



**PLANNING COMMISSION MEETING
RICHFIELD MUNICIPAL CENTER, COUNCIL CHAMBERS
OCTOBER 23, 2017
7:00 PM**

Call to Order

Approval of minutes of the (1) Special joint City Council and Planning Commission work session of September 20, 2017, and (2) regular Planning Commission meeting of September 25, 2017.

Agenda Approval

1. Approval of the Agenda

Opportunity for Citizens to Address the Commission on items not on the Agenda

Public Hearings

2. Public hearing to consider an amendment to approved development plans at Cedar Point Commons. The proposal includes a day care facility on the vacant site at the southwest corner of Richfield Parkway and 65th Street.
17-APUD-05
3. Consideration of a variety of land use approvals related to a proposal for construction of a new auto dealership at 1550 78th Street East.
Zoning Case No.- 17-RZN-03, 17-CUP-07, 17-FDP-03, 17-PUD-03
4. Cancel a public hearing to consider a conditional use permit amendment and variance at 7700 Nicollet Avenue.
17-ACUP-03, 17-VAR-10

Other Business

5. Consideration of a motion rescheduling the regular December Planning Commission meeting.
PC Letter #11

Liaison Reports

Community Services Advisory Commission
City Council
Housing and Redevelopment Authority (HRA)
Richfield School Board
Transportation Commission
Chamber of Commerce
Other

City Planner's Reports

6. City Planner's Report

7. Next Meeting Time and Location

November 20, 2017 at 7 p.m. in the City Council Chambers.

8. Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.



Planning Commission Minutes

September 20, 2017 Work Session

MEMBERS PRESENT: Chairperson Erin Vrieze Daniels and Commissioner Sean Hayford Oleary

COUNCIL MEMBERS: Mayor Pat Elliott and Councilmembers Maria Regan Gonzalez, Michael Howard, and Simon Trautmann

STAFF: Matt Brillhart, Associate Planner

Chairperson Vrieze Daniels called the meeting to order at 5:45 p.m.

ITEM #1

PC Memo No. 8 – Bus Tour of Redevelopment Sites Along 66th Street

Chairperson Vrieze Daniels and Associate Planner Matt Brillhart led the group on a bus and walking tour of several properties along 66th Street, including Cedar Point Commons / Richfield Parkway, 66th and Nicollet Avenue, and 66th and Penn Avenue.

The meeting was adjourned at **7:20 p.m.**

Chairperson, Richfield Planning Commission



Planning Commission Minutes

September 25, 2017

- MEMBERS PRESENT: Chairperson Erin Vrieze Daniels, Commissioners Sean Hayford Oleary, Bryan Pynn, Allysen Hoberg and Susan Rosenberg
- MEMBERS ABSENT: Commissioners Gordon Vizecky and Dan Kitzberger
- STAFF PRESENT: John Stark, Community Development Director
Matt Brillhart, Associate Planner
- OTHERS PRESENT: Andrew Akins, Premier Properties (6520-6526-6532 Oliver Avenue)
Karla Carlson, Penn Avenue Partners
Chris Leu & Damon Dranchak, Dunkin Donuts

Chairperson Vrieze Daniels called the meeting to order at 7:00 p.m.

APPROVAL OF MINUTES

M/Hayford Oleary, S/Pynn to approve the minutes of the August 28, 2017 meeting.

Motion carried: 5-0

APPROVAL OF AGENDA

M/Hayford Oleary, S/Hoberg to amend and approve the agenda, moving the public hearing for 6401 Penn Avenue to Item #1.

Motion carried: 5-0

OPEN FORUM

No members of the public spoke.

PUBLIC HEARING(S)

ITEM #1

Consider a request for a variance to allow a fence taller than 6 feet at Richfield Fire Station 2 (6401 Penn Avenue).

Associate Planner Matt Brillhart presented the staff report.

M/Hoberg, S/Pynn to close the public hearing.

Motion carried: 5-0

M/Vrieze Daniels, S/Rosenberg to approve the resolution granting a variance.

Motion carried: 5-0

ITEM #2

17-CUP-05, 17-VAR-06 – Consider requests for a conditional use permit and variances for a restaurant with drive-thru at 6529 Penn Avenue, and site plan approval at 6545 Penn Avenue and 2210 66th Street West.

Associate Planner Matt Brillhart presented the staff report.

Commissioners discussed the drive-thru speaker setback variance, traffic circulation and drive-thru backups.

In response to a question from Commissioner Hayford Oleary, Brillhart stated that if the drive-thru variance request was denied, that would effectively prohibit a drive-thru on this site.

September 25, 2017

Andrew Akins, owner of 6520, 6526, 6532 Penn Avenue, expressed concern with the drive-thru speaker distance to the residents of the apartment buildings.

Commissioner Rosenberg questioned the need for a drive-thru and the early operating hours.

Karla Carlson, Chris Leu, and Damon Dranchak introduced the project, described the speaker technology, and responded to Commissioners' questions.

M/Rosenberg, S/Hayford Oleary to close the public hearing.

Motion carried: 5-0

Commissioners Hayford Oleary, Pynn, Rosenberg, and Hoberg all stated concerns with the drive-thru speaker setback distance. Chair Vrieze Daniels stated that she was comfortable with the drive-thru speaker setback distance and that she had only heard positive feedback from the community, but had concerns with the amount of signage proposed on the site.

Brillhart described the Penn Avenue Design Guidelines and prohibition on internally lit signs.

M/Vrieze Daniels, S/Hayford Oleary to recommend approval of the conditional use permit.

Motion carried 4-1 (Rosenberg against)

M/Hayford Oleary, S/Hoberg to recommend denial of the drive-thru speaker setback variance.

Motion carried 4-1 (Vrieze Daniels against)

M/Vrieze Daniels, S/Pynn to recommend approval of the residential buffer yard variance.

Motion carried 3-2 (Hoberg and Hayford Oleary against)

M/Hayford Oleary, S/Pynn to recommend denial of the building coverage variance.

Motion carried 4-1 (Vrieze Daniels against)

M/Hayford Oleary, S/Pynn to approve the building setback variance.

Motion carried 4-1 (Rosenberg against)

M/Vrieze Daniels, S/Hoberg to approve the variance to allow off-premise signs, with the condition that the signs not be internally lit, in accordance with the Penn Avenue Guidelines.

Motion carried 4-1 (Rosenberg against)

ITEM #3

PC Letter #9 – Consider changes to the city's zoning ordinances related to driveway regulations.

Associate Planner Matt Brillhart presented the staff report.

M/Rosenberg, S/Pynn to close the public hearing.

Motion carried: 5-0

M/Vrieze Daniels, S/Pynn to recommend approval of the proposed ordinance amendments.

Commissioner Hayford Oleary stated a preference to retain boulevard space and keep driveway width in the boulevard area based on garage width.

M/Hayford Oleary, S/Vrieze Daniels to amend the motion to restrict driveway width within the boulevard area to the width of the garage.

Amendment failed: 2-3 (Rosenberg, Hoberg and Pynn against)

Main motion carried: 5-0

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OTHER BUSINESS

ITEM #4

PC Letter #10 – Consider a resolution finding that the acquisition and disposition by the Housing and Redevelopment Authority (HRA) of 6839 Cedar Avenue for future redevelopment as mixed use, and 6409 16th Avenue for future redevelopment as high density residential is consistent with the Richfield Comprehensive Plan.

Associate Planner Matt Brillhart presented the staff report.

M/Vrieze Daniels, S/Rosenberg to approve the resolution.

Motion carried: 5-0

LIAISON REPORTS

Community Services Advisory Commission: Chairperson Vrieze Daniels – No report

City Council: Commissioner Rosenberg – No report

HRA: Commissioner Hoberg – No report

Richfield School Board: Commissioner Rosenberg – School Board candidate forum 9/30

Transportation Commission: Commissioner Hayford O'Leary – 69th Street update

Chamber of Commerce: Commissioner Vizecky – No report

CITY PLANNER'S REPORT

No report.

ADJOURNMENT

M/Rosenberg, S/Pynn to adjourn the meeting.

The meeting was adjourned by unanimous consent at **8:54 p.m.**

Planning Commission Secretary

AGENDA SECTION:	Public Hearings
AGENDA ITEM #	2.
CASE NO.:	17-APUD-05



PLANNING COMMISSION MEETING 10/23/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITYPLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
10/16/2017

ITEM FOR COMMISSION CONSIDERATION:

Public hearing to consider an amendment to approved development plans at Cedar Point Commons. The proposal includes a day care facility on the vacant site at the southwest corner of Richfield Parkway and 65th Street.

EXECUTIVE SUMMARY:

Final development plans for Cedar Point Commons were approved by the City Council in 2006. The nearly 30 acre development included Target, Home Depot, TCF Bank, inline shops, and space for additional retail on the vacant lots across Richfield Parkway. For many years, market conditions were not strong enough to develop these additional sites. On August 23, 2016, the City Council approved an amendment to the Planned Unit Development, granting approval of additional inline retail buildings and preliminary approval of a day care serving 180 children at this location. At the time of that approval, it was anticipated that final approval of the day care could be granted administratively, as long as all code requirements were met.

The applicant is requesting to reduce a required buffer yard adjacent to residential property at 6501 16th Avenue, which is the Mount Calvary Church parsonage residence. In exchange for not accommodating that requirement on the day care property, the applicant proposes to plant a landscaped buffer on the parsonage property. The requested buffer yard reduction necessitates that the amendment be brought back before the Council for approval. The applicant is working on an agreement with Mt. Calvary Church, which will be provided prior to Council consideration on November 14. Finding that all requirements are met, staff recommends approval of the amendment.

RECOMMENDED ACTION:

Conduct and close a public hearing and by motion: Recommend approval of a resolution amending the Planned Unit Development, Conditional Use Permit, and Final Development Plan for Cedar Point Commons.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

See Executive Summary.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

There are a number of sets of review criteria that apply to this proposal. A full discussion of all requirements is included as an attachment to this report.

Planned Unit Development/Conditional Use Permit/Final Development Plan:

Although this site was originally approved for retail uses, day care is a permitted use in the underlying General Business (C-2) District. On August 23, 2016, the City Council approved a PUD amendment granting preliminary approval of a day care serving 180 children at this location. At the time of that approval, it was anticipated that final approval could be granted administratively, if all code requirements were met. The requested buffer yard reduction necessitates that the item be brought back before the policy makers for approval. The following variations from standard requirements are requested:

Buffer Yard Adjacent to Residential Use: A buffer yard of not less than 25 feet in width and 50 percent all-season opacity from the ground to a height of six (6) feet shall be provided to separate all aspects of nonresidential uses from abutting residential parcels. The Council may reduce this requirement to not less than 15 feet if significant additional landscaping and/or fencing, with 75 percent all-season opacity, is provided to screen the use. (Zoning Code Section 544.03 Subd. 6)

Due to site constraints, the applicant proposes to reduce the buffer yard requirement to 6.8 feet for the parking lot and to 0 feet for the playground area. In exchange, the applicant proposes to plant a landscaped buffer on the adjacent residential property at 6501 16th Avenue (church parsonage). A letter of support from Mt. Calvary Church is attached.

Building Orientation: Code requires that buildings be oriented such that a least one primary entrance faces the street. The security needs of a day care limit opportunities for a second primary entrance facing Richfield Parkway or 65th Street. Site design and outdoor play areas will help activate the street frontage.

C. CRITICAL TIMING ISSUES:

60-DAY RULE: The 60-day clock 'started' when a complete application was received on September 25, 2017. A decision is required by November 24, 2017 OR the Council must notify the applicant that it is extending the deadline (up to a maximum of 60 additional days or 120 days total) for issuing a decision.

D. FINANCIAL IMPACT:

None.

E. LEGAL CONSIDERATION:

- Notice of this public hearing was published in the Sun Current newspaper and mailed to properties within 350 feet of the site on October 10, 2017.
- Council consideration has been tentatively scheduled for November 14, 2017.

ALTERNATIVE RECOMMENDATION(S):

- Recommend approval of the attached resolution with modifications.
- Recommend denial of the request with a finding that requirements are not met.

PRINCIPAL PARTIES EXPECTED AT MEETING:

John Finnemore, Primrose Schools

ATTACHMENTS:

Description	Type
☐ Resolution	Resolution Letter
☐ Requirements attachment	Backup Material
☐ Proposed plans	Backup Material
☐ Zoning maps	Backup Material

RESOLUTION NO. _____

**RESOLUTION APPROVING AN AMENDED
FINAL DEVELOPMENT PLAN
AND CONDITIONAL USE PERMIT
FOR THE CEDAR POINT COMMONS
PLANNED UNIT DEVELOPMENT**

WHEREAS, an application has been filed with the City of Richfield which requests approval of an amended final development plan and conditional use permit to allow construction of a day care facility to complete development of the Cedar Point Commons planned unit development located at approximately 66th Street East and Richfield Parkway, property legally described as:

LOTS 1,2,3,5 AND 7, BLOCK 1, CEDAR POINT COMMONS, HENNEPIN COUNTY, MINNESOTA

AND

LOTS 1-4, BLOCK 2, CEDAR POINT COMMONS, HENNEPIN COUNTY, MINNESOTA

WHEREAS, the Planning Commission of the City of Richfield held a public hearing and recommended approval of the requested amendment to the final development plan and conditional use permit at its October 23, 2017 meeting; and

WHEREAS, notice of the public hearing was mailed to properties within 350 feet of the subject property on October 10, 2017 and published in the Sun-Current on October 12, 2017; and

WHEREAS, the requested amendment to the final development plan and conditional use permit meets those requirements necessary for approving a planned unit development as specified in Richfield's Zoning Code, Section 542.09, Subd. 3 and as detailed in City Council Staff Report No. _____; and

WHEREAS, the request meets those requirements necessary for approving a conditional use permit as specified in Richfield's Zoning Code, Section 547.09, Subd. 6 and as detailed in City Council Staff Report No. _____; and

WHEREAS, the City has fully considered the request for approval of an amended planned unit development, final development plan and conditional use permit; and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Richfield, Minnesota, as follows:

1. The City Council adopts as its Findings of Fact the **WHEREAS** clauses set forth above.
2. An amended planned unit development, final development plan and conditional use permit are approved for a day care facility as described in City Council Report No. ____, on the Subject Property legally described above.
3. The approved planned unit development, final development plan and conditional use permit are subject to the following conditions:
 - A recorded copy of the approved resolution must be submitted to the City prior to the issuance of a building permit.
 - The final plat of Cedar Point Commons must be approved by the City Council and the plat recorded prior to the issuance of a building permit. A cross access agreement between the parcels is required and must be recorded prior to occupancy. Proof of recording must be provided to the City.
 - The property owner is responsible for the ongoing maintenance and tending of all landscaping in accordance with approved plans.
 - In lieu of the residential buffer requirement in Section 544.03, Subd. 6, the property owner shall provide a landscaped buffer on the adjacent residential property at 6501 16th Avenue (Mt. Calvary Church parsonage). The owner of 6501 16th Avenue is under no obligation to retain that buffer area.
 - Snow storage within the surface parking lot is prohibited. All parking spaces must remain available year round.
 - A final lighting plan complying with City requirements is required.
 - Grading, drainage, erosion control, and utility plans must be approved by Richfield Public Works. All new utility service must be underground.
 - All utilities must be screened from public view in accordance with Ordinance requirements. A screening plan is required prior to the issuance of a Building Permit.
 - Separate sign permits are required.
 - The applicant is responsible for obtaining all required permits, compliance with all requirements detailed in the City's Administrative Review Committee Report dated October 6, 2017 and compliance with all other City and State regulations.
 - Prior to the issuance of an occupancy permit the developer must submit a surety equal to 125% of the value of any improvements not yet complete.
 - Unless specifically modified by this resolution, all previous conditions of approval remain in place.
4. The approved planned unit development, final development plan and conditional use permit shall expire one year from issuance unless the use for which the permit was granted has commenced, substantial work has been completed or upon written request by the developer, the Council extends the expiration date for an additional period of up to one year, as required by the Zoning Ordinance, Section 547.09, Subd. 9.

5. The approved planned unit development, final development plan and conditional use permit shall remain in effect for so long as conditions regulating it are observed, and the conditional use permit shall expire if normal operation of the use has been discontinued for 12 or more months, as required by the Zoning Ordinance, Section 547.09, Subd. 10.

Adopted by the City Council of the City of Richfield, Minnesota this 14th day of November, 2017.

Pat Elliott, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk

Required Findings

Part 1: The following findings are necessary for approval of a PUD application (542.09 Subd. 3):

1. *The proposed development conforms to the goals and objectives of the City's Comprehensive Plan and any applicable redevelopment plans.* The Comprehensive Plan guides this area for regional commercial/office development. The proposed building represents the final component of the larger Cedar Point Commons development that was begun in 2006.
2. *The proposed development is designed in such a manner as to form a desirable and unified environment within its own boundaries.* This requirement is met. While the proposed building differs from the architecture of the existing development, the site has been designed to function in a substantially similar manner as the originally approved plans.
3. *The development is in substantial conformance with the purpose and intent of the guiding district, and departures from the guiding district regulations are justified by the design of the development.* The development is in substantial compliance with the intent of the guiding C-2 District.
4. *The development will not create an excessive burden on parks, schools, streets or other public facilities and utilities that serve or area proposed to serve the development.* The City's Public Works, Engineering and Recreation Departments have reviewed the proposal and do not anticipate any issues.
5. *The development will not have undue adverse impacts on neighboring properties.* No undue adverse impacts are anticipated.
6. *The terms and conditions proposed to maintain the integrity of the plan are sufficient to protect the public interest.* This requirement is met; appropriate stipulations have been incorporated into the final resolution.

Part 2: All uses are conditional uses in the PC-2 District. The findings necessary to issue a Conditional Use Permit (CUP) are as follows (Subd. 547.09, Subd. 6):

1. *The proposed use is consistent with the goals, policies, and objectives of the City's Comprehensive Plan.* See above – Part 1, #1.
2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use.* The use is consistent with the intent of the Planned General Business District and the underlying General Business District. The proposal

provides attractive commercial development that is compatible with adjacent properties and no significant adverse impacts are anticipated.

3. *The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines.* The proposed use is similar to the previously adopted Planned Unit Development for this area. A different style of architecture for a day care is justified and reasonable for this development.

4. *The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code.* The proposed development is in substantial compliance with City performance standards. Deviation from Code requirements is requested as follows:

- Building Orientation – Code requires that buildings be oriented such that a least one primary entrance faces the street. The security needs of a day care limit opportunities for a second primary entrance facing Richfield Parkway. Site design and outdoor play areas will help activate the street frontage.
- Residential Buffer Yard – Due to site constraints, the applicant proposes to reduce the buffer yard requirement to 6.8 feet for the parking lot and to 0 feet for the playground area. In exchange, the applicant proposes to plant a landscaped buffer on the adjacent residential property at 6501 16th Avenue (church parsonage). A letter of support from Mt. Calvary Church is attached.

5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements.* The City's Public Works and Engineering Departments have reviewed the proposal and do not anticipate any adverse impacts.

6. *The use will not have undue adverse impacts on the public health, safety, or welfare.* Adequate provisions have been made to protect the public health, safety and welfare.

7. *There is a public need for such use at the proposed location.* See above – Part 1, #1.

8. *The proposed use meets or will meet all the specific conditions set by this code for the granting of such conditional use permit.* This requirement is met.

Client

PRIMROSE SCHOOLS FRANCHISING COMPANY

3660 CEDARCREST ROAD
ACWORTH, GEORGIA 30101

Project

PRIMROSE SCHOOL

Location

RICHFIELD, MN

6500 RICHFIELD PARKWAY

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Eric A. Vogel
Registration No. 1914 Date: MM/DD/2017

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

Designed: EAV Drawn: JMW
Approved: EVM Book / Page:
Phase: PRELIMINARY Initial Issued: MM/DD/2017

Revision History

No. Date By Submittal / Revision

Sheet Title
SITE PLAN

Sheet No. Revision
C3.01

Project No. 20769

LEGEND

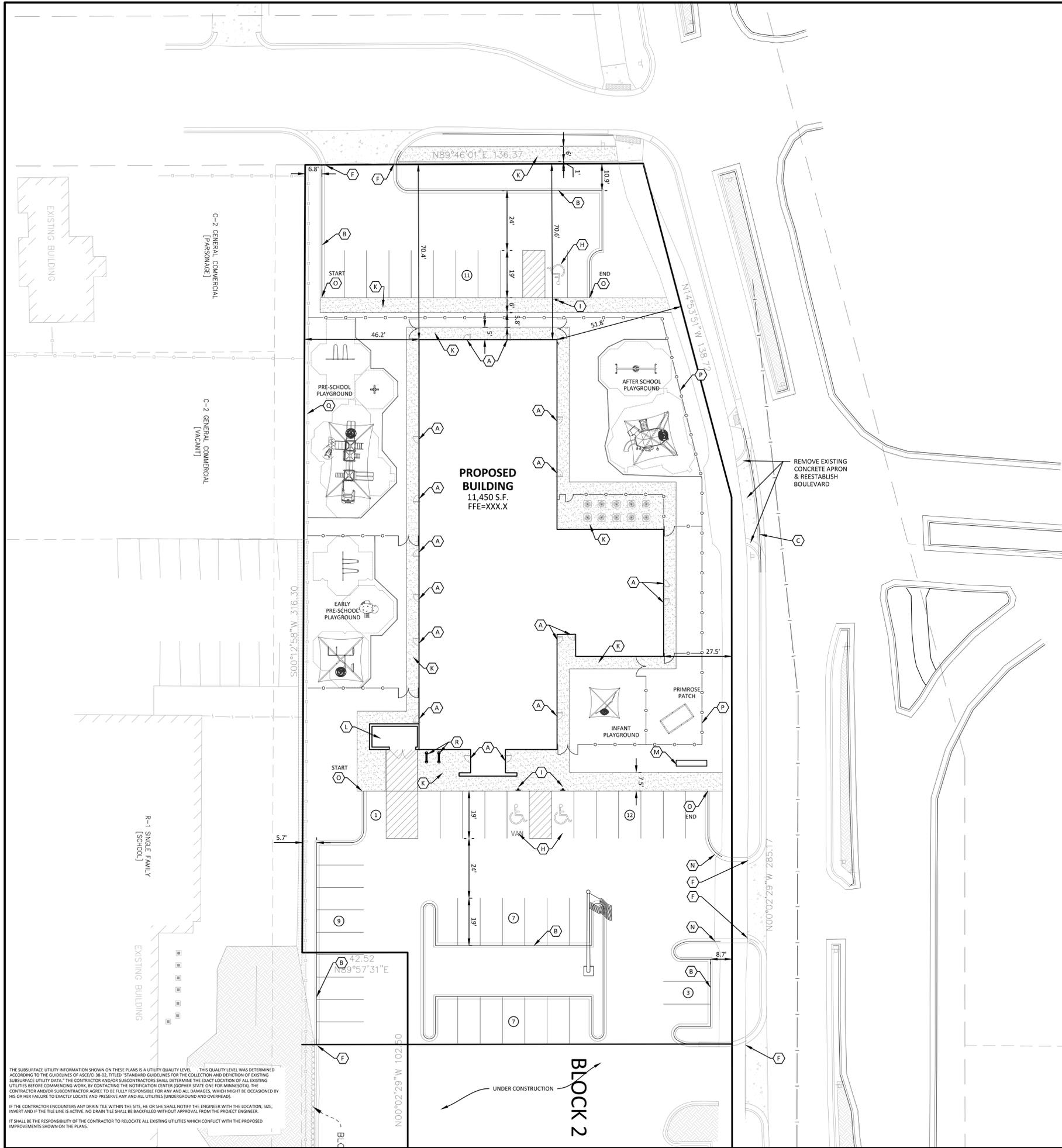
	PROPOSED	EXISTING	
PROPERTY LIMIT	---	---	STANDARD DUTY ASPHALT PAVING
CURB & GUTTER	---	---	HEAVY DUTY ASPHALT PAVING
EASEMENT	---	---	CONCRETE PAVING
BUILDING	---	---	CONCRETE SIDEWALK
RETAINING WALL	---	---	
WETLAND LIMITS	---	---	
TREELINE	---	---	
SAWCUT LINE	---	---	
SIGN	---	---	
PIPE BOLLARD	---	---	
NUMBER OF PARKING STALLS PER ROW	XX	XX	
KEY NOTE	XX	XX	

DEVELOPMENT SUMMARY

AREA		
GROSS SITE AREA	58,681 SF	1.35 AC
SETBACKS		
FRONT YARD		35 FEET
REAR YARD		25 FEET
INTERIOR SIDE YARD		0 FEET
PARKING-SIDE/REAR		5 FEET
PARKING-ROAD		8 FEET
ZONING		
EXISTING ZONING		PC-2
PROPOSED ZONING		PC-2
PARKING SUMMARY		
ADA		2 STALL
ADA - VAN		1 STALL
STANDARD 9'x19'		48 STALLS
		50 STALLS TOTAL

- DEVELOPMENT NOTES**
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB TO FACE OF CURB UNLESS OTHERWISE NOTED.
 - CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL PARKING STALLS TO BE 9' IN WIDTH AND 19' IN LENGTH UNLESS OTHERWISE INDICATED.
 - CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - SEE ARCHITECTURAL PLANS FOR PYLON SIGN DETAILS
 - SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.
 - REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
 - ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.08% (1:48). THE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS ISLE SHALL BE 2.08% (1:48). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.
 - "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.
 - STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.

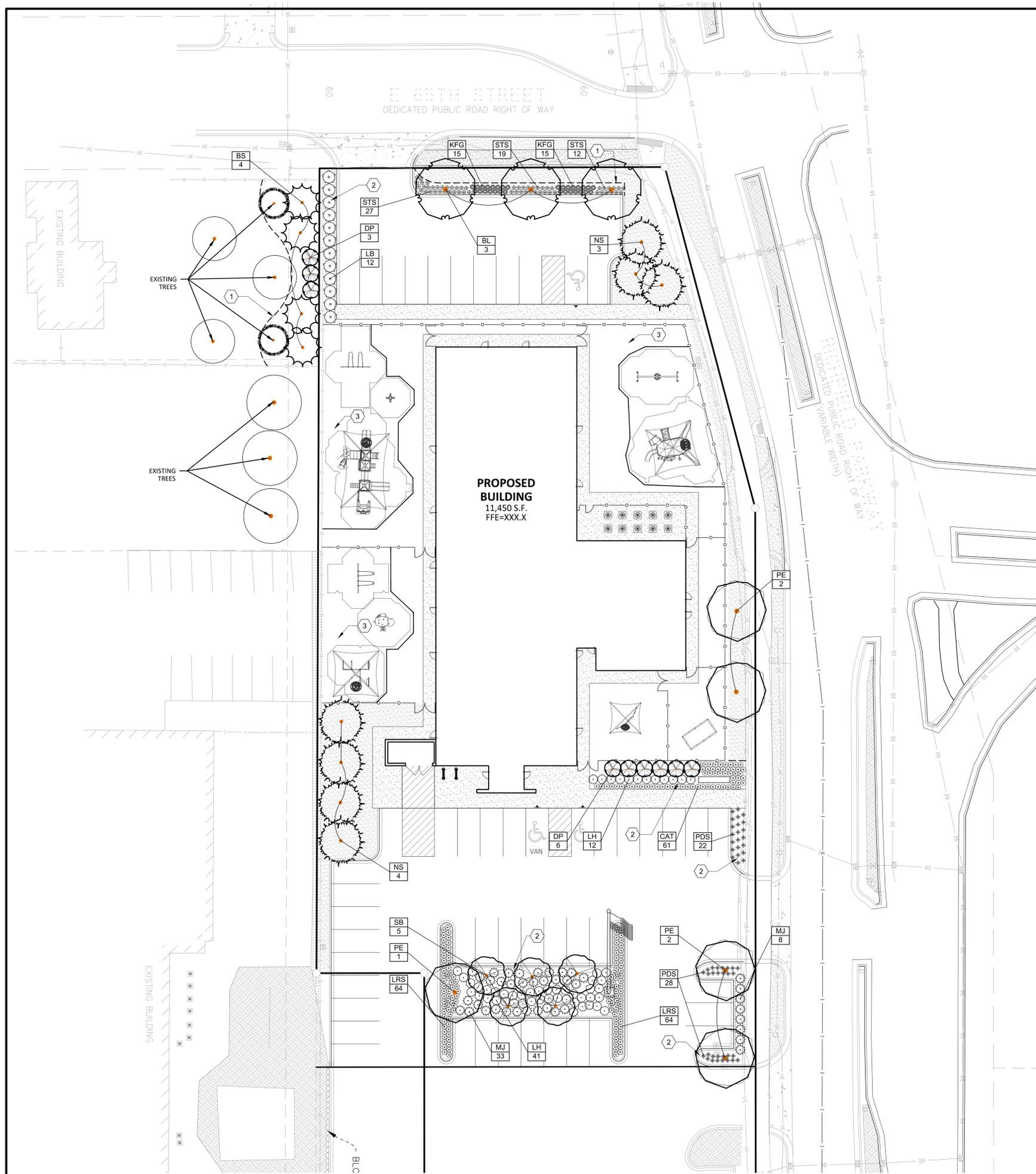
- KEY NOTES**
- A. BUILDING, STOOPS, STAIRS SEE ARCHITECTURAL PLANS
 - B. B-612 CONCRETE CURB AND GUTTER
 - C. B-618 CONCRETE CURB AND GUTTER
 - D. CONCRETE APRON
 - E. FLAT CURB SECTION
 - F. TRANSITION CURB TO MATCH EXISTING
 - G. ACCESSIBLE RAMP
 - H. ACCESSIBLE STALL STRIPING
 - I. ACCESSIBLE PARKING SIGN
 - J. TRANSFORMER
 - K. CONCRETE SIDEWALK
 - L. TRASH ENCLOSURE (SEE ARCHITECTURAL PLANS)
 - M. MONUMENT SIGN
 - N. TAPERED CURB SECTION
 - O. INTEGRAL CURB
 - P. DECORATIVE FENCE
 - Q. EXISTING WOOD FENCE
 - R. BIKE RACKS (2)



THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL... THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (Gopher State One) FOR MINNESOTA. THE CONTRACTOR AND/OR SUBCONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



PLANT MATERIAL SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	DP	Betula platyphylla 'Fargo' TM / Dakota Pinnacle Birch	B & B	2"Cal		9
	BL	Tilia americana 'Boulevard' / Boulevard Linden	B & B	4.5"		3
	PE	Ulmus americana 'Princeton' / American Elm	B & B	3.5" Cal		5
CONIFERS	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	NS	Picea abies / Norway Spruce	B & B		6'	7
	BS	Picea glauca densata / Black Hills Spruce	B & B		8'	4
ORN. TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	SB	Amelanchier canadensis 'Autumn Brilliance' / Autumn Brilliance Serviceberry	B & B	2"Cal		5
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	H' X W'	QTY	
	LH	Hydrangea paniculata 'Jane' / Little Lime Hydrangea	5 gal		53	
	MJ	Juniperus chinensis 'Mint Julep' / Mint Julep Juniper	5 gal		41	
	LB	Syringa x 'Bloomerang' / Lilac	5 gal		12	
GRASSES	CODE	BOTANICAL NAME / COMMON NAME	CONT	H' X W'	QTY	
	KFG	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal		30	
	PDS	Sporobolus heterolepis / Prairie Dropseed	1 gal		50	
PERENNIALS	CODE	BOTANICAL NAME / COMMON NAME	CONT	H' X W'	QTY	
	STS	Hemerocallis x 'Stella Supreme' / Stella Supreme Daylily	1 gal		58	
	CAT	Nepeta x faassenii 'Junior Walker' / Junior Walker Catmint	1 gal		61	
	LRS	Perovskia atriplicifolia 'Little Spire' TM / Little Spire Russian Sage	1 gal		128	
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	QTY			
	TUR HIG	Turf Sod Highland Sod / Sod	6,668 sf			

RICHFIELD, MN LANDSCAPE CODE

PLANT MATERIAL SIZE REQUIREMENTS:

SHRUBS: 5 GAL.
 ORNAMENTAL TREES: 1.5" CALIPER
 OVERSTORY TREES: 2.5" CALIPER

9 TREES OR FEWER: 2.5" CALIPER
 MORE THAN 9 TREES:

Building Height (in stories)*	Minimum Overstory Tree Size ** (in caliper inches)		
	2.5	3.5	4.5
1	70%	20%	10%
2	60%	20%	20%
3	50%	30%	20%
4	40%	30%	30%
5+	30%	40%	30%

QUANTITY REQUIRED:

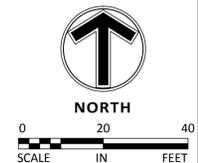
- i. ONE (1) TREE PER 2,500 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA; AND
 - ii. ONE (1) SHRUB PER 1,000 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA
- DEVELOPABLE LANDSCAPING AREA IS DEFINED AS THE TOTAL AREA OF A DEVELOPMENT SITE OR PHASE MINUS THE PORTION OF THAT AREA WITHIN A NATURAL WATER BODY OR A PROTECTED WETLAND.

DEVELOPABLE LAND ON SITE= 58,681 SQ. FT.

PLANT TYPE	REQUIRED	PROVIDED
SHADE TREES	24	24
SHRUBS	59	103

LANDSCAPE KEYNOTES

SYMBOL	DESCRIPTION
	ALUMINUM LANDSCAPE EDGING- 4" COLOR: BLACK
	SHREDDED HARDWOOD MULCH
	SYNTHETIC TURF AREA

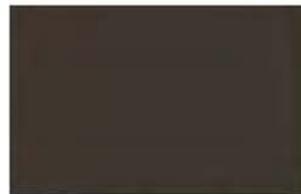




SOUTH ELEVATION

CONSTRUCTION NOTES: []

- [1] VINYL SHUTTERS- SEE WINDOW SCHEDULE FOR SIZES.
- [2] STONE: SEE EXTERIOR COLOR SCHEDULE FOR MANUFACTURER
- [3] CUPOLA WITH WEATHER VANE. PAINT CUPOLA WALLS AND LOUVERS PER EXTERIOR FINISH SCHEDULE. DARK BRONZE STANDING SEAM ROOF. (EPOXY ROOSTER)
- [4] EXTRUDED ALUMINUM 5" WIDE GUTTERS WITH SPIKE & FERRILE AT 36" O.C. OGEE PROFILE. CONNECT 4" DIA. DOWNSPOUTS TO UNDERGROUND STORM SYSTEM.
- [5] BRICK SOLDIER COURSE.
- [6] EXTRUDED ALUMINUM 3" WIDE DOWNSPOUTS TO UNDERGROUND STORM SYSTEM.
- [7] BRICK VENEER.
- [8] ROUNDED PRECAST SILL - NATURAL WHITE COLOR
- [9] STANDING SEAM ROOF ON METAL FRAME.
- [10] 24" OR 36" DIAMETER VENT LOUVERS. PROVIDE PAINTABLE UNIT AND PAINT PER SCHEDULE. SIZE AND HEIGHT AS SHOWN ON ELEVATIONS.
- [11] VINYL SINGLE HUNG WINDOWS WITH CLEAR GLASS.
- [12] FIXED VINYL WINDOWS WITH TINTED GLASS.
- [13] WALL MOUNTED LIGHT FIXTURE, TYP. AT EACH EXTERIOR DOOR. SEE LIGHT FIXTURE SCHEDULE. FLUSH TOP TO BOTTOM OF SOFFIT OR 80" MIN AFG.
- [14] STOP BULLNOSE SILL AS REQUIRED TO ALLOW SPACE FOR ELECTRICAL SWITCHGEAR.
- [15] 6" REFLECTORIZED ADDRESS NUMBERS - 6" BLACK.
- [16] H.M. INSULATED EXTERIOR DOOR AND FRAME.
- [17] "FYPON" PVC BRACKET, PAINTED, (SANDSTONE BEIGE)
- [18] EMERGENCY LIGHT FIXTURE
- [19] CUPOLA LIGHT FIXTURE
- [20] HOLLOW METAL DOORS



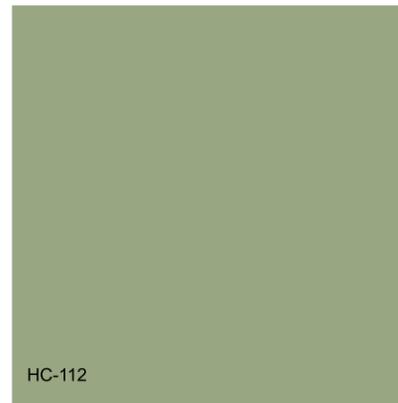
STANDING SEAM ROOF



BRICK



STONE



HC-112
PAINT - TATE OLIVE



SHINGLES:



HC-82
SANDSTONE BEIGE - TRIM



WINDOW-SHUTTERS

EXTERIOR COLOR SCHEDULE

(A)	NOT USED	
(B)	EXTERIOR WD. TRIM, EXTERIOR DOORS, FRAMES, LOUVERS, CUPOLA WALLS, GUTTERS AND DOWNSPOUTS, SOFFITS, BRACKETS	TO MATCH HARDIE TRIM SANDSTONE BEIGE JH30-20 (BM HC-82 OR SW SW-6157)
(C)	EXTERIOR HARDIE TRIM, FASCIA, FRIEZE	SANDSTONE BEIGE JH30-20 (BM HC-82 OR SW SW-6157)
(D)	WINDOWS	BEIGE OR ALMOND VINYL
(E)	BRICK	BORAL CONCORD MODULAR MORTAR: BUFF COLOR
(F)	ASPHALT SHINGLES: NOTE: ALL ROOF MOUNTED EQUIPMENT SHALL BE PAINTED TO MATCH ROOF COLOR.	MANUF.: GAF STYLE: TIMBERLINE NATURAL SHADOW LIFETIME WARRENTY COLOR: WEATHERED WOOD LIFETIME WARRANTY
(G)	VINYL SHUTTERS:	ARCHITECTURALDEPOT.COM - 14" JOINED SHUTTERS W/INSTALL SCREWS WIDE STANDARD SIZE FOUR BOARD PREFINISHED #028 FOREST GREEN
(H)	STANDING SEAM ROOF:	AEP-SPAN SNAPSEAM - 12" COLOR: DARK BRONZE
(I)	STEEL AWNING SUPPORTS	#BM HC 112 TATE OLIVE (INDUSTRIAL ENAMEL, EXTERIOR APPLICATION)
(J)	STONE	LONESTAR STONE - LIBERTY CLASSIC AUTUMN GROUT: BUFF COLORED MORTAR



PROPOSED BUILDING FOR:
PRIMROSE SCHOOL
FRANCHISING COMPANY
 3660 CEDARCREST ROAD
 ACWORTH, GEORGIA 30101

PRIMROSE SCHOOL
 EAST 65th AND 17th AVE. SOUTH
 RICHFIELD, MN 55423
 09/22/17
 PAGE 1 OF 2



CASCO

Diversified Corporation
 10877 WATSON ROAD
 ST. LOUIS, MO 63127



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



PROPOSED BUILDING FOR:
PRIMROSE SCHOOL
FRANCHISING COMPANY
 3660 CEDARCREST ROAD
 ACWORTH, GEORGIA 30101

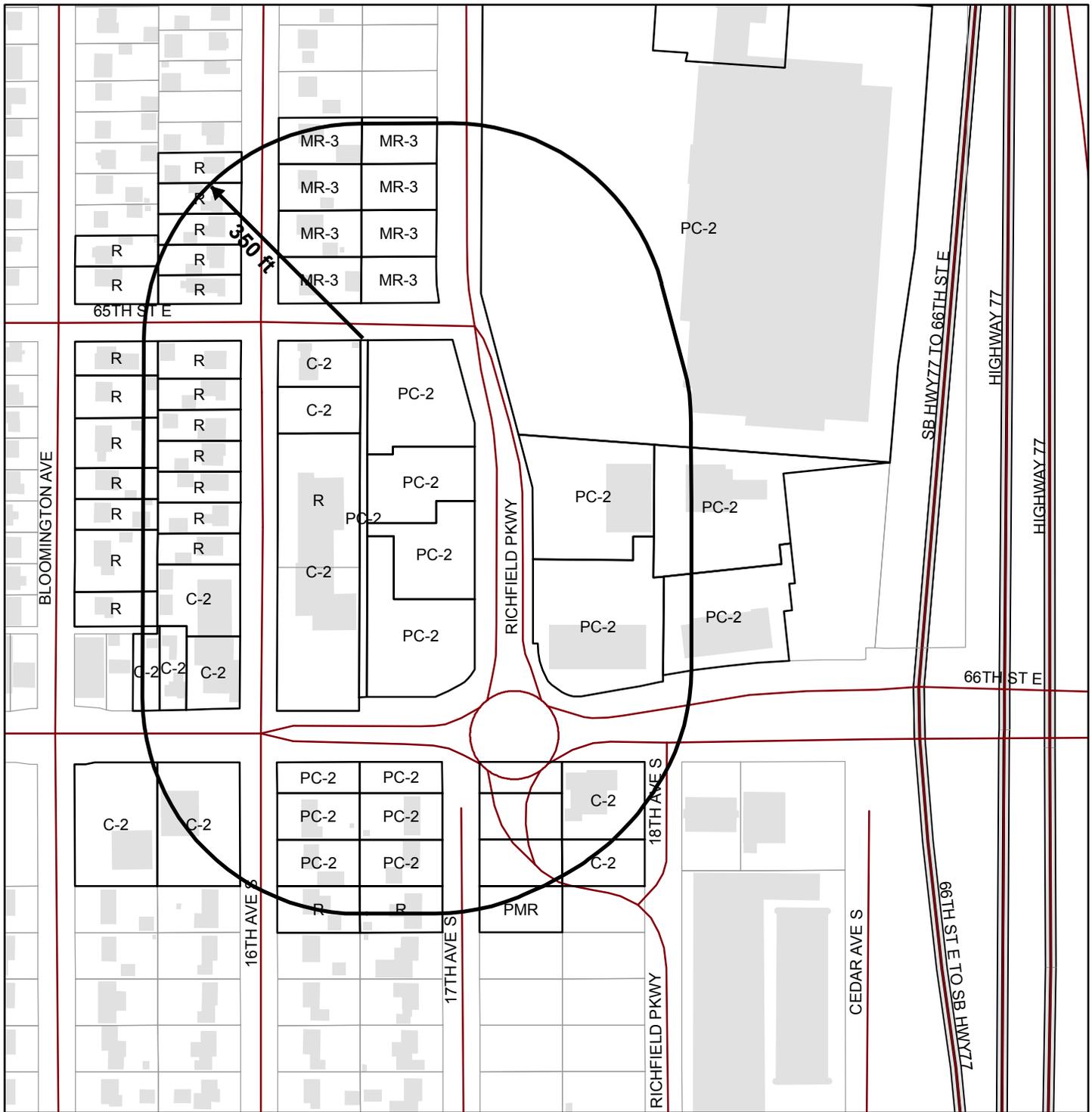
PRIMROSE SCHOOL
 EAST 65th AND 17th AVE. SOUTH
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 09/22/17
 PAGE 2 OF 2



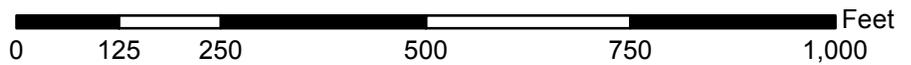
CASCO
 Diversified Corporation
 10877 WATSON ROAD
 ST. LOUIS, MO 63127

Cedar Point Commons - APUD 10/2017

Surrounding Zoning

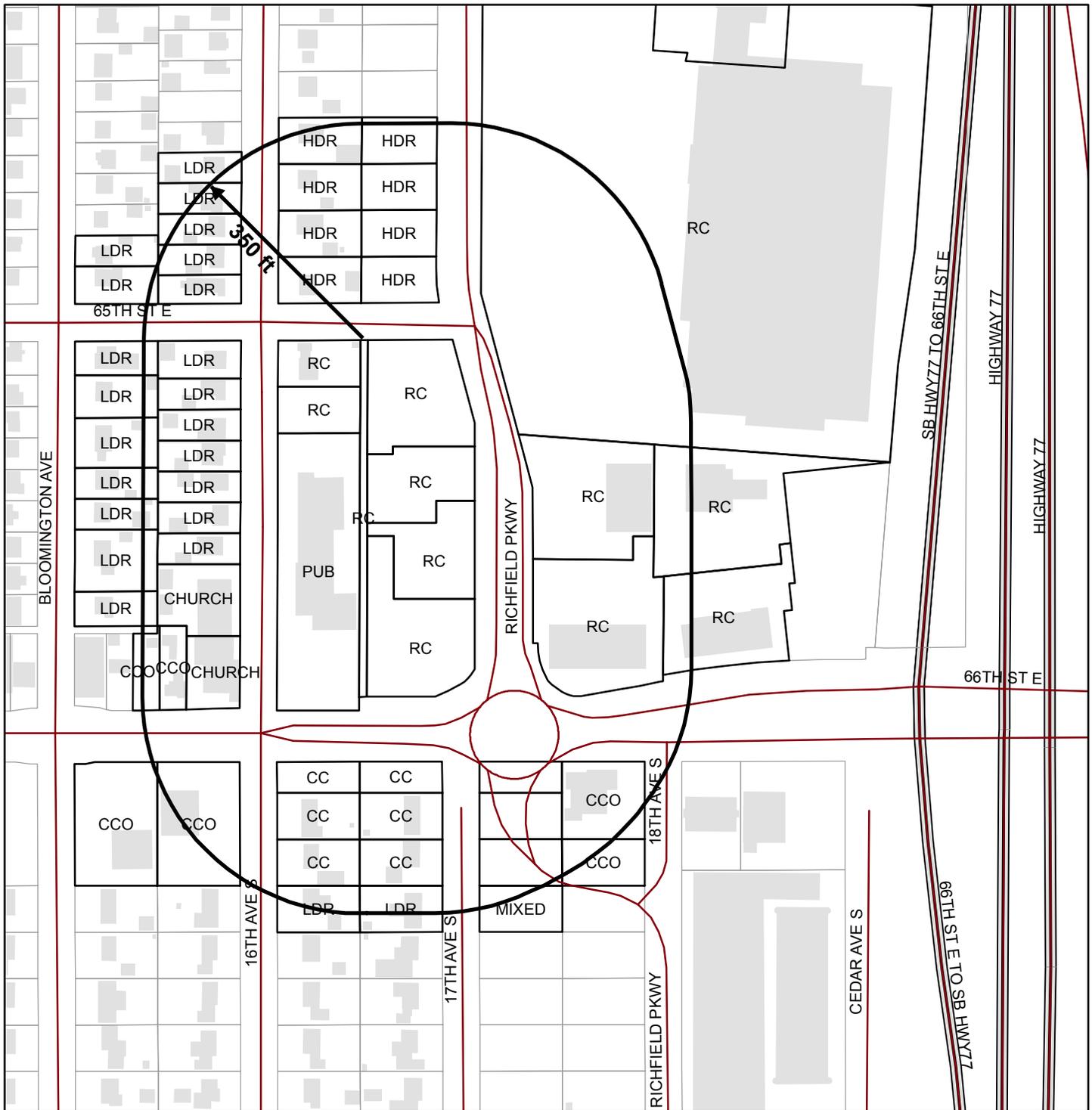


- C-2 - General Commercial
- PC-2 - Planned General Commercial
- R - Single Family Residential
- PMR - Planned Multi-Family Residential
- MR-3 - High Density Multi-Family Residential

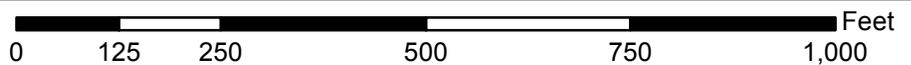


Cedar Point Commons - APUD 10/2017

Surrounding Comprehensive Plan



- RC - Regional Commerical
- CC - Community Commercial
- CCO - Community Commercial/Office
- MIXED - Mixed Use
- LDR - Low Density Residential
- HDR - High Density Residential
- PUB - Public



AGENDA SECTION:	Public Hearings
AGENDA ITEM #	3.
CASE NO.:	Zoning Case No.- 17-RZN-03, 17-CUP-07, 17-FDP-03, 17-PUD-03



PLANNING COMMISSION MEETING 10/23/2017

REPORT PREPARED BY: Melissa Poehlman, Asst. Community Development Director

CITY PLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
10/17/2017

ITEM FOR COMMISSION CONSIDERATION:

Consideration of a variety of land use approvals related to a proposal for construction of a new auto dealership at 1550 78th Street East.

EXECUTIVE SUMMARY:

Morrie's Automotive Group has submitted an application requesting approval of a rezoning and planned unit development plans that would allow construction of a two-story Jaguar/Land Rover Dealership at 1550 78th Street East. This property is currently home to the Adler Graduate School and Jim Ramstad Community Services Center.

The property at 1550 78th St E is zoned Mixed Use - Regional (MU-R) and is guided for Regional Commercial within the I-494 Corridor Master Plan Area. Staff has reviewed the application for agreement with the Zoning Code and the Comprehensive Plan requirements and found that it does not meet the following:

Zoning

- Minimum 15-foot buffer to separate auto sales uses from all other parcels (537.05, Subd. 6);
- Parking structures do not count toward minimum building height of two stories; second level entirely parking (537.07);
- Minimum building coverage of 50 percent; proposed 39 percent (537.07);
- Maximum impervious surface is 85 percent; proposed 89%, existing 75% (537.07);
- Minimum 5 percent usable open space; none proposed;
- Minimum 60 percent "street level active use" required (uses that provide a significant level of pedestrian activity); none proposed (537.07);
- Maximum rear setback is 15 feet; 37.4 feet proposed (537.07)
- Minimum 15-foot landscape buffer along I-494 required; 6.3 feet proposed (537.07);
- Parking lot screening does not meet requirements (544.03, Subd. 7);
- Maximum allowable parking exceeded. Only permitted if impervious surface requirements can be met (not met, see above) (544.13);
- Principal entrances should be architecturally emphasized and visible from the street (537.11);
- Changes in relief required along 15 percent of building on street sides. Long unbroken walls not permitted (537.11);
- Ground floor windows required along street sides of building (537.11);
- Pedestrian connections and circulation does not meet minimum requirements (537.11 and 544.15);

- Bicycle parking required (544.17);
- Sidewalks required along all rights-of-way (537.11, Subd. 8); and
- Lighting levels exceed allowable limits (544.09).

These comments were shared with the applicant in an Administrative Review Committee Report dated August 15, 2017 (attached). The applicant's revised submittal did not address the identified issues.

The applicant has requested a change in the zoning from Mixed Use - Regional to a Planned Unit Development District (PMR). Planned Unit Development (PUD) designations offer flexibility in the application of zoning requirements in exchange for "innovative and creative development..." A PUD designation is intended "to encourage efficient use of land and resources, to promote efficiency in public and utility services, and to encourage innovation in the planning and building of all types of development." Staff does not feel that the proposed development achieves the goals intended by the PUD regulations and recommends denial of the request to rezone the property. Without a rezoning, the applicant would need to request variances from the list of items above.

Comprehensive Plan:

Land use approvals also require agreement with the City's Comprehensive Plan. As discussed at work sessions on July 25 and October 10, although the proposal calls for a use with a regional customer base, the building does not meet the 150,000 square feet minimum and the proposed use does not advance the I-494 Plan vision and key components.

Plan excerpts:

- The vision is aimed at helping the community shape future development in the corridor to be more unique and identifiable, urban in character, pedestrian-friendly, economically sustainable and ultimately, more livable (pg 1).
- Urban villages typically include multiple story buildings that are more densely developed than the surrounding neighborhoods achieving a greater mix of land uses and drawing pedestrian activity (pg 1).
- It should not look like a collection of stand alone, single-use buildings that take advantage of its strategic location, but a place filled with variety, vitality and greenery (pg 2).
- Mixed-use development refers to the integration of residential, commercial, retail, employment, civic, recreational, and educational uses. The mix of land uses in a compact area not only supports and enhances each element in the development but also provides residents a rich and diverse environment in which to live, work, shop, play and learn (pg 2).

Automobile dealerships can be part of a thriving, pedestrian-friendly, mixed use development; however, a proliferation of car dealerships does not meet the mixed use guidance for this area. Further, auto dealerships do not tend to invite pedestrian activity or provide services to the immediate neighborhood. The proposed plans do not attempt to make up for this by combining with another use that would provide these benefits, by providing a neighborhood amenity, or any similar efforts to meet the intent of the I-494 Plan. There are over 700 apartments in the area between Portland Avenue and Truck Hwy 77. As stated in the I-494 Plan, this area is envisioned as a vibrant area that includes a diverse array of options for shopping, services, restaurants, hotels, and park space for its residents.

Based on this review of the proposal, staff recommends denial of the rezoning and planned unit development applications.

RECOMMENDED ACTION:

By Motion:

- 1) Recommend denial of a request to amend Appendix I of the Richfield City Code to change the zoning designation 1550 78th Street East from Mixed Use - Regional (MU-R) to Planned Mixed Use (PMU).**
- 2) Recommend denial of the application for a Conditional Use Permit and Final Development Plan for a Planned Unit Development that would allow construction of an automobile dealership at 1550 78th**

Street East.

BASIS OF RECOMMENDATION:

A. HISTORICAL CONTEXT

In 2005, the City determined that existing zoning regulations were inadequate to address the Comprehensive Plan vision for Regional Commercial properties within the I-494 Corridor. Additionally, improvement plans and access changes for the Interstate that could significantly impact land use patterns had been announced. The City determined that further study of this area was needed, and a one year moratorium was adopted on February 2, 2005.

The I-494 Corridor Plan was the result of an extensive public outreach program that included three open houses, three newsletters, presentations to the Richfield School Board and Chamber of Commerce, and meetings with representatives from Bloomington, Minneapolis, Edina, and the Metropolitan Airports Commission. Meetings were also held with developers and marketing experts to ensure that the concept was a practical one. Even so, the Plan acknowledges that the implementation of the vision would likely take twenty years or more. The I-494 Corridor Plan was officially adopted by the City Council on December 13, 2005 and reaffirmed with the adoption of the 2008 Comprehensive Plan.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

Comprehensive Plan:

The Comprehensive Plan is a vision for a community's future. It provides a framework for land use decisions. The Comprehensive Plan for this area emphasizes a unique and identifiable urban character, diversity of uses, street-level activity, and pedestrian amenities/connections.

Zoning:

Planned Unit Developments (PUD) are intended to encourage the efficient use of land and resources and to encourage innovation in planning and building. In exchange for these efficiencies and superior design, flexibility in the application of dimensional requirements is available. Without a PUD designation, developments are required to meet the requirements of the applicable zoning district or apply for variances.

There are a number of different sets of review criteria that apply to this proposal. A full discussion of all requirements is included as an attachment to this report.

C. CRITICAL TIMING ISSUES:

60-DAY RULE: The 60-day clock 'started' when a complete application was received on September 11, 2017. A decision or extension was required by November 10, 2017. In order to accommodate a work session discussing the I-494 Corridor Plan, the City issued a letter of extension on September 18, 2017. The time period has been extended to November 28, 2017.

D. FINANCIAL IMPACT:

The applicant estimates that the proposed dealership will generate approximately \$700,000 in annual property taxes.

E. LEGAL CONSIDERATION:

- Notice of this public hearing was published in the Sun Current newspaper and mailed to properties within 350 feet of the site on October 10.
- Final Council consideration has been tentatively scheduled for November 28.

ALTERNATIVE RECOMMENDATION(S):

- Articulate required findings and recommend approval of one or both of the requests.

PRINCIPAL PARTIES EXPECTED AT MEETING:

Representatives of Morrie's Automotive Group

ATTACHMENTS:

Description	Type
▣ Resolution	Resolution Letter
▣ Requirements	Exhibit
▣ Administrative Review Committee Report	Exhibit
▣ Project Narrative	Exhibit
▣ Proposed Plans	Exhibit
▣ Adler Graduate School Letter	Exhibit

RESOLUTION NO. _____

**RESOLUTION DENYING A REQUEST FOR REZONING,
CONDITIONAL USE PERMIT, AND
FINAL DEVELOPMENT PLAN FOR A
PLANNED UNIT DEVELOPMENT AT
1550 78TH STREET EAST**

WHEREAS, Morrie's Automotive Group ("Applicant") has submitted an application for a zoning amendment, conditional use permit, and final development plan for a planned unit development to the City of Richfield for real property legally described in the attached Exhibit A ("the Property):

WHEREAS, the application proposes to amend Appendix I of the Richfield City Code to change the zoning designation of the Property from Mixed Use – Regional (MU-R) to Planned Mixed Use (PMR); and

WHEREAS, the application further requests approval of a Conditional Use Permit and Final Development Plans for a Planned Unit Development consisting of an automobile dealership and related site modifications; and

WHEREAS, the Zoning Code permits a rezoning to a Planned Unit Development District in order to encourage creative and innovative projects;

WHEREAS, the underlying Zoning District regulations are to provide a guide for development within a Planned Unit Development; and

WHEREAS, approval of a Planned Unit Development requires the approval of a Conditional Use Permit; and

WHEREAS, issuance of a Conditional Use Permit requires consistency with the goals, policies, and objectives of the City's Comprehensive Plan; and

WHEREAS, the Comprehensive Plan calls for a mix of uses to include residential, commercial, retail, employment, civic, recreational, and educational uses within the I-494 Corridor; and

WHEREAS, the Comprehensive Plan calls for a unique and identifiable, urban, pedestrian-friendly, economically sustainable and ultimately, more livable area and specifically states that the area should not look like a collection of stand-alone, single-use buildings that take advantage of its strategic location; and

WHEREAS, the Planning Commission of the City of Richfield held a public hearing to consider the requested rezoning, final development plan and conditional use permit at its October 23, 2017 meeting; and

WHEREAS, notice of the public hearing was published in the Sun-Current on October 5, 2017 and mailed to properties within 350 feet of the subject property on October 10, 2017; and

WHEREAS, on October 23, 2017, the Planning Commission recommended denial of the application by a vote of ___ to ____; and

WHEREAS, the City Council conducted a first reading of the requested amendment to Appendix I of the City Code to rezone the Property on November 14, 2017; and

WHEREAS, the City Council considered a second reading of the application for an amendment to Appendix I of the City Code and a conditional use permit and final development plans for a planned unit development on November 28, 2017.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RICHFIELD
HEREBY RESOLVES AS FOLLOWS:**

1. Findings of Fact. The City Council hereby makes the following findings of fact:
 - A. The City's zoning ordinance establishes zoning classifications for individual property. The property legally described in Exhibit A ("the Property") is designated as Mixed Use – Regional (MU-R).
 - B. Morrie's Automotive Group has submitted an application to the City for an amendment to zoning of the property to a planned unit development district and for a conditional use permit and final development plan approval on the Property.
 - C. Planned unit development designations are intended to encourage "innovative and creative development..." and "efficient use of land and resources, to promote efficiency in public and utility services, and to encourage innovation in the planning and building of all types of development." The proposed development fails to meet 17 identified requirements of the underlying zoning district (MU-R) without any identifiable off-setting benefits (e.g. additional uses, public or quasi-public amenities) to the immediate neighborhood.
 - D. Planned unit development plans are required to conform to the goals and objectives of the City's Comprehensive Plan. The Comprehensive Plan for the I-494 Corridor calls for a mix of uses to include residential, commercial, retail, employment, civic, recreational, and educational uses. A stated policy of the I-494

Comprehensive Plan language is to avoid a corridor that “look[s] like a collection of standalone, single-use buildings that take advantage of [the area’s] strategic location...” There already exist three auto dealerships spread throughout the 2.3 mile-long I-494 Corridor; the City finds that additional auto dealerships would constitute a concentration of these uses and impede the vision of a mixed use corridor.

- E. The City’s comprehensive plan envisions the corridor “as an exciting and complete community...” There are over 700, primarily affordable, apartments in this area. An exciting and complete community will offer a variety of opportunities for work and leisure to these neighborhood residents. The proposed automobile dealership does not provide new (different) or enhanced opportunities for either work or play.
- F. Planned unit developments are required to be in substantial conformance with the purpose and intent of the guiding district, and departures from guiding district regulations must be justified by the design of the development. The proposed development fails to meet requirements related to: buffer yards, building stories, building coverage, impervious surface, usable open space, street level active use, rear building setback, landscape buffer, parking lot screening, allowable parking, principal entrance design, building wall articulation, ground floor windows, pedestrian connections and circulation, bicycle parking, sidewalks, and lighting. The proposed plan is not in substantial conformance with the guiding district (MU-R) regulations. Departures from Code requirements cannot be justified by the design of development.
- G. Planned unit developments may not create undue adverse impacts on neighboring properties. The proposed project will leave a small apartment complex at 7700 Bloomington Avenue boxed in between two large automobile dealerships making it an undesirable place to live; the opposite of the City’s intent as described by the comprehensive plan.

- 2. On the basis of the foregoing findings, the application an amendment to the planned unit development, final development plan, and conditional use permit are denied.

Adopted by the City Council of the City of Richfield, Minnesota this 28th day of November, 2017.

Pat Elliott, Mayor

ATTEST:

Elizabeth VanHoose, City Clerk

EXHIBIT A

The North 180.26 feet of the West 490 feet of the South $\frac{1}{2}$ of the Southeast Quarter of the Southeast Quarter;

That part of the West 330 feet of the South $\frac{1}{2}$ of the Southeast Quarter of the Southeast Quarter lying South of the North 180.26 feet thereof;

All in Section 35, Township 28, Range 24.

Hennepin County, Minnesota

Required Findings

Part 1: The following findings are necessary for approval of a PUD application (542.09 Subd. 3):

1. *The proposed development conforms to the goals and objectives of the City's Comprehensive Plan and any applicable redevelopment plans.* The property is designated as Regional Commercial in the Comprehensive Plan and is within the I-494 Corridor Master Plan area.
 - a. The Comprehensive Plan for the I-494 Corridor calls for a mix of uses to include residential, commercial, retail, employment, civic, recreational, and educational uses. A stated policy of the I-494 Comprehensive Plan language is to avoid a corridor that "looks like a collection of standalone, single-use buildings that take advantage of [the area's] strategic location..." There are three existing auto dealerships spread throughout the 2.3 mile-long I-494 Corridor; the City finds that additional auto dealerships would constitute a concentration of these uses and impede implementation of the vision of a mixed use corridor. The proposal does not conform to the goals and objectives of the City's Comprehensive Plan.
 - b. The Comprehensive Plan for the I-494 Corridor envisions an "exciting and complete community..." There are over 700, primarily affordable, apartments in this area. An exciting and complete community will offer a variety of opportunities for work and leisure to the area residents. The proposed auto dealership does not provide new (different) or enhanced opportunities for either work or play.
2. *The proposed development is designed in such a manner as to form a desirable and unified environment within its own boundaries.* Within the boundaries of the development, there are a number of instances of non-compliance with Mixed Use District and Performance Standard requirements. These deficiencies include insufficient buffering and landscaping, excessive parking and impervious surface, architectural deficiencies on the ground floor of the building, absence of "usable open space," and more. The proposed development is not designed in such a manner as to form a desirable environment within its own boundaries.
3. *The development is in substantial conformance with the purpose and intent of the guiding district, and departures from the guiding district regulations are justified by the design of the development.* The proposed development is inconsistent with the following requirements:
 - Minimum 15-foot buffer to separate auto sales uses from all other parcels (537.05, Subd. 6);

- Parking structures do not count toward minimum building height of two stories; second level entirely parking (537.07);
- Minimum building coverage of 50 percent; proposed 39 percent (537.07);
- Maximum impervious surface is 85 percent; proposed 89%, existing 75% (537.07);
- Minimum 5 percent usable open space; none proposed;
- Minimum 60 percent "street level active use" required (uses that provide a significant level of pedestrian activity); none proposed (537.07);
- Maximum rear setback is 15 feet; 37.4 feet proposed (537.07)
- Minimum 15-foot landscape buffer along I-494 required; 6.3 feet proposed (537.07);
- Parking lot screening does not meet requirements (544.03, Subd. 7);
- Maximum allowable parking exceeded. Only permitted if impervious surface requirements can be met (not met, see above) (544.13);
- Principal entrances should be architecturally emphasized and visible from the street (537.11);
- Changes in relief required along 15 percent of building on street sides. Long unbroken walls not permitted (537.11);
- Ground floor windows required along street sides of building (537.11);
- Pedestrian connections and circulation does not meet minimum requirements (537.11 and 544.15);
- Bicycle parking required (544.17);
- Sidewalks required along all rights-of-way (537.11, Subd. 8); and
- Lighting levels exceed allowable limits (544.09).

While Planned Unit Developments allow for departures from Code requirements, this flexibility is given in exchange for superior design and integration into the neighborhood. The proposed development does not represent superior design and integration into the neighborhood. The proposed design seems to ignore the desires of the Comprehensive Plan for a walkable, dense, vibrant neighborhood in favor of a locational advantage for the applicant.

4. *The development will not create an excessive burden on parks, schools, streets or other public facilities and utilities that serve or area proposed to serve the development.* The Public Works Department has reviewed the proposal and that adequate services are or will be available.
5. *The development will not have undue adverse impacts on neighboring properties.* Additional review of storm water impacts to the neighboring property must be done prior to any approval.
6. *The terms and conditions proposed to maintain the integrity of the plan are sufficient to protect the public interest.* N/A. Staff recommends denial of the proposal in that it does not meet requirements.

Part 2: All uses are conditional uses in the PC-2 District. The findings necessary to issue a Conditional Use Permit (CUP) are as follows (Subd. 547.09, Subd. 6):

1. *The proposed use is consistent with the goals, policies, and objectives of the City's Comprehensive Plan. See above: Part 1, #1.*
2. *The proposed use is consistent with the purposes of the Zoning Code and the purposes of the zoning district in which the applicant intends to locate the proposed use. The purpose of planned unit development regulations is to provide an opportunity for innovative and creative development, while assuring that the development will complement existing neighborhood character. The proposed development does not include innovative or creative development solutions, nor does it add anything new or complementary to the existing neighborhood.*
3. *The proposed use is consistent with any officially adopted redevelopment plans or urban design guidelines. The design guidelines of the Mixed Use District are not met. See above – Part 1, #3*
4. *The proposed use is or will be in compliance with the performance standards specified in Section 544 of this code. This requirement is not met. See above – Part 1, #3.*
5. *The proposed use will not have undue adverse impacts on governmental facilities, utilities, services, or existing or proposed improvements. The Public Works Department has reviewed the proposal and that adequate services are or will be available.*
6. *The use will not have undue adverse impacts on the public health, safety, or welfare. No undue adverse impacts are anticipated.*
7. *There is a public need for such use at the proposed location. An increased tax base is beneficial to the community; however, the proposal fails to meet a number of other requirements of the Comprehensive Plan and Zoning Ordinance.*
8. *The proposed use meets or will meet all the specific conditions set by this code for the granting of such conditional use permit. This requirement is not met.*



Community Development Department
Planning & Zoning

ADMINISTRATIVE REVIEW COMMITTEE (ARC) REPORT

MAYOR

PAT ELLIOTT

August 17, 2017

CITY COUNCIL

EDWINA GARCIA

MICHAEL HOWARD

MARIA REGAN GONZALEZ

SIMON TRAUTMANN

CITY MANAGER

STEVEN DEVICH

Lynn Robson
Morrie's Automotive Group
12520 Wayzata Blvd.
Minnetonka, MN 55305

Subject: 1550 78th Street East application package (Rezone, Planned Unit Development, Final Development Plan, and Conditional Use Permit)

Dear Ms. Robson:

The above-captioned application package was received on July 31, 2017. The comments below are a follow-up to and elaboration of the comments provided to you at the Administrative Review Committee (ARC) meeting on August 10, 2017. Your application is incomplete and the timeline in Minnesota Statute Section 15.99 will not begin to run until items identified in this report have been submitted.

In accordance with Section 547 of the city code, land use applications are to be submitted on forms provided by the city. The Planning & Zoning Application requires submittal of the following plan(s) which are missing from your application:

- Storm water management plan
- Screening plans for mechanical equipment

In addition to the required item(s), city staff is providing the following comments related to the application package submitted on July 31. There are a number of plans that are missing information necessary to perform an adequate review and a number of areas in which your application does not meet city requirements. Staff recommends that you address these areas before resubmitting your application. Contact information for individual staff members is provided; please feel free to contact staff directly.

Planning and Zoning / Community Development

Melissa Poehlman, Ph. 612-861-9766

- City staff disputes that the proposal meets the land use policies and regulations of the I-494 Corridor Land Use Plan which has been incorporated into the city's Comprehensive Plan.
- City staff disputes that approval of the Audi dealership and related land use approvals constitute "a policy determination" that would obligate the city to approve additional automotive dealerships.

- Staff will recommend denial of the requested change in zoning designation from Mixed Use – Regional (MU-R) to a Planned Unit Development. Planned Unit Development designations are intended to provide opportunity for innovation and creativity. Staff does not find that the proposed Planned Unit Development serves better than the regulations of the guiding district to meet the objectives of the Comprehensive Plan. (Section 542)
- Staff will also recommend denial of the requested conditional use permit based on the I-494 Corridor Land Use Plan/Comprehensive Plan which “is aimed at helping the community shape future development in the corridor to be more unique and identifiable, urban in character, pedestrian-friendly, economically sustainable and ultimately, more livable.” The Plan further calls for “a unique district identity” that “should not look like a collection of standalone, single-use buildings that take advantage of [the corridor’s] strategic location, but a place filled with variety, vitality and greenery.”
- Staff continues to encourage Morrie’s Automotive Group to partner with additional types of users in an effort to meet the vision and intent of the I-494 Corridor Land Use Plan.
- Staff is familiar with the 2004 MSP Zoning Ordinance and Safety Zone regulations. This property is considered part of an “Established residential neighborhood in a built-up urban area,” and rules related to uses will be applied accordingly.
- A 15-ft. buffer is required to separate auto sales uses from all other parcels - 537.05, Subd.6.
- Minimum building height is two stories. Parking structures shall not be included in calculation of building stories – 537.07.
- Minimum building coverage is 50% (proposed 39%) – 537.07.
- Maximum allowable impervious surface is 85% (existing 75%; proposed 89%) – 537.07.
- Provide minimum usable open space of 5% (no calculation provided; no usable open space identified in plans) – 537.07.
- Minimum 60% “street level active use” required (uses that provide significant level of pedestrian activity – 537.07.
- Maximum rear setback is 15 ft. (proposed 37.4 ft.) – 537.07.
- 15-ft. landscape buffer required along southern boundary – 537.07.
- Parking lot screening does not meet landscaping requirements. Must be provided along all parking lots, including 77th Street – 544.03, Subd. 7.
- Required parking: 2/1,000 square feet of floor area including outdoor display areas. Required 251 stalls. Maximum allowable number of stalls is 110% of required: 276 (proposed 362 stalls). Additional parking may be provided if it does not increase impervious surface beyond that which would be provided by meeting minimums (e.g. additional structured parking instead of surface) - 544.13.
- Principal entrances should be architecturally emphasized and visible from street. Proposed front entrance is recessed; consider additional emphasis with awning or similar feature – 537.11.
- Changes in relief along 15% of building on street sides. Avoid long unbroken walls – 537.11.
- Ground floor windows along street sides required – 537.11.
- Pedestrian connection and circulation does not meet requirements - 537.11 and 544.15.
- Bicycle parking required – 544.17

- Sidewalks are required along all rights-of-way – 537.11, Subd. 8. Minimum public sidewalk width is 10 feet behind the curb or 6 foot boulevard and 6 foot walk. Minimum right-of-way width adjacent to city streets is 14 feet.
- Provide height of proposed light poles in parking lot – Maximum height prescribed by 544.09.
- Lighting greatly exceeds allowable limits set by 544.09

Engineering, Public Works, Utilities

Engineering: Jeff Pearson 612-861-9791, Jack Broz 612-861-9792

Utilities: Mike Petersen 612-861-9798

Streets & Forestry: Chris Link 612-861-9174

- Provide additional existing grading on plans to show drainage patterns on property to the east.
- Show how any impacted drainage patterns on disconnected parking lot will be addressed.
- Clarify whether there is or is not an access easement or agreement with neighboring parking lot that will be disconnected.
- Pedestrian lighting along 77th St. Detail can be obtained through Public Works.
- Reconstruct sidewalk along 77th St.
- Provide minimum 2' of clear space (no vertical hard elements) behind sidewalk.
- See attached Plan Requirements Document for standard comments/requirements.

Inspections

Rick Regnier, Ph. 612-861-9862

Items to be submitted when applying for a building permit:

- Separate permits are required for building, electrical, plumbing, mechanical, fire sprinkler, and fire alarm work.
- Submit three sets of complete architectural, structural, HVAC, plumbing, electrical plans, and soils report, including an electronic copy.
- An NFPA 13 fire sprinkler system will be required.
- Please indicate on the plans what option of the Minnesota State Energy Code is used for the design of the building.
- Submit a SAC determination from Metropolitan Council / Environmental Services.
<http://www.metrocouncil.org/Wastewater-Water/Funding-Finance/Rates-Charges/Sewer-Availability-Charge/SAC-Forms.aspx?source=child>
- Submit a Special Structural Inspection and Testing Schedule with all required signatures to the City for approval.
- New mechanical equipment is required to be screened from view as required by Richfield Zoning Code 544.05.
- Accessible parking spaces are required at each separate parking area used for customer and employees parking.

- Vestibules are required at all public entrance doors. MN 1323 C402.4.7
- Commercial parking facilities are not allowed to be heated per MN Rules 1323.C401.3 and MN State Statutes 216C.20. If the interior parking areas are classified as a Group B Occupancy Auto showroom, ventilation will be needed as required for a parking area.
- The location of the northern stairway does not comply with the exit discharge requirements in IBC 1027 if this is designed as an interior exit stairway per IBC 1022.
- Please have the architect of record schedule a preliminary plan review meeting when plans are about 50% and again at about 90% complete.

Public Safety: Support Services Division and Public Health

Tim Mahoney, Ph. 612-861-9886

- No exterior trash storage permitted – 544.05

Fire Department

Wayne Kewitsch Ph.612- 234-4501

- Please see the attached general fire protection requirements.
- Define on the plan hazard classes for fire sprinkler requirements (flammable liquid storage, tire storage). Tire storage should list approximate number of tire stored, height of storage, sq. footage and total volume of storage along with any rack storage system.
- Install a standpipe in the stairwell on the west side of the building or place a gated valve on the riser with hose connection for firefighting operations in the 2nd floor showroom.

Recreation Services

Jim Topitzhofer, Ph. 612-861-9394

No comments.

The Richfield Planning Commission and City Council are expected to discuss the current Comprehensive Plan language and future development throughout the I-494 Corridor at a work session on Tuesday, October 10 at 5:30pm. At this work session, the Commission and Council may discuss whether a temporary moratorium on development in the Corridor is warranted in order to further study the long-term vision for this area and any potential amendments to the City's Comprehensive Plan and/or official controls. In order to accommodate this discussion, and absent different direction from the policy makers, staff anticipates presenting a recommendation regarding your application package to the Planning Commission on October 23, followed by the City Council on November 14. In order to be considered on these dates, your application package must be complete (include all required plans) by October 9. Depending on the submittal date of your complete application, the city may extend the timeline in Minnesota Statute Section 15.99 for an additional 60 days in order to accommodate this schedule.

Morrie's JLR – ARC Report
August 15, 2017
Page 5

A refund check for overpayment of application fees has been sent to Brady Busselman of Sambatek, Inc separately.

Sincerely,

A handwritten signature in blue ink, appearing to read "Melissa Poehlman".

Melissa Poehlman, AICP
Asst. Community Development Director

Enclosures:
Public Works Plan Requirements
General Fire Protection Requirements

PUBLIC WORKS PLAN REQUIREMENTS

Contacts:

Engineering: Jeff Pearson 612-861-9791, Jack Broz 612-861-9792

Utilities: Mike Petersen 612-861-9798

Streets & Forestry: Chris Link 612-861-9174

Standard Plan Review Comments:

General Requirements

- Construction plan reviews required at 50%, 90% and 100% completion. Two weeks review time is required. Plan reviews prior to 100% plan will be considered partial reviews. Label percent complete on plan set
- Public Works Required Plan Sheets
 - Grading and Drainage Plans
 - Erosion Control Plans meeting City Code Section 428
 - Sites over 1 acre require SWPPP
 - Demolition Plan
 - Utility Plans
- Provide 20 scale site plans of the entire Right of Way and easement areas showing all existing and proposed utilities, street lights, tree planting, walls and other structures, building and foundation footprints
- 100% plan must be received and reviewed prior to project approval
- Permits are required from Richfield Engineering for any excavation in the ROW, obstruction of public roadways, parking lanes, or public sidewalk, permanent structures constructed in City ROW. Contact 612-861-9790 for permits
- As-builts or escrow required prior to final C.O. issue. Submit .pdf file of complete civil and site plan set including all updates with as-built information of all utilities installed and removed. Utility plan also to be delivered as an AutoCAD file, ANSI D size Mylar, and ArcMap point and line shapefile with attribute table populated with structure, pipe and invert elevation information; provide benchmark information to all new and adjusted hydrants TNH elevation, vertical datum: NAVD 88

Storm Water Management

- The area shall be graded and drained to dispose of all surface water. Parcels greater than ½ acre shall have on-site storm water collection per City Code
- Stormwater BMP required
- NPDES permit required from MPCA for sites over 1 acre, must provide copy of permit before building permit is issued.
- Sites greater than 5 acres required to include City approved Sump manhole for grit removal
- Storm water management plan will not be reviewed until all of the following are submitted:
 - Grading and drainage plan
 - Hydrology report
 - Design calculations
 - Drainage delineation map
- Pre-construction meeting to review erosion control methods and inspection requirements

- Required plan note: Engineering must be present to inspect all concrete forms within ROW prior to concrete pour. Minimum 24 hour notice required
- Remove all Ash trees within the right-of-way and replace with City approved variety
- Street signs in the public ROW to meet City requirements, signs located in concrete shall be in 4" sleeves or mounted to streetlights. Coordinate with the City of Richfield for approved location of signs

Parking Lot Requirements

- All circulation must occur within the parking lot
- Full perimeter B612 concrete curb and gutter
- Clearly mark aisle and stall width dimensions on plan
- Concrete curb and gutter, with curb returns shall be constructed at all intersections and approach entrances
- Signs: Traffic signs and devices shall be installed, directing traffic within the area and traffic entering or leaving the area per the MMUTCD
- Surface shall be concrete, blacktop or paver block. Areas not used for parking, circulation, or pedestrian traffic shall be landscaped
- Driveways must conform to City Detail for commercial driveway (attached). Maintain any sidewalk or trail crossings through the driveway
- Provide for 30 foot sight triangle at all exits

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July 28, 2017

Mr. John Stark
Community Development Director
City of Richfield
6700 Portland Avenue
Richfield, Minnesota 55423

Re: Morrie's Automotive Group
Proposal for Jaguar Land Rover Dealership

Dear John:

Morrie's Automotive Group ("Morrie's") is pleased to submit its application to the City of Richfield ("City") in support of a proposed Jaguar Land Rover dealership at **1550—78th Street East, Richfield, Minnesota** ("the Site"). The Site currently is improved by the so-called Adler building and occupied by a non-profit institution, the Adler Graduate School. This letter explains why Morrie's is pursuing the new dealership at the Site and confirms the policies of the City that support the application.

Background

Morrie's is under contract to purchase the Site and to pursue the application to redevelop it. The Site is an approximately 3.20-acre parcel located generally in the northwest quadrant of the intersection of Minnesota State Highway 77 and Interstate 494. The Site currently is improved by a two-story office building and a surface parking lot. The Site is bounded on the north and south by East 77th Street and Cedar Avenue South, respectively, and on the west, by Bloomington Avenue South.

Surrounding land uses include low-density office, limited service hotel and an older class C multi-family residential building, a pool supply store, and Metro Sales situated generally along the Interstate 494 frontage. North of East 77th Street is primarily a single-family residential neighborhood separated by a sound wall on the north side of 77th Street. North of the Site, across East 77th Street, is a large screen wall, constructed along with the reconstruction of the street corridor. The screen wall functions as a noise barrier but also totally blocks any view to the south by any residents living north of the wall, including any view to the Site. Limited access is provided through the wall to East 77th Street. Several properties located one block to

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the west of the Site were recently redeveloped as an Audi dealership. Additionally, there is a city park north of the property along with some single family homes.

Morrie's Dealership Proposal

Morrie's proposes to redevelop the Site and construct a state-of-the art dealership building to house its Jaguar and Land Rover brands and operations. The Site was chosen by Morrie's because it complies both with manufacturing spacing requirements as well as City land use policies and regulations. Further, it is perfectly positioned to serve the customer base. Jaguar Land Rover has targeted this area specifically based on results of a study by Urban Science, a global network planning company. The dealership building would be a 35,089 sf two-story structure, together with a two-story 66,745 sf enclosed parking ramp and a 3,256 sf solar charging canopy structure. Morrie's new building will reflect four-sided architecture in accordance with City design standards, as reflected in the attached plans and specification. The building would be oriented to 77th Street to project an urban street frontage per City requirements; the south facade of the building will be designed to present an attractive freeway presence in the manner of a large retail use.

The Jaguar Land Rover dealership would only be the second in the Twin Cities region, thereby ensuring the customers will travel to the City and the Site from around the greater Twin Cities region whether to purchase or service their vehicle.

The existing use of the Site is a non-profit academic institution; as authorized by state law, this use pays no state or local property taxes. When constructed, the Morrie's dealership will require a capital investment of approximately 25,000,000, generating estimated annual property taxes of approximately \$700,000 substantially higher per square foot than that of the Audi property. In addition, Morrie's will need to recruit and hire approximately 65 employees to fill a range of positions, from senior managers to skilled technical service personnel. Morrie's would like to work with the City to conduct a job fair to recruit candidates for these new positions.

Comprehensive Plan

The future land use designation of the Site is Regional Commercial (RC). According to the City's Comp Plan, the RC designation is for uses located "primarily, if not exclusively" along major regional corridors, such as I-494. Such uses are intended to attract users "from throughout the Twin City metropolitan area." The Comp Plan is supplemented by the I-494 Corridor Land Use Plan (the "I-494 Plan").

Development of the Audi dealership to the west of the Site required a Comp Plan amendment to reclassify that property with the Regional Commercial designation. The Audi staff report states the following:

In 2005, the City adopted an I-494 Corridor Master Plan which has since been incorporated into the City's Comprehensive Plan. The intent of the Plan was to

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help ensure the continued investment in and future vitality of the corridor. Regional Commercial designations were limited due to a perceived saturation of the retail market in this area. Regional retail was not identified as an undesirable use, but rather was not seen as a viable option at this location. (emphasis added)

A car dealership is a unique type of regional retail to which the general rules used to construct the Corridor Plan may not be applicable. State Law and specific franchise requirements largely dictate the location of dealerships and dealerships are a definitive example of "destination retail." The destination component of the proposed use makes regional commercial development possible in this location.

.Audi Staff Report 2. By adopting this finding as part of its approval of the Audi land use amendment, the City has made a legislative policy determination that an automobile dealership is consistent with the designation of the Site as Regional Commercial.

Zoning for the Site

The Site is zoned MU-R Mixed Use-Regional, a district that “supports destination oriented commercial and office uses at a high density/intensity of development.” City Code § 537.01. The proposed use is an “Auto Sales or Lease-New Vehicles,” which is a permitted use, subject to a conditional use permit. Morrie’s proposes to amend the zoning for the Site based on the City’s Planned Unit Development standards (the new Audi dealership also was rezoned PD to allow its use to be approved). In addition, Morrie’s is seeking Site Plan approval for the redeveloped Site.

Richfield’s Zoning Code describes Mixed Use Districts as “an area that supports multiple land uses that are complementary to one another and support the ability to live, work, shop and play within a development pattern of horizontally mixed or vertically mixed uses.” Mixed Use-Regional is intended to support:

Destination oriented commercial and office uses at a high density/intensity of development. Limited higher density residential uses would be encouraged to support major employment concentrations. Vertical mixing of uses would be encouraged to create building mass along primary arterials.

The City Code also describes the purposes and intent of Mixed Use in general as follows:

Purpose and Intent. The purpose and intent of the Mixed Use Districts shall be to:

- a) Guide future development along the I-494 corridor in order to adapt to market and transportation changes;
- b) Encourage vertical mixed-uses clustered at primary (regional) and secondary (community) transportation nodes to build identity within the district;
- c) Provide a mix of residential densities along the corridor;

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- d) Provide appropriate transitions between uses;
- e) Promote greater pedestrian and bicycle access and connections throughout the corridor and along the length of the corridor;
- f) Discourage auto oriented uses in favor of pedestrian friendly mixed-use development;
- g) Encourage reductions in impervious surface, well landscaped and attractive public and private spaces with a pedestrian and bicycle friendly character and environment by minimizing surface parking and enhancing pedestrian corridors (sidewalks and trails) through reinforcing build-to lines, getting new buildings to address the street and emphasize enticing street level architecture;
- h) Encourage public open spaces within the corridor by allowing and encouraging taller buildings for high-density uses;
- i) Ensure high quality architectural design and materials;
- j) Promote increased use of transit; and
- k) Encourage redevelopment in a manner that is consistent with the Comprehensive Plan and any redevelopment plan(s) that exist for the district.

Auto sales is a conditional use in the Mixed Use Regional zone; the City has made a policy determination that the Morrie's dealership satisfies the "mixed use" policy just as it did when it approved the Audi dealership.

The 2005 I-494 Corridor Study discusses mixed use development as follows:

Mixed-use development refers to the integration of residential, commercial, retail, employment, civic, recreational, and educational uses; the integration is accomplished in such a way as to reduce traffic congestion and contain urban sprawl. The mix of land uses in a compact area not only supports and enhances each element in the development but also provides residents a rich and diverse environment in which to live, work, shop, play and learn.

A similar goal is described in the 2016 update to the Cedar Avenue Master Plan. The I-494 study also describes a "Regional Commercial" designation for the Cedar Avenue intersection with I-494 as follows:

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The Regional Commercial land use designation implies that the primary land uses located within this area will be commercial uses attracting users from the larger metropolitan region. Examples of uses located in this category might be largescale anchor retail tenants, office, mid-sized retailers or a collection of specialty retail tenants fashioned in a lifestyle center. These land use types are located at Lyndale Avenue and where I-494 and Cedar Avenue intersect.

Airport Zoning Restrictions

The Metropolitan Airports Commission has established mandatory flight safety zones for uses near the international airport; the Site falls within Safety Zone B. The City implements the MAC Safety Zone designation under its Airport Impact Overlay District I. Prohibited uses in Safety Zone B include uses that generate large concentrations of people, such as churches, hospitals, nursing homes, residential uses (including low, medium and high density residential uses), schools, stadiums, theaters, etc. An automotive dealership is not restricted by the airport zoning restrictions.

Thank you for considering the application of Morrie's Automotive Group for a new Jaguar Land Rover dealership in the City. Morrie's is very excited about the opportunity to work with the City to complete this project and to bring new employment and tax base to the City of Richfield. Please do not hesitate to call me with any question.

Sincerely,



Karl Schmidt
CEO

Preliminary Site Development Plans

for

Morrie's Jaguar Land Rover

Richfield, Minnesota

Presented by:

Morrie's Automotive

Client
**MORRIE'S
AUTOMOTIVE
GROUP**

Project
**MORRIE'S
JAGUAR
LAND ROVER**

Location
**RICHFIELD,
MINNESOTA**

Certification
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busseman
Registration No. 1579 Date: 07/28/2017
If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary
Designed: JEB Drawn: JEB
Approved: BDB Book / Page:
Phase: PRELIMINARY Initial Issued: 07/28/2017

Revision History
No. Date By Submittal / Revision
09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
TITLE SHEET

Sheet No. Revision
C1.01
Project No. 20847

CONSULTANT CONTACT LIST:

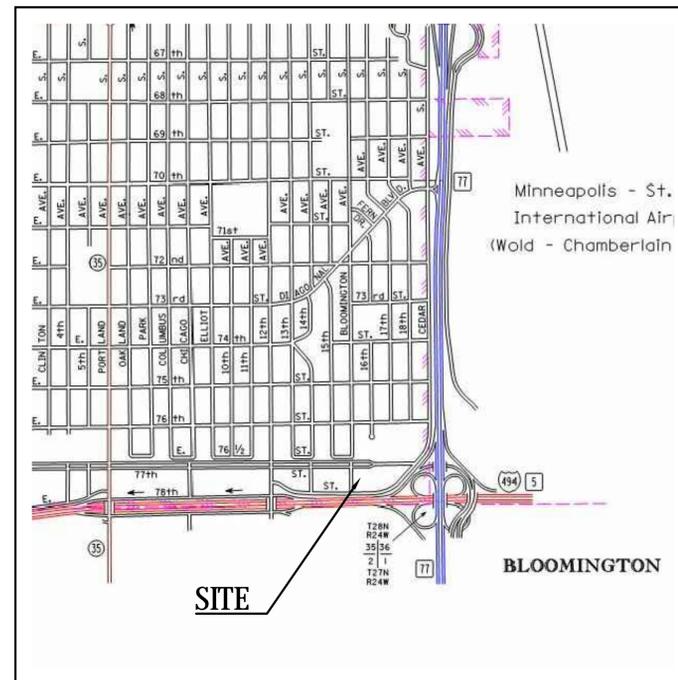
DEVELOPER/OWNER
MORRIE'S AUTOMOTIVE GROUP
12520 WAYZATA BLVD
MINNETONKA, MN 55305
TEL 952-797-1344
CONTACT: LYNN ROBSON

CIVIL ENGINEER
SAMBATEK
12800 WHITEWATER DRIVE, SUITE 300
MINNETONKA, MN 55343
TEL 763-476-6010
FAX 763-476-8532
CONTACT: BRADY BUSSELMAN

ARCHITECT
GRIES ARCHITECTURAL GROUP, INC.
500 N. COMMERCIAL ST.
NEENAH, WI
TEL 920-722-2445
FAX 920-722-6605
CONTACT: BRANNIN GRIES

SURVEYOR
SUNDE LAND SURVEYING
9001 EAST BLOOMINGTON FREEWAY (35W), SUITE 118
BLOOMINGTON, MN 55420
TEL 952-881-2455
FAX 952-888-9526
CONTACT: MARK HANSON

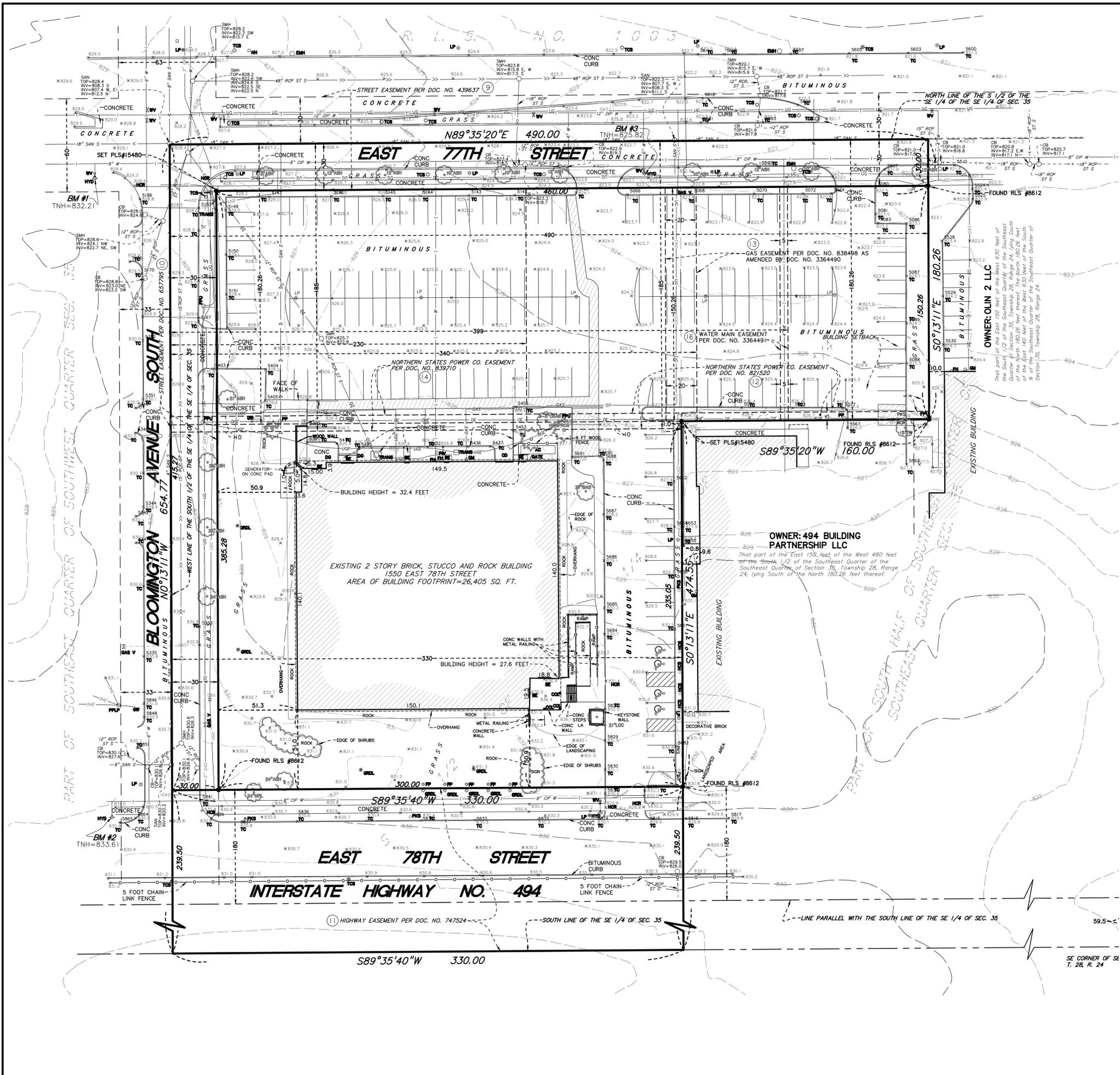
LANDSCAPE ARCHITECT
SAMBATEK
12800 WHITEWATER DRIVE, SUITE 300
MINNETONKA, MN 55343
TEL 763-476-6010
FAX 763-476-8532
CONTACT: JOSH MCKINNEY



VICINITY MAP
NO SCALE

SHEET INDEX

SHEET	DESCRIPTION
C1.01	TITLE SHEET
C2.01	EXISTING CONDITIONS
C3.01	SITE PLAN
C4.01	GRADING AND DRAINAGE PLAN
C5.01	PHASE 1 EROSION CONTROL PLAN
C5.02	PHASE 2 EROSION CONTROL PLAN
C5.03	EROSION CONTROL DETAILS
C6.01	UTILITY PLAN
L1.00	TREE PRESERVATION AND REMOVAL PLAN
L1.01	LANDSCAPE PLAN
L2.01	LANDSCAPE DETAILS



LEGEND

● FOUND MONUMENT	— WATERMAIN	--- EASEMENT LINE
○ SET MONUMENT MARKED IS 47481	— SANITARY SEWER	--- RESTRICTED ACCESS
⊠ ELECTRIC METER	— FLARED END SECTION	--- CONCRETE CURB
★ LIGHT	⊠ ELECTRIC TRANSFORMER	--- BUILDING LINE
⊠ AIR CONDITIONER	⊠ TELEPHONE PEDESTAL	--- BUILDING CANOPY
⊠ GUY ANCHOR	⊠ GAS METER	--- BITUMINOUS SURFACE
⊠ HANDICAP STALL	— OVERHEAD WIRE	--- CONCRETE SURFACE
⊠ UTILITY POLE	— CHAIN LINK FENCE	--- LANDSCAPE SURFACE
⊠ SIGN	— IRON FENCE	--- DECIDUOUS TREE
	— WIRE FENCE	--- CONIFEROUS TREE
	— WOOD FENCE	

DESCRIPTION

(PER FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE COMMITMENT NO. NCS 848094-MPIS, COMMITMENT DATE MAY 01, 2017)

THE NORTH 180.26 FEET OF THE WEST 490 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;
 THAT PART OF THE WEST 330 FEET OF THE SOUTH 1/2 OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER LYING SOUTH OF THE NORTH 180.26 FEET THEREOF;

ALL IN SECTION 35, TOWNSHIP 28, RANGE 24, HENNEPIN COUNTY, MINNESOTA.

TORRENS PROPERTY-CERTIFICATE OF TITLE NO. 1311180

PROPERTY SUMMARY

1. SUBJECT PROPERTIES ADDRESS IS 1550 78TH ST E, RICHFIELD, MN 55423. ITS PROPERTY IDENTIFICATION NUMBER IS 3502824440010.

TOTAL = 244,923 SQUARE FEET OR 5.623 ACRES (EXCLUDING INTERSTATE HIGHWAY 494 EASEMENT)
 GROSS = 185,887 SQUARE FEET OR 3.808 ACRES (EXCLUDING ROADS AND ROAD EASEMENTS)
 NET = 139,628 SQUARE FEET OR 3.205 ACRES (DOES NOT INCLUDE EASEMENTS FOR STREET AND HIGHWAY RIGHT-OF-WAYS)

SURVEY NOTES

1. SURVEY COORDINATE BASIS: HENNEPIN COUNTY COORDINATE SYSTEM, NVGD29
2. THE SURVEY IS BASED ON THE ALTA/NSPS LAND TITLE PREPARED BY SUNDE LAND SURVEYING DATED MAY 24, 2017.
3. FIELD WORK WAS COMPLETED BY SUNDE LAND SURVEYING ON MAY 8, 2017.

BENCHMARKS

1. THE VERTICAL DATUM IS BASED ON NAVD29:

BENCHMARK #1
 TOP OF TOP NUT OF FIRE HYDRANT SW QUADRANT OF EAST 77TH STREET & BLOOMINGTON AVENUE SOUTH.
 ELEVATION = 832.21 FEET

BENCHMARK #2
 TOP OF TOP NUT OF FIRE HYDRANT NW QUADRANT OF EAST 78TH STREET & BLOOMINGTON AVENUE SOUTH.
 ELEVATION = 833.61 FEET

BENCHMARK #3
 TOP OF TOP NUT OF FIRST FIRE HYDRANT SOUTH SIDE OF EAST 77TH STREET, EAST OF BLOOMINGTON AVENUE SOUTH
 ELEVATION = 825.82 FEET

Sambatek
 www.sambatek.com
 12800 Whitewater Drive, Suite 300
 Minnetonka, MN 55343
 763.476.6010 telephone
 763.476.8532 facsimile

Engineering | Surveying | Planning | Environmental

Client
MORRIE'S AUTOMOTIVE GROUP

Project
MORRIE'S JAGUAR LAND ROVER

Location
RICHFIELD, MINNESOTA

Certification

PRELIMINARY

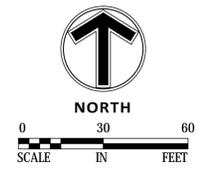
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Revision History
 No. Date By Submittal / Revision
 09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
EXISTING CONDITIONS

Sheet No. Revision
C2.01

Project No. 20847



I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Bussan
Registration No. 1579 Date: 07/28/2017
If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

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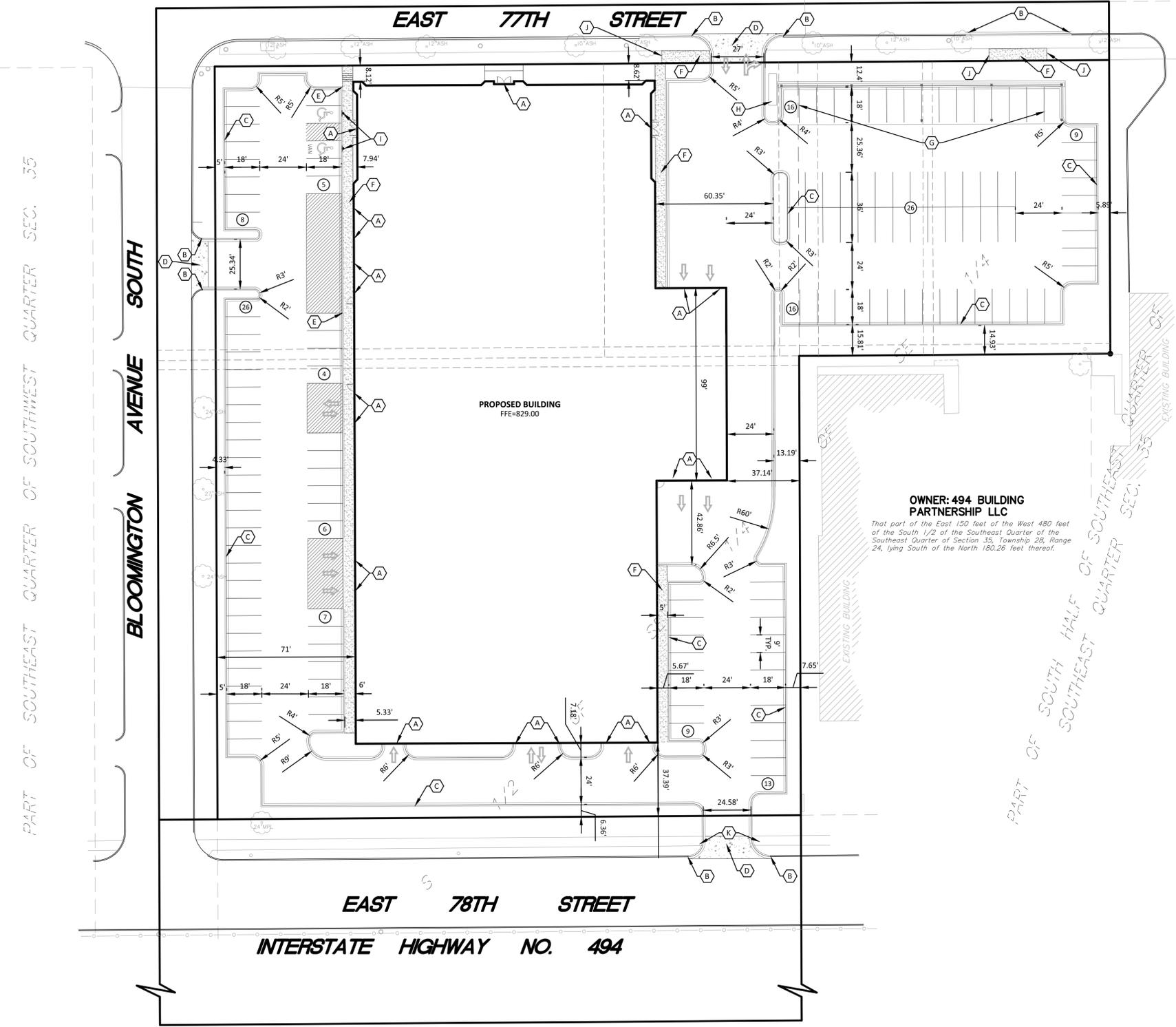
Revision History

No. Date By Submittal / Revision
09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
SITE PLAN

Sheet No. Revision
C3.01

Project No. 20847



LEGEND

PROPERTY LIMIT	PROPOSED	EXISTING	STANDARD DUTY ASPHALT PAVING
CURB & GUTTER	---	---	HEAVY DUTY ASPHALT PAVING
EASEMENT	---	---	CONCRETE PAVING
BUILDING	---	---	CONCRETE SIDEWALK
RETAINING WALL	---	---	
WETLAND LIMITS	---	---	
TREELINE	---	---	
SAWCUT LINE	---	---	
SIGN	---	---	
PIPE BOLLARD	---	---	
NUMBER OF PARKING STALLS PER ROW	---	---	
KEY NOTE	---	---	

DEVELOPMENT SUMMARY

AREA	
GROSS SITE AREA	139,628 SF 3.21 AC
ZONING	
EXISTING ZONING	MU-R
PROPOSED ZONING	PUD
BUILDING REQUIREMENTS	
BUILDING FOOTPRINT	54,690 SF
BUILDING LOT COVERAGE	39%
PARKING	
SURFACE PARKING STALLS PROVIDED	162 STALLS
STRUCTURE PARKING STALLS PROVIDED	200 STALLS
TOTAL PARKING PROVIDED	362 STALLS
IMPERVIOUS COVERAGE	
EXISTING IMPERVIOUS AREA	104,215 SF
EXISTING IMPERVIOUS PERCENTAGE	75%
PROPOSED IMPERVIOUS AREA	123,996 SF
PROPOSED IMPERVIOUS PERCENTAGE	89%

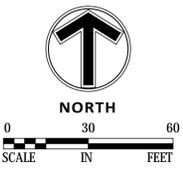
- DEVELOPMENT NOTES
- ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - COORDINATE WITH GRADING CONTRACTOR.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
 - CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - SEE ARCHITECTURAL PLANS FOR PYLON SIGN DETAILS
 - SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.
 - REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
 - ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.08% (1:48). THE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS ISLE SHALL BE 2.08% (1:48). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.
 - "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.

- KEY NOTES
- BUILDING DOORS, STOOPS, STAIRS SEE ARCHITECTURAL PLANS
 - MEET AND MATCH EXISTING CURB & GUTTER
 - B-612 CONCRETE CURB AND GUTTER
 - CONCRETE APRON
 - FLAT CURB SECTION
 - CONCRETE WALK
 - ELECTRIC VEHICLE CHARGING, SEE ARCHITECTURAL PLANS
 - MONUMENT SIGNAGE, SEE ARCHITECTURE PLANS
 - ADA SIGNAGE IN BOLLARD
 - MEET AND MATCH EXISTING SIDEWALK
 - ADA PEDESTRIAN RAMP

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE 118-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GNP) STATE ONE FOR MINNESOTA. THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

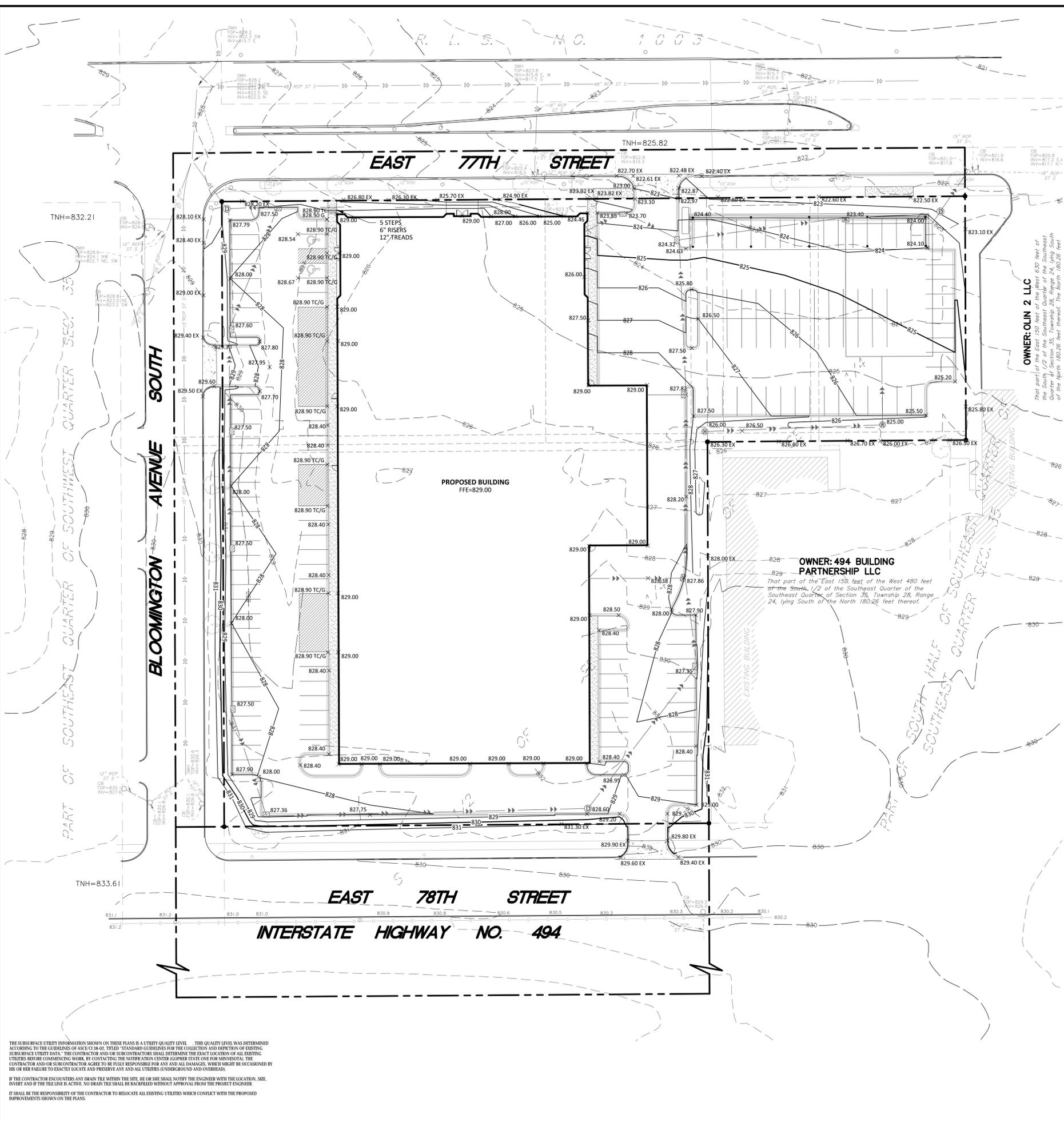
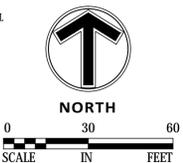


LEGEND

	PROPOSED	EXISTING
PROPERTY LIMIT	---	---
CURB & GUTTER	---	---
STORM SEWER	--->	---
DRAIN TILE	---	---
BUILDING	---	---
RETAINING WALL	---	---
WETLAND LIMITS	---	---
TREELINE	---	---
SPOT ELEVATION	902.5	902.5
CONTOUR	902	902
RIP RAP	---	---
OVERFLOW ELEV.	EOF	902.5
SOIL BORINGS	---	---

GRADING NOTES

- PROPOSED CONTOURS ARE TO FINISHED SURFACE ELEVATION. SPOT ELEVATIONS ALONG PROPOSED CURB DENOTE GUTTER GRADE.
- # Vuk' nu' k' o' ' Qk' t' e' t' U' Vu' Sk' t' @' Vu' t' V' Vuk' nu' k' yu' t' = k' t' u' k' k' @' t' t' k' U' myk' ' Q' u' k' k' o' o' ' Q' t' V' Vuk' nu' k' yu' t' o' Bu' u' k' @' myk'
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- CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
- SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
- CONTRACTOR SHALL COMPLETE THE SITE GRADING CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS OF THE OWNER'S SOILS ENGINEER. ALL SOIL TESTING SHALL BE COMPLETED BY THE OWNER'S SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOIL TESTS AND INSPECTIONS WITH THE SOILS ENGINEER.
A GEOTECHNICAL ENGINEERING SOILS REPORT HAS BEEN COMPLETED BY:
COMPANY: _____
ADDRESS: _____
PHONE: _____
DATED: _____
CONTRACTOR SHALL OBTAIN A COPY OF THE SOILS REPORT.
- CONTRACTOR SHALL COMPLETE DEWATERING AS REQUIRED TO COMPLETE THE SITE GRADING CONSTRUCTION.
- PRIOR TO PLACEMENT OF THE AGGREGATE BASE, A TEST ROLL SHALL BE PERFORMED ON THE STREET AND PARKING AREA SURGRADE. CONTRACTOR SHALL PROVIDE A LOADED TANDEN AXLE TRUCK WITH A GROSS WEIGHT OF 25 TONS. THE TEST ROLLING SHALL BE AT THE DIRECTION OF THE SOILS ENGINEER AND SHALL BE COMPLETED IN AREAS AS DIRECTED BY THE SOILS ENGINEER. CORRECTION OF THE SUBGRADE SOILS SHALL BE COMPLETED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SOILS ENGINEER.
- REPLACE ALL SUBGRADE SOIL DISTURBED DURING THE CONSTRUCTION THAT HAVE BECOME UNSUITABLE AND WILL NOT PASS A TEST ROLL. REMOVE UNSUITABLE SOIL FROM THE SITE AND IMPORT SUITABLE SOIL AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
- EXISTING TREES AND OTHER NATURAL VEGETATION WITHIN THE PROJECT AND/OR ADJACENT TO THE PROJECT ARE OF PRIME CONCERN TO THE CONTRACTOR'S OPERATIONS AND SHALL BE A RESTRICTED AREA. CONTRACTOR SHALL PROTECT TREES TO REMAIN AT ALL TIMES. EQUIPMENT SHALL NOT NEEDLESSLY BE OPERATED UNDER NEARBY TREES AND EXTREME CAUTION SHALL BE EXERCISED WHEN WORKING ADJACENT TO TREES. SHOULD ANY PORTION OF THE TREE BRANCHES REQUIRE REMOVAL TO PERMIT OPERATION OF THE CONTRACTOR'S EQUIPMENT, CONTRACTOR SHALL OBTAIN THE SERVICES OF A PROFESSIONAL TREE TRIMMING SERVICE TO TRIM THE TREES PRIOR TO THE BEGINNING OF OPERATION. SHOULD CONTRACTOR'S OPERATIONS RESULT IN THE BREAKING OF ANY LIMBS, THE BROKEN LIMBS SHOULD BE REMOVED IMMEDIATELY AND CUTS SHALL BE PROPERLY PROTECTED TO MINIMIZE ANY LASTING DAMAGE TO THE TREE. NO TREES SHALL BE REMOVED WITHOUT AUTHORIZATION BY THE ENGINEER. COSTS FOR TRIMMING SERVICES SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONSTRUCTION AND NO SPECIAL PAYMENT WILL BE MADE.
- EXCAVATE TOPSOIL FROM AREAS TO BE FURTHER EXCAVATED OR REGRADED AND STOCKPILE IN AREAS DESIGNATED ON THE SITE. CONTRACTOR SHALL SALVAGE ENOUGH TOPSOIL FOR RESPREADING ON THE SITE AS SPECIFIED. EXCESS TOPSOIL SHALL BE PLACED IN EMBANKMENT AREAS, OUTSIDE OF BUILDING PADS, ROADWAYS AND PARKING AREAS. CONTRACTOR SHALL SUBCUT CUT AREAS, WHERE TURF IS TO BE ESTABLISHED, TO A DEPTH OF 6 INCHES. RESPREAD TOPSOIL IN AREAS WHERE TURF IS TO BE ESTABLISHED TO A MINIMUM DEPTH OF 6 INCHES.
- EXCAVATION IN AREAS DIRECTED BY THE ENGINEER IN ORDER TO OBTAIN STRUCTURAL MATERIAL. TREES SHALL NOT BE REMOVED OR DAMAGED AS A RESULT OF THE EXCAVATION, UNLESS APPROVED BY THE ENGINEER. THE EXCAVATION SHALL COMMENCE A MINIMUM OF 10 FEET FROM THE LIMIT OF THE BUILDING PAD. THE EXCAVATION FROM THIS LIMIT SHALL EXTEND AT A MINIMUM SLOPE OF 1 FOOT HORIZONTAL TO 1 FOOT VERTICAL (1:1) DOWNWARD AND OUTWARD FROM THE FINISHED SURFACE GRADE ELEVATION. THE TRENCH BORROW EXCAVATION SHALL BE BACKFILLED TO THE PROPOSED FINISHED GRADE ELEVATION, AND SHALL BE COMPACTED IN ACCORDANCE WITH REQUIREMENTS OF THE QUALITY COMPACT METHOD AS OUTLINED IN MN/DOT SPECIFICATION 2105.3F2. SNOW FENCE SHALL BE FURNISHED AND PLACED ALONG THE PERIMETER OF THE TRENCH BORROW AREA WHERE THE SLOPES EXCEED 2 FOOT HORIZONTAL TO 1 FOOT VERTICAL (2:1).
- FINISHED GRADING SHALL BE COMPLETED. CONTRACTOR SHALL UNIFORMLY GRADE AREAS WITHIN LIMITS OF GRADING, INCLUDING ADJACENT TRANSITION AREAS. PROVIDE A SMOOTH FINISHED SURFACE WITHIN SPECIFIED TOLERANCES, WITH UNIFORM LEVELS OR SLOPES BETWEEN POINTS WHERE ELEVATIONS ARE SHOWN, OR BETWEEN SUCH POINTS AND EXISTING GRADES. AREAS THAT HAVE BEEN FINISHED GRADED SHALL BE PROTECTED FROM SUBSEQUENT CONSTRUCTION OPERATIONS, TRAFFIC AND EROSION. REPAIR ALL AREAS THAT HAVE BECOME RUTTED, ERODED OR HAS SETTLED BELOW THE CORRECT GRADE. ALL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO EQUAL OR BETTER THAN ORIGINAL CONDITION OR TO THE REQUIREMENTS OF THE NEW WORK.
- TOLERANCES
15.a. THE RESIDENTIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.30 FOOT ABOVE, OR 0.30 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
15.b. THE COMMERCIAL BUILDING SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.10 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION AT ANY POINT WHERE MEASUREMENT IS MADE.
15.c. THE STREET OR PARKING AREA SUBGRADE FINISHED SURFACE ELEVATION SHALL NOT VARY BY MORE THAN 0.05 FOOT ABOVE, OR 0.10 FOOT BELOW, THE PRESCRIBED ELEVATION OF ANY POINT WHERE MEASUREMENT IS MADE.
15.d. AREAS WHICH ARE TO RECEIVE TOPSOIL SHALL BE GRADED TO WITHIN 0.30 FOOT ABOVE OR BELOW THE REQUIRED ELEVATION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
15.e. TOPSOIL SHALL BE GRADED TO PLUS OR MINUS 1/2 INCH OF THE SPECIFIED THICKNESS.
- AFTER THE SITE GRADING IS COMPLETED, IF EXCESS OR SHORTAGE OF SOIL MATERIAL EXISTS, CONTRACTOR SHALL TRANSPORT ALL EXCESS SOIL MATERIAL OFF THE SITE TO AN AREA SELECTED BY THE CONTRACTOR, OR IMPORT SUITABLE MATERIAL TO THE SITE.
- CONTRACTOR SHALL DETERMINE THE LOCATION OF ANY HAIL ROADS THAT MAY BE REQUIRED TO COMPLETE THE SITE. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE GOVERNING AUTHORITY OF EACH ROADWAY. CONTRACTOR SHALL POST WHATEVER SECURITY, AND COMPLY WITH ALL CONDITIONS WHICH ARE REQUIRED BY EACH GOVERNING AUTHORITY OF EACH ROADWAY.
- RETAINING WALLS SHALL BE CONSTRUCTED OF (MODULAR BLOCK, TREATED TIMBER, BOULDER, ETC.) MATERIAL. CONTRACTOR SHALL SUBMIT TO THE ENGINEER AND LOCAL AUTHORITY CERTIFIED ENGINEERING DRAWINGS, DESIGN CALCULATIONS AND SOIL BORINGS. THE CERTIFIED ENGINEER FOR THE RETAINING WALLS SHALL PROVIDE CONSTRUCTION OBSERVATIONS OF THE RETAINING WALL IMPROVEMENT, AND A LETTER CERTIFYING THE INSTALLATION OF THE WALLS WAS CONSTRUCTED IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS.



THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/138-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THE CONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GOPHER STATE ONE) FOR MINNESOTA. THE CONTRACTOR AND/OR SUBCONTRACTOR AGREE TO BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).
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Client
**MORRIE'S
AUTOMOTIVE
GROUP**

Project
**MORRIE'S
JAGUAR
LAND ROVER**

Location
**RICHFIELD,
MINNESOTA**

Certification

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Busch
Registration No. 1579 Date: 07/28/2017

If applicable, contact us for a wet signed copy of this plan which is available upon request at Sambatek's, Minnetonka, MN office.

Summary

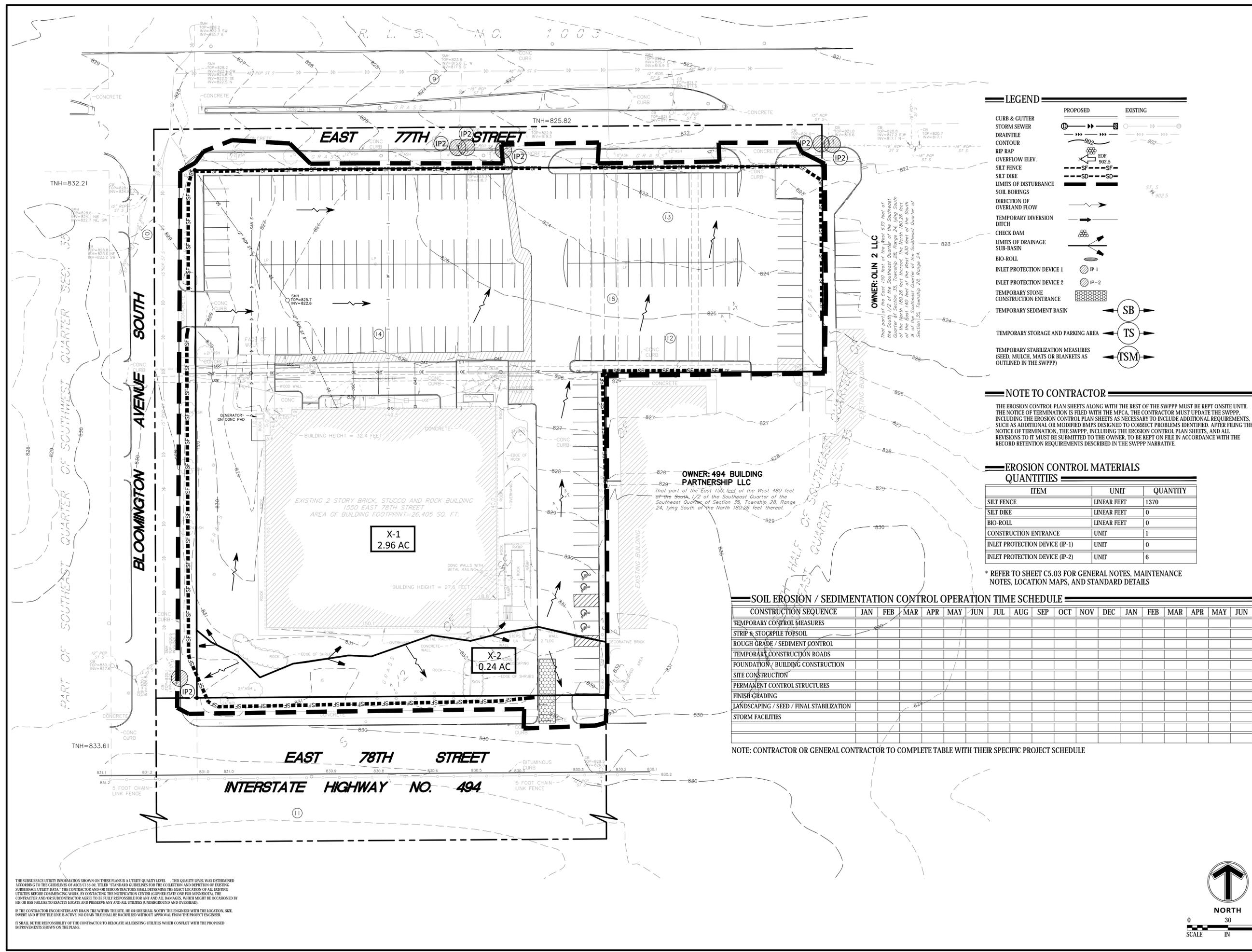
Designed: JEB Drawn: JEB
Approved: BDB Book / Page:
Phase: PRELIMINARY Initial Issue: 07/28/2017

Revision History
No. Date By Submittal / Revision
09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
**PHASE 1
EROSION
CONTROL PLAN**

Sheet No. Revision
C5.01

Project No. 20847



LEGEND

	PROPOSED	EXISTING
CURB & GUTTER		
STORM SEWER		
DRAIN TILE		
CONTOUR		
RIP RAP		
OVERFLOW ELEV.		
SILT FENCE		
SILT DIKE		
LIMITS OF DISTURBANCE		
SOIL BORINGS		
DIRECTION OF OVERLAND FLOW		
TEMPORARY DIVERSION DITCH		
CHECK DAM		
LIMITS OF DRAINAGE SUB-BASIN		
BIO-ROLL		
INLET PROTECTION DEVICE 1		
INLET PROTECTION DEVICE 2		
TEMPORARY STONE CONSTRUCTION ENTRANCE		
TEMPORARY SEDIMENT BASIN		
TEMPORARY STORAGE AND PARKING AREA		
TEMPORARY STABILIZATION MEASURES (SEED, MULCH, MATS OR BLANKETS AS OUTLINED IN THE SWPPP)		

NOTE TO CONTRACTOR

THE EROSION CONTROL PLAN SHEETS ALONG WITH THE REST OF THE SWPPP MUST BE KEPT ONSITE UNTIL THE NOTICE OF TERMINATION IS FILED WITH THE MPCA. THE CONTRACTOR MUST UPDATE THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS AS NECESSARY TO INCLUDE ADDITIONAL REQUIREMENTS, SUCH AS ADDITIONAL OR MODIFIED BMPs DESIGNED TO CORRECT PROBLEMS IDENTIFIED. AFTER FILING THE NOTICE OF TERMINATION, THE SWPPP, INCLUDING THE EROSION CONTROL PLAN SHEETS, AND ALL REVISIONS TO IT MUST BE SUBMITTED TO THE OWNER, TO BE KEPT ON FILE IN ACCORDANCE WITH THE RECORD RETENTION REQUIREMENTS DESCRIBED IN THE SWPPP NARRATIVE.

EROSION CONTROL MATERIALS QUANTITIES

ITEM	UNIT	QUANTITY
SILT FENCE	LINEAR FEET	1370
SILT DIKE	LINEAR FEET	0
BIO-ROLL	LINEAR FEET	0
CONSTRUCTION ENTRANCE	UNIT	1
INLET PROTECTION DEVICE (IP-1)	UNIT	0
INLET PROTECTION DEVICE (IP-2)	UNIT	6

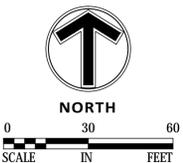
* REFER TO SHEET C5.03 FOR GENERAL NOTES, MAINTENANCE NOTES, LOCATION MAPS, AND STANDARD DETAILS

SOIL EROSION / SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

CONSTRUCTION SEQUENCE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	
TEMPORARY CONTROL MEASURES																			
STRIP & STOCKPILE TOPSOIL																			
ROUGH GRADE / SEDIMENT CONTROL																			
TEMPORARY CONSTRUCTION ROADS																			
FOUNDATION / BUILDING CONSTRUCTION																			
SITE CONSTRUCTION																			
PERMANENT CONTROL STRUCTURES																			
FINISH GRADING																			
LANDSCAPING / SEED / FINAL STABILIZATION																			
STORM FACILITIES																			

NOTE: CONTRACTOR OR GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL 1. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA". THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, BY CONTACTING THE NOTIFICATION CENTER (GNPC) STATE OF MINNESOTA. THE CONTRACTOR AND/OR SUBCONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).
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AUTOMOTIVE
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Location
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Registration No. 1579 Date: 07/28/2017

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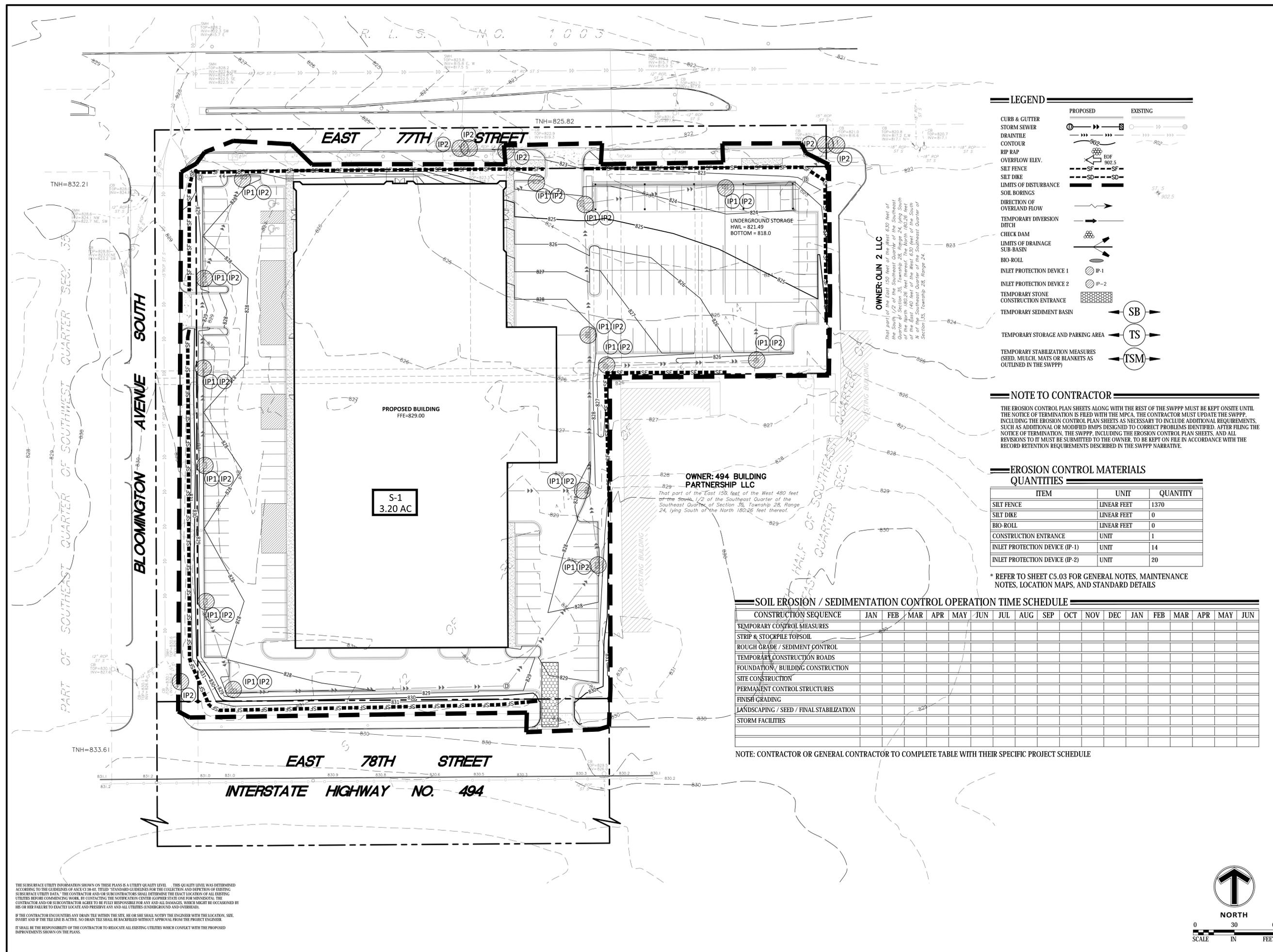
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Revision History
No. Date By Submittal / Revision
09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
**PHASE 2
EROSION
CONTROL PLAN**

Sheet No. Revision
C5.02

Project No. 20847



LEGEND

	PROPOSED	EXISTING
CURB & GUTTER		
STORM SEWER		
DRAIN TILE		
CONTOUR		
RIP RAP		
OVERFLOW ELEV.		
SILT FENCE		
SILT DIKE		
LIMITS OF DISTURBANCE		
SOIL BORINGS		
DIRECTION OF OVERLAND FLOW		
TEMPORARY DIVERSION DITCH		
CHECK DAM		
LIMITS OF DRAINAGE SUB-BASIN		
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INLET PROTECTION DEVICE 1		
INLET PROTECTION DEVICE 2		
TEMPORARY STONE CONSTRUCTION ENTRANCE		
TEMPORARY SEDIMENT BASIN		
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BIO-ROLL	LINEAR FEET	0
CONSTRUCTION ENTRANCE	UNIT	1
INLET PROTECTION DEVICE (IP-1)	UNIT	14
INLET PROTECTION DEVICE (IP-2)	UNIT	20

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SOIL EROSION / SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

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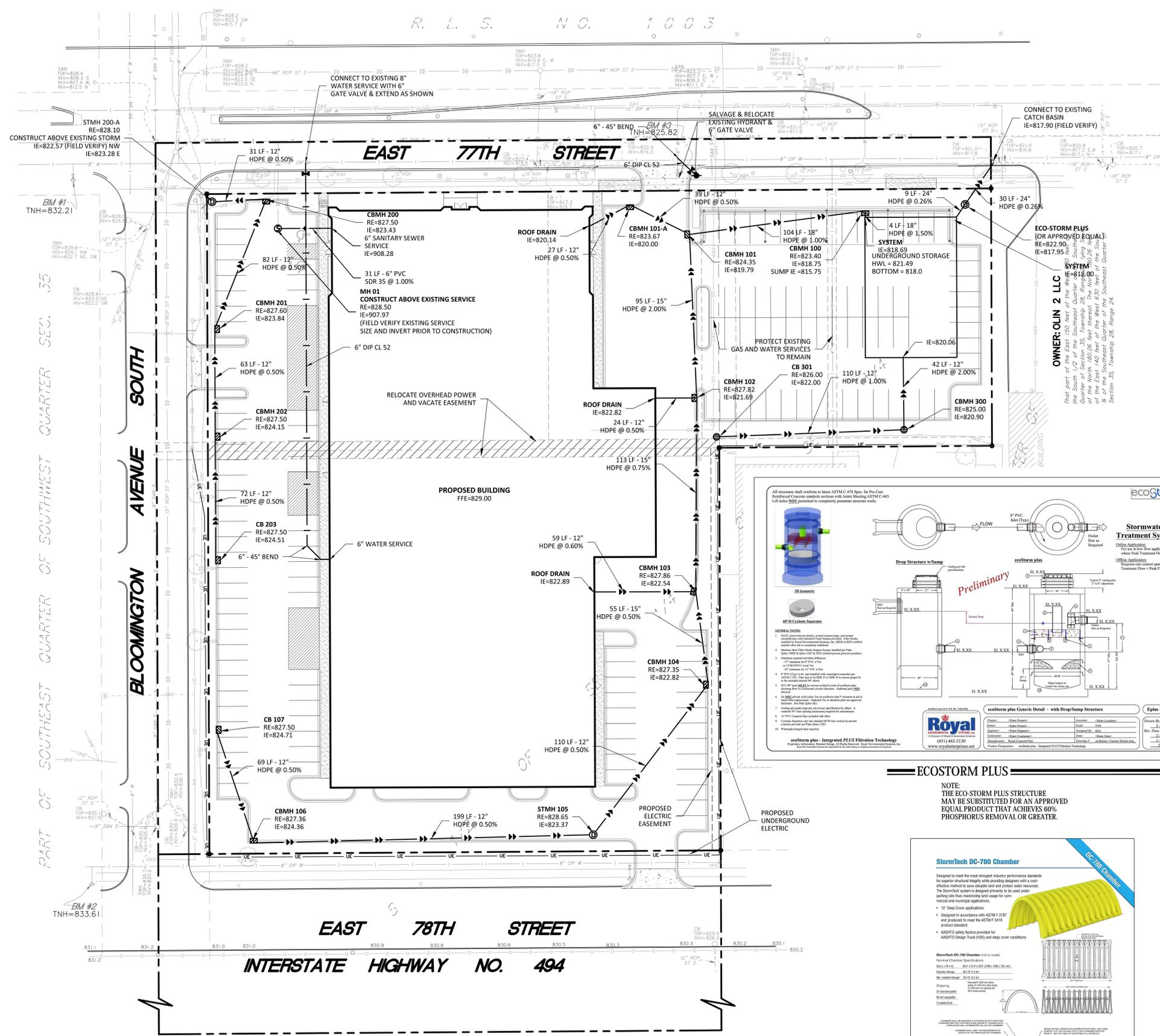
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R. L. S. N. O. 1003



LEGEND

	PROPOSED	EXISTING
CURB & GUTTER	—	—
STORM SEWER	—	—
SANITARY SEWER	—	—
FORCEMAIN (SAN.)	—	—
WATERMAIN	—	—
EASEMENT	—	—
DRAINILE	—	—
GAS LINE	—	—
ELECTRIC	—	—
TELEPHONE	—	—

UTILITY CONSTRUCTION NOTES

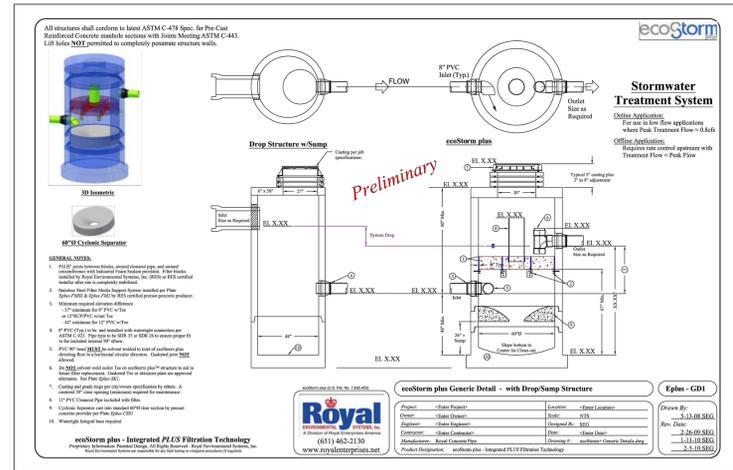
- THE UTILITY IMPROVEMENTS FOR THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD UTILITIES SPECIFICATIONS AS PUBLISHED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), EXCEPT AS MODIFIED HEREIN. CONTRACTOR SHALL OBTAIN A COPY OF THESE SPECIFICATIONS.
 - ALL UTILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY REQUIREMENTS.
 - CONTRACTOR SHALL NOT OPEN, TURN OFF, INTERFERE WITH, OR ATTACH ANY PIPE OR HOSE TO OR TAP WATERMAIN BELONGING TO THE CITY UNLESS DULY AUTHORIZED TO DO SO BY THE CITY. ANY ADVERSE CONSEQUENCES OF ANY SCHEDULED OR UNSCHEDULED DISRUPTIONS OF SERVICE TO THE PUBLIC ARE THE LIABILITY OF CONTRACTOR.
 - A MINIMUM VERTICAL SEPARATION OF 18 INCHES AND HORIZONTAL SEPARATION OF 10 FEET BETWEEN OUTSIDE PIPE DIAMETERS IS REQUIRED AT ALL WATERMAIN AND SEWER MAIN (BUILDING, STORM AND SANITARY) CROSSINGS.
 - ALL MATERIALS SHALL BE AS SPECIFIED IN CEAM SPECIFICATIONS EXCEPT AS MODIFIED HEREIN.
 - ALL SANITARY SEWER TO BE PVC SDR-35, UNLESS NOTED OTHERWISE.
 - ALL SANITARY SEWER SERVICES TO BUILDING SHALL BE PVC SCH 40 CONFORMING TO ASTM D2865.
 - ALL WATERMAIN TO BE DUCTILE IRON - CLASS 52, UNLESS NOTED OTHERWISE.
 - ALL WATERMAIN TO HAVE 7.5 FEET OF COVER OVER TOP OF WATERMAIN.
 - PROVIDE THRUST BLOCKING AND MECHANICAL JOINT RESTRAINTS ON ALL WATERMAIN JOINTS PER CITY STANDARDS.
 - ALL STORM SEWER PIPE TO BE SMOOTH INTERIOR DUAL WALL HDPE PIPE WITH WATER TIGHT GASKETS, UNLESS NOTED OTHERWISE.
 - ALL STORM SEWER PIPE FOR ROOF DRAIN SERVICES TO BUILDING SHALL BE PVC SCH 40 CONFORMING TO ASTM D2865.
 - COORDINATE ALL BUILDING SERVICE CONNECTION LOCATIONS AND INVERT ELEVATIONS WITH MECHANICAL CONTRACTOR PRIOR TO CONSTRUCTION.
 - ALL BUILDING SERVICE CONNECTIONS (STORM, SANITARY, WATER) WITH FIVE FEET OR LESS COVER ARE TO BE INSULATED FROM BUILDING TO POINT WHERE 5 FEET OF COVER IS ACHIEVED.
 - CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
 - SAFETY NOTICE TO CONTRACTORS: IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. THE DUTY OF THE ENGINEER OR THE DEVELOPER TO CONDUCT CONSTRUCTION REVIEW OF CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF CONTRACTOR'S SAFETY MEASURES IN, ON OR NEAR THE CONSTRUCTION SITE.
 - ALL AREAS OUTSIDE THE PROPERTY BOUNDARIES THAT ARE DISTURBED BY UTILITY CONSTRUCTION SHALL BE RESTORED IN KIND. SODDED AREAS SHALL BE RESTORED WITH 6 INCHES OF TOPSOIL PLACED BENEATH THE SOD.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGMEN AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MINNESOTA DEPARTMENT OF TRANSPORTATION STANDARDS.
 - ALL SOILS TESTING SHALL BE COMPLETED BY AN INDEPENDENT SOILS ENGINEER. EXCAVATION FOR THE PURPOSE OF REMOVING UNSTABLE OR UNSUITABLE SOILS SHALL BE COMPLETED AS REQUIRED BY THE SOILS ENGINEER. THE UTILITY BACKFILL CONSTRUCTION SHALL COMPLY WITH THE REQUIREMENTS OF THE SOILS ENGINEER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL REQUIRED SOILS TESTS AND SOIL INSPECTIONS WITH THE SOILS ENGINEER.

A GEOTECHNICAL ENGINEERING REPORT HAS BEEN COMPLETED BY:

COMPANY: _____
 ADDRESS: _____
 PHONE: _____
 DATED: _____

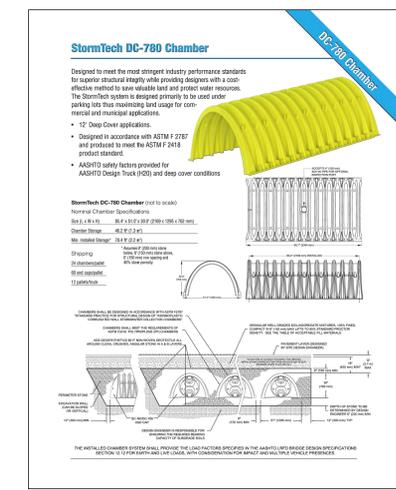
CONTRACTOR SHALL OBTAIN A COPY OF THIS SOILS REPORT.

 - CONTRACTOR SHALL SUBMIT 2 COPIES OF SHOP DRAWINGS FOR MANHOLE AND CATCH BASIN STRUCTURES TO _____ CONTRACTOR SHALL ALLOW 5 WORKING DAYS FOR SHOP DRAWING REVIEW.
 - CONTRACTOR AND MATERIAL SUPPLIER SHALL DETERMINE THE MINIMUM DIAMETER REQUIRED FOR EACH STORM SEWER STRUCTURE.
 - (REMOVE IF THERE IS NO UNDERGROUND SYSTEM)
 THE UNDERGROUND STORMWATER SYSTEM SHOWN ON THE UTILITY PLAN AND THE DETAIL SHEETS IS FOR INFORMATIONAL PURPOSES ONLY AND DEPICTS THE MINIMUM STORAGE REQUIREMENTS AND THE SYSTEM ELEVATIONS. THE CONTRACTOR (WITH THEIR SUPPLIER OR DESIGNER) SHALL SUBMIT DESIGN DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION. THE DESIGN DRAWINGS SHALL DEPICT THE FINAL LAYOUT AND DETAILS FOR CONSTRUCTION. THE DRAWINGS SHALL BE CERTIFIED BY A LICENSED ENGINEER FOR THE STATE IN WHICH THE PROJECT IS CONSTRUCTED. THE SUBMITTAL SHALL INCLUDE ALL NECESSARY PRODUCT INFORMATION, DESIGN CALCULATIONS AND BEDDING REQUIREMENTS FOR THE PROPOSED STORMWATER SYSTEM. FOLLOWING CONSTRUCTION, THE CERTIFYING ENGINEER SHALL SUBMIT A LETTER TO THE OWNER AND ENGINEER INDICATING THEY OBSERVED THE INSTALLATION AND THE INSTALLATION OF THE STORMWATER SYSTEM WAS IN CONFORMANCE WITH THE CERTIFIED DRAWINGS.



ECOSTORM PLUS

NOTE:
 THE ECO-STORM PLUS STRUCTURE
 MAY BE SUBSTITUTED FOR AN APPROVED
 EQUAL PRODUCT THAT ACHIEVES 60%
 PHOSPHORUS REMOVAL OR GREATER.



UNDERGROUND STORAGE SYSTEM

Sambatek
 www.sambatek.com
 12800 Whitewater Drive, Suite 300
 Minnetonka, MN 55343
 763.476.6010 telephone
 763.476.8532 facsimile
 Engineering | Surveying | Planning | Environmental

Client
**MORRIE'S
 AUTOMOTIVE
 GROUP**

Project
**MORRIE'S
 JAGUAR
 LAND ROVER**

Location
**RICHFIELD,
 MINNESOTA**

Certification
 I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly licensed professional ENGINEER under the laws of the state of Minnesota.

Brady D. Bussell
 Registration No. 579 Date: 07/28/2017

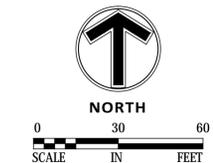
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Sheet Title
UTILITY PLAN

Sheet No. Revision
C6.01

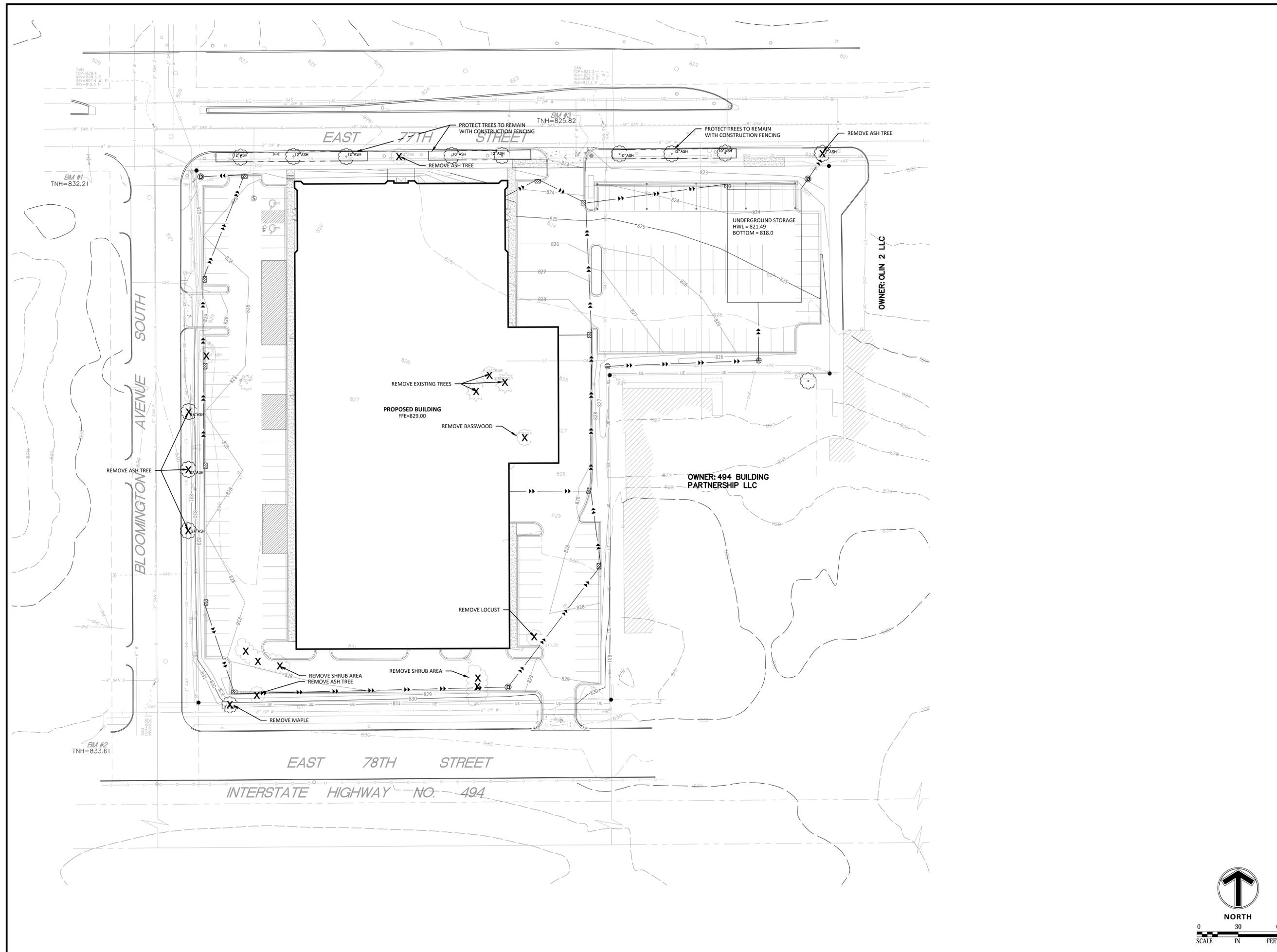
Project No. 20847



THE SUBSURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE/CI 38-02, TITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. BY CONTACTING THE NOTIFICATION CENTER (GNPC) STATE ONE FOR MINNESOTA, THE CONTRACTOR AND/OR SUBCONTRACTOR AGREES TO BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCURRED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).

IF THE CONTRACTOR ENCOUNTERS ANY DRAIN TILE WITHIN THE SITE, HE OR SHE SHALL NOTIFY THE ENGINEER WITH THE LOCATION, SIZE, INVERT AND IF THE TILE LINE IS ACTIVE. NO DRAIN TILE SHALL BE BACKFILLED WITHOUT APPROVAL FROM THE PROJECT ENGINEER.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



Client
**MORRIE'S
 AUTOMOTIVE
 GROUP**

Project
**MORRIE'S
 JAGUAR
 LAND ROVER**

Location
**RICHFIELD,
 MINNESOTA**

Certification

PRELIMINARY

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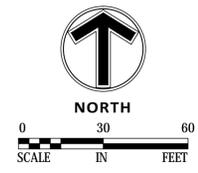
Revision History

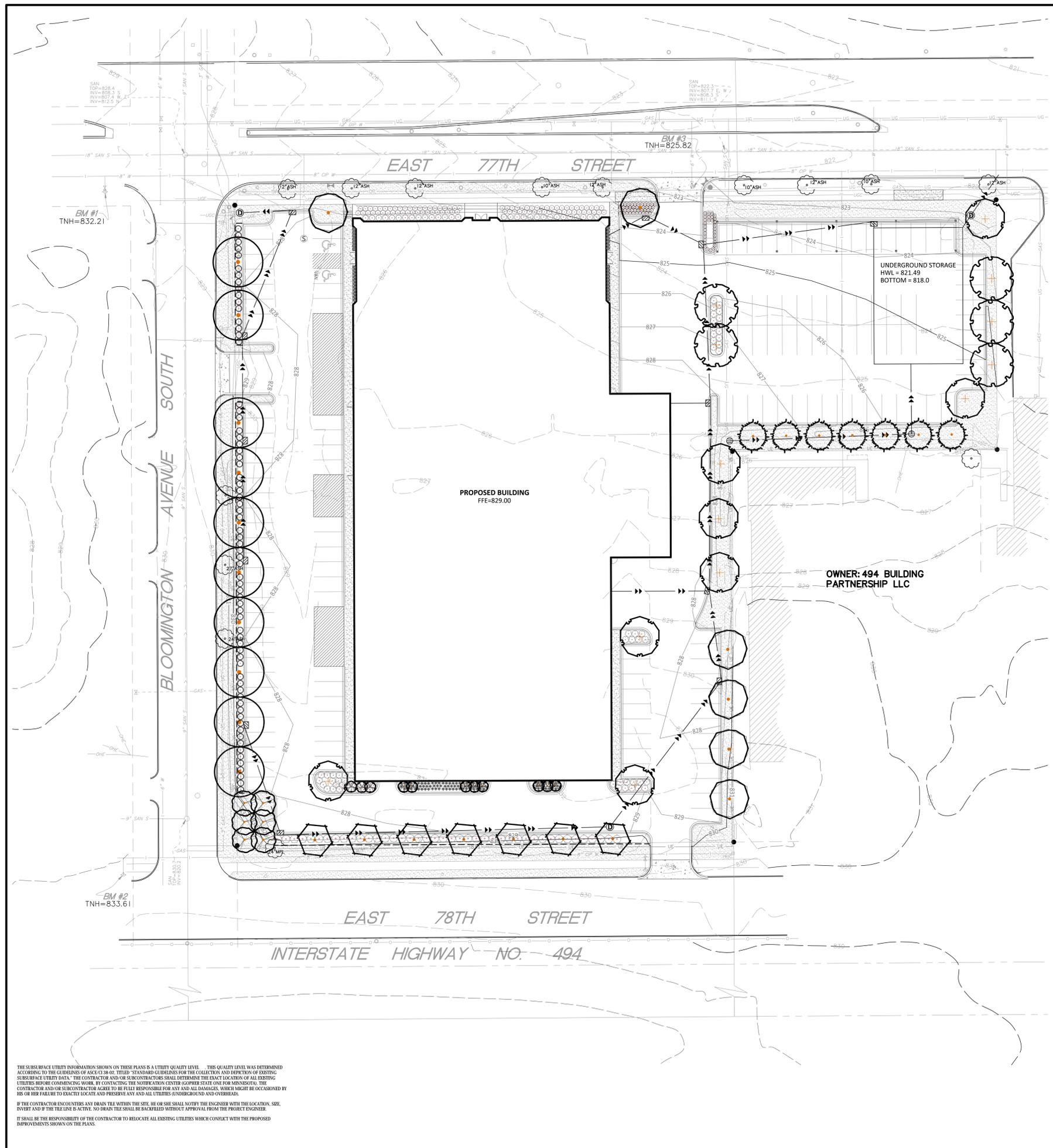
No.	Date By	Submittal / Revision
09/07/17	JEB	OFF-SITE DRAINAGE

Sheet Title
**TREE
 PRESERVATION
 AND REMOVAL
 PLAN**

Sheet No. Revision
L1.00

Project No. 20847





PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	SG	Acer freemanii 'Sienna Glen' / Sienna Glen Maple	B & B	4.5"		10
	JM	Acer rubrum 'Baircraig' / Scarlet Jewell Maple	B & B	2.5" Cal		7
	DP	Betula platyphylla 'Fargo' TM / Dakota Pinnacle Birch	B & B	2" Cal		11
	GB	Ginkgo biloba 'Autumn Gold' TM / Maidenhair Tree	B & B	2.5" Cal		8
	SO	Quercus bicolor / Swamp White Oak	B & B	2.5" Cal		5
	PE	Ulmus americana 'Princeton' / American Elm	B & B	3.5" Cal		6
CONIFERS	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	NS	Picea abies / Norway Spruce	B & B		8'	7
ORN. TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	SIZE	QTY
	SB	Amelanchier canadensis 'Autumn Brilliance' / Autumn Brilliance Serviceberry	B & B	2" Cal		11
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT			QTY
	BAS	Baptisia australis / Blue Wild Indigo	1 gal			84
	MJ	Juniperus chinensis 'Mint Julep' / Mint Julep Juniper	5 gal			30
	GL	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	5 gal			61
	LB	Syringa x 'Bloomerang' / Lilac	5 gal			71
	HA	Thuja occidentalis 'Holmstrup' / Holmstrup Cedar	10 gal			69
GRASSES	CODE	BOTANICAL NAME / COMMON NAME	CONT			QTY
	KFG	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	1 gal			36
	PDS	Sporobolus heterolepis / Prairie Dropseed	1 gal			98
PERENNIALS	CODE	BOTANICAL NAME / COMMON NAME	CONT			QTY
	AFS	Sedum x 'Autumn Fire' / Autumn Fire Sedum	1 gal			71
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	QTY			
	TUR HIG	Turf Sod Highland Sod / Sod	19,322 sf			

RICHFIELD, MN LANDSCAPE CODE

PLANT MATERIAL SIZE REQUIREMENTS:

- SHRUBS: 5 GAL
- ORNAMENTAL TREES: 1.5" CALIPER
- OVERSTORY TREES:
- 9 TREES OR FEWER: 2.5" CALIPER
- MORE THAN 9 TREES:

Building Height (in stories)*	Minimum Overstory Tree Size ** (in caliper inches)		
	2.5	3.5	4.5
1	70%	20%	10%
2	60%	20%	20%
3	50%	30%	20%
4	40%	30%	30%
5+	30%	40%	30%

QUANTITY REQUIRED:

- ONE (1) TREE PER 2,500 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA; AND
 - ONE (1) SHRUB PER 1,000 SQUARE FEET OF DEVELOPABLE LANDSCAPING AREA
- DEVELOPABLE LANDSCAPING AREA IS DEFINED AS THE TOTAL AREA OF A DEVELOPMENT SITE OR PHASE MINUS THE PORTION OF THAT AREA WITHIN A NATURAL WATER BODY OR A PROTECTED WETLAND.

DEVELOPABLE LAND ON SITE= 139,629 SQ. FT.

PLANT TYPE	REQUIRED	PROVIDED
TREES	56	65
SHRUBS	140	315

Client
**MORRIE'S
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LAND ROVER**

Location
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Certification

PRELIMINARY

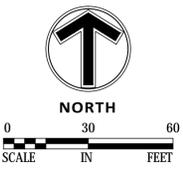
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09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
**LANDSCAPE
PLAN**

Sheet No. Revision
L1.01

Project No. 20847



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IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

Client

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AUTOMOTIVE
GROUP**

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JAGUAR
LAND ROVER**

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09/07/17 JEB OFF-SITE DRAINAGE

Sheet Title
**LANDSCAPE
DETAILS**

Sheet No. Revision

L2.01

Project No. 20847

PRELIMINARY

NOTES

GENERAL NOTES:

1. THE CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH THE EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF THE WORK.
2. THE CONTRACTOR SHALL VERIFY PLAN LAYOUT AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN OR INTENT OF THE LAYOUT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE CODES, REGULATIONS, AND PERMITS GOVERNING THE WORK.
4. THE CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING CONSTRUCTION. DAMAGE TO SAME SHALL BE REPAIRED AND/OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.
5. LOCATE AND VERIFY ALL UTILITIES, INCLUDING IRRIGATION LINES, WITH THE OWNER FOR PROPRIETARY UTILITIES AND GOPHER STATE ONE CALL 48 HOURS BEFORE DIGGING. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND REPAIR OF ANY DAMAGES TO SAME. NOTIFY THE LANDSCAPE ARCHITECT OF ANY CONFLICTS TO FACILITATE PLANT RELOCATION.
6. THE LANDSCAPE CONTRACTOR SHALL COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
7. THE CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
8. THE PLAN TAKES PRECEDENCE OVER THE LANDSCAPE LEGEND IF DISCREPANCIES EXIST. QUANTITIES SHOWN IN THE PLANTING SCHEDULE ARE FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR TO VERIFY QUANTITIES SHOWN ON THE PLAN.
9. THE SPECIFICATIONS TAKE PRECEDENCE OVER THE PLANTING NOTES AND GENERAL NOTES.
10. EXISTING TREES AND SHRUBS TO REMAIN SHALL BE PROTECTED TO THE DRIP LINE FROM ALL CONSTRUCTION TRAFFIC. STORAGE OF MATERIALS ETC. WITH 4 FT. ORANGE PLASTIC SAFETY FENCING ADEQUATELY SUPPORTED BY STEEL FENCE POSTS @ 6' C.C. MAXIMUM SPACING.
11. LONG-TERM STORAGE OF MATERIALS OR SUPPLIES ON-SITE WILL NOT BE ALLOWED.
12. CONTRACTOR SHALL REQUEST IN WRITING, A FINAL ACCEPTANCE INSPECTION.

PLANTING NOTES:

1. NO PLANTS SHALL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
2. A GRANULAR PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO ALL PLANT BEDS AT THE MANUFACTURERS RECOMMENDED RATE PRIOR TO PLANT INSTALLATION.
3. ALL PLANTING STOCK SHALL CONFORM TO THE "AMERICAN STANDARD FOR NURSERY STOCK," ANSI-Z60, LATEST EDITION, OF THE AMERICAN ASSOCIATION OF NURSERYMEN, INC. AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS FOR PLANT MATERIALS.
4. OVERSTORY TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE PAVED SURFACES.
5. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASE AND BE CONTAINER GROWN OR BALLED AND BURLAPPED AS INDICATED IN THE LANDSCAPE LEGEND.
6. PLANT MATERIALS TO BE INSTALLED PER PLANTING DETAILS.
7. ALL TREES MUST BE STRAIGHT TRUNKED AND FULL HEADED AND MEET ALL REQUIREMENTS SPECIFIED.
8. THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING, OR AFTER INSTALLATION.
9. NO SUBSTITUTIONS OF PLANT MATERIAL SHALL BE ACCEPTED UNLESS APPROVED IN WRITING BY THE LANDSCAPE ARCHITECT.
10. ALL PLANT MATERIAL QUANTITIES, SHAPES OF BEDS AND LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETE COVERAGE OF ALL PLANTING BEDS AT SPACING SHOWN AND ADJUSTED TO CONFORM TO THE EXACT CONDITIONS OF THE SITE. THE LANDSCAPE ARCHITECT SHALL APPROVE THE STAKING LOCATION OF ALL PLANT MATERIALS PRIOR TO INSTALLATION.
11. ALL PLANTING AREAS MUST BE COMPLETELY MULCHED AS SPECIFIED.
12. MULCH: SHREDDED HARDWOOD MULCH, CLEAN AND FREE OF NOXIOUS WEEDS OR OTHER DELETERIOUS MATERIAL, IN ALL MASS PLANTING BEDS AND FOR TREES, UNLESS INDICATED AS ROCK MULCH ON DRAWINGS. SUBMIT SAMPLE TO LANDSCAPE ARCHITECT PRIOR TO DELIVERY ON-SITE FOR APPROVAL. DELIVER MULCH ON DAY OF INSTALLATION. USE 4" FOR SHRUB BEDS, AND 3" FOR PERENNIAL/GROUND COVER BEDS, UNLESS OTHERWISE DIRECTED.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MULCHES AND PLANTING SOIL QUANTITIES TO COMPLETE THE WORK SHOWN ON THE PLAN.
14. USE ANTI-DESICCANT (WILT-PRUF OR APPROVED EQUAL) ON DECIDUOUS PLANTS MOVED IN LEAF AND FOR EVERGREENS MOVED ANYTIME. APPLY AS PER MANUFACTURER'S INSTRUCTION. ALL EVERGREENS SHALL BE SPRAYED IN THE LATE FALL FOR WINTER PROTECTION DURING WARRANTY PERIOD.
15. PLANTING SOIL FOR TREES, SHRUBS AND GROUND COVERS: FERTILE FRIABLE LOAM CONTAINING A LIBERAL AMOUNT (4% MIN) OF HUMUS AND CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. IT SHALL COMPLY WITH MNDOT SPECIFICATION 3877 TYPE B SELECT TOPSOIL. MIXTURE SHALL BE FREE FROM HARDPACK SUBSOIL, STONES, CHEMICALS, NOXIOUS WEEDS, ETC. SOIL MIXTURE SHALL HAVE A PH BETWEEN 6.1 AND 7.5

- AND 10-0-10 FERTILIZER AT THE RATE OF 3 POUNDS PER CUBIC YARD. IN PLANTING BEDS INCORPORATE THIS MIXTURE THROUGHOUT THE ENTIRE BED IN A 6" LAYER AND ROTO-FILLING IT INTO THE TOP 12" OF SOIL AT A 1:1 RATIO. ANY PLANT STOCK NOT PLANTED ON DAY OF DELIVERY SHALL BE HELED IN AND WATERED UNTIL INSTALLATION. PLANTS NOT MAINTAINED IN THIS MANNER WILL BE REJECTED.
15. ALL PLANTS SHALL BE GUARANTEED FOR TWO COMPLETE GROWING SEASONS (APRIL 1 - NOVEMBER 1), UNLESS OTHERWISE SPECIFIED. THE GUARANTEE SHALL COVER THE FULL COST OF REPLACEMENT INCLUDING LABOR AND PLANTS.
 16. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST 3 DAYS PRIOR TO PLANNED DELIVERY. THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST 24 HOURS IN ADVANCE OF BEGINNING PLANT INSTALLATION.
 17. SEASONS/TIME OF PLANTING AND SEEDING: NOTE: THE CONTRACTOR MAY ELECT TO PLANT IN OFF-SEASONS ENTIRELY AT HIS/HER RISK. DECIDUOUS

17.1. POTTED PLANTS:	4/1 - 6/1; 9/21 - 11/1
17.2. DECIDUOUS B&B:	4/1 - 6/1; 9/21 - 11/1
17.3. EVERGREEN POTTED PLANTS:	4/1 - 6/1; 9/21 - 11/1
17.4. EVERGREEN B&B:	4/1 - 5/1; 9/21 - 11/1
17.5. TURF/LAWN SEEDING:	4/1 - 6/1; 7/20 - 9/20
17.6. NATIVE MIX SEEDING:	4/1 - 7/20; 9/20-10/20
 18. MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE. INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE WATERING, CULTIVATING, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL CONTINUE TO BE RESPONSIBLE FOR KEEPING THE TREES PLUMB THROUGHOUT THE GUARANTEE PERIOD.
 19. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL LANDSCAPE LEGEND SPECIFICATIONS.
 20. WATERING: MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS ONCE A WEEK IN EXTREMELY HOT, DRY WEATHER. WATER MORE OFTEN AS REQUIRED BY INDICATIONS OF HEAT STRESS SUCH AS WILTING LEAVES. CHECK MOISTURE UNDER MULCH PRIOR TO WATERING TO DETERMINE NEED. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER.

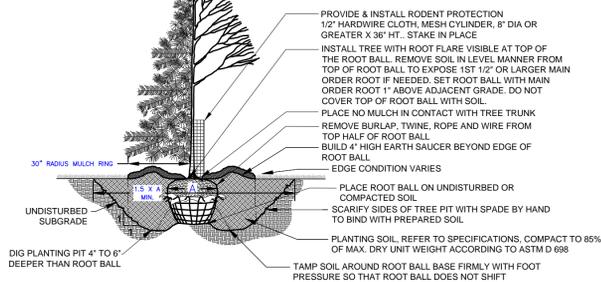
TURF NOTES:

- TURF ESTABLISHMENT SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROVISIONS OF THE MNDOT 2105 AND 2575 EXCEPT AS MODIFIED BELOW:
1. ALL AREAS TO RECEIVE SOD SHALL ALSO RECEIVE 4" OF TOPSOIL PRIOR TO INSTALLING SOD. TOPSOIL SHALL BE FREE OF TREE ROOTS, STUMPS, BUILDING MATERIAL, AND TRASH, AND SHALL BE FREE OF STONES LARGER THAN 1 1/2" INCHES IN ANY DIMENSION.
 2. WHERE SOD ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
 3. SOD SHALL BE Laid PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, SOD SHALL BE STAKED SECURELY.
 4. TURF ON ALL OTHER AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED BY SEEDING, MULCHING AND FERTILIZING. SEED MIXTURE NO.25-121 (FORMERLY MndOT 240) WILL BE PLACED AT THE RATE OF 70 POUNDS PER ACRE.
 5. ALL DISTURBED AREAS TO BE TURF SEEDED, ARE TO RECEIVE 4" TOP SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. FOR SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES INSTALL EROSION CONTROL BLANKET.
 6. ALL DISTURBED AREAS TO RECEIVE NATIVE SEED, ARE TO RECEIVE PLANTING SOIL, SEED, MULCH, AND WATER UNTIL A HEALTHY STAND OF GRASS IS OBTAINED. FOR SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES INSTALL EROSION CONTROL BLANKET.

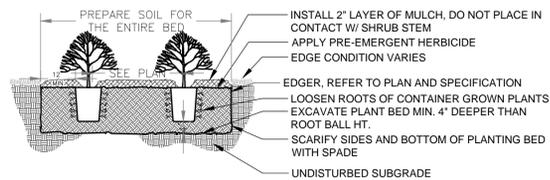
IRRIGATION NOTES:

1. IRRIGATION SYSTEM TO BE DESIGN/BUILD. CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL OF SYSTEM LAYOUT PRIOR TO INSTALLATION.
2. ALL SOD TO RECEIVE SPRAY OR ROTOR IRRIGATION HEADS WITH MINIMUM DESIGN OF 1" IRRIGATION PER WEEK.
3. ALL PLANT BEDS TO RECEIVE DRIP LINE IRRIGATION, WITH A MINIMUM DESIGN OF .25" IRRIGATION PER WEEK.
4. CONTRACTOR TO INSTALL A TOTAL OF 4 QUICK COUPLERS AT THE CORNERS OF THE PROPERTY. A 2.5" TYPE K SOURCE PIPE IS PROVIDED BY MECHANICAL.

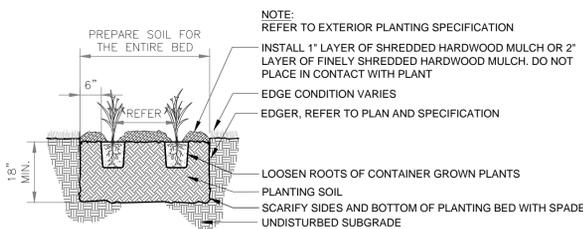
NOTE:
CONTRACTOR SHALL MAINTAIN TREES IN A PLUMB POSITION THROUGHOUT THE WARRANTY PERIOD. IF STAKING IS REQUIRED BY SITE CONDITIONS, CONTRACTOR TO USE 2 OR 3 STAKE METHOD WITH 1" WEBBING AROUND TRUNK OF THREE (NO WIRE OR CABLING TO BE USED)
WRAP TREE TRUNKS ONLY UPON APPROVAL BY LANDSCAPE ARCHITECT



1 TREE PLANTING DETAIL
L2.01 NTS



2 SHRUB PLANTING DETAIL
L2.01 NTS



3 PERENNIAL PLANTING DETAIL
L2.01 NTS

July 27, 2017

Mayor Pat Elliott
City of Richfield
6700 Portland Ave. So.
Richfield, MN 55423

Dear Mayor Elliott:

I write this letter on behalf of the Adler Graduate School (AGS), to request your support for the prospective sale of our building located at 1550 East 78th Street in Richfield, Minnesota. Richfield has been a good home for the Adler Graduate School since 2006. The congeniality of the Richfield community and the support of Richfield public servants has been both consistent and abundant. I know I speak for everyone at AGS when I say we are very grateful.

Since moving to Richfield and taking ownership of our building, we initially increased our enrollment and populated the portion of the building we did not need for the school with primarily non-profit, human services-oriented tenants. We have faced some challenges in recent years that affect the revenues necessary to support our educational programs – which are the most essential, mission-driven elements of our organization. Enrollment has been relatively flat and we have been unable to lease approximately 18,000 square feet of vacant rental space.

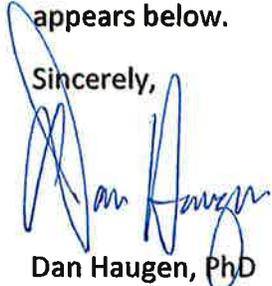
The Adler Graduate School has worked very hard to attract prospective students and tenants. In response to increasing competition among schools offering similar programs, AGS has continued to build its student recruitment and admissions capabilities. Likewise, our efforts to attract tenants have been continuous and, for the past year, have included a commercial real estate group, SVN Northco, to assist in finding tenants. Nevertheless, we have struggled in finding tenants for our building. Add to these challenges the fact that AGS' physical plant demands more investments in maintenance each year. Our building is nearly 50 years old and is showing its age.

An internal analysis shows that a high proportion of AGS students come from the Twin Cities' western suburbs. For practical reasons, we have been considering a possible re-location to that area. We now have an opportunity to sell AGS' current building and reinvest the proceeds of our sale into a smaller building, more practical for our needs; a building that would offer lower operating costs, greater proximity to a majority of our students, and more of a campus atmosphere – which would benefit new student recruitment.

By lowering operating costs in a smaller footprint and improving locational convenience to students, we at AGS believe the Morrie's Project offers us a unique opportunity to improve the long-term viability of the Adler Graduate School and our vision and mission. As such, we at AGS endorse the Morrie's Project.

I respectfully submit this letter on behalf of the Adler Graduate School and in support of the Morrie's Project. I am available for questions if that might be helpful. My contact information appears below.

Sincerely,



Dan Haugen, PhD

AGS President

612-767-7048

haugen@alfredadler.edu

Cc: Lynn Robson, Morrie's



PLANNING COMMISSION MEETING 10/23/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITYPLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
10/17/2017

ITEM FOR COMMISSION CONSIDERATION:

Cancel a public hearing to consider a conditional use permit amendment and variance at 7700 Nicollet Avenue.

EXECUTIVE SUMMARY:

Andale Taqueria and Mercado submitted an application requesting a conditional use permit (CUP) amendment to allow a building addition to accommodate a walk-in cooler. Staff's initial calculation of parking requirements indicated that additional parking spaces would be required beyond the 28 stalls provided on site, thereby requiring a variance. After an application was submitted, staff re-calculated the parking requirements and found that sufficient parking exists to allow the addition. Without the need for a variance, the requested CUP amendment can be issued administratively. Because notice of the public hearing was published in the Sun Current, the Planning Commission must cancel the public hearing.

RECOMMENDED ACTION:

By motion: Cancel a public hearing to consider a conditional use permit amendment and variance at 7700 Nicollet Avenue.

BASIS OF RECOMMENDATION:

A. **HISTORICAL CONTEXT**

N/A

B. **POLICIES (resolutions, ordinances, regulations, statutes, etc):**

N/A

C. **CRITICAL TIMING ISSUES:**

N/A

D. **FINANCIAL IMPACT:**

N/A

E. **LEGAL CONSIDERATION:**

Notice of this public hearing was published in the Sun Current newspaper and mailed to properties within 350 feet of the site on October 10, 2017.

ALTERNATIVE RECOMMENDATION(S):

None

AGENDA SECTION: Other Business
AGENDA ITEM # 5.
CASE NO.: PC Letter #11



PLANNING COMMISSION MEETING 10/23/2017

REPORT PREPARED BY: Matt Brillhart, Associate Planner

CITYPLANNER REVIEW: Melissa Poehlman, Asst. Community Development Director
10/2/2017

ITEM FOR COMMISSION CONSIDERATION:

Consideration of a motion rescheduling the regular December Planning Commission meeting.

EXECUTIVE SUMMARY:

The regularly scheduled December Planning Commission meeting falls on Monday, December 25. City offices will be closed on this date for the Christmas Holiday. Staff recommends rescheduling the regular meeting to the second Monday of the month, December 11, 2017.

RECOMMENDED ACTION:

By motion: Approve the rescheduling of the regular December Planning Commission meeting from December 25, 2017 to December 11, 2017.

BASIS OF RECOMMENDATION:

A. **HISTORICAL CONTEXT**

None.

B. **POLICIES (resolutions, ordinances, regulations, statutes, etc):**

None.

C. **CRITICAL TIMING ISSUES:**

None.

D. **FINANCIAL IMPACT:**

None.

E. **LEGAL CONSIDERATION:**

None.

ALTERNATIVE RECOMMENDATION(S):

None.

PRINCIPAL PARTIES EXPECTED AT MEETING: