


<p>Commissioners: Julie Kimble Michelle Kruzell Tammy McGehee Michelle Pribyl Karen Schaffhausen Erik Bjorum Pamela Aspnes</p>	<div style="text-align: center;">  <p>Planning Commission Agenda Wednesday, October 5, 2022 6:30pm</p> </div> <p>Members of the public who wish to speak during public comment or on an agenda item may do so in person during this meeting or virtually by registering at www.cityofroseville.com/attendmeeting.</p>	<p>Address: 2660 Civic Center Dr. Roseville, MN 55113</p> <p>Phone: 651-792-7080</p> <p>Website: www.cityofroseville.com/pc</p>
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1. Call To Order

2. Roll Call

3. Approval Of Agenda

4. Organizational Business

4.A. Swear-In New Commissioner: Pamela Aspnes

5. Review Of Minutes

Documents:

[SEPTEMBER 7, 2022 MINUTES.PDF](#)

6. Communications And Recognitions

6.A. From The Public:

Public comment pertaining to general land use issues not on this agenda.

6.B. From The Commission Or Staff:

Information about assorted business not already on this agenda.

7. Public Hearing

7.A. Consider A Request By Launch Properties, In Conjunction With Wal-Mart Real Estate Business Trust (Property Owner), For A Conditional Use To Allow A Drive-Through For A Proposed Starbucks At 2020 Twin Lakes Parkway (PF22-009)

Documents:

[7A REPORT AND ATTACHMENTS.PDF](#)

8. Other Business

8.A. Discuss Phase Two Zoning Code Amendments

Documents:

[8A REPORT AND ATTACHMENTS.PDF](#)

9. Adjourn



**Planning Commission Regular Meeting
City Council Chambers, 2660 Civic Center Drive
Draft Minutes – Wednesday, September 7, 2022 – 6:30 p.m.**

- 1 **1. Call to Order**
2 Chair Pribyl called to order the regular meeting of the Planning Commission meeting at
3 approximately 6:30 p.m. and reviewed the role and purpose of the Planning Commission.
4
- 5 **2. Roll Call**
6 At the request of Chair Kimble, City Planner Thomas Paschke called the Roll.
7
- 8 **Members Present:** Chair Julie Kimble, Vice Chair Michell Pribyl, and Commissioners
9 Michelle Kruzel, Tammy McGehee, Karen Schaffhausen, and Erik
10 Bjorum.
11
- 12 **Members Absent:** None
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- 14 **Staff Present:** City Planner Thomas Paschke, Community Development Director
15 Janice Gundlach, and Senior Planner Bryan Lloyd.
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- 17 **3. Approve Agenda**
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- 19 City Planner Paschke added an item to the agenda. Appointing a Commissioner to the
20 City Visioning Process Committee.
21
- 22 Chair Kimble asked if this should be Item 6b or could the Commission do the
23 appointment at this time.
24
- 25 Mr. Paschke did not think it made a difference.
26
- 27 Community Development Director Gundlach explained she sent out a letter explaining
28 what the City Visioning Process Committee would do. She noted Commissioner
29 Schaffhausen was the first Commissioner who showed interest in serving on that
30 committee so if there would be no objection, that is who the Planning Commission could
31 appoint. She explained each advisory commission will have a representative on that
32 board along with several other stakeholders that will be selected.
33
- 34 Chair Kimble asked Commission Schaffhausen if she was still interested in serving on
35 that board.
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- 37 Member Schaffhausen indicated she would love to.
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- 39 **MOTION**
40 **Member McGehee moved, seconded by Member Kruzel, to approve the agenda as**
41 **presented.**

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Ayes: 6
Nays: 0
Motion carried.

4. Review of Minutes

a. July 6, 2022 Planning Commission Regular Meeting

Chair Kimble noted there were some grammatical changes made by Commissioner McGehee and herself that were sent into staff.

MOTION

Member Pribyl moved, seconded by Member McGehee, to approve the July 6, 2022 meeting minutes.

Ayes: 6
Nays: 0
Motion carried.

5. Communications and Recognitions:

a. From the Public: *Public comment pertaining to general land use issues not on this agenda, including the 2040 Comprehensive Plan Update.*

Ms. Linda Fearing, 2578 Pascal Street, explained she was at the meeting regarding an open house held by Chris and Kelly Schwagerl who is trying to get a development going at 2609 Snelling Curve. She explained this is a residential neighborhood and what is being proposed are two sixteen unit assisted living buildings. She indicated she attended the open house and what she gathered from it is their business is Home Grown Assisted Living and the owners have never developed anything in the past. She believed the husband is a social worker and the wife is somehow involved in assisted living. The property is currently owned by Ulta Holdings and Blake Olson is Ulta Holdings. She explained her understanding is the Schwagerl's are not planning on purchasing the property from Ulta Holdings but would be the developer and Ulta Holdings would retain ownership. Apparently the property would need to be rezoned for this development and it is her understanding that within the last year the City downzoned this entire strip along Snelling Curve for Low-Density Residential. There are actually four parcels that are in limbo. A couple have vacant homes on them, a couple others are part of what was Hurrah Greenhouse Properties as well as a City owned pond behind all of this. Many residents in the neighborhood are concerned that this development is not approved because of the concern of traffic, not an appropriate use for the neighborhood. She explained there are many other assisted living facilities within the City of Roseville so she did not know why anyone would think there needed to be thirty-two more homes in this neighborhood. She did not think it made any sense. She would appreciate at some point if the Commission could have a discussion on what the City envisions for this strip of property. She noted

89 there is some unique topography there and would like to know what realistically this
90 property would support and what can actually happen to it.

91
92 Mr. Paschke explained there has not been an application submitted yet. Only an open
93 house has occurred.

94
95 Chair Kimble indicated there have been no applications so the Commission is not
96 aware of any request for a rezoning.

97
98 Ms. Fearing explained the area is really concerned so they want to just preempt action
99 on this whole thing.

100
101 Senior Planner Lloyd reviewed the process to date on the property being discussed.

102
103 Ms. Dawn Norris, 1547 Sextant Avenue, explained she was also at the meeting to talk
104 about the Snelling Curve proposed plan. She wanted to reiterate that this is low-
105 density single-family home neighborhood and is not a commercial neighborhood.
106 The traffic is already busy with the nearby apartment building and is quite fast driving
107 through the neighborhood. She felt his plan would add to the traffic in the
108 neighborhood along with if it is assisted living or a multi-plex building, there is no
109 access on the back side to get in or out of the neighborhood. It appears there is a
110 wetland in the back and she thought the City wanted to preserve these areas.

111
112 Ms. Sandy McGiffin, 1379 Brooks Avenue W., indicated she was also at the meeting
113 regarding the Snelling Curve issue. The traffic is already bad because there are only
114 three ways in and out of the area. There is so much traffic on Brooks and Pascal
115 already and everyone seems to think this is a raceway. She noted there are a lot of
116 kids in the area. She did not know how trucks will go in and out, delivering food or
117 emergency vehicles in an out of there and there is just too much traffic and the roads
118 are not made for that. All the other exits for that are closed off when Snelling was
119 enlarged. She stated those street just cannot take it, it is already too tight and she
120 understood that the wetlands behind that area, which is behind Snelling Curve and
121 Snelling itself is mainly enlarged because of the runoff from Rosedale. She explained
122 Roseville used to be a beautiful place with lots of open space and now it is becoming
123 a concrete jungle with all of these tall buildings. She asked the Commission to please
124 think about this before things happen.

125
126 Ms. Teresa Foreman, 2490 Pascal Street, agreed with the previous speakers. She
127 explained she has been in her home for twenty-two years and has seen the homes
128 change to more young families with a lot more kids. She explained there are three
129 times the amount of kids in the area now than when she moved in. Traffic is more
130 and is faster and a lot of the traffic that comes from the current apartment building
131 comes down Pascal and is over a hill by Pocahontas Park and these cars fly through
132 the intersection. She knew there were discussions a few years ago about putting in
133 four way stop signs or speed bumps to slow the traffic and none of that ever happens.
134 Her concern is that the traffic will increase back in the dead end because there is no
135 access out to County Road C, where that property will be and she did not think it is

136 conducive to the neighborhood. She requested the Commission not approve this to a
137 higher density living.

138
139 Ms. Alison Dahlman, 2520 Snelling Curve, explained her family has lived there for
140 six years and she has four small children. She can attest to the fact that her largest
141 concern is, next to the Ulta Owner’s letter, which showed complete disregard for any
142 beautification of the City, care for the neighborhood, care for any of the people who
143 live in the neighborhood, or consideration of what is best. She would have been
144 much more open to someone who desired to work with the neighborhood and think
145 about how that could impact in a positive way. Her biggest concern is also the traffic.
146 There are children everywhere in the neighborhood and the neighborhood is turning
147 over with more children and young families coming in and there is no access in and
148 out beyond Pascal onto Snelling Curve. She indicated it is dangerous and not a good
149 spot for this type of use. If the person that owned Ulta Holding came to the
150 neighborhood and had a discussion about what might improve the neighborhood and
151 what might be a good use of that spot, it seems like there are a lot of people who are
152 interested in what might go in there. As a City Commissioner she thought they would
153 care about what is good for the City and the neighborhoods that are in it so she asked
154 that the Commission consider if this is really that.

155
156 Mr. Larry Sedgwick, 2498 Sheldon Street, explained he is a senior citizen and might
157 eventually into something like this in his current neighborhood but he was opposed to
158 this. He indicated he has been in his home for thirty-six years. He has seen
159 tremendous change in the neighborhood with younger families with a lot more
160 children. Brooks has a lot of traffic and his biggest concern is with the safety of the
161 children in the neighborhood. With a complex like this there will be a lot of vehicles,
162 more support vehicles taking care of assisted living people and will put the children at
163 danger. This is his biggest concern. He hoped the Commission will consider what
164 the neighborhood has to say if this comes before them.

165
166 Mr. Richard James, 2425 Pascal Street, explained he moved there four years ago and
167 it is wonderful neighborhood and quiet. Neighbors care about each other and the
168 neighborhood. He encouraged the Commission to look at the map given to them,
169 noting where the entrances are into the little subdivisions. He echoed what his fellow
170 neighbors have said about the traffic being his first big concern. His second concern
171 was he had a letter from the Ulta Holding Company that was submitted to the City
172 Council on September 2021 that talked about not only not allowing the low density
173 but also suggesting it go to high density and his concern is that the other piece of
174 property that is not being developed right now, if a higher density situation were
175 allowed on the property, he was concerned that a precedent would be set to allow
176 bigger properties to be built on these sites.

177
178 Mr. John Garrigues, 2520 Simpson Street, explained he agreed with everyone who
179 previously spoke. His biggest concern is that this was previously zoned and now the
180 developer is pushing to have it rezoned at a higher density. He indicated he lives
181 across the street from the old Harris Farm, that is a big parcel and if the very end spot
182 is rezoned his concern is that all of a sudden it will make it a lot easier for whoever

183 buys the rest of those properties who will want to have those rezoned to higher
184 density as well or even a higher density from where it is now. He wondered what it
185 would take for the neighborhood to push for a rezoning of their neighborhood, in that
186 area. He thought right now it is in LDR-1, which allows for up to six units. He
187 explained when he looked at the history of the zoning it spoke about the LDR zoning
188 which is a lower zoning from where the area is currently zoned at and he wondered
189 what they could do as a neighborhood to have it zoned as a single unit home versus
190 LDR-1. He thought everyone is concerned about the possible density in the future
191 and could change the makeup of the area.

192
193 Chair Kimble explained there was an ongoing process over the past two years where
194 the City looked at rezonings and she did not know if there is a process for a
195 neighborhood to come together to ask for a rezoning.

196
197 Mr. Paschke indicated currently the neighborhood is at the lowest zoning they could
198 have. There is no other zoning.

199
200 Ms. Gundlach reviewed the current and previous zoning with the Commission.

201
202 Chair Kimble mentioned that this has been a good practice round because if a
203 rezoning application does come in the neighborhood will have an opportunity at a
204 public hearing to make comments and she suggested everyone to come back for that
205 and make their comments again because the City has not seen any application for this
206 project being talked about. She suggested the neighborhood follow the notices and to
207 come back.

208
209 There was a brief offline discussion about noticing in the Roseville papers, which are
210 no longer.

211
212 Mr. David Scott, 2501 Simpson Street, stated his family moved into the neighborhood
213 three years ago. He thought the best part about Roseville is the open spaces, wetlands
214 with a lot of green area. He explained he came from a concrete jungle, living in
215 California and knows what that is like. He really appreciates the open spaces. He
216 appreciated the neighborhoods in Roseville because there was not that in Los Angeles
217 and they do not want to lose that. He feels less stressed with all of the open spaces in
218 the City and something they would like to hold onto.

219
220 Mr. Paschke explained the wetlands would not be removed or filled in, these would
221 be retained, especially that wetland. MNDOT and the City own it so it will not go
222 anywhere. Wetlands cannot be impacted.

223
224 Ms. Joan Mullen, 2530 Snelling Curve, across from the old nursery. She explained
225 she has lived there for nine years with her family. She indicated she was very
226 concerned about the accesses there. She has had to call FedEx, UPS, and other
227 delivery people to complain because they are all going way too fast on that road. The
228 road seems like there is not a lot there when first starting out but is almost like a
229 freeway and kind of mimics the Snelling traffic when there are big vehicles on there.

230 She agreed with everyone about the accesses in and out. Everyone uses them and it is
231 very busy. She added that the neighbors also deal with the noise pollution from
232 Highway 36 and Snelling as well as from the Fair in the fall and can be very bad
233 during the weekends.

234
235 Member Schaffhausen explained Chair Kimble was kind enough to reiterate this but
236 was worth noting that as far as tonight’s conversation, when, if this actually ever
237 comes to fruition as far as an actual issue, what are the next steps that the people in
238 here should be aware of. There was talk about their needing to be connected with
239 regard to the person that alerted them to begin with, staying up to date with the
240 website, but in addition to that, these conversations go where and what do they need
241 to do next so the neighborhood can continue to provide their feedback.

242
243 Ms. Gundlach indicated the City does not have any official applications yet and staff
244 does not know if the developer will come to the City or not. The neighborhood can
245 always call staff to see if the City has received an application and staff will be happy
246 to have one on one conversations with people. The residents can also watch the
247 Planning Commission agendas posted online and then those who own property within
248 five hundred feet of these properties would receive an official invitation to a Planning
249 Commission public hearing if and when one is scheduled and they can share that
250 notice with their neighbors as well. If a meeting is scheduled, there will be an online
251 packet of materials that people can view from the website.

252
253 Chair Kimble thanked the public for coming and speaking to them. She indicated the
254 Commission does listen to what is said.

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256 **b. From the Commission or Staff:** *Information about assorted business not already on*
257 *this agenda, including a brief update on the 2040 Comprehensive Plan Update*
258 *process.*

259
260 Member Kruzel explained she is on the Four Parks Board and their Annual event
261 called Tapped and Uncorked is coming up on September 23, 2022 from 6:00 p.m. to
262 10:00 p.m. at the John Rose OVAL. There will be a bunch of foods trucks as well as
263 a band.

264
265 Chair Kimble vouched that this is a great event and raises money for Roseville parks.

266
267 **6. Other Business**

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269 **a. Discuss Phase Two Zoning Code Amendments**
270 Community Development Direct Gundlach summarized the Phase Two Zoning
271 Code Amendments.

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273 Ms. Rita Trapp, HKGi made a presentation to the Commission on the Shoreland
274 Ordinance.

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Member McGehee asked if Ms. Trapp could explain a little bit on how HKGi decided on the twenty percent, and when they are doing this, she believed, all of the watershed districts who have holdings and a say in all parts of the City have a list of plants that are a part of the restoration of shoreland that they recommend. That list of plants and how that is done and often grants are available to homeowners to assist with the plant purchases.

Ms. Trapp explained the intent is that the homeowners will be in consult with staff when looking at these things because she did not think residents would have any idea what type of plants would be suitable to plant. Relative to the twenty feet or twenty percent HKGi was trying to come up with an amount that was an improvement to a situation. They were trying to balance those needs and figure it out.

Ms. Trapp continued with her presentation on the key changes to the Shoreland Ordinance.

Member McGehee indicated she did not understand the really stark differences between the PUD process the City goes through and any other process the City goes through. She explained there is a reason why they do not have many of these but if someone reads through the reasons why the City has PUD in the Code, the aspirational part, it seems like what they would always want in Roseville for redevelopment is a long list of improved environment, improved use of the land, less impervious surface, all these things but yet the City makes it ten times harder. A fee has to be paid in the beginning and the applicant has to go through the entire thing and one of the things she thought was missing in the whole process, since she has been on the Planning Commission, is not having that impervious surface in any of the permitted places but this PUD process now includes a second coming back with the color renderings of what it is going to look like, which is actually very nice and since Roseville is a fully developed suburb and talking about a large part of redevelopment and when she thinks of the group that was just speaking before this item and everything they asked for was visioning of that large lot of land. The other thing was the lack of how to be more specific. The City needs to clarify how these decisions are made, need to clarify what is going to be looked at to make these decisions. She asked if that clarification would appear when it comes back to the Commission because somebody is going to decide on the suitability of a piece of property for something but she wondered on what and what are the findings. She noted under 6.4.2 in the comment there is a very telling thing that states “to reduce confusion and ensure conflict between different codes created”. She thought that should be corrected to not ensure conflict. She indicated she was looking for some of that clarification and did not see it in her review of the information in the packet.

Ms. Gundlach indicated regarding the suitability part, that suitability language is in the current Shoreland Ordinance and will continue if the City moves to the Model Ordinance.

323 Mr. Jeff Miller, HKGi continued the presentation on Electric Vehicle Charging
324 Ordinance and Definitions.

325
326 Member McGehee asked if there was a check and balance system in place for
327 when a developer comes in with a cost that is too high the City has the ability to
328 verify their figures, just to be sure.

329
330 Chair Kimble asked how the figures could be verified.

331
332 Member McGehee was not sure but thought maybe a third party might be able to
333 do that.

334
335 Chair Kimble thought there were so many variables that she was not sure the City
336 could get a third party to verify that.

337
338 Member Bjorum did not know what the legal ramifications would be for that.

339
340 Member Schaffhausen thought technically the five percent also helps small
341 businesses because that was one of the things discussed earlier.

342
343 Mr. Paschke agreed and thought there would be ways for staff to challenge the
344 numbers if they did not think it is correct. He did not think there needed to be a
345 checks and balance in the Ordinance but if staff believes it may be too high they
346 could question and challenge the amount and work with the developer on it.

347
348 Chair Kimble thought developers wanted to do this because it was a way to attract
349 people to offices and is important.

350
351 Mr. Miller continued his presentation on EV Charging Ordinance and Definitions.

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353 Member Pribyl explained there is nothing in the Accessibility Code that
354 specifically addresses EV charging. She thought it probably would in the next
355 cycle and the model codes, at least what she has heard so far, will not be required
356 to be at an assigned, required accessible parking stall but at least some of the EV
357 charging stations will be required to have access isle and appropriate reach range
358 so they are not tying up a designated accessible stall, as close to the building for
359 EV charging but providing that accessibility at some of the charging stations. She
360 thought it might be more appropriate to think about providing an access isle and
361 providing the reach ranges at one of the charging locations and they might also
362 want to reference that requirement or the State Accessibility Code, whichever is
363 more stringent because when that goes into effect that might impact this as well.

364
365 Chair Kimble thought that made sense.

366
367 Ms. Gundlach explained staff talked about this a little this morning and she
368 thought it might be appropriate to pull out the requirement under the handicapped
369 stall because her concerns all along have been that she did not want the State

370 Building Official to tell them that they are implementing a requirement that is
371 more restrictive than the Building Code and the accessibility requirements are in
372 the Building Code so if they have those on the accessibility stalls that could be a
373 red flag. If and when the change comes into place where the Building Code will
374 require those accessible stall to have it that would not be a concern. She noted
375 staff can work on this.

376
377 Mr. Miller continued the presentation on Landscaping and Screening Ordinance.

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379 Member Pribyl indicated she had a question on the landscaping that was not
380 presented on the slide but was in the handout, in paragraph six regarding mixed
381 use building or development, it states each use shall be calculated separately to
382 determine minimum landscape requirements. She found this confusing because
383 these are two different kinds of definitions and wondered if that meant they would
384 add the requirement if they felt the mixed-use building of residential and
385 commercial that there would be one canopy and one evergreen per two thousand
386 plus what would be required for commercial or is it whichever is more restrictive.

387
388 Mr. Miller indicated that is not a change.

389
390 Mr. Lloyd explained it would be a pro-rated thing. If a certain amount of the
391 building is commercial type uses and a certain amount of the building is
392 residential type uses then the landscaping would be divided by that pro-rated
393 amount.

394
395 Member Pribyl indicated these are defined differently now so there is one defined
396 based on the open space and one that is defined based on the gross building area
397 or the linear feet of site parameter.

398
399 Chair Kimble thought if there were vertical mixed use then it could get sticky and
400 be excessive.

401
402 Mr. Paschke indicated that is what the variance process might be for and how it
403 would be done now.

404
405 Member McGehee asked if it would be possible to put anything in this
406 encouraging the use of draught tolerant native plants and also pollinators and the
407 ability to reduce the amount of irrigation necessary.

408
409 Ms. Gundlach thought that was a component of the incentives conversation that
410 will be next.

411
412 Mr. Miller reviewed the Sustainable Building Features through Incentives with
413 the Commission.

414
415 Member McGehee indicated she liked the list but when she went through them
416 they all seemed equivalent. She did not see a high and a low. She thought it

417 would be different depending on the kind of project proposed. She thought the
418 developer should be able to get points for doing any of the things on the list.

419
420 Member Pribyl explained it depends on what the City's goals are by doing these
421 things because some of these are much more rigorous and require a lot more
422 investment and time as well as costs than others so she would not say they are
423 equivalent.

424
425 Chair Kimble indicated that was going to be one of her questions and was not sure
426 if these all needed to be listed or make a statement but there are a lot of
427 companies that are starting to incorporate elements of lead but not get the
428 certification and her question was if the developer had to get the certification or a
429 percentage to qualify. She knew this was a start but this was one of the questions
430 she had because there are companies that are not getting certifications anymore
431 but are still making huge progress.

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433 Ms. Gundlach stated that is the exact issue staff has been talking about. Staff
434 thinks the first one on the list is the crème de la crème and what the City would
435 look for and if achieved would get the most points available in order to unlock
436 some of the incentives. Some of the other ones, developments could pursue those
437 without doing the lead B3. Staff also talked about the fact that it is expensive to
438 go through the lead process and there is the ongoing monitoring and maintenance
439 to make sure that they are continuing to honor the requirements under lead. If the
440 City does not require it, the City does not have the expertise to be tracking that.
441 Once the building permit is issued it is not tracked and that is going to be a
442 challenge with this incentive's conversation in general. If the development does
443 not want to get the actual certifications they certainly could unlock some of these
444 other standards.

445
446 Member Schaffhausen indicated because of what was recently proposed with
447 regard to the number of EV Stations like it being one, she thought what they have
448 done is created an incentive so as demand increases the City is actually providing
449 an incentive so there would be no reason really to go in and increase the number
450 of expectation for EV charging stations, in her mind, technically. She thought if
451 there was a required number of one that fear to providing an incentive there would
452 not be a reason to actually increase the number of required. What that means is
453 the way it is listed now is actually ok.

454
455 Ms. Gundlach wanted to clarify that where it states ten percent/twenty percent,
456 they are exceeding the requirements for EV charging by ten percent and by
457 twenty percent. The development still has to meet the minimum requirement and
458 then if they went above and beyond by ten or twenty percent that could be an
459 opportunity to unlock an incentive.

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461 Member Schaffhausen explained if thought about, if today, demand is not high
462 enough, an expense, as a result of that expense is also high. What the City is
463 saying if the development is willing to take that on the City will offset that cost in

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some way based on this incentive. By keeping the number low, as far as the expectation, that actually helps with keeping that number at that one based on the requirement.

Member Bjorum thought that just because it says low does not mean that it is not going to get done even more often than something that is high because if this is a point system and if he cannot going to do B but he wanted to get incentives on these he is going to hammer every single one of the low ones. There would be more opportunity to get it done and some of these items are a little less expensive so easier to obtain points.

Ms. Gundlach explained Member Bjorum’s comments are exactly what staff was thinking of when ranking low, medium, and high. When this was initially done points were assigned to them but was pulled back on it because staff wanted this conversation to remain more conceptual but that is the exact reason why some of those environmental issues are ranked as lower points because they are easier and sometimes less expensive to incorporate into a project.

Member Pribyl indicated she was wondering on the pervious pavements if that is something the City Engineer weighed in on at all. When the Commission looked at that before it has been a real challenge for maintenance in Minnesota and usually used in very limited areas. If this is something that a high incentive is being created for but is something that is not going to maintained over the long term, that is something the City really wants to not promote.

Ms. Gundlach indicated they did include Public Works staff on this list. There is recognition that pervious pavements require maintenance in order to keep them pervious and that is going to be a challenge, just like maintaining lead certification is going to be a challenge. That goes back to the sort of covenant conversation where if the development unlocked an incentive doing pervious pavements the covenant is going to obligate them to do the maintenance on those pervious pavements to make sure they remain pervious over time.

Mr. Paschke explained how the City currently address it is typically with stormwater management and there are requirements and things recorded against the property that specify that they have to keep it pervious in perpetuity because they are getting credit for stormwater through both the Watershed Districts and through the City of Roseville. It is a convenient or some type of document that is recorded that they have to do that or if they remove it they will have to go in and do new stormwater management which may be an even higher standard because it is x years down the road.

Member Pribyl wondered if that would make more sense as a part of the non-traditional stormwater system as an option rather than being its own thing and being a high shot at points.

Ms. Gundlach indicated staff could certainly lump it into that category.

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Member Pribyl also wondered under stormwater systems by retention area, raingarden if the City is requesting something different than what the Watershed Districts would require.

Mr. Paschke thought it was, perhaps, it was more for commercial development in areas that would not normally provide the City with the bioretention, rain garden thing. They would build an underground storm system which is how most everyone deals with it. What this is doing is trying to get the developer to think a little differently to have a little more green area and to provide filtration and other things versus just providing a system underground.

Ms. Gundlach continued the presentation on potential zoning incentives with the Commission.

Chair Kimble thought if someone is really committed to sustainability they ought to be able to get more than one incentive.

Ms. Gundlach agreed.

Chair Kimble also thought with keeping it outside of the Code there will be feedback by developers along the way that will be beneficial.

Ms. Gundlach explained the research done showed them that no one is doing this. Everybody is tying it to public finance assistance. Nobody is writing incentives into their code so if Roseville did this the City would sort of be a leader.

Member McGehee asked if the City is going to include public financing as one of the incentives because all there is now, is density and height or changing the exterior or something.

Ms. Gundlach explained public finance assistance is not really a zoning incentive. It should not be in the Zoning Code and the City is very limited on what it can actually provide public financing assistance for. What staff is talking about is the City does have a public finance assistance policy and staff is talking asking the EDA to revise that policy to say any projects that receive public finance assistance have to do x, y and z related to sustainability. She listed some examples.

Chair Kimble thought it was really an adjustment to the EDA’s requirements for public financing versus a public financing impact on this.

Ms. Gundlach indicated that was correct.

Member Pribyl thought the only thing she did not see on the list is related to production of water usage other than stormwater reuse. Really low use plumbing fixtures or very highly efficient irrigation, things like that for the other chart.

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Ms. Gundlach indicated she would make note of that.

The Commission discussed other possible incentives and bonuses to be included in the Ordinance.

Chair Kimble indicated she liked staff's idea of just taking a look at what would happen if staff just probed a little deeper on the density bonuses to the underlying zoning.

Ms. Gundlach explained staff could do that. She reviewed the next steps with the Commission.

Chair Kimble thanked the consultants and staff for the presentation.

7. Adjourn

MOTION

Member Pribyl, seconded by Member Schaffhausen, to adjourn the meeting at 8:50 p.m.

Ayes: 6

Nays: 0

Motion carried.



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: 10/05/22

Agenda Item: 7a

Prepared By

Department Approval

Handwritten signature: Janice Gundlach

Agenda Section
Public Hearings

Item Description: Consider a Request by Launch Properties, in conjunction with Wal-Mart Real Estate Business Trust (property owner), for a Conditional Use to allow a Drive-Through for a proposed Starbucks at 2020 Twin Lakes Parkway (PF22-009)

1 APPLICATION INFORMATION

- 2 Applicant: Launch Properties (Starbucks)
3 Location: 2020 Twin Lakes Parkway
4 Application Submission: 09/02/22; deemed complete 09/29/22
5 City Action Deadline: 11/28/22
6 Planning File History: NA
7 Zoning: Community Mixed-Use – MU-2B

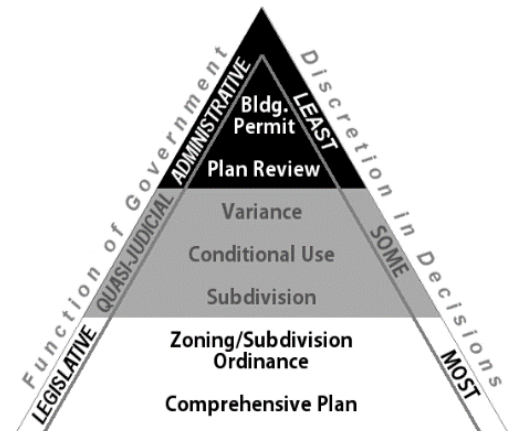
8 LEVEL OF DISCRETION IN DECISION MAKING: Action taken on a conditional use proposal is
9 quasi-judicial; the City’s role is to determine the facts associated with the request, and apply
10 those facts to the legal standards contained in State Statute and City Code.

11 BACKGROUND

12 Launch Properties has been working with Starbucks Coffee
13 Company on a proposal for a new coffee shop with drive-
14 through at 2020 Twin Lakes Parkway. A coffee shop or café is
15 defined as a fast food restaurant under the Roseville Zoning
16 Code and in the MU-2B zoning district, fast-food restaurants
17 and drive-throughs require an approved conditional use that
18 complies with the requirements found in §1009.02.C and
19 §1009.02.D.12.

20 Planning Division staff have included a number of development
21 documents, mostly for reference purposes. The site plan,
22 landscape plan, and building elevations are germane to the
23 drive-through discussion as it details access, vehicle site
24 circulation, drive-through stacking, screening, and canopies.

25 Per Public Works Department’s policy and as a component of the proposed redevelopment and
26 related drive-through facility, a traffic study (Attachment D) was conducted to review existing
27 operations, evaluate potential traffic impacts of the proposed redevelopment, review site access
28 considerations, and recommend improvements to ensure safe and efficient operations.



29 The Planning Division emphasizes the requested conditional use (CU) relates to the proposed
30 drive-through and it does not apply to any other aspects of the proposed development project,
31 which are governed by other sections of the Zoning Code. At the time of building permit
32 submittal, Planning Division staff reviews more detailed plans to determine full compliance with
33 all applicable zoning standards.

34 The Zoning Code §1009.02.C and §1009.02.D.12 set the criteria for reviewing general and
35 specific conditional use requests. The Planning Division’s review of these criteria can be found
36 in the below Conditional Use Analysis section.

37 **CONDITIONAL USE ANALYSIS**

38 **REVIEW OF GENERAL CONDITIONAL USE CRITERIA:** §1009.02.C of the Zoning Code establishes
39 general standards and criteria for all conditional uses and the Planning Commission and City
40 Council must determine compliance with those stated findings.

41 The general code standards of §1009.02.C are as follows:

- 42 **a.** *The proposed use is not in conflict with the Comprehensive Plan.* While a drive-through
43 facility doesn’t appreciably advance the goals of the Comprehensive Plan aside from
44 facilitating continued investment in a property, Planning Division staff believes it does not
45 conflict with the Comprehensive Plan. More specifically, the General and Commercial Area
46 Goals and Policies sections of the Comprehensive Plan include a number of policies related
47 to reinvestment, redevelopment, quality development, and scale. The proposed drive-through
48 is one component of a larger investment, which would align with the related goals and
49 polices of the Comprehensive Plan.
- 50 **b.** *The proposed use is not in conflict with a Regulating Map or other adopted plan.* The subject
51 property is located within the Twin Lakes Redevelopment Area, an area which obtains most
52 of its required development standards from a regulating plan, and specifically those
53 applicable standards in §1005.05. In the case of the subject property it is required to comply
54 with specific building placement and site design standards under the Urban Frontage
55 (1005.05.E.2) and/or the Design Standards listed in §1005.02.A. Planning Division staff has
56 determined the proposed site design (including the drive-through lane) and building
57 placement generally complies with the Urban Frontage and other applicable Regulating Plan
58 standards and is not in conflict with said regulating plan.
- 59 **c.** *The proposed use is not in conflict with any City Code requirements.* Planning Division staff
60 has determined the remainder of the project addresses all applicable requirements of the City
61 Code as they pertain to the proposed drive-through CU. Moreover, a CU approval can be
62 rescinded if the approved use fails to comply with all applicable Code requirements or any
63 conditions of the approval. As part of the building permit review process, Planning Division
64 staff will conduct a complete Code compliance analysis, including zoning standards such as
65 landscaping, trash/recycling enclosures, vehicle parking, materials, etc.
- 66 **d.** *The proposed use will not create an excessive burden on parks, streets, and other public*
67 *facilities.* Staff does not anticipate the proposal to intensify any practical impacts on parks,
68 streets, or public infrastructure. A traffic study (Attachment D) completed for the subject
69 development of a 2,230 sq. ft. drive-through restaurant. To account for traffic impacts
70 associated with the proposed development, trip generation estimates were developed for the
71 weekday a.m. and midday peak hours, as well as on a daily basis. These estimates were
72 developed using the *ITE Trip Generation Manual, 11th Edition*. Results of this trip
73 generation indicate an expected generation of 193 weekday p.m. peak hour, 98 weekday

74 midday peak hour, and 1,201 weekday daily trips. The trips generated were distributed to the
75 study area based on the directional distribution shown in Figure 4, which was developed
76 based on a combination of existing daily traffic volumes/travel patterns, information from the
77 previously completed AUAR, and engineering judgment. A review of the drive-through
78 queuing storage area was completed to identify if queues from the proposed drive-through
79 extend beyond the provided storage distance. Therefore, a literature review and field
80 observations were completed to understand expected queueing lengths for the proposed
81 coffee shop. Note, the Starbucks Coffee at 2305 Fairview Avenue N (across from Rosedale
82 Center) was observed during the weekday morning and Saturday midday peak hours.
83 According to the *Drive-Through Queue Generation Study* completed by Counting Cars in
84 2012, maximum queues at a coffee shop can extend to 16 vehicles, with an 85th percentile
85 queue of 14 vehicles. Additionally, drive-through queuing observations indicate a maximum
86 of 15 vehicles and an approximate 85th percentile of 13 vehicles during those peak hours,
87 which is consistent with the *Drive-Through Queue Generation Study*. On average there were
88 approximately 10 vehicles queued. Note, the maximum observed queues typically lasted for
89 less than one (1) minute in duration. Based on the site plan provided, there is room for 12
90 vehicles to queue within the drive-through lane before impacting the internal parking lot
91 circulation. Note, this will block the proposed trash enclosure area, however, that is expected
92 to be utilized outside of peak hours. It is expected that the proposed drive-through will
93 accommodate the majority of the expected drive-through queues at the site, however,
94 approximately 25 percent of the peak hour trips are expected to queue beyond the storage and
95 could be expected to queue within the overflow areas shown on the site plan.

- 96 e. *The proposed use will not be injurious to the surrounding neighborhood, will not negatively*
97 *impact traffic or property values, and will not otherwise harm the public health, safety, and*
98 *general welfare.* Generally, this proposed drive-through and fast-food restaurant will not be
99 injurious to the surrounding neighborhood; negatively impact traffic or property values; and
100 will not otherwise harm the public health, safety, and general welfare. Specifically, the
101 Planning Division anticipates an approved drive-through for this site to increase vehicle trips
102 on the adjacent roadways, however, not significantly, or consistently, or otherwise
103 unmanageable under the proposed site access, drive-through, and circulation plan.

104 REVIEW OF SPECIFIC CONDITIONAL USE CRITERIA: §1009.02.D.12 of the Zoning Code establishes
105 additional standards and criteria that are specific to drive-through facilities:

- 106 a. *Drive-through lanes and service windows shall be located to the side or rear of buildings*
107 *and shall not be located between the principal structure and a public street except when the*
108 *parcel and/or structure lies adjacent to more than one public street and the placement is*
109 *approved by the Community Development Department (Ord. 1443, 6-17-2013).* Planning
110 Division staff will work with applicants on building placement and drive-through location as
111 the basis for this criterion is to limit vehicular impacts on adjacent roadways and more
112 specifically the pedestrian realm. The adjacent public street of emphasis for this proposal is
113 Cleveland Avenue, while County Road C, although important as well, becomes the
114 secondary street. The proposal by Starbucks is required to “tuck” the building into the
115 southwest corner, which eliminates the ability of placing the drive-through lane between the
116 building and Cleveland Avenue. With that said, the drive-through does lie adjacent to
117 County Road C, however it is also not between the building and the street, and this design
118 detail is acceptable to the Community Development Department.

- 119 b. *Points of vehicular ingress and egress shall be located at least 60 feet from the street right-*

120 *of-way lines of the nearest intersection.* In review of this requirement, the proposed access to
121 Starbucks will be provided via the ingress to the site from Twin Lakes Parkway (north), some
122 450 feet from this subject drive through lane, or via the ingress from County Road C (east),
123 which is 515 feet from the subject lot.

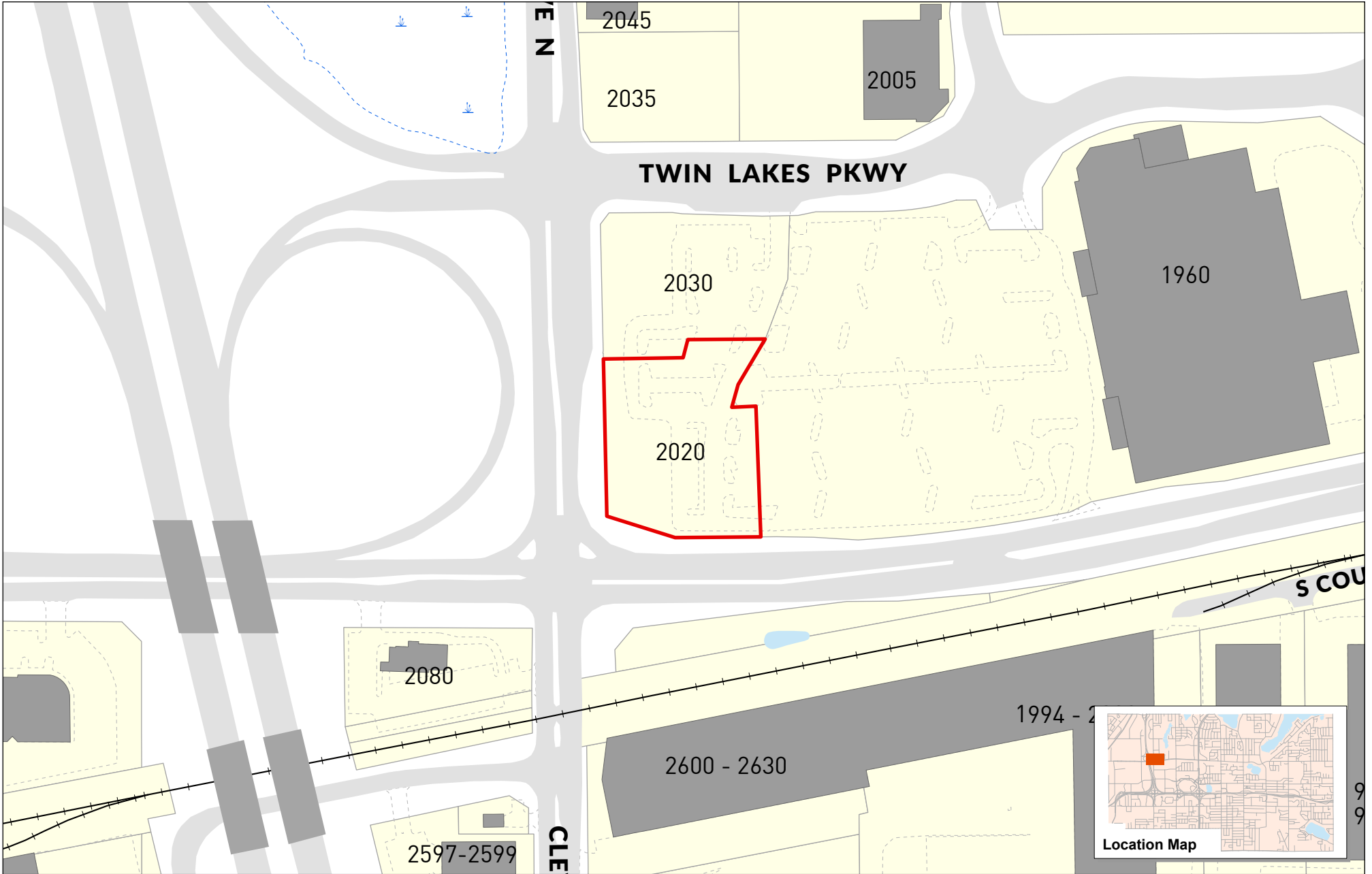
124 *c. The applicant shall submit a circulation plan that demonstrates that the use will not interfere*
125 *with or reduce the safety of pedestrian and bicyclist movements. Site design shall*
126 *accommodate a logical and safe vehicle and pedestrian circulation pattern. Queuing lane*
127 *space shall be provided, sufficient to accommodate demand, without interfering with primary*
128 *driving, entrance, exit, pedestrian walkways, or parking facilities on site. The circulation*
129 *plan shall be made a condition of approval and shall survive any and all users of the drive-*
130 *through and may need to be amended from time to time to ensure continued compliance with*
131 *this condition. Said amendments to the circulation plan will require an amendment to the*
132 *conditional use.* The submitted vehicular and pedestrian circulation plan has been reviewed
133 by Planning Division and Engineering staff and deemed acceptable. Specifically, the
134 Walmart site includes an existing pedestrian connection from the sidewalk along Cleveland
135 Avenue, through the parking lot, to the building. This pedestrian connection will remain and
136 a secondary connection to the Starbucks will also be installed. The Starbucks connection
137 connects to the building and outdoor seating area without an interaction with the drive-
138 through lane. Pavement markings via painted crosswalk will be provided for the pedestrian
139 connection to the trash/recycling dumpsters west of the building as well as stop sign to
140 promote driver awareness.

141 *d. Speaker box sounds from the drive-through lane shall not be loud enough to constitute a*
142 *nuisance on an abutting residentially zoned property or property in residential use.*
143 *notwithstanding this requirement, such speaker boxes shall not be located less than 100 feet*
144 *from an existing residentially zoned property or property in residential use.* The nearest
145 residential use to the subject site lies over a ½ mile (2,600 feet) away and is the Isaac
146 apartment complex on Fairview Avenue or the single-family homes north of Rose Place on
147 the east side of Fairview Avenue. Additionally, the area around the development site
148 includes lots of vehicular background noise generated from Cleveland Avenue and Interstate
149 35W. Sound from the speaker box is not expected to be audible at any residentially used
150 property, or the hotels that lie to the north; approximately 880 feet (Home2 Suites) and 1,000
151 feet (Hampton Inn).

152 *e. Drive-through canopies and other structures, where present, shall be constructed from the*
153 *same materials as the primary building and with a similar level of architectural quality and*
154 *detailing.* The proposed drive-through does not provide a separate vehicle canopy, however
155 it does include canopy features overhanging portions of the building and the drive-through at
156 the pick-up window (Attachment C). These overhangs are integrated into the design of the
157 building to address vertical and horizontal articulation.

158 *f. A 10-foot buffer area with screen planting and/or an opaque wall or fence between 6 and 8*
159 *feet in height shall be required between the drive-through lane and any property line*
160 *adjoining a public street or residentially zoned property or property in residential use and*
161 *approved by the Community Development Department (Ord. 1443, 6-17-2013).* The
162 applicant has proposed a screen fence and landscaping between the drive-through lane and
163 the public sidewalk adjacent to County Road C. Planning Division staff has determined the
164 screen fencing does not need to be as long as proposed and will work with the applicant on
165 an acceptable final design with augmented landscaping.

Attachment A: Planning File 22-009

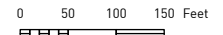


Prepared by:
Community Development Department
Printed: September 26, 2022

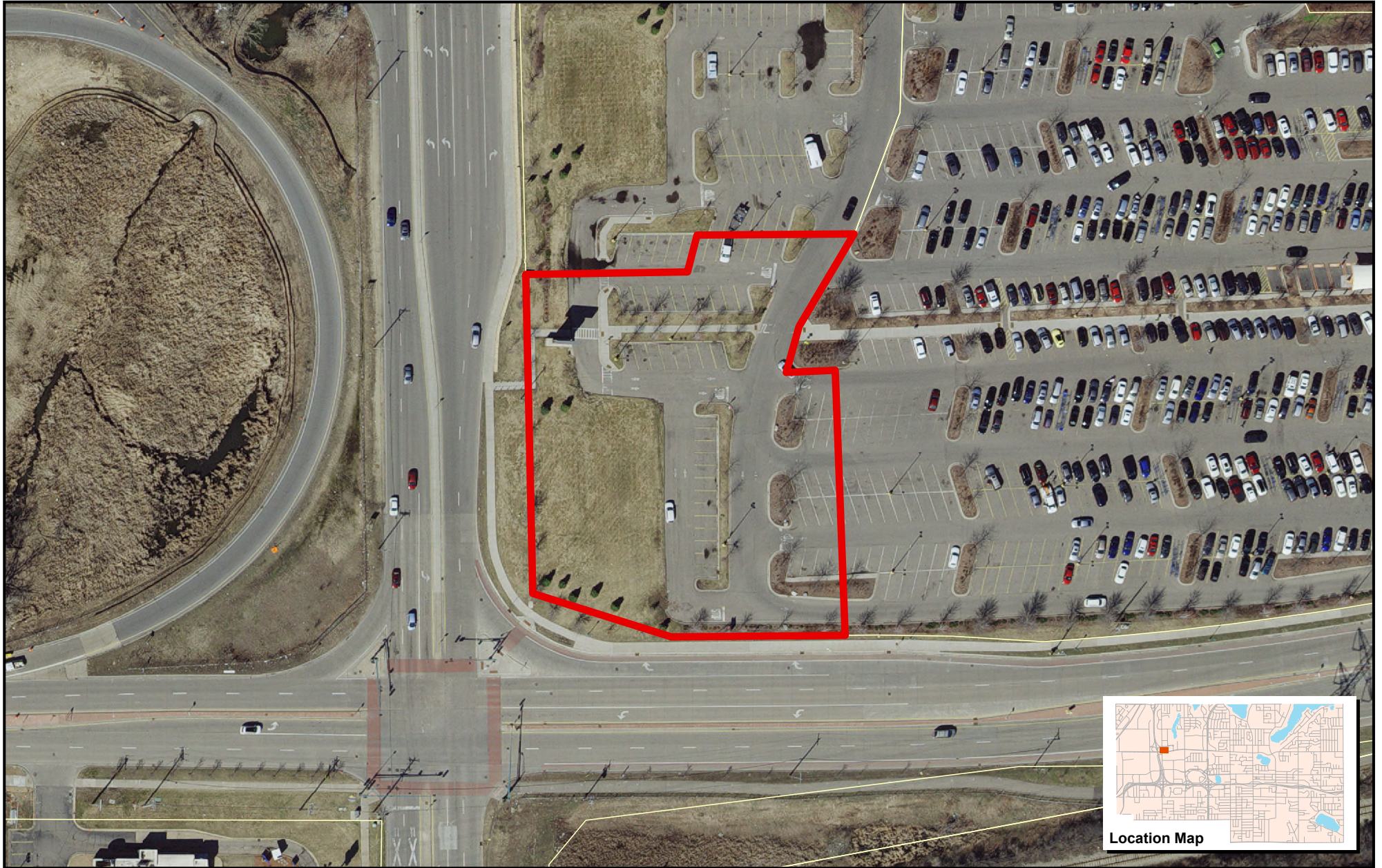


Data Sources
 * Ramsey County GIS Base Map [9/7/2022]
 For further information regarding the contents of this map contact:
 City of Roseville, Community Development Department,
 2660 Civic Center Drive, Roseville MN

Disclaimer
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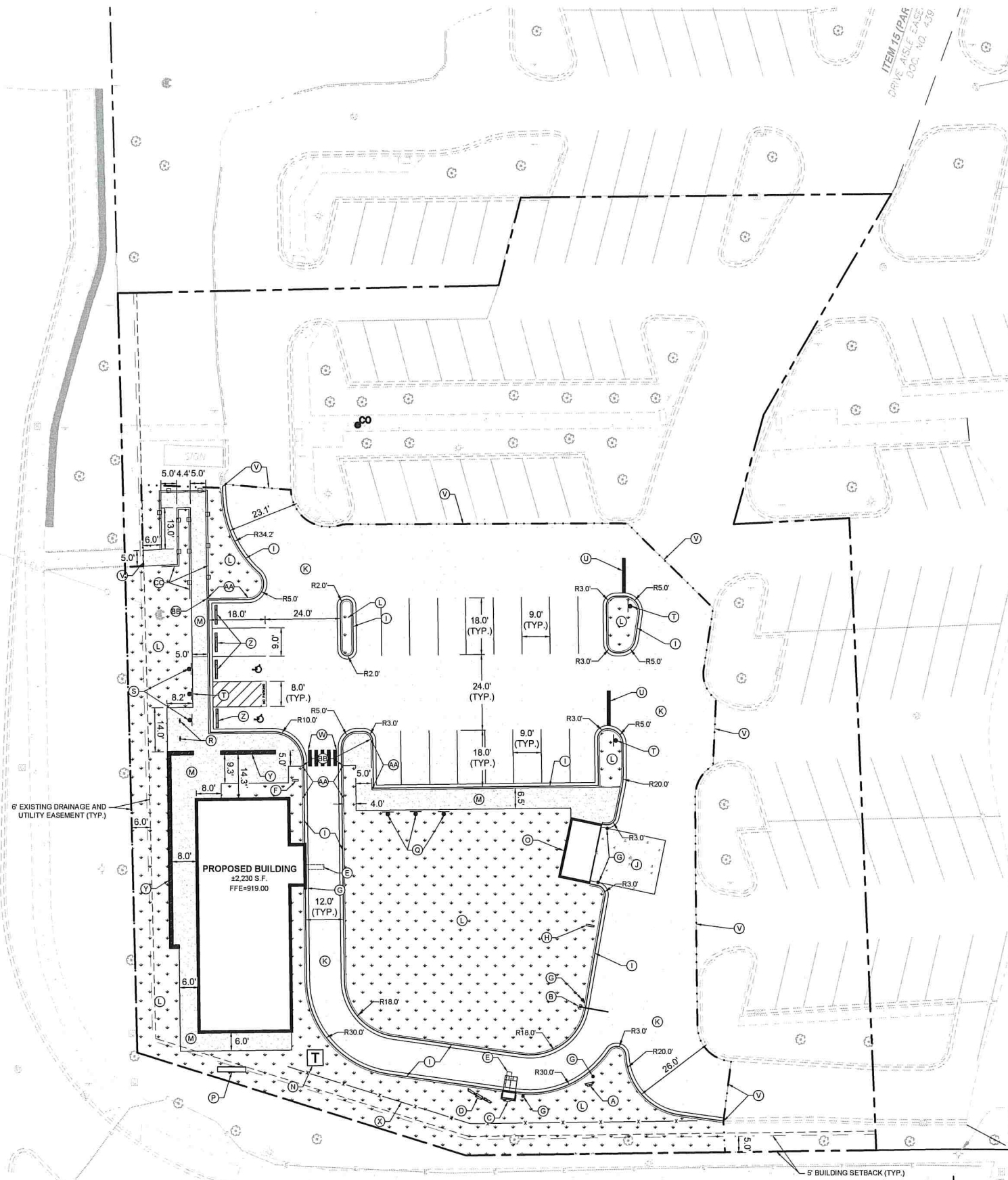
Attachment B: Planning File 22-009



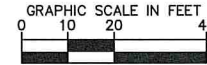
K:\TWC_LDEV\launch properties\roseville walmart outlot\3 Design\CAD\plansheets\C4-SITE PLAN.dwg September 01, 2022 - 9:43am

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CLEVELAND AVENUE NORTH
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)



COUNTY ROAD C WEST
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)



LEGEND

- — — — — PROPERTY LINE
- - - - - PROPOSED FENCE
- — — — — SETBACK LINE
- ===== RETAINING WALL
- ===== PROPOSED CURB AND GUTTER
- ===== PROPOSED HEAVY DUTY ASPHALT
- ===== PROPOSED STANDARD DUTY ASPHALT
- ===== PROPOSED CONCRETE PAVEMENT
- ===== PROPOSED STORMWATER MANAGEMENT AREA
- ===== PROPOSED CONCRETE SIDEWALK

PROPERTY SUMMARY

ROSEVILLE WALMART OUTLOT	
TOTAL PROPERTY AREA	63,851 SF (1.47 AC)
PROPOSED IMPERVIOUS AREA	44,289 SF (1.02 AC)
PROPOSED PERVIOUS AREA	19,562 SF (0.45 AC)
TOTAL DISTURBED AREA	35,111 SF (0.81 AC)
ZONING SUMMARY	
EXISTING ZONING	MU-2B (COMMUNITY MIXED-USE B)
PROPOSED ZONING	MU-2B (COMMUNITY MIXED-USE B)
BUILDING SETBACKS	FRONT = 5' SIDE = 5'

SITE PLAN NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
- CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
- ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
- ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
- SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY EGAN, FIELD & NOWAK, INC., DATED 11/24/2021. KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
- PYLON / MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PYLON / MONUMENT SIGN.
- CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
- NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
- REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
- REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
- ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
- ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.

KEYNOTE LEGEND

- (A) PRE-MENU BOARD
- (B) CLEARANCE BAR
- (C) DIGITAL ORDER SCREEN WICANOPY
- (D) 5-PANEL MENU BOARD
- (E) DETECTOR LOOP
- (F) THANK YOU/EXIT SIGN
- (G) BOLLARD
- (H) DIRECTIONAL DRIVE-THRU SIGNAGE
- (I) B612 CURB & GUTTER (TYP.)
- (J) HEAVY DUTY CONCRETE PAVEMENT (TYP.)
- (K) STANDARD DUTY ASPHALT PAVEMENT (TYP.)
- (L) LANDSCAPED AREA (TYP.) - SEE SHEET L100
- (M) CONCRETE SIDEWALK (TYP.)
- (N) TRANSFORMER PAD
- (O) TRASH ENCLOSURE
- (P) STARBUCKS PYLON SIGN
- (Q) MOBILE ORDER PICKUP SIGN
- (R) BIKE RACK
- (S) ACCESSIBLE PARKING SIGN
- (T) RE-INSTALL SALVAGED STOP SIGN
- (U) PROPOSED STOP BAR
- (V) MATCH EXISTING PAVEMENT / CURB & GUTTER
- (W) PROPOSED CROSSWALK
- (X) 8' TALL SCREEN FENCE - SEE LANDSCAPE PLANS FOR DETAILS
- (Y) POURED CONCRETE WALL - SEE GRADING PLAN FOR ELEVATIONS
- (Z) PROPOSED CONCRETE WHEEL STOP
- (AA) TRANSITION CURB
- (BB) FLUSH CURB
- (CC) RAMP GUARDRAIL

PRELIMINARY - NOT FOR CONSTRUCTION

ROSEVILLE
WALMART OUTLOT
PREPARED FOR
LAUNCH PROPERTIES
ROSEVILLE, MN

SITE PLAN

K/A PROJECT	160734041	DATE	9/2/2022	SCALE	AS SHOWN	DESIGNED BY	ACL	DRAWN BY	CPH	CHECKED BY	ACL
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Kimley-Horn
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WWW.KIMLEY-HORN.COM

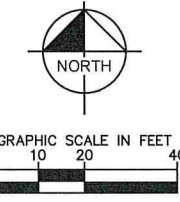
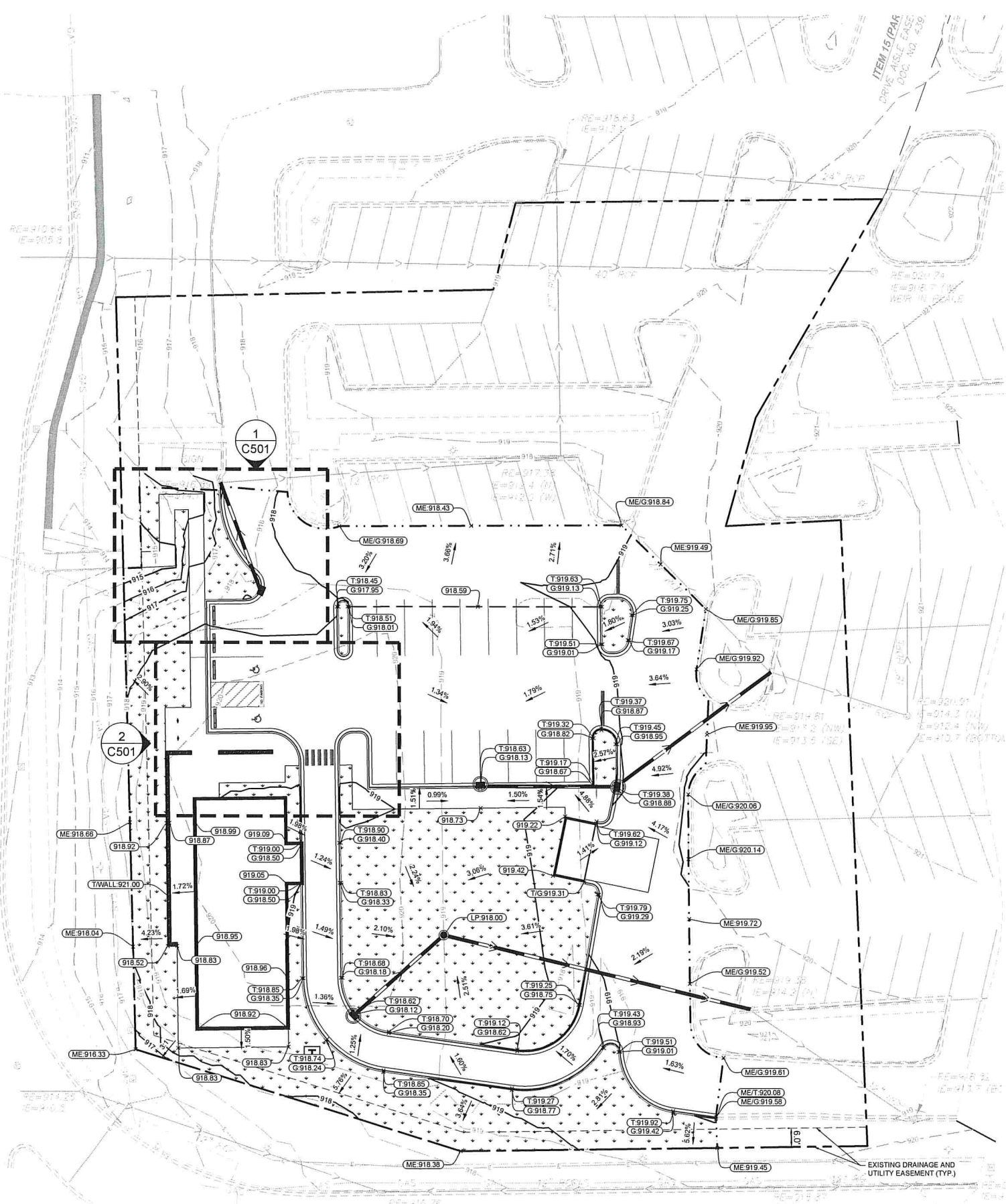
SHEET NUMBER
C400

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CLEVELAND AVENUE NORTH
(ADAPTABLE WITH PUBLIC RIGHT OF WAY)

COUNTY ROAD C WEST
(ADAPTABLE WITH PUBLIC RIGHT OF WAY)



LEGEND

- PROPERTY LINE
- - - EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STORM MANHOLE (SOLID CASTING)
- PROPOSED STORM MANHOLE / CATCH BASIN (CURB INLET CASTING)
- PROPOSED STORM SEWER CLENOUT
- PROPOSED FLARED END SECTION
- PROPOSED RIPRAP
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- PROPOSED HIGH POINT ELEVATION
- PROPOSED LOW POINT ELEVATION
- PROPOSED GUTTER ELEVATION
- PROPOSED TOP OF CURB ELEVATION
- PROPOSED FLUSH PAVEMENT ELEVATION
- MATCH EXISTING ELEVATION
- PROPOSED EMERGENCY OVERFLOW
- PROPOSED DRAINAGE DIRECTION
- 0.00% PROPOSED ADA SLOPE

GRADING PLAN NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ROSEVILLE, SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL GOPHER STATE CALL ONE @ 1-800-252-1166 AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. STORM SEWER PIPE SHALL BE AS FOLLOWS:
RCP PER ASTM C-76
HOPE: 0" - 10" PER AASHTO M-252
HOPE: 12" OR GREATER PER ASTM F-2306
PVC SCH. 40 PER ASTM D-1785
STORM SEWER FITTINGS SHALL BE AS FOLLOWS:
RCP PER ASTM C-76, JOINTS PER ASTM C-361, C-990, AND C-443
HOPE PER ASTM 3212
PVC PER ASTM D-3034, JOINTS PER ASTM D-3212
4. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
5. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
7. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
8. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE STREET READY FOR SUBBASE.
9. ALL EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
10. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE NOTATION.
11. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES TO PROVIDE POSITIVE DRAINAGE.
12. INSTALL A MINIMUM OF 4" CLASS 5 AGGREGATE BASE UNDER CURB AND GUTTER AND CONCRETE SIDEWALKS.
13. UPON COMPLETION OF EXCAVATION AND FILLING, CONTRACTOR SHALL RESTORE ALL STREETS AND DISTURBED AREAS ON SITE. ALL DISTURBED AREAS SHALL BE RE-VEGETATED WITH A MINIMUM OF 4" OF TOPSOIL.
14. ALL SPOT ELEVATIONS/CONTOURS ARE TO GUTTER / FLOW LINE UNLESS OTHERWISE NOTED.
15. GRADING FOR ALL SIDEWALKS AND ACCESSIBLE ROUTES INCLUDING CROSSING DRIVEWAYS SHALL CONFORM TO CURRENT ADA STATE/NATIONAL STANDARDS. IN NO CASE SHALL ACCESSIBLE RAMP SLOPES EXCEED 1 VERTICAL TO 12 HORIZONTAL. IN NO CASE SHALL SIDEWALK GROSS SLOPES EXCEED 2%. IN NO CASE SHALL LONGITUDINAL SIDEWALK SLOPES EXCEED 5%. IN NO CASE SHALL ACCESSIBLE PARKING STALLS OR AISLES EXCEED 2% (1.5% TARGET) IN ALL DIRECTIONS. SIDEWALK ACCESS TO EXTERNAL BUILDING DOORS AND GATES SHALL BE ADA COMPLIANT. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF ADA CRITERIA CANNOT BE MET IN ANY LOCATION PRIOR TO PAVING. NO CONTRACTOR CHANGE ORDERS WILL BE ACCEPTED FOR A.D.A COMPLIANCE ISSUES.
16. MAINTAIN A MINIMUM OF 0.5% GUTTER SLOPE TOWARDS LOW POINTS.
17. CONTRACTOR TO PROVIDE 3" INSULATION BY 5' WIDE CENTERED ON STORM PIPE IF LESS THAN 4' OF COVER IN PAVEMENT AREAS AND LESS THAN 3' OF COVER IN LANDSCAPE AREAS.
18. ROOF DRAIN INVERT CONNECTIONS AT THE BUILDING SHALL BE AT ELEVATION <XXX.XX> OR LOWER UNLESS NOTED OTHERWISE. REFERENCE MEP PLANS FOR ROOF DRAIN CONNECTION.
19. ALL STORM SEWER CONNECTIONS SHALL BE GASKETED AND WATER TIGHT INCLUDING MANHOLE CONNECTIONS.
20. ALL STORM SEWER PIPE SHALL BE AIR TESTED IN ACCORDANCE WITH THE CURRENT PLUMBING CODE.
21. MAINTAIN A MINIMUM OF 1.25% SLOPE IN BITUMINOUS PAVEMENT AREAS, 0.5% SLOPE IN CONCRETE PAVEMENT AREAS.
22. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "INFALL CURB" WHERE PAVEMENT DRAINS TOWARD GUTTER, AND "OUTFALL" CURB WHERE PAVEMENT DRAINS AWAY FROM GUTTER.

Kimley Horn
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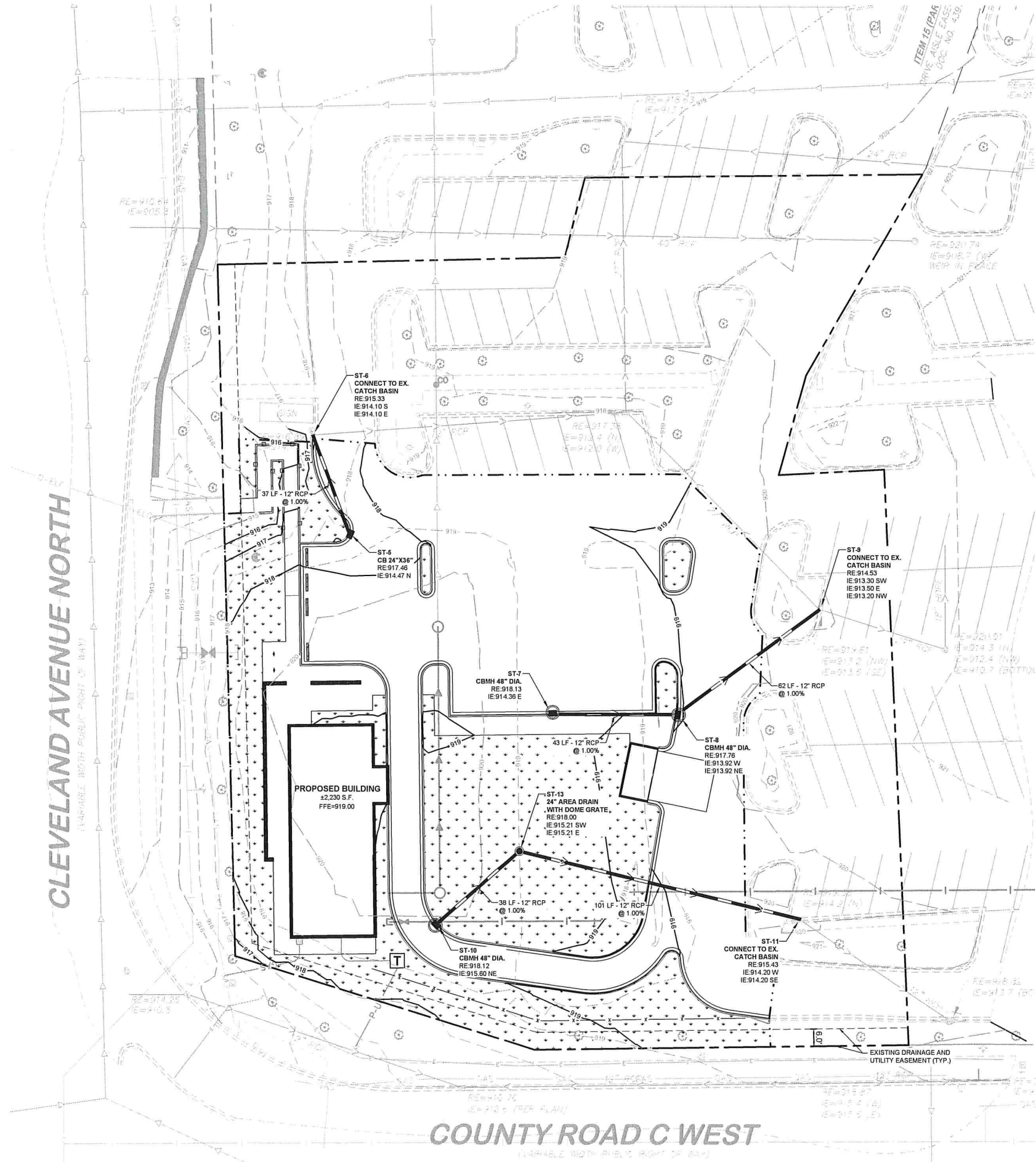
KHA PROJECT	180734041
DATE	9/2/2022
SCALE	AS SHOWN
DESIGNED BY	ACL
DRAWN BY	CPH
CHECKED BY	ACL

GRADING PLAN

ROSEVILLE
WALMART OUTLOT
PREPARED FOR
LAUNCH
PROPERTIES

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LEGEND

- — — — — PROPERTY LINE
- PROPOSED STORM MANHOLE (SOLID CASTING)
- PROPOSED STORM MANHOLE (ROUND INLET CASTING)
- PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CASTING)
- PROPOSED STORM SEWER CLENOUT
- PROPOSED FLARED END SECTION
- PROPOSED RIPRAP
- — — — — PROPOSED STORM SEWER
- — — — — PROPOSED STORM SEWER
- — — — — PROPOSED WATERMAIN
- — — — — PROPOSED SANITARY SEWER

GRADING PLAN NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF ROSEVILLE, SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL GOPHER STATE CALL ONE @ +1-800-252-1166* AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. STORM SEWER PIPE SHALL BE AS FOLLOWS:
RCP PER ASTM C-76
HDPE: 0' - 10' PER AASHTO M-252
HDPE: 12' OR GREATER PER ASTM F-2306
PVC SCH. 40 PER ASTM D-1785
STORM SEWER FITTINGS SHALL BE AS FOLLOWS:
RCP PER ASTM C-76, JOINTS PER ASTM C-361, C-990, AND C-443
HDPE PER ASTM 3212
PVC PER ASTM D-3034, JOINTS PER ASTM D-3212
4. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
5. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
7. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
8. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE STREET READY FOR SUBBASE.
9. ALL EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
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PRELIMINARY - NOT FOR CONSTRUCTION

ROSEVILLE
WALMART OUTLOT
PREPARED FOR
LAUNCH PROPERTIES

STORM SEWER
PLAN

KHA PROJECT	160734041
DATE	9/2/2022
SCALE	AS SHOWN
DESIGNED BY	ACL
DRAWN BY	CPH
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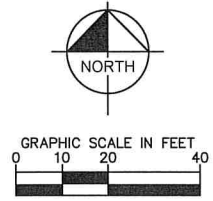
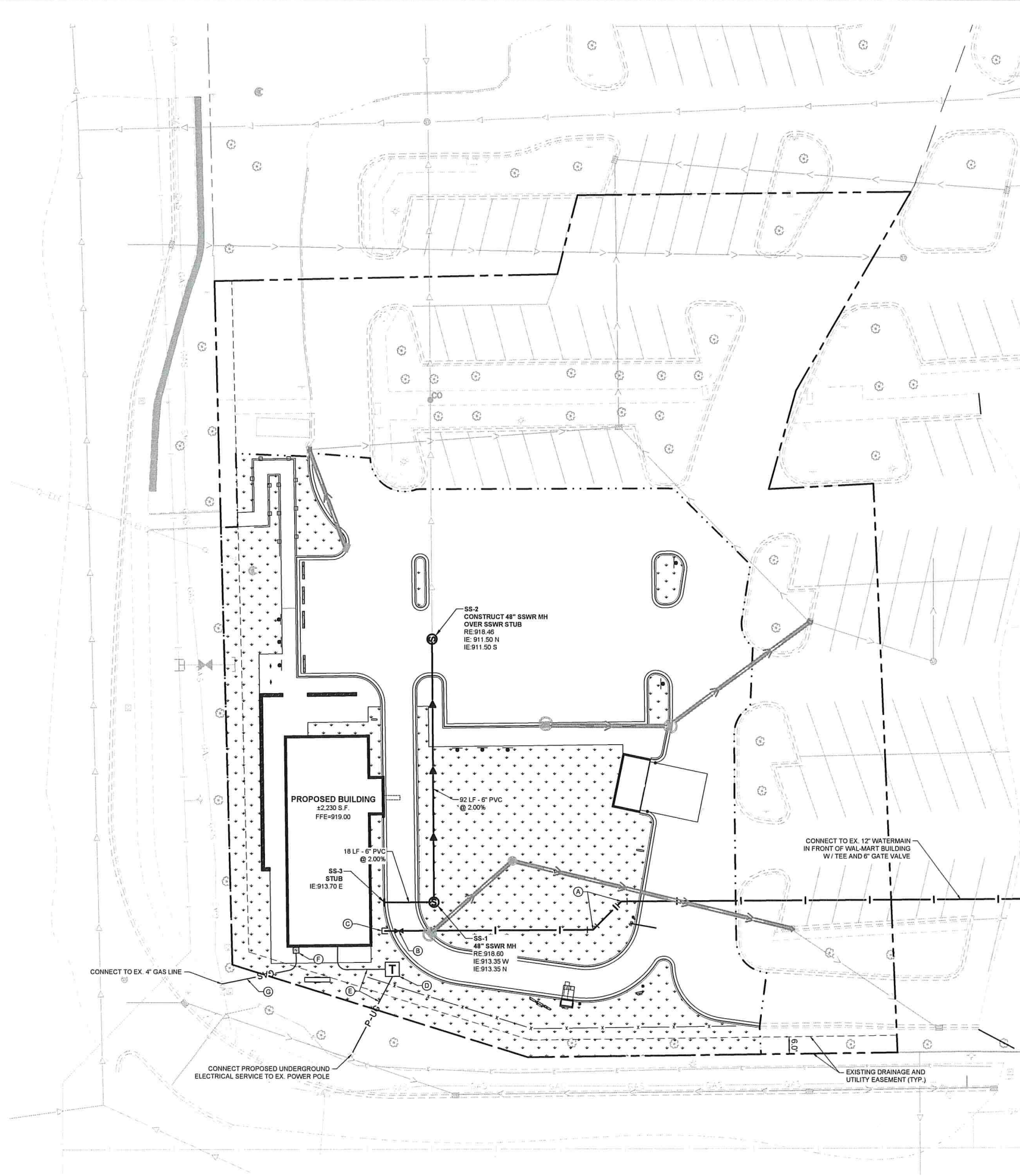
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SHEET NUMBER
C510

ROSEVILLE MN

K:\TWC_LDE\launch properties\roseville walmart outlet\3 Design\CAD\plansheets\C6-UTILITY PLAN.dwg September 01, 2022 - 9:43am

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LEGEND

EXISTING	PROPOSED	
(Symbol)	(Symbol)	GATE VALVE
(Symbol)	(Symbol)	HYDRANT
(Symbol)	(Symbol)	REDUCER
(Symbol)	(Symbol)	TEE
(Symbol)	(Symbol)	SANITARY SEWER MANHOLE
(Symbol)	(Symbol)	SANITARY CLEANOUT
(Symbol)	(Symbol)	WATERMAIN
(Symbol)	(Symbol)	SANITARY SEWER
(Symbol)	(Symbol)	STORM SEWER
(Symbol)	(Symbol)	UNDERGROUND ELECTRIC
(Symbol)	(Symbol)	COM TELEPHONE
(Symbol)	(Symbol)	GAS MAIN

KEYNOTE LEGEND

(A)	45-DEGREE BEND
(B)	GATE VALVE
(C)	6" COMBINED WATER SERVICE
(D)	PROPOSED TRANSFORMER PAD
(E)	PROPOSED UNDERGROUND ELECTRICAL SERVICE LINE
(F)	PROPOSED GAS METER
(G)	PROPOSED NATURAL GAS LINE

UTILITY PLAN NOTES

- ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
- SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
8" PVC SDR35 PER ASTM D-3034, FOR PIPES LESS THAN 12' DEEP
8" PVC SDR26 PER ASTM D-3034, FOR PIPES MORE THAN 12' DEEP
6" PVC SCHEDULE 40 PER ASTM D-1785
DUCTILE IRON PIPE PER AWWA C150
- WATER LINES SHALL BE AS FOLLOWS:
6" AND LARGER, PVC C-900 PER ASTM D 2241
CLASS 200 UNDER COUNTY ROADS, OTHERWISE CLASS 150
4" AND LARGER DUCTILE IRON PIPE PER AWWA C150
SMALLER THAN 3" PIPING SHALL BE COPPER TUBE TYPE "K" PER ANSI B16.22 OR PVC, 200 P.S.I., PER ASTM D1784 AND D2241.
- MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
- ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH RESTRAINTS SUCH AS THRUST BLOCKING, WITH STAINLESS STEEL OR COBALT BLUE BOLTS, OR AS INDICATED IN THE CITY SPECIFICATIONS AND PROJECT DOCUMENTS.
- ALL UTILITIES SHOULD BE KEPT TEN (10) FEET (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE OR STRUCTURE).
- CONTRACTOR SHALL MAINTAIN A MINIMUM OF 7'-5" COVER ON ALL WATERLINES.
- IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES, OR ANY OBSTRUCTION (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE SCH. 40 OR C900 WITH MECHANICAL JOINTS AT LEAST 10 FEET ON EITHER SIDE OF THE CENTER LINE OF THE CROSSING. THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE FASTENERS AS REQUIRED TO PROVIDE A MINIMUM OF 18" VERTICAL SEPARATION. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
- LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
- TOPS OF MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
- ALL CONCRETE FOR ENCASUREMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
- EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
- REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
- CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE CITY OF ROSEVILLE AND/OR STATE OF MN WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
- CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
- CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
- BACKFLOW DEVICES (DDCV AND PRZ ASSEMBLIES) AND METERS ARE LOCATED IN THE INTERIOR OF THE BUILDING. REF. ARCH / MEP PLANS.
- ALL ONSITE WATERMANS AND SANITARY SEWERS SHALL BE PRIVATELY OWNED AND MAINTAINED.
- ALL WATERMAIN STUBOUTS SHALL BE MECHANICALLY RESTRAINED WITH REACTION BLOCKING.

PRELIMINARY - NOT FOR CONSTRUCTION

ROSEVILLE
WALMART OUTLOT
PREPARED FOR
LAUNCH PROPERTIES
ROSEVILLE, MN

SHEET NUMBER
C600

Kimley Horn

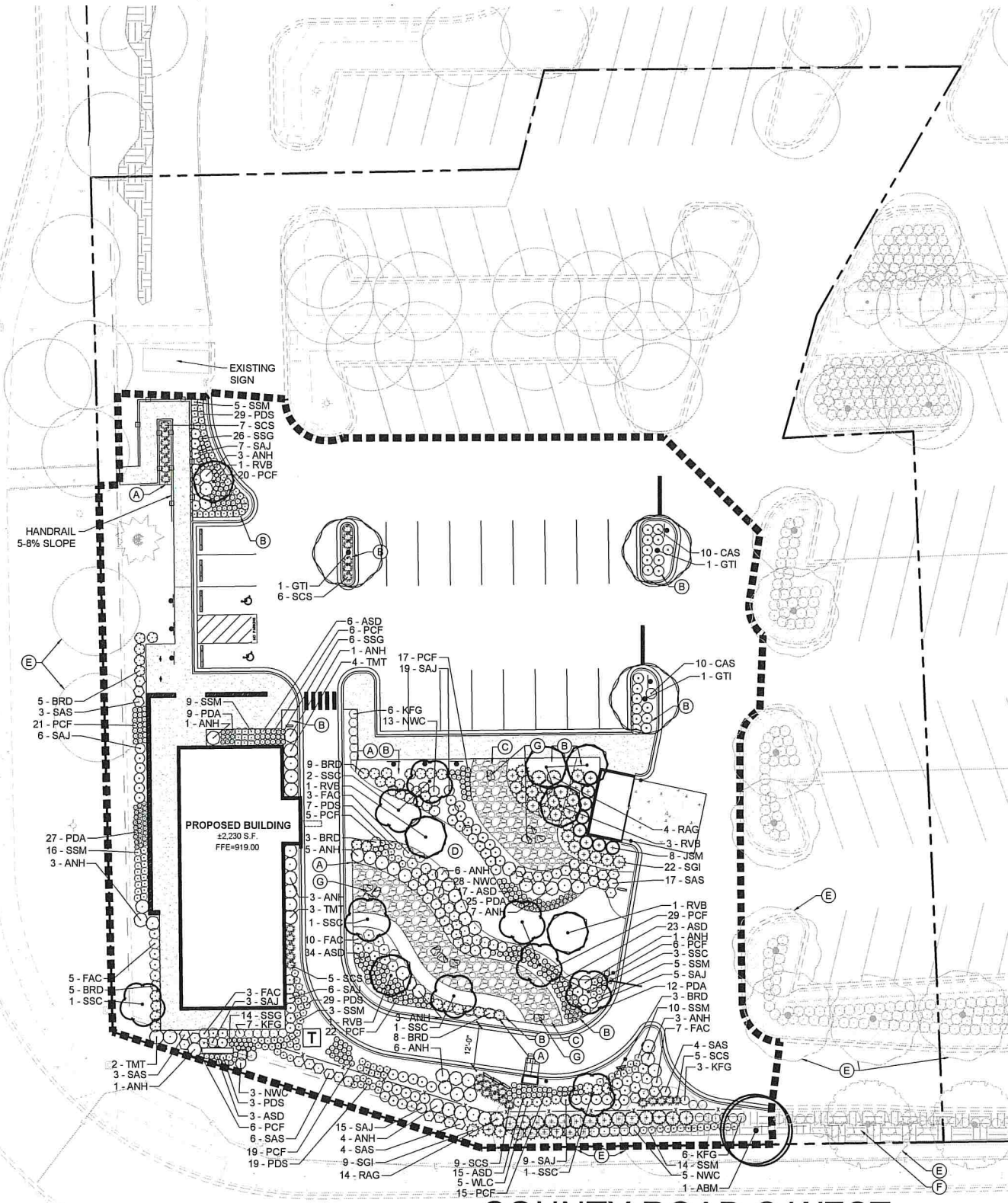
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DATE	9/2/2022
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UTILITY PLAN

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CLEVELAND AVENUE NORTH
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)



COUNTY ROAD C WEST
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

- LANDSCAPE KEYNOTES**
- (A) EDGER (TYP.)
 - (B) DOUBLE SHREDDED HARDWOOD MULCH (TYP.)
 - (C) ROCK MULCH (TYP.)
 - (D) SOD (TYP.)
 - (E) EXISTING TREE TO REMAIN (TYP.)
 - (F) EXISTING SHRUBS AND PERENNIALS TO REMAIN (TYP.)
 - (G) 36" FIELD STONE BOULDER

- LANDSCAPE LEGEND**
- (Symbol) EXISTING DECIDUOUS TREE (TYP.)
 - (Symbol) EXISTING CONIFEROUS TREE (TYP.)
 - (Symbol) EXISTING SHRUB (TYP.)
 - (Symbol) PROPOSED BOULDER
 - (Symbol) EDGER (TYP.)
 - (Symbol) APPROXIMATE LIMITS OF SOD / IRRIGATION, SOD ALL DISTURBED AREAS (TYP.)
 - (Symbol) SEED / SOD EDGE (TYP.)
 - (Symbol) ROCK MULCH (TYP.)
 - (Symbol) SHREDDED HARDWOOD MULCH (TYP.)

LANDSCAPE SUMMARY

MINIMUM LANDSCAPE REQUIREMENTS
 REQUIRED TREES: 3 CANOPY / EVERGREEN TREES = 1" 2,230 GROSS BUILDING FLOOR AREA / 1,000 OR (WHICHEVER IS GREATER)
 23 CANOPY / EVERGREEN TREES = 1" 1,105 L.F. SITE PERIMETER / 50

PROVIDED TREES: 34 TREES = 5 EVERGREEN TREES + 20 CANOPY TREES + (18 ORNAMENTAL TREES / 2)
 *UP TO 25% OF THE REQUIRED NUMBER OF CANOPY OR EVERGREEN TREES MAY BE SUBSTITUTED WITH ORNAMENTAL TREES AT A RATIO OF 2 ORNAMENTAL TREES TO 1 CANOPY OR EVERGREEN TREE.
 THE COMPLEMENT OF TREES REQUIRED SHALL BE AT LEAST 25% DECIDUOUS AND AT LEAST 25% CONIFEROUS. NOT MORE THAN 30% OF THE REQUIRED NUMBER OF TREES SHALL BE COMPOSED OF A SINGLE SPECIES.

REQUIRED SHRUBS: 14 SHRUBS = 6" (2,230 GROSS BUILDING FLOOR AREA / 1,000) OR (WHICHEVER IS GREATER)
 133 SHRUBS = 6" (1,105 L.F. SITE PERIMETER / 50)
 683 SHRUBS* = 350 SHRUBS + (666 PERENNIALS / 2)

*PERENNIALS SUBSTITUTED AT A RATIO OF 2 PERENNIALS TO 1 SHRUB

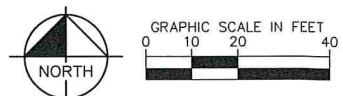
PARKING LOT LANDSCAPE

ISLAND PLANTING REQUIREMENTS: MIN. 1 CANOPY TREE IN EACH ISLAND, IN ADDITION TO ASSORTED SHRUBS, PERENNIALS, AND ORNAMENTAL GRASS.

PROVIDED: 2 CANOPY TREES AND SHRUBS, PERENNIALS AND ORNAMENTAL GRASS.
 *UNABLE TO PLANT TREES IN SOME OF THE ISLANDS DUE TO UNDERGROUND FILTRATION BASIN & SIDEWALK SYSTEM. TREES PLANTED ELSEWHERE ON SITE.

PLANT SCHEDULE

ORNAMENTAL TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAU/SIZE
	RVB	7	BETULA NIGRA	RIVER BIRCH	B & B	1.5" CAL MIN
	SSC	16	MALUS X 'SPRING SNOW'	SPRING SNOW CRABAPPLE	B & B	1.5" CAL MIN
OVERSTORY TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAU/SIZE
	ABM	1	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE MAPLE	B & B	2.5" CAL MIN
	GTI	3	GLEDITSIA TRIACANTHOS INERMIS 'IMPCOLE'	IMPERIAL® HONEY LOCUST	B & B	2.5" CAL MIN
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	ANH	66	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	#5 CONT.	4' O.C.
	BRD	43	CORNUS ALBA 'MINBAT'	BATON ROUGE DOGWOOD	#2 CONT.	36" O.C.
	CAS	20	CLETHRA ALNIFOLIA 'SIXTEEN CANDLES'	SIXTEEN CANDLES SUMMERSWEET	#2 CONT.	3' O.C.
	JSM	8	JUNIPERUS SCOPULORUM 'MEDORA'	MEDORA JUNIPER	#2 CONT.	2' O.C.
	NWC	49	NEPETA X 'WALKER'S LOW'	WALKER'S LOW CATMINT	#2 CONT.	1.5' O.C.
	RAG	27	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	#2 CONT.	48" O.C.
	SAS	48	SORBARIA SORBIFOLIA 'SEM'	SEM ASH LEAF SPIREA	#2 CONT.	36" O.C.
	SGI	39	JUNIPERUS CHINENSIS 'SEA GREEN'	SEA GREEN JUNIPER	#5 CONT.	4' O.C.
	TMT	18	TAXUS X MEDIA 'TAUNTONII'	TAUNTON YEW	#2 CONT.	48" O.C.
PERENNIALS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
	ASD	148	HEMEROCALLIS X 'APRICOT SPARKLES'	APRICOT SPARKLES DAYLILY	#1 CONT.	18" O.C.
	FAC	34	HEMEROCALLIS X 'BLACK EYED SUSAN'	BLACK EYED SUSAN DAYLILY	#2 CONT.	1.5' OC
	KFG	22	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	#1 CONT.	1.5' O.C.
	PCF	169	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1 CONT.	18" O.C.
	PDA	96	ASTER NOVAE-ANGLIAE 'PURPLE DOME'	PURPLE DOME NEW ENGLAND ASTER	#1 CONT.	18" O.C.
	PDS	112	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	#1 CONT.	24" O.C.
	SAJ	94	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	#2 CONT.	1.5' O.C.
	SCS	54	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	#1 CONT.	18" O.C.
	SSG	79	PANICUM VIRGATUM 'SHENANDOAH'	SHENANDOAH SWITCH GRASS	#1 CONT.	18" O.C.
	SSM	95	SCHIZACHYRIUM SCOPARIUM 'MINNBLUEA'	BLUE HEAVEN LITTLE BLUESTEM	#2 CONT.	12" O.C.



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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.											
										RYAN A. HULLESTED, P.L.A.	MIN. LIC. NO.
										DATE:	9/2/2022
										UC. NO.	53926

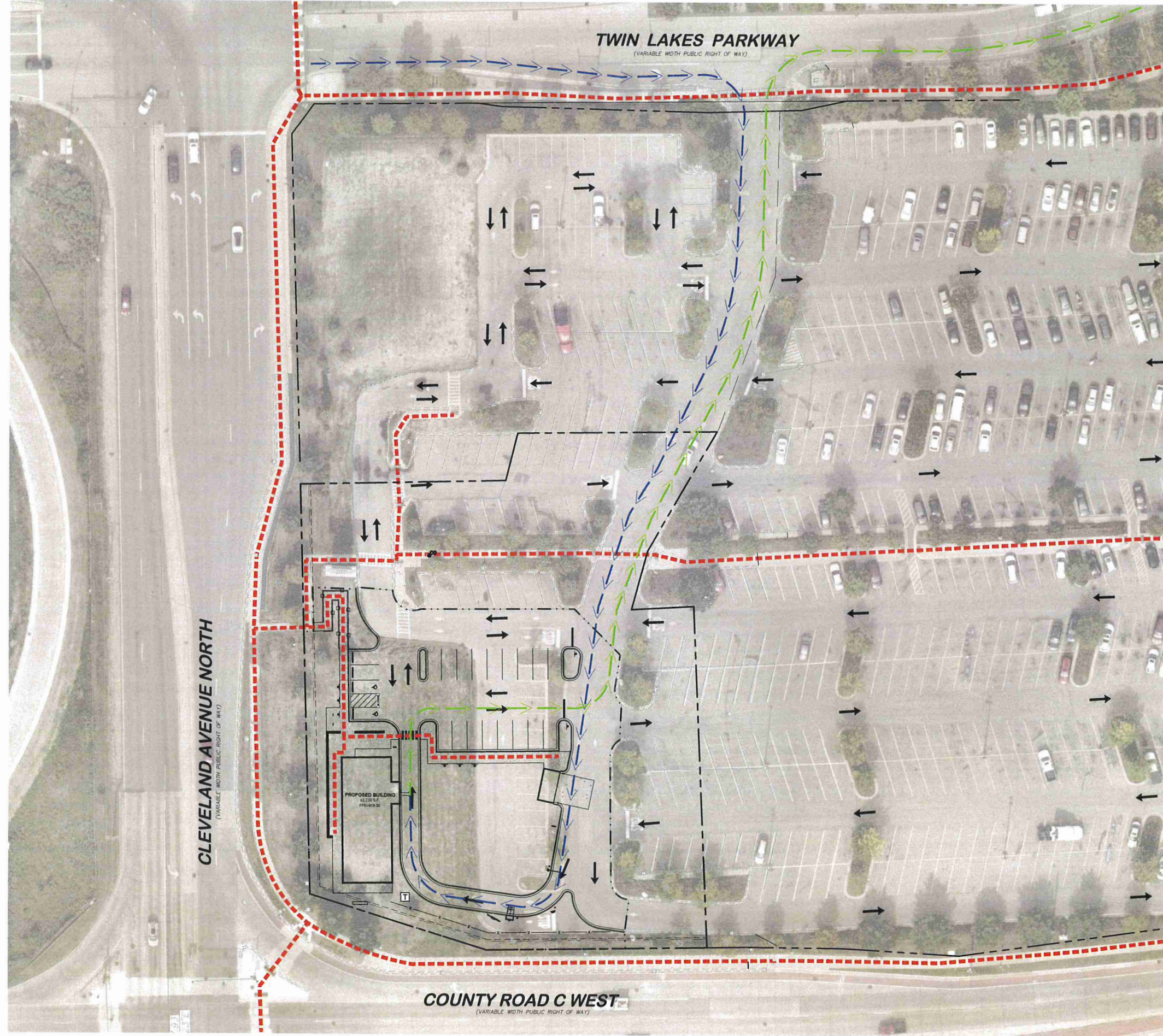
LANDSCAPE PLAN

ROSEVILLE
 WALMART OUTLOT
 PREPARED FOR
 LAUNCH PROPERTIES
 ROSEVILLE, MN

SHEET NUMBER
L100

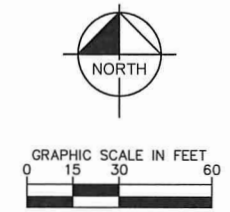
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LEGEND

- - - PEDESTRIAN CIRCULATION
- IN-BOUND VEHICLE CIRCULATION
- OUT-BOUND VEHICLE CIRCULATION



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ROSEVILLE
WALMART OUTLOT
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**PEDESTRIAN AND
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CIRCULATION
EXHIBIT**

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SHEET NUMBER
EX 0.01



DRAFT Memorandum

SRF No. 16084

To: Jesse Freihammer, PE
City Engineer/Assistant Public Works Director

From: Tom Sachi, PE, Project Manager
Ashley Sherry, EIT, Engineer I

Date: September 30, 2022

Subject: Roseville Starbucks Traffic Study

Introduction

SRF has completed a traffic study for the proposed Starbucks located in the southeast quadrant of the Cleveland Avenue and Twin Lakes Parkway intersection in the City of Roseville (see Figure 1: Project Location). The main objectives of the study are to review existing operations within the study area, identify any transportation impacts to the adjacent roadway network, and recommend any improvements to address any issues, if necessary. The following information provides the assumptions, analysis, and study findings offered for consideration.

Existing Conditions

Existing conditions were reviewed to establish a baseline to identify any future impacts associated with the proposed development. Evaluation of the existing conditions includes a review of traffic volumes, roadway characteristics, and an intersection capacity analysis, which are summarized in the following sections.

Traffic Volumes

Historical vehicular and pedestrian/bicyclist turning movement counts taken during the a.m. and midday peak periods were utilized for the following intersections:

- Cleveland Avenue and Twin Lakes Parkway/I-35W (July 7, 2016, Collected by MnDOT)
- Twin Lakes Parkway and Mount Ridge Road (July 10, 2014, Collected by SRF)

The intersection turning movement counts were adjusted to account for existing conditions. Observations were completed to identify roadway characteristics (i.e. roadway geometry, posted speed limits, and traffic controls) within the study area. Cleveland Avenue is currently a four-lane roadway within the study area with a speed limit of 40 mph. Twin Lakes Parkway is a four-lane roadway between Cleveland Avenue and Mount Ridge Road, but changes a two-lane roadway east of Mount Ridge Road, and it has a speed limit of 30 mph within the study area.



Project Location

Roseville Starbucks Traffic Study
City of Roseville

02216084
September 2022

Figure 1

The Cleveland Avenue and Twin Lakes Parkway/I-35W intersection is signalized, and the Twins Lake Parkway and Walmart/ALDI access intersection is side-street stop controlled. Additionally, the Twin Lakes Parkway and Mount Ridge Road is a roundabout controlled intersection. Cleveland Avenue is classified as a minor arterial and Twin Lakes Parkway is classified as a local roadway. Existing geometrics, traffic controls, and traffic volumes in the study are shown in Figure 2.

Intersection Operations Analysis

An intersection capacity analysis was completed for the weekday a.m. and midday peak hours to identify any areas of queuing or congestion concern under existing conditions. Note, the proposed development peaks in the morning and midday, therefore the p.m. peak hour was not analyzed. The study intersections were analyzed using Synchro/SimTraffic (Version 11). Capacity analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in Table 1. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow. Overall intersection LOS A though LOS D is generally considered acceptable based on MnDOT guidelines.

Table 1. Level of Service Criteria for Signalized and Unsignalized Intersections

LOS Designation	Signalized Intersection Average Delay/Vehicle (seconds)	Unsignalized Intersection Average Delay/Vehicle (seconds)
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service. This takes into account the total number of vehicles entering the intersection and the capability of the intersection to support these volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, the majority of delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high levels of delay (i.e. poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.

Results of the existing operations analysis shown in Table 2 indicate that all study intersections operate at an acceptable LOS B or better during the a.m. and midday peak hours with the existing traffic control and geometric layout. No significant side-street delays or queuing issues were observed at the study intersections.

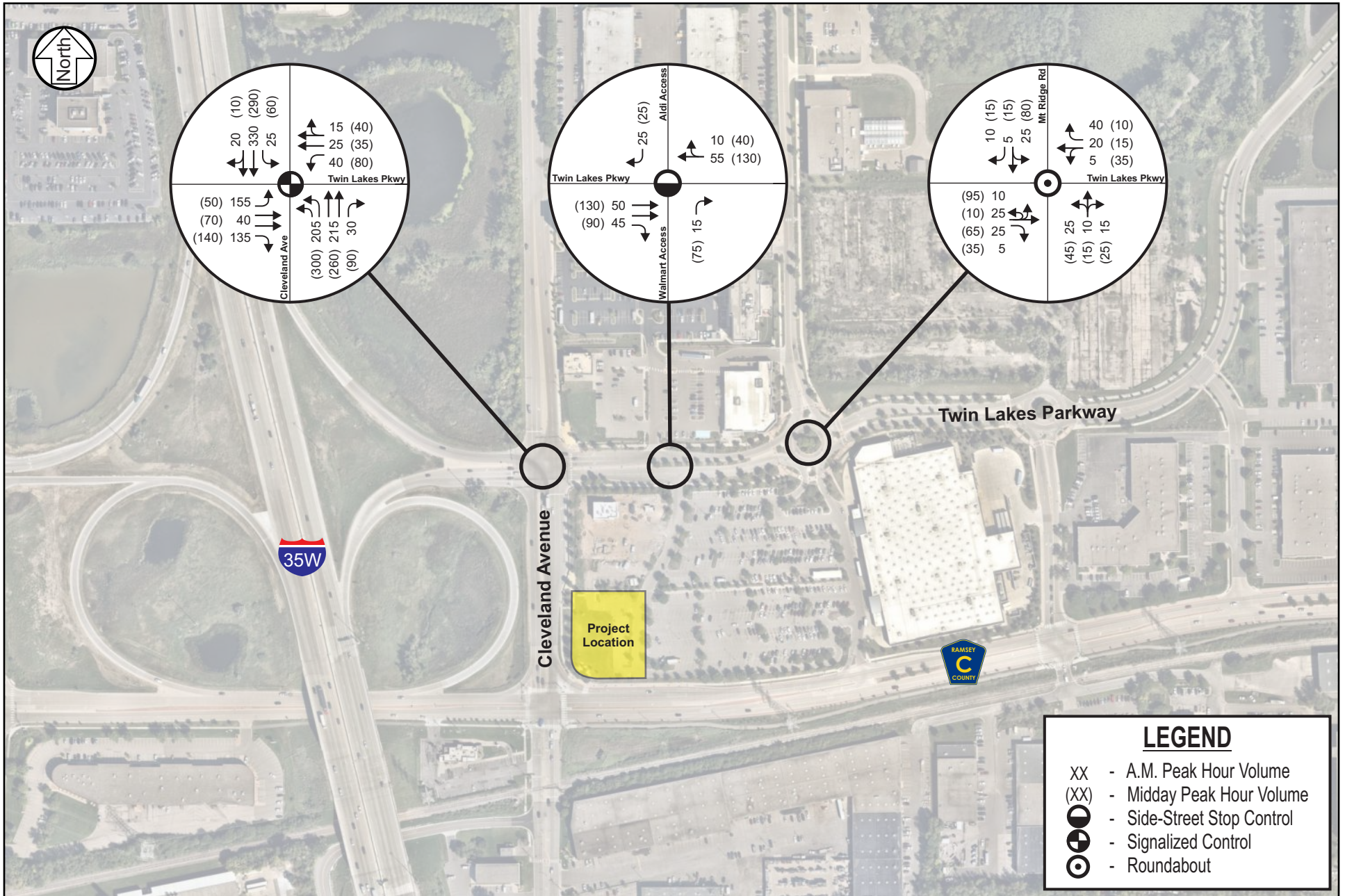


Table 2. Existing Peak Hour Capacity Analysis

Intersection	Weekday A.M. Peak Hour		Weekday Midday Peak Hour	
	LOS	Delay	LOS	Delay
Cleveland Avenue and Twin Lakes Parkway/I-35W ⁽¹⁾	B	16 sec.	B	15 sec.
Twin Lakes Parkway and Walmart/ALDI Access ⁽²⁾	A/A	9 sec.	A/A	9 sec.
Twin Lakes Parkway and Mount Ridge Road ⁽³⁾	A	3 sec.	A	4 sec.

- (1) Indicates a signalized intersection, where the overall LOS is shown.
- (2) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.
- (3) Indicates a roundabout intersection, where the overall LOS is shown.

Proposed Development

The proposed development, shown in Figure 3, is located in the southeast quadrant of the Cleveland Avenue and Twin Lakes Parkway intersection and is anticipated to be fully operational by the year 2024. The proposed development includes a 2,250 SF coffee shop with a drive-through lane. This outlot is expected to be occupied by a Starbucks coffee shop. The primary access to the proposed development is located on Twin Lakes Parkway via a right-in/right-out located approximately 250 feet east of Cleveland Avenue. The development also is connected to the Wal-Mart parking lot and can access the roundabout at the Twin Lakes Parkway and Mount Ridge Road intersection as well as at the southern parking lot access on County Road C.

Year 2024 Conditions

To identify potential impacts associated with the proposed development, traffic forecasts for year 2024 conditions (i.e. one-year after opening) were developed. The year 2024 conditions take into account general area background growth and traffic generated by the proposed development. The following sections provide details on the background traffic forecasts, estimated trip generation, and the intersection capacity analysis for year 2024 conditions.

Background Traffic Growth

To account for general background growth in the area, an annual growth rate of one-half percent was applied to the existing peak hour traffic volumes to develop year 2024 background forecasts. This growth rate was developed based on the *Twin Lakes Redevelopment Area Traffic Study Update* completed in 2015.

SITE SCHEDULE - "Y"					
DESIGN ID	COUNT	DESCRIPTION	FURN. BY	INST. BY	COMMENTS
CANOPY					
X1100	1	DT CANOPY @ DT WINDOW	STARBUCKS LIMITED	GC	VENDOR: RAINIER INDUS LENGTH 11'-4 3/4" PROJECTION: 8" MIN CLEARANCE: PHONE 625.981.1242
X1101	1	STOREFRONT CANOPY	S LIMITED	GC	VENDOR: RAINIER INDUSTRIE LENGTH 82'-10" PROJECTION: 8" MIN CLEARANCE: PHONE 625.981.1242
X1102	1	REAR SIDE CANOPY	ES LIMITED	GC	VENDOR: RAINIER INDUSTRIE LENGTH 6'-3" PROJECTION: 8" MIN CLEARANCE: PHONE 625.981.1242
EXTERIOR MENU					
22540	1	MENU BOARD - DT 5 PANEL SQUARE FRAME FREESTANDING - 95X62IN 241X1515MM - BLACK	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.
22542	1	MENU BOARD - DT PRE MENU SQUARE FRAME FREESTANDING - 29X61IN 730X1555MM - BLACK	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.
22546	1	MENU BOARD - DT DIGITAL ORDER SCREEN WITH POST - BLACK	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.
OTHER					
10020	1	DT WINDOW SHELF - 48N 1205MM - SSTAAL - 48X63.1; REAR ACCESS	SEE DE	MODEL 275 SHELF	
14103	4	BOLLARD NONILLUMINATED SQUARE - FLAT BLACK MT0209	SB	GC	
18815	3	BIKE RACKS	SB	GC	
22543	1	DT ORDER POINT CANOPY SQUARE FRAME - BLACK	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.

EXTERIOR SIGNAGE SCHEDULE - "S"						
DESIGN ID	COUNT	DESCRIPTION	FURN. BY	INST. BY	COMMENTS	
SIGNAGE						
21183	1	SIGN - MOBILE ORDER PICK UP ILLUMINATED BLADE MOUNT	SB	GC	SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	
SIGNAGE - DISK						
13184	2	DISK ILLUMINATED FLUSH MOUNTED	ER SEP	WHITE PERM	GC	SIGNAGE UND AND INSTALLED BY SIGN VENDOR.
SIGNAGE - DRIVE THRU						
14091	1	SIGN - DT DIRECTIONAL EXT SIGN ILLUMINATED ARROW SERIES - 46IN 1170MM	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	
14327	1	SIGN - DT DIRECTIONAL ILLUMINATED ARROW SERIES - 46IN 1170MM	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	
22544	1	SIGN - DT CLEARANCE BAR SQUARE FRAME FREESTANDING - BLACK AND DARK GREEN	SB	GC	FOOTING BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	
SIGNAGE - OTHER						
21207	3	SIGN - 5 MINUTE PARKING	Y LANDLORD	SB	GC	POST AND FOOTING B
21720	1	SIGN - MOBILE ORDER PICK UP SUSPENSION KIT	SB	G		
SIGNAGE - PYLON DISK						
14110	1	PYLON SIGN	SB	GC	FOOTING & CONDUIT BY LL SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	
SIGNAGE - WORDMARK						
18488	1	SIGN - WORDMARK STARBUCKS FLUSH MOUNTED 20N 510MM	SB	GC	SIGNAGE UNDER SEPARATE PERMIT AND INSTALLED BY SIGN VENDOR.	

LEGEND

- LANDSCAPE AREA
- NEW CONCRETE WALKWAY
- NEW 6" (150MM) CONCRETE CURB
- CONCRETE DRIVE THRU LANE

GENERAL NOTES

- A. REFER TO EXTERIOR ELEVATIONS ON SHEET A201 FOR BUILDING SIGNAGE LOCATION AND DESIGN ID. REFER TO ELECTRICAL PLANS FOR ELECTRICAL REQUIREMENTS.
- B. LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.
- C. DRIVE THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
- D. PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE THRU LANE. EXTENT TO INCLUDE DRIVE THRU ENTRY POINT THROUGH WINDOW STANDING PATI.
- E. GENERAL CONTRACTOR TO APPLY CONCRETE SEALERS TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.
- F. GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.
- G. PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.
- H. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.
- I. REFER TO ELECTRICAL DRAWINGS FOR SITE RELATED ELECTRICAL WORK.
- J. SCRAPE AND REPAINT ALL EXISTING PAINTED SITE FEATURES, INCLUDING, BUT NOT LIMITED TO CURBS, BOLLARDS, RAILINGS AND SITE LIGHTING BASES.
- K. SEE SHEET A002 FOR ARCHITECTURAL SITE DETAILS.

KEYED NOTES

1. PRE - MENU BOARD, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
2. CLEARANCE BAR, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
3. PRE - MENU BOARD, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
4. DIGITAL ORDER SCREEN W/ CANOPY, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
5. THANK YOU/EXIT SIGN, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
6. BOLLARD, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
7. DIRECTIONAL SIGNAGE, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
8. GREASE INTERCEPTOR LOCATION BY LANDLORD.
9. PATIO FURNITURE AS INDICATED.
10. LANDSCAPE AREA AS INDICATED BY LANDLORD. REFER TO CIVIL SHEETS.
11. BIKE RACKS AS INDICATED.
12. PARKING AREA AS INDICATED. REFER TO CIVIL SHEETS.
13. CONCRETE CURBING AS INDICATED. REFER TO CIVIL SHEETS.
14. TRASH ENCLOSURE, AS INDICATED BY LANDLORD.
15. DEDICATED MOP PARKING SIGNS (3) AS INDICATED. POST AND FOOTING BY LANDLORD.
16. STRIPPED CROSSWALK AS INDICATED BY LANDLORD. REFER TO CIVIL SHEETS.
17. ACCESSIBLE ACCESS TO PUBLIC SIDEWALK AS INDICATED BY LANDLORD.
18. PATIO KNEEWALL AS INDICATED.
19. ACCESSIBLE PARKING AISLE, SIGNAGE, AND RAMP AS INDICATED BY LANDLORD. REFER TO CIVIL SHEETS.
20. WHEEL STOPS AS INDICATED BY LANDLORD. REFER TO CIVIL SHEETS.
21. 25' 0" TALL PYLON SIGN, UNDER SEPARATE PERMIT. VENDOR TO COORDINATE WITH GC FOR PROPER INSTALLATION. FOOTING BY LANDLORD.
22. ELECTRICAL TRANSFORMER PAD AS INDICATED BY LANDLORD.
23. DETECTOR LOOP EDGE CENTERED ON SPEAKER POST 2" (51MM) BELOW FINAL GRADE IN CONDUIT OR SANICUT. VERIFY NO METAL IN SLAB WITHIN 36" (915MM) OF LOOP.
24. DETECTOR LOOP EDGE CENTERED ON DRIVE THRU WINDOW 2" (50MM) BELOW FINAL GRADE IN CONDUIT OR SANICUT. VERIFY NO METAL IN SLAB WITHIN 36" (915MM) OF LOOP.



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STARBUCKS TEMPLATE VERSION: 2021.07.23

ARCHITECT OF RECORD



NOT FOR CONSTRUCTION FOR REVIEW ONLY

PROJECT NAME: CLEVELAND & CITY ROAD C - ROSEVILLE
PROJECT ADDRESS: 2020 TWIN LAKES PKY ROSEVILLE, MN 55113
COUNTY: RAMSEY

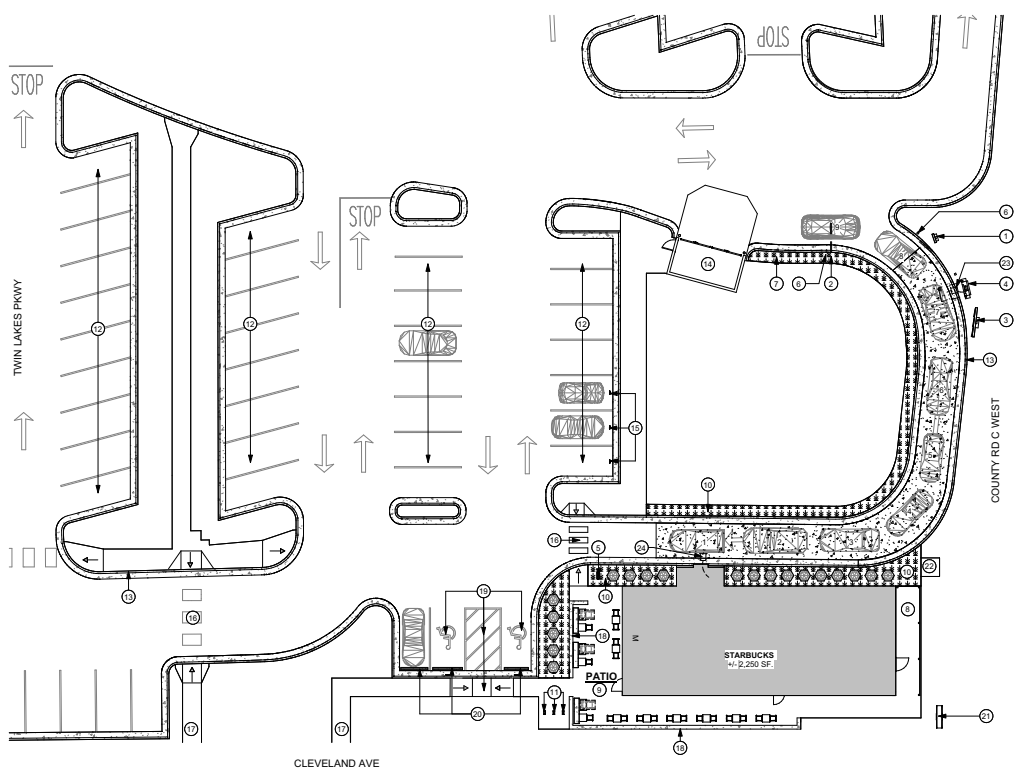
STORE #: 69953
PROJECT #: 89775-001
ISSUE DATE: 2021
STORE DESIGNER: ERLENE GRANTHAM LEON AP
PRODUCTION DESIGNER: WO PARTNERS
CHECKED BY: JOSH STEWALING

REVISION SCHEDULE		
REV	DATE	DESCRIPTION

SHEET TITLE: ARCHITECTURAL SITE PLAN
SCALE: AS SHOWN

SHEET NUMBER: A001

DESIGN DEVELOPMENT ONLY - NOT INTENDED FOR CONSTRUCTION USE



1 ARCHITECTURAL SITE PLAN
Scale: 1/16" = 1'-0"



Site Plan
Roseville Starbucks Traffic Study
City of Roseville

02216084
September 2022

Figure 3

Trip Generation

To account for traffic impacts associated with the proposed development, trip generation estimates were developed for the weekday a.m. and midday peak hours, as well as on a daily basis. These estimates, shown in Table 3, were developed using the *ITE Trip Generation Manual, 11th Edition*.

Table 3. Trip Generation Estimate

Land Use Type (ITE Code)	Size	A.M. Peak Hour		Midday Peak Hour		Daily Trips
		In	Out	In	Out	
Coffee/Donut Shop with Drive-through Window (937)	2,250 SF	98	95	49	49	1,201

Results of the trip generation estimate indicate that the proposed development is expected to generate 193 weekday p.m. peak hour, 98 weekday midday peak hour, and 1,201 weekday daily trips. The trips generated were distributed to the study area based on the directional distribution shown in Figure 4, which was developed based on a combination of existing daily traffic volumes/travel patterns, information from the previously completed AUAR, and engineering judgment. The resultant year 2024 peak hour traffic forecasts, which include general background growth and trips generated by the development, are illustrated in Figure 5.

Year 2024 Build Conditions Intersection Capacity Analysis

To determine how the study intersections will operate under year 2024 build conditions, an intersection capacity analysis was completed using Synchro/SimTraffic software (Version 11). Results of the year 2024 build intersection capacity analysis shown in Table 4 indicate that all of the study intersections are expected to continue to operate at an acceptable overall LOS B or better during the a.m. and midday peak hours. There is not expected to be any internal queuing issues entering or exiting the proposed development along Twin Lakes Parkway, with average queues of one (1) vehicle and 95th percentile queues of two (2) vehicles at the right-out access. No other significant side-street delays or queuing issues were observed at the study intersections.

Table 4. Year 2024 Intersection Capacity Analysis

Intersection	Weekday A.M. Peak Hour		Weekday Midday Peak Hour	
	LOS	Delay	LOS	Delay
	Cleveland Avenue and Twin Lakes Parkway/I-35W ⁽¹⁾	B	18 sec.	B
Twin Lakes Parkway and Walmart/ALDI Access ⁽²⁾	A/A	9 sec.	A/A	9 sec.
Twin Lakes Parkway and Mount Ridge Road ⁽³⁾	A	3 sec.	A	3 sec.

(1) Indicates a signalized intersection, where the overall LOS is shown.

(2) Indicates an unsignalized intersection with side-street stop control, where the overall LOS is shown followed by the worst approach LOS. The delay shown represents the worst side-street approach delay.

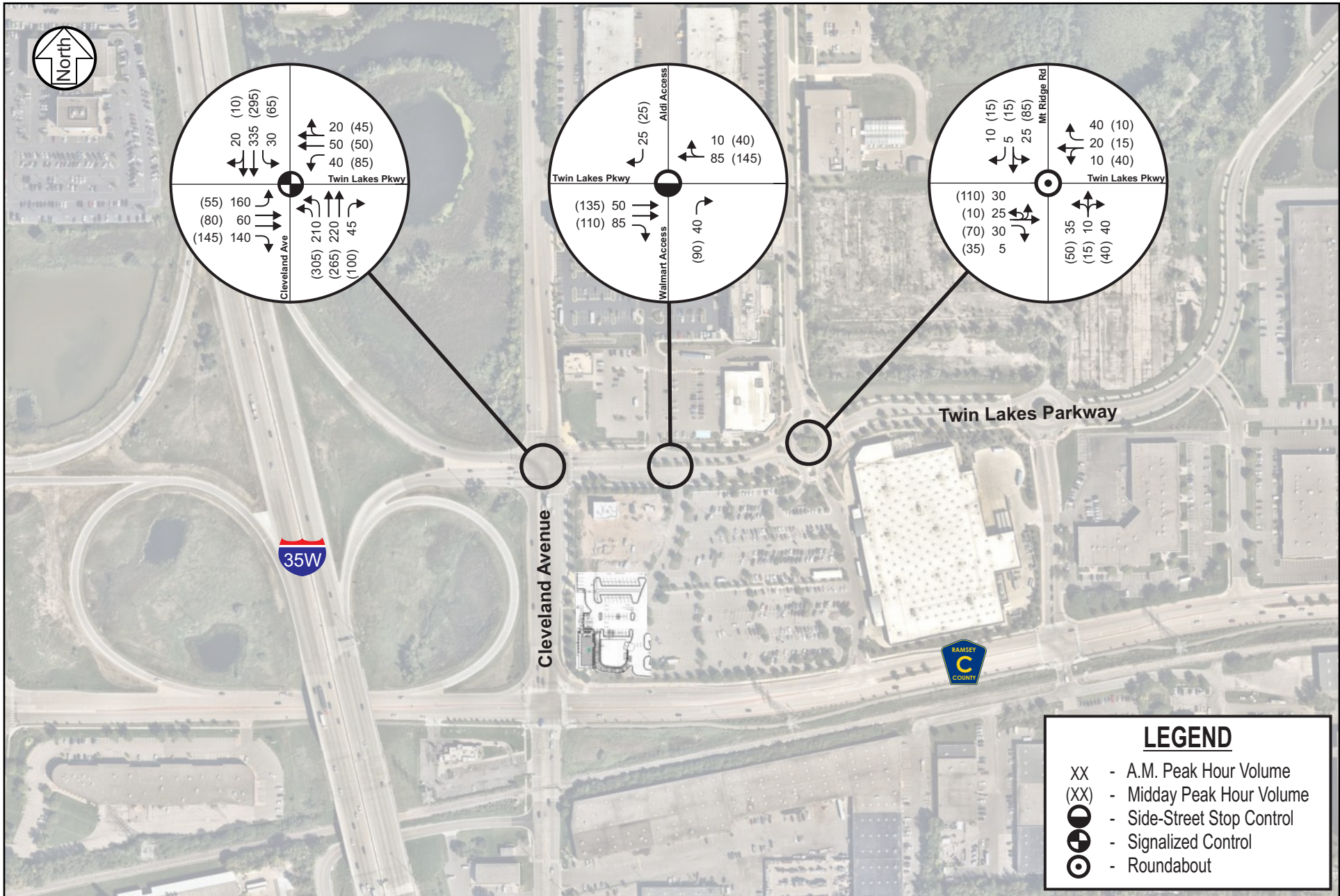
(3) Indicates a roundabout intersection with all-way yield control, where the overall LOS is shown.



Directional Distribution

Roseville Starbucks Traffic Study
City of Roseville

Figure 4



Site Plan Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements with regard to drive-through operations, access, and circulation. Based on field observations, there is adequate sight distance at the existing right-in/right-out access location on Twin Lakes Parkway to clearly identify approaching vehicles. Special consideration should be made to limit any sight distance impacts from future landscaping and signing. No other traffic control or circulation issues are expected.

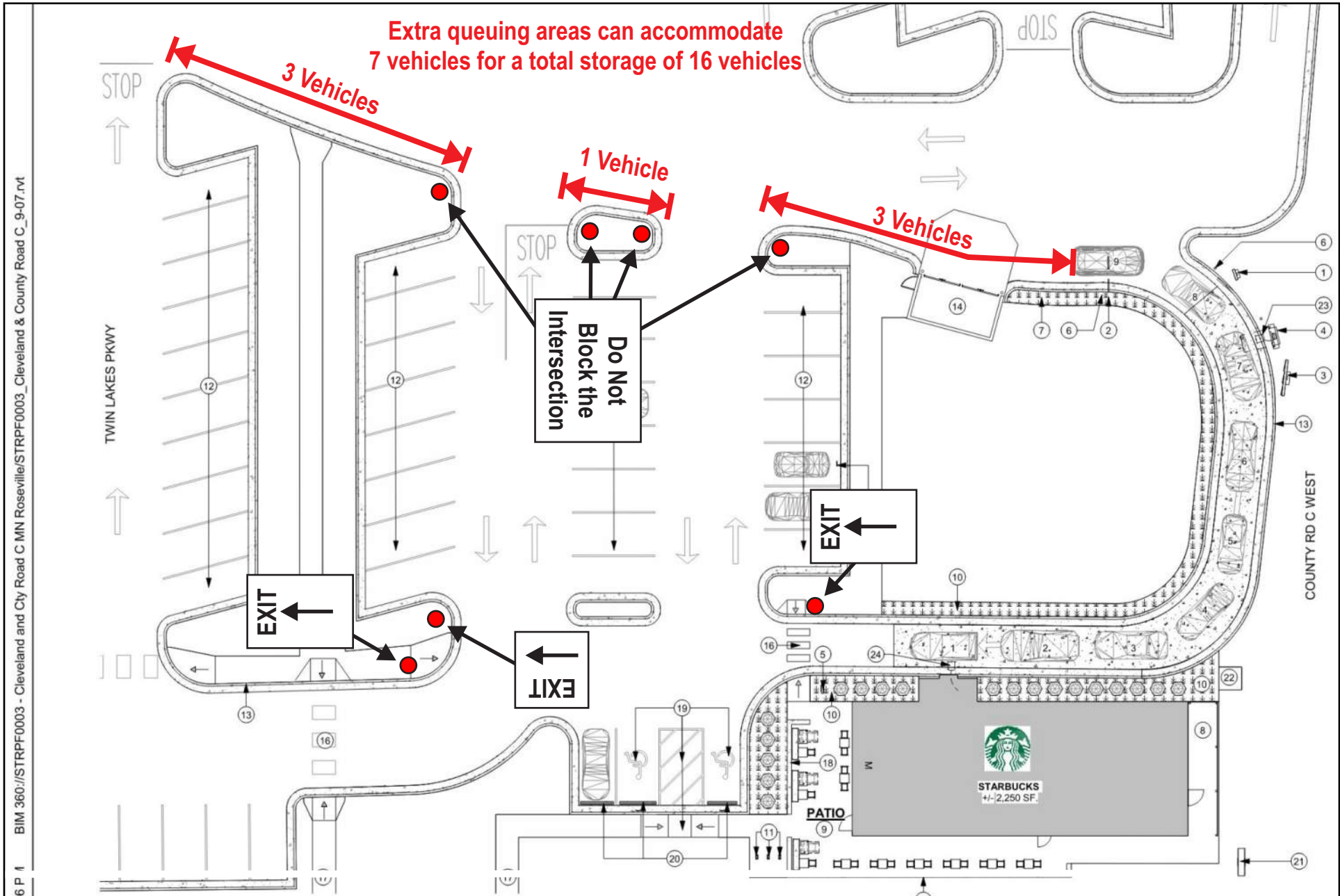
Drive-Thru Queuing Review

A review of the drive-thru queuing storage area was completed to identify if queues from the proposed drive-thru extend beyond the provided storage distance. Therefore, a literature review and field observations were completed to understand expected queuing lengths for the proposed coffee shop. Note, the Starbucks Coffee at 2305 Fairview Avenue N (across from Rosedale Center) was observed during the weekday morning and Saturday midday peak hours.

According to the *Drive-Through Queue Generation Study* completed by Counting Cars in 2012, maximum queues at a coffee shop can extend to 16 vehicles, with an 85th percentile queue of 14 vehicles. Additionally, drive-thru queuing observations indicate a maximum of 15 vehicles and an approximate 85th percentile of 13 vehicles during those peak hours, which is consistent with the *Drive-Through Queue Generation Study*. On average there were approximately 10 vehicles queued. Note, the maximum observed queues typically lasted for less than one (1) minute in duration.

Based on the site plan provided, there is room for 12 vehicles to queue within the drive-thru lane before impacting the internal parking lot circulation. Note, this will block the proposed trash enclosure area, however, that is expected to be utilized outside of peak hours. It is expected that the proposed drive-thru will accommodate the majority of the expected drive-thru queues at the site, however, approximately 25 percent of the peak hour trips are expected to queue beyond the storage and could be expected to queue within the overflow areas shown in Figure 6.

Additionally, potential signing improvements are shown in Figure 6 indicating to motorists to not block access from the parking lot drive aisle and directional signing within the site can be provided to limit the number of customers exiting the Starbucks site from conflicting with potential drive-thru queue. The site should be monitored to determine if the maximum drive-thru queues ever extend beyond the available storage and spill into the parking lot. However, these queues typically would be expected to occur during the a.m. peak hour and not impact operations at Walmart and/or Panda Express.



6 P 1 BIM 360://STRPF0003 - Cleveland and Cty Road C MN Roseville/STRPF0003_Cleveland & County Road C_9-07.rvt



Site Plan Review

Roseville Starbucks Traffic Study
City of Roseville

02216084
September 2022

Figure 6

AUAR Review.

A trip generation comparison to the Twin Lakes AUAR for the proposed development area was completed to determine if the proposed development trip generation is consistent with previous assumptions. The proposed land use change for site was compared to the allocation based on the current Twin Lakes AUAR (Subarea 1, Block 4). Block 4 includes 160,000 SF of free-standing discount store and 13,200 sf of high-turnover sit-down restaurant broken into two (2) 6,600 sf parcels. A comparison was completed in Table 5 for the proposed land use to one (1) of the 6,600 sf restaurant parcels. The parcel’s current trip allocation is 65 weekday p.m. peak hour trips. The proposed development is expected to generate 88 p.m. peak hour trips, indicating that the density of the proposed land use is higher than the previously assumed traffic generation for this site. Although the overall p.m. peak hour for the proposed development is higher than previous assumptions for the parcel, no capacity or congestion issues are expected to occur as a result of the proposed coffee shop.

Table 5. AUAR Trip Generation Estimate

Land Use (ITE Code)	Size	P.M. Peak Hour		Daily
		In	Out	
Proposed Land Use				
Coffee Shop w/ Drive-Thru (937)	2,250 SF	44	44	1,201
Assumed AUAR Land Use				
High Turnover (Sit Down) Restaurant	6,600 SF	39	26	839
	Difference	+5	+18	+362

Conclusions and Recommendations

The following study conclusions and recommendations are offered for consideration:

- 1) Results of the existing operations analysis indicate that all study intersections currently operate at an acceptable overall LOS B or better during the a.m. and midday peak hours. No significant side-street delays or queuing issues were observed at the study intersections.
- 2) The proposed development includes a 2,250 SF coffee shop with a drive-through. The primary access to the proposed development is located on Twin Lakes Parkway via a right-in/right-out located approximately 250 feet east of Cleveland Avenue. The development also is connected to the Wal-Mart parking lot and can access the roundabout at the Twin Lakes Parkway and Mount Ridge Road intersection as well as at the southern parking lot access on County Road C.
- 3) Results of the trip generation estimates indicate the proposed development site is expected to generate a total of 193 weekday p.m. peak hour, 98 weekday midday peak hour, and 1,201 weekday daily trips.

- 4) Results of the year 2024 build intersection capacity analysis indicate that all of the study intersections and proposed access locations are expected to operate at an acceptable overall LOS B or better during the a.m. and midday peak hours.
 - a. There is not expected to be any internal queuing issues entering or exiting the proposed development along Twin Lakes Parkway, with average queues of one (1) vehicle and 95th percentile queues of two (2) vehicles at the right-out access. No other significant side-street delays or queuing issues were observed at the study intersections.
- 5) The proposed Starbucks is expected to accommodate the majority of drive-thru queues at the site, however, approximately 25 percent of the peak hour trips are expected to queue beyond the storage provide.
- 6) A detailed site plan review figure was provided indicating signing recommendations and expected overflow queuing areas.
- 7) The parcel's current trip allocation is 65 weekday p.m. peak hour trips. The proposed development is expected to generate 88 p.m. peak hour trips, indicating that the density of the proposed land use is higher than the previously assumed traffic generation for this site. However, based on the operations analysis, no capacity issues are expected at the site.



REQUEST FOR PLANNING COMMISSION ACTION

Date: 10/5/2022
Item No.: 8A

Department Approval

Agenda Section

Janice Gundlach

Other Business

Item Description: Discuss phase two Zoning Code amendments

1 BACKGROUND

2 The legislative history surrounding the second phase of amendments to the Zoning Code is as follows:

- 3 • November 8, 2021: City Council adopted an ordinance approving phase one amendments to
- 4 the Zoning Code to ensure compliance with the City’s 2040 Comprehensive Plan. The
- 5 Planning Commission held numerous meetings in 2021 reviewing these amendments and
- 6 forwarding a recommendation to the City Council.
- 7 • September 1, 2021: Planning Commission held a preliminary discussion to prioritize the
- 8 second phase of updates to the Zoning Code. At that time, consensus was built around two
- 9 topics: 1) shoreland and 2) sustainability.
- 10 • January 31, 2022: Planning Commission held a joint meeting with the City Council to
- 11 determine if Commission and Council interests were aligned regarding the second phase of
- 12 updates to the Zoning Code. That discussion revealed consensus to focus on updating the
- 13 City’s Shoreland Ordinance to comply with the DNR’s current model ordinance and to pursue
- 14 other Zoning Code amendments surrounding sustainability.
- 15 • February 28, 2022: City Council authorized additional budget to ensure phase two topics could
- 16 be fully examined.
- 17 • June 1, 2022: The Planning Commission held a discussion on the phase two updates, including
- 18 reviewing the DNR’s model ordinance and potential modifications to the model ordinance to
- 19 accommodate the implementation of such rules in Roseville. A preliminary discussion was
- 20 also held regarding other sustainability topics, including requirements and incentives.
- 21 • July 6, 2022: The Planning Commission held a discussion on the phase two updates, including
- 22 recommendations for certain requirements surrounding EV ready/charging, minimum tree
- 23 requirements for multi-family development, and native landscaping. A discussion was also
- 24 had about solar and whether screening requirements should be imposed, but a determination
- 25 was made to leave the City’s existing solar rules in place and not implement a screening
- 26 requirement. A broader, more conceptual discussion occurred regarding incentives to promote
- 27 more sustainable building practices.
- 28 • September 7, 2022: The Planning Commission reviewed the latest draft of the Shoreland
- 29 Ordinance, final drafts of the language related to sustainability requirements (EV
- 30 ready/charging and landscaping), and began discussion on sustainability incentives.

31 The purpose of this discussion is to begin to finalize the sustainability incentives, which will
32 encompass code language and a worksheet that resides outside the code.

33 HKGi has provided a memo to guide the next round of discussions (see Attachment A).

34 City staff is working to finalize a date for an Open House meeting related to the Shoreland Ordinance.
35 An Open House is not required for the sustainability components (although staff will still promote
36 these changes on the website). Given mailed notice must be provided to every property within the
37 Shoreland overlay, and the mailed notice should articulate specific impacts, staff is aiming for this
38 event in mid-November. Staff was originally anticipating a Planning Commission public hearing in
39 November, but this will have to be delayed to the December meeting. Given the DNR still has not
40 approved the final draft of the Shoreland Ordinance, and the Commission has not provided final
41 direction on the sustainability incentives, this extra month will be needed to adequately prepare for the
42 public hearing.

43 **STAFF RECOMMENDATION**

44 Provide feedback regarding the sustainable building features through incentives.

45
46 Prepared by: Janice Gundlach, Community Development Director

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48 Attachments: A: HKGi materials

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MEMORANDUM

TO: Roseville Planning Commission
FROM: Jeff Miller, HKGi
DATE: September 29, 2022
SUBJECT: Update on Sustainable Building Incentives

Overview

HKGi will present to the Planning Commission the proposed sustainable building zoning incentives/bonuses approach, which builds upon recent discussions with the Planning Commission. The proposed zoning incentives system is intended to increase developers' incorporation of sustainability building features in new development projects. We are proposing that the City consider establishing a sustainable building incentives/bonuses point system whereby a developer can receive some type of zoning incentive by incorporating sustainable building features into a new development project.

The sustainable building incentives/bonuses is proposed as a new section (1011.13) in Zoning Code Chapter 1011 – Property Performance Standards. This new section will establish the sustainable building incentives/bonuses points system as a development option and refer to a more detailed sustainable building incentives/bonuses worksheet that is not located within the Zoning Code. Locating the detailed worksheet outside the code will provide more flexibility to amend and adapt it over time as it is implemented and as sustainability efforts evolve and become more mainstream. While located outside the code, any revisions to the worksheet would still be subject to Planning Commission review.

Sustainable Building Incentives/Bonuses Worksheet

Attached is a draft **Sustainable Building Incentives Point System Worksheet**. The worksheet will have two primary components:

- Zoning Incentives
- Sustainable Building Features

The worksheet identifies 12 zoning incentive/bonus options, consisting of the following:

- Density – dwelling units per acre, lot area, lot width
- Building intensity – building height, improvement area, impervious surface
- Building setbacks – front, corner, rear
- Building design – horizontal façade articulation, exterior materials, window & door openings

The worksheet also identifies 12 sustainable building feature options that developers could incorporate into new development projects in order to gain approval of desired zoning incentives/bonuses, consisting of the following:

- Building energy efficiency
- Electric vehicle charging stations / EV-ready infrastructure
- Stormwater management
- Natural open space / landscaping
- Bird-safe buildings

This draft of the worksheet includes proposed points for each zoning incentive/bonus (points needed) and each sustainable building feature (points earned). Since the previous version of the worksheet, we have converted low, medium, high point values to numerical point values. The proposed points system is informed by our review of points system in other cities. Our intent is to keep the points system method as simple as possible. Some details will be added to the final version of the worksheet, such as use instructions and definition of the components where needed.

In order to ensure long-term compliance with the commitments made via this sustainable building incentives/bonuses point system, the property owner would have to agree to attach the worksheet of sustainability building features and zoning incentives to a property covenant that gets recorded against the property title. The concept and language of the covenant, assuming the Planning Commission and City Council wish to advance this effort, would have to be drafted by the City Attorney.

In preparing the incentives/bonuses worksheet, we analyzed the range of potential zoning standards to be included on the worksheet and the impacts of allowing bonuses. Attached are two analyses to help PC members understand the impacts of the bonuses as well as the application of the incentives/bonuses on each zoning district.

At the October 5th PC meeting, we would like to get the commissioners' questions and input on the draft **Sustainable Building Incentives Point System Worksheet**.

ATTACHMENTS

- A. Draft Sustainable Building Incentives Point System Worksheet
- B. Analysis of Incentives Impacts on Zoning Standards (2 pages)
- C. Analysis of Potential Zoning Incentives by District
- D. Zoning Code excerpts – Design Standards

Sustainable Building Incentives Point System Worksheet
Draft September 29, 2022

This table shows the options for zoning incentive/bonuses that developers could apply for and how many points would be needed to qualify for each type of bonus.

Potential Zoning Incentives	Potential Points Needed
Density bonus – 20% increase in maximum	8
Lot area bonus – reduction in minimum	8
Lot width bonus – reduction in minimum	8
Building height bonus – increase in maximum	8
Improvement area bonus – increased %	6
Impervious surface area bonus – increased %	6
Front setback bonus – 20% reduction of minimum	6
Corner setback bonus – 20% reduction of minimum	6
Rear setback bonus – 20% reduction of minimum	6
Deviation from horizontal façade articulation design standard – increase in minimum distance	4
Deviation from exterior materials design standards – reduction in minimum % of primary materials required and/or increase in maximum % of secondary materials allowed	4
Deviation from façade transparency design standards – reduction in minimum %	4

This table shows the options for the sustainable building features that developers could include in their development projects and how many points could be earned for each sustainable building feature.

Potential Sustainable Building Features	Potential Points Earned
Certification by an eligible sustainable building rating system, such as LEED (silver, gold or platinum), B3, MN Green Communities (MN overlay), GreenStar (silver or greater)	5

EV charging stations & EV-ready infrastructure	
<ul style="list-style-type: none"> • Exceed EV requirements by 10% • Exceed EV requirements by 20% 	2 4
Installation of DC/Level 3 EV charging station(s)	3
Non-traditional storm water systems	2
<ul style="list-style-type: none"> • Bioretention area/rain garden • Stormwater reuse • Utilization of pervious pavements on at least 50% of hard surfaces 	
Within the Shoreland overlay – shoreline restoration and/or buffer implementation	1
On-site renewable energy implementation (wind, solar, geothermal)	4
Green roof	3
At least 50% of the site's open space utilizes natural landscaping or non-turf methods	4
Publicly accessible community garden compassing at least 5% of the site area	2
Participate in City's Building Energy Benchmarking Program	1
Bird-safe glazing - meet the Whole Building Threat Factor (WBTF) of less than or equal to 15	1
Building electrification readiness	3

		Analysis of Incentives Impacts on Zoning Standards																	
		Density Maximum (du/ac)	Density Bonus - 20% Increase in Maximum	Lot Area Minimum (sq. ft.)	Lot Area Bonus - Reduction in Minimum (sq. ft.)	Lot Width Minimum (feet)	Lot Width Bonus - Reduction in Minimum (feet)	Building Hgt. Maximum (feet)	Height Bonus - Increase in Maximum (feet)	Improvement Area Maximum	Improvement Area Bonus - Increased %	Impervious Surface Maximum	Impervious Surface Bonus - Increased %	Front Setback Minimum (feet)	Front Setback Bonus - 20% Reduction in Minimum	Corner Setback Minimum (feet)	Corner Setback Bonus - 20% Reduction in Minimum	Rear Setback Minimum (feet)	Rear Setback Bonus - 20% Reduction in Minimum
LDR	1-family	8		9,350	8,500	85	75	30	35	50%		30%	35%	30 min	24 min	10 min	8 min	30 min	24 min
	2-family/courtyard cottage	8		5,500	5,000	45, N/A	40												
LMDR	1-family	12		6,000	5,500	60	50	35	40	60%		35%	40%	30 min	24 min	10 min	8 min	30 min	24 min
	2-family/courtyard cottage	12		4,800	4,300	30	25												
	3/4-family	12		3,600	3,200	24	20												
	Attached/courtyard cottage	12		N/A	N/A	N/A	N/A												
MDR		12	14					45	55	65%	70%			30 min	24 min	10 min	8 min	0/30/45 min	0/24/36 min
MDR (CU)		18	22																
HDR		24	29					55	65	75%	80%			30 min	24 min	10 min	8 min	30 min	24 min
HDR (CU)		24+	29+					55+											
MU-1		12	14					35	40	75%	80%			0	0	0	0	25/10 min ¹	20/8 min
MU-2A		N/A	N/A					35	40	85%	90%			25 max	N/A	10 max	N/A	0	0
MU-2B		N/A	N/A					65	80	85%	90%			25 max	N/A	10 max	N/A	0	0
MU-3		36	43					45	55	85%	90%			25 max	N/A	10 max	N/A	25/10 min ¹	20/8 min
MU-4		36	43					65	80	85%	90%			0	0	0	0	25/10 min ^{1,2}	20/8 min
MU-4 (CU)		36+	43+					100											
		¹ Residential / non-residential ² 25' or 50% of bldg. hgt. whichever is greater ³ Face brick; natural or cultured stone; pre-colored or factory stained or stained on-site textured pre-cast concrete panels; textured concrete block; stucco; glass; fiberglass; or similar materials ⁴ Pre-finished metal, cor-ten steel, copper, premium grade wood with mitered outside corners (e.g., cedar redwood, and fir), or fiber cement board ⁵ Fronting on a public street ⁶ Not fronting on a public street																	

Analysis of Potential Zoning Incentives by District

Potential Zoning Incentives	LDR	LMDR	MDR	HDR	MU-1	MU-2A	MU-2B	MU-3	MU-4
Density bonus – 20% increase in maximum			X	X	X	X	X	X	X
Lot area bonus – reduction in minimum	X	X							
Lot width bonus – reduction in minimum	X	X							
Building height bonus – increase in maximum	X	X	X	X	X	X	X	X	X
Improvement area bonus – increased %			X	X	X	X	X	X	X
Impervious surface area bonus – increased %	X	X							
Front setback bonus – 20% reduction of minimum	X	X	X	X	N/A	X	X	X	N/A
Corner setback bonus – 20% reduction of minimum	X	X	X	X	N/A	X	X	X	N/A
Rear setback bonus – 20% reduction of minimum	X	X	X	X	X	N/A	N/A	X	X
Deviation from horizontal façade articulation design standard – increase in minimum distance					X	X	X	X	X
Deviation from exterior materials design standards – reduction in minimum % of primary materials required and/or increase in maximum % of secondary materials allowed					X	X	X	X	X
Deviation from façade transparency design standards – reduction in minimum %					X	X	X	X	X

1005.02: A: DESIGN STANDARDS – NON-RESIDENTIAL AND MIXED-USE PROJECTS

The following standards apply to new buildings and major expansions of existing buildings (i.e., expansions that constitute 50% or more of building floor area), and changes in use in all mixed-use districts. Design standards apply only to the portion of the building or site that is undergoing alteration.

- A. Corner Building Placement: At intersections, buildings shall have front and side facades aligned at or near the front property line.
- B. Entrance Orientation: Where appropriate and applicable, primary building entrances shall be oriented to the primary abutting public street. Additional entrances may be oriented to a secondary street or parking area. Entrances shall be clearly visible and identifiable from the street and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features. (Ord. 1415, 9-12-2011)
- C. Vertical Facade Articulation: Buildings shall be designed with a base, a middle, and a top, created by variations in detailing, color, and materials. A single-story building need not include a middle.
 - 1. The base of the building should include elements that relate to the human scale, including doors and windows, texture, projections, awnings, and canopies.
 - 2. Articulated building tops may include varied rooflines, cornice detailing, dormers, gable ends, stepbacks of upper stories, and similar methods.
- D. Horizontal Facade Articulation: Facades greater than 40 feet in length shall be visually articulated into smaller intervals of 20 to 40 feet by one or a combination of the following techniques:
 - 1. Stepping back or extending forward a portion of the facade;
 - 2. Variations in texture, materials or details;
 - 3. Division into storefronts;
 - 4. Stepbacks of upper stories; or
 - 5. Placement of doors, windows and balconies.
- E. Window and Door Openings:
 - 1. For nonresidential uses, windows, doors, or other openings shall comprise at least 60% of the length and at least 40% of the area of any ground floor facade fronting a public street. At least 50% of the windows shall have the lower sill within three feet of grade.
 - 2. For nonresidential uses, windows, doors, or other openings shall comprise at least 20% of side and rear ground floor facades not fronting a public street. On upper stories, windows or balconies shall comprise at least 20% of the facade area.
 - 3. On residential facades, windows, doors, balconies, or other openings shall comprise at least 20% of the facade area.
 - 4. Glass on windows and doors shall be clear or slightly tinted to allow views in and out of the interior. Spandrel (translucent) glass may be used on service areas.
 - 5. Window shape, size, and patterns shall emphasize the intended organization and articulation of the building facade.

6. Displays may be placed within windows. Equipment within buildings shall be placed at least 5 feet behind windows.

F. Materials: All exterior wall finishes on any building must be a combination of the following materials: No less than 60% face brick; natural or cultured stone; pre-colored or factory stained or stained on site textured pre-cast concrete panels; textured concrete block; stucco; glass; fiberglass; or similar materials and no more than 40% pre-finished metal, cor-ten steel, copper, premium grade wood with mitered outside corners (e.g., cedar redwood, 1465 and fir), or fiber cement board. Under no circumstances shall sheet metal aluminum, corrugated aluminum, asbestos, iron plain or painted, or plain concrete block be acceptable as an exterior wall material on buildings within the city. Other materials of equal quality to those listed, may be approved by the Community Development Department.

G. Four-sided Design: Building design shall provide consistent architectural treatment on all building walls. All sides of a building must display compatible materials, although decorative elements and materials may be concentrated on street-facing facades. All facades shall contain window openings. This standard may be waived by the Community Development Department for uses that include elements such as service bays on one or more facades.

H. Maximum Building Length: Building length parallel to the primary abutting street shall not exceed 200 feet without a visual break such as a courtyard or recessed entry, except where a more restrictive standard is specified for a specific district.

I. Garages Doors and Loading Docks: Overhead doors, refuse, recyclables, and/or compactors shall be located, and to the extent feasible, on rear or side facades that do not front a public street, to the extent feasible, residential garage doors should be similarly located. Overhead doors of attached residential garages on a building front shall not exceed 50% of the total length of the building front. Where overhead doors, refuse, recyclables, and/or compactors abut a public street frontage, a masonry screen wall comprised of materials similar to the building, or as approved by the Community Development Department, shall be installed to a minimum height to screen all activities. (Ord. 1415, 9-12-2011) (Ord. 1443 & 1444, 06-17-2013)

J. Rooftop Equipment: Rooftop equipment, including rooftop structures related to elevators, shall be completely screened from eye level view from contiguous properties and adjacent streets. Such equipment shall be screened with parapets or other materials similar to and compatible with exterior materials and architectural treatment on the structure being served. Horizontal or vertical slats of wood material shall not be utilized for this purpose. Solar and wind energy equipment is exempt from this provision if screening would interfere with system operations. (Ord. 1435, 4-08-2013) (Ord. 1494A, 2/22/2016)

1005.02: B: DESIGN STANDARDS – MULTI-FAMILY PROJECTS

The standards in this Section are applicable to all structures that contain three or more units. Their intent is to encourage multi-family building design that respects its context, incorporates some of the features of one family dwellings within the surrounding neighborhood, and imparts a sense of individuality rather than uniformity. The following standards apply to new buildings, major expansions (i.e., expansions that constitute 50% or more of building floor area), and changes in use. Design standards apply only to the portion of the building or site that is undergoing alteration.

- A. Orientation of Buildings to Streets: Buildings shall be oriented so that a primary entrance faces one of the abutting streets. In the case of corner lots, a primary entrance shall face the street from which the building is addressed. Primary entrances shall be defined by scale and design.
- B. Street-facing Facade Design: No blank walls are permitted to face public streets, walkways, or public open space. Street-facing facades shall incorporate offsets in the form of projections and/or recesses in the facade plane at least every 40 feet of facade frontage. Wall offsets shall have a minimum depth of 2 feet. Open porches and balconies are encouraged on building fronts and may extend up to 5 feet into the required setbacks. In addition, at least one of the following design features shall be applied on a street-facing facade to create visual interest:
 - 1. Dormer windows or cupolas;
 - 2. Recessed entrances;
 - 3. Covered porches or stoops;
 - 4. Bay windows with a minimum 12-inch projection from the facade plane;
 - 5. Eaves with a minimum 6 inch projection from the facade plane; or
 - 6. Changes in materials, textures, or colors.
- C. Four-sided Design: Building design shall provide consistent architectural treatment on all building walls. All sides of a building must display compatible materials, although decorative elements and materials may be concentrated on street-facing facades. All facades shall contain window openings.
- D. Maximum Length: Building length parallel to the primary abutting street shall not exceed 160 feet without a visual break such as a courtyard or recessed entry.
- E. Landscaping of Yards: Front yards must be landscaped according to Chapter 1011, Property Performance Standards.
- F. Detached Garages: The exterior materials, design features, and roof forms of garages shall be compatible with the principal building served.
- G. Attached Garages: Garage design shall be set back and defer to the primary building face. Front loaded garages (toward the front street), if provided shall be set back a minimum of 5 feet from the predominant portion of the principal use. (Ord. 1405, 2-28- 2011)
- H. Surface Parking: Surface parking shall not be located between a principal building front and the abutting primary street except for drive/circulation lanes and/or handicapped parking spaces. Surface parking adjacent to the primary street shall occupy a maximum of 40% of the primary street frontage and shall be landscaped according to Chapter 1019, Parking and Loading Areas.
- I. Exterior Wall Finishes: All exterior wall finishes on any building must be a combination of the following materials: face brick, natural or cultured stone, textured concrete block, stucco, wood, vinyl, siding, fiber-reinforced cement board and prefinished metal, or similar materials approved by the Community Development Department. (Ord. 1494A, 2-22-2016) 1536 (Ord. 1542 2-12-2018)