

CITY OF FALCON HEIGHTS
Special Meeting of the City Council
City Hall
2077 West Larpenteur Avenue
AGENDA
Wednesday, May 3, 2023
6:30 p.m.

A. CALL TO ORDER:

B. ROLL CALL: GUSTAFSON LEEHY MEYER

WASSENBERG WEHYEE

STAFF PRESENT: LINEHAN Lynch

C. APPROVAL OF AGENDA

D. PRESENTATION

E. APPROVAL OF MINUTES:

F. PUBLIC HEARINGS:

G. CONSENT AGENDA:

H. POLICY ITEMS:

1. Planning Commission Findings of Fact - Amber Union PUD Amendment and City Code Amendment to Allow for Drive-Through Coffee Shop

I. INFORMATION/ANNOUNCEMENTS:

J. COMMUNITY FORUM:

Please limit comments to 3 minutes per person. Items brought before the Council will be referred for consideration. Council may ask questions for clarification, but no council action or discussion will be held on these items.

K. ADJOURNMENT:

BLANK PAGE



ITEM FOR DISCUSSION

Meeting Date	May 3, 2023
Agenda Item	Policy H1
Attachment	See below.
Submitted By	Hannah Lynch, Community Development Coordinator

Item	Planning Commission Recommendation - Buhl Proposal - Caribou Coffee
Description	<p>On March 28, 2023, the Planning Commission held a public hearing to review a proposed development next to the current Amber Union Apartment site. The proposal is for a Caribou Coffee, drive-through and walk-up only, coffee shop.</p> <p>Currently the City Code does not allow drive-throughs for food establishments anywhere in the city. Should City Council choose to move forward with approval of this proposal, a number of amendments would need to be made to City Code.</p> <p><u>History of Amber Union & Current Status</u></p> <p>The Amber Union PUD encompasses the 3.78 acres of the parcel located on the southwest corner of the intersection of Snelling and Larpenteur Avenues. The additional two parcels, located just to the west, have served as 214 parking stalls, some reserved for additional Amber Union parking, with approximately 167 of those utilized as overflow parking.</p> <p><u>Proposed Use & Changes to Code</u></p> <p>In March 2023, an application was received for an amendment to City Code to rezone the additional two parcels to PUD, amend the Amber Union PUD to allow a drive-through eating establishment, and amend the definition of “drive-through facility” and supplemental regulations in City Code.</p> <p>Historically, drive-through facilities for eating establishments have not been permitted in Falcon Heights. Currently the definition for “drive-through facility” in City Code Sec. 113-3 <i>Definitions</i> states, “<i>the use of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or window or automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. A drive-through facility may be permitted only as an accessory use in combination with a bank of financial institution. A drive-through facility does not include a vehicle washing facility, a</i></p>

	<p><i>vacuum cleaning station accessory to a vehicle washing facility, or an automobile/gasoline service station."</i></p> <p>This definition specifically prohibits drive-through facilities except as an accessory to banking or financial institutions. To allow this project to move forward, this definition would need to be amended, while keeping with the intent of protecting the City from drive-through facilities being permitted by right in any specific zoning district. The suggested amendment to this definition proposes allowing drive-through facilities for eating establishments only as part of a PUD, which would go through an extensive review and public hearing process.</p> <p>In addition, the Amber Union PUD would be amended to allow drive-through eating establishments as a permitted use and updated with new drawings referenced.</p> <p>Finally, there are supplemental regulations for drive-through facilities within City Code. Specifically, the section regarding operation time was requested by the applicant to be amended to state it may be operated starting at 6:00 a.m.</p> <p><u>Public Hearing & Recommendation from the Planning Commission</u></p> <p>A number of residents appeared at the public hearing to speak on the proposal. There were many concerns centered around safety for pedestrians, emissions from idling vehicles, and consistency with the Comprehensive Plan.</p> <p>According to City Code, no amendment to the chapter may be adopted unless it is found to be consistent with the city's comprehensive plan. The term "drive-through" is not specifically stated anywhere in the 2040 Comprehensive Plan. Because of this, the general goals and policies of the plan should be assessed to determine if the addition of a drive-through facility for an eating establish is or is not consistent with the plan.</p> <p>After review by the Planning Commission, it was voted 4-0 to recommend denial of the project to City Council. A number of reasons were behind this, all of which are stated in the attached Findings of Facts.</p>
Budget Impact	None.
Attachment(s)	<ul style="list-style-type: none"> - Signed Findings of Fact and Recommendation from the Falcon Heights Planning Commission - Draft Minutes from March 28, 2023 Planning Commission meeting - Copy of Staff Presentation from March 28, 2023 Planning Commission meeting - Copy of Buhl Presentation from March 28, 2023 Planning Commission meeting

	<ul style="list-style-type: none"> - RCA Packet from March 28, 2023 Planning Commission meeting, including: <ul style="list-style-type: none"> o Application for Amendment to Amber Union PUD o Narrative from Applicant o Proposed Plans from Applicant o Traffic Study from SRF o Stormwater Management Memorandum from Kimley-Horn o Posted Notice o Newspaper Notice o Newspaper Notice Affidavit o Notice to Property Owners o Notice to Residents o Comments from Fire Marshal, City Engineer o Section 113-35 from Falcon Heights City Code – Amendments to Zoning Code o An Ordinance Amending Chapter 113 of the Falcon Heights City Code Concerning Drive-Through Facilities and Amber Union PUD
Action(s) Requested	The Planning Commission recommends City Council deny the application for the Caribou Coffee, including all proposed amendments to City Code that would be required, and adopt the Findings of Fact as proposed.

CITY OF FALCON HEIGHTS
RAMSEY COUNTY, MINNESOTA

IN RE:

Application of Buhl Larpenteur West LLC,
5100 Eden Ave, Suite 317, Edina, MN 55436,
for an amendment to City Code and the
Amber Union PUD to allow drive-through
facilities for eating establishments.

**FINDINGS OF FACT
AND
RECOMMENDATION**

On March 28, 2023, the Falcon Heights Planning Commission met at its regularly scheduled meeting to consider the application of Buhl Larpenteur West LLC, 5100 Eden Ave, Suite 317, Edina, MN 55436 for an amendment to City Code and the Amber Union PUD to allow drive-through facilities for eating establishments, and extend the Amber Union PUD to cover two additional parcels. The Planning Commission conducted a public hearing on the proposed amendment preceded by published and mailed notice. The applicant was present, and the Planning Commission heard testimony from all interested persons wishing to speak and now makes the following:

FINDINGS OF FACT:

1. The subject property is three adjacent parcels, Ramsey County Tax Parcel IDs 212923110030, 212923110028, and 212923110029, located at the southwest corner of Larpenteur Avenue and Snelling Avenue in Falcon Heights, MN.
2. Tax Parcel ID 212923110030, 1667 Snelling Avenue, Falcon Heights, MN 55108, is currently zoned Planned Unit Development (PUD) and is otherwise known as the Amber Union PUD.

3. Tax Parcel IDs 212923110028, 1644 Larpenteur Avenue W, Falcon Heights, MN 55113, and 212923110029, 0 Larpenteur Avenue W, Falcon Heights, MN 55113, are currently zoned R5M, High Density Residential Mixed Use.

4. The subject properties are legally described as:

212923110030: The North Half of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter, in section 21, township 29, range 23, Ramsey County, Minnesota, except that part taken for Snelling and Larpenteur Avenues.

212923110028: The West 150 feet of the East 160 feet of the North 283 feet of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 21, Township 29, Range 23, West of the Fourth Principal Meridian.

212923110029: The East 250 feet of the North 500 feet except the West 150 feet of the East 160 feet of the North 283 feet of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 21, Township 29, Range 23.

5. The current Amber Union PUD is to provide for the mixed uses of multi-family apartments and a retail space. Permitted uses and zoning regulations are as follows: The R5-M mixed use high density residential district regulations shall apply to the property subject to the following modifications:

(1) Permitted uses: One principal structure consisting of 111,640 square feet and 89 apartment units and one principal structure consisting of 59,195 square feet, 39 apartment units, and one retail space.

(2) No conditional uses.

(3) No interim uses.

(4) Setbacks as depicted in the site plan dated September 23, 2019 prepared by
Kimley Horn and Mohagen Hansen.

6. On March 6, 2023, an application was received from Pete Deanovic, Buhl Larpenteur West LLC, 5100 Eden Avenue Suite 317, Edina, MN 55436 for a rezoning and plan review of a proposed coffee shop with drive-through located on Tax Parcel ID 212923110029. This would require a text amendment to City Code and extending the boundary of the Amber Union PUD to cover two additional parcels, 212923110029 and 212923110028.
7. The proposed PUD amendment is not in compliance with the City Code.
8. In City Code, drive-through facilities are “defined as the use of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or window or automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. A drive-through facility may be permitted only as an accessory use in combination with a bank of financial institution. A drive-through facility does not include a vehicle washing facility, a vacuum cleaning station accessory to a vehicle washing facility, or an automobile/gasoline service station.”
9. As drive-through facilities for eating establishments are not permitted anywhere in the City of Falcon Heights, it was determined to accommodate this change, the definition of “drive-through facility,” the uses permitted in the Amber Union PUD, the boundaries of the Amber Union PUD, and the supplemental guidelines for “drive-through facilities” would need to be amended within City Code.
10. When an amendment to a PUD is requested after the PUD has been issued its Certificate of Occupancy, including but not limited to changes in land use, increases in development

density or intensity or changes in the provisions for common open spaces shall require a PUD amendment. The amendment process for planned unit developments is the same as that for all other amendments of the Zoning chapter in City Code.

11. The City of Falcon Heights Planning Commission met at its regularly scheduled meeting on March 28, 2023 to conduct a public hearing and issue a recommendation on the requested amendment and rezoning request. The Planning Commission voted 4-0 to recommend denial of the amendment and rezoning request.
12. An amendment to a planned unit development or any other amendment of the Zoning chapter of City Code must conform to the process outlined in Section 113-35. It was determined all requirements from Section 113-35(a-d) were met. The applicant for the proposed amendment was the property owner, Buhl Larpenteur West LLC, and the application was received on an official application form. Required notice of the public notice was sent to all property owners within 350' of the subject properties, and published in the newspaper in the required timeframe. A public hearing was held by the Planning Commission with a recommendation voted on to be sent to City Council. Requirement 113-35(f) will be conformed with upon action by City Council.
13. Section 113-35(e) requires the following:
 - (e) *Consistency with comprehensive plan.* No amendment to this chapter shall be adopted which is in conflict with the city's comprehensive plan.
14. Upon review by the Planning Commission of the information provided by the applicant, staff, and comments from citizens, the following has been found regarding consistency with the comprehensive plan:

(a) The Planning Commission has found the proposed amendments and rezoning to not be consistent with the Comprehensive Plan in the following sections with additional commentary –

General Land Use Goals (page 44) –

4. To encourage practices that conserve energy and lower the City’s over-all carbon emissions, making Falcon Heights a healthier, more sustainable community.

5. To encourage sustainability and resiliency practices that reduce energy consumption and carbon emissions, mitigate the effects severe weather and a changing climate.

The Planning Commission finds allowing a drive-through facility for an eating establishment does not contribute to lowering the City’s overall carbon emissions as it has been shown that idling vehicles increase carbon emissions.

3. To enhance access and safety for pedestrians and non-motorized transportation.

The Planning Commission finds a drive-through eating establishment would not enhance access and safety for pedestrians and non-motorized transportation as it encourages vehicle use. Despite the proposal including a walk-up window for pedestrians, there is still an issue of the safety for pedestrians traveling across the drive-through lane.

General Land Use Policies (page 45) –

1. Adopt and encourage “complete streets best practices” to promote public health and encourage an active lifestyle for residents. Require a health impact assessment for new development/redevelopment.

The Planning Commission finds no health impact assessment to have been completed.

Axis of Redevelopment – The Larpenteur Corridor (page 50) –

A comprehensive corridor study of both Snelling and Larpenteur, with ample opportunity for public participation, is recommended as part of the implementation of this plan, before any significant redevelopment is initiated along the Larpenteur Avenue corridor in Falcon Heights.

The Planning Commission finds a comprehensive corridor study has not yet been completed for the area of the proposed project. The Planning Commission also finds a comprehensive corridor study is needed before amending City Code to allow uses previously not allowed entirely.

Larpenteur Corridor Policies (page 51) –

6. Employ the health impact assessment and other tools to ensure that new development along Larpenteur Avenue is safe, attractive and walkable and enhances the quality of life for residents of the City.

The Planning Commission finds no health impact assessment to have been completed.

8. Make sure all development follows the City’s sustainability and resiliency goals (page 52).

The Planning Commission finds developing a drive-through facility to be a contradiction to the City's sustainability and resiliency goals, as the practice increases the carbon emissions within the City.

Commercial / Business Policies (page 63) –

2. Require health impact assessments and environmental impact assessments for new development or redevelopment.

The Planning Commission finds no health impact assessment to have been completed.

Environmental Protection Goals (page 143) –

2. To protect people and property from excessive noise, pollution and natural hazard.

The Planning Commission finds the development of a drive-through facility for an eating establishment to increase pollution due to the idling of vehicles.

3. To improve the health of residents and those who work within the city.

The Planning Commission finds the development of a drive-through facility for an eating establishment that increases pollution due to the idling of vehicles to decrease the health of residents and those who work within the city.

Environmental Protection Policies (page 143) –

8. Monitor air quality at Snelling/Larpenteur Avenues and maintain the intersection as necessary to assure that ambient pollution levels are not substantially increased.

The Planning Commission finds the increase of carbon emissions due to the development of a drive-through facility and additional idling vehicles will increase the ambient pollution levels of the intersection at Snelling and Larpenteur Avenues.

15. The Planning Commission finds the usage of a Planned Unit Development in the case of this proposal to be inconsistent with the goal of a PUD as outlined in City Code:

ARTICLE V - PLANNED UNIT DEVELOPMENT (PUD)

Sec. 113-199 - Purpose

The planned unit development district is intended to permit flexibility of site design, the conservation of land and open space through clustering of buildings and activities, and an incentive to developers to plan creatively by providing density bonuses. This flexibility can be achieved by allowing deviations from standards including setbacks, heights and similar regulations. PUDs are characterized by central management, integrated planning and architecture, joint or common use of parking, open space and other facilities, and a harmonious selection and efficient distribution of uses.

The Planning Commission finds the cumulative outcome of the proposed amendments and rezoning does not conserve land or open space and does not increase density with an efficient distribution of uses. While technically there will be mixed uses within the Amber Union PUD as a whole, the additional building to be constructed for the coffee shop will be a singular use which is not the intent of a Planned Unit Development.

RECOMMENDATION:

The Falcon Heights Planning Commission hereby recommends denial of the Applicant's request for an amendment to City Code and the Amber Union PUD and rezoning.

ADOPTED by the Falcon Heights Planning Commission on this 28th day of March, 2023.

**FALCON HEIGHTS PLANNING
COMMISSION**

By: Scott Wilson
Scott Wilson 2023-03-28

Scott Wilson, Planning Commission Chair

ATTEST:

Hannah B. Lynch

Hannah B. Lynch

Community Development Coordinator /

Staff Liaison

CITY OF FALCON HEIGHTS
Regular Meeting of the City Planning Commission
City Hall
2077 West Larpenteur Avenue
MINUTES
March 28, 2023 at 7:00 P.M.

A. CALL TO ORDER: 7:00 P.M.

B. ROLL CALL:

Scott Wilson <u> X </u>	Jim Mogen <u> X </u>
Laura Paynter <u> </u>	VACANT
Joel Gerich <u> X </u>	VACANT
Jake Anderson <u> X </u>	

Council Liaison Gustafson X
City Administrator Linehan X
Staff Liaison Lynch X

C. APPROVAL OF AGENDA

Mogen motion to approve agenda; approved 4-0

D. APPROVAL OF MINUTES:

Mogen motion to approve February 28th, 2023 minutes; approved 4-0

E. PUBLIC HEARING

City Code, Amber Union PUD Amendment

Staff Liaison Lynch introduced the history of the property and gave a background of the original Amber Union development after a re-zoning in June 2019 to a Planned Unit Development (PUD), followed by an amendment in October 2019 to increase the number of apartments. Amber Union ultimately received its Certificate of Occupancy and opened in late 2022.

The current PUD encompasses the 3.78 acre parcel on the corner of Larpenteur and Snelling Avenues. The two additional parcels to the west have served as 214 parking stalls, of which 167 are considered overflow parking. The current zoning of the two additional parcels is R5M, or mixed-use high density residential, the purpose

of which is to provide high-density housing with limited commercial uses within the same structure. The intent of the district is to meet or exceed the Comprehensive Plan's goal of 28 residential units per acre.

Lynch clarified that a PUD is essentially laid over the top of the zoning and allows flexibility in the use of the land. A PUD is required for all developments having two or more principal uses or structures on a single parcel of land.

Buhl has proposed a 630 square foot building for a Caribou Coffee with a drive-thru facility, comprising .43 acres of the 2.58 acres west of Amber Union. The building would have a walk-up window and exterior seating, but no internal space or seating for customers. There would be a 183' stacking lane for vehicles. The plan would remove 58 parking stalls from the existing lots, leaving 109 spaces considered overflow.

After Buhl approached the city, staff identified three potential options for the project to move forward:

1. Amend City Code to allow drive-throughs by right
2. Amend City Code to allow drive-throughs in certain zoning districts by a Conditional Use Permit. This allowance would stay with the land.
3. Amend City Code to allow drive-throughs through PUDs, which would also require an amendment to the existing Amber Union PUD

This project will be looked at through Option 3. The Amendment process would be the same as for any amendments to the Zoning chapter of city code.

The changes would be as follows:

1. Amend City Code definition of a drive-through facility to allow for eating establishments only as part of a PUD
2. Amend the Amber Union PUD to extend to cover the two additional parcels
3. Amend permitted uses for Amber Union PUD
4. Amend supplemental regulations for drive-through facilities

Pete Deanovic from Buhl Investors then provided an overview of the project, which is contained within the meeting agenda packet. Mr. Deanovic noted the existing partnership between Buhl and the City of Falcon Heights during the Amber Union Projects, and the desire to create a mutually beneficial project for Buhl and the City. He also noted his earlier promise to not propose a project for the western parcels before Amber Union was 100% occupied, which he noted was reached in early 2023. Paul Guidera, Director of Real Estate for Caribou, then gave some of the history and context behind Caribou's decision to partner with Buhl to propose a project at this location.

Chair Wilson then opened the public hearing.

Farook Meah (1597 Hollywood Ct) – Concerns about traffic, removal of stop sign on Snelling Drive, garbage generated by Amber Union.

John Larkin (1725 St Mary's St) – Request that Commission consider use of PUDs in planning process, use more as a planning tool than acceptance of projects on individual lots and locations. Consider separation of modifications to code & PUD submissions to be reviewed separately.

Judy Baldwin (1603 Hollywood Ct) – Concerns about Amber Union garbage, additional waste generated by additional business. Traffic/stop sign removal.

Irene Gengler (1611 Hollywood Ct) – Concerns of traffic flow, questions about traffic study.

Mary Ryker (1710 W Larpenteur) – Concerns for traffic, pedestrian safety crossing Larpenteur, trash at bus stop and Amber Union.

Jim Bykowski (1745 St Mary's St) – Questions about lot space south of the planned Caribou, exits to side streets.

Bev Larkin (1725 St Mary's St) – Pedestrian and vehicle safety. Traffic study was 5 days in February, not representative of year-round

Jeannie McPherson (1724 Asbury St) – Concern that approving this could open other businesses to request drive-throughs

Heather McNeff (1710 Asbury St) – Concerns about air pollution, children living nearby

Kate Laszewski (1615 Maple Knoll Dr) – Project does not match goals of current zoning, business model is based on commuters not residents, pedestrian access is through a window and thus seasonal.

Chuck Laszewski (1713 St Mary's St) – Asked whether a carbon dioxide emissions study was done – no. Traffic flow concerns. Other cities including Minneapolis have banned drive-throughs in large part because of carbon dioxide emissions. Climate and environmental concerns. Keep drive-throughs out of Falcon Heights.

Rice Davis (1407 California Ave) – Follow the Jan 11th City Council climate resolution. Other location drive-through coffee shops (Starbucks, Mudslingers) have traffic issues. 26 events at fairgrounds, will make morning traffic challenging throughout summer.

Wendy Noble (1539 Crawford Ave) – Drive-through issue has been reviewed and renewed on many occasions. Don't believe that a PUD should be used as an exception for drive-throughs.

Katie Carpenter (1700 St Mary's St) – Referenced January 2023 City Council climate resolution. Pedestrian safety.

Chair Wilson asked two additional times for any public speakers. Commissioner Mogen motioned to close the hearing, approved by consent.

Commission members then discussed their thoughts on the issue. Commissioner Mogen noted his concerns about the existing zoning, and that this plan is among the lowest density potential uses of the land, in addition to concerns about traffic and questioning the revisiting of what has been 20 years of not allowing drive-throughs. Commissioner Gerich expressed concerns about modifying both the city code and PUD together to allow this project, and the precedent that could be set by utilizing this option to allow drive-throughs in the city. Chair Wilson complimented Buhl on the Amber Union project and clarified with Mr. Deanovich when the building was fully occupied. City Administrator Linehan noted that the city commissioned the traffic study, not the developer. Wilson noted the project does not fully align with the Comprehensive Plan regarding environmental, safety, and health concerns.

Commissioner Anderson motioned to recommend the denial of the amendment to City Council, the motion passed by 4-0 vote.

Chair Wilson called a 5-minute recess, the meeting resumed at 8:45

F. NEW BUSINESS

1. Comprehensive Plan Review

Staff Liaison Lynch discussed the subcommittee meeting to review progress towards the policies and goals of the Comprehensive Plan. The commission decided to make the April 25th Planning Commission meeting a workshop unless critical agenda items or a public hearing is scheduled ahead of time.

G. INFORMATION AND ANNOUNCEMENTS

1. Staff Liaison Report

Staff Liaison Lynch announced the submission of an application for the Critical Corridors grant fund to do the Larpenteur/Snelling corridor study. The City Council approved the grant application in the last meeting.

2. Council Liaison Report

Mayor Gustafson expressed his pleasure in re-engaging with the Planning Commission and is looking forward to working with the group again.

Commissioner Mogen motioned to adjourn, approved 4-0

ADJOURN 8:50 P.M.



City Code, Amber Union PUD Amendment

City of Falcon Heights, Planning Commission

March 28, 2023



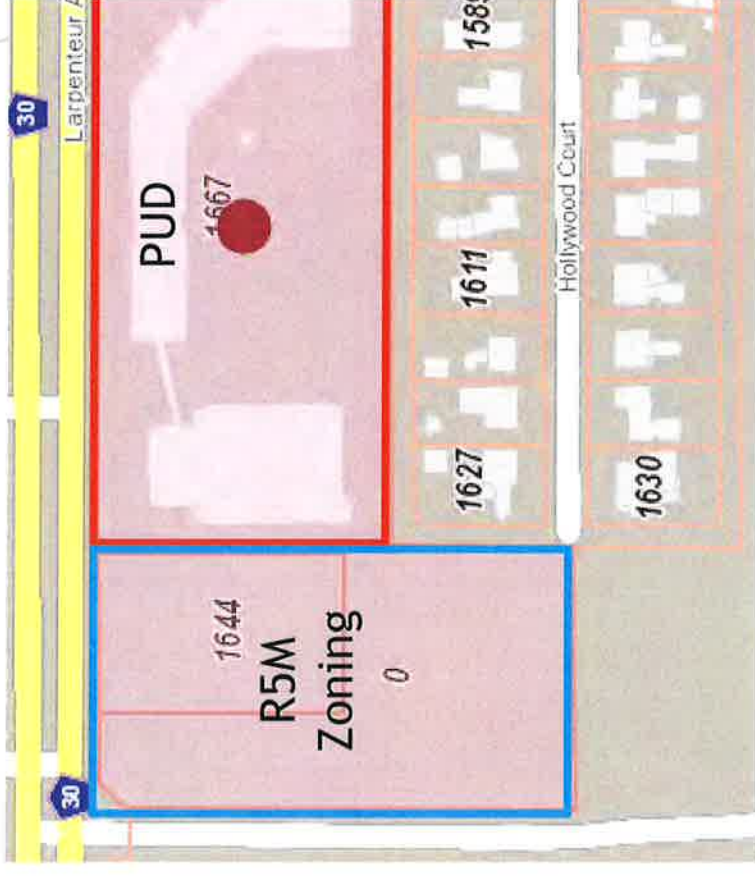
History of Amber Union PUD

- ▶ Previously home of Harvest States Cooperative, then offices for Technology and Information Educational Services (TIES)
- ▶ Rezoned in June 2019 as a Planned Unit Development
 - ▶ Mixed-Use - Multi-Family Affordable Housing and a Retail Space
- ▶ PUD amended in October 2019 to increase number of apartments to be constructed from 106 to 128, then reduced to 125 in 2021.
- ▶ Received Certificate of Occupancy and opened in late-2022



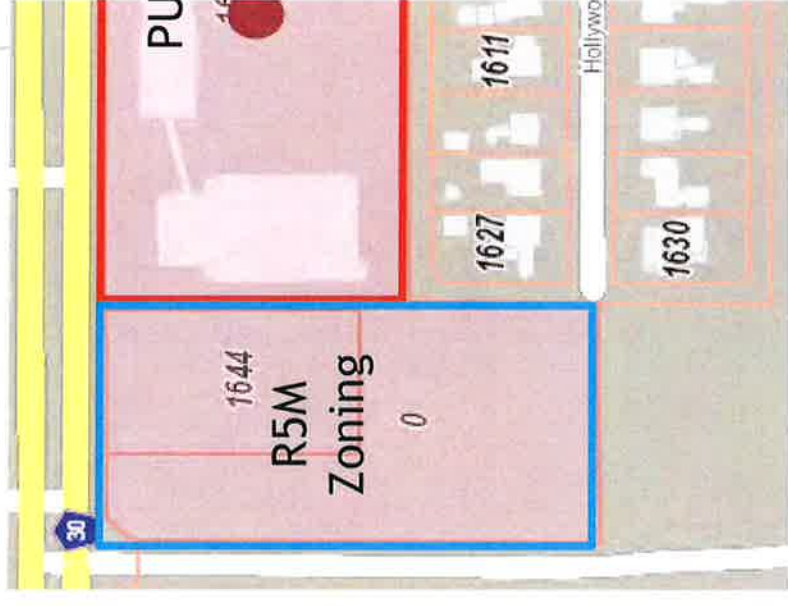
History of Amber Union PUD

- ▶ Located at 1667 Snelling Avenue - encompasses 3.78 acre parcel
- ▶ Two additional parcels to the west - have served as 214 parking stalls, 167 of those as overflow parking



Planned Unit Developments

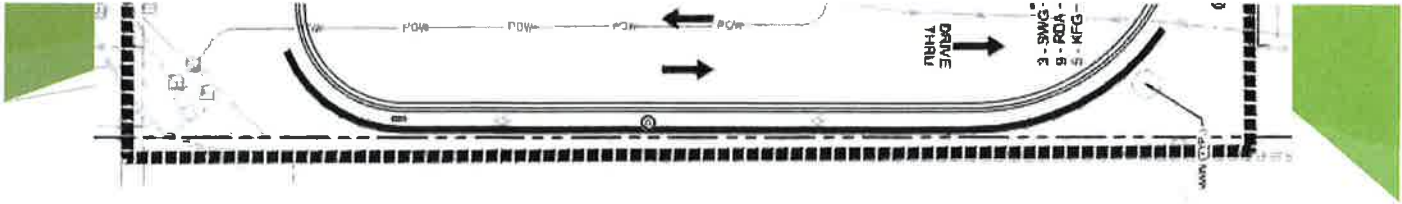
- ▶ Intended to allow flexibility in:
 - ▶ Site Design
 - ▶ Conservation of Land and Open Space
 - ▶ Deviations in standards including setbacks, heights, similar regulations
- ▶ Required for all developments having two or more principal uses or structures on a single parcel of land
- ▶ Permitted uses, standards, and development plan are set forth in the ordinance for the PUD



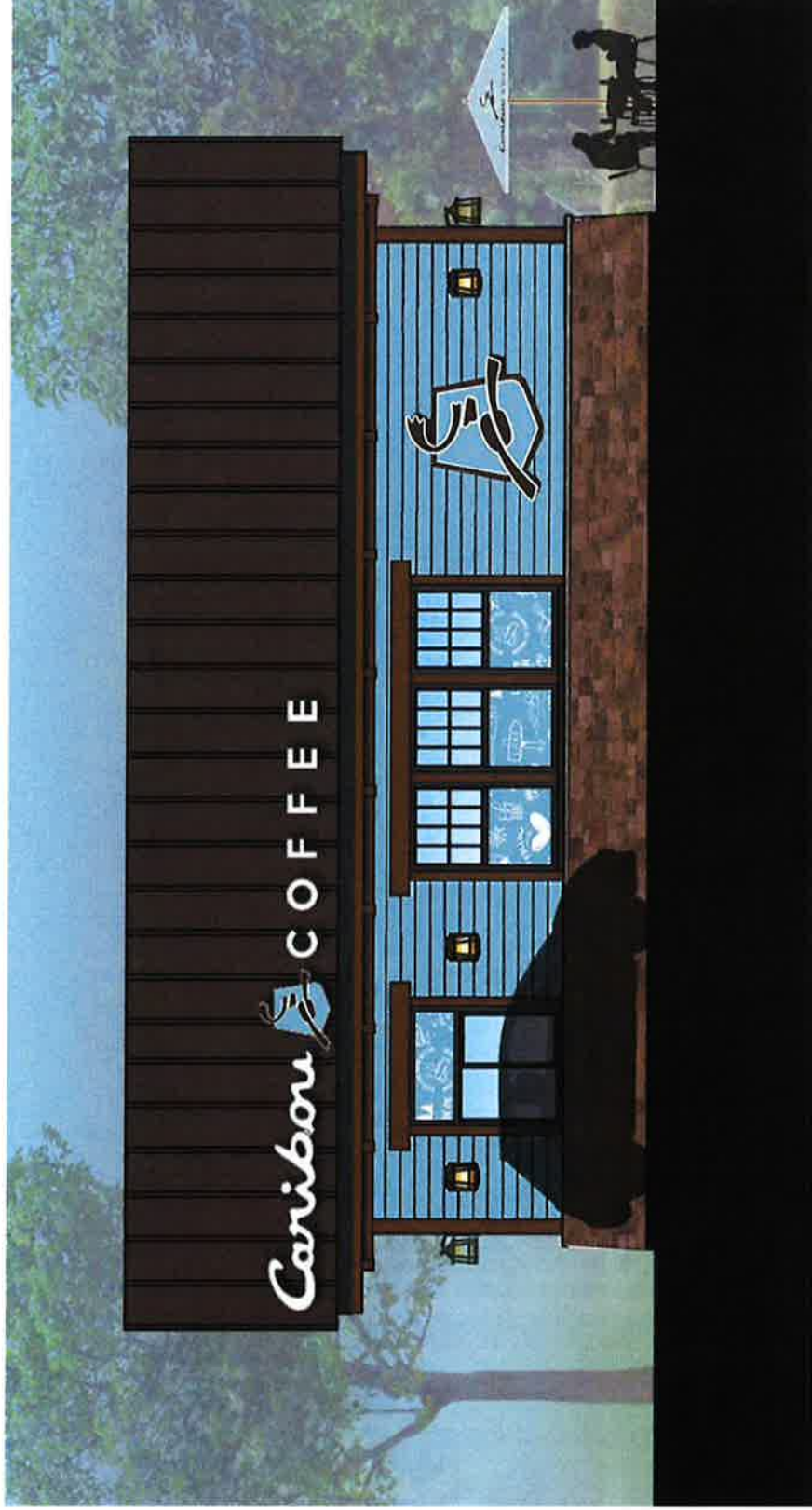
Project Request - Coffee Shop with Drive-Through



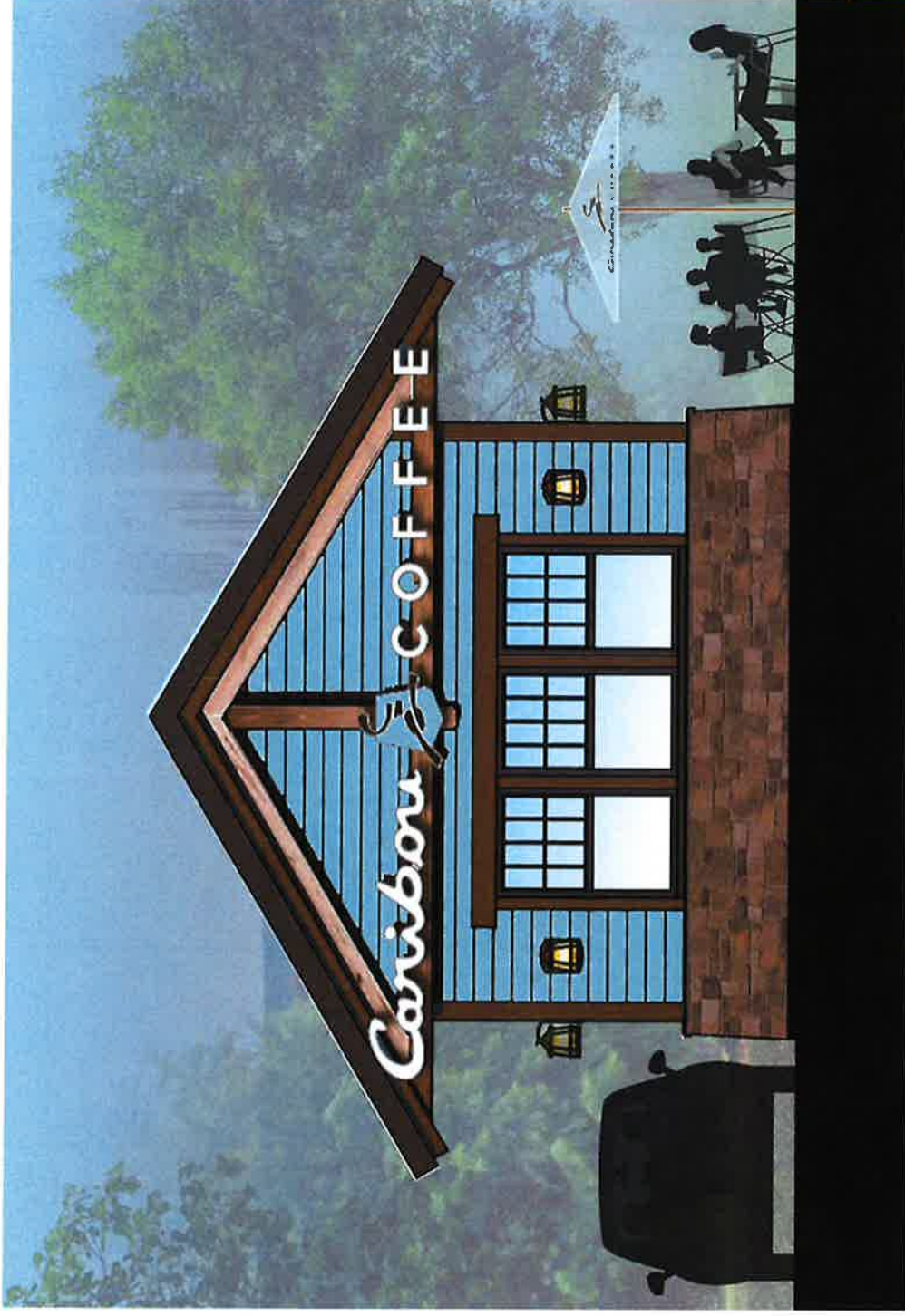
- ▶ Proposing a 630 SF building with drive-through facility
- ▶ Comprises .43 acres of the 2.58 acres west of Amber Union Apartments
- ▶ 183' stacking lane for vehicles



Project Request - Coffee Shop with Drive-Through



Project Request - Coffee Shop with Drive-Through



Project Request - Coffee Shop with Drive-Through

- ▶ How will parking change?
- ▶ Currently - Two additional parcels, 214 car stalls
 - ▶ 47 Restricted for Amber Union residents, leaving 167 as excess parking
 - ▶ 67 Removed during construction
 - ▶ 9 Added back
 - ▶ Net impact is a loss of 58 spaces
 - ▶ Remaining excess parking is 109 spaces.



Project Request - Coffee Shop with Drive-Through

- ▶ Drive-throughs prohibited in Falcon Heights, except for banking / financial institutions
- ▶ Three Options:
 - ▶ City Code Amendment to allow by right
 - ▶ Conditional Use Permit
 - ▶ Planned Unit Development

Three Options:

- ▶ **Allow By Right:** ▶ **Conditional Use Permit:** ▶ **Planned Unit Development / PUD Amendment**
 - ▶ Amend City Code
 - ▶ Allow drive-through facilities for eating establishments by right in a specific zoning district(s)
 - ▶ Administrative Procedure - No hearing, if application meets all requirements, permit is approved.
 - ▶ Amend City Code
 - ▶ Allow drive-through facilities for eating establishments with a CUP in a specific zoning district(s)
 - ▶ Quasi-Judicial Procedure - Has a hearing, but if applicant meets conditions, permit is approved. Additional conditions may be added to permit.
 - ▶ Amend PUD for Amber Union
 - ▶ Allow drive-through facilities for eating establishments in PUDs only
 - ▶ Legislative Procedure - Has a hearing, application can be approved or denied with discretion of City Council

Planned Unit Development Amendment

- ▶ Substantial Changes in Final Development Plan, after certificate of occupancy has been issued:
 - ▶ Amendment process - The same as that for all other amendments to the Zoning chapter
 - ▶ Application, Notice of Hearing, Public Hearing
 - ▶ Recommendation to approve or deny application from Planning Commission to City Council
 - ▶ Consistency with Comprehensive Plan
 - ▶ 60 Days for Approval or Denial

Planned Unit Development Amendment

- ▶ PUD Amendment Option
 - ▶ Amend City Code definition of drive-through facility - allow for eating establishments only as part of a PUD
 - ▶ Extend PUD to two additional parcels
 - ▶ Amend permitted uses for Amber Union PUD
 - ▶ Amend supplemental regulations for drive-through facilities
 - ▶ Consistency with Comprehensive Plan

Planned Unit Development Amendment

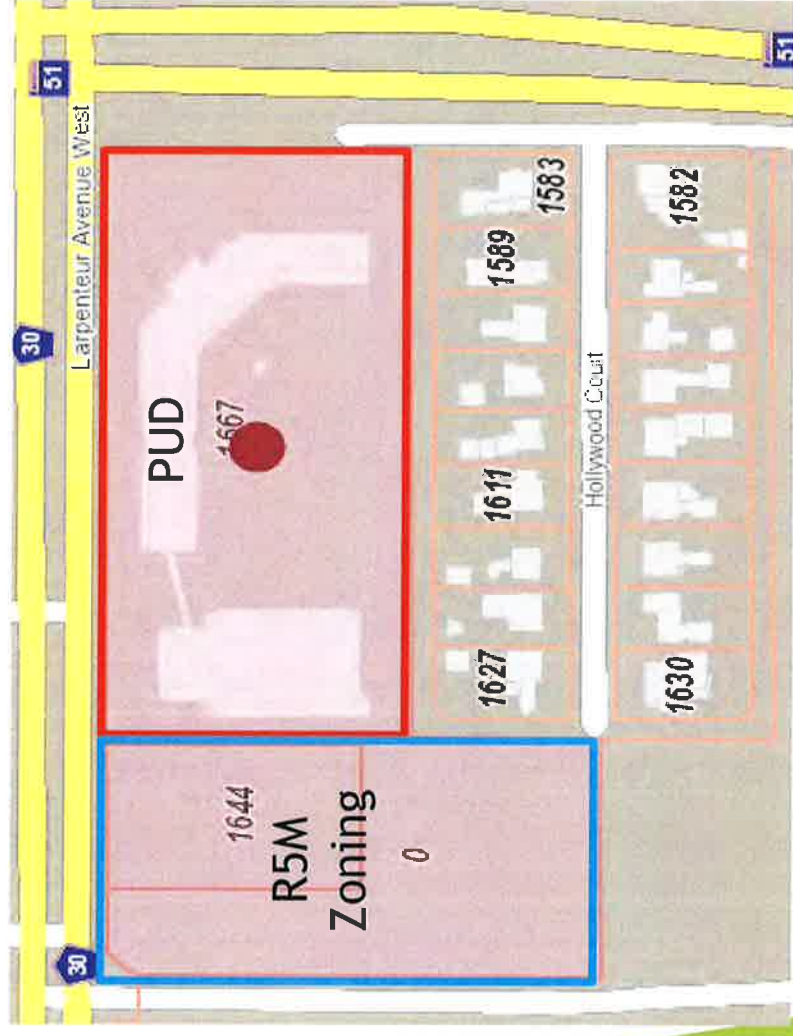
- ▶ PUD Amendment Option
- ▶ Amend City Code definition of drive-through facility - allow for eating establishments only as part of a PUD

Sec. 113-3 - Definitions

Drive-through facility means the use of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or window or automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. ~~A drive-through facility may be permitted only as an accessory use in combination with a bank of financial institution.~~ A drive-through facility may be permitted as an accessory use in combination with a bank or financial institution. A drive-through facility for an eating establishment may be permitted only as part of a PUD. A drive-through facility does not include a vehicle washing facility, a vacuum cleaning station accessory to a vehicle washing facility, or an automobile/gasoline service station.

Planned Unit Development Amendment

- ▶ PUD Amendment Option
- ▶ Extend PUD to two additional parcels



Planned Unit Development Amendment

- ▶ PUD Amendment Option
- ▶ Amend permitted uses for Amber Union PUD

(c) *Permitted uses and zoning regulations.* The R5-M mixed use high density residential district regulations shall apply to the property subject to the following modifications:

- (1) Permitted uses: One principal structure consisting of 111,640 square feet and 89 apartment units and one principal structure consisting of 59,195 square feet, 39 apartment units, and one retail space. One eating establishment consisting of 630 square feet and an accessory drive-through facility, including all restrictions as outlined in section 113-252, except 113-252(1). Speaker for drive-through facility must be located no more than 100' from residential used property.

Planned Unit Development Amendment

- ▶ PUD Amendment Option
- ▶ Amend supplemental regulations for drive-through facilities

Sec. 113-252 – Drive-through facilities

Drive-through facilities are prohibited except when specifically allowed by a conditional use permit in zoning district, or PUD. When allowed, all drive-through facilities must comply with the following requirements:

- (1) The drive-through facility, service window and speakers must be located at least 100 feet from residential zoned or used property and must be visually screened from adjoining residential property
- (2) The entrance and exit drive lanes to the drive-through facility must be at least 75 feet from a street intersection.
- (3) The lot on which the drive-through facility is located must be at least 35,000 square feet in area
- (4) The minimum on-site stacking distance available for the drive-through must be 180 feet in length
- (5) Drive-through facilities may only be operated between the hours of ~~7:00 a.m.~~ 6:00 a.m. and 8:00 p.m.
- (6) No speaker noise may be audible from adjacent residential property.
- (7) A traffic study must be completed documenting that the drive-through facility will not create traffic problems.

Planned Unit Development Amendment

► Is the use consistent with the Comprehensive Plan?

Sec. 113-35 - Amendments

(e) *Consistency with comprehensive plan.* No amendment to this chapter shall be adopted which is in conflict with the city's comprehensive plan.

► Considerations:

- Walkability
- Traffic study completed - in packet
- Drive-Throughs not mentioned in Comprehensive Plan

Other Considerations

- ▶ Traffic Study (completed, in packet)
- ▶ City Engineer Recommendations (in amended packet)
- ▶ Fire Marshal Comments (in amended packet)

What are the next steps?

- ▶ Hold a Public Hearing
- ▶ Planning Commission to discuss
 - ▶ Are requirements met?
 - ▶ Is this consistent with the Comprehensive Plan?
- ▶ Provide a recommendation of approval or disapproval to City Council
- ▶ City Council will discuss and make final determination at next meeting

Falcon Heights – Planning Commission
March 28, 2023



Amber Union Apartments Update

125 Affordable Units Delivered

- Both buildings completed construction Oct. 2022
- 100% occupancy achieved Q1 2023
- Project completed on time and under budget
- Larger units (3/4 BD units) first to be leased



Proposed Development (Overall Site)

Caribou Cabin Drive-Thru

- 630 SF building. 0.43 acres of 2.58 acres west of apartments
- Same design team as Amber Union
 - Mohagen Hansen (Architect), Kimley Horn (Civil/Landscaping)



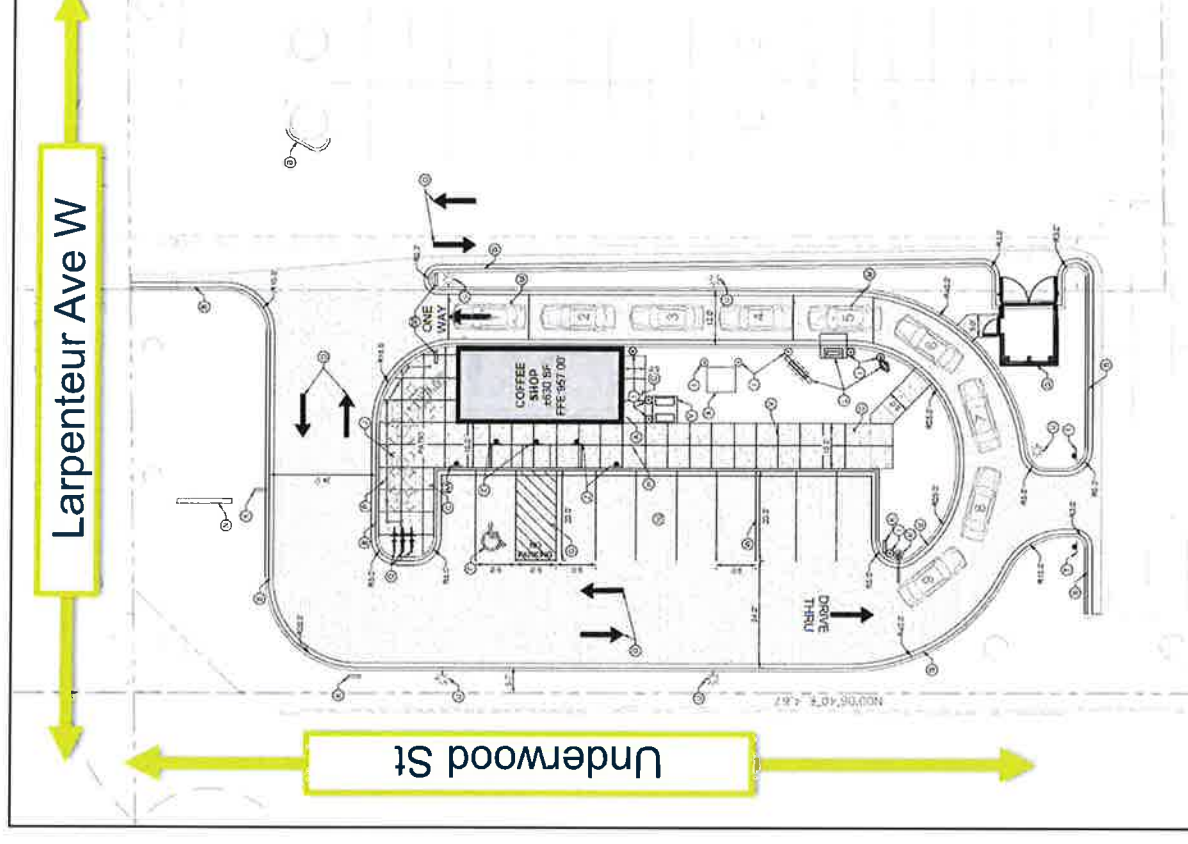
Proposed Development (Site Plan)

Project Benefits

- Proposed impervious shrinks existing pavement surface
- Incorporates improved patio space and connectivity to Amber Union Apartments
- Retain additional land/parking for future uses
- Delivers complimentary uses without impacting parking reserved for apartments

Property Tax Impact

- \$2MM valuation upon completion, \$33,000 in taxes annually
- Represents overall tax increase of \$27,167.70 or 77.79% increase⁽¹⁾



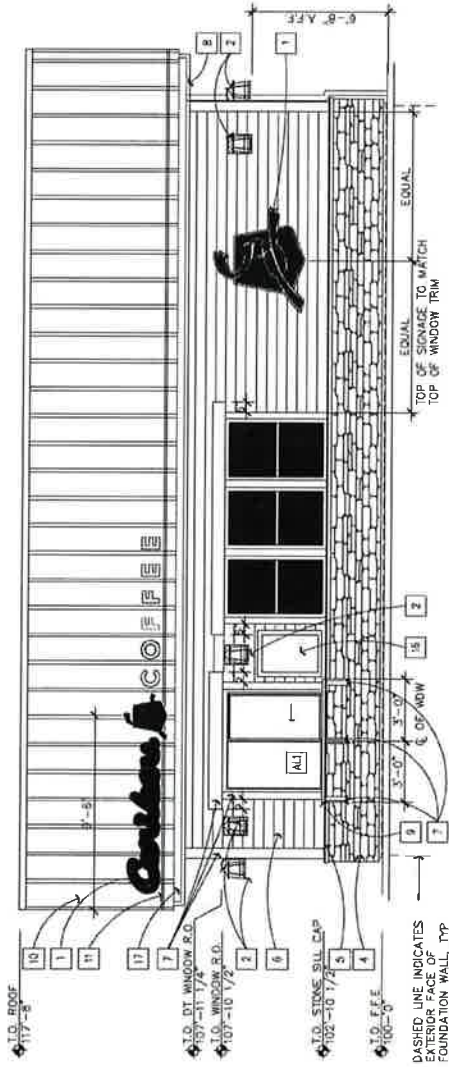
⁽¹⁾ \$5,832.30 of current taxes attributed to development site, \$34,926.00 paid on existing 2.58 acres.

Parking Impact

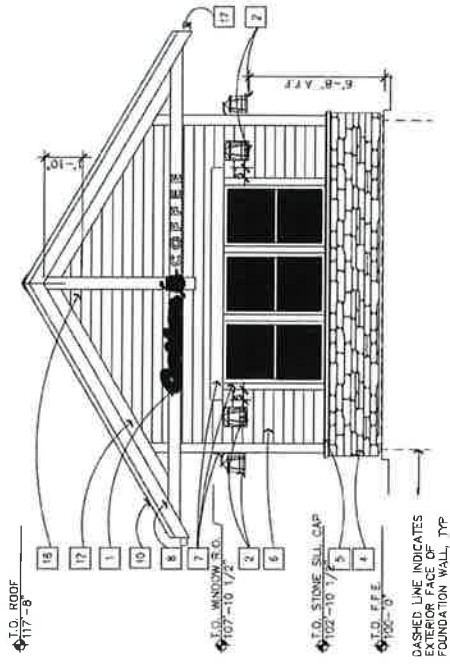
- **Pre-Development:** 47 stalls retained for Amber Union Apartments
- **Development:** 67 stalls removed; 9 stalls added back; 58 net stalls removed
- **Post-Development:** 109 excess parking stalls for future development

Amber Union Apartments	
Amber Union Parcel (PID 212923110030)	92
Reserved stalls on western parking lot	47
Total Parking - Amber Union Apartments	139
Pre-Development (Western Parking Lot)	
Excess Stalls (retains 47 stalls for Amber Union)	167
Proposed Changes	
Removed in Construction	-67
Added back per Retail Standard Ratios (11/1,000 SF)	9
Resulting Impact	-58
Remaining Excess Parking (future development)	109

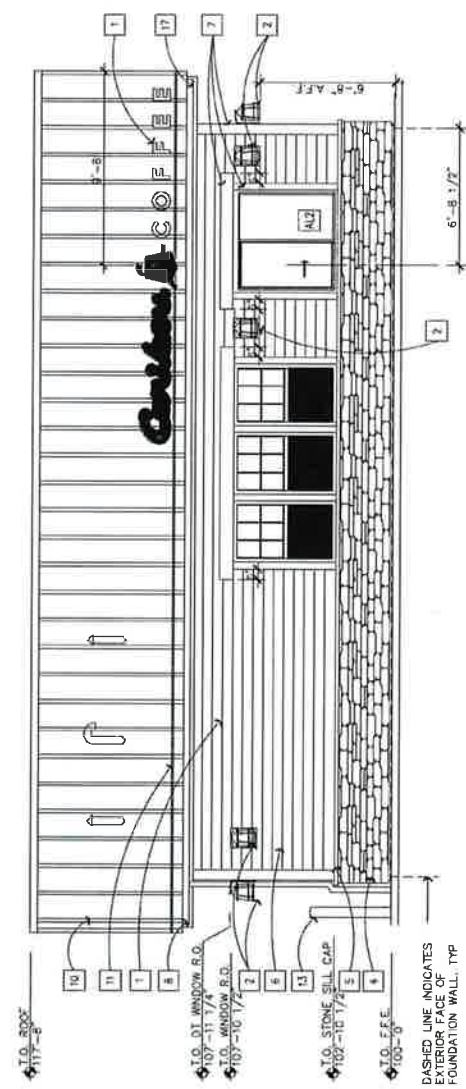
Exterior Elevations



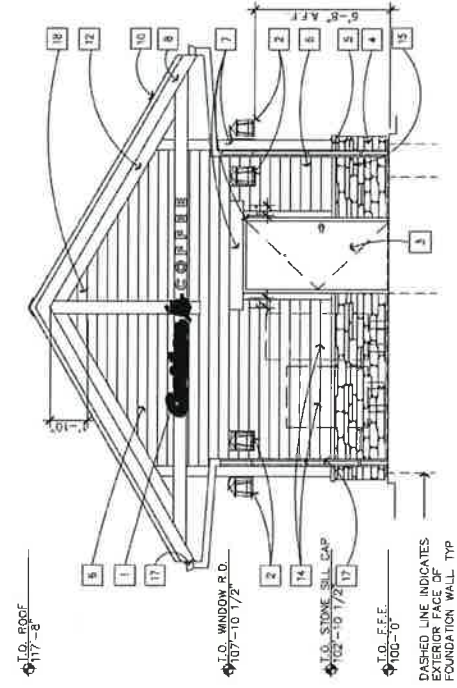
1 SIDE ELEVATION (WEST)
1/4" = 1'-0"



2 FRONT ELEVATION (NORTH)
1/4" = 1'-0"



3 SIDE ELEVATION (EAST)
1/4" = 1'-0"



4 REAR ELEVATION (SOUTH)
1/4" = 1'-0"

















Caribou Offerings

Drink Menu:

			
LATTE	ICED CRAFTED PRESS	MOCHA	COFFEE OF THE DAY
			
COLD PRESS ICED COFFEE	HOT PRESS	AMERICANO	CAPPUCCINO
			
CARAMEL ESPRESSO SHAKER	VANILLA ESPRESSO SHAKER	WHITE CHOCOLATE ESPRESSO SHAKER	ICED OATMILK CRAFTED PRESS WITH OATMILK COLD FOAM
			
BLENDED BOUSTED BLACKBERRY LEMONADE	BOUSTED PEACH BLACK TEA	BOUSTED GREEN TEA LEMONADE	BLENDED BOUSTED CHERRY LIMEADE
			
SPICED CHAI LATTE	CLASSIC CHAI LATTE	EARL GREY TEA LATTE	ICED MATCHA VANILLA TEA LATTE



All-day Breakfast Menu:

			
TURKEY BACON, EGG & CHEDDAR MINI	JUST EGG™, ROASTED TOMATO & PESTO FLATBREAD	CHICKEN APPLE SAUSAGE, EGG & CHEDDAR	BACON, EGG AND CHEDDAR
			
MAPLE WAFFLE SANDWICH	SAUSAGE, EGG & CHEDDAR	HAM, EGG & SWISS CROISSANT	LUMBERJACK
			
PLAIN BAGEL	PLAIN BAGEL WITH CREAM CHEESE - LODGE	ASIAGO BAGEL	ASIAGO BAGEL WITH CREAM CHEESE - LODGE
			
RASPBERRY WHITE CHOCOLATE SCONE	LEMON POPPY SEED BREAD	CHOCOLATE CAKE POP	CINNAMON COFFEE CAKE

Lunch Menu:

			
TURKEY & PROVOLONE SANDWICH	CAPRESE SANDWICH	GRILLED CHEESE	HAM & SWISS



Thank you!





City of Falcon Heights Planning Application

FOR INTERNAL USE:

Date received: _____

Receipt: _____

Action Requested By:

Name of Property Owner BUHL LARPEUR WEST LLC

Phone (h) 612-968-3728 (w) 612-968-3728

Address of Property Owner 5100 Eden Ave, Suite 317, Edina, MN 55436

Name of Applicant (if different) Pete Deanovic

Address 5100 Eden Ave, Suite 317, Edina, MN 55436 Phone 612-968-3728

Property Involved:

Address Parcel 1

Legal Description The East 250 feet of the North 500 feet except the West 150 feet of the East 160 feet of the North 283 feet of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 21, Township 29, Range 23.

Property Identification Number (PIN) 212923110029

Present Use of Property (check one):

- | | |
|-----------------------------------------------------|---------------------------------------------------|
| <input type="checkbox"/> Single Family Dwelling | <input type="checkbox"/> Business/Commercial |
| <input type="checkbox"/> Duplex/Two Family Dwelling | <input type="checkbox"/> Government/Institutional |
| <input type="checkbox"/> Multi Family Complex | <input type="checkbox"/> Vacant Land |

Action Requested (NON-REFUNDABLE):

- | | |
|---------------------------------------------------------------------------|-----------------------------------------------------------------|
| <input type="checkbox"/> Variance (\$500.00) | <input type="checkbox"/> Lot Split (\$250.00) |
| <input type="checkbox"/> Conditional Use Permit (\$500.00) | <input checked="" type="checkbox"/> Site Plan Review (\$100.00) |
| <input checked="" type="checkbox"/> Rezoning, Zoning Amendment (\$500.00) | <input type="checkbox"/> Subdivision (Fee on request) |
| <input type="checkbox"/> Comprehensive Plan Amendment (\$550.00) | <input type="checkbox"/> Other (Please Specify)
_____ |

*The above Application Fees do not include any additional fees that might be required, including legal, engineering, consulting and additional City services. Applicants should meet with City Staff prior to submitting application to discuss applicable ordinances, required attachments, timelines and fees.
Credit card charges will incur a 3.1% + \$0.30 convenience fee.*

Brief Summary of Request (applicant may submit letter to Planning Commission with details of request):

Please see attached narrative.

I certify that all statements on this application are true and correct:

Signature of Property Owner (required)

Signature of Applicant (if applicable)

Planning Commission meeting: _____ City Council meeting: _____ Approved ___ Denied ___

Project Narrative – Amber Union

Site History

The Site was undeveloped until sometime between 1908 and 1916 when two dwellings and associated structures were constructed on the eastern two-thirds of the Site. By 1940, the western portion of the Site had been developed for cultivated cropland. Residential and cultivated cropland use continued until 1946 when the original portions of the existing Site buildings were constructed. In 1946/1947, the eastern Site building was used for office, post office, and printing purposes, while the western building (now an event center) was occupied by an automotive service and repair garage, a filling station, a crop testing laboratory, and two levels of tempered parking. In 1957, an addition was built on to the eastern building and in approximately 1977, a third level office space was constructed on the southern portion of the existing event center building, directly above the two levels of tempered parking.

Buhl GTA, LP purchased the Site in April 2019 as a vacant building and slated for redevelopment. The entire building was repositioned in 2022 to accommodate 125 units of income restricted housing, which are now 100% leased. At the time of the development, the excess land and parking was transferred to a Buhl controlled entity, Buhl Larpeur West LLC. The scope of this project is exclusively tied to that portion of land.

Since 2019 acquisition, the adjacent parking lot was serving as overflow parking. This area is currently configured 214 car parking lot, some of which is reserved for additional Amber Union parking and was contemplated to be re-visited as a continued need once occupancy stabilization was reached. The proposed plan isn't contemplating changing the ratios agreed to during the 2020 council meetings. This development relates to the or adjusting this but instead works within the 2.58 acres located to the West of the building. Parking impact can be detailed as follows:

Pre Development	Current Configuration	Proposed Redevelopment
Amber Union Parcel (PID 212923110030)	92	92
Restricted for Amber Union Use within excess land	<u>47</u>	<u>47</u>
	139	139
<u>Pre Development</u>		
Totally Unencumbered within excess land (A)	167	167
<u>Proposed parking changes for development</u>		
Removed in Construction		(67)
Added back per Retail Standard Ratios (11/1,000 SF)		<u>9</u>
Resulting impact		(58)
Remaining excess Parking		109

To date, the excess 167 parking stalls have only served as State Fair parking for those 12 days and doesn't service the broader community during non-state fair parking days. Buhl has been working for the last 2 years to attract retailers that might be a suitable anchor for the street frontage and are excited to report securing terms with an established food and beverage operator that compliments the adjacent residential.

If approved, and once completed, the project would comprise approximately 0.43 acres of the 2.58Acres located to the west of the property and approximately 1/3 of the taxable parcel (note there are two parcels that are parking located to the west of the building). The following highlights the area impacted relative to the overall project:



Proposed Development

Buhl Larpenteur West LLC is proposing to develop a stand alone 630 SF building on a total 1.78 acre site, disturbing just .43 acres of existing impervious parking surface. Once completed, this project would provide the following benefits:

- \$2,000,000 valuation upon completion, resulting in approximately \$33,000/year in taxes.
- Proposed impervious is shrinking existing pavement surface.
- Incorporates improved patio space and connectivity to Amber Union Apartment project.
- Retains additional land/parking for future uses while delivering complimentary uses and not impacting the parking reserved for Amber Union apartments.

In order to realize this project, Buhl Larpenteur West LLC has assembled many of the same folks that assisted in bringing Amber Union Apartments to fruition, including Mohagen Hansen Architects and Kimley Horn. Collectively, we feel this group is well positioned to execute on the overall plan.

Supporting Ramsey County Goals and Objectives

We believe that this project will support the Ramsey County Goals and Objectives as presented in the ERF Application and as described below:

- Strengthening individual, family, and community health, safety and well-being by providing walkable food offerings immediately adjacent to the Amber Union Apartments
- Cultivate economic prosperity and invest in neighborhoods with concentrated financial poverty
- Enhance access to opportunity and mobility for all residents and businesses

The proposed project is consistent with the City's future plans which promotes the Larpenteur Corridor as the "Axis of Redevelopment". The proposed project would help achieve the goals and objectives as stated within the City Comprehensive plan by bringing an increased sense of community directly to the central commercial core of the city, contributing to the City's affordable housing needs and bringing 3.7 acres of previously tax-exempt land onto the City's tax basis plan.

The project team believes that surrounding retail uses are complimentary to establishing a vibrant walkable and livable community. The increase in residents and families immediately adjacent to these uses will provide additional customers and patrons for neighboring restaurants and businesses and contribute to a sense of community and connectedness in the central core of the City.

This document, together with the contracts and designs prepared hereon, is an instrument of service, is intended only for the particular purpose and client for which it was prepared, and no other purpose. It shall be without effect and adaptation by any third party and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

SITE DEVELOPMENT PLANS FOR

CARIBOU CABIN - FALCON HEIGHTS

SECTION 21, TOWNSHIP 29N, RANGE 23W
FALCON HEIGHTS, RAMSEY COUNTY, MN

PROJECT TEAM:

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
Kimley-Horn
PREPARED BY: DAN L. ELENBASS, PE
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
TELEPHONE: (651) 645-4197

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
Kimley-Horn
PREPARED BY: MITCHELL COOKAS
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
TELEPHONE: (651) 645-4197

OWNER / DEVELOPER
BUHL INVESTORS

BUHL
INVESTORS
5100 EDEN AVENUE
SUITE 317
EDINA MN, 55346
TELEPHONE: (612) 968-3728
CONTACT: PETE DEANOVIC
ARCHITECT

MH
ARCHITECT
1000 TWELVE OAKS CENTER DR
SUITE 200
WAYZATA MN, 55391
TELEPHONE: (952) 462-7400
CONTACT: STEVE PAETZEL



VICINITY
N.T.S.



- NOTES:**
1. CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.
 2. IF REPRODUCED THE SCALES SHOWN ON THESE PLANS ARE BASED ON A 2294 SHEET.
 3. UTILITY SERVICES COMPANIES SHALL BE PERMITTED TO ADVANCED SCHEDULING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
 4. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

Sheet List Table

Sheet Number	Sheet Title
C000	COVER SHEET
C100	GENERAL NOTES
V001	SURVEY
V002	DEMOLITION PLAN
C200	EROSION AND SEDIMENT CONTROL PLAN - PHASE 1
C301	EROSION AND SEDIMENT CONTROL PLAN - PHASE 2
C400	SITE DIMENSION PLAN
C500	GRADING AND DRAINAGE PLAN
C600	UTILITY PLAN
C701	CONSTRUCTION DETAILS
C702	CONSTRUCTION DETAILS
L100	LANDSCAPE PLAN
L101	LANDSCAPE DETAILS



PRELIMINARY - NOT FOR CONSTRUCTION

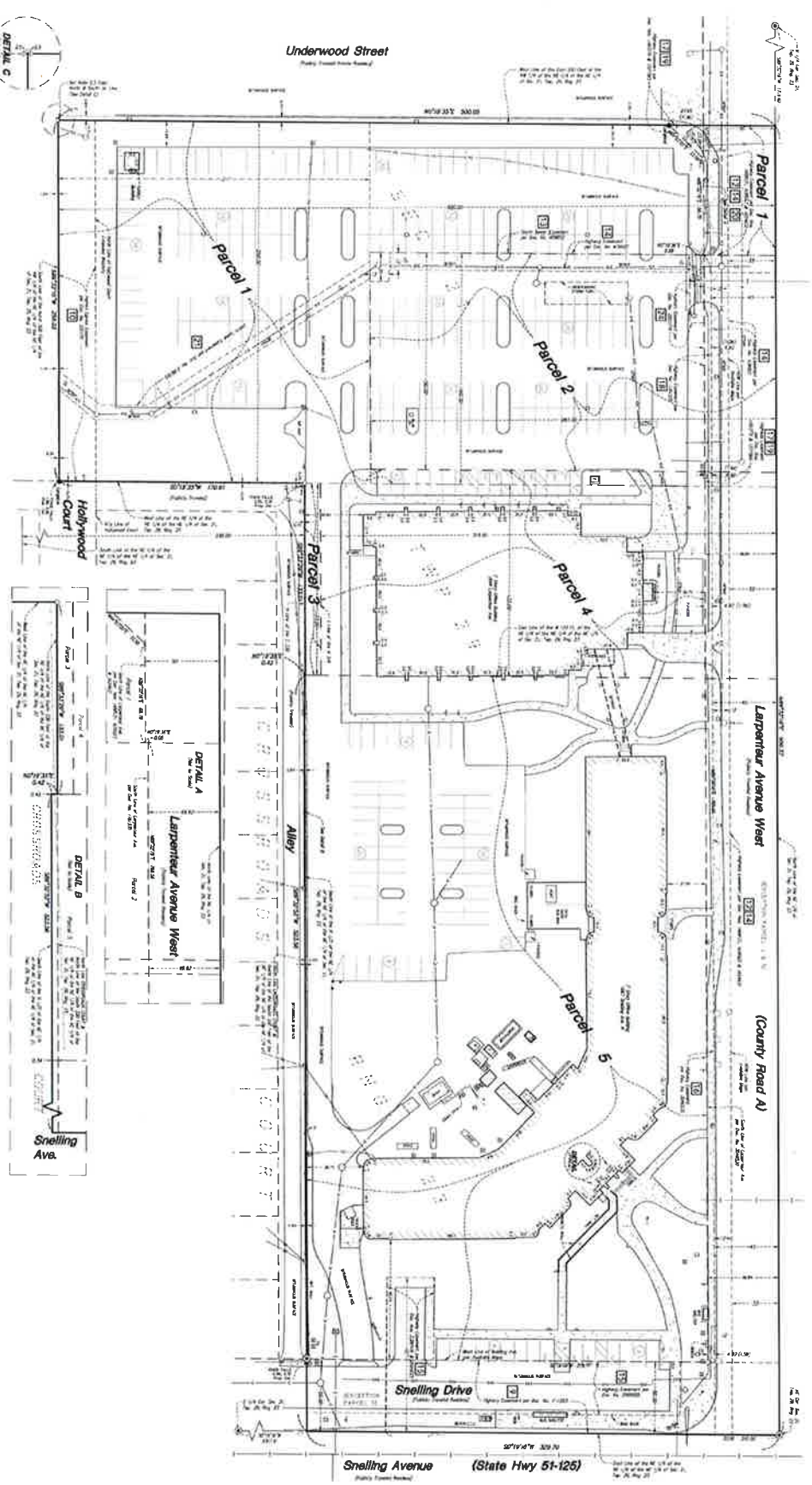
COVER SHEET

**CARIBOU CABIN -
FALCON HEIGHTS**
PREPARED FOR
BUHL INVESTORS

SHEET NUMBER
C000

KHA PROJECT
12345678
DATE
03/06/2023
SCALE AS SHOWN
DESIGNED BY RAV
DRAWN BY RAV
DATE 03/06/2023

Kimley-Horn
3022 KIMLEY-HORN AND ASSOCIATES, INC.
167 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
WWW.KIMLEY-HORN.COM



SURVEY LEGEND

1. FILL AREA	2. EXISTING CONCRETE	3. EXISTING ASPHALT	4. EXISTING GRAVEL
5. EXISTING GRAVEL	6. EXISTING GRAVEL	7. EXISTING GRAVEL	8. EXISTING GRAVEL
9. EXISTING GRAVEL	10. EXISTING GRAVEL	11. EXISTING GRAVEL	12. EXISTING GRAVEL
13. EXISTING GRAVEL	14. EXISTING GRAVEL	15. EXISTING GRAVEL	16. EXISTING GRAVEL
17. EXISTING GRAVEL	18. EXISTING GRAVEL	19. EXISTING GRAVEL	20. EXISTING GRAVEL
21. EXISTING GRAVEL	22. EXISTING GRAVEL	23. EXISTING GRAVEL	24. EXISTING GRAVEL
25. EXISTING GRAVEL	26. EXISTING GRAVEL	27. EXISTING GRAVEL	28. EXISTING GRAVEL
29. EXISTING GRAVEL	30. EXISTING GRAVEL	31. EXISTING GRAVEL	32. EXISTING GRAVEL
33. EXISTING GRAVEL	34. EXISTING GRAVEL	35. EXISTING GRAVEL	36. EXISTING GRAVEL
37. EXISTING GRAVEL	38. EXISTING GRAVEL	39. EXISTING GRAVEL	40. EXISTING GRAVEL
41. EXISTING GRAVEL	42. EXISTING GRAVEL	43. EXISTING GRAVEL	44. EXISTING GRAVEL
45. EXISTING GRAVEL	46. EXISTING GRAVEL	47. EXISTING GRAVEL	48. EXISTING GRAVEL
49. EXISTING GRAVEL	50. EXISTING GRAVEL	51. EXISTING GRAVEL	52. EXISTING GRAVEL
53. EXISTING GRAVEL	54. EXISTING GRAVEL	55. EXISTING GRAVEL	56. EXISTING GRAVEL
57. EXISTING GRAVEL	58. EXISTING GRAVEL	59. EXISTING GRAVEL	60. EXISTING GRAVEL
61. EXISTING GRAVEL	62. EXISTING GRAVEL	63. EXISTING GRAVEL	64. EXISTING GRAVEL
65. EXISTING GRAVEL	66. EXISTING GRAVEL	67. EXISTING GRAVEL	68. EXISTING GRAVEL
69. EXISTING GRAVEL	70. EXISTING GRAVEL	71. EXISTING GRAVEL	72. EXISTING GRAVEL
73. EXISTING GRAVEL	74. EXISTING GRAVEL	75. EXISTING GRAVEL	76. EXISTING GRAVEL
77. EXISTING GRAVEL	78. EXISTING GRAVEL	79. EXISTING GRAVEL	80. EXISTING GRAVEL
81. EXISTING GRAVEL	82. EXISTING GRAVEL	83. EXISTING GRAVEL	84. EXISTING GRAVEL
85. EXISTING GRAVEL	86. EXISTING GRAVEL	87. EXISTING GRAVEL	88. EXISTING GRAVEL
89. EXISTING GRAVEL	90. EXISTING GRAVEL	91. EXISTING GRAVEL	92. EXISTING GRAVEL
93. EXISTING GRAVEL	94. EXISTING GRAVEL	95. EXISTING GRAVEL	96. EXISTING GRAVEL
97. EXISTING GRAVEL	98. EXISTING GRAVEL	99. EXISTING GRAVEL	100. EXISTING GRAVEL

SECTION 1: GENERAL NOTES

1. The owner warrants that the information provided in this plan is true and correct to the best of their knowledge and belief.
2. The survey was conducted in accordance with the Minnesota Statutes, Chapter 560, and the rules and regulations of the Minnesota Board of Surveyors.
3. The survey was conducted on or about the date indicated on the title page of this plan.
4. The survey was conducted by the undersigned surveyor, who is duly licensed and qualified to practice surveying in the State of Minnesota.
5. The survey was conducted in accordance with the Minnesota Statutes, Chapter 560, and the rules and regulations of the Minnesota Board of Surveyors.
6. The survey was conducted on or about the date indicated on the title page of this plan.
7. The survey was conducted by the undersigned surveyor, who is duly licensed and qualified to practice surveying in the State of Minnesota.
8. The survey was conducted in accordance with the Minnesota Statutes, Chapter 560, and the rules and regulations of the Minnesota Board of Surveyors.
9. The survey was conducted on or about the date indicated on the title page of this plan.
10. The survey was conducted by the undersigned surveyor, who is duly licensed and qualified to practice surveying in the State of Minnesota.

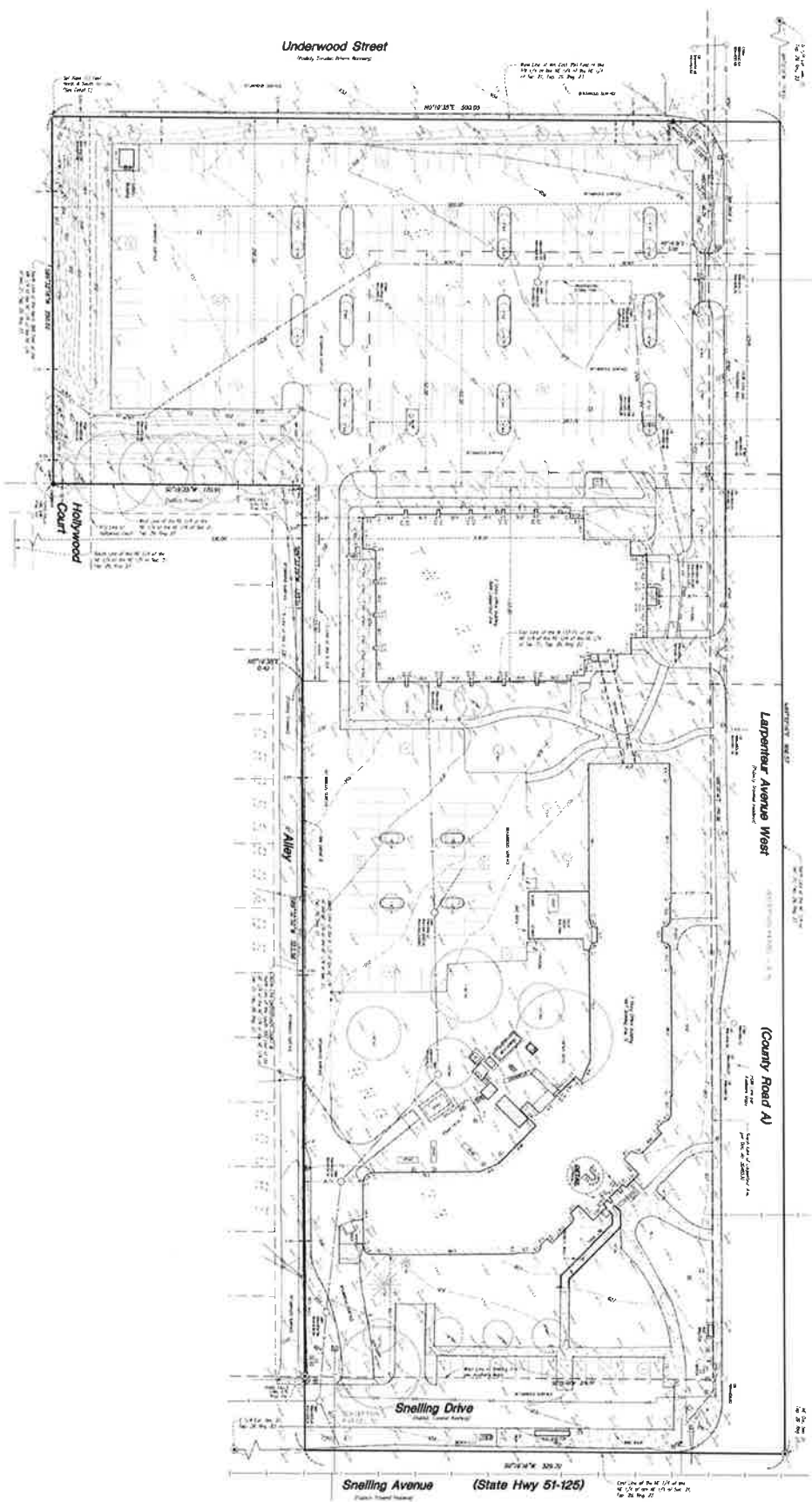
SECTION 2: LEGAL DESCRIPTION

Parcel 1: A certain lot or parcel of land, more or less, situated in the City of Minneapolis, State of Minnesota, bounded on the north by the north line of the north half of Section 21, Township 24 North, Range 22 West, 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 181st 182nd 183rd 184th 185th 186th 187th 188th 189th 190th 191st 192nd 193rd 194th 195th 196th 197th 198th 199th 200th 201st 202nd 203rd 204th 205th 206th 207th 208th 209th 210th 211th 212th 213th 214th 215th 216th 217th 218th 219th 220th 221st 222nd 223rd 224th 225th 226th 227th 228th 229th 230th 231st 232nd 233rd 234th 235th 236th 237th 238th 239th 240th 241st 242nd 243rd 244th 245th 246th 247th 248th 249th 250th 251st 252nd 253rd 254th 255th 256th 257th 258th 259th 260th 261st 262nd 263rd 264th 265th 266th 267th 268th 269th 270th 271st 272nd 273rd 274th 275th 276th 277th 278th 279th 280th 281st 282nd 283rd 284th 285th 286th 287th 288th 289th 290th 291st 292nd 293rd 294th 295th 296th 297th 298th 299th 300th 301st 302nd 303rd 304th 305th 306th 307th 308th 309th 310th 311th 312th 313th 314th 315th 316th 317th 318th 319th 320th 321st 322nd 323rd 324th 325th 326th 327th 328th 329th 330th 331st 332nd 333rd 334th 335th 336th 337th 338th 339th 340th 341st 342nd 343rd 344th 345th 346th 347th 348th 349th 350th 351st 352nd 353rd 354th 355th 356th 357th 358th 359th 360th 361st 362nd 363rd 364th 365th 366th 367th 368th 369th 370th 371st 372nd 373rd 374th 375th 376th 377th 378th 379th 380th 381st 382nd 383rd 384th 385th 386th 387th 388th 389th 390th 391st 392nd 393rd 394th 395th 396th 397th 398th 399th 400th 401st 402nd 403rd 404th 405th 406th 407th 408th 409th 410th 411th 412th 413th 414th 415th 416th 417th 418th 419th 420th 421st 422nd 423rd 424th 425th 426th 427th 428th 429th 430th 431st 432nd 433rd 434th 435th 436th 437th 438th 439th 440th 441st 442nd 443rd 444th 445th 446th 447th 448th 449th 450th 451st 452nd 453rd 454th 455th 456th 457th 458th 459th 460th 461st 462nd 463rd 464th 465th 466th 467th 468th 469th 470th 471st 472nd 473rd 474th 475th 476th 477th 478th 479th 480th 481st 482nd 483rd 484th 485th 486th 487th 488th 489th 490th 491st 492nd 493rd 494th 495th 496th 497th 498th 499th 500th 501st 502nd 503rd 504th 505th 506th 507th 508th 509th 510th 511th 512th 513th 514th 515th 516th 517th 518th 519th 520th 521st 522nd 523rd 524th 525th 526th 527th 528th 529th 530th 531st 532nd 533rd 534th 535th 536th 537th 538th 539th 540th 541st 542nd 543rd 544th 545th 546th 547th 548th 549th 550th 551st 552nd 553rd 554th 555th 556th 557th 558th 559th 560th 561st 562nd 563rd 564th 565th 566th 567th 568th 569th 570th 571st 572nd 573rd 574th 575th 576th 577th 578th 579th 580th 581st 582nd 583rd 584th 585th 586th 587th 588th 589th 590th 591st 592nd 593rd 594th 595th 596th 597th 598th 599th 600th 601st 602nd 603rd 604th 605th 606th 607th 608th 609th 610th 611th 612th 613th 614th 615th 616th 617th 618th 619th 620th 621st 622nd 623rd 624th 625th 626th 627th 628th 629th 630th 631st 632nd 633rd 634th 635th 636th 637th 638th 639th 640th 641st 642nd 643rd 644th 645th 646th 647th 648th 649th 650th 651st 652nd 653rd 654th 655th 656th 657th 658th 659th 660th 661st 662nd 663rd 664th 665th 666th 667th 668th 669th 670th 671st 672nd 673rd 674th 675th 676th 677th 678th 679th 680th 681st 682nd 683rd 684th 685th 686th 687th 688th 689th 690th 691st 692nd 693rd 694th 695th 696th 697th 698th 699th 700th 701st 702nd 703rd 704th 705th 706th 707th 708th 709th 710th 711th 712th 713th 714th 715th 716th 717th 718th 719th 720th 721st 722nd 723rd 724th 725th 726th 727th 728th 729th 730th 731st 732nd 733rd 734th 735th 736th 737th 738th 739th 740th 741st 742nd 743rd 744th 745th 746th 747th 748th 749th 750th 751st 752nd 753rd 754th 755th 756th 757th 758th 759th 760th 761st 762nd 763rd 764th 765th 766th 767th 768th 769th 770th 771st 772nd 773rd 774th 775th 776th 777th 778th 779th 780th 781st 782nd 783rd 784th 785th 786th 787th 788th 789th 790th 791st 792nd 793rd 794th 795th 796th 797th 798th 799th 800th 801st 802nd 803rd 804th 805th 806th 807th 808th 809th 810th 811th 812th 813th 814th 815th 816th 817th 818th 819th 820th 821st 822nd 823rd 824th 825th 826th 827th 828th 829th 830th 831st 832nd 833rd 834th 835th 836th 837th 838th 839th 840th 841st 842nd 843rd 844th 845th 846th 847th 848th 849th 850th 851st 852nd 853rd 854th 855th 856th 857th 858th 859th 860th 861st 862nd 863rd 864th 865th 866th 867th 868th 869th 870th 871st 872nd 873rd 874th 875th 876th 877th 878th 879th 880th 881st 882nd 883rd 884th 885th 886th 887th 888th 889th 890th 891st 892nd 893rd 894th 895th 896th 897th 898th 899th 900th 901st 902nd 903rd 904th 905th 906th 907th 908th 909th 910th 911th 912th 913th 914th 915th 916th 917th 918th 919th 920th 921st 922nd 923rd 924th 925th 926th 927th 928th 929th 930th 931st 932nd 933rd 934th 935th 936th 937th 938th 939th 940th 941st 942nd 943rd 944th 945th 946th 947th 948th 949th 950th 951st 952nd 953rd 954th 955th 956th 957th 958th 959th 960th 961st 962nd 963rd 964th 965th 966th 967th 968th 969th 970th 971st 972nd 973rd 974th 975th 976th 977th 978th 979th 980th 981st 982nd 983rd 984th 985th 986th 987th 988th 989th 990th 991st 992nd 993rd 994th 995th 996th 997th 998th 999th 1000th 1001st 1002nd 1003rd 1004th 1005th 1006th 1007th 1008th 1009th 1010th 1011th 1012th 1013th 1014th 1015th 1016th 1017th 1018th 1019th 1020th 1021st 1022nd 1023rd 1024th 1025th 1026th 1027th 1028th 1029th 1030th 1031st 1032nd 1033rd 1034th 1035th 1036th 1037th 1038th 1039th 1040th 1041st 1042nd 1043rd 1044th 1045th 1046th 1047th 1048th 1049th 1050th 1051st 1052nd 1053rd 1054th 1055th 1056th 1057th 1058th 1059th 1060th 1061st 1062nd 1063rd 1064th 1065th 1066th 1067th 1068th 1069th 1070th 1071st 1072nd 1073rd 1074th 1075th 1076th 1077th 1078th 1079th 1080th 1081st 1082nd 1083rd 1084th 1085th 1086th 1087th 1088th 1089th 1090th 1091st 1092nd 1093rd 1094th 1095th 1096th 1097th 1098th 1099th 1100th 1101st 1102nd 1103rd 1104th 1105th 1106th 1107th 1108th 1109th 1110th 1111th 1112th 1113th 1114th 1115th 1116th 1117th 1118th 1119th 1120th 1121st 1122nd 1123rd 1124th 1125th 1126th 1127th 1128th 1129th 1130th 1131st 1132nd 1133rd 1134th 1135th 1136th 1137th 1138th 1139th 1140th 1141st 1142nd 1143rd 1144th 1145th 1146th 1147th 1148th 1149th 1150th 1151st 1152nd 1153rd 1154th 1155th 1156th 1157th 1158th 1159th 1160th 1161st 1162nd 1163rd 1164th 1165th 1166th 1167th 1168th 1169th 1170th 1171st 1172nd 1173rd 1174th 1175th 1176th 1177th 1178th 1179th 1180th 1181st 1182nd 1183rd 1184th 1185th 1186th 1187th 1188th 1189th 1190th 1191st 1192nd 1193rd 1194th 1195th 1196th 1197th 1198th 1199th 1200th 1201st 1202nd 1203rd 1204th 1205th 1206th 1207th 1208th 1209th 1210th 1211th 1212th 1213th 1214th 1215th 1216th 1217th 1218th 1219th 1220th 1221st 1222nd 1223rd 1224th 1225th 1226th 1227th 1228th 1229th 1230th 1231st 1232nd 1233rd 1234th 1235th 1236th 1237th 1238th 1239th 1240th 1241st 1242nd 1243rd 1244th 1245th 1246th 1247th 1248th 1249th 1250th 1251st 1252nd 1253rd 1254th 1255th 1256th 1257th 1258th 1259th 1260th 1261st 1262nd 1263rd 1264th 1265th 1266th 1267th 1268th 1269th 1270th 1271st 1272nd 1273rd 1274th 1275th 1276th 1277th 1278th 1279th 1280th 1281st 1282nd 1283rd 1284th 1285th 1286th 1287th 1288th 1289th 1290th 1291st 1292nd 1293rd 1294th 1295th 1296th 1297th 1298th 1299th 1300th 1301st 1302nd 1303rd 1304th 1305th 1306th 1307th 1308th 1309th 1310th 1311th 1312th 1313th 1314th 1315th 1316th 1317th 1318th 1319th 1320th 1321st 1322nd 1323rd 1324th 1325th 1326th 1327th 1328th 1329th 1330th 1331st 1332nd 1333rd 1334th 1335th 1336th 1337th 1338th 1339th 1340th 1341st 1342nd 1343rd 1344th 1345th 1346th 1347th 1348th 1349th 1350th 1351st 1352nd 1353rd 1354th 1355th 1356th 1357th 1358th 1359th 1360th 1361st 1362nd 1363rd 1364th 1365th 1366th 1367th 1368th 1369th 1370th 1371st 1372nd 1373rd 1374th 1375th 1376th 1377th 1378th 1379th 1380th 1381st 1382nd 1383rd 1384th 1385th 1386th 1387th 1388th 1389th 1390th 1391st 1392nd 1393rd 1394th 1395th 1396th 1397th 1398th 1399th 1400th 1401st 1402nd 1403rd 1404th 1405th 1406th 1407th 1408th 1409th 1410th 1411th 1412th 1413th 1414th 1415th 1416th 1417th 1418th 1419th 1420th 1421st 1422nd 1423rd 1424th 1425th 1426th 1427th 1428th 1429th 1430th 1431st 1432nd 1433rd 1434th 1435th 1436th 1437th 1438th 1439th 1440th 1441st 1442nd 1443rd 1444th 1445th 1446th 1447th 1448th 1449th 1450th 1451st 1452nd 1453rd 1454th 1455th 1456th 1457th 1458th 1459th 1460th 1461st 1462nd 1463rd 1464th 1465th 1466th 1467th 1468th 1469th 1470th 1471st 1472nd 1473rd 1474th 1475th 1476th 1477th 1478th 1479th 1480th 1481st 1482nd 1483rd 1484th 1485th 1486th 1487th 1488th 1489th 1490th 1491st 1492nd 1493rd 1494th 1495th 1496th 1497th 1498th 1499th 1500th 1501st 1502nd 1503rd 1504th 1505th 1506th 1507th 1508th 1509th 1510th 1511th 1512th 1513th 1514th 1515th 1516th 1517th 1518th 1519th 1520th 1521st 1522nd 1523rd 1524th 1525th 1526th 1527th 1528th 1529th 1530th 1531st 1532nd 1533rd 1534th 1535th 1536th 1537th 1538th 1539th 1540th 1541st 1542nd 1543rd 1544th 1545th 1546th 1547th 1548th 1549th 1550th 1551st 1552nd 1553rd 1554th 1555th 1556th 1557th 1558th 1559th 1560th 1561st 1562nd 1563rd 1564th 1565th 1566th 1567th 1568th 1569th 1570th 1571st 1572nd 1573rd 1574th 1575th 1576th 1577th 1578th 1579th 1580th 1581st 1582nd 1583rd 1584th 1585th 1586th 1587th 1588th 1589th 1590th 1591st 1592nd 1593rd 1594th 1595th 1596th 1597th 1598th 1599th 1600th 1601st 1602nd 1603rd 1604th 1605th 1606th 1607th 1608th 1609th 1610th 1611th 1612th 1613th 1614th 1615th 1616th 1617th 1618th 1619th 1620th 1621st 1622nd 1623rd 1624th 1625th 1626th 1627th 1628th 1629th 1630th 1631st 1632nd 1633rd 1634th 1635th 1636th 1637th 1638th 1639th 1640th 1641st 1642nd 1643rd 1644th 1645th 1646th 1647th 1648th 1649th 1650th 1651st 1652nd 1653rd 1654th 1655th 1656th 1657th 1658th 1659th 1660th 1661st 1662nd 1663rd 1664th 1665th 1666th 1667th 1668th 1669th 1670th 1671st 1672nd 1673rd 1674th 1675th 1676th 1677th 1678th 1679th 1680th 1681st 1682nd 1683rd 1684th 1685th 1686th 1687th 1688th 1689th 1690th 1691st 1692nd 1693rd 1694th 1695th 1696th 1697th 1698th 1699th 1700th 1701st 1702nd 1703rd 1704th 1705th 1706th 1707th 1708th 1709th 1710th 1711th 1712th 1713th 1714th 1715th 1716th 1717th 1718th 1719th 1720th 1721st 1722nd 1723rd 1724th 1725th 1726th 1727th 1728th 1729th 1730th 1731st 1732nd 1733rd 1734th 1735th 1736th 1737th 1738th 1739th 1740th 1741st 1742nd 1743rd 1744th 1745th 1746th 1747th 1748th 1749th 1750th 1751st 1752nd 1753rd 1754th 1755th 1756th 1757th 1758th 1759th 1760th 1761st 1762nd 1763rd 1764th 1765th 1766th 1767th 1768th 1769th 1770th 1771st 1772nd 1773rd 1774th 1775th 1776th 1777th 1778th 1779th 1780th 1781st 1782nd 1783rd 1784th 1785th 1786th 1787th 1788th 1789th 1790th 1791st 1792nd 1793rd 1794th 1795th 1796th 1797th 1798th 1799th 1800th 1801st 1802nd 1803rd 1804th 1805th 1806th 1807th 1808th 1809th 1810th 1811th 1812th 1813th 1814th 1815th 1816th 1817th 1818th 1819th 1820th 1821st 1822nd 1823rd 1824th 1825th 1826th 1827th 1828th 1829th 1830th 1831st 1832nd 1833rd 1834th 1835th 1836th 1837th 1838th 1839th 1840th 1841st 1842nd 1843rd 1844th 1845th 1846th 1847th 1848th 1849th 1850th 1851st 1852nd 1853rd 1854th 1855th 1856th 1857th 1858th 1859th 1860th 1861st 1862nd 1863rd 1864th 1865th 1866th 1867th 1868th 1869th 1870th 1871st 1872nd 1873rd 1874th 1875th 1876th 1877th 1878th 1879th 1880th 1881st 1882nd 1883rd 1884th 1885th 188

Underwood Street
Public, Grade Street Right-of-Way

See Note 1 of the City Plat for the
1917 City Plat for the City of
St. Paul, Minn., Page 23

NO. 17 21 500.00



Lanphere Avenue West

(County Road A)

Snelling Drive
Public, Grade Street Right-of-Way

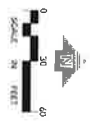
Snelling Avenue (State Hwy 51-125)
Public, Grade Street Right-of-Way

Hollywood Court

Alley

SURVEY LEGEND

1. 1/4" = 1' Scale	1. 1/4" = 1' Scale
2. 1/4" = 1' Scale	2. 1/4" = 1' Scale
3. 1/4" = 1' Scale	3. 1/4" = 1' Scale
4. 1/4" = 1' Scale	4. 1/4" = 1' Scale
5. 1/4" = 1' Scale	5. 1/4" = 1' Scale
6. 1/4" = 1' Scale	6. 1/4" = 1' Scale
7. 1/4" = 1' Scale	7. 1/4" = 1' Scale
8. 1/4" = 1' Scale	8. 1/4" = 1' Scale
9. 1/4" = 1' Scale	9. 1/4" = 1' Scale
10. 1/4" = 1' Scale	10. 1/4" = 1' Scale
11. 1/4" = 1' Scale	11. 1/4" = 1' Scale
12. 1/4" = 1' Scale	12. 1/4" = 1' Scale
13. 1/4" = 1' Scale	13. 1/4" = 1' Scale
14. 1/4" = 1' Scale	14. 1/4" = 1' Scale
15. 1/4" = 1' Scale	15. 1/4" = 1' Scale
16. 1/4" = 1' Scale	16. 1/4" = 1' Scale
17. 1/4" = 1' Scale	17. 1/4" = 1' Scale
18. 1/4" = 1' Scale	18. 1/4" = 1' Scale
19. 1/4" = 1' Scale	19. 1/4" = 1' Scale
20. 1/4" = 1' Scale	20. 1/4" = 1' Scale
21. 1/4" = 1' Scale	21. 1/4" = 1' Scale
22. 1/4" = 1' Scale	22. 1/4" = 1' Scale
23. 1/4" = 1' Scale	23. 1/4" = 1' Scale
24. 1/4" = 1' Scale	24. 1/4" = 1' Scale
25. 1/4" = 1' Scale	25. 1/4" = 1' Scale
26. 1/4" = 1' Scale	26. 1/4" = 1' Scale
27. 1/4" = 1' Scale	27. 1/4" = 1' Scale
28. 1/4" = 1' Scale	28. 1/4" = 1' Scale
29. 1/4" = 1' Scale	29. 1/4" = 1' Scale
30. 1/4" = 1' Scale	30. 1/4" = 1' Scale
31. 1/4" = 1' Scale	31. 1/4" = 1' Scale
32. 1/4" = 1' Scale	32. 1/4" = 1' Scale
33. 1/4" = 1' Scale	33. 1/4" = 1' Scale
34. 1/4" = 1' Scale	34. 1/4" = 1' Scale
35. 1/4" = 1' Scale	35. 1/4" = 1' Scale
36. 1/4" = 1' Scale	36. 1/4" = 1' Scale
37. 1/4" = 1' Scale	37. 1/4" = 1' Scale
38. 1/4" = 1' Scale	38. 1/4" = 1' Scale
39. 1/4" = 1' Scale	39. 1/4" = 1' Scale
40. 1/4" = 1' Scale	40. 1/4" = 1' Scale
41. 1/4" = 1' Scale	41. 1/4" = 1' Scale
42. 1/4" = 1' Scale	42. 1/4" = 1' Scale
43. 1/4" = 1' Scale	43. 1/4" = 1' Scale
44. 1/4" = 1' Scale	44. 1/4" = 1' Scale
45. 1/4" = 1' Scale	45. 1/4" = 1' Scale
46. 1/4" = 1' Scale	46. 1/4" = 1' Scale
47. 1/4" = 1' Scale	47. 1/4" = 1' Scale
48. 1/4" = 1' Scale	48. 1/4" = 1' Scale
49. 1/4" = 1' Scale	49. 1/4" = 1' Scale
50. 1/4" = 1' Scale	50. 1/4" = 1' Scale



- SURVEY NOTES**
1. Note: The purpose of this plat is to show existing facts, surveys and boundaries.
 2. The boundaries shown on this plat are based on the plat of the City of St. Paul, Minn., 1917, and the plat of the City of St. Paul, Minn., 1920.
 3. The boundaries shown on this plat are based on the plat of the City of St. Paul, Minn., 1917, and the plat of the City of St. Paul, Minn., 1920.

ALTA/NFS LAND TITLE SURVEY

2 OF 2

LOUCK

EDUCATION CENTRE

PLANNING AND SURVEYING DIVISION

ST. PAUL, MINN.

DATE: 10/15/2010

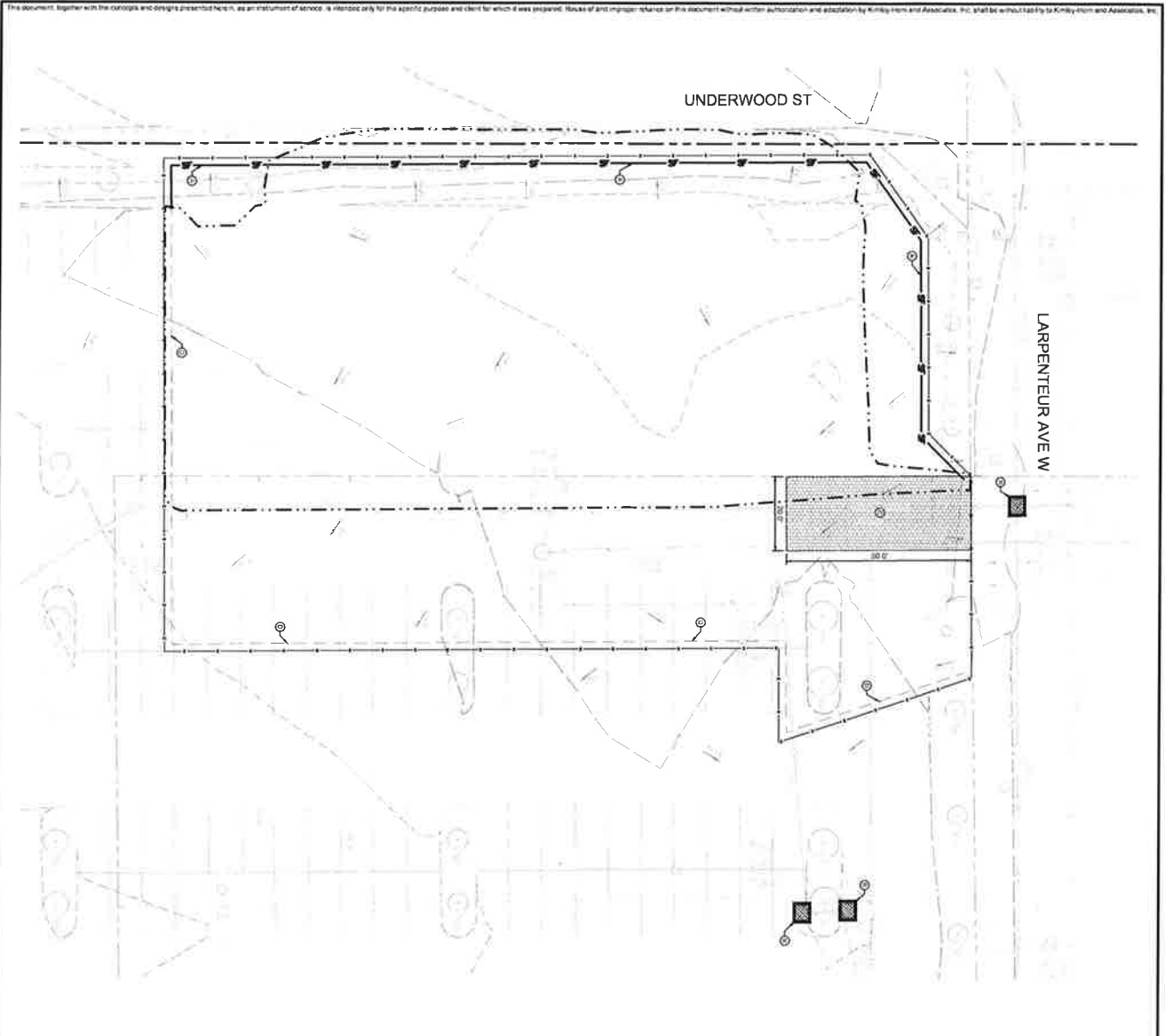
PROJECT: ALTA/NFS LAND TITLE SURVEY

CLIENT: THE EDUCATION CENTRE

PREPARED BY: [Signature]

CHECKED BY: [Signature]

APPROVED BY: [Signature]



AREA SUMMARY

TOTAL PROPERTY AREA	1.700 AC / 83,537 SF
EXISTING IMPAVED AREA	1.17 AC / 50,000 SF
EXISTING PAVED AREA	0.73 AC / 31,807 SF
PROPOSED IMPAVED AREA	1.17 AC / 48,742 SF
PROPOSED PAVED AREA	0.78 AC / 30,113 SF
TOTAL DISTURBED AREA	0.43 AC / 18,474 SF

PHASE 1 BMP QUANTITIES

SOFT TRENCH	2000 LF
INLET PROTECTION	3 EA
NOOD CONSTRUCTION ENTRANCE	1 EA
BO ROLL	200 LF

- ### KEYNOTE LEGEND
- 1 SOFT TRENCH
 - 2 INLET PROTECTION
 - 3 NOOD CONSTRUCTION ENTRANCE
 - 4 BO ROLL
 - 5 EROSION CONTROL BARRIERS

- ### LEGEND
- ROOD ENTRANCE
 - EROSION CONTROL BARRIERS
 - SOFT TRENCH
 - INLET PROTECTION
 - NOOD CONSTRUCTION ENTRANCE
 - BO ROLL
 - BO ROLL
 - BO ROLL

EROSION CONTROL PLAN NOTES

- THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPLETED BY THE CONTRACTOR AND SHALL BE SUBMITTED TO THE CITY OF MINNEAPOLIS FOR REVIEW AND APPROVAL PRIOR TO THE START OF CONSTRUCTION. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE FINAL GRADING AND PAVING IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE FINAL GRADING AND PAVING IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE FINAL GRADING AND PAVING IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE FINAL GRADING AND PAVING IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE FINAL GRADING AND PAVING IS COMPLETED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES THROUGHOUT CONSTRUCTION.

PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
PREPARED FOR
BUHL INVESTORS

811
Know What's Below,
Call before you dig.

EROSION AND SEDIMENT CONTROL PLAN - PHASE 1

PROJECT NO.	12345678
DATE	03/06/2023
SCALE	AS SHOWN
DESIGNED BY	DAV
DRAWN BY	DAV

THESEY CONFIDENTIAL PLAN
SPECIFICATION OR BIDDING AND PROVISIONS
SHALL BE USED TO CONSTRUCT THE PROJECT AND
THAT THE USER SHALL BE RESPONSIBLE FOR OBTAINING
ALL NECESSARY PERMITS AND APPROVALS FROM THE
APPLICABLE AGENCIES AND AUTHORITIES.

Don Halverson
SR. CIVIL ENGINEER

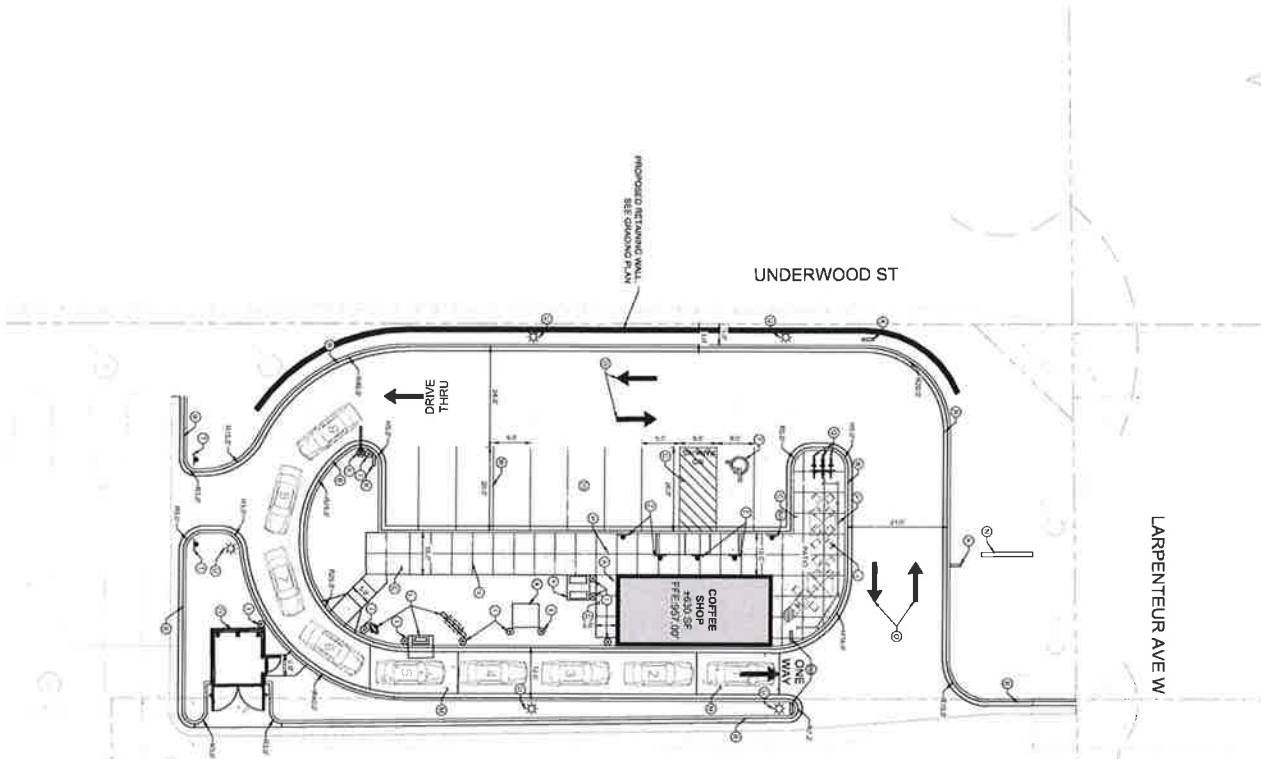
Kimley Horn

202 KIMLEY HORN AND ASSOCIATES, INC.
287 EUSTIS STREET, SUITE 100 ST. PAUL, MN 55114

WWW.KIMLEYHORN.COM

NO.	DATE	REVISION

This document, together with the concepts and design presented herein, is an instrument of service. It is prepared only for the specific purpose and client for which it was prepared. Reuse of any portion of this document without written authorization and approval by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



SITE PLAN NOTES

1. ALL WALK AND DRIVEWAYS SHALL CONFORM WITH ALL CITY/STATE REGULATIONS AND CODES AND LOCAL ORDINANCES.
2. ALL PROPOSED DRIVEWAYS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE CITY OF MINNESOTA, CHAPTER 462.00, SUBCHAPTER 462.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02.
3. ALL DRIVEWAYS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE CITY OF MINNESOTA, CHAPTER 462.00, SUBCHAPTER 462.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02.
4. ALL DRIVEWAYS SHALL BE CONSTRUCTED TO MEET THE REQUIREMENTS OF THE CITY OF MINNESOTA, CHAPTER 462.00, SUBCHAPTER 462.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02.
5. EXISTING STRUCTURES WITHIN THE PROJECT LIMITS ARE TO BE MAINTAINED AND REPAIRED OR DEMOLISHED AS NECESSARY. ALL DEMOLITION SHALL BE COMPLETED IN ACCORDANCE WITH THE CITY OF MINNESOTA, CHAPTER 462.00, SUBCHAPTER 462.02, AND THE MINNESOTA STATE ENGINEERING BOARD, CHAPTER 131.00, SUBCHAPTER 131.02.
6. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
7. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
8. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
9. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
10. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
11. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
12. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
13. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.
14. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY. ALL UTILITIES SHALL BE MAINTAINED AND REPAIRED AS NECESSARY.

PROPERTY SUMMARY

PROPERTY SUMMARY	AMOUNT
TOTAL PROPERTY AREA	152,537 SF (3.5 AC)
EXISTING BUILDING AREA	15,812 SF (0.36 AC)
EXISTING DRIVEWAY AREA	21,800 SF (0.50 AC)
EXISTING PARKING AREA	32,000 SF (0.73 AC)
PROPOSED DRIVEWAY AREA	42,700 SF (0.97 AC)
PROPOSED PARKING AREA	22,825 SF (0.52 AC)

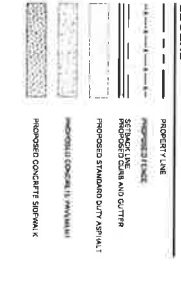
ZONING SUMMARY

ZONING SUMMARY	AMOUNT
PROPOSED ZONING	COMMERCIAL (C-2)
PROPOSED ZONING	COMMERCIAL (C-2)
PROPOSED ZONING	COMMERCIAL (C-2)

BUILDING DATA SUMMARY

BUILDING DATA SUMMARY	AMOUNT
PROPOSED PROPERTY	77,236 SF (1.76 AC)
BUILDING AREA	426 SF (0.01 AC) TOTAL PROPERTY AREA
REQUIRED PARKING	3 SPACES
PROPOSED PARKING	7 SPACES
EXISTING SPACES REMOVED	58 SPACES
ADA STALLS REQUIRED/PROVIDED	1 STALLS / 1 STALLS

LEGEND



KEYNOTE LEGEND

1. EXISTING SIDE OF PAVEMENT CURB & GUTTER
2. NEW CURB AND GUTTER
3. EXISTING SIDEWALK AND GUTTER
4. NEW SIDEWALK AND GUTTER
5. EXISTING SIDEWALK AND GUTTER
6. NEW SIDEWALK AND GUTTER
7. EXISTING SIDEWALK AND GUTTER
8. NEW SIDEWALK AND GUTTER
9. EXISTING SIDEWALK AND GUTTER
10. NEW SIDEWALK AND GUTTER
11. EXISTING SIDEWALK AND GUTTER
12. NEW SIDEWALK AND GUTTER
13. EXISTING SIDEWALK AND GUTTER
14. NEW SIDEWALK AND GUTTER
15. EXISTING SIDEWALK AND GUTTER
16. NEW SIDEWALK AND GUTTER
17. EXISTING SIDEWALK AND GUTTER
18. NEW SIDEWALK AND GUTTER
19. EXISTING SIDEWALK AND GUTTER
20. NEW SIDEWALK AND GUTTER
21. EXISTING SIDEWALK AND GUTTER
22. NEW SIDEWALK AND GUTTER
23. EXISTING SIDEWALK AND GUTTER
24. NEW SIDEWALK AND GUTTER
25. EXISTING SIDEWALK AND GUTTER
26. NEW SIDEWALK AND GUTTER
27. EXISTING SIDEWALK AND GUTTER
28. NEW SIDEWALK AND GUTTER
29. EXISTING SIDEWALK AND GUTTER
30. NEW SIDEWALK AND GUTTER
31. EXISTING SIDEWALK AND GUTTER
32. NEW SIDEWALK AND GUTTER
33. EXISTING SIDEWALK AND GUTTER
34. NEW SIDEWALK AND GUTTER
35. EXISTING SIDEWALK AND GUTTER
36. NEW SIDEWALK AND GUTTER
37. EXISTING SIDEWALK AND GUTTER
38. NEW SIDEWALK AND GUTTER
39. EXISTING SIDEWALK AND GUTTER
40. NEW SIDEWALK AND GUTTER
41. EXISTING SIDEWALK AND GUTTER
42. NEW SIDEWALK AND GUTTER
43. EXISTING SIDEWALK AND GUTTER
44. NEW SIDEWALK AND GUTTER
45. EXISTING SIDEWALK AND GUTTER
46. NEW SIDEWALK AND GUTTER
47. EXISTING SIDEWALK AND GUTTER
48. NEW SIDEWALK AND GUTTER
49. EXISTING SIDEWALK AND GUTTER
50. NEW SIDEWALK AND GUTTER
51. EXISTING SIDEWALK AND GUTTER
52. NEW SIDEWALK AND GUTTER
53. EXISTING SIDEWALK AND GUTTER
54. NEW SIDEWALK AND GUTTER
55. EXISTING SIDEWALK AND GUTTER
56. NEW SIDEWALK AND GUTTER
57. EXISTING SIDEWALK AND GUTTER
58. NEW SIDEWALK AND GUTTER
59. EXISTING SIDEWALK AND GUTTER
60. NEW SIDEWALK AND GUTTER
61. EXISTING SIDEWALK AND GUTTER
62. NEW SIDEWALK AND GUTTER
63. EXISTING SIDEWALK AND GUTTER
64. NEW SIDEWALK AND GUTTER
65. EXISTING SIDEWALK AND GUTTER
66. NEW SIDEWALK AND GUTTER
67. EXISTING SIDEWALK AND GUTTER
68. NEW SIDEWALK AND GUTTER
69. EXISTING SIDEWALK AND GUTTER
70. NEW SIDEWALK AND GUTTER
71. EXISTING SIDEWALK AND GUTTER
72. NEW SIDEWALK AND GUTTER
73. EXISTING SIDEWALK AND GUTTER
74. NEW SIDEWALK AND GUTTER
75. EXISTING SIDEWALK AND GUTTER
76. NEW SIDEWALK AND GUTTER
77. EXISTING SIDEWALK AND GUTTER
78. NEW SIDEWALK AND GUTTER
79. EXISTING SIDEWALK AND GUTTER
80. NEW SIDEWALK AND GUTTER
81. EXISTING SIDEWALK AND GUTTER
82. NEW SIDEWALK AND GUTTER
83. EXISTING SIDEWALK AND GUTTER
84. NEW SIDEWALK AND GUTTER
85. EXISTING SIDEWALK AND GUTTER
86. NEW SIDEWALK AND GUTTER
87. EXISTING SIDEWALK AND GUTTER
88. NEW SIDEWALK AND GUTTER
89. EXISTING SIDEWALK AND GUTTER
90. NEW SIDEWALK AND GUTTER
91. EXISTING SIDEWALK AND GUTTER
92. NEW SIDEWALK AND GUTTER
93. EXISTING SIDEWALK AND GUTTER
94. NEW SIDEWALK AND GUTTER
95. EXISTING SIDEWALK AND GUTTER
96. NEW SIDEWALK AND GUTTER
97. EXISTING SIDEWALK AND GUTTER
98. NEW SIDEWALK AND GUTTER
99. EXISTING SIDEWALK AND GUTTER
100. NEW SIDEWALK AND GUTTER

PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
PREPARED FOR
BUHL INVESTORS

SITE DIMENSION PLAN

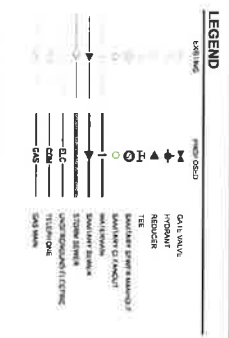
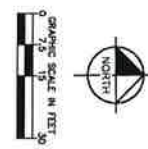
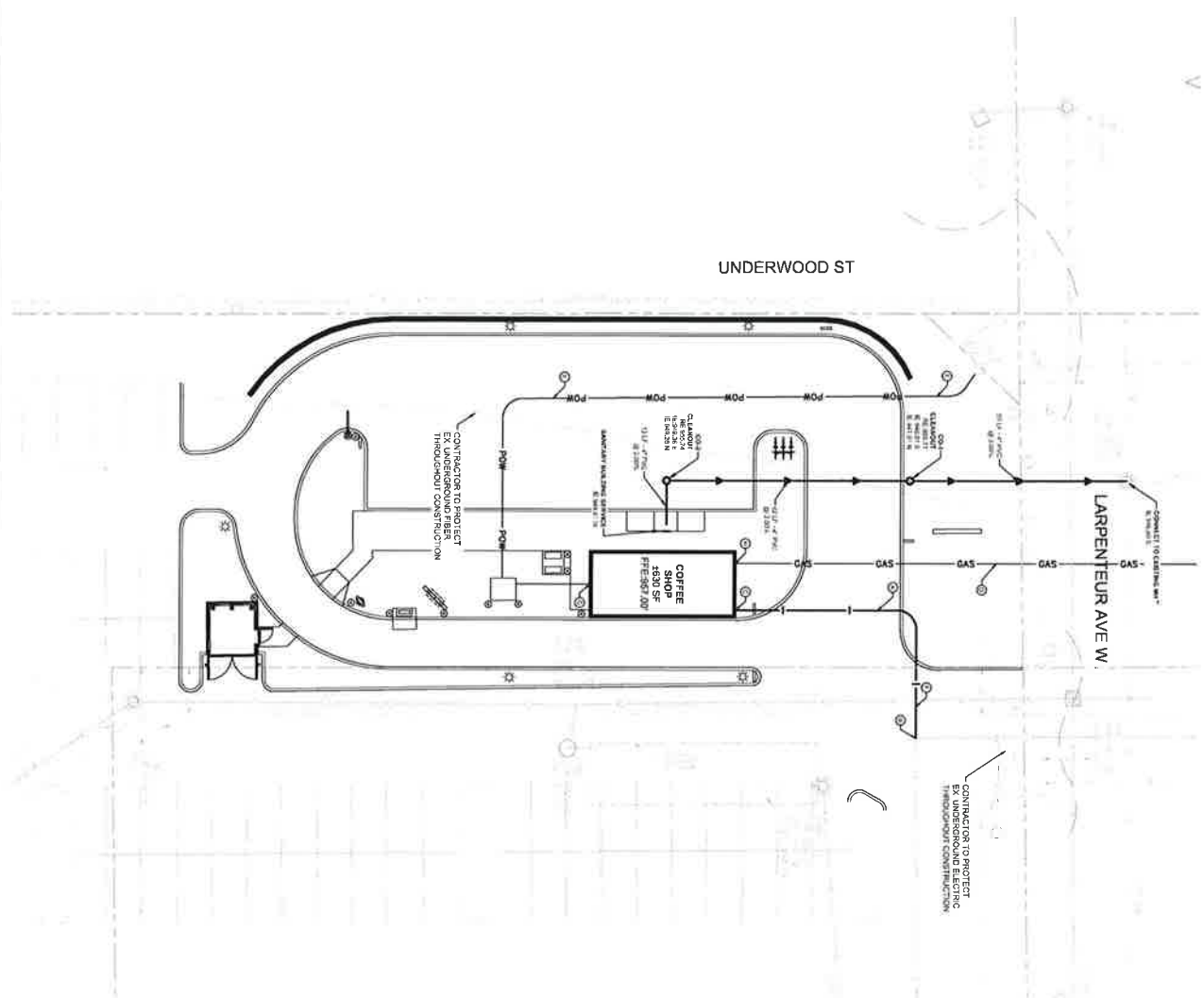
KHVA PROJECT	1252
DATE	03/06/2023
SCALE	AS SHOWN
DESIGNED BY	RAV
DRAWN BY	RAV

Kimley-Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
787 EAST STREET, SUITE 100, ST. PAUL, MN 55101
PHONE: 651-454-1397
WWW.KIMLEY-HORN.COM

NO.	REV.	DATE	DESCRIPTION

SHEET NUMBER
C400

This document, together with the drawings and original proposal, shall be an instrument of service, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reproduction or use of this document without written authorization and approval by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



- UTILITY PLAN NOTES**
1. INSTALL UTILITIES IN ACCORDANCE WITH APPLICABLE CITY SPECIFICATIONS. SHANTY CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND WORKING DAYS NECESSARY TO EXCAVATION FOR UNDERGROUND UTILITIES. CONTRACTOR IS RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 4. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 7. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 10. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 12. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 13. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 14. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 15. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 16. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 17. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 18. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 19. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
 20. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
- KEYNOTE LEGEND**
1. 1/2" CORNER DOMESTIC WATER
 2. 1/2" NPT VENT TO EXTERIOR DOMESTIC WATER LINE
 3. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 4. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 5. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 6. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 7. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 8. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 9. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 10. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 11. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 12. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 13. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 14. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 15. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 16. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 17. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 18. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 19. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP
 20. 1.5" DOMESTIC WATER BUILDING SERVICE CONNECTION WITH WRP



PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
 PREPARED FOR
BUHL INVESTORS

PROJECT NUMBER
C600

UTILITY PLAN

THIS PLAN WAS PREPARED BY THE ENGINEER AND ARCHITECT FOR THE PROJECT AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF KIMLEY-HORN AND ASSOCIATES, INC.

DATE: 03/06/2023

SCALE: AS SHOWN

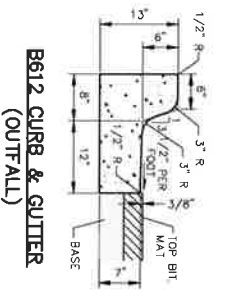
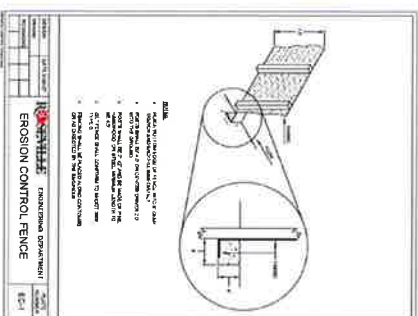
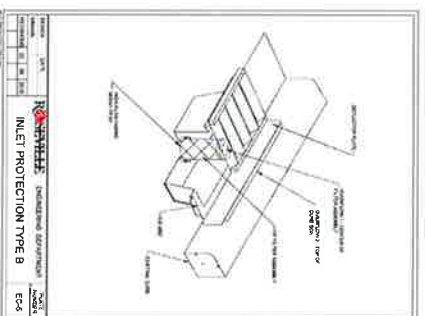
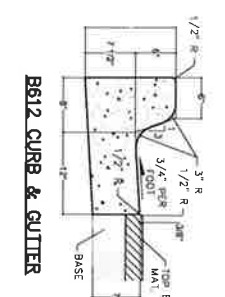
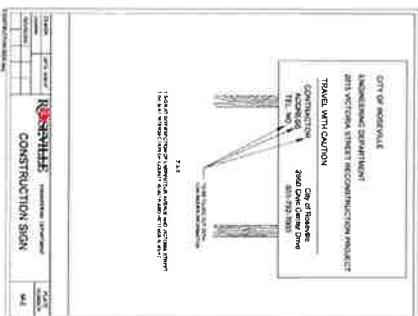
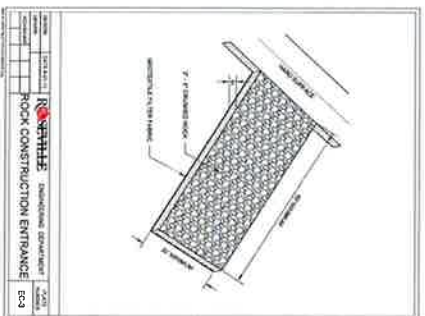
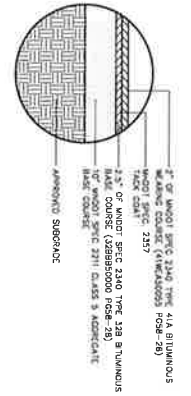
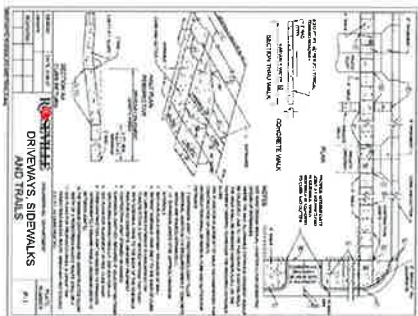
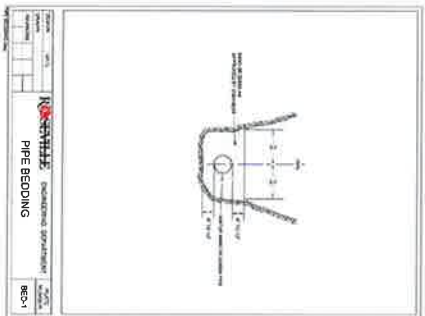
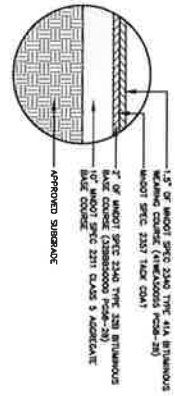
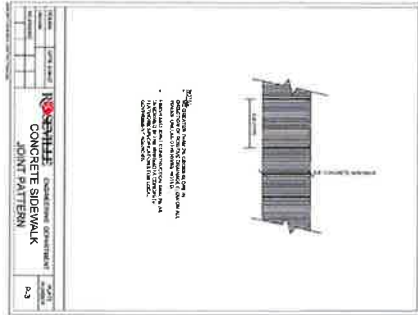
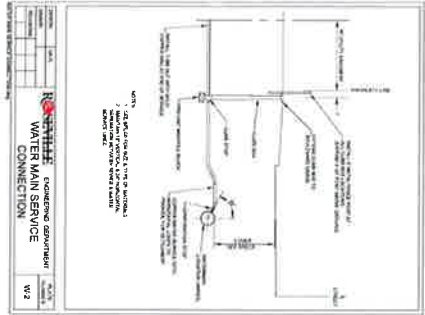
DESIGNED BY: RAY

DRAWN BY: RAY

PROJECT NUMBER: 2023000000

Kimley-Horn

3022 KIMLEY-HORN AND ASSOCIATES, INC.
 707 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
 PHONE: 651-845-1387
 WWW.KIMLEY-HORN.COM



PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
 PREPARED FOR
BUHL INVESTORS

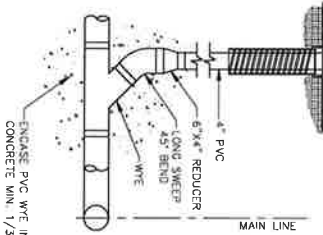
CONSTRUCTION DETAILS

SCALE: AS SHOWN
 DESIGNED BY: [Signature]
 DRAWN BY: [Signature]

Kimley-Horn
 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 100 EAST 10TH STREET, SUITE 100 ST. PAUL, MN 55114
 PHONE: 651.655.4191
 WWW.KIMLEY-HORN.COM

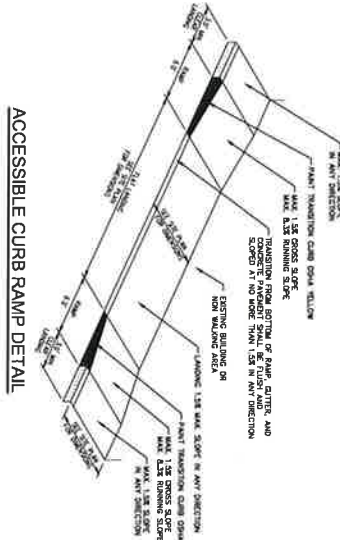
C700

This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. It is to be used in conjunction with the contract documents and specifications for the project. It is not to be used for any other purpose without the written authorization and approval of Kimley-Horn and Associates, Inc. Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

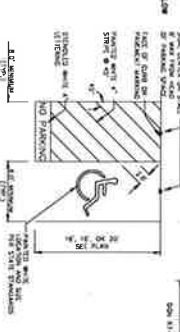


NOTES:
 1. ENCLOSE LONG SWEEP BEND OR COMBINATION WYE IN CONCRETE AS SHOWN.
 2. ENCLOSE PVC WYE IN CONCRETE WITH 1/3 CU YDS.

SANITARY SEWER CLEANOUT



ACCESSIBLE CURB RAMP DETAIL

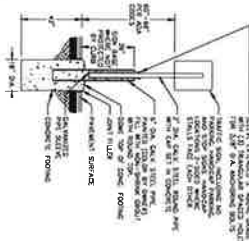


ACCESSIBLE PARKING STALL LAYOUT



1. VAN ACCESSIBLE SIGN SHALL BE PLACED AT THE END OF THE STALL.
 2. VAN ACCESSIBLE SIGN SHALL BE PLACED AT THE END OF THE STALL.
 3. VAN ACCESSIBLE SIGN SHALL BE PLACED AT THE END OF THE STALL.

VAN ACCESSIBLE HANDICAP SIGN WITH BOLLARD



PRELIMINARY - NOT FOR CONSTRUCTION

**CARIBOU CABIN -
 FALCON HEIGHTS**
 PREPARED FOR
BUHL INVESTORS

**CONSTRUCTION
 DETAILS**

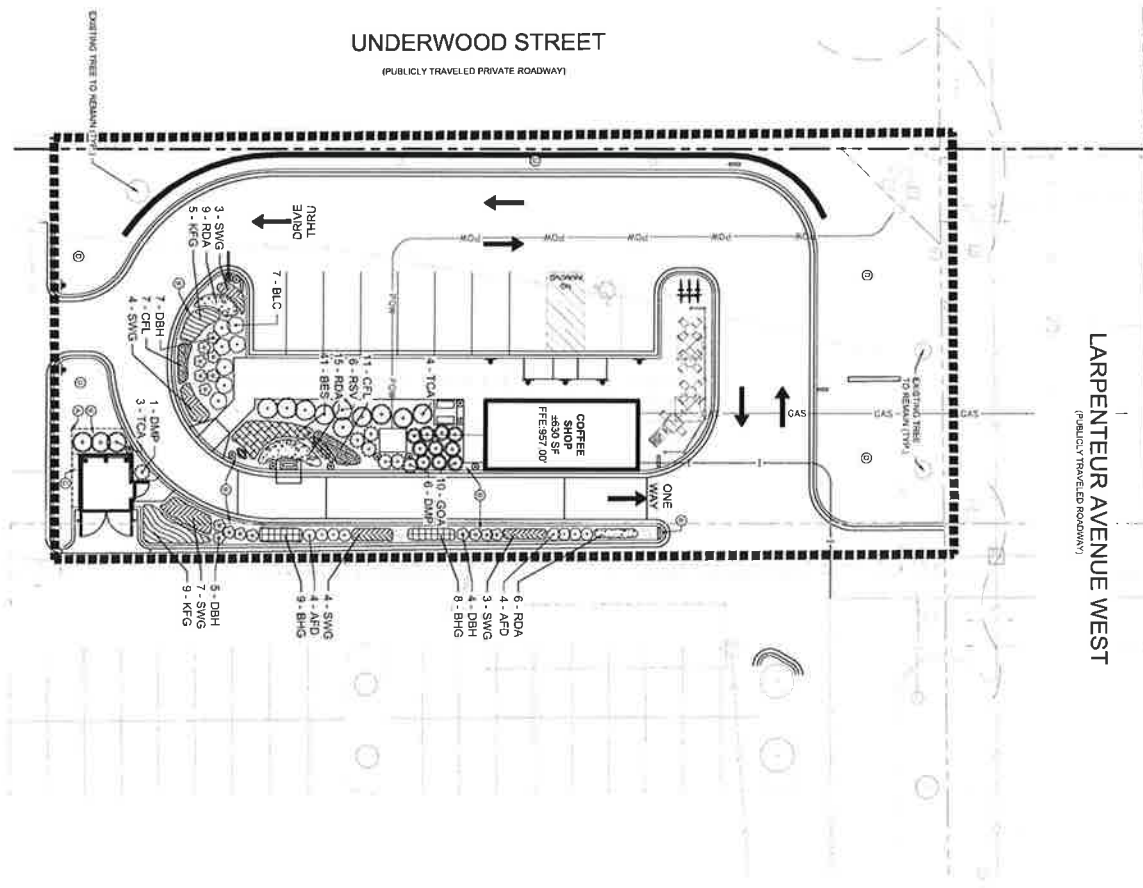
PROJECT NO.	13240278
DATE	03/06/2023
SCALE	AS SHOWN
DESIGNED BY	RAY
DRAWN BY	RAY

Kimley-Horn
 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 387 EUSTIS STREET, SUITE 100 ST. PAUL, MN 55114
 PHONE 651-645-4187
 WWW.KIMLEY-HORN.COM

NO.	DESCRIPTION	DATE	BY

SHEET NUMBER
C701

This document, together with the concepts and designs presented herein, is an instrument of service, as defined in the applicable rules of professional conduct, and is intended only for the specific purpose and client for which it was prepared. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of Kimley-Horn and Associates, Inc. It shall be without liability to Kimley-Horn and Associates, Inc.



LANDSCAPE SUMMARY
 ZONE: RM - HIGH DENSITY RESIDENTIAL MEDIUM USE
 TREES: 14 DECIDUOUS, 3 EVERGREEN
 SHRUBS: 61 PERENNIALS, 142 PERENNIALS

LANDSCAPE LEGEND

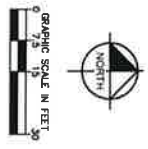
- EXISTING DECIDUOUS TREE (TYP)
- EDGER (TYP)
- APPROXIMATE LIMITS OF SOD / IRRIGATION, SOD ALL DISTURBED AREAS (TYP)

LANDSCAPE KEYNOTES

- 1 EDGER (TYP)
- 2 DOUBLE SHREDED HARDWOOD MULCH (TYP)
- 3 ROCK MULCH (TYP)
- 4 SOD (TYP)

PLANT SCHEDULE

CONIFEROUS SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SPACING
	DWP	7	THUJA WOLOCOZYANOVII	DOUGLASS HEMLOCK	#6 CONT.	36" O.C.
	GOA	13	THUJA OCCIDENTALIS ALBERTA	DOUGLASS HEMLOCK	#6 CONT.	4' O.C.
	TOA	7	THUJA OCCIDENTALIS 'TECHNY'	TECHNY HEMLOCK	#6 CONT.	5' O.C.
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL NAME <th>COMMON NAME</th> <th>CONTAINER</th> <th>SPACING</th>	COMMON NAME	CONTAINER	SPACING
	AFD	8	CORNUS SERICEA 'ARTIC FINE'	ARTIC FINE DOGWOOD	#6 CONT.	5' O.C.
	BLC	7	ARNOVA MELANOCARPA 'IRIDIOLUS BEAUTY'	IRIDIOLUS BEAUTY BLACK CHERRY	#6 CONT.	4' O.C.
	DBH	16	DIENELLA LONICERA	DWARF BUSH HONEYBUCKLE	#6 CONT.	3' O.C.
	RSV	8	AMELANCHIER ALMIFOLIA 'RESIST'	RESISTANT SERVICEBERRY	#6 CONT.	5' O.C.
PERENNIALS	CODE	QTY	BOTANICAL NAME <th>COMMON NAME</th> <th>CONT.</th> <th>SPACING</th>	COMMON NAME	CONT.	SPACING
	BES	41	MUSCICOLA FULGIDA 'GOLDFISH'	BLACK EYED SUSAN	#1 CONT.	18" O.C.
	BHG	17	SCHIZOPHTERIS SCOPOLIENSIS 'RUFFE' 'MANSKY'	BLAKE HERON LITTLE BLUE-STEM	#1 CONT.	24" O.C.
	CIL	18	ECHINACEA PURPUREA	PURPLE CONEFLOWER	#1 CONT.	24" O.C.
	KFG	15	CALAMAGOSTIS X ACUTIFOLIA 'VARI FORTISTER'	MARI FORTISTER FEATHER REED GRASS	#1 CONT.	36" O.C.
	RDA	30	ASTILBE X ANGENSIS 'RAZZLE DAZZLE'	RAZZLE DAZZLE ASTILBE	#1 CONT.	24" O.C.
	SWG	21	PANICUM VIRGATUM 'SHEPHERD'	SWITCH GRASS	#1 CONT.	36" O.C.



PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
 PREPARED FOR
BUHL INVESTORS

SHEET NUMBER
L100

LANDSCAPE PLAN

NHA PROJECT
 12/18/22
 DATE
 03/06/2023
 SCALE AS SHOWN
 DESIGNED BY: SSL
 DRAWN BY: SSL

THIS IS TO CERTIFY THAT THE PLAN IS IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF MINNAPOLIS AND THAT I AM A LICENSED PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

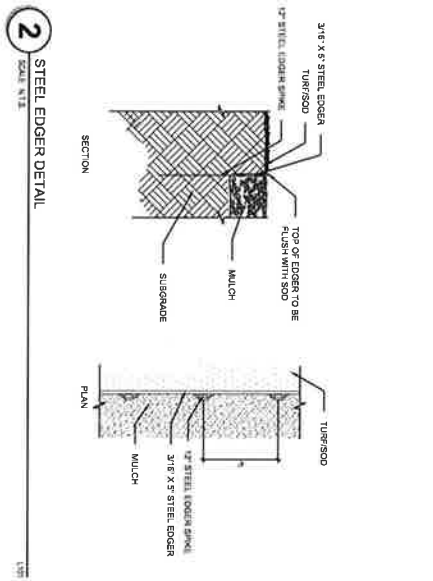
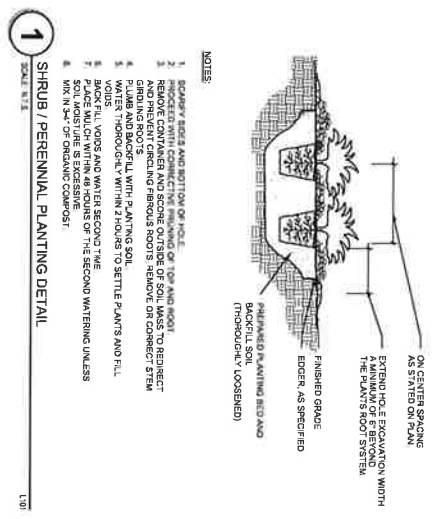
Don Carlson
 M'ENCL. 6 COLOUR

Kimley-Horn

2022 KIMLEY-HORN AND ASSOCIATES, INC.
 100 EAST 10TH STREET, SUITE 100, ST. PAUL, MN 55101
 PHONE: 651-444-1487
 WWW.KIMLEY-HORN.COM

NO.	REVISION	DATE

This document, together with the drawings and designs, shall be taken as an agreement of service, as intended only for the specific purpose and client for which it was prepared. No other person shall be permitted to rely on this document without written authorization and approval by Kimley-Horn and Associates, Inc. It shall be held liable by Kimley-Horn and Associates, Inc.



- LANDSCAPE NOTES**
- CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL 811 TO VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANT OR STRUCTURE.
 - ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
 - NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
 - ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR CONTRACT BY THE LANDSCAPE CONTRACTOR.
 - CONTRACTOR SHALL PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE SHALL BE LIMITED TO THE FOLLOWING STANDARDS:
ALL PLANTS SHALL BE FREE FROM NOTICABLE DISEASE, HOLES, OR DEFOLIATION.
ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
CONSPICUOUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.
 - ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL APPLY TO BUT NOT LIMITED BY THE FOLLOWING STANDARDS:
ALL PLANTS SHALL BE FREE FROM NOTICABLE DISEASE, HOLES, OR DEFOLIATION.
ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
CONSPICUOUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.
 - PLANTS TO MEET AEROSOL STANDARD FOR URSEBY STOCK AND ZET 1,2,4-D OR MOST CLIMATE VERSION REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
 - PLANTS TO BE INSTALLED AS PER WALK & SIGHT STANDARDS PLANTING PRACTICES.
 - PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPER YIELD IN PLANTS SHALL BE NECESSARY. TEMPORARY ONLY.
 - PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLARE IS LOCATED AT THE TOP OF THE Balled & Burlap Tree. If this is not the case, soil shall be removed down to the collar/neck flare shall be even or slightly above finished grade.
 - GRIP TOP OF BURLAP OR BURLAP SHALL BE REMOVED PRIOR TO PLANTING AND BEAK APART PLANT POTS.
 - PRUNE PLANTS AS NECESSARY. PRUNING SHOULD BE DONE PRIOR TO PLANTING AND TO CORRECT FORM BRANCHING OF EXISTING AND PROPOSED TREES.
 - WATER ALL SMOOTH-BARKED TREES, FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
 - STAKING OF TREES AS REQUIRED. REPOSITION, PLUMB AND STAKE FOR PLUMB AFTER ONE YEAR.
 - THE TREE SOIL AND AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF THE FIELD SOIL ANALYSIS AMENDMENTS.
 - BACKFILL SOIL AND TOPSOIL TO ACHIEVE TO MINOR STANDING SPECIFICATION 3077.04M TO 20% TO 50% BROWND AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROCKS, ROCKS LARGER THAN 2\"/>

- MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING AREAS SHALL HAVE A DEPTH OF DOUBLE SHREDED HARDWOOD MULCH. DOUBLE AND ORNAMENTAL GRASS BEDS SHALL HAVE 2\"/>
- EDGING TO BE COMMERCIAL GRADE POLYMER EQUAL STEEL EDGING 3/16\"/>
- ALL TREE BEDS SHALL BE SPECIFIED AS SUCH UNLESS OTHERWISE NOTED. PARKING LOT AREAS TO BE EDGED WITH SCHEDULED 2\"/>
- PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGNED BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SLOPE DRAWINGS TO CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING SYSTEM SHALL BE INSTALLED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR. SYSTEM SHALL INCLUDE A RAIN SENSOR AND APPROPRIATE TECHNOLOGY.
- CONTRACTOR SHALL PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT'S FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL PROVIDE WATER ADJUSTMENTS TO THE SITE DISBURSED FROM CONTRACTOR.
- REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
- MAIN TRUNK TREES, BRUSHES, AND OTHER PLANTS' LIMIT PROTECT CONNECTION, BUT IN NO CASE GROWTH, RESTORE PLANTING SAUCERS, THOROUGHLY AND REPAIR STAKE AND DIV SUPPORTS AND OR BRACE AND BRACE. REPAIRING MULCH TO THE REQUIRED DEPTH. MAIN TRUNK LAYERS FOR PLANTING BEDS AND MULCH SAUCERS AT MINIMUM ONCE A MONTH DURING THE GROWING SEASON. PROVIDE A MONTHLY REPORT TO THE OWNER ON WEEDING AND OTHER MAINTENANCE RESPONSIBILITIES.
- SEE ELECTRICAL PLANS FOR SITE LIGHTING.
- OWNER AND ARCHITECT TO CONSIDER SITE FURNISHING SUCH AS BENCHES, TABLES AND CHAIRS, BIKE RACK AND TRASH/RECYCLING RECEPTACLES.

PRELIMINARY - NOT FOR CONSTRUCTION

CARIBOU CABIN - FALCON HEIGHTS
PREPARED FOR
BUHL INVESTORS

SHEET NUMBER
L101

LANDSCAPE DETAILS

RHA PROJECT NUMBER	03062023	DATE	03/06/2023
SCALE	AS SHOWN	DESIGNED BY	SSJ
DRAWN BY	SSJ	CHECKED BY	SSJ
DATE	03/06/2023	APP'D BY	SSJ

Kimley-Horn

2022 KIMLEY-HORN AND ASSOCIATES, INC.
701 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-845-4181
WWW.KIMLEY-HORN.COM

DATE	03/06/2023	SCALE	AS SHOWN
DESIGNED BY	SSJ	CHECKED BY	SSJ
DRAWN BY	SSJ	DATE	03/06/2023



To: Jack Linehan, City Administrator
City of Falcon Heights

From: Tom Sachi, PE, Project Manager
Eric Wurst, EIT, Engineer I

Date: March 10, 2023

Subject: Caribou Coffee Cabin Traffic Study; Falcon Heights, MN

Introduction

SRF has completed a traffic study for the proposed Caribou Coffee Cabin located in the southwest quadrant of the Snelling Avenue and Larpenteur Avenue intersection in the City of Falcon Heights (see Figure 1: Project Location). The main objectives of the study are to review existing traffic operations within the study area, evaluate impacts to the adjacent roadway network, particularly with the drive thru operations, and recommend any necessary improvements to accommodate the proposed development. The following information provides the assumptions, analysis, and study findings offered for consideration.

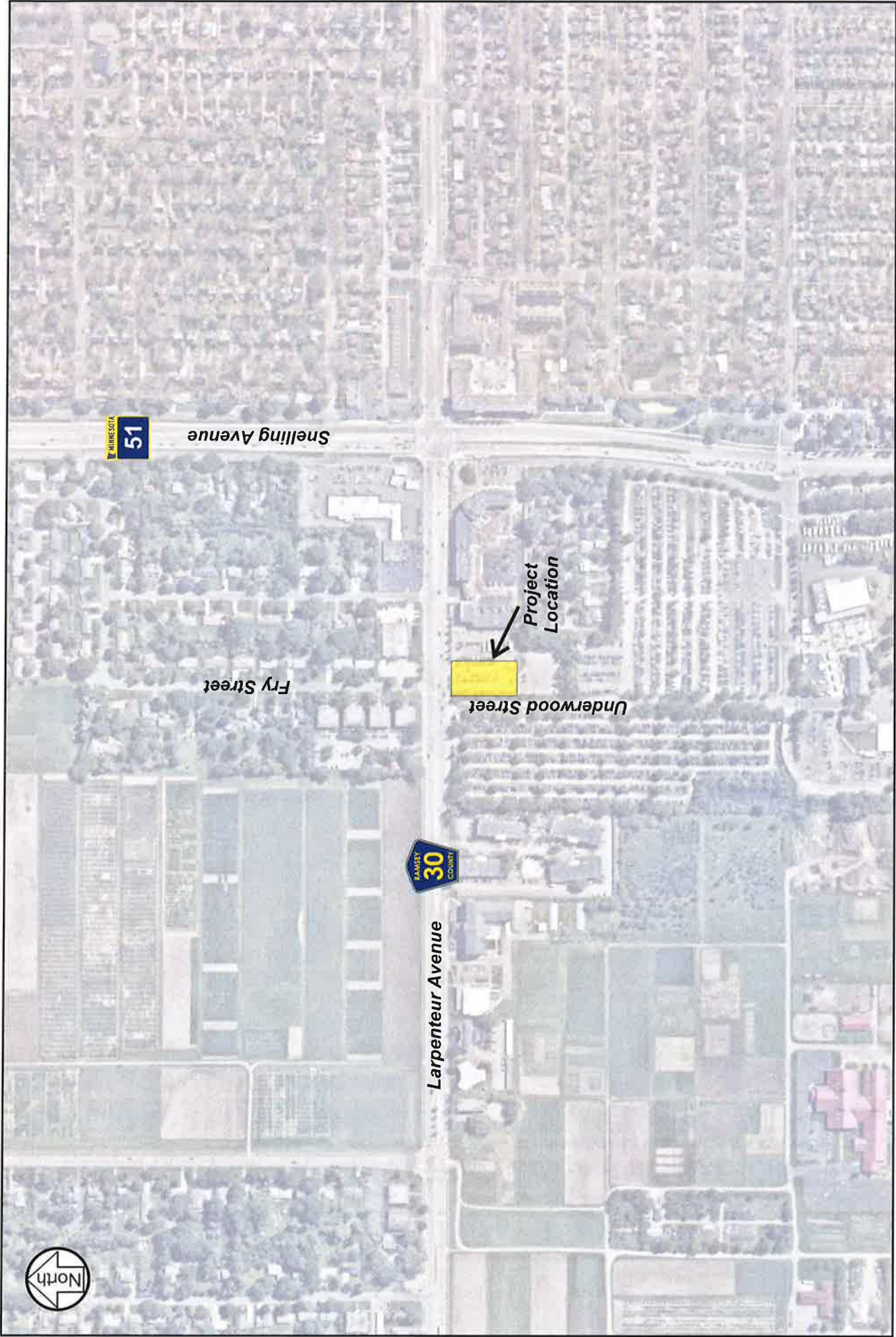
Existing Conditions

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.

Data Collection

Weekday a.m. and midday peak period vehicular turning movement and pedestrian/bicyclist counts were collected by SRF during the week of February 20, 2022, at the Larpenteur Avenue and Fry Street/Access Driveway intersection. Note, observations were also collected at the immediately adjacent Underwood Street intersection to the west, however, no vehicles enter/exited from Underwood Street as the access is currently closed.

Observations were completed to identify roadway characteristics (i.e. roadway geometry, posted speed limits, and traffic controls) within the study area. Larpenteur Avenue is currently a four-lane undivided roadway with a center two-way left-turn lane within the study area with a speed limit of 40 mph. Underwood Street is located just west of the study intersection and serves as an access road for the Minnesota State Fair, but is closed off when the Fairgrounds are not active.



The Larpenteur Avenue and Fry Street/Access Driveway intersection is side-street stop controlled. Larpenteur Avenue is classified as an A Minor Augmentor, while Fry Street and Underwood Street are local roadways. 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 is expected to peak in the morning and midday, and 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 through 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 the study intersection operates at an acceptable LOS A 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.

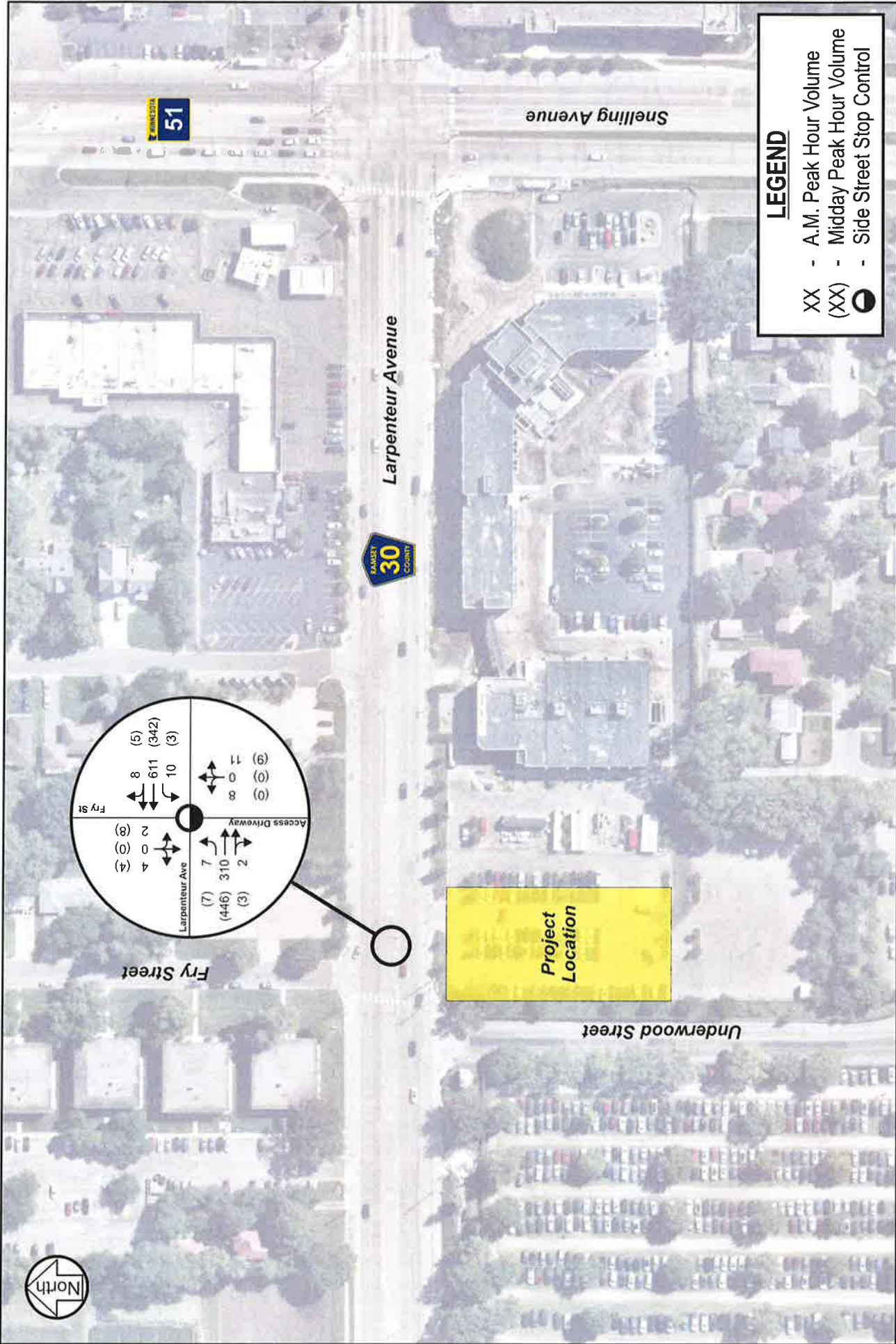


Figure 2

Table 2. Existing Peak Hour Capacity Analysis

Intersection	Weekday A.M. Peak Hour		Weekday Midday Peak Hour	
	LOS	Delay	LOS	Delay
	Larpenteur Avenue & Fry Street/Access Driveway ⁽¹⁾	A/B	14 sec.	A/A

(1) 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.

Proposed Development

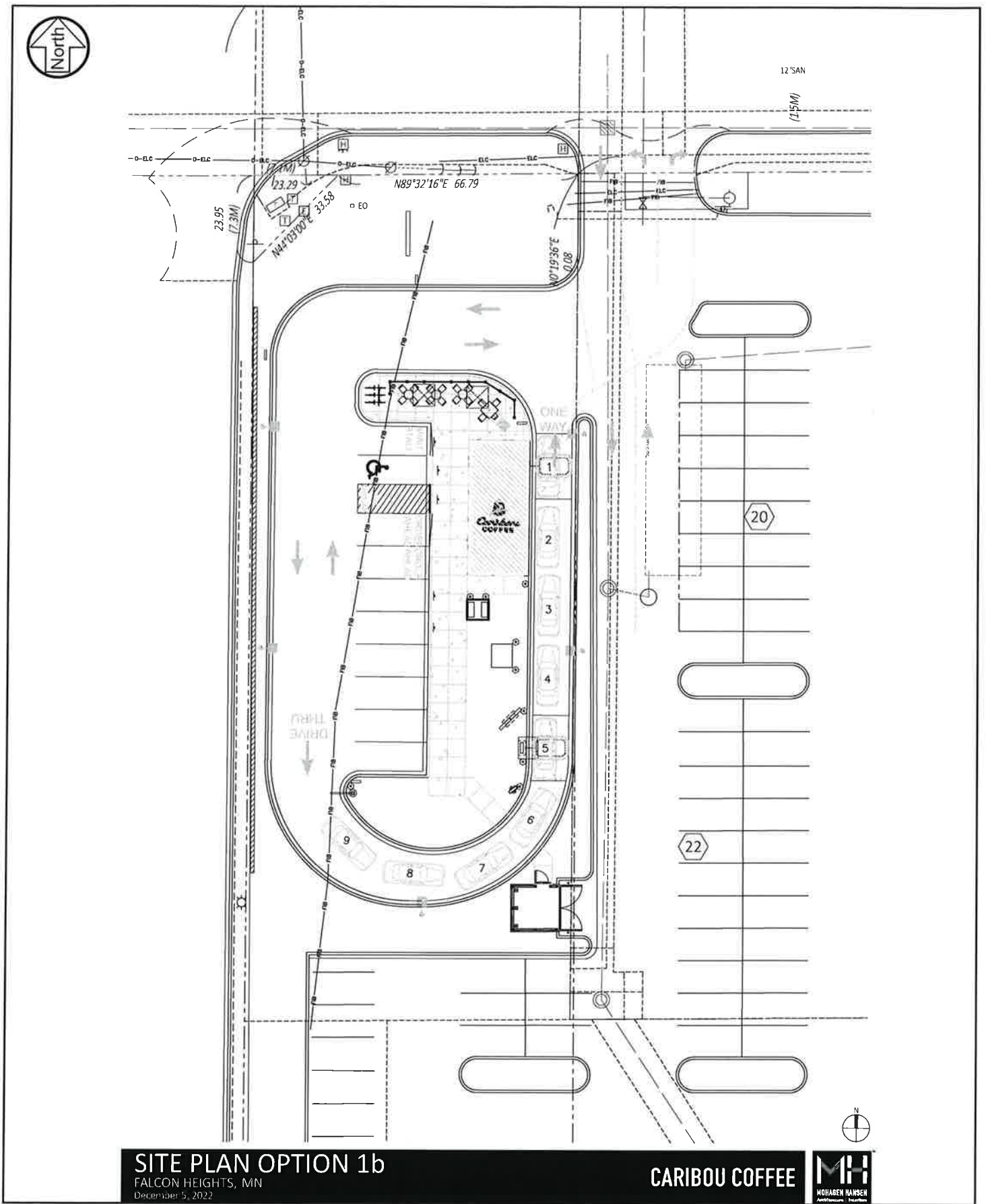
The proposed development, shown in Figure 3, is located in the southwest quadrant of the Snelling Avenue and Larpenteur Avenue intersection and is anticipated to be fully operational by the year 2025. The proposed development includes an approximately 650-square-foot (SF) coffee shop with a drive-through lane and no indoor seating. Note, there are a few outdoor tables that will be available seasonally. The primary access to the proposed development is located on Larpenteur Avenue via the existing access driveway located approximately 125 feet east of Underwood Street, opposite Fry Street. As shown in the site plan, it is assumed that the access to Larpenteur Avenue will have a dedicated northbound right and left turn lane. The development is adjacent to the Amber Union building, which contains affordable residential and commercial uses.

Year 2025 Conditions

To identify potential impacts associated with the proposed development, traffic forecasts for year 2025 conditions (i.e. one-year after opening) were developed. The year 2025 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 2025 conditions.

Background Traffic Growth

To account for general background growth in the area, an annual growth rate of one-half (0.5) percent was applied to the existing peak hour traffic volumes to develop year 2025 background forecasts. This growth rate was developed using a combination of historical average daily traffic (ADT) volumes from surrounding roadways as published by MnDOT, traffic forecasts from the *2040 Falcon Heights Comprehensive Plan*, and engineering judgment.



Site Plan

Caribou Coffee Cabin Traffic Study
 City of Falcon Heights

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 data collected at a similar-type land use and 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)	650 SF	38	38	27	27	760
Pass-by/Diverted-link Trips (89%)		(-34)	(-34)	(-24)	(-24)	(-676)
Net New Area Trips		4	4	3	3	84

Results of the trip generation estimate indicate that the proposed development is expected to generate 76 weekday a.m. peak hour, 54 weekday midday peak hour, and 760 weekday daily trips. However, a majority of the trips are expected to be made up of vehicles already travelling within the study area (i.e., pass-by/diverted-link trips). According to the *ITE Trip Generation Handbook, 3rd Edition*, 89 percent of trips generated by this land use are pass-by/diverted-link trips. Therefore, the proposed development is expected to generate 8 weekday a.m. peak hour, 6 weekday midday peak hour, and 84 weekday daily trips that are new to the study area. 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 and engineering judgment. The resultant year 2025 peak hour traffic forecasts, which include general background growth and trips generated by the development, are illustrated in Figure 5.

Year 2025 Build Conditions Intersection Capacity Analysis

To determine how the study intersections will operate under year 2025 build conditions, an intersection capacity analysis was completed using Synchro/SimTraffic software (Version 11). Results of the year 2025 build intersection capacity analysis shown in Table 4 indicate that the study intersection is expected to continue to operate at an acceptable overall LOS A during the a.m. and midday peak hours, with minimal increases in delay (i.e. zero to two (2) seconds). There are not expected to be any internal queuing issues entering or exiting the proposed development along Larpenteur Avenue. The northbound average and 95th percentile queues exiting the site to Larpenteur Avenue are expected to be one (1) and three (3) vehicles, respectively. The westbound left turn along Larpenteur Avenue is expected to have a maximum queue of one (1) vehicle during the a.m. and midday peak hours. No significant side-street delays or queuing issues were observed in the study area.

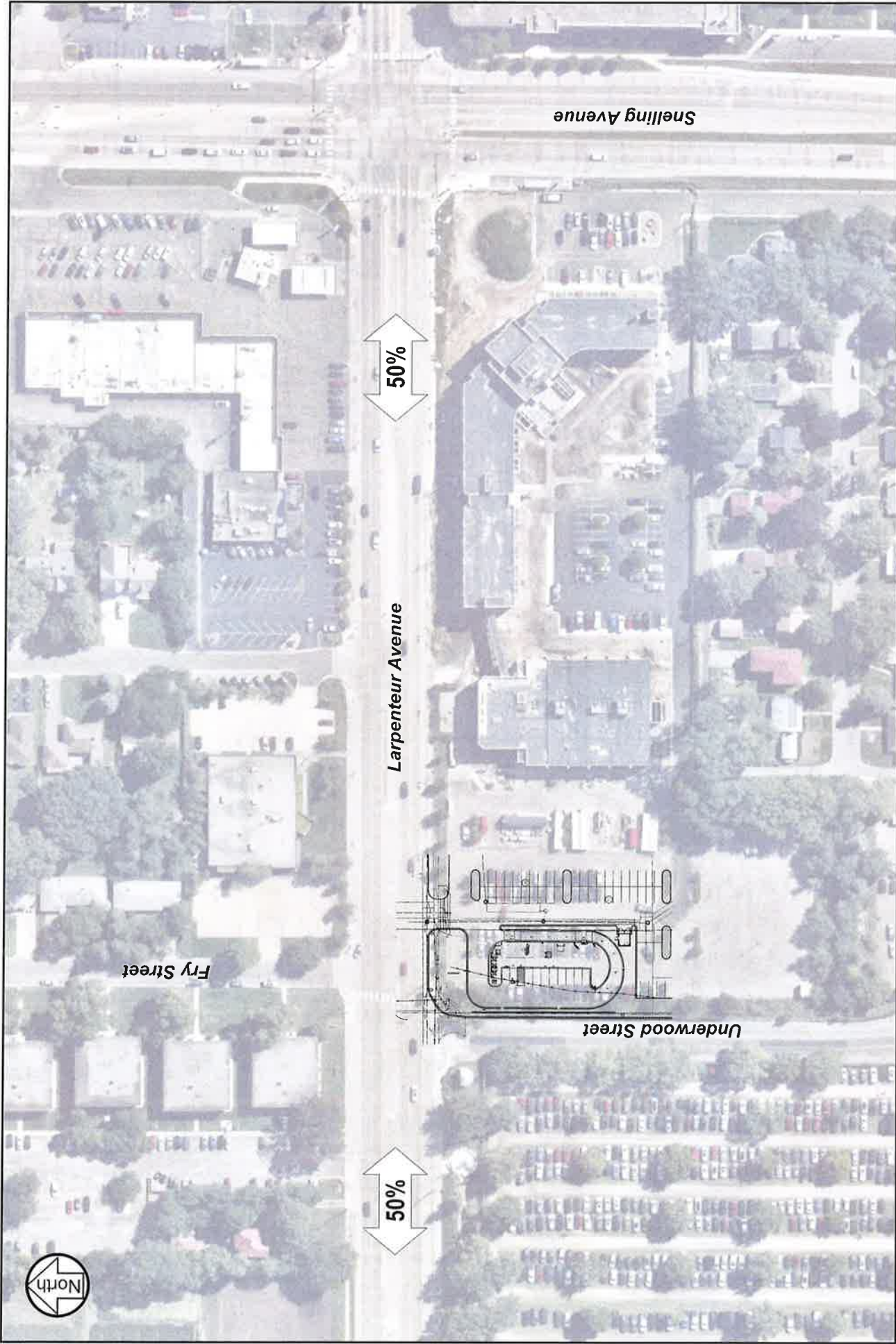


Figure 4

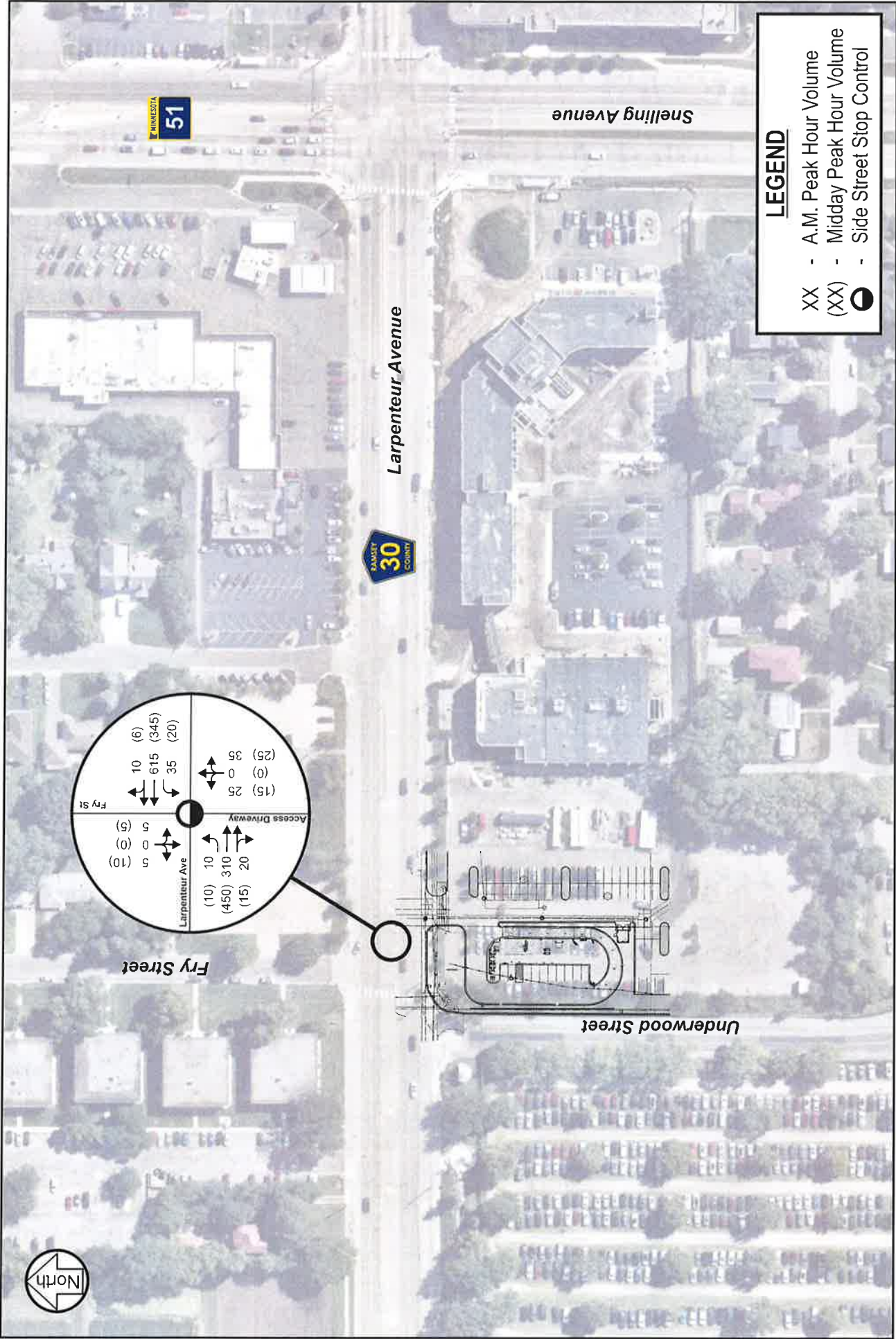


Figure 5

Table 4. Year 2025 Intersection Capacity Analysis

Intersection	Weekday A.M. Peak Hour		Weekday Midday Peak Hour	
	LOS	Delay	LOS	Delay
	Larpenteur Avenue & Fry Street/Access Driveway ⁽¹⁾	A/B	14 sec.	A/B

(1) 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.

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 access location on Larpenteur Avenue 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 would be expected to 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. Observations were completed at an existing Starbucks in Roseville, MN and the existing Caribou Coffee Cabin at 2351 County Road 42 W in Burnsville during the weekday morning peak hour.

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. Drive-thru queuing observations from the existing Starbucks location 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*. Additionally, on average there were approximately 10 vehicles queued at the Starbucks. Note, the maximum observed queues typically lasted for less than one (1) minute in duration. At the existing Caribou Cabin in Burnsville, there were maximum queues of six (6) vehicles and average queues of four (4) vehicles, which is less than the observed queuing at Starbucks and the *Drive-Through Queue Generation Study*. However, this location is near a high concentration of retail that may not be open during the morning peak hours, and therefore, may be underrepresenting the peak queues of the site which likely occur later in the day.

Based on the site plan provided, there is room for 9 vehicles to queue within the drive-thru lane before impacting the internal parking lot circulation, and room for 19 vehicles to queue within the site before spilling into the external parking lot. Therefore, it is expected that the proposed drive-thru will accommodate all the expected drive-thru queues at the site, and no vehicles are expected to queue beyond the internal site and into the external parking lot or to Larpenteur Avenue.

Conclusions and Recommendations

The following study conclusions and recommendations are offered for consideration:

- 1) Results of the existing operations analysis indicate that the study intersection currently operates at an acceptable overall LOS A 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 650 SF coffee shop with a drive-through and no indoor seating. The primary access to the proposed development is located on Larpenteur Avenue via an access driveway located approximately 125 feet east of Underwood Street. The development also is connected to the Amber Union building, which contains affordable residential and commercial uses.
- 3) Results of the trip generation estimates indicate the proposed development site is expected to generate 76 weekday a.m. peak hour, 54 weekday midday peak hour, and 760 weekday daily trips.
 - a. However, 89 percent of trips generated by this land use are expected to be pass-by/diverted-link trips that already existing along the study area roadways.
 - b. Therefore, the proposed development is expected to generate 8 weekday a.m. peak hour, 6 weekday midday peak hour, and 84 weekday daily trips that are new to the study area.
- 4) Results of the year 2025 build intersection capacity analysis indicate that the study intersection and proposed access locations are expected to continue to operate at an acceptable overall LOS A during the a.m. and midday peak hours.
 - a. There are not expected to be any internal queuing issues entering or exiting the proposed development along Larpenteur Avenue. The northbound average and 95th percentile queues exiting the site are expected to be one (1) and three (3) vehicles, respectively. The westbound left turn along Larpenteur Avenue is expected to have a maximum queue of one (1) vehicle during the a.m. and midday peak hours.
- 5) The proposed Caribou Coffee Cabin is expected to accommodate all drive-thru queues at the site, and no peak hour trips are expected to queue beyond the storage provided.

To: Hannah Lynch, City of Falcon Heights
From: Dan Elenbaas, P.E., Kimley-Horn
Date: March 17, 2023
Subj: Caribou Cabin
Falcon Heights, MN
Stormwater Management Memorandum

Buhl Larpenteur West LLC proposes to develop a stand-alone coffee shop with a drive through. This site is adjacent to the Amber Union Development and will disturb a portion of the existing Parcel 1. The plan proposes a 630 SF building with 10 parking stalls and a drive through lane for the coffee shop. There will be a patio area for outdoor seating and a walk-up window for ordering.

Kimley-Horn has analyzed the drainage conditions of the site and provides computations for applicable CRWD stormwater requirements in this memorandum. The analysis of existing and proposed drainage models was completed using HydroCAD, Version 10.00, a computer aided design system for modeling the hydrology and hydraulics of stormwater runoff. These calculations are largely based on the hydrology techniques developed by the Soil Conservation Service (SCS/NRCS), combined with other hydrology and hydraulics calculations. All calculations and hydrographs are provided in the appendix of this memorandum.

Existing Conditions

The existing site is an asphalt parking lot with its drainage patterns flowing to the east and southeast. There are landscape islands within the existing parking lot providing pervious area in the lot. The site surface flows to low points of existing catch basins and curb cuts that lead to existing BMPs.

The existing hydrocad model can be found in the appendix.

Proposed Conditions

The proposed plan will have asphalt and concrete surfaces with curb that will convey drainage to similar patterns that are in the existing conditions. There will be additional landscape areas around the building and within the proposed site. The proposed condition creates more pervious area than the existing condition within the site boundary. The existing BMPs within and around the Amber Union Development will not be modified in the proposed plan.

The proposed hydrocad model can be found in the appendix.

City of Falcon Heights Stormwater Management Requirements

The City provides requirements for rate control. Below is a summary of the existing and proposed runoff rates for the proposed project.

Drainage Area Summary (1.90 acres)			
	2-Year	10-Year	100-Year (7.45")
Pre-Development Rate	3.99 cfs	7.45 cfs	15.83 cfs
Post-Development Rate	3.79 cfs	7.21 cfs	15.57 cfs

In conclusion, this project will not be increasing the existing runoff rates which meet the requirements for the City of Falcon Heights.

Please contact me at (763) 251-1011 if you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Dan Elenbaas, P.E.

Appendix:

- Existing Conditions HydroCAD Model
- Proposed Conditions HydroCAD Model

EXISTING CONDITIONS
HYDROCAD MODEL

Existing



Routing Diagram for Caribou Cabin - Falcon Heights, MN
Prepared by Kimley-Horn & Associates, Printed 3/16/2023
HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 2

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	MSE - 1 YR	MSE 24-hr	3	Default	24.00	1	2.45	2
2	MSE-100YR	MSE 24-hr	3	Default	24.00	1	7.45	2
3	MSE-10YR	MSE 24-hr	3	Default	24.00	1	4.20	2
4	MSE-2YR	MSE 24-hr	3	Default	24.00	1	2.81	2

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 3

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.730	61	>75% Grass cover, Good, HSG B (V-DA1)
1.170	98	Paved parking, HSG B (V-DA1)
1.900	84	TOTAL AREA

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 4

Soil Listing (selected nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
1.900	HSG B	V-DA1
0.000	HSG C	
0.000	HSG D	
0.000	Other	
1.900		TOTAL AREA

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 5

Ground Covers (selected nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.730	0.000	0.000	0.000	0.730	>75% Grass cover, Good	V-DA1
0.000	1.170	0.000	0.000	0.000	1.170	Paved parking	V-DA1
0.000	1.900	0.000	0.000	0.000	1.900	TOTAL AREA	

Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE - 1 YR Rainfall=2.45"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 6

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentV-DA1:

Runoff Area=1.900 ac 61.58% Impervious Runoff Depth=1.08"
Tc=7.0 min CN=84 Runoff=3.15 cfs 0.171 af

Reach EX:

Inflow=3.15 cfs 0.171 af
Outflow=3.15 cfs 0.171 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.171 af Average Runoff Depth = 1.08"
38.42% Pervious = 0.730 ac 61.58% Impervious = 1.170 ac

Summary for Subcatchment V-DA1:

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 3.15 cfs @ 12.14 hrs, Volume= 0.171 af, Depth= 1.08"
 Routed to Reach EX :

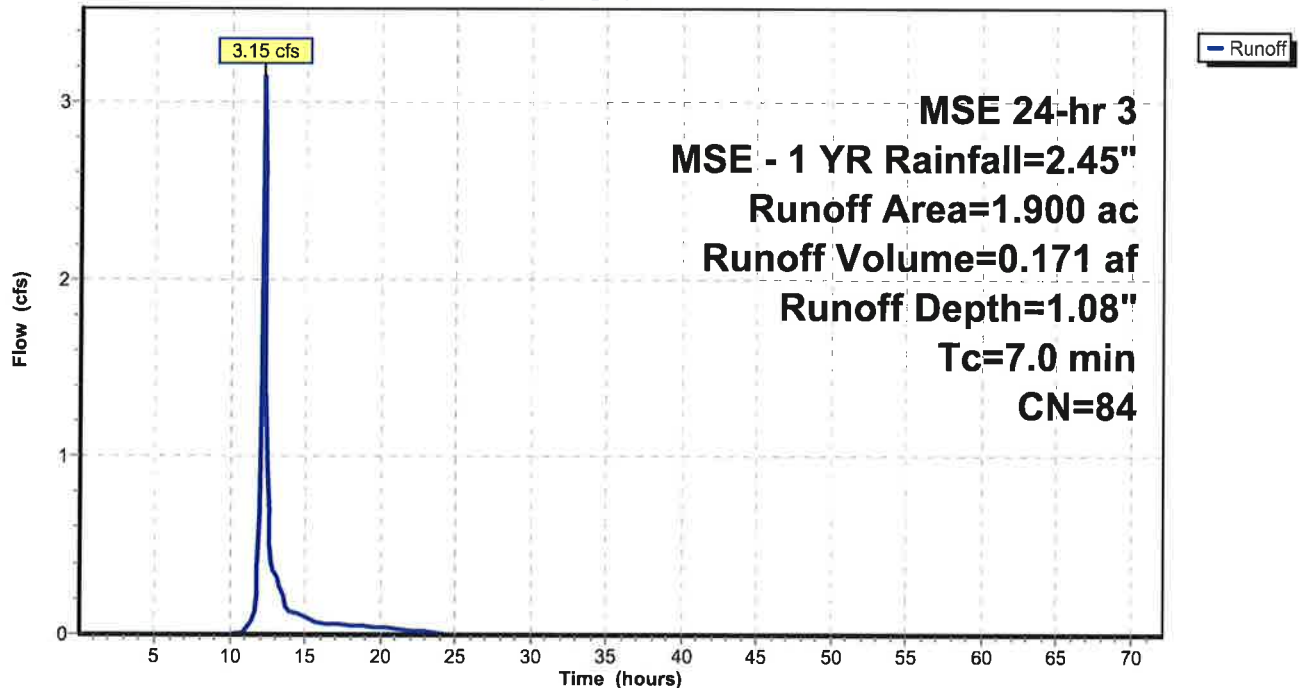
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, $dt= 0.10$ hrs
 MSE 24-hr 3 MSE - 1 YR Rainfall=2.45"

Area (ac)	CN	Description
1.170	98	Paved parking, HSG B
0.730	61	>75% Grass cover, Good, HSG B
1.900	84	Weighted Average
0.730	61	38.42% Pervious Area
1.170	98	61.58% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment V-DA1:

Hydrograph



Summary for Reach EX:

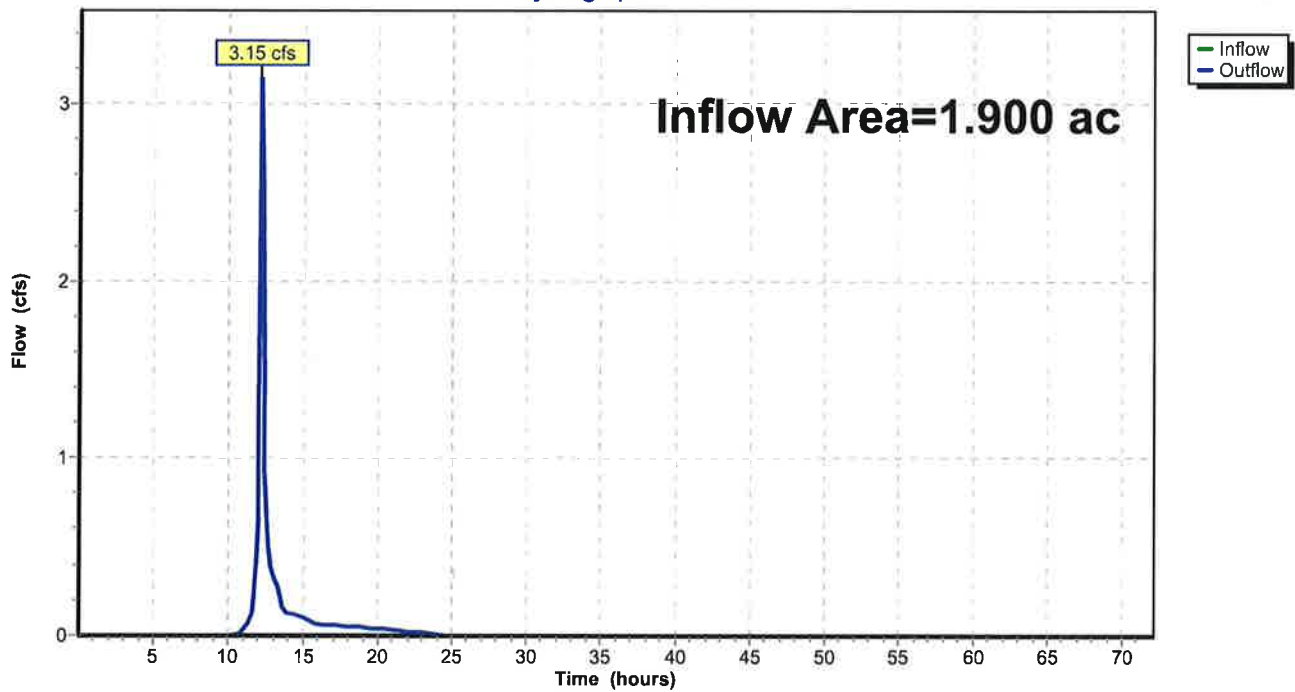
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 61.58% Impervious, Inflow Depth = 1.08" for MSE - 1 YR event
Inflow = 3.15 cfs @ 12.14 hrs, Volume= 0.171 af
Outflow = 3.15 cfs @ 12.14 hrs, Volume= 0.171 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach EX:

Hydrograph



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-100YR Rainfall=7.45"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 9

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentV-DA1:

Runoff Area=1.900 ac 61.58% Impervious Runoff Depth=5.57"
Tc=7.0 min CN=84 Runoff=15.83 cfs 0.882 af

Reach EX:

Inflow=15.83 cfs 0.882 af
Outflow=15.83 cfs 0.882 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.882 af Average Runoff Depth = 5.57"
38.42% Pervious = 0.730 ac 61.58% Impervious = 1.170 ac

Summary for Subcatchment V-DA1:

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 15.83 cfs @ 12.13 hrs, Volume= 0.882 af, Depth= 5.57"
 Routed to Reach EX :

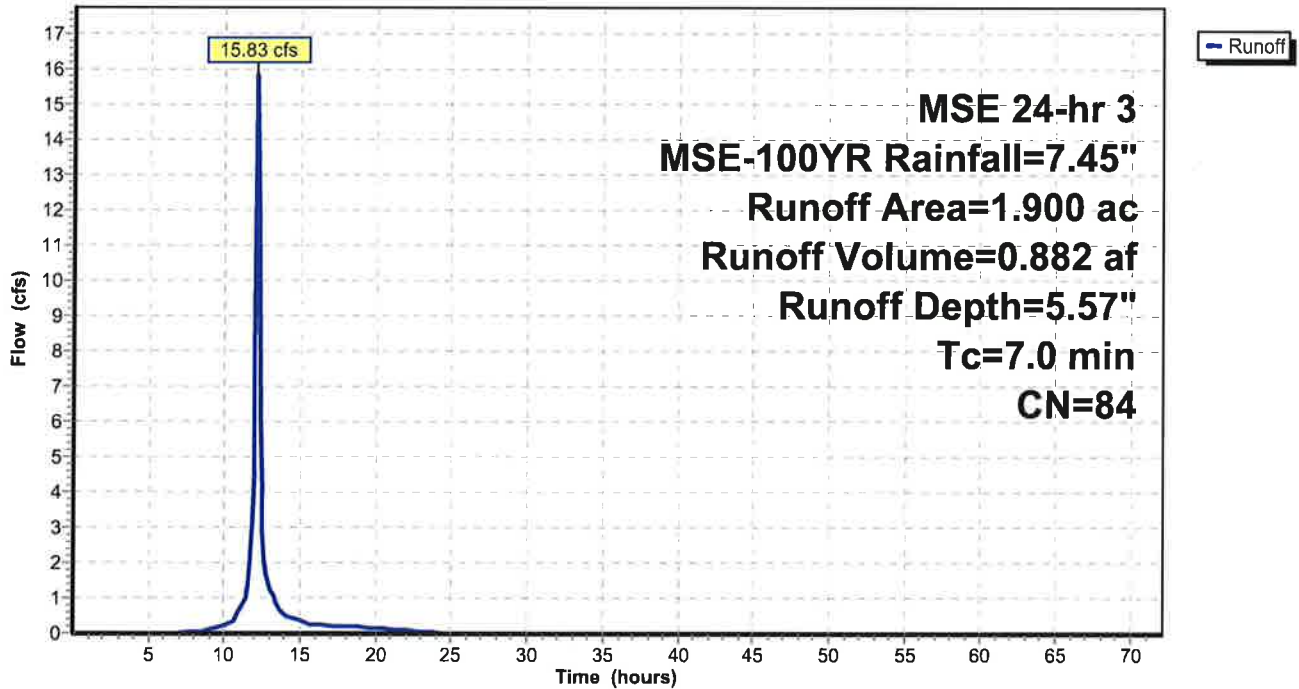
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, $dt= 0.10$ hrs
 MSE 24-hr 3 MSE-100YR Rainfall=7.45"

Area (ac)	CN	Description
1.170	98	Paved parking, HSG B
0.730	61	>75% Grass cover, Good, HSG B
1.900	84	Weighted Average
0.730	61	38.42% Pervious Area
1.170	98	61.58% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment V-DA1:

Hydrograph



Summary for Reach EX:

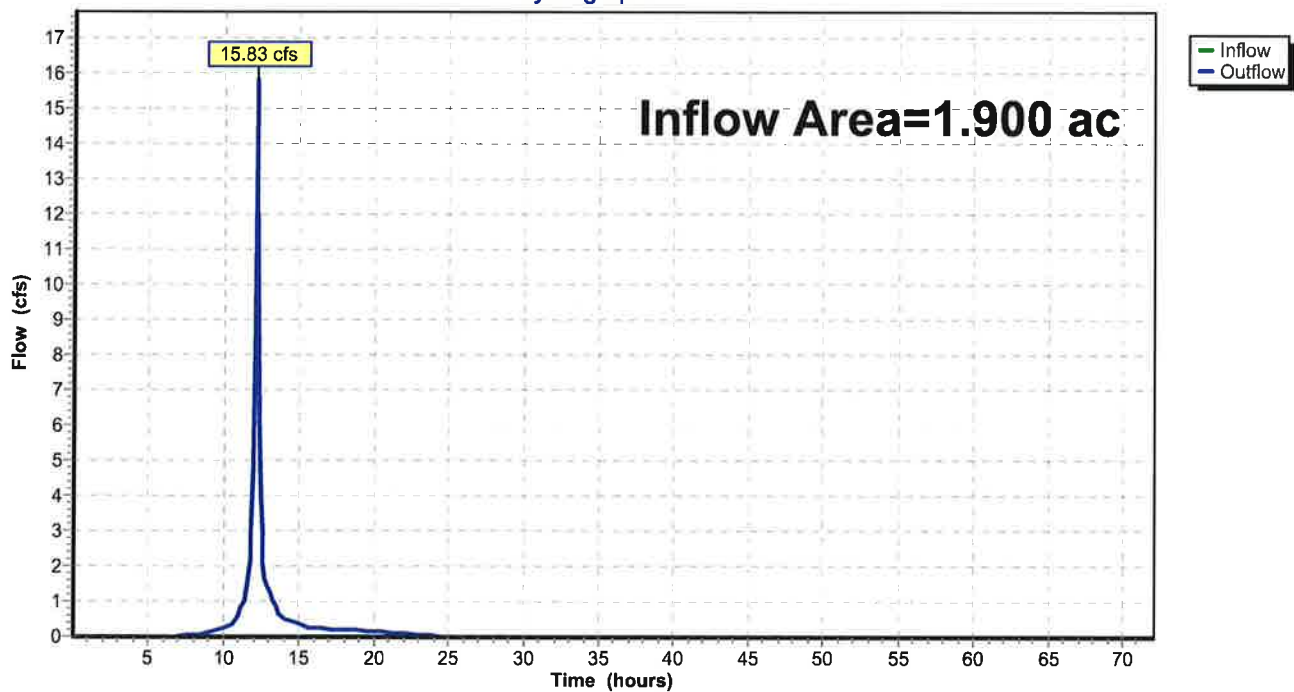
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 61.58% Impervious, Inflow Depth = 5.57" for MSE-100YR event
Inflow = 15.83 cfs @ 12.13 hrs, Volume= 0.882 af
Outflow = 15.83 cfs @ 12.13 hrs, Volume= 0.882 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach EX:

Hydrograph



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-10YR Rainfall=4.20"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 12

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentV-DA1:

Runoff Area=1.900 ac 61.58% Impervious Runoff Depth=2.55"
Tc=7.0 min CN=84 Runoff=7.45 cfs 0.403 af

Reach EX:

Inflow=7.45 cfs 0.403 af
Outflow=7.45 cfs 0.403 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.403 af Average Runoff Depth = 2.55"
38.42% Pervious = 0.730 ac 61.58% Impervious = 1.170 ac

Summary for Subcatchment V-DA1:

[49] Hint: Tc<2dt may require smaller dt

Runoff = 7.45 cfs @ 12.13 hrs, Volume= 0.403 af, Depth= 2.55"
 Routed to Reach EX :

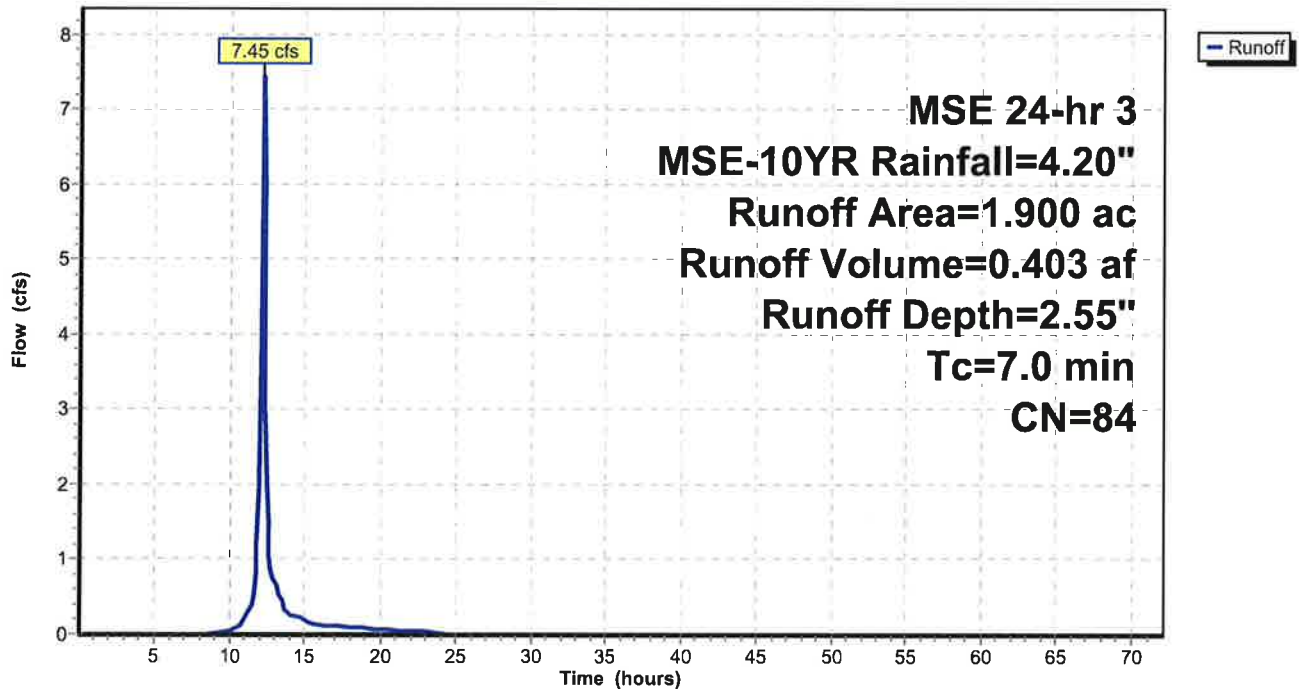
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs
 MSE 24-hr 3 MSE-10YR Rainfall=4.20"

Area (ac)	CN	Description
1.170	98	Paved parking, HSG B
0.730	61	>75% Grass cover, Good, HSG B
1.900	84	Weighted Average
0.730	61	38.42% Pervious Area
1.170	98	61.58% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment V-DA1:

Hydrograph



Summary for Reach EX:

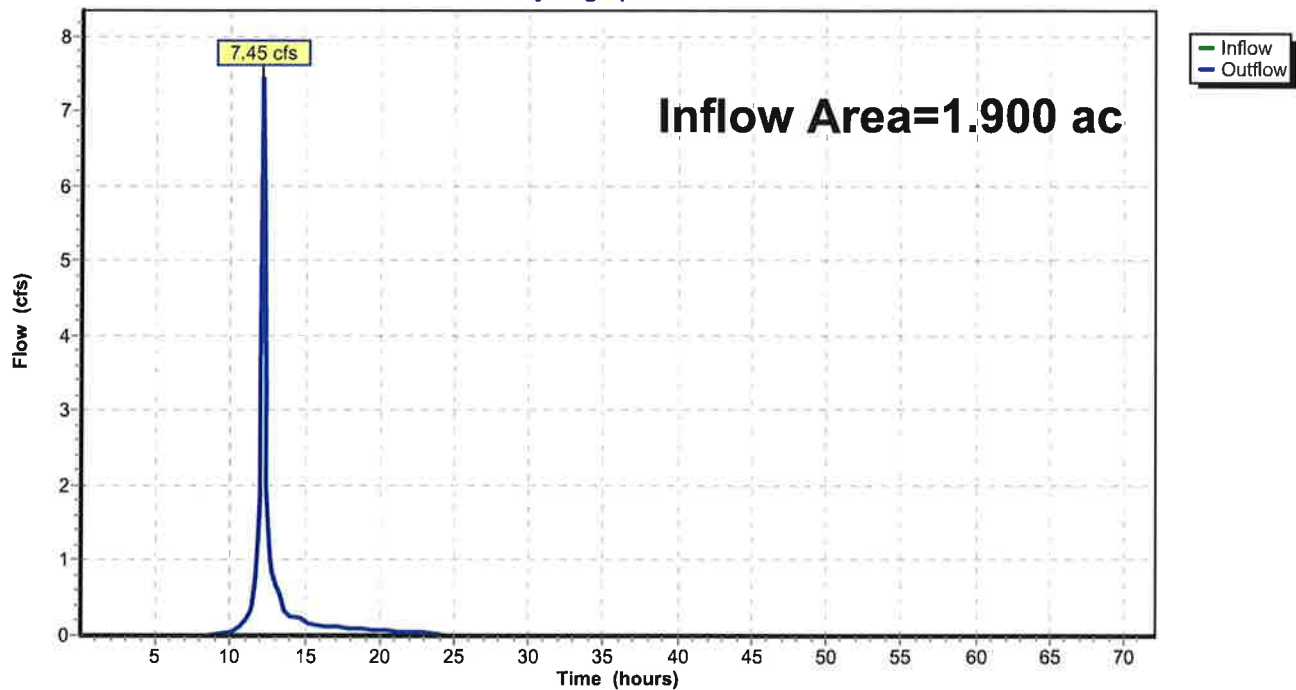
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 61.58% Impervious, Inflow Depth = 2.55" for MSE-10YR event
Inflow = 7.45 cfs @ 12.13 hrs, Volume= 0.403 af
Outflow = 7.45 cfs @ 12.13 hrs, Volume= 0.403 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach EX:

Hydrograph



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-2YR Rainfall=2.81"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 15

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentV-DA1:

Runoff Area=1.900 ac 61.58% Impervious Runoff Depth=1.36"
Tc=7.0 min CN=84 Runoff=3.99 cfs 0.216 af

Reach EX:

Inflow=3.99 cfs 0.216 af
Outflow=3.99 cfs 0.216 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.216 af Average Runoff Depth = 1.36"
38.42% Pervious = 0.730 ac 61.58% Impervious = 1.170 ac

Summary for Subcatchment V-DA1:

[49] Hint: $T_c < 2dt$ may require smaller dt

Runoff = 3.99 cfs @ 12.13 hrs, Volume= 0.216 af, Depth= 1.36"
 Routed to Reach EX :

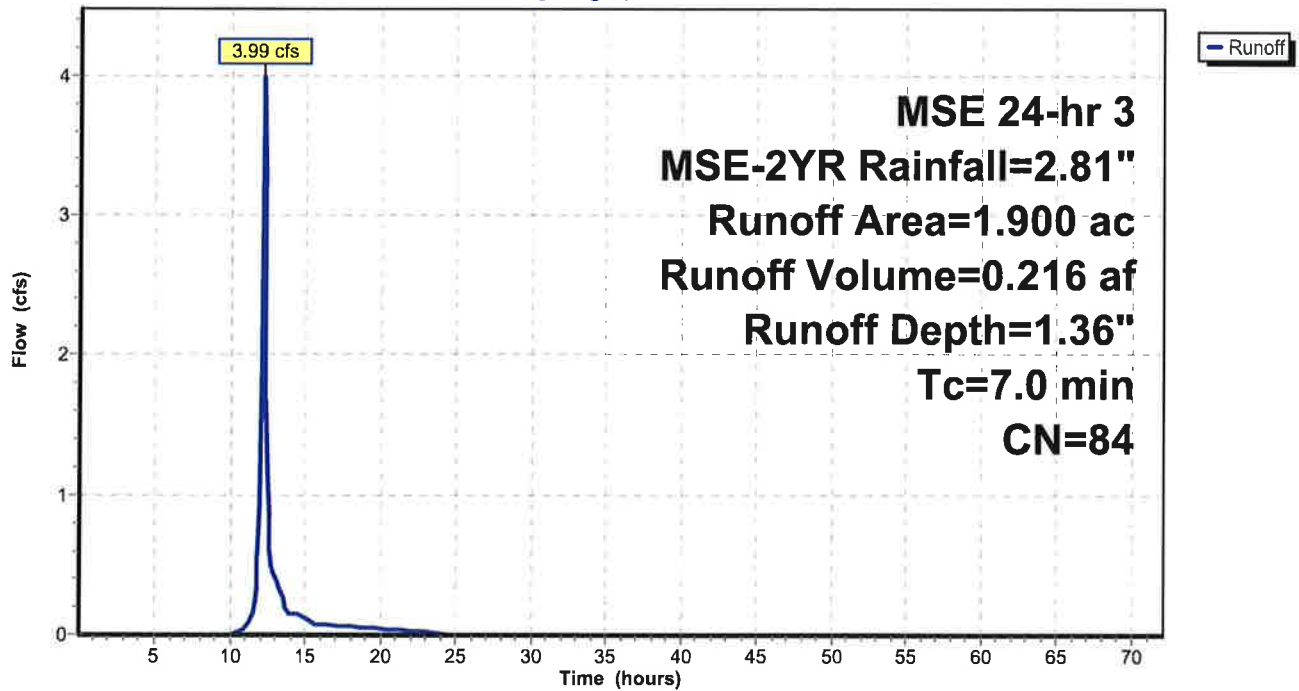
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, $dt= 0.10$ hrs
 MSE 24-hr 3 MSE-2YR Rainfall=2.81"

Area (ac)	CN	Description
1.170	98	Paved parking, HSG B
0.730	61	>75% Grass cover, Good, HSG B
1.900	84	Weighted Average
0.730	61	38.42% Pervious Area
1.170	98	61.58% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment V-DA1:

Hydrograph



Summary for Reach EX:

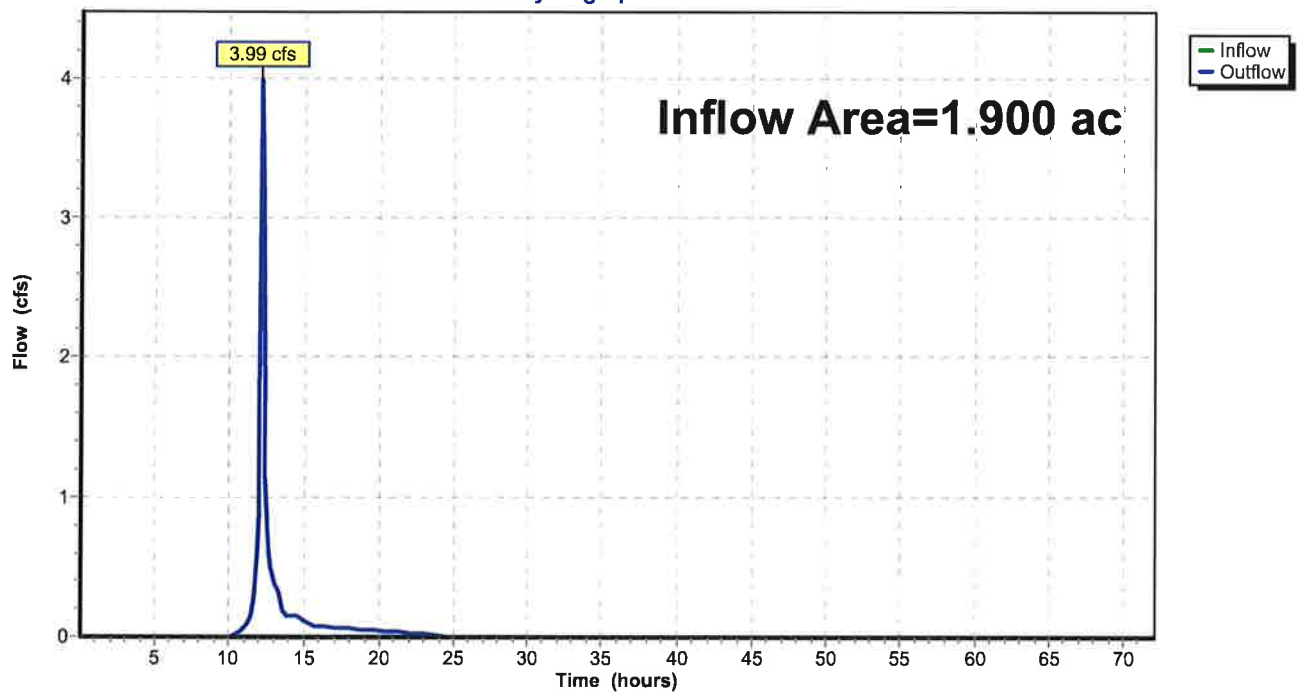
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 61.58% Impervious, Inflow Depth = 1.36" for MSE-2YR event
Inflow = 3.99 cfs @ 12.13 hrs, Volume= 0.216 af
Outflow = 3.99 cfs @ 12.13 hrs, Volume= 0.216 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

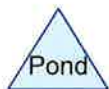
Reach EX:

Hydrograph



PROPOSED CONDITIONS

HYDROCAD MODEL



Routing Diagram for Caribou Cabin - Falcon Heights, MN
Prepared by Kimley-Horn & Associates, Printed 3/16/2023
HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 2

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	MSE - 1 YR	MSE 24-hr	3	Default	24.00	1	2.45	2
2	MSE-100YR	MSE 24-hr	3	Default	24.00	1	7.45	2
3	MSE-10YR	MSE 24-hr	3	Default	24.00	1	4.20	2
4	MSE-2YR	MSE 24-hr	3	Default	24.00	1	2.81	2

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 3

Area Listing (selected nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.780	61	>75% Grass cover, Good, HSG B (DA1)
1.120	98	Paved parking, HSG B (DA1)
1.900	83	TOTAL AREA

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 4

Soil Listing (selected nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
1.900	HSG B	DA1
0.000	HSG C	
0.000	HSG D	
0.000	Other	
1.900		TOTAL AREA

Caribou Cabin - Falcon Heights, MN

Prepared by Kimley-Horn & Associates

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Printed 3/16/2023

Page 5

Ground Covers (selected nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.780	0.000	0.000	0.000	0.780	>75% Grass cover, Good	DA1
0.000	1.120	0.000	0.000	0.000	1.120	Paved parking	DA1
0.000	1.900	0.000	0.000	0.000	1.900	TOTAL AREA	

Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE - 1 YR Rainfall=2.45"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 6

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentDA1:

Runoff Area=1.900 ac 58.95% Impervious Runoff Depth=1.02"
Tc=7.0 min CN=83 Runoff=2.96 cfs 0.161 af

Reach PR:

Inflow=2.96 cfs 0.161 af
Outflow=2.96 cfs 0.161 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.161 af Average Runoff Depth = 1.02"
41.05% Pervious = 0.780 ac 58.95% Impervious = 1.120 ac

Summary for Subcatchment DA1:

[49] Hint: Tc<2dt may require smaller dt

Runoff = 2.96 cfs @ 12.14 hrs, Volume= 0.161 af, Depth= 1.02"
 Routed to Reach PR :

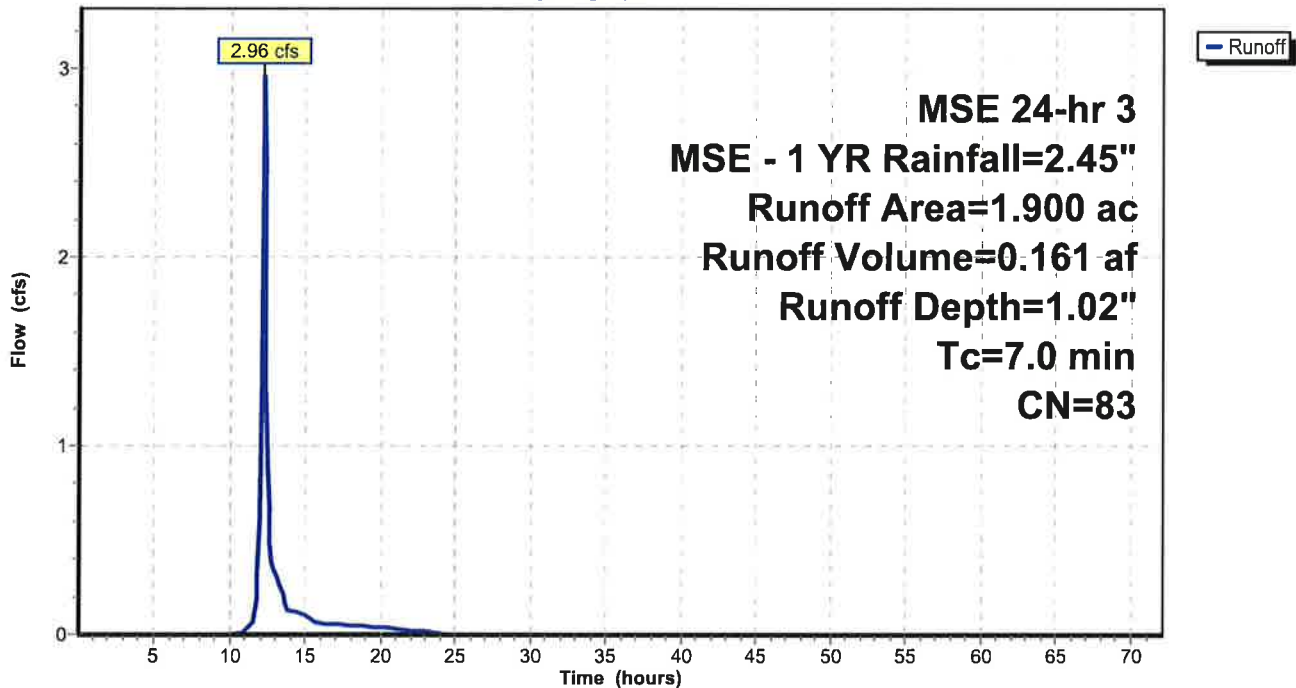
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs
 MSE 24-hr 3 MSE - 1 YR Rainfall=2.45"

Area (ac)	CN	Description
1.120	98	Paved parking, HSG B
0.780	61	>75% Grass cover, Good, HSG B
1.900	83	Weighted Average
0.780	61	41.05% Pervious Area
1.120	98	58.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment DA1:

Hydrograph



Summary for Reach PR:

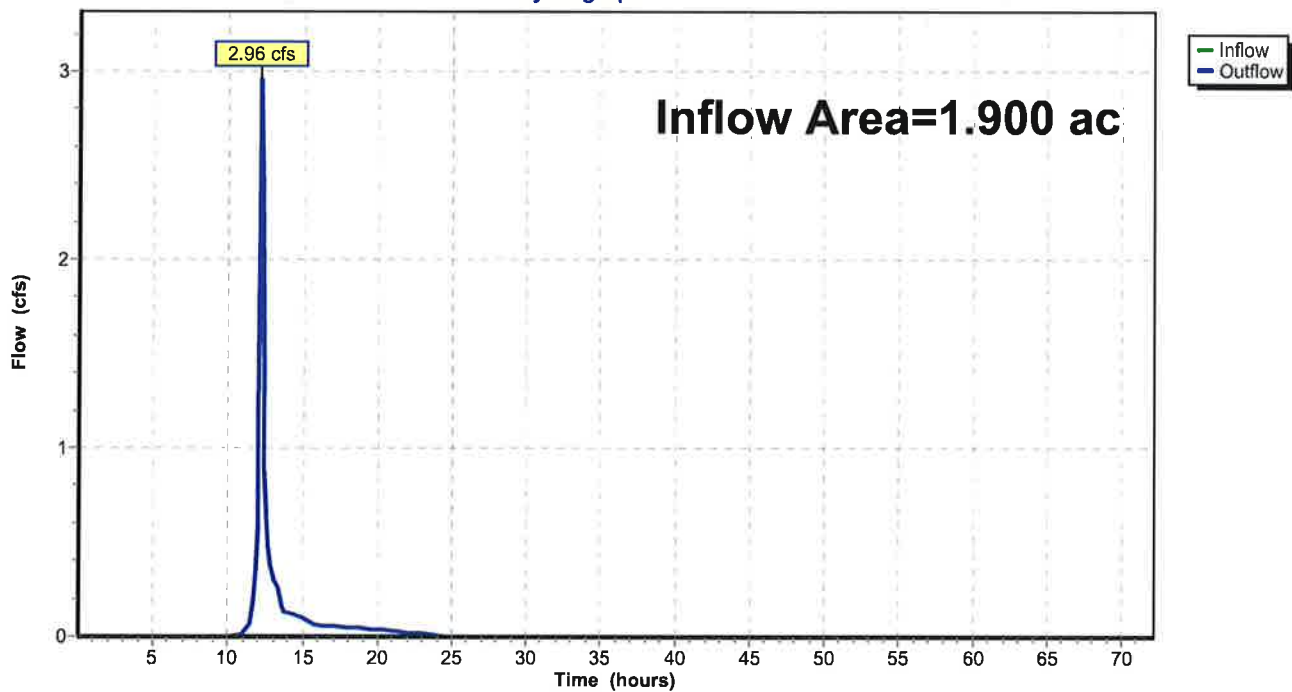
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 58.95% Impervious, Inflow Depth = 1.02" for MSE - 1 YR event
Inflow = 2.96 cfs @ 12.14 hrs, Volume= 0.161 af
Outflow = 2.96 cfs @ 12.14 hrs, Volume= 0.161 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach PR:

Hydrograph



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-100YR Rainfall=7.45"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 9

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentDA1:

Runoff Area=1.900 ac 58.95% Impervious Runoff Depth=5.45"
Tc=7.0 min CN=83 Runoff=15.57 cfs 0.864 af

Reach PR:

Inflow=15.57 cfs 0.864 af
Outflow=15.57 cfs 0.864 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.864 af Average Runoff Depth = 5.45"
41.05% Pervious = 0.780 ac 58.95% Impervious = 1.120 ac

Summary for Subcatchment DA1:

[49] Hint: Tc<2dt may require smaller dt

Runoff = 15.57 cfs @ 12.13 hrs, Volume= 0.864 af, Depth= 5.45"
 Routed to Reach PR :

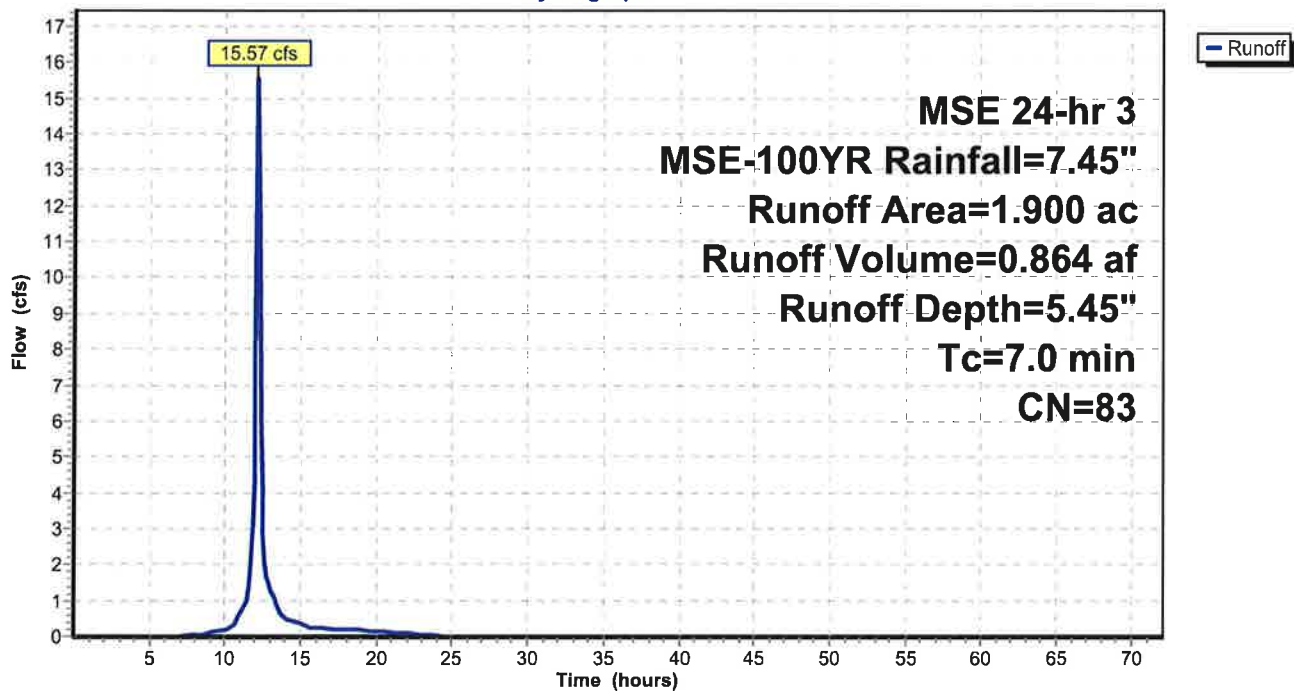
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs
 MSE 24-hr 3 MSE-100YR Rainfall=7.45"

Area (ac)	CN	Description
1.120	98	Paved parking, HSG B
0.780	61	>75% Grass cover, Good, HSG B
1.900	83	Weighted Average
0.780	61	41.05% Pervious Area
1.120	98	58.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment DA1:

Hydrograph



Summary for Reach PR:

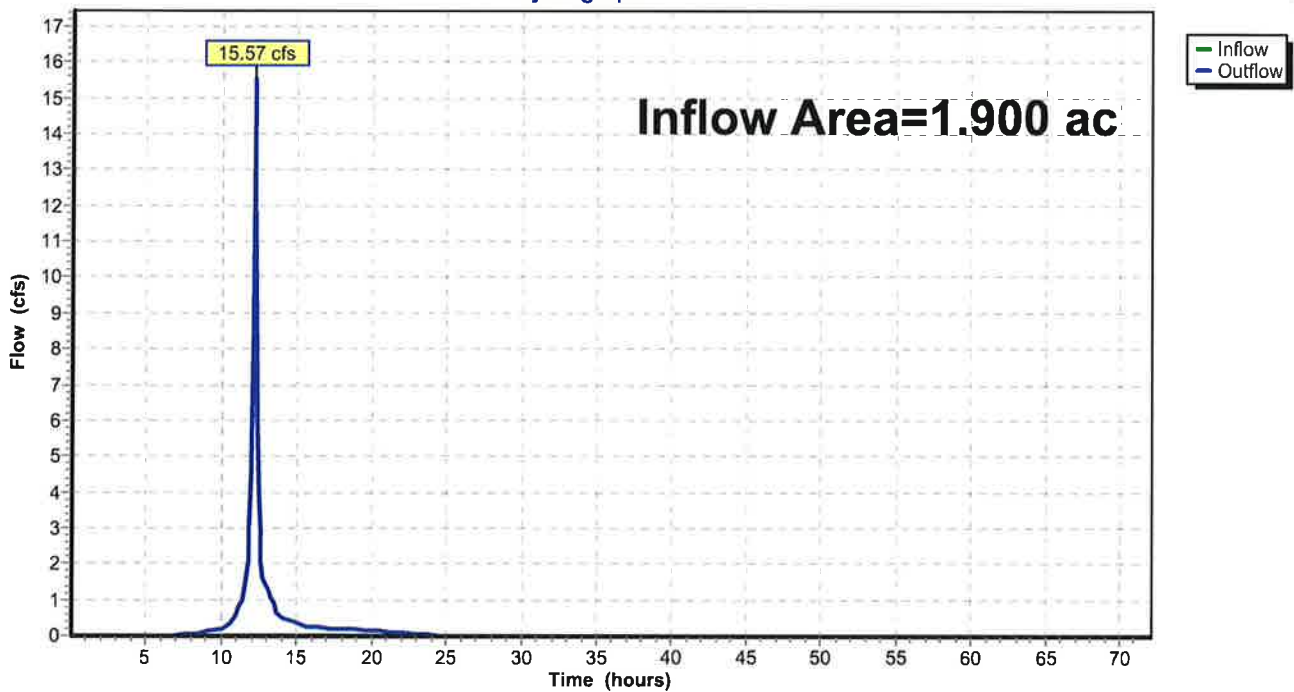
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 58.95% Impervious, Inflow Depth = 5.45" for MSE-100YR event
Inflow = 15.57 cfs @ 12.13 hrs, Volume= 0.864 af
Outflow = 15.57 cfs @ 12.13 hrs, Volume= 0.864 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach PR:

Hydrograph



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-10YR Rainfall=4.20"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 12

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentDA1:

Runoff Area=1.900 ac 58.95% Impervious Runoff Depth=2.46"
Tc=7.0 min CN=83 Runoff=7.21 cfs 0.390 af

Reach PR:

Inflow=7.21 cfs 0.390 af
Outflow=7.21 cfs 0.390 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.390 af Average Runoff Depth = 2.46"
41.05% Pervious = 0.780 ac 58.95% Impervious = 1.120 ac

Summary for Subcatchment DA1:

[49] Hint: Tc<2dt may require smaller dt

Runoff = 7.21 cfs @ 12.13 hrs, Volume= 0.390 af, Depth= 2.46"
 Routed to Reach PR :

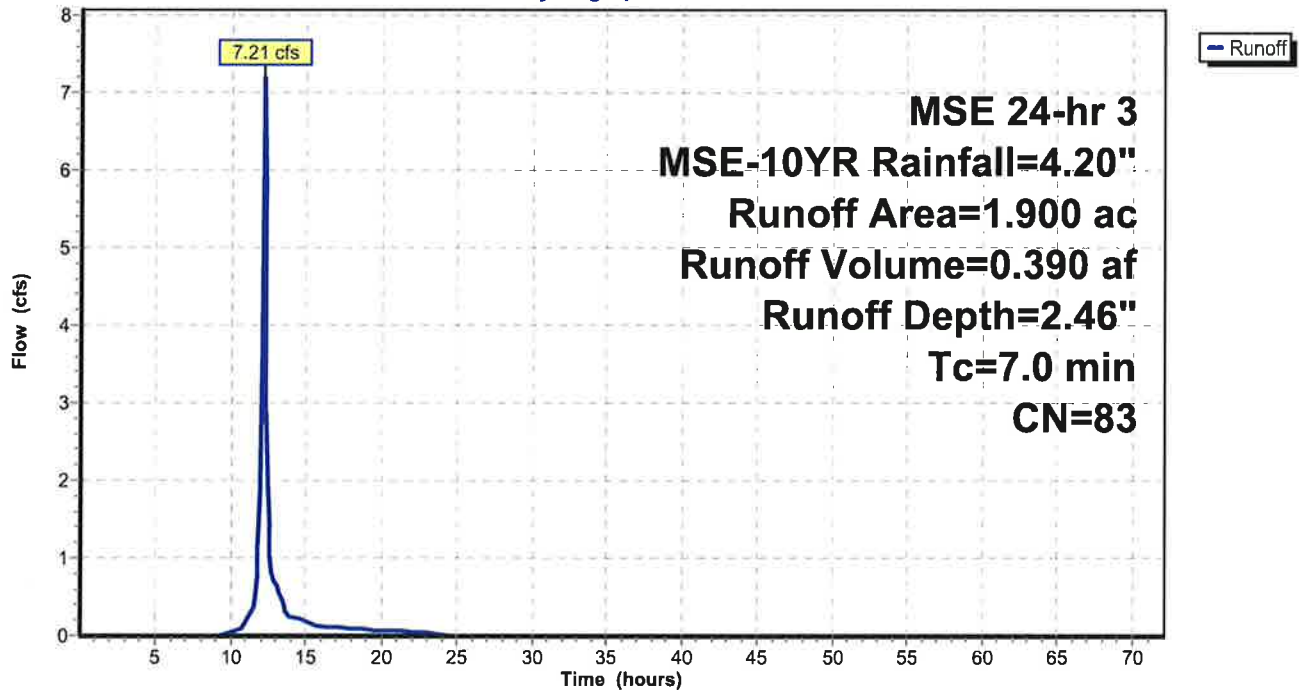
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs
 MSE 24-hr 3 MSE-10YR Rainfall=4.20"

Area (ac)	CN	Description
1.120	98	Paved parking, HSG B
0.780	61	>75% Grass cover, Good, HSG B
1.900	83	Weighted Average
0.780	61	41.05% Pervious Area
1.120	98	58.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment DA1:

Hydrograph



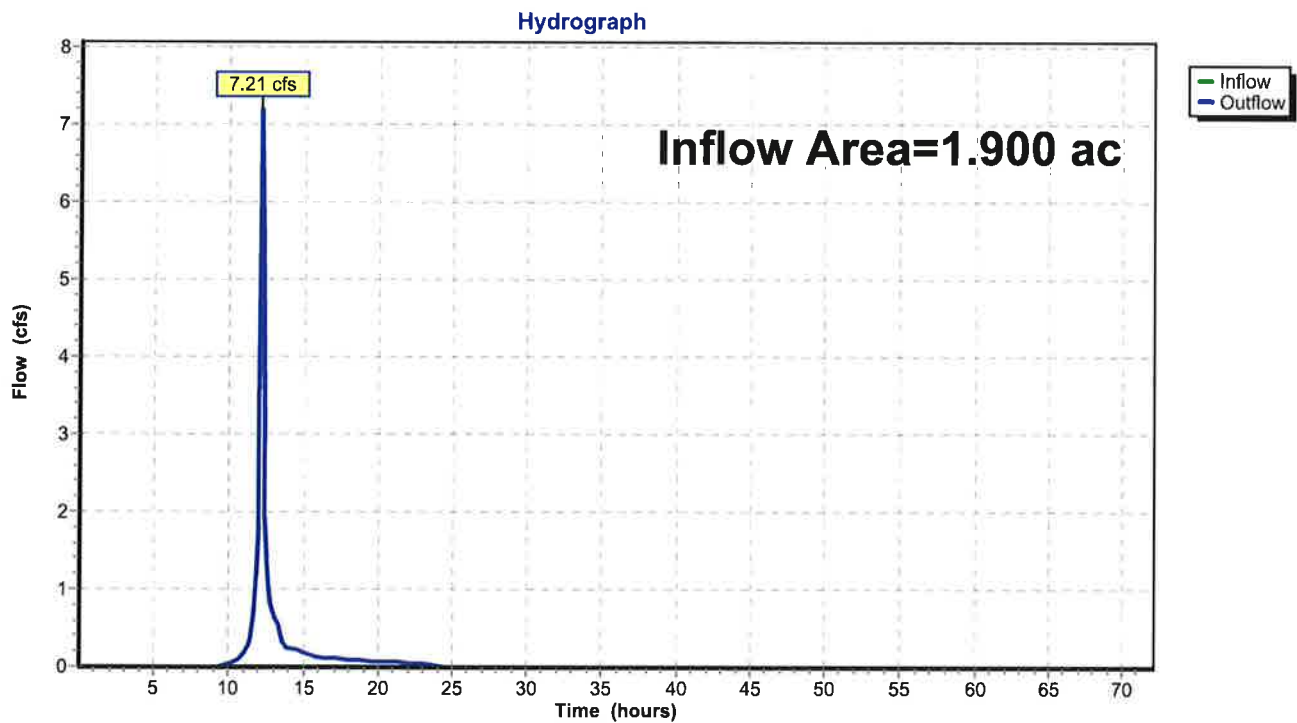
Summary for Reach PR:

[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 58.95% Impervious, Inflow Depth = 2.46" for MSE-10YR event
Inflow = 7.21 cfs @ 12.13 hrs, Volume= 0.390 af
Outflow = 7.21 cfs @ 12.13 hrs, Volume= 0.390 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach PR:



Caribou Cabin - Falcon Heights, MN

MSE 24-hr 3 MSE-2YR Rainfall=2.81"

Prepared by Kimley-Horn & Associates

Printed 3/16/2023

HydroCAD® 10.20-2b s/n 02344 © 2021 HydroCAD Software Solutions LLC

Page 15

Time span=0.01-72.00 hrs, dt=0.10 hrs, 721 points x 3
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

SubcatchmentDA1:

Runoff Area=1.900 ac 58.95% Impervious Runoff Depth=1.30"
Tc=7.0 min CN=83 Runoff=3.79 cfs 0.205 af

Reach PR:

Inflow=3.79 cfs 0.205 af
Outflow=3.79 cfs 0.205 af

Total Runoff Area = 1.900 ac Runoff Volume = 0.205 af Average Runoff Depth = 1.30"
41.05% Pervious = 0.780 ac 58.95% Impervious = 1.120 ac

Summary for Subcatchment DA1:

[49] Hint: Tc<2dt may require smaller dt

Runoff = 3.79 cfs @ 12.14 hrs, Volume= 0.205 af, Depth= 1.30"
 Routed to Reach PR :

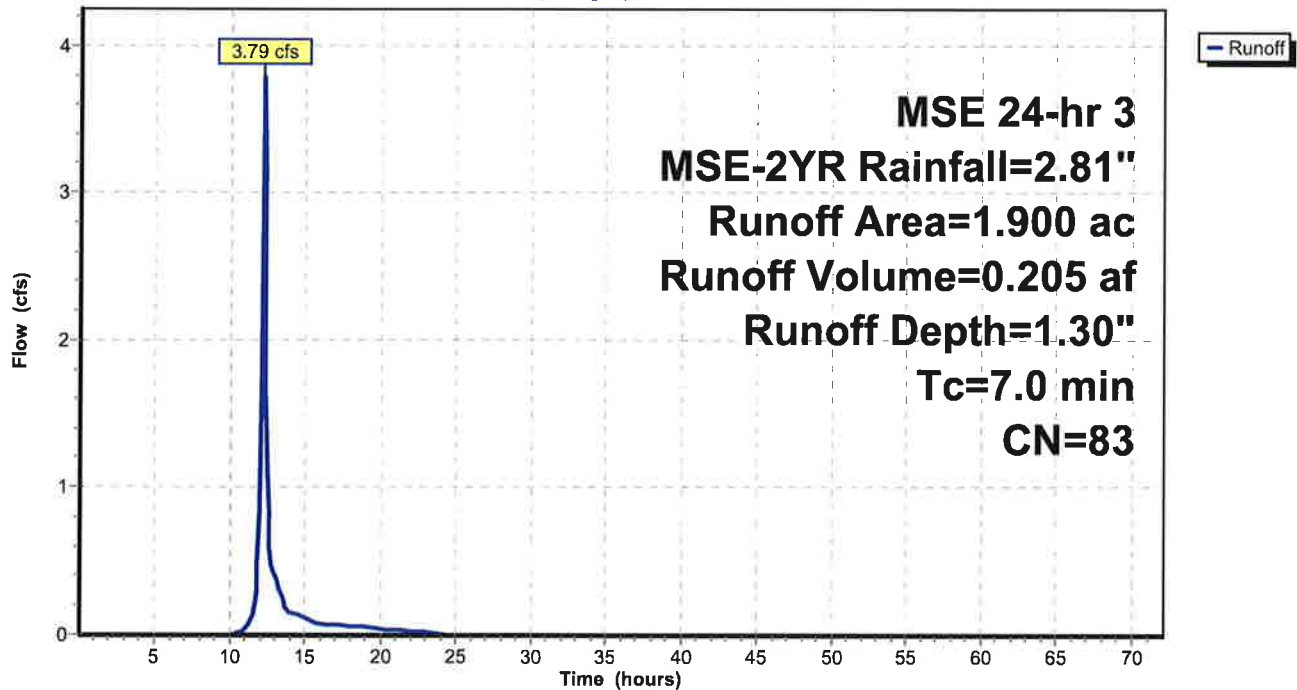
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs
 MSE 24-hr 3 MSE-2YR Rainfall=2.81"

Area (ac)	CN	Description
1.120	98	Paved parking, HSG B
0.780	61	>75% Grass cover, Good, HSG B
1.900	83	Weighted Average
0.780	61	41.05% Pervious Area
1.120	98	58.95% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.0					Direct Entry,

Subcatchment DA1:

Hydrograph



Summary for Reach PR:

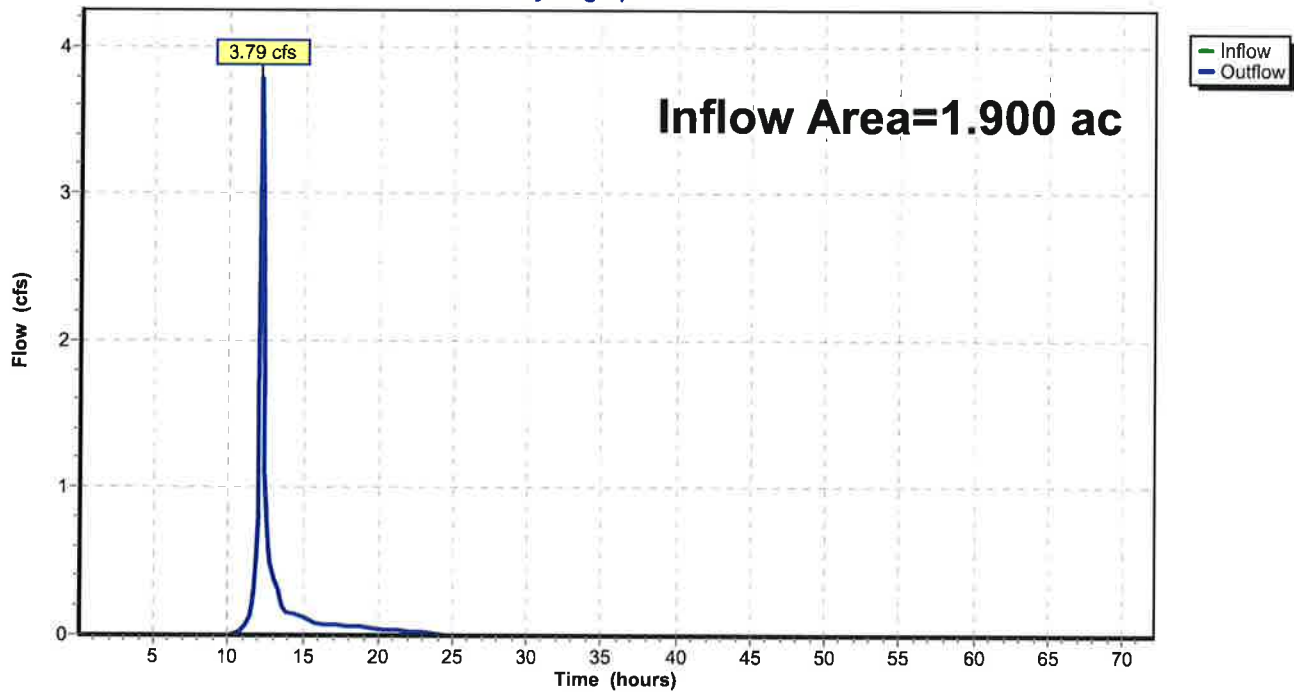
[40] Hint: Not Described (Outflow=Inflow)

Inflow Area = 1.900 ac, 58.95% Impervious, Inflow Depth = 1.30" for MSE-2YR event
Inflow = 3.79 cfs @ 12.14 hrs, Volume= 0.205 af
Outflow = 3.79 cfs @ 12.14 hrs, Volume= 0.205 af, Atten= 0%, Lag= 0.0 min

Routing by Dyn-Stor-Ind method, Time Span= 0.01-72.01 hrs, dt= 0.10 hrs / 3

Reach PR:

Hydrograph



CITY OF FALCON HEIGHTS, MINNESOTA

PUBLIC HEARING NOTICE

NOTICE IS HEREBY GIVEN, that the Planning Commission at its regular meeting at 7:00 p.m. on March 28, 2023, in the City Hall Council Chambers, 2077 W. Larpenteur Ave, will hold a public hearing to consider the application of Buhl Larpenteur West LLC to amend City Code to allow drive-through facilities for eating establishments as part of a Planned Unit Development (PUD), and to amend the existing Amber Union PUD.

The application and other planning documents will be available upon request no later than March 24, 2023. It will also be available on the City's website at www.falconheights.org. If you have any questions regarding the public hearing, please contact Hannah Lynch, Community Development Coordinator at (651) 792-7613 or hannah.b.lynch@falconheights.org.

Dated: March 16, 2023

Hannah B. Lynch, Community Development Coordinator
City of Falcon Heights, Minnesota

CITY of FALCON HEIGHTS
PUBLIC HEARING NOTICE

Notice is hereby given that the Planning Commission at its regular meeting at 7:00 p.m. on March 28, 2023, in the City Hall Council Chambers, 2077 W. Larpenteur Ave, will hold a public hearing to consider the application of Buhl Larpenteur West LLC to amend City Code to allow drive-through facilities for eating establishments as part of a Planned Unit Development (PUD), and to amend the existing Amber Union PUD.

The application and other planning documents will be available upon request no later than March 24, 2023. It will also be available on the City's website. If you have any questions regarding the public hearing, please contact Hannah Lynch, Community Development Coordinator at (651) 792-7613 or hannah.b.lynch@falconheights.org.

To be published on March 16 and 18, 2023 in the Pioneer Press.

**AFFIDAVIT OF PUBLICATION
STATE OF MINNESOTA
COUNTY OF RAMSEY**

Kayla Tsuchiya, being duly sworn on oath, says: that she is, and during all times herein state has been, Inside Sales Representative of Northwest Publication, LLC., Publisher of the newspaper known as the Saint Paul Pioneer Press, a newspaper of General circulation within the City of St. Paul and the surrounding Counties of Minnesota and Wisconsin including Ramsey and Kanabec.

That the notice hereto attached was cut from the columns of said newspaper and was printed and published therein on the following date(s):

Thursday, March 16, 2023
Saturday, March 18, 2023

Newspaper Ref./AD Number#: 71500777

Client/Advertiser: City of Falcon Heights

Kayla Tsuchiya
Kayla Tsuchiya (Mar 20, 2023 12:55 CDT)

AFFIANT SIGNATURE

Subscribed and sworn to before me this
20th day of March, 2023

True Lee

True Lee
True Lee (Mar 20, 2023 13:29 CDT)

NOTARY PUBLIC

Ramsey County, MN
My commission expires January 31, 2025

**CITY OF FALCON
HEIGHTS
PUBLIC HEARING
NOTICE**

Notice is hereby given that the Planning Commission at its regular meeting at 7:00 p.m. on March 28, 2023, in the City Hall Council Chambers, 2077 W. Larpenteur Ave, will hold a public hearing to consider the application of Buhl Larpenteur West LLC to amend City Code to allow drive-through facilities for eating establishments as part of a Planned Unit Development (PUD), and to amend the existing Amber Union PUD.

The application and other planning documents will be available upon request no later than March 24, 2023. It will also be available on the City's website. If you have any questions regarding the public hearing, please contact Hannah Lynch, Community Development Coordinator at (651) 792-7613 or hannah.b.lynch@falconheights.org.





March 15, 2023

Dear Property Owner:

You are cordially invited to a public hearing before the Falcon Heights Planning Commission for the purpose of taking public comment regarding the amendment of City Code to allow drive-through facilities for eating establishments as part of a Planned Unit Development (PUD), and to amend the existing Amber Union PUD.

Buhl Larpenteur West LLC has submitted an application to amend City Code to allow drive-through facilities for eating establishments as part of PUDs, and to amend the existing Amber Union PUD. Specifically, they are proposing to develop a stand alone 630 SF building on a total 1.78 acre site with a drive-through facility. The location of this development is PIN 212923110029, to the west of Amber Union apartments with a driveway along Larpenteur Avenue West.

The Planning Commission will meet and hold a Public Hearing on these matters on Tuesday, March 28, 2023 at 7:00 PM at Falcon Heights City Hall, 2077 Larpenteur Avenue West, Falcon Heights, MN 55113.

During the meeting on Tuesday, March 28, city staff will present information regarding the potential amendments to City Code and PUD. The Planning Commission will also hear public comment and discuss before making a recommendation to City Council.

The application and other planning documents will be available upon request no later than March 24, 2023. It will be also be available on the City's website. If you have questions or comments before the hearing, you may contact City Hall at 651-792-7600 or myself directly at hannah.b.lynch@falconheights.org.

Sincerely,

Hannah B. Lynch
City of Falcon Heights
Community Development Coordinator



CITY OF FALCON HEIGHTS

2077 Larpenteur Avenue W
Falcon Heights, MN 55113

THE CITY THAT SOARS!

P: 651-792-7600
F: 651-792-7610

March 15, 2023

Dear Resident:

You are cordially invited to a public hearing before the Falcon Heights Planning Commission for the purpose of taking public comment regarding the amendment of City Code to allow drive-through facilities for eating establishments as part of a Planned Unit Development (PUD), and to amend the existing Amber Union PUD.

Buhl Larpenteur West LLC has submitted an application to amend City Code to allow drive-through facilities for eating establishments as part of PUDs, and to amend the existing Amber Union PUD. Specifically, they are proposing to develop a stand alone 630 SF building on a total 1.78 acre site with a drive-through facility. The location of this development is PIN 212923110029, to the west of Amber Union apartments with a driveway along Larpenteur Avenue West.

The Planning Commission will meet and hold a Public Hearing on these matters on Tuesday, March 28, 2023 at 7:00 PM at Falcon Heights City Hall, 2077 Larpenteur Avenue West, Falcon Heights, MN 55113.

During the meeting on Tuesday, March 28, city staff will present information regarding the potential amendments to City Code and PUD. The Planning Commission will also hear public comment and discuss before making a recommendation to City Council.

The application and other planning documents will be available upon request no later than March 24, 2023. It will be also be available on the City's website. If you have questions or comments before the hearing, you may contact City Hall at 651-792-7600 or myself directly at hannah.b.lynch@falconheights.org.

Sincerely,

Hannah B. Lynch
City of Falcon Heights
Community Development Coordinator

Comments from Adrian Neis, Fire Marshal:

I did not see any major concerns from the Fire side on the site.

From the traffic side particularly during the fair and emergency access getting in would be my main concern.

Comments from Stephanie Smith, City Engineer:

We have reviewed the proposed plans for the project noted above and offer the following comments with regard to the project's impact on City services and/or infrastructure requirements:

1. The stormwater modeling submitted demonstrates rate reduction, therefore meets the stormwater management requirements for rates.
2. Applicant shall show the location of the concrete washout on erosion control plan.
3. Water would be provided by St. Paul Regional Water (SPRW) and is available on site for connection. SPRW detail plates shall be used for water utilities.
4. Applicant shall coordinate with SPRW for installation of watermain and services and shall meet their requirements.
5. Permits for installation of the watermain from the appropriate regulatory agencies will be required, including the SPRW, MPCA and the Dept. of Health.
6. Sanitary sewer is available in Larpenteur Avenue for connection. Applicant shall revise plans to include removals and restoration of disturbed right-of-way.
7. An approximately 180-foot long retaining wall is proposed along the western side of the parcel, such that the new site will sit higher than Underwood Street. If retaining wall exceeds 4-feet in height at any location, the wall plans shall be signed by a structural engineer licensed in the state of Minnesota.
8. Ramsey County right-of-way permit is required for work in the Larpenteur Avenue right-of-way.
9. As this parcel has access onto Larpenteur Avenue, the City has submitted the plans and traffic study to Ramsey County for review. The applicant shall meet Ramsey County requirements.
10. After site stabilization, the adjacent underground stormwater storage applicant shall inspect and clean, as needed, to remove any sediment that escaped the site during construction.
11. Applicant shall dedicate drainage and utility easements over the private watermain.
12. Applicant shall dedicate perimeter drainage and utility easements for PUD subject properties, to consist of 5-foot side-yard easements and 10-foot easements adjacent to public right-of-way.
13. Applicant shall revise plans to include a pedestrian connection from the internal walkway to Larpenteur Avenue's sidewalk.

Additionally, we have the following observations on drainage within their site. These would not impact City facilities.

- The proposed bituminous swale is going to dead end at a curb, which is ever so slightly lower than where the water needs to get to so it overflows. Staff would recommend valley gutter and allowing more tolerance for construction, since it will either drain better, or worse if the contractor doesn't build it perfectly.
- The general drainage pattern is likely to create icy conditions within the site during the fall, winter, and spring as water needs to overland flow to the valley gutter, south towards the drive thru, and then cross the drive thru lane to go out of the parcel. Note, maintenance of this condition shall be the responsibility of the property owner.

Sec. 113-35 - Amendments

- (a) *Initiation of amendments.* An amendment to this chapter may be initiated by the city council, the planning commission, or by petition of a property owner whose property would be affected by the proposed amendment.
- (b) *Application for amendment.* All applications for amendments initiated by a property owner shall be filed with the zoning administrator on an official application form. The application shall be accompanied by a fee established by city council resolution and a cash escrow, in an amount determined by the zoning administrator, to reimburse the city for all out-of-pocket costs the city may incur in reviewing the application. When the amendment involves the changing of zoning district boundaries, the application shall be accompanied by an abstractor's certified property certificate listing the property owners within 350 feet of the boundaries of the property to which the amendment relates.
- (c) *Public hearing.* When a proposed amendment to this chapter has been properly initiated, the city clerk shall call a public hearing before the planning commission. A notice of the time, place, and purpose of the hearing shall be published in the city's official newspaper at least ten days prior to the hearing. When an amendment involves changes in district boundaries affecting an area of five acres or less, a similar notice shall be mailed at least ten days before the date of the hearing to each owner of affected property and property situated wholly or partly within 350 feet of the property to which the amendment relates. The failure to give mailed notice to individual property owners, or defects in the notice shall not invalidate the proceeding, provided a bona fide attempt to comply has been made. The planning commission shall conduct the hearing and make a recommendation to the city council.
- (d) *Action by city council.* The city council shall not act upon a proposed amendment until it has received the recommendation of the planning commission or until 60 days after the first regular planning commission meeting at which the proposed amendment was considered.
- (e) *Consistency with comprehensive plan.* No amendment to this chapter shall be adopted which is in conflict with the city's comprehensive plan.
- (f) *Time deadline; approval requirements.* Pursuant to Minn. Stats. § 15.99, an application for an amendment must be approved or denied within 60 days from the date a properly completed application is received by the city unless the time period is waived by the applicant or extended as provided by statute. Approval of an amendment shall require a majority vote of all the members of the city council. Amendments which change all or part of the existing classification of a zoning district from residential to either commercial or industrial require a two-thirds majority vote of all members of city council.

(Code 1993, § 9-15.05; Ord. No. 97-06, § 1, 9-24-1997)

State Law reference – Amendments, Minn. Stats. § 462.357, subs. 2 – 4.

ORDINANCE NO. 23-__

CITY OF FALCON HEIGHTS
RAMSEY COUNTY, MINNESOTA

AN ORDINANCE AMENDING CHAPTER 113 OF THE FALCON HEIGHTS CITY
CODE CONCERNING DRIVE-THROUGH FACILITIES AND AMBER UNION PUD
THE CITY COUNCIL OF FALCON HEIGHTS ORDAINS:

SECTION 1. Section 113-3 of the City Code of Falcon Heights, Minnesota, is hereby amended to read as follows (Deletions are shown with a strikethrough. Additions are underlined):

Sec. 113-3 - Definitions

Drive-through facility means the use of land, buildings or structures, or parts thereof, to provide or dispense products or services, either wholly or in part, through an attendant or window or automated machine, to persons remaining in motorized vehicles that are in a designated stacking lane. ~~A drive-through facility may be permitted only as an accessory use in combination with a bank or financial institution.~~ A drive-through facility may be permitted as an accessory use in combination with a bank or financial institution. A drive-through facility for an eating establishment may be permitted only as part of a PUD. A drive-through facility does not include a vehicle washing facility, a vacuum cleaning station accessory to a vehicle washing facility, or an automobile/gasoline service station.

SECTION 2. Section 113-2-11 of the City Code of Falcon Heights, Minnesota, is hereby amended to read as follows (Deletions are shown with a strikethrough. Additions are underlined):

Sec. 113-211 – Amber Union planned unit development

- (a) *Legal description.* The legal description of this PUD is the North Half of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter, in section 21, township 29, range 23, Ramsey County, Minnesota, except that part taken for Snelling and Larpenteur Avenues. The East 250 feet of the North 500 feet except the West 150 feet of the East 160 feet of the North 283 feet of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 21, Township 29, Range 23. The West 150 feet of the East 160 feet of the North 283 feet of the Northwest quarter of the Northeast quarter of the Northeast quarter of Section 21, Township 29, Range 23, West of the Fourth Principal Meridian.
- (b) *Purpose.* The purpose of the Amber Union planned unit development is to provide for the mixed uses of multi-family apartments and a retail space.
- (c) *Permitted uses and zoning regulations.* The R5-M mixed use high density residential district regulations shall apply to the property subject to the following modifications:
- (1) Permitted uses: One principal structure consisting of 111,640 square feet and 89 apartment units and one principal structure consisting of 59,195 square feet, 39

apartment units, and one retail space. One eating establishment consisting of 630 square feet and an accessory drive-through facility, including all restrictions as outlined in section 113-252, except 113-252(1). Speaker for drive-through facility must be located no less than 100' from residential used property.

Commented [HBL1]: At 3/28/2023 PC Public Hearing, t incorrectly stated the speaker must be located no more than 100'. This was meant to have been no less than. That has been updated here for submission to City Council prior to their final decision.

- (2) No conditional uses.
- (3) No interim uses.
- (4) Setbacks as depicted in the site plan dated September 23, 2019 prepared by Kimley Horn and Mohagen Hansen.

(d) *Parking.* Vehicle parking shall be as follows:

- (1) 108 parking stalls as depicted on the Site Plan dated September 23, 2019 prepared by Kimley Horn.
- (2) 41 parking stalls as depicted on Exhibit A (Parking Easement) dated [inset date] prepared by Buhl GTA, recorded at Ramsey County as document number [inset number]- in the Easement Agreement (Parking and Ingress/Egress) by and between Buhl Larpenteur West, LLC and Buhl GTA, LP, dated July 1, 2021, recorded on June 30, 2021 in the Ramsey County Office of the Registrar of Titles as document number T02704513.
- (3) 10 parking stalls as depicted on Exhibit B dated (Encroachment Agreement) [inset date] prepared by the City of Falcon Heights, recorded at Ramsey County as document number [inset number]- in the Encroachment, Use and Maintenance Agreement (Parking Improvements) by, between and among the City of Falcon Heights, Buhl GTA, LP, Buhl GTA GP, LLC and Peter Deanovic, dated June 24, 2021, recorded on June 30, 2021 in the Ramsey County Office of the Registrar of Titles as document number T02704512.
- (4) At no time shall there be less than 149 parking stalls dedicated to the permitted uses of the Amber Union Planned Unit Development. A different arrangement of parking is subject to approval by the city administrator.

(e) *Development plan.* The PUD must be maintained in accordance with the following development plan, which is on file with the city and which is incorporated herein by reference.

- (1) The following plans prepared by Buhl GTA, LP and their contractors/partners with up to five percent variance as approved by the city administrator:
 - a. Site development plans, dated September 23, 2019 prepared by Kimley Horn and Mohagen Hansen including:
 - 1. Demo plan.
 - 2. Erosion and sediment control plan.
 - 3. Site plan.
 - 4. Grading plan.
 - 5. Storm sewer plan.

6. Utility plan.
7. Security plan.
- b. Security Plan, dated May 6, 2019 prepared by Kimley Horn and Mohagen Hansen
- c. Landscaping plans, dated July 15, 2019 prepared by Damon Farber.
 1. Tree protection plan.
 2. Landscape plan.
- d. Floor plans, dated September 23, 2019 prepared by Mohagen Hansen.
- e. Site development plans for Caribou Cabin – Falcon Heights, dated March 6, 2023 prepared by Kimley Horn and Mohagen Hansen including:
 1. Demo plan.
 2. Erosion and sediment control plan, phases 1 and 2, and details.
 3. Site dimension plan.
 4. Grading and drainage plan.
 5. Utility plan.
 6. Construction details.
 7. Landscape plan and details.

SECTION 3. AMENDMENT. Section 113-252 of the City Code of Falcon Heights, Minnesota, is hereby amended to read as follows (Deletions are shown with a strikethrough. Additions are underlined):

Sec. 113-252 – Drive-through facilities

Drive-through facilities are prohibited except when specifically allowed by a conditional use permit in a zoning district, or PUD. When allowed, all drive-through facilities must comply with the following requirements:

- (1) The drive-through facility, service window and speakers must be located at least 100 feet from a residential zoned or used property and must be visually screened from adjoining residential property.
- (2) The entrance and exit drive lanes to the drive-through facility must be at least 75 feet from a street intersection.
- (3) The lot on which the drive-through facility is located must be at least 35,000 square feet in area.
- (4) The minimum on-site stacking distance available for the drive-through must be 180 feet in length.

- (5) Drive-through facilities may only be operated between the hours of ~~7:00 a.m.~~ 6:00 a.m. and 8:00 p.m.
- (6) No speaker noise may be audible from adjacent residential property.
- (7) A traffic study must be completed documenting that the drive-through facility will not create traffic problems.

SECTION 4. EFFECTIVE DATE. This ordinance shall be effective upon its passage and a summary published in the official newspaper.

ADOPTED this ___ day of _____, 2023, by the City Council of the City of Falcon Heights, Minnesota.

Moved By:

Approved by: _____
 Randall C. Gustafson
 Mayor

GUSTAFSON ___ In Favor
 LEEHY
 MEYER ___ Against
 WEHYEE
 WASSEBERG

Attested by: _____
 Jack Linehan
 City Administrator

