

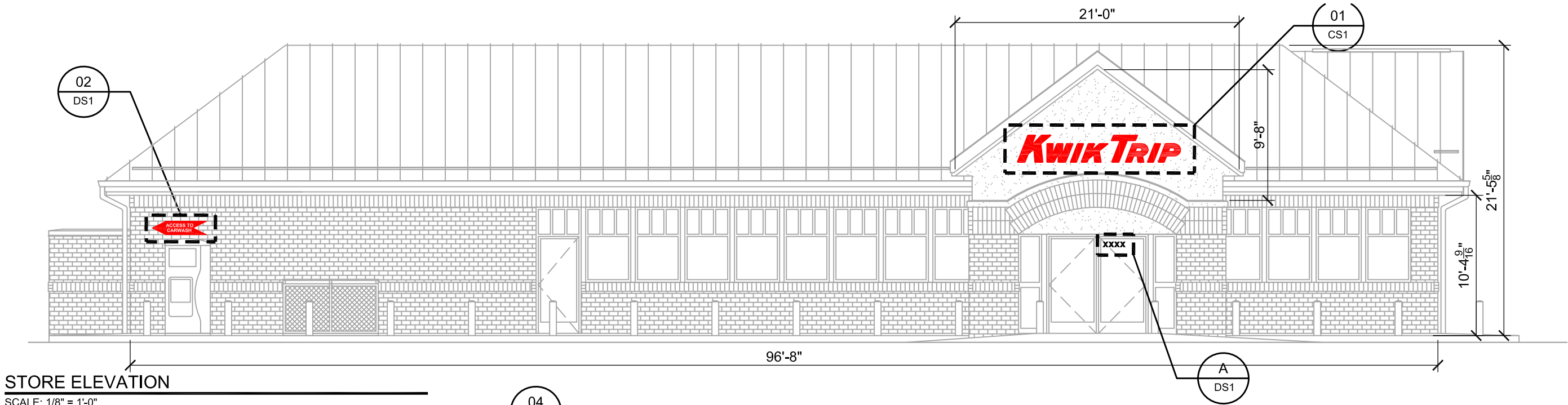
SITE PLAN
1" = 50'-0"



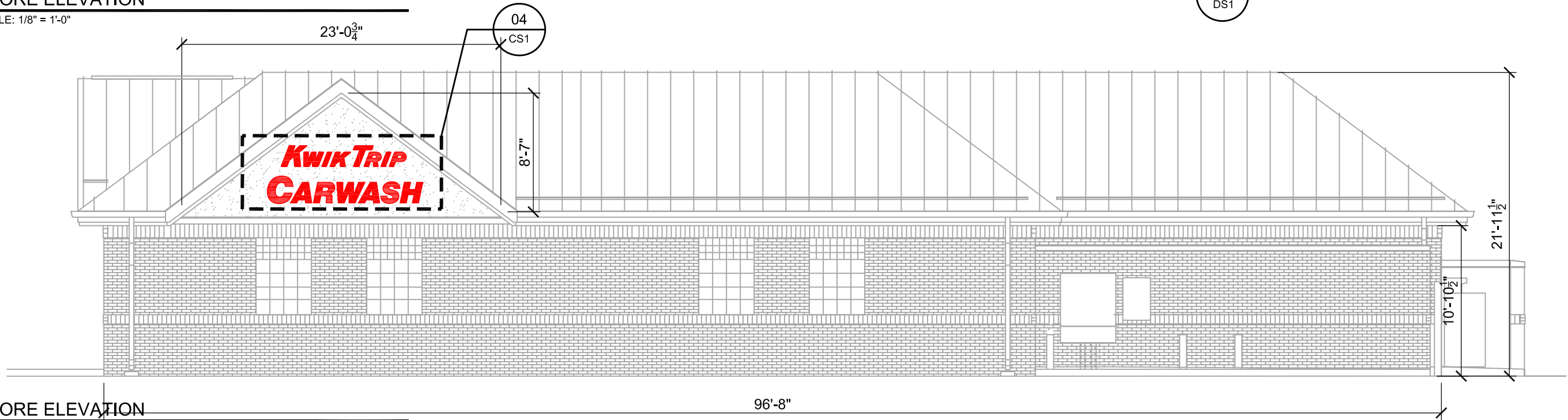
KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

- PROPOSED SIGNS:
- #01 24" LED KWIK TRIP BUILDING LETTERS
 - #02 CARWASH DIRECTIONAL WALL SIGN
 - #03 24" LED KWIK TRIP BUILDING LETTERS
 - #04 18" KWIK TRIP & 24" CARWASH LED BUILDING LETTERS
 - #05 CARWASH ENTER
 - #06 CARWASH EXIT
 - #07 CARWASH INFORMATIONAL SIGN
 - #08 24" LED KWIK TRIP CANOPY LETTERS
 - #09 24" LED KWIK TRIP CANOPY LETTERS
 - #10 24" LED KWIK TRIP CANOPY LETTERS
 - #11 DRIVEWAY DIRECTIONAL
 - #12 DRIVEWAY DIRECTIONAL
 - #13 DRIVEWAY DIRECTIONAL
 - #14 DRIVEWAY DIRECTIONAL
 - #15 FREESTANDING PYLON SIGN

| SITE PLAN | | |
|---|------|-------------|
| CONVENIENCE STORE #1078 WITH 1 BAY ATTACHED CW | | |
| INWOOD AVE LAKE ELMO, MN | | |
| # | DATE | DESCRIPTION |
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| | | |
| DRAWN BY | | KMK |
| SCALE | | MULTIPLE |
| PROJ. NO. | | 0001 |
| DATE | | 2019-07-11 |
| SHEET | | SP1 |



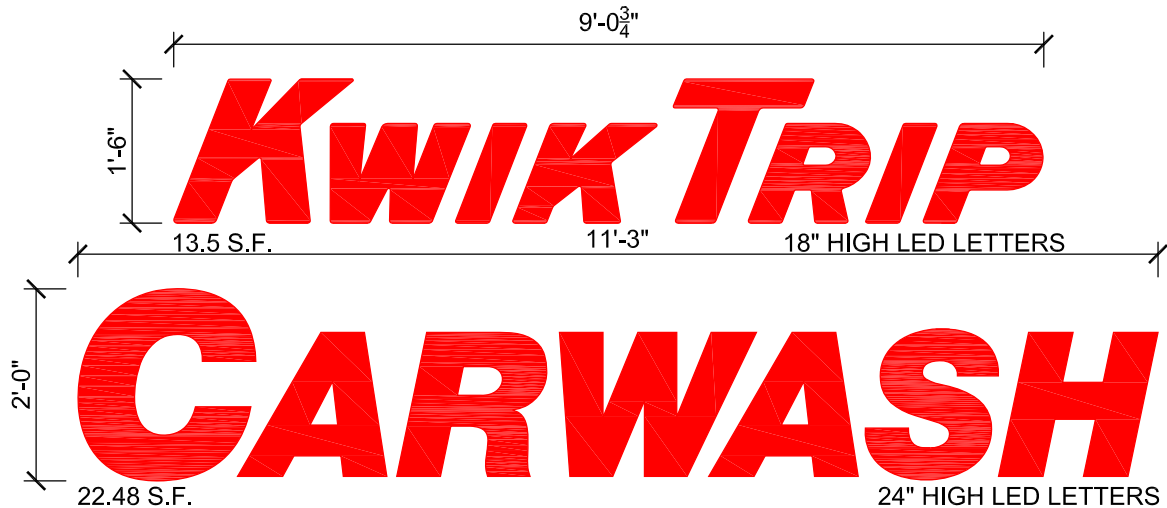
STORE ELEVATION
SCALE: 1/8" = 1'-0"



STORE ELEVATION
SCALE: 1/8" = 1'-0"



LOGO DETAIL - SIGN #01
SCALE: 1/2" = 1'-0"



LOGO DETAIL - SIGN #04
SCALE: 1/2" = 1'-0"

**Kwik
Trip**

**Kwik
Star**

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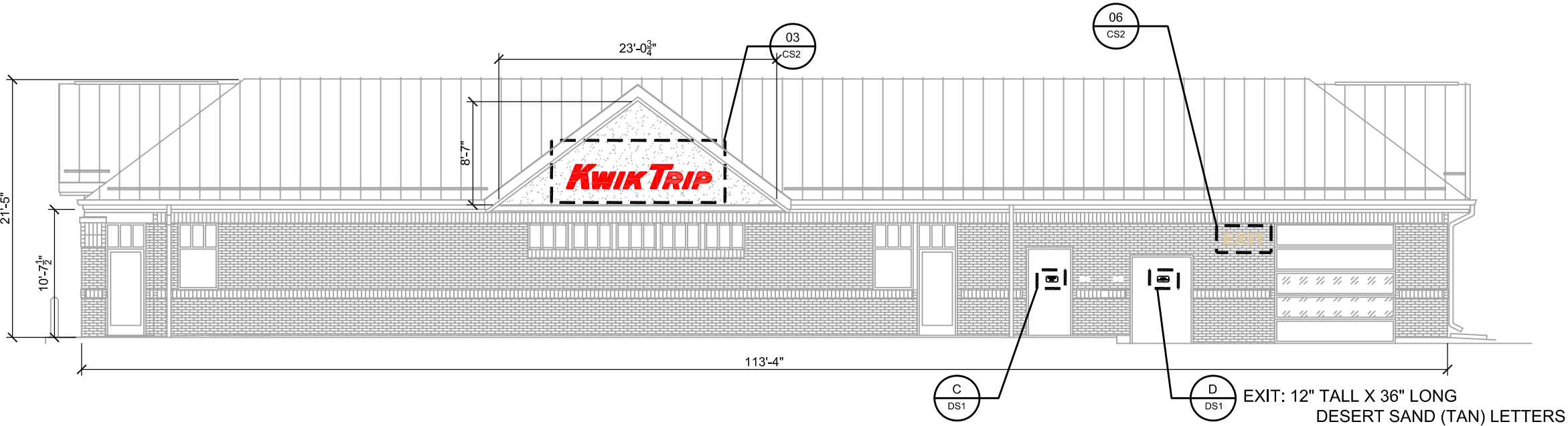
CONVENIENCE STORE SIGNAGE

CONVENIENCE STORE #1078
WITH 1 BAY ATTACHED CW

INWOOD AVE
LAKE ELMO, MN

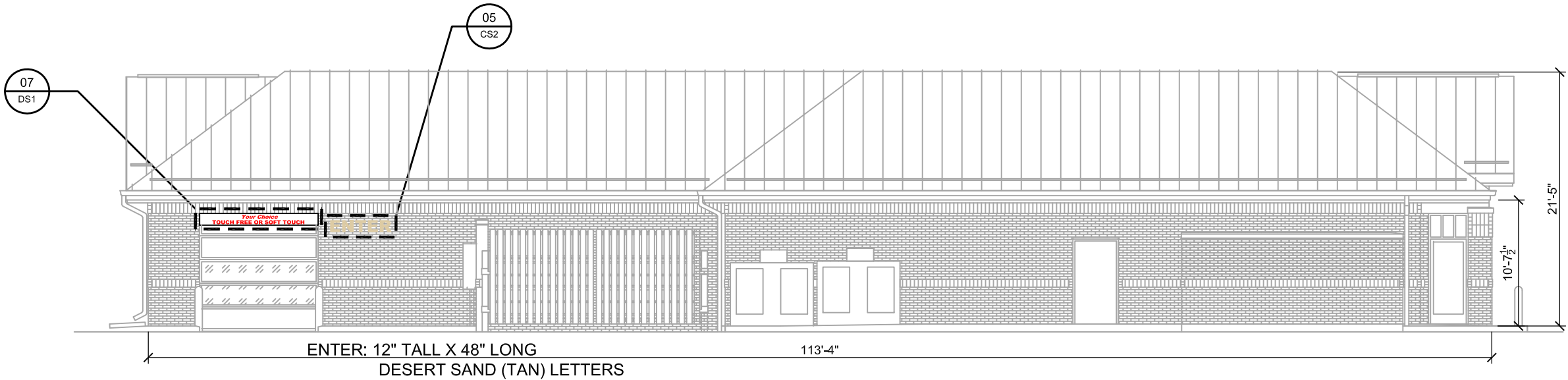
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| DRAWN BY | KMK |
| SCALE | MULTIPLE |
| PROJ. NO. | 0001 |
| DATE | 2019-07-11 |
| SHEET | CS1 |



STORE ELEVATION

SCALE: 3/32" = 1'-0"



STORE ELEVATION

SCALE: 3/32" = 1'-0"



LOGO DETAIL - SIGN #03

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



NON-LIT INFORMATIONAL SIGN
RED VINYL ON WHITE ALUMINUM
1'-0"H X 10'-0"W = 10.0 SQ FT

CARWASH INFORMATION SIGN #07

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

**KWIK
TRIP**

**KWIK
STAR**

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P.O. BOX 2107
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LA CROSSE, WI 54602-2107
PH. (608) 781-8988
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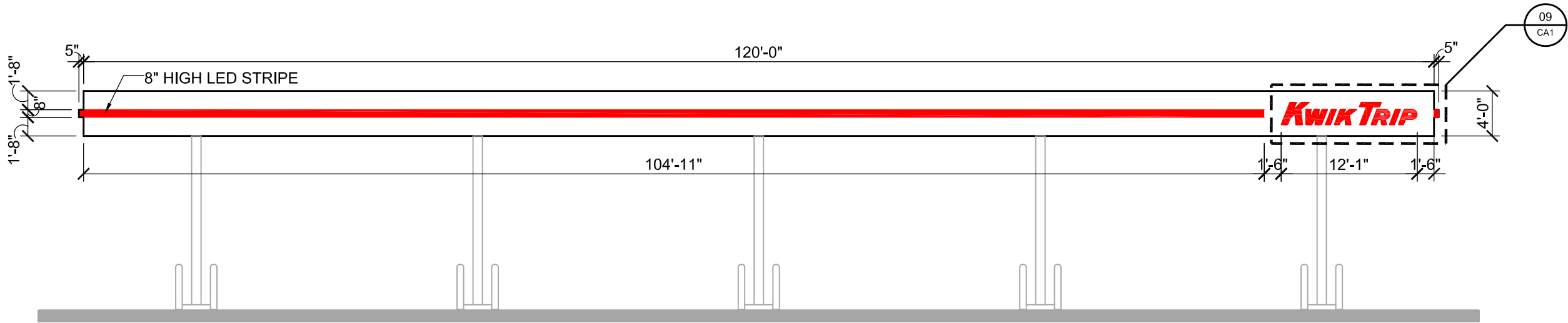
CONVENIENCE STORE SIGNAGE

CONVENIENCE STORE #1078
WITH 1 BAY ATTACHED CW

INWOOD AVE
LAKE ELMO, MN

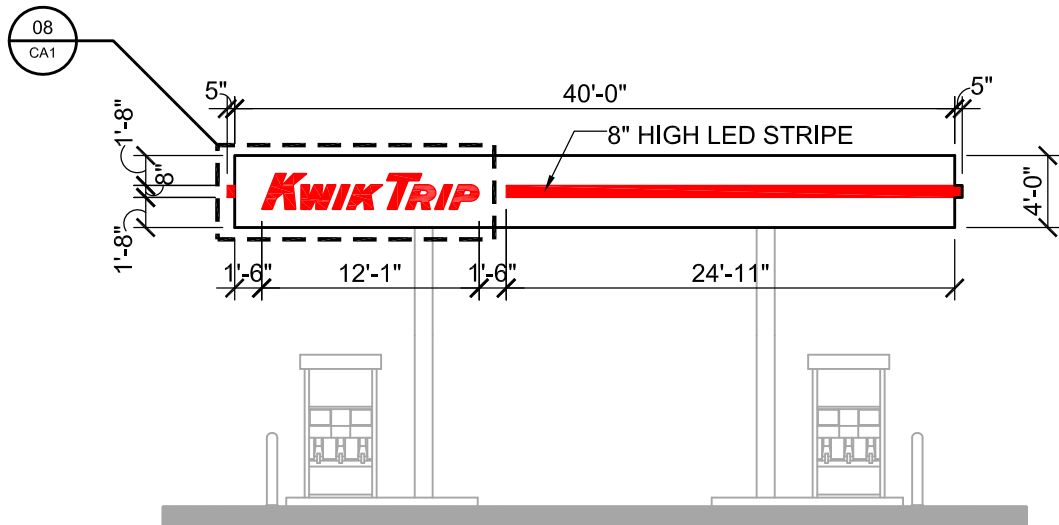
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| DRAWN BY | KMK |
| SCALE | MULTIPLE |
| PROJ. NO. | 0001 |
| DATE | 2019-07-11 |
| SHEET | CS2 |



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



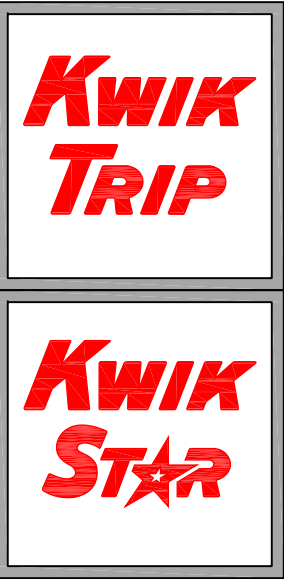
CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



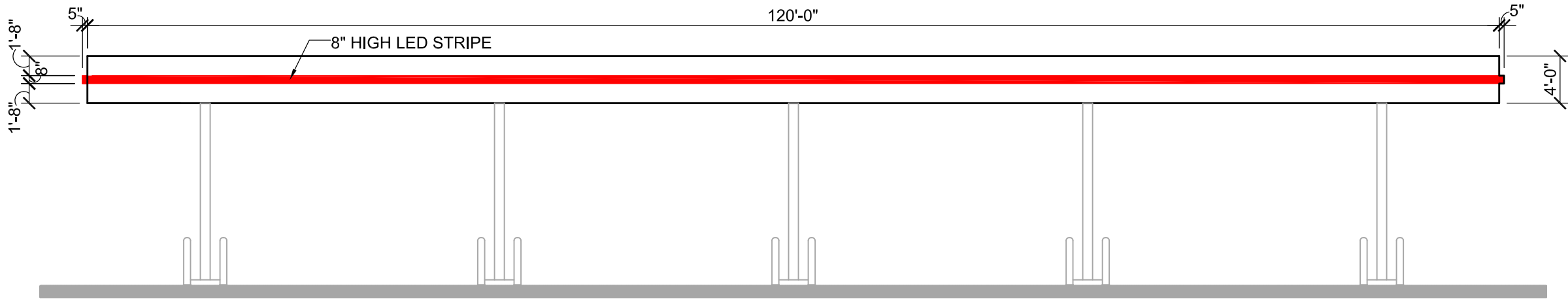
LOGO DETAIL - SIGNS #08 & #09

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



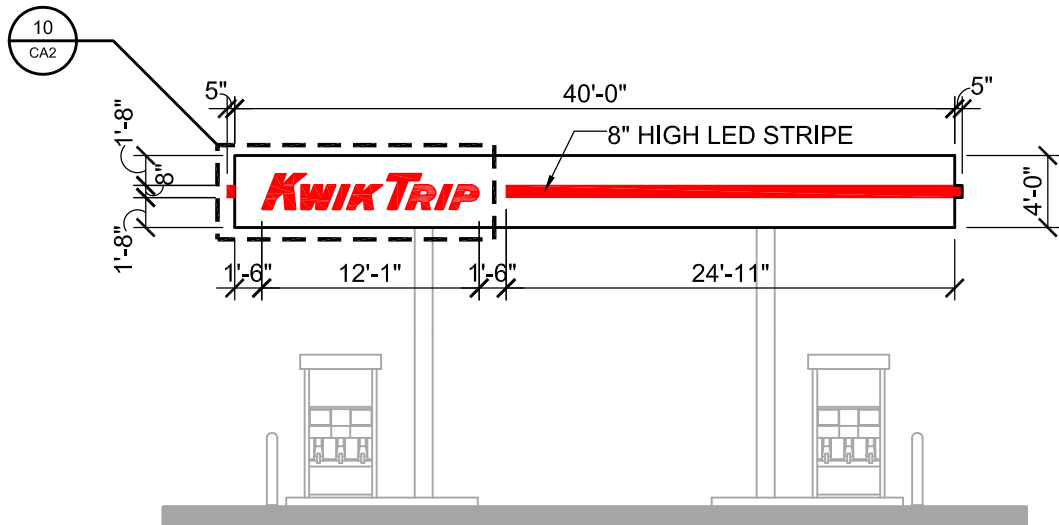
KWIK TRIP, Inc.
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1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

| | | | | | |
|----------------|------|---|--|-----------------------------|--|
| CANOPY SIGNAGE | | CONVENIENCE STORE #1078 WITH 1 BAY ATTACHED CW | | INWOOD AVE LAKE ELMO, MN | |
| # | DATE | DESCRIPTION | | | |
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| DRAWN BY | | KMK | | | |
| SCALE | | MULTIPLE | | | |
| PROJ. NO. | | 0001 | | | |
| DATE | | 2019-07-11 | | | |
| SHEET | | CA1 | | | |



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



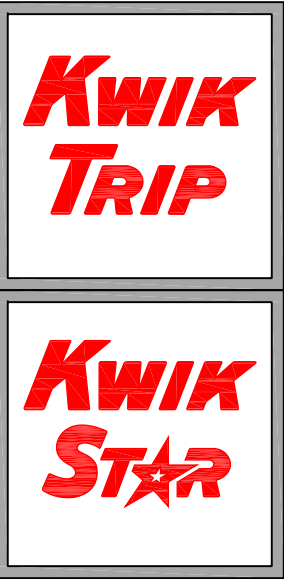
CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



LOGO DETAIL - SIGN #10

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



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|----------------|------|---|--|-----------------------------|--|
| CANOPY SIGNAGE | | CONVENIENCE STORE #1078 WITH 1 BAY ATTACHED CW | | INWOOD AVE LAKE ELMO, MN | |
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| DRAWN BY | | KMK | | | |
| SCALE | | MULTIPLE | | | |
| PROJ. NO. | | 0001 | | | |
| DATE | | 2019-07-11 | | | |
| SHEET | | CA2 | | | |

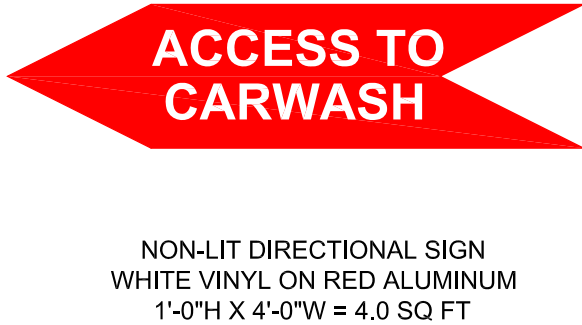
ADDRESS SIGN A

SCALE: 3/4" = 1'-0"



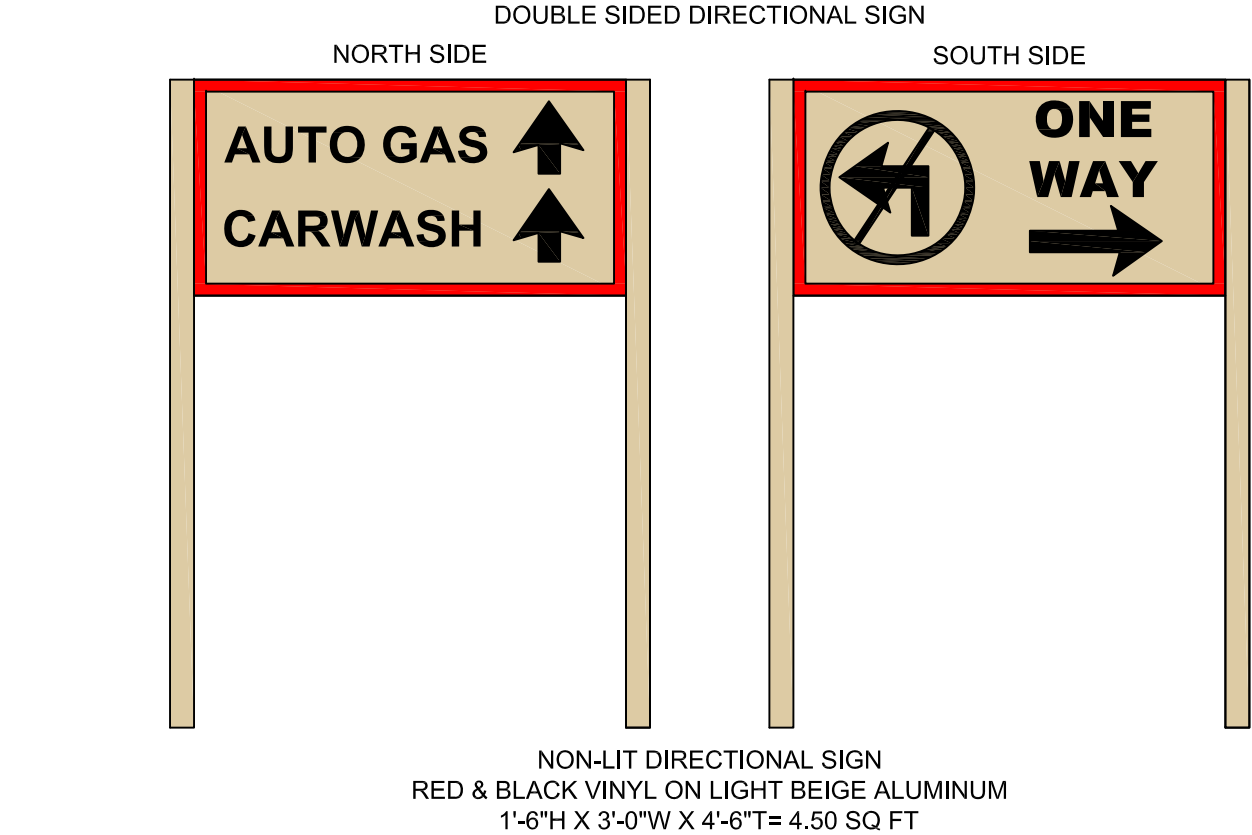
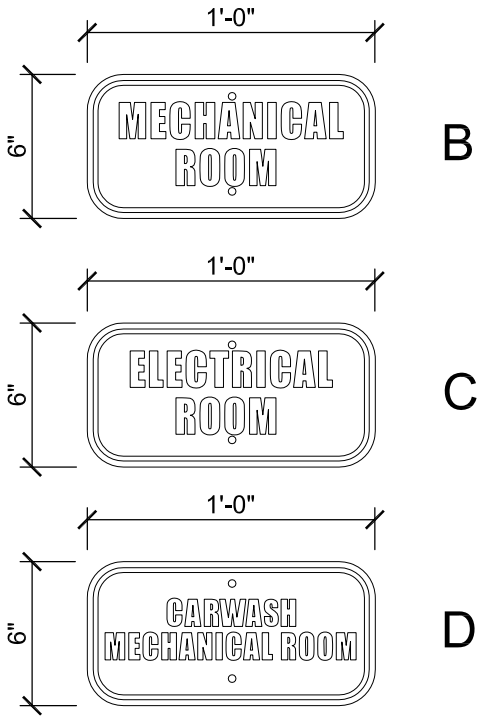
DIRECTIONAL SIGN #02

SCALE: 3/4" = 1'-0"



INFORMATIONAL SIGNS C & D

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



DIRECTIONAL SIGN #11

SCALE: 3/4" = 1'-0"

GENERAL SPECIFICATIONS

A

ROOM SIGNS

Qty: 3 total (different copy on each)

Size: per art

Material: white sign blank

Finish: cut vinyl

Install along with various signs for same site, crew to give to KT trim guys to install.

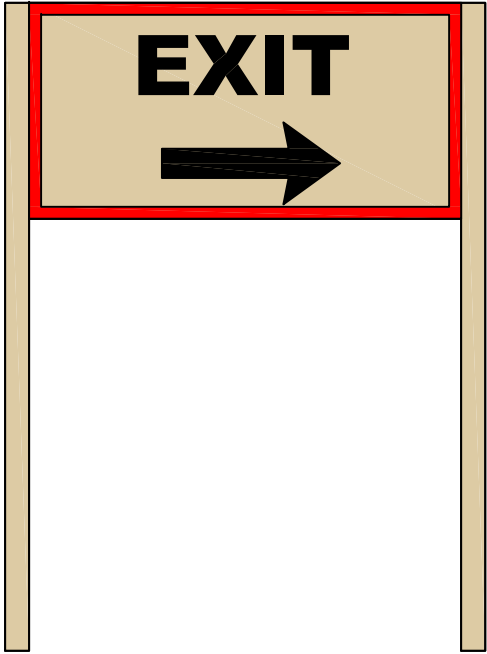
Kwik Trip

Kwik Star

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

| | | | | | |
|---------------------|---|-----------------------------|------------|------|-------------|
| DIRECTIONAL SIGNAGE | CONVENIENCE STORE #1078 WITH 1 BAY ATTACHED CW | INWOOD AVE LAKE ELMO, MN | # | DATE | DESCRIPTION |
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| DRAWN BY | | | KMK | | |
| SCALE | | | MULTIPLE | | |
| PROJ. NO. | | | 0001 | | |
| DATE | | | 2019-07-11 | | |
| SHEET | | | DS1 | | |

SINGLE SIDED DIRECTIONAL SIGN
WEST SIDE

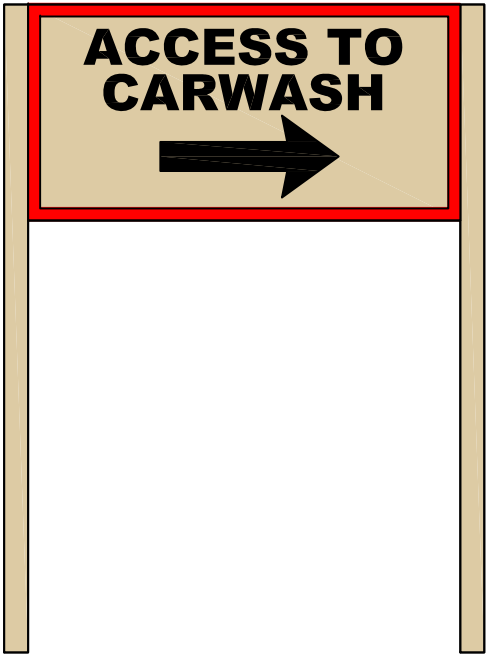


NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGN #12

SCALE: 3/4" = 1'-0"

SINGLE SIDED DIRECTIONAL SIGN
NORTH SIDE

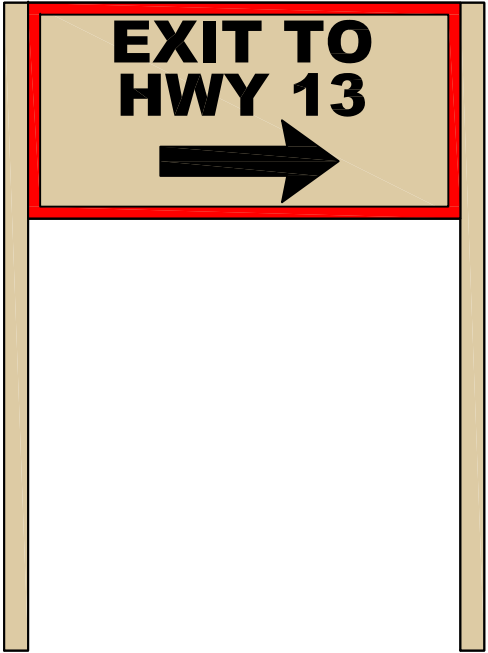


NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGN #14

SCALE: 3/4" = 1'-0"

SINGLE SIDED DIRECTIONAL SIGN
WEST SIDE



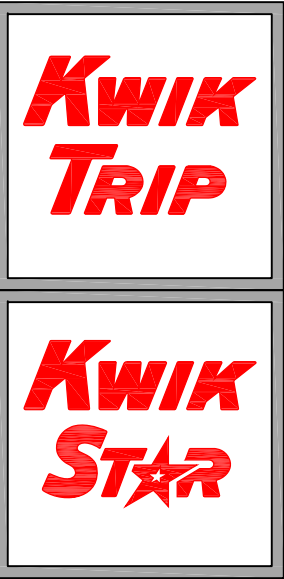
NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGN #13

SCALE: 3/4" = 1'-0"

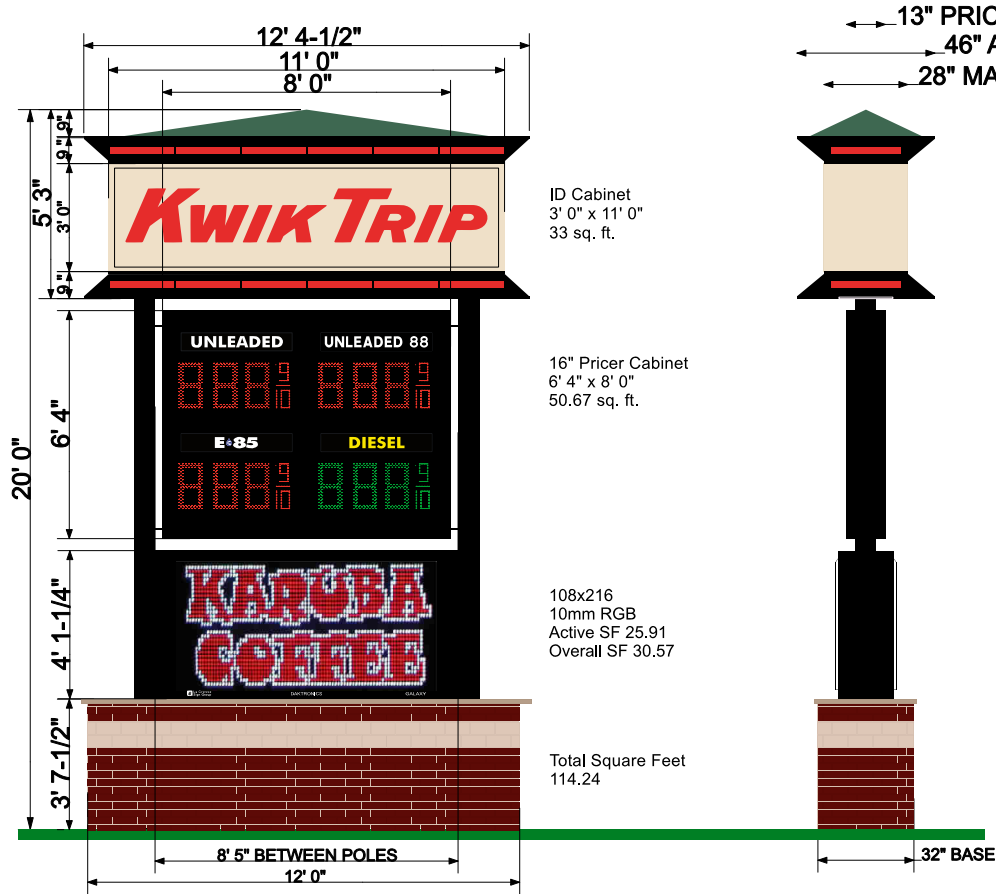
#15 KWIK TRIP FREESTANDING PYLON SIGN

SEE ATTACHMENT FROM LA CROSSE SIGN CO



KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

| | | | | | |
|---------------------|------|---|--|-----------------------------|--|
| DIRECTIONAL SIGNAGE | | CONVENIENCE STORE #1078 WITH 1 BAY ATTACHED CW | | INWOOD AVE LAKE ELMO, MN | |
| # | DATE | DESCRIPTION | | | |
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| DRAWN BY | | KMK | | | |
| SCALE | | MULTIPLE | | | |
| PROJ. NO. | | 0001 | | | |
| DATE | | 2019-07-11 | | | |
| SHEET | | DS2 | | | |



Approved by: _____ Date: _____ Landlord: _____ Date: _____

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DESIGN

SALES

FILE

COLOR KEY

*COLORS ON SKETCH ARE ONLY A REPRESENTATION. ACTUAL COLOR OF FINISHED PRODUCT MAY DIFFER.



1450 Oak Forest Drive • Onalaska, WI 54650 • 608-781-1450
2242 Mustang Way • Madison, WI 53718 • 608-222-5353
2502 Melby Street • Eau Claire, WI 54703 • 715-835-6189

Drawing by: Danielle Hadley
Sign Type: Monument
Date Created: 3/7/2019
Last Modified:
Scale: 3/16" = 1' 0"

Job Name: Kwik Trip
Job Address:
Salesperson: Cindy Bluske
Job Number: 101716

Revision Number:
Job File Location:

- 1 NA 208080 Beige
- 2 Black S/G paint
- 3 PPG NA 208400
- 4 #2283 Red Acrylic
- 5 White of Acrylic
- 6 Red Brick
- 7 Tan Brick
- 8 Red LED
- 9 Green LED
- 10 Black (230-22)
- 11 Yellow (230-015)
- 12 Blue (230-167)

- 13 NA 307880 Hemlock

MEMORANDUM

FOCUS ENGINEERING, inc.

Cara Geheren, P.E. 651.300.4261
Jack Griffin, P.E. 651.300.4264
Ryan Stempski, P.E. 651.300.4267
Chad Isakson, P.E. 651.300.4285

Date: August 6, 2019

To: Ken Roberts, Planning Director
Cc: Chad Isakson, P.E., Assistant City Engineer
From: Jack Griffin, P.E., City Engineer

Re: Inwood 6th Addition – Kwik Trip
Preliminary Plat Review

An engineering review has been completed for the Inwood 6th Addition – Kwik Trip Convenience Store. A Preliminary Plan submittal was received on July 12, 2019. The submittal consisted of the following documentation prepared by Carlson McCain:

- Inwood 6th Addition Preliminary Plat dated June 28, 2019.
- Kwik Trip Store #1078 Site Plans dated June 28, 2019.
- Kwik Trip Store #1078 Storm Water Management Plan dated June 28, 2019.

STATUS/FINDINGS: Engineering has prepared the following review comments based on the plans submitted.

PRELIMINARY PLAT AND EASEMENTS

1. Outlot ownership should be identified on the Preliminary Plat and on the Preliminary Plans. Outlots A and B should be shown as Developer owned.
2. Lot lines and easements are not shown consistently between the Preliminary Plat and the Preliminary Plans. The plans must be revised to accurately reflect the proposed plat. The lot lines and easement locations may be subject to revision once they can be accurately reviewed with respect to the proposed improvements.
3. Drainage and utility easements must be provided for any public utilities constructed as part of the project, including City owned watermain and hydrants, with the easements shown on the preliminary plans.
4. Consideration should be given to adjusting the east lot line of Outlot A further west to facilitate a shared commercial driveway access between Outlot A and Outlot B. See comment #3 below for Site Plans, Traffic and Access Management.
5. Final Construction Plans and Specifications must be prepared in accordance with the latest version of the City Engineering Design Standards Manual, using City details, plan notes and specifications and meeting City Engineering Design Guidelines. The Final Construction Plans must include detailed existing condition information surrounding the plat boundaries to demonstrate that the proposed improvements match at the construction limits. Additional existing condition information is required along 5th Street North including existing small utilities, lane widths and pavement markings, existing street signs, and other features that may be impacted by the improvements.

SITE PLANS, TRAFFIC AND ACCESS MANAGEMENT

1. Access Management Guidelines were reviewed and approved along 5th Street North as part of the Inwood PUD Preliminary Plat/Plan application process (see SRF Consulting review memo dated December 15, 2014). The Preliminary Plans were amended to eliminate access between Inwood Avenue (CSAH 13) and Irene Avenue in accordance with this memorandum. Irene Avenue is located approximately 660 feet east

of Inwood Avenue which meets the City's access spacing requirements for streets and commercial driveways along a collector roadway.

2. The Kwik Trip Store site improvements show a proposed full access commercial driveway along the south leg at Irene Avenue and an intermediate right-in/right-out access to be located approximately half way between Inwood Avenue and Irene Avenue with the construction of a right turn lane. These improvements have also been reviewed by SRF Consulting with the following recommendations:
 - The proposed full access commercial driveway at Irene Avenue is consistent with the approved preliminary plans and access spacing requirements for 5th Street north. Right and left turn lanes are already in place in anticipation of this intersection.
 - The proposed intermediate right-in commercial driveway access is acceptable with modifications to the proposed right turn lane. The right turn lane should be constructed using a 150-foot full width turn lane with 5:1 taper for a total turn lane length of 210 feet.
 - The proposed intermediate right-out commercial driveway access should be eliminated. It is recommended to design this driveway access as right-in only with internal signage directing traffic to the full driveway access intersection at Irene Avenue. A "No U-turn" sign should also be placed on eastbound 5th Street at the intersection with Irene Avenue. If a right-out access is permitted traffic safety concerns exist with vehicles attempting U-turns at Irene Avenue and 5th Street which is an uncontrolled intersection.
3. It is recommended that both the full access at Irene Avenue and the intermediate right-in access be constructed as shared commercial driveways to further manage access spacing along 5th Street North.
 - The full commercial driveway access at Irene Avenue should be constructed as a shared access to both Outlot A and Outlot B.
 - It appears from the site plans that the right-in access driveway is proposed as a shared access between Lot 1, Block 1 and Outlot A, with the lot line dividing the access road.
4. Inwood Avenue (CSAH 13) and 5th Street North Traffic Signal. A traffic impact study must be completed to review and evaluate the impacts to the intersection at Inwood Avenue (CSAH 13) and 5th Street North. A financial contribution to traffic signal should be considered.

MUNICIPAL WATER SUPPLY

1. The proposed property is located in the Southwest Planning MUSA and water system high pressure zone.
2. Water availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the WAC/Connection charges for each building.
3. Connection to the municipal water supply is readily available to serve this property. Based on the proposed Inwood PUD 6th Addition plat lines, the existing watermain stub for the Kwik Trip Store (Lot 1, Block 1) will now be located on the new Outlot A and may need to be extended across a portion of Outlot A to serve Lot 1, Block 1. The applicant will be required to connect, at its sole cost, to the existing 8-inch DIP stub on Outlot A, and/or the existing 16-inch HDPE pipe located along Inwood Avenue, and extend watermain and any required hydrants internal to the site.
4. The project proposes to extend a 6-inch DIP watermain internal to the site with a hydrant placed near the rear of the proposed building. The portion of the watermain internal to the site that serves a hydrant must be City owned and operated and may need to be upgraded to an 8-inch DIP pipe based on fire suppression requirements. The applicant must submit fire suppression requirements for the building to determine the size of watermain up to each hydrant.
5. The applicant will be responsible to place hydrants throughout the property at the direction of the Fire Department. All fire hydrants and connecting watermain shall be owned and maintained by the City.
6. The applicant may be required to construct a looped watermain with a second connection point, depending upon site layout, or connect to the existing 16-inch HDPE pipe located along Inwood Avenue.
7. Any watermain lines serving hydrants placed internal to the site will require minimum 30-foot easements centered over the hydrant and pipe. Easements must be dedicated to the City and be provided in the City's standard form of easement agreement.

MUNICIPAL SANITARY SEWER

1. The proposed property is located in the Southwest Planning MUSA current Regional Sewer Staging Plan and would discharge to the MCES WONE Interceptor.
2. Sewer availability charges and connection charges will apply to the service connections. A Met Council SAC determination will be required to determine the SAC/Connection charges for each building.
3. Connection to the municipal sanitary sewer system is readily available to serve this property. The applicant will be required to connect, at its sole cost, to the existing 8-inch PVC stub that was installed to serve this property. A 6-inch diameter private sewer service is proposed to be extended internal to the site to serve the Kwik Trip Store. No public sanitary sewer mains are proposed to be extended internal to the site.
4. Based on the proposed Inwood PUD 6th Addition plat lines, the existing sanitary sewer stub for the Kwik Trip Store (Lot 1, Block 1) will now be located on the new Outlot A and will need to be extended across a portion of Outlot A to serve Lot 1, Block 1. A private sewer service easement may be needed between the property owners of Outlot A and Lot 1, Block 1.

STORMWATER MANAGEMENT

1. A State and South Washington Watershed District (SWWD) permit will be required. The site plan is subject to a storm water management plan meeting State, SWWD and City rules and regulations.
2. The storm water management report indicates that the existing storm water facilities for this property, located just south of the property, have been designed for Lot 1, Block 1 and Outlot A to each be 75% impervious. The narrative also indicates that the proposed Kwik Trip site (Lot 1, Block 1) is proposed to be 70% impervious. Therefore, no additional storm water BMPs are proposed. Preliminary Plat approval should be contingent upon verification of these assumptions by the SWWD and City storm water consultant.
3. The applicant is proposing a private storm sewer system internal to the commercial site to collect and convey storm water runoff. The storm water will be discharged to the City owned storm water pond and infiltration basin located to the south of the proposed site. This system was constructed as part of the Inwood PUD development and will be turned over to the City upon acceptance of the Inwood PUD 1st Addition development improvements.
4. A new (2nd) storm water discharge location to the existing storm water pond is proposed. A sump manhole is shown on the plans as required with a SNOUT oil and debris stop device. The sump manhole and SNOUT device should be relocated from manhole #102 to manhole #101.
5. The storm sewer system constructed for this development should remain privately owned and maintained. The applicant will be required to execute and record a Stormwater Maintenance and Easement Agreement in the City's standard form of agreement. The agreement should provide a maintenance plan defining the maintenance responsibilities for the private owner, the type of maintenance and the maintenance intervals, including the SNOUT oil and debris stop device.
6. The storm sewer minimum pipe size should be 15-inch diameter pipe.



To: Ken Roberts, City of Lake Elmo Planning Director
From: Lucius Jonett, Wenck Landscape Architect
Date: July 22, 2019
Subject: City of Lake Elmo Landscape Plan Review
Kwik Trip Store #1078, Review #1

Submittals

- Landscape Plans, dated 06/28/2019, received 07/15/2019.

Location: Southeast quadrant of Inwood Ave N (CSAH NO 13) and 5th Street N , Lake Elmo, MN)

Land Use Category: Commercial Planned Unit Development

Surrounding Land Use Concerns: None.

Special landscape provisions in addition to the zoning code: None.

Tree Preservation:

- A. A tree removal plan has been submitted showing all trees to be removed. All trees are less than the significant tree definition and no mitigation is required.
- B. There are no specimen trees identified in the tree inventory.
- C. Tree replacement is not required because no significant trees are being removed.
- D. This project is commercial development; therefore mitigation replacement trees can be included toward landscape required tree counts, however there are no mitigation trees required.

Landscape Requirements:

The master landscape plans does **not** meet the code required number of trees.

| | Master Plan (Code Required) | Master Plan Proposed | |
|---------------------------------------|--------------------------------|-------------------------|-------------|
| Street frontage | 630 | | Lineal Feet |
| Lake Shore | 0 | | Lineal Feet |
| Stream Frontage | 0 | | Lineal Feet |
| Total Linear Feet | 630 | | Lineal Feet |
| /50 Feet = Required Frontage Trees | 13 | | Trees |
| Development or Disturbed Area | - | | SF |
| Development or Disturbed Area | 2.27 | | Acres |
| *5 = Required Development Trees | 12 | | Trees |
| Interior Parking Lot Spaces* | 18 | | Spaces |
| /10 = Required Parking Lot Trees | 0 | | Trees |
| Perimeter Parking Lot Frontage Length | 150 | | Lineal Feet |
| /50 = Required Frontage Strip Trees | 3 | | Trees |
| Required Mitigation Trees | 0 | | |
| Required Number of Trees ** | 28 | | |
| Total Trees to Date | | 25 | |

* Parking lot landscaping or screening trees are included in landscape required tree counts.

None if 0 - 30 Parking Spaces

1 tree per 10 spaces if 31 - 100 Parking Spaces

1 tree per 15 spaces If >101 Parking Spaces

** Commercial development - mitigation replacement trees are included in landscape required tree counts.

1. A minimum one (1) tree is proposed for every fifty (50) feet of street frontage.

2. A minimum of five (5) trees are proposed to be planted for every one (1) acre of land that is developed or disturbed by development activity.

The landscape plans do meet the minimum compositions of required trees:

- At least 25% of the required number of trees shall be deciduous shade trees
- At least 25% of the required number of trees shall be coniferous trees
- Up to 15% of the required number of trees may be ornamental tree

| Master Plan | Qty | % Composition | |
|-----------------------|-----|---------------|---------------|
| Deciduous Shade Trees | 13 | 52% | >25% required |
| Coniferous Trees | 6 | 24% | >25% required |
| Ornamental Trees | 6 | 24% | <15% required |
| Builder Trees | | | |
| Tree Count | | 25 | |

A. A landscape plan has been submitted that does meet all requirements

B. The landscape plan **does not include** the landscape layout requirements:

Topsoil Minimum 6-inch
Tree Location without Sidewalk or Trail 8-feet back of curb
Tree Location with Sidewalk or Trail..... 5-feet back of curb

C. Interior Parking Lot Landscaping – The development does include interior parking lots however its less than 30 parking space. No additional tree planting is needed.

D. Perimeter Parking Lot Landscaping – The development does include perimeter parking lots along 5th Street. Perimeter parking lot landscaping **has not** been provided according to:

1. A landscaped frontage strip at least five (5) feet wide shall be provided between parking areas and public streets, sidewalks, or paths.
 - a. Within the frontage strip, screening shall consist of either a masonry wall, fence, berm, or hedge or combination that forms a screen a minimum of three and one-half (3.5) and a maximum of four (4) feet in height, and not less than fifty percent (50%) opaque on a year-round basis.
 - b. Trees shall be planted at a minimum of one deciduous tree per fifty (50) linear feet within the frontage strip.

E. Screening – Screening is not required by City code.

Special Landscape Considerations:

A. 5th Street – The development is along 5th Street.

- i. The landscape plan **does not include** the required landscaping elements:

Topsoil Minimum 6-inch
Turf Treatment Salt Tolerant Sod (MN DOT 3878 C)

- Turf sod to be located from back of curb to 5 feet behind trail or sidewalk.

Prairie sod may be used for remaining R/W
Tree Location..... 7-feet back of curb

Ken Roberts
Planning Director
City of Lake Elmo
July 22, 2019



Findings:

1. The submitted landscape plan does not meet the required number of trees. 3 Additional trees are needed to account for the Perimeter Parking Lot Frontage.
2. The proposed development has perimeter parking along 5th Street that requires perimeter parking lot landscaping.
3. One tree was found to be in conflict with sidewalk and curb setbacks and should be relocated to elsewhere on the property. See attached markup plan.
4. Two evergreen trees are in conflict with proposed stormsewer and should be relocated to elsewhere on the property. See attached markup plan.
5. 6" of topsoil is required versus the 4" of topsoil stated in the notes. See attached markup plan.

Recommendation:

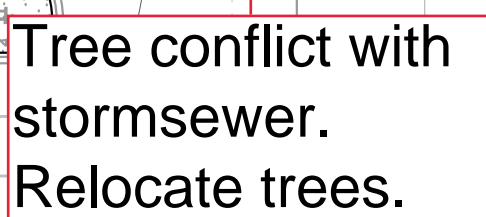
It is recommended that a condition of approval include:

1. Submit a revised landscape plan to address the findings above.

Sincerely,

A handwritten signature in black ink that reads 'Lucius Jonett'.

Lucius Jonett, PLA (MN)
Wenck Associates, Inc.
City of Lake Elmo Municipal Landscape Architect



- ACCEPTANCE INSPECTION.
27. ALL DISTURBED AREAS TO BE TURF SEEDDED, ARE TO RECEIVE 4" TOP SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
28. ALL DISTURBED AREAS TO RECEIVE NATIVE WET AND SEDED ARE TO RECEIVE ENGINEERED SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.

1078 L1

6" Depth of topsoil required.

Tanya Nuss

From: Amland Melissa <honeybee7698@yahoo.com>
Sent: Monday, August 5, 2019 3:48 PM
To: Ken Roberts; Melissa Douglas
Subject: Kwik Trip Proposal

Caution: This email originated outside our organization; please use caution.

To: Lake Elmo Planning Commission

From: Ben and Melissa Douglas, 8769 Upper 7th Place North, Lake Elmo

Re: Proposed Kwik Trip Station at Inwood at 5th

We are homeowners in the Inwood neighborhood who received a letter regarding the proposed use of a vacant lot at 5th and Inwood for a Kwik Trip gas station. We are writing to let you know that we are vehemently against this request for several reasons.

First of all, we feel there is no reason for a gas station at this location. There is already a Kwik Trip at Hudson Blvd N. and Keats Avenue. There are also several gas stations just west of our neighborhood in Oakdale on 10th Street at Helmo Avenue and then again just across 694 at both 11th St. N. and Hadley Avenue. Going east on 10th Street, there is a Marathon at Lake Elmo Avenue. Hagberg's on County 14 also has a gas station. Adding another gas station to the area will not provide any additional benefit to the residents of Lake Elmo. If you are truly trying to serve the residents of Lake Elmo by adding another gas station, you should consider allowing the building of another gas station further out from the proposed area.

Second, research has proven that gas stations and convenience stores drive down property values for homes close to the them. Why should the homeowners suffer when we were here first? Gas stations/convenience stores do not belong next to homes. Again, research has shown that gas stations lead to an increase in accidents, both traffic and pedestrian (and the intersection of Inwood and 5th is already way too busy!) and robberies. The reason we chose to live in the Inwood neighborhood is because it is a quiet, peaceful residential neighborhood with great walking trails. Adding a busy gas station and convenience store will completely destroy the feeling of this neighborhood.

Third, we have environmental concerns as well despite all the safety guidelines, gas stations, must follow, they can still pose significant exposures including ground level ozone from gasoline fumes groundwater hazards from petroleum leakage, and carbon monoxide from idling vehicles. There is also, light, sound and air pollution from the gas station, all of which are migraine triggers for me. Adding a gas station so close to our home, could greatly add pollution to our neighborhood and exacerbate my chronic migraines which have been much better maintained since moving to this neighborhood.

Thank you for your time,

Ben and Melissa Douglas