boathouse that she would no longer attach the garage.

Chair Bartholomew stated that the Commission would have to act on the request that was before them tonight which was a variance to allow two detached accessory buildings and variances from setback requirements for the structure on the river.

Ms. Botten stated that the setback variances from the water could be done in one approval.

Planning Commission Recommendation

Motion by Commissioner Wippermann, second by Commissioner Koch, to approve the request for a variance from the street, the OHW and the bluff area with the hardship being that not granting the variance would create additional removal of trees.

Commissioner Gooch asked if there was any location on the property where the accessory building could be located without a variance, to which Ms. Botten replied there was not.

Commissioner Gooch stated that the hardship of tree removal did not seem viable since a variance was needed no matter where the building was located.

Motion failed (2/7 – Scales, Hark, Simon, Roth, Schaeffer, Gooch, Bartholomew).

Ms. Botten stated the Commission should act on the variance request to allow two accessory structures, however, if the applicant came back with a modified plan that connected the house and garage the variance would no longer be needed.

Motion by Commissioner Gooch, second by Commissioner Hark, to deny the request for a variance to allow two detached accessory buildings whereas one detached accessory building is allowed in the R-1B zoning district, based on lack of hardship.

Motion carried (9/0).

Motion by Commissioner Simon, second by Chair Bartholomew, to deny the request for a variance from the setback requirements for the structure along the river, based on lack of hardship.

Motion carried (7/2 – Wippermann, Koch). This item goes to the City Council on September 13, 2010.

TEMO SUNROOMS AND EXTERIORS – CASE NO. 10-24V

Reading of Notice

Commissioner Simon read the public hearing notice to consider the request for a variance from the corner front yard setback to construct a sunroom addition for the property located at 1634 Upper 55th Street. 4 notices were mailed.

Presentation of Request

Heather Botten, Associate Planner, explained the request as detailed in the report. She advised that the subject property is located on the corner of Upper 55th Street and Asher Avenue. The applicant is requesting a variance to construct a porch addition 17 feet from the property line whereas 30 is required. Ms. Botten explained that when the house was built in 1969 it was not a corner lot; however when the lot was platted in 1974 a right-of-way dedication was required for Asher Avenue, thus creating a “corner” lot. By City Code corner lots have a more restrictive setback because they, by definition, have two front yards. Staff feels the variance criterion have been met and recommend approval of the request with the condition listed in the report. She added that staff heard from the neighbor to the south who was in favor of the request. .

Chair Bartholomew asked if the hardship was the road being constructed after-the-fact which created a more restrictive setback, to which Ms. Botten replied in the affirmative.

Opening of Public Hearing

Bob Maietta, TEMO Sunrooms and Exteriors, and Thomas Stehr, 1634 Upper 55th Street, stated

they were available to answer any questions.

Chair Bartholomew asked if the applicants were in agreement with the condition listed in the report, to which Mr. Maietta and Mr. Stehr replied in the affirmative.

Planning Commission Recommendation

Motion by Commissioner Gooch, second by Commissioners Koch and Schaeffer, to approve the request for a variance from the front yard setback to construct a porch addition for the property located at 1634 Upper 55th Street.

Motion carried (9/0). This item goes to the City Council on August 23, 2010.

CITY OF INVER GROVE HEIGHTS – OUTDOOR WOOD BURNERS – CASE NO. 10-20ZA

Reading of Notice

Commissioner Simon read the public hearing notice to consider the proposed ordinance regarding outdoor wood burners/boilers (OWBs) which will declare OWBs to be nuisances, prohibit new OWBs, regulate existing OWBs by establishing performance standards for existing, and establishing deadlines for existing OWBs to comply with such performance standards. 35 notices were mailed.

Presentation of Request

Heather Botten, Associate Planner, explained the request as detailed in the report. She gave a brief history of the request, explaining that the Planning Commission is being asked to act on the proposed ordinance prohibiting all future OWBs and establishing performance standards for existing OWBs. She advised there are currently six known OWBs in the City of Inver Grove Heights. Ms. Botten advised there is considerable literature from various governmental agencies documenting the potential for significant harm to residents' health from the smoke emitted from OWBs, therefore the City finds that OWBs constitute a public nuisance. Planning staff and the City Attorney have discussed a number of performance standards and are proposing standards regarding chimney height, allowable months of operation, and prohibited burning materials that should address the nuisance concerns. Staff is proposing that the stack or chimney height of the OWB be at least two feet taller than the height of the tallest peak or point of the roof of the principle structure as measured from the elevation of the principle structure. Staff is also recommending that OWBs only be operated from October 1 through April 30 each year and that only fuels approved by the OWB manufacturer for burning be allowed. This would prohibit items such as leaves, treated wood, rubber, and furniture. Staff does not feel it necessary to address allowed zoning districts or to require an annual permit. Ms. Botten advised that OWB performance standard violations could be enforced like other performance standards, utilizing the City's code enforcement officer. Staff has a concern that issuance of an annual permit could create the false impression that the City is warranting that the OWB is mechanically sound. Also, the City does not require annual permits for other types of furnaces or mechanical equipment. Ms. Botten advised that staff does not support setback requirements from property lines and/or neighboring structures for existing OWBs. She advised that no other metro cities that she is aware of have required existing OWB owners to relocate the OWB on the property, and it was found that complaints stopped in the cities once the owners increased the chimney/stack height. Staff is recommending that the burning materials and seasonal burning restrictions become effective on or before December 1, 2010 and the chimney height requirements by December 1, 2011. Staff recommends approval of the proposed code amendment banning all future OWBs and establishing performance standards for the existing OWBs. Ms. Botten advised that staff received one email from a resident who was in favor of banning all future and existing OWBs.

Commissioner Simon questioned the timing of the moratorium vs. the proposed ordinance.

Ms. Botten advised that the moratorium was good until next summer or until an ordinance was passed and took effect.

Commissioner Wippermann asked what steps a property owner would take if they were still experiencing problems after an ordinance was adopted.

Ms. Botten replied if the OWB owner was in compliance with the approved performance standards the issue would become a civil matter.

Commissioner Wippermann questioned why staff was recommending that the chimney height requirement not take effect until December 1, 2011.

Ms. Botten replied that staff felt it was reasonable to give OWB owners a full season to get into compliance and it was unlikely that the ordinance would be passed before the start of this season's burning time.

Commissioner Wippermann asked if there was any consideration given to the height of the principle structures of the neighboring properties in relation to stack height.

Ms. Botten stated staff felt that an OWB chimney should be treated similarly to that of an indoor wood stove or fireplace and that the stack height should be in relation to the principle structure only on the OWB property itself.

Commissioner Wippermann suggested using the higher of either the height of the principle structure or that of the neighboring property. Ms. Botten replied that would be difficult to administer from a staff level.

Commissioner Roth asked if outdoor fireplaces would be affected by this ordinance, to which Ms. Botten replied they would not as fireplaces and firepits were completely separate uses from OWBs.

Opening of Public Hearing

Robert Heidenreich, 11632 Akron Avenue, stated he has owned his OWB for close to 13 years. He advised that he intentionally installed his OWB on the lowest area of his parcel so the smoke would settle in the woods and not offend his neighbors. He stated if this ordinance was adopted he would have to build a 32 foot tall stack which would emit smoke directly to his neighbor's house and would also be unsightly whereas currently it was hidden. Mr. Heidenreich recommended that the six properties be treated individually rather than having a blanket rule.

Armando Lissarague, 11730 Albavar Path, stated that his neighbor installed an OWB after he had purchased his home. Mr. Lissarague stated he has coronary disease and would have never purchased his home had he known there would be an OWB on the neighboring property. He stated his family has suffered from allergies, coughs, sore throats, etc. in the last few years. He stated this is a health issue and he requested that the City ban all OWBs, both existing and future. He stated several agencies have determined they are a nuisance and as such several cities have begun to control them. He displayed photographs of smoke floating onto his deck and back yard. If existing OWBs were to remain, he questioned what a safe distance would be from the neighboring property. He advised the OWB next to him was 275 feet away and yet the smoke still infiltrated his home, therefore the setback should be at least 300 feet from the property line and 500 feet from the nearest neighboring residence. In regards to the proposed stack height requirement, Mr. Lissarague suggested that the City adopt the recommendation of most boiler companies that the height of the chimney be at least two feet higher than the closest neighbor's

residence within 500 feet from the OWB, that OWBs only be used from December 15 through March 15, that annual inspections be required, and that the City have the right of inspection at any time which would give the City the ability to monitor burning material violations. He recommended that the City adopt a smoke/health nuisance ordinance which was supported by a fine and loss of privilege to violators.

Richard Larson, 7038 Angus Avenue, stated he has an OWB. He advised he burns only seasoned wood and believes the majority of OWB owners do the same as the equipment would not work properly if they did not. He questioned the rationale for requiring the chimney be two foot above any structure on the property, stating normally chimney height requirements were based on drafting considerations.

Ms. Botten stated the standard was a tool the City could use to determine how high the stack should be and it would be similar to the standard used for indoor woodburners or fireplaces.

Mr. Larson stated there was a difference in that the chimney is directly above an indoor woodburner whereas with OWBs the chimney may be quite a ways from the principle structure on the property and would be subject to drafting. He stated that staff's recommended stack height guidelines could actually create additional problems rather than being a benefit as it would not draft properly the chimney would cool too much and would not get rid of the smoke properly.

Jeff Andresen, 4675 – 138th Avenue, Apple Valley, read an email from Tom Esselman, 11975 Albavar Path. Mr. Esselman's email stated that no chimney height would resolve the smoke and health concerns and he recommended the City completely ban OWBs, both future and existing. Mr. Andresen recommended that an environmental consultant be hired to set the performance standards.

Gerald Biesterveld, 11940 Albavar Path, stated he was in support of banning all OWBs.

Phillip Schmidt, 11702 Alexandria Court, stated he heats his home with an indoor fireplace insert. He questioned how that was different from an OWB and stated he was concerned about the potential for future expansion of the ban to include recreational fire pits and indoor woodburners.

Chair Bartholomew stated it was his understanding that OWBs have a dampened burning environment which allows larger particulate.

Mr. Schmidt stated that fireplace inserts use dampeners as well to control air flow into the unit.

Chair Bartholomew stated that everything he has read indicates that OWBs emit much larger particulate than indoor fireplace inserts.

Michelle Gaydos, 11660 Albavar Path, asked if a new property owner would have the right to continue to operate an OWB if they purchased a property on which an existing OWB was present.

Ms. Botten stated existing OWBs would stay with the property, so if the property was sold the new owner could continue to operate the OWB.

David Gaydos, 11660 Albavar Path, stated he would prefer to see a complete ban on all OWBs, however, if the existing OWBs were allowed to remain he recommended they be deemed obsolete at such point as they deteriorate and need repair. He stated that OWBs differ from indoor woodburners in that they continually cycle.

Richard Elbert, 8569 Alverno Ave, stated this was a health issue. He advised that he worked in the

heating and cooling industry for 39 years and now has respiratory disease which he feels is due to working with pollutants from gas, oil and wood burners. He stated he was in favor of a total ban on OWBs, adding that because of his health he cannot tolerate any wood burner smoke whatsoever. Mr. Elbert stated the research of forensic toxicologist David Brown indicates that smoke from an OWB can travel a half mile and in Mr. Elbert's opinion there is no setback large enough to make them healthy. Mr. Elbert advised that the proposed stack height recommendation is a Minnesota Building Code. Mr. Elbert encouraged the City to ban all OWBs, stating that several other cities have already done so as well as the State of Washington.

Mr. Heidenreich stated that the two foot chimney requirement is a Minnesota Building Code requirement for the structure that the chimney is installed on – not for the adjacent buildings in the area.

Planning Commission Discussion

Commissioner Wippermann stated he did not feel the proposed performance standards would be effective and he supported a total ban on future and existing OWBs.

Chair Bartholomew stated he felt that OWBs posed an inordinate amount of health risks and therefore he supported a total ban on all OWBs as well as a timeline of when existing OWBs should be removed from the City.

Commissioner Hark stated that although he understood staff's desire to establish measureable standards, he questioned whether chimney stack height would help resolve smoke issues. He stated he was conflicted because there were only six existing OWBs in the City, the owners have a lot of money invested and installed their OWBs at a time when they were allowed, and there have been very few complaints received; however, he understands what a negative impact they could have on the neighboring properties and does not feel they are appropriate in this City. He did not feel that the proposed standards for existing OWBs were sufficient but that they could be fine tuned down the road. He recommended that language be added to the ordinance specifying that existing OWBs cannot be extended, expanded or enlarged, and when a property owner of an OWB sells his property that OWB is then required to be out of use.

Commissioner Roth asked if there was any discussion regarding possibly installing scrubbers on the OWBs, to which Ms. Botten replied there was not.

Commissioner Roth stated he could not speak to their use in relation to OWBs, but they were successful in removing particulate matter from the smoke stacks of coal burning power plants.

Commissioner Schaeffer asked if there was a precedent in terms of the elimination of transfer of ownership when a property is sold.

Commissioner Simon stated there are requirements for bringing septic systems into compliance at point of sale and therefore forcing a homeowner to take an action.

Ms. Botten stated that would be different than requiring they stop the use completely. She stated she would ask the city attorney if elimination of transfer would be legally allowed.

Commissioner Scales stated he supported a ban on future OWBs, but felt it was an undue hardship to force the six existing OWB owners to stop using their equipment. He stated he would, however, consider a requirement that they not be replaced down the road.

Chair Bartholomew stated from his point of view the neighbors of the OWB owners had rights as well, and felt that because the risk level was so high the City had to do something extraordinary.

Commissioner Koch stated she supported a ban on future OWBs, questioned whether the existing OWBs should have blanket standards or instead be dealt with on an individual basis, and suggested staff look into the effectiveness of scrubbers.

Chair Bartholomew suggested tabling the request to give staff time to look into whether there were scrubbers on the market that could reduce the particulate to an acceptable level.

Commissioner Hark requested that staff discuss with the city attorney the possibility of eliminating OWBs upon sale of the home.

Commissioner Wippermann requested that the city attorney also look at establishing a sunset date by which the existing OWBs must be discontinued.

Commissioner Schaeffer requested that staff look into stack height, stating there seems to be a question as to how increasing the stack will affect the performance of the unit, whether the stack height should be relative to the structure its connected to rather than a structure that is hundreds of feet away, and whether increasing the stack height could actually create new issues. He questioned whether there would be another mailed notice to the public.

Ms. Botten stated there would not be another mailed notification; rather staff would announce the next public hearing date at this meeting.

Chair Bartholomew asked if Commissioner Schaeffer was asking City staff to explore further the reasoning for stack height.

Commissioner Schaeffer stated they heard testimony tonight indicating that perhaps the stack height should be customized to the specific location.

Ms. Botten stated the City could not have individual requirements for individual properties.

Chair Bartholomew asked if they could have requirements specific to distances from neighboring homes.

Ms. Botten advised that the request should be tabled to the September 21 Planning Commission meeting to allow time for the city attorney to gather all the information being requested.

Commissioner Wippermann stated he would not be attending the September 21 meeting, but stated his position is that he would prefer to ban all OWBs, both existing and future.

Planning Commission Recommendation

Motion by Commissioner Simon, second by Commissioner Schaeffer, to table until September 21, 2010, the request for an ordinance amendment prohibiting new outdoor boilers and establishing performance standards for existing outdoor wood burners/boilers, to give staff time to look into the following issues: 1) whether scrubbers were used on OWBs and whether they were effective, 2) eliminating OWBs on point of sale, 3) establishing a deadline or sunset provision, 4) explore further the reasoning for stack height, especially as it relates to the impact on neighboring properties, 5) adding verbiage that existing OWBs will not be extended, enlarged, or expanded.

Motion carried (9/0).

IGH INVESTMENTS LLC (ARGENTA HILLS) – CASE NO. 10-28PUD

Reading of Notice

Commissioner Simon read the public hearing notice to consider the request for a preliminary plat for a 45 lot single family subdivision, a preliminary PUD Development Plan Amendment to modify the original plan in the northeast corner to allow a 45 lot single family residential development, and a final plat and final PUD Development Plan for the plat of Argenta Hills 2nd Addition, Phase 1 consisting of 12 single family lots and multiple outlots. 14 notices mailed.

Presentation of Request

Allan Hunting, City Planner, explained the request as detailed in the report. He gave a brief background of the original overall Argenta Hills PUD which was approved in 2007. He stated the applicant is requesting approval of an amended preliminary PUD development plan and plat for the first phase of residential development in the overall Argenta Hills PUD. They are also requesting a final plat and final PUD approval for 12 single family lots. Mr. Hunting advised that the revised plan includes 45 lots whereas 60 were originally proposed. He stated that upon further investigation into soils and engineering analysis, the applicant is proposing some redesigned lots and road configurations to avoid impacting an area of poor soils. They are also proposing minor changes to the proposed trail system to better fit trail locations with the natural topography. Mr. Hunting stated that the proposed lot widths have increased from 60 to 66 feet, they average 9,000 – 10,000 square feet in size, the building pad area has increased from 50 feet to 55 feet wide, they will continue with a five foot setback on each side which was approved with the original PUD, the open space will be reduced by approximately one acre but is still well over the required amount, and they have created numerous outlots which define stormwater areas, as well as disturbed and undisturbed areas. Mr. Hunting advised that the proposed streets will be 20 feet wide which allows parking on one side, and the developer has agreed to pay the original amount of connection charges. The applicants are requesting some flexibility on tree preservation to have two pine plantations not be included in the reforestation requirement. He advised that a similar situation occurred with the Summit Pines development in which due to the density and close proximity, the trees were not of high quality and the City determined in that case that the trees could be excluded from reforestation requirements. Staff recommends approval of the request with the 37 conditions listed in the report.

Commissioner Hark asked for clarification of the term 'pine plantation'.

Mr. Hunting replied it is a term used by tree foresters and those in the industry to describe trees that are not high quality due to the close spacing from the original planting. He stated pine plantations are looked at on a case-by-case basis.

Commissioner Hark stated in his opinion the pine plantations should be counted and not treated differently than other trees.

Tom Link, Community Development Director, advised that the consultant that did the Natural Resource Inventory for the Northwest Area determined that while pine plantations may have an aesthetic value, they do not have much value from a biological or environmental standpoint.

Commissioner Simon commented that she received calls from several Northwest Area Task Force members who were upset about the pine plantations being considered non-viable. She stated one of the things they argued for as a task force was that pine trees be counted. She stated they should be counted although not necessarily on a one-to-one basis.

Commissioner Scales agreed with Commissioner Simon that the trees should be counted in some capacity. He advised that he grew up near the Summit Pines development that was referenced

earlier and he commented that the work done on that site completely changed the character of Inver Grove Trail.

Commissioner Wippermann questioned why the outlots were divided into such small parcels.

Mr. Hunting replied the developer was attempting to graphically define the disturbed, undisturbed, and stormwater pond areas.

Opening of Public Hearing

The applicant, Greg Munson of IGH Investments, advised that the first time through they focused on the commercial portion of this development. It is unknown at this point when that will be built and therefore they are trying to keep the development moving forward while they wait for the commercial by going ahead with Phase 1 of the residential portion. He stated they identified a soil issue in the southern part of the original site plan which would require more than a half million dollars to correct. Therefore, they modified their original plan, will be able to stay almost completely out of the poor soils area, and have a builder who is prepared to have a model home completed for the spring Parade of Homes. Mr. Munson stated that the proposed plan will help spur commercial development, allow the City to begin recovering fees for the substantial investment they have made in the Northwest Area, and create a more desirable layout with larger lots. In regards to the reforestation issue, Mr. Munson stated it was not economically feasible for them to replace every caliper inch of the pine plantation. He stated they are providing a lot of extra open space and are requesting some flexibility. He advised that the new plan has one acre less open space, however, more of it is undisturbed and contiguous which is of a higher value according to the Comprehensive Plan and the Northwest Area Plan.

Commissioner Roth asked if this would be similar to any of their other developments.

Jacob Fick, IGH Investments, stated because of the unique topography of this site they have never built in an area with similar elevation changes. However, they have built several similar developments in the metropolitan area with similar lot sizes and setbacks, such as Cobblestone Lakes in Apple Valley and Spirit of Brandtjen Farms in Lakeville. .

Planning Commission Discussion

Commissioner Wippermann stated when this development was originally proposed the Planning Commission added a condition requiring a 20 foot separation between structures. That condition was later removed by City Council; however, he feels there should be a larger separation than 10 feet as it would give the appearance of row houses.

Commissioner Roth stated he would prefer a 5 and 10 foot side yard setback as it would provide a wide enough access to get equipment in should a modification or repair need to be done in the back yard.

Commissioner Simon expressed her dissatisfaction with the proposed tree reduction from 11,023 caliper inches to 2,219 caliper inches and stated she would vote against the request unless the tree preservation plan was modified.

Commissioner Scales stated he supported the request, but would like consideration given to adding more trees in future similar developments.

Commissioner Hark stated he would vote against the request unless the applicant compromised and agreed to put in more trees. He stated he did not feel a precedent was necessarily set by the Summit Pines development.

Commissioner Roth suggested adding trees after the homes were constructed similar to what they did in the Evermoor development in Rosemount where they established covenants that required that a certain amount of trees be planted by the homeowner once the home was constructed.

Mr. Hunting stated the proposed landscaping plan requires that trees be planted after the house is constructed, however, the City typically does not put any burden on the homeowners to install landscaping.

Commissioner Roth suggested that a possible compromise to get additional trees in but yet avoid additional cost to the developer would be to add a requirement in the purchase agreement that all homeowners would plant a certain amount of trees.

Mr. Munson stated that currently the applicants are required to plant two front yard trees per lot. He stated that requiring a homeowner to plant trees would likely result in the builder having to sell the house for less to make up for the cost of the trees.

Commissioner Roth asked if there would be neighborhood covenants, to which Mr. Munson replied in the affirmative.

Mr. Munson stated that replacing all the caliper inches would basically double the area charges and they would be upside down before they even started.

Chair Bartholomew asked for clarification of the timing of the tree planting.

Mr. Fick stated the trees along Highway 3 would be planted right away and the front yard trees would be planted after the home was constructed.

Commissioner Hark stated he was willing to negotiate on the trees and asked the applicant to propose something reasonable.

Chair Bartholomew asked if staff felt the proposed 2,219 caliper inches was adequate.

Mr. Hunting stated in the past they have removed the numbers from the pine plantation and the remaining numbers speak for themselves.

Mr. Munson stated he was uncomfortable coming up with a number because they were already losing money on every lot they develop in the first phase.

Mr. Fick stated they are planning to retain as many trees as possible, however, buyers typically don't want a pine tree in their yard that looks like a Q-Tip.

Chair Bartholomew asked for clarification on the proposed separation between homes.

Mr. Hunting stated the Northwest Area ordinance stipulates a 20 foot separation in order to provide enough space for rain gardens if needed. In this case, however, they are not utilizing the side yards for infiltration therefore the applicants are requesting the flexibility to cluster. He advised that the City Council agreed to grant that flexibility and approved a 10 foot separation with the preliminary plat.

Chair Bartholomew stated that while he understood people's concerns regarding the tree plantation, he felt the trees were poorly planted and should not be included in the total. He was willing to consider a compromise however.

Commissioner Hark stated he was hoping the applicant could propose a number.

Mr. Munson stated that right now the proposal in front of the Commission was what they felt comfortable with. However, if the Planning Commission were to propose something other than that they would look into it and see if they could make it work.

Commissioner Scales suggested adding one additional tree to each back yard which would result in 45 additional trees, or three trees per lot instead of two.

Mr. Munson stated the applicants could likely make that sort of number work.

Chair Bartholomew stated there was a lot of money invested in this project and if adding one more tree to the lot would make it move forward he would be in favor of that.

Commissioner Gooch stated he was in support of the request and felt it was important to the City to get some development going out there. He stated he supported a 20 foot separation with the original plat as well, however City Council approved a ten foot separation and therefore they needed to move on.

Planning Commission Recommendation

Motion by Commissioner Schaeffer, second by Commissioner Roth, to approve the request for a Preliminary Plat and Preliminary PUD Development Plan Amendment with the conditions listed in the report and added verbiage to Conditions 27 and 28 to require an additional tree be planted in each yard for a total of 159 trees. .

Ms. Botten advised that Conditions 27 and 28 have been changed to Conditions 22 and 23.

Chair Bartholomew asked if it would be better to add a separate condition regarding the additional trees, to which Mr. Hunting replied in the affirmative.

Chair Bartholomew asked if it was Commissioner Schaeffer's intention to add a condition requiring one more tree on each of the 45 lots.

Commissioner Schaefer stated he would prefer to propose an additional Condition No. 38 requiring that 159 trees, and the corresponding caliper inches of those, be planted throughout the development as seen fit by the developer.

Commissioner Roth seconded the amended motion. He asked if the developer would have the flexibility to plant the trees on the outlots if needed, to which Mr. Hunting replied in the affirmative.

Commissioner Wippermann advised he would be voting against the request because he was opposed to the ten foot separation.

Motion carried (6/3 - Wippermann, Simon, Hark).

Motion by Commissioner Schaeffer, second by Commissioner Koch, to approve the request for a Final Plat and Final PUD Development Plan, for Argenta Hills 2nd Addition.

Motion carried (6/3 – Hark, Simon, Wippermann). This item goes to the City Council on September 13, 2010.

ADJOURNMENT

Chair Bartholomew adjourned the meeting at 10:11 PM.

Respectfully submitted,

Kim Fox
Recording Secretary

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: August 30, 2010

CASE NO: 10-12CIA

APPLICANT: Steininger, Inc.

PROPERTY OWNER:Steininger, Inc.

REQUEST: Sand and Gravel Zoning District and Interim Use Permit Extension and Conditional Use Permit Amendment

LOCATION: 11305 Clark Road

HEARING DATE: September 7, 2010

COMPREHENSIVE PLAN: GI, General Industrial

ZONING: I-2, General Industry

REVIEWING DIVISIONS: Planning
Engineering

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

Max Steininger has submitted an application to extend their existing Sand and Gravel Overlay Zoning District designation for an additional period of 10 years, a conditional use permit amendment for the processing of sand and gravel and a onetime extension of the interim use permit to allow a contractors yard with outdoor storage.

The applicant received the initial Sand and Gravel Zoning approval in 1999. A conditional use permit was also approved for sand and gravel processing and processing of recycled concrete and asphalt on the property. A specific term of the approval was not specified in the resolution but the original submittal packet called for an approval period of 10 years. The applicant has been working with staff for a number of months to prepare an extension based on the assumption that the previous permit expired in 2009.

In 2006, the City Council approved an Interim Use Permit to allow a contractors yard with outdoor storage on the east side of the property.

The subject property is now within the MUSA boundary and sewer and water is available along Clark Road. The applicant plans to mine the sand deposits and then reclaim the site based on the approved plans for future industrial development.

The Environmental Commission will review this application at their September 16 meeting.

EVALUATION OF THE REQUEST

The site is surrounded by the following uses:

North Zoned I-2, General Industrial, vacant trucking operation; guided General Industrial
West Zoned I-2, General Industrial in the sand and gravel overlay district; guided General Industrial
South Zoned I-2, General Industrial, Praxair; guided General Industrial
East Zoned I-1, Light Industrial; guided Light Industrial

A. Sand and Gravel Temporary Zoning District

Evaluation of the Sand and Gravel Zoning renewal is regulated by performance standards listed in Section 10-13G of the City Code. The following reviews the application to these required standards:

Existing Conditions Plan. The applicant has submitted a plan showing the existing conditions on the site. Excavation has occurred on the east side of Clark Road (Outlot B) and this is the open pit where excavation will continue. Outlot A is primarily open field with a wetland essentially in the middle of the lot.

Phasing Plan. A phasing plan has been submitted showing a two phase operation. Phase 1 is Outlot B on the east side of Clark Road and Phase 2 is Outlot A on the west side of Clark Road.

Final Development Plan. A final development plan has been submitted. The plan identifies the site being graded into the same two outlots for future industrial development. Since the lots are each over 20 acres in size, the sites will provide ample area for future industrial development.

Approved Volumes of Material to be Mined. The original approval was based on an estimated amount of 760,000 cubic yards of material to be mined. The expected time period of completion was 10 years. As of the beginning of 2010, a total of 438,878 cubic yards of material has been mined. This would leave an estimated 321,122 cubic yards to be mined. This number was based on a total of 37 acres of the 47 acre site area total would be mined. In 1999, this area was not in the MUSA boundary and sewer was not available. Therefore, an area was to have been set aside and left undisturbed for future septic system locations. Since this land is now served by sewer, an undisturbed area is no longer needed. The applicant has indicated that this creates the ability to mine an additional 50,000 cubic yards of material. Total volume of material does not increase and the permit remains at an estimated 760,000 cubic yards.

The City Engineer has reviewed the request and submitted plans and notes that based on quantity numbers submitted by the applicant, there is sufficient top soil material on site to

reclaim the amount of material mined to date on the east side of Clark Road. In order to insure that there is enough fill material to reclaim the estimated 760,000 cubic yards, the applicant is required to submit an annual report to the City Engineer indicating the amount of fill material that has been brought back on the site each year. This will insure that all of Outlot B will balance. The Engineer recommends approval of the plan with the stipulation that the mining shall be allowed up to 50 feet below the final restoration plan elevations. The maximum disturbed area shall not exceed approximately eight (8) acres at any one time. A letter of credit or other surety should be submitted as required by code. The amount to be approved by the City Engineer.

Period of Permit Renewal. The expected time period of completion was 10 years. Based on the slowdown of the construction industry, this time period needs to be extended. The applicant is requesting a renewal period of 10 years. Based on other sand and gravel zoning approvals, Staff recommends the time period be limited to five (5) years. This allows the city an opportunity to review the permit again in a shorter period of time since this area is now in the MUSA boundary and sewer has been extended, industrial development is now the primary goal and allowing too long a period of mining may be detrimental to development of this parcel or other vacant parcels in the area.

B. Conditional Use Permit

Concurrent with the Temporary Sand and Gravel Zoning review, a review of the CUP is part of this application.

The existing pit has a CUP for the processing of sand and gravel, and processing of recycled concrete and asphalt. The applicant is not requesting any changes to the conditional use permit.

The original approval allows for the excavation, washing, crushing, screening and stockpiling of aggregate products. Recycled concrete and asphalt are also being proposed to be hauled to the site periodically crushed. The processed asphalt and concrete would be missed onsite with sand and used as base material in road and utility work.

The concrete and asphalt would be hauled onto the site and stockpiled throughout the construction season, but would only be crushed for three week periods once or twice a year. The processing is designed to be conducted around the active face to help attenuate noise. All operational activities, including recycling and hauling of materials/aggregates to or from the site shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday.

The use appears to be consistent with current zoning, and the end use plan for future industrial is consistent with the Comprehensive Plan.

C. Interim Use Permit. In 2006, the Council approved an Interim Use Permit to allow a contractor's yard with outdoor storage on the east side of the property. The approval was to use approximately 8 acres of the site to store trailers, recreational vehicles, truck tractors and construction equipment and materials. Existing berming along the highway was approved as screening for the outdoor storage. The current permit expiration date was to end concurrently with the sand and gravel zoning.

The Zoning Ordinance allows for a onetime extension of an interim use permit. Upon expiration of this onetime time extension, the property owner shall not request a new interim use permit for the same interim use on the property. The applicant is requesting the same 10 year time period extension. No other changes are being proposed for the interim use permit.

The interim use of a contractor's yard on this particular site would not have an impact on public health or existing or planned City facilities. It is generally compatible with the existing uses of the surrounding properties. Access to the storage area will be off of Clark Road. This is not a high traffic road; additional traffic the storage area may produce will not negatively impact the surrounding businesses.

Staff would recommend that the interim use permit extension coincide with the recommended 5 year sand and gravel extension.

ALTERNATIVES

The Planning Commission has the following actions available on the proposed project:

- A. **Approval**: If the proposed request is found to be acceptable, approval of the applicable following actions should be taken:
- Approval of the **Temporary Sand and Gravel Zoning** for a period of five (5) years for the expansion area and the existing gravel area to synchronize their timing subject to the following conditions:
 1. Use of the property shall be substantially similar to the plans detailed in the Sunde Engineering, Inc. Report entitled Application for Sand and Gravel Overlay District Zoning Dated March, 1999 on file in the planning department, except as maybe modified herein and with the updated plan entitled Conceptual Rough Grading and Drainage Plan including phasing and final restoration plan dated 7/23/10.
 2. The Temporary Sand and Gravel (S&G) Zoning shall remain in place on the property for a period of five (5) years to expire on (council approval date), 2015.

3. The operation of the sand and gravel operation approved herein shall comply with all provisions of Inver Grove Heights City Code, Section 10-13G, Sand and Gravel Zoning District, except as specifically modified herein.
 4. Berming of sufficient height to screen activity areas shall be provided along the southern lot line of Outlot B, Gainey Addition and along the entire length of Clark Road fronting Outlot B.
 5. Total material allowed to be mined on the property shall be limited to an estimated 760,000 cubic yards. The maximum disturbed area shall not exceed approximately eight (8) acres at any one time. Maximum depth of any mining area shall be limited to up to 50 feet below final restoration plans.
 6. A letter of credit or other surety shall be submitted as required by code for the reclamation of the site. The amount shall be approved by the City Engineer and shall be submitted within 30 days of approval of this ordinance.
 7. The site shall be kept clear, at all times, of windblown debris.
 8. Backfill material shall be either clean fill material that was stripped off the site or other clean fill material which is brought in from offsite.
 9. Steininger Inc. shall obtain and maintain the necessary licenses and approvals from Dakota County. Terms and conditions of the license and approval shall be hereby incorporated into this City approval.
 10. Restoration shall be conducted in phases at the site. As portions of the mining area are completed, the areas will be backfilled, graded, topsoil applied and vegetation established.
 11. Steininger Inc. is required to submit an annual report to the City Engineer indicating the amount of fill material that has been brought back on the site each year.
- o Approval of the **Conditional Use Permit Amendment** for the processing of sand and gravel, processing of recycled concrete and asphalt subject to the following conditions:
1. Resolutions No. 99-71 and the conditions therein shall become null and void.
 2. All terms and conditions of the approval of the temporary Sand and Gravel Zoning District for the property shall apply to all the operations on the site specifically stated herein, except where said terms and conditions may be

modified by the conditions below, then the conditions of this permit shall prevail.

3. Approval of this conditional use permit shall be valid for the duration of the Temporary Sand and Gravel Zoning or until such time that the sand and gravel operation on site shall cease to continue if such time frame is shorter. The sand and gravel operation and the approval granted herein shall terminate concurrently.
4. Where violations of the conditions of this permit are noted, the City is authorized to immediately terminate all operations on the site and resumption of operation will not be permitted until such violation is rectified.

o Approval of the **Interim Use Permit Extension** to allow a temporary contractors yard with outdoor storage as an interim use in the I-2 zoning district subject to the following conditions:

1. The site shall be developed in substantial conformance with the site plan on file with the Planning Department except as may be modified by the conditions below.
2. The site shall be maintained free of weeds, waste materials, trash, junk vehicles, and similar items which are no longer useful.
3. The Interim Use Permit shall be valid for the duration of the sand and gravel operation on site or until the sand and gravel permit expires.
4. Where violations of the conditions of this permit are noted, the City is authorized to immediately terminate the uses approved in this permit.
5. The storage area shall be surfaced with concrete, bituminous, Class V gravel, or an approved equivalent. The surface shall be maintained to prevent deterioration, dust and erosion.
6. The driveway entering the property and the main drive lane through the site will be required to be posted as a fire lane and the parking lot must be configured to provide adequate turn-around for fire apparatus once inside the property.

B. Denial: Should the proposed request, or portions thereof, be found not acceptable, the appropriate requests described above should be denied. The basis for denial must be stated in any such motion.

RECOMMENDATION

In review of the proposed restoration plans, the Planning Division Staff finds the temporary Sand and Gravel Zoning District, Conditional Use Permit Amendment and Interim Use Permit Extension acceptable. As such, Staff recommends **Alternative A**, approval of the request based on a five year extension period with the conditions listed.

Attachments: Site Location
Applicant Narrative
Concept Grading/Drainage/Final Restoration Plan/Phasing Plan
Outdoor Storage Interim Use Site Plan

Location Map

Case No. 10-12CIA



NARRATIVE DESCRIPTION OF APPLICATION

On May 24, 1999 the applicant's property was given a sand and gravel overlay district without any specific conditions or time periods. On May 24, 1999 the applicant's property also was granted a Conditional Use Permit for processing sand and gravel deposits and processing recycled concrete and asphalt with five conditions, but again with no specific time period. However, it was estimated at the time of the original application that the granular material would be exhausted in approximately 10 years. Unfortunately, that estimate proved to be unduly optimistic due to the changes in the economy.

At the time of the initial application, the applicant supplied all of the required surveys, grading plans, phasing plans and final use plans. The original Conditional Use Permit required that the "use of the property shall be substantially similar to the plans detailed in the Sunde Engineering, Inc. Report entitled *Application for Sand and Gravel Overlay District Zoning* dated March 1999 on file in the Planning Department." The applicant has fully complied with that condition, and the City staff has had no problems with the applicant since the Permit was granted. Submitted with the Renewal Application is an updated Grading Plan for the property. The only change from the original plan is the elimination of septic site trenches on both Outlots A and B along the southerly property line. These septic site trenches are no longer necessary, because sanitary sewer was installed along Clark Road. At the time of the original application there was no contemplation that sanitary sewer would become available to the property, and therefore the septic site trenches areas were required to remain undisturbed.

It is estimated that there are currently 375,000 cubic yards of granular material remaining to be excavated on site. The amount of available material was slightly increased by the elimination of the septic trenches. In view of the current economic conditions with the corresponding lack of construction needing granular material, it is estimated it will be 10 years before all of the granular material is exhausted. Therefore, the applicant is requesting that the Sand and Gravel Overlay Zoning District and the Conditional Use Permit, along with the Interim Use Permit be extended until July 1, 2020.

The applicant further requests renewal of the Interim Use Permit previously granted for a temporary contractor's yard with outdoor storage for Outlot B, Gainey Addition. The Interim Use Permit references that it shall be "valid for the duration of the sand and gravel operation on site or until the sand and gravel permits expires. Applicant requests that the Interim Use Permit be renewed for the same 10 year period as the Conditional Use Permit.

Because many of the original conditions have been complied with and are therefore no long applicable, the two conditions from the original permit that should be included with the renewal permit are:

1. "Use of the property shall be substantially similar to the plans detailed in the Sunde Engineering, Inc. Report entitled *Application for Sand and Gravel Overlay District Zoning* dated March 1999 on file in the planning department, except as maybe modified herein. Any changes may occur only after formal application to the City for an Amendment to the Conditional Use Permit.
2. Burming of sufficient height to screen activity areas shall be provided along the southern lot line of Outlot B, Gainey Addition and along the entire length of Clark Road fronting both Outlot A and Outlot B.

A new condition 3 should be added:

3. Grading and excavation shall be substantially similar to the updated grading and drainage plan dated March___ 2010 prepared by Sunde Engineering, Inc., which differs from the original plan only in the elimination of the areas reserved for septic site trenches.

The six conditions attached to the Interim Use Permit dated April 10, 2006 shall be continued except that in condition three the anticipated termination of the sand and gravel permit shall be specified as 2020 rather than 2009.



City of Inver Grove Heights
8150 Barbara Avenue
Inver Grove Heights, MN 55077-3412

Approval is only for conformance with the design concept of the Project and compliance with the information given in the Contract Documents. Contractor is responsible for all dimensions, quantities and performance requirements to be confirmed and correlated at the job site; for all information that pertains solely to the fabrication processes or to techniques of construction; for all coordination of the work of all trades; and for assuring consistency with the Contract Documents.

Approval of drawings or items does not relieve the Contractor of the responsibility for complying with all requirements of the Contract Documents.

APPROVED
 APPROVED AS NOTED
 DISAPPROVED
 REVISED AND RESUBMIT

Date: 8/11/2010

By: *Thomas J. Kelland*



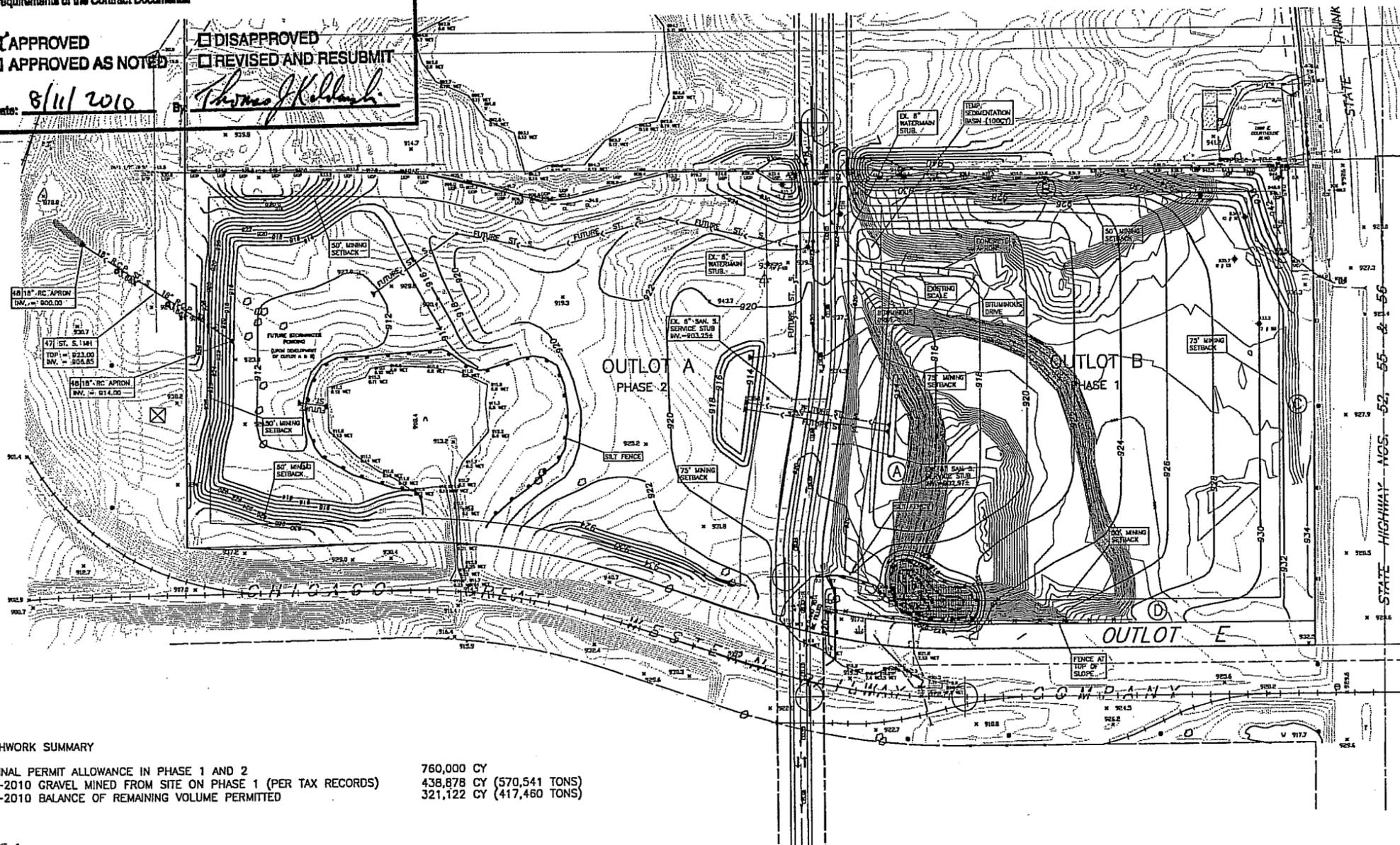
CONSULTING CIVIL ENGINEERS
10430 HESBETT AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55431-2100
(952) 881-2344 TELEPHONE
(952) 881-1813 FAX
www.sunde.com

STEININGER GRAVEL PIT

GAINEY ADDITION
OUTLOTS A&B

INVER GROVE
HEIGHTS, MN

2010 MINING TOPO
AND PERMIT
RENEWAL



(A)(B)(C)(D) DENOTES RESERVED STOCKPILE BERM FOR FINAL RECLAMATION

NOTE - MAXIMUM AREA OF MINING DISTURBANCE SET AT 8 ACRES WITH \$5,000/ACRE SURETY

DATE	REVISION
5/20/08	ORIGINAL PLAN DATE
5/22/08	REMOVE FUTURE GRAFFIELD AREAS
5/26/08	CITY COMMENTS
7/23/10	CITY ENGINEERS REDLINES

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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Info Matter
DATE: 8/20/09 REG. NO.: 0425

INFORMATION:
PROJECT NO.: 09-548
DRAWN BY: MK
CHECKED BY: MK
APPROVED BY: MK
SCALE: GRAPHIC
DATE: 8/20/09

DESCRIPTION:
CONCEPTUAL ROUGH
GRADING AND
DRAINAGE PLAN
2010 MINING PERMIT
RENEWAL

SHEET NO:

C1

EARTHWORK SUMMARY

ORIGINAL PERMIT ALLOWANCE IN PHASE 1 AND 2	760,000 CY
1-1-2010 GRAVEL MINED FROM SITE ON PHASE 1 (PER TAX RECORDS)	438,878 CY (570,541 TONS)
1-1-2010 BALANCE OF REMAINING VOLUME PERMITTED	321,122 CY (417,460 TONS)

PHASE 1

MINING AS OF 1-1-10	438,878 CY
SITE OF EXISTING PIT	275,000 CY

FILL MATERIAL ON SITE TO FILL EXISTING PIT

A- WEST BERM AT CLARK	100,000 CY
B- NORTH BERM	150,000 CY
C- EAST BERM AT TH52-55	75,000 CY
D- SOUTH BERM	0 CY

ON-SITE FILL 325,000 CY - NOTE ADDITIONAL 50,000 CY TO BE MINED

PHASE 2

MINING AS OF 1-1-10	0 CY
ANTICIPATED MINING 2010-2020	0 CY
ESTIMATE MATERIAL TO MINE IN PHASE 2	200,000 CY

NOTES:

THIS 2010 PERMIT REQUIRES THAT THE EARTHWORK ON THE MINING SITE MAINTAIN A BALANCE OF MATERIAL TO FILL ANY EXCAVATION TO THE FINAL RESTORATION PLAN.

THE PERMIT ALLOWS THE OPERATOR TO REMOVE SUITABLE MATERIAL UP TO 50 FEET BELOW THE FINAL RESTORATION PLAN ELEVATIONS, PROVIDED THAT THE OTHER MATERIAL OF SUFFICIENT QUANTITY AND QUALITY BE HAULED TO THE SITE TO KEEP AN EARTHWORK BALANCE, INCLUDING COMPACTION.



Conditional Use Permit Site Plan

The current approved site plan identifies three entrances onto 117th Street. There are only two entrances constructed, one on each side of the building. The main drop off doors are located on the east side of the building. Current traffic flow is set up such that trucks enter the site from the east, and back up to the east doors. When there are a number of trucks waiting, they must queue on 117th Street. The proposed change is to add approximately 5000 square feet of asphalt and connect the two entrances with a paved area in front of the building. Trucks will now be able to enter the site from the west entrance and do the backup maneuver on site and then leave from the east entrance. The new circulation patten provides for stacking space on site and trucks would not have to stack and wait on 117th Street.

All parking lot setbacks would be met and parking would not be affected as most employee parking occurs in the parking spaces on the east side of the lot. The existing parking spaces would not be removed, but may be blocked if trucks are waiting to unload.

The City Engineer has reviewed the plans and finds that the plans have addressed any storm water issues. Silt fencing and construction escrows will be required to be in place before actual work begins.

The Fire Marshal has reviewed the plans and has indicated that the fire lane posting must be preserved and extended to include the new driveway segment.

Additional landscaping would be installed to replace the existing plantings that would be removed to accommodate the circulation expansion. The revised plan is designed only to enhance the existing plantings.

ALTERNATIVES

The Planning Commission has the following actions available on the proposed project:

- A. **Approval:** If the proposed request is found to be acceptable, approval of the applicable following actions should be taken:
- Approval of the **Conditional Use Permit Amendment** for a recycling facility and transfer station for recyclable materials to change the approved site plan to allow an expanded asphalt area to connect the two entrances subject to the following conditions:
 1. The property shall be developed in substantial conformance with the site, utility, landscape, drainage and building plans dated 6/14/93 (4 sheets), and the outside storage plan dated 6/14/93 (1 sheet) including the revised site plan dated 7/29/10, except as may be modified by the conditions of this permit.

2. All permits required by MPCA and Dakota County shall be received prior to commencement of operations on the site. The terms and conditions of any required MPCA and Dakota County permits shall be incorporated as a part of this Conditional Use Permit as if they were specifically stated herein. Violations of the MPCA and/or Dakota County permit requirements shall be deemed to be a violation of the terms of this Conditional Use Permit and shall be grounds for remedial action on the part of the City.
3. All materials subject to movement or blowing by the wind or which may cause nuisance by decomposition shall be appropriately disposed of immediately. The site shall be maintained free from all trash, rubbish and other waste, not specifically permitted, at all times.
4. All vehicles entering the site shall have their loads covered or otherwise secured so as to prevent wind-blown material during transport to or from the site.
5. No open storage of materials, equipment or other items shall occur except for up to fourteen (14) containers may be used for outside storage of recyclable materials as shown on the approved open storage plan dated 6/14/93. Containers with materials inside located in the staging area must be covered by a tarp or equivalent at all times. Containers located in the loading area do not need to be covered, however, containers in the loading area stored for longer than 48 hours must be covered.
6. The water supply on the site shall be as approved by the City Fire Marshal and shall be designed in accordance with the requirements of Appendices 3a and 3b of the State Fire Code.
7. Where violations of the conditions of this permit are noted, the City is authorized to immediately terminate all operations at the site. Resumption of activities on the site shall not occur until such violation is rectified.
8. The City Code Enforcement Officer or designee, shall be granted right to access to the property at all reasonable times to determine compliance with the terms of this permit.
9. A copy of the annual operational report, a monthly report indicating daily tonnage of all materials processed, and any other special reports as required by the regulating agencies (MPCA and Dakota County) shall be forwarded to the City Code Enforcement Officer as it becomes available.
10. Fire lane posting must be preserved and extended to include the new driveway segment.

11. Hazardous materials shall not be accepted at the sites.
12. All BFI drivers are prohibited from using Rich Valley Boulevard except to service their customers approximate to Rich Valley Boulevard. Additional, BFI shall post an advisory to all drivers to the same effect at each exit for the BFI Recycling Facility and the Pine Bend Landfill.
13. If any provision of this Conditional Use Permit is illegal, unenforceable or in conflict with the City Code, all other provisions shall stand.
14. Resolution 5805 shall hereby become null and void and be replaced by the conditions contained herein.
15. The grading and drainage plans shall be subject to the approval of the Director of Public Works prior to any site alterations occurring.

B. Denial: Should the proposed request or portions thereof, be found not acceptable, the appropriate requests described above should be denied. The basis for denial must be stated in any such motion.

RECOMMENDATION

The proposed parking area expansion meets all code requirements and improves traffic safety and circulation on site and improves safety on 117th Street. Staff recommends approval of the amended site plan as presented.

Attachments: Site Location
Current Approved Site Plan
Revised Site Plan
Truck Queuing/Circulation Plan



Subject Site

CLARK ROAD

Inver Grove Heights

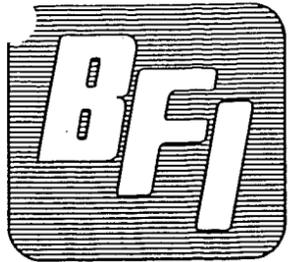


Case No. 10-30CA

Location Map



WARNING!
PETROLEUM PRODUCTS PIPELINE
 EXCAVATION AND/OR CONSTRUCTION PROHIBITED WITHOUT WRITTEN PERMISSION FROM TOM SMITH, RIGHT-OF-WAY COORDINATOR.
 WILLIAMS PIPELINE COMPANY
 2500 39th AVENUE
 APACHE OFFICE PARK, SUITE 246
 MINNEAPOLIS, MINNESOTA 55421
 (612) 633-1555



Browning-Ferris Industries

The Recyclery

* APPROVED CUP
 PLANS - RES. 5805

DRAWING SCHEDULE

- ARCHITECTURAL
- SITE & UTILITY PLAN
 - LANDSCAPE & DRAINAGE PLAN
 - ELEVATIONS
 - FLOOR PLAN

RUTLEDGE CONSTRUCTION
 GENERAL CONTRACTORS
 1409 SOUTH SEVENTH STREET
 HOPKINS, MINNESOTA 55343
 612 - 935 - 5558

The Recyclery
 2795 - 117TH STREET E.
 INVER GROVE HEIGHTS, MINNESOTA

WR DESIGN
 1100 W. 7TH ST. SUITE 100
 MINNEAPOLIS, MN 55408
 (612) 338-1888

NO.	REVISIONS	DATE
1	CUP, AMENDMENT & PLATTING	6/14/93

SHEET TITLE
 SITE PLAN &
 UTILITY PLAN

SCALE	1" = 50'
DRAWN	PAL
CHECKED	EPC
JOB NO	3041\93-202
DATE	06-14-93
SHEET	1
OF	4

CONDITIONAL USE AMENDMENT & SITE PLATTING

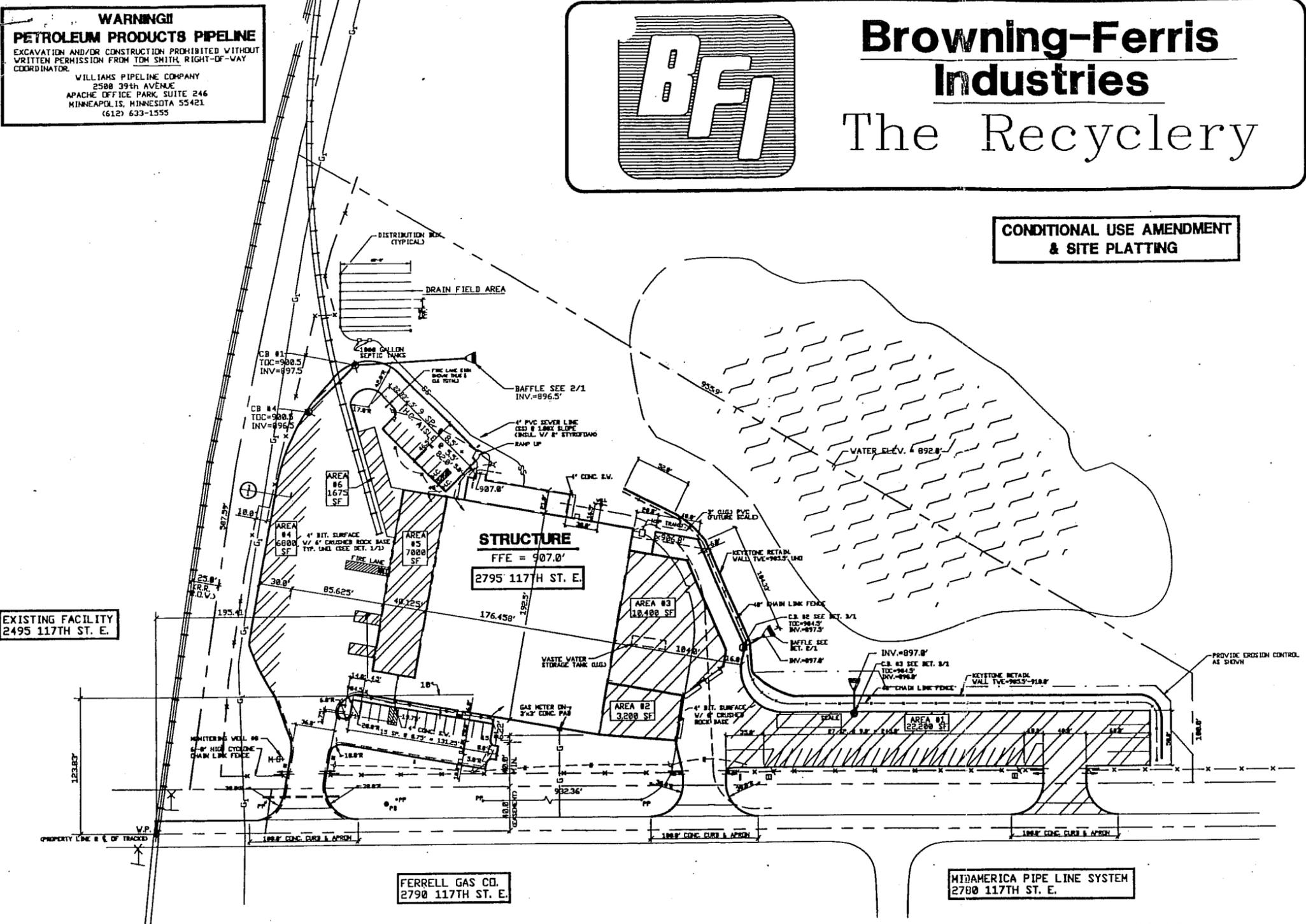
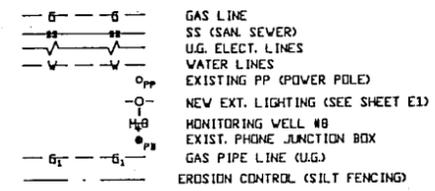
SITE - DATA

SITE AREA	7.2031 ACRES	
EXIST. BLDG W/ CANOPY	45004 SQ.FT.	
ADDITIONS - AREA #2	3200 SQ.FT.	
AREA #3 - BLDG	10,400 SQ.FT.	
AREA #5 - BLDG	0 SQ.FT.	
AREA #5 - DOCKS	400 SQ.FT.	
AREA #6 - DOCK	1675 SQ.FT.	
EXIST. PAVEMENT	56,000 SQ.FT.	
ADDITIONS - AREA #1	22,200 SQ.FT.	
ADDITIONS - AREA #4	6,000 SQ.FT.	
	BEFORE	AFTER
FOREST/WOODED	22%	18%
BRUSH	6%	4%
GRASSLAND	26%	22%
WETLAND (TYPES 3-8)	14%	14%
BUILDING/DOCKS	14%	19%
DRIVES/PARKING	18%	23%
OCCUPANCY (OFFICE)	B-2	
OCCUPANCY (PLANT)	B-4	
CONSTRUCTION (OFFICE)	TYPE X-N	
CONSTRUCTION (PLANT)	TYPE II - 1 HR.	
(2 HR. AREA SEPARATION)		
ZONING	1-2	
PARKING		
PARKING (STD)	22	48
PARKING (ACCESSIBLE)	1	2
PARKING (TOTAL)	23	50
NL OF EMPLOYEES	50	50

SHEET NOTES

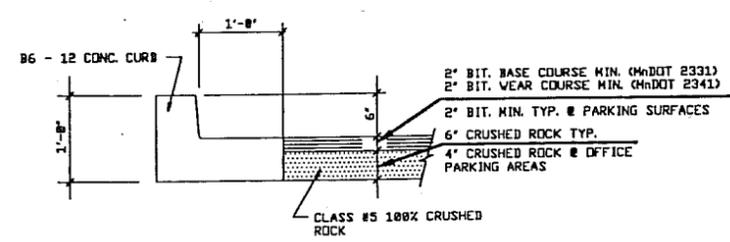
- □ □ INDICATES LIGHT FIXTURE
- PROVIDE 4" WIDE YELLOW PAINTED STRIPING @ PARKING AREAS
- FFE, 907.0' = PROJECT REF. ELEV. 100'-0"
- PROVIDE CONC. SPLASH BLKS @ ALL DOWNSPOUTS
- ALL FENCE GATES TO BE MANUALLY OPERATED.
- ALL HANDICAPPED PARKING STALLS TO BE DESIGNATED W/ POST MTD. HC. SIGNS
- FIRE LANE:
 W/ PAINTED CURB (YELLOW)
 & SIGNS

UTILITY LEGEND

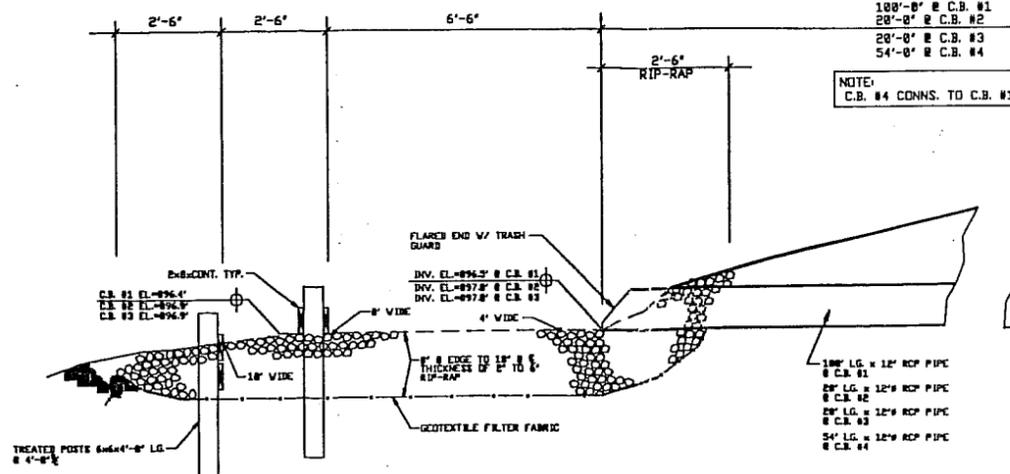


SITE PLAN & UTILITY PLAN

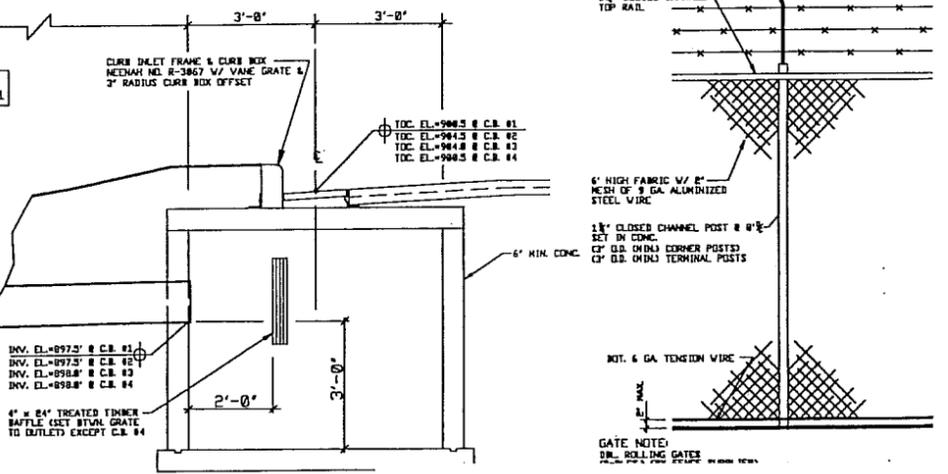
SCALE: 1" = 50'



1 CURB / PAVING DETAIL
 SCALE: 1" = 1'-0"

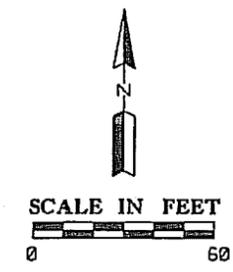


2 BAFFLE DETAIL
 SCALE: 1/2" = 1'-0"

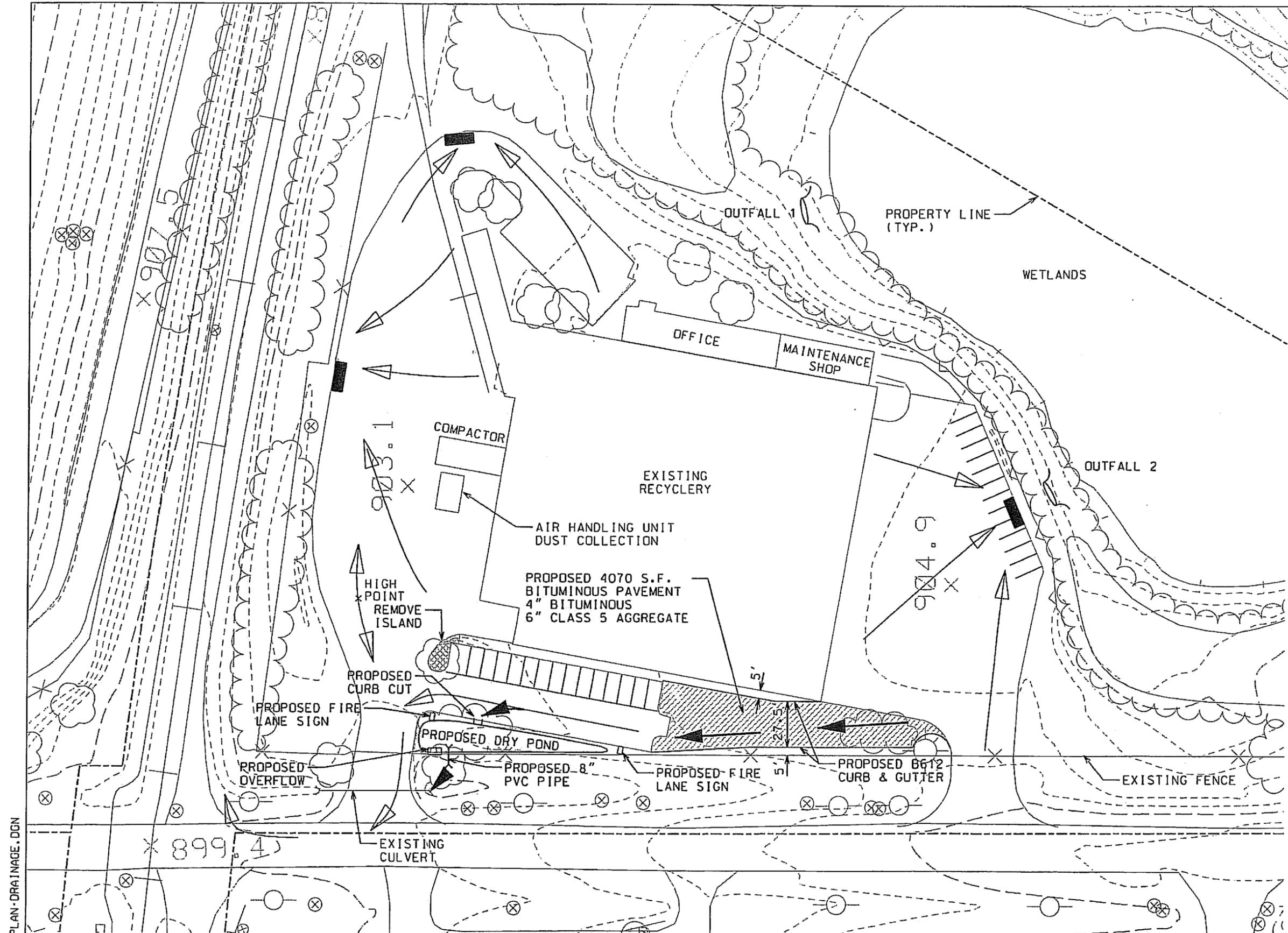


3 CATCH BASIN DETAIL
 SCALE: 1/2" = 1'-0"

EXHIBIT C - SITE & UTILITY PLAN



- LEGEND**
- STORMWATER OUTFALL
 - STORM CATCH BASIN
 - EXISTING SURFACE WATER FLOW
 - PROPOSED SURFACE WATER FLOW



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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Vincent T. Vander Top
VINCENT T. VANDER TOP

DATE JULY 29, 2010 REG. NO. 25770

M:\C1A\0516\PLAN-DRAINAGE.DGN

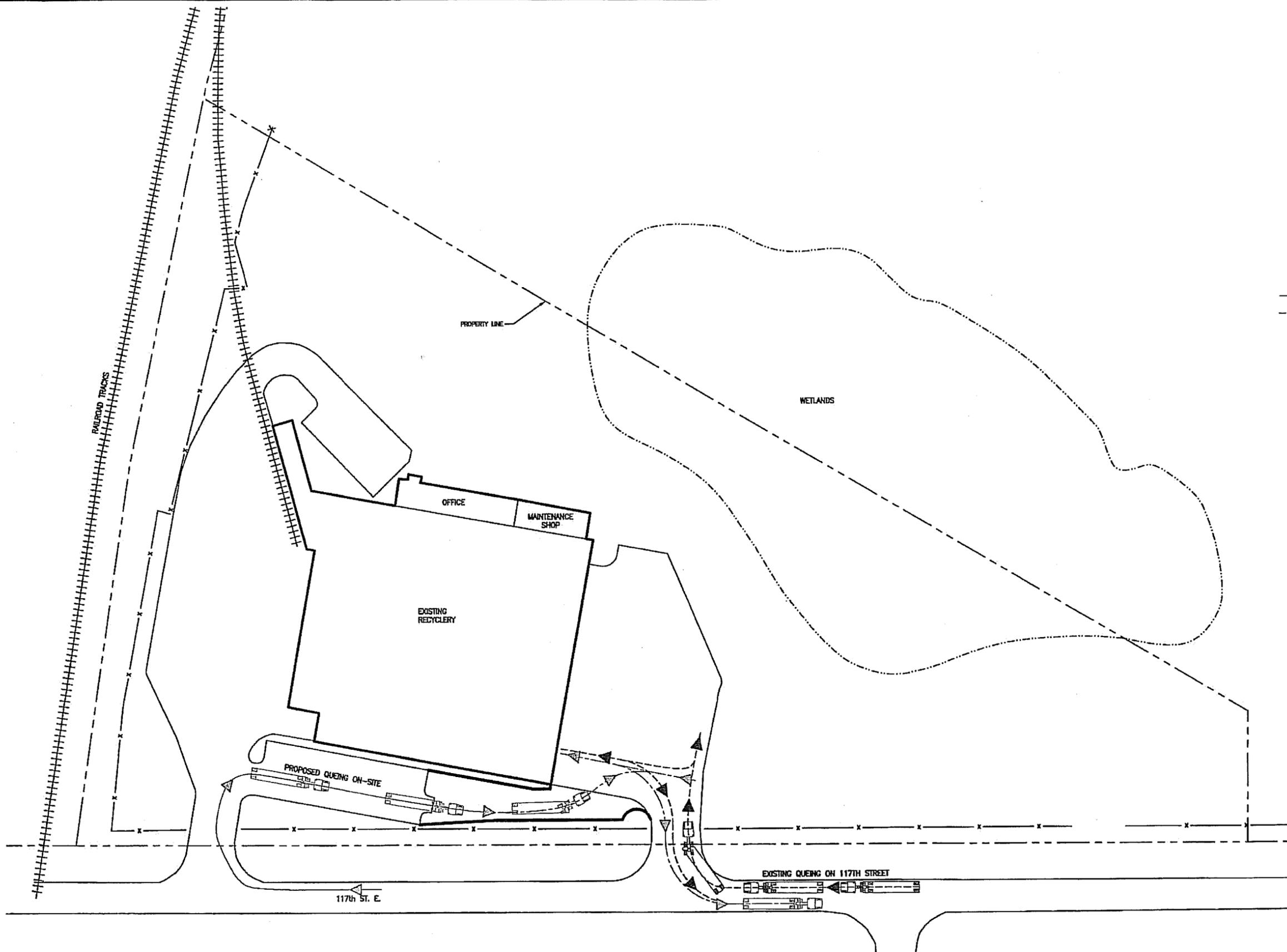
REV	REV_DESC	DWN	RAPP	RDATE

Wenck
WENCK ASSOCIATES, INC. CONSULTING ENGINEERS
WEB SITE: WWW.WENCK.COM
OFFICE ADDRESS OFFICE LOCATION OFFICE PHONE OFFICE FAX

DWN BY JWT	CHK'D VTV	APP'D
DWG DATE 7/28/10		SCALE AS SHOWN

PROJECT	ALLIED WASTE ST. PAUL RECYCLERY
CLIENT	

SHEET TITLE SITE PLAN/ DRAINAGE CONFIGURATION		
PROJECT NO. 0991-65	SHEET NO. FIGURE 3	REV NO. 1



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 ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Vincent T. Vander Top
VINCENT T. VANDER TOP

DATE JULY 29, 2010 REG. NO. 25770

REV	REVISION DESCRIPTION	DWN	APP	REV DATE
1	FOR CLIENT REVIEW	NAS		09-JUL-2010

Wenck
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1800 PIONEER CREEK CENTER
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(763) 479-4242

DWN BY CVE	CHK'D VTV	APP'D
DWG DATE JULY 2010		
SCALE AS SHOWN		

PROJECT	
CLIENT	ALLIED WASTE ST. PAUL RECYLERY

SHEET TITLE TRUCK QUEING/CIRCULATION		
PROJECT NO. 0991-65	SHEET NO. FIGURE 2	REV NO. 1

CITY OF INVER GROVE HEIGHTS
DAKOTA COUNTY, MINNESOTA

RESOLUTION ADOPTING THE REGIONAL ROADWAY SYSTEM VISIONING
STUDY RECOMMENDATIONS

RESOLUTION NO. 10-102

WHEREAS, the City of Inver Grove Heights, along with the Minnesota Department of Transportation, Dakota County, and the City of Eagan, entered into an agreement to study future transportation improvements in northwest Inver Grove Heights, northeast Eagan, Mendota Heights, and Sunfish Lake; and

WHEREAS, these entities subsequently selected SRF to conduct the study; and

WHEREAS, the intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems; and

WHEREAS, the study was guided by a technical advisory committee consisting of the Minnesota Department of Transportation, Dakota County, Metropolitan Council, Federal Highway Administration, and the cities of Inver Grove Heights, Eagan, Sunfish Lake, and Mendota Heights; and

WHEREAS, SRF conducted a technical analysis of future development in Inver Grove Heights, Eagan, and surrounding cities and alternative transportation improvement alternatives; and

WHEREAS, considerable public input was obtained through three open houses and various other meetings; and

WHEREAS, SRF has concluded by preparing a list of recommendations; and

WHEREAS, these recommendations are found to be consistent with the Inver Grove Heights Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF INVER GROVE HEIGHTS hereby adopts the Regional Roadway System Visioning Study Recommendations.

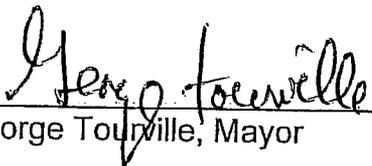
BE IT FURTHER RESOLVED, that the City Council of the City of Inver Grove Heights:

- Strongly supports an interchange at I-494 as shown on Alternate E and finds such an interchange necessary to serve future regional and local transportation needs.
- Strongly supports an interchange at Highway 55 and Argenta Trail and finds such an interchange necessary to serve future traffic volumes and to eliminate traffic safety hazards.

Passed by the City Council of the City of Inver Grove Heights on the 12th day of July 2010.

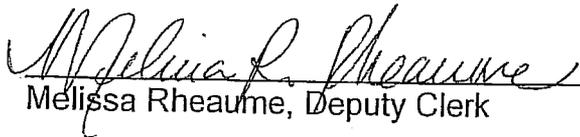
AYES: 5

NAYS: 0



George Tourville, Mayor

ATTEST:



Melissa Rheaume, Deputy Clerk



REGIONAL ROADWAY SYSTEM VISIONING STUDY

Recommendations

The intent of the study is to identify a transportation system plan that can support long-term growth and development in the region, as well as complement and build upon current transportation systems. The study area has one of the largest undeveloped areas (approximately 4,300 acres) adjacent to the I-494/I-694 beltway. This area will develop over time and as a result, add more traffic to the current transportation system. In addition, growth is also occurring in surrounding communities, particularly to the south and east; this traffic also impacts the transportation system in this area. It is therefore important to identify potential improvements needed to support this future growth, as well as ensure safe and efficient travel into, through and out of the area. With this plan and subsequent environmental studies, the appropriate agencies can work toward implementing improvements over time, as needs arise, and as opportunities and funding permit. In addition, the plan will allow for avoidance and minimization of property impacts and disruptions in services, especially as development occurs in the study area.

The study recommendations need to be put in the following planning context.

- The study is not an official environmental study and therefore does not carry any official environmental standing. More detailed analysis will need to be done to fully assess environmental, design and operational issues in accordance with the National Environmental Policy Act (NEPA) and Minnesota Environmental regulations at the time individual projects are developed. The study focused on a high-level screening of environmental elements to identify potential environmental issues, including a review of natural wetland inventory, special habitat designations and right-of-way impacts to residential and commercial properties.
- While a specific system alternative is identified as an outcome of this study, all of the remaining system alternatives (alternatives not selected) will need to be carried into future environmental studies to fulfill environmental requirements. However, some of these alternatives may end up in a considered, but dismissed narrative.
- Any changes in interstate access require a significant amount of analysis and study to ensure safe and efficient operations of the system. This lengthy process may ultimately determine that an additional access may not be warranted, or other modifications of the system may be needed in conjunction with access changes.

The following recommendations have been developed through the involvement of the cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake; Dakota County, the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, and the Federal Highway Administration (FHWA). The recommendations are based on technical analysis, as well as public and committee input. These recommendations constitute a vision for the area transportation system that will allow the system to support area growth (as identified in local 2030 Comprehensive Plans) safely and efficiently.

The following key improvements that constitute the vision are listed below and shown in Figure 1:

- a. Lone Oak Road (CSAH 26) – expand 2 to 4 lanes from TH 55 to Athena Way (where it is currently 4 lanes).
- b. 65th Street – extend from Babcock Trail to Lone Oak Point.
- c. CSAH 28 Realignment north of TH 55.
- d. TH 3 – expand 2 to 4 lanes from Cliff Road to TH 55.
- e. TH 149 – expand 2 to 4 lanes from TH 3 to Rich Valley Boulevard.
- f. Baffin Trail Realignment – alignment to be determined in future studies.
- g. CSAH 28 Realignment south of TH 55 – connection to Argenta Trail will be determined during future studies associated with the installation of a full interchange in the long term.
- h. Lone Oak Road (CSAH 26) – expand 4 to 6 lanes from the I-35E West Ramps to Neil Armstrong Boulevard.
- i. TH 55 – expand 4 to 6 lanes from TH 149 south junction to TH 149 north junction.
- j. TH 149 – expand 4 to 6 lanes from TH 55 to I-494. This project recently received STP federal dollars for construction.
- k. TH 3 – consider 2 to 4 lane expansion in the long term from Upper 55th Street to TH 55.
- l. TH 149 Interchange Improvements with I-494 Mainline between I-35E and TH 149 – additional analysis is needed in an Interstate Access Request (IAR). As part of this study, a preliminary analysis was completed to determine how the TH 149 interchange ramps are currently being used, in relation to I-35E and I-494. Further study is necessary to determine the solutions to address the capacity problems at the TH 149 interchange and weaving issues between TH 149 and the I-35E exit.
- m. Delaware Avenue – improvements as required by actual traffic conditions. Such improvements may include turn lanes, shoulders, and trails/sidewalks. No additional through lanes will be required.
- n. New I-494 Interchange near Argenta Trail – approximately ½ mile east of the existing overpass with a configuration to minimize potential impacts to Hornbean Lake on the north. Additional analysis is needed in an Interstate Access Request (IAR).



- o. TH 55/Argenta Trail – consider a high-volume, high-capacity intersection upgrade, or a long-term interchange at this location. 2030 Comprehensive Plan growth assumptions do not reflect a need to separate grades based on traffic volumes. Buildout traffic volumes are borderline. In the vicinity of TH 55, continue to keep Argenta Trail as the through route and CR 28 connection into Argenta Trail (note: this is a change from the recommendations of the “County Road 28 Corridor Study” completed in 2000). Plan for an alignment of future CR 28 east of Argenta Trail that would intersect Argenta Trail where interchange ramps would be located if an interchange were to be constructed in the future. It is likely that the TH 3 West Ramps would need to be removed, if and when a new interchange is constructed.
 - p. Argenta Trail – realign and expand to 6 lanes from TH 55 to I-494. This likely would be built first as a 4-lane roadway, then expanded to 6 lanes in the future as demands increase.
2. Based on the analysis and input throughout the study process, Alternative “E” is recommended as the “locally-preferred”¹ system vision with new access to I-494. As noted in 1(n), this recommended vision includes a new interchange along I-494. The Study Partners should continue to investigate the technical and environmental acceptability of adding an additional interchange access to I-494. This recommendation is made for the following reasons.
- a. It addresses the growth anticipated in 2030, based on approved area Comprehensive Plans, including the 2030 growth anticipated for NE Eagan and NW Inver Grove Heights.
 - b. It limits overloads of key arterial segments which are difficult and costly to expand beyond six lanes (i.e., more urbanized area along TH 55 from south junction of TH 149 to north junction of TH 149; and TH 149 from TH 55 to I-494).
 - c. It eliminates overloaded interchanges on I-494 at TH 149 and TH 3 by better balancing transportation demand among other regional access points and a new interchange access. This maximizes long-term flexibility of the overall transportation system.
 - d. It reduces travel demands at the I-494/TH 149 interchange, which is in close proximity to the I-35E system interchange. Currently, there are operational and safety problems with traffic from the TH 149 loop wanting to travel westbound on I-494, weaving with westbound I-494 traffic exiting to I-35E within approximately 2,300 feet. Additional modifications to the I-494/TH 149 interchange and the I-494 mainline will be needed in the future. With a new I-494 interchange at the proposed Alternative E location, 40 percent of the traffic using the TH 149 westbound loop would be relocated to the new interchange, approximately 8,200 feet further east. This will provide a longer distance for vehicles to sort themselves out, which makes the weave and right-lane congestion issues easier to address in the long-term on I-494.

¹ Mn/DOT and FHWA cannot commit to one alternative until the environmental process is completed.

- e. It has the lowest right-of-way acreage impacts of all new I-494 interchange alternatives and the lowest number of residential and commercial property acquisitions based on current properties.
 - f. It maintains logical system connections with existing Argenta Trail and Delaware Avenue thereby providing access to and from communities to the north; yet the traffic demands along Delaware Avenue for this option are very similar to the other system improvement options.
 - g. Alternative E is in close proximity to Hornbeam Lake and this proximity will need to be evaluated more closely in subsequent environmental studies. Interchange designs that limit encroachments and impacts to this area should be considered.
 - h. Alternative E's interchange location and proposed alignment for Argenta Trail will be designed to minimize impacts to wetlands and avoid where possible. Its location does a better job of avoiding areas that have been identified as Regionally Significant Ecological Areas (defined by the DNR using Minnesota Land Cover Classification System – 2008). Alternatives C and D have some impacts to wetlands and the areas identified as regionally significant ecological areas. These areas are located adjacent to existing Argenta Trail and in the Argenta Trail and I-494 overpass area (Figure 2).
 - i. Alternative E has a low percentage of local trips using the regional system for a short distance (i.e., interchange to interchange on I-494). A high percentage of the trips accessing the regional system using the new interchange have other regional destinations in the region.
 - j. It avoids undesirable direct impacts to residences immediately north of I-494 in the area of Delaware Avenue, as well as shifts the alignment of Argenta Trail to the east of a developed residential area on the south side of I-494.
 - k. The location of the new I-494 interchange in Alternatives C and D are not consistent with Mendota Heights and Sunfish Lake Comprehensive Plans (i.e., Alternative E is located in Inver Grove Heights). The new interchange location and potential realignment of Argenta Trail is consistent with the Inver Grove Heights Comprehensive Plan.
3. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 at location "E". A more detailed and comprehensive operations and safety analysis will be required, assuming the access process moves forward (see Recommendation #4).

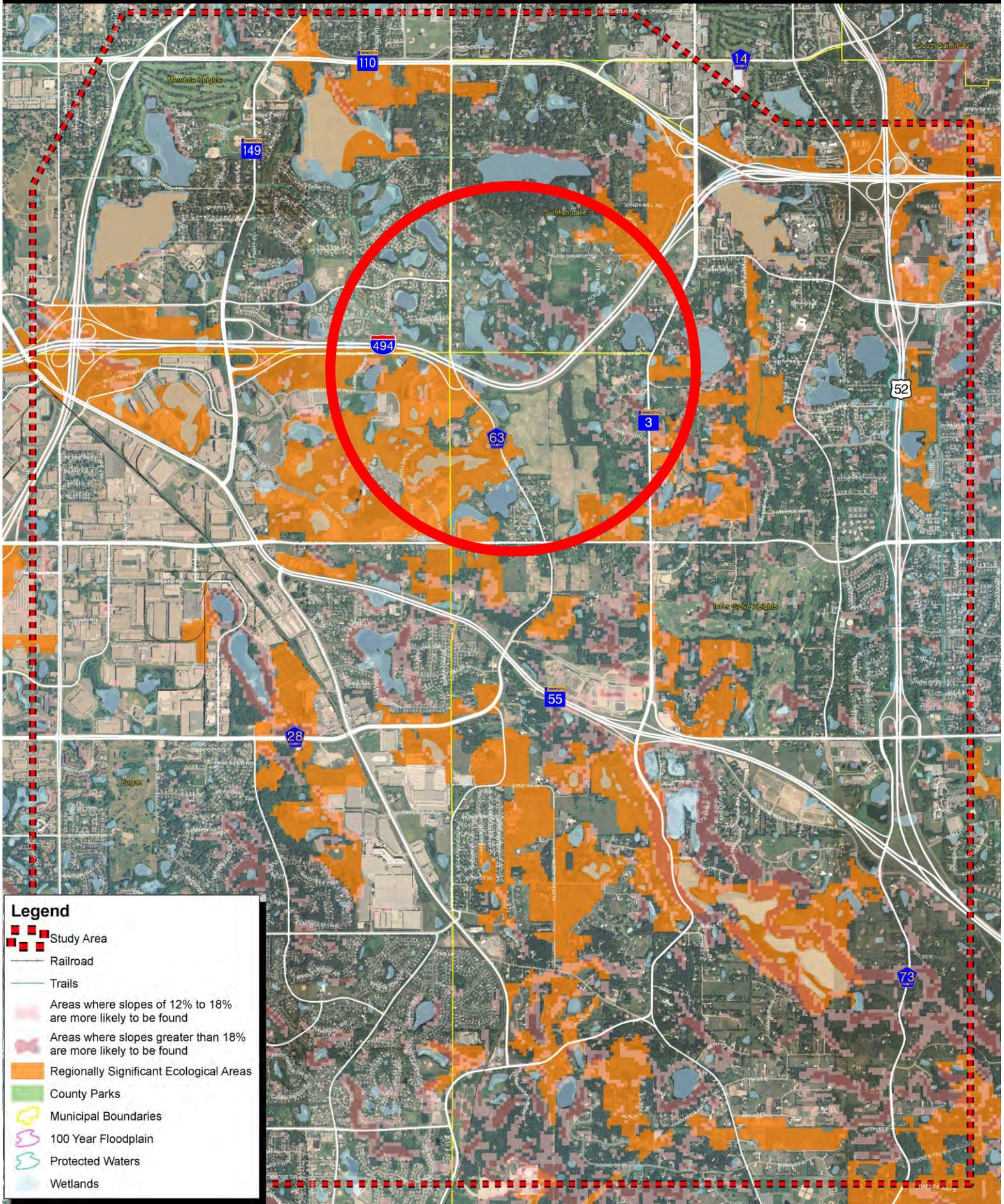


Figure 2

May 7, 2010

4. If FHWA indicates that the warrant analysis has merit to move forward to the next step (this decision doesn't signify support for the access change, only that it warrants greater analysis); then the next step is to complete an Interstate Access Request (IAR). This process will address in more detail operations and safety issues on I-494. Based on input from FHWA and Mn/DOT, this analysis will need to develop solutions for the capacity problems at the TH 149 interchange and weave issues on I-494 associated with I-35E and TH 149. This analysis will require a formal layout for the interchange and other access changes, as well as an environmental study that meets state and federal requirements.
5. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
6. While this study identifies basic right-of-way footprints and general access considerations, subsequent efforts will further define specific property acquisitions and detailed access strategies for all arterial and collector routes. Based on volumes and function, access to Argenta Trail south of I-494 and north of TH 55 will be limited to three full-access points. This will guide future development and allow study partners to take advantage of opportunities as they arise. This corridor should also be planned for a minimum of 200 feet in width of right-of-way considering the 6-lane needs and the need to coordinate with transit planning that has been completed to-date (Figure 3).
7. Specific improvements to Delaware Avenue north of I-494 will need to be agreed upon by Dakota County, Mendota Heights and Sunfish Lake if the need arises based on actual traffic conditions.
8. The Study Partners should take additional steps in subsequent studies to further develop pedestrian and bicycle accommodations within the planned corridors so that safety is addressed on segments as well as at nodes/intersections for other modes. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
9. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study. This alignment is consistent with the proposed Argenta Trail realignment and interchange location in Alternative "E" (see Figure 3).



URS Corporation N:\31810282\projects\long_term_vision.mxd Date: 4/23/2008 2:03:33 PM

Figure 3

May 7, 2010



10. Mn/DOT, Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.



REGIONAL ROADWAY SYSTEM VISIONING STUDY

Next Steps

The study recommendations include additional studies, processes and activities to move the planning process forward. The focus of these activities is to provide more detailed information to agencies, property owners and other stakeholders as it becomes available and to provide a solid framework for implementation. The following have been extracted from the recommendations and repeated in one location.

1. The improvements included in the system vision should be incorporated into appropriate capital improvement programs as the following occurs:
 - As safety and/or operational issues occur on the existing transportation system
 - As opportunities arise to coordinate with development or other outside funding sources
 - As necessary environmental reviews/studies are completed
 - Specific to the interchange, all necessary supporting roadway system connections must be in place prior to, or at the time of, building a new access to I-494. Through this study, the main benefit of a new interchange lies in its ability to accommodate regional trips. The system must be in place to allow the interchange to support this need.
2. All system improvements included in these recommendations should be reflected in the appropriate agency planning documents, including:
 - City of Eagan and City of Inver Grove Heights Comprehensive and Transportation Plans
 - Dakota County Transportation Plan
 - Dakota County Plat Review Needs Map
3. The cities of Eagan, Inver Grove Heights, Mendota Heights, and Sunfish Lake, and Dakota County should submit these recommendations to be included in future updates of the Metropolitan Council's TPP and Mn/DOT's TSP.
4. An Interchange Warrant Analysis has been completed and submitted to FHWA, through Mn/DOT, to obtain formal feedback on the additional access on I-494 as shown in Alternative "E". Depending on FHWA evaluation and comments, a more detailed and comprehensive operations and safety analysis of the I-494 facility will be required (see Recommendation #4).
5. A Highway Interchange Request should be made to the Metropolitan Council prior to beginning the FHWA's Interchange Access Request process, if FHWA agrees to proceed to the next step.

6. All agencies should continue to pursue a variety of funding sources, both public and private. As one example, the City of Eagan has previously instituted a system to generate funds for future transportation improvements in Northeast Eagan. This type of funding should be considered in Northwest Inver Grove Heights. In addition, they should work to identify projects that could be incorporated into Capital Improvement Programs.
7. The City of Inver Grove Heights should work with Dakota County to further define specific property acquisitions and detailed access strategies for all arterial and collector routes, including an access management plan for Argenta Trail between I-494 and TH 55.
8. The Cities of Mendota Heights and Sunfish Lake should continue discussions with Dakota County to agree upon future improvements to Delaware Avenue north of I-494, if the need arises based on actual traffic conditions.
9. Subsequent studies should be completed to provide safer pedestrian and bicycle accommodations within the planned corridors, as well as the intersections. In addition, designs and land uses should be planned to accommodate transit where it is applicable.
10. The Study Partners need to consider strategies to reducing demand for access to the regional system. With future planning, the City of Eagan and Inver Grove Heights should promote mixed land uses with integrated pedestrian/bicycle facilities that encourage and increase internal trips and decrease regional peak hour trips. In addition, TDM requirements should be considered for higher trip generation land uses to reduce peak hour demand on the roadway system, as transit service opportunities are realized in this area of Dakota County. As part of this effort, the Study Partners should also look at land uses and their role in supporting transit service. In particular, it should further define/develop transit's role in this area given the potential transitway alignment identified in the Robert Street Corridor Feasibility Study.
11. Dakota County, Eagan and Inver Grove Heights should conduct additional system planning work south of TH 55 to define and reconcile future roadway connections to the south of TH 55 to bring consistency between the RRSVS and the Rosemount/Empire/UMore Transportation System Study.