



COTTAGE GROVE PLANNING COMMISSION

12800 RAVINE PARKWAY SOUTH

COTTAGE GROVE, MN 55016

COUNCIL CHAMBER - 7:00 PM

February 24, 2025

1. Call to Order
2. Roll Call
3. Approval of the Agenda
4. Open Forum
5. Chair's Explanation of the Hearing Process
6. Public Hearing and Applications

6.A Northpoint/Lumbermen's Outdoor Storage - Case CUP2025-007

Discussion: Northpoint BGO Cottage Grove Logistics Park, LLC has applied for a conditional use permit to allow outdoor storage encompassing approximately 54,500 square feet with a 10-foot tall fence at their new location at 7701 100th Street South.

6.B Kwik Trip - Cases SP/CUP/V/2025-008

Discussion: Kwik Trip Inc. has applied for a Site Plan Review, Conditional Use Permit, and Variances to construct a 9,176 square foot convenience store with an 800 square foot 10-dispenser island fueling canopy and a 1,200 square foot commercial diesel 3-lane canopy in the southeast corner of the intersection at Jamaica Avenue and 95th Street on approximately 2.3 acres of the 6.77-acre parcel of land. The two variances are for the parking lot setback to be less than 10 feet from the side yard property line and to allow light banding around the exterior of the fuel canopy.

7. Approval of Minutes

- A January 27, 2025 Planning Commission Meeting

Staff Recommendation:

8. Reports

- A Recap of February 5 and 19, 2025, City Council Meetings
- B Response to Planning Commission Inquiries
- C Planning Commission Requests

9. Adjournment

STAFF REPORT CASE: CUP2025-007

ITEM: 6.1

PUBLIC MEETING DATE: 2/24/25

TENTATIVE COUNCIL REVIEW DATE: 3/19/25

APPLICATION

APPLICANT: Northpoint BGO Cottage Grove Logistics Park, LLC

REQUEST: A Conditional Use Permit (CUP) to allow for the outdoor storage of materials incidental to the principal use. The materials will be fully screened by a 10-foot-tall privacy fence that will enclose 54,500 square feet of the western parking area to be used for material storage by the future tenant, Lumberman's.

SITE DATA

LOCATION: 7701 100th Street South

ZONING: I-1, General Industry

GUIDED LAND USE: Industrial

LAND USE OF ADJACENT PROPERTIES:

NORTH:

CURRENT

GUIDED

EAST:

Industrial
Agricultural

Industrial
Industrial

SOUTH:

Agricultural

Industrial

WEST:

Industrial

Industrial

SIZE: N/A

DENSITY: N/A

RECOMMENDATION

Approval, subject to the conditions stipulated in this staff report.



COTTAGE GROVE PLANNING DIVISION

Planning Staff Contact: Max Erickson, Planner; 651-458-2868; merickson@cottagegrovemn.gov

Application Accepted: 1/29/2025 60-Day Review Deadline: 3/30/2025

**Planning Staff Report
Northpoint – Outdoor Storage
Planning Case No. CUP2025-007
February 24, 2025**

Proposal

Northpoint BGO Cottage Grove Logistics Park, LLC (Property Owner) has applied for a Conditional Use Permit (CUP) to allow for the outdoor storage of materials incidental to the principal use at 7701 100th Street South. The materials will be fully screened by a 10-foot-tall privacy fence that will enclose 54,500 square feet of the western parking area to be used for material storage by the future tenant, Lumberman's.



Site Location

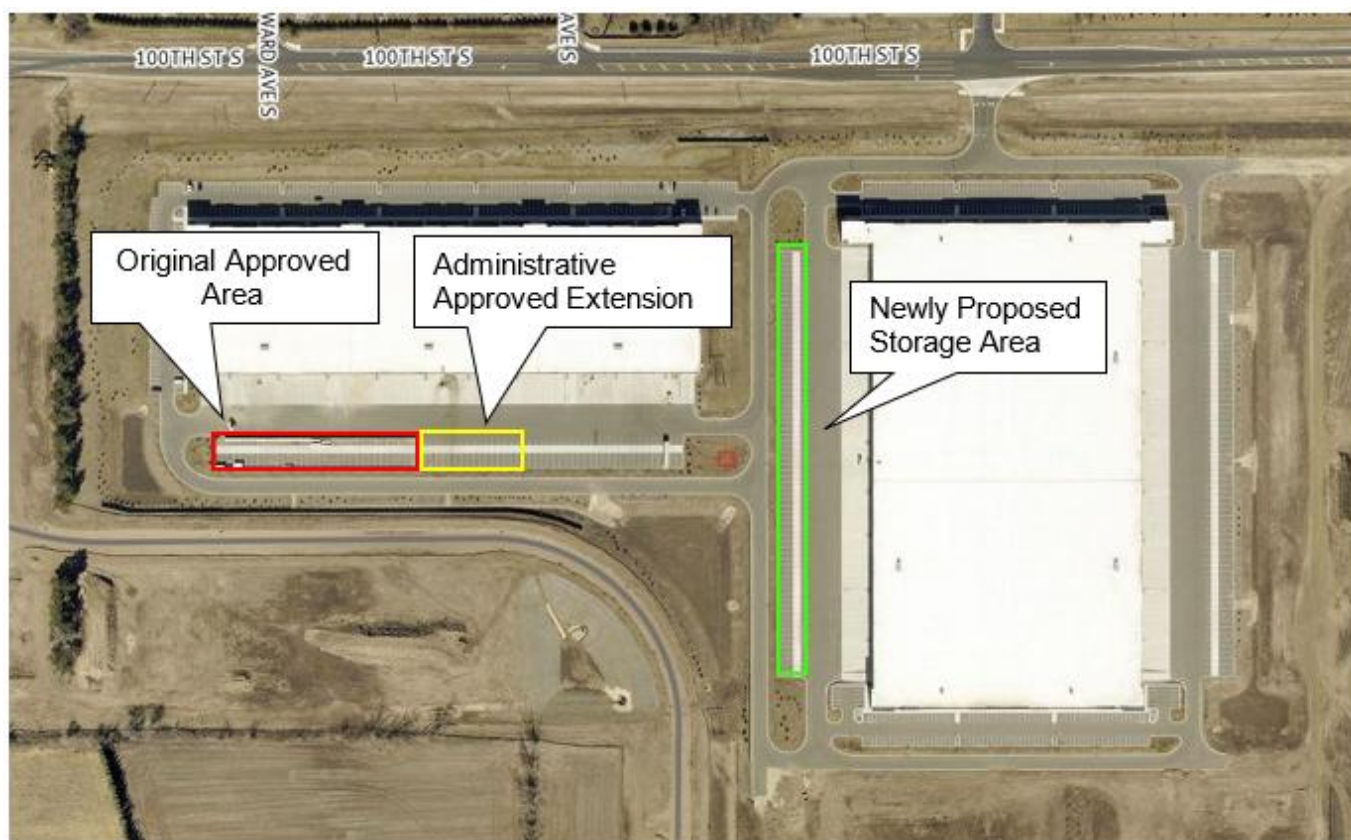
Review Schedule

Application Received: January 29, 2025
Application Accepted: January 29, 2025
Planning Commission Meeting: February 24, 2025
Tentative City Council Meeting: March 19, 2025
60-Day Review Deadline: March 30, 2025

Background

The subject site is located within the Master Site Plan for the Cottage Grove Logistics Park, which was approved by the City Council at their December 8, 2021, meeting and included approximately 252 total acres of land. In 2022, NorthPoint Development submitted an application for a Site Plan Review that was approved for the Phase 1 development, which allowed for the construction of two buildings (approximately 700,000 square feet) for warehouse, manufacturing, distribution, and office space.

The applicant and property owner, Northpoint, has applied on behalf of the future tenant Lumbermen's, Inc. Lumberman's is a building materials distributor that is headquartered in Grand Rapids, Michigan, and is currently occupying the western portion of space at 7601 100th Street South. In 2023, Lumberman's obtained CUP approval (CUP2023-021) to utilize a portion of the southern parking lot at 7601 100th St South as storage and staging areas for their business. An Administrative CUP (ACUP 2024-001) was later granted to expand the original proposed staging area that follows the conditions of Resolution 2024-004. The additional area had an increased fence height from 6 feet to 10 feet. Lumberman's is currently working with Northpoint on expanding into the western half of 7701 100th Street South. The tenant space (approximately 249,949 square feet) will be utilized for material storage and office space. In addition to the interior space, the Applicant is proposing to fence in an exterior area (approximately 54,500 square feet) for the outdoor storage of materials. The range of materials to be stored in the exterior area includes composite and PVC decking, engineered wood siding and trim, PVC trim, asphalt shingles, and various exterior sheathing products.



Current Site Layout



Existing Site Conditions

Planning Considerations

Land Use and Zoning

The subject site is currently zoned I-1, General Industrial, and is guided as Industrial in the 2040 Comprehensive Plan. The proposed use of the property is consistent with permitted and conditional uses allowed within this zoning district.

Conditional Use Permit

City Code Title 11-9-2 requires a CUP for any outdoor storage areas incidental to the principal use exceeding 5,000 square feet and that the area be fully screened. The Applicant is proposing to construct a 10-foot-tall privacy fence to enclose approximately 54,500 square feet of the south-west parking area to be used for outdoor storage. The criteria for issuance of a CUP are as follows:

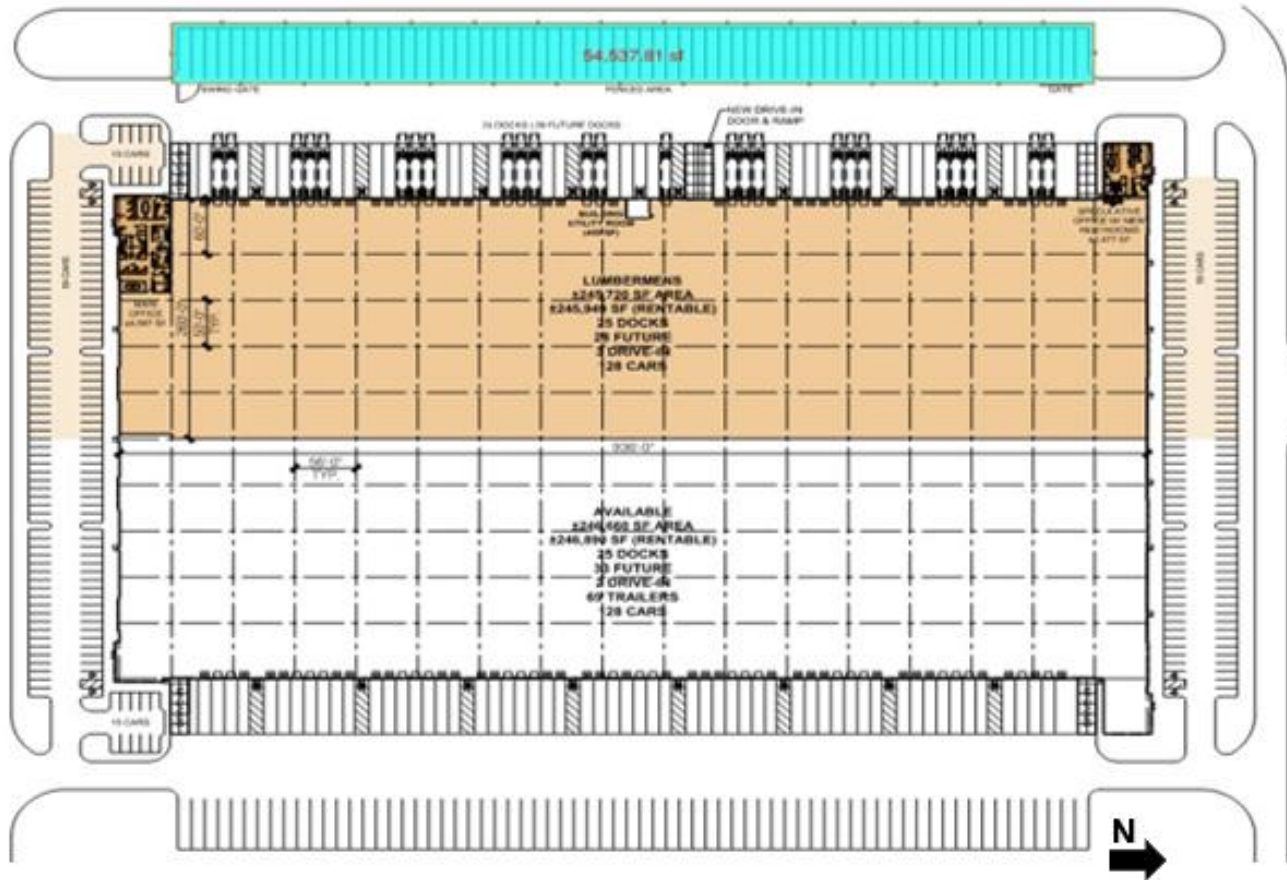
- 1. Compliance with and effect upon the Comprehensive Plan, including public facilities and capital improvement plans.*
- 2. The establishment, maintenance, or operation of the conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.*
- 3. The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.*
- 4. The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*
- 5. Adequate public facilities and services are available or can be reasonably provided to accommodate the use which is proposed.*
- 6. The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*

7. *The conditional use complies with the general and specific performance standards as specified by the Zoning Code.*

Upon review, the proposal meets the forementioned criteria.

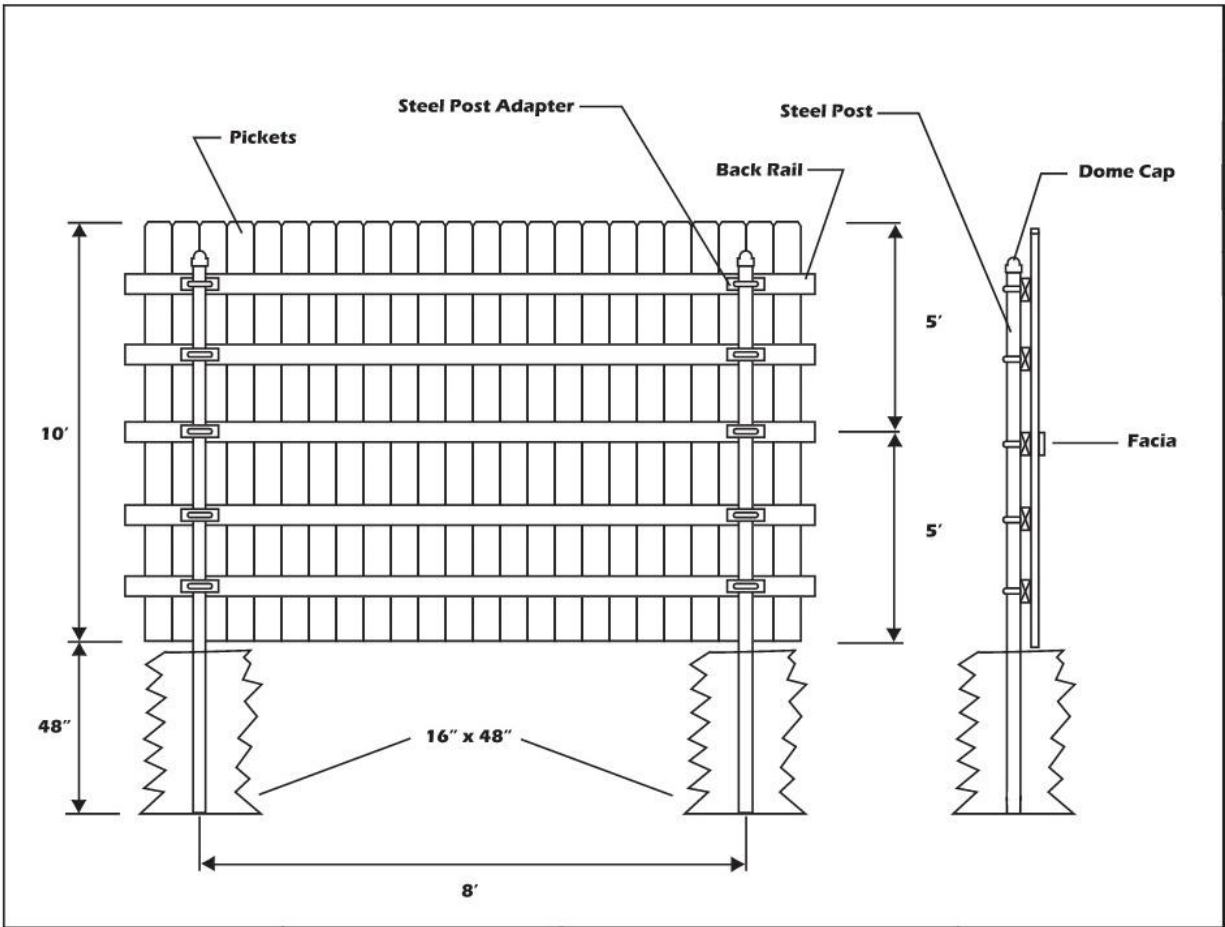
Fence Detail

The Applicant is proposing to erect a 10-foot-tall cedar plank fence to enclose approximately 54,500 square feet of space to be used for the outdoor storage of materials that are incidental to the principal use. City Code Title 11-3-6 allows for fences in industrial districts to be a maximum of 10 feet in height. The fence is proposed to be constructed entirely within the west trailer parking area. There will be one “sliding gate” on the north end and one “swing gate” on the south end of the storage area. Both gates open to the east. The proposed fence as constructed may not impede on the approved drainage patterns within the site, and the storm sewer infrastructure within the enclosure must be protected from any stored materials washing into the storm sewer system.



Site Plan

The proposed fence will be comprised of cedar boards that will match the same materials and design of the previously approved fence. A condition of approval will require that the exterior storage of materials not be permitted outside of the approved area, that no materials be visible from public view, and that no materials exceed the height of the fence. In addition, a condition will also require that the exterior surface of the fence be maintained in sound and good condition, and that exterior wood surfaces shall be protected from the elements and decay by paint or other treatment.



Proposed Fence Detail



Visual Rendering from Public Path West of Proposed Site

Parking

Parking requirements for Phase 1 of the Cottage Grove Logistics Park were satisfied at the time of Site Plan Review approval by the City Council at their April 6, 2022, meeting. For the subject building site, the Property Owner proposed 256 total parking stalls when 244 parking stalls were required. The proposed fence encloses 72 semi-trailer parking stalls that will be unavailable for trailer storage due to being used for material storage. The Applicant has indicated that the stalls are not necessary for site operations and the provided onsite parking is sufficient for the proposed use. Truck and/or truck and trailer parking and idling within the right-of-way of 100th Street, 105th Street, is prohibited per Condition 15 of Resolution 2021-166. The proposed tenant space and use meets current parking requirements as the Property Owner intends to allocate 128 parking spaces to the Applicant. City Code Title 11-3-4 states one parking space is required 2,000 square feet of storage facilities. The tenant space will consist of approximately 245,720 square feet in which 7,474 square feet will be office space.

Proposed Use	Square Footage	Parking Spaces Required
Storage Facility	245,720	123

Public Hearing Notices

The public hearing notice for the February 24, 2025, Planning Commission meeting was published in the *Saint Paul Pioneer Press* and mailed on February 12, 2025, to 14 property owners that are within 500 feet of the proposed project property boundary. Staff has not received any comments at the time of writing this report.

Recommendation

That the Planning Commission recommend that the City Council approve a Conditional Use Permit to allow for outdoor material storage incidental to the principal use at 7701 100th Street South, subject to the following conditions:

1. All applicable permits (i.e., building, electrical, grading, mechanical) must be completed, submitted, and approved by the City prior to the commencement of any construction activities.
2. The exterior surface of the fence shall be maintained in sound and good condition. Exterior wood surfaces shall be protected from the elements and decay by paint or other treatment. Peeling, flaking, chipped, or fading paint and/or stain shall be eliminated and surfaces repainted/re-stained.
3. The exterior surface of the fence shall complement and be similar in color to the principal structure and site.
4. The fence shall be 100 percent opaque with boards, if applicable, abutting each other without any gaps.
5. The fence shall not impede drainage patterns as they have been proposed and approved as part of the original site development, unless otherwise approved by the City Engineer.
6. Signage is not permitted on the fence.

7. Exterior storage of materials shall not be permitted outside of the approved area. Material storage shall not be visible from public view and shall not exceed the height of the fence.
8. The placement, movement, and/or stockpiling of materials in the approved exterior storage area shall be limited to 6:30 a.m. to 7:30 p.m.
9. No liquids or hazardous substances shall be stockpiled within the enclosed outdoor storage area.
10. The storm sewer infrastructure encompassed within the enclosure shall be protected from stored materials being washed into the storm sewer system. Inspections should be completed by property owner/tenant to ensure stored materials and packaging are in sound condition and will not wash into the storm sewer system.
11. The standard City and State noise rules shall be applicable to the outdoor storage area. If the City receives complaints related to noise, the property owner shall bring the noise onsite into compliance upon notification by the City.
12. Any substantial changes to the fence (i.e., height, material, etc.) shall be reviewed and approved by planning staff prior to the commencement of any onsite construction. Fences exceeding 7 feet in height require a building permit per State Building Code. If the proposed changes substantially alter site operations, planning staff may refer the proposal to the Planning Commission and City Council for review.
13. If the approved outdoor storage area is unused for material storage for a period of 12 months or more, the fence shall be removed upon notification by the City.
14. Repeat violations related to exterior storage outside of the approved areas, noise, unsightliness, or permit criteria will require additional review of the CUP by the City Council, with possible revocation of the CUP as a remedy.

Prepared by

Max Erickson
Planner

Attachments

- A. Applicant & Property Owner Narrative
- B. Site Plan
- C. Stormwater Layout
- D. Rendering – Exterior West of Site
- E. Proposed Fence Detail

Subject: Request for Approval of Outdoor Storage and Fencing at Cottage Grove Logistics Park

Lumbermen's Inc. is excited to continue its growth in the Cottage Grove Logistics Park, further solidifying its success and commitment to the community. Initially, Lumbermen's leased 89,800 square feet in NorthPoint's Building 1, with an expansion in progress for them to occupy the remainder of Building 1. This included approval for 35,300 square feet of outdoor storage, enhanced with 6' and 10' cedar-screened fencing and sliding gates.

Lumbermen's is now interested in relocating and expanding into Building 2 for 245,949 square feet, which is roughly half of Building 2. This strategic move would significantly reduce vacancy in the park. This would also provide Lumbermen's with more space and the opportunity to grow further, with an additional 246,000 square feet available for future expansion within the same building.

As part of the potential Building 2 relocation and expansion, we are seeking approval for outdoor storage on behalf of Lumbermen's. We are seeking approval to furnish and install 10' cedar-screened fencing and sliding gates—of the same materials and design previously approved at Building 1—in the west truck court of Building 2, as outlined in the enclosed site plan. The proposed outdoor storage area will encompass approximately 54,500 square feet. In conjunction with this request, NorthPoint will remove the existing fencing at Building 1 and restore the asphalt to its original condition.

This application includes a site plan detailing the outdoor storage location, a write-up summarizing the request, and a rendering to help visualize the final result.

Importantly, we would like to note that the truck court/proposed fenced outdoor storage would largely not be visible from the northern sightline due to the berm, landscaping, sound wall, and building bump out that we constructed for measures such as this.

We appreciate your time and consideration in supporting Lumbermen's as they continue to thrive in your market, contributing to the success of both the community and the park.

Respectfully,

Charlie Cannon
Development Associate

C 630.312.9155
www.BeyondTheContract.com



CHICAGO OFFICE

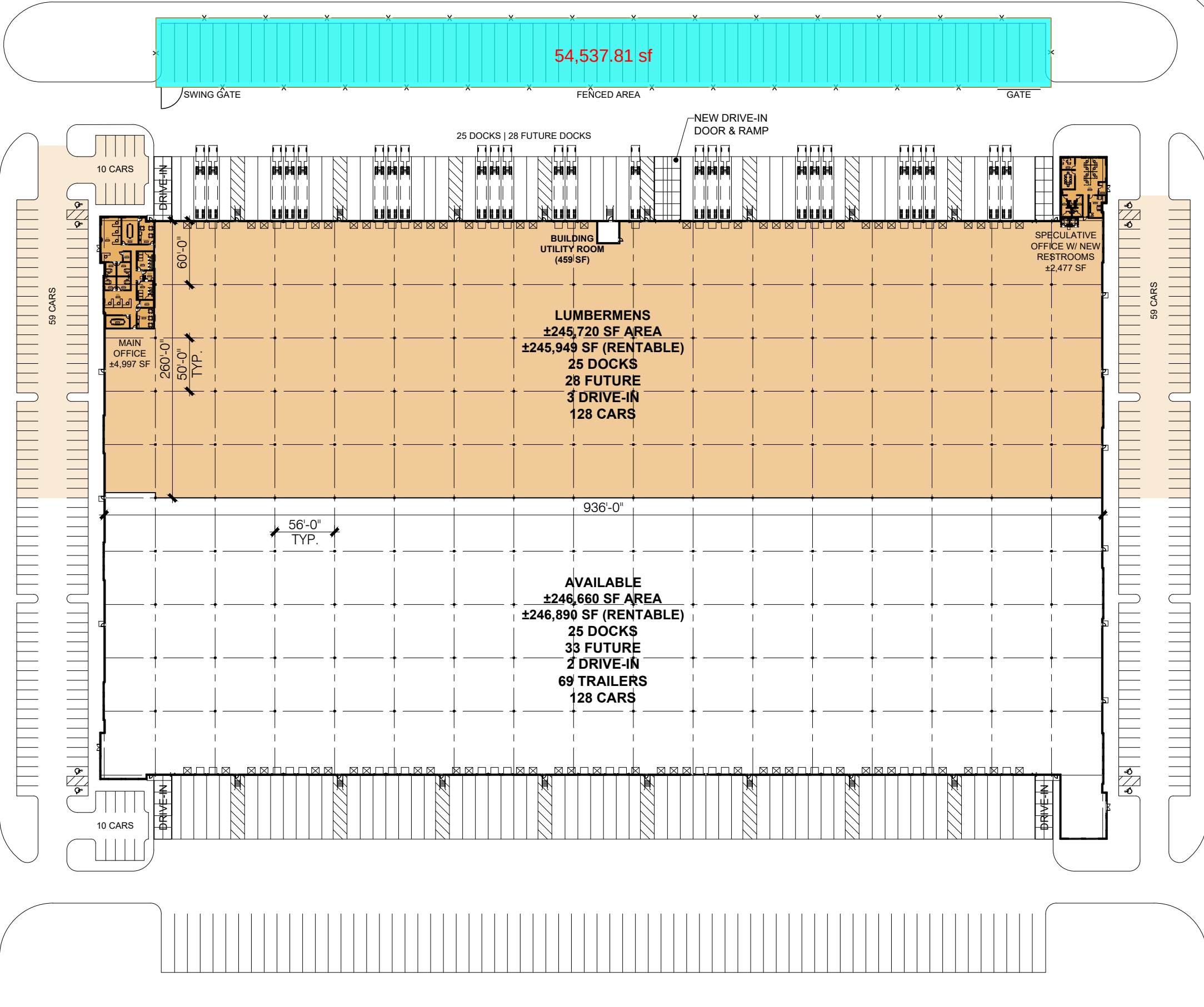
3010 Highland Parkway, Suite 440, Downers Grove, IL 60515

CORPORATE OFFICE

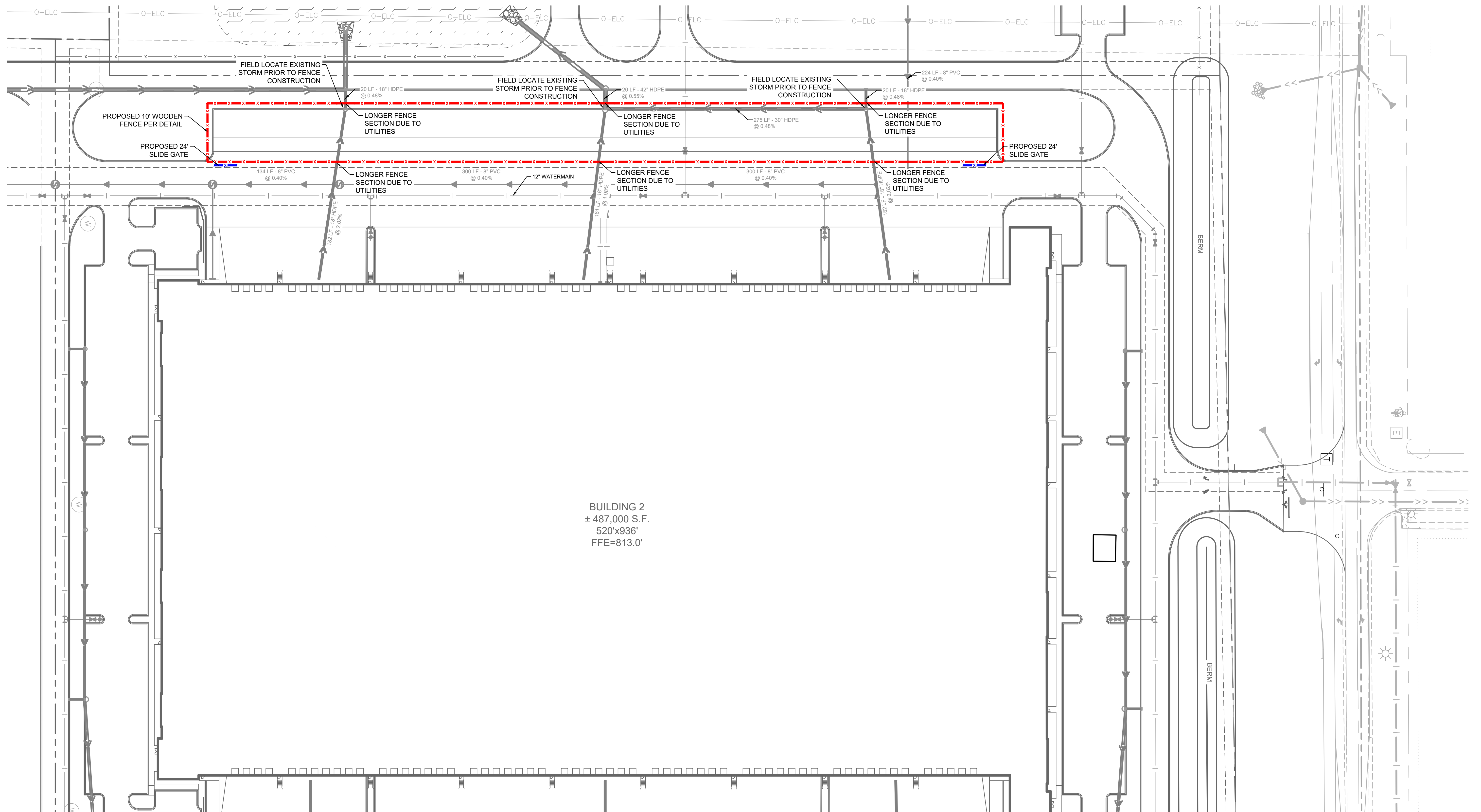
3315 N. Oak Trafficway | Kansas City, MO 64116

Outdoor Storage Area

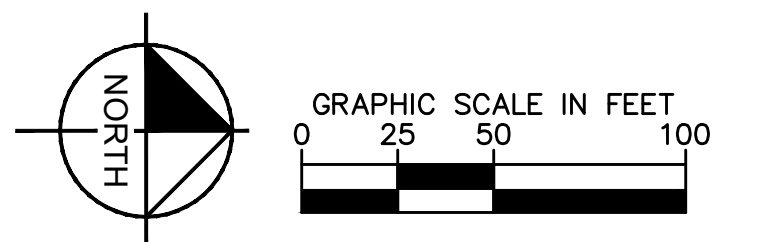
Reference:



Initial Building Data	
Building Area:	± 492,839 SF
Building Clear Height:	40' clear
Drive-In Doors:	4 doors
Docks:	50 docks
Future Docks:	63 docks
Trailer Parking:	138 spaces
Car Parking:	256 spaces



BUILDING 2
 ± 487,000 S.F.
 520'x936'
 FFE=813.0'



COTTAGE GROVE LOGISTICS PARK | Building 2 Fence Exhibit

Cottage Grove, MN

Project #168590010

February 6, 2025

Kimley»Horn

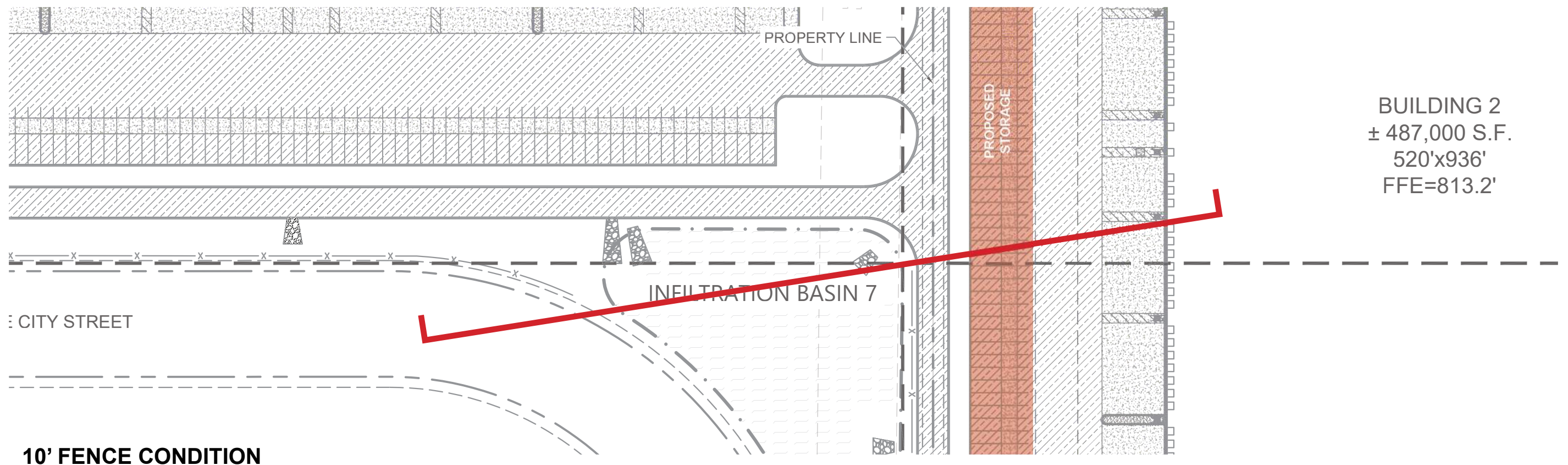
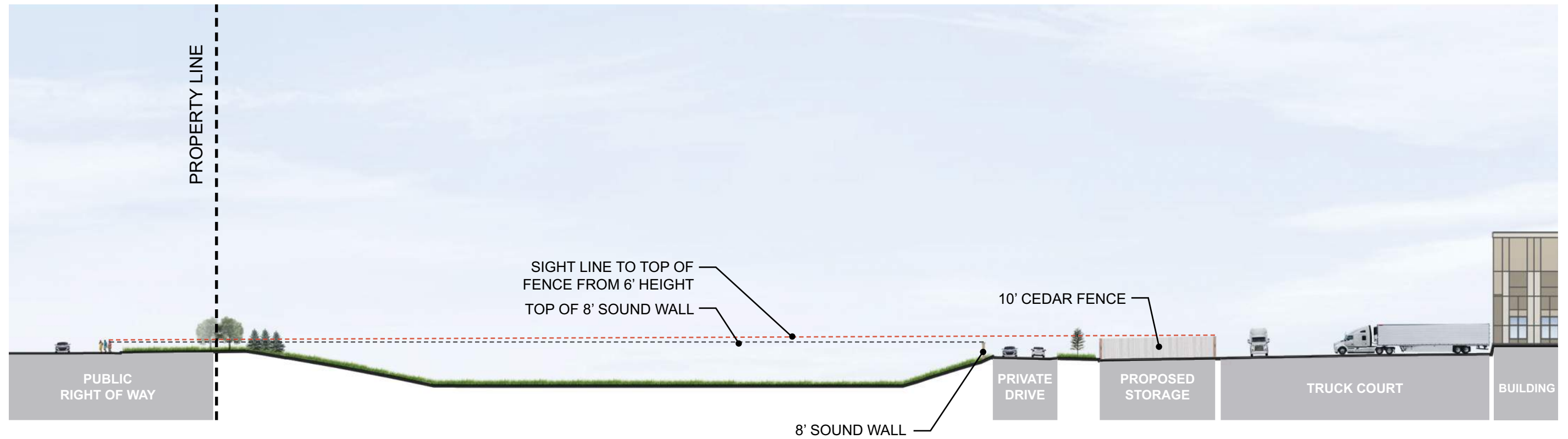
2025 KIMLEY-HORN AND ASSOCIATES, INC.

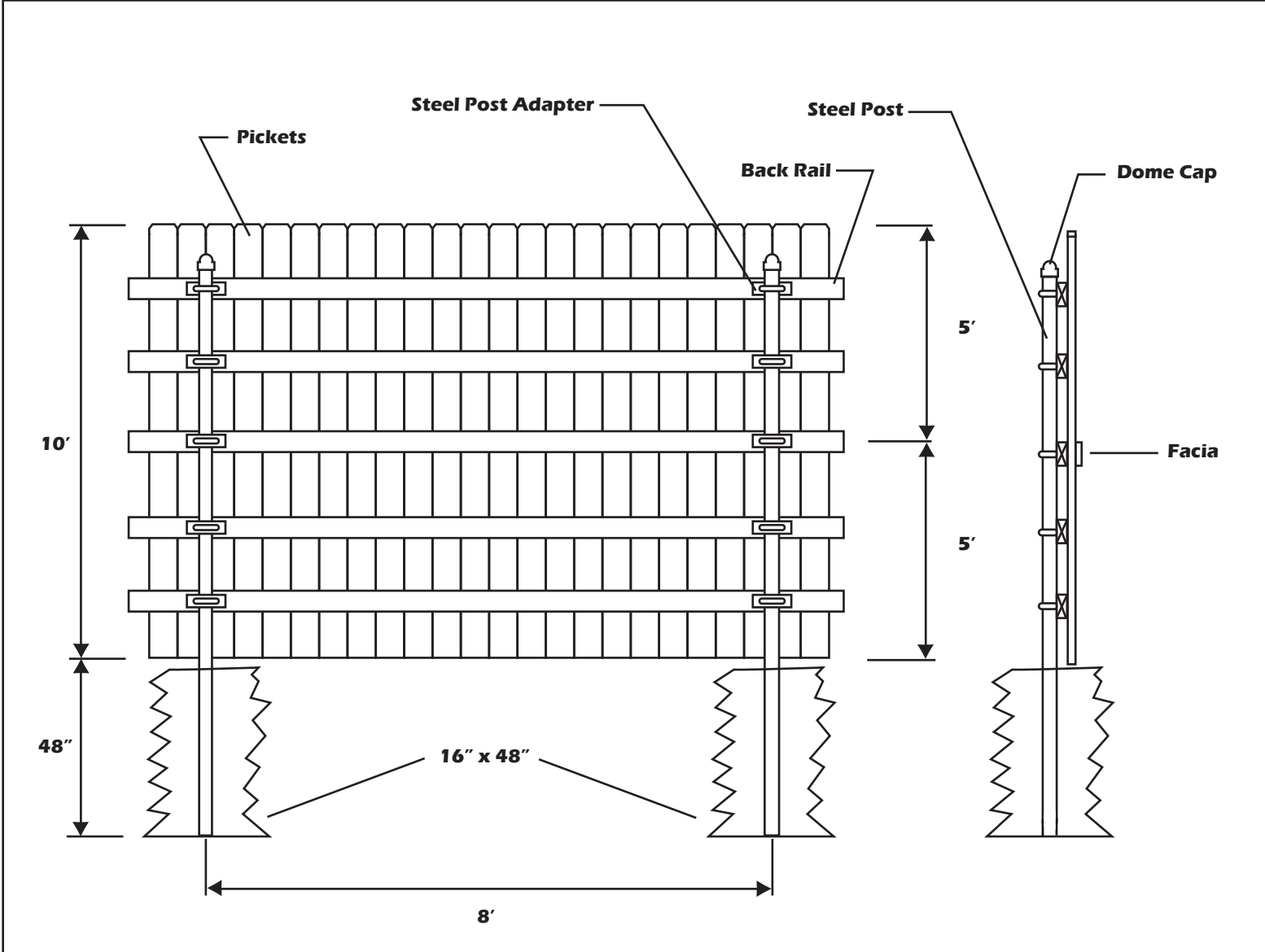


EXISTING CONDITION



10' FENCE CONDITION





JOB SPECIFICATIONS		
COMPONENTS	SIZE	GRADE
POSTS	4" o.d.	40 weight
RAILS	2" x 4"	Cedar
BOARDS	1"x6"x5'	Cedar
TOP DESIGN	Dog Ear	
WOOD SPECIES	Western Red Cedar	

NOTES:

5' high boards are stacked to achieve 10' height

Seam is covered on the outside with a 1" x 4" facia board

Not to scale

SUBMITTED BY: Midwest Fence	SUBMITTED TO: Lumbermen's	TYPICAL ELEVATION SOLID BOARD FENCE COMBINATION PIPE / WOOD FRAME	CONTRACTOR		STANDARD DETAIL	
		JOB / PROJECT Outside Storage Expansion	ARCHITECT		COMPLETED BY	DWG. NO.
			ENGINEER		DATE	SHT ____ OF ____

STAFF REPORT CASE: SP/CUP/V2025-008

ITEM: 6.2

PUBLIC MEETING DATE: 2/24/25

TENTATIVE COUNCIL REVIEW DATE: 3/19/25

APPLICATION

APPLICANT: Kwik Trip, Inc.

REQUEST: A Site Plan Review, Conditional Use Permit, and Variances to construct a 9,176 square foot convenience store with an 800 square foot 10-dispenser island fueling canopy and a 1,200 square foot commercial diesel 3-lane canopy on approximately 2.3 acres of the 6.77-acre parcel of land. The two variances are for the parking lot setback to be less than 10 feet from the side yard property line and to allow light banding around the exterior of the fuel canopy.

SITE DATA

LOCATION: Southeast corner of Jamaica Avenue and 95th Street

ZONING: I-1, General Industry

GUIDED LAND USE: Industrial

LAND USE OF ADJACENT PROPERTIES:	<u>CURRENT</u>	<u>GUIDED</u>
NORTH:	Vacant Land	Industrial
EAST:	Compost Site	Industrial
SOUTH:	Vacant Land	Industrial
WEST:	Industrial	Industrial

SIZE: Convenience Store = 9,176 square feet

DENSITY: N/A

RECOMMENDATION

Approval, based on the findings of fact and subject to the conditions stipulated in this staff report.



COTTAGE GROVE PLANNING DIVISION

Planning Staff Contact: Samantha Pierret, Senior Planner; 651-458-2825; spierret@cottagegrovemn.gov

Application Accepted: 1/30/2025 60-Day Review Deadline: 3/31/2025

Planning Staff Report

Kwik Trip – Jamaica Avenue

Planning Case No. CUP, SP, V 2024-008

February 24, 2025

Proposal

Kwik Trip Inc. (Applicant) has submitted an application for a Site Plan Review, Variance, and Conditional Use Permit (CUP). The Applicant is proposing to construct a 9,176 square foot convenience store with an 800 square foot 10-dispenser island fueling canopy and a 1,200 square foot commercial diesel 3-lane canopy in the southeast corner of the intersection at Jamaica Avenue and 95th Street. The proposed project would be located on approximately 2.3 acres of the 6.77-acre parcel of land. The Applicant has also requested consideration of two variances. One variance is to side-yard parking lot setbacks to allow the drive lane to be installed over the east property line. The second variance is to allow LED light banding around the exterior of the fuel canopies.



Review Schedule

Application Received: January 30, 2025
Application Accepted: January 30, 2025
Planning Commission Meeting: February 24, 2025
Tentative City Council Meeting: March 19, 2025
60-Day Review Deadline: March 31, 2025

Background

The subject site is currently a vacant lot owned by WAG Farms Inc. The EDA has a purchase agreement to acquire the property from WAG Farms Inc. and a purchase agreement to sell the property to Kwik Trip at a simultaneous closing. Many years ago, City installed the public utilities and infrastructure in the industrial park awaiting its development. In lieu of assessing WAG Farms for the improvements, the City finds appropriate developers, purchases the lots from WAG, and recoups its assessment costs in the sale to the end users. WAG Farms ownership acknowledged Kwik Trip's applications via email. The parcel in question is in the Lake Flora Second Addition, which was platted in 2023. The Lake Flora Second Addition was intended to create developable parcels and allow for the expansion of the City's Regional Stormwater system (L-P3) on land owned by the WAG Farms Trust. These parcels would allow for the continued expansion of the City's Business Park towards the east side of Jamaica Avenue.

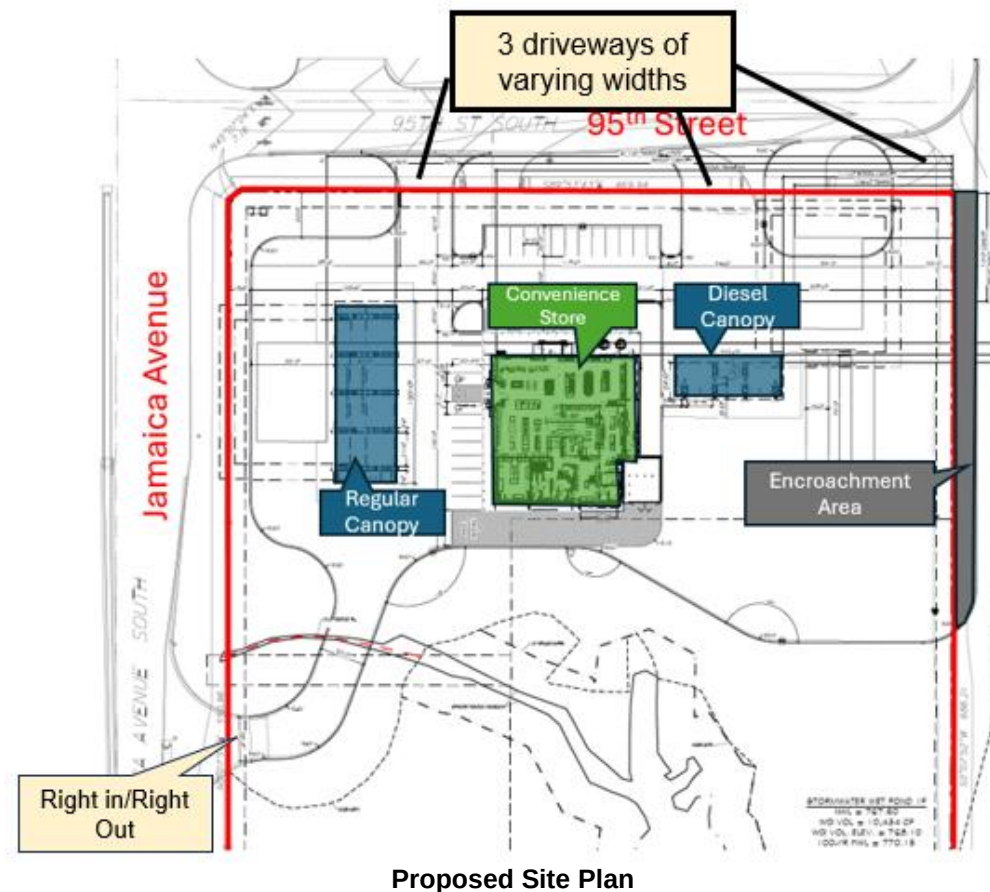


2024 Aerial Photo

Current surrounding uses include storage of landscaping materials by Rumpca Companies and the City compost site on City owned property to the east, Fire Station #4 is to the north across 95th Street South, Hohenstein's distribution is west of the site across Jamaica Avenue, and vacant land also owned by WAG Farms Inc is located to the south. The existing conditions on site include a wooded area with a low basin wetland and disturbed areas from the former compost site.

Proposed Use

The applicant is proposing to construct a 9,176 square foot convenience store with an 800 square foot dispenser island canopy and a 1,200 square foot commercial diesel dispenser canopy. The proposed building is a single-story structure that would be operated and owned by Kwik Trip Inc., which operates in 6 states and is based out of LaCrosse, WI. Along with traditional fuel dispensing, hot and cold food and beverages, ice, tobacco, alcohol, lotto and propane sales, Kwik Trip also sells fresh produce and grocery items, bakery, dairy, and fresh meat products. The applicant anticipates hiring 25 to 30 new employees to operate the store 24 hours a day 7 days a week.



Planning Considerations

Zoning and Comprehensive Plan

The subject site is zoned I-1, General Industrial District, and is guided as Industrial in the 2040 Comprehensive Plan. The proposed use is consistent with the City's zoning ordinance and land use plan as gas stations are permitted with a CUP within the General Industrial District.

Conditional Use Permit

The purpose of a Conditional Use Permit is to authorize and regulate uses that may be beneficial in a specific instance to the general welfare of the community yet ensure that such uses are not detrimental to surrounding property and are consistent with the stated purpose of the zoning district.

The permit shall be approved solely for the proposed use of a particular site, not for a particular person or firm. When granting a Conditional Use Permit, the City may impose conditions as it deems necessary to serve and protect the health, safety, convenience, and general welfare of the community.

When evaluating any proposed conditional use permit, the Planning Commission shall consider the following findings:

1. *Compliance with and effect upon the Comprehensive Plan, including public facilities and capital improvement plans.*

2. *The establishment, maintenance or operation of the conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals or comfort.*
3. *The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood.*
4. *The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*
5. *Adequate public facilities and services are available or can be reasonably provided to accommodate the use which is proposed.*
6. *The conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located.*
7. *The conditional use complies with the general and specific performance standards as specified by the Zoning Code.*

The proposed use of a gas station-major use on the subject property is consistent with the findings above as described in the following report.

Property Characteristics

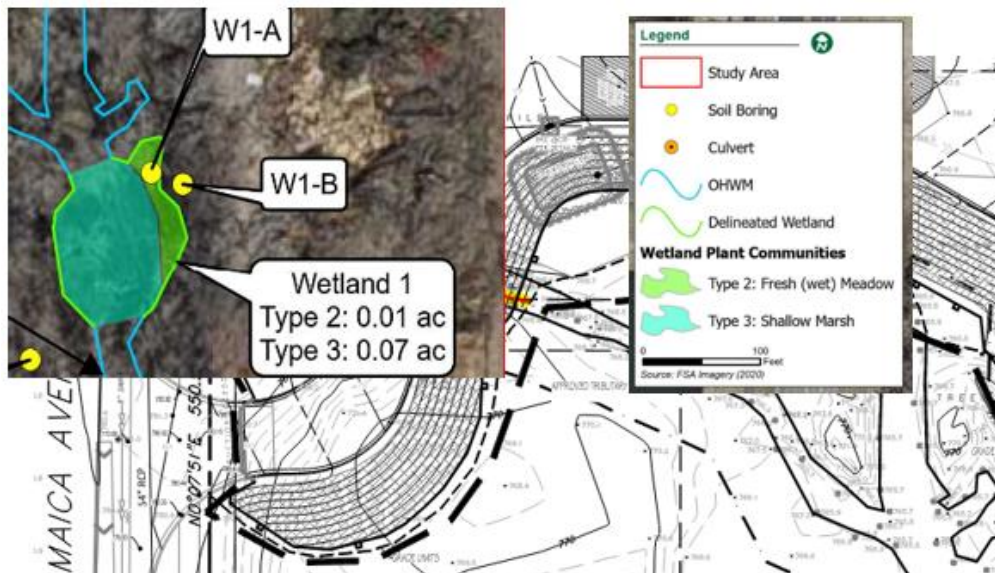
An aquatic resource survey of the site was completed on April 10, 2024. The survey identified two aquatic resources on site, one unnamed tributary, and a depressional wetland basin. The Ordinary High Water Mark (OHWM) of the tributary was delineated and mapped accordingly (as seen on the image at right). The OHWM defines the boundary of a watercourse for regulatory purposes.



Stream Crossing

It was determined through extensive correspondence with the US Army Corps of Engineers (USACE) that the tributary is considered jurisdictional due to having a direct connection to the Mississippi River even though the site had been highly manipulated due to past mining practices in the 1970s. Once determined to be jurisdictional, Kwik Trip began to alter their preferred site layout in an effort to minimize impacts to the tributary. The goal of the minimization was to design a site that would still meet Kwik Trip's needs but also follow the USACE St. Paul District Stream Mitigation Procedure. By following the guidance document, Kwik Trip was able to design a stream crossing (see image below) that permanently impacted approximately 135 linear feet of the tributary. Using the guidance document, a stream crossing activity is considered a Tier 5 impact when impacts such as filling, piping, or complete loss of the channel occur. The impact threshold associated with a Tier 5 impact is 150 linear feet; therefore, the proposed impact would be permissible and avoid mitigation since it is proposed to be 135 linear feet.

Although the wetland identified in the aquatic resource survey appears to be in the channel, wetland characteristics were documented at the W1-A sample pit and the wetland boundary was determined by following topographic breaks and hydrological indicators.

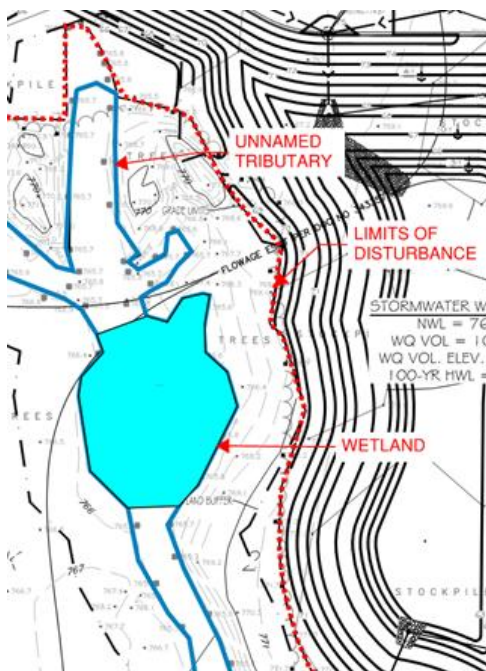


Soil Borings and Wetland Types

Early indications using historic aerial imagery suggested that the wetland in question had the potential to meet incidental status under the Wetland Conservation Act (WCA). Incidental documentation was submitted along with the Wetland Delineation Report. A Technical Evaluation Panel (TEP) meeting was held with the Local Government Unit (LGU) to review the incidental status of the wetland. The LGU documented minor wetland signatures in aerial imagery that predated mining on the site. The data suggested the wetland was historic in nature and therefore regulated by the State. The LGU agreed that significant manipulation of the site had taken place that likely formed the existing wetland boundary.

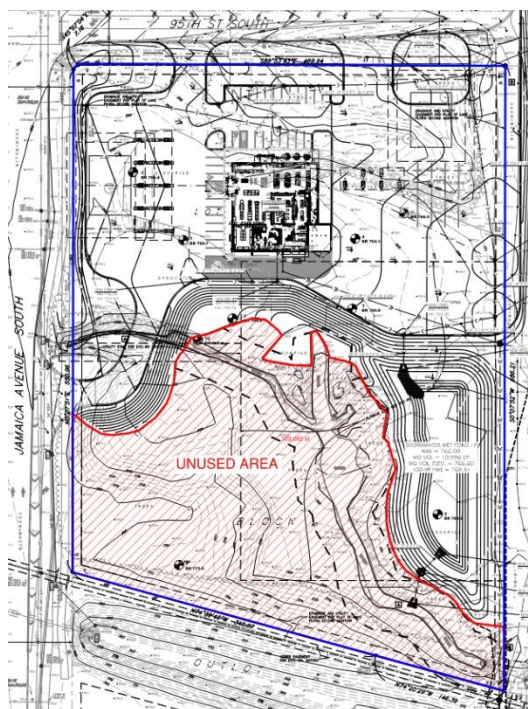
A site plan was developed that avoided permanent excavation or fill impacts to the wetland (see below image). Since the wetland is considered to be semi-permanently flooded, maintaining wetland hydrology will be important and will be evaluated. Observations made by the TEP during their field visit revealed surface flow originating from the segment of tributary immediately north of the wetland. This alone may be able to maintain wetland hydrology; another alternative is to discharge

treated stormwater into the wetland instead of the tributary downstream. Impacts to the wetland are not anticipated and will be permissible under State and Federal regulations.



Wetland and Area to be Disturbed

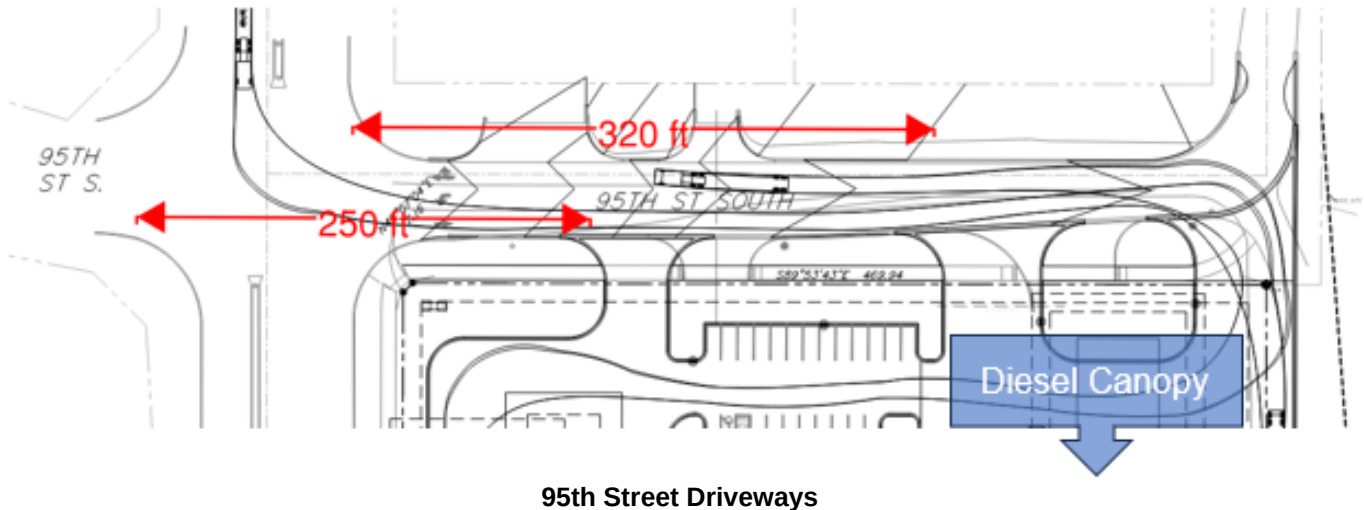
A portion of the site went unused due to the wetland and stream features bisecting the site as well as a knob of shallow bedrock. The hatched area in red in the southwest corner of the parcel is the approximate unused area of the site. The blue line represents the entire parcel, so the unused area is approximately 35 percent of the site. The usable area will be used for calculating park dedication, area charges, and landscaping requirements.



Unused Area

Site Access

The site's primary access will be located off 95th Street via three driveways. These proposed driveway locations were reviewed due to their proximity to Jamaica Avenue. Based on guidance from the AASHTO Green Book and the MnDOT Access Management Manual, it is recommended that the first driveway east of Jamaica Avenue be located a minimum 250 feet from the stop bar of the west leg of the intersection of Jamaica Avenue and 95th Street. The submitted site plan meets this recommendation. The first driveway is proposed to be 35 feet wide. The second driveway was recommended to be placed a minimum of 250 feet from the eastern edge of Jamaica Avenue. The submitted site plan shows the driveway 320 feet from the eastern edge of Jamaica Avenue; therefore, this recommendation is also met. The second driveway is proposed to be 54.5 feet wide. The third driveway will be at the easternmost edge of the property and requires a 22-foot wide and 300-foot-long encroachment agreement between Kwik Trip and the City for construction over the property line onto City property (Outlot C, Lake Flora Second Addition). This driveway will be 55.5 feet wide. The wider driveways are located near the diesel pump canopy to accommodate larger truck traffic entering and exiting the property.

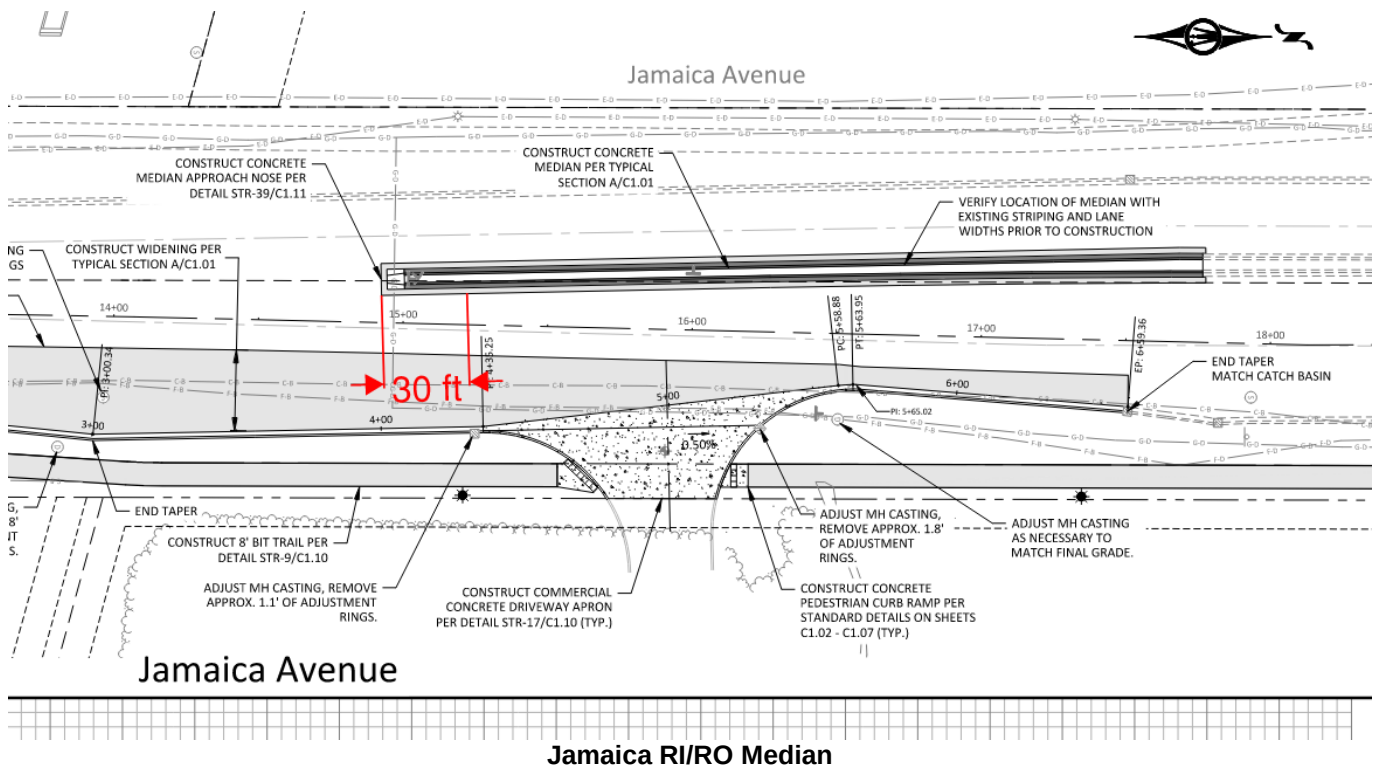


95th Street Driveways

The intersection of Jamaica Avenue and 95th Street was reconstructed in 2019. The ultimate lane geometry was constructed on all legs of the intersection at that time; therefore, no geometry improvements are needed within the intersection. The east leg was constructed with three lanes – an eastbound thru lane and two westbound lanes consisting of a left turn lane and a shared thru-right turn lane. Only approximately 50 feet of the three-lane section was constructed before the roadway was tapered back to match the existing two-lane roadway. Improvements on 95th Street with this project include extension of the east leg lanes to construct the required turn lane lengths and connect to Glendenning Road. The traffic signal at Jamaica Avenue and 95th Street was constructed in 2019 with the roadway. Since no changes are needed to the incoming geometry/lanes at the intersection, no improvements to the signal are needed with this project. The signal operated with video detection mounted on the poles; therefore, no detection needs to be added. Following typical procedures and because the signal is not coordinated with any other signals, the City will review and adjust signal timing as necessary after project completion and traffic patterns have adjusted to the improvements.

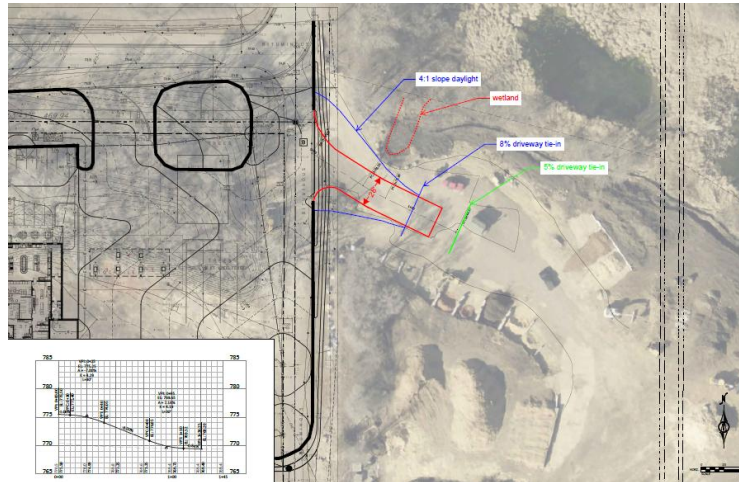
Access to the site off of Jamaica Avenue was evaluated and it was determined a full access intersection should not be considered given the distance between the existing full access intersections at 95th Street and 97th Street. A right-in/right-out access was considered as a matter of

convenience as full access off 95th Street is provided. Based on a functional area evaluation (appropriate turn lane lengths, deceleration lengths, taper lengths, speeds, etc.) and the ultimate configuration of Jamaica Avenue as future development occurs to the south of the site, a right-in/right-out intersection was recommended in this location. Left turn movements will be required to use the 95th Street signal to enter and exit the site for safety and operational reasons. In accordance with guidance from the AASHTO Green Book, as part of the right-in/right-out intersection, the existing raised median along Jamaica Avenue should be extended further south to prevent southbound left turns into the site and westbound left turns out of the site. Until the ultimate buildout of Jamaica Avenue occurs, the median is recommended to be extended as far south as possible without impacting the northbound and southbound thru lanes. This resulted in the median terminating 30 feet south of the right-in/right-out access. This was deemed an appropriate distance to prevent left turn movements until the median can be extended further to 97th Street.



An 8-foot-wide trail is proposed to be installed from the corner of Jamaica Avenue and 95th Street and run along the northern and western property boundaries in the public right of way connecting to an existing trail on the northwest side of the intersection. This trail will facilitate a pedestrian connection to the property.

As a part of the plan approval process, the City will coordinate with Kwik Trip to ensure an acceptable access is provided to the compost site. The imagery below shows the location of the primary compost access as it is today; however, the location may need to be refined once elevations of both sites are considered and both parties provide input. Kwik Trip shall enter into an access agreement with the city to allow access onto their property to and from the compost site to 95th Street.



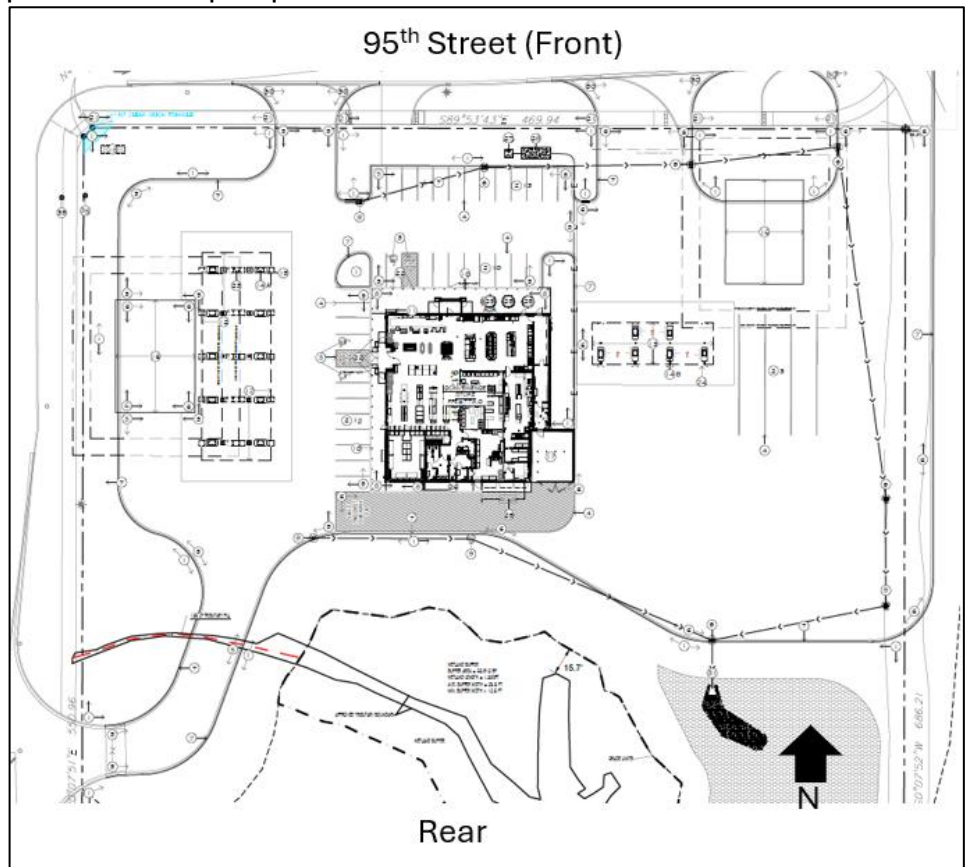
Compost Site Access

Parking

City Code Title 11-3-4 requires 4 parking spaces plus 2 spaces for each service stall. Facilities designed for sale of additional items other than strictly automobile products, parts, or service shall be required to provide additional parking in compliance with other applicable Zoning Code Sections. Additional parking required was calculated using the Retail requirements of one space for each 200 square feet of floor area. With a 9,176 square foot building, the total number of parking spaces required is 50. The Applicant is proposing 38 parking stalls plus 20 spaces at fuel service pumps for a total of 58 spaces. The proposal to utilize 20 spaces at fuel pumps is acceptable due to the high turnover of vehicles parked at fuel pumps.

City Code Title 11-3-4 requires parking stalls to be a minimum of 9 feet in width and 20 feet in depth when the stall angle is 90 degrees. The Applicant's plans meet these requirements.

Surface parking, drive aisles, and truck staging must be located 20 feet from public ROWs and 10 feet from interior side and rear lot lines. The 20-foot area between the parking area and public ROWs must be a landscaped yard. Plans submitted show at least 20 feet between the ROWs and parking areas. The drive aisle on the east side of the property is proposed to be located over the property line, on City-owned property (compost site).



Parking Lot Layout

Building Setbacks

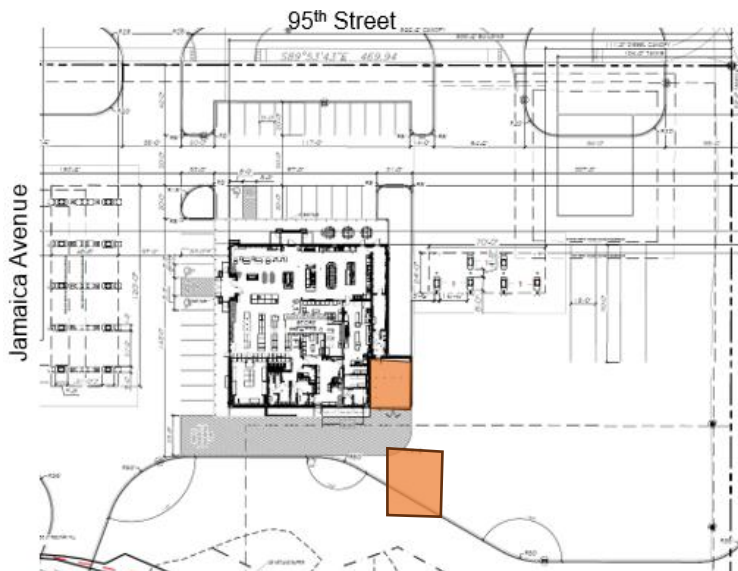
The proposed building and fuel island canopies either meet or exceed all setback requirements for the General Industrial (I-1) zoning district. The required 40-foot front yard setback is determined from 95th Street. The convenience store meets the required 40-foot setback for side yards adjacent to a street and interior lot lines. The required rear yard setback of 60 feet is also met.

Building Setbacks	General Industrial Standards	Proposed
Front Yard (North)	40 feet	72 feet canopy 106' 8" building 112 feet diesel canopy
Side Yard (West)	40 feet	68.5 feet canopy
Side Yard (East)	40 feet	111 feet diesel canopy
Rear Yard (South)	60 feet	388 feet store

Trash Enclosure

The proposed trash enclosure will be located on the southeast corner of the convenience store. The Applicant has proposed the structure to be constructed with utility brick materials consistent with the materials used on the principal structure and will be eight feet tall.

City Code Title 11-3-8 states that trash enclosures must be setback a minimum of 10 feet from the adjacent property lines. The proposed trash enclosure is located 190 feet from the nearest property line (east).



Proposed Trash Enclosure Location

Architecture

City Code Title 11-3-11 requires structures in the Industrial District to be comprised of a minimum of two different Class 1 or Class 2 materials and be composed of at least 65 percent Class 1 or 2 materials and use no more than 10 percent Class 4 materials.

The Applicant is proposing 93 percent Class 1 and 2 materials, 4.8 percent Class 3 materials, and 2 percent Class 4 materials. The proposed building will be comprised of two Class 1 materials

(brick and glass), one Class 3 material (EIFS), and one Class 4 material (hollow metal doors) which are listed below.

Class 1 Materials

- Modular Brick 77.1%
- Glass Windows and Doors: 16.1%

Class 3 Materials

- EIFS: 4.8%

Class 4 Materials

- Hollow Metal Doors 2%





FRONT ELEVATION



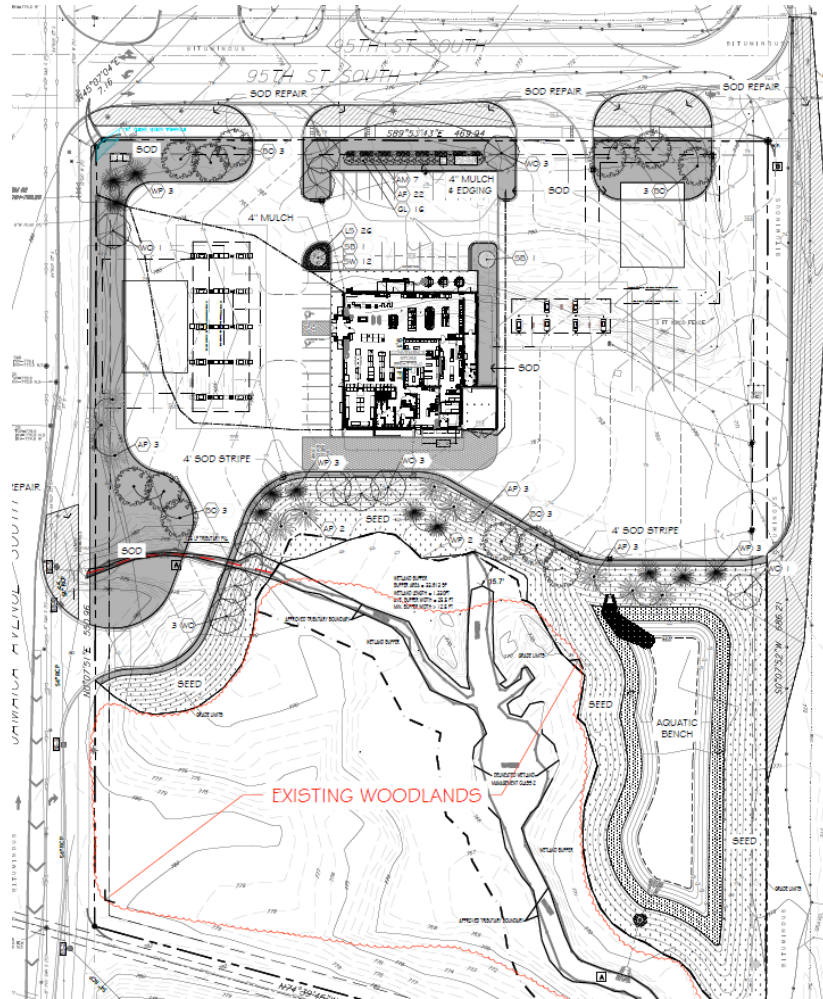
REAR LEFT VIEW

Landscaping

The Applicant has submitted a detailed landscape plan. City Code Title 11-3-12 requires that a minimum number of trees and shrubs be provided based on the site area of the subject property. In the past, lots where development was limited to a smaller portion of a larger lot have had tree and shrub calculations based on disturbed area. The site in question is approximately 294,880 square feet and approximately 103,062 square feet will be impacted by development. City Code allows the subtraction of stormwater basin areas from the total area which results in 167,982 square feet of impacted area. Staff calculated required landscaping based on 167,982 square feet resulting in the required plantings below.

Landscape Plantings	General Industrial District Standards	Proposed
Overstory Trees	23	23
Coniferous Trees	22	22
Shrubs	63	83

A combination of overstory trees and shrubs are proposed to be installed along 95th Street with coniferous trees at the corner of Jamaica Avenue and 95th Street. Overstory trees will also be installed in the landscaped area near Jamaica Avenue on the west side of the site. A mixture of coniferous trees and overstory trees are proposed to be south of the parking area. The landscape buffer between the right of way and parking area is shown as being sodded as required.



Landscape Plan

A tree inventory has not been completed for the site; however, a tree inventory will be required before any building or grading permits may be issued. The Applicant may remove up to 50 percent of qualifying tree inches on site before mitigation is required by City Code. A majority of the site will be maintained without tree removal.

Outdoor Lighting

Outdoor light fixtures will consist of 16 parking lot light poles. Ten poles will be 16 feet in height and six poles will be 27 feet in height. There will be 11 single head poles, 4 double head poles, and 1 triple head pole all with downward directed lights. Three of the single head poles are proposed to be installed within the encroachment on City property. In addition, the Applicant has proposed 32 LED lights mounted under the fuel canopies. Twelve of the LED lights will be under the diesel fuel canopy and 20 will be under the standard fuel canopy. These lights will also be downward directed under the canopies. There will be 35 recessed LED downlights along the exterior of the convenience store. The north, east, and west sides of the convenience store will also have LED stripes mounted in the gables of the roof. City Code Title 11-3-10 limits the amount of light that can be emitted from commercial property to 1.0 foot-candle onto adjacent properties. The Applicant has submitted a photometric plan that is consistent with the City Code given the proposed foot candles do not exceed more than 0.7 at property lines. Foot candles exceeding 1.0 will be present along the east property line because the poles will be installed on City property, in the encroachment, east of the property line. Given the area exceeding 1.0 foot-candles will be

within an encroachment shining onto City-owned property that is zoned Industrial, staff is not concerned about the light impacts in this area.

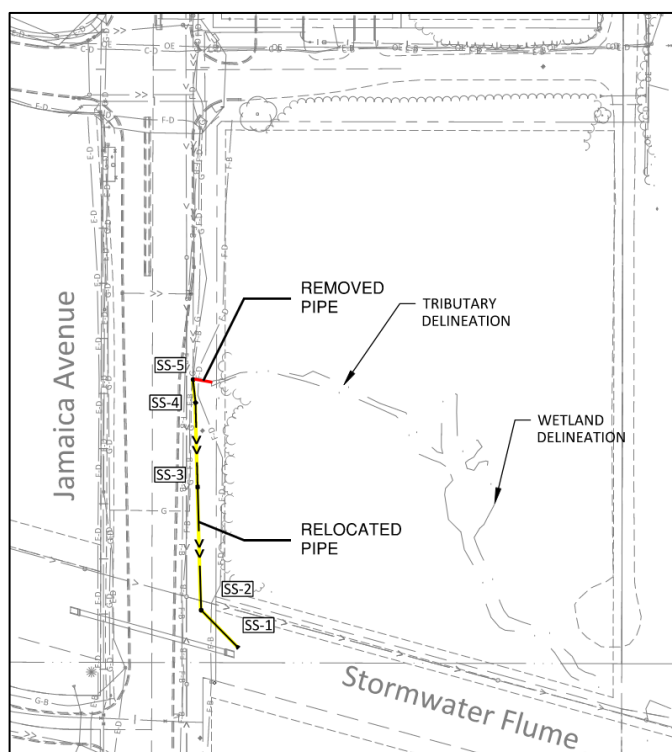
Utilities

The subject property is located within the Metropolitan Urban Service Area (MUSA). City sanitary sewer runs along the west side of the property along Jamaica Avenue. Water connection is available in the northwest corner of the site. Design for the utility connections will need to meet the requirements as set forth in the engineering memo dated February 6, 2025.

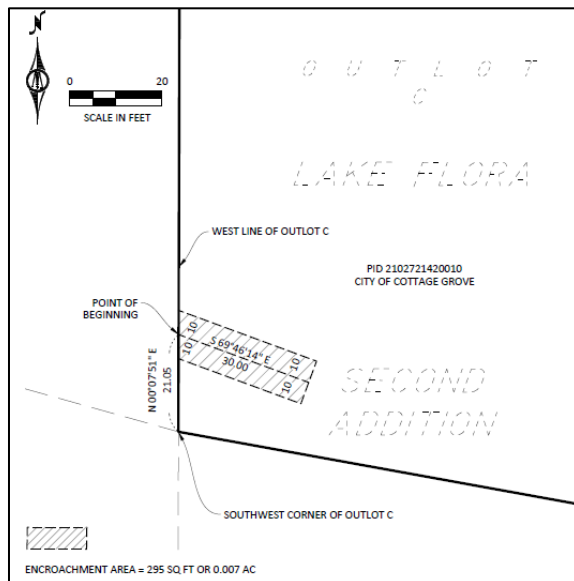
Surface Water Management/Grading

On October 2, 2024, the City Council awarded a bid to realign and relocate a portion of the City's 54-inch trunk storm sewer within the Kwik Trip parcel. This trunk storm sewer generally serves areas to the north, including portions of 95th Street, Jamaica Avenue, the roundabouts at TH 61, and a portion of West Point Douglas Road.

Historically, this pipe discharged stormwater overland across the proposed Kwik Trip parcel through a drainage and utility easement. After coordination with the USACE, Washington Conservation District, Board of Water and Soil Resources, and the South Washington Watershed District, the realignment project extended the trunk storm sewer south approximately 330 linear feet to discharge into the city's stormwater flume that was constructed in 2019 (image to right). The realignment removed public stormwater from crossing private property, eliminating maintenance needs due to the overland discharge condition. Instead, the new trunk storm pipe is located within public right-of-way and subsequently discharges into a city-owned stormwater flume specifically designed for the effective conveyance of stormwater. Construction of the storm pipe realignment was completed in December 2024.

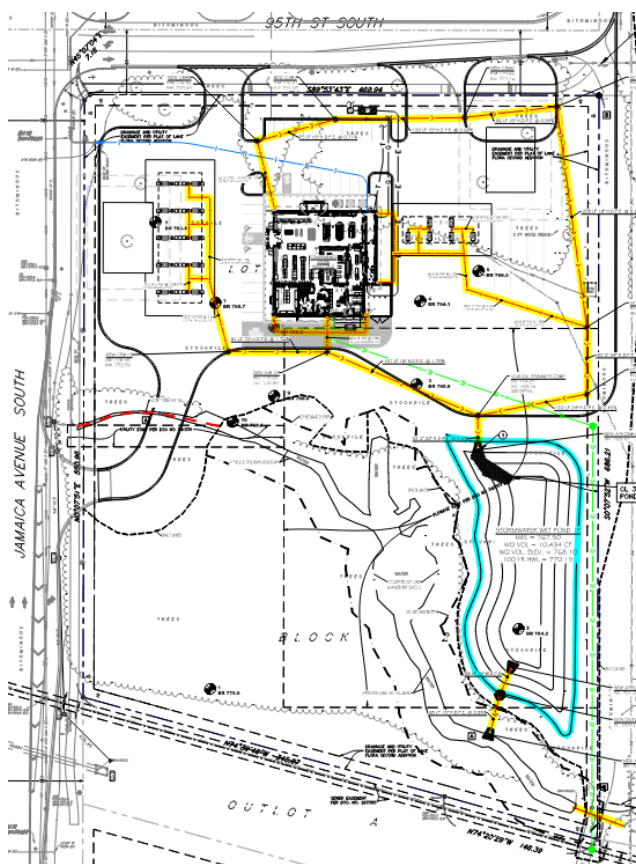


A stormwater culvert must be installed that extends beyond the Applicant's property line onto City property (Outlot C of the Lake Flora Second Addition). A 10-foot-wide encroachment agreement (295 square feet) must be enacted between the City and Kwik Trip for this culvert because the culvert is only serving drainage from the Kwik Trip site and is considered private.



Culvert Encroachment

The site grading for the project is proposed to meet the surface water management requirements established by the State, Watershed District, and the City's Surface Water Management Plan. Below are the proposed site stormwater improvements proposed. Site stormwater will be collected and treated in a new stormwater basin southeast of the proposed convenience store and parking/drive lanes and discharged into the existing on-site wetland. Stormwater will then utilize an existing culvert under old Glendenning Road and ultimately flow into City Regional Pond L-P3.



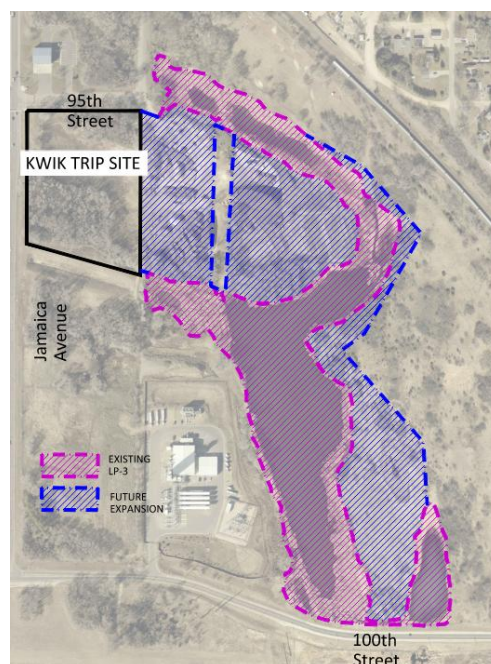
Proposed Stormwater Improvements

The City's adopted Surface Water Management Plan (SWMP) includes a policy statement requiring no net loss of flood storage (below a pond or wetland's 100-year High Water Level). If areas were to be filled without mitigation, flood levels could potentially rise due to the reduced storage capacity within a particular site. For this project, the City's regional pond L-P3 is currently hydraulically connected to the Kwik Trip site. As a part of the proposed site plan, the project fills approximately 12,000 cubic yards (7.44 acre-feet) below the future LP-3 HWL. However, the City has plans to create new ponding storage in the city-owned property east of the Kwik Trip parcel in the future. The future expansion would mitigate and go well beyond what the Kwik Trip site is filling. Immediate mitigation is not necessary since storage becomes a concern once stormwater is restricted across 100th Street. Currently there is a 12-foot by 6-foot yard box culvert conveying stormwater across 100th Street. The City and 3M have had an agreement since 2000 to eventually limit stormwater flows across 100th Street however that work has not yet been implemented. Once it is (presumably with the future 100th Street improvement project) the City would begin the pond storage expansion project.

Rate control is met for pre versus post conditions in the 2-, 10-, and 100-year design events. Peak flows are also less than target inflow rates into Pond L-P3. As a proposed fueling station, Kwik Trip is prohibited from constructing an infiltration system that receives runoff from vehicle fueling and maintenance areas (Minn. R. 7090). In addition, because of the HSG D type soils and shallow bedrock, infiltration is prohibited at this site. A wet sedimentation basin is proposed for stormwater treatment to meet the permanent stormwater treatment requirements.

L-P3 as it sits today has a flood storage of approximately 250 acre-feet. The expansion project shown below will increase the storage of L-P3 to approximately 365 acre-feet; an increase of 115 acre-feet. This will mitigate the 7.44 acre-feet impacted by the Kwik Trip site grading as the City's expansion plans do not rely on existing storage on the Kwik Trip parcel.

Design of the stormwater management facilities will need to meet the requirements as set forth in the engineering memo dated January 17, 2024.



L-P3 Expansion

Water Quality Treatment

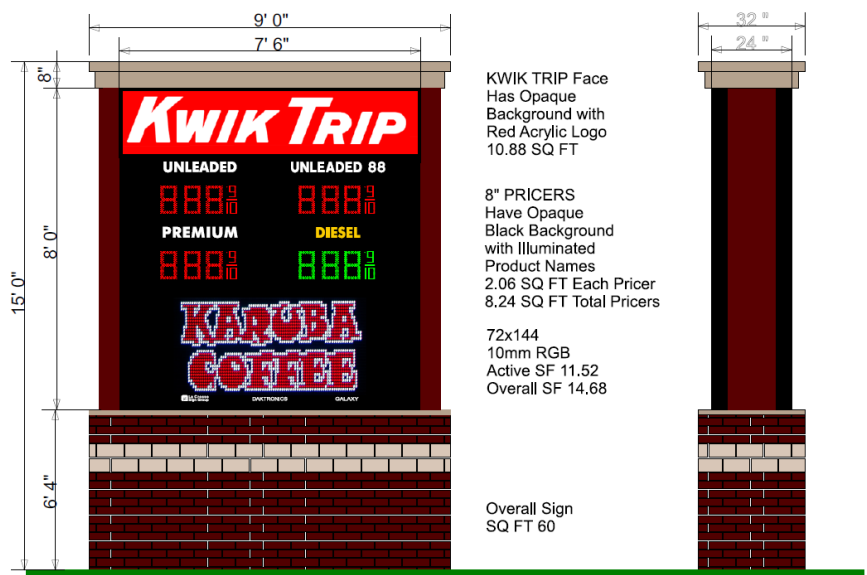
The City requires water quality to meet removal rates of a minimum of 50 percent phosphorous and 80 percent total suspended solids (TSS). The stormwater design meets this requirement. The P8 model shows greater than 80 percent and 50 percent removals of TSS and Total Phosphorus (TP). Additionally, watershed rules call for a TP loading rate of 0.22 pound per acre per year or existing loading rates, whichever is less, for projects to drain to the Mississippi River.

Water Quality Summary Table (City of Cottage Grove): P8 results				
Offsite Discharge Parameter	Load Reduction Overall	Load Reduction wet pond		Requirement
Total Phosphorus	60.9%	63.7%	>	50%
Total Suspended Solids (TSS)	91.3%	93.2%	>	80%

Since infiltration is not allowed on site, the proposed total phosphorus discharge from the project does not meet the requirements of the SWWD for sites tributary to the Mississippi River; therefore, mitigation is proposed. The developer's submitted P8 modeling conservatively reports 1.3 pounds existing TP and 2.4 pounds TP proposed while 1.6 pounds is the allowable outflow load at 0.22 pounds per acre per year. TP mitigation will be required for approximately 1.1 pounds. The SWMP Section 5.3 outlines the mitigation cost calculations. The Kwik Trip parcel is zoned Industrial; therefore, a fee of \$17,202 per pound of phosphorus will be applied resulting in a total anticipated mitigation fee of \$18,922.20 (pending final approved stormwater modeling). These fees have been collected on various past projects including Hemingway Industrial, High Pointe, McDonald's redevelopment, and Northwick Park 2nd.

Signage

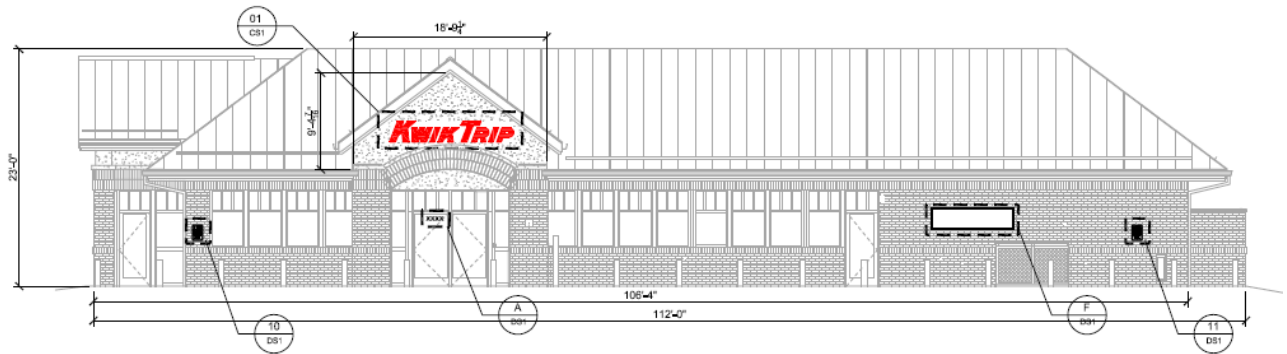
The Applicant has submitted a sign plan in compliance with City Code Title 12. One double faced monument sign with illuminated product names and four gasoline pricers have been proposed at the corner of Jamaica Avenue and 95th Street. The monument sign must be located outside of the clear view triangle (area that begins at the intersection of the front property line and corner side property line and is measured back ten feet along both property lines. Those points are then connected with a straight line). The maximum size of a monument sign in an Industrial District is based on the square footage of the principal structure. For Kwik Trip, the maximum size is 70 square feet of copy and graphic and 15 feet in height. The Applicant has proposed a monument sign of 60 square feet and 15 feet in height thereby meet-



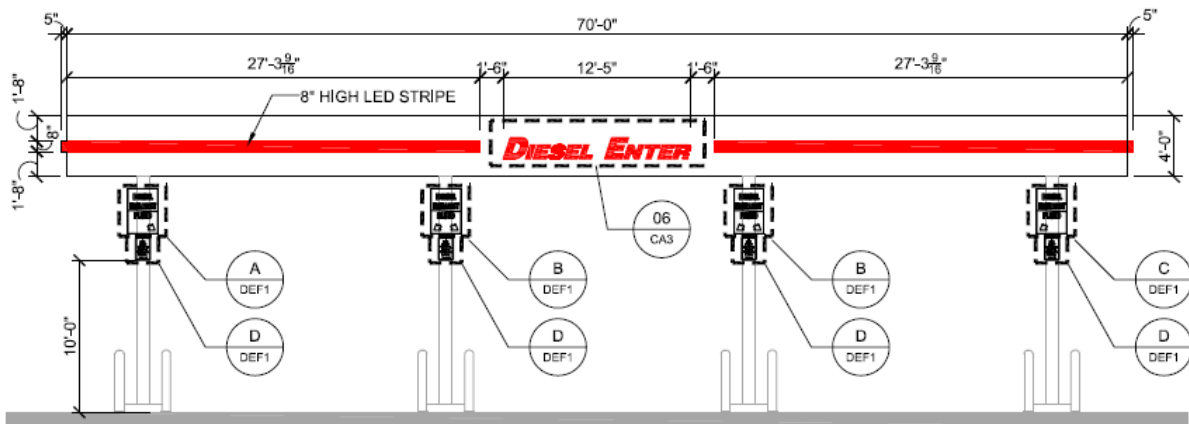
ing City Code standards. The base must be constructed of Class 1 materials similar to those on the building.

Additional allowed signage includes 150 square feet of wall signage per exterior wall on a maximum of three sides of the principal structure. Signs on canopies are considered wall signs and must be considered as part of the individual wall area calculation.

The Applicant has proposed the Kwik Trip red logo 24 inches high and 12 feet in length (24 square feet) in the front gable of the convenience store facing Jamaica Avenue and in a gable on the north side of the convenience store facing 95th Street. A red Kwik Trip logo of the same size (24 square feet) will be on three sides of the regular fuel canopy (west, south, and north) with an 8-inch-high LED light band on all four sides. A 'Diesel Enter' and 'Diesel Exit' logo 1.5 feet in height and 12' 5" in width (18.62 square feet) and 1.5 feet in height and 10' 10" in height (16.25 square feet) respectively are proposed on the north and south sides of the diesel canopy. An 8-inch-high LED light band is also proposed around the diesel canopy. The light bands are part of a variance request. Wall signs meet code requirements for size and location.



North View



South View

11-4-5: Motor Fuel Stations

Title 11-4-5 contains specific requirements for Motor Fuel Stations.

- A. All gas pumps must be set back no less than 25 feet from all property lines.

The Applicant has provided a site plan where all gas pumps exceed the 25-foot setback requirement (55 feet minimum proposed for regular fuel and 111 feet minimum proposed for diesel pumps).

B. Regulates the canopies.

1. Overhead canopies shall be not less than 10 feet from the street right of way line.
The submitted site plan shows the regular fuel canopy 55 feet from the Jamaica Avenue right of way and 72 feet from the 95th Street right of way. The diesel canopy is proposed to be 112 feet from the 95th Street right of way.
2. Total height of the canopy shall not exceed 20 feet.
Both canopies are proposed to be 20 feet tall.
3. No light banding is allowed around the exterior of the canopy.
The Applicant has proposed an 8-inch-tall LED light band around the exterior of both canopies. A variance has been applied for consideration.
4. Canopy columns shall be constructed of a primary material that matches and compliments the principal building.
The canopy columns will be constructed in a manner and color that compliments the proposed convenience store.

C. Each motor fuel station shall be designed to be as compatible as possible with the general architectural intent of the area in which it is located.
The convenience store will be constructed of mostly brick with glass windows and doors. The surrounding area is largely undeveloped with the exception of Fire Station Number Four across 95th Street. The architectural style will be complimentary to other structures in the industrial area.

D. A minimum 20-foot landscaped yard shall be planted and maintained behind all property lines adjacent to public streets, except at driveway entrances.
The Applicant has shown a minimum 30-foot landscaped area on the north side of the property along 95th Street and 20.5 foot wide landscaped yard along Jamaica Avenue on the west side of the property.

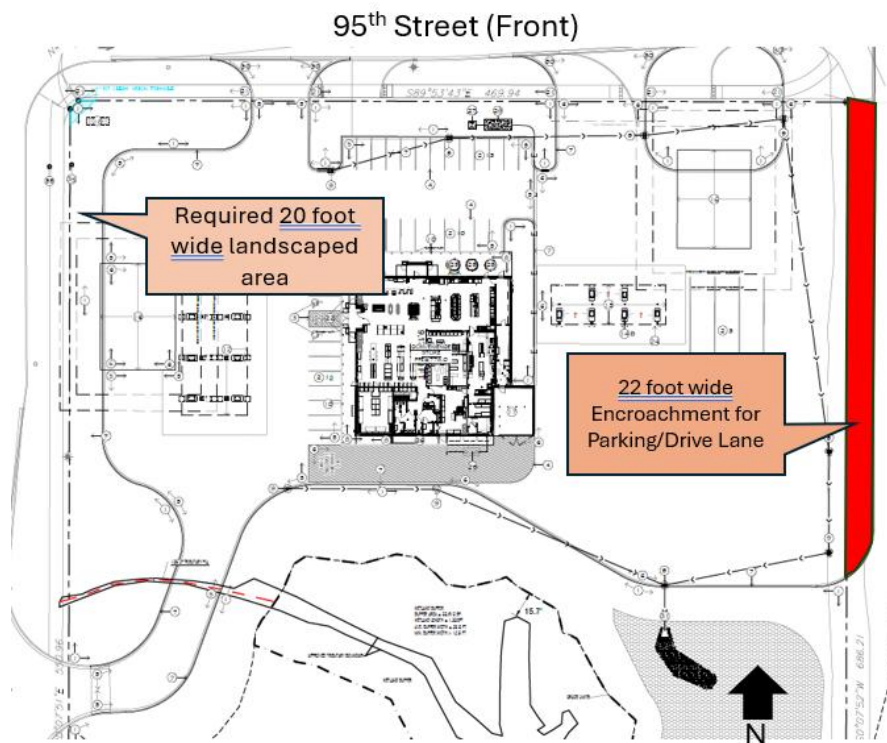
E. Whenever a motor fuel station abuts a residential district screening is required.
This property does not abut any residential districts.

Variance – Zero Lot Line Setback

The purpose of a variance is to allow variation from the strict application of City Code Title 11 (Zoning Regulations) by reason of the characteristics of the property that cause practical difficulties for the landowner/applicant. Variances require the Applicant to submit an official application form with all information outlined in City Code Title 11-2-5. The Applicant has submitted two variance requests, including one for parking lot/drive lane side yard setbacks and one for light banding around the exterior of the canopy.

Parking Lot/Drive Aisle Setbacks

City Code Title 11-3-4 E 5 requires all off street parking spaces, drive aisles, and truck staging areas to be located at least ten feet from any interior side or rear lot line. Due to the restricted buildable area on site, required driveway setbacks from Jamaica Avenue, and wider driveways to accommodate large vehicles accessing diesel pumps behind the convenience store, the Applicant has proposed for the drive aisle of the easternmost driveway entrance/exit to be located over the east property line on City property (Lot C of the Lake Flora Second Addition). Reducing the width of the drive aisle would reduce width for semis and other large vehicles to turn from 95th Street and complete the turn into the diesel pumps while allowing space for other semis or large vehicles to safely maneuver on site. An encroachment agreement between the City and Kwik Trip will be prepared for a 22-foot wide and 300-foot long encroachment including the parking lot/drive aisle and three overhead single-head light poles. All other parking lot/drive aisle setbacks can be met.



Parking/Drive Lane Encroachment

Findings

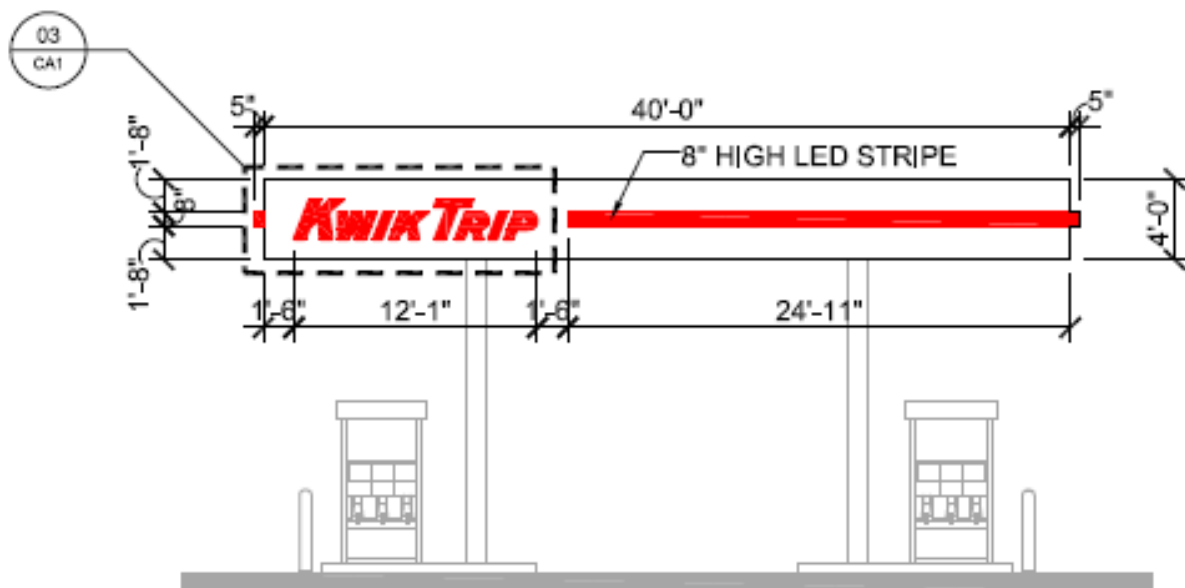
The findings of fact for a favorable recommendation to allow for the zero-lot line setback to the eastern property line that were considered during the review are as follows:

- A. The variance is in harmony with the general purposes and intent of the Zoning Code to protect the health, safety, morals, comfort, convenience, and general welfare of the public.
- B. The variance is consistent with the Comprehensive Plan. The 2040 Comprehensive Plan identifies this parcel for industrial use. Motor fuel stations are a conditional use in the Zoning Code in Industrial Districts.
- C. The proposed location of the drive lane and parking area over the east property line is needed to accommodate large trucks turning into and out of the site while having enough space for vehicles to operate safely.

- D. Developable space on the property is restricted due to the requirement for a landscaped area at least 20 feet wide to be present along all public right of ways.
- E. Access from Jamaica Avenue is restricted to a right-in/right-out entrance/exit therefore south-bound traffic must enter and exit from 95th Street.
- F. Location of the drive lane/parking area will not alter the character of the industrial neighborhood. It is located on the east side of the development, behind the proposed convenience store.
- G. The site has been designed to comply with wetland and tributary standards.
- H. The City owns the property the parking lot and drive lane will be extending onto. An encroachment agreement will be prepared for the impacted area.
- I. The variance will not alter the essential character of the neighborhood given the encroachment will be on the east side of the property and will not look dissimilar to other parking areas and drive lanes within the City.
- J. The variance requested is not solely based on economic considerations.

Variance - Canopy Light Banding

City Code Title 11-4-5 B 3 does not allow light banding around the exterior of the fuel pump canopies. The Applicant has requested an eight-inch-high LED stripe be allowed to be installed around both fuel canopies. The prohibition on light banding was intended to prevent excessive light reflection onto neighboring properties and right of ways. No motor fuel station in the City has been allowed to have light banding around the fuel pump canopies. The light banding has no impact on whether the use may operate on site in the safest and in the most efficient manner. It appears to be for aesthetic purposes only, therefore, staff has prepared findings recommending denial of this variance request.





Findings

The findings of fact for a recommendation of denial that were considered during the review are as follows:

- A. The variance is not in harmony with the general purposes and intent of the Zoning Code to protect the health, safety, morals, comfort, convenience, and general welfare of the public.
- B. The variance is consistent with the Comprehensive Plan. The 2040 Comprehensive Plan identifies this parcel for industrial use. Motor fuel stations are a conditional use in the Zoning Code in Industrial Districts.
- C. Light banding around canopies is prohibited in the Zoning Code in order to prevent excessive glare and light spill onto residential properties and public rights of way. The property in question is located in an Industrial District surrounded by industrial uses and bordered by Jamaica Avenue, a significant right of way.
- D. Light banding has not been permitted for any other motor fuel stations in the City and was added to Title 11-4-5 after a consistent practice of not allowing light banding around canopies of motor fuel stations. If granted, the variance may alter the essential character of the locality given no other motor fuel stations north of the property on Jamaica Avenue have light banding around the canopy.
- E. The plight of the landowner is not due to circumstances unique to the property not created by the landowner. The Applicant has requested the variance but provided no justification for its need.
- F. The variance requested is not solely based on economic considerations.

Development Fees

The Applicant will be required to pay area charges, including park dedication, and connection fees including water and sanitary sewer, prior to the release of a building permit. Park dedication fees will be calculated using the disturbed area.

Public Hearing Notices

The public hearing notice for the February 24, 2025, Planning Commission meeting was published in the *Saint Paul Pioneer Press* and mailed on February 12, 2025, to 5 property owners that are within 500 feet of the proposed project. City Staff has not received any comments at the time of writing the report.

Recommendations

That the Planning Commission recommend that the City Council approve the Site Plan Review, Conditional Use Permit, and Variance for a 9,176 square foot convenience store with an 800 square foot dispenser island canopy and a 1,200 square foot commercial diesel dispenser canopy to be located on 95th Street South with a drive lane/parking area over the east property line within the allowed encroachment. Subject to the following conditions:

Site Plan Review

1. The project shall be completed in accordance with the plans submitted as amended by the conditions of approval. Any significant changes to the plans, as determined by the planning staff, shall require review and approval by the Planning Commission and City Council.
2. The Site Plan approval shall expire one (1) year from the date of City Council approval unless a building permit has been requested, or a time extension has been granted by the City Council. The City Council may extend the expiration date of such approval upon written application by the person to whom the approval was granted.
3. All applicable permits (i.e. building, electrical, grading, right-of-way, and mechanical) and a commercial plan review packet must be completed, submitted, and approved by the City prior to the commencement of any construction activities. Detailed construction plans must be reviewed and approved by the Building Official and Fire Marshal.
4. The Applicant must receive all required building permits from the City of Cottage Grove prior to construction.
5. A tree inventory will be required to be completed prior to the issuance of a building permit. Should mitigation be required as a result of the inventory and removal plan, an updated landscape plan or mitigation paid in lieu of planting shall be required prior to the issuance of a building permit.
6. Installation of landscaping shall occur in a timely fashion and be consistent with an approved plan. A letter of credit in the amount of 150 percent of the landscape estimate shall be submitted to the City as required by City ordinance prior to the issuance of a building permit. The financial guarantee shall be held until all required plantings are installed. At such time of installation, the Planning Department shall conduct an inspection to verify compliance with the landscape plan. If the inspection is approved, 50 percent of the financial guarantee shall be released. One year from the date of initial inspection a follow-up

inspection shall be conducted to verify survivability. If the follow-up inspection is approved, the remainder of the financial guarantee shall be released.

7. All light poles shall be a maximum of 27 feet in height, including base, and shall be downward directed, with LED lamps unless approved in writing by Planning staff. Recessed lighting on the convenience store structure shall be downward directed.
8. Applicant must apply for and obtain a grading permit from the City prior to beginning any work on the subject site. Grading, Drainage, and Erosion Control plans must be approved by the City Engineer, other necessary permits (i.e. NPDES permit) must be obtained, and a preconstruction meeting must be held prior to issuance of a grading permit. The Applicant shall be responsible for the costs for the City to inspect the site in relation to erosion control conformance.
9. The Applicant must provide the City with an as-built survey of all utilities and grading plan prior to issuance of the certificate of occupancy.
10. Proposed trash enclosure shall be constructed using the same materials and patterns used on the building and shall be a minimum of 6 feet in height.
11. The Applicant is responsible for removing debris from all adjacent public and private roadways during their grading and construction process. The adjacent streets shall be swept clean daily or as needed.
12. All areas of the site, where practical, shall be sodded and maintained to the curb.
13. Prior to the issuance of a building permit, the Developer shall incorporate the recommendations, requirements, and evaluations noted in the Bolton & Menk memorandum dated February 6, 2025, and subject to modifications that are agreed to by the developer and City Engineer. All comments shall be adopted herein by reference.
14. Prior to the issuance of a grading permit, the final grading, drainage, and erosion control plans shall be approved by the City Engineer.
15. Irrigation shall be provided for all landscaped areas. The irrigation system shall consist of an underground sprinkling system that is designed by a professional irrigation installer to meet the water requirements of the site's specific vegetation. The system shall be detailed on the final landscaping plan.
16. A tree inventory shall be received by the Planning Department and City Forester for review prior to commencing tree removal. The inventory shall include all qualifying inches to be removed and proposal for mitigation of excessive inches removed (if any). If mitigation is required, an updated landscape plan.
17. Should Kwik Trip not install a berm and backflow device in the southeast corner of the site to prevent public water from entering the property from City Pond L-P3, a drainage and utility easement shall be provided that fully encompasses the future L-P3 High Water Level (HWL) of 773.

18. The columns of the two fuel dispenser canopies shall be constructed no less than $\frac{3}{4}$ of the way from ground to top of the column of materials matching the principal structure i.e. brick, stone.
19. LED light banding on fuel dispenser canopies and on buildings is prohibited.
20. A building permit is required to be submitted prior to the installation of any signage on the site.
21. Exterior storage, display, or sales of merchandise is prohibited on all of the commercial pads and at pump stations.

Conditional Use Permit

22. The Conditional Use Permit approval shall expire one (1) year from the date of City Council approval unless a building permit has been requested or a time extension has been granted by the City Council. The City Council may extend the expiration date of such approval upon written application by the person to whom the approval was granted.
23. Rubbish, waste, and recycling containers shall be stored compliant with City ordinance screening requirements and shall always be maintained so as not cause odors or other public nuisances.
24. Noise from gas pump videos or media shall not be audible at the property lines of the site.

Variance – Property Line Setback

25. The Variance approval shall expire one (1) year from the date of City Council approval unless a building permit has been requested or a time extension has been granted by the City Council. The City Council may extend the expiration date of such approval upon written application by the person to whom the approval was granted.
26. Prior to the issuance of a building permit, the encroachment agreement between the City of Cottage Grove and the Applicant shall be signed and recorded with the Washington County Recorder's Office.
27. Applicant will enter into a cross-access agreement with the City for the compost site access prior to issuance of a building permit.

Variance Denial

That the Planning Commission recommend that the City Council deny the Variance request to allow LED light banding around two fuel dispenser canopies at the proposed Kwik Trip on 95th Street South based on the findings below:

1. The variance is not in harmony with the general purposes and intent of the Zoning Code to protect the health, safety, morals, comfort, convenience, and general welfare of the public.
2. Light banding around canopies is not allowed in the Zoning Code to prevent excessive glare and light spill onto residential properties and public right of ways and to maintain a cohesive aesthetic throughout the community. The property in question is located in an Industrial District surrounded by industrial uses and vacant land zoned industrial. If granted,

the variance may alter the essential character of the neighborhood given no other motor fuel stations north of the property on Jamaica Avenue have light banding around the canopy.

3. Light banding has not been permitted for any other motor fuel stations in the City and was added to Title 11-4-5 after a consistent practice of not allowing light banding around canopies of motor fuel stations.
4. The plight of the landowner is not due to circumstances unique to the property not created by the landowner. The Applicant has created the need for the variance request by submitting a concept plan that includes light banding around the canopies.

Prepared by

Samantha Pierret, AICP
Senior Planner

Attachments

- Architectural Set
- Site Civil Plans
- Photometric Plan
- Landscaping Set
- Engineering Review Memo
- Encroachment Surveys



Store Engineering

PHONE 608-793-5555

FAX 608-781-8960

1626 Oak St., P.O. Box 2107
La Crosse, WI 54602

www.kwiktrip.com

January 29, 2025

City of Cottage Grove
Emily Schmitz – Community Development Director
12800 Ravine Parkway South
Cottage Grove, MN 55016

RE: Kwik Star 1739 – Conditional Use and Site Plan Application

Dear Ms. Schmitz,

This letter is intended to accompany the submittal for our application to the City of Cottage Grove for Conditional Use Permit and Site Plan Review. Please accept this letter as our request to be placed on the next available Planning & Zoning Commission Meeting Agenda as well as the City Council Meeting Agenda as needed.

Kwik Trip, Inc. is proposing the construction of a convenience store with a 10-dispenser fueling canopy and a 3-lane diesel canopy. Included in the submittal are the Civil plans, Stormwater Calculations, Building/ Canopy Elevations, and the Sign plan.

Operations

The requested hours of operation will be 24 hours for all uses. The type of products sold will be similar to our existing stores throughout the Midwest: fresh produce, bakery and dairy, hot and cold food and beverages, fresh meat and groceries, tobacco products, lotto, convenience store merchandise, alcohol, gasoline, diesel, E-85, ice and propane. The outside merchandising of products is being requested next to the store (two ice chests and one propane cage) and underneath the proposed main canopy. To ensure the freshest products are sold in our stores, we request daily deliveries be allowed.

OUR MISSION

To serve our customers and community more effectively than anyone else by treating our customers, co-workers and suppliers as we, personally, would like to be treated, and to make a difference in someone's life.

Buildings, Architecture and Site Design

The architectural elements in this state-of-the-art building consist of a full brick cladding, standing seam metal roof, store front aluminum openings and stucco accents. Extensive landscaping, storm water facilities, monument and wall signage, customer and employee parking, concrete paving with curb and gutter are also included in the overall site design.

Investment in the City

This project will be a multi-million-dollar investment in the City of Cottage Grove. Not only in the physical improvements and development of a vacant parcel, but also an investment of approximately 25 to 30 new permanent jobs with-in the City of Cottage Grove.

Community Partner

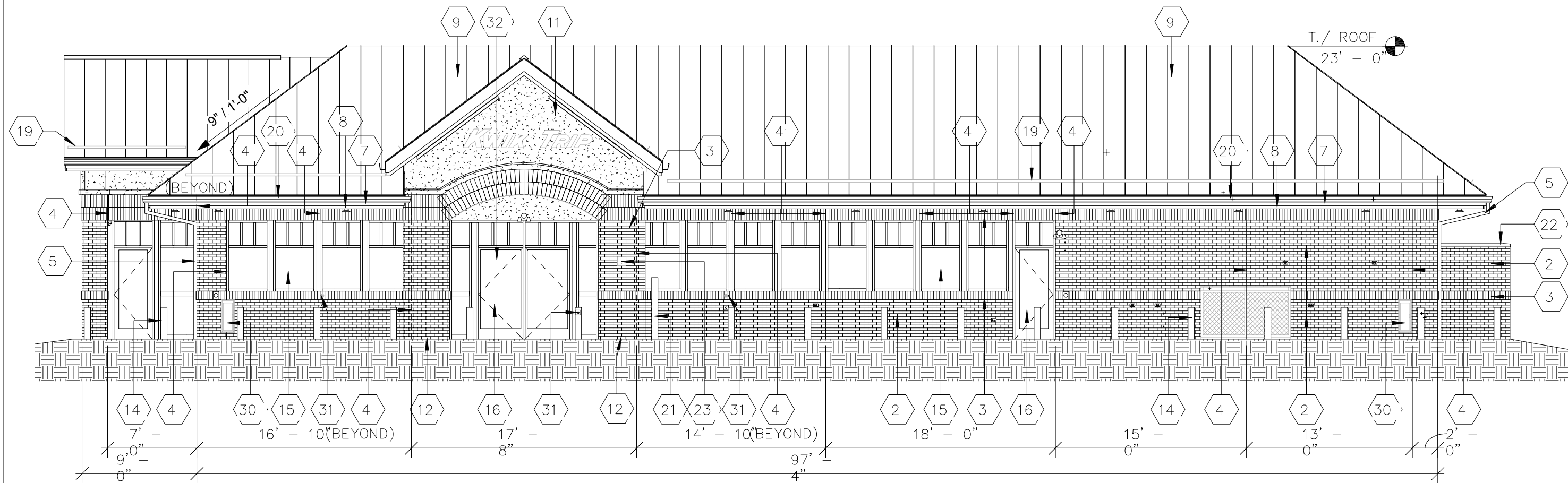
We pride ourselves in being an asset in the communities where we are located. Families can walk or ride their bikes to our stores. Retirees on fixed income can access fresh groceries like milk, eggs, bread and fruit just steps from their car. We take pride in giving back to the communities we serve with charitable donations and by partnering with local non-profits. Kwik Trip would be happy to provide any additional information or answer any questions or concerns the City of Cottage Grove may have with our submittal. Please feel free to call or email with any questions you may have.

Sincerely,

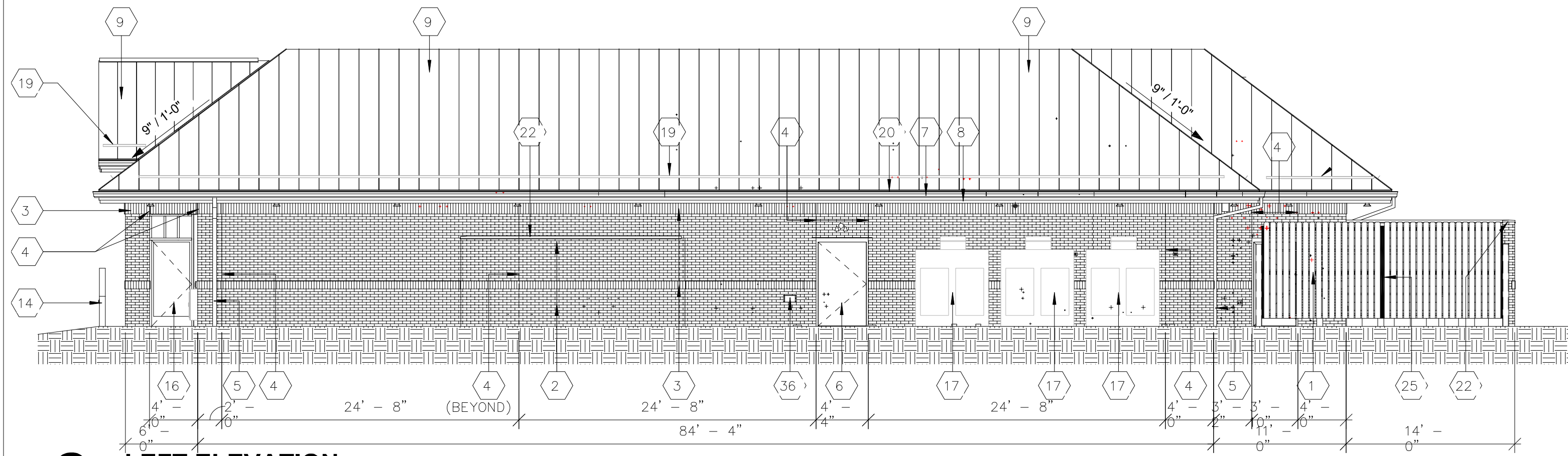


Leah Berlin
Sr. Manager of Land Development
lberlin@kwiktrip.com
608-793-6461

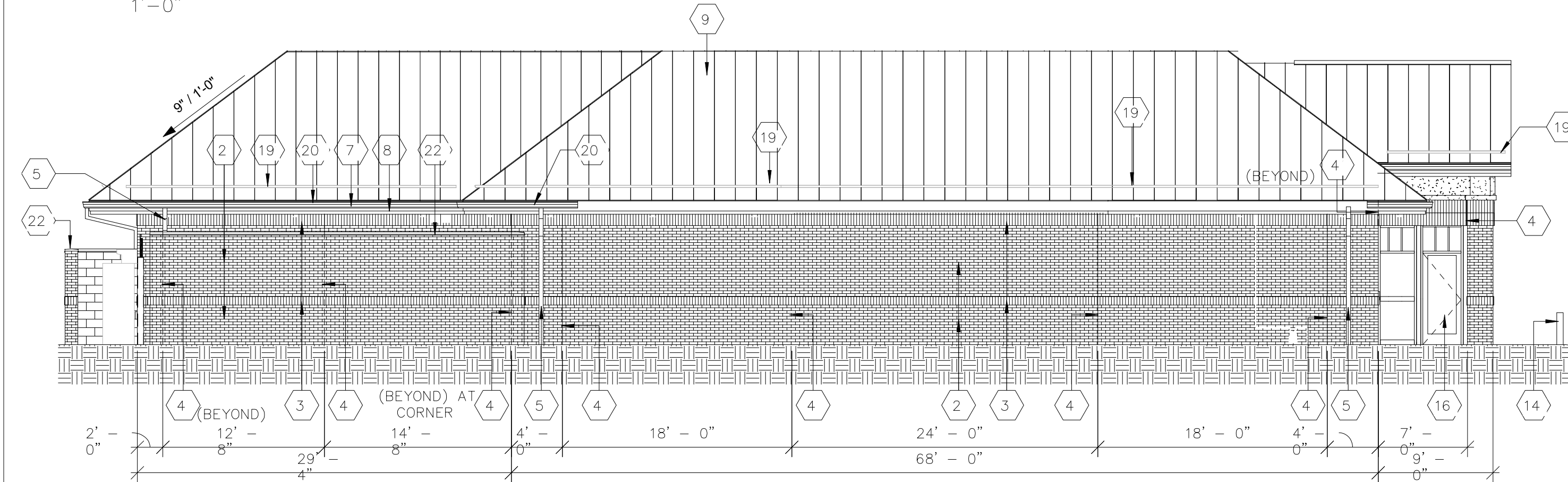




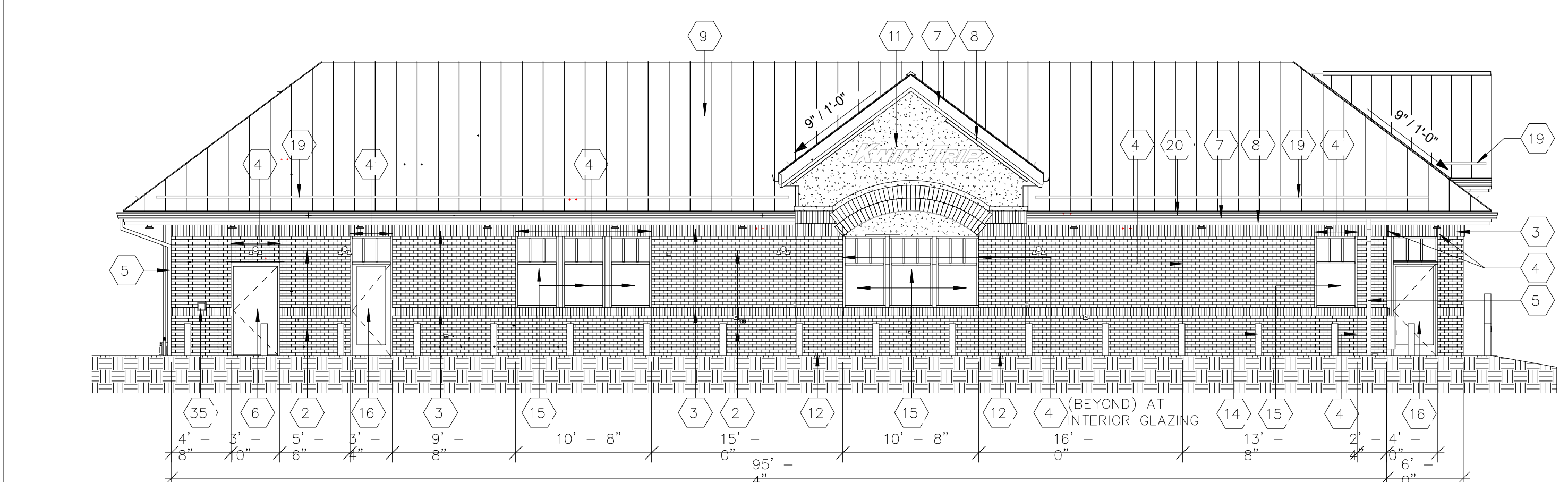
1 FRONT ELEVATION



2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION

Front Elevation	Area SF	% Elevation
Brick	672	29%
EIFS	120	5%
Glass Storefront Doors	97	4%
Storefront Windows	345	15%
Standing Seam Roof	1064	46%
	2298	

Delivery Elevation		
Brick	1060	45%
Glass Storefront Doors	37	2%
H.M. Doors	64	3%
Standing Seam Roof	1211	51%
	2372	

Rear Elevation		
Brick	1039	46%
Glass Storefront Doors	34	1%
Storefront Windows	31	1%
Standing Seam Roof	1169	51%
	2273	

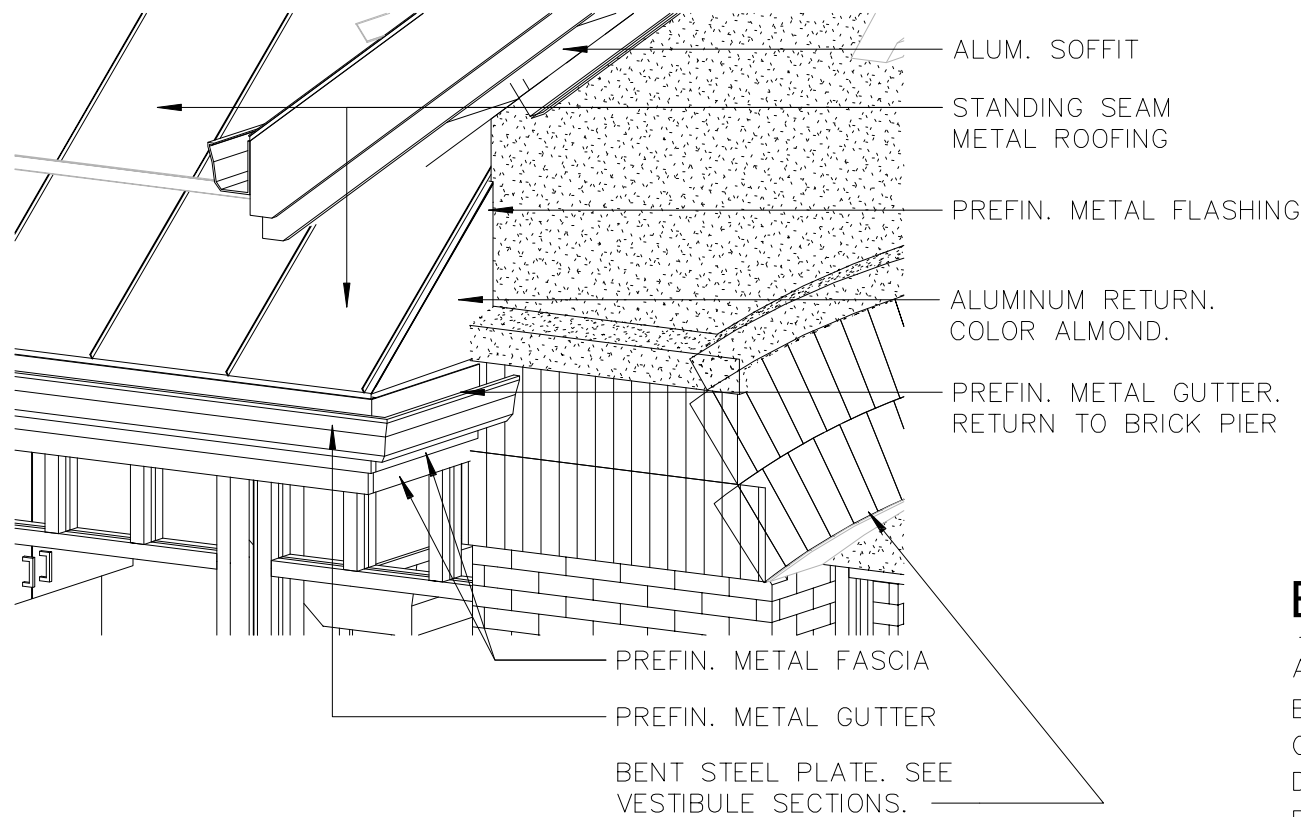
Side Vestibule Elevation		
Brick	822	37%
EIFS	106	5%
Glass Storefront Doors	68	3%
Storefront Windows	137	6%
H.M. Doors	28	1%
Standing Seam Roof	1072	48%
	2233	

Exterior Door Color Code

BAC Blend-a-Color	02	32	64	120
W1 White	-	12	1	-
B1 Black	-	24	1	-
R2 Maroon	-	19	-	-
R3 Magenta	-	26	1	1

EXTERIOR COLOR SCHEDULE

MATERIAL	MANUFACTURER	COLOR
BOLLARDS	--	BLACK, GLOSS
FASCIA	UNA-CLAD 24 GA.	REGAL RED ALMOND
GUTTERS & DOWNSPOUTS	--	ALMOND
SOFFIT	UNA-CLAD	ALMOND
METAL ROOF	UNA-CLAD	HEMLOCK GREEN GREY
MORTAR	--	
SEALANT		
RED BRICK	TREMCO DYMONIC	REDWOOD TAN
TAN BRICK	TREMCO DYMONIC	LIMESTONE
ROOF CAP CAR WASH	UNA-CLAD	HEMLOCK GREEN
TAN BRICK	LEGENDARY	CLEAR BUFF
RED BRICK	LEGENDARY	CABERNET BURGUNDY
EIFS	TOTAL WALL	DIRTY MARTINI SWIRL TEXTURE
TRASH ENCLOSURE CAP	UNA-CLAD	HEMLOCK GREEN
BRICK LINTEL PAINT	TOTAL WALL	MORNING MIST (OR EQUAL)



8 FRONT VESTIBULE METAL ROOF RETURN

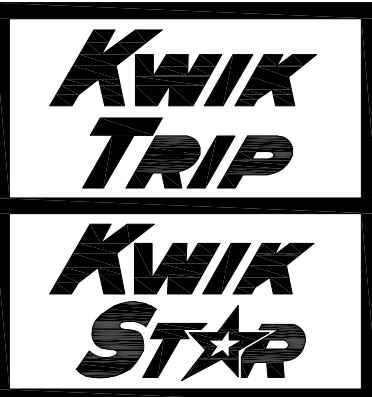
EXTERIOR ELEVATION NOTES

- A. SEE FLOOR PLAN FOR WINDOW TYPE KEYS.
B. CONTROL JOINT SEALANT TO MACH VENEER COLOR.
C. ALL DOWNSPOUTS TO CONNECT W/ BELOW GRADE DRAIN.
D. VERIFY NUMBER OF CABLE'S AND LOCATION OF SIGNAGE WITH OWNER.
E. CAST ALUMINUM BRICK VENT SHALL APPLY TO ALL STORES WITH CANOPY BRICK COLUMNS. REFER TO A700/A701 IF STORE REQUIRES BRICK COLUMNS
F. CONTROL JOINTS LOCATED AT WINDOW AND DOOR LOCATIONS TO HAVE BACKER ROAD AND SEALANT AT LOOSE LINTELS.

EXTERIOR ELEVATION KEYNOTES

MARK	DESCRIPTION
1	TRASH ENCLOSURE.
2	MODULAR BRICK VENEER (RED).
3	BRICK SOLDIER COURSE (TAN). SEE SECTION FOR SIZE
4	BRICK CONTROL JOINT. SEALANT COLOR TO MATCH BRICK COLOR.
5	ALUMINUM DOWNSPOUT.
6	HOLLOW METAL DOOR & FRAME. PAINT. CAULK COLOR TO MATCH BRICK.
7	ALUMINUM FASCIA -- ALMOND.
8	ALUMINUM FASCIA -- RED.
9	PREFINISHED STANDING SEAM METAL ROOFING.
10	CT CABINET AND ELECTRICAL METER. RE: ELECT. PLANS.
11	EIFS. COLOR: TAN.
12	CAST ALUMINUM BRICK VENT -- ACCEPTABLE OPTIONS: HOHMANN & BARNARD #C825, 8" X 2 1/4" OR EX 825.
13	EMERGENCY FUEL SHUT OFF. RECESS FLUSH w/ WALL.
14	6" BOLLARD w/ 40" PLASTIC SLEEVE. SEE SHEET A124.
15	ALUMINUM STOREFRONT FRAMING w/ INSULATED GLAZING. CAULK COLOR GRAY DYMONIC.
16	ALUMINUM STOREFRONT ENTRANCE. CAULK COLOR GRAY DYMONIC.
17	ICE MERCHANDISER
18	LP CAGE
19	SNOW RETENTION BAR
20	PREFINISHED METAL GUTTER
21	BLUE HDCP. BOLLARD. REFER TO SITE PLANS.
22	PREFINISHED METAL WALL CAP.
23	KNOX BOX LOCATION WHEN NEEDED. OWNER PROVIDED.
24	SPLASH BLOCK
25	PROVIDE LOCK BOLT FOR EACH LEAF
26	INSULATED POLYCARBONATE DOOR
27	12 X 12 GLASS BLOCK
28	6 X 6 GLASS BLOCK
29	SUPPLY FAN. SEE HVAC PLANS.
30	FIRE EXTINGUISHER CABINET
31	HANDICAP PUSH PLATE. SE EEELECTRICAL SHEETS FOR MOUNTING HEIGHTS.
32	STREET ADDRESS NUMBERS TO BE LOCATED ON ENTRANCE DOOR. VERIFY WITH OWNER BEFORE APPLYING.
33	BRICK SOLDIER COURSE FIELD COLOR -- (RED).
34	ALUMINUM STOREFRONT FRAMING w/ INSULATED SPANDREL GLAZING. CAULK COLOR GRAY DYMONIC.
35	CO2 FILL BOX. SEE FLOOR PLAN FOR MOUNTING HEIGHTS.
36	RECESSED OIL FILL BOX. SEE FLOOR PLAN FOR MOUNTING HEIGHTS.

VANMAGE
ARCHITECTS, INC.



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

09.06.2024

PROJECT TITLE:
Store #1739
Kwik Trip, Inc.
PROJECT LOCATION:
Cottage Grove, MN

JOB #:	
DATE:	
DRAWN BY: Author	
TYPE:	
REVISIONS	
NO. DATE	

SHEET TITLE
Exterior Elevations

SHEET NO.
A200

La Crosse, WI 54601
Ph (608) 784-2729
Fax (608) 784-2826

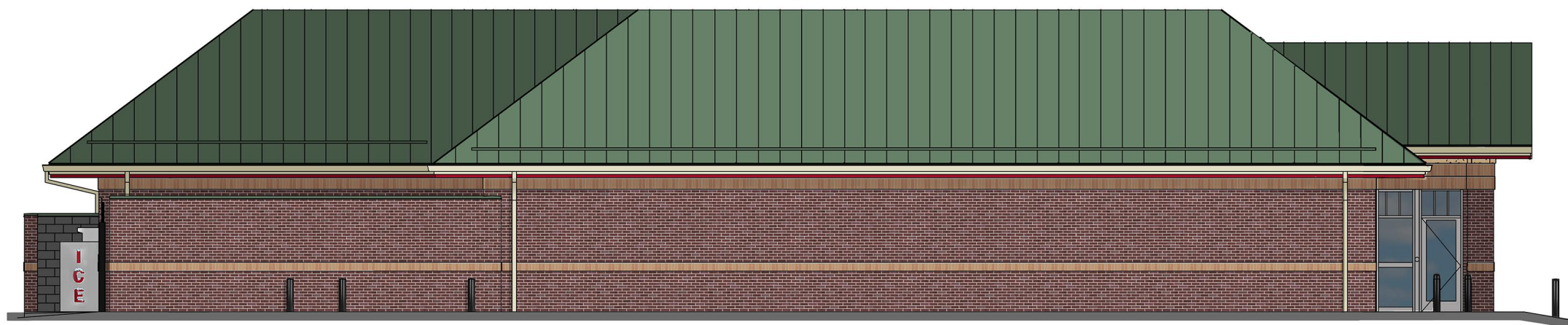
1 FRONT ELEVATION



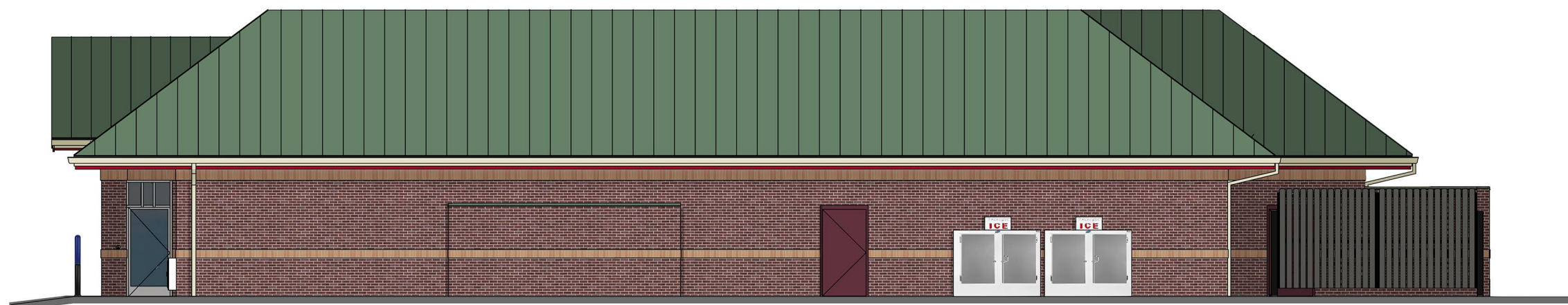
2 LEFT ELEVATION



3 REAR ELEVATION



4 RIGHT ELEVATION



KWIK TRIP, Inc.
P.O. BOX 2107
1628 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960



FRONT LEFT VIEW



FRONT RIGHT VIEW



REAR RIGHT VIEW



REAR LEFT VIEW



FRONT ELEVATION

Kwik
TRIP

Kwik
STAR

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

EXTERIOR ELEVATIONS
 LEFT HAND GEN 3



***Kwik
Trip***

***Kwik
Star***

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

10 MPD



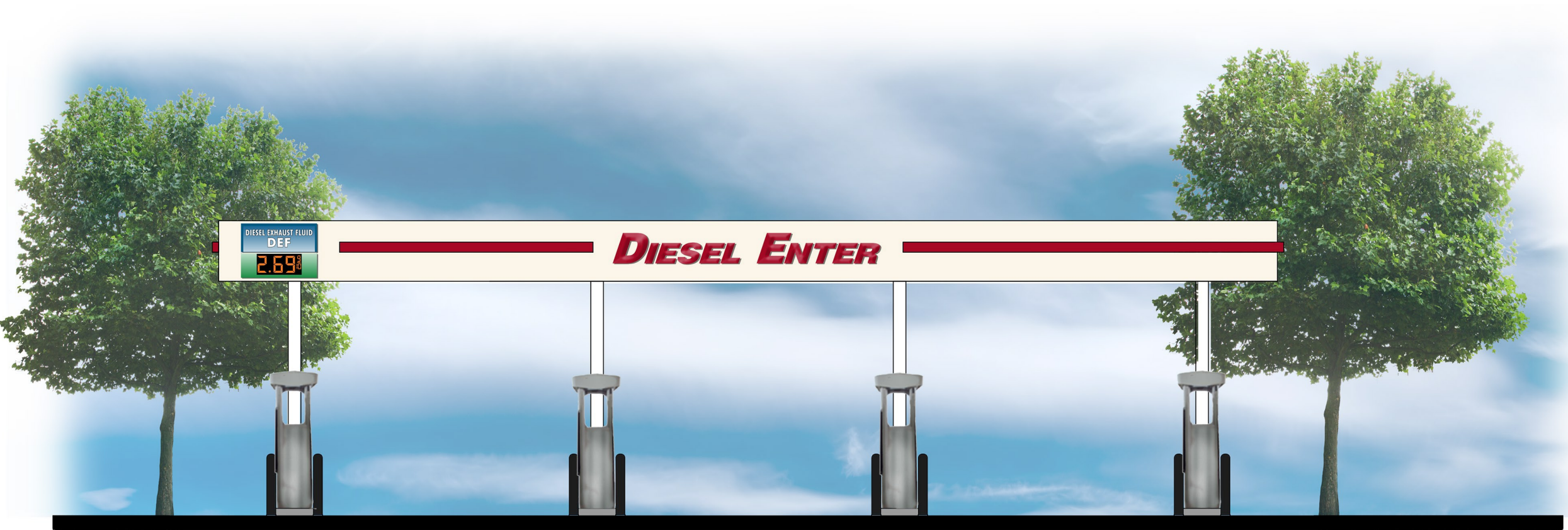
**Kwik
Trip**

**Kwik
Star**

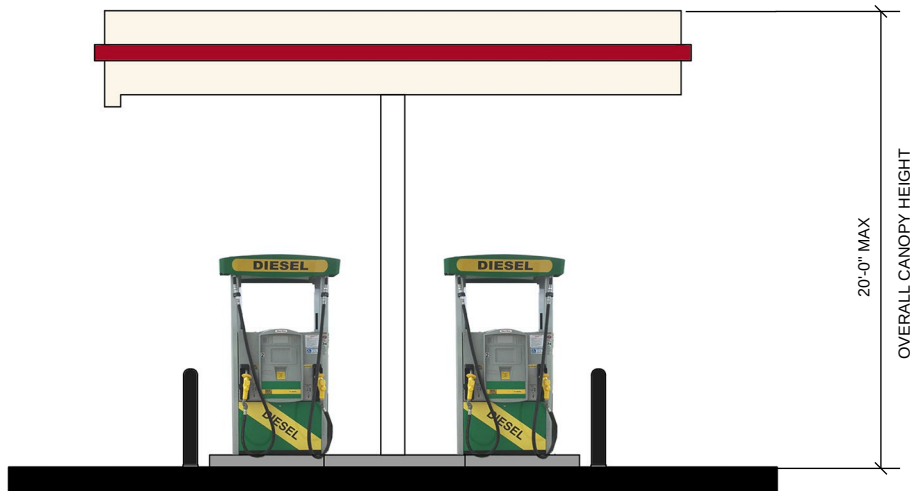
KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

DIESEL

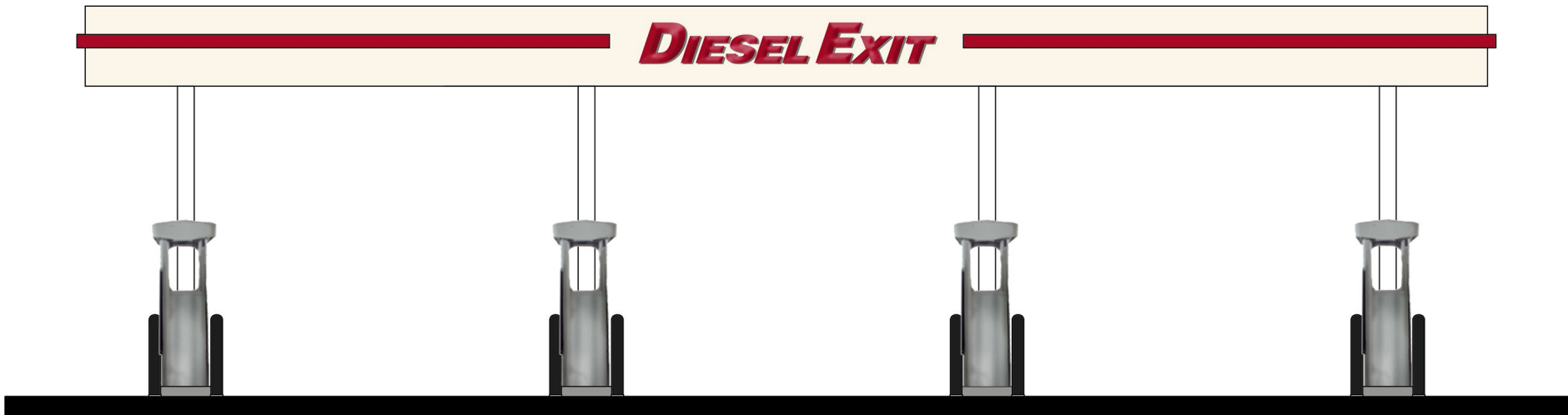
1 FRONT ELEVATION



2 SIDE ELEVATION



3 REAR ELEVATION



**Kwik
TRIP**

**Kwik
STAR**

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

3 LANE DIESEL

SITE IMPROVEMENT PLANS FOR:

KWIK TRIP #1739
COTTAGE GROVE

SITE LOCATION MAP:



SITE AERIAL MAP:



DRAWING INDEX		NOTES
C001	TITLE SHEET	THE CITY OF COTTAGE GROVE'S STANDARD SPECIFICATIONS FOR STREET AND UTILITY CONSTRUCTION SHALL GOVERN FOR ALL IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY OR DRAINAGE AND UTILITY EASEMENT
C010	ALTA SURVEY	
C180	SITE CIRCULATION PLAN	
C181	SITE DIMENSION PLAN	
C100	SITE KEYNOTE PLAN	
C200	GRADE PLAN	
C201	GRADE PLAN	
C202	GRADE PLAN ENLARGED	
C300	STORM SEWER PLAN	
C301	STORM SEWER NOTES & DETAILS	
C400	UTILITY PLAN	
C401	UTILITY NOTES	
C402	CITY UTILITY STANDARD DETAILS	
C500	SITE PLAN DETAILS	
C501	SITE PLAN DETAILS	
C600	EROSION CONTROL PLAN	
C601	EROSION CONTROL NOTES	
C602	EROSION CONTROL DETAILS	
C603	EROSION CONTROL DETAILS	
C700	LANDSCAPE PLAN	
C800	PHOTOMETRIC SITE PLAN	
C801	PHOTOMETRIC RENDERING PLAN	



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

TITLE SHEET

CONVENIENCE STORE 1739

COTTAGE GROVE, MINNESOTA

[illegible]

NSITES 24-030 PM L.B.

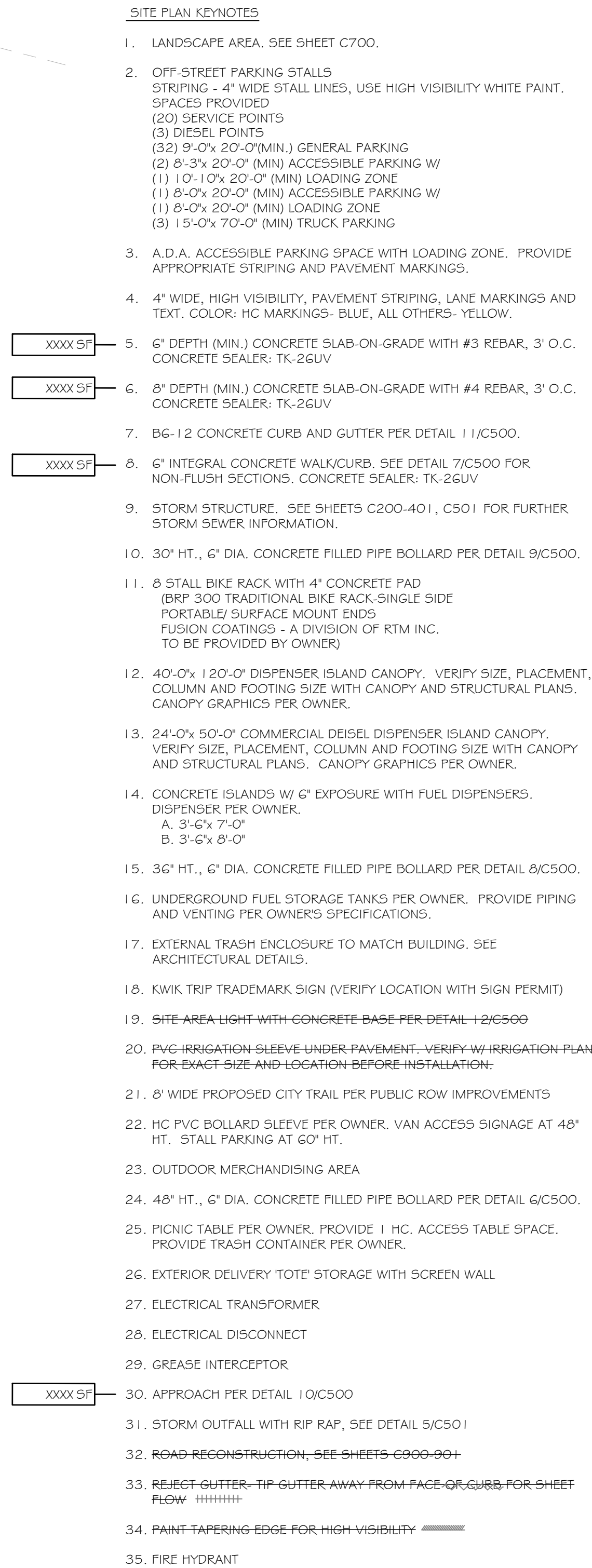
OWNER:
KWIK TRIP INC.
1626 OAK STREET
LA CROSSE, WI 54602
LEAH BERLIN
608-793-6461
LBerlin@kwiktrip.com

SITE PLANNER:
INSITES SITE PLANNING
3131 FERNBROOK LN N, SUITE 260
PLYMOUTH, MN 55447
BOB MUELLER
763-383-8400
Bob@InsitesInc.net

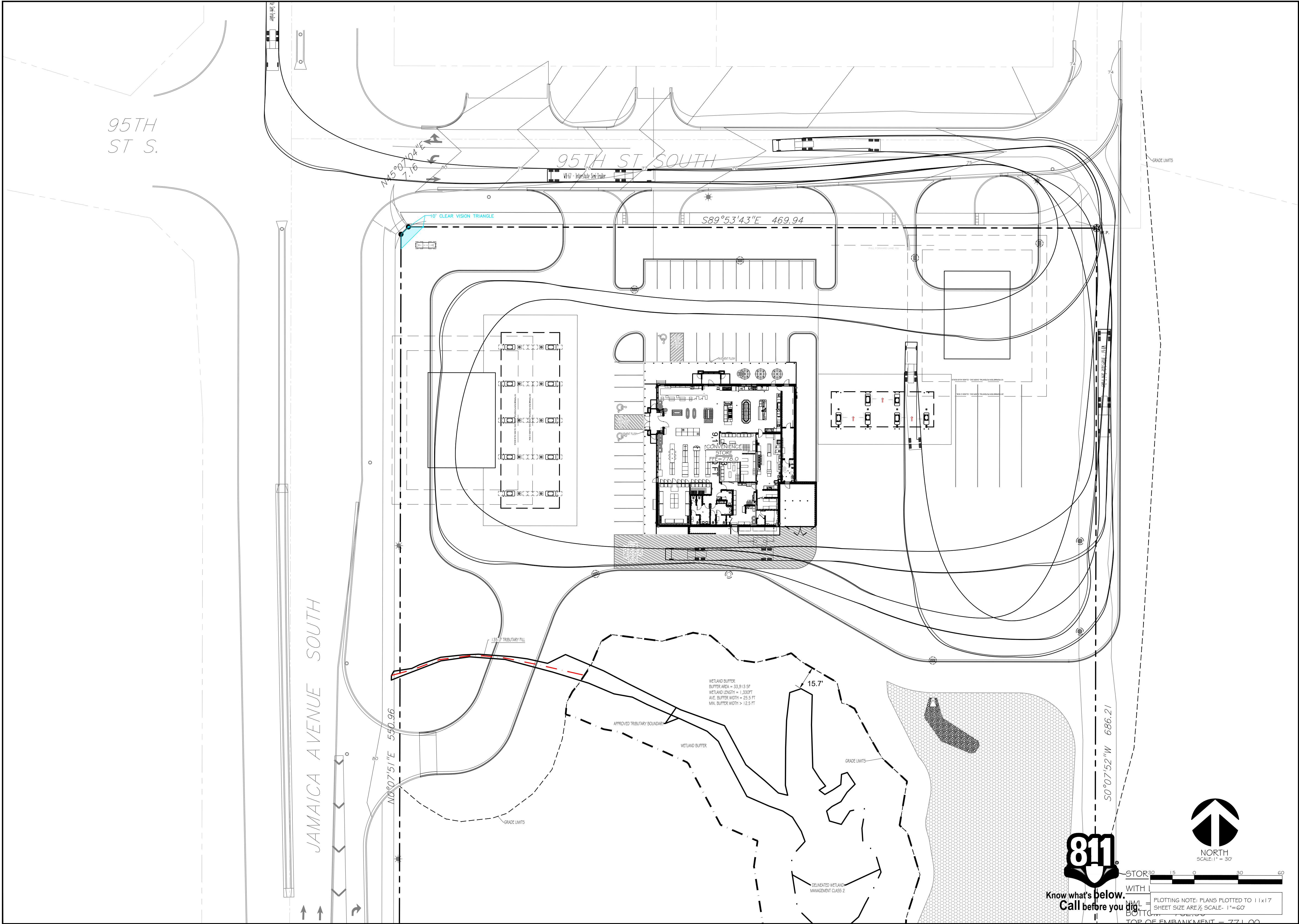
CIVIL ENGINEER:
SUNDE ENGINEERING
10830 NESBITT AVE SOUTH
BLOOMINGTON, MN 55437
952-881-3344

ARCHITECT:
VANTAGE ARCHITECTS
750 3RD ST N, SUITE F
LA CROSSE, WI 54601
608-784-2729

SURVEYOR:
SUNDE LAND SURVEYING
9001 EAST BLOOMINGTON FREEWAY (35W), SUITE 118
BLOOMINGTON, MN 55420-3435
952-881-2455

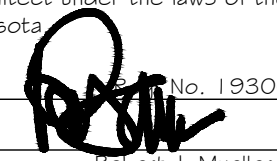


INSITES 24-030 PM L.B.



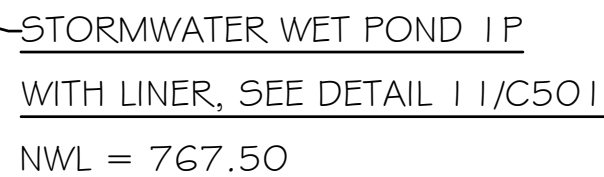
KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitesinc.net mail@insitesinc.net

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 Landscape Architect under the laws of the State of Minnesota.
Date XXXXXXXX No. 19306
Signed  Robert J. Mueller

SITE CIRCULATION PLAN		CONVENIENCE STORE 1739		COTTAGE GROVE, MINNESOTA	
NO.	DATE	DESCRIPTION			
-	24JAN25	INTERNAL REVIEW			
-	18FEB25	CITY COMMENTS			
DRAWN BY					
SCALE				GRAPHIC	
PROJ. NO.				24-1739	
DATE				XXXXXXXX	
SHEET				C180	

INSITES 24-030 PM L.B.



PROPOSED GREEN AREA:	180,444 SF
PROPOSED HARD COVER:	114,589 SF
PAVED AREA:	99,324 SF
BUILDING AREA:	9,176 SF



Robert J. Mueller

COTTAGE GROVE, MINNESOTA

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	24-1739
DATE	XXXXXX
SHEET	C181

C181



CONSTRUCTION FENCING TO BE INSTALLED AROUND ENTIRE CONSTRUCTION SITE.
COORDINATE WITH OWNER FOR FENCING AND GATE LOCATIONS AND APPROPRIATE SIGNAGE
INSTALLATION.

- REFER TO OTHER PROJECT PLANS AND INFORMATION RELATED TO THIS PROJECT PRIOR TO BEGINNING ANY GRADING WORK.

SUNDE LAND SURVEYING
9001 EAST BLOOMINGTON FREEWAY (35W), SUITE 118
BLOOMINGTON, MN 55420-3435
952-881-2455

- CONTRACTOR SHALL LOCATE ALL UTILITIES WHICH MAY AFFECT THIS WORK AND NOTIFY OWNER OF ANY CONFLICTS.

CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED ELEVATIONS PRIOR TO START OF CONSTRUCTION. VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN, PARTICULARLY WITH WALK AND/OR PAVEMENTS TO REMAIN. MEET EXISTING GRADES ALONG STREETS, PROPERTY LINES AND DRIVEWAY ENTRANCES. RESTORE ALL EXISTING PAVEMENTS THAT REMAIN TO THEIR ORIGINAL, IF NOT BETTER CONDITION. NOTIFY OWNER OF ANY CONFLICTS.

AREAS NOT PAVED AND TO BE LANDSCAPED SHALL RECEIVE MINIMUM OF 4" DEPTH
COMPACTED TOPSOIL.

- CONTRACTOR SHALL COORDINATE GRADING AND INSTALLATION OF DRIVES IN R.O.W. WITH APPROPRIATE GOVERNMENT AGENCIES. OBTAIN APPROPRIATE PERMITS FOR GRADING AND DRAINAGE IN ALL R.O.W.

REFER TO OWNER'S SPECIFICATIONS FOR CURB, APPROACH, BITUMINOUS, AND CONCRETE PROFILES, AS WELL AS ADDITIONAL SITE STANDARDS RELATED TO THIS PROJECT.

PROPOSED CONVENIENCE STORE
FINISHED ELEVATION = 778.0 FEET

(NAVD 88)

1. TOP OF TOP NUT OF FIRE HYDRANT ON THE EAST SIDE OF JAMAICA AVE S. AT 97TH ST. S. ELEVATION = 784.85 FEET
2. TOP OF TOP NUT OF FIRE HYDRANT IN THE SOUTHEAST QUADRANT OF JAMAICA AVE S. AND 95TH ST. S. ELEVATION = 783.26
3. TOP OF TOP NUT OF FIRE HYDRANT ON THE NORTH SIDE OF 95TH ST. S, 1ST HYDRANT EAST OF JAMAICA AVE. S. ELEVATION 781.84

NOTE GRADING CONTRACTOR:

ANY PROPERTY IRONS THAT ARE DISTURBED IN THE GRADING PROCESS SHALL BE RESET BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.

PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2 SCALE- 1"=80'

NO.	DATE	DESCRIPTION
-	24JAN25	INTERNAL REVIEW
-	18FEB25	CITY COMMENTS
DRAWN BY		
SCALE		GRAPHIC
PROJ. NO.		24-1739
DATE	XXXXXXXXXX	
SHEET	C200	



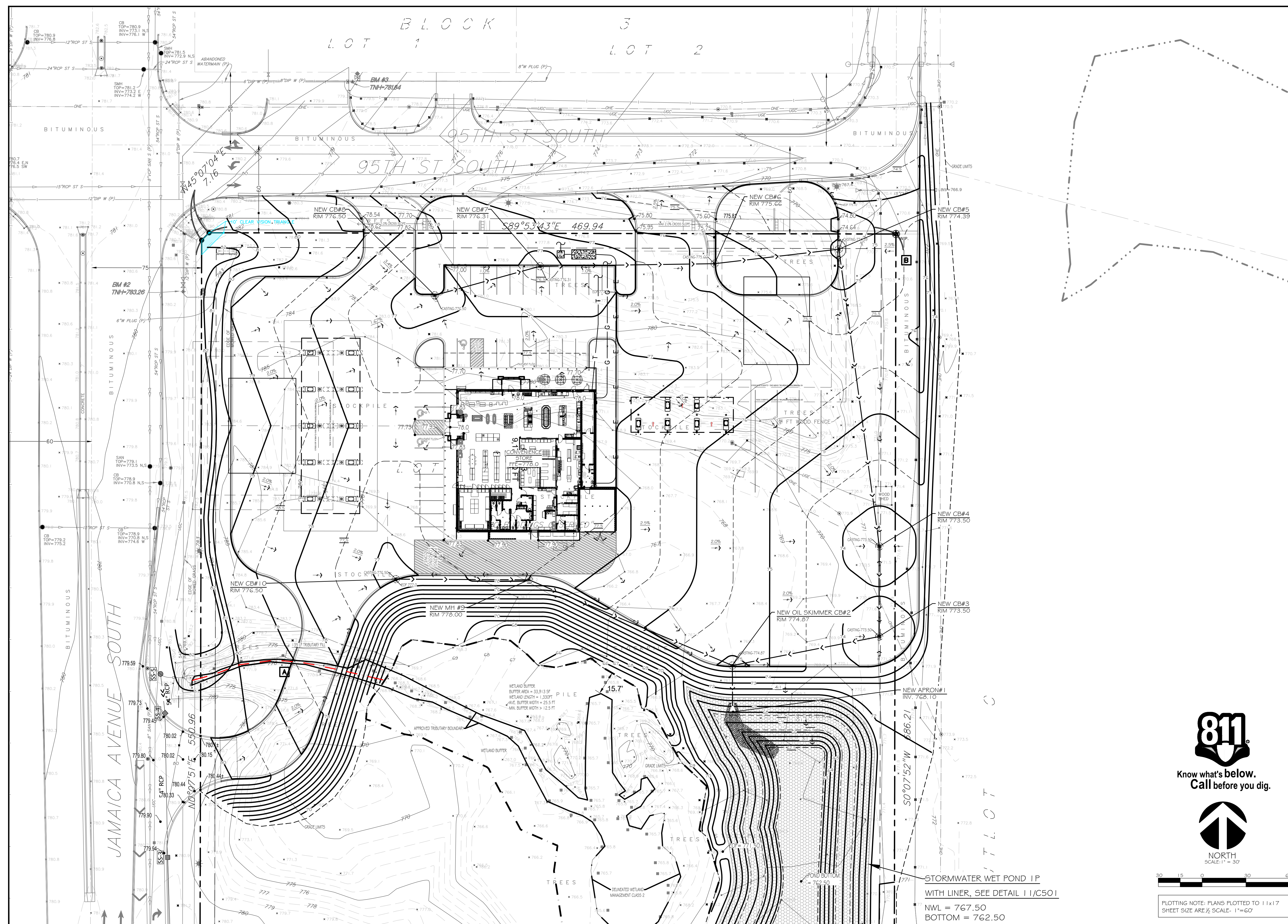
insites
SITE PLANNING LANDSCAPE ARCHITECTURE®
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
7 6 3 . 3 8 3 . 8 4 0 0
insiteinc.net available@insiteinc.net

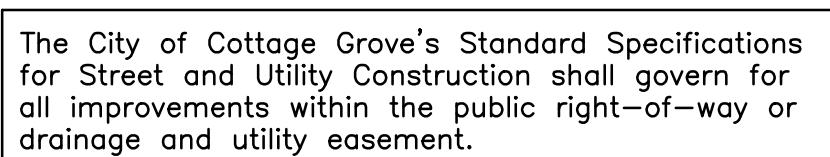
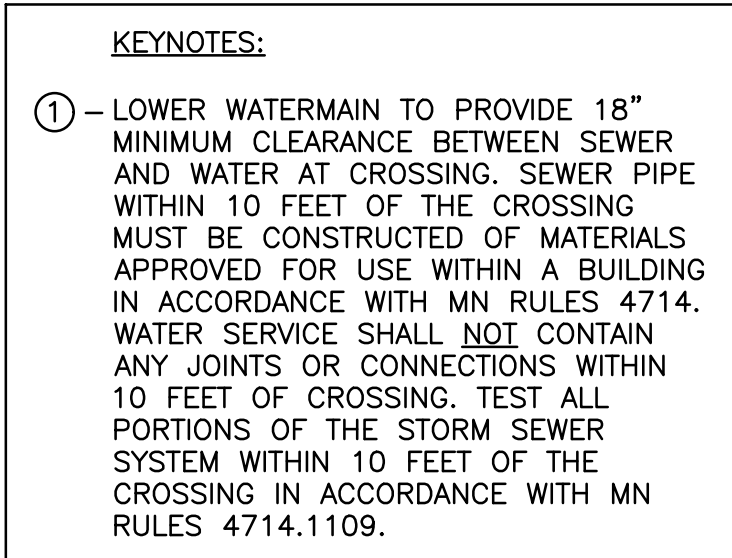
Date XXXXXXXX No. 19306
Signed Robert J. Mueller

COTTAGE GROVE, MINNESOTA

C201

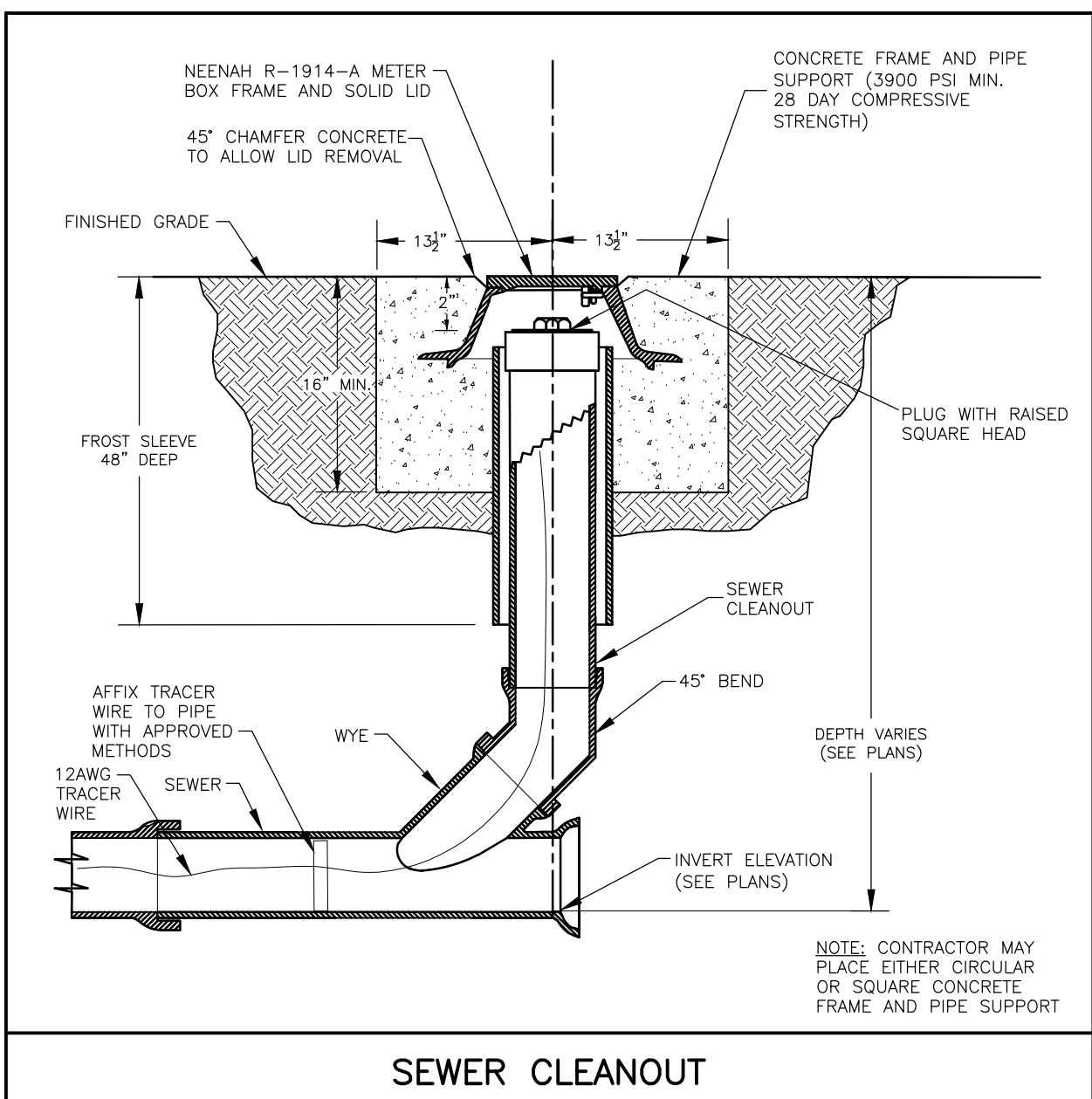
PLOTTING NOTE: PLANS PLOTTED TO 11x17
SHEET SIZE ARE 1/2" SCALE- 1"=60'



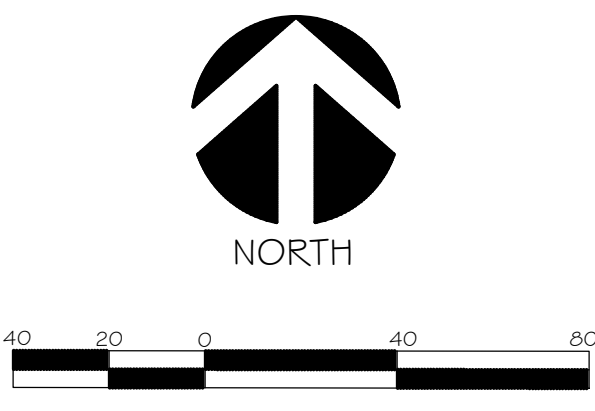


PRELIMINARY
NOT FOR CONSTRUCTION

Based on the site geotechnical evaluation, it appears that limestone bedrock was encountered at various elevations across the site. For planning purposes, bedrock excavation should be anticipated for the pond construction and some utility installation.



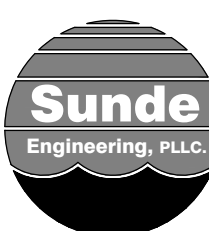
SEWER CLEANOUT



***Kwik
TRIP***

**Kwik
STAR**

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



SUNDE ENGINEERING, PLLC.
10830 NESBITT AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55437
(952) 881-3344 TELEPHONE
(952) 881-1913 FAX
www.sundeceivl.com

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.

Brian H. Mundstock
Brian H. Mundstock
DATE: 2/18/25 REG. NO.: 23468

UTILITY PLAN

CONVENIENCE STORE 1739

COTTAGE GROVE, MINNESOTA

NO.	DATE	DESCRIPTION
-	01/24/2025	INTERNAL REVIEW
-	02/18/2025	CITY COMMENTS

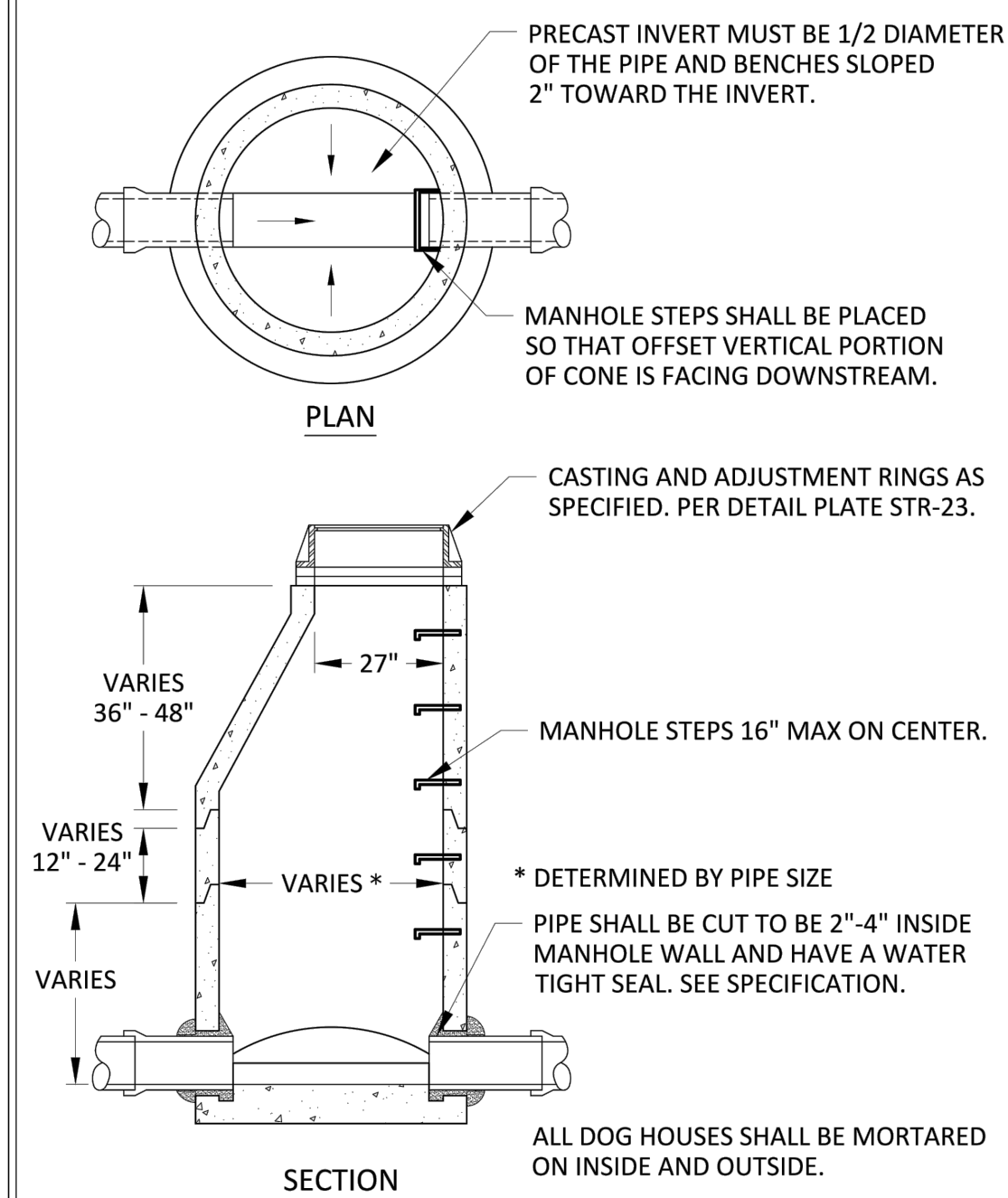
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SCALE	GRAPHIC
PROJ. NO.	24-1739
DATE	JANUARY 24, 2025
SHEET	6100

C400

17. Televisé all existing lines prior to connection.

KWIK TRIP PM L.B.

The City of Cottage Grove's Standard Specifications for Street and Utility Construction shall govern for all improvements within the public right-of-way or drainage and utility easement.

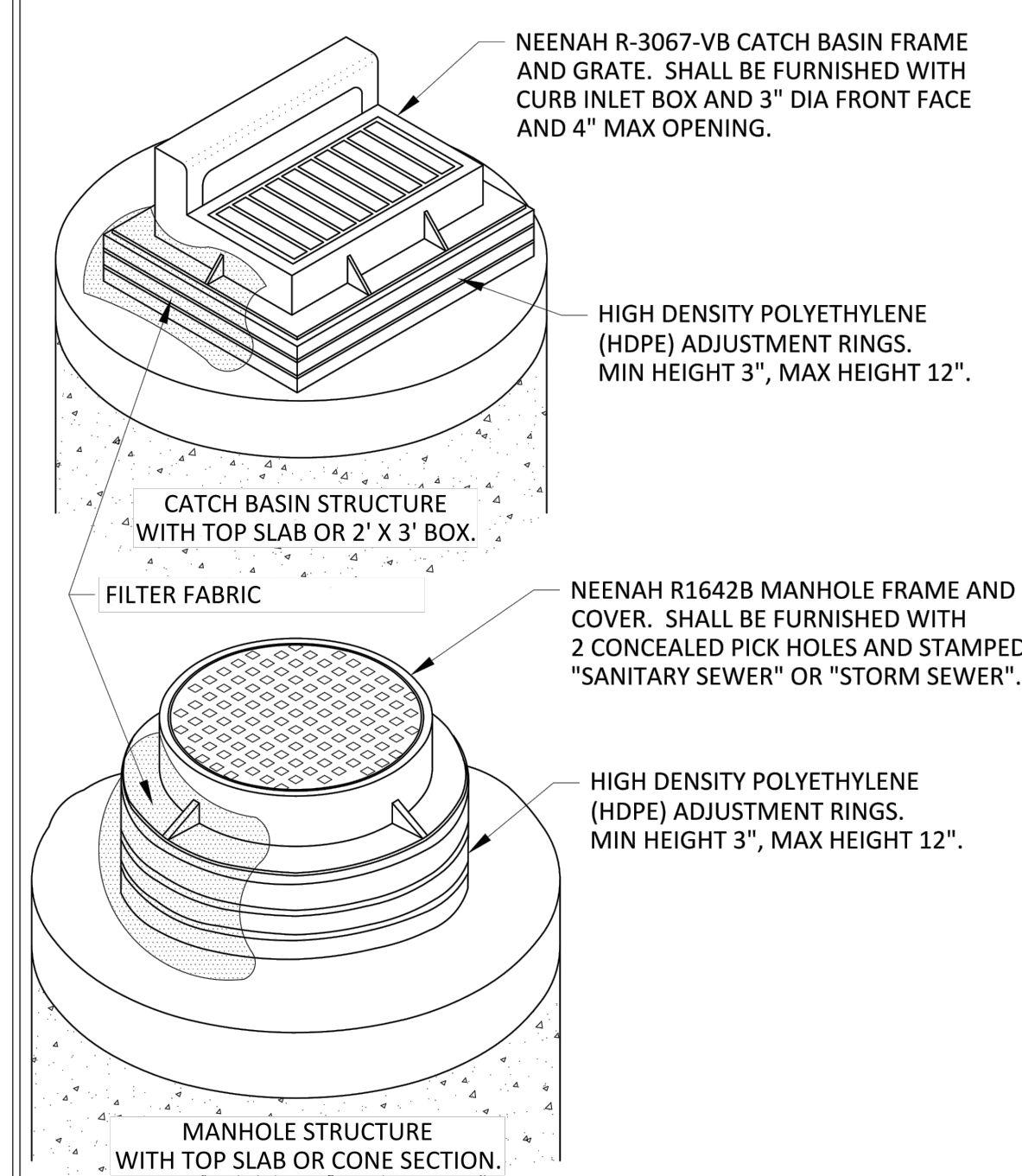


STANDARD DETAILS
SANITARY SEWER MANHOLE
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
SAN-1

48_SAN1.DWG

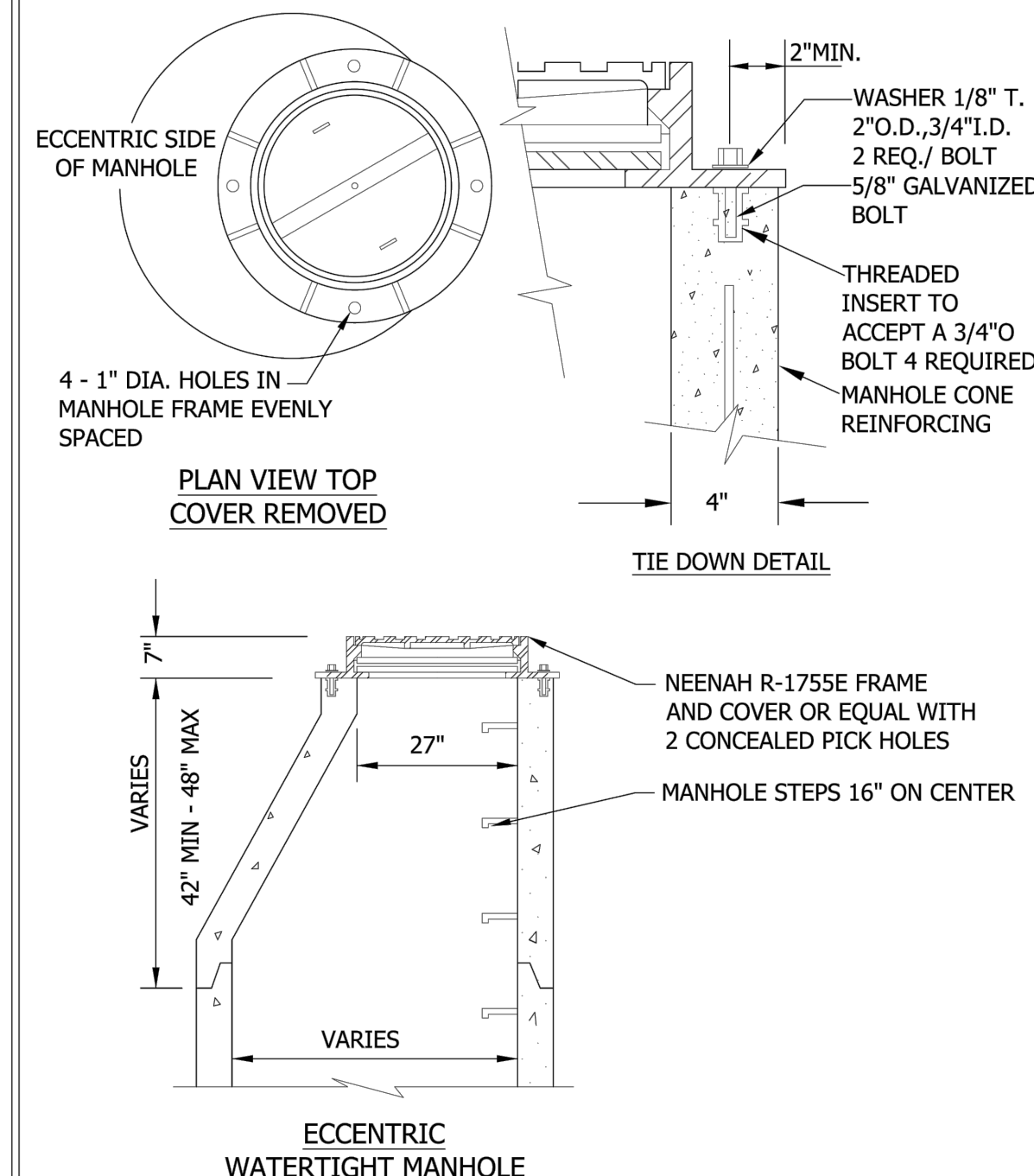


STANDARD DETAILS
CATCHBASIN AND MANHOLE
ADJUSTMENT
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
STR-23

48_STR23.DWG

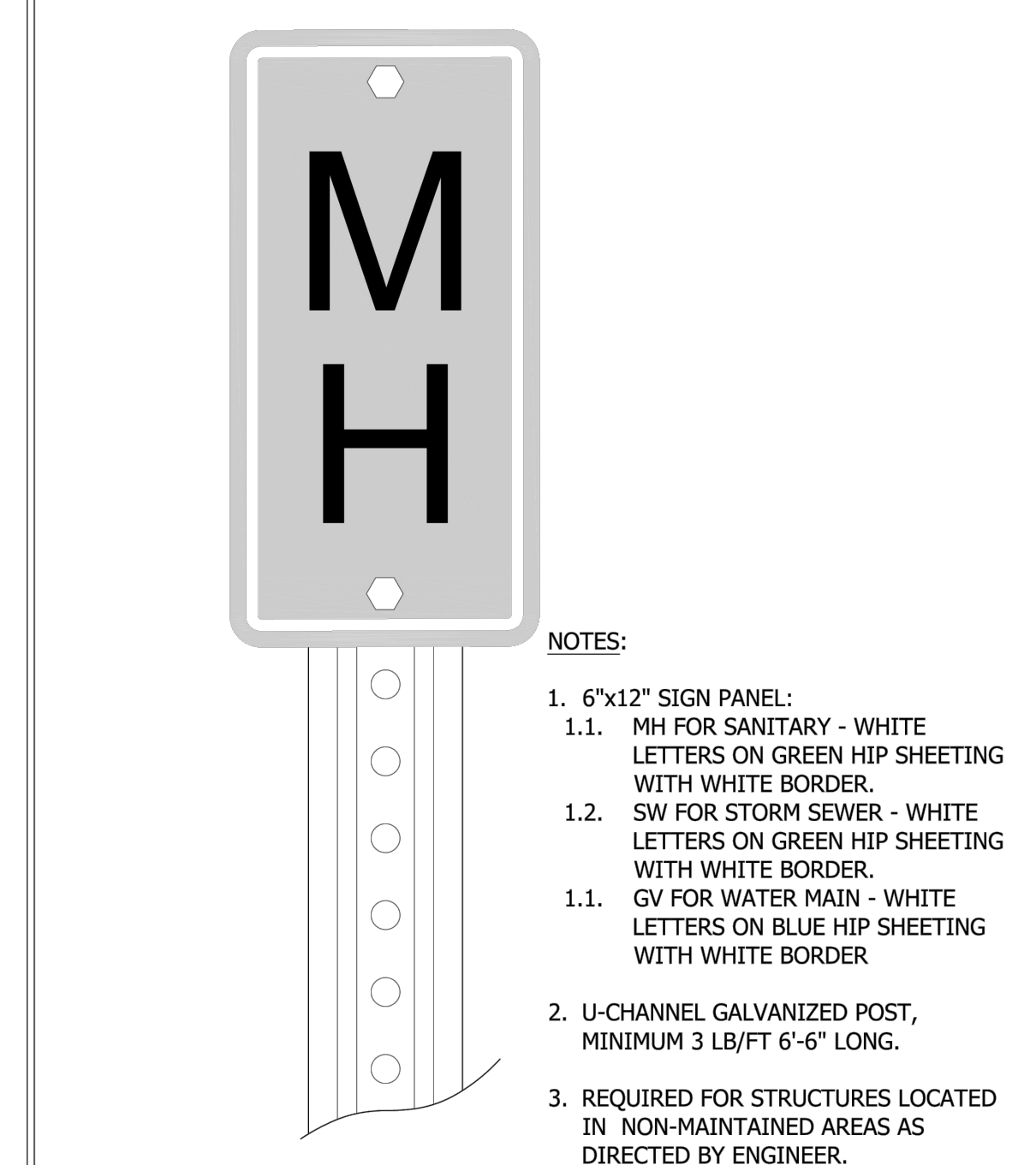


STANDARD DETAILS
WATERTIGHT CASTING FOR
SANITARY SEWER MANHOLE
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
SAN-5

48_SAN5.DWG

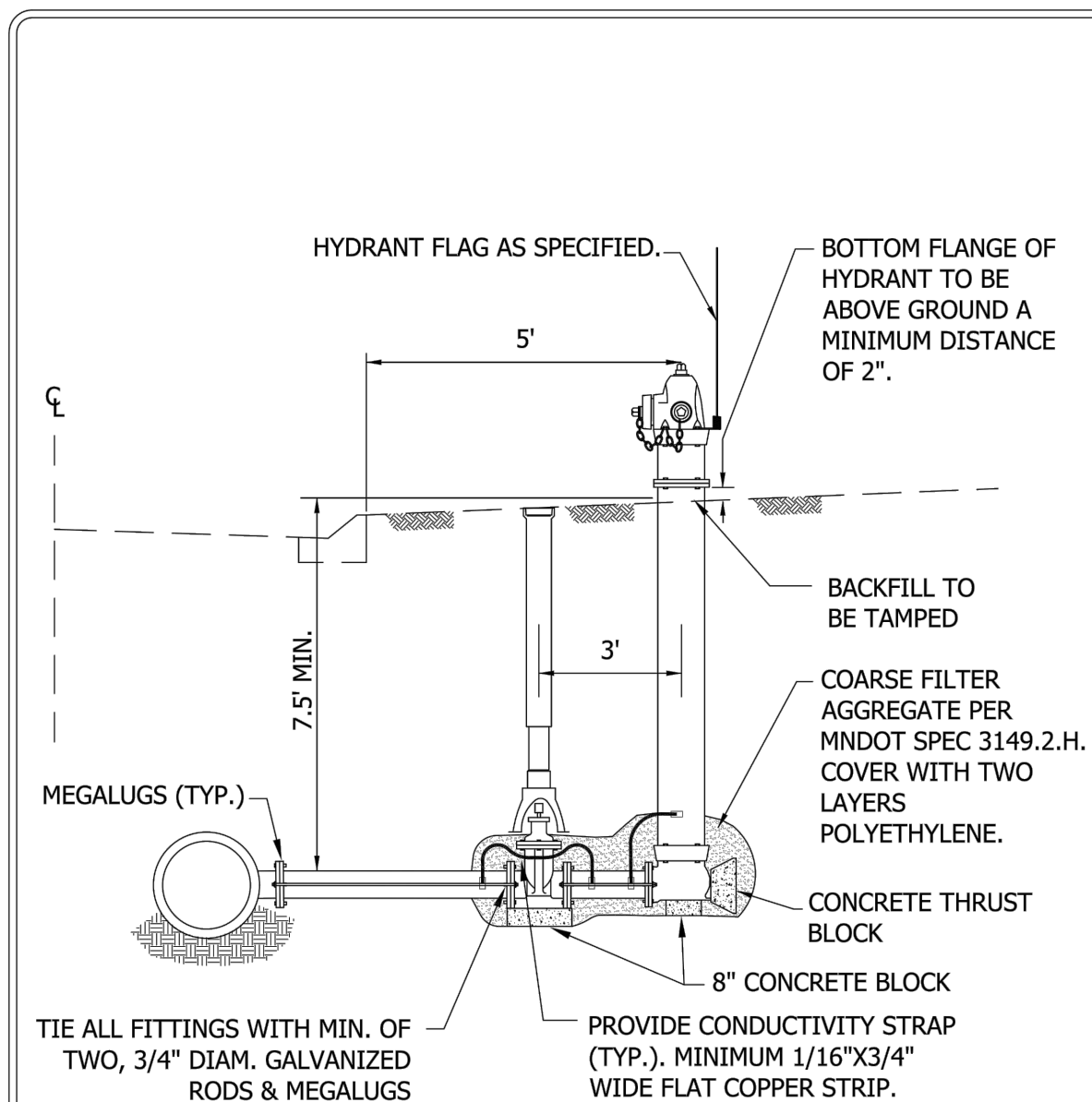


STANDARD DETAILS
STRUCTURE MARKER SIGN
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
STR-41

48_STR41.DWG

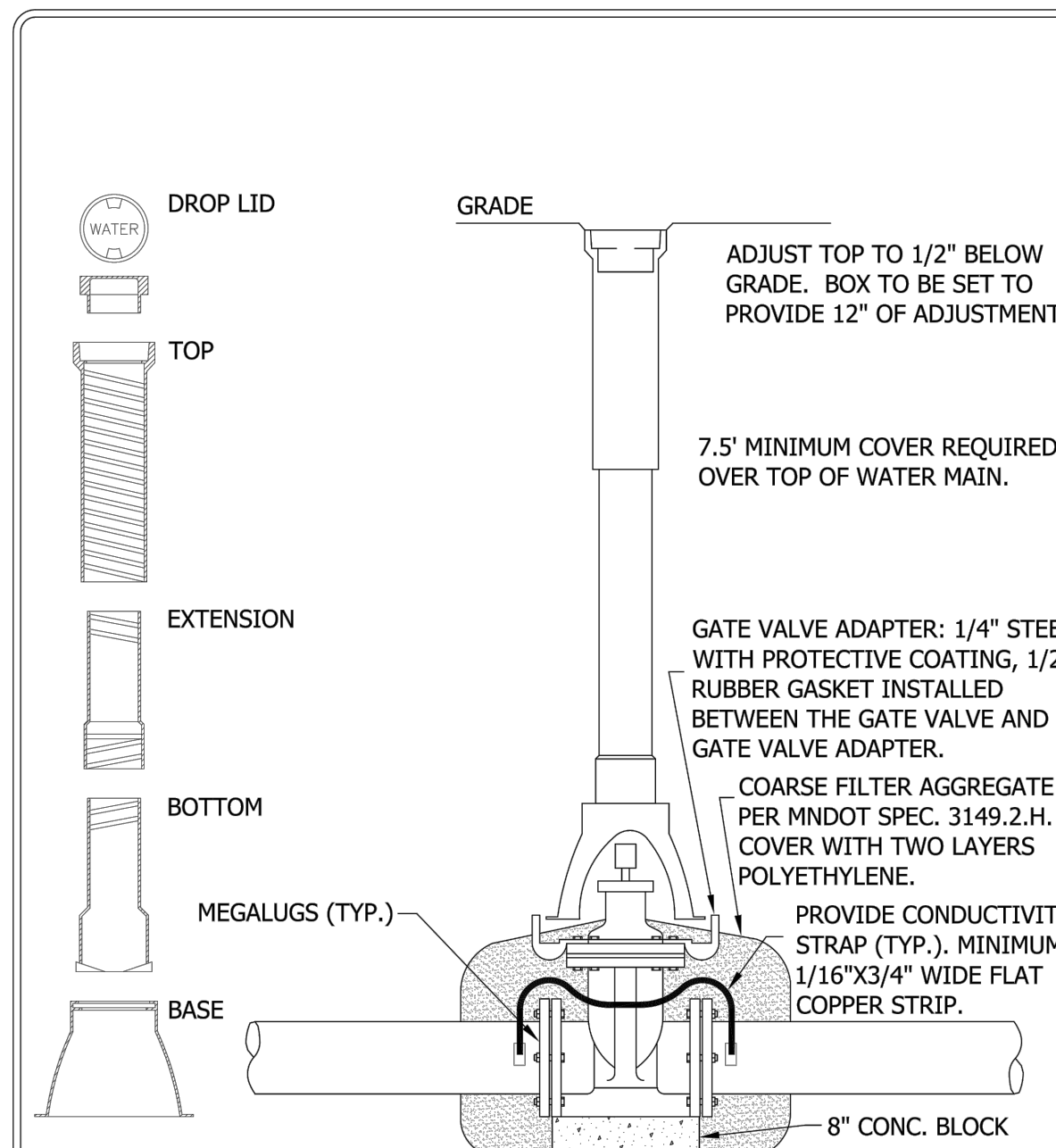


STANDARD DETAILS
HYDRANT DETAIL
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
WAT-1

48_WAT1.DWG

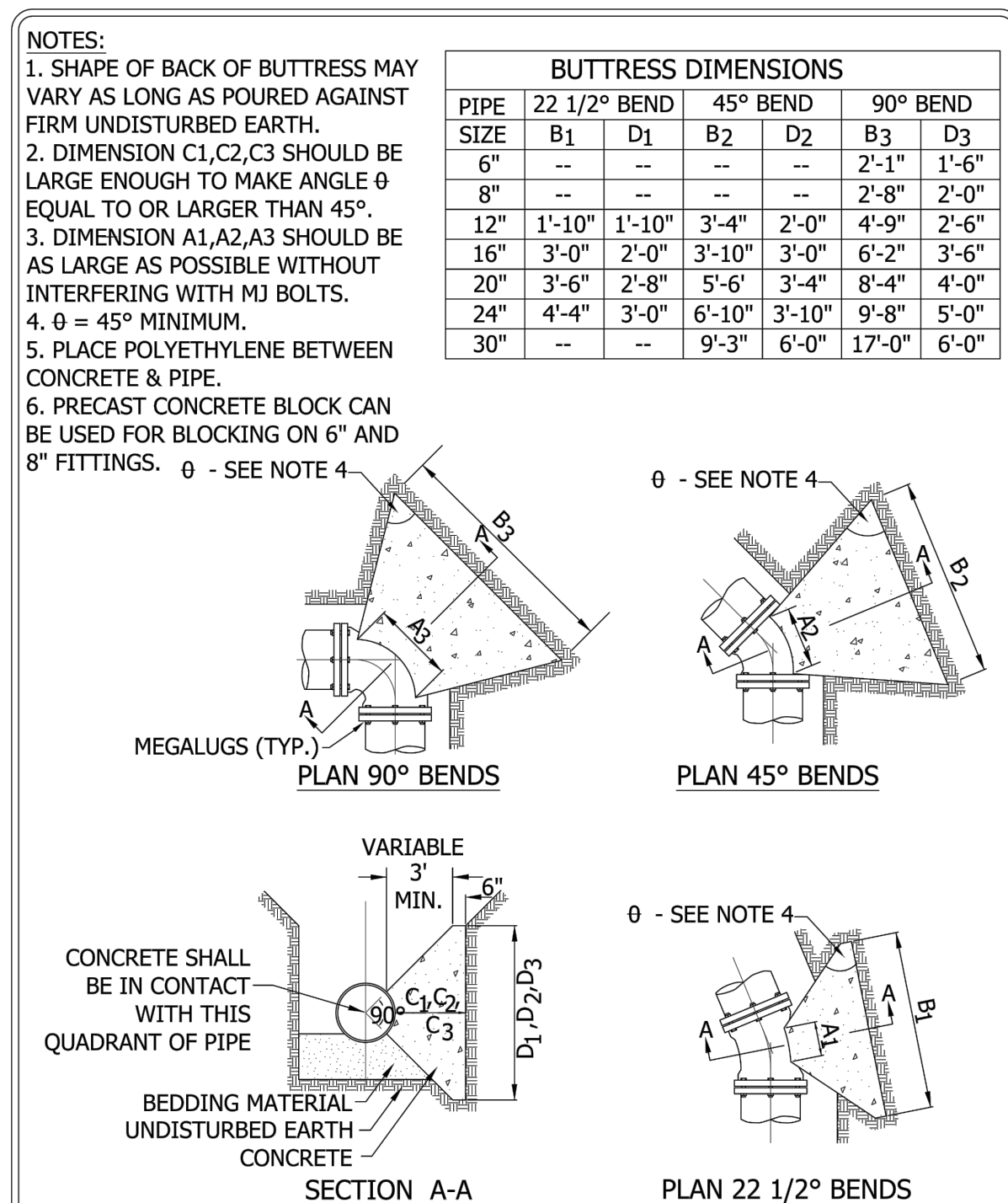


STANDARD DETAILS
GATE VALVE AND BOX
INSTALLATION
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
WAT-3

48_WAT3.DWG

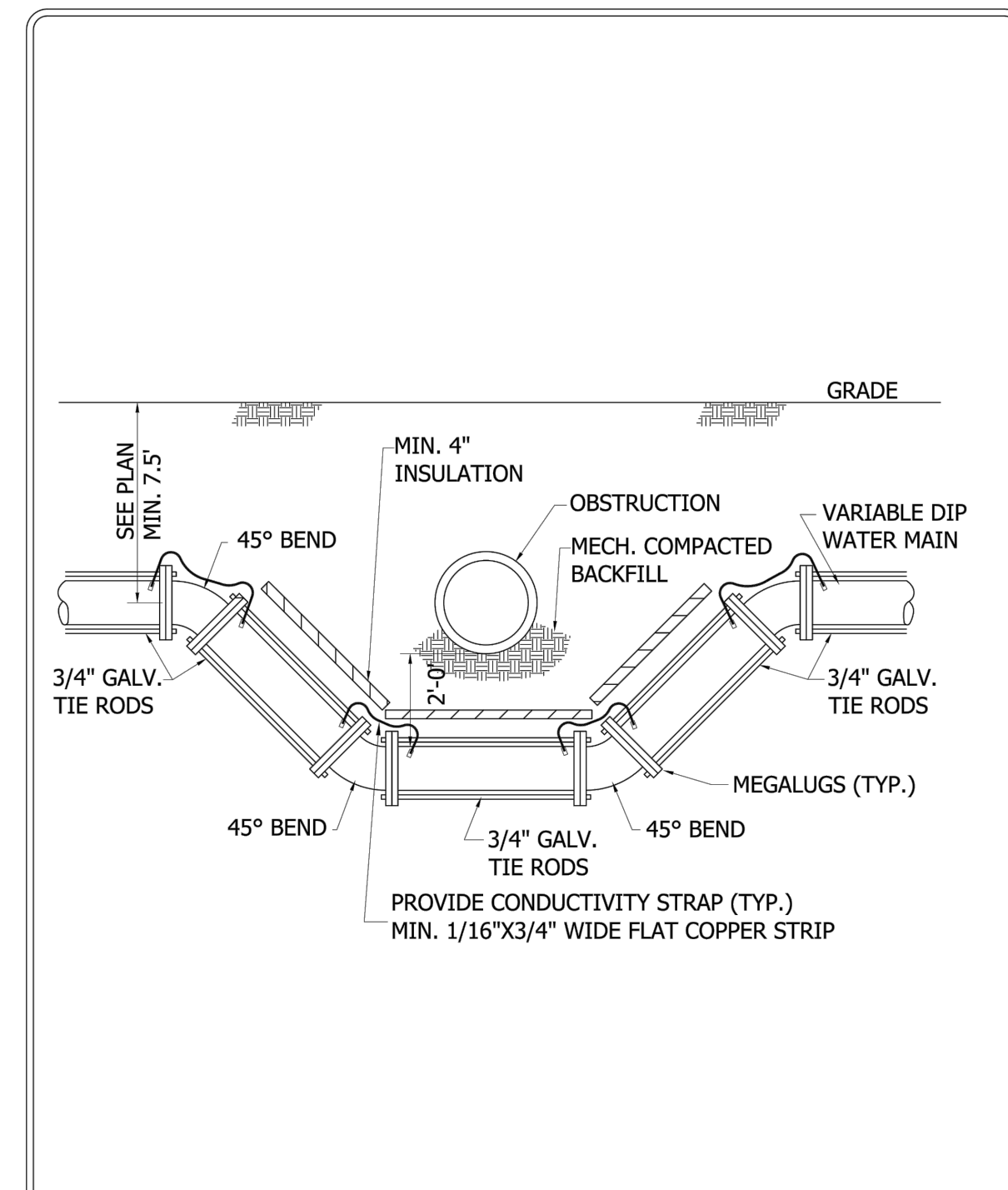


STANDARD DETAILS
CONCRETE THRUST BLOCKING
COTTAGE GROVE, MINNESOTA

JANUARY 2025

PLATE NO.
WAT-6

48_WAT6.DWG



STANDARD DETAILS
WATER MAIN OFFSET
COTTAGE GROVE, MINNESOTA

JANUARY 2025

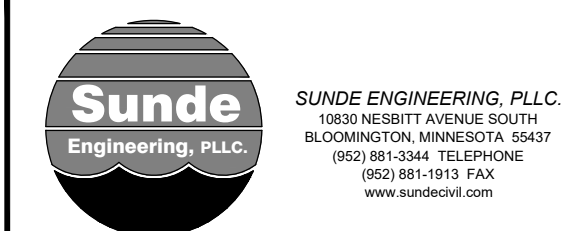
PLATE NO.
WAT-7

48_WAT7.DWG

Kwik Trip

Kwik Star

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



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.

Brian H. Murdstock
DATE: 2/18/25 REG. NO.: 23468

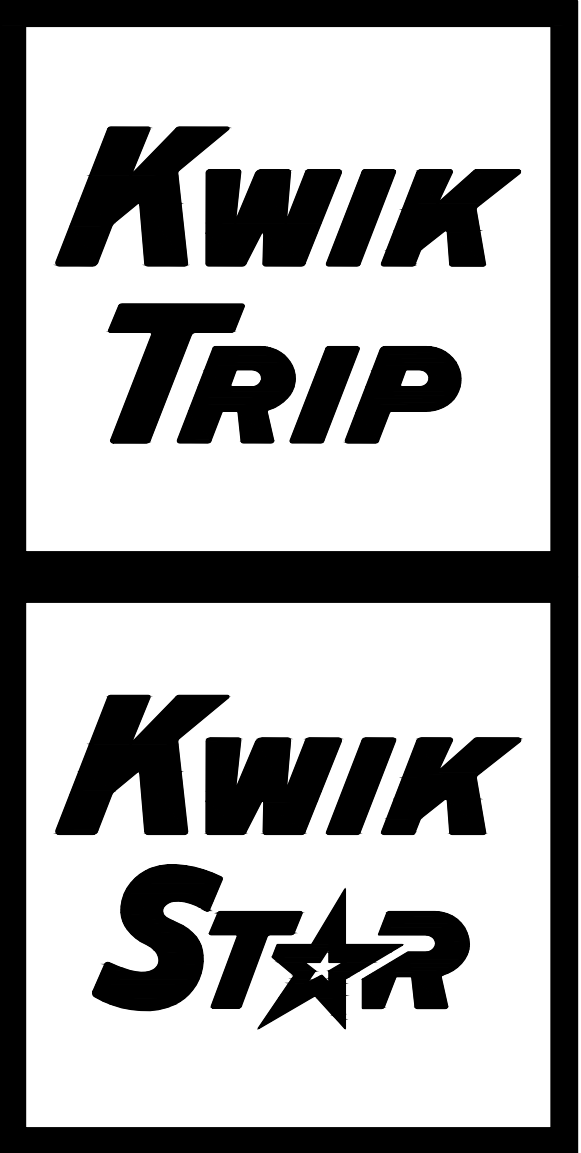
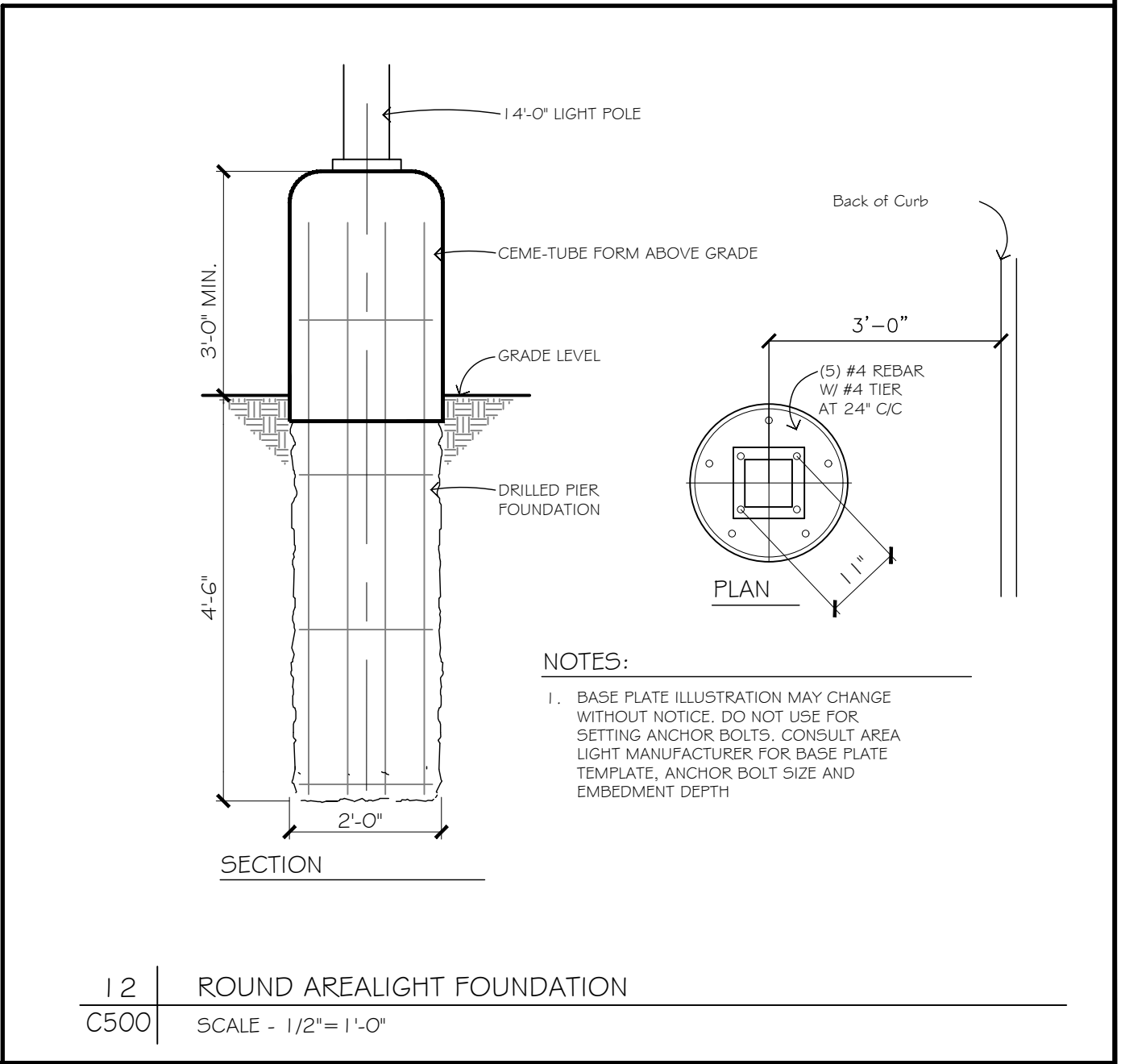
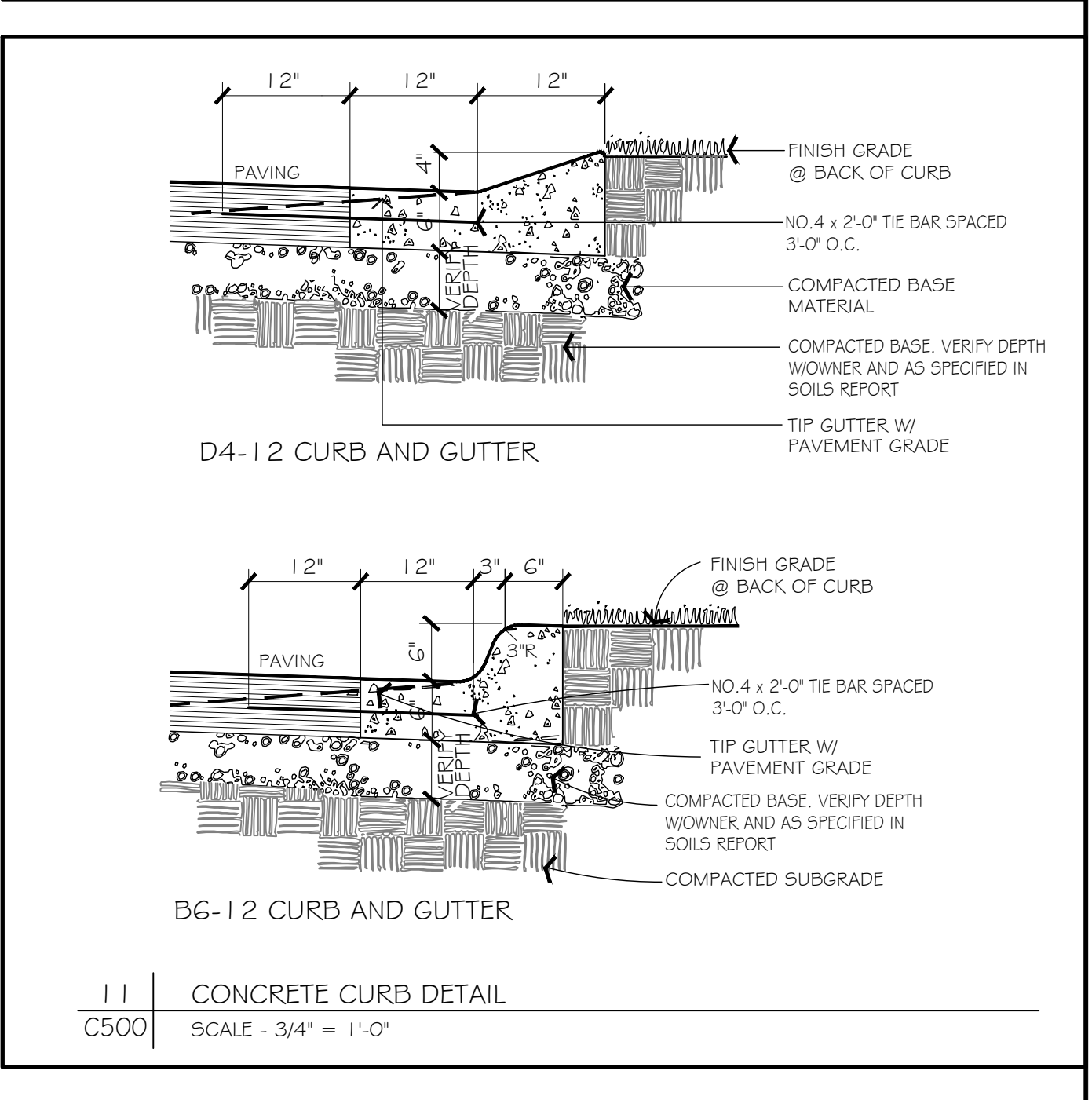
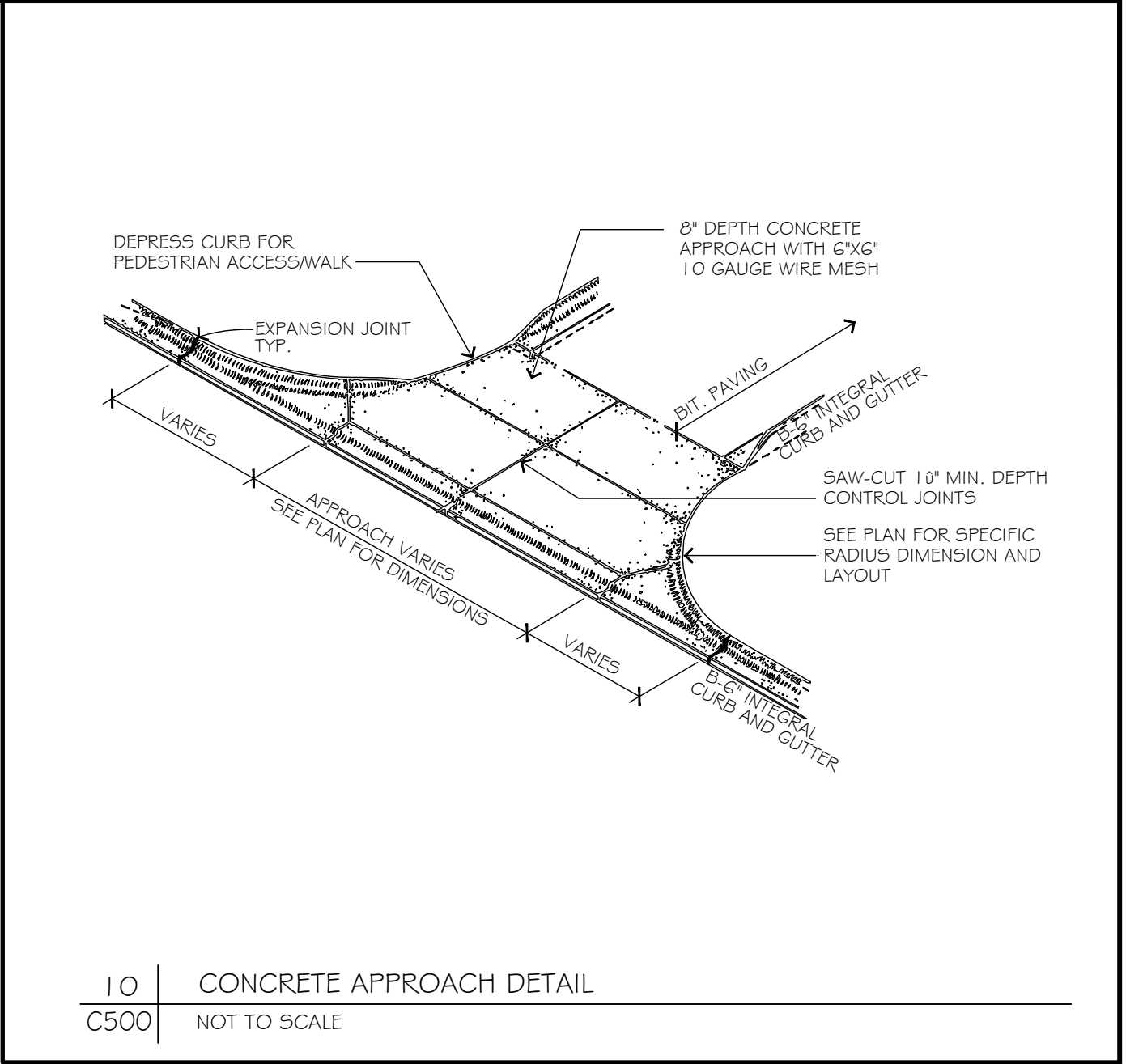
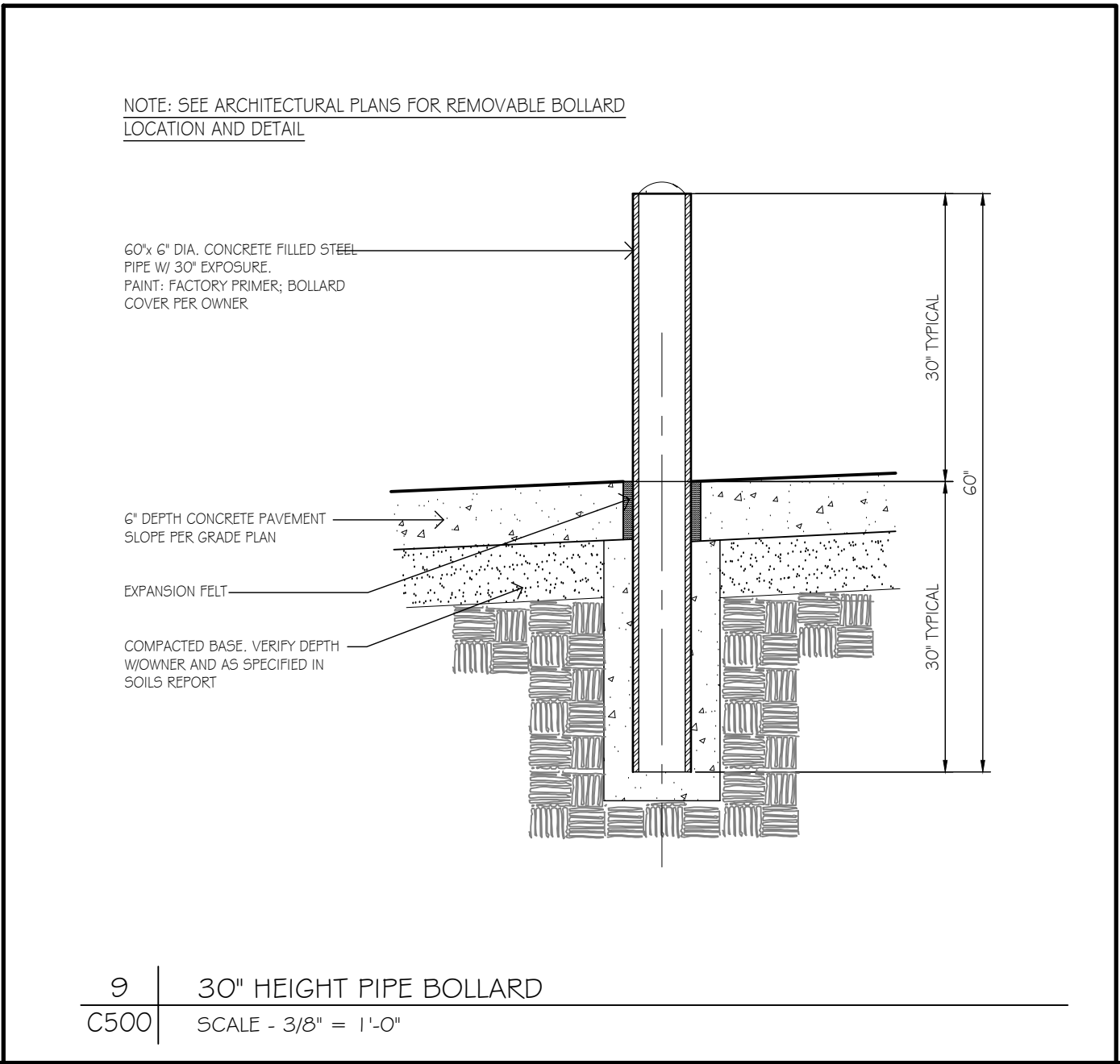
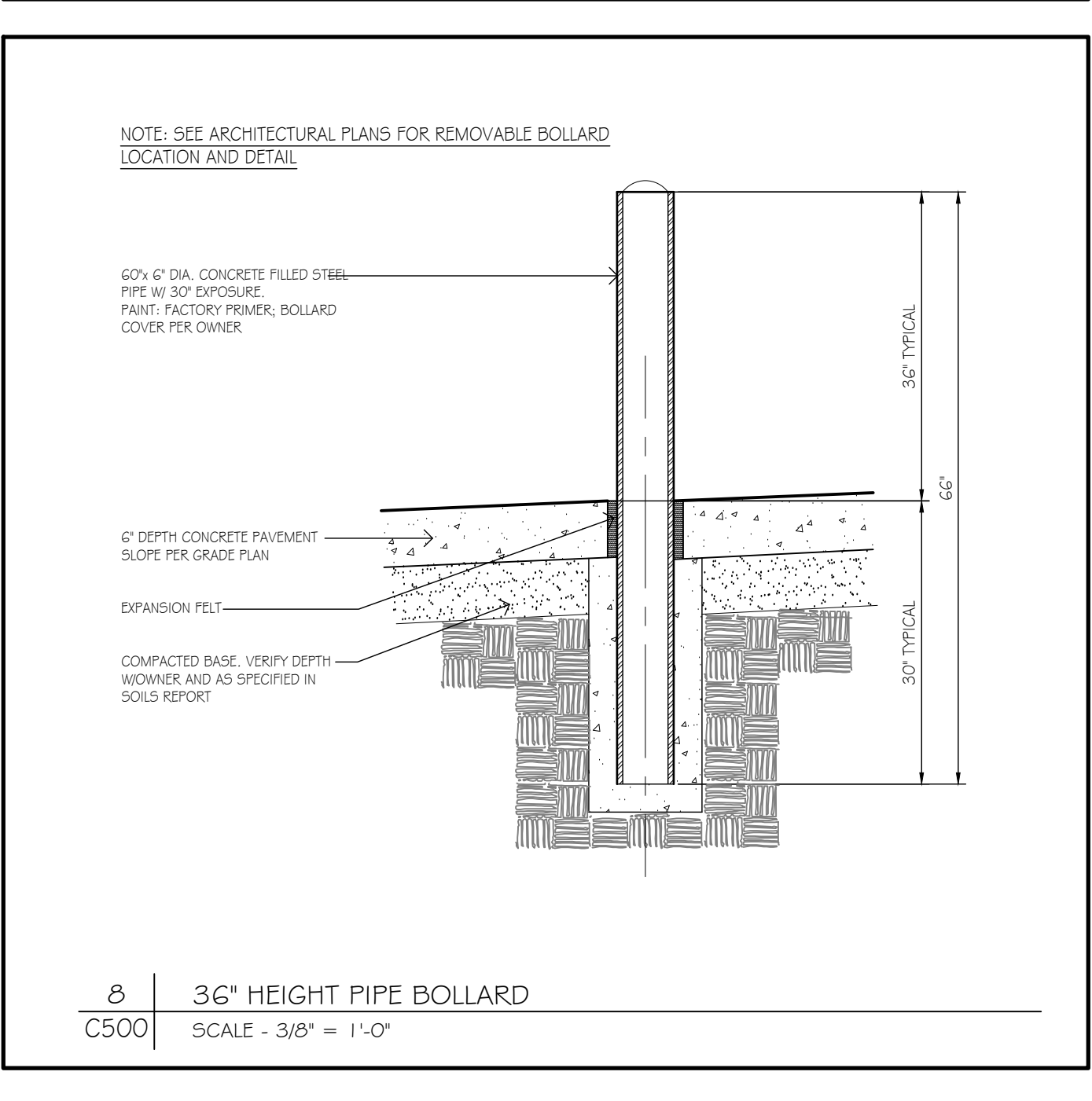
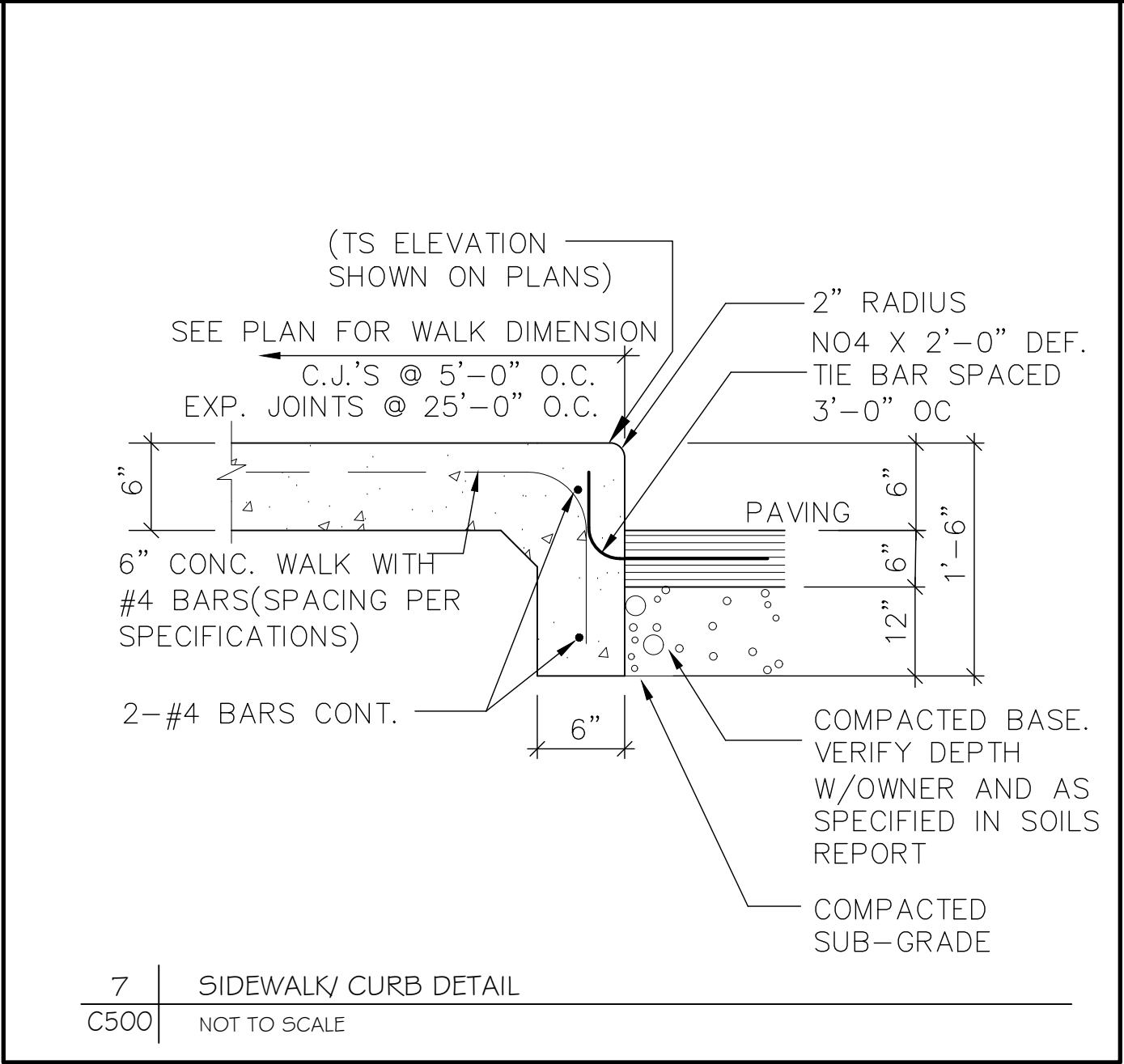
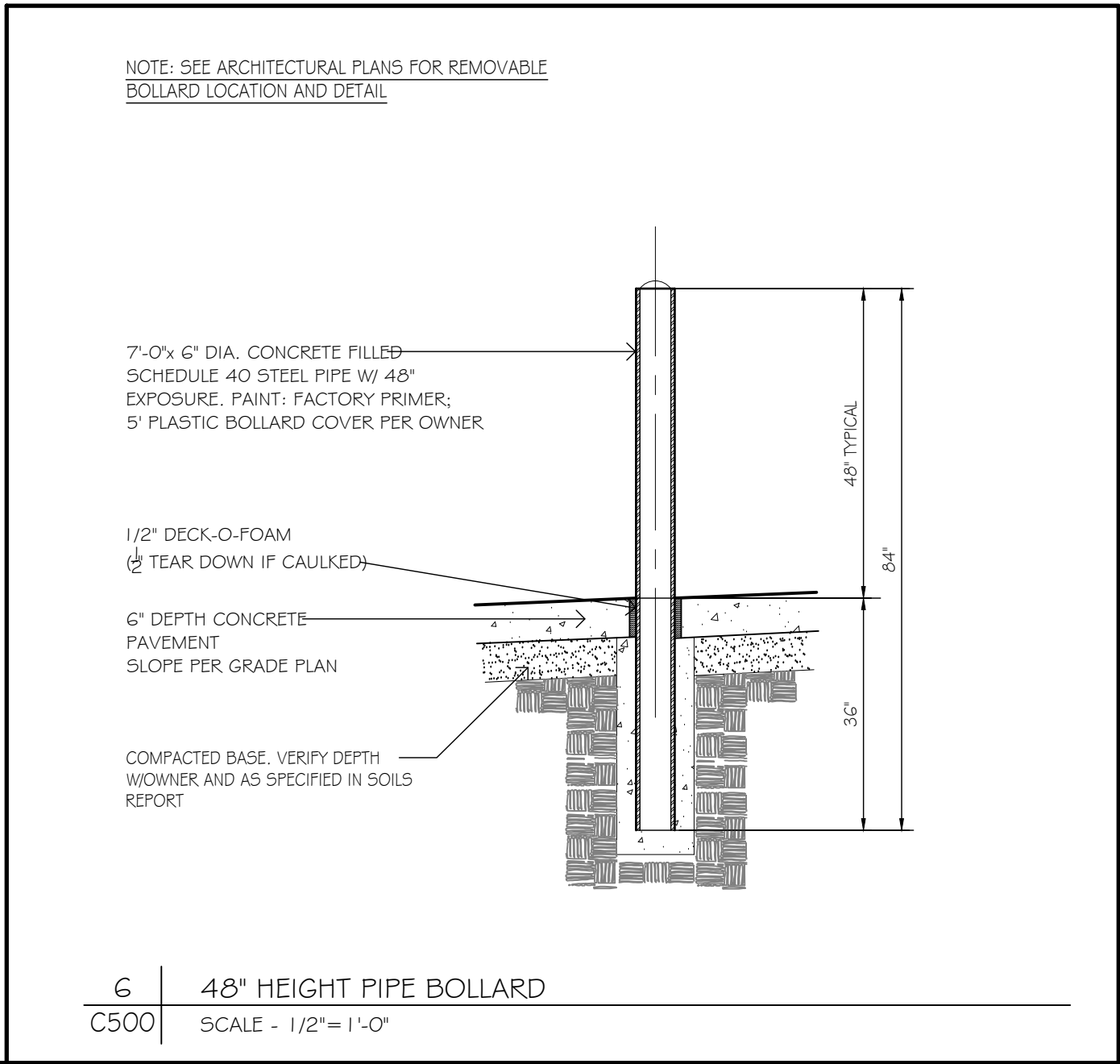
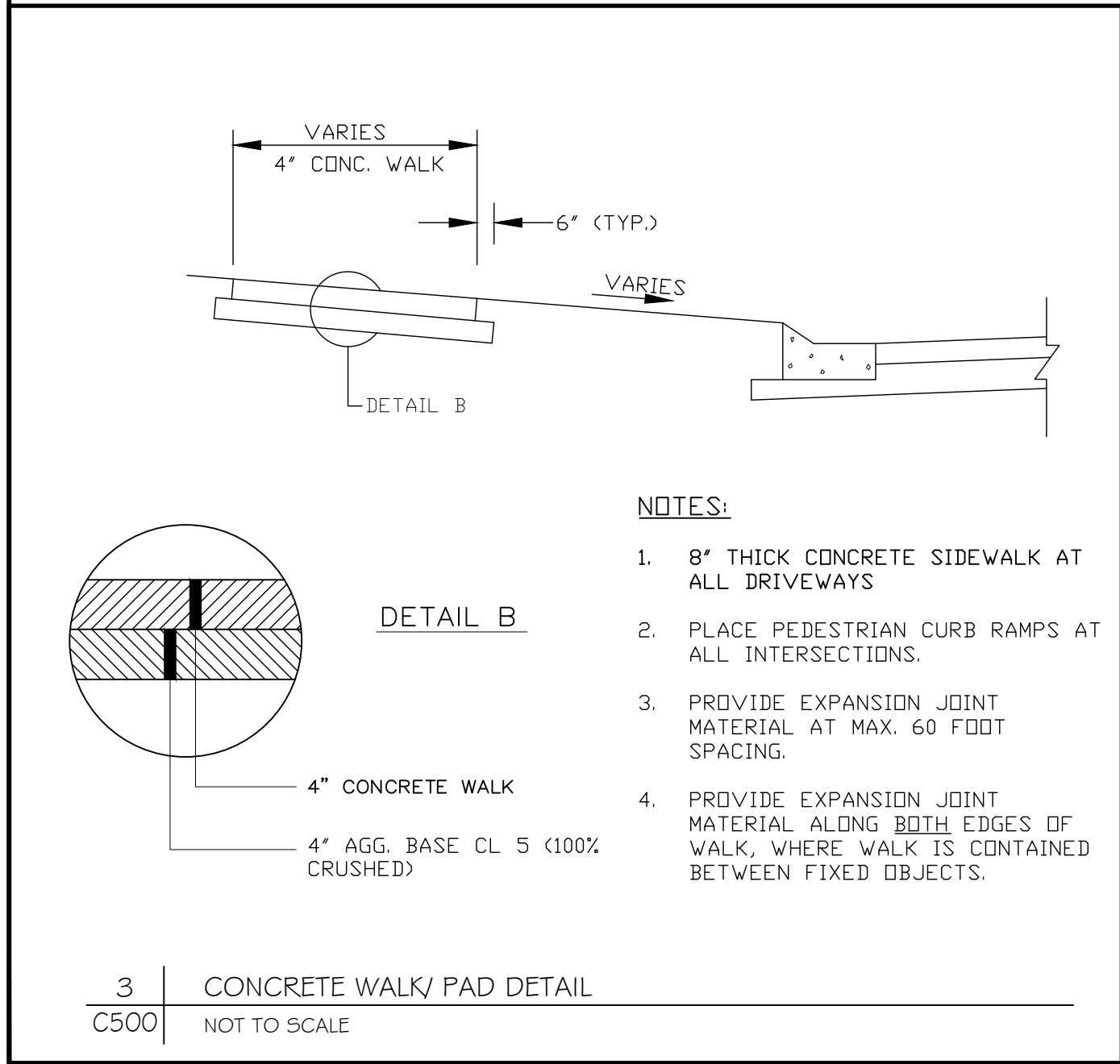
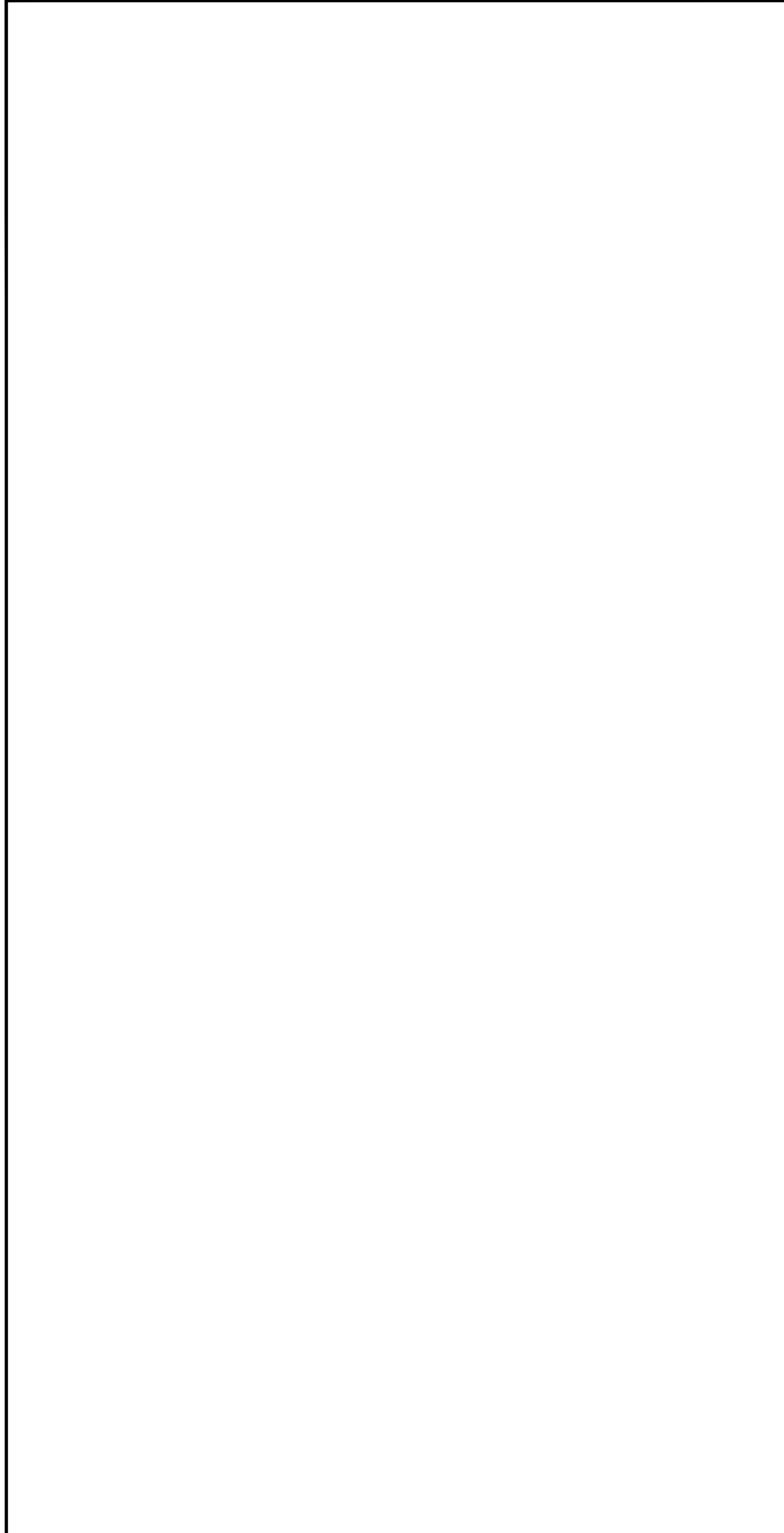
CITY UTILITY STANDARD DETAILS
CONVENIENCE STORE 1739
COTTAGE GROVE, MINNESOTA

NO.	DATE	DESCRIPTION
-	01/24/2025	INTERNAL REVIEW
-	02/18/2025	CITY COMMENTS

DRAWN BY: MW
SCALE: GRAPHIC
PROJ. NO.: 24-1739
DATE: JANUARY 24, 2025
SHEET

C402

KWIK TRIP F&I L.B.



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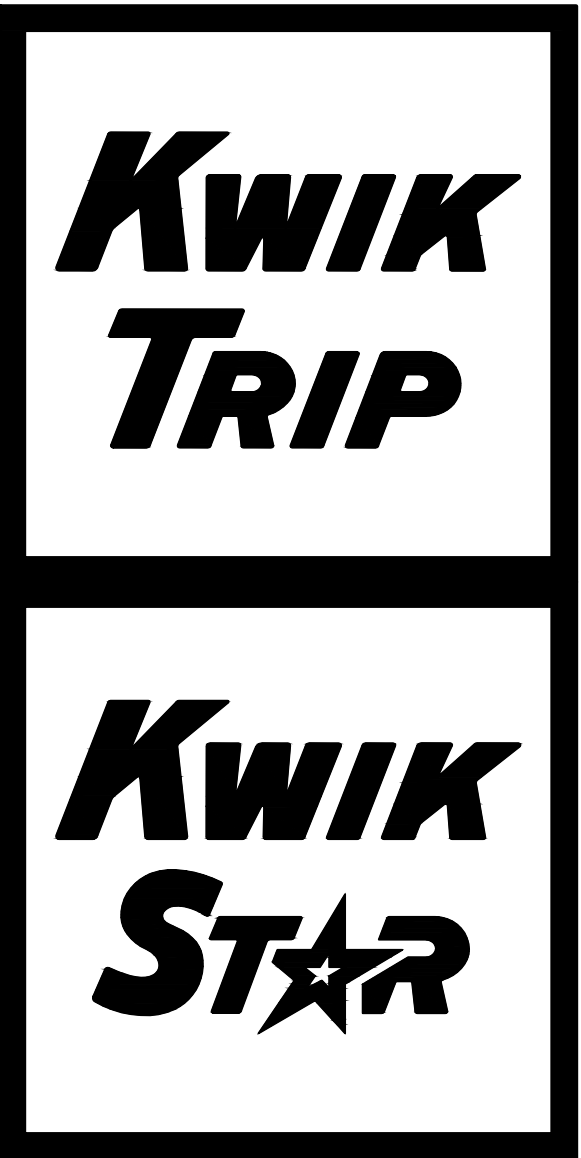
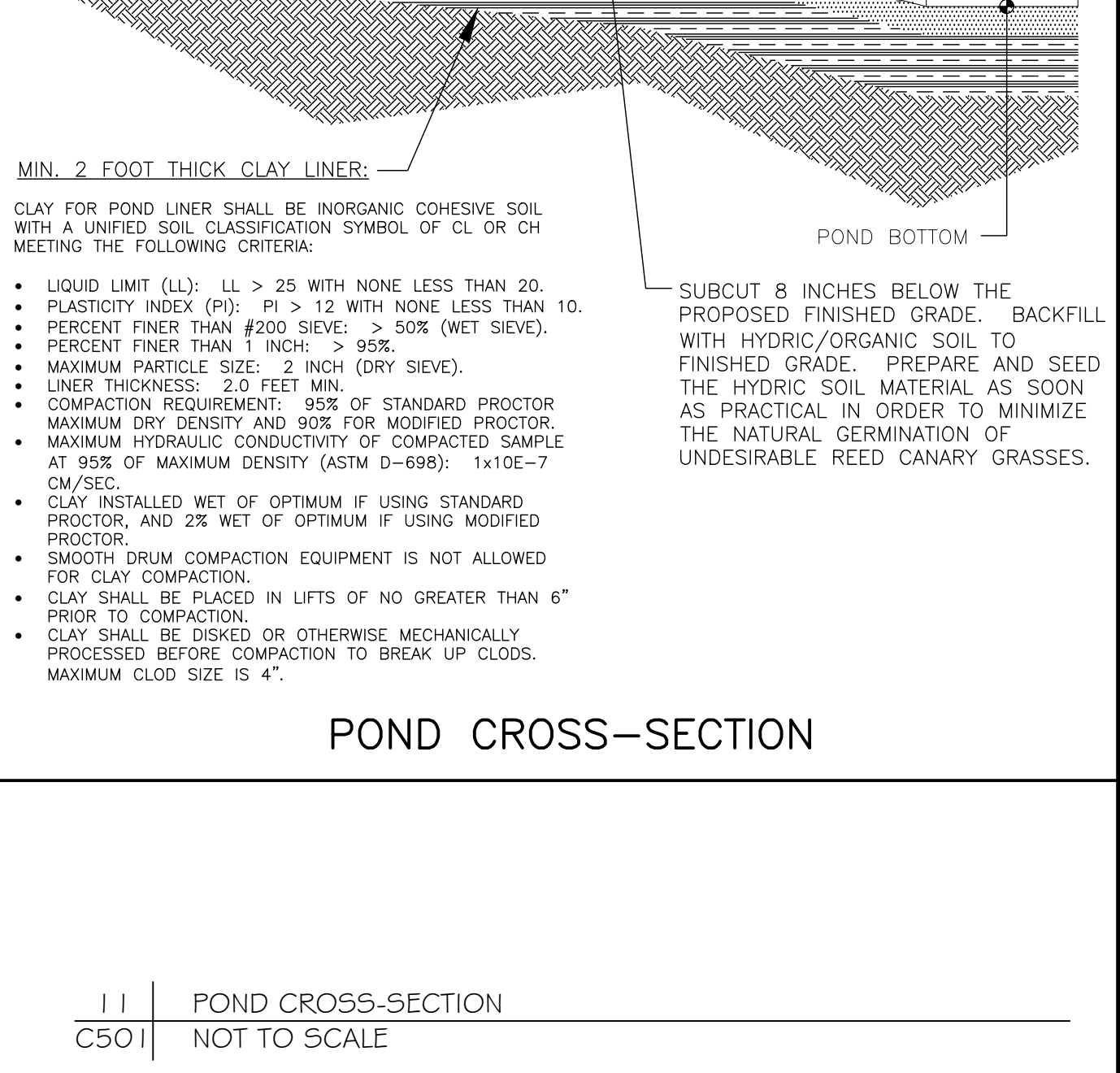
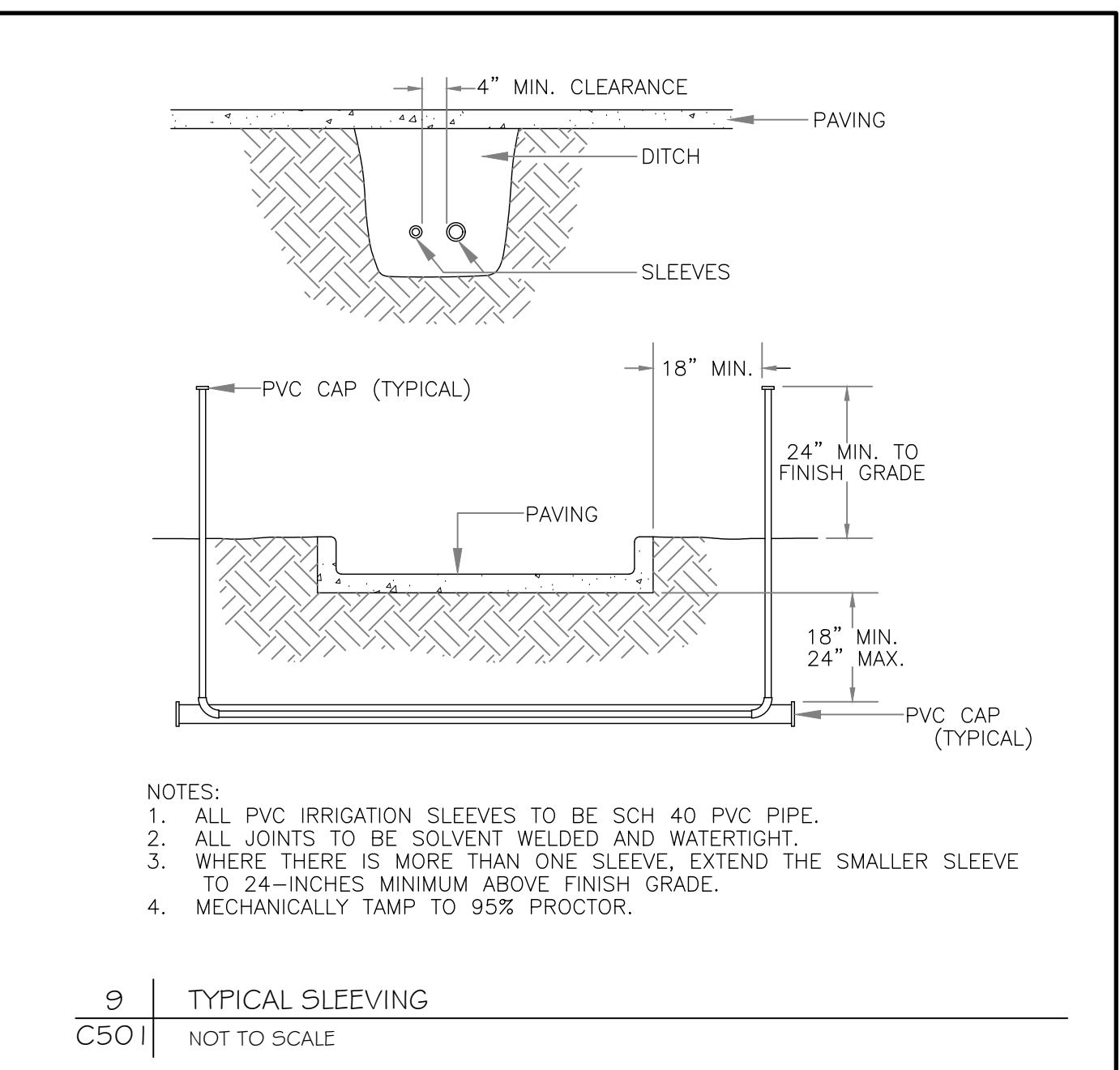
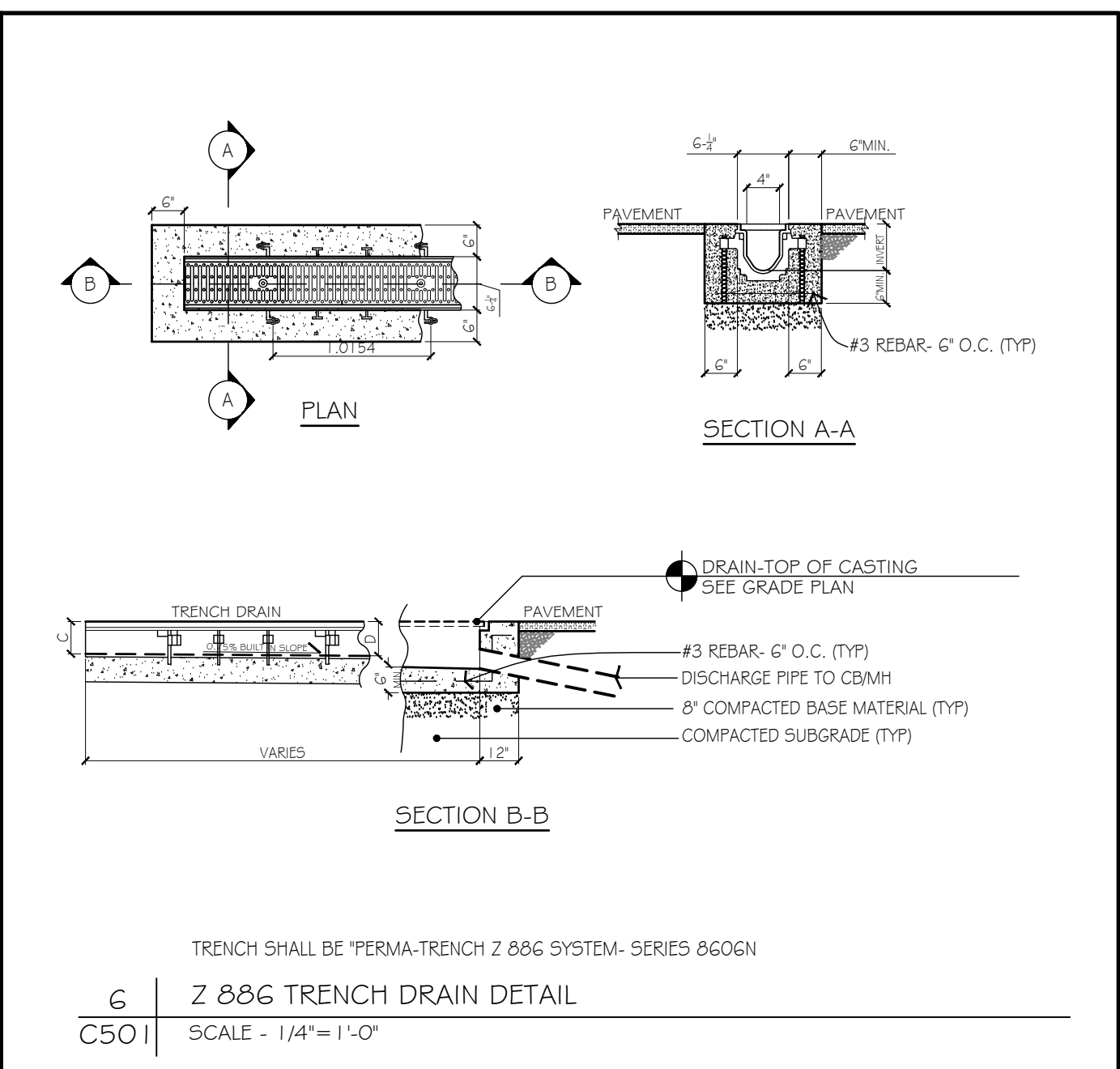
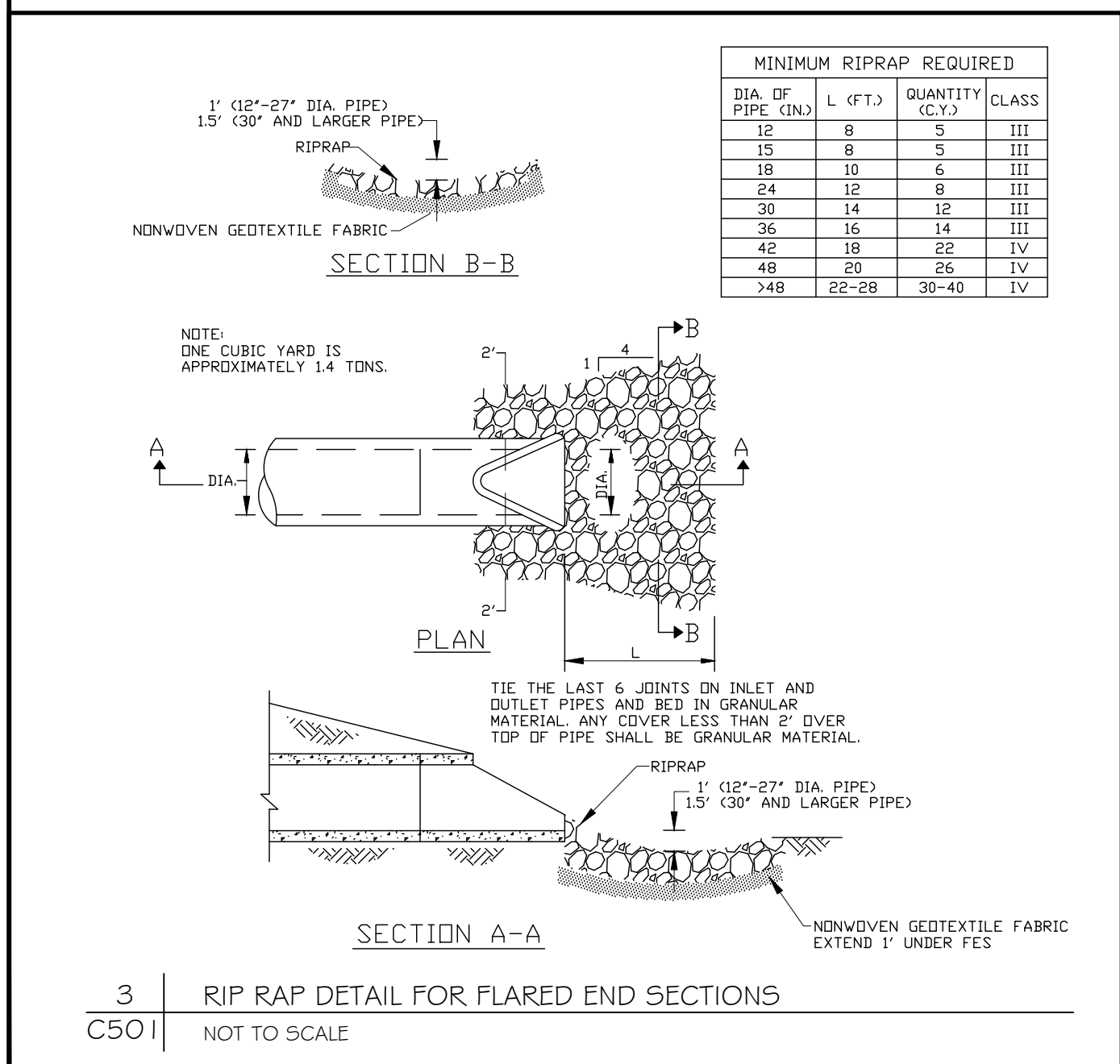
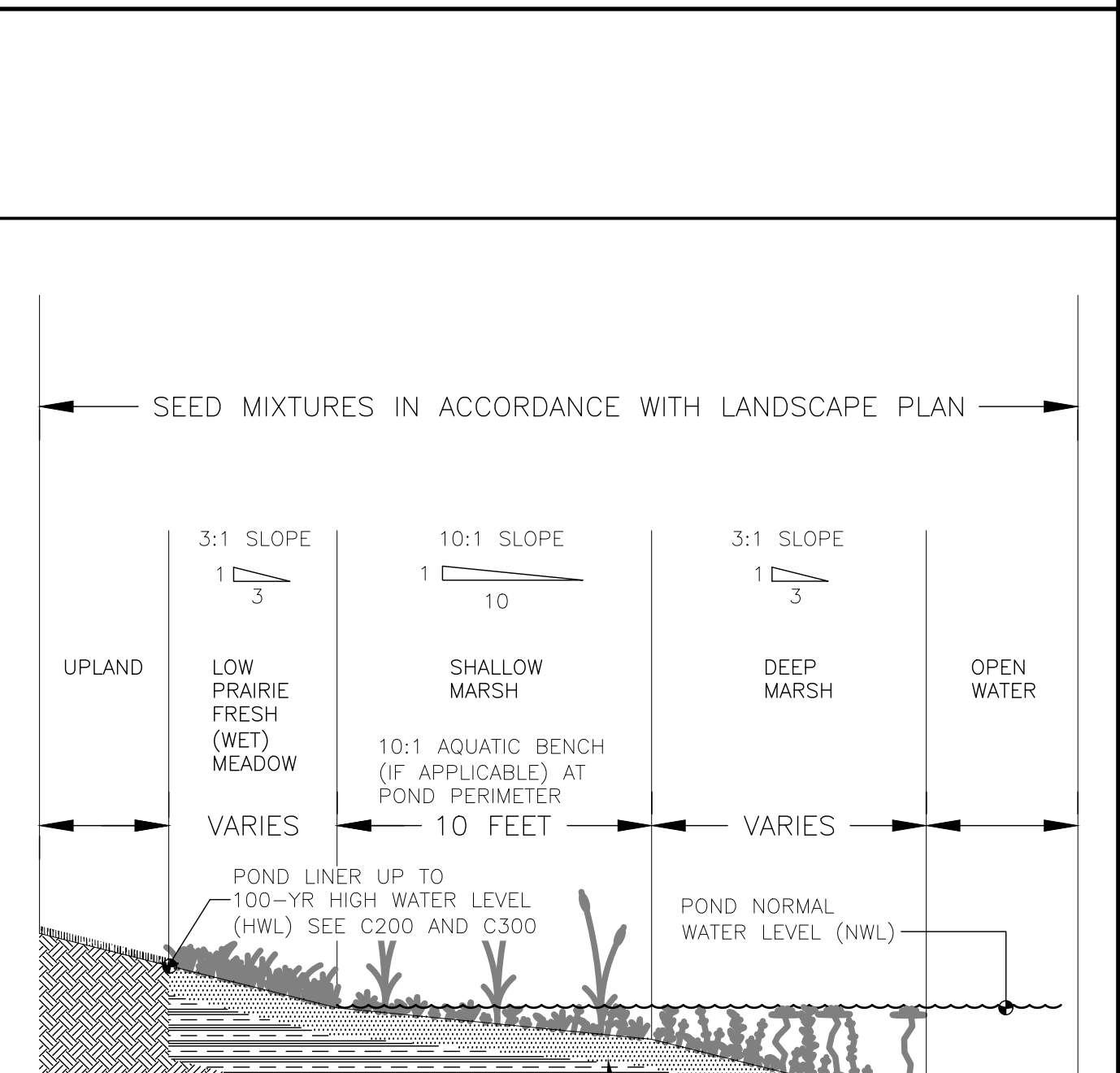
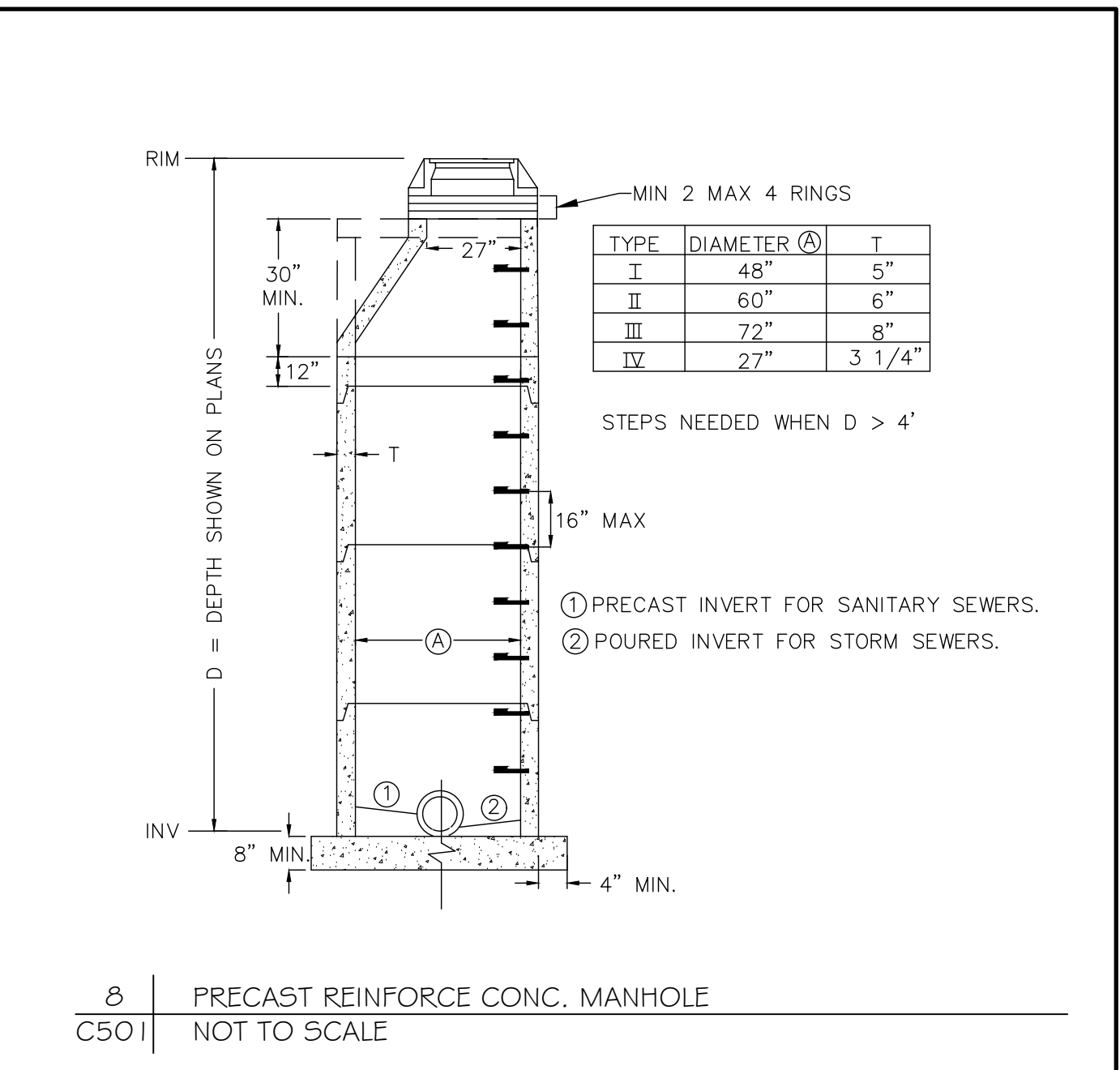
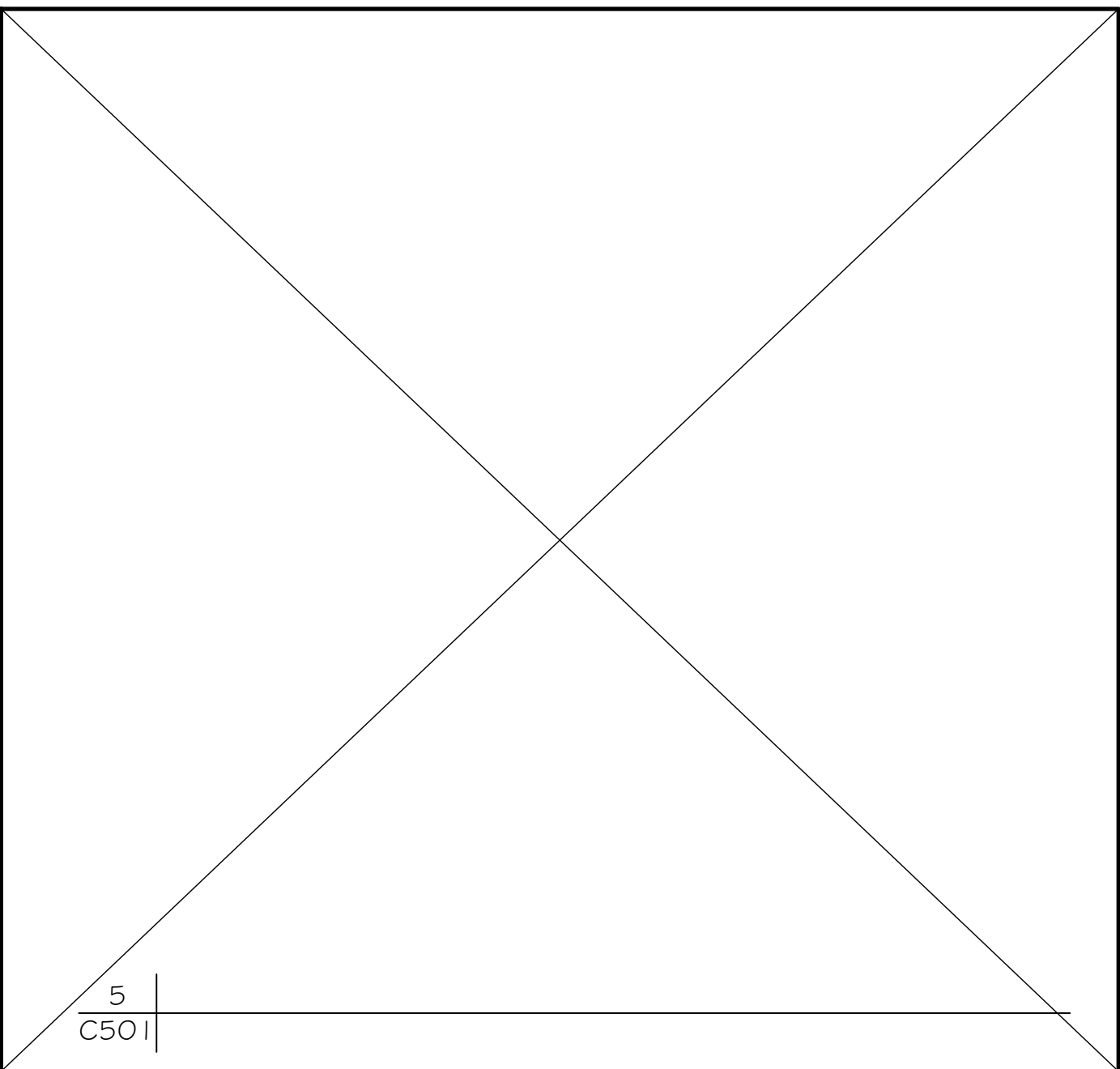
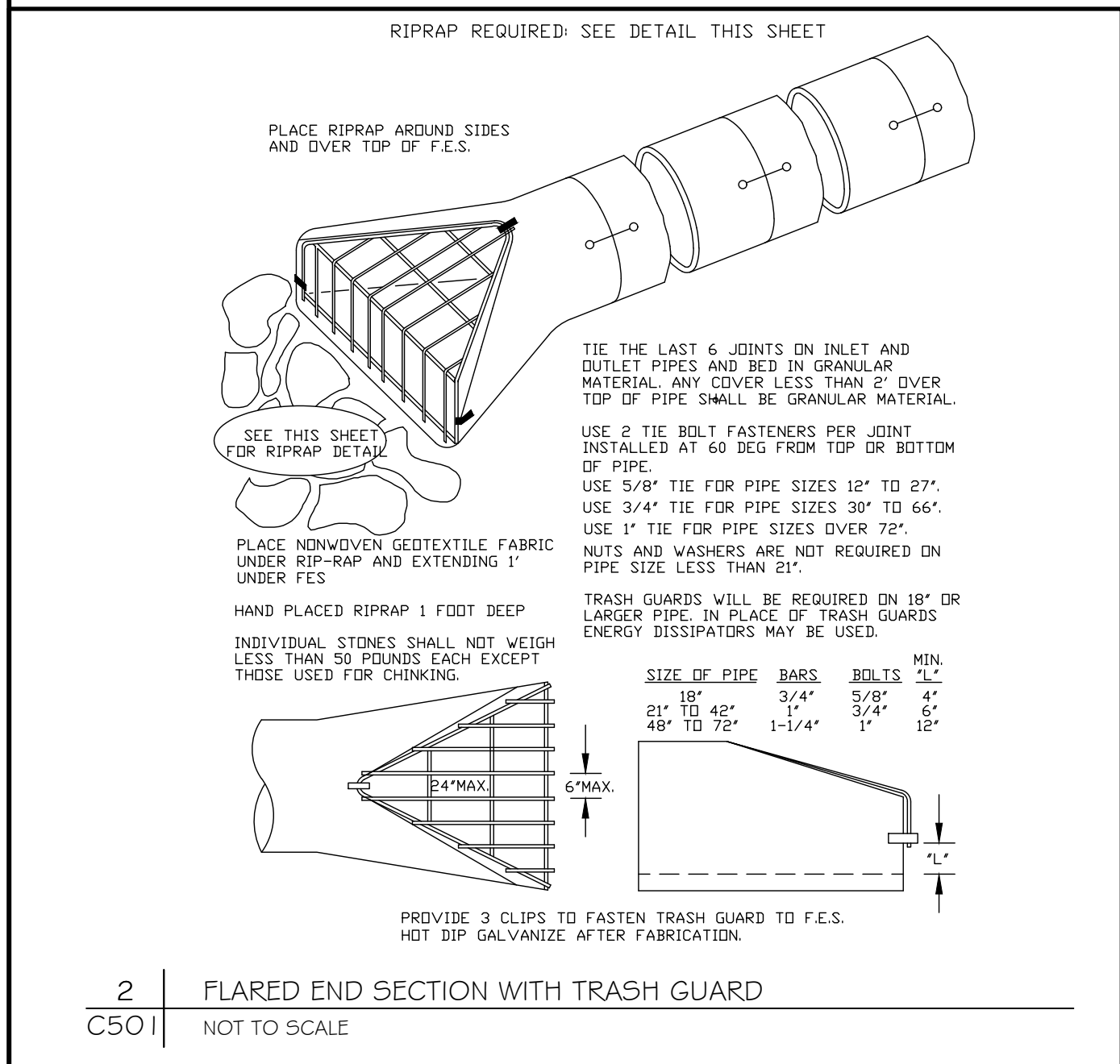
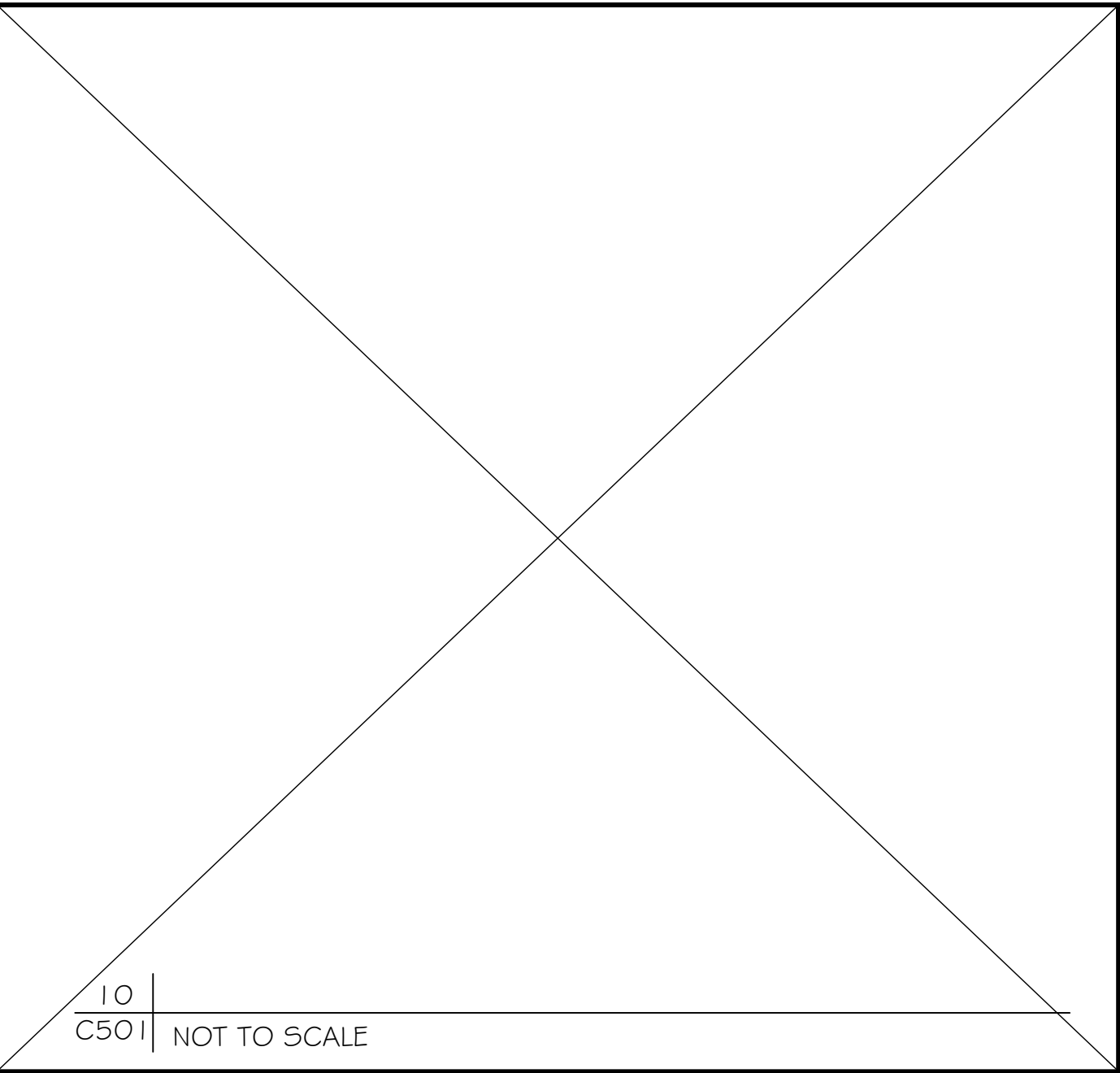
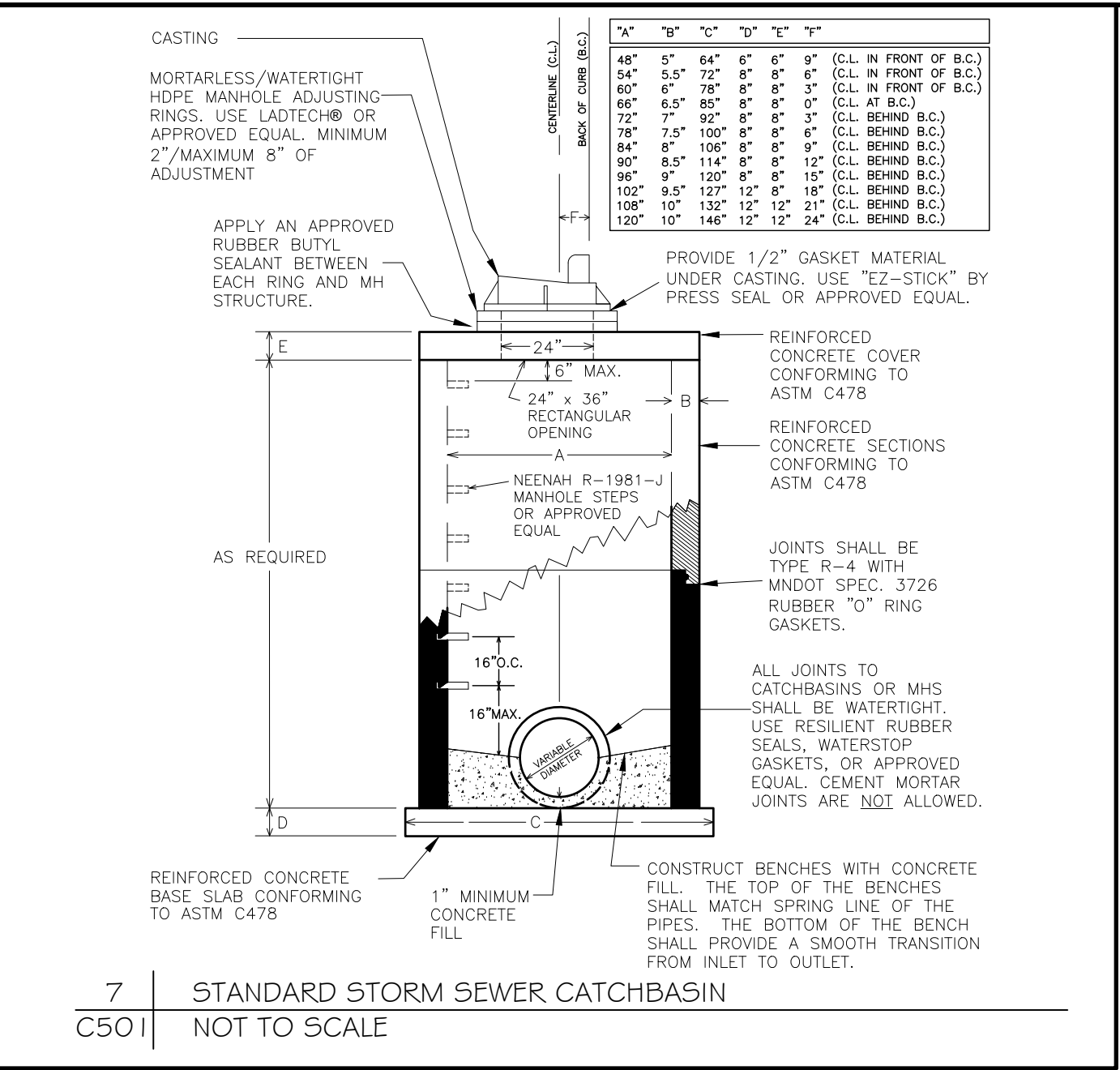
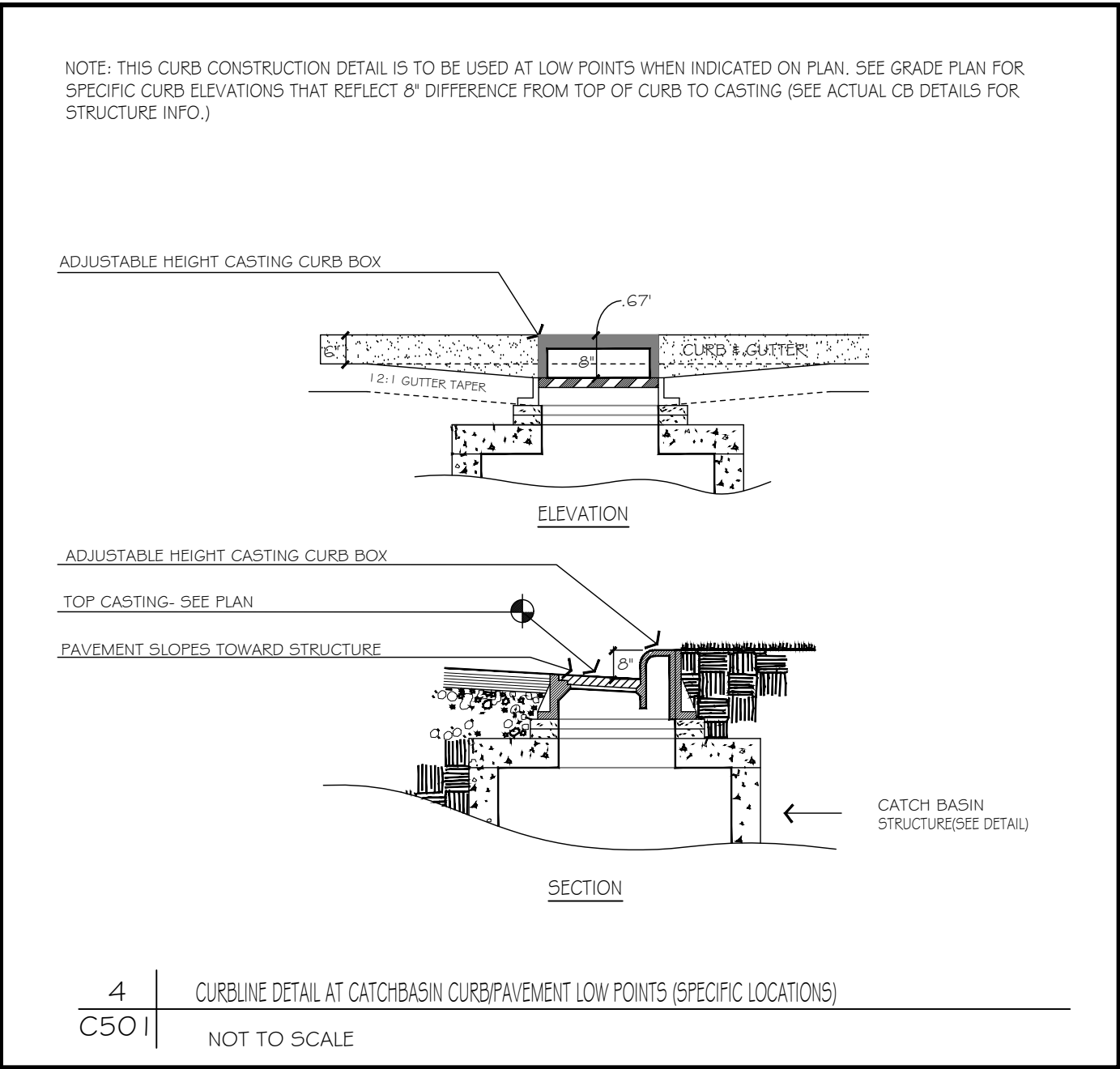
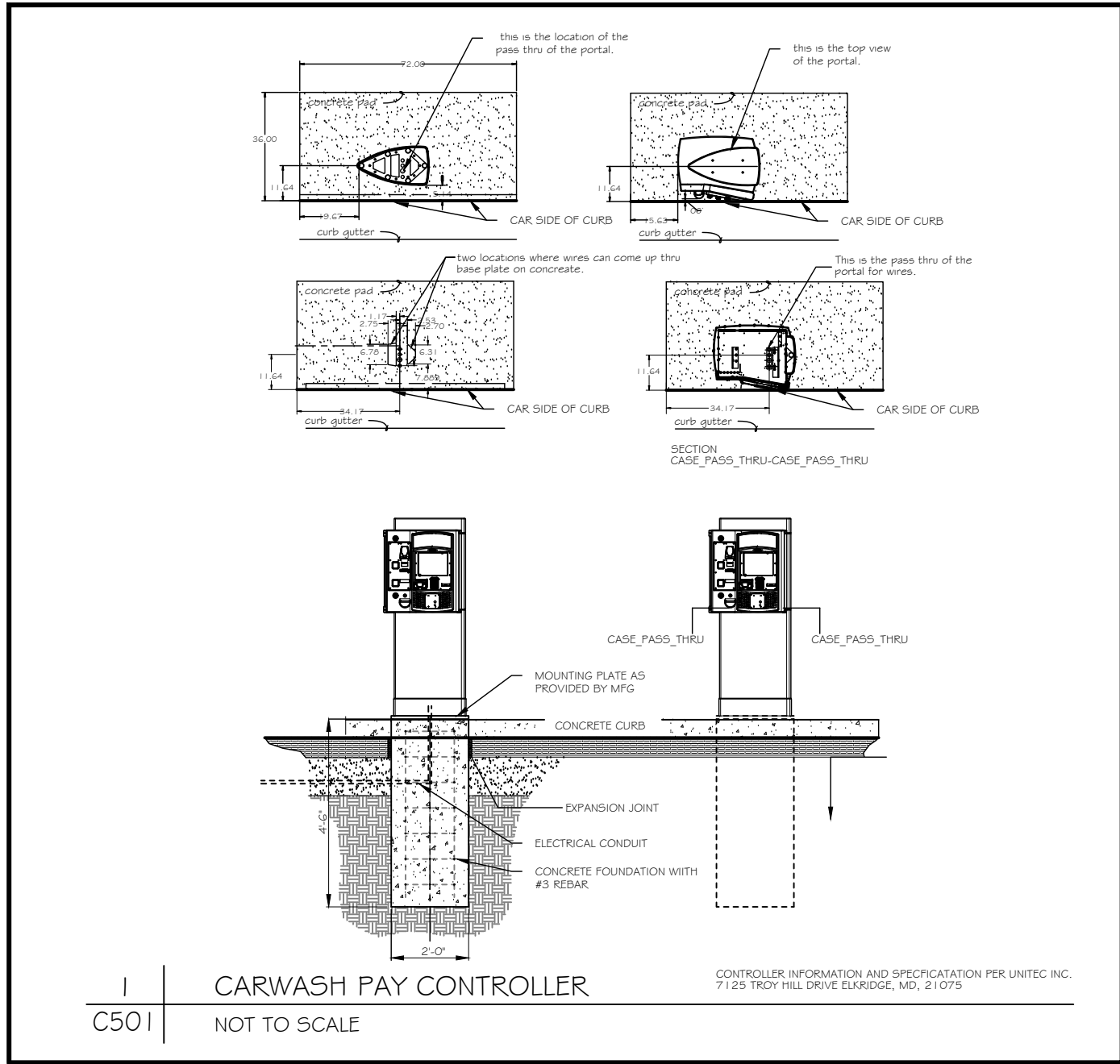
insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitesinc.net mail@insitesinc.net

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 Landscape Architect under the laws of the State of Minnesota.

Date XXXXXXXX No. 19306

Signed Robert J. Mueller

SITE PLAN DETAILS		CONVENIENCE STORE 1739		COTTAGE GROVE, MINNESOTA	
NO.	DATE	DESCRIPTION			
-	24JAN25	INTERNAL REVIEW			
-	18FEB25	CITY COMMENTS			
DRAWN BY		GRAPHIC			
SCALE		24-1739			
PROJ. NO.		XXXXXXX			
DATE					
SHEET		C500			

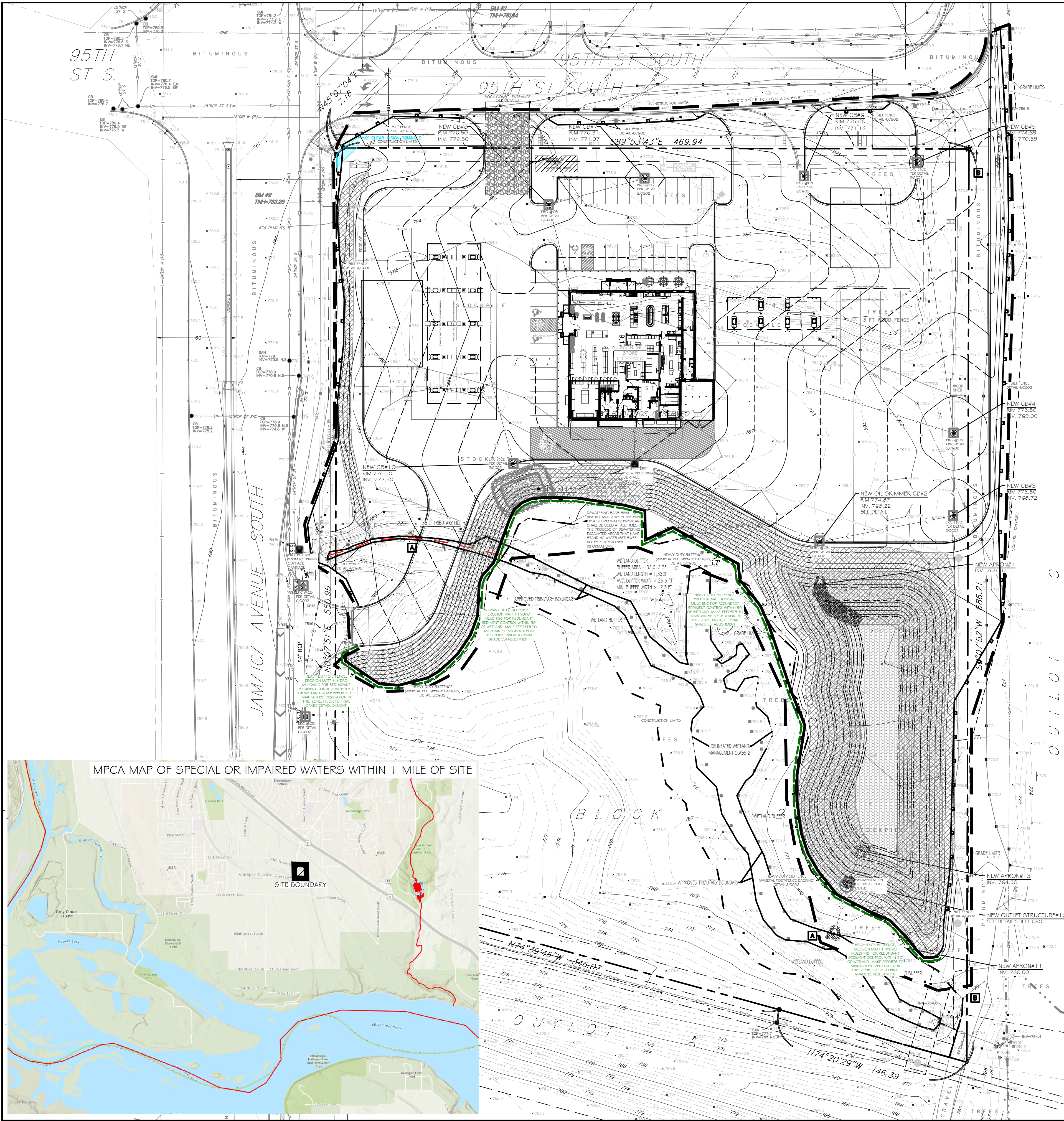


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SITE PLAN DETAILS		CONVENIENCE STORE 1739		COTTAGE GROVE, MINNESOTA	
NO.	DATE	DESCRIPTION	INTERVAL REVIEW		
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-	18FEB25	CITY COMMENTS			
DRAWN BY		GRAPHIC			
SCALE		24-1739			
PROJ. NO.		DATE			
		XXXXXXX			
SHEET		C501			



EROSION CONTROL BLANKET ON SIDE SLOPES OF 3:1 OR GREATER DOUBLE NETTED LIGHT DUTY

SWPPP DESIGN CERTIFICATION
I, ROBERT MUELLER, HEREBY CERTIFY THAT I HAVE COMPLETED DESIGNER SWPPP. EROSION AND STORMWATER MANAGEMENT CERTIFICATION PROGRAM
MY CERTIFICATION EXPIRES MAY 2026

SWPPP INSTALLER CERTIFICATION
I HEREBY CERTIFY THAT I HAVE COMPLETED INSTALLER SWPPP. EROSION AND STORMWATER MANAGEMENT CERTIFICATION PROGRAM
SIGNED
EXPIRATION

SWPPP INSPECTOR CERTIFICATION
I HEREBY CERTIFY THAT I HAVE COMPLETED INSPECTOR SWPPP. EROSION AND STORMWATER MANAGEMENT CERTIFICATION PROGRAM
SIGNED
EXPIRATION

ALL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED AND CONSTRUCTED IN ACCORDANCE TO STATE AND DNR TECHNICAL STANDARDS

-ALL SILT FENCE MUST BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE CITY PRIOR TO ANY SITE WORK.

-SITE EROSION CONTROL MEASURES MUST BE IN PLACE AT ALL TIMES. SHOULD DEVICES BE REMOVED FOR WORK ACCESS, THEY SHALL BE REINSTALLED AT THE END OF EACH WORK DAY UNTIL PAVEMENTS HAVE BEEN INSTALLED AND ALL LANDSCAPE AREAS HAVE BEEN MULCHED AND SODDED. SEEDING AREAS MUST EXHIBIT MINIMUM OF 70% SOIL COVERAGE.

-REFER TO THE SWPPP PLAN NOTES AND DETAIL SHEETS SWP2-4 FOR MORE INFORMATION.

-THIS SWPPP PLAN MUST BE KEPT ON SITE FOR THE DURATION OF CONSTRUCTION.

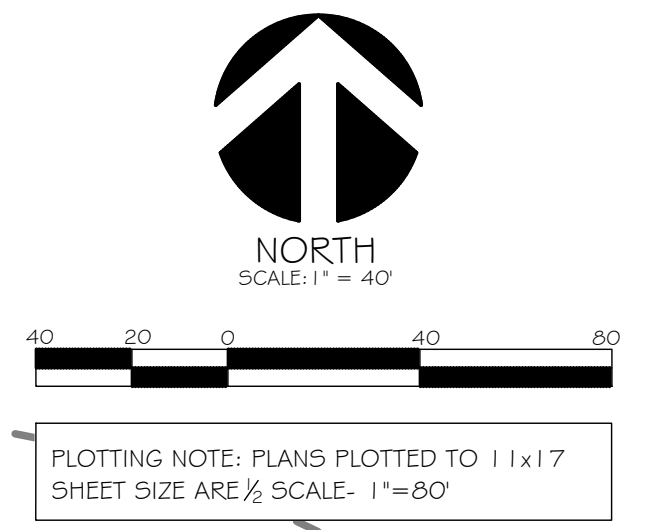
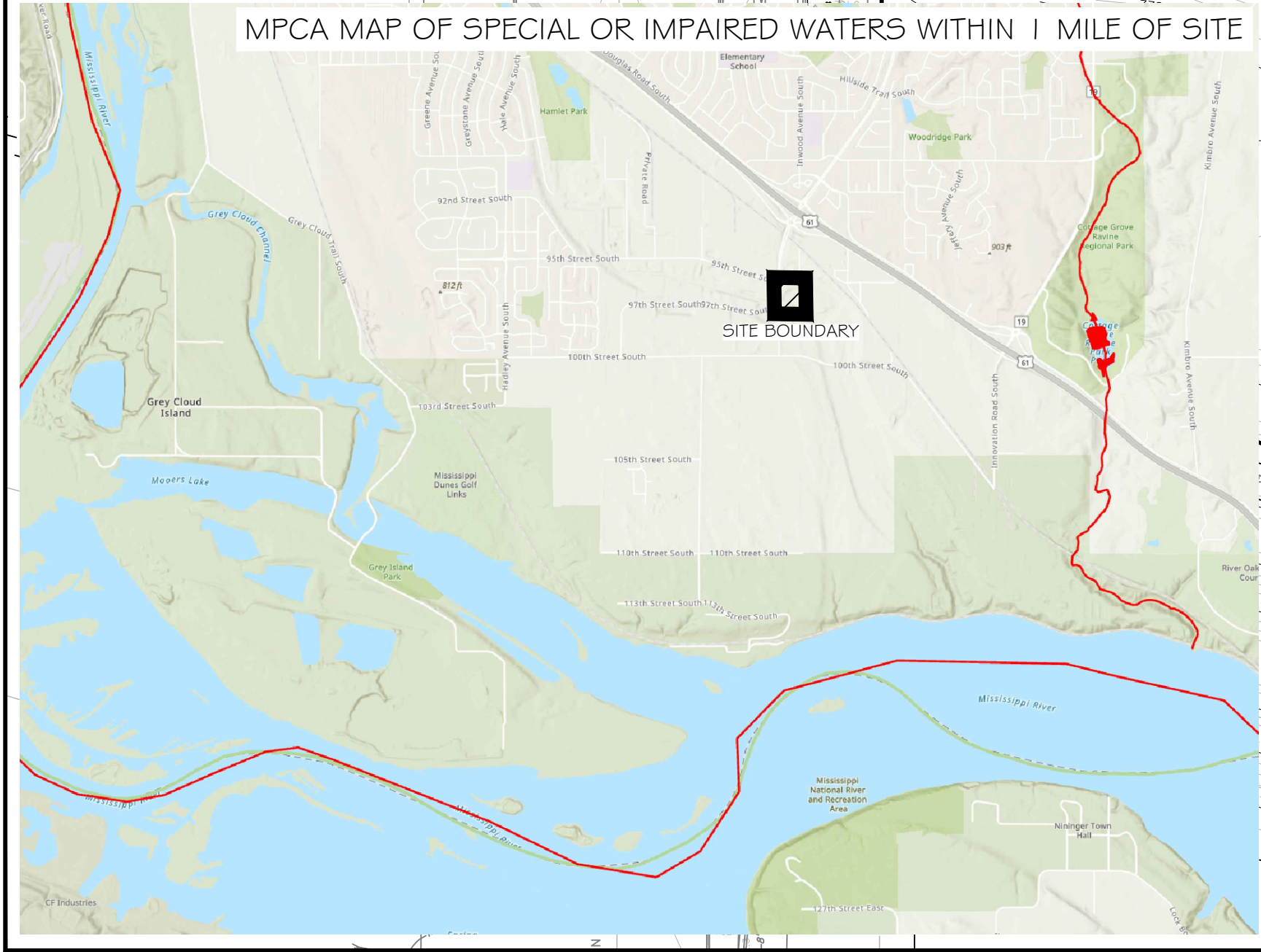
CONTACT LEAH BERLIN
KWIK TRIP INC
1626 OAK STREET
LACROSSE, WI 54602
608-793-6461

PROJECT DATA
PROJECT START DATE: MARCH 2026
PROJECT COMPLETION DATE: OCTOBER 2026
SITE AREA DATA: 295,016 SF = 6.77 ACRES
TOTAL SITE AREA: 15,774 SF
PRE-CONSTRUCTION IMPERVIOUS AREA: 122,208 SF
POST-CONSTRUCTION IMPERVIOUS AREA: 100%
APPROX. AREA OF LAND DISTURBANCE: 100%
SITE RUNOFF COEFFICIENT (CN): 81
PRE-CONSTRUCTION: 87
POST-CONSTRUCTION: 87
SOIL DATA: COPASTON LOAM, HSG D
SURFACE SOIL: --FT
SUB-SURFACE SOIL: --FT
DEPTH OF GROUND WATER: --FT
DOWN-STREAM TRIBUTARY: -- WATERSHED

Estimated Preliminary Erosion Control Quantities
(actual quantities subject to change)

Item	Quantity
Rock Construction Entrance	228 SQ. YD.
Silt Sack	10 TOTAL STRUCTURES
Erosion Control Blanket (basin)	4,474 SQ. YD.
Rip Rap	XXX CU. YD.
Silt Fence	2,125 L. FT.
Rock Filtration Dikes	XXX L. FT.
Bio Roll/Erosion Log	237 L. FT.

Note: for maintenance purposes contractor shall all sufficient quantities for repair and replacement of erosion control devices throughout all phases of the projects construction.



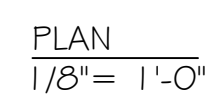
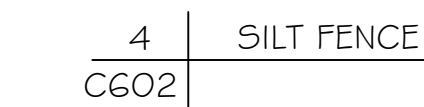
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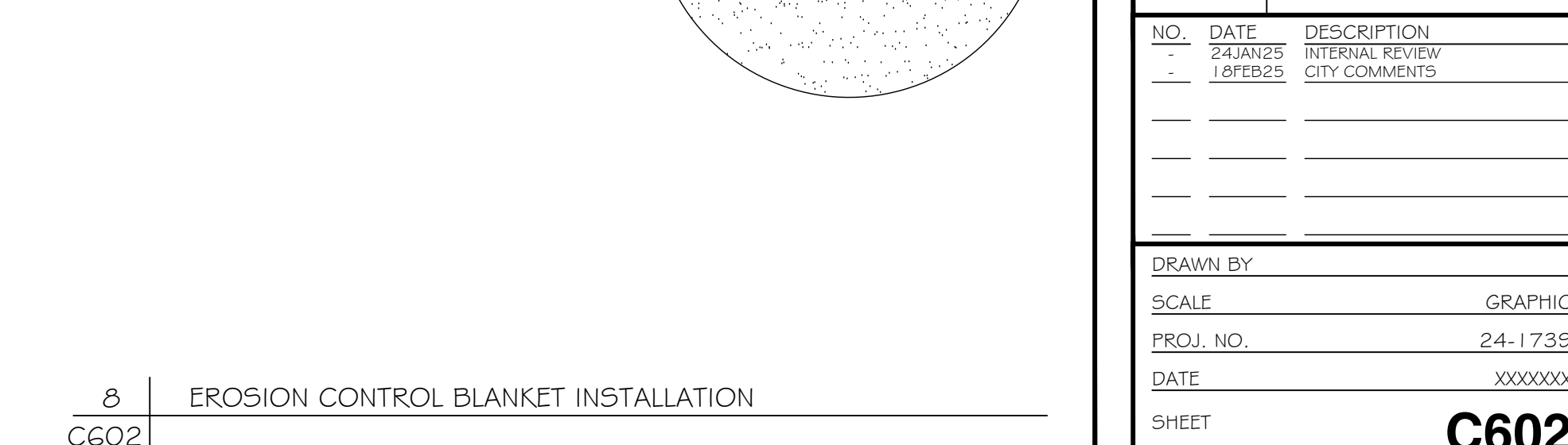
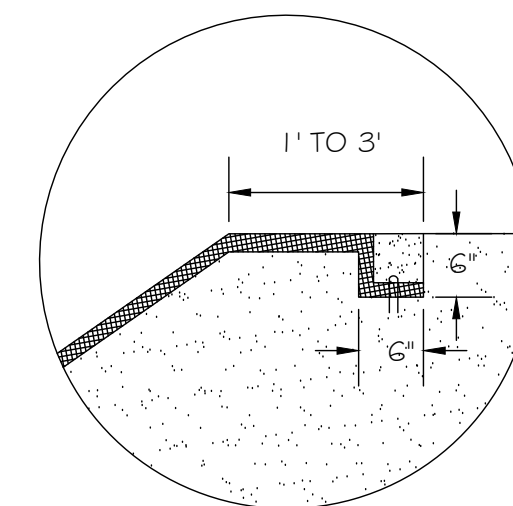
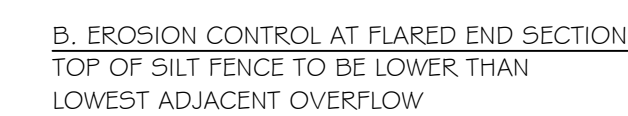
Date XXXXXX No. 19306
Signed Robert J. Mueller

EROSION CONTROL PLAN		CONVENIENCE STORE 1739		COTTAGE GROVE, MINNESOTA	
NO.	DATE	DESCRIPTION	INTERNAL REVIEW	CITY COMMENTS	
1	24JAN25				
2	18FEB25				
3					
4					
5					
6					
7					
8					
9					
10					
DRAWN BY:		GRAPHIC			
SCALE:		24-1739			
PROJ. NO.:		XXXXXX			
DATE:					
SHEET:					
		C600			



- CONCRETE WASHOUT AREA MAINTENANCE NOTES

1. *Journal of the American Medical Association*, 2000; 283: 2689-2694.



**Kwik
STAR**

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EROSION CONTROL NOTES

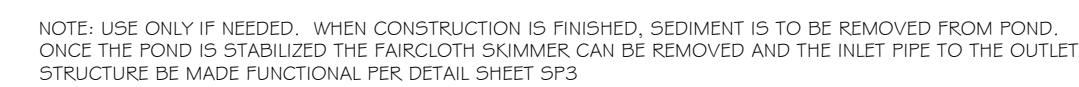
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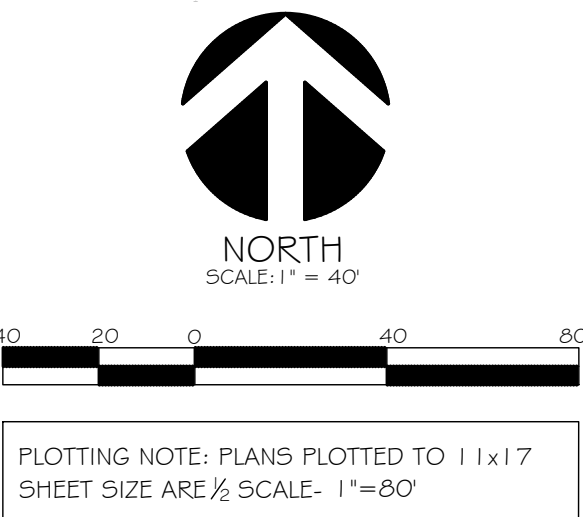
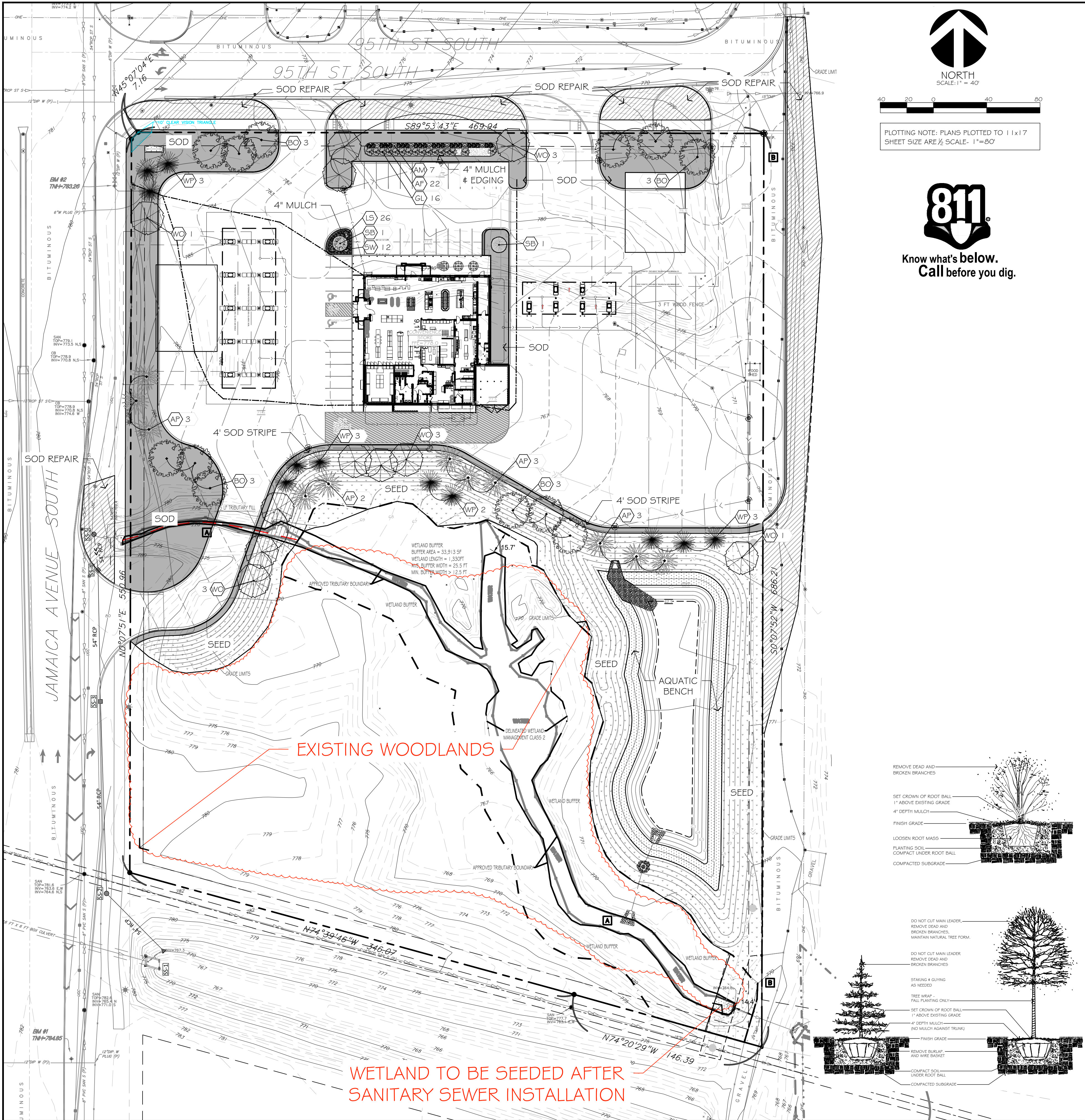
COTTAGE GROVE, MINNESOTA

NO.	DATE	DESCRIPTION
-	24JAN25	INTERNAL REVIEW
-	18FEB25	CITY COMMENTS

DRAWN BY _____	
SCALE _____	GRAPHIC _____
PROJ. NO. _____	24-1735 _____
DATE _____	XXXXXXXXXX

C602

[illegible]



- NOTES:
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR PLANTING IN ALL R.O.W.
 - LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITIES WHICH MAY EFFECT HIS WORK.
 - LANDSCAPE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS AT SITE AND COMPLETE HIS WORK PER OWNERS CONSTRUCTION SCHEDULE.
 - ALL PLANT MATERIALS SHALL BE GUARANTEED ONE (1) FULL YEAR UPON TOTAL COMPLETION AND ACCEPTANCE BY OWNER, WITH ONE TIME REPLACEMENT AT APPROPRIATE TIME OR UPON REQUEST OF OWNER.
 - REPLACEMENT TOPSOIL SHALL BE CLEAN, FREE OF STONES, WEEDS, AND OTHER UNDESIRABLE DEBRIS.
 - PLANTING SOIL MIX (INCIDENTAL COST ITEM)
 1. MIX 1 LB. 5-20-20 COMMERCIAL FERTILIZER PER CU. YD. TOPSOIL
 2. THOROUGHLY MIX 1-PART SAND AND 1-PART PEAT MOSS WITH 5-PARTS FERTILIZER AND TOP SOIL.
 - USE PLANTING SOIL AT ALL LOCATIONS PER DETAILS THIS SHEET.
 - LANDSCAPE CONTRACTOR SHALL VERIFY TOPSOIL DEPTH AND NOTIFY OWNER OF ANY DEFICIENCY.
 - SOD SHALL BE CULTURED WITH PREDOMINANTLY KENTUCKY BLUEGRASS SEED OF RECENT DISEASE RESISTANT INTRODUCTIONS. NO GUARANTEE ON SOD EXCEPT ANY SOD NOT SATISFACTORY AT TIME OF COMPLETION INSPECTION SHALL BE PROMPTLY REPLACED PRIOR TO COMPLETION OF JOB. STAKE SOD ON SLOPES 3:1 AND GREATER.
 - WHERE EXISTING CONCRETE/ ASPHALT AREAS ARE TO BE REPLACED WITH LANDSCAPING, PROVISIONS SHOULD BE TAKEN TO COORDINATE EXCAVATION OF SUBSOIL TO A DEPTH OF 2' WITH GRADING CONTRACTOR. REPLACE WITH COMPACTED TOPSOIL. ALL AREAS TO BE LANDSCAPED AND SODDED SHALL BE GRADED SMOOTH AND EVEN.
 - LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR SODDING AND/OR SEEDING ALL AREAS WHICH ARE DISTURBED BY CONSTRUCTION INCLUDING ALL R.O.W. AND ADJACENT PROPERTIES.
 - LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BLANKET ON ALL SEEDED AREAS THAT ARE SLOPED. MULCH APPLICATION FOR ALL OTHER SEEDED AREAS SHALL BE EITHER HYDROMULCH OR DISKED STRAW DEPENDING ON SEED TYPE, APPLICATION, AND OWNER REQUEST.
 - LANDSCAPE CONTRACTOR TO INSTALL "VALLEY VIEW", "BLACK DIAMOND" EDGING AROUND ALL PLANTING BEDS AS SHOWN ON THIS PLAN.
 - ALL MULCH TO BE FINELY SHREDDED HARDWOOD ORGANIC BARK MULCH. NO DYED MULCHES. INSTALL 4" DEPTH. NO FILTER FABRIC BENEATH ORGANIC MULCHES. NO EDGING AROUND ALL TREES OUTSIDE SHRUB BEDS.
 - IF SPECIFIED, ALL GRAVEL MULCH SHALL BE 1" + DIA. WASHED "RIVER ROCK". INSTALL 4" DEPTH WITH APPROVED WEED FABRIC BARRIER IF INDICATED PLAN.
 - LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR IRRIGATION SYSTEM INSTALLATION PER IRRIGATION PLAN. DESIGN SHALL BE APPROVED BY OWNER PRIOR TO INSTALLATION. IRRIGATION DESIGN SHOULD ENCOMPASS ALL LANDSCAPE AREAS WITH SOD AND/ OR PLANTINGS, FROM CURB TO CURB. R.O.W. SHOULD BE IRRIGATED FROM SPRINKLER HEADS LOCATED WITHIN PROPERTY BOUNDARY. CARE SHOULD BE TAKEN IN VICINITY OF ALL WALKS AND DRIVES TO MINIMIZE OVER SPRAY. COORDINATE INSTALLATION OF ALL PVC SLEEVE UNDER DRIVE AREAS WITH GENERAL CONTRACTOR.
 - LANDSCAPE CONTRACTOR SHALL CLEAN ALL PAVEMENT AREAS AFTER ALL LANDSCAPE INSTALLATION IS COMPLETE AND ACCEPTED BY OWNER AND DAILY AS DEEMED NECESSARY BY THE CITY.
 - GENERAL CONTRACTOR TO SWEEP PAVEMENT AREAS PRIOR TO TURN OVER TO OWNER.

PLANT MATERIAL						HEIGHT' X WIDTH'
	QUANTITY	SIZE	ROOT TYPE	COMMON NAME BOTANICAL NAME		
OVERSTORY TREES						
BO	12	2.5" CAL.	B&B	BUR OAK <i>Quercus macrocarpa</i>		60' x 60'
WO	11	2.5" CAL	B&B	WHITE OAK <i>Quercus alba</i>		50' x 50'
UNDERSTORY TREES						
SB	2	1.5" CAL.	B&B	AUTUMN BRILLIANCE SERVICEBERRY <i>Amelanchier x grandiflora 'Autumn Brilliance'</i>		20' x 15'
EVERGREEN TREES						
AP	11	10' HT	B&B	AUSTRIAN PINE <i>Pinus nigra</i>		60' x 40'
WP	11	10' HT	B&B	WHITE PINE <i>Pinus strobus</i>		65' x 35'
SHRUBS						
SW	12	#3 CONT	pot	SUMMER WINE NINEBARK <i>Physocarpus opulifolius 'Seward'</i>		5' x 5'
AF	22	#3 CONT	pot	ARCTIC FIRE DOGWOOD <i>Cornus stolonifera 'Farrow'</i>		4' x 4'
AM	7	#3 CONT	pot	AUTUMN MAGIC CHOKEBERRY <i>Aronia melanocarpa 'Autumn Magic'</i>		4' x 3'
GL	16	#3 CONT	pot	GRO-LOW FRAGRANT SUMAC <i>Rhus aromatica 'Gro-Low'</i>		2' x 7'
PERENNIALS						
LS	26	#1 CONT	pot	LAVENDER STARDUST DAYLILY <i>Hemerocallis 'Lavender Stardust'</i>		2' x 3'

SEED SPEC: FALL SEEDING IS PREFERABLE (AUG. 20 TO OCT. 20). SPRING SEEDING SHOULD BE BETWEEN MARCH 15- MAY 15. NO SUMMER SEEDING.					
1,340 SY	TURF GRASS: BLUE GRASS MIX. MNDOT MIX 2575.608 25-151 SEED RESIDENTIAL TURFGRASS (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.				
4,043 SY	STORM BASIN SLOPES: UPLAND MIX, MNDOT TALL ROADSIDE MIX (OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES. - MIX #36-241 / 36-411 SEED NORTHWEST TALLGRASS ROADSIDE - MIX #36-241 / 36-211 SEED SOUTHERN TALLGRASS ROADSIDE				
633 SY	10' AQUATIC EMERGENT BENCH: MNDOT MIX #2575.608 33-261 / 33-361 SEED WET DITCH. OR APPROVED EQUAL TO INCLUDE BUT NOT LIMITED TO THE FOLLOWING SPECIES BELOW:				
1,424 PLUGS	INSTALL PLUGS 4' O. C. AFTER SEEDING. PLUGS SHALL BE ANY COMBINATION OF THE WET GRASS SPECIES LISTED BELOW				

FORBS - Canada Anemone, Marsh Milkweed, Common Milkweed, Canada Milkvetch, Nodding Bur Marigold, Canada Tick Trefoil, Flat-topped Aster, Common Bonset...
GRASSES - Big Bluestem, Fringed Brome, Bluejoint, Nodding Wild Rye, Virginia Wild Rye, Tall Manna Grass, Rice Cut Grass, Perennial Ryegrass, Switchgrass, Fowl Bluegrass...
SEDGES - Porcupine Sedge, Awl fruited Sedge, Fox Sedge, Duddley's Rush, Dark Green Bulrush, Woolgrass...

ALL MIXTURES SHALL BE SUBMITTED & APPROVED BY OWNER.
INSTALL PER STATE DOT SPECIFICATIONS, FOR PRAIRIE & DITCH INSTALLATIONS THAT MAY INCLUDE SPECIFIC EROSION PROTECTION ON THE SEED.

EDGING - 210 LF	
MULCH - 32 CY	
SOD - 2,803 SY	
1,966 SY	SOD REPAIR AS NECESSARY

Kwik Trip

Kwik Star

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

insites
SITE PLANNING LANDSCAPE ARCHITECTURE
4205 Lancaster Lane North Suite 113
Plymouth, Minnesota 55441
763.383.8400
insitesinc.net mail@insitesinc.net

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 Landscape Architect under the laws of the State of Minnesota.
Date XXXXXX
Signed Robert J. Mueller

LANDSCAPE PLAN

CONVENIENCE STORE 1739

COTTAGE GROVE, MINNESOTA

NO.	DATE	DESCRIPTION
-	24JAN25	INTERNAL REVIEW
-	18FEB25	CITY COMMENTS

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	24-1739
DATE	XXXXXX
SHEET	C700

1. FOOTCANDLE LEVELS SHOWN ON THIS PLAN ARE CALCULATED AT GRADE LEVEL.
2. ALL POLES SHALL BE INSTALLED A MINIMUM OF 3'-0" FROM BACK OF CURB TO EDGE OF POLE BASE UNLESS NOTED.
3. POLE THAT ARE LOCATED AT CORNER OF ISLAND SHALL BE A MINIMUM OF 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE. POLES THAT MUST BE INSTALLED LESS THAN 6'-0" FROM BACK OF CURB TO EDGE OF POLE BASE SHALL HAVE PROTECTIVE BOLLARDS INSTALLED AROUND THE POLE BASE. COORDINATE WITH KWKI TRIP PRIOR TO INSTALLATION.

1. COORDINATE LOCATION AND MOUNTING HEIGHT OF SECURITY CAMERA WITH OWNER.
2. CONTRACTOR SHALL INSTALL POLE MOUNT FIXTURE 12'-0" FROM THE OVER DIG OF UNDERGROUND FUEL TANK TO EDGE OF POLE BASE.
3. CONTRACTOR SHALL INSTALL POLE MOUNT FIXTURE 25'-0" FROM BACK OF CURB TO EDGE OF POLE BASE. LOCATE 12'-0" FROM THE EDGE OF UNDERGROUND FUEL TANK TO EDGE OF POLE BASE.
4. CONTRACTOR SHALL INSTALL POLE MOUNT FIXTURE 5'-0" FROM BACK OF CURB TO EDGE OF POLE BASE TO AVOID UNDERGROUND UTILITIES.

- LED LIGHT MOUNTED UNDER FUEL CANOPIES
- LED STRIP LIGHT MOUNTED IN GABLE
- RECESSED LED DOWNLIGHT
- POLE MOUNTED LED FIXTURE
- CAMERA

D20 -35
S7E -6
CF -20
CFBK -12
P13 -1
P13L -1
P1F -6
P1FL -6
P2F -4
P2FL -4

PROVIDE (10) 16' POLES AND (6) 27' POLES.

OVERALL SITE:
AVERAGE: 3.1
MAXIMUM: 86.6
MINIMUM: 0.0

D20 - RECESSED LED DOWNLIGHT
GOTHAM EVO-35/30-84-WD-120-TRW

S7E - LED STRIP LIGHT MOUNTED IN GABLE LITHONIA
TZL2LN-196-1000MM-FST-MVOLT

CF - LSI LIGHTING: SCV-LED-23L-SCFT-UNV-DIM-50-WHT MOUNTED
UNDER GAS CANOPY MOUNTED FIXTURES WITH FORWARD
THROW OPTIC AIMING IN DIRECTION OF ARROW.

FBK - LSI LIGHTING: SCV-LED-23L-SCFT-UNV-DIM-50-BLK
MOUNTED UNDER DIESEL CANOPY MOUNTED FIXTURES WITH
FORWARD THROW OPTIC AIMING IN DIRECTION OF ARROW.

P13: LSI LIGHTING: MRS-LED-18L-SIL-3-UNV-50-70CRI-WHT

P13L- LSI LIGHTING: MRS-LED-18L-SIL-3-UNV-50-70CRI-WHT-IL

P1F- LSI LIGHTING: MRS-LED-18L-SIL-FT-UNV-50-70CRI-WHT

P1L- LSI LIGHTING: MRS-LED-18L-SIL-FT-UNV-50-70CRI-WHT-IL

P2F- LSI LIGHTING: MRS-LED-30L-SIL-FT-UNV-50-70CRI-WHT

P2L- LSI LIGHTING: MRS-LED-30L-SIL-FT-UNV-50-70CRI-WHT-IL

WIK TRIP, Inc.
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626 OAK STREET
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ARCHITECTURE**
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info@slpa.net mail@slpa.net

COTTAGE GROVE, MINNESOTA

[illegible]

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

Alan Czarnacki Reg. No. 54541

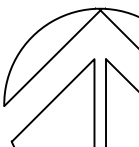
2025-0195.02

GRAEF
275 West Wisconsin Avenue, Suite 300
Milwaukee, WI 53203
414 / 259 1500
414 / 259 0037 fax

NSITES 24-030 PM L.B.

PHOTOMETRIC SITE PLAN

SCALE: 1" = 30'-0"



J M I

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Bolton-Menk.com

MEMORANDUM

Date: 02/06/2025
To: Ryan Burfeind, PE
From: Mike Boex, PE
Subject: Kwik Trip #1739 (95th Street & Jamaica Avenue)
City of Cottage Grove, MN
Project No.: 0N1.132211

This memo summarizes the review of site plan documents submitted by Kwik Trip Inc., dated 01/24/2025 (received 01/27/2025).

Civil Plans:

Sheet C001:

1. Add a note stating that the City of Cottage Grove's Standard Specifications for Street and Utility Construction shall govern for all improvements within the public right-of-way or drainage and utility easement.
2. Some sheets listed on the legend appear to be missing from the submittal (Sheets C010, C020, C402) or may have been renumbered within the submittal. Please review.

Sheet C100:

3. Site plan keynote #21 indicates a 5-ft sidewalk. Improvements in the public right-of-way should reference the city plans that will be provided. An 8-ft trail within the public right-of-way has been proposed and is depicted on the plans.
4. Regional Pond L-P3 High Water Level (HWL): Regional stormwater pond L-P3 is hydraulically connected and will back up into the wetland on the Kwik Trip parcel during a regional 100-year flood.
 - a. The city would allow the construction of a berm and installation of a backflow device in the southeast corner of the site to prevent backwater from LP-3 from entering the site. The developer should propose a solution, if desired.
 - i. As depicted on Sheet C200, there is an existing gravel access drive in the southeast corner of the site within drainage and utility easement that connects the city parcels to the east and south. This route is needed for access to the drainage flume and culverts to the south. If the berm described above is pursued, please create an accessible route with a 6(H):1(V) maximum longitudinal grade.
 - b. If the L-P3 HWL will continue to encroach onto the site, the HWL of 773 should be shown and labeled on the drawings.

5. The city will prepare an encroachment agreement for the portion of the easterly drive that encroaches onto the city parcel to the east.

Sheet C180:

6. Southbound left turns into the site will not be allowed from Jamaica Avenue; left turners will need to access 95th Street. The access to Jamaica Avenue is proposed to be a right-in/right-out and median will be constructed as shown on the submitted drawings.

Sheet C181:

7. A few of the proposed parking stalls are around 8-ft in width; please revise to 9-ft per city code.

Sheet C200:

8. There is a note to refer to the survey for benchmark information. Please identify where this is within the plan set. The plans should clearly identify the vertical datum used for elevations that are depicted.
9. Label the emergency overflow (EOF) on the south side of the proposed stormwater basin. Contours on the grading plan indicate elevation 771 as the probable EOF. The HydroCAD model lists elevation 770.5 as a secondary weir crest.
 - a. Coordinate revisions with review comment #4, if needed.
10. Pond Side Slopes: Ponds should have an aquatic bench at the NWL, 10 wide with 10:1 slopes. Pond maximum side slopes should be 3:1 below the bench and 4:1 above the bench; the plans appear to conform to these requirements. Please label the pond side slopes on a typical section for clarity.
11. Pond Bottom Elevation: The bottom elevation of the stormwater pond is listed as elevation 762.5 in HydroCAD. Sheet C200 shows a 763 contour at the pond bottom, and the 2nd sheet C200 shows a dashed pond bottom contour at 762.5. Please clarify the proposed pond bottom elevation on the grading sheets or typical sections and be consistent between the various plan sheets.
12. Soil borings are required in the vicinity of proposed volume control BMPs. Borings are needed to identify soil conditions and the presence of groundwater or bedrock. Soil borings should extend a minimum of 5 feet below the lowest constructed elevation of proposed BMPs. Should bedrock be present, identify details of proposed pond construction and separation from bedrock.
13. Easements:
 - a. The drawings depict utility easement per document 341576 and flowage easement per document 343357; these easements appear to be vacated, please confirm.
14. The 24" CMP culvert in the southeast corner of the site will only drain private stormwater. Therefore, the culvert will be considered a private feature and an encroachment agreement will be pursued with the city for the portion that extends into the parcel to the east.
15. There is an existing compost site to the east and access will need to be maintained. The city and developer should work together to determine how access can be best maintained, likely from the easterly truck entrance.
16. Copy the City on any permitting related to the proposed stream impacts.

Sheet C200:

17. The previous sheet was also labeled C200; please review sheet numbering and coordinate with the legend on Sheet C001.

Sheet C201:

18. The public improvement plans prepared by the city should be referenced and duplicate information removed for clarity (e.g. spot elevations on 95th Street). Further coordination will be required to ensure driveway apron elevations match at the right-of-way, etc.
19. Freeboard Standards:
 - a. For stormwater facilities with emergency overflows, the low adjacent grade elevation for all new structures must be a minimum of 3 feet above both the peak surface water elevation for the 100-year precipitation event and 2 feet above the emergency overflow elevation of any immediately adjacent new stormwater basin.
 - b. For backyard and side-yard conveyance and temporary ponding areas, there must be at least 1 foot between the overland overflow elevation and the low adjacent grade elevation of the adjacent structure.
 - c. Please label all pond and local drainage EOF locations and elevations.
 - i. For clarity, please label EOFs in curb lines or other applicable locations for low points on the north side of the site.

Sheet C300:

20. Soil Borings: Sheet C300 shows soil boring locations. Please provide the soil boring logs and the geotechnical report.

Sheet C301:

21. OCS #12 elevation labels for the weir crest and riser invert are typos (955.17 and 950.5) and should be corrected.

Sheet C400:

22. The Fire Marshall has reviewed hydrant locations:
 - a. All portions of the building need to be within 300 feet of a hydrant, or 400-feet if the building is sprinkled. The required length needs to be measured along the approved fire route as hose would be laid.
 - i. Clarify if the building is intended to be sprinkled and submit documentation supporting the requirements are met or provide an onsite hydrant if needed.
23. The private sanitary pipe appears that it may be too close to the property line. The depth of the pipe should be evaluated and positioned off the property line such that the pipe can be excavated and any work performed would not encroach on the adjacent parcel. Typically, a horizontal distance equal to the proposed pipe depth is sufficient.
24. The proposed sanitary pipe crosses an existing storm culvert. Please note what will occur with the culvert (removal and replacement?). Due to the limited vertical separation of the sewer and culvert, and open ends of the culvert crossing, insulation over the sewer should be considered.

25. The existing 18" sanitary sewer is believed to be PVC and not RCP; consider updating the labels on the plan accordingly.
26. A new manhole is proposed to be constructed over the 18" trunk sewer main.
 - a. The new manhole should conform to city standard details:
(<https://www.cottagegrovemn.gov/251/City-Standards>)
 - b. Provide a bypass pumping plan.

Sheet C700:

27. Restoration:
 - a. 95th Street right-of-way depicts "seed repair" in the boulevard. This is in conflict with the following:
 - i. The notes on Sheet C700 indicate that the "contractor is responsible for sodding all areas disturbed by construction including all R.O.W."
 - ii. General note #28 on Sheet C401 indicates sod in right-of-way.
 - iii. Therefore, both the 95th Street and Jamaica Avenue right-of-way adjacent to the parcel shall receive sod and irrigation.
 - b. All turf areas within the site shall also be sodded.
 - c. The solid hatch depicted in plan view does not appear in the legend.
 - d. Native Seed Mix: Pond side slopes above the NWL should include a native seed mix. Please consider use of a Native Seed Mix such as 33-261 Stormwater South & West or explain why this is not appropriate.

Stormwater:

28. The City will require an executed stormwater maintenance agreement for the proposed stormwater features on the site.
29. HydroCAD:
 - a. The existing conditions HydroCAD model simulates 7.58 acres and the proposed conditions HydroCAD model simulate 7.34 acres. Please simulate equal areas for existing and proposed conditions or explain why that is not appropriate.
30. Pond Liner: The stormwater report indicates that the storm pond will be lined with a 2-foot clay liner to prevent infiltration and maintain a permanent pool. Please include liner details and notes on the plans. Wet basins shall provide a liner with a maximum permeability of 1x10⁻⁶ cm/s and a minimum thickness of 12". The liner shall extend 1 foot vertically above the NWL.
31. P8 Model:
 - a. The P8 existing conditions model includes 7.58 acres which does not equal the 7.37 acres included in the proposed conditions model. Please simulate equal areas for existing and proposed conditions or explain why that is not appropriate.
 - b. The Existing Conditions P8 model does not include the 0.36 acres of impervious surfaces that are included in the existing conditions HydroCAD model. Although this is a conservative approach, please consider including the 0.36 acres of impervious in the existing model or explain why this is not appropriate.

- c. The floodpool volume listed in proposed conditions P8 model of 2.76 ac-ft exceeds the 1.72 acre-feet volume listed in HydroCAD. Please check and confirm the floodpool volume.
 - d. The P8 results show 80% and 50% removal requirements are met for TSS and TP. The TP loading does not quite meet the South Washington Watershed District load restriction requirement of 0.22 lbs/acre/year. TP mitigation is available from the city at an industrial site cost of \$17,202/Lb.
32. Wetland Standards: Sheet C400 shows the delineation of a wetland (management class 2). The South Washington Watershed District (SWWD) will act as the Local Government Unit (LGU) for administration of the Wetland Conservation Act (WCA).
- a. The South Washington Watershed District rules call for wetland buffers and other water quality and quantity requirements based on wetland management classification and size (see reprinted Watershed Rules Table 5.3 below). Please submit calculations to document the wetland buffer requirements.
 - b. Please also demonstrate compliance with the Wetland Protection Standards of SWWD including post development phosphorus inflow load reduction and 2-year and 100-year inflow rate limits.

Table 5.3: Protection standards for wetland management classes			
Criteria	Protect	Manage 1	Manage 2
Water Quality			
Phosphorus Inflow Load (average annual pounds)	Maintain predevelopment	60% post- development load reduction	60% post- development load reduction
Water Quantity			
Storm bounce 10-year rainfall	Existing	Existing plus 1.0 foot	No limit
Discharge rate (inflow) 2-year & 100-year rainfall	Existing	Existing or less	Existing or less
Inundation period 1-year rainfall	Existing	Existing plus 2 days	Existing plus 7 days
Inundation period 2-year rainfall	Existing	Existing plus 14 days	Existing plus 14 days
Run-out control elevation (free flowing)	No change	0 to 1.0 feet above existing run out	0 to 4.0 feet above existing run out
Run-out control elevation (landlocked)	Based on SWWD Floodplain Map	Based on SWWD Floodplain Map	Based on SWWD Floodplain Map
Buffer Width			
Wetlands < 1 acre	75 feet	50 feet	25 feet
Wetlands > 1 acre	100 feet	75 feet	50 feet
Impact Mitigation			
Area replacement ratio	3:1	2:1	2:1
Volume replacement ratio	2:1	2:1	2:1

33. Erosion Control and SWPPP: We used an MPCA checklist to review the SWPPP. The SWPPP might be improved with the following:
- Include 1-mile boundary around site. Identify special or impaired waters within that boundary.
 - Add stormwater flow arrows.
 - Note on plan sheets if construction phasing is planned.
 - Identify the locations of inlet protection and silt fences on figures.
 - Ensure redundant sediment controls are planned. Grading limits are within 50 feet of delineated wetlands.
 - Add section on permit termination conditions.
 - Note on the SWPPP that the SWPPP must be kept at the site during construction.
34. Storm Sewer Design: The storm sewer design includes a 10-year design intensity.

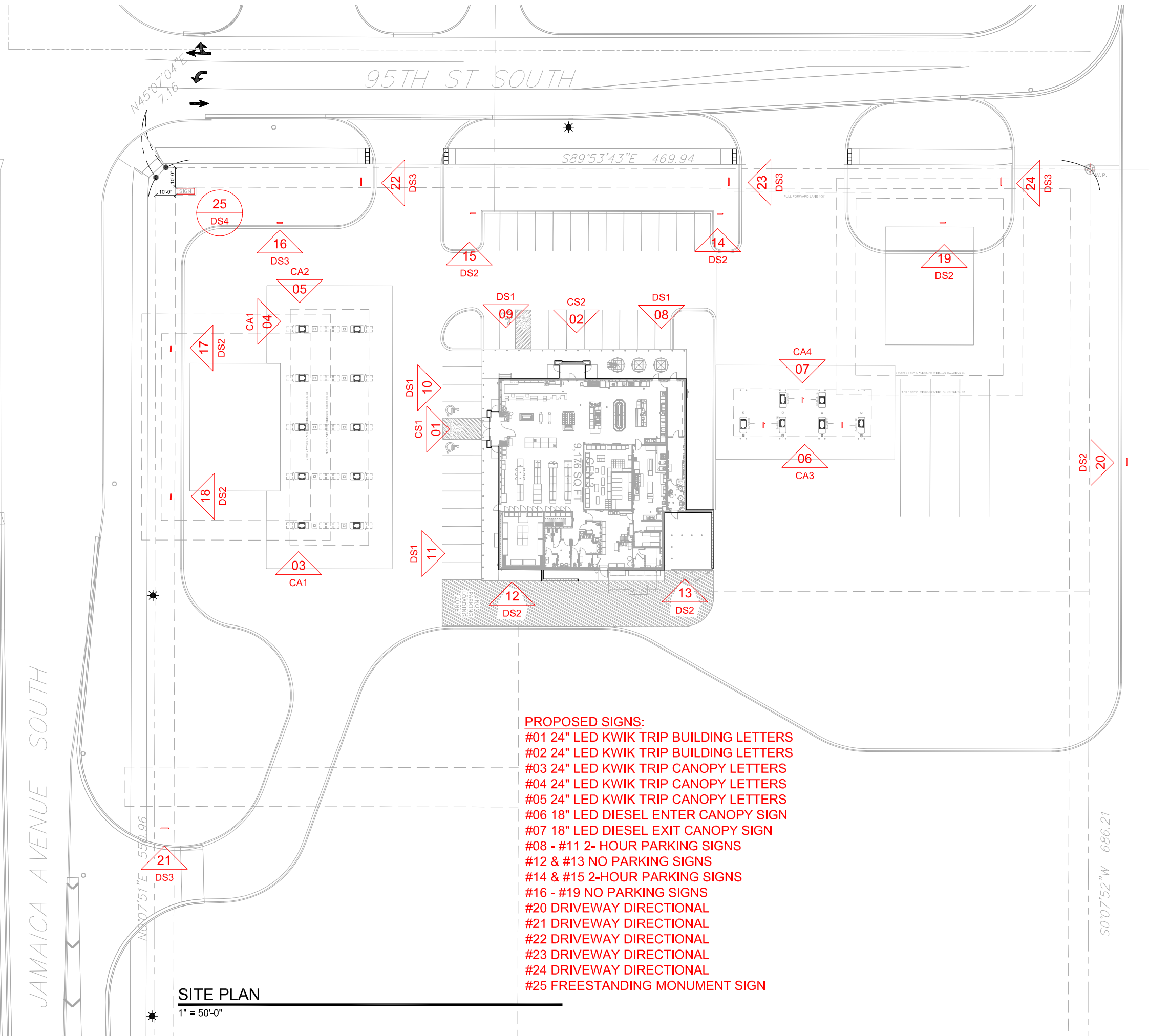
- a. Sheet C300 shows an 18" HDPE from MH 9 to CB 2. This pipe is listed as 15" HDPE in the storm sewer design table. Please check and correct the plan sheet as necessary.
 - b. Sheet C300 shows a 30" HDPE at 0.5% from CB2 to the FES. The Manning equation full flow design velocity of this pipe is 7.7 feet per second. Please adjust the pipe sizes and slopes so the outfall design velocity of this pipe is 6 feet per second or less to limit erosive potential.
 - c. Sheet C300 shows a 15" HDPE at 3.95% from OCS#12 to FES apron #1. The Manning equation full flow design velocity of this pipe is 13.6 feet per second. Please adjust the pipe sizes and slopes so the outfall design velocity of this pipe is 6 feet per second or less to limit erosive potential.
35. Models: Please note that digital copies of the final version stormwater models and shapefiles or CAD drawings of existing and proposed drainage areas are to be submitted to the city once the review and revision process is complete.

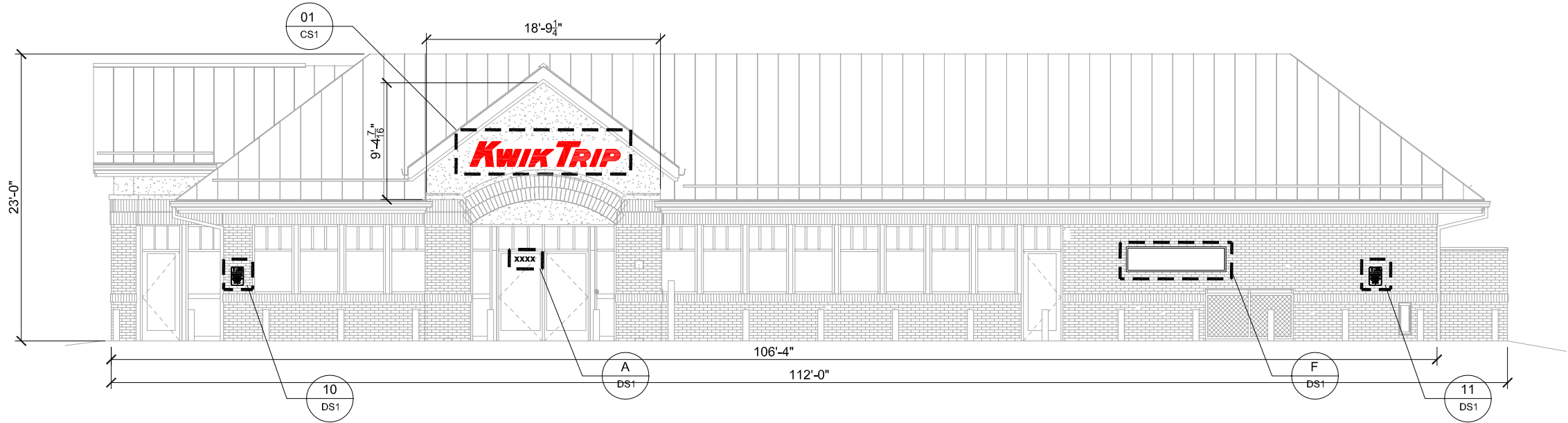
Planning Comments:

36. Architectural plans with material percentages and specific types of materials need to be submitted.
37. Tree inventory/tree removal details needed. Up to 50% of existing trees may be removed.
38. Show that monument sign will not be in the clear view triangle (clear view triangle is 10' back along both property lines and connected with a straight line).
39. Please note the setback from the east property line to the trash enclosure.
40. Please note the setback of the proposed building and canopies from the south property line.



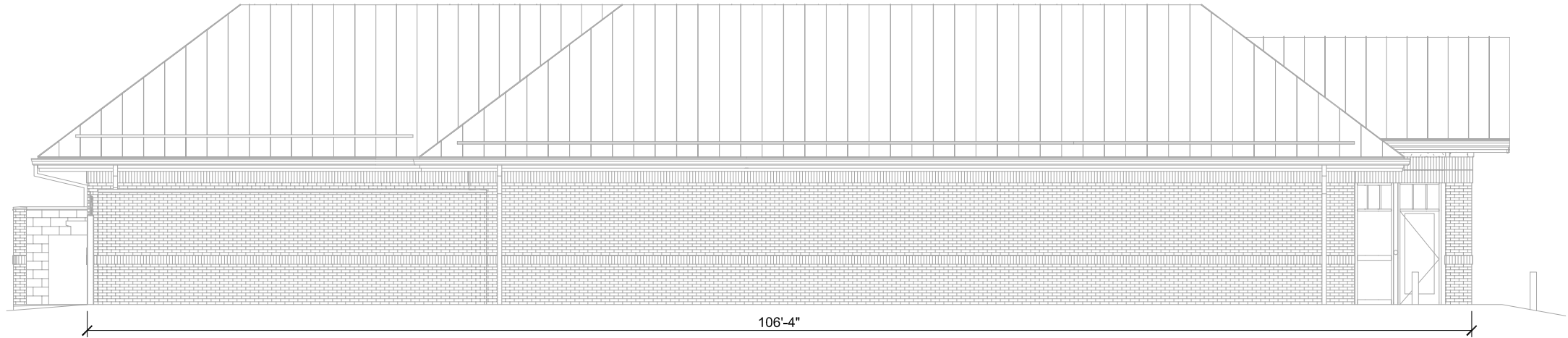
JAMAICA & 95
COTTAGE GROVE, MN

[illegible]



STORE ELEVATION

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



STORE ELEVATION

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



LOGO DETAIL - SIGN #01

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

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TRIP**

**Kwik
Star**

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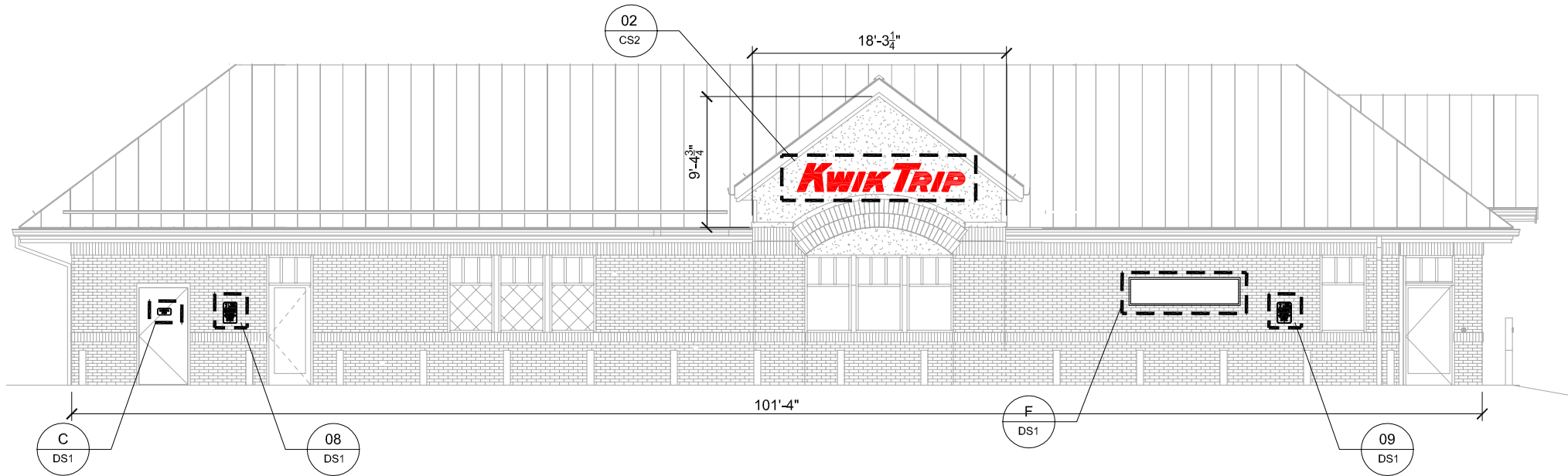
CONVENIENCE STORE SIGNAGE

CONVENIENCE STORE #1739
WITH SIDE DIESEL

JAMAICA & 95
COTTAGE GROVE, MN

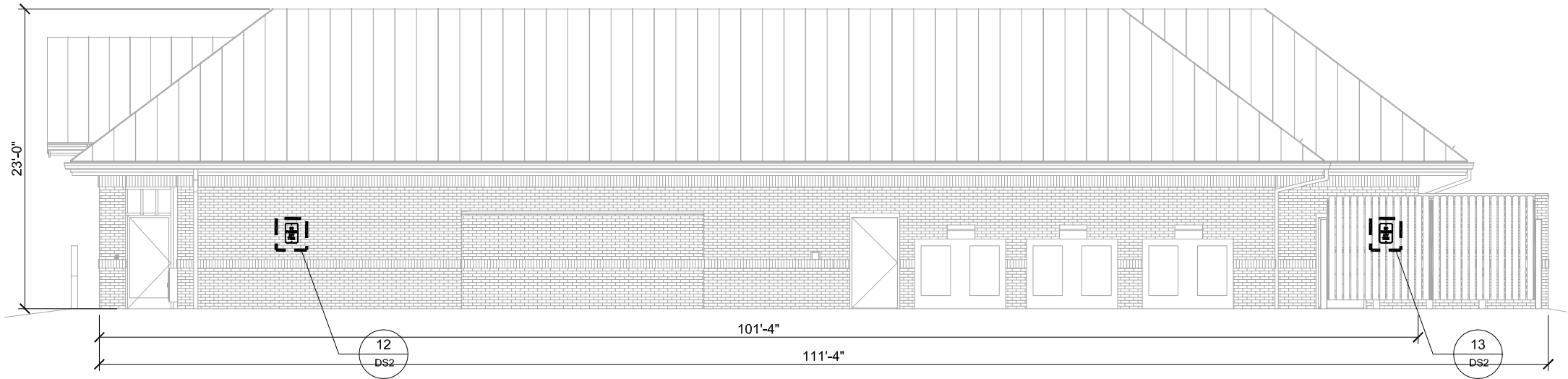
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SCALE	MULTIPLE
PROJ. NO.	0001
DATE	2025 01-29
SHEET	CS1



STORE ELEVATION

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



STORE ELEVATION

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



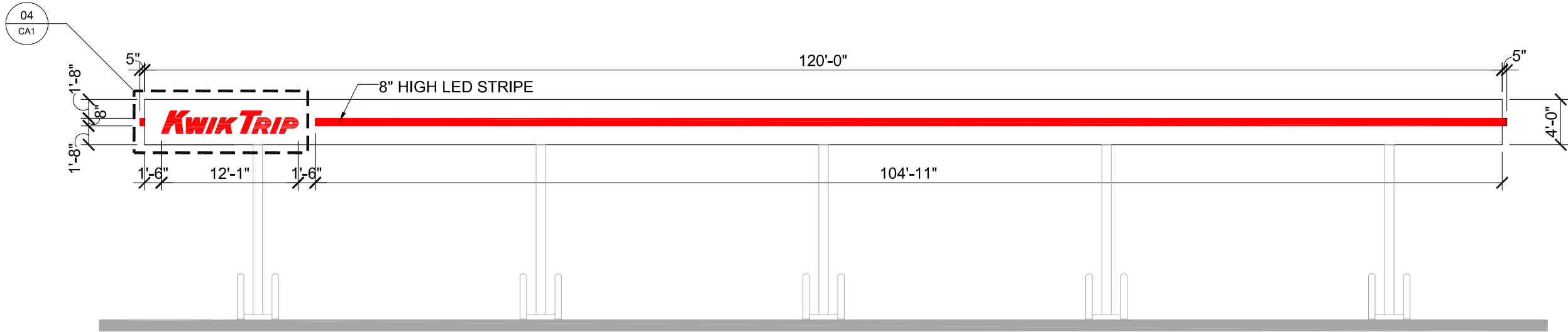
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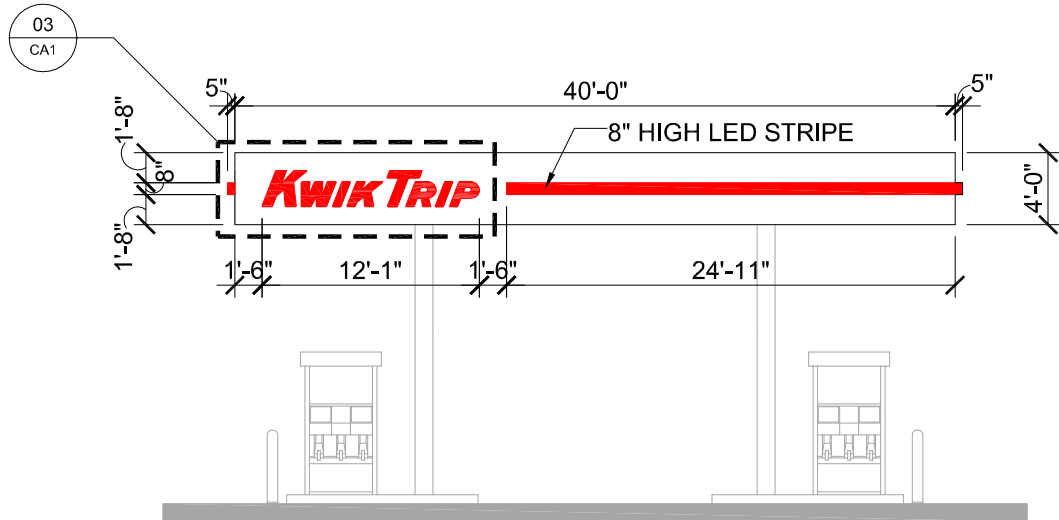
KWIK TRIP, Inc.
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CONVENIENCE STORE SIGNAGE		
CONVENIENCE STORE #1739 WITH SIDE DIESEL		
JAMAICA & 95 COTTAGE GROVE, MN		
#	DATE	DESCRIPTION
DRAWN BY		KMK
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2025 01-29
SHEET		CS2



CANOPY ELEVATION

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



CANOPY ELEVATION

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



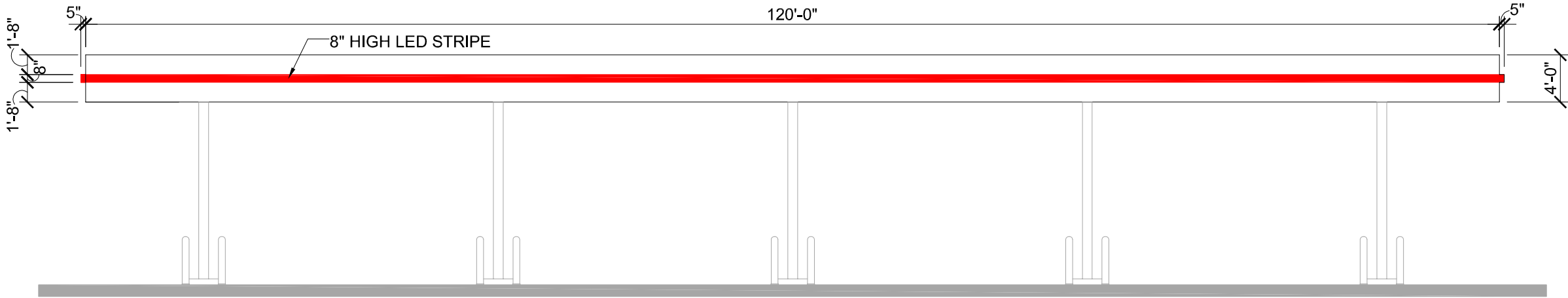
LOGO DETAIL - SIGNS #03 & #04

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



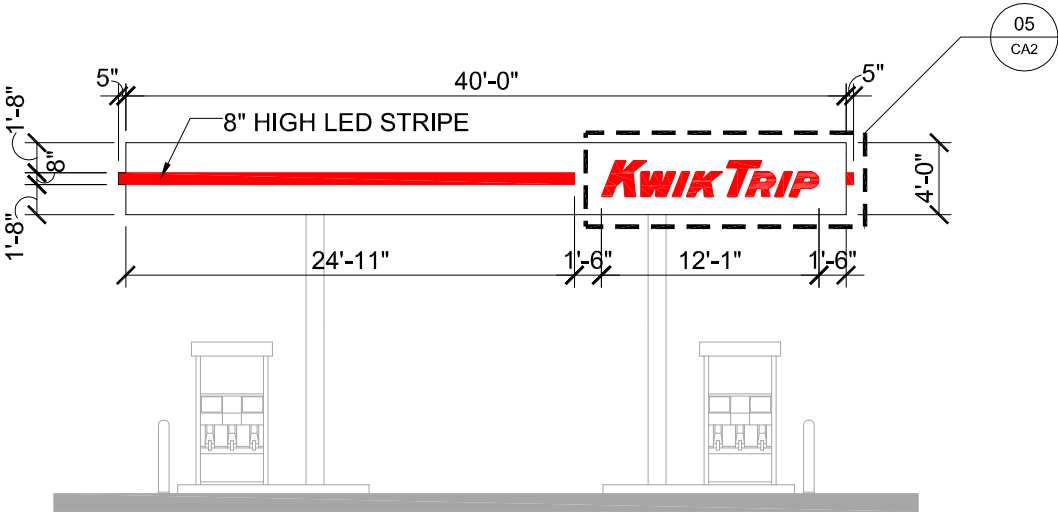
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CANOPY SIGNAGE	CONVENIENCE STORE #1739 WITH SIDE DIESEL	JAMAICA & 95 COTTAGE GROVE, MN
#	DATE	DESCRIPTION
—	—	—
—	—	—
—	—	—
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—	—	—
DRAWN BY	KMK	
SCALE	MULTIPLE	
PROJ. NO.	0001	
DATE	2025 01-29	
SHEET	CA1	



CANOPY ELEVATION

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



CANOPY ELEVATION

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



LOGO DETAIL - SIGN #05

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




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CANOPY SIGNAGE

CONVENIENCE STORE #1739

WITH SIDE DIESEL

JAMAICA & 95

COTTAGE GROVE, MN

#	DATE	DESCRIPTION

DRAWN BY

SCALE

DATE

SHEET

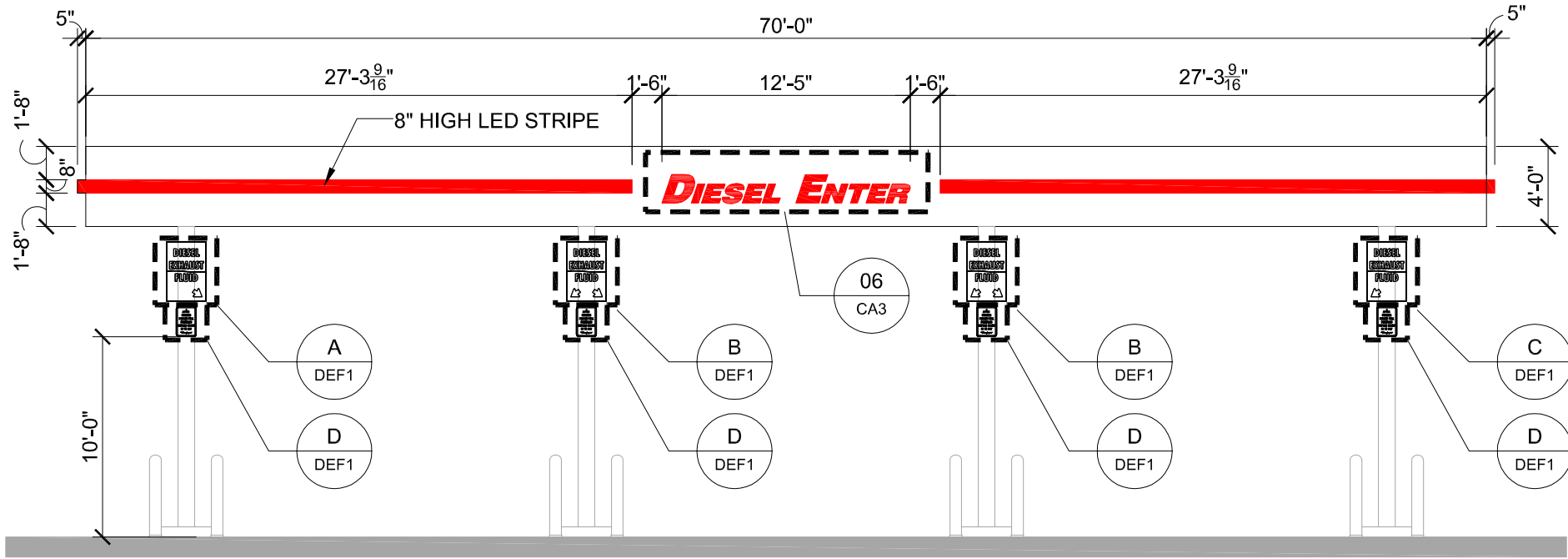
KMK

MULTIPLE

0001

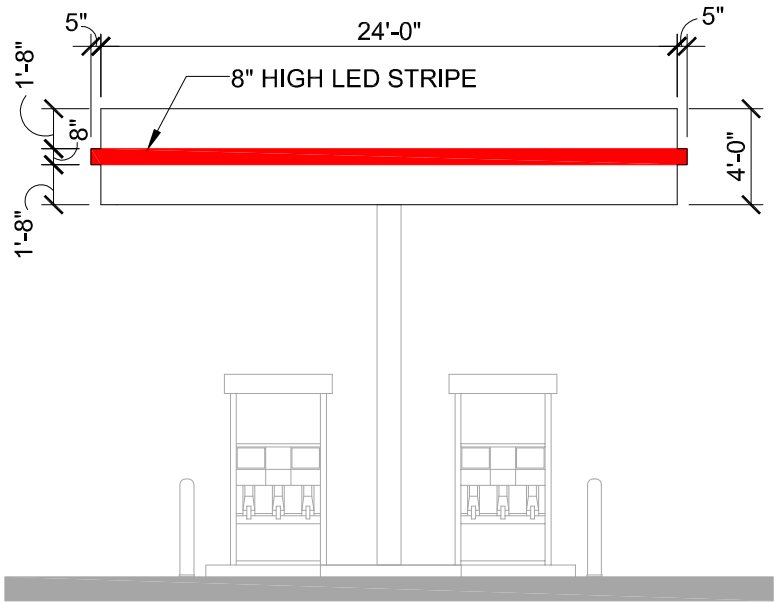
2025 01-29

CA2



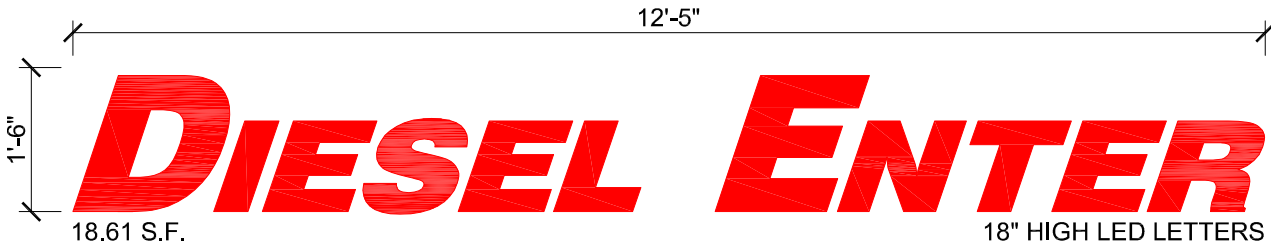
CANOPY ELEVATION

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



CANOPY ELEVATION

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



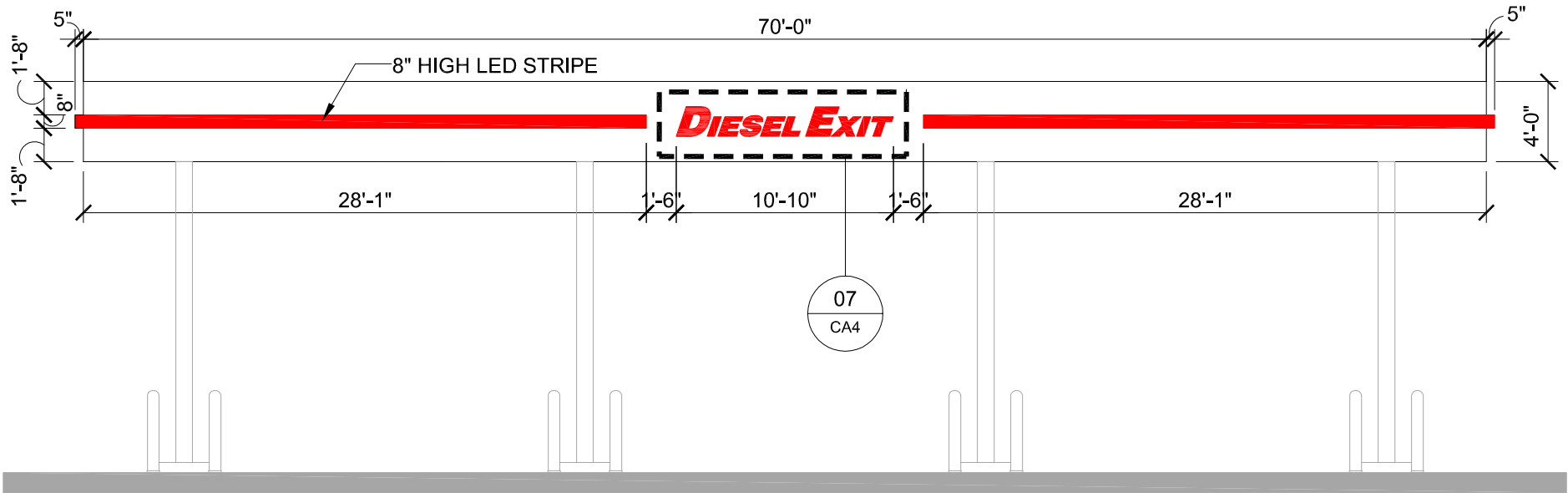
LOGO DETAIL - SIGN #06

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



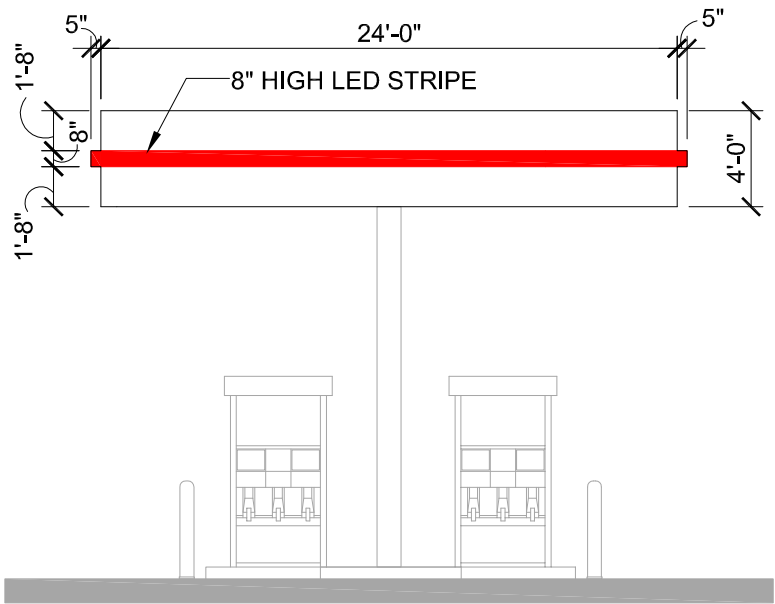
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FAX (608) 781-8960

CANOPY SIGNAGE		CONVENIENCE STORE #1739 WITH SIDE DIESEL		JAMAICA & 95 COTTAGE GROVE, MN	
#	DATE	DESCRIPTION			
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—	—	—			
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DRAWN BY		KMK			
SCALE		MULTIPLE			
PROJ. NO.		0001			
DATE		2025 01-29			
SHEET		CA3			



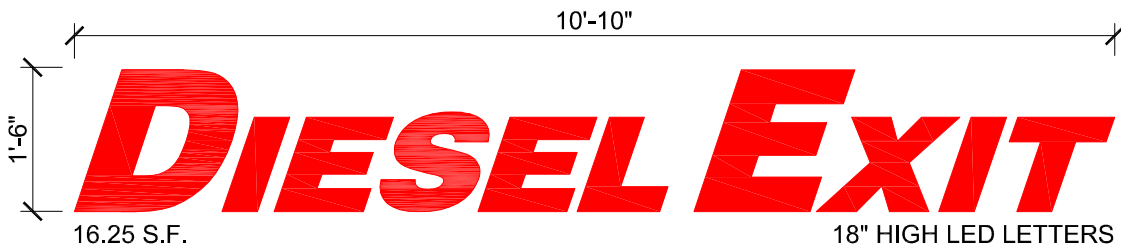
CANOPY ELEVATION

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



CANOPY ELEVATION

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



LOGO DETAIL - SIGN #07

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

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

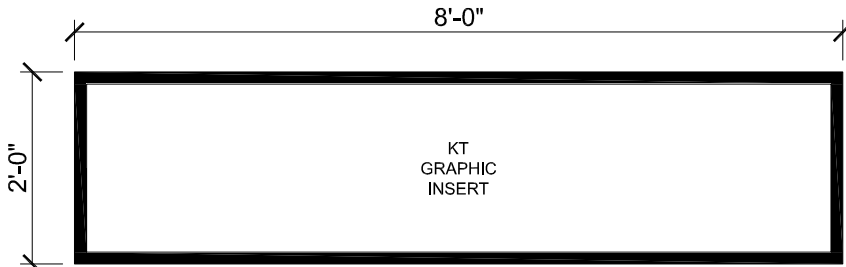
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			#	DATE	DESCRIPTION
DRAWN BY		KMK			
SCALE		MULTIPLE			
PROJ. NO.		0001			
DATE		2025 01-29			
SHEET		CA4			



5" WHITE VINYL ADDRESS LETTERS
ON GLASS DOOR AS SHOWN ABOVE
(VERIFY ACTUAL NUMBERS WITH PROJECT MANAGER)

ADDRESS SIGN A

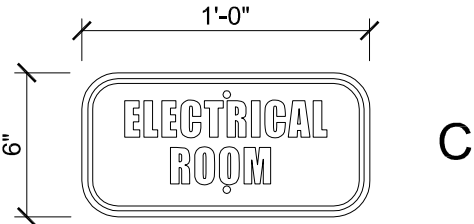
SCALE: 3/4" = 1'-0"



"SIGN F"
BLACK ALUMINUM FRAME

INFORMATIONAL SIGN F

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



C

INFORMATIONAL SIGN C

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

GENERAL SPECIFICATIONS

18"x12" ALUMINUM SIGN

Qty: 4

Size: 18"x12"

Material: Standard white blank

Finish: cut vinyl graphics

Pole Size:

Pole Material:

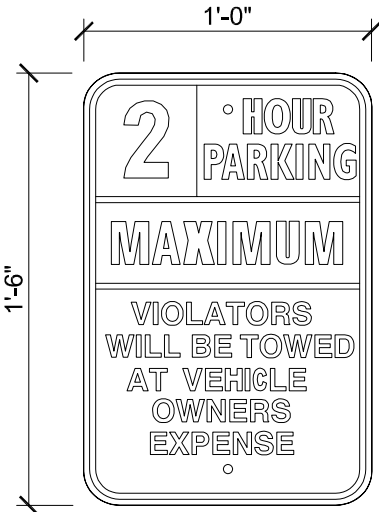
Pole Finish:

Install: on building

GENERAL SPECIFICATIONS

ROOM SIGNS
Qty: 2 total (different copy on each)
Size: per art
Material: white sign blank
Finish: cut vinyl

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



2 HOUR PARKING SIGNS #08 -#11

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



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DIRECTIONAL SIGNAGE		CONVENIENCE STORE #1739 WITH SIDE DIESEL		JAMAICA & 95 COTTAGE GROVE, MN	
#	DATE	DESCRIPTION			
DRAWN BY		KMK			
SCALE		MULTIPLE			
PROJ. NO.		0001			
DATE		2025 01-29			
SHEET		DS1			

GENERAL SPECIFICATIONS

18"x12" ALUMINUM SIGN
Qty: 2
Size: 18"x12"
Material: Standard white blank
Finish: cut vinyl graphics
Pole Size:
Pole Material:
Pole Finish:
Install: on building

Diagram of a rectangular sign with a double border. The sign contains the text "NO PARKING ANY TIME" in a bold, sans-serif font. The dimensions are indicated as 1'-0" wide and 1'-6" high. There are two small circles, one above and one below the text, representing mounting holes.

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

2 • HOUR
PARKING

MAXIMUM

VIOLATORS
WILL BE TOWED
AT VEHICLE
OWNERS
EXPENSE

○

Diagram illustrating a typical green channel post with a sign blank. The post is shown vertically, with a sign blank attached to its top. The sign blank is labeled "TYPICAL 12" X 18" SIGN BLANK". The post is labeled "TYPICAL GREEN CHANNEL POST". The diagram shows the post extending from the ground level (GRADE) to a height of 5'-0" MIN. The sign blank is positioned at the top of the post, with a height of 3'-0" MIN. The sign blank is shown with a dashed line indicating its position relative to the post.

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

**TRUCK PARKING
FOR KWIK TRIP
CUSTOMERS
ONLY**

24 HOUR PARKING
MAXIMUM STRICTLY ENFORCED
VIOLATORS WILL BE TOWED

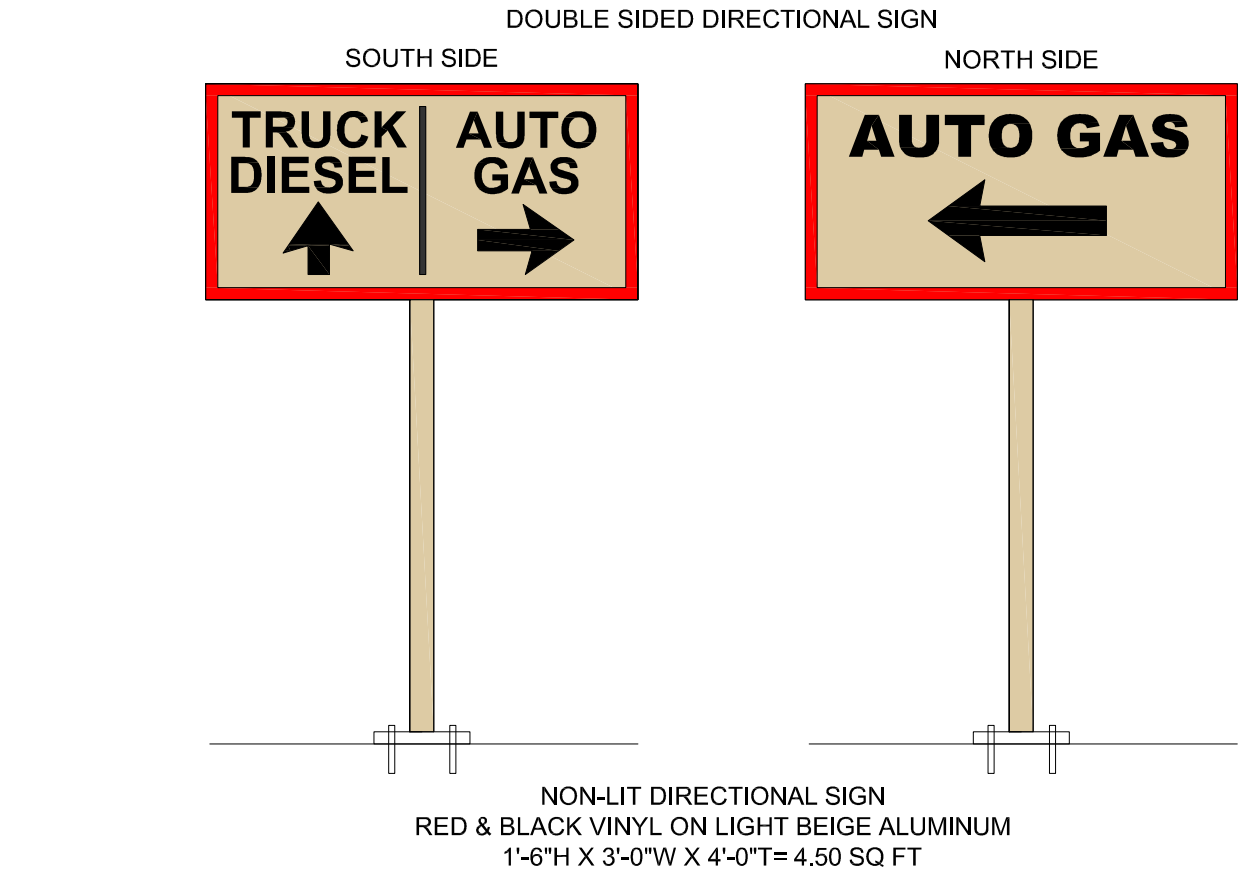
Diagram illustrating the typical green channel post and sign blank assembly:

- The sign blank is labeled "TYPICAL 12" X 18" SIGN BLANK".
- The post is labeled "TYPICAL GREEN CHANNEL POST".
- The distance from the bottom of the sign blank to the ground line is labeled "5'-0" MIN".
- The distance from the ground line to the bottom of the post is labeled "3'-0" MIN".
- The ground line is labeled "GRADE".

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

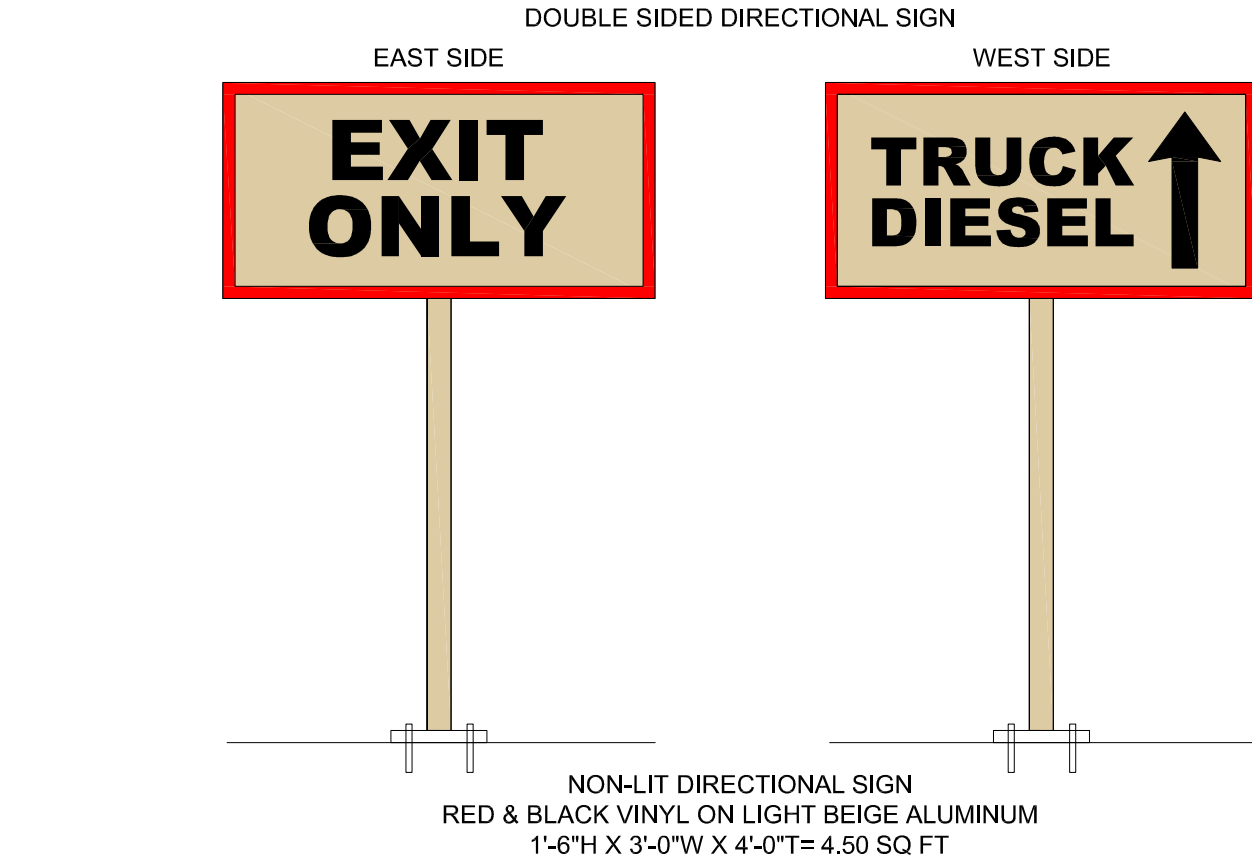
SCALE: 3/4" = 1'-0"

OS2



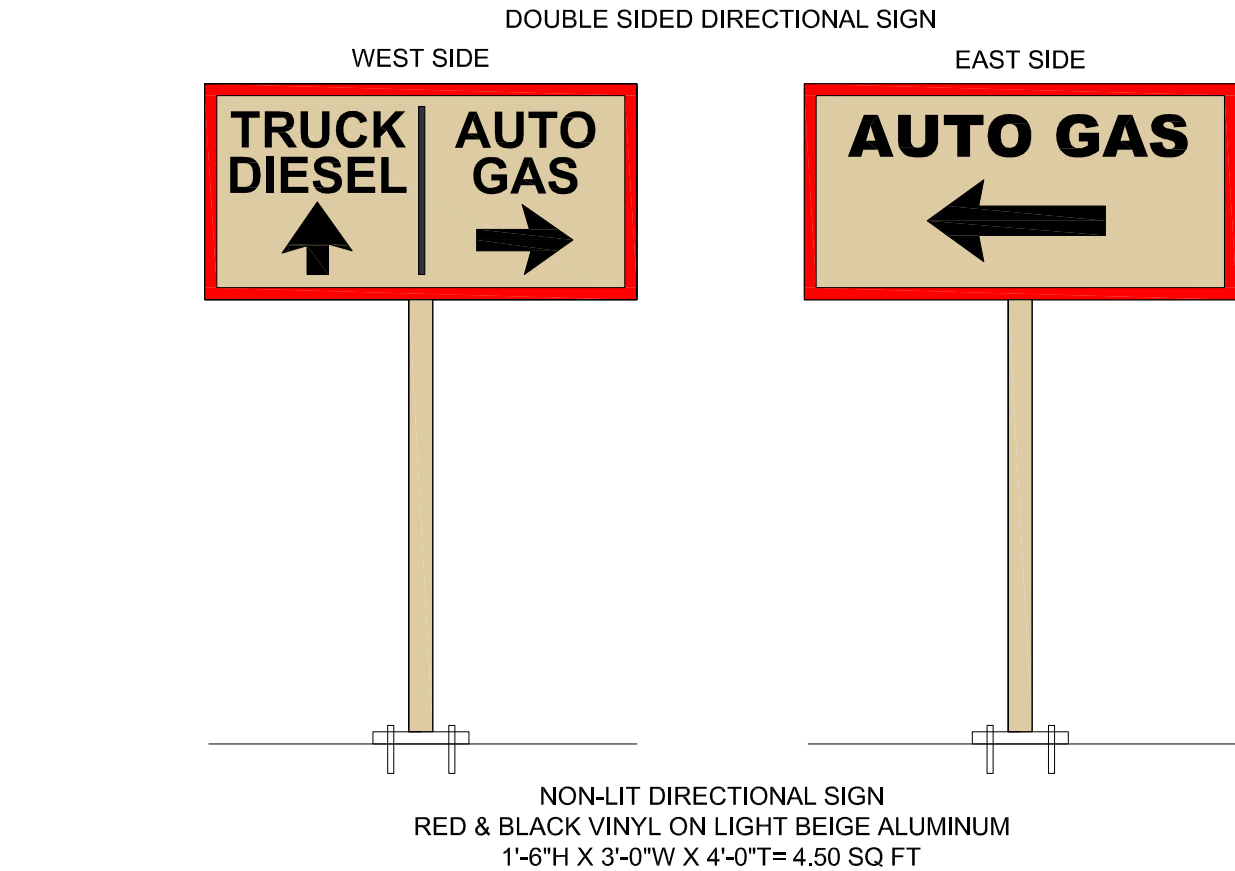
DIRECTIONAL SIGN #21

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



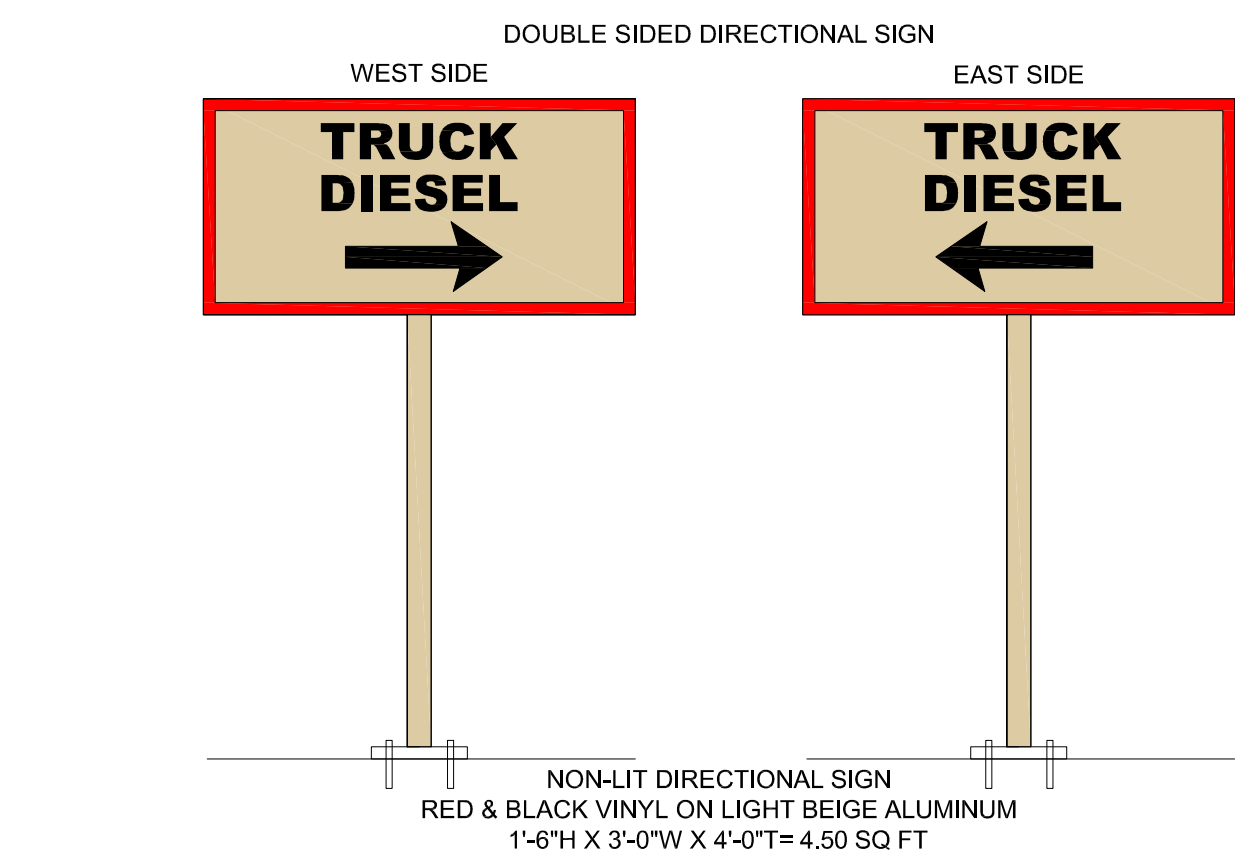
DIRECTIONAL SIGN #23

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



DIRECTIONAL SIGN #22

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



DIRECTIONAL SIGN #24

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

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DIRECTIONAL SIGNAGE

CONVENIENCE STORE #1739
WITH SIDE DIESEL

JAMAICA & 95
COTTAGE GROVE, MN

#	DATE	DESCRIPTION

DRAWN BY

KMK

SCALE

MULTIPLE

PROJ. NO.

0001

DATE

2025 01-29

SHEET

DS3

#25 KWIK TRIP FREESTANDING MONUMENT SIGN

SEE ATTACHED ARTWORK

		
		
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DIRECTIONAL SIGNAGE	CONVENIENCE STORE #1739 WITH SIDE DIESEL JAMAICA & 95 COTTAGE GROVE, MN	
#	DATE	DESCRIPTION
DRAWN BY		KMK
SCALE		MULTIPLE
PROJ. NO.		0001
DATE		2025 01-29
SHEET		DS4

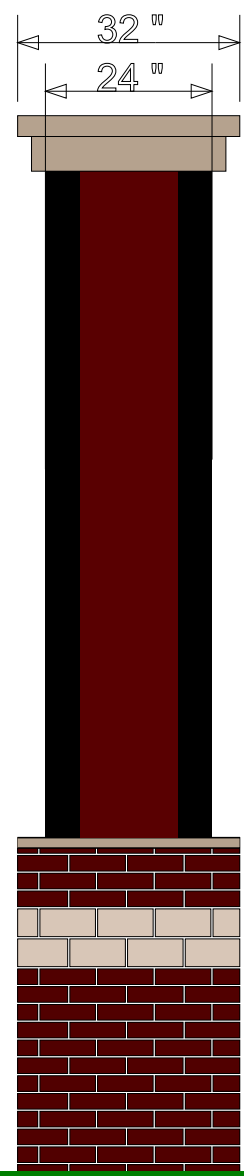


KWIK TRIP Face
Has Opaque
Background with
Red Acrylic Logo
10.88 SQ FT

8" PRICERS
Have Opaque
Black Background
with Illuminated
Product Names
2.06 SQ FT Each Pricer
8.24 SQ FT Total Pricers

72x144
10mm RGB
Active SF 11.52
Overall SF 14.68

Overall Sign
SQ FT 60



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

This artwork is copyrighted and may not be otherwise used without permission. It is the property of La Crosse Sign Co., Inc. and must be returned to them.

lacrossesign.com

DESIGN

SALES

FILE

COLOR KEY

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



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

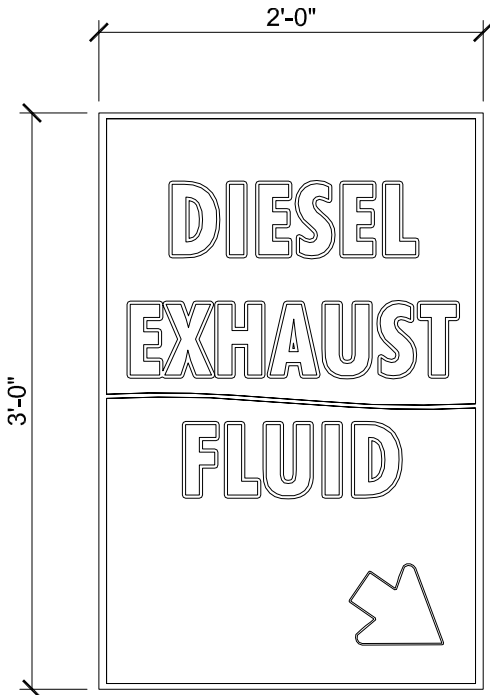
Drawing by: Danielle Hadley
Sign Type: Monument
Date Created: 12/5/2019
Last Modified:
Scale: 3/8" = 1' 0"

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

Revision Number:
Job File Location:

a ■ TBD
b ■
c ■
d □
e □
f □

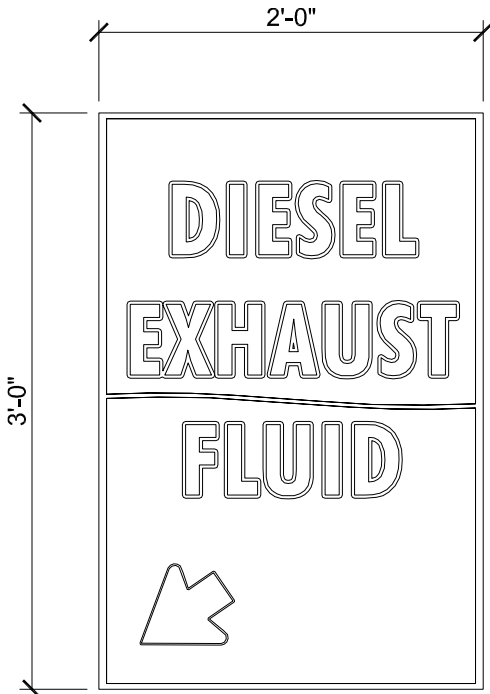
g □ TBD
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j □
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l ■



QTY: X

DEF SIGN A

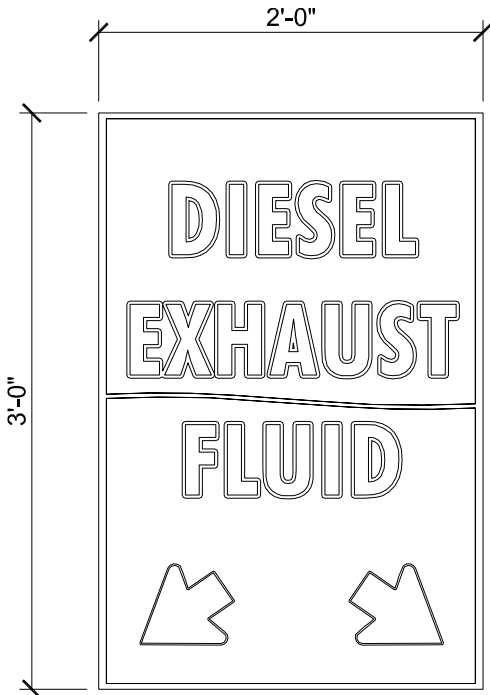
SCALE: 3/4" = 1'-0"



QTY: X

DEF SIGN C

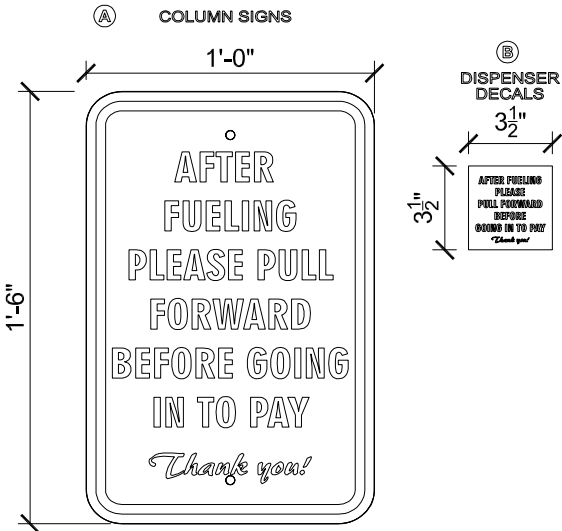
SCALE: 3/4" = 1'-0"



QTY: X

DEF SIGN B

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



PULL AHEAD SIGN D

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

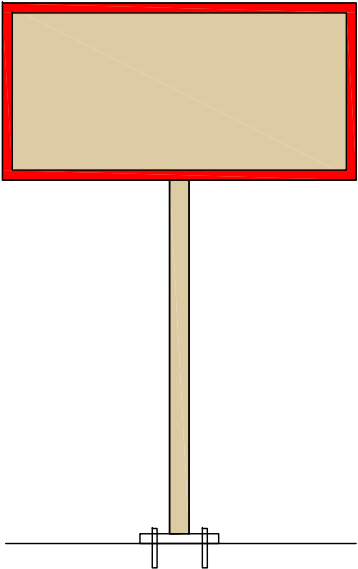


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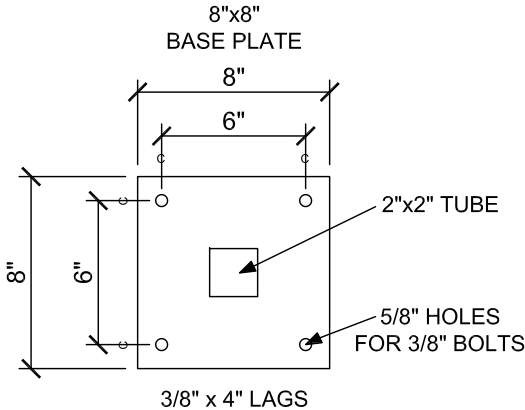
DEF / DSL SIGNAGE		CONVENIENCE STORE #1739 WITH SIDE DIESEL		JAMAICA & 95 COTTAGE GROVE, MN	
#	DATE	DESCRIPTION			
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DRAWN BY		KMK			
SCALE		MULTIPLE			
PROJ. NO.		0001			
DATE		2025 01-29			
SHEET		DEF1			

SINGLE SIDED NON-LIT DIRECTIONAL SIGN



DIRECTIONAL SIGN EXAMPLE

SCALE: NTS



NOTES:

- Sign vendor to anchor sign/s to concrete pad
- Sign vendor to anchor signs with (4) 3/8" x 4" lags & shield anchors. Use stainless steel hardware
- Stainless steel flat washers may be used under base plate as needed to shim sign to be plumb
- Concrete Pad installed by others (Kwik Trip/Kwik Star Concrete Vendor)
 - Concrete Pad to be 5"x 36"x 36"
 - Center of footing to be installed 48" from face of curb



DIRECTIONAL SIGN BASE PLATE

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

	KWIK TRIP, Inc. P.O. BOX 2107 1626 OAK STREET LA CROSSE, WI 54602-2107 PH. (608) 781-8988 FAX (608) 781-8960	PROJECT: Store- All Stores Date - 08/31/2023 DESCRIPTION: All Directional signs will have a single post per the detail above	SCB #1



COTTAGE GROVE PLANNING COMMISSION
12800 Ravine Parkway South
Cottage Grove, MN 55016

January 27, 2025

COUNCIL CHAMBER - 7:00 P.M.

The Regular Meeting of the Planning Commission was held in the Council Chamber and telecast on Local Government Cable Channel 16.

1. CALL TO ORDER

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

2. ROLL CALL

Pradeep Bhat-Here; Ken Brittain-Here; Jessica Fisher-Here; Evan Frazier-Here; Eric Knable-Here; Derek Rasmussen-Here; Emily Stephens-Here.

Members Absent: None

Staff Present: Emily Schmitz, Community Development Director; Samantha Pierret, Senior Planner; Max Erickson, Planner; Riley Rooney, Associate Planner; Crystal Raleigh, Assistant City Engineer; Justin Olsen, City Council Liaison

3. APPROVAL OF AGENDA

Brittain made a motion to approve the agenda. Stephens seconded. The motion was approved unanimously (7-to-0 vote).

4. OPEN FORUM

Frazier opened the Open Forum and asked if anyone wished to address the Planning Commission on any non-agenda item. No one spoke. Frazier closed the Open Forum.

5. CHAIR'S EXPLANATION OF THE PUBLIC HEARING PROCESS

Frazier explained the purpose of the Planning Commission, which serves in an advisory capacity to the City Council, and that the City Council makes all final decisions. In addition, he explained the process of conducting a public hearing and requested that any person wishing to speak should go to the podium and state their full name and address for the public record.

6. PUBLIC HEARINGS AND APPLICATIONS

A. Holcim Mining Permit - MP2025-001

Holcim - MWR, Inc. has applied for their 2025 mining permit to continue mining operations at the Nelson Sand & Gravel Facility at 11250 Grey Cloud Trail South on Lower Grey Cloud Island.

Rooney summarized the staff report and recommended approval subject to the conditions stipulated in the staff report.

Frazier asked if there were any questions for staff; none were asked.

Frazier asked if the applicant at this time would like to add anything.

Patty Bestler, Regional Manager with Holcim - MWR, 2815 Dodd Road, Eagan, MN, stated Riley summed up our application very well, it's status quo, operating as we have for the last many, many years. In 2023, we implemented a suction dredge, its fully electric, where we're trying to get overburden off of a previously mined area that was mined back in the 1950s and 1960s. We didn't have the capabilities at that time with the clamshell dredge that we have now; so, we're trying to go back, get that overburden and excess sand off, we're pushing it to other parts of the previously mined areas that we'll never go back to. Our reclamation plan is we are meeting the landowners, grades that they want for when they someday go to develop that property. The work that we're doing with Great River Greening, where we're establishing Oak Savanna areas and taking out invasive buckthorn and putting it in oak plantings, that is actually part of what the City agreed to, back in 2010, in lieu of us planting many, many trees down there that would not survive because of the dry conditions when we'd go through droughts and whatnot. So, in lieu of planting trees every single year, we are reestablishing big Oak Savannas right now; there is some on the eastern side that we're working on, and then along the water area, in the area where we cannot ever mine because of historical significance, there is beautiful oaks in an area down there, but it's being overtaken by buckthorn. So, we're working on that this year to get some of that buckthorn out again. We did work in there previously, but we're going back to that area now, too. I am here to answer any questions. I also have our Operations Manager, Michael Murphy, here if you have any operations questions, but pretty much it's what we've been doing for many years now. We're trying to eek every piece of sand and gravel out of that site, which is the purpose of the suction dredge.

Frazier said all right, thank you. Are there any questions for the applicant? None were asked.

Frazier asked Schmitz if this was a public hearing or not. Schmitz replied it's technically not a Public Hearing; however, the commission does need to take a vote.

Frazier said with the presentation by staff, as well as the applicant, he asked if there is any further discussion by the commission on the proposal.

Rasmussen said I'm just glad to see your operation is going as planned. It looks like you're increasing production, and the reclamation is appreciated, so thank you for your partnership. It's always nice to see things going well down there.

Fisher said I was just going to say along the same lines as that, it sounds like everything is going well, this seems status quo for several of these renewals that I've seen. I like that you're working on the invasive species and trying to really protect the nature that's down there, too.

Frazier asked if there were any further comments or discussion, but there were none. Frazier said otherwise, I'll look for a motion.

Fisher made a motion to approve Holcim's 2025 Mining Permit, subject to the conditions stipulated in the staff report. Knable seconded. Motion passed unanimously (7-to-0 vote).

B. Lochridge - Cases ZA2025-004 & PP2025-004

Pulte Homes of Minnesota, LLC has applied for a zoning amendment to rezone approximately 88.6 acres of land located south of the Woodbury border, west of Jamaica Avenue, and north of The Waters at Michael's Pointe development for AG-2, Agriculture, to R-4, Transitional Residential District; and a preliminary plat to be called Lochridge, which would consist of 99 single family lots and 84 townhome lots.

Pierret summarized the staff report and recommended approval subject to the conditions stipulated in the staff report.

Frazier asked if there were any questions for staff.

Rasmussen said if I'm reading this right, it appears that Ravine Parkway needs to be extended through this development, that portion's not there yet, is that correct? Pierret replied correct. Rasmussen asked is that something the City's handling or the developer handles that development? How does that come together? Pierret replied I'll invite Crystal Raleigh, with our Engineering staff, to come up and answer those questions; being new to the team, I don't know all of the answers quite yet. Raleigh stated the proposed Ravine Parkway would be designed and constructed by the development team; the City would cost share in that,

so the development team would be responsible for constructing our typical roadway section, and then the City would cost share for portions of the roadway above and beyond our standard section, so, the extra width, the medians, etc. Rasmussen asked so, would this extension just be completed until the end of this development right now, or? Raleigh replied that's correct, and then in the future, the Kemp property is to the west of this development, and then as that develops, Ravine would continue to be pushed through to the west. Rasmussen stated all right, thank you.

Bhat said as of now, Jamaica Avenue is only a single lane on either side, which is on the east of this property. How are you proposing to make that two lanes, going forward because of the anticipated increase in traffic. Raleigh replied Jamaica Avenue, I believe as is, is designed for that 15,000 vehicles per day. I am not sure what the County's project that's coming in 2028 would entail as far as if extra lanes are proposed on Jamaica. I think that's still to be determined with their upcoming project. Bhat said okay, thank you.

Brittain said if I recall correctly, Jamaica Avenue from 70th to Military was traditionally a four lane, two lanes in both directions. Because this property wasn't developable at the time, the curve of the road into the roundabout area that was desired couldn't take place yet. Instead of reconstructing Jamaica when we needed to, it went down to a single lane both ways, with the intent as far as I am understanding, it will be two lanes both ways in the future when it becomes appropriate to redo that road; which is not part of this development, but with respect to its history and its future, it is intended to be two lanes both ways eventually as well.

Fisher asked can you explain, so we were talking a little bit about this, the 2040 Comprehensive Plan says it is R-1, Low Density Residential, correct? But it's being rezoned to R-4, Transitional, but it's still meeting low-density requirements. I guess I'm feeling like there's some different things being used interchangeably, and I guess can you explain that a little bit better and help me understand why those two things are being used interchangeably? Pierret replied sure, I will do my best, and I may have to ask someone else. Fisher said I believe I know why you're doing it, but I also want to hear why you're doing it. Pierret replied all right, so the Low Density Residential classification on the slide that I just pulled up, it definitely has to do with that, the number of dwellings per acre and everything. It wasn't to give a specific zoning designation to the lots, it was just to say this area should have that specific number of dwellings per acre. So, the Low Density Residential that are for, like I mentioned, with the 2.9 units per acre still fits into the definition of Low Density Residential as it's defined in the Comprehensive Plan. Fisher replied okay, so when you're counting townhouse units, are those considered like if it's a four, side by side, are those considered four units or is that considered one unit? Pierret replied those are considered four individual dwelling units. Fisher stated I don't know if my math is just not mapping, but it just doesn't seem to fit the low-density number. I don't know, maybe it's just the way the drawing is and how it looks, like it feels really packed and dense to me, and I am not sure why that is. Schmitz replied so when we calculate density, we use net density, so we take out all areas of Right-of-Way, areas below high-water levels, and so, in our Comprehensive Plan, when we think about Low Density, it's two-to-four units per acre. So, we have a project that's proposed at 2.9, that fits right into that density that's outlined in our Comprehensive Plan. This particular Zoning District was created for the purpose of having that transition and that ability to have a variety of product types on perhaps a site that might have some unique challenges so that we could find that flexibility to allow for development, but also still meet that density standard. Fisher replied thank you.

Frazier asked if there were any further questions for staff.

Bhat asked so, it's proposed to be zoned as R-4 because of the townhome units. Otherwise, it should have been in R-3 if they were just single-family homes in that zone. Pierret replied that's correct; with those townhome units, that pushes it into the R-4 Transitional District with those differing densities of dwellings. Bhat replied okay, thank you.

Stephens said I'll try to keep this as far out of engineering as possible. I'm just wondering if you could talk about that stormwater that's coming underneath. There always seems to be just a pretty significant swale through that property, and I don't think the culvert's all that big, but is there plans to just reroute? I mean, is it going to be piped or is it going to be overland rerouted down? Has that been discussed at all? Raleigh replied that has been discussed; I'm assuming, are you talking more of the drainage coming from the west side of the property? Stephens replied from the north side; so, there's a culvert under Military. Raleigh replied okay, so, it will come into that basin in the northwest corner, and from there it would be piped down through the subdivision into the big Pond 3 that you're seeing there, up on the screen, and then it would discharge into Lake Robert. Stephens replied okay. So, it's going to go overland, behind the townhomes into Pond 2? Is that right? Raleigh replied I believe it's going to be piped. Rausch said it will ultimately be in the storm sewer, it's very hard bedrock there. Raleigh said so, it will be in the storm sewer, in the streets, to either Pond 1 or Pond 2. Rausch said that pipe is now in the watershed, the one in the northwest corner is much more steep. Stephens replied okay, I'm just curious about that, that's all. Thank you.

Frazier asked if there were any further questions for staff, none were asked. At this time, he asked if the applicant would like to approach the podium and add anything additional.

Good Evening, my name is Haley Daily, with Pulte Homes of Minnesota, 1650 West 82nd Street, Suite 300, Bloomington, MN. With me tonight is Dean Lotter, our Director of Land Planning and Entitlement, as well as Mark Rausch with Alliant, for any of the specific engineering questions, as well as a representative for Rachel Development. I'm here to just answer any questions you may or may not have; we're just excited to be in the City of Cottage Grove again. Frazier said all right, thank you. Any questions for the applicant?

Frazier said okay, I don't see anybody, but I am going to ask, I think you said it was Mark you said was your engineering person? Daily replied yes, Mark Rausch with Alliant. Frazier said I wonder if he would come up. Sorry, you had just given an answer from the back, and I wanted to make sure we had you up here so that people at home can hear and we have it on the record. So, if you'd just give your name. Mark Rausch with Alliant Engineering. Frazier said all right, thank you. And so, there was a question from Commissioner Stephens specifically about where the stormwater ponding or where the stormwater was going, whether it was going overland or whether it was being piped through. If you could just provide your kind of update on what that was. Raush replied so there is a pipe, that is correct, that picks up on the north side of Military that dumps out here. You can see it, but there's a lot of riprap there, it's actually where bedrock is actually physically disposed there. That's, I think that's only 21, it's not as big a pipe; this side is what takes a significant amount of flow from Woodbury and more to the west of the site, northwest, so that is being captured in this basin, and there's a larger trunk pipe that will follow through to this pond here. So, we will be collecting this, but right now, it's just coming down the hill. We have multiple catch basin inlands back here to make sure we capture that with the swale easement. All this common area of the townhome area drains into a drainage and utility easement, so, and it's a managed property. So, I don't know if that answers the question. Stephens replied yeah, it does. Thank you.

Frazier said all right, are there any further questions for the applicant? None were asked. Frazier said all right, thank you very much.

Frazier opened the Public Hearing.

Good Evening, Mr. Chair, committee, my name is A.J. Ecker, I live at 8852 67th Street Bay South; we're in The Waters at Michael's Pointe development, and we're excited about this new plan and getting some more neighbors. We do have a concern, some of us that live at The Waters at Michael's Pointe, along Lake Robert there, that we kind of went through this process back in 2011 to develop The Waters at Michael's Pointe; when we were working with the City, we were assured that a walking path was not going to go around the south side of the lake. So, a lot of us that built there and bought there were under that premise that the walking path would not go around that side of the lake. In addition to just, you know, the commitment we had from the City, knowing how the lake floods, and I know we put in different drainage there to help that, but sometimes we've got water halfway up our back yards. We've got neighbors now that have fences there, some of our biggest, most mature trees are, there's not a lot of space between the property line of their back yards and the wetland. And, so, I know you talked about maybe an eight-foot wide trail going through that space, and in some of the back yards, I don't even know how that's possible to get eight feet of a managed trail through there without not cutting down some of the most beautiful, mature trees around that lake. So, I just wanted to voice our concern for those of us living on the lake now; we would really like the City to uphold their agreement with us to not put the walking trail around that lake. Thank you. Frazier said thank you. Mr. Ecker, can I just ask you, and you don't have to answer it if you don't want to, but other than the conversations that you had with the City back in 2011 about this path, is there a specific reason why you think that a walking path on the south side of the lake would not be appropriate? Mr. Ecker replied well, I mean, back when we were in negotiations with John and Jennifer and the City, we just thought that privacy is one issue, but now, after living there for the last ten years or however long we've been there, it doesn't seem like the space is there from the wetland buffer to our property line. There's just not that much space there for an eight-foot path to go through there, and some of the neighbors' fences I believe are rightfully in their spot, but it can't be more than 15 feet from the water. And then there's supposed to be the natural wetland buffer in there, and then you've got these big, beautiful trees. You know, somebody came out and just staked, and these stakes go right through our yards, and some of these huge trees are right in the middle of that. So, I would just hate to see, I mean, it's such a beautiful nature preserve back there, to see some of these really longstanding trees get cut down. And, you know, I think it's a beautiful place back there, and we're excited about the development, there's going to be areas to walk around and park dedications all over that you can still enjoy the lake without having, and I don't believe the trail can connect all the way around anyways because of the, somebody on the other side of the, the east side. But those are some of my thoughts, Mr. Chair. Frazier said all right, thank you.

Good Evening, I'm Kristel Rogers, I'm a neighbor of A.J.'s, a couple doors down, 8844 67th Street Bay South. Our home is on the end of the cul-de-sac, and our back yard would butt up right to where this walking path is proposed to be, literally within a few feet of the fence that we just put in around our swimming pool that we invested in the summer after we moved in, in 2021. So, my husband and I have been residents of Cottage Grove since 2011, lived in a different neighborhood, and then moved to this neighborhood, largely due to the privacy of the back yard and we were planning to do a swimming pool. In our previous location, which was also fairly private, but it had a huge hill, which was a problem for that. So, when we found this place, we fell in love, and we said, you know what, this is a really private area, which is kind of why we decided to move there. Doing some research at the time, we actually noticed that there was this proposed plan for a walking path, and we had called the City at the time to confirm if that was or wasn't going to happen. We were told, although on the phone, so I don't have it in writing, but it was on the phone I was told that that land was not conducive to a walking path, and it wouldn't be happening. So, we made the investment to move, and we've been very happy where we're at, and we're quite concerned about the potential walking path that would be literally within a few feet of our private oasis. We don't have another place that we go in the summer, like many Minnesotans do, to lake homes; this is our place, and being a business owner in Cottage Grove for ten years, and a practitioner in the area for ten years, we've made Cottage Grove our home and we really do like it here. We're pretty disappointed that this is potentially going to come into our back yard. So, I'm hoping I can speak on behalf of my other neighbors that we really would not like to have a walking path right in our back yard. I'm fine with the walking path to the west of our house, along our driveway, that has already started and going around the west side of the lake, but it really seems to be encroaching a lot of homes and privacy to be literally within feet of a back yard that's been private for that long for many. So, thank you. Frazier said thank you.

Jason Johnson, I live at 8714 67th Street Court South, just a few doors down from these guys, especially through the woods there. You know, we started, we moved into this neighborhood in 2017, we heard that there was a potential of a trail that would go through there as well. We looked into it, called the City, and they said it probably won't happen because the house across the lake there is bedrock, and will never really ever be developed, a trail would probably never happen, more like never was the big word that was used. So, we decided to move in there; with our back yard, we don't actually look at the lake very often, I mean, we can't see it, we've got some trees back there, so it's not so much the obstruction of the lake, it's people in the back yard. If you ever spent any time looking at this lake, do some aerial, go back in time and look at some aerial photos of this lake, it's not really even a lake. It's mostly just covered in seaweed, it's got yeast on it, it's not super beautiful. In front of their homes, they've got a nice little spot there where they can see the weeds kind of come back into the west, southwest corner of there; but it's not a, I just don't think it's a good investment for the City to even have around a lake that isn't a lake. When I came to the meeting, the original meeting with Pulte and stuff, I was told by one of the City people that were there, I hate to say this, but we kind of want to be like Woodbury, like Colby Lake. Well, my first thought is there, let's have a Colby Lake first. We don't have that there. So, also the water there; have we ever, has that water been tested of any sort? I only ask because our dog has gone back in there a couple times and come back, and he's a little loopy after he gets out of there. So, it's also just not, it's not super awesome. So, I just, I don't know, it just seems like not a real good use of money and privacy; you know, we paid to have that back there, and now we have people coming in from the other side, if there is a park across the way, coming into our back yards. Our neighborhood is a diamond in the rough, we have a lot of spots, there's not a lot of neighborhoods like ours, and a lot of us moved there and love it the way it is. I get that there is change to support the build across there. Jamaica is pretty busy, but I'm sure that the County and the City will work together to make the lanes a little bit bigger. But, it basically comes down to I would like to see the trail itself not constructed due to what we've put into purchasing this home and the rest of the neighbors, especially on the south side of 67th Street and then the 67th Street Bay. So, that's all I have. Frazier said, all right, thank you.

Mike Miller, 8860 67th Street Bay South, I live right on the south side of the lake, next to A.J. and all these guys. Our little neighborhood is, like people said, it's a gem here in Cottage Grove. It's very private, it's very small, we all know each other, and we bought there for the privacy. So, as far as the concern about how does it impact our community, there's probably what, 45 houses in there, or whatever, it impacts our privacy. We paid premium prices for our lots for that privacy. It also, where the trail goes through, that is a wetland, so I don't know if a study has been done, if permission's been allowed; I mean, that has to be approved with the Watershed District. It is very low lying, and when it rains, even though the drain has been put in, our back yard still floods over. So, I'm most concerned about the privacy that we paid a premium for; we chose to live in Cottage Grove, not to live in Woodbury, right? We have tons of walking paths already, I would prefer not to have a walking path pretty much right through my back yard. We can go around the other side, we can walk out, I mean, our whole neighborhood walks; we see these guys all the time out walking dogs, and we've walked out the beautiful path across Jamaica, it's awesome, and we walked the partway. So, there is lots of Woodbury-like amenities in our neighborhood already. We would, our whole neighborhood, would prefer that the path doesn't go behind our houses, it can go on the north side. They haven't bought into the community already that we've lived there for 12 years, living in the privacy and the beauty of nature, even though like they said, the lake really isn't that beautiful

because its covered with Lily Pads, like now is the most beautiful time and in spring, before the Lily Pads show up. So, that's all I have. Thank you. Frazier said thank you.

Chairman, Members of the Commission, Kevin Sommerland, I'm at 8710 67th Street Court South. Also, my property abuts the south side of Lake Robert if, in fact, you want to call it a lake; as has been mentioned, it's more of a swamp. You know, we bought in that neighborhood in 2013 from Pulte. The representative that convinced us to buy there was really selling the privacy aspect of that development. Back then, we were pre-Emerald Ash Borer infestation, and that area was certainly, I mean you couldn't even see the lake initially from where we were, our lots. Since then, we've had to remove a lot of trees, which has opened that area up a lot. Dodge Nature Center recently has gone in and done a fair amount of clearing, and so, our level of privacy has diminished considerably just in the last ten years. And, yeah, to now be subject to any foot trail that is going to potentially bring people in there at all hours, and right in our back yard, certainly there's some safety, security concerns that I would have. I think as a compromise, you know, if Pulte wants to have a trail on that north side of the lake and maybe circle around on the east and west with little roundabouts there, and just avoiding that southern side of the lake, I would have no problem with that. But I think, you know, just recognizing, as has been mentioned, our lots, we paid a premium for those lots for that privacy aspect, and now a decade or more after we closed on those deals, we're being asked to give up that privacy. I think it's just unreasonable. So, thank you. Frazier said thank you.

Hi there, commissioners, my name's Nathan Dean, I'm at 8715 67th Street Court South, Cottage Grove. One of the things I guess I'm challenged by as I take a look at the plans is, and I think some of the commissioners raised it up, is even the density that is being proposed. This is coming from an area that is very much single-family homes and a very tight area of which, you know, I'm raising four girls, and I can't express to you how much I appreciate the safety of being able to raise my four girls in that cul-de-sac and I don't have to worry because it is a very private, protected area. And Pulte did a phenomenal job of building that area at the time, and we are grateful for the privacy and the area that was created; but I'm a little shocked as we saw these proposals being put together at just how much density is being proposed, and I have to ask the question why? Like, is this the Cottage Grove that we understood, that was trying to develop all these single-family homes? I mean, the development that was just across Jamaica there, as it was being built out and had the single-family homes being built into it, that seemed reasonable, they did that in a way that seemed very much designed around the single-family home; and I guess I'm challenged as to well, about the walking path, and the walking path is a big issue in our neighborhood. But I'm more concerned about just the fact that this is being zoned at R-4 vs. R-2, that was part of that 2040 plan, I would respectfully request that that be reconsidered, even though I understand there are special circumstances of that land and the challenges to develop it. I think still having a lower density, single-family home mix would not only protect my home values, but it would also protect my neighborhood and keep it the private, safe neighborhood that I currently reside in. Thank you. Frazier said thank you.

Good Evening, commissioners, my name is Michael Goertel, I live at 8717 67th Street Court South, and first off, I'll say I definitely empathize with my neighbors and the concerns with the trail. It's not my scenario, or my situation, but I absolutely understand the situation with that. I think the reason I'm here is I just want to call out the concerns with the traffic that's on Jamaica, going southbound, especially southbound. So, as noted, probably five, or a little bit more, years ago, Jamaica was two lanes in each direction, and that was reconstructed when the roundabout on Jamaica and 70th was put in. For the most part, it's a single lane in each direction, some accommodations with the new Ravine Parkway going eastbound, as well as the development to the east of Jamaica. What that accounted for was some extra turn lanes and things of that sort, but where my concern comes in is ensuring that there's some sort of road reconstruction on Jamaica, at least in between Military and I'd say 67th Street Court; that's the area where what I experience is coming southbound from Military to 67th on Jamaica, there is not a turn lane for folks to go right, into 67th Street Court South. And that traffic comes up behind you quite quickly, and where my concern comes in is as there's more traffic and additional houses, naturally there'll come more cars and things of that sort. So, I'd be looking for additional, at least some road enhancements and things of that sort, so I don't get rear-ended, as I'm trying to slow down and take a right into 67th Street, or I start turning my blinker on, up on Military, just to make sure everyone knows I'm turning right a half mile down the road. So, just awareness on that with the way the road is currently constructed. Thank you. Frazier said thank you.

Frazier asked if anyone else wished to speak for or against the proposal.

No one else spoke. Frazier closed the Public Hearing.

Frazier said at this time, I will ask staff to kind of respond to some of the concerns and some of the things that I know they've had on their radar since the neighborhood meeting where specifically the trail has been brought up.

Pierret said thank you, Mr. Chair and Members of the Commission. So, yes, staff has definitely heard and understands the public's concerns regarding the privacy of the trail and everything. It was in the 2040 Comprehensive Plan, as I noted, and also kind of speaking to those discussions, packets, approvals, things like that that went on around 2011 and 2007-ish, when these other developments to the south were put in. Nothing was put on the record as far as the conditions or things like that that would hold the City into saying that no trail would be put here. Staff did considerable amounts of research on that front, as far as verifying that that would or would not be the case. As far as mitigating any wetland impacts and things like that, it sounds like that of course appropriate permits, minimizing impacts to wetlands, are going to be required, very important things, permits through things like the DNR, things like that for trail construction; and staff is looking at varying ways of trail construction and things like that with the applicant's engineers as far as best practices, minimal impacts to those areas. Concerns regarding the density, kind of getting to Commissioner Fisher's question earlier about the net density of the area. As I mentioned, it was not said that this area would be zoned R-2, it's a density, it's an overall net density that the area is planned for; and this proposal does meet that request, using the townhome density and the single-family density on this acreage when we subtract the acreage of public Rights-of-Way and the wetland lake. Kind of going into the traffic concerns and everything, that was also kind of mentioned during the presentation as well about the proposed hopeful reconstruction in 2028. It was also noted in the packet that this is a County Road, and it was reconstructed as the neighbors had mentioned; it was reconstructed in a way that the County knew that they would need to be coming back here for reconstruction, sooner rather than later, as far as when new development came in and things like that. So, those will definitely be considerations as the County continues to go forward in their planning processes. Pierret said I'll kind of send it back to you unless there are any questions.

Fisher said I have a question. So, I'm empathizing with everybody on the trail, and something that was said really kind of struck me; like, it doesn't seem like a very good use of money or space. Another thing that was talked about was lots of big trees that were going to need to be mitigated; can you talk about how many trees you would have to take down and what that would look like back there? Because it doesn't seem, to me, that makes sense, that doesn't seem to be a great like use of money and space, you know, if you're taking down a bunch of big, mature trees and putting a path somewhere that floods all the time anyway. That made sense to me, so. Raleigh said Chair and Commissioner Fisher, I can speak to that. Some of the neighbors expressed concerns about the amount of space between the rear yards and the water's edge. Staff and developer went together out there, and the developer's engineer, to take a peek at those back yards and possible trail locations within that corridor. Back yard lot corners were staked, and in the narrowest location, there's approximately 50 feet between the back lot corner and the water's edge; that does allow some flexibility to avoid big back yard trees. So, the anticipation is that the trail can avoid some of those large trees that are in people's rear yards. Now, the trail does meander through the woods and then there are some larger trees in the woods that can't be avoided, but generally, those bigger trees through back yards would be avoided. Fisher said I was just going to say I feel like there should be some sort of compromise here with the trail. Like I understand, I don't know, I'm not one to like be swayed, but I feel like there's got to be some sort of, it sounds like consistently all of these people were told in the past by people that there was never going to be a trail there, which I know it's not in writing, but I mean, it's consistent that every single person has said that. The fact that just environmental, the fact that it floods, like I just don't see this being a hill to die on; there's got to be some way that we can make sort of a compromise on this piece of it because it doesn't really affect the homes going in, it doesn't affect the density, it doesn't affect the overall construction of the development. So, I guess I would like to see some sort of compromise here. Raleigh replied sure, understood. I think the intention with this was to follow that Comprehensive Plan that showed us having a trail all the way around Lake Robert; so, that does generate that trail on the south side there. Fisher said yeah, but the Comprehensive Plan does, though, show that this parcel should be zoned R-1 as well, and we're going R-4 because there's some similarities. So, I think the Comprehensive Plan is great, but there's some movement that can happen with it, and I think maybe we can consider that here, too. Raleigh said all right.

Frazier said so, I guess, and maybe I can because I'm confused now, too, I think. So, my understanding of the Comprehensive Plan is we don't talk about Zoning Districts R-1, AG, I-2, it's just in terms of density; and, so, the Comprehensive Plan right now in this area is saying it should be used as Low-Density Residential when it develops, correct? Schmitz replied Mr. Chair, Members of the Commission, that's correct. Frazier said and Low Density Residential is according to the Comprehensive Plan definition is between two and four units per acre. Schmitz stated that's correct. Frazier said all right, and so, then we go separately to the Zoning, and Zoning can be R-1 through R-6, so we have six different residential zonings right now in the Zoning Code. Schmitz stated that's correct. Frazier stated and some of those fall within two-to-four units per acre, and some of them are higher than two-to-four units per acre. Schmitz stated that's correct. Frazier said and so, when looking at the Comprehensive Plan vs. the Zoning map, those two things are different, and the Low Density Residential guided use doesn't necessarily match up with R-1, R-2, it can fall within a couple different Zoning Districts. Schmitz stated that's correct; those Zoning Districts will have standards that have to be met as it relates to product type that's permitted within those Zoning Districts. Frazier stated okay. So, the R-4 zone falls in there. Fisher stated understood, I read it wrong. Frazier said okay, so I just wanted to make sure everyone understood

because there was a comment about the amount of density in this area, and it's kind of greater than what it is in the surrounding; but the R-4 is still going to fall within the City's definition of this is Low Density Residential. Fisher said right; Frazier said okay. Fisher said sorry, Frazier said no, that's all right, I just want to make sure we're all on the same page here.

Frazier said so, Crystal, I was going to ask you then if I can go back to, because I was going to have a similar question to Commissioner Fisher about where the trail was going to be in relation to the property lines for these homes that are on the south side. Because I understand that there's been no development to the north of these homes since these houses were put in, in 2011, and so, people may not know exactly where their property line is; they may think it goes all the way up to or close to the water edge, but it sounds like that's not necessarily the case, and it's between the back property line and the water is about 50 feet. Raleigh replied yes, that's correct, there is approximately 50 feet, but behind the actual lot corner to the water edge at the skinniest point, I mean that's the narrowest area. We found that mowed lawns and maintained lawns are happening past property lines back there, but the actual property that this Outlot A would be has approximately 50 feet at its narrowest point between those back corners and the water. Frazier said okay. And this may not be a question for you, it may be a question for one of the planners, but do we have a setback requirement for a trail when it's butting up to a residential property? I'm sorry, I'm not trying to play stump the planner because I know I'm not supposed to do that. Pierret replied good question, Mr. Chair. We do not have any sort of setback from property lines for a trail of that type. Frazier said all right. Do we know what the setback is that this plan is kind of setting to right now, how far away are we from the property line, just kind of an average? Raleigh replied, generally, I would say that it's 15 feet at the closest from, I'm just judging on some of these schematics that I see in the plan tonight. I don't have a scale with me to measure it off my plan sheet, but I would say there's 15 feet where we're the closest, but again, if we dug into the packet and pulled out a scale, we could get that a little more exact. Frazier said okay, and I'm not looking for you to be exact. My concern is this: These people have come tonight, and they're concerned about their privacy, you know, in these back yards. And as I said, I don't think it's uncommon or it would be unexpected for these people to believe that their property lines maybe went further back than they actually do, and the City's gone out there and staked them and said here's where the actual property line is. And, so, we are proposing to build this trail on what will be City property, and so, the City kind of gets to decide what it wants to do with its property, but we want to make sure we're not bothering the neighboring use. And, so, that's why I'm just kind of looking at, okay, how far away are we from the property? Is it going to injure their use to it within reason because it is City property that we're going to put this on, fair? Raleigh replied yes, Mr. Chair, that's fair.

Knable said I have a question, just kind of tapping into what Jessica had talked about, about kind of a compromise. I know there's area there like for boardwalks; would that be something the City and Pulte would be interested in like building a boardwalk through that area so it wouldn't go like around? Like out there, but just kind of on top of it? Raleigh replied yes, that is something that is being entertained is the potential for boardwalks as sections of this trail; that's still being talked about with those design decisions. Knable asked would it be a conversation to have the whole path like that? Raleigh replied that it could always be a conversation of that; the costs associated with boardwalks over water like that are typically pretty high in comparison to an asphalt trail, but that's not to say that it can't be done. But, yeah, those type of design decisions are still being considered. Knable replied thank you.

Bhat asked so the proposed trail is actually extending out of that Outlot A, right, I mean, if you look at the map of the proposed trail. Raleigh asked extending out of what? Bhat replied Outlot A of The Waters at Michael's Pointe. Raleigh replied that's correct. Bhat said so that area of the green Outlot A and the property line of the 67th Street Court area, is that City property, or what is that? Or is it Dodge Nature Center there? Raleigh replied that area that is proposed as Outlot A is currently owned by the Wolterstorffs, but when it becomes Outlot A, then it would then be owned by the City. Is that what you're asking? Bhat said my question is the south of Outlot A and the back of the property line there, the black line there, that small rectangular section. Schmitz replied Mr. Chair, Commissioner Bhat, so that sliver of property is already owned by the City; it was deeded as a part of previous development. Bhat replied thank you.

Brittain asked is there any efforts going into, you know, I'm assuming this is the Preliminary Plat, and you talked about boardwalks may go here or there, on different parts of the trail, so it's not a 100% plan that's finished. But in the event that this goes through here as you're proposing, is there going to be any mitigation in the landscaping plan for all of this, between the trail and the homes that currently exist there? Raleigh replied Mr. Chair, Commissioner Brittain, their landscaping plan again is something that is still under review and still being considered. I don't know, and maybe Sam, you know, if the trees are intended on both sides of the trail at this point through that area? Pierret replied not that I can recall; however, like Crystal mentioned, the plan is very much still in flux, as far as landscape, it's a big thing, and this, of course, does not show it. So, I would just say this landscaping is something that is very much still under discussions with the City and staff, as far as what is going to be done; and that's also something that could be, of course, subject to change, subject to discussions between staff, the developer, all of that lovely stuff.

Brittain said I would hope that the homeowners there would be involved in that discussion as well because this is a pretty drastic change to that area, and you know, the way that it's been for a long time. I know there's no guarantees when something's undeveloped at what's going to eventually happen there. I know that I don't recall a plan in the past where they were putting a trail through there, if there were challenges; but every time a new development comes through, the entire plan changes. So, you really can't look at a plan-by-plan basis and say, yes, that was going to happen or no, that wasn't. But I would hope that the homeowners would be involved in the placement of that trail, how close it is coming to the property lines, and what type of mitigation that can happen there with respect to landscaping or other aesthetics to help minimize that impact.

Frazier asked if there were any other questions for staff.

Stephens said I don't know if it's a question, per se, but just talking about the mitigation; so, I typically am a proponent of trails and connections and connectivity. However, I would say, so just reviewing all of this and the early, early plans, stormwater, I know nobody here is probably that excited about the stormwater, but this is a really large tributary area to that lake, and everybody here has mentioned the quality of the lake. And it also was in the report that this development is balancing that water level by half a foot in the lake, and that that needs to be I think brought back down so that it's not an issue for the residents. I think just in terms of the trail around the lake, it seems like they're; its maybe kind of like piling, so you're increasing the water level of the lake, you're adding in a trail, you're adding all these homes. I think it would be really nice if instead it was just sort of a consideration that you're actually enhancing the quality of the lake, keeping that water level as it is; and if the trails are contributing negatively to that, then maybe that's something to consider as well, if there is a way around some of these other things that were in the report. That's all, it's just not a question, I guess, it's just my notes for the record. Frazier said all right, thank you.

Bhat asked so why did the proposal come with the townhomes? Does it make this plan viable only with the townhomes in the plan, in the development? I mean, my question is why not go with all single-family homes, why include townhomes? What sense does it, or what value does it add to that? Pierret replied so, I'll speak to that, just from kind of the City's overall house planning. I think Ms. Daily would be willing to come up and provide some statement from a developer side, of course, because we're kind of two separate entities. From the City's standpoint, you know, we do, Cottage Grove is looking for needs of diverse housing types, diverse housing of differing costs and affordability; you know, just the single-family homes in every single neighborhood isn't, you know, well, I could stand up here and talk for hours about the housing needs of the City of Cottage Grove and things like that. So, the townhomes are definitely providing a different type of product for a different homebuyer or someone who is looking for something different than just a traditional single-family home. But I will invite Ms. Daily up as well, to speak to you about things from the other side.

Daily said Mr. Chair and Commissioners, yes, as Sam mentioned, we, as Pulte, put in a lot of thought into what could potentially work on this site. As has been mentioned, we are following the R-4 Codes, but also there's a need for this type of housing product. We have a whole market research team that does a lot of analytics to determine what exactly we feel the market could support, and in this particular location, we determined that we feel that townhomes, as well as the single-family product that we have, could meet different buyers at different stages in their lifecycle within Cottage Grove. Bhat said thank you.

Frazier asked if there were any further questions for staff or the applicant; none were asked. He asked if there was any further discussion on the proposal; nobody spoke.

Frazier said if no one else wants to start, I can start. Okay, so first off, I want to thank everyone for coming tonight. I know most of you probably haven't been to one of these meetings before, so you haven't heard my spiel about how this is the most important form of government because this is the one that's going to directly impact your lives and you all talked about it. This is something that is potentially going to go right in your back yard, these are going to be your new neighbors, and so, you came out tonight to let us know your feelings about that, and I want to thank you for doing that. After tonight, please feel free to come back because every time we have people from the community, who are not involved in these projects, come and give their advice and give their feedback, we find something that all of us have missed, and that's what makes this process better is if people are willing to come out, help us look at things, and give their advice. So, first off, I want to say thank you for that. Second, so, I talked a little bit, and a couple of my questions were about where the property line is, whose property is this trail going to go on because that matters, right? If you bought a piece of property, you can't tell your neighbor what to do with their property, and that's kind of part of what's happening here; the City, under this proposal, is going to own this part of the lake, and so they get to kind of do what they want with their property, within reason. If you wanted to buy that property and do what you wanted to do with it, you have the option to do that, but you can't tell your neighbor what to do with that. Now, I think we're all cognizant that this is

the City doing it, and so, we want to make sure that it's fair to you, but I think the proposals are what we want, just the privacy that we bought back in 2011, nobody else gets that, right? Somebody else buys a home in a vacant farm lot, and they don't buy all the properties next to them, they can't control what's going to happen next to them, and that's what's happening here. So, I think we do want to be cognizant of the fact that this is the City that's going to put in a piece of trail because we should be held to a higher standard than just a normal property owner, but as you heard, the Comprehensive Plan says that's there a trail there; its been planned at least for the past, when did we do the 2040 Plan, it's five years ago, six years ago, nine years ago, ten years ago? So, at least ten years ago, this trail has been in the guiding document that's been approved by all of the other surrounding communities, has been approved by Met Council as this is the plan, it's what's going to happen with the City of Cottage Grove when this property gets developed. And we are bound by the Comprehensive Plan; we can't deviate from the Comprehensive Plan because it will be a violation of the law to do so. And, so, I think, you know, we have to honor that and what we've said, this is what's going to be the plan; but like I said, at the same time, we need to be cognizant of everyone who's here and saying can we change this, can we alter this, can we make sure it doesn't have a giant impact on our lives? It's going to impact you, but let's try to make it the best as we can. So, I guess that's where I'm coming from, that's why I wanted to know how far away we are from the property lines, that we're making sure we can give people who have their homes there, who haven't been planning on this going in there, so they don't have people just kind of waltzing through their back yards. I think that's kind of some of the thoughts that Commissioner Brittain and Commissioner Fisher were bringing up as well is let's look at the landscaping plan to maybe put, I don't know if you can put a berm in there or put some kind of extra landscaping in there to kind of separate the trail from the back yards. And, so, that's, I think, kind of where I am landing on this, is I'd like to see more work from the City and I think to the extent that Pulte's involved in the trail at all, some kind of more work on that kind of front to make this the least disruptive as possible, knowing that we're required to do this by the Comprehensive Plan.

Fisher said first of all, I'd like to apologize for misinterpreting the Zoning Codes, I apologize, I did not mean to be snarky. I agree with you in that this is City-owned property, and the City should be able to do what they want with it; however, this trail does not impact the development of these homes, this trail does not impact the rerouting of Ravine Parkway, this trail does not impact the meat and potatoes of this application. Like, we're talking about a trail on the very southern edge of a big, proud development, and it just is not; to me, it's not a hill to die on, I think we need to find a compromise because it's not, it's just not the meat of this application. I think there's been enough concern raised with what you said about the water level coming up because of where the development is and how the Watershed works, and I don't understand all that because I am a realtor, not an engineer, but there's real concern there. And just hearing these people say that they experience flooding all the time and that there are big trees back there, it just doesn't seem like an efficient use of City dollars to make a trail somewhere where there probably shouldn't be one. So, that's my opinion on it; I think that the development's great, I mean, I feel like it's a little more dense than it should be, but that's just me. I think it's great to have lifecycle housing, to have multiple options for people. I like that all of these people said that they are excited about new neighbors; to me, that says a lot about their community and that they're not against the development, which is really encouraging to me, but this trail is not the hill to die on with this application. Okay, bye. Frazier said thank you.

Brittain said yeah, I agree with, I mean to start with the density, if you take a look to the west, you've got quad homes, there's a lot of varying density out to the west of this, and then it leads into the single family, larger lots out to the east. So, you know, this is a natural transition, you know, from higher density to a little bit medium to low. So, that particular point of it is I see fitting within the Comprehensive Plan. You know, I know that you mentioned that the trail was in the Comprehensive Plan, and it may have been in the, I totally believe you, that you say that it's in there; I don't recall it from previous Comprehensive Plans, and I am concerned, especially with the comments from Commissioner Stephens and her knowledge in the South Washington County Watershed, and the neighbors comments on the water levels rising, we would want to make sure that if we did put a trail in here, that it wasn't affected by flooding or something that is going to compromise the trail over time because then it's just a waste of money. So, if we could do our due diligence there as well, I know you guys do a great job of digging into the details, but to make sure that we're not putting the trail right up next to the property owners' yards, just to get it away from the pond because we think its going to flood, because you can exit into the neighborhood, go through the street, and back in. There's already a planned trail excursion to get around those houses, so I really want to see that looked into hard, that this would be a sustainable thing; from the City's perspective, I'm sure there's some type of Parks and Rec component here that planning has gone into, whether they feel that we need a trail or something along those lines. So, I don't think this is, from the City's perspective, just based on this development, but from the total perspective of our parks and trail systems, but from the past, I know there was concerns about building something back there; so, we just need to be real careful that if we are going to build something, that it's something sustainable and it isn't going to cause problems. And if it does get built, that there should be some mitigation, you know, aesthetically wise, don't put it up right next to the property owners' homes. I know we've done it on lots of applications in the

past where there's screening, extra screening that's done in order to mitigate things along those lines so that there's a balance between the overall public at large and the homeowners that are living there, so. Frazier said all right, thank you.

Frazier asked if there were any further comments or discussion; there was none. Frazier said seeing none, I guess I'll look for someone to make a motion then.

Fisher asked how would we make a motion if we want it to be contingent on them figuring out a compromise on the trail? Like, how do we? Frazier replied here's, I guess, my thought on that is do you want to give, are you asking to give the City and Pulte more time to look at this before we decide on it, or? Fisher said I guess I was going back and referring to the conditions of approval, to see if there's one in particular we can strike or we can ask for; that's all, I'm just trying to rediscuss if they can. Can somebody help me like find where that trail is referenced in the conditions, or? Pierret said so, Commissioner Fisher, I do know the trail is referenced under Construction Agreement, it's Condition #11. Fisher replied okay. Pierret said it says that the Developer shall be responsible for constructing the trail segment around Lake Robert, then continues on regarding the personal property encroachments on Outlot A. Fisher said okay, so, I guess I don't know how to like word it with just striking that; I don't know, does anybody have, can somebody help me so I don't look so stupid? Frazier asked so, are you wanting to just get rid of the trail? Fisher replied well, so, there are pieces of the trail I think that are okay around the north part and around the maybe the east side, and then connecting to the sidewalk that's there. I mean, I don't know; I guess I don't know how to word it. I don't think that there should be a trail between the homes and the pond, whatever; like I just don't think it's efficient. Brittain said in your recommendation, you can recommend changing that particular recommendation with your recommendation. Fisher said right, that's what I'm trying to do. Brittain said exclude the trail going behind those homes, that is something that you can do, and you are the one making the motion, so you have to say that. Fisher said I understand that, I'm just trying to figure out how that's worded appropriately. Brittain said well, you could, as simple as you said, you could say approval subject to the conditions in the staff report, excluding, with the modification of Item #11, to exclude the trail going behind the homes on the north side of the property. Fisher said okay, what Ken said.

Fisher made a motion to approve the application for the Preliminary Plat and the Zoning Amendment, changing it from AG-2 to R-4, which is not R-1, for the proposed Lochridge subdivision, subject to stipulations in the staff report, amending Condition #11 to not allow the trail to run along the north side of the properties on the south side of Lake Robert on 67th Street Bay South and 67th Street Court South. Brittain seconded. Motion failed (3-to-4 vote); no votes from Knable, Frazier, Rasmussen, and Stephens.

Frazier asked if there was any further discussion on the motion.

Rasmussen stated I guess I just feel that this trail would be pretty beneficial to the community, including myself. I don't live in the area, but I'd love to take advantage of a trail around a nice lake, maybe not so nice through the woods, ride my bike on it. You know, if the trail is possible to be constructed there and it's not interfering with the water or the property lines, I just feel it would be a shame to bring it two-thirds of the way around the lake and then maybe just dead end it there or rerouting people now in front of your houses. Is that a better scenario to come take the sidewalk in front of the house, maybe, but I just think if it's possible and it makes sense and it can be done, I feel it would be a nice amenity for everybody in town, is my thought.

Stephens said I would just say that I agree; I think the trail's a great amenity, and this is an opportunity for the City to install the trail without, right, because the developer installs it, correct? I think that if it goes, I mean, it seems like a really good opportunity to just go in front of the homes and then connect back with the lake, but I do think that anybody who likes to go for a walk or a jog, you want a loop; you don't want to go halfway and then turn around and then go halfway again and keep bouncing back and forth until you hit your like 5K, right? So, I'm in favor of the connection, just not, to me, it's not like; I don't know, I don't think it should be removed, I think it should be a full connected loop, so that's just my two cents, I guess.

Knable said so, if we're doing that path, I think it needs to be a full path as well. I don't think you can just have it stop and go a different direction. I would just say, you know, with the City owning it, I think everything you said, but they will do a better job of working with, I think, the residents on what it looks like, so.

Bhat said yeah, I just think maybe we should explore the option of having a boardwalk or something along those lines, so that you can have a complete path; instead of being on an area that is going to be flood prone, maybe we should explore a boardwalk or something along those lines.

Stephens asked could we consider like modifying the motion so that it doesn't just cut out that piece, but it's just looking at alternatives? Frazier replied so, you can move amend her motion, and she can decide if she wants to agree to it or not.

Fisher said I appreciate the thought of having a loop, not being a runner myself, I wouldn't care if it wasn't a loop. I mean, there are lots of places that, you know, you have a trail. I think of one of my favorite spots in Hamlet Park that goes and there's a beautiful bench and it's a dead end; and you sit at that beautiful bench and I have one of my favorite pictures of my kids sitting on that bench, you know what I mean? Like, I think that there's opportunity to use this space without it going in between those houses right there. I don't know, I don't, if you guys want to do the loop, like fine, I'll amend the motion, then it needs to go in front of those houses, but I don't think; I mean, to me, it doesn't matter that much. Frazier said and this is the point I was going to want to clarify anyway, because my understanding of your motion was just that the trail wasn't going to go behind the houses. Fisher said right. Frazier said so, technically, that motion means the City could still build it up to the existing sidewalk and around; that's not precluded by your motion, your motion was just that the trail would not go in the back yards of these houses. Fisher replied correct. Frazier said so, that is the motion right now is that basically the City and the developer are not going to build the trail on the north edge of the property line of these 67th Street Bay South properties. So, they have other opportunities that are not precluded by Commissioner Fisher's motion, at least from my understanding. Fisher replied right, no. Frazier said it's just that they would not go to the north side of those properties. Is everyone clear on that? Fisher replied correct, yes. Frazier asked Stephens does that solve your concern, or do you still want to make an amendment? Stephens replied I think I'm good.

Frazier said okay. Any further discussion on the motion now that we had that clarification? There was none. Thank you for all of you for bearing with us while we do math at the table here. Fisher said sorry, I just didn't want to get it wrong. Frazier said okay; any further discussion on the motion? Seeing none, I will call for a vote on the motion.

After the vote, Frazier said that proposal fails; at this time, is there any further discussion? Otherwise, I'll look for another motion.

Bhat asked can we go with this motion, but the modification for Item #11 would be that the City would take a fresh look at it, and then come to a compromised solution, which would perhaps retain the trail but it won't be right behind the property line of the 67th Street Bay South. Frazier said okay, so I guess I'd be looking for kind of some more definite language then, because, ideally, what's going to happen is this language is going to go to City Council; they would take our recommendation and then City staff and the developer would have to put it into practice, and so, we have to have some definite language as to what we want this to look like, I guess. If your request is we just want you to go back to the drawing board, then I think that's a different discussion we can have; I don't know that staff loves that idea, but Emily, do you want to chime in?

Schmitz replied Mr. Chair, Members of the Commission, I was just going to reference there's been some conversation about a boardwalk, and so we are entertaining boardwalk options in several segments of the trail to avoid impact where we can for that paved trail. I think it's very important to reference, you know, cost; I think there was one idea about is that whole southerly section a boardwalk that pushes the trail into the water. I would just caution on the cost associated with that type of trail as an option.

Frazier asked is there any further discussion? Knable said I just don't like the language of being stricken out completely; Frazier said okay. Fisher said it wasn't stricken out completely. Knable said well, I think the ask was that we, the City, doesn't do the trail at all, or they do the connections in the front and take out that part, but I think that part needs to stay in. Frazier said so you'd like to see it pass just as recommended, then? Knable replied as is and see the City stand up and do what they think is right with that piece. Frazier asked so, is that a motion, then, or are you just discussing?

Knable made a motion to approve the Zoning Amendment to change AG-2 to R-4 and the Preliminary Plat, subject to stipulations in the staff report as written. Rasmussen seconded. Motion passed (4-to-3 vote); no votes from Bhat, Brittain, and Fisher.

7. APPROVAL OF PLANNING COMMISSION MINUTES OF DECEMBER 16, 2024

Fisher made a motion to approve the minutes of the December 16, 2024, Planning Commission meeting. Stephens seconded. Motion passed unanimously (7-to-0 vote).

8. REPORTS

A. RECAP OF JANUARY CITY COUNCIL MEETING

Schmitz summarized the actions taken at the January 8 and January 22, 2025, City Council meetings.

Council Member Olsen said first of all, I'm very grateful to be here with you all tonight; as you know, each year when the City Council is readjoined in January, the mayor makes recommendations on various liaisons for various commissions. This year, one of his recommendations was to have me work with the Planning Commission, and I haven't had that opportunity in a few years so I'm very excited for that. Thanks for having me. I also want to thank you all for your service. I know that for at least one, maybe, we're getting to the end of the term, is that right? So, who are we losing, anyone? Or are you all good until next year? Rasmussen indicated he was at the end of his term. Olsen stated so February is when terms kind of start and expire; so, there'll be a little bit of turnover on all of the various City commissions. If you have a desire to continue serving, and you've termed out, I think Ken's been through this about 12 times, something like that. If you term out, you wait for a year and then you can reapply for any commission, including the one that you currently serve on. So, please give that some thought because as a Council, we put a lot of faith in what you bring to us as advice on all of the various issues that you deal with, including challenging issues like the one you had to deal with this evening.

Olsen reported that the City Council held our annual Strategic Planning session; for those of you who don't know what that is, each year in January, the City Council and staff get together for a full day on Saturday, it's usually about 7:30 a.m. to 5:00 p.m., give or take, where we look at our strategic objectives for the past and decide if we want to carry those forward into current time and then into the future. We also look back at what have we accomplished tactically with respect to those objectives, and what do we want to do next, and how do we want to approach that? So, it's a really heavy mental-lifting day, but it's a fun day, it's a really good day to kind of dream a little bit, get some ideas out there, and I think you'll find that we have some really neat things on tap this year that we are going to be working towards. Of course, we're all very excited about access to the Mississippi River, down at the new park, that'll be something fun that we'll be working on. We've got the Kingston Park building and the electrical getting upgraded in the next couple of years, electrical this year, building next year. We also have all of our new Water Treatment Plants coming online, so the Low Zone plant is about done, and the High Zone plant will get started here this year. There are some things going on with Holcim that I'm sure you all know about and their desire to maybe expand their operation and do some things differently, so, we'll have to give that consideration. So, it's going to be a busy year, it always seems to go by so stinking fast, and of course, it all comes down to the budget; and it seems like we never stop talking about the budget. We do budget every two years, but even at the Strategic Planning session, everything has to tie back to is it in our Capital Improvement Plan? Is it something that we've been saving for, do we have funding, what kind of third-party funding can we find, etc.

One of the things I like to do as the liaison to whatever commission I'm working with is I like to be very transparent. I like to open up the floor for you to ask any questions you may have about anything that's going on in the City, and provided I'm not limited by an NDA or something like that, I'm always happy to share and try to answer questions to the best of my ability. Keep in mind I'm a Council Member, there's five of us, and you know, we act as a body; so, if there's something that you ask me and it's an opinion, I'll tell you it's an opinion because I can't speak for the body, but you know, I'm definitely very grateful to have been reelected this last year. I look forward to four more years of serving the citizens of Cottage Grove to the very best of my ability. With that, I'll turn it back to you if you have any questions for me.

Frazier said all right, thank you. Any questions for Council Member Olsen? Frazier said I don't see any, thank you very much for being here. Council Member Olsen replied thank you, and I'm always available. Please feel free to reach out any time.

B. RESPONSE TO PLANNING COMMISSION INQUIRIES

None.

C. PLANNING COMMISSION REQUESTS

Frazier asked if there were any requests for staff for our next meeting.

Bhat said so, during the discussions today, we have had several questions on the Jamaica renewal and improvement going from one lane to two lanes on either side. Can we get some more information on that? Is that something that was discussed in some

of those meetings or with the Council? Schmitz replied, Mr. Chair, Commissioner Bhat, we can follow up with some more details of the County's plan for 2028 and where they're at in their planning process. Bhat replied thank you.

Brittain said in regards to that, is Jamaica going to be a City road? Are they turning that over to us? I heard some rumblings. Olsen replied yes, the expectation is that once that road is fully reconstructed, the City will take ownership. Brittain said, so, it's just a matter of time; Olsen replied theoretically, yes.

Frazier said before I ask for a motion to adjourn, I do just want to thank everyone, staff and our commission tonight; I know these meetings are not easy, and I think this is probably one of the only meetings in a while, especially where we've had not unanimous decisions on a motion. So, I want to thank everyone for being cordial about it and being intentional about their discussion on it. Like I told everyone who was here tonight, it makes the decision better in the end if we all can have an honest opinion and respect what we're all saying. So, I want to thank everyone's who left in the room here tonight for working on this project, and hopefully, it will go very smoothly and everyone will be happy with it. With that being said, Item 9 is adjournment, so I'll look for a motion to adjourn.

9. ADJOURNMENT

Rasmussen made a motion to adjourn the meeting. Knable seconded. Motion passed unanimously (7-to-0 vote). The meeting was adjourned at 8:40 p.m.

TO: Planning Commission

FROM: Crystal Raleigh, Assistant City Engineer

DATE: February 20, 2025

RE: Response to Planning Commission Inquiry – Jamaica Avenue between 70th Street and Military Road

Background

On the January 27, 2024, Planning Commission meeting, questions were asked of staff regarding Jamaica Avenue and the plan for this corridor through the future.

Discussion

The County currently has a Request for Proposals out to study the Jamaica Avenue (CSAH 20) corridor between 70th Street and Military Road. The roadway was reconstructed by the City in 2015 due to development at that time. It was anticipated that the County would eventually take over the roadway due to increases in traffic from future Woodbury and Cottage Grove developments along the corridor. Development of the Wolterstorff property is needed to obtain the adequate right-of-way for the County to take over the roadway and reconstruct the intersection with Military Road. Now that this development is coming to fruition, the County has initiated the study and is planning to reconstruct the road in 2028. The 2025 study will look at the scenario in which Woodbury and Cottage Grove are fully developed in accordance with their future land-use plans. The study will evaluate and make recommendations on the following:

- Lane configuration for the future CSAH 20. Two, three, and four-lane configurations will be considered.
- Intersections and turn lanes for cross streets such as 67th Street Court/Jasmine Avenue.
- Intersection design for the Military Road intersection. The study will evaluate whether a roundabout is appropriate in this location.
- Pedestrian facilities along the corridor.
- Other transportation considerations specific to anticipated traffic along this route.

Cottage Grove and Woodbury will be contributors to this study. Upon completion of the 2025 planning process, a conceptual plan will be developed, and the project will move into the design phase. The County will construct the recommended improvements in 2028.

Jamaica Avenue became a County roadway in 2018. It will remain under County jurisdiction for the foreseeable future. The City is not anticipated to retake jurisdiction after the 2028 reconstruction.