CITY OF SHOREVIEW
AGENDA
REGULAR CITY COUNCIL MEETING
March 7, 2016
7:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

APPROVAL OF AGENDA

PROCLAMATIONS AND RECOGNITIONS

--Recognition of Cameron Johnson, Eagle Scout

CITIZENS COMMENTS - *Individuals may address the City Council about any item not included on the regular agenda. Specific procedures that are used for Citizens Comments are available on notecards located in the rack near the entrance to the Council Chambers. Speakers are requested to come to the podium, state their name and address for the clerk's record, and limit their remarks to three minutes. Generally, the City Council will not take official action on items discussed at this time, but may typically refer the matter to staff for a future report or direct that the matter be scheduled on an upcoming agenda.*

COUNCIL COMMENTS

CONSENT AGENDA - *These items are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Councilmember or citizen so requests, in which event the item will be removed from the Consent Agenda and placed elsewhere on the agenda.*

1. February 8, 2016 City Council Workshop Meeting Minutes

2. February 16, 2016 City Council Meeting Minutes

3. Receipt of Committee/Commission Minutes
   --Planning Commission, January 26, 2016
   --Parks and Recreation Commission, January 28, 2016
   --Environmental Quality Committee, February 22, 2016
   --Economic Development Commission, February 23, 2016

4. Verified Claims

5. Purchases

6. License Applications

7. Developer Escrow Reductions

8. Approval of Street Sweeping Agreements for 2016

9. Authorization for Replacement of Sewer Rodding Equipment with Sewer Inspection Equipment

10. Final Plat and Final PUD—Sidal Realty/Kowalski's, 441 Highway 96

11. Acceptance of Gifts—Taste of Shoreview

12. Approve Plans and Specifications and Call for Taking of Bids—I-694 Watermain Relocation, CP 15-10

PUBLIC HEARING

13. Items Related to 2016 Street Reconstruction Projects—
    A. Public Hearing and Authorization to Prepare Plans and Specifications—Virginia/Dennison/Lilac Reconstruction, CP 16-01
    B. Public Hearing and Authorization to Prepare Plans and Specifications—Grand Avenue Reconstruction and Extension, CP 16-02

14. Public Hearing—Proposed Economic Development Assistance (Business Subsidy) to Kowalski's RE- Shoreview, Inc. for Renovation and Rehabilitation of Property located at 441 Highway 96 --- and Authorizing Execution of a Development Agreement

15. Public Hearing—Vacation/Final Plat—Don Zibell, 3422 Chandler Road

GENERAL BUSINESS

16. Comprehensive Plan Amendment*, Rezoning*, Preliminary Plat, Planned Unit Development-Development Stage*--Elevage Development Group, LLC, 157 County Road E, 185 County Road E, 3500 Rustic Place, 3521 Rice Street

STAFF AND CONSULTANT REPORTS AND RECOMMENDATIONS

SPECIAL ORDER OF BUSINESS

ADJOURNMENT

*** Denotes items that require four votes of the City Council.**

CITY OF SHOREVIEW
MINUTES
CITY COUNCIL WORKSHOP MEETING
February 8, 2016

CALL TO ORDER

Mayor Martin called the workshop meeting of the Shoreview City Council to order at 7:00 p.m. on February 8, 2016.

ROLL CALL

The following attended the meeting:

City Council:	Mayor Martin; Councilmembers Johnson, Quigley, Springhorn and Wickstrom
Staff:	Terry Schwerm, City Manager Tom Simonson, Asst. City Manager/Community Development Director Rebecca Olson, Asst. to City Manager
Parks and Recreation Commission:	Desaree Crane, Chairperson Catherine Jo Healy, Co-Chair Linda Larson, Co-Chair Athrea Hedrick Carol Jauch Charlie Oltman Craig John Tom Lemke
Stantec:	Stuart Krahn Jim Maland
BWBR Architects:	Steve Erickson

JOINT MEETING WITH THE PARKS AND RECREATION COMMISSION TO REVIEW SHOREVIEW COMMONS MASTER PLAN CONCEPTS

Mr. Simonson introduced the three concept update plans prepared by Stantec Consulting Services for the Shoreview Commons Master Plan. Stantec representatives met with the Parks and Recreation Commission, City Council and staff. That feedback has been incorporated into the three concept plans presented.

Presentation by Stantec Representative, Stuart Krahn

Mr. Krahn stated that the concept plans focus on the identified project objectives:

- Develop plans for future park improvements and other site amenities, including potential re-purposing of existing ball field areas and new features to complement existing facilities.

- Enhance connectivity between public facilities on the site: Shoreview Community Center, Shoreview City Hall, Mounds View School District Administrative Services, the new Ramsey County Regional Library, Haffeman Pavilion and the adjacent County Ice Arena.

- Improve on-site pedestrian and bicycle linkages to provide safe access to public services and recreational facilities within the Shoreview Commons.

- Maintain safe and efficient traffic flow and parking to support all facilities, events, and activities in the Shoreview Commons.

Updating the Master Plan has been broken down into five stages:

1. Background information for the context and vision for a Master Plan with an analysis of preliminary opportunities and constraints for the first consultation.

2. A detailed analysis of opportunities and constraints with a spatial analysis for the second consultation.

3. Draft Master Plan alternatives with cost estimates to prioritize for the third consultation.

4. Refine Master Plan Alternative with refined cost estimates and prepare a preliminary phasing plan for a fourth consultation.

5. Prepare the Final Master Plan with final cost estimates and a Final Phasing Plan for the final consultation.

This discussion is the third step in the process. Components of the site include a soccer field, hill with oak trees, buildings, center area with pavilion and lawn, buffer vegetation to a pond, neighborhood park, undeveloped woods area, parking areas, school district facility and library facility. The pond is part of the drainage system from areas to the north flowing to Snail Lake. If the pond is to be used as an amenity, two options are suggested by Stantec's water resource engineer: 1) make the pond shallower to create a wetland marshy waterway; or 2) make the pond deeper and add mechanical aeration to keep it cleaner. It will be difficult to get rid of the amount of duckweed that is present.

Each concept plan has a theme related to the level of activity: Concept 1 is named Relax; Concept 2 is named Play; and Concept 3 is named Active. The concept plans include features and activities for all generations and residents and non-residents of the City.

1. Relax Concept - This plan would have a Veterans' Promenade with new landscaping to create a wide walkway connection between City buildings and the new library, which would mean taking out a couple of parking stalls. There would be an oak grove entrance to the site from Victoria. Pedestrian connections would be enhanced. A prairie style wedding venue is shown with a formal paved walkway along prairie gardens. Sledding and sliding areas are shown. A lazy river for tubing in the summer converts to an ice skating path in winter. A

river lounge gathering area is in the middle of the river with a deck and landscaping. A teen gathering area is south of the plaza skate park. A storm water treatment drain would be installed. There is a nature play area using natural materials. There is an arboretum garden, pavilion plaza between the pavilion and the river. Features around the pond include outdoor lounge areas, sunrise and sunset piers, gathering space in the woods, a labyrinth, and a mindfulness garden.

2. Play Concept - This plan includes many of the features in the Relax Concept. Major new features are a porch style cafe operated by an outside vendor. There would be varied seating areas adjacent to an ice ribbon for skating. This concept shows no lazy river. The ice ribbon features game rooms, an outdoor patio and fire pit area. A plaza style skate park is shown. There is an outdoor refrigerated hockey rink. The existing neighborhood park would be retained with expanded play features. Included also is mini golf; a terraced lawn area; and a low and high ropes course.

3. Active Concept - Veterans' Memorial pedestrian walkway from City buildings to library across the parking lot with landscaping; outdoor climbing experiences; sculptured path; an ice ribbon with moonscape skate park in middle; nature play facility, small ball field, pavilion with connecting plazas, lawn area to extend to gardens and wedding venue. This concept would remove one row of parking, but potential expanded parking is shown on land the City does not currently own.

Mr. Schwerm noted two key policy issues to consider. One is whether to plan activities around the pond because of the expense to clean it. One question is how much money to spend on the pond as opposed to added park features. Secondly, it is important to decide whether the neighborhood park on the north side of the site should retain similar features of other neighborhood parks with the existing tennis courts and playground.

Councilmember Wickstrom asked the amount of usage of the pickleball courts. Mr. Schwerm stated it is considered beginner courts. She added that it is important to protect as much water quality as possible and keep a native plant buffer to screen the pond.

Councilmember Quigley asked if Stantec has taken into consideration the expansion plans for the Community Center. Mr. Simonson responded that all three concepts incorporate the planned Community Center expansion. Councilmember Quigley noted the poor soil around the pond. The pond rehab is critical in terms of how other features are developed. Mr. Krahn stated that soil borings have not been done. Features near the pond will be what can be supported by the soil.

Park Commissioner Lemke stated that he likes the idea of turning the pond back into a wetland to eliminate the mass of green water. He would like to see a study on what it would take to create a marshy area and find out if it would then maintain the same amount of storm water runoff. More could be done with a marsh, such as a bird walk, than with a green pond.

Mayor Martin stated that she is not convinced the pond cannot be cleaned up because ponds are cleaned often in other areas, such as golf courses. Mr. Schwerm noted that the difference for the Commons pond is that it is DNR protected wetland. There are strict regulations on the level of chemical treatment that can be used.

Mayor Martin asked each Councilmember and Parks and Recreation Commissioner to identify the features preferred from each concept plan. The following is a listing of preferred features:

Preferred Features of Concept 1, Relax Plan:

- Inclusion of multiple events for all age groups
- The pond is a significant portion of the site. As a focal point, it may cost too much money. The pond should be minimized and attention focused on new activity features.
- Connection from the Community Center to the library is very important. A walkway across the parking lot encourages more interaction between the two areas but would not be a relaxing place to go and sit or have a Veterans' Memorial.
- The walkway to the library should be through the parking lot with good landscaping to make it a focal point and easily seen. If it is among gardens or sculpture, it will be more hidden. It was suggested that a Veterans' Memorial could be part of the plaza outside the Community Center.
- The wedding venue with the prairie style garden is preferred.
- The plaza style skate park for youth is important. There is concern about a teen gathering place that is too far from oversight.
- There is concern about a lazy river and whether it will take away from indoor water park activities. A water feature without tubing that could be used for skating in winter is preferred. It could include a moonscape plaza, game rooms and fireplace area. In summer, there could be a standing pool or splash pads. Such a surface could also be used for other activities and serve as a circulation area with benches.
- The nature play area near the neighborhood park is a good feature.
- The neighborhood park is blocked by many trees. Unless a resident, one would not know there is a neighborhood park in that location. The area needs to be opened up to encourage broader use.
- Maintain existing playground near the pavilion regardless of what happens to the neighborhood park. The neighborhood park is too far for small children while parents are participating in other activities at the pavilion.
- Place the ice ribbon close to the pavilion, similar to Cottage Grove. Include a fire ring that could be accessed by skaters. Develop more uses for the pavilion which is a prominent piece.
- Add an easier access to the Community Center from the back of the building.
- Walkway expansion throughout the campus to draw more movement for multi-generational use.
- Combine Concepts 1 and 3. The Veterans' Memorial should be more private and not in the middle of the parking lot.

Preferred Features from Concept 2, Play Plan:

- Mini-golf, an activity that could also raise funds.
- Adding a cafe area is a plus. A food feature encourages community.
- A bocce ball court on the west side would be used by seniors who live in SummerHouse. Noise needs to be considered on the west side because of the senior living SummerHouse across the street.
- Ice ribbon around a game area. A hockey rink is not needed if there is an ice ribbon.
- Sliding feature for winter.
- Natural play area, playground, arboretum garden. Many features are in the wrong location. The east quadrant does not fit well.
- Agree with ropes concept. It is a good team building activity, but there is a question about putting in a ropes course. It is not an activity that is often heard about and the question is whether it would be well used.
- Cluster of activity in front of the Community Center which would also be a good place for a cafe, rather than in back. Instead of a mini-golf course, the wedding venue could be closer to the pavilion so the pavilion could also be used for weddings.

Preferred Features from Concept 3, Active Plan:

- Oak grove trees.
- Property acquisition of the three single family residences along Highway 96 to transition into parkaing/redevelopment.
- Ice ribbon is a good feature for both winter and summer activity. A prairie garden is a good way to buffer the pond. Put the wedding venue where the sculpture garden is located and add a fire ring. Eliminate the sculpture garden.
- Others like the sculpture garden, mini-golf and an entrance walkway.
- The sculpture garden does not need to take up such a large area. The wedding venue shown in area No. 20 is good because it is protected from other activities. If the wedding venue is located near the pavilion, it is hard to see how the playground could be saved.
- Music element in the sculpture garden. There is concern about vandalism and security with a sculpture garden. It was noted that location of the sculpture garden at the front of the site would make it less vulnerable to vandalism. The sculptured walkway would also be a good place for historical features or information. The sculpture garden walkway fits with the senior building across the street. A fire pit could be incorporated into one end of the sculpture walkway and ice ribbon with a second fire pit by the wedding venue.

- Sloped, terraced lawn by pavilion with a garden buffer.
- Add additional play features for children in the area shown as No. 7.
- Keep the playground, but a softball field is not needed. The orientation of the soccer field is good. The wedding venue location is good but should not be wooded. The landscaping should be terraced. With the right landscaping by the pavilion, that area could be used for a wedding venue. The walking area shown in No. 22 is not needed.
- Provide an indoor option for the wedding venue.

Mr. Simonson noted that there will be an opportunity for community input, but the format has not been decided at this time. One question is if the playground in the Commons is expanded, could it serve as the neighborhood park?

Mayor Martin responded that as long as there is an expanded play opportunity, she does not think the neighborhood would mind if it is further away.

Mr. Krahn thanked the City Council and Parks and Recreation Commission for their discussion, ideas and preferences. The consultant team will take this information and prepare a preliminary phasing plan with alternatives and cost estimates.

Mayor Martin called a short break and then reconvened the meeting.

REVIEW PROPOSED UPDATED SIGNAGE PLAN FOR SHOREVIEW COMMONS CAMPUS

Presentation by Asst. City Manager/Community Development Director Tom Simonson

Staff has been working with Bob Lane, Lane Design Group, on a proposed sign package at the Commons entrance on Victoria that includes the City buildings, the new regional County library and the school district administration building. All parties have agreed to the proposal, but final Board approvals are needed. This is a large sign package that will likely be bid out as one package with each of the three parties having a portion of the costs. The City would pay the majority of costs; the County would pay 20% and the school district would pay 10% of the costs of the entry monuments and for the costs of their individual monument signs.

The proposal does not change the existing City way-finder signs along Highway 96. It has been suggested that the County supplement using the same light poles to post their own way finder signs. The main issue with the County is the existing message center sign. The County has requested the message center sign be relocated because it interferes with views from the glassed in area of the library. The logical location would be the northwest corner, the same location as the ice arena, but it would be in the wrong corner for traffic visibility. Trees would have to be removed. Eastbound, left turn lanes would not see the sign in the northwest corner.

The proposal is to post two message center signs on both the northwest and northeast corners that are lower in height but the same style. All five facilities would be identified. Instead of using the words, Community Center, the City sign would read Shoreview Commons. There would be one

line of digital messaging. This is the best corner to advertise special events. The County is proposing to put a kiosk on the south side of Highway 96 overlooking Snail Lake.

Councilmember Johnson noted that traffic would have to be stopped at the intersection in order to read a smaller digital message.

Mr. Simonson responded that there will be further discussion with the consultant on visibility. As shown on this plan, the signs can be seen from 650 feet; the smaller names can be seen from 250 feet and the digital single line can be seen from 300 feet.

Mayor Martin asked if the sign could be located away from the intersection on the south side. Mr. Simonson explained that the consultant has advised that would be confusing to drivers and is not a location people would naturally look to reach the Commons. Flag poles are suggested in the entry median to indicate a civic campus. The existing library monument sign at the existing library entrance would be changed to the School District sign and logo. A similar monument sign would be at the entrance to the library. The monument sign at the library driveway entrance would only have to add Library to Community Center and City Hall.

Internal campus signage will be updated to direct people to individual facilities and activities. The larger two-sided monument sign that is in front of the Community Center will be moved to Highway 96 closer to the Community Center. The cost of moving the sign is approximately $22,000, but adding full color digital messaging is estimated at $160,000.

Councilmember Johnson stated there is a lot going on with signage in a small area with a lot of traffic. She is not in favor of a digital sign either at the corner or on the Community Center sign.

Mayor Martin noted that anyone stopped at the intersection would see the digital messaging at the corner but not on the Community Center sign.

Councilmember Quigley stated he would support reuse of any element possible and generally supports the proposed plan.

Councilmember Wickstrom stated her support for digital messaging at one sign on the corner and moving the Community Center sign.

Mr. Simonson stated that the two similar corner monument signs are estimated at $93,000 total and of that $6,000 is for messaging. This includes installation.

It was the consensus of the Council to support moving the Community Center sign but not consider full color digital messaging on that sign at this time and to move forward with the remainder of the proposed sign package.

DISCUSSION REGARDING POTENTIAL PARK ACQUISITION

The property at 910 County Road E is adjacent to Bobby Theisen Park. The property will be sold, and the property owner has contacted the City to find out if there is interest on the part of the City to purchase the property to enlarge the park.

City Manager Schwerm stated that the Comprehensive Plan identifies the three residential properties on County Road E adjacent to the park as potential acquisitions for an addition to the park. The value of this single property is approximately $162,000. If purchased by the City, there should also be a commitment to buying the other two properties when they become available. The property could be purchased and no further action taken until the other two are put up for sale. To purchase all three properties and tear down the homes would total approximately $600,000 in today's dollars. Currently, there is a youth soccer field at the park. The addition of these properties could potentially add another youth soccer field.

Mayor Martin asked if the property could be rented until all three properties are owned but noted that these properties have wells. Extending the water main would be expensive. Mayor Martin stated that these properties would be a great addition to the park and supports City acquisition.

Councilmember Wickstrom stated that she also supports purchasing the property but is concerned about where the money would come from and if some things will be lost with the Community Center expansion and Shoreview Commons Master Plan with an investment of a half million dollars in this property in this park.

Mayor Martin agreed there is no money allocated for this purchase. She suggested that the City bond for the Community Center expansion and include acquisition of this property. Part of what is keeping the City from moving forward is money. Parks and trails are among the most liked features in the City by residents. The City needs to take advantage of an opportunity when a park can be expanded. She noted that Roseville recently bonded $19 million to just repair and update parks. New shelters are also serving as community meeting rooms. Shoreview does one park every three-four years; the City needs to think bigger.

Park Commissioner Lemke stated that it would be great to add those properties to the park, but he is not sure a new soccer field of a half million dollars is justified. He would like to find out more details about cost and see an agreement with the other two property owners that those properties will be sold to the City when the time comes. Mr. Schwerm noted that it is an advantage for those property owners to sell to the City because the City would pay fair market value. The property owner does not have to pay the 5% or 8% commission to a realtor. The City's attorneys draw up the paperwork, which makes the process much easier for the seller.

Quigley stated that this park has one of the lowest usages according to the survey. There are not many amenities in that area. Mr. Schwerm stated that he has spent some time at that park, and there is good usage, although he agreed it is not reflected in the survey.

It was the consensus of the Council and Commission to contact the two other neighboring property owners prior to considering the purchase of the property in between the two remaining properties.

The meeting adjourned at 10:05 p.m.

CITY OF SHOREVIEW
MINUTES
REGULAR CITY COUNCIL MEETING
February 16, 2016

CALL TO ORDER

Mayor Martin called the regular meeting of the Shoreview City Council to order at 7:00 p.m. on February 16, 2016.

PLEDGE OF ALLEGIANCE

The meeting opened with the Pledge of Allegiance.

ROLL CALL

The following members were present: Mayor Martin; Councilmembers Quigley, Springhorn and Wickstrom.

Councilmember Johnson was absent.

APPROVAL OF AGENDA

A special presentation was added to the agenda immediately prior to the recognition of the poster contest winners.

MOTION: by Councilmember Springhorn, seconded by Councilmember Wickstrom to approve the February 16, 2016 agenda as amended.

VOTE: Ayes - 4 Nays - 0

PROCLAMATIONS AND RECOGNITIONS

Recognition of Councilmember Wickstrom

Mayor Martin noted the many events and activities that Councilmember Wickstrom is involved in to support military troops. Lieutenant Menkhaus and Sergeant First Class Craig Boylan were present to give Councilmember Wickstrom an award plaque with grateful thanks for all her support of military troops through the National Guard and the Yellow Ribbon Program.

Councilmember Wickstrom thanked Lieutenant Menkhaus and Sergeant First Class Craig Boylan for their recognition. She announced that the next "Build A Burger" night is the second Monday of each month at 5:00 p.m. at the VFW in White Bear Lake. Burgers are $5, and ingredients can be added for $1.00 each. It is a fun event to raise money for the Yellow Ribbon Program, which organizes activities for military families, such as holiday parties, picnics, and gives certificates for food at Thanksgiving and Christmas. Anyone interested is welcome. There is an email list that offers helpful connections for any home repairs for military families. Anyone who would like to be on that email list can contact Councilmember Wickstrom.

Mayor Martin thanked Councilmember Quigley for his effort in working with the National Guard to help bring about this award.

Councilmember Quigley stated that Beyond the Yellow Ribbon Program is a charitable organization (501c3) that is run almost exclusively by volunteers. The purpose is to notify military families during deployment and upon the return of troops that there is an organization that can help. Councilmember Wickstrom is one of the volunteers who make the program happen.

Recognition of Human Rights Commission Poster Contest Winners

Julie B. Williams, Co-Chair of the Shoreview Human Rights Commission, introduced other Commissioners present: Co-Chair Mary Johnson, Commissioners Gene Nichols, Richard Bokovoy, Student Representative Lisa Chen, and Staff Liaison Rebecca Olson.

The Shoreview Human Rights Commission was re-established in 1993. Its mission statement reads: "The Shoreview Human Rights Commission advises and aids the city of Shoreview by establishing and promoting a community standard of equal opportunity and freedom from discrimination. We envision a community where all people are welcomed, valued, and respected; where each person feels at home."

Since 1994, the Shoreview Human Rights Commission has sponsored the One Community of Many Colors art contest for fourth graders. The purpose of the contest is to encourage children to interact freely and comfortably with those different from themselves and experience the value of diversity. This is the 23rd consecutive art contest. The contest is open to all fourth grade classes in Shoreview schools. It encourages teachers to teach a segment on human rights history in conjunction with the poster contest. Four schools participated this year: Emmet D. Williams, Turtle Lake, Island Lake and St. Odilia. A total of 365 posters were submitted, and the Commission looked at each one. Ten placement posters were selected and 10 selected for honorable mention. Posters are judged on the basis of expression of the theme, clarity of the message, quality of the art and usage of paper area. Commission members are unaware of the name, gender or school of the artists during judging.

Mayor Martin presented each winner with a certificate, a Shoreview pin and the book prepared by the Human Rights Commission, *Children Who Care.*

Honorable Mention:

Name	**School**	**Teacher**
Raya Cassidy	Island Lake	Mrs. Dahl
Haruna Vegami	Emmet D. Williams	Ms. Iverson
Annabelle Huang	Island Lake	Mrs. Dahl
Tess Gaulke	Emmet D. Williams	Ms. Xiong
Phoebe Helen Hoyt	Island Lake	Mrs. Shimitz

Lauren Ballinger	Turtle Lake	Mrs. Koester
Gabrielle Bullert	Turtle Lake	Mrs. Milow
Shirin Jaswal	Island Lake	Mrs. Rode
Alexis Easley	Island Lake	Mrs. Dahl
Aarush Singh	Island Lake	Mrs. Rode

Place Winners

10	Yash Tiwari	Island Lake	Mrs. Kantrud
9	Lincoln Maloney	Turtle Lake	Mrs. Pallansch
8	Rosie Yenish	St. Odilia	Mrs. Maristuen
7	Andrea Ameyaw	Island Lake	Mrs. Kantrud
6	Phoebe Wang	Island Lake	Mrs. Rode
5	Jack LaPoint	Island Lake	Mrs. Rode
4	Christian Walker	Island Lake	Mrs. Rode
3	Samhita Kiran Kashyap	Emmet D. Williams	Ms. Iverson
2	Ben Frigaard	Emmet D. Williams	Ms. Xiong
1	Amrita Rajesh	Turtle Lake	Mrs. Koester

Mayor Martin thanked all the parents and teachers who supported the students' efforts.

CITIZEN COMMENTS

There were none.

COUNCIL COMMENTS

Councilmember Springhorn:

By the time of the next Council meeting caucuses will have taken place. Caucus locations are as follows:

Republicans of District 42A Chippewa Middle School

Democrats of District 42A Mounds View High School

Republicans of District 42B	Vadnais Heights Elementary School
Democrats of District 42B	Roseville Area High School

All of Congressional District 4 will meet in St. Paul at the Green Mill on Hamline Avenue.

The Green Party has several locations in White Bear Lake, Blaine and St. Paul. Anyone interested in attending the Green Party caucus can check their website and choose the most convenient location.

Councilmember Wickstrom:

A reminder of the next Environmental Quality Committee Speaker Series presentation, which will be February 17, 2016, at 7:00 p.m. in the Shoreview City Council Chambers. The topic will be "Rice Creek Commons: Neighborhood of the Future Right Next Door." Former City Councilmember and current County Commissioner Blake Huffman will do the presentation. It will also be shown on Cable TV and on the internet.

Councilmember Quigley:

Announced the *Taste of the Slice of Shoreview* will be from 5:00 to 7:30 p.m. in the Shoreview Room at the Community Center on Thursday, February 18, 2016. Tickets are available online or at City Hall for $20.

CONSENT AGENDA

The following items were pulled for separate discussion: No. 1, February 1, 2016 Meeting Minutes; and No. 8, Calling for a Public Hearing - Proposed Modification of Municipal Development District No. 2 and Establishment of Tax Increment Financing District No. 10 (Elevage Redevelopment Proposal).

No. 1. February 16, 2016 Meeting Minutes

Page 3, Fourth paragraph: Councilmember Wickstrom corrected the statement reported in the minutes, "requires publication in a weekly newspaper." That is not correct. Her statement was that by law a public hearing notice is required to be published two consecutive weeks. This means publication has to be in a weekly newspaper. Her question was whether notice of the public hearing has to be published in the City's legal newspaper, not whether publishing in the City's legal newspaper qualifies under the law. There is nothing in the statute referring to a requirement that the notice be in the City's legal newspaper.

Page 3, Sixth paragraph: The first sentence of Councilmember Wickstrom's statement should state that if there are notices that require publication on a weekly basis, then that information should be included in the City's solicitation when soliciting bids for the legal newspaper.

Page 4, First paragraph: Councilmember Wickstrom did not ask the reason for the seven-day waiting period but what the seven-day waiting period applied to.

No. 8. Calling for a Public Hearing - Proposed Modification of Municipal Development District No. 2 and Establishment of Tax Increment Financing District No. 10 (Elevage Redevelopment Proposal).

Councilmember Springhorn stated that this item is being closely watched by all of the neighbors to the north of this proposed development. A number of questions have arisen about why the City is pushing this through and why this development is being forced on the neighborhood. He clarified that the City is going through a process that is mandated with the application. At this time, the City Council is not allowed to take a position for or against the proposal. He wants residents to understand that by voting for the public hearing does not mean the City is pushing this development through. This is not an action in support of or against the development. It is affording all parties to have their due process.

Mayor Martin added that there will be a lot of financial information presented at this public hearing and what it means for City involvement. The Planning Commission will be reviewing this development proposal at its February 23, 2016 meeting. The information for the Planning Commission will be available to anyone online after Friday, February 19, 2016.

Councilmember Wickstrom further noted that the public hearing will only consider the financial aspect of the development, not the development itself.

MOTION: by Councilmember Quigley, seconded by Councilmember Springhorn to adopt the Consent Agenda for February 16, 2016, as presented and all relevant resolutions for item Nos. 1 through 12:

1. February 1, 2016 City Council Meeting Minutes, as corrected above
2. Receipt of Committee/Commission Minutes:
   --Economic Development Authority, January 11, 2016
   --Economic Development Authority, February 1, 2016
   --Economic Development Commission, January 19, 2016
   --Environmental Quality Committee, January 25, 2016
   --Human Rights Commission, January 27, 2016
3. Monthly Reports:
   --Administration
   --Community Development
   --Finance
   --Public Works
   --Parks and Recreation
4. Verified Claims in the Amount of $1,321,765.10
5. Purchases
6. License Applications
7. Approval of Joint Powers Agreement for New Voting System
8. Resolution Calling for a Public Hearing - Proposed Modification of Municipal Development District No. 2 and Establishment of Tax Increment Financing District No. 10 (Elevage Redevelopment Proposal)
9. Receive Feasibility Report and Call for Public Hearings--Virginia/Dennison/Lilac and Grand Avenue Reconstruction, CP 16-01 and 16-02

10. Approving Plans and Specifications, Order Improvement, and Order Taking of Bids--Well #6 Raw Water Pipeline, CP 16-06
11. Establish Fee Schedule for 2015 Operation and Maintenance charge for SLID
12. Award of 2016 Insurance Coverage

ROLL CALL: Ayes: Quigley, Springhorn, Wickstrom, Martin
Nays: None

There was no further public business to come before the Council.

ADJOURNMENT

MOTION: by Councilmember Springhorn, seconded by Councilmember Wickstrom to adjourn the meeting at 7:40 p.m.

VOTE: Ayes - 4 Nays - 0

Mayor Martin declared the meeting adjourned.

THESE MINUTES APPROVED BY COUNCIL ON THE ___ DAY OF _____ 2016.

_____
Terry Schwerm
City Manager

SHOREVIEW PLANNING COMMISSION
MEETING MINUTES
January 26, 2016

CALL TO ORDER

Chair Solomonson called the January 26, 2016 Shoreview Planning Commission meeting to order at 7:00 p.m.

ROLL CALL

The following Commissioners were present: Chair Solomonson; Commissioners, Doan, Ferrington, McCool, Peterson and Thompson.

Commissioner Schumer was absent.

APPROVAL OF AGENDA

MOTION: by Commissioner Ferrington, seconded by Commissioner McCool to approve the January 26, 2016 Planning Commission meeting agenda as presented.

VOTE: Ayes - 6 Nays - 0

APPROVAL OF MINUTES

MOTION: by Commissioner Peterson, seconded by Commissioner Thompson to approve the December 15, 2015 Planning Commission meeting minutes, as presented.

VOTE: Ayes - 6 Nays - 0

REPORT ON CITY COUNCIL ACTIONS

There was nothing to report.

NEW BUSINESS

PUBLIC HEARING - COMPREHENSIVE PLAN AMENDMENT, REZONING, PRELIMINARY PLAT, PLANNED UNIT DEVELOPMENT - DEVELOPMENT STAGE

FILE NO.: **2603-16-11**
APPLICANT: **KOWALSKI COMPANIES, INC./SIDAL REALTY**
LOCATION: **441 HIGHWAY 96 WEST**

Presentation by Economic Development and Planning Associate Niki Hill

The applications submitted are to redevelop the former Rainbow Foods site. The vacant 68,000 square foot building will be renovated for a 25,000 square foot Kowalski's Market. The remainder of the building will be used for a bakery/production area that will serve all Kowalski stores. The property consists of 10.64 acres with frontage on Highways 96 and 49. Currently, access is from a signalized intersection on Highway 49 and a restricted right-in-right-out drive off Highway 96.

Zoning of surrounding properties includes O, Office for the Oak Hill Montessori School to the north; and PUD for the funeral home to the west, and R1 for detached residential properties to the west. Scandia Shores is across Highway 96 to the south. To the east is a car wash, gas station and Dairy Queen, as well as commercial businesses across Highway 49 in North Oaks.

The preliminary plat will divide the property into two lots. Lot 1 will consist of 9.2 acres for the existing store, the northern half of the parking lot, and the storm water pond and wetland to the west. Lot 2 will create a new lot of 1.5 acres for future retail development. The drainage easement over the pond as well as other easements will be retained by the City.

The PUD application is an amendment to the existing PUD, which would allow the following:

- A 25,000 square foot grocery store, including a wine shop, coffee shop and culinary kitchen and cookware store.
- The remaining floor area will be used for kitchen and bakery operations; a catering facility; a gift, pricing and distribution facility; a freezer/cooler area; and warehousing.
- Exterior enhancements to the existing building include improvements to the facade with a new entryway, brick, stone and glass.

The parking lot will remain in the current configuration but will be resurfaced and re-striped. Existing lighting will be replaced with LED downward focused light fixtures. The off-street parking lot provides 350 parking stalls. The City requires 223 parking stalls for the proposed use; 212 will be provided with 46 in the rear for employee parking. Parking ratios at other Kowalski's stores range from 4 to 4.89 stalls per 1000 square feet of retail space. This proposal is 4.7 stalls. Parking will be further reviewed when a development plan is presented for Lot 2.

Access from Highway 96 will include a new free left-turn lane to serve the property. Ramsey County has approved the left turn access, and the City will construct the improvements.

The landscaping proposal includes replacing the majority of plant materials to enhance the appearance of the property. Screening of the loading dock area is required. The existing wood fence on the western edge of the parking lot will be replaced with a more durable decorative metal fence.

Truck delivery hours restricted under the current PUD do not allow deliveries between the hours of 12:00 a.m. to 6:00 a.m. The bakery operations require flexibility from this requirement. Except on Sunday, bakery products are shipped by truck at 1:00 a.m. and at 4:00 a.m. to the other Kowalski Markets. The property is separated by a wetland area from the residential area to the west. The closest home is 330 feet away from the loading area. As loading docks are oriented and located on the east side of the building away from the residential areas, staff does

not believe this will be a problem. Delivery hours will be stipulated in the Development Agreement.

The Comprehensive Sign Plan includes two new free standing signs and four wall signs for the south and east elevations for The Wine Shop, Starbuck's, and Cooks of Crocus Hill. The wall signs proposed are reasonable and attractive. The proposed size of the wall signs does not overwhelm the building elevation on the east and is consistent with the size on the south elevation. The free standing signs will be in the same location as the existing freestanding signs along Highway 96 and Highway 49. The free standing sign area is 132 square feet, which exceeds City standards by 32 square feet. These freestanding signs may also be used to identify future businesses on Lot 2.

Property owners within 350 feet of the site were notified of the applications. No comments were received. The Lake Johanna Fire Department indicated no issues or concerns. The Rice Creek Watershed District indicated that a watershed permit may be required if over 10,000 square feet is disturbed when Lot 2 is developed. Staff recommends approval of all applications with the conditions listed in the staff report.

Commission Discussion:

Commissioner Peterson asked how the new site access will impact future development on Lot 2. Ms. Hill explained that the only thing that will change is the added turn lane to be constructed on Highway 96. The actual drive in will not change. There will be easements and shared parking agreements in the future.

Commissioner McCool asked if the amended conditions for truck deliveries include restrictions for idling trucks. Ms. Hill answered that only delivery times are addressed.

Commissioner McCool asked what size structure could be built on Lot 2. Ms. Hills stated that Kowalski's and the City will influence the size structure allowed. That will be addressed when there is an application. Commissioner McCool expressed some concern for new parking that will be needed. Ms. Hill stated that if a restaurant comes in, she would anticipate heavy usage would be during off peak hours for the grocery store.

Chair Solomonson asked about snow removal and if trucks can be parked in front. Ms. Hill answered that the trucks will only be in the rear of the building. There are requirements in the current PUD for snow removal.

Commissioner Ferrington asked if the freestanding signs will be electronic. Ms. Hill responded that the signs are not electronic. There will only be back lighting for the signs.

Ms. Kris Kowalski Christiansen, Applicant, stated that Kowalski's is a local, family owned grocery with 10 locations in the metro area. The stores are upscale with high quality and health oriented products.

Chair Solomonson asked about adequacy of parking. **Mr. Mike Oase, VP of Operations,** stated that a lot of analysis has been done on parking. Peak parking is at 11:00 a.m. to 1:00 p.m. Monday through Saturday. The end of a shift for certain employees is at 3:00 p.m., when approximately 40 parking spaces become available for the peak shopping period between 4:00 p.m. to 6:00 p.m. There is no concern on the part of Kowalski's regarding parking. Lot 2 can handle up to an 8,000 square foot building and still have 64 parking stalls available in addition to the Kowalski Market parking. The 166 stalls shown in front of the store is a conservative estimate. Trucks are turned off for loading purposes and do not sit idling. As soon as loading is complete, the trucks leave.

City Attorney Kelly stated that proper notice has been given for the public hearing.

Chair Solomonson opened the public hearing. There were no comments or questions from the public.

MOTION: by Commissioner Ferrington, seconded by Commissioner Peterson to close the public hearing at 7:26 p.m.

VOTE: Ayes - 6 Nays - 0

Commissioner Ferrington stated that there is a lot of excitement about this development and having a quality grocery at this location. The fact that this location will be central to many of the company's operations will give it stability for the future.

Commissioner Peterson stated that he walked the loading dock area, which is located a good distance from residential homes. Screening is recommended and addressed in the staff report.

Chair Solomonson stated that his concerns regarding parking, splitting the property into two lots and loading dock noise have all been addressed. He supports the proposal.

Commissioner McCool agreed that his concerns about parking and nighttime loading have been addressed. He will propose language to specifically require that trucks are not allowed to idle.

Commissioner Thompson stated that she has heard unanimous support for this proposal and is excited to see Kowalski's come to Shoreview.

Commissioner Doan noted that Oak Hill Montessori School to the north is pleased to have a grocer develop the property. His concern is that screening from the highway be adequate. There is an opportunity in dividing the property into two lots to attract more varied commercial business to the community. He supports the application.

MOTION: by Commissioner McCool, seconded by Commissioner Ferrington to recommend the City Council approve the preliminary plat and amendment to the planned unit development stage applications submitted by Sidal Realty and Kowalski Companies, Inc. for 441 Highway 96. Said approval is subject to the following conditions as presented and condition No. 5 under the Planned Unit Development

Amendment to read, "The Development Agreement will amend the conditions regarding truck deliveries to correspond to the proposed uses, which conditions shall prohibit vehicle idling during nighttime deliveries."

Preliminary Plat

1. The applicant shall execute an agreement between the Lots 1 and 2 addressing the shared infrastructure including access, parking, signage, utilities and maintenance. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
2. Executed and recorded copies of the required agreements shall be submitted to the City prior to the issuance of a building permit on Lot 2.
3. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Amendment

1. This PUD amendment replaces the previous PUD approval from 1995.
2. A Development Agreement shall be executed and shall include applicable provisions from the previous PUD approvals referenced in Condition No. 1 above as well as any requirements associated with this PUD amendment.
3. Future development of Lot 2 shall require Site and Building Plan Review.
4. Kowalski's agrees to work with the City on refining the landscape plan that addresses better screening for the loading dock area on the northeast side of the property. Said plan shall be submitted with the Final PUD application.
5. The Development Agreement will amend the conditions regarding truck deliveries to correspond to the proposed uses.
6. Prior to submittal of a Final PUD application, Kowalski's shall verify the number of parking stalls provided on the property including the parking located north of the building. These stalls shall be identified on a site plan.
7. The City's prefers that the freestanding signs be shared with the future use of Lot 2.

Comprehensive Sign Plan

1. The signs on the property shall comply with the plans submitted for the Comprehensive Sign Plan application.
2. Signage shall be maintained in accordance with the City's Sign Code.
3. The applicant shall obtain a sign permit prior to the installation of the new signs on the property.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the designated commercial land use in the Comprehensive Plan and the previous Planned Unit Development.
2. The proposed subdivision complies with the subdivision standards identified in the City's Development Code.
3. The redevelopment/re-use of the property for retail is compatible with the adjoining land uses and will not have a significant adverse impact on surrounding properties.

4. The redevelopment/reuse of the property supports the City's land use and economic development goals.

Discussion:

Commissioner Doan offered an additional amendment that truck idling prohibition be extended to ban idling in general. **Mr. Mike Oase** stated that would be a concern for refrigerated trucks during the day. The main store deliveries take place between the hours of 6:00 a.m. and 3:00 or 4:00 p.m. There would be no idling for nighttime deliveries.

Commissioner Doan withdrew his amendment.

VOTE: **Ayes - 6** **Nays - 0**

PUBLIC HEARING – COMPREHENSIVE PLAN AMENDMENT, REZONING, PRELIMINARY PLAT, PLANNED UNIT DEVELOPMENT-DEVELOPMENT STAGE

FILE NO.	**2602-16-01**
APPLICANT:	**ELEVAGE DEVELOPMENT GROUP, LLC/ELEVAGE SHOREVIEW HOLDINGS, LLC**
LOCATION:	**3500 RUSTIC PLACE, 185 COUNTY ROAD E, 157 COUNTY ROAD E, AND 3521 RICE STREET.**

Presentation by City Planner Kathleen Castle

The redevelopment site consists of 4.2 acres with frontage on Rice Street, Rustic Place and County Road E. Currently, there are three single-family homes and a commercial shopping center on the site. Adjacent uses include low density residential to the north and west and commercial to the south and east. The City of Vadnais Heights is immediately to the east.

The proposal is for a mixed use building with 134 market rate apartments and 6,800 square feet of commercial space on the first floor. Surface and underground parking is planned. Also, 14 townhome units would be built in two buildings. Access to the site is off County Road E.

A Concept Stage plan was reviewed by the Planning Commission last July. The Commission requested that any future application address the following: 1) land use mixture, 2) intensity/density of development, 3) traffic, 4) architectural design, 5) building height, and 6) site design. While the Commission was generally supportive of redeveloping the site, there was concern that appropriate measures be taken to protect the single-family residential area to the north.

Comprehensive Plan Amendment
The Comprehensive Plan Amendment would change the land use designation from C/O, RL (Commercial/Office, Low Density Residential) to MU (Mixed Use). Mixed use with high density residential and commercial can be compatible, if design strategies are used to minimize impacts to nearby single-family residential properties.

The property is located in Policy Development Area (PDA) #18, known as Rice Street Crossings. This property is also a Targeted Redevelopment Area (TRA #2). This means there are certain policies that address the redevelopment of this area. The City's Highway Corridors Transition Study called for this property to expand potential uses to include high density residential and mixed use. The City's Economic Development Authority (EDA) has targeted this site in its 2015/2016 Work Plan for redevelopment. The Shoreview Housing Action Plan calls for new rental opportunities through redevelopment and an increase in housing opportunities for young households. A market study was also done by the developer, which shows a need for apartments in this area.

Rezoning
Rezoning the property from C2 and R1 to PUD would be consistent with the City's Comprehensive Plan. Rezoning would not significantly impact planned use of surrounding property, transportation, municipal utilities, or storm water management. Any impacts to adjacent residential land uses can be mitigated through the site and building design. Mixed Use would be considered a transition from the arterial road network and commercial land uses to the low density single family residential. The relocation of the mixed use structure to the southeast corner of the site increases separation from nearby residential properties and provides sufficient area for buffering and screening.

Preliminary Plat
The site consists of four parcels. Currently, three are single-family residential and one is commercial. The property is proposed to be platted into two parcels. Lot 1 would be the proposed townhomes. Lot 2 would be the mixed use building. The plat is consistent with subdivision standards. Drainage and utility easements will be required along parcel lines and over storm water infrastructure.

Planned Unit Development
A Planned Unit Development (PUD) allows design flexibility, creativity and innovation. This application seeks flexibility from City requirements regarding structure setbacks, building height and parking. The mixed use structure has been shifted to the southeast, which increases the separation from adjacent single-family homes and enhances visibility of the commercial component from the intersection. The townhomes on the western portion of the site provide a transition from high density to low density residential. The green space along the northern boundary serves as a buffer to the single-family homes to the north.

The proposed 5-story building has a height of 55 feet. The maximum 35-foot height allowed can be exceeded if approved by the Lake Johanna Fire Department. No concerns have been identified by the Fire Department. When height exceeds 35 feet, an additional foot of setback must be provided for each additional foot of height over the 35 feet. The deviation from setbacks are proposed as:

- 41-foot setback from front property line on Rice Street - Code requires 60 feet
- 32-foot setback from side property line on County Road E - Code requires 50 feet
- 14 -foot setback from the rear property line to the west - Code requires 50 feet

The height of the townhomes is proposed to be 31 feet, which complies with Code. A setback deviation is required from Rustic Place. Code requires 30 feet; 25.3 feet are proposed. Code requires a 10-foot setback from the east property line; 23 inches is proposed. The proposed setback from County Road E is 32.4 feet which exceeds the required 30 feet. The proposed rear setback is 54.3 feet. Two-car tuckunder garages with parking available in driveway approaches are provided with the townhomes.

Impact to the adjacent residential area is mitigated with placement of the mixed use structure in the southeast corner, the use of a flat roof design, and the green space along the northern boundary adjacent to the single-family homes. A shadow study was completed. The study shows that there will be some shadow cast impact to residential properties to the north during December.

Density
Mixed Use allows up to 45 units per acre; 33.6 units are proposed. The intensity of this development is addressed with the building placement, below grade parking, increased green space and provision of amenities with walking paths, pool and patio areas.

Traffic
The traffic study completed shows that this proposal will have negligible impact on the road network. Traffic will not be diverted to Rustic Place. Existing traffic congestion is caused by the deficiencies of the I-694/Rice Street interchange. Ramsey County, Shoreview, Little Canada, Vadnais Heights have funded preliminary design work for the interchange and seek funding to complete the work in 2018. The traffic study for this project was reviewed and accepted by Ramsey County, Minnesota DOT and the City.

Parking
On Lot 2, off-street parking provides 235 parking stalls on-site. Underground parking provides 168 stalls. The Development Code requires 365 stalls. The proposal provides 1.7 stalls per unit; the City requires 2.5 stalls per unit. There is no opportunity for shared parking and not enough room to show proof of parking. There may be some flexibility, but this issue needs to be addressed further.

Grading
The grade will be raised approximately 1 foot for the mixed use building. Garage structures for the townhomes will be near the current elevation. The main floor elevation is 932 feet. There is some concern about the visual impact from the adjoining homes to the north and west. Homes on Rustic Place are at an elevation of approximately 923.

Storm Water Management
The property is located in the Ramsey Washington Metro Watershed; a permit is required. Underground infiltration chambers are proposed to manage runoff before it overflows into the City storm sewer system. The site is also located in the St. Paul Water Utility Drinking Water Supply Management Area and may be subject to additional restrictions.

Landscaping
Existing homes have a significant number of trees. The proposal would remove 52 landmark trees and preserve 7. This would require 317 replacement trees; 116 replacement trees are proposed. A cash deposit will be made to the City's Forestry Fund. Additional plantings are proposed along the north property line and along County Road E and Rustic Place.

Agency Review
The proposal was reviewed by Ramsey County Public Works, Mn/DOT, Lake Johanna Fire Department and the City Engineer. Ramsey County concurred with the traffic study and prohibited any access off Rice Street.

Notice of the public hearing was published in the City's legal newspaper, and notices were sent to residents in the Rustic Place neighborhood and Vadnais Heights. Concerns expressed are in regard to land use compatibility, density, public safety, traffic, visual impact, market, architectural design and scale, and environmental impacts.

Staff supports the proposal and recommends the Planning Commission hold the public hearing and forward the project application to the City Council for approval.

Commission Discussion
Commissioner Ferrington noted there is no parking on Rice Street, County Road E and Rustic Place. Her concern is if the Planning Commission passes the proposal on, specific issues such as parking may not be fully addressed. Ms. Castle explained that the no parking prohibition on Rice Street, County Road E and Rustic Place is during construction. All construction traffic must have parking accommodation on-site. In condition No. 9 under the PUD Development Stage, the applicant is required to provide additional information pertaining to parking needs prior to the City Council's consideration of the PUD Development Stage. It is the Commission's decision if enough information is presented to move the application forward.

Commissioner Ferrington asked if there is land that could be developed as a park. Ms. Castle stated that there is a public use dedication fee that the developer has to pay that could be used for park improvements. The City does not own any land for a park in this neighborhood. Commissioner Ferrington added that connection to the Shoreview trail system would also be a benefit. Otherwise, this development is quite isolated and there is no way to safely access the Shoreview trails.

Commissioner McCool asked the number of parking stalls allocated to commercial. Ms. Castle stated that 29 stalls are allocated to commercial. Commissioner McCool asked where overflow parking would be available for the townhouses. Ms. Castle stated that 2.5 stalls provided--two in the garage and one on the driveway--meets Code standards.

Commissioner McCool asked the composition of units and number of bedrooms. Ms. Castle stated that there are 9 studio apartments; 62 units with one bedroom; 14 units with one bedroom and a den; 38 units with 2 bedrooms; 8 units with 2 bedrooms and a den; and 3 units with 3 bedrooms.

Commissioner Thompson expressed concern about safety for pedestrian travel from this neighborhood. Ms. Castle stated that there will be an internal sidewalk network for residents. There is a trail along Rice Street that will be maintained. There are no plans at this time to establish a trail on Rice Street north or south. That will be considered with the bridge redesign.

Commissioner Doan asked if the townhomes will be owned or rental and if there is any consideration for affordable units. Ms. Castle answered that all units will be rental. No affordable units are planned. Commissioner Doan asked about closing Rustic Place for cut-through traffic if needed. Ms. Castle responded that the traffic study shows that there will not be cut-through traffic.

Commissioner Peterson noted the 25.3 feet setback from Rustic Place. He asked the setback of the homes on Rustic Place. Ms. Castle stated that the nearest house to the north is set back approximately 52 feet.

Chair Solomonson noted that the intent of the reduced setback is to increase the distance from the single family residential. He asked if a future trail is planned on Rice Street. Ms. Castle stated that at this time County plans are for mill and overlay work that does not include a trail.

Commissioner Ferrington stated that she would like to see a breakdown of needed parking for the apartment building and retail component.

Public Hearing
City Attorney Kelly stated that proper notice has been given for the public hearing.

Chair Solomonson opened the public hearing.

Mr. Mike Mergens, Elevage Development Group, introduced **Aaron Rostadt**, ESG Architects; **Lucas Vadsesteen**; Civil Engineer Todd Erickson; **Vern Swing** of Westwood who performed the traffic study. He commended the staff presentation and stated that the conditions of approval are reasonable and do not present a problem.

Mr. Rostadt stated that rent by choice is a growing phenomenon across the country. Demographics that influence this type of housing are kid-less by choice, couples focused on career; single divorcees who are very concerned about schools; affluent empty nesters who wish to stay in Shoreview but do not want to keep a house; power singles who are educated people with higher income and fast track careers who live an upscale life in an urban setting. Rents are projected are from $1100 for a studio apartment to $2400 for a townhome. There are 38 million renters across the country at this time and 20 million apartment buildings. In the last five years renters have increased by 1.6 million. Walking to restaurants, stores and other amenities is becoming more desired. Concierge and technology services are also part of this type of living. Everything is connected by mobile device.

Mr. Mergens stated that the completed apartments done by ESG are amenity rich and community focused. Research shows that more and more people want housing close to work. As headquarters move from downtown areas to the suburbs, workers want the same apartment

amenities in the suburbs that they had downtown. At this time Shoreview does not have this type of living choice. The Comprehensive Plan recognizes this trend and need. The Comprehensive Plan sets a limit of 45 units per acre for Mixed Use. This project is at 33 units per acre. Research shows that the best use for this property is Mixed Use. Following the Concept Plan presentation to the Commission and City Council, it was clear that the design needed to be better. ESG was brought on board. The resulting project is in response to feedback from the neighborhood, City and County. Businesses in the community have indicated that this type of housing is needed for employees.

Mr. Rostadt showed a number of completed projects by his company as examples of the amenities that will be included in this project. As a result of neighborhood meetings, the height was reduced by taking off one floor. The second floor units above the retail space were taken out to create an open atrium like retail space. The ground floor units have sidewalks that connect to the street. Park benches are spaced along the sidewalks. Outdoor amenities also include a small fenced dog park, a pool and patio areas. Increasing the number of trees will be considered. It is important to have a strong buffer between the project and the residential neighborhood.

Chair Solomonson opened the discussion to public comments.

Ms. Hilary Fox, 181 St. Marie Street, stated that integrity, respect, and responsibility are core values of the company she works for in addition to profit. Elevage previously said that commercial space on the first floor does not work. Today they are asking for that approval. Elevage has not taken neighborhood concerns into consideration. The project is too big. The shadow study is unconscionable. It is unacceptable for properties to lose sun exposure. It is not right to put houses in darkness that have been in existence for 15 years. Elevage is pushing the City and not waiting to see how the Rice Street bridge will impact this property. Three major concerns include safety, quality of residents' life and genuine need. Without enough parking, people will park on Rustic Place. This will create a safety issue for children and special needs people who live on Rustic Place, which is a close knit neighborhood. To add so many units and so many people will make Rustic Place accident prone, with more cars. Quality of life is huge. The project is too big, too tall, too dense. There is no benefit to the neighborhood. There are questions about snow removal and garbage removal. It does not fit because it is too crowded. The homes on Rustic Place are 1/2 to 3/4 acre yards with homes set back into the lots. The parking provided is 64% of what is required by the City. Setbacks are not met. Residents do not get exceptions to City standards when a deck or garage is added. There are no amenities in this area to walk to. Who will want to look at the freeway and railroad tracks? The example shown that was done in Illinois was three stories. The previous owner of her property wanted to subdivide to build a small home. The City did not allow it and said that profit does not trump the integrity and history and security of the neighborhood. That is what the neighborhood wants to preserve. The neighborhood is not opposed to development, but she urged the Commission to table this application to require it be smaller and less dense.

Mr. Howard Statz, 3520 Rustic Place, stated that he directly borders the proposed development. His concern is property value. His property is large with open air and large trees like living in the country. He is concerned about the grade differences between the shopping center and townhomes and his property. The shade will impact his lawn. Privacy is definitely a concern.

He is hopeful that he will not have to worry about people cutting through his yard or younger people playing in his yard. He is concerned about noise from the swimming pool. A number of neighbors have fire rings to burn branches and brush. He is hopeful there will be no complaints about smoke. He can envision overflow parking on Rustic Place which has no sidewalks. The street is used for walking and biking as well as for vehicles. He anticipates an increase in vandalism with so many people coming in.

Mr. Curt Leavitt, 3636 Rustic Place, stated that the mixed use building height blocks sun to homes to the north. He is a surveyor and has done an initial shadow study that disagrees with Elevage's statements. The distance of one home is 160 feet from the apartment building. In that 160 feet the sun had risen 30 feet within that 160 feet still below the building and casting a shadow that morning at 8:50 a.m. At 9:50 a.m., the sun had risen 48 feet, still below the 55-foot building, and this is a month after December. His shadow study this morning disagrees considerably with what is claimed by Elevage. An independent third-party study is needed.

Chair Solomonson called a 10-minute break and then reconvened the meeting.

Mr. Tom Johnson, 3527 Rice Street, stated that he thoroughly disagrees with staff that there will not be significant impact to the neighborhood. His bedroom is 90 feet from the apartment building. He commended the architect, but the walking paths are 30 feet from his bedroom window. He has lived in his house 25 years. There are many garden plantings which is great enjoyment. His yard has been transformed with 25 years of work. The developers have offered to buy them out. If this project goes through, that may be his only option. It would be devastating because after 25 years the house has become a home. He understands that the individual suffers for the greater good, but to say there is no significant impact is ludicrous.

Mr. David Gordh, 3646 Rustic Place, stated that Shoreview is a park system of lakes. Grass Lake that extends into Snail Lake and across to Vadnais Lake. These park and water systems are found all through Shoreview. Wildlife is special in Shoreview because of the lakes. This is a neighborhood that lives within a canopy of trees. The properties are large lots with trees. This project takes away from that environment. There are families that have many generations who have lived here. Residents want to keep it that way. The community is unique. He objects to this project that is too high and too dense. It needs to be moved to another location. That high, colossal building will be seen for a long way on Rice Street and Highway 96. Townhouses would be okay. Neighbors have discussed these issues with the developer, but they would not listen.

Mr. Nathan Anderson 3565 Rustic Place, stated that the professional opinions and studies heard are hired by the developer to manufacture results to support their project.

Mr. Angel Toro, 3830 Rustic Place, stated that as a young member of the community, he decided to live in Shoreview because of what it looks like. Shoreview is very desirable for new families. This size building does not belong in this part of Shoreview. Families are looking for a quiet place to live with good schools. For these reasons, he is opposed to this level of development.

MOTION: by Commisisoner McCool, seconded by Commissioner Doan, to close the public hearing at 10:00 p.m.

VOTE: **Ayes - 6** **Nays - 0**

Commission Discussion

Commissioner Ferrington asked where packages would be delivered for tenants of the apartment building and retail businesses? **Mr. Rostadt** answered that delivery of packages to residents and retail businesses would be handled by the management group during daylight hours. Delivery trucks for the small amount of retail would park, then make their deliveries. Trash and recycling would also be handled by management.

Commissioner Peterson asked if there would be a park area for children. **Mr. Mergens** indicated green space on the site map where children could plan and there is a fenced dog run area. A fitness center is anticipated. **Mr. Rostadt** added that the pool area and barbecue area will open to a community room. Commissioner Peterson asked what size restaurant might be feasible. **Mr. Rostadt** stated that he envisions a boutique style restaurant of approximately 50 seats. The barbecue area could wrap around the restaurant and be an outdoor area for it in the summer.

Chair Solomonson stated that his concerned is 1.7 parking stalls per unit. He asked how the development would be impacted with 2 stalls per unit without losing green space. **Mr. Rostadt** stated that can be considered. In his experience he has found that 2 or 2.5 stalls per unit is excessive.

Commissioner McCool asked if the fitness franchise would be open to the public. **Mr. Mergens** answered, yes. Commissioner McCool asked if four stories were considered. **Mr. Mergens** explained that the project has to work economically. To drop a story would push the building out and the 78-foot setback from residential properties would be lost. The number of units cannot be dropped or the project will not be built. One thing that has been done is to shrink retail. Retail and/or a restaurant has to be sustainable with the density.

Commissioner McCool asked if the building would be stick built. **Mr. Rostadt** stated that the first floor will be concrete and the upper floors stick built. The retail area will also be a combination of steel. He added that a sophisticated modeling program is used to estimate shadows. During the growing season shadows do not cross the property line. At 5 stories there will be no shadows from late spring to early fall.

Commissioner McCool stated that parking is not adequate for the townhomes, and he asked where the overflow parking will be located. Mr. Rostadt stated that parking is available in the surface parking lot. Commissioner McCool asked if the project will be in phases. Also, is there roof activity. Mr. Rostadt stated that there is consideration to step the roof down and create additional outdoor roof areas. Mr. Mergens stated that the whole project will be built as soon as approval is given. There are no phases. Commissioner McCool encouraged consideration of the location of outdoor amenities noting that many are very near Mr. Johnson's house. The apartment building is separate, but there will be noise. He would like to see extra screening or a

change in location for some outdoor activities because this is where the land use is most incompatible with the single-family homes to the north.

Commissioner Doan asked if the fenced dog area and potential playground would be open to the community. **Mr. Mergens** answered, yes. Commissioner Doan suggested a document to that effect. **Mr. Mergens** agreed.

Commissioner Doan stated that only 116 trees are being replaced compared to the 300 required. **Mr. Mergens** stated that the tree study presumes all the trees are healthy. Some may be diseased and need to be removed. This property abuts the freeway. There is an effort to put in many trees but keep the property safe. If more trees are required, they will be planted.

Commissioner Doan asked sidewalk lighting. **Mr. Rostadt** stated that it is important to have proper lighting. Groundfloor units will be pet oriented and will be the eyes on the street. Pathways to the north will be lit in a manner that overflow light does not extend to adjacent properties but still will feel safe. Paths will be plowed and shoveled and available all year. **Mr. Mergens** added that all snow will be hauled away.

Commissioner Doan asked if consideration has been given to a tiered building to reduce the shadow effect for neighbors to the north. **Mr. Mergens** stated that the least shadow impact was from six stories with 130-foot setback. Because of the concern for height, the building was lowered. A tiered roof is not being considered because the cut was made by taking off a whole floor. There is no more to cut. **Mr. Rostadt** stated that the Comprehensive Plan supports this amount of density. This will be a great addition to Shoreview. Elevage wants to continue to work to find the right buffer and the right setback to move forward.

Commissioner Doan asked if there is any further mitigation screening that can be done for neighbors to the north. Mr. Mergens that with the screening, berm and fencing planned, neighbors to the north will not see any more than if there were another home built.

Commissioner Doan asked what can be considered to address the concern for cut-through traffic, whether Rustic Place would be closed off. Also how will overflow traffic on Rustic Place be restricted? **Mr. Vern Swing**, Westwood, stated that the issue of traffic is the am peak time traffic flowing down Rice Street toward I-694. The critical intersection is at Vadnais, County Road E and Rice. The cure is a new bridge that provides an added lane. This development will generate about 80 trips of right turns at a signalized intersection. The evidence does not support cutting through Rustic Place. Speed bumps could be added to Rustic Place to make it less desirable for traffic. **Mr. Mergens** added that a time limit on parking can certainly be considered.

Commissioner Thompson stated that her concerns include the density, adequacy of parking, shadow impact, safety for neighbors and connection to the trail system. **Mr. Mergens** responded stating that the bulk of this property is zoned commercial and is currently falling down. He compared the impact of this project to one that could be built without a PUD. The shopping mall could be taken down and a 4-story building built on that corner. That is what is stipulated in the City's planning documents.

Commissioner Ferrington stated that three issues are not resolved--density, height of the mixed use building and parking. **Mr. Mergens** stated that adequate parking is important. The ratio of 1.7 is adequate. Parking will be further addressed in the Development Agreement. Retail users will have peak hours that are not the same as a restaurant. Elevage will continue to work on this issue.

Chair Solomonson thanked the residents attending for their input. In comparing this plan with the first one, he understands why the building is pushed back to increase the distance from residences. That is why the setbacks are pushed back. The townhomes are a plus. He questions the ratio of parking at 1.7 with no overflow parking for the mixed use building. He would like to have the developer show proof that parking is adequate before this application goes to the City Council. He suggested a tiered roof on the north side to make room for 2 stalls per unit. That would be more acceptable. This is project is a good transition that needs a little more work.

Commissioner Peterson stated that if parking is not adequate, residents will not be satisfied. Tiering on both sides would make the building more pleasant and attractive. The townhouse setback of 25 feet, which is half of that of the existing homes. Because of their height, the townhomes will stand out.

Commissioner Ferrington stated that the first plan was 100 units with 4 and 5 stories. At the time, five Commissioners said the height was too tall and it was too dense. This plan is 134 units and five stories. It is a beautiful complex and she commended the architect. What is being said now is the same, but it is more dense.

Commissioner McCool stated that he agrees with amending the Comprehensive Plan for this use. Mixed use is appropriate and a good transition. He is not supportive of this project. He commends ESG, but he is concerned about parking. At a ratio of 1.7 spaces for the apartments, there will only be 17 spaces for 7,000 square feet of commercial. The height is less troubling, but the shadow impact is difficult. He also questions the market for this type of building. He would like to see everything possible done for mitigation to the nearest neighbors. His preference would be to table this matter to the next meeting.

City Attorney Kelly stated that reasons for tabling need to be identified, and he would recommend extending the review period to 120 days.

Commissioner McCool stated the Commission is asking them to come back with parking analysis or make some changes.

Chair Solomonson called a 10-minute break in order to change the tape, and then reconvened the meeting.

Commissioner Doan stated that this is about a vision for the community and choices for the next generation. The vision of the developer is different from the neighborhood. The choice is to find the middle ground that will be attractive for his children to stay in the community. This is a prime piece of property. The project presented now is a great improvement from what was

presented last summer but it could be further improved. He does not want to turn away $31 million of investment, but he would like to see the project tabled to bring more information about the shadowing/height, parking, and density.

MOTION: by Commissioner McCool, seconded by Commissioner Ferrington to table this application to the next scheduled Planning Commission meeting and that a letter be sent to the developer from staff extending the review period of the application another 60 days in order to provide the Planning Commission the opportunity to further review parking, building height, density and overall site design as discussed at this meeting.

Discussion:

Commissioner Peterson stated that the issues are clearly more than just parking and covered well in the motion.

VOTE: Ayes - 6 Nays - 0

PLANNED UNIT DEVELOPMENT-CONCEPT REVIEW

FILE NO. 2604-16-03
APPLICANT: RYAN COMPANIES
LOCATION: LOT 1 / BLOCK 1 RICE CREEK PARKWAY

Presentation by Senior Planner Rob Warwick

The Concept Plan presented is to amend the land use of the approved PUD for Rice Creek Corporate Park specifically for an 18.5 acre parcel designated for office use. Business park use is proposed to allow multiple tenants. The property owner would construct a shell building that tenants would finish to suit business and operation needs.

Rice Creek Business Park has boundaries with County Road J to the north, County Road I to the south and I-35W to the west. To the east is Rice Creek Park. The developer states that there is little demand for office space in the north metro, but there is a strong demand for office/flex space. The site lacks access to transit and nearby amenities for walking, both of which are desired by office developments.

The proposal is for two single-story buildings that would total approximately 210,000 square feet of floor area. Parking surrounds both buildings and shows a total of 460 stalls. Driveway access is off Rice Creek Parkway. As this is a Concept Plan, dimension details are not provided. The parcel is narrow and tapers to the south. Flexibility may be needed under the PUD. This parcel is the largest single vacant parcel in the City.

The applicant seeks feedback from the City and residents so that any issues can be addressed at the PUD Development Stage Review. Deviations are allowed in a PUD when the development provides a benefit to the City. This proposal is subject to the restrictive covenants of the original

Rice Creek Park development by Wispark. The main policy issue is whether this proposal is appropriate for the largest remaining vacant parcel in the community.

New office/flex spaces are generally lacking in the City. The Economic Development Authority (EDA) and Economic Development Commission (EDC) have noted that office/warehouse inventory in the City is older and lacks ceiling height, open bays, special power and flooring design to meet tenant needs.

There are a mix of existing uses in the corporate park. Any Business Park use must complement existing development with quality materials and site plans with no impact to the residential uses to the east. Business Park use requires a minimum 75-foot street setback from Rice Creek Parkway and I-35W. Heavy landscaping must be provided to screen the residential area to the east. The side lot lines on the north and south have 30-foot setbacks.

There is a master drainage plan for the corporate park. However, regulations have changed and a permit would be required from the Rice Creek Watershed District. City Code limits impervious surface to 70% of the lot area. This can be increased to 75% with the implementation of Best Management Practices (BMPs). Deviation for impervious surface is not permitted in the PUD process. Any deviation for impervious surface would require a variance.

Access is shown from four driveways off Rice Creek Parkway, which must align with existing drives and streets. The 460 parking stalls is a ratio of 2.2 stalls per 1,000 square feet of floor area. The developer will need to show sufficient parking with landscaping and screening. Business Park use parking requirements is based on the floor area of the tenant finish. Other development in the Rice Creek Corporate Park has about 3.2 stalls per 1000 square feet of gross floor area.

Truck facilities are required to be located on the side or rear yard, as they are prohibited from facing street frontage. If there is a deviation to locate trucking on the side facing I-35W, adequate landscaping will be needed.

Property owners within 350 feet were notified of the proposal. One response expressed concerns about the impact to nearby residences. A second response requested information on the proposed use, possible traffic volume and noise impacts. The Department of Public Works has indicated sewer and water services are stubbed to the property. A traffic study will be required. The Environmental Impact Statement (EIS) that was done when Rice Creek Corporate Park was initially developed included a traffic study and may meet that requirement.

The EDA reviewed this Concept Plan at their December 2015 and January 2016 meetings. Comments focused on a master plan for the property; a plan for specific uses, not spec buildings; a strong tax base and employment opportunity which favors office/corporate use rather than warehouse uses. The applicant believes that the spec buildings can be marketed, but the land use needs to be revised.

No formal action is required but to identify issues for review at the Development Stage.

Commission Discussion

Commissioner Ferrington noted that if the original traffic study was done in the late 1990s, it may be out of date. Mr. Warwick stated that staff will review those traffic projections carefully.

Mr. Casey Hankinson, Vice President Ryan, stated that the project description was well done. He introduced Steve Brown from Children's Hospital, the owner of this land. Mostly Ryan is looking for information about what the City wants to see on this property. There has been great success at Rice Creek Corporate Park. Ryan has been able to bring successful 24-foot clear buildings that would be an appropriate use. The industrial office flex vacancy is approximately 8.2 percent. Office vacancy is 18 percent and is trending toward downtown. General office users look for walkable amenities, which are not available with this site.

Commissioner McCool asked about compliance with the covenants. Business Park could be 100% warehouse. **Mr. Hankinson** stated he does not envision total warehouse. There will be office and production components. He would not be opposed to a condition of development to that effect. Commissioner McCool asked about truck loading visibility. **Mr. Hankinson** agreed that truck loading will be a tough issue. If loading docks face I-35W, it will be a tough challenge. Commissoner McCool asked about adequate parking. **Mr. Hankinson** agreed that the parking may be short and would have to be addressed.

Commissioner Ferrington asked about locating truck loading at the north and south ends of the building. **Mr. Hankinson** stated that would not be possible.

Commissioner Doan stated he would like the front of the building would be toward Rice Creek Parkway. People on I-35W will be driving 70 miles per hour. **Mr. Hankinson** stated that one sign is allowed for each company. That would not be his preference, but is willing to look at it. Then companies would want two signs each.

Mr. Hankinson asked if the Planning Commission's support for speculative development. There are many businesses who need 20,000 to 30,000 square feet and are underserved in this area. There is a market for a quality spec building. There is no tenant. When the space is leased, Ryan would complete.

Chair Solomonson stated that he would not want to see a warehouse building on that property. The flex/office construction makes sense. If the building is high quality, he would support it. Considering the noise and lights of the freeway, he does not see a big issue with the location of the loading docks. **Mr. Hankinson** stated that the preference would be for the front of the building to be on the I-35W side with visible signage and docks on the east side.

Commissioner McCool stated that he is not concerned about speculative building. The biggest issue here is parking because the site is tight and the tenant will be unknown. He would support additional signage if the loading docks were on the side of I-35W. If the loading docks are on the east side, berms and landscaping will be critical to make it a nonissue for the townhomes to the east.

Commissioner Ferrington verified that Ryan would purchase the entire property and fill one building before building the second building. She would not want to see loading on the residential side. It is important to protect the neighborhood.

Commissioner Peterson stated that there is less space for adequate screening and berm for the residential area to the east. He would like to see the loading docks on the I-35W side.

Commissioner Doan emphasized his preference for the front of the building to face the community, not a freeway of cars going 70 miles per hour. He would be supportive to consider additional signage for the loading docks to be on the I-35W side.

Commissioners agreed that they had consensus that the proposed use is appropriate for the site.

MISCELLANEOUS

Commissioners McCool and Doan will respectively attend the City Council meetings on February 1, 2016 and February 16, 2016.

Chair Solomonson noted that in 2016 Commissioner Doan will serve as Chair, and Commissioner McCool will serve as Vice Chair. Abraham Wolfe will begin as a new Commissioner at the next meeting. This was Commissioner Pat Schumer's last meeting and Chair Solomonson thanked him for his years of service.

A Planning Commission workshop scheduled at 6:00 p.m. immediately preceding the next regular Planning Commission meeting was postponed to the March 22, 2016 meeting.

Commissioner McCool thanked Chair Solomonson for his years of service as Chair.

ADJOURNMENT

MOTION: by Commissioner McCool, seconded by Commissioner Ferrington to adjourn the meeting at 12:09 a.m.

VOTE: Ayes - 6 Nays - 0

ATTEST:

_____

Kathleen Castle
City Planner

PARKS AND RECREATION COMMISSION
MINUTES
JANUARY 28, 2016
COUNCIL CHAMBERS – CITY HALL

CALL TO ORDER

Parks and Recreation Commission Chair Desaree Crane called the January 28, 2016 meeting of the Parks and Recreation Commission to order at 7:03 PM.

ROLL CALL

Commission Members Present: Desaree Crane, Sarah Bohnen, Athrea Hedrick, Linda Larson, Charlie Oltman, Catherine Jo Healy, Carol Jauch and Tom Lemke.

Members absent: Craig John

Others Present: Terry Schwerm, City Manager; Michelle Majkozak, Community Center General Manager; and Amy Ferguson, Recreation Program Coordinator-Fitness.

APPROVAL OF MINUTES

Jauch moved, seconded by Lemke, approval of the October, 2015 minutes. Motion was unanimously adopted.

REVIEW PLAYGROUND CONTRIBUTION REQUEST FROM EMMET D. WILLIAMS SCHOOL

Schwerm reviewed the request for a $5000 contribution from the Emmet D. Williams School PTA for their playground renovation project. He indicated that Emmet D. Williams had obtained three proposals for playground renovation. The three proposals are for different project cost levels since they are not sure how much money will be raised for the project. Schwerm explained that Shoreview has an adopted policy that indicates that the City will contribute $5000 toward a playground renovation project at a public school location in Shoreview as long as it has been a minimum of 10 years since a previous City contribution for this purpose. The City last contributed to Emmet D. Williams more than 10 years ago. He noted that the most recent project that they City contributed monies to was the Turtle Lake playground project.

The Commission requested that Emmet D. Williams also ask the City of Roseville for a contribution to the project. Based on the City's policy, Oltman moved, seconded by Larson, that the Commission recommend that the city contribute $5000 toward the Emmet D. Williams playground renovation project. Motion was unanimously adopted.

OVERVIEW OF FITNESS PROGRAM

Schwerm introduced Community Center General Manager Michelle Majkozak and Fitness Coordinator Amy Ferguson. Majkozak indicated that she has been involved in Shoreview fitness programs for about 20 years as an instructor, fitness program supervisor, and now as the Community Center General Manager. She indicated that the fitness program is one of the largest revenue producing programs operated by the Recreation Department with about $300,000 in revenue annually. Total revenue was down slightly in 2015, but there are currently more than 70 classes offered on a weekly basis. Fitness programs are not included as part of the membership package. If they were, membership costs would have to be increased dramatically. The only membership category that does include some fitness classes is the senior membership. This was done a few years ago when the City decided to discontinue the Silver Sneakers program. The City's fitness program model has worked well and makes these classes available to both members and non-members. All members receive a 30% discount on fitness classes and members make up more than 50% of all fitness classes.

Ferguson indicated that there are between 20-25 group fitness instructors. Currently, they are offering some new programs such as Cycle Boot Camp and Family Fitness. They also noted that there are several personal trainers that account for about $10,000 in revenue per session.

Carol Jauch requested that the hours of child care better correspond to the ending time of some classes. Majkozak and Ferguson responded to other questions from Commission members.

STAFF REPORT

Schwerm noted that ice rinks were not able to be flooded until the Christmas holiday week and officially opened on December 31st. Since that time, the weather has generally been pretty good for making ice. Schwerm also reviewed the proposed signage plan for the Shoreview Commons campus that had been developed by the City's sign consultant, the Lane Design Group.

He also reminded the Commission of the joint workshop meeting with the City Council on Monday, February 8th to review the alternative concept plans for the Shoreview Commons area that are being developed by StanTec.

The Commission also thanked Sarah Bohnen for her service on the Commission and indicated that she would be missed.

COMMISSION REPORTS

None

ADJOURNMENT

Crane moved, seconded by Lemke that the meeting be adjourned at 8:22 pm.

DRAFT

Minutes

ENVIRONMENTAL QUALITY COMMITTEE

February 22, 2016 7:00 PM

1. CALL TO ORDER

The meeting was called to order at 7:15 pm.

2. ROLL CALL

Members Present: Tim Pratt, Lisa Shaffer-Schrieber, Susan Rengstorf, Srinivasa Tala, Kathy Radosevich
Members Absent: Paige Ahlborg, John Suzukida, Lynne Holt, Leslie Sharkey
Staff Present: Neva Widner

3. APPROVAL OF AGENDA

The agenda was approved with no changes.

4. APPROVAL OF MEETING MINUTES – January 25, 2015

The minutes were tabled until the March meeting so members that had attended the meeting could approve them.

5. BUSINESS

A. Welcome new members

Tala and Kathy were introduced as the newest members of the EQC. Tala brings a background as a Chemist at the University of Minnesota as a laboratory chemical safety officer which brings much knowledge of environmental health and hazardous waste management. Kathy has a background as a mechanical engineer and has knowledge in environmental waste, emissions and HVAC industries.

B. Workplan Tasks

a. Speaker Series 2016

Review: February 17th: Blake Huffman, Rice Creek Commons Environmental Initiatives: EQC members agreed this presentation was likely the highest attended EQC Speaker Series presentation to date with a full council chambers, 51 people were counted in attendance. The audience was highly engaged in the presentation and Blake was an excellent speaker. The environmental initiatives taking place include a stream re-meander, geothermal, solar, high density housing with lots of trails and green space.

Upcoming: March 16th: Mark Maloney, Innovative Infrastructure in Shoreview for the Future
April 20th: Eric Korte, Shoreview State of the Waters

b. Finalize Annual Report and send to City Council- topic was tabled for March meeting so authors of sections could comment on the report.

c. Newsletter Topics- a brief overview of the upcoming articles for the May/June newsletter. Articles are due by March 14th.

a. May/June Issue:

1. In depth recycling facts (Tim and Jean Buckley)
2. Cost Share Programs with Ramsey Conservation District (Paige)
3. Low Watering Sod (John)
4. Landscape Revival (if space permits)
5. EAB Treatment program (Public Works)

C. Public Works Update

a. 2016 Street Construction Projects

Neva updated the EQC on the 2016 road construction projects. There are three main projects this summer:

1. Road Reconstruction of Virginia Avenue, Dennison Avenue, and Lilac Lane
- Remove existing roadway surface and replace water main and services.
- Install stormwater collection & infiltration system - catch basins, underground piping, infiltration chambers (30-inch perforated pipe surrounded by rock), sump manholes at infiltration chambers
- Concrete curb and gutter with New asphalt road surface - roadway life 30 - 35-years
- Replace existing 100-watt high pressure sodium street lights with 40-watt LED street lights

2. Grand Avenue Road Reconstruction & Extension
- Remove existing roadway surface and extend roadway by approx. 600-feet
- Install stormwater collection & infiltration system - east 1/3 - catch basins, underground piping, infiltration chambers (30-inch perforated pipe surrounded by rock), sump manholes at infiltration chambers
-west 1/3 - 300-feet of pervious pavement with rock storage layer (most likely PaveDrain - Oak Ridge in 2014)
- Concrete curb & gutter
- New asphalt road surface - roadway life 30 - 35-years
- Replace existing 100-watt high pressure sodium street lights with 40-watt LED street lights
- Trail from west end of Grand out to Owasso Boulevard N

3. Gramsie Road & Victoria Street Rehabilitation
- Gramsie Road from Lexington Avenue east to Gramsie Court
- Victoria Street from Lexington Avenue to Snail Lake Boulevard
- Reclaim existing asphalt (grind up existing asphalt and mix with existing aggregate base)
- Regrade to eliminate low spots and re-establish drainage to existing catch basins
- Inject asphalt emulsion to create 5-inch emulsified base
- Install 3.5-inches of new asphalt
- Upgrade pedestrian crossings to current standard on paths adjacent to roadways
- Due to use of emulsified base depth of asphalt reduced from 4.6-inches on Victoria and 5.2-inches on Gramsie
- Life of roadway 30 to 35-years
- Since existing curbs are not being replaced, no stormwater collection/treatment improvements will be done

b. Water Conservation Program Update- Neva reported that all but 3 spots have been filled by the volunteers and the City is now working on assembling the water usage reports.

c. Forestry Update: Summer Interns, EAB Survey, Tree Sale
The public works department will bring on two forestry interns this summer to conduct the EAB treatment program again. The City is advertising for the position currently. Neva will begin surveying for EAB over the next month and the tree sale has officially begun. The order form is in the March/April ShoreViews newsletter and includes new tree varieties to diversify the urban forest of Shoreview.

d. Ramsey County Fix-It Clinic: **February 27,** 10 a.m. **-** 1 p.m., Shoreview Library
Neva informed the committee on the upcoming Ramsey County Fix it Clinic that will be hosted at the Shoreview Library this upcoming Saturday. People can bring in any broken items and a team of volunteers will try to fix it.

e. Spring Clean up Date: **Saturday, May 21st 7 AM to noon**
The Spring clean up date is being organized and is officially scheduled. Most details of the program will remain similar to last year with the price structure staying the same. Neva mentioned that there may be increased attendance for electronics recycling as prices have increased substantially over the last year.

D. Adjournment -8:45

Next regular meeting **– March 28, 2016**

SHOREVIEW ECONOMIC DEVELOPMENT COMMISSION
Meeting Minutes
February 23, 2016

ROLL CALL

Chair Josh Wing called the meeting to order at 7:34 a.m. with the following members present: Dave Kroona, Jason Schaller, Mike Tarvin, Jonathan Weinhagen, and Kirk VanBlaircom. Member Jeff Washburn attended via phone conference. Sue Denkinger had an excused absence.

Also attending were Assistant City Manager and Community Development Director Tom Simonson, and Economic Development and Planning Associate Niki Hill.

ACCEPTANCE OF AGENDA

Commissioner Weinhagen, seconded by Commissioner Tarvin, moved to accept the agenda, as presented.

Vote: 6 AYES 0 NAYS

ACCEPTANCE OF MINUTES

Commissioner Weinhagen, seconded by Commissioner Tarvin, moved to accept the agenda, with the minor correction to change "Chair Weinhagen" in the Acceptance of Agenda section to Commissioner.

Vote: 6 AYES 0 NAYS

INFORMATION EXCHANGE

A. Resignation of EDC Member Jim Gardner

The members were saddened by the news of Jim Gardner's resignation from the EDC but they also understood that he is moving to Texas to be closer to his grandchildren. They thanked him for his service on the commission and wished him good luck. Simonson also asked the group if they would prefer to leave the position open until later in the year when they advertise for all openings or if we would prefer to try to fill it now. It was suggested that perhaps we do some outreach to some of our BRE companies. Some members suggested contacting Jackie Anderson or her daughter from Key Medical, as they were impressive with our recent visit. Simonson thought it would be good to get another perspective from the business end and that we will reach out before our next meeting. The consensus of the EDC was to first solicit to local businesses seeking a business representative to serve on the Commission. Staff will advertise in the upcoming business newsletter and outreach to businesses.

B. Member Sharing

Commissioner Weinhagen mentioned that Rick Creek Commons is now accepting solicitations for developers. They have put together a Request for Proposal for it and are very hopeful that it will get some good responses. Chair Wing commented that the new video overview of the site is great, and suggested going to the Rice Creek Commons website.

Niki Hill reminded members to look over the biography sheet that was handed out to the members. She asked that they please make sure that they are accurate and if there are any changes or updates to it that you let her know.

C. Staff Information

Joint North Metro Business Event

The City and other partners have finalized the details of the joint North East Metro business event. It will be held on March 17, 2016. Special thanks to Commissioner Jonathan Weinhagen from the Saint Paul Area Chamber of Commerce and Ling Becker from the Vadnais Heights Economic Development Corporation for all their work in getting this first event off the ground. This is a full joint venture with many partners across the north metro from White Bear Lake to New Brighton, including three chambers of commerce. At this point the cost to the City will be minimal. Member Wing asked what time the event will start. Simonson answered there will be networking/registration between 7:30-8 with the program being from 8-9:30 – with time for questions.

Business Matters Newsletter

We are very close to the latest edition of Business Matters being sent out. We were waiting for the final details of the North Metro Business Event to put information for it on the back panel. The articles in this issue will be the following:

- 694 Lane Expansion
- Biz Recycling Program
- Torax Medical – our Business Spotlight Company
- EDC Profile – and member solicitation
- North Metro Business Event

Economic Development Authority Update

The Economic Development Authority approved the financing package for Kowalski's redevelopment of the former Rainbow Foods property at 441 Highway 96. The project is expected to receive final approvals from the City Council on March 7th. The EDA is also updating their work plan and they suggested holding a joint meeting with the Council and EDC at a workshop in the near future to ensure that everyone is aligned with the same goals and priorities.

Planning Commission Update

The Planning Commission had a busy meeting in January. The Elevage Group application for the redevelopment of four properties north of the 694 and Rice Street was tabled after nearly 3 hours of presentations, questions, and citizen comment. They are requesting more information on parking, intensity and on the shadow study that was submitted. The Kowalski's Preliminary Plat and PUD – Development Stage were both recommended by the Planning Commission and approved by the City Council. We will talk more about these and other actions during the Business and Development updates.

GENERAL BUSINESS

A. REVIEW/UPDATE EDC WORK PLAN FOR 2016/2017

Simonson introduced the work plan discussion and provided both redlined and clean copies of the proposed updated work plan for the EDC to review and discuss. As was stated earlier, staff will look into a joint EDA/EDC meeting in the next couple months.

Chair Wing asked if there is a set standard on how do we decided what is a targeted BRE Company. Simonson stated that we tend to look at those companies with a good paying jobs and the biggest potential to expand as our Targeted BRE companies. The City uses various economic and business databases to determine emerging companies in growth industries primarily medical, high tech, and manufacturing segments.

Commissioner Weinhagen stated that he thinks we are going in the right direction. In his experience Shoreview is the gold standard for a successful and active BRE program and knowing what is going on within our businesses. Chair Wing asked if there is a clear direction on how we should target those companies? Do we need to consolidate our approach?

Commissioner Weinhagen asked how many BRE meetings we had in 2015. Simonson responded that we technically had no official business visits with a full BRE team, but that is a little misleading as we did have a couple of different on the road EDC meetings this year as well a number of direct meetings between City staff and a number of BRE companies. For example we have recently met with one of our BRE companies –Summit Machine – looking for new space to accommodate an expansion. Part of our goal this year is to get this back on track and on more a regular schedule – as staff workload on major development projects are completed. We are suggesting a goal of 6 BRE visits this coming year, including some of our landmark companies we haven't visited in several years.

Simonson directed members to look at the BRE list in their packet but to take note that Lion Precision has been bought by an Oakdale company and will be moving out of the City in the near future. Commissioner Tarvin also mentioned that DJO Global is on the list and had recently shut down Empi at their current location. Simonson stated that DJO Global will still have operations at that facility but the Empi division closed.

Commissioner Washburn stated that in the past we had a list of our BRE companies with dates of the past visits so we could see who was due for a visit, etc. That could help us to create a roadmap for our BRE visits and give us an idea of what it may look like for this year. Simonson said staff will include that copy in the next packet.

Commissioner VanBlaircom asked if we could paint a picture of what a visit looks like. Simonson stated that we try to keep them to about an hour and a change that we made a couple years ago was that the Mayor requested to be at all BRE visits. That has worked out well. We also used to assign EDC members for the visits while now we just do kind of an "all call" to see who is available for the upcoming visit. We try to at least have a couple EDC members, a member of the Council or EDA, the Mayor and a few staff people. So generally about 6 or 7 people from the City and 30-40 minutes of

talking, questions, what is going on with the company and what needs that they may have and how the City can support. If time allows there is often a tour conducted at the end of the visit. They have been very well received and several have led directly to future expansion projects such as TSI and PaR Systems.

Commissioner Tarvin said that sounds like exactly what happened when they came to visit Multi-Clean – and to have the Mayor come visit is very impressive. It was a very good experience. Simonson stated that the visits also put a face to the City and there's been times that if they need help on a specific issue or have a question that they have someone that they can call at the City.

Chair Wing stated that it does not only that but it gives us a good perspective on some of these smaller companies. Commissioner Weinhagen said that HED Cycling is a great example of our relationship. They ultimately ended up leaving but it had nothing to do with the City, it had to do with available space for their needs. They worked with the City to explore all avenues on how to stay. They called the City first to see if we could help instead of last – or not at all – to tell us that they were going to leave.

Simonson said that if you look at the list we have actually visited almost every one of them, sometimes on more than one occasion. If we haven't visited them it is more likely that we reached out and did not receive a response. What's interesting is that we had reached out to Summit Machine on more than one occasion but we never heard back for some reason. However, they did contact us as they are starting to explore their expansion /growth needs so they knew we were there as a resource. The other new one is the Antea Research Group that is now up in Rice Creek Corporate Park.

Simonson stated that it has been said before that we need to start potentially revisiting some of these companies that we have visited with in the past but it has been a while. Commissioner Washburn agreed that we might be surprised at how long it has been since we've visited some of these companies – 3 to 4 years ago even.

Commission Weinhagen said that as we talk about targeting 5-6 businesses that this whole list is not a huge list of companies. We could even shoot for 2 visits a month and potentially visit the whole list. Is there some meeting or interaction goal we should make with each of these companies for 2016? It could even mean things like with Summit Machine where we've had staff in conversations with them that we do not do any additional EDC interaction as they have been in contact with the City. Even with Key Medical and our recent visit – that would count towards a visit and or interaction. It is achievable to have at least some sort of interaction with each of these companies this year.

In follow-up to Commissioner Weinhagen's suggestion that there are various methods and levels of interaction, Simonson suggested that the City staff develop a tracking system for recording interactions. He cited many examples of the City reaching out to businesses over the year that are not BRE visits but still outreach and communication. For example, City staff sent out notices to businesses in the 694 corridor of the public meeting hosted by MnDOT on the lane expansion project.

Commissioner VanBlaircom stated that he agrees and was thinking along the same lines. He stated he was also thinking about what criteria we have for those businesses we call "emerging businesses" and what type of outreach criteria will we have? Obviously it's a little more scalable but we cannot have 30 meetings with the Mayor and staff members from the City. He added that it has been his experience you want to have some sort of methodology in order to try to stay ahead of it.

Commissioner Weinhagen replied that we should also think about the Spring and Fall business events in which about 5 of these companies show up at and talk to our EDC and City Council members. We can track and log that interaction and count it toward our goal. Chair Wing agreed that that sounds like an excellent way to keep track and going off the existing list even if it has been a couple years that's a great way to call and check in. Mention that it is has been a little while since the visit and that we wanted to make sure that things were still on track.

Chair Wing also brought up those companies that are not quite to the emerging status but they are starting to grow. Commissioner Tarvin stated that made sense but how do we find those companies and could they be added to the list? Simonson said that he looked up in our BRE Plan as to how we defined Landmark Businesses. It is clearly defined as 100 or more employees, 10 years or more in the City or corporate headquarters in the City. Essentially our 10 largest tax-base employers – things like that. Emerging Businesses is updated each year by our consultants but they are representative of industries and occupations that show the greatest growth potential in the next 5-7 years that are identified by looking at the North American Industry classification and take both State and Local demographic information. So we use a number of data points to create the list.

Simonson said that the EDC had talked about exploring other outreach to business groups by use such as retail or geographic area. These would be a meet your neighbors, networking, etc. by type or geographic area. This idea came about to target those businesses that we do not seem to reach at our Business Exchange events and are not on our BRE list.

Commissioner Washburn liked that last bullet point in the business outreach portion of the plan that includes a business resource packet. That would be a good way to start. That would also give the businesses a good place to start. They may not know how or where to start or even be intimidated by the process. Chair Wing agreed and thought that would be something additional we could tie or bring into these regional outreach programs. Simonson stated that the packet might be a little bit more targeted as not all resources are applicable for all businesses – especially for the retail businesses. Chair Wing suggested that we group the packet types into category so we have a place to start then. If we have the resource the businesses will recognize that we have the resources to help them.

Commissioner Tarvin agreed that even as a BRE company he would love to have a packet like that so imagine those companies who have no idea where to start. They would also benefit from something like that. Simonson stated that we would also like to build an e-mail list or list-serve to better communicate with businesses. Our newsletter goes to each individual business – whether it's the little mom and pop

shop or Deluxe Corp. - so it's hard to let everyone know what is there. Perhaps if we got a packet out we could ask them to subscribe for more information and create a bigger e-mail list.

Commissioner Schaller asked who is generally our contact for our BRE and Landmark companies? For the smaller businesses it's easy but what about the larger corporations? Simonson stated that it is generally the CEO or similar position, and a visit usually includes the executive team at the BRE company.

Chair Wing asked the group – and even more specifically Commissioner Weinhagen with his experience with the chamber – if there is anything that the City is not doing that we could potentially be doing. Weinhagen said that from a BRE standpoint Shoreview has always been the leader. Other cities have looked to Shoreview to see what Shoreview has done when working on their own programs.

Commissioner Tarvin said that he knew that Economic Gardening was in the second session and asked if they plan on continuing that into 2017? Simonson stated that he believed that they were going to at least continue it into 2017. Commissioner Tarvin then asked how many Shoreview businesses have participated so far. Simonson stated that we had 7 the first go around – the most in Ramsey County – but we had no one sign up for the second session. We reached out to the BRE companies that did not sign up the first time but no one showed any interest.

Commissioner VanBlaircom asked if we had ever considered utilizing our Community Center at all to set up a booth or kiosk or something to give out information to new and emerging businesses to help give them more information. Something that acknowledged them and even if we cannot help them right now we at least show them that we are there and then they know for the future. It would also be, if nothing else, a good way to build up those e-mails for that list. Chair Wing liked the idea and it also goes back to his idea previous about how to we try to help incubate some of these smaller businesses. There are a lot of these co-location office spaces that are popping up and how can we bring some of that to Shoreview. That would be a nice end goal for the future.

Chair Wing stated that the resource packet is still a great goal to strive for in the coming year. It certainly looks like business retention, attraction, and just general business outreach are the 3 main goals of the group.

Chair Wing asked Simonson to elaborate a little bit more on the Small Business Support that is outlined on the work plan. Simonson stated that we had hosted a couple small business workshops in the past to try to assist our local businesses which has caused us to get into this Joint Business workshop venture to try to get better resources and a better turnout. The other is really more towards how to we get out in the community to these smaller – even home based businesses. We haven't looked into that in much depth but it looks like it's a goal of the group and trying to reach out to them better. BRE was originally designed to focus resources and time on the key companies but we also do not want to overlook all of these smaller businesses.

Commissioner Washburn asked if there was anything on our website that gives resources to those that are looking to expand or even start a business? Perhaps they do not want to come forward at that time but they want to know what is available and what steps to take. Simonson stated that we have a number of links to resources – such as the Small Business Administration and other resources through the State. We could probably improve the list but it does provide a good base of information on there.

Commissioner Weinhagen explained that Ramsey County and the St Paul Area Chamber is looking into joining Open for Business – which would be free for the cities if they joined. It is a consulting based organization that would provide free resources for businesses in participating areas. The number of hours is unlimited at this point as well. It is still undecided of the financial aspect at this point on whether it would be just suburban Ramsey County or if St. Paul included too. Simonson said that this falls in line under the Accelerate Ramsey County initiative to do more joint Economic Development initiatives and outreach for the suburban communities in Ramsey County and how we compete in the region. Simonson said the City would be very interested in contracting for this type of service to assist our small businesses.

Commissioner Weinhagen said this also brings to question on whether we can accomplish this entire body of work with just 2 staff members – and not that the commission can't take on more either. Outside of these meetings and a handful of visits – we haven't been stretched.

Chair Wing stated that this also feels like there is some overlap with some of these goals. To that point if we could get a little bit more definition to each one of these and get them untangled a little bit we could have a little bit more interaction with them all. Commissioner Weinhagen said that he would be much more comfortable if perhaps we focused more on one or two of these goals for 2016 and do a really good job with them. That's not to say we would ignore the other ones but when we come back in 2017after we've done a really good job getting the BRE back on the ground and running.

Simonson stated that that is the type of discussion staff would like to know from the group, what is your priorities. He said that there are also EDA projects and priorities that must be taken into account when allocating budget resources and staff time.

Chair Wing said that looking at the list what are our top three priorities? What does the group think and where should we focus our energies?

Commissioner Weinhagen stated that he would go all in on the BRE program. Touch every part of it on this list and that will end up involving other things on this list as well.

Commissioner Schaller agreed that our major goal should be the BRE program is to ensure that there is a clear and active line of communication between the City and the business, does it make sense to come up with some sort of 1-5 where we've maybe talked to this guy in the last year, we haven't talked to this guy in a while – type of ranking for each company? Then have a series of steps, such as a phone call, or what not depending on their ranking?

Simonson said that some of it is just tracking the outreach. There are a number of things we've sent out or e-mailed specifically to our BRE businesses that we do not necessarily track but probably should as they are part of the outreach efforts. Part of the goal is having current and active lines of outreach and communication which is really the basis of the BRE program.

Commissioner Weinhagen said that part of the goal should just be business outreach – it doesn't necessarily mean that we reach out specifically to that business but just make sure that they are part of the platform for all forms of communication. A good example is the 694 bridge and asking for their assistance. That is a really meaningful interaction for those businesses. Simonson gave an example if we see this on a matrix and we see a big blank for a company or if we haven't talked to Deluxe in 4 years on anything then that becomes an issue to address.

Commissioner Wing said here is what he has gathered from the discussion. He likes the idea of a couple in-person visits – getting up to the 5 to 6 for the year, that we should have a goal to reach back out the these BRE companies that we have on our list and at minimum those we have visited in the past as a follow-up with the intent of really getting ourselves up to speed with these companies and where they are at. The business attraction and business outreach, while I'm not sure I would buck it at this point I've heard a lot of energy about and would suggest that we work more on that business resource packet. It actually fills quite of bit of things that also supports BRE as does the actually BRE visits/outreach on priorities for the year.

Chair Wing continued that from a Small Business support standpoint we need to see how this joint Business Workshop goes, and agrees that we could spend a lot of time and effort chasing 400 different companies. I think we should lower that in priority, not that it isn't important. but that there is the joint metro thing and potentially the Open for Business program that could assist them as well. One piece I do think that we could potentially help with the small business is to just market what resources there are available to them.

Commissioner Weinhagen liked the business outreach piece and the idea of some sort of a resource packet but perhaps that this is almost a joint venture. When you think about it most of the resources for these smaller businesses are going to be the State and Metro programs. Perhaps the EDA could assist in some fiscal resources around producing materials. Simonson agreed and commented that you could include a packet that is flexible to the needs of the company – not a one size fits all approach. This does speak to updating and producing a better packet of resources available. Even the Business Matters we have talked about trying to take it to the next level and making it part of the same Shoreview brand. Making it look better and tying it into the same theme.

Chair Wing agreed but wants to know how do we make it specific to Shoreview and how do we make it frictionless for the business when it comes time for their expansion needs. Overall we have done a good job of this but how can we do it better? Whether it's "Hey let us help you get through the permitting process or spending some one on one time with them going through the process." I don't

entirely know what that looks like but I believe that there is value there that we can offer. If other cities blow off a potential employer but Shoreview takes the time to connect with them that will make a difference and an impression on the business owner.

Chair Wing added we should also continue with the Business Exchanges, perhaps continue to revamp it but overall that seems to be going ok. For the general business communications and support I lump that more into the general administration category.

Commissioner Washburn agreed. We aren't going to be able to get 10 homeruns out of 10 at bats so we need to try to do something that we are reasonably capable of. I am ok with this list as we've talked it out. It's doable and that the goal of the group is to put in the list together but it looks like we've already got a good handle on it. The only other thing is pertaining to the last item on the list and that is to make sure that we look at our 10 year comprehensive plan and make sure that those things we put together back then are still being addressed. We just need to make sure that we do not lose sight of that either. Especially since we'll be doing the same thing here in the next 1-2 years.

Hill asked one additional question for the group regarding the Business Exchange and whether we would like to try to change the date(s) of it to April and October to try to avoid holidays a little better and hopefully get a better turn out. The group agreed as long as we looked to later April – after tax day. Staff will reach out and see if that works for the Mayor and the North Metro Event Center.

Summit Machine

Staff has met with Summit Machine twice about a potential expansion needs. The company projects strong growth over the next several years.

Children's Health Care Property / Ryan Companies

Ryan Companies got some good direction on the potential land use change from the Planning Commission. They were open to the change and were more focused on designing the building at the meeting. Their concept showed they would bring in approximately 200,000 square feet of office flex in 2 buildings.

Crown Iron Works in Roseville is looking to expand and have reached out to Shoreview as the Children's property site would ideally meet their needs. They do not have manufacturing at this site but they do have a demonstration building to show what their different products can do for their seed oil extraction. We are competing with Blaine and the biggest challenge at this point as that Blaine has cheaper land/lease rates.

Rainbow Foods Property/Kowalski's Market

Final Plat and PUD will be going to the March 7th City Council Meeting. They are hoping to start the renovations by April with a goal of opening by Thanksgiving of this year.

The retail outlot being created will not be owned by Kowalski's. The developer says that they have explored many different restaurant options but they keep hearing that the daytime population does not support a restaurant.

Commissioner Washburn asked about the left turn lane. Simonson stated that the left turn lane off of 96 will be constructed by the City. That was a deal breaker for Kowalski's, and Ramsey County has approved the improvement. The total cost should be approximately $150,000-$200,000 – paid by the City as part of the financial incentive package.

Shoreview Corporate Center

The City is working closely with the new ownership Eagle Ridge Partners on getting the site upgraded and the 1005 Gramsie building renovated At this point they are looking to re-do that building including a new atrium into a multi-tenant building. They are looking to try to add as much parking as they can on the site to compete in today's office market.

ADJOURNMENT

Commissioner Weinhagen, seconded by Commissioner Tarvin, moved to adjourn at 8:56 a.m.

Vote: 7 AYES 0 NAYS

MOTION SHEET

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

To approve the following payment of bills as presented by the finance department.

Date	Description			
02/17/16	Accounts payable			$63,829.30
02/18/16	Accounts payable			$114,029.62
02/24/16	Accounts payable			$277,634.96
03/02/16	Accounts payable			$332,144.64
03/02/16	Accounts payable			$150,485.99
	Sub-total Accounts Payable		**$**	**938,124.51**
02/19/16	Payroll	(including direct deposits)		$171,205.37
03/04/16	Payroll	(including direct deposits)		$167,015.04
	Sub-total Payroll		**$**	**338,220.41**
	Total		**$**	**1,276,344.92**

ROLL CALL:	AYES	NAYS
Johnson		
Quigley		
Wickstrom		
Springhorn		
Martin		

02/16/2016 Council Meeting

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
AMAZON.COM	HONEYWELL SECURITY KEYPAD	701	46500	2183		001	$49.95	$49.95
AMAZON.COM	AUDIO CABLES FOR COMMUNITY CENTER EQUIP	101	40550	2010		001	$64.20	$64.20
AMAZON.COM	CALENDAR: EMERT	101	43400	2010			$37.39	$37.39
AMAZON.COM	CYLINDER TANK STATUS TAGS	220	43800	2160		002	$31.84	$31.84
AMAZON.COM	POOL SUPPLIES	225	43520	2170		001	$100.00	$284.01
		220	43800	2200		001	$184.01	
AMAZON.COM	EPIPEN TRAINING DEVICE	220	43800	2200		001	$11.50	
AMERICAN PAYROLL ASSOCIATION	MEMBERSHIP: KUSCHEL	101	40500	4330		002	$50.00	$50.00
AMERICAN PLANNING ASSOCATION	NATIONAL CONFERENCE	101	44100	4500			$735.00	$735.00
AMERICAN PLANNING ASSOCATION	ANNUAL CONFERENCE CLASSES: CASTLE	101	44100	4500			$225.00	$225.00
AMERICAN RED CROSS-HEALTH & SA	FIRST AID KIT SUPPLIES	101	40210	2180		003	$73.09	$73.09
ARM OF MN	MNDOT TRAINING MAY 9,10,11 DAVID YANG	101	42050	4500			$575.00	$575.00
ARM OF MN	CONCRETE FIELD SEMINAR	101	42050	4500			$600.00	$600.00
BARNES & NOBLE.COM	NETWORKING EBOOK FOR TIM	101	40550	4350		001	$36.41	$36.41
COMCAST.COM	COMPLEX STAFF INTERNET SERVICES	230	40900	3190		002	$139.85	$139.85
COMCAST.COM	MODEM 2 INTERNET CHARGES	230	40900	3190		002	$139.85	$139.85
COMMISSIONER OF REVENUE- WH TA	WITHHOLDING TAX - PAYDATE 02-19-16	101	21720				$9,913.78	
COMMUNITY HEALTH CHARITIES - M	EMPLOYEE CONTRIBUTIONS: 02-19-16	101	20420				$156.50	$156.50
DOLLAR TREE STORES INC.	GENERAL PROGRAM SUPPLIES	270	40250	2180		001	$41.00	$87.00
		225	43580	2172		001	$16.00	
		225	43590	2174		002	$30.00	
DOTGOV.GOV	.GOV DOMAIN ANNUAL RENEWAL	101	40550	4330		002	$125.00	
GAS PLUS INC.	PREMIUM FUEL	701	46500	2120		001	$106.92	$106.92
GENESIS EMPLOYEE BENEFITS INC	FLEX - MED/DEPENDENT CARE 02-19-16	101	20431				$462.29	$462.29
GENESIS EMPLOYEE BENEFITS INC	VEBA CONTRIBUTIONS: 02-19-16	101	20418				$6,075.00	$6,075.00
GOVERNMENT FINANCE OFFICERS AS	GFOA ANNUAL CONFERENCE: MALONEY, D.	101	40500	4500		015	$380.00	$380.00
GRAINGER, INC.	SHOE COVERS B.MARSHALL	101	44100	2010			$62.12	$62.12
GRAINGER, INC.	SHOE COVERS B.MARSHALL	101	44100	2010			$46.59	$46.59
GRAINGER, INC.	SHOE COVERS B.MARSHALL	101	44100	2010			$46.59	$46.59
GREEN MILL PIZZA	EDA SUPPLIES	240	44400	2180		001	$100.00	$100.00
GREEN MILL PIZZA	HRC POSTER CONTEST SUPPLIES	101	40100	4890		004	$98.73	$98.73
HAMMOND, CECILIA	VOLLEYBALL REF FEB 9,13,16 (7 GAMES)	225	43510	3190		010	$140.00	$140.00
HANES BRANDS/VISR.NET	ITEMS FOR RESALE AT COMMUNITY CENTER	220	43800	2591		002	$739.39	$856.78
		220	43800	2591		002	$117.39	
HUMMINGBIRD FLORAL/FLORATIF	FUNERAL ARRANGEMENT: FELDSIEN	101	40200	4890		001	$80.62	
ICMA/VANTAGEPOINT TRANSFER-300	EMPLOYEE CONTRIBUTIONS PAYDATE: 02-19-16	101	21750				$7,018.21	$7,018.21
ICMA/VANTAGEPOINT TRANSFER-705	ROTH CONTRIBUTIONS:02-19-16	101	20430				$1,315.00	$1,315.00
LAMERE, MARIA	VOLLEYBALL REF FEB 9,13,16 (7 GAMES)	225	43510	3190		010	$140.00	$140.00
LEEANN CHIN.COM	EDA MEETING SUPPLIES	240	44400	2180		001	$131.75	$131.75
MALLOY, MONTAGUE, KARNOWSKI,	2015 AUDIT PROGRESS BILLING THRU 1/31/16	101	40500	3190		001	$2,411.20	$5,480.00
		601	45050	3010			$1,534.40	
		602	45550	3010			$1,534.40	
MINNESOTA CHILD SUPPORT PAYMEN	PAYDATE: 02-19-16	101	20435				$141.50	$141.50
MINNESOTA ENVIRONMENTAL FUND	MN ENVIRONMENTAL EMPL CONTRIB: 02-19-16	101	20420				$36.00	$36.00
MINNESOTA GFOA.COM	MEMBERSHIP RENEWAL: MALONEY	101	40500	4330		006	$60.00	$60.00
MINNESOTA GFOA.COM	MEMBERSHIP RENEWAL: FALK	101	40500	4330		006	$60.00	$60.00
MINNESOTA REVENUE	ID #L2033553984	101	20435				$150.00	$150.00
MINNESOTA WOMENS PRESS	CAMP/ACTIVITIES GUIDE: MARCH AD	225	43400	3390			$902.00	$902.00
MINNESOTA'S BOOK STORE	PLUMBING CODE BOOKS	101	44300	4350			$196.00	$196.00
NEONOVA NETWORK SERVICES LLC	GOOGLE FOR WORK APPS RENEWAL-125 USERS	101	40550	3860		003	$7,656.12	$7,656.12
NETWORK SOLUTIONS INC	SHOREVIEW DOMAIN RENEWALS	101	40550	4330		002	$167.95	$167.95

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
ORIENTAL TRADING COMPANY	ITEMS FOR RESALE AT COMMUNITY CENTER	220	43800	2591		002	$930.53	$930.53
PICKLEBALL CENTRAL.COM	INDOOR PICKLEBALLS	225	43510	2170		019	$243.46	$243.46
PUBLIC EMPLOYEES RETIREMENT AS	PERA DEFINED CONTRIBUTION: 02-19-16	101	21740				$251.30	$251.30
PUBLIC EMPLOYEES RETIREMENT AS	EMPL/EMPLOYER CONTRIBUTIONS: 02-19-16	101	21740				$32,178.40	$32,178.40
RADIOSHACK	BATTERY FOR UNIT 305 INVERTER	701	46500	2220		003	$3.99	$3.99
SAM'S CLUB DIRECT	SWEETHEART/TASTE/500COFFEE SUPPLIES	225	43580	2172		001	$23.64	$144.89
		270	40250	2180		001	$43.42	
		225	43590	2174		002	$77.83	
SIBER SYSTEMS	ROBOFORM SOFTWARE RENEWAL	101	40550	3860		011	$199.50	$199.50
SITEPOINT.COM	2 YR PREMIUM MEMBERSHIP FOR LEE	101	40550	4330		005	$108.00	$108.00
SOUTHWEST AIRLINES	NATIONAL CONFERENCE TRAVEL: CASTLE	101	44100	4500			$369.95	$369.95
SPALDING EQUIPMENT	VOLLEYBALL NET REPLACEMENT PART: KNOB	225	43510	2170		010	$50.00	$50.00
SUBWAY	HRC POSTER CONTEST PRIZES	101	40100	4890		004	$100.00	$100.00
TARGET STORE	HRC POSTER CONTEST PRIZES	101	40100	4890		004	$345.00	$345.00
TARGET STORE	FRAMES	101	40400	2180			$11.97	$11.97
TARGET STORE	KIDS CARE SUPPLIES	225	43560	2170			$169.80	$169.80
TASTE OF SCANDINAVIA	EDA SUPPLIES	240	44400	2180		001	$38.68	$38.68
TREASURY, DEPARTMENT OF	FEDERAL WITHHOLDING TAX: 02-19-16	101	21710				$24,621.85	
		101	21730				$31,185.26	
		101	21735				$7,293.50	$63,100.61
UNITED WAY - GREATER TWIN CITI	EMPLOYEE CONTRIBUTIONS: 02-19-16	101	20420				$43.00	
VARIDESK LLC.COM	SIT/STAND DESK FOR ROB FALK	101	40550	2010		004	$495.00	$495.00
							Total of all invoices:	$144,029.62

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
COORDINATED BUSINESS SYSTEMS	MITA LASER PRINTER MAINTENANCE:JANUARY	101	40550	3860		004	-$161.79	-$161.79
AARP C/O TOY, BOY	AARP SMART DRIVER CLASS 02.09.2016	225	43590	3174		003	$325.00	$325.00
ALEXANDER, JAMIE	RSV# 1148897 REFUND REFUND	220	22040				$25.00	$25.00
ALL SEASONS RENTAL	CONCRETE MIXER RENTAL	101	42200	3190		002	$196.37	$196.37
ASL INTERPRETING SERVICES INC	PRESCHOOL ASL SERVCES	225	43555	2170			$120.00	$120.00
BALTHAZOR, NICOLE	RSV# 1148946 REFUND REFUND	220	22040				$25.00	$25.00
BANARI, TENZIN	RSV# 1148930 REFUND REFUND	220	22040				$25.00	$25.00
BAUER BUILT TIRE AND BATTERY I	TIRE REPAIR JD5220	701	46500	3190		002	$128.43	$128.43
BEISSWENGERS HARDWARE	REPAIR SUPPLIES CC	220	43800	2240		001	$22.14	$22.14
BEISSWENGERS HARDWARE	TOOLS	701	46500	2400		006	$12.36	$12.36
BERNING, CHELSEY	RSV# 1148908 REFUND REFUND	220	22040				$25.00	$25.00
BRADLEY & DEIKE, PA	GENERAL ECONOMIC DEVELOPMENT	240	44400	3190			$54.00	$54.00
BRADLEY & DEIKE, PA	KOWALSKI'S	101	22020				$648.00	$648.00
C & E HARDWARE	SHOP SUPPLIES	701	46500	2220		003	$7.16	$7.16
CANVAS SOLUTIONS, INC.	SUBSCRIPTION YEAR 2016	601	45050	3190			$315.00	$630.00
		602	45550	3190			$315.00	
COCA COLA REFRESHMENTS	WAVE CAFE BEVERAGE FOR RESALE	220	43800	2590		001	$595.68	$595.68
COMCAST	COMMUNITY CENTER CABLE	220	43800	3190		001	$184.39	$184.39
CUB FOODS	PRESCHOOL SUPPLIES	225	43555	2170			$261.61	$261.61
ETA, MAURICE	RSV# 1148913 REFUND REFUND	220	22040				$450.00	$450.00
FLEET FARM/GE CAPITAL RETAIL B	ICE CLEATS & CLEANING SUPPLIES	701	46500	2183		002	$55.24	$325.24
		101	42200	2180		001	$270.00	
FLEET FARM/GE CAPITAL RETAIL B	ICE CLEATS RETURNS PV-54324	101	42200	2180		001	-$110.80	
FOSSE, CRISTINA	RSV# 1148987 REFUND REFUND	220	22040				$25.00	$25.00
GENESIS EMPLOYEE BENEFITS INC	FLEX - MED/DEPENDENT CARE 02-12-16	101	20431				$599.55	$1,087.05
		101	20432				$487.50	
GRAINGER, INC.	GLOVES FOR CLEANING CREW	220	43800	2110			$156.72	
GRAINGER, INC.	REPAIR SUPPLIES CC	220	43800	2240		001	$218.08	$218.08
GRANDMA'S BAKERY	CONTINENTAL BREAKFAST DOUGHNUTS	220	43800	2591		003	$119.91	$119.91
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$38.74	$38.74
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$23.75	$23.75
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$23.75	$23.75
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
HAUG, GENNIFER	RSV# 1148981 REFUND REFUND	220	22040				$25.00	$25.00
KELLY & LEMMONS, P.A.	JANUARY 2016 LEGAL FEES	101	40600	3020			$2,720.00	$6,502.10
		101	40600	3030			$3,632.10	
		601	22015				$150.00	
LEAGUE OF MN CITIES INS TRUST	2015/16 WORKERS' COMP 2ND INSTALLMENT	101	40100	1510			$30.74	$37,413.50
		101	40200	1510			$474.13	
		101	40210	1510			$266.68	

COUNCIL REPORT

Vendor Name	Description	FF GG OO AA CC	Line Amount	Invoice Amt
		101 40300 1510	$10.75	
		101 40400 1510	$113.47	
		101 40500 1510	$518.87	
		101 40550 1510	$220.69	
		101 40800 1510	$124.47	
		101 42050 1510	$672.07	
		101 42200 1510	$5,181.90	
		101 43400 1510	$1,508.61	
		101 43450 1510	$300.67	
		101 43710 1510	$4,418.10	
		101 43900 1510	$96.98	
		101 44100 1510	$508.62	
		101 44300 1510	$128.47	
		210 42750 1510	$44.24	
		220 43800 1510	$4,053.94	
		225 43400 1510	$1,540.35	
		225 43510 1510	$85.48	
		225 43520 1510	$936.50	
		225 43530 1510	$1,097.71	
		225 43535 1510	$1,508.61	
		225 43555 1510	$642.33	
		225 43560 1510	$468.88	
		225 43580 1510	$121.47	
		225 43590 1510	$398.64	
		230 40900 1510	$56.24	
		240 44400 1510	$68.73	
		241 44500 1510	$76.73	
		601 45050 1510	$4,062.69	
		602 45550 1510	$3,331.63	
		603 45850 1510	$2,757.53	
		603 45900 1510	$30.74	
		604 42600 1510	$62.23	
		701 46500 1510	$1,493.61	
LEECH, BETHANY	PASS FAMRESA TYPE: ANNUAL MEMBERSHIPS P	220 22040	$36.00	$36.00
MARTIN, JESSICA	RSV# 1148973 REFUND REFUND	220 22040	$25.00	$25.00
MCEVOY, MARIANNE	SWEETHEART DANCE YOUTH	220 22040	$21.00	$21.00
MENARDS CASHWAY LUMBER **FRIDL	SHEVES AND CLEANING SUPPLIES	701 46500 2183 002	$99.98	
		701 46500 2220 003	$179.96	
MINNESOTA DEPARTMENT OF REV -	ON ROAD DIESEL FUEL TAX: JANUARY 2016	701 46500 2120	$340.58	
MINNESOTA DEPT OF HUMAN SERVIC	CC JANUARY CLEANING	220 43800 3190 004	$225.00	$225.00
MINTERWEISMAN CO DBA CORE-MARK	WAVE CAFE FOOD FOR RESALE	220 43800 2590 001	$378.06	$378.06
MN DEPT OF LABOR & INDUSTRY	BUILDING OFFICIAL CERT APP FEE	101 44100 4500	$50.00	$50.00
MOHAMMED-CONLIN, AISHA	RSV# 1065430 REFUND REFUND	220 22040	$25.00	$25.00
MONTESSORI, OAK HILL	RSV# 1143022 REFUND REFUND	220 22040	$645.00	$645.00
NARIGON, NANCY	GENEALOGY WEBSITES IN-DEPTH	220 22040	$35.00	$35.00
NET LITIN DISTRIBUTORS/PARTY V	TASTE/WAVE/SWEETHEART SUPPLIES	220 43800 2180 006	$3.00	$126.50
		270 40250 2180 001	$13.90	
		225 43580 2172 001	$109.60	
NORTHSTAR INSPECTION SERVICE I	INSPECTION SERVICES - KENIN WHITE	101 44300 3190	$260.00	$260.00
ONCKEN, JULIE	RSV# 1142914 REFUND REFUND	220 22040	$53.56	$53.56
ORIENTAL TRADING COMPANY	PRESCHOOL SUPPLIES	225 43555 2170	$100.28	

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
PENANO, OMAR	PASS FAMREGA TYPE: ANNUAL MEMBERSHIPS P	220	22040				$44.00	$44.00
PLUG'N PAY TECHNOLOGIES INC.	DEC 2015/RETAIL/CC FEES	220	43800	4890		002	$254.17	$318.90
		225	43400	4890			$64.73	
PLUG'N PAY TECHNOLOGIES INC.	DEC 2015/ECOMM/CC FEES	220	43800	4890		002	$8.38	
		225	43400	4890			$42.47	$50.85
PLUMBMASTER, INC	SHOP TOOLS CC	220	43800	2400			$66.15	
PMA FINANCIAL NETWORK, INC	DECEMBER 2015 BANK FEES	101	40500	4890		004	$134.29	$134.29
POSTMASTER	DEPOSIT IN PERMIT IMPRINT 5606-SHOREVIEW	602	45550	3220		001	$500.00	$1,000.00
		601	45050	3220		001	$500.00	
RAMSEY COUNTY	SERVICE EMER PREEMPT SIGNALS JUL-DEC2015	101	42200	3190		003	$1,325.20	
RICOH USA, INC.	LEASE: 6502 COPIER/2-21-16 TO 3-20-16	101	40200	3930		002	$1,947.00	$1,947.00
RICOH USA, INC.	LEASE: MPC3003 C84066191 2-23/3-22-16	101	40200	3930		002	$273.62	$273.62
RYAN, HALLEY	RSV# 1148941 REFUND REFUND	220	22040				$25.00	$25.00
SAFE-FAST INC	GLOVES	101	43710	2180			$27.70	$27.70
SAVRE, PATRICIA	RSV# 1148918 REFUND REFUND	220	22040				$25.00	$25.00
SCHMITT, JENNIFER	RSV# 1148915 REFUND REFUND	220	22040				$25.00	$25.00
SPRINGSTED, INCORPORATED	2015 CONTINUING DISCLOSURE	101	40500	4890		006	$1,800.00	
SUCHY, JENNY	RSV# 1148978 REFUND REFUND	220	22040				$25.00	$25.00
T-MOBILE	WATER TOWER CARD -12/27/15 - 1/26/16	601	45050	3190			$60.65	$60.65
TAN, FEON	RSV# 1148944 REFUND REFUND	220	22040				$25.00	$25.00
TYCO INTEGRATED SECURITY LLC	RECURRING CHARGES 3/1-5/31/2016	101	40210	3190		008	$94.00	$94.00
U S BANK	2016 SAFE DEPOSIT BOX FEE	101	40500	4890		012	$178.25	$178.25
U.S. BANK	2016A PAYING AGENT FEES	601	48300	6200			$740.45	
		602	48300	6200			$22.43	$800.00
		603	48300	6200			$37.12	
UCARE MINNESOTA-ATTN:ALVAREZ	RSV# 1053056 REFUND REFUND	220	22040				$127.50	$127.50
VANCO SERVICES	JAN '16 FITNESS INCENTIVE PROCESSING FEE	220	43800	3190		003	$166.25	
WATER CONSERVATION SERVICE, IN	LOCATE OF WATER MAIN LEAKS	601	45050	3190		004	$898.88	$898.88
WATER GEAR INC.	WATER NOODLES FOR WATER AEROBICS	225	43530	2170		001	$290.15	$290.15
WATSON COMPANY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$1,102.37	$1,102.37
WHEELER, PHYLLIS	RSV# 1148985 REFUND REFUND	220	22040				$100.00	$100.00
WILS - WOMEN IN LEISURE SERVIC	WILS WORKSHOP - SOLA	101	43400	4500			$65.00	$65.00
XCEL ENERGY	TRAFFIC SIGNAL SHARED W/NORTH OAKS:ELECT	101	42200	3610			$43.91	$43.91
YANG, MAI	RSV# 1148992 REFUND REFUND	220	22040				$25.00	$25.00
YANG, MEI	RSV# 1148870 REFUND REFUND	220	22040				$500.00	$500.00
ZEWUDIE, YOHANNES	RSV# 1148967 REFUND REFUND	220	22040				$25.00	$25.00
								==========
							Total of all invoices:	$63,829.30
								==========

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
ADVANCED ENGINEERING AND	WTP CONSTURCTION SERVICES CP 14-02	454	47000	5910			$34,165.83	$34,165.83
BERGQUIST, JILL	RSV# 1156482 REFUND REFUND	220	22040				$100.00	$100.00
C & E HARDWARE	CLEANING SUPPLIES	701	46500	2183		002	$61.89	
CARPENTER, JILL	RSV# 1156565 REFUND REFUND	220	22040				$50.00	$50.00
CITY SIGNS	PC NAME PLATE - JOHN DOAN CHAIR	101	44100	2010			$45.00	$45.00
COORDINATED BUSINESS SYSTEMS	MITA LASER PRINTER MAINTENANCE	101	40550	3860		004	$162.07	
COYLE, SCOTT	VOLLEYBALL (GRADE 4&5)	220	22040				$62.00	$62.00
CRYSTEEL TRUCK EQUIPMENT	BOSS PLOW LIGHTS	701	46500	2220		001	$203.04	$203.04
CUB FOODS	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$23.92	$23.92
DYKSTRA, WENDY	VOLLEYBALL (GRADE 6-8)	220	22040				$124.00	$124.00
ETS HEALTH	REPAIRS TO PARTY ROOM FLOORS	220	43800	3810		003	$4,990.50	$4,990.50
EVELAND, LORI	VOLLEYBALL (GRADE 6-8)	220	22040				$52.00	$52.00
GALLOP, STEVE	TROPHY FOR TASTE OF SHOREVIEW	270	40250	2180		001	$19.82	$19.82
GARDIN, JANET	VOLLEYBALL (GRADE 6-8)	220	22040				$62.00	$62.00
GARDNER, MARIA	RSV# 1156548 REFUND REFUND	220	22040				$25.00	$25.00
GENESIS EMPLOYEE BENEFITS INC	FLEX - MED/DEPENDENT CARE 01-15-16	101	20431				$1,047.25	$1,047.25
GENESIS EMPLOYEE BENEFITS INC	FLEX - MED/DEPENDENT CARE 01-29-16	101	20431				$2,247.44	$2,247.44
GETSAY, JENNIFER	BASEBALL ABC'S & 1 2 3'S (GRADES 2&3)	220	22040				$175.00	$175.00
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$23.75	$23.75
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$23.75	$23.75
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKES FOR RESALE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	BAKERY FOR RESALE - WAVE CAFE	220	43800	2590		001	$16.94	$16.94
GYSBERS, AMANDA	RSV# 1156544 REFUND REFUND	220	22040				$25.00	$25.00
HAWKINS, INC.	2 CYL GAS CL, ACID, BICARB, EAGENTS	220	43800	2160		001	$779.01	$779.01
HEGGIE'S PIZZA LLC	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$575.50	$575.50
HIGH POINT NETWORKS, LLC	10G OPTICS FOR FIBER BREAK TRBESHOOTING	260	47400	4340			$928.00	$928.00
HOLLELA, JOY	RSV# 1156509 REFUND REFUND	220	22040				$384.00	$384.00
HORAK, JULIE	VOLLEYBALL (GRADE 6-8)	220	22040				$62.00	$62.00
HORIZON COMMERCIAL POOL SUPPLY	MOSS ORDER FOR LARGE STRIPS	220	43800	2160		003	$676.45	$676.45
HORIZON COMMERCIAL POOL SUPPLY	MOSS ORDER FOR SMALL STRIPS	220	43800	2160		003	$225.78	$225.78
HORIZON COMMERCIAL POOL SUPPLY	CREDIT BACK FOR WRONG SIZE MOSS	220	43800	2160		003	-$836.10	-$836.10
JANES, ANJI	VOLLEYBALL (GRADE 6-8)	220	22040				$62.00	$62.00
JARVI, CINDY	VOLLEYBALL (GRADE 4&5)	220	22040				$52.00	$52.00
JENSEN, REBECCA	RSV# 1156571 REFUND REFUND	220	22040				$25.00	$25.00
JOHNSON, JOSH	VOLLEYBALL (GRADE 4&5)	220	22040				$62.00	$62.00
KIEFER SWIM PRODUCTS	NOODLE BELTS AND AQUA GLOVES	225	43520	2170		002	$109.50	$207.95
		220	43800	2180			$98.45	
KRANZ, LINDA	VOLLEYBALL (GRADE 4&5)	220	22040				$52.00	$52.00
L T G POWER EQUIPMENT	ECHO TRIM SAW CUSHION	701	46500	2220		002	$14.58	
L T G POWER EQUIPMENT	PARTS FOR STIHL TRIM SAW	701	46500	2220		002	$115.10	$115.10
LAKES MARKETING GROUP	JAN TC CLIPPER PRINT AD	220	43800	2201		001	$485.00	$485.00
LARSON COMPANIES	VEHICLE FILTERS	701	46500	2220		001	$28.56	$28.56
LEAGUE OF MN CITIES INS TRUST	PROPERTY/LIABILITY 1ST & 2ND INSTALLMENT	101	40500	3410			$24,107.10	$67,159.00

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Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
		101	40800	3410			$775.50	
		101	41200	3410			$592.00	
		101	42050	3410			$431.00	
		101	43450	3410			$562.00	
		101	43710	3410			$10,140.00	
		210	42750	3410			$232.40	
		220	43800	3410			$4,822.46	
		225	43400	3410			$646.30	
		230	40900	3410			$83.44	
		601	45050	3410			$2,601.68	
		602	45550	3410			$10,650.68	
		603	45850	3410			$391.00	
		603	45900	3410			$545.00	
		604	42600	3410			$111.94	
		701	46500	3410			$10,466.50	
LEAGUE OF MN CITIES INS TRUST	EDA/HRA PROP/LIAB ANNUAL INSTALLMENT	240	44400	3410			$1,230.00	
LEE, MAIXEE	RSV# 1156583 REFUND REFUND	220	22040				$100.00	$100.00
LIFEGUARD STORE, THE	SWIM CAPS AND CPR KEY CHAINS	225	43520	2170		001	$45.10	$82.00
		225	43520	2170		002	$36.90	
LIGE, LAKEISHA	RSV# 1156588 REFUND REFUND	220	22040				$25.00	$25.00
LONG, VICKI	RSV# 1156475 REFUND REFUND	220	22040				$100.00	$100.00
MATHESON TRI-GAS INC	CO2 ORDER	220	43800	2160		002	$106.91	
MATHESON TRI-GAS INC	CO2 ORDER	220	43800	2160		002	$106.91	$106.91
MEDICA	HEALTH INSURANCE: MARCH 2016	101	20410				$67,628.72	$67,628.72
METIKU, EYERUSALEM	RSV# 1149279 REFUND REFUND	220	22040				$407.08	$407.08
MINTERWEISMAN CO DBA CORE-MARK	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$512.96	$512.96
MOUA, SEE	RSV# 1156576 REFUND REFUND	220	22040				$25.00	$25.00
NAPA AUTO PARTS	OIL FILTER UNIT 606	701	46500	2220		001	$7.49	$7.49
NAPA AUTO PARTS	FUEL FILTER UNIT 208	701	46500	2220		001	$62.99	$62.99
NELSON, AMBER	VOLLEYBALL (GRADE 6-8)	220	22040				$62.00	$62.00
ORTTEL KLUZ, REBECCA	VOLLEYBALL (GRADE 4&5)	220	22040				$62.00	$62.00
PLUG'N PAY TECHNOLOGIES INC.	JAN 2016 ECOMM FEES	220	43800	4890		002	$5.33	$15.82
		225	43400	4890			$10.49	
PLUG'N PAY TECHNOLOGIES INC.	JAN 2016 RETAIL CC FEES	220	43800	4890		002	$330.94	
		225	43400	4890			$53.81	$384.75
PRECISION DYNAMICS CORPORATION	CC WRISTBANDS	220	43800	3390		001	$94.82	$94.82
QUALITY FLOW SYSTEMS INC	REPAIR OF COHANSEY LIFT STATION	602	45550	3190		003	$615.00	$1,415.00
		602	45550	2282		001	$800.00	
RAMBERG, JANICE	VOLLEYBALL (GRADE 6-8)	220	22040				$62.00	$62.00
REYES, JENIDIA	RSV# 1156558 REFUND REFUND	220	22040				$100.00	$100.00
RHODES, ROBERT	RSV# 1156555 REFUND REFUND	220	22040				$25.00	$25.00
SCHNEIDER, LINDSAY	RSV# 1156499 REFUND REFUND	220	22040				$25.00	$25.00
SESCA	TASTE OF SHOREVIEW-RAFFLE	101	22079		317		$1,476.00	
SOLHEIM, JAMIE	RSV# 1156584 REFUND REFUND	220	22040				$25.00	$25.00
SOMMER-UPTON, ADRIANA	RSV# 1156580 REFUND REFUND	220	22040				$25.00	$25.00
SPRINT	CELL SERVICE - 1/15/16-2/14/16	101	40200	3210		002	$32.58	$32.58
SRF CONSULTING GROUP INC	DESIGN I694 WATERMAIN RELOCATE CP 15-10	425	47000	5910			$5,004.62	$5,004.62
ST PAUL SAINTS	SUMMER DISCOVERY FIELD TRIP DEPOSIT	225	43535	3190		001	$1,802.50	$1,802.50
STRATEGIC CUSTOM SOLUTIONS	STORAGE AREA NETWORK REDUNDANT UNIT	422	40550	5800		005	$62,705.00	$62,705.00
TDS METROCOM	TELEPHONE SERVICES	101	40200	3210		003	$1,102.89	
		101	43710	3210			$251.21	$1,389.13

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Vendor Name	Description	FF GG OO AA CC	Line Amount	Invoice Amt
		601 45050 3210	$35.03	
TROOP #31, BOY SCOUT	RSV# 1156486 REFUND REFUND	220 22040	$100.00	$100.00
Three Rivers Park District	SUMMER DISCOVERY FIELD TRIP	225 43535 3190 001	$1,050.00	$1,050.00
U S BANK CREDIT CARD FEES	DEC 2015 CREDIT CARD FEES	220 43800 4890 002	$5,087.11	$7,895.33
		225 43400 4890	$2,808.22	
U S BANK CREDIT CARD FEES	JAN 2016 CREDIT CARD FEES	220 43800 4890 002	$6,043.89	$7,453.54
		225 43400 4890	$1,409.65	
UTUTALUM, MARYAM	REFUND ACH PYMT CHARGED IN ERROR	220 20200	$71.00	
VANG, TENG	RSV# 1156577 REFUND REFUND	220 22040	$25.00	$25.00
VERIZON WIRELESS	CELL PHONE SERVICE-1/11/16-2/10/16	101 42050 2010	$35.00	$924.33
		601 45050 3190	$400.99	
		601 45050 4330	$25.00	
		101 40200 3210 002	$463.34	
WACKMAN, KATHY	AARP SMART DRIVER 8HR	220 22040	$62.00	$62.00
WEBER, CHRISTA	RSV# 1156525 REFUND REFUND	220 22040	$25.00	$25.00
				$277,634.96
		Total of all invoices:		

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
HAMERNICK DECORATING CENTER	REPAIRS TO TILE BY SERVICE DESK	220	43800	3810		003	$575.00	$575.00
HAWKINS, INC.	CAUSTIC, LIQUID AND GAS CL, ACID, LPC-5	220	43800	2160		001	$1,311.73	$1,311.73
HENNESSEY, JEFFREY	CREDIT BALANCE REFUND REFUND	220	22040				$20.00	$20.00
HERMEL, BRADY	RSV# 1164119 REFUND REFUND	220	22040				$25.00	$25.00
HOM Furniture, Inc.	TABLE GLIDES FOR CITY HALL LUNCHROOM	220	43800	2240		001	$61.00	$61.00
HUSE, ANITA	REFUND CLOSING OVRPYMT-1075 GLENHILL RD	601	36190			003	$46.00	$46.00
JEFF ELLIS & ASSOCIATES, INC	7 NEW LG ONLINE COURSES AND 1 DISPATCH	220	43800	3190		007	$792.00	$792.00
JEFF SMITH LLC	PAYMENT FOR WINTER A TAE KWON DO	225	43530	3190			$2,069.60	$2,069.60
JOHNSON, CONNIE	REFUND CLOSING OVRPYMT-853 SHERWOOD RD	601	36190			003	$18.43	$18.43
JONES, KATRINA	RSV# 1164166 REFUND REFUND	220	22040				$25.00	$25.00
LE, TUAN	RSV# 1164163 REFUND REFUND	220	22040				$25.00	$25.00
LEAGUE OF MN CITIES INS TRUST	INS CLAIM: SHARKEY CONCLUSION 2012 CASE	260	47400	4340			$19,023.40	$19,023.40
LESHEN, SUSAN	RSV# 1158905 REFUND REFUND	220	22040				$250.00	$250.00
MATHESON TRI-GAS INC	CO2 ORDER	220	43800	2160		002	$106.91	$106.91
MCCAREN DESIGNS INC	MONTHLY HORITICULTURE SERVICES	220	43800	3190		007	$1,196.00	$1,196.00
MIDWAY SEWER SERVICE COMPANY	FAMILY LOCKER DRAIN CLEANING	220	43800	3810		007	$179.25	$179.25
MIKRES, BRYAN	REFUND CLOSING OVRPYMT-1218 RAVENSWOOD	601	36190			003	$46.78	$46.78
MINNESOTA DEPARTMENT OF HEALTH	STATE CONNECTION FEE - 1/1/16 TO 3/31/16	801	21820				$13,586.00	$13,586.00
MINNESOTA FARMERS MARKET ASSOC	MFMA 2016 MEMBERSHIP RENEWAL	225	43590	3174		001	$70.00	$70.00
MINNESOTA FARMERS MARKET ASSOC	MFMA SPRING 2016 CONFERENCE	101	43400	4500			$40.00	$40.00
MINTERWEISMAN CO DBA CORE-MARK	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$437.37	$437.37
MOHN, MARTINA	RSV# 1164123 REFUND REFUND	220	22040				$100.00	$100.00
NCPERS MINNESOTA	PERA LIFE INSURANCE: MARCHE 2016	101	20413				$240.00	$240.00
NORTHLAND CAPITAL FINANCIAL SE	FITNESS EQUIPMENT LEASE-FEBRUARY 2016	220	43800	3960		005	$1,388.62	$1,388.62
ON CALL SERVICES INC	SERVICE CONTRACT FOR 2016	220	43800	3190		006	$8,200.00	$8,200.00
ORIENTAL TRADING COMPANY	SILLY BANDS FOR LESSONS	225	43520	2170		002	$59.98	$59.98
PACK #233, CUB SCOUT	RSV# 1164127 REFUND REFUND	220	22040				$25.00	$25.00
PEAKE, SUSAN OR ERNEST	REFUND CLOSING OVRPYMT-1313 WOODCREST AV	601	36190			003	$28.62	$28.62
PITZEN, HEATHER	RSV# 1164144 REFUND REFUND	220	22040				$25.00	$25.00
POSTMASTER	STANDARD MAIL PERMIT FEE - PERMIT #5606	602	45550	3220		001	$112.50	$225.00
		601	45050	3220		001	$112.50	
REDZIC, BETHANY	REFUND CLOSING OVRPYMT-903 MONTEREY DR	601	36190			003	$14.20	
SCHUETT, COURTNEY	RSV# 1164137 REFUND REFUND	220	22040				$25.00	$25.00
SCHUTTA, STEPHANIE	TUITION REIMBURSEMENT LEAD 641	225	43400	4500			$2,085.00	$2,085.00
SHOREVIEW SENIOR LIVING LLC	OVERPAYMENT REFUND	101	20200				$110.00	$110.00
SPRINGSTED, INCORPORATED	2016A FINANCIAL ADVISOR ISSUANCE COSTS	601	48300	6200			$23,758.87	$25,830.76
		602	48300	6200			$781.21	
		603	48300	6200			$1,290.68	
STANTEC CONSULTING SERVICES IN	WATER HEATER REPLACEMENT PROJECT FEES	405	43800	3810			$494.50	
SWANK MOTION PICTURES, INC.	FRIDAY NIGHT FLIX MOVIE LICENSE	225	43590	3173		001	$1,006.00	$1,006.00
SYSCO FOOD SERVICES OF MN, INC	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$463.88	$463.88
TIVOLITOO, INC	FINAL PAYMENT FLOATABLE REPAIR	220	43800	3810		007	$1,050.00	$1,050.00
TROOP #408, BOY SCOUT	RSV# 1164130 REFUND REFUND	220	22040				$100.00	$100.00
TUCCI, MARK	REFUND CLOSING OVRPYMT-166 SNAIL LK RD	601	36190			003	$11.53	$11.53
WATSON COMPANY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$21.10	$21.10
WATSON COMPANY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$915.57	$915.57
WATSON COMPANY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$167.85	$407.28
		101	40800	2180			$239.43	
WATSON COMPANY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$1,239.51	
WATSON COMPANY	BREAK ROOM AND COFFEE SERVICE	220	43800	2591		003	$58.68	$184.60
		101	40800	2180			$125.92	

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Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
AARP C/O RAY MURRAY	AARP SMART DRIVER 8HR 2/22&2/24	225	43590	3174		003	$160.00	$160.00
AARP C/O RAY MURRAY	AARP SMART DRIVER 4HR 3/1/2016	225	43590	3174		003	$535.00	$535.00
ABELMAN CO	SWEATSHITS AND HATS FOR PARKS CREW	101	43710	2180			$467.92	$467.92
ACE SOLID WASTE	DUMPSTER SERVICE CC AND PARKS	220	43800	3640			$1,138.81	$1,312.65
		101	43710	3950			$173.84	
ACHUMBRE, INGRID	RSV# 1164151 REFUND REFUND	220	22040				$50.00	$50.00
AID ELECTRIC CORPORATION	GUERIN GAS STATION-ELECTRIC REPAIR	101	43710	3810			$406.57	
ALLEN, DEANNE	MINUTES - 2/8 CC, 2/16 CC	101	40200	3190		001	$400.00	$400.00
AMERICAN MESSAGING	SECURTY SYSTEM PAGER	101	40210	3190		009	$4.16	$4.16
BALWANZ, MICHAEL	REFUND CLOSING OVRPYMT-1387 WILLOW CR LN	601	36190			003	$24.98	$24.98
BEISSWENGERS HARDWARE	REPAIR SUPPLIES CC	220	43800	2240		001	$5.09	$5.09
BERG, NATHAN	REFUND CLOSING OVRPYMT-4406 CHURCHILL ST	601	36190			003	$24.63	$24.63
BOLTON & MENK, INC	BUCHER SANITARY SEWER REHAB	602	45550	3190			$2,175.00	$2,175.00
BROTHERS ELECTRIC COMPANY	PERMIT REFUND - 2016-00163	101	32580				$40.00	$41.00
		101	20802				$1.00	
BROWN, NANCY	RSV# 1164148 REFUND REFUND	220	22040				$25.00	$25.00
C&J ENTERTAINMENT LLC	WILL PICK UP ON 03/04/16	225	43590	3173		001	$800.00	
CANADIAN PACIFIC RAILWAY COMPA	RR QUITE ZONE MATERIAL - JERROLD AVE	579	47000	5900			$113,299.45	$113,299.45
CANADIAN PACIFIC RAILWAY COMPA	RR QUITE ZONE MATERIAL - N OWASSO BLVD	579	47000	5900			$114,241.04	$114,241.04
CHARTER, JENNIFER	RSV# 1164141 REFUND REFUND	220	22040				$25.00	$25.00
CITY SIGNS	PC NAME PLATE - ABE WOLFE	101	44100	2010			$45.00	$45.00
COCA COLA REFRESHMENTS	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$61.32	$61.32
COCA COLA REFRESHMENTS	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$410.52	$410.52
COCA COLA REFRESHMENTS	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$443.76	$443.76
COMMUNITY REINVESTMENT FUND	GMHC ADMIN FEES/DEC STMT/17@$6	307	44100	4890			$102.00	$102.00
DANIELS, TROY OR JESSICA	REFUND CLOSING OVRPYMT-3486 VICTORIA ST	601	36190			003	$164.19	$164.19
DELTA DENTAL	DENTAL COVERAGE: MARCH	101	20415				$6,934.85	$7,265.15
		101	20411				$330.30	
DUFFNEY, LAURA	REFUND CLOSING OVRPYMT-774 CANNON AVE	601	36190			003	$16.79	
DYNAMEX INC	DELIVERY TO EAGAN POST OFFICE 1-29-16	601	45050	3220		001	$16.38	$32.76
		602	45550	3220		001	$16.38	
EMPIRE FINANCIAL LLC	REFUND CLOSING OVRPYMT-4414 GALTIER ST	601	36190			003	$17.74	
FORLITI, JANE	REFUND CLOSING OVRPYMT-635 PINEWOOD DR	601	36190			003	$29.88	$29.88
GAV-STEM BUNNIES	EGG HUNT ENTERTAINMENT 3/19/2016	225	43580	3172		001	$250.00	$250.00
GENESIS EMPLOYEE BENEFITS INC	FLEX - MED/DEPENDENT CARE 02-26-16	101	20431				$1,319.40	$1,481.90
		101	20432				$162.50	
GRAND SLAM	SUMMER DISCOVERY FIELD TRIP DEPOSIT	225	43535	3190		001	$100.00	$100.00
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	BIRTHDAY CAKE	220	43800	2591		001	$19.99	$19.99
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$17.86	$17.86
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$16.94	$16.94
GRANDMA'S BAKERY	WAVE CAFE FOOD FOR RESALE	220	43800	2590		001	$16.94	$16.94
HALDEMAN-HOMME INC	REPLACEMENT BACKBOARD MOTORS IN GYM	220	43800	3810		004	$2,400.00	$2,400.00

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Vendor Name	Description	FF GG OO AA CC	Line Amount	Invoice Amt
WATSON COMPANY	BREAK ROOM AND COFFEE SERVICE	220 43800 2591 003	$91.72	
		101 40800 2180	$183.44	$275.16
YANG, CHOUA	RSV# 1164156 REFUND REFUND	220 22040	$25.00	$25.00
YANG, MAI	RSV# 1164135 REFUND REFUND	220 22040	$500.00	$500.00
YU, LIAN	REFUND CLOSING OVRPYMT - 5717 VILLA DR	601 36190 003	$130.00	
		Total of all invoices:		$332,144.64

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Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
3M	SIGN FILM SUPPLIES	101	42200	2180		003	$472.50	$472.50
ALLIANCE BENEFIT GROUP INC	COBRA ADMINSTRATION FEES	101	40210	3190		003	$360.00	
ARAMARK REFRESHMENT SERVICES	COFFEE & SUPPLIES MAINTENANCE CENTER	701	46500	2183		003	$170.80	$170.80
ASSOCIATION OF MINNESOTA COUNT	WEB JOB POSTING CITY CLERK	101	40210	3360		002	$50.00	$50.00
AVI SYSTEMS INC	RENEW PRO SUPPORT/EQUIPMENT REPLACEMENT	230	40900	5800			$4,431.52	$4,431.52
BEISSWENGERS HARDWARE	WEATHER STRIPPING AIR HANDLER SHOP ROOF	701	46500	2183		001	$12.97	$12.97
BEISSWENGERS HARDWARE	FURNACE FILTERS FOR PARK BUILDINGS	101	43710	2240			$56.85	$56.85
BEISSWENGERS HARDWARE	RAKES FOR TREE TRIMMING	101	42200	2180		001	$20.58	$20.58
BOYER TRUCK PARTS INC.	TRANSMISSION GASKET UNIT 308	701	46500	2220		001	$14.63	$14.63
BOYER TRUCK PARTS INC.	TRANSMISSION COVER UNIT 308	701	46500	2220		001	$17.70	$17.70
BOYER TRUCK PARTS INC.	BELT FOR UNIT 215	701	46500	2220		001	$66.36	$66.36
BRAKE & EQUIPMENT WAREHOUSE	BRAKE PADS UNIT 606	701	46500	2220		001	$66.63	$66.63
CDW GOVERNMENT, INC	VERIZON WIRELESS MODEM FOR SOUTH TOWER	472	47000	5900			$583.49	$583.49
CDW GOVERNMENT, INC	INSURANCE CLAIM: LAPTOP REPLACEMENT	260	47400	4340			$514.36	$714.36
		422	40550	5800		011	$200.00	
CDW GOVERNMENT, INC	MAINTENANCE COVERAGE HPSB450 LAPTOP 3 YR	422	40550	5800		011	$95.75	$95.75
CERTIFIED LABORATORIES	REPAIR SUPPLIES CC	220	43800	2240		001	$112.68	
CERTIFIED LABORATORIES	REPAIR SUPPLIES CC	220	43800	2240		001	$616.55	$616.55
CERTIFIED LABORATORIES	SHIPPING FOR INVOICE #2178505	220	43800	2240		001	$42.70	$42.70
COMLINK MIDWEST	CABLE CUT REPAIR	260	47400	4340			$3,673.13	$3,673.13
DALCO	SIDEWALK, PARKING LOT SWEEPER	701	46500	5800			$31,674.27	$31,674.27
DAYSPRING PRODUCTIONS INC	SERVICE PROJECTOR LIFT	230	40900	3190			$485.00	$485.00
EAGLE CARBIDE MARKING DIES	TRAFFIC COUNTER PARTS	101	42200	2180		001	$53.40	$53.40
ELECTRO WATCHMAN INC.	SECURITY MONITORING MAINTENANCE CENTER	701	46500	3196			$74.85	$74.85
EMBEDDED SYSTEMS INC	NEW BATTERY AND REPAIR AS SIREN #3	101	42050	3190		006	$125.00	$125.00
EMBEDDED SYSTEMS INC	TROUBLE SHOOT SIREN#5	101	42050	3190		006	$100.00	$100.00
FACTORY MOTOR PARTS COMPANY	BATTERIES AND SPARK PLUGS FORKLIFT &305	701	46500	2220		001	$117.59	$213.90
		701	46500	2220		002	$96.31	
FERGUSON WATERWORKS #2516	REPAIR CLAMPS	601	45050	2280		002	$368.50	$368.50
FERGUSON WATERWORKS #2516	BANDAID FOR WWATER MAIN	601	45050	2280		002	$202.16	$202.16
FIRST LAB, INC.	ANNUAL SUBSCRIPTION FEE	101	40210	3190		001	$250.00	$250.00
FLEETPRIDE INC	MISC PARTS FOR TRUCKS	701	46500	2220		001	$120.19	
GARELICK STEEL COMPANY	STEEL TO BUILD SAW HORSES	701	46500	2220		003	$142.00	$142.00
GARELICK STEEL COMPANY	STEEL FOR SANDER STANDS	701	46500	2220		003	$92.00	$92.00
GILL ASSOCIATES LLC	ID CARD PRINTER SUPPLIES	220	43800	2180		002	$1,279.25	$1,279.25
GRAINGER, INC.	UTILITY CART FOR SHOP	701	46500	2400			$221.43	$221.43
GRAINGER, INC.	HAND SOAP	701	46500	2183		001	$670.32	$670.32
GRAINGER, INC.	BATTERIES	601	45050	2280		001	$60.00	$115.05
		602	45550	2280		001	$55.05	
GREENHAVEN PRINTING	JAN/FEB SHOREVIEWS	101	40400	3220		001	$2,520.02	$7,336.02
		101	40400	3390		002	$4,816.00	
HACH COMPANY	TOTAL CHLORINE SAMPLES	601	45050	2280		001	$206.89	$206.89
HACH COMPANY	FLUORIDE SAMPLE	601	45050	2280		001	$68.70	$68.70
HACH COMPANY	FLUORIDE SAMPLE	601	45050	2280		001	$206.10	$206.10
HAWKINS, INC.	150'S CHLORINE AND FLUORIDE	601	45050	2160		001	$963.51	$963.51
HIGH POINT NETWORKS, LLC	EXTREME SWITCH REPLACEMENT	422	40550	5800		017	$9,928.00	$9,928.00
HIGH POINT NETWORKS, LLC	10G OPTICS FOR FIBER TROUBLESHOOTING	260	47400	4340			$678.63	$678.63
JDI SIGNS AND GRAPHICS	VEHICLE LOGO APPLICATIONS	701	46500	2220			$366.00	$366.00
KENNEDY & GRAVEN, CHARTERED	CENTURYLINK FRANCHISE	230	40900	3190			$262.50	$262.50
LANE DESIGN GROUP, INC.	SIGNAGE CONSULTING	453	43800	3190			$8,620.40	$8,620.40
MAC QUEEN EQUIPMENT INC.	BACK UP ALARM SWITCH FOR TRACKLESS	701	46500	2220		002	$99.49	$99.49

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Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
MAC QUEEN EQUIPMENT INC.	PIVOT SHAFT FOR CROSSWINDS SWEEPER	701	46500	2220		001	$118.49	$118.49
MAC QUEEN EQUIPMENT INC.	REPAIRS TO CORSSWINDS SWEEPER	701	46500	3190		001	$5,667.60	$5,667.60
MANSFIELD OIL COMPANY	UNLEADED FUEL	701	46500	2120		001	$1,890.42	$1,890.42
MANSFIELD OIL COMPANY	DIESEL FUEL	701	46500	2120		002	$1,739.75	$1,739.75
MENARDS CASHWAY LUMBER **FRIDL	FURNACE FILTERS FOR PARKS	101	43710	2240			$14.22	$14.22
MENARDS CASHWAY LUMBER **FRIDL	5 GAL PAILS FOR LITTER PICK UP	101	43710	2240			$25.00	$25.00
MN HELICOPTERS INC	DEER COUNT SURVEY	101	40200	4890		001	$315.00	$315.00
NAPA AUTO PARTS	SMALL ENGINE OIL	701	46500	2130		001	$47.88	$47.88
NORTHERN ELECTRICAL CONTRACTOR	ENCLOSE SPRINKLER WIRES CC	220	43800	3810		003	$701.84	$701.84
NORTHERN ELECTRICAL CONTRACTOR	REPAIRS TO SHOREVIEW ROOM LIGHTING	220	43800	3810		003	$549.60	$549.60
NORTHERN ELECTRICAL CONTRACTOR	REPAIRS TO PAVILION OUTSIDE LIGHTS	101	43710	3190			$340.81	$340.81
NORTHERN ELECTRICAL CONTRACTOR	REPAIRS TO VARIOUS PARK LIGHTS	101	43710	3190			$1,797.75	$1,797.75
NUSS TRUCK & EQUIPMENT INC	TURN OFF IDLE SHUT DOWN UNIT 210	701	46500	3190		001	$99.50	$99.50
NUSS TRUCK & EQUIPMENT INC	TURN OFF IDLE SHUT DOWN UNIT 610	701	46500	3190		001	$99.50	$99.50
OFFICE DEPOT	FINANCIAL OVERLAY COVERS	101	40500	2010		008	$73.19	
OFFICE DEPOT	GENERAL OFFICE SUPPLIES	101	40500	2010		008	$2.99	$287.79
		220	43800	2010		001	$284.80	
OFFICE DEPOT	CERTIFICATE PAPER	101	40100	4890		004	$5.15	
OFFICE DEPOT	LUNCHROOM SUPPLY: PLATES	101	40800	2180			$101.94	$101.94
OFFICE DEPOT	CALCULATOR	101	40500	2010		008	$133.65	$133.65
OFFICE DEPOT	GENERAL OFFICE SUPPLIES	101	40200	2010		002	$14.55	$198.19
		101	40500	2010		008	$45.23	
		101	42050	2010			$7.58	
		101	43400	2010			$46.67	
		225	43520	2170		002	$84.16	
OFFICE DEPOT	PRESCHOOL SUPPLIES	225	43555	2170			$187.16	
PIONEER RIM & WHEEL CO.	PINTLE HITCH FOR UNIT 202	701	46500	2220		001	$90.20	$90.20
POPE ASSOCIATES INC	DESIGN FEES PARK & REC OFFICE PROJECT	405	43800	3810			$698.00	$698.00
POPE ASSOCIATES INC	FRONT COUNTER PROJECT DESIGN FEES	405	43800	3810			$709.97	$709.97
PRECISE MRM, LLC	SALT TRUCK JAN DATA USAGE FEE	701	46500	4330		002	$70.67	$70.67
RAMSEY COUNTY	CAD SERVICES - FEBRUARY	101	41100	3190			$1,835.89	$1,835.89
RAMSEY COUNTY	911 DISPATCH FEBRUARY	101	41100	3190			$8,444.78	$8,444.78
RAMSEY COUNTY LEAGUE OF LOCAL	2016 MEMBERSHIP DUES	101	40100	4330		005	$1,050.00	$1,050.00
RAMSEY COUNTY PROPERTY RECORDS	EMERGENCY COMMUNICATION RADIO USER FEE	701	46500	4330			$177.84	$177.84
RICOH USA INC.	TONER RECYCLING RETURN MAILER	101	40550	2010		005	$19.00	$19.00
SAFE-FAST INC	CALIBRATION AND REPAIR OF MULTI GAS MONI	602	45550	2280		001	$267.99	$267.99
SIMPLEXGRINNELL LP	REPAIRS TO SPRINKLER SYSTEM	220	43800	3810		003	$2,085.00	$2,085.00
ST. PAUL, CITY OF	RIVERPRINT: ORDER 8584/FALK BUSINESS CDS	101	40500	2010		006	$27.00	$27.00
STANTEC CONSULTING SERVICES IN	CONSULTING SHOREVIEW COMMONS	453	43800	3190			$20,006.88	$20,006.88
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$464.38	$464.38
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$402.54	$402.54
SUPPLYWORKS	REPAIRS TO VACUUM #3	220	43800	3890			$148.00	$148.00
SUPPLYWORKS	REPAIRS TO VACUUM #4	220	43800	3890			$86.69	$86.69
SUPPLYWORKS	REPAIR PART FOR SCRUBBER	220	43800	2240		001	$21.34	$21.34
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$147.50	$147.50
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$2,082.60	$2,082.60
SUPPLYWORKS	SQUEEGGEES FOR POOL.	220	43800	2110			$141.15	$141.15
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$72.32	$72.32
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$2,353.99	$2,353.99
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$408.10	$408.10
SUPPLYWORKS	WALK OFF MAT FOR GYM ACTIVITY ROOM	220	43800	2180		003	$258.45	$258.45

COUNCIL REPORT

Vendor Name	Description	FF	GG	OO	AA	CC	Line Amount	Invoice Amt
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$134.18	$134.18
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$27.21	$27.21
SUPPLYWORKS	CLEANING SUPPLIES CC	220	43800	2110			$1,409.94	$1,409.94
SUPPLYWORKS	REPAIR SUPPLIES CC	220	43800	2240		001	$74.10	$74.10
TELVENT DTN LLC	WEATHER AND PAVEMENT TEMP FORCAST SERVIC	101	42050	4330			$1,548.00	$1,548.00
TERMINAL SUPPLY CO	SNOW PLOW LIGHT BULBS	701	46500	2220		003	$124.73	$124.73
TRI STATE BOBCAT, INC.	BOBCAT DOOR HINGES	701	46500	2220		002	$21.57	$21.57
TWIN SOURCE SUPPLY	NITRILE GLOVES - DOC CLEANING	701	46500	2183		002	$48.68	$48.68
UNIFIRST CORPORATION	UNIFORM RENTAL FOR PARK MAINT.	101	43710	3970			$68.84	$68.84
UNIFIRST CORPORATION	UNIFORM RENTAL FOR COMM CNTR	220	43800	3970			$60.11	$60.11
UNIFIRST CORPORATION	UNIFORM RENTAL	101	42200	3970		001	$59.61	$238.45
		601	45050	3970		001	$59.61	
		602	45550	3970		001	$59.61	
		603	45850	3970		001	$29.81	
		701	46500	3970		001	$29.81	
UNIFIRST CORPORATION	UNIFORM RENTAL FOR PARK MAINT.	101	43710	3970			$68.84	$68.84
UNIFIRST CORPORATION	UNIFORM RENTAL FOR COMM CNTR	220	43800	3970			$60.11	$60.11
UNIFIRST CORPORATION	UNIFORM RENTAL	101	42200	3970		001	$43.05	$172.25
		601	45050	3970		001	$43.05	
		602	45550	3970		001	$43.05	
		603	45850	3970		001	$21.55	
		701	46500	3970		001	$21.55	
UNIFIRST CORPORATION	UNIFORM RENTAL FOR PARK MAINT	101	43710	3970			$70.84	$70.84
UNIFIRST CORPORATION	UNIFORM RENTAL FOR COMM CNTR	220	43800	3970			$63.48	$63.48
UNIFIRST CORPORATION	UNIFORM RENTAL	101	42200	3970		001	$44.17	$176.70
		601	45050	3970		001	$44.17	
		602	45550	3970		001	$44.17	
		603	45850	3970		001	$22.10	
		701	46500	3970		001	$22.09	
UNLIMITED SUPPLIES INC	SHOP SUPPLIES	701	46500	2220		003	$36.07	$36.07
UNLIMITED SUPPLIES INC	TIRE SUPPLIES	701	46500	2230		001	$18.05	
VISU-SEWER CLEAN & SEAL INC	VIRGINIA/DENNISON CP16-01 TV SAN SEWER	578	47000	5950			$922.50	$922.50
WHITE BEAR LAKE, CITY OF	RAMSEY COUNTY GIS USER GROUP SUBSCRIPTIO	101	40550	4330		001	$2,522.74	$2,522.74
YALE MECHANICAL INC	REPAIRS TO VESTIBULE HEATER CC	220	43800	3810		003	$763.75	$763.75
YALE MECHANICAL INC	MAINTENANCE CONTRACT WORK	220	43800	3190		004	$1,497.56	$1,497.56
YALE MECHANICAL INC	REPLACEMENT EXHAUST FAN CC	220	43800	3810		003	$3,220.00	$3,220.00
YALE MECHANICAL INC	REPAIRS TO DRAIN PIPE FOR CITY HALL	220	43800	3810		001	$926.88	$926.88
YALE MECHANICAL INC	REPAIRS TO AHU #1	220	43800	3810		003	$1,527.53	$1,527.53
YALE MECHANICAL INC	REPAIRS TO AHU #1	220	43800	3810		003	$1,715.41	$1,715.41

							Total of all invoices:	$150,485.99
								==========

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,392
Vendor number	00093 1 2016
Vendor name	STANTEC CONSULTING SERVICES INC
Address	13980 COLLECTIONS CENTER DRIVE CHICAGO, IL 60693

Date	Comment line on check	Invoice number	Amount
02-10-16	CONSULTING SHOREVIEW COMMONS	1010328	$20,006.88

Account Coding	Amount
453 43800 3190	$20,006.88

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: Terri Hoffard
(signature required) Terri Hoffard

Approved by: TJS
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,598
Vendor number	01174 1 2016
Vendor name	CANADIAN PACIFIC RAILWAY COMPANY
Address	PO BOX 71978 CHICAGO IL 60694-1978

Date	Comment line on check	Invoice number	Amount
02-03-16	RR QUITE ZONE MATERIAL - JERROLD AVE	1800097520	$113,299.45

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

[ ] Purchase was made through the state's cooperative purchasing venture.

[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
579 47000 5900	$113,299.45

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: 3/1/16
(signature required) Tom Wesolowski

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,599
Vendor number	01174 1 2016
Vendor name	CANADIAN PACIFIC RAILWAY COMPANY
Address	PO BOX 71978 CHICAGO IL 60694-1978

Date	Comment line on check	Invoice number	Amount
02-03-16	RR QUITE ZONE MATERIAL - N OWASSO BLVD	1800097521	$114,241.04

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

Return to:	

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

[ ] Purchase was made through the state's cooperative purchasing venture.

[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Account Coding	Amount
579 47000 5900	$114,241.04

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: 3/1/16
(signature required) Tom Wesolowski

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,592 Please accrue this back to 2015
Vendor number	03046 1 2016 -
Vendor name	SPRINGSTED, INCORPORATED
Address	380 JACKSON STREET SUITE 300 ST PAUL MN 55101-4705

Date	Comment line on check	Invoice number	Amount
02-19-16	2016A FINANCIAL ADVISOR ISSUANCE COSTS	1	$25,830.76

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

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[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
601 48300 6200	$23,758.87
602 48300 6200	$781.21
603 48300 6200	$1,290.68

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: Fred Espe
(signature required) Fred Espe

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,487
Vendor number	20228 1 2016
Vendor name	MEDICA
Address	NW 7958 PO BOX 1450 MINNEAPOLIS MN, 55485-7958

Date	Comment line on check	Invoice number	Amount
02-12-16	HEALTH INSURANCE: MARCH 2016	C0039905900	$67,628.72

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

[ ] Purchase was made through the state's cooperative purchasing venture.

[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
101 20410	$67,628.72

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: Jkuschel
(signature required) Jodee Kuschel

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,349
Vendor number	20238 1 2016
Vendor name	STRATEGIC CUSTOM SOLUTIONS
Address	7825 WASHINGTON AVE SUITE 450 MINNEAPOLIS MN, 55439

Date	Comment line on check	Invoice number	Amount
02-12-16	STORAGE AREA NETWORK REDUNDANT UNIT	SHO02121601	$62,705.00

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

[ ] Purchase was made through the state's cooperative purchasing venture.

[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
422 40550 5800 005	$62,705.00

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: _____
(signature required) Dick Crumb

Approved by: _____
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,320
Vendor number	00373 3 2016
Vendor name	LEAGUE OF MN CITIES INS TRUST
Address	C/O BERKLEY RISK ADMINISTRATORS LLC PO BOX 581517 MINNEAPOLIS MN 55458-1517

Date	Comment line on check	Invoice number	Amount
01-31-16	2015/16 WORKERS' COMP 2ND INSTALLMENT	31387	$37,413.50

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

Return to:	

Account Coding	Amount
101 40100 1510	$30.73
101 40200 1510	$474.13
101 40210 1510	$266.68
101 40300 1510	$10.75
101 40400 1510	$113.47
101 40500 1510	$518.87
101 40550 1510	$220.69
101 40800 1510	$124.47
101 42050 1510	$672.07
101 42200 1510	$5,181.90

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: D Maloney
(signature required) Deborah Maloney

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,377
Vendor number	00545 1 2016
Vendor name	PUBLIC EMPLOYEES RETIREMENT ASSOC.
Address	P.O. BOX 75608 ST. PAUL MN 55175-0608 EFT TRANSACTION - NO CHECK PRINTS

Date	Comment line on check	Invoice number	Amount
02-19-16	EMPL/EMPLOYER CONTRIBUTIONS: 02-19-16	02-19-16	$32,178.40

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

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[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
101 21740	$32,178.40

SEE PERMANENT PAYROLL RECORDS

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: J Kuschel
(signature required) Jodee Kuschel

Approved by: TS
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

Purchase Voucher

City of Shoreview
4600 Victoria Street North
Shoreview MN 55126

Voucher Number	54,375
Vendor number	01446 1 2016
Vendor name	TREASURY, DEPARTMENT OF
Address	INTERNAL REVENUE SVC - EFT/NO CHECK EFTPS ENROLLMENT PROCESSING P.O. BOX 4210 IOWA CITY IA 52244

Date	Comment line on check	Invoice number	Amount
02-19-16	FEDERAL WITHHOLDING TAX: 02-19-16	02-24-16	$63,100.61

THIS IS AN EARLY CHECK, PLACE VOUCHER IN EARLY CHECK FILE

This Purchase Voucher is more than $25,000.00; was the state's cooperative venture considered before purchasing through another source?

[ ] Purchase was made through the state's cooperative purchasing venture.

[ ] Purchase was made through another source. The state's cooperative purchasing venture was considered.

[X] Cooperative purchasing venture consideration requirement does not apply.

Return to:	

Account Coding	Amount
101 21710	$24,621.85
101 21730	$31,185.26
101 21735	$7,293.50

SEE PERMANENT PAYROLL RECORDS

Is sales tax included on invoice?	Not Taxable
If no, amount subject to sales use tax	$

Reviewed by: J. Kuschel
(signature required) Jodee Kuschel

Approved by:
(signature required) Terry Schwerm

Two quotes must be attached to purchase voucher for all purchases between $10,000 and $50,000. If no quote is received, explain below:

Quote 1	
Quote 2	
Explanation if no quote received	

LICENSE APPLICATIONS

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

To approve the License Applications as listed on the attached report dated March 7, 2016.

ROLL CALL:	**AYES** _____	**NAYS** _____
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

March 7, 2016
Regular City Council Meeting

CITY OF SHOREVIEW – LICENSE APPLICATIONS
March 7, 2016

LICENSE #	BUSINESS NAME	TYPE
2016-00027	Arbor Tree Service	Tree Trimmer
2016-00028	J & S Tree Service Inc.	Tree Trimmer
2016-00029	YTS Companies LLC	Tree Trimmer

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

to approve Resolution No. 16-10 reducing the following escrows:

Development Cash Deposits for the following properties in the amounts listed:

320 Lion Ln	Norway Builders	$ 500.00
3595 Owasso St	Tycon Companies Inc	$ 8,000.00
3129 Rice St	James Medin	$ 6,250.00
500 Cardigan Rd	TSI Inc	$ 1,789.65

ROLL CALL:	**AYES**	**NAYS**
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

TO: MAYOR, CITY COUNCIL, CITY MANAGER

FROM: THOMAS L. HAMMITT
SENIOR ENGINEERING TECHNICIAN

DATE: MARCH 3, 2016

SUBJECT: DEVELOPER ESCROW REDUCTIONS

INTRODUCTION

The following escrow reductions have been prepared and are presented to the City Council for approval.

BACKGROUND

The property owners/builders listed below have completed all or portions of the erosion control and turf establishment, landscaping or other construction in the right of way as required in the development contracts or building permits.

320 Lion Ln	Grading Certificate completed
3595 Owasso St	Grading Cert & Erosion completed
4129 Rice St	Erosion, Grad Cert, Street & Tree completed
500 Cardigan Rd	Erosion Control completed

RECOMMENDATION

It is recommended that the City Council approve releasing all or portions of the escrows for the following properties in the amounts listed below:

320 Lion Ln	Norway Builders	$ 500.00
3595 Owasso St	Tycon Companies Inc	$ 8,000.00
3129 Rice St	James Medin	$ 6,250.00
500 Cardigan Rd	TSI Inc	$ 1,789.65

PROPOSED

EXTRACT OF MINUTES OF MEETING OF THE

CITY COUNCIL OF SHOREVIEW, MINNESOTA

HELD MARCH 7, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall in said City on March 7, 2016 at 7:00 p.m. The following members were present:

and the following members were absent:

Member introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-10

RESOLUTION ORDERING ESCROW REDUCTIONS
AT VARIOUS LOCATIONS IN THE CITY

WHEREAS, various builders and developers have submitted cash escrows for erosion control, grading certificates, landscaping and other improvements, and

WHEREAS, City staff have reviewed the sites and developments and is recommending the escrows be returned.

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

The Shoreview Finance Department is authorized to reduce the cash deposit in the amounts listed below:

320 Lion Ln	Norway Builders	$ 500.00
3595 Owasso St	Tycon Companies Inc	$ 8,000.00
3129 Rice St	James Medin	$ 6,250.00
500 Cardigan Rd	TSI Inc	$ 1,789.65

The motion for the adoption of the foregoing resolution was duly seconded by Member and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

WHEREUPON, said resolution was declared duly passed and adopted this 7th day of March, 2016.

STATE OF MINNESOTA)
)
COUNTY OF RAMSEY)
)
CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified and acting Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council held on the 7th day of March, 2016 with the original thereof on file in my office and the same is a full, true and complete transcript therefrom insofar as the same relates reducing various escrows.

WITNESS MY HAND officially as such Manager and the corporate seal of the City of Shoreview, Minnesota, this 8th day of March, 2016.

_____
Terry C. Schwerm
City Manager

SEAL

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

to approve the 2016 street sweeping agreements for private streets with:

- CHEROKEE HILLS ASSOC. III
- LEXINGTON CURVE TH ASSOC. – RAVENSWOOD COURT
- LEXINGTON TH ASSOC. – HILL COURT

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

TO: MAYOR, CITY COUNCIL, CITY MANAGER

FROM: MARK MALONEY
PUBLIC WORKS DIRECTOR

DATE: MARCH 7, 2016

SUBJ: 2016 PRIVATE STREET SWEEPING AGREEMENTS

INTRODUCTION

The City maintains agreements with a number of townhouse associations for the provision of street sweeping services. We have received written requests for this service from the associations so noted, and agreements have been generated. Upon Council approval and agreement execution, the City will continue to sweep these private streets.

BACKGROUND

A copy of a typical Private Street Sweeping Agreement between the City of Shoreview and a town home association is included for consideration. The agreement allows for the sweeping of a private street with reimbursement based upon an estimate of the labor and materials used. The cost for sweeping is annually adjusted to reflect changes in labor and equipment costs. The agreements reflect an increase in cost to the Association of approximately 3% when compared to 2015. The following associations have returned signed agreements, and await Council action:

- CHEROKEE HILLS ASSOC. III
- LEXINGTON CURVE TH ASSOC. – RAVENSWOOD COURT
- LEXINGTON TH ASSOC. – HILL COURT

RECOMMENDATION

Staff recommends that Council approve the proposed street sweeping agreements with the townhouse associations noted.

MJM/ml
T:\Streets\Street maintenance\AGREEMENTS\PRIVATESTREETSWEEPING\2016AGREEMENTS

2016 STREET SWEEPING AGREEMENT

BETWEEN THE CITY OF SHOREVIEW TOWNHOME ASSOCIATION (STREET)

THIS AGREEMENT made and entered into this _____day of _____, 2016, by and between **Townhome Association**, a Minnesota Corporation, in the County Ramsey, State of Minnesota, hereinafter referred to as the "Association," and the City of Shoreview, a Municipal Corporation, in the County of Ramsey, State of Minnesota, hereinafter referred to as the "City."

WHEREAS, the City has, within its territorial limits, a public street system which requires street sweeping by employees of the City, with City equipment; and

WHEREAS, the Association owns the real property of **Street**, and wishes to contract with the City so that the City will sweep said private street, upon the terms and conditions hereinafter set forth.

NOW THEREFORE, in consideration of the premises and other mutual agreements hereinafter set forth, the Association and the City agree as follows:

1. The City agrees to sweep the above-described private street, to the same extent as the City sweeps public streets, as deemed necessary by the Public Works Department of the City.

2. The Association agrees to pay xxx (dollar amount in words and No/100 Dollars) per sweeping to have the City sweep **Street**, as covered in the Agreement.

3. The Association agrees to pay any such charges within thirty (30) days after billing by the City.

4. The Association agrees that the City will not be responsible for any damage to shrubs, landscaping, sod, asphalt driveways, curb and gutter, and mailboxes, which may occur during the sweeping. The Association shall indemnify and save harmless the City and all of its officers, agents, and employees, from any and all losses, damages, expense, including cost and expense and attorney fees of litigation arising from all suits, actions, or claims or any character, name and description, brought for, or on account of any injuries or damages received or sustained by any person or property during the course of street sweeping.

5. Either the Association or the City may terminate this Agreement upon giving ten (10) days written notice of termination to the other party. If either party terminates while work is in process or not yet billed, the Association shall nevertheless pay the City for such services performed by the City prior to termination.

IN WITNESS WHEREOF, the Townhome Association has caused this Agreement to be executed in its corporate name by its proper corporate officers pursuant to authority of the Board of Directors of said corporation, and the City of Shoreview has caused this Agreement to be executed by its Mayor and Manager by the authority of the City Council of the City of Shoreview, as of the day and year first above written.

TOWNHOME ASSOCIATION
(STREET)

By: _____

Its: _____

CITY OF SHOREVIEW

By: _____
Sandra Martin, Mayor

ATTEST: _____
Terry Schwerm, City Manager

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

to authorize the purchase of sewer line inspection/televising equipment from the approved State of Minnesota Cooperative Purchasing Venture Contract, for a total cost of $169,406, pursuant to the adopted Capital Improvements Program and approved 2016 Annual Budget.

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

TO: MAYOR, CITY COUNCIL, CITY MANAGER

FROM: MARK J. MALONEY, PUBLIC WORKS DIRECTOR

DATE: MARCH 7, 2016

SUBJ: AUTHORIZATION FOR REPLACEMENT OF SEWER RODDING EQUIPMENT WITH SEWER LINE INSPECTION EQUIPMENT

INTRODUCTION

Shoreview's Capital Improvements Program for 2016 includes the scheduled replacement of the Sanitary Sewer Rodding Unit 308. City Council approval is necessary at this time for authorization to purchase sanitary/storm sewer line inspection/televising equipment from the State of Minnesota Purchasing Contract #59008.

DISCUSSION

The Public Works maintenance fleet includes a 2001 utility truck with sewer rodder machine equipment, which is used for clearing the sanitary sewer system of roots, grease, soap and other materials. Modern technology and advancement in nozzle attachments for the sewer jetting equipment has left the rodding equipment obsolete. Many in the industry are no longer relying on rodding equipment to clean sewer lines. High pressure sewer jetting nozzles can now cut through roots, grease, soap and other materials. The current jetting equipment in our fleet is capable of cleaning sewer lines better than new rodding equipment.

The cab and chassis portion of this unit has only 18,400 miles on it and is in good condition and it has a lot of useful life left in it. It is proposed that the rodding equipment be removed and replaced with sanitary/storm sewer line inspection/televising equipment. Four years ago the City had a complete line inspection and inventory of the sanitary sewer system. All sanitary sewer lines in the City were inspected, televised and recorded in a data base. In accordance with our current sanitary sewer line inventory this equipment will be used for emergency inspection/televising needs, keeping the inventory current and it can also be utilized for inspecting, taking inventory and recording storm sewer lines, which have not yet been recorded. When the inventory was taken in 2012 it was believed the shelf life of that recorded inventory would be approximately 10 years. With the capability of inspecting, televising and keeping the inventory up to date, it is believed we could stretch the life of that inventory to at least15 years, possibly as much as 20 years before another complete inventory is needed. When the cab and chassis portion of this unit requires replacement, the televising equipment will be moved to the new cab and chassis.

RECOMMENDATION

The 2016 Capital Improvements Program includes an estimate of $175,000 for the replacement of the sanitary sewer rodding unit #308. Inspecting/televising equipment for that unit can be purchased through the State of Minnesota Cooperative Purchasing Program for $169,406. Staff recommends consideration of the attached motion authorizing the purchase of this equipment from the State of Minnesota Cooperative Purchasing Venture Contract.

PROPOSED MOTION

MOVED BY COUNCIL MEMBER: _____

SECONDED BY COUNCIL MEMBER: _____

To approve the Final Plat and Final PUD, including the Planned Unit Development and Subdivision Agreement for Sidal Realty/Kowalski's Companies, Inc, 441 Highway 96. Said approvals are subject to the following:

Final Plat

1. Prior to the release of the Final Plat for recording, the applicant shall execute the Planned Unit Development and Subdivision Agreement.
2. Executed and recorded copies of the required agreements and easements as specified in the Planned Unit Development and Subdivision Agreement shall be submitted to the City prior to the issuance of any building or site improvement permits for improvements within this PUD.

Final Planned Unit Development

1. This PUD the previous PUD approved in 1995, Planning Case File #1488-94-11.
2. This PUD is subject to the terms and conditions stated in the Planned Unit Development and Subdivision Agreement identified above in the Final Plat conditions. Said Agreement shall be executed prior to the issuance of any building or site improvement permits for improvements with this PUD.

This approval is based on the following findings of fact:

1. The proposed land use is consistent with the designated commercial land use in the Comprehensive Plan.
2. The proposed subdivision complies with the subdivision standards identified in the City's Development Code.
3. The submitted plans are consistent with the previous approval for the preliminary plat and PUD- Development Stage.

ROLL CALL:	AYES	NAYS
Johnson		
Quigley		
Springhorn		
Wickstrom		
Martin		

TO: Mayor, City Council and City Manager

FROM: Niki Hill, Economic Development and Planning Associate

DATE: March 3, 2016

SUBJECT: File 2610-16-09, Final Plat, Final PUD – Sidal Realty/Kowalski's Companies, Inc, 441 Highway 96

Introduction

Sidal Realty/Kowalski's Companies, Inc received approval at the February 1st City Council meeting for a comprehensive sign plan, preliminary plat and an amendment to the existing Planned Unit Development for the property at 441 Highway 96 (formerly the Rainbow Foods grocery store). Final Plans have been prepared and the applicants are seeking approval of the Final Plat and Final PUD, including the Development Agreements.

The project includes re-platting the existing parcel into two parcels with the existing grocery store remaining on Lot 1 and a new parcel, Lot 2, created for a future commercial/retail purpose. The existing 68,000 square foot building on Lot 1 is vacant and will be repurposed for a 25,000 square foot Kowalski's Market grocery store, with the remainder of the building being used for a bakery/production area for all their stores. Exterior enhancements to the building façade include a new entryway, brink, stone and glass.

Final Plat

The property is currently platted as one parcel that includes a wetland area and drainage easement for the stormwater pond, along with a variety of other public drainage and utility easements that encumber the site. The Final Plat is consistent with the Preliminary Plat that identifies dividing the property into two lots:

> **Lot 1** – consisting of 9.2 acres, containing the existing former Rainbow store, northern half of the parking lot and the wetland and storm pond area to the west.
> **Lot 2** – a new proposed lot of 1.5 acres, developed with parking but intended for future retail development.

As required, applicant will draft a Declaration of Restrict Covenants pertaining to the shared driveway, access, signage and maintenance requirements between Lots 1 and 2.

Final - Planned Unit Development

The plans have been reviewed in accordance with the approved development stage PUD approval. The PUD provided flexibility from standards related to parking, impervious surface coverage and parking. The following summarizes these items:

1. Parking. Lot 1, Block 1 – reduction of parking from 358 stalls to 217 stalls – 223 required. The submitted plans do identify available parking located behind the existing grocery store building.
2. Impervious Surface Coverage – Total site area does not exceed the 80% threshold. Development of Lot 2 shall retain or reduce the existing impervious surface coverage.
3. Free-Standing Sign – The existing Free-Standing Sign may be retained with the execution of a private sign easement that benefits the user of Lot 1, Block 1. Said sign shall be shared with the future user of Lot 2, Block 1.

The applicant has made some a few minor changes to their original approved submittal. The changes include:

- Exterior entry door to The Wine Shop to better serve customers. The Interior entry through the grocery store remains unchanged.
- The proposed monument signs were raised in height by 2 feet and changed to include space for the future tenants of Lot 2. This will increase the total sign area by an additional 32 feet.
- The landscaping in the northeast corner was changed to provide additional screening of the loading dock.

These changes are minor and consistent with the prior approvals. While the total sign area increased from 132 sf to 164 square feet, staff believes this better addresses signage on the site as a whole. The proposed changes incorporate shared signage for both lots, as is preferred by the City.

The Planned Unit Development and Subdivision Agreement addresses shared infrastructure, signange, truck deliveries and idling and permitted uses.

Recommendation

The submitted applications and plans have been reviewed and found to comply with the previous approvals. Staff recommends the City Council approve the Final Plat and Final Stage PUD, including the Development Agreements, subject to the following conditions.

Final Plat

1. Prior to the release of the Final Plat for recording, the applicant shall execute the Planned Unit Development and Subdivision Agreement.
2. Executed and recorded copies of the required agreements and easements as specified in the Planned Unit Development and Subdivision Agreement shall be submitted to the City prior to the issuance of any building or site improvement permits for improvements within this PUD.

Final Planned Unit Development

1. This PUD the previous PUD approved in 1995, Planning Case File #1488-94-11.

2. This PUD is subject to the terms and conditions stated in the Planned Unit Development and Subdivision Agreement identified above in the Final Plat conditions. Said Agreement shall be executed prior to the issuance of any building or site improvement permits for improvements with this PUD.

Attachments:

1. Subdivision and Planned Unit Development Agreement
2. February 1st City Council minutes
3. Location Map
4. Submitted Statement and Plans
5. Motion

PLANNED UNIT DEVELOPMENT AND SUBDIVISION AGREEMENT
CROSSROADS POND SECOND

1. THIS AGREEMENT is made and entered into by and between the City of Shoreview, a municipal corporation and political subdivision of the State of Minnesota (hereinafter the "City") and Sidal Realty, successors and assigns (hereinafter the "Developer").

2. On March 7, 2016 the City gave approval to amend the Planned Unit Development ("PUD") and the subdivision of certain property located within the City and described as follows (hereinafter the "Subject Property"):

   Lot 1, Block 1, Crossroads Pond, Ramsey County Minnesota,
   (commonly known as 441 Highway 96)

   which when replatted will be legally described as:

   Lot 1 and Lot 2 Crossroads Pond Second, Ramsey County, Minnesota.

3. Zoning. The above-described property is zoned PUD with the underlying zoning designation of C1, Retail Service.

4. Pursuant to City Ordinances, the Developer is required:

   A. To execute the Plat and PUD subject to the requirements of the City.

   B. To follow certain procedures, as determined by the City, pertaining to the development of the property within this Plat and PUD.

5. Terms and Conditions. The approval of the City Council was subject to the terms and conditions contained herein, and the conditions as approved by the City Council on March 7, 2016, whether or not specified in this Agreement. In compliance with the requirements of the City's Development Regulations; in compliance with the City Council's conditions of approval; and in consideration of the undertakings herein expressed, the City and Developer agree as follows:

   A. The Terms and Conditions of this Agreement shall amend the following Development Agreements previously executed between the City of Shoreview and Oppidan Investment Company and KTJ Limited Partnership Four, dated and executed January 17, 1995, Planning Case File 1488-94-11. Terms and conditions of that agreement shall remain in effect unless amended by this Agreement.

   B. Public Use Dedication Fee. The replatting of the property results in one additional developable parcel. A Public Use Dedication Fee, in the amount of 3% of the fair market value is required for Lot 2.

   C. Operational Requirements and Performance Standards.

i. Truck Traffic. Truck traffic to the Lot 1 shall be prohibited between the hours of 12:00 a.m. and 5:00 a.m. with the exception of trucks associated with the bakery operations. This also includes no idling of trucks during the hours of 12:00 a.m. and 5:00 a.m. As used herein, the term "truck traffic" means deliveries or pick-ups by any size truck to the Lot 1 except access to the site by emergency vehicles and snow removal equipment.

ii. Snow Removal. Snow removal procedures for the Subject Property shall be as follows:

a. No snow shall be stored on the property
b. No sand/salt mix shall be stored on the property.

iii. Signs. Sign permits shall be obtained before the installation or re-facing of any signs on the property. Signage shall comply with the Comprehensive Sign Plan approved for this property.

iv. Exterior Lighting Maintenance. The developer shall maintain the lights installed in the parking areas, along the access driveways and on the exterior of the building.

v. Exterior Storage. There shall be no dumpsters or other outside storage of trash, refuse, pallets, crates, products or materials in the truck trailers, etc. except small attractive trash receptacles shall be permitted in the front of the building for use by patrons. Shopping carts shall be stored in a screened location so as not be visible from the parking lot when the respective store is closed.

vi. Property Maintenance. The Developer shall maintain the property, including structures, buildings, fences and landscaping so as to prevent unsightliness, health hazards or unsafe conditions. All debris, refuse or garbage shall be kept within a completely enclosed building or properly stored in a closed container designed for such purpose as permitted above in Section 5.C.v. The Developer shall monitor the maintenance of the property on a weekly basis and shall remove any debris, letter or make repairs, when necessary for compliance to this provision.

D. Planned Unit Development. Approval of the PUD provides the following flexibility from the City's Development Code requirements:

i. Parking. Lot 1, Block 1 – reduction of parking required for the Kowalski's store from 223 stalls required to 212 stalls.

ii. Impervious Surface Coverage – Impervious surface coverage in the C1 district cannot exceed 70%, however, if best management practices are used, a maximum impervious surface coverage of 75% is permitted. Lot 2 has an impervious surface coverage of 71.11% which shall not be exceeded with a redevelopment unless best management practices are incorporated into the storm water management plan.

Free-Standing Sign – The existing Free-Standing Signs located on Lots 1 and 2 will be replaced with shared signage that identifies the businesses on both parcels. A private sign easement is required for the free-standing sign located on Lot 1 that benefits the user of Lot 2, Block 1 and the free-standing sign located on Lot 2 that benefits the users of Lot 1.

E. Lot 2, Crossroads Pond Second. Development of Lot 2, Block 1 shall require a Site and Building Plan Review.

F. Public Easements. Existing Drainage and Utility easements as platted in the Crossroads Pond plat shall be retained.

G. Shared Improvements. A private agreement shall be executed between Lots 1 and 2, Block 1 and address the shared driveway, access and free-standing sign on Lot 2. This agreement shall include provisions for future repair and maintenance. The agreement documents are subject to approval by the City prior to the City endorsing the plat for recording with Ramsey County.

H. Private Utilities. Private easements shall be established for the private utilities that are located across property lines, and shall include provisions for future repair and maintenance. The easement documents are subject to approval by the City prior to the City endorsing the plat for recording with Ramsey County.

I. Maintenance of Private Sanitary Sewer and Water Services. Developer agrees that, except for such facilities that are located within public easements and used for public purposes, all sanitary sewer and water facilities, pipes or appurtenances installed on the Subject Property are private, and Developer, its successors and assigns, shall be solely responsible for the maintenance, repair and replacement of such sanitary sewer and water improvements.

J. Conversion of Floor Area – Lot 1, Block 1: The conversion of the non-retail floor space as identified on the approved plans into retail space shall consider the parking needs, demand and availability of parking for Lots 1 and 2, Block 1. Said conversion requires administrative review by the City and if determined said change is significant, an amendment to the PUD may be required.

K. Conversion of Grocer Use – Lot 1, Block 1.. The PUD permits the use of Lot 1 as commercial for the Kowalski's Grocery and their bakery and catering operations as identified in the approved plan set, Planning Case File No. 2493-13-20. The City shall be notified in the event this grocer is converted to another brand grocer. This notification shall occur a minimum of 60 days prior to said conversion. Conversion of the use to another permitted retail use as defined in Exhibit A attached shall require an amendment to the PUD, with Planning Commission review and City Council action

Use: Uses within this PUD are restricted as identified in Exhibit A. Other uses may be permitted through the PUD process with review by the Planning Commission and approval by the City Council.

6. Default. The occurrence of any of the following after written notice from the City and thirty (30) days to cure (or such longer period as may be reasonable) shall be considered an "Event of Default" in the terms and conditions contained in this Agreement. Said default shall be cured within a reasonable time period as specified by the City.

   A. The failure of the Developer to comply with any of the terms and conditions contained in this Agreement;

   B. The failure of the Developer to comply with any applicable ordinance or statutes with respect to the development and operation of the Subject Property.

7. Remedies. Upon the occurrence of an Event of Default, the City, in addition to any other remedy which may be available to it shall be permitted to do the following:

   A. The Developer shall save, indemnify, and hold harmless, including reasonable attorneys fees, the City from any liability or other damages, which may be incurred as a result of the exercise of the City's rights pursuant to this section.

   B. Obtain an order from a court of competent jurisdiction requiring the Developer to specifically perform its obligations pursuant to the terms and provisions of this Agreement.

   C. Exercise any other remedies, which may be available to it, including an action for damages.

   D. Withhold the issuance of a building permit and/or prohibit the occupancy of any building(s) for which permits have been issued.

   E. In addition to the remedies and amounts payable set forth or permitted above, upon the occurrence of an Event of Default, the Developer shall pay to the City all fees and expenses, including reasonable attorneys fees, incurred by the City as a result of the Event of Default, whether or not a lawsuit or other action is formally commenced or taken.

IN WITNESS WHEREOF, the City and the Developer have executed this Agreement.

Approved by the City Council of Shoreview, Minnesota, this **7th day of March, 2016.**

DEVELOPER

_____
Sidal Realty

CITY OF SHOREVIEW

_____
Sandra C. Martin, Mayor

_____
Terry Schwerm, City Manager

EXHIBIT A

All uses must comply with the minimum parking standards as identified in the Development Code unless waived through the PUD process.

Other uses may be permitted with approval by the City Council through the PUD process.

PERMITTED USES:

Office and Professional Services

Office uses are defined as those uses that conduct the affairs of a business, profession, service, industry or government. These activities do not include the production, sale or repair of goods on site. Professional Service uses provide services (work done for others) as opposed to products sold or repaired to the general public. These uses include but are not limited to:

1. Financial institutions with drive-thru facilities
2. Medical and dental offices and clinics.

Retail Service

Retail Service includes those uses that offer products for sale and or repair and are intended to serve personal service and retail needs of nearby residents and employers. These uses include but are not limited to:

1. Salon and/or spa
2. Tanning Salon
3. Tailor/Dressmaking
4. Massage Therapist
5. Veterinary Clinic
6. Photocopying service
7. Dry Cleaner

PROHIBITED USES:

Prohibited uses are those uses that are not allowed in this development. These uses include but are not restricted to the following:

1. Automobile Sales Accessories and Parts
2. Car Wash
3. Commercial Recreation – with the exception of fitness club
4. Convenience Retail
5. Day Care
6. Fuel stations
7. Kennels
8. Off-Sale Liquor
9. Restaurants with drive-through facilities
10. Tobacco
11. Tattoo Parlor
12. Pawn Shops
13. Outdoor Sales

megabytes, or is CenturyLink going to wait for gigabyte service. **Mr. Haggerty** stated that providing fiber to the home will bring PRISM TV to residents with 25 megabytes or more. That method will continue to expand. It will take intensive construction to reach homes with less than 25 megabytes. CenturyLink is requesting the opportunity to come into the marketplace and reinvest in those areas.

Councilmember Wickstrom asked if below 25 megabytes is fiber to the node. **Mr. Haggerty** explained that below 25 megabytes would not be fiber to the node. Fiber to the node is another way to deliver PRISM and that technology can handle as high as 100 megabytes on the CenturyLink system.

Councilmember Quigley stated that speed is hindered by lack of fiber. He would like to know how much fiber is in Shoreview and what service level can be expected. **Mr. Haggerty** responded that information is confidential and proprietary. CenturyLink will meet with staff and show maps of where service will be provided. By the end of this quarter, CenturyLink anticipates hiring 200 new technicians to support this system in the Twin Cities area.

Mayor Martin stated that the presence of competition in the market will make service better.

Councilmember Wickstrom asked if residents would be notified when upgraded services are available on the website. **Mr. Haggerty** stated that residents will have the opportunity to subscribe online to find out about upgraded services.

MOTION: by Councilmember Johnson, seconded by Councilmember Springhorn to authorize staff to pursue negotiating a franchise with CenturyLink to operate and maintain a cable system in the City of Shoreview.

Councilmember Johnson stated that this issue of Cable service has been discussed many times. She agreed that added competition in Shoreview will be a benefit to residents.

ROLL CALL: Ayes: Johnson, Quigley, Springhorn, Wickstrom, Martin
Nays: None

GENERAL BUSINESS

PRELIMINARY PLAT/COMPREHENSIVE SIGN PLAN/AMENDED PUD - KOWALSKI COMPANIES, INC./SIDAL REALTY, 441 HIGHWAY 96

Presentation by Asst. City Manager/Community Development Director Tom Simonson

The site is the former Rainbow Foods site located at the corner of Highways 96 and 49 and consists of 10.64 acres. Currently, there is a 68,000 square foot retail building with off-street parking, storm water ponding, landscaping and fencing. Adjacent land uses include the Oak Hill Montessori School to the north, a funeral home and single family homes to the west, a senior residence to the south and commercial use to the east. The Preliminary Plat divides the property into two lots. The second outlot of 1.5 acres will be used for further retail development.

Kowalski's proposes to repurpose the current building and establish a 25,000 square foot Kowalski's Market that will include a wine shop, coffee shop, deli with seating area and a culinary kitchen and cookware store. The remainder of the building will be used for company operations including a bakery; kitchen and catering; and warehouse and distribution operations.

The exterior of the building will be enhanced with a new entryway and the addition of brick, stone and glass. The parking lot will be resurfaced and re-striped. The proposed use requires 223 parking stalls; 212 will be provided. Based on other Kowalski locations, this will be sufficient parking. It does not include additional parking that will be available on Lot 2, when that development occurs. Existing parking lot light fixtures will be replaced with LED down light fixtures. The lighting plan will be submitted with the Final PUD.

Delivery hours specified with the original PUD are being modified to allow limited truck activity for bakery shipments at 1:00 a.m. and 4:00 a.m., except on Sunday. No truck idling will be allowed during nighttime deliveries. The nearest residence is 330 feet across the wetland pond, and staff does not foresee a problem.

Improved access to the property includes a new free left turn lane from eastbound Highway 96. Ramsey County has approved the new access, and the City will construct the improvements.

The majority of plant materials for landscaping will be replaced. The loading dock area will be screened from Hodgson Road. The fence along the west property line will be replaced with a durable, attractive metal fence.

Proposed signage includes two freestanding signs, one on Highway 96 and one on Highway 49. These freestanding signs may also be used to identify future users on Lot 2. The sign area of 132 square feet exceeds City standards by 32 square feet but can be accommodated through the PUD process. Four wall signs are proposed along the south and east sides of the building for the wine shop, bakery and kitchen store.

No issues or concerns were identified by the Lake Johanna Fire Department. Rice Creek Watershed District notes that a permit may be required with the development of Lot 2 if over 10,000 square feet of area is disturbed.

Legal notice of the public hearing held by the Planning Commission was published in the City's legal newspaper. Property owners within 350 feet were notified of the proposal. There was no public testimony. One phone call was received from a resident to the west requesting that the new lighting not impact the neighborhood. Kowalski's has changed the lighting plans to a downward light fixture to reduce the foot candles at the property lines.

The Planning Commission discussion focused on parking, subdivision into two lots and truck delivery hours. On a 6 to 0 vote, the Planning Commission recommends approval by the City Council. Staff recommends approval of the Preliminary Plat, Amended PUD Development Stage, and Comprehensive Sign Plan, subject to the conditions listed in the staff report.

Mr. Mike Oase from Kowalski's was present to answer any questions.

Councilmember Wickstrom asked if added screening form the loading docks for the nearest residence would be possible, if there is a problem after operations begin. **Mr. Oase** stated that would be considered. The loading docks face east and won't be changed. It is important to be respectful of neighbors.

Councilmember Springhorn asked the operating hours of the store. **Mr. Oase** answered, 6:00 a.m. to 11:00 p.m.

Councilmember Johnson stated that there is enormous excitement in the community with the arrival of Kowalski's.

Planning Commissioner Brian McCool stated that two main issues were discussed. The first is parking, especially with Lot 2. The second is the truck loading docks. Both issues have been addressed by Kowalski's.

Mr. Tom Hentges, 490 Mackubin Circle, thanked the Council and Kowalski's for listening to the lighting issue brought forward.

Mayor Martin expressed the City's appreciation to Kowalski's who has shown cooperation on many levels to address issues raised by the City.

MOTION: by Councilmember Wickstrom, seconded by Councilmember Johnson to approve the Preliminary Plat, Amended PUD - Development Stage, and Comprehensive Sign Plan, applications submitted by Sidal Realty and Kowalski Companies, Inc. for the property at 441 Highway 96. Said approval is subject to the following conditions:

Preliminary Plat

1. The applicant shall execute an agreement between the Lots 1 and 2 addressing the shared infrastructure including access, parking, signage, utilities and maintenance. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
2. Executed and recorded copies of the required agreements shall be submitted to the City prior to the issuance of a building permit on Lot 2.
3. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Amendment

1. This PUD amendment replaces the previous PUD approval from 1995.
2. Development Agreement shall be executed and shall include applicable provisions from the previous PUD approvals referenced in Condition No. 1 above as well as any requirements associated with this PUD amendment.
3. Future development of Lot 2 shall require Site and Building Plan Review.

4. Kowalski's agrees to work with the City on refining the landscape plan that addresses better screening for the loading dock area on the northeast side of the property. Said plan shall be submitted with the Final PUD application.
5. The Development Agreement will amend the conditions regarding truck deliveries to correspond to the proposed uses, which conditions shall prohibit vehicle idling during nighttime delivery.
6. Prior to submittal of a Final PUD application, Kowalski's shall verify the number of parking stalls provided on the property including the parking located north of the building. These stalls shall be identified on a site plan.
7. The City prefers that the freestanding signs be shared with the future use of Lot 2.

Comprehensive Sign Plan

1. The signs on the property shall comply with the plans submitted for the Comprehensive Sign Plan application.
2. Signage shall be maintained in accordance with the City's Sign Code.
3. The applicant shall obtain a sign permit prior to the installation of the new signs on the property.

ROLL CALL: Ayes: Quigley, Springhorn, Wickstrom, Johnson, Martin
Nays: None

Mayor Martin commended Mr. Simonson and City staff for the many hours of work done to bring this proposal to fruition.

Councilmember Quigley asked the name of the construction company that will do the construction work. **Mr. Oase** introduced **Mr. Jim Schultz**, EFH Companies, the construction company who will be doing the construction on this project. EFH built both the Excelsior and Eagan stores, and Kowalski's is pleased to be working with the company again.

ADJOURNMENT

MOTION: by Councilmember Springhorn, seconded by Councilmember Wickstrom to adjourn the meeting at 7:45 p.m.

VOTE: Ayes - 5 Nays - 0

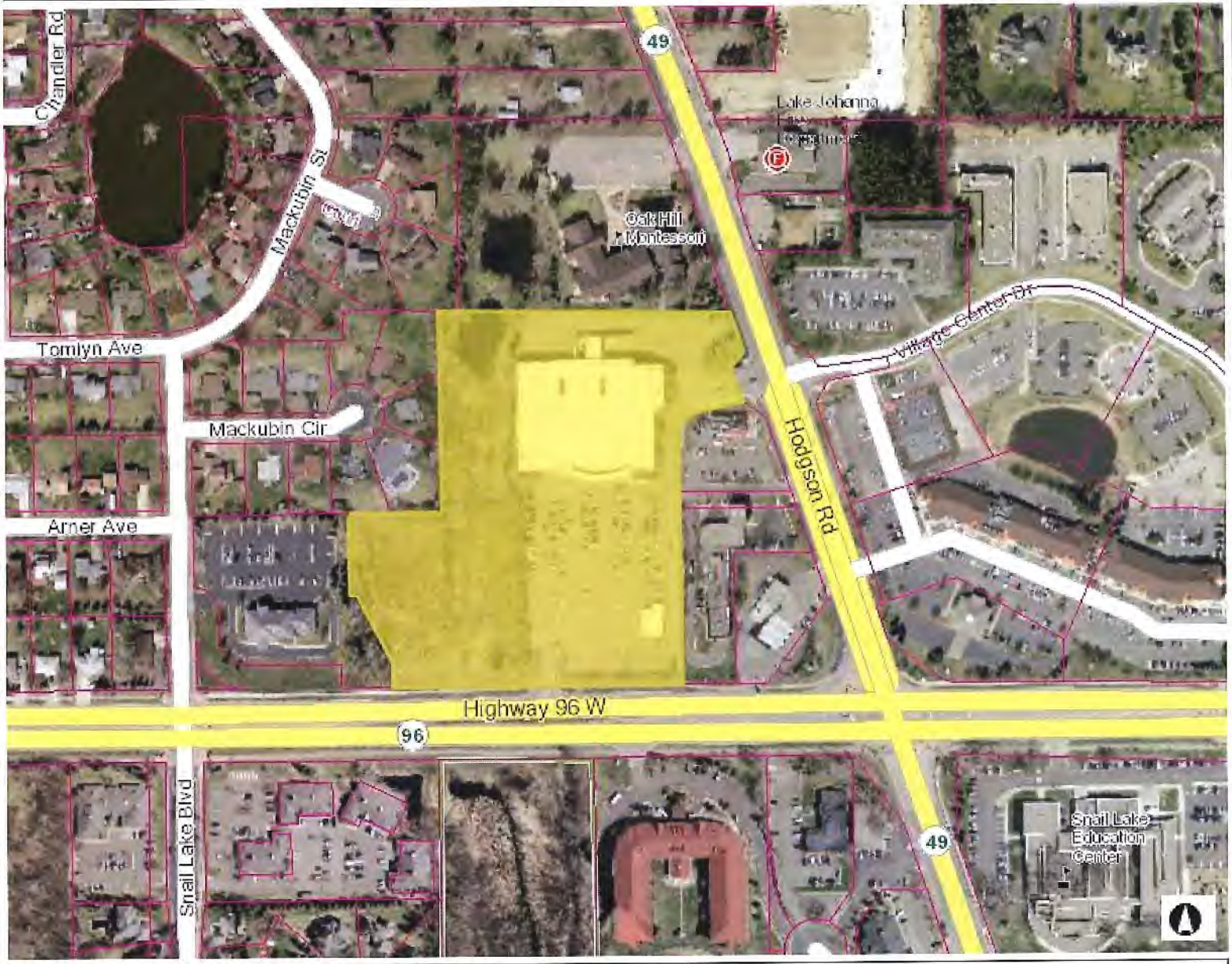
Mayor Martin declared the meeting adjourned.

THESE MINUTES APPROVED BY COUNCIL ON THE 16th DAY OF FEBRUARY 2016.

_____
Terry Schwerm
City Manager

MapRamsey

Oppidan/Kowalski's



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THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcel Boundaries

Notes

File No. 2603-16-02
441 Highway 96

WILKUS
ARCHITECTS

To: **Department of Community Development**
City of Shoreview
C/O Kathleen Castle, City Planner

From: Kowalski's Market
Wilkus Architects, PA

Date: February 22, 2016

RE: **Kowalski's Market**
441 Highway 96 W.
Shoreview, Minnesota

Planned Unit Development – Satisfied Conditions Narrative

Kowalski's Market is aware of the condition Not to have trucks idle during the over night hours, and will comply with the City of Shoreview.

To comply with the City of Shoreview's request Kowalski's Market updates, the landscape plan has been revised from the proposed original plan. Originally, the total number of existing trees to be removed from the site was 48. The revised plan has selected the existing trees in good health and form to remain and includes the removal of 30 existing trees that will be replaced by 33 new trees. There will be a seating area incorporated into the front entrance area of the building where the existing retaining wall, 3 crabapple trees, and other plantings will be removed. This seating area will be screened with plantings. The loading dock will be screened using (5) Skyrocket Juniper, and (4) Baby Blue Colorado Blue Spruce. Both the sign along Hodgson Road and the sign at the county Hwy 96 Entrance will have planting areas incorporated around them. The boulevard along County Hwy 96 will not only have low growing plantings, but also includes (9) Skyrocket Juniper and (2) Skyline Honey Locust Trees.

Thank you for your consideration of our request.

Sincerely,

Kowalski's Markets

Wilkus Architects, P.A.

www.wilkusarch.com
info@wilkusarch.com
11487 Valley View Road
Eden Prairie, MN 55344
P: (952) 941-8660
F: (952) 941-2755

WILKUS
ARCHITECTS

To: **Department of Community Development**
City of Shoreview
C/O Kathleen Castle, City Planner

From: Kowalski's Market
Wilkus Architects, PA

Date: February 22, 2016

RE: **Kowalski's Market**
441 Highway 96 W.
Shoreview, Minnesota

Planned Unit Development – Proposed Changes Narrative

The following is an outline of the changes to the Development Stage approved drawings.

- The Wine Shop has been provided its own exterior entry to better serve customers. An interior entry through the grocery store is still planned. The exterior elevation was updated to reflect this change. The architecture was of The Wine Shop entry is consistent with the proposed facade.

- Kowalski's Market is now showing the employee parking stalls at the rear of the building that had been previously referred to the narrative but was not drawn or counted. Additionally all parking stalls have been counted and the counts are being shown for clarification.

- The proposed monument signs were raised in height and changed to include space for the future outlot tenant signage.

- The landscaping in the NE corner was changed to provide additional screening of the loading dock as requested by the City.

Thank you for your consideration of our request.

Sincerely,

Kowalski's Markets

Wilkus Architects, P.A.

www.wilkusarch.com
info@wilkusarch.com
11487 Valley View Road
Eden Prairie, MN 55344
P: (952) 941-8660
F: (952) 941-2755

CROSSROADS POND SECOND

KNOW ALL MEN BY THESE PRESENTS: That Sidal Realty Co. Limited Partnership, a Minnesota limited partnership, fee owner of the following described property situated in the City of Shoreview, County of Ramsey, State of Minnesota:

Lot 2, Block 1, CROSSROADS POND, according to the recorded plat thereof, Ramsey County, Minnesota

Has caused the same to be surveyed and platted as CROSSROADS POND SECOND and does hereby dedicate to the public for public use forever, the public way as shown on this plat.

In witness whereof said Sidal Realty Co. Limited Partnership, a Minnesota limited partnership, has caused these presents to be signed by its proper officer this _____ day of _____ , 201___.

Signed: Sidal Realty Co. Limited Partnership, a Minnesota limited partnership

_____ its _____

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____ , 201___, by _____, _____ of Sidal Realty Co. Limited Partnership, a Minnesota limited partnership, on behalf of the partnership

_____

_____
Notary Public _____ County, _____
My commission expires _____

I, Eric A. Roeser, Professional Land Surveyor, do hereby certify that I have surveyed or directly supervised the survey of the property described on this plat; prepared this plat or directly supervised the preparation of this plat; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been correctly set; that all water boundaries and wet lands, as defined in Minnesota Statutes Section 505.01, Subd. 3, as of the date of the surveyor's certification are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____ , 201___.

_____
Eric A. Roeser, Land Surveyor
Minnesota License No. 47476

STATE OF _____
COUNTY OF _____

The foregoing Surveyor's Certificate was acknowledged before me this _____ day of _____ , 201___, by Eric A. Roeser, Land Surveyor, Minnesota License No. 47476.

_____

_____
Notary Public _____ County, _____
My commission expires _____

CITY OF SHOREVIEW

We do hereby certify that on the _____ day of _____ , 201___, the City Council of the City of Shoreview, Minnesota, approved this plat. Also, the conditions of Minnesota Statutes, Section 505.03, Subd. 2, have been fulfilled.

_____, Mayor _____, Clerk

DEPARTMENT OF PROPERTY RECORDS AND REVENUE

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year _____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____ , 201___.

_____, _____ By: _____, Deputy
Property Records and Revenue

COUNTY SURVEYOR

Pursuant to Minnesota Statutes, Section 383A.42, this plat is approved this _____ day of _____, 20___

_____
Craig W. Hinzman, LS
Ramsey County Surveyor

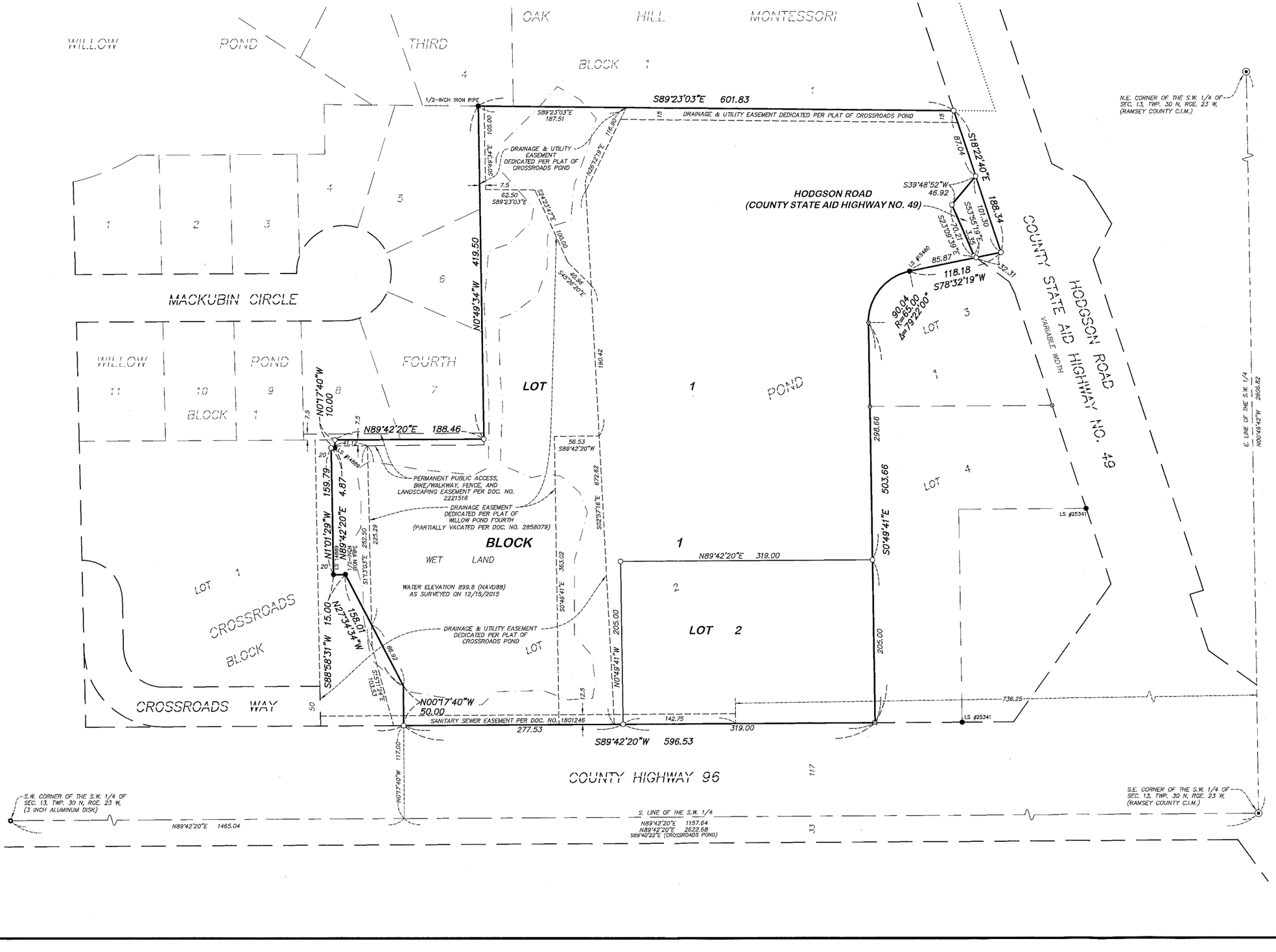
COUNTY RECORDER
County of Ramsey, State of Minnesota

I hereby certify that this plat of CROSSROADS POND SECOND was filed in the office of the County Recorder for public record this _____ day of _____ , 201___, at _____ o'clock __. M., and was duly filed in Book _____ of Plats, Pages _____ and _____ as Document Number _____ .

_____
Deputy County Recorder

Egan, Field & Nowak, Inc.
land surveyors since 1872

CROSSROADS POND SECOND

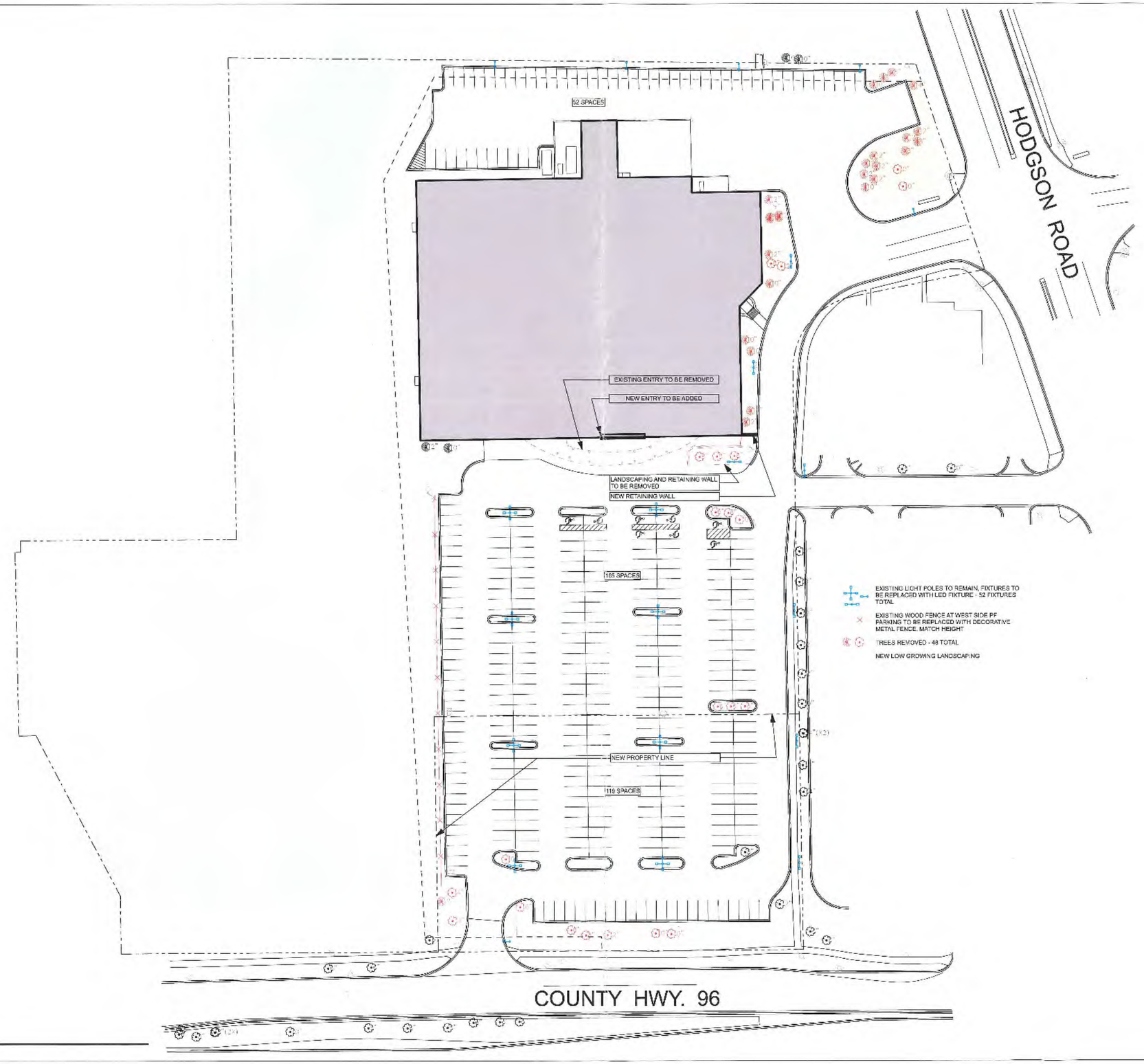


LEGEND

- ⊙ DENOTES RAMSEY COUNTY CAST IRON MONUMENT
- ○ DENOTES RAMESEY COUNTY 3-INCH ALUMINUM DISK
- ● DENOTES FOUND 1/2 INCH IRON PIPE MONUMENT MARKED BY SHOWN LICENSE NUMBER UNLESS OTHERWISE NOTED
- ⊠ DENOTES FOUND CHISELED 'X'
- ⊗ DENOTES FOUND PK NAIL
- ○ DENOTES 1/2 INCH BY 14 INCH IRON PIPE MONUMENT SET & MARKED BY LICENSE 47476

The orientation of this bearing system is based on the south line of the Southwest Quarter of Section 13, which is assumed to bear North 89 degrees 42 minutes 20 seconds East

Egan, Field & Nowak, Inc.
land surveyors since 1872



1 / A1.0 SITE PLAN
1" = 40'

CONSULTANT:
WILKUS ARCHITECTS
15 North Avenue North Hopkins, MN 55343
Phone: 952.941.9997 www.w-hustrich.com

CLIENT:

PROJECT INFORMATION:

KOWALSKI'S MARKETS
SHOREVIEW, MINNESOTA

SEAL:

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Print Name:
Signature:
License No.:
Expiration Date: 00-00-00
Date: 00-00-00

PROJECT NO.: 2016-1100
DRAWN BY: DJP
CHECKED BY: DJP

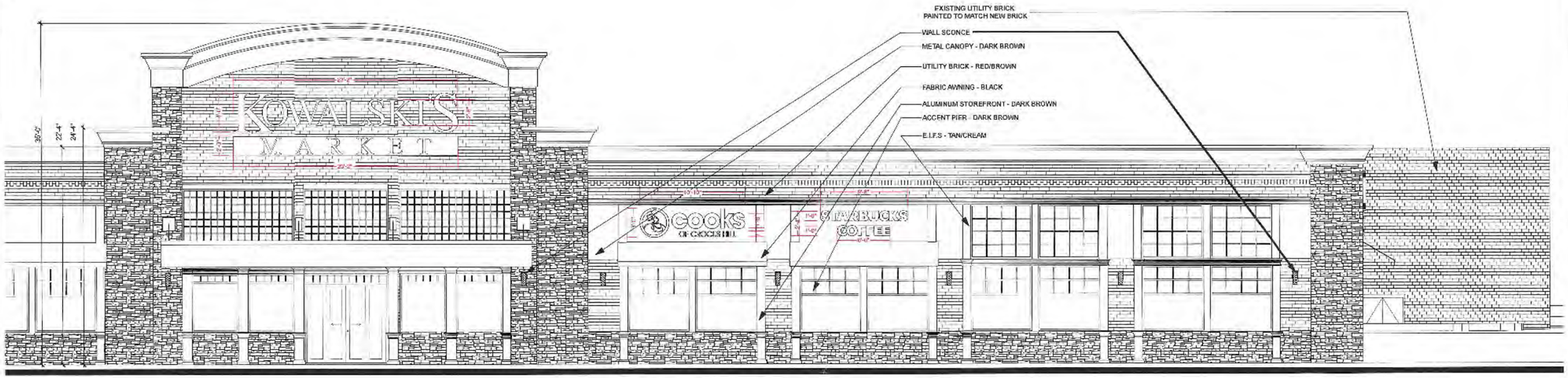
ISSUE	DATE
PRELIMINARY REVIEW	2016-10-15
PRELIMINARY REVIEW	2016-01-05
PRELIMINARY REVIEW	2016 01 11
FOR FINAL APPLICATION	2016 02 22

REVISION	DATE

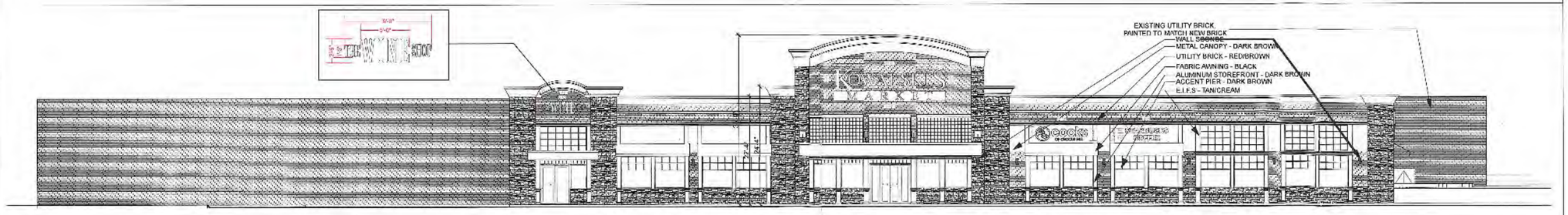
PROJECT LOCATION:
SHOREVIEW, MINNESOTA

SHEET NUMBER / TITLE:
A1.0
Architectural Site Plan

1 A7.0 **EAST ELEVATION**
3/16" = 1'-0"



2 A7.0 **SOUTH ELEVATION**
3/16" = 1'-0"



4 A7.0 **SOUTH ELEVATION**
3/32" = 1'-0"

CONSULTANT

WILKUS ARCHITECTS

CLIENT:

PROJECT INFORMATION:

KOWALSKI'S MARKETS
SHOREVIEW, MINNESOTA

SEAL:

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

Print Name:

Signature:

License No.:

Registration Date: 00-00-00

Date: 00-00-00

PROJECT NO.	2016-1190
DRAWN BY	DJF
CHECKED BY	DJF

ISSUE	DATE
PRELIMINARY REVIEW	2016-10-18
PRELIMINARY REVIEW	2016-11-08
PRELIMINARY REVIEW	2016-11-11
PLOT FINAL APPLICATION	2016-11-21

REVISION	DATE

PROJECT LOCATION:

SHOREVIEW, MINNESOTA

SHEET NUMBER / TITLE:

A7.0

Exterior Elevations

© COPYRIGHT WILKUS ARCHITECTS, LTD.

HODGSON ROAD

KOWALSKI'S MARKETS

EXISTING ENTRY TO BE REMOVED

NEW ENTRY TO BE ADDED

KEEP (5) EXISTING EVERGREEN TREES

KEEP (1) EXISTING DECIDUOUS TREE

KEEP (3) EXISTING EVERGREEN TREES

KEEP (2) EXISTING EVERGREEN TREES

KEEP (1) EXISTING BIRCH TREE

LANDSCAPING AND RETAINING WALL TO BE REMOVED

NEW RETAINING WALL

REMOVE EXISTING SHRUBS & FENCE INSTALL NEW FENCE

REMOVE EXISTING TREE

EXISTING LIGHT POLES TO REMAIN, FIXTURES TO BE REPLACED WITH LED FIXTURE - 52 FIXTURES TOTAL

EXISTING WOOD FENCE AT WEST SIDE PF PARKING TO BE REPLACED WITH DECORATIVE METAL FENCE, MATCH HEIGHT

TREES REMOVED - 30 TOTAL

Qty.	Botanical Name	Common Name	Size/Condition	Remarks
Trees				
5	Betula papifera 'whitespire'	Whitespire Birch	6' B&B	
7	Pinus nigra	AUSTRIAN PINE	6' B&B	
7	Gleditsia triacanthos f. inermis 'Skyline'	SKYLINE THORNLESS HONEY LOCUST	2½" Cal.	
20	Juniperus scopulorum 'Skyrocket'	SKYROCKET JUNIPER	6' B&B	
4	Picea pungens 'Baby Blue'	BABY BLUE COLORADO BLUE SPRUCE	6' B&B	Mature size H 30-35' x W 8-12
Shrubs				
1	Viburnum trilobum 'Compactum'	COMPACTUM CRANBERRYBUSH	#2 Pot	
3	Euonymus alatus 'Select'	FIRE BALL BURNING BUSH	#5 Pot	
9	Rosa 'x-Later'	FOX PAVEMENT ROSE	#2 Pot	
26	Rhus aromatica 'Gro-low'	GRO-LOW FRAGRANT SUMAC	#2 Pot	
29	Physocarpus opulifolius	Ninebark, Summer Wine	#3 Pot	
14	Syringa meyeri 'Palibin'	PALIBIN DWARF LILAC	#5 Pot	
43	Berberis thunbergii 'Maria'	SUNJOY GOLD PILLAR	#2 Pot	
Ornamental Grasses				
9	Miscanthus sinensis 'Purpurascens'	GRASS FLAME	#2 Pot	
8	Calamagrostis x acutiflora 'Karl Foerster'	GRASS KARL FOERSTER	#2 Pot	
7	Panicum virgatum 'Shenandoah'	SWITCH GRASS, SHENANDOAH	#1 Pot	
Perennials and Annuals				
23	Hemerocallis 'Little Grapette'	DAYLILY LITTLE GRAPETTE	#1 Pot	
53	Hemerocallis 'Pardon Me'	DAYLILY PARDON ME	#1 Pot	

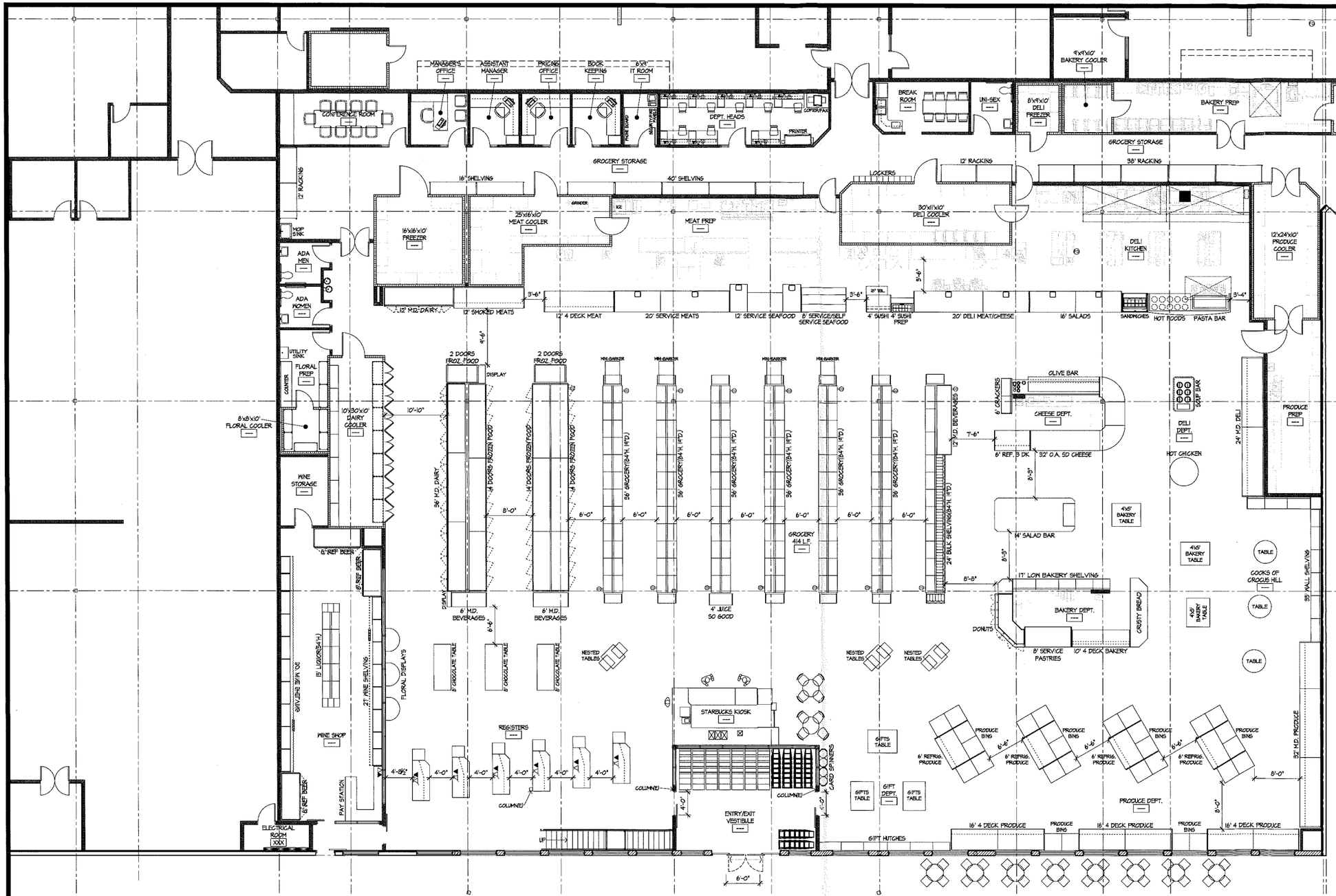
COUNTY HWY. 96

SCALE: 1" =30'-0"

KOWALSKI'S MARKETS
SHOREVIEW, MINNESOTA

DreamScapes
Landscaping & Design, Inc.

SHEET
L1



1 R1A PROPOSED FIXTURE PLAN 1/8"=1'-0"

REVISIONS:

FOR REFERENCE ONLY!!!

Robert Gorski Associates, Inc
planners ▪ designers ▪ artists
8208 HOGAN WAY, EDEN PRAIRIE, MN 55344
PHONE: (952)949-0382
EMAIL: rgorski@ix.netcom.com

DRAWING NAME:
PROPOSED FIXTURE PLAN

PROJECT NAME:
KOWALSKI'S MARKETS

PROJECT LOCATION:
SHOREVIEW, MN

PROJECT NUMBER:
2016-192-00

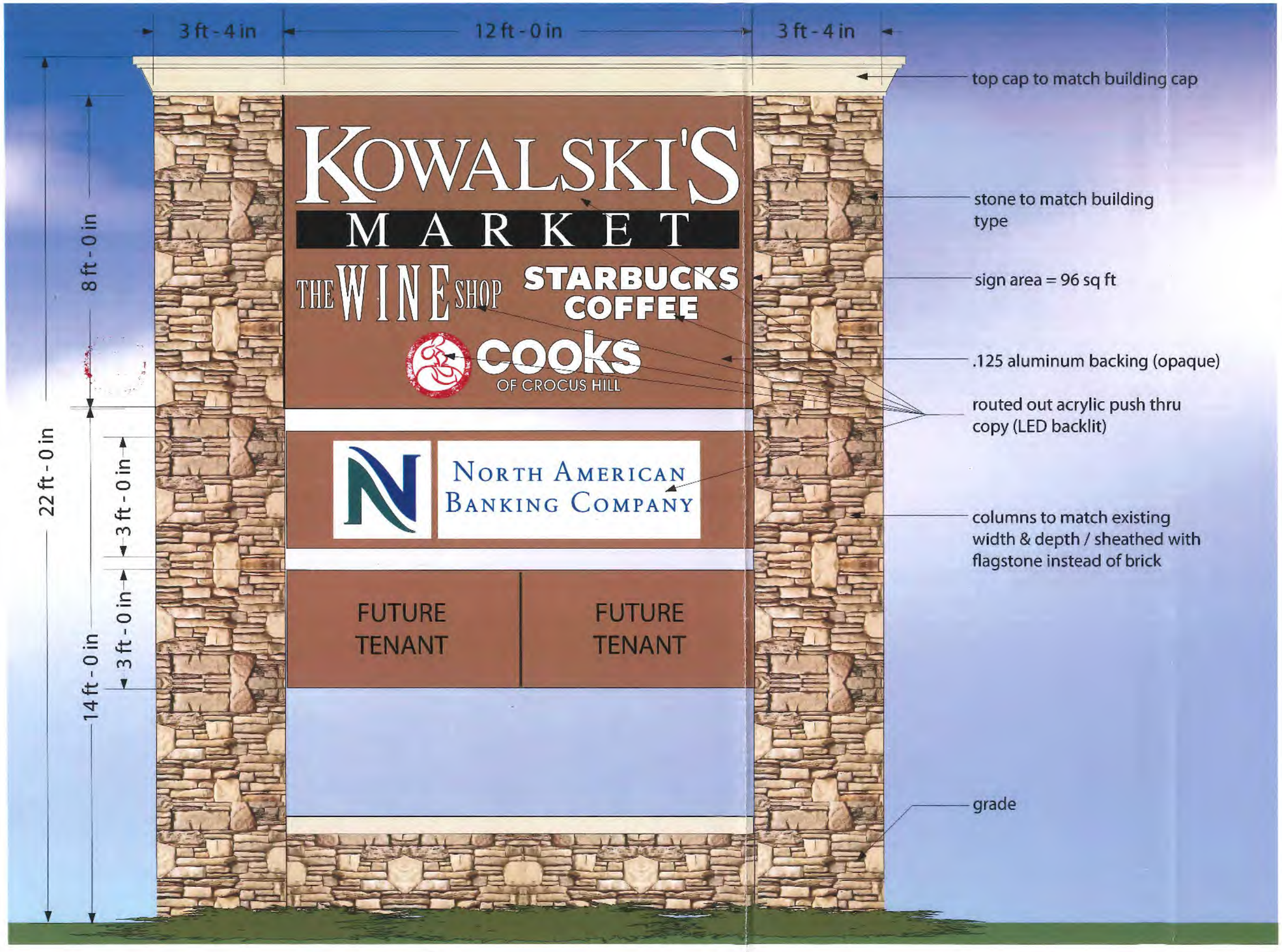
DESIGNER: RMG

DRAFTER: RMG/JPH

CHECKED BY: RMG

ISSUE DATE:
02-18-2016

SHEET:
R1A



LEROY SIGNS
6325 WELCOME AVE, N.
MINNEAPOLIS, MN 55429
Phone: 763-535-0080
www.leroysigns.com

DATE: 02/22/16	SCALE: 3/4" = 1'
FILE NAME: CKN_Shoreview_PS_V2G.ai	
SALESPERSON: KAJ REITER	
CLIENT: KOWALSKI'S MARKET	
LOCATION: SHOREVIEW, MN	
ARCHITECT:	
CONTRACTOR:	

SIGN TYPE / DESCRIPTION:
ILLUMINATED FREESTANDING SIGNS

GRAPHICS TYPE / DESCRIPTION:
ROUTED OUT PUSH THRU ACRYLIC

NOTES / REVISIONS:
PROPOSED CHANGES TO EXISTING SIGNS (BOTH LOCATIONS)
HWY 96 & HODGSON RD

IMPORTANT NOTICE:
This is a proprietary design of Leroy Signs, Inc., designed specifically for this project. It is illegal and unethical to distribute to any other entity for copy or use. This design cannot be used without the written consent of Leroy Signs, Inc.

Larkin Hoffman
ATTORNEYS

Larkin Hoffman

8300 Norman Center Drive
Suite 1000
Minneapolis, Minnesota 55437-1060

GENERAL: 952-835-3800
FAX: 952-896-3333
WEB: www.larkinhoffman.com

March 4, 2016

BY EMAIL

The Honorable Sandy Martin
City of Shoreview
4600 Victoria Street N.
Shoreview, Minnesota 55126

Councilmember Terry Quigley
City of Shoreview
4600 Victoria Street N.
Shoreview, Minnesota 55126

Councilmember Cory Springhorn
City of Shoreview
4600 Victoria Street N.
Shoreview, Minnesota 55126

Councilmember Emy Johnson
City of Shoreview
4600 Victoria Street N.
Shoreview, Minnesota 55126

Councilmember Ady Wickstrom
City of Shoreview
4600 Victoria Street N.
Shoreview, Minnesota 55126

Re: Sidal Realty/Crossroads Pond Second Addition

Dear Mayor Martin and Councilmembers:

We represent Sidal Realty and its development agent, Oppidan Investment Company, in connection with a proposed Planned Unit Development amendment and plat amendment to accommodate Kowalski's Market and create a new commercial development pad within the existing plat. Subject to the comments submitted separately by representatives of Kowalski's Market, Sidal Realty appreciates the recommendation of support for the amended PUD and second addition plat.

We are writing to request one clarification of the PUD as drafted by staff and recommended by the Planning Commission: the reference to financial institution as a permitted use in Exhibit A to the PUD be modified to confirm that drive-thru facilities will be allowed. We note that the bank use itself is permitted in the underlying C-1 District; we further understand that even if authorized in the pending PUD, further site plan review of a bank use with drive-thru would be required. We believe the policy question can be answered at this time and request that you make that decision now to avoid the need for a further amendment to the PUD.

Thank you for considering the requested modification of the proposed PUD to allow a bank with drive-thru as a permitted use. Representatives of Sidal Realty will be present at the City Council meeting to answer any questions you may have.

Sincerely,

Peter Coyle/mc

Peter J. Coyle, for
Larkin Hoffman Daly & Lindgren Ltd.

Direct Dial: (952) 896-3214
Direct Fax: (952) 842-1704
Email: pcoyle@larkinhoffman.com

cc: Sidal Realty
Oppidan Investment Company
Kathleen Castle
Niki Hill

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

To approve resolution 16-13, accepting gifts/donations for the 2016 Slice of Shoreview Days event and expressing appreciation to all the generous sponsors and donors.

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

Regular City Council Meeting
March 7th, 2016

TO: MAYOR AND COUNCILMEMBERS

FROM: JESSICA RILEY
COMMUNITY CENTER MANAGER

DATE: MARCH 7th, 2016

SUBJECT: ACCEPTANCE OF AND APPRECIATION FOR DONATIONS FOR THE 2016 TASTE OF SHOREVIEW.

INTRODUCTION

The City of Shoreview may accept gifts for the benefit of its citizens in accordance with the terms prescribed by the donor. Minnesota Statute 465.03 requires that the City Council accept these gifts by resolution.

BACKGROUND

The Slice of Shoreview Days is an annual festival celebrating the quality of life in Shoreview. The three-day event takes place over the fourth weekend of July at Island Lake Park and incorporates a wide variety of family-oriented activities including a carnival, parade, art and craft fair, food vendors, displays and demonstrations, bike ride, music and entertainment, fireworks and much more.

All aspects of the Slice of Shoreview Days are financed by contributions from area businesses and individuals, as well as the City of Shoreview. Admission to the event is free for everyone and free parking is also provided. Within the past three years the Slice Committee has been able to build a budget reserve, which allows them to pay in advance for entertainment and contracts.

All businesses that contribute to the Slice of Shoreview Days receive recognition through the local papers, Slice publications, Slice website and throughout the Slice of Shoreview Days event.

ACCEPTANCE OF GIFTS/DONATIONS

On February 18th of this year, the Slice of Shoreview Days Committee, in conjunction with Shoreview Einhausen Sister City Association (SESCA), hosted the Taste of Shoreview fundraising event to kick off this year's sponsorship drive and to build community awareness and excitement about the festival. The Taste of Shoreview included a live auction, bucket raffle, heads or tails game, and wine wall as well as food tasting from area restaurants and wine tasting from Minnesota vineyards. SESCA held the charitable gambling permit for the event and donated the proceeds to the Slice of Shoreview Days in the amount of $2,256.00.

RECOMMENDATION

Staff recommends that the City Council adopt resolution 16-13, accepting gifts/donations for the 2016 Slice of Shoreview Days event and expressing appreciation to all the individuals and organizations that donated prizes for the event.

EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF SHOREVIEW, MINNESOTA HELD MARCH 7th, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall in said City on March 7th, 2016, at 7:00 p.m.

The following members were present:

And the following members were absent:

Member introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-13

A RESOLUTION EXPRESSING ACCEPTANCE OF AND APPRECIATION FOR SPONSORSHIPS FOR THE 2016 SLICE OF SHOREVIEW

WHEREAS, the City of Shoreview has received the following monetary donations and in-kind donations (see attached list) from area businesses for the 2016 Slice of Shoreview Days.

WHEREAS, the City Council is appreciative of the donations.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Shoreview, acknowledges and accepts the donations on the attached list, with gratitude and that the donations will be appropriated to the 2016 Slice of Shoreview Days.

The motion of the foregoing resolution was duly seconded by Member and upon a vote being taken thereon, the following voted in favor thereof:

And the following voted against the same: .

WHEREUPON, said resolution was declared duly passed and adopted the 7th day of March, 2016.

STATE OF MINNESOTA)

COUNTY OF RAMSEY)

CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified City Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council on the 7th day of March 2016, with the original thereof on file in my office and the same is full, true and complete transcript there from insofar as the same relates to the acceptance of and appreciation for gifts for the 2016 Slice of Shoreview.

WITNESS MY HAND officially as such City Manager and the corporate seal of the City of Shoreview, Minnesota this 7th day of March, 2016.

_____

Terry C. Schwerm, City Manager

2016 Taste of Shoreview Donations

Value	Item	Donor
$50.00	Gift Certificate for Salon 27	Salon 27
$50.00	Gift Certificate for Salon 27	Salon 27
$100.00	Gift Certificate for Hilton Garden Hill-Weekend Night with Breakfast	Hilton Garden Inn Shoreview
$100.00	Gift Certificate for Hilton Garden Hill-Weekend Night with Breakfast	Hilton Garden Inn Shoreview
$35.00	Running Aces Casino Free Meal and One $25 Match Bet	Running Aces Casino and Racetrack
$50.00	Donation Bear Town Chiropractic Clinic	Bear Town Chiropractic Clinic
$46.00	Show Voucher for Noises Off at Lakeshore Players	Lakeshore Players
$48.00	Wine Tasting for Four-Cannon River Winery	Cannon River Winery
$48.00	Wine Tasting for Four-Cannon River Winery	Cannon River Winery
$35.00	Minnesota Country Salute CD's(3)	BOB Country
$36.00	Granite Cheese Platter	Sue Reid
$38.00	Granite Cheese Platter	Sue Reid
$30.00	Stacked Pebbled Necklace	Mike Egan
$35.00	Pottery Bowl	Mike Egan
$36.00	Rain Pottery	Celica Waldock
$15.95	Wall Art	Celica Waldock
$34.00	Slipper Socks and Cat Light Up Bottle	Michele Warren
$85.00	(2) Framed Art	Svetlana Meyer
$23.00	4 x 4 Two Bird Tile	Stone Hollow Tile
$39.00	Bracket	Debbie Vogal
$50.00	Fleece Blankets and Scarf	Terri Lumley
$30.00	Steel Sculpture	Chuck Emerson-Henry
$54.00	Minky Pillow Cases	Vonnie Folsom
$50.00	2016 Calendar	Jim Radford
$27.00	Solar Light with Butterfly	Mike Carlson
$35.00	Wine Tiles	Lisa Fertig
	Sunset Pontoon Ride for 6 on Snail Lake	Lance Hill
$100	Chanhassen Tickets for 2	Lillie News
$100.00	Homewood Suites by Hilton-one night free stay	Homewood Suties by Hilton
$75.00	Napkins with Beaded Silverware and 2 Sets of Silverware	Jane Jorgenson
$35.00	Table runner, hot pads, Apricot-Pepper Chutney	Amy Mroszak
$100.00	2 Tickets to Minnesota Orchestra on March 18th, 2016	Minnesota Orchestra
$144.00	4 Tickets to Minnesota	Minnesota Timberwolves

	Timberwolves vs Clippers Game March 30	
$50.00	Gift Card to Meet Market	Meet Market
$80.00	Gift Card to Acqua- Dinner for 2	Acqua
$48.00	Cannon River Winery Wine Tasting for 4	Cannon River Winery
$75.00	18" Turquoise Jasper Necklace with Swarovski Crystals. Matching Bracelet and Earrings	Cindy Larson Designs
$50.00	Vintage Red Glass Necklace with Swarovski Crystal Drop. Matching Earring	Cindy Larson Designs
$70.00	50 mm Swarovski Crystal Polygon on a 24" chain, matching earrings.	Cindy Larson Designs
$57.00	Friends Tote Bag with stuffed animals, 2 books, t-shirt, and 2 coffee mugs	Friends of the Ramsey County Libraries
$50.00	8 Fisherbeck Easy Thread Jigs Ice #16 Hooks	Douglas Erbeck
$50.00	Sandy's Stained Glass	Robert Mcclure
$40.00	Cement-i-mentally Especially Garden Stones	Cathy Berqual
$40.00	Cement-i-mentally Especially Garden Stones	Cathy Berqual
$40	Cement-i-mentally Especially Garden Stones	Cathy Berqual
$75	Pop Culture Picture Audrey Hepburn	Kristi Abbott
$75	Pop Culture Picture Bob Dylan	Kristi Abbott
$112	3 Gift Cards for Oil Changes	Tires Plus
$279.00	4 My Pillows	My Pillow
$50	Sweet Chocolat Gift Basket and Gift Card	Sweet Chocolat
$98	Dinner for 2 at German Dinner Program at Gasthaus and German Wine and Chocolate	Shoreview Einhausen Sister City Assn
$45	Teddy Bear, 2 autographed books, kindness coins	Suzy Tomlinson
$65	Stoneware Lidded Jar-Blue and Black Glazes	Gretchen Palmer Robinson
$150	Original Print-Color Woodcut "The Blue Cap"	George Martinez Robinson
$300	"Sheepish in Shoreview" Intaglio Etching	George Martinez Robinson
$150	Original Print-Color Woodcut "Dracaena Yellow"	George Martinez Robinson
$80	6 shirts and 1 metal sign from Winestreet	Winestreet
	Tennis with Mayor Sandy Martin	Sandy Martin
$150	6 month membership with goodie bag	Anytime Fitness
$100	2 $50 Gift Cards to Kowalski's	Kowalski's
$30	$30 Gift Card to Fresh and Natural Foods	Fresh and Natural Foods

$60	2 $30 Gift Cards to Mad Jacks	Mad Jacks
$25	$25 Gift Card to Red Robin	Red Robin
$70	Gift Card for 7 Large Pizzas	Dominos
$200	Framed Photograph "Common Loon-Snail Lake"	Tom and Janine Olmcheid
$11	Alice White Chardonnay	Al Liquors
$15	Uppercut Chardonnay	Tierney's Liquor
$40	2 $20 Gift Cards to Meister's Bar and Grill	Meister's Bar and Grill
$100	JimTones Donation for 3 hour performance	JimTones
$100	Warner Stallion Gift Card	Arden Hills/Shoreview Rotary
$102	One year AAA Plus Membership	Arden Hills/Shoreview Rotary
$300	2 Gift Cards to Health Source	Arden Hills/Shoreview Rotary
$75	Treasures from the heart Necklace and Earrings	Treasure from the Heart
$150	Dental Basket	Dr Furey
$75	Hair Care Basket-Brush and Moroccanoil Oil	Salon 27
$80	Fire Safety Basket	Lake Johanna Fire Department
$320	2 Exxon and BP Coupon Books for Car Maintenance Value of $1000	Exxon and BP of Shoreview
$90	2 1 Day Wild Mountain Adult Lift Tickets	Press Publications
$49	Pampered Chef Recipe Book, Measuring Cups, and Clock Timer	Jessica Chastek
$65	St. Patricks Day Basket	The Norsteds
$100	Embroidered Flower Handbag	Tey-Art/Tabask Inc
$107	Norwex Basket	Melissa Tomas
$40	Five Guys $40 Gift Certificate	Five Guys
$50	$50 Gift Certificate	The Exchange Food and Drink
$60	$60 Gift Card to Lindy's Prime Steak House	Lindy's Prime Steak House
$70	Party Package at Flaherty's Arden Bowl	Flaherty's Arden Bowl
$25	$25 Gift Card to Moe's	Moe's

Total of Donations was $6,523

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

to adopt Resolution No. 16-12 approving plans and specifications, ordering the improvement, and order the taking of bids on Tuesday, March 29, 2016 at 10:00am, at the Shoreview City Hall, for the I694 Water Main Relocation, City Project 15-10.

ROLL CALL:	AYES_____	NAYS_____
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016
#15-10
TEW

t:/projects/2015/15-10/15-10 I694 3rd lane/order project approve p & s 15-10 03-07-2016

TO: MAYOR, CITY COUNCIL, AND CITY MANAGER

FROM: TOM WESOLOWSKI, CITY ENGINEER

DATE: MARCH 2, 2016

SUBJECT: APPROVE PLANS & SPECIFICATIONS, ORDER PROJECT, AND ORDER THE TAKING OF BIDS FOR THE I694 WATER MAIN RELOCATION, CITY PROJECT 15-10

INTRODUCTION

A section of water main located under I694 needs to be relocated due to the construction of the third lane on I694 between Rice Street and Lexington Avenue. A map showing the location of the water main is attached. Plans and specifications for the relocation are essentially complete and Council action is required to order the project, approve the plans and specifications and to authorize the taking of bids.

DISCUSSION

City water main currently installed under the drive lanes of I694 east of the Victoria Street overpass will be affected by the reconstruction of I694 and the addition of a third lane from Rice Street to Lexington Avenue. As part of the construction the cover over the existing water main will be reduced, potentially increasing the susceptibility of the water main to freezing issues. Also, the water main consists of cast iron pipe (CIP), which is a relatively brittle material. The reduced cover also increases the chance the pipe could fracture or break during or after construction.

To address the issue of the reduced cover, new water main will need to be installed at a lower elevation prior to the start of the I694 improvements. The water main will be installed by directional boring and a casing pipe will be installed under the drive lanes.

FUNDING

The total cost to relocate the water main is estimated at $265,200. As per an agreement with the Minnesota Department of Transportation (MnDOT), approved by the Council at the November 2, 2015 meeting, MnDOT will reimburse the City for the costs associated with the water main replacement up to a maximum of $265,200.

PROJECT SCHEDULE

The proposed project schedule is as follows:

ITEM	DATE
Council Approve Plans & Specifications	March 7, 2016
Bid Opening	March 29, 2016
Council Award Contract	April 4, 2016
Construction Start	April/May 2016
Construction Complete	June 2016

RECOMMENDATION

It is recommended that the City Council approve plans and specifications, order improvements, and the taking of bids on Tuesday March 29, 2016 at 10:00 am, at the Shoreview City Hall, for the I694 Water Main Relocation, City Projects 15-10.

TEW/
#15-10

EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF SHOREVIEW, MINNESOTA HELD MARCH 7, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota, was duly called and held at the Shoreview City Hall in said City on March 7, 2016, at 7:00 p.m. The following members were present:

and the following members were absent:

Member introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-12

APPROVING PLANS AND SPECIFICATIONS,
ORDERING PROJECT AND THE TAKING OF BIDS
FOR THE
I694 WATER MAIN REPLACEMENT
CITY PROJECT 15-10

WHEREAS, the reconstruction of I694 requires the relocation of existing water main located within the I694 right-of-way and plans and specifications for the I694 Water Main Relocation, City Project 15-10 have been prepared by an engineering consultant and reviewed by the City Engineer and such plans and specifications have been presented to the City Council for approval.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SHOREVIEW, MINNESOTA, THAT:

1. Such improvement is hereby ordered to proceed to the construction phase.

2. The plans and specifications for the I694 Water Main Relocation, City Project 15-10 are hereby approved.

3. The City Manager shall prepare and cause to be inserted in the official newspaper an Advertisement for Bids for the making of such improvement under such approved plans and specifications. The advertisement shall be published at least once, at least 10 days prior to the bid opening, shall specify the work to be done, that the bids are the responsibility of the bidder and shall state that bids are to be received by the City until 10:00 a.m., local time, on Tuesday, March 29, 2016, at which time they will be publicly opened in the Council Chambers of the City Hall by two or more designated officers of the City.

The motion for the adoption of the foregoing resolution was duly seconded by Member and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same: .

WHEREUPON, said resolution was declared duly passed and adopted this 7th day of March, 2016.

STATE OF MINNESOTA)
)
COUNTY OF RAMSEY)
)
CITY OF SHOREVIEW)

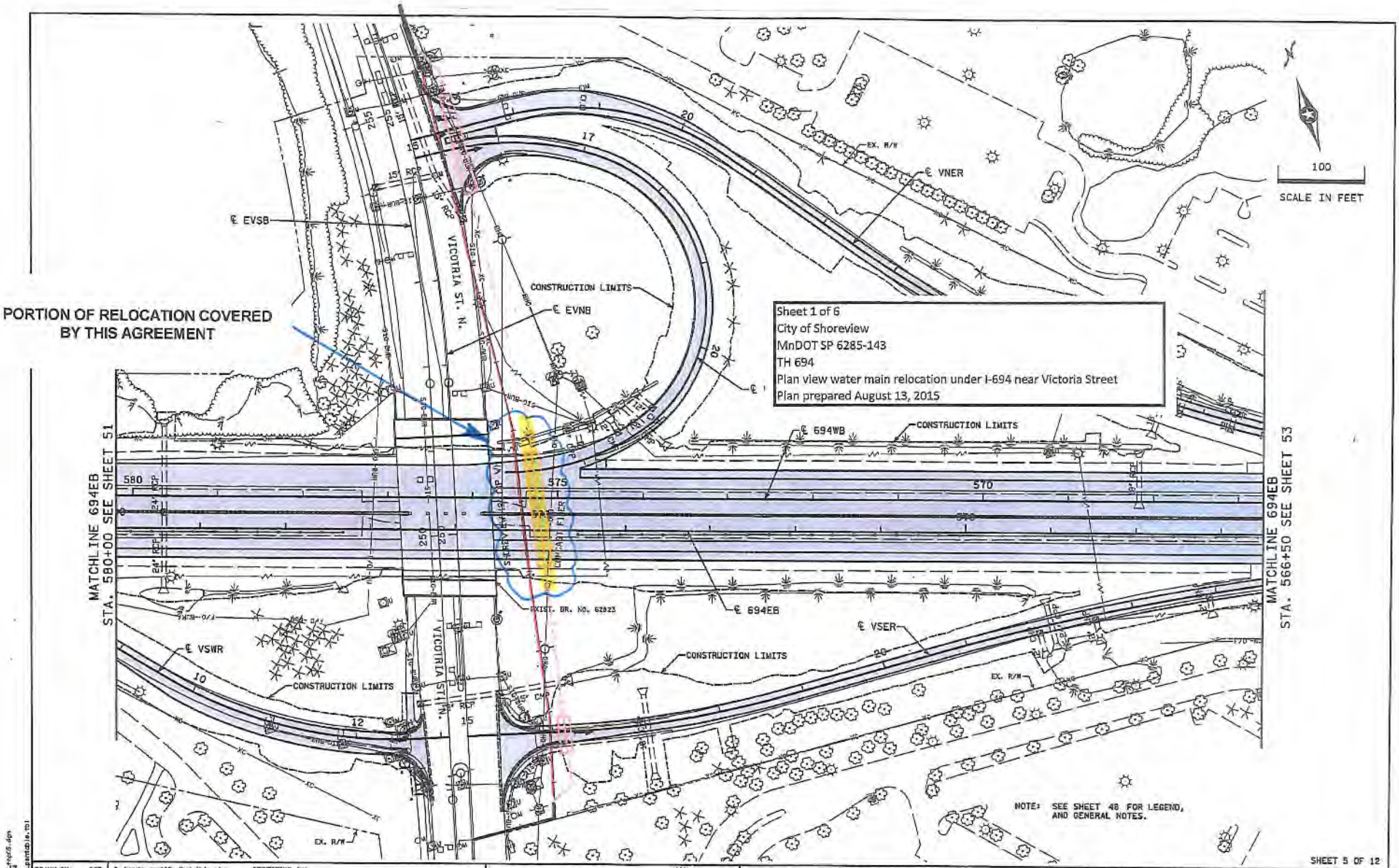
I, the undersigned, being the duly qualified and acting Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council held on the 7th day of March, 2016, with the original thereof on file in my office and the same is a full, true and complete transcript therefrom insofar as the same relates to approving plans and specifications, ordering the project and authorizing the taking of bids for City Project 15-10.

WITNESS MY HAND officially as such Manager and the corporate seal of the City of Shoreview, Minnesota, this 8th day of March, 2016.

_____
Terry Schwerm
City Manager

SEAL

VICTORIA STREET CROSSING AT I-694



DRAWN BY: DCF	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.	CERTIFIED BY:	LICENSED PROFESSIONAL ENGINEER	07/24/2015 DATE	SRF Consulting Group, Inc.	95% PLANS - FOR REVIEW ONLY	INPLACE TOPOGRAPHY AND UTILITY PLAN
DESIGNED BY: ETL		NAME: JACOB M. HORDICK	LIC. NO.	47856		STATE PROJ. NO. 6285-143 (T.H. 694)	SHEET NO. 52 OF 567 SHEETS
CHECKED BY: JHN							SHEET 5 OF 12

PUBLIC HEARING AGENDA

Purpose: VIRGINIA, DENNISON, LILAC ROAD RECONSTRUCTION CITY PROJECT 16-01

Published Time: 7:00 P.M.

Published Date: FEBRUARY 24 & MARCH 2, 2016

Affidavit of Publication: FEBRUARY 24 & MARCH 2, 2016

Review of Affidavit of Publication by City Attorney: _____

Open Public Hearing - Time: _____

Hearing Discussion

MOVED TO CLOSE PUBLIC HEARING

BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

PUBLIC HEARING AGENDA

Purpose: GRAND AVENUE ROAD RECONSTRUCTION & EXTENSION CITY PROJECT 16-02

Published Time: 7:00 P.M.

Published Date: FEBRUARY 24 & MARCH 2, 2016

Affidavit of Publication: FEBRUARY 24 & MARCH 2, 2016

Review of Affidavit of Publication by City Attorney: _____

Open Public Hearing - Time: _____

Hearing Discussion

MOVED TO CLOSE PUBLIC HEARING

BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

PROPOSED MOTION

MOVED BY COUNCILMEMBER _____

SECONDED BY COUNCILMEMBER _____

to adopt Resolution No. 16-11 directing the preparation of plans and specifications and ordering the improvements for the Virginia, Dennison, Lilac Road Reconstruction and Grand Avenue Road Reconstruction and Extension, City Projects 16-01 and 16-02.

ROLL CALL:	AYES	NAYS
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

TO: MAYOR, CITY COUNCIL AND CITY MANAGER

FROM: TOM WESOLOWSKI, CITY ENGINEER

DATE: MARCH 2, 2016

SUBJ: VIRGINIA, DENNISON, LILAC ROAD RECONSTRUCTION & GRAND AVENUE ROAD RECONSTRUCTION & EXTENSION, CITY PROJECTS 16-01 & 16-02
PUBLIC HEARING & AUTHORIZATION TO PREPARE PLANS & SPECIFICATIONS

INTRODUCTION

At its February 21, 2016 meeting, the City Council received the feasibility report and called for public hearings for the proposed improvements for the Virginia, Dennison, Lilac Road Reconstruction and Grand Avenue Road Reconstruction and Extension, City Projects 16-01 & 16-02. The projects include Virginia Avenue from Snail Lake Road to Colleen Avenue and Dawn Avenue to Dennison Avenue, Dennison Avenue from Hodgson Road to Virginia Avenue, Lilac Lane from Hodgson Road to Dennsion Avenue, and Grand Avenue from Soo Street to Janice Avenue, as shown on the attached maps.

The feasibility report outlined the existing conditions, proposed improvements, estimated project costs, and estimated assessment for the proposed reconstruction. After the public hearings, action by the City Council is required to authorize the City Engineer to prepare plans and specifications and order the proposed projects to proceed.

DISCUSSION

Virginia and Dennison Avenues, Lilac Lane, and Grand Avenue are local residential streets located in Shoreview with no curb, which is typical of the type of streets the City has been reconstructing over the last several years.

City staff hosted informational meetings for the residents located within the Grand Avenue project area on August 18, 2015 and February 10, 2016 and for the Virginia, Dennison, and Lilac project area on November 12, 2015 and February 11, 2016. Comments from the residents were positive and supportive of the proposed improvements. Residents supported the proposed road widths, the addition of concrete curb and gutter, the water and storm sewer improvements, and replacing and adding additional streetlights.

BACKGROUND

On July 20, 2015, the City Council initiated the Grand Avenue Road Reconstruction and Extension Project and on August 17, 2015, initiated the Virginia, Dennison, Lilac Road Reconstruction Project by directing the City Engineer to prepare a feasibility report describing the existing conditions and the proposed improvements. Design concepts for the reconstruction have been discussed and the proposed project has been presented to the affected properties.

The previously received feasibility report provided details of the existing condition of the project infrastructure. In summary:

- The bituminous streets have major distresses including cracking, heaving, settlement, and patches and require reconstruction.
- The project areas are served by the City's municipal water system except for four lots located on the north end of Virginia Avenue. The existing water main on Virginia, Dennison, and Lilac consists of cast iron pipe, which is relatively brittle material and prone to breaks.
- The project areas are served by the City's sanitary sewer system.
- Minor storm water collection systems that do not provide treatment are located on Virginia Avenue and Lilac Lane. Surface water runoff from the north end of Virginia Avenue and Colleen Avenue is directed to a low point on Virginia Avenue and directed through an underground pipe to a wetland located in Snail Lake Regional Park. Surface water runoff from the south end of Virginia Avenue, Dennison Avenue, and Lilac Lane is directed to a low point on Lilac Lane and directed through an underground pipe to a wetland located in Snail Lake Regional Park. Surface water runoff from Grand Avenue is directed west to the dead end where it flows overland into Lake Wabasso.
- Street lights are owned by Xcel and consist of wooden poles with cobra-head light fixtures and 100-watt high-pressure sodium bulbs.

The previously received feasibility report proposed the following improvements for the reconstruction projects:

- Reconstruction of Virginia Avenue to a 32-foot wide paved street measured from back of curb to back of curb with the pavement meeting a 7-ton design.
- Reconstruction of Dennison Avenue and Lilac Lane to a 29-foot wide paved street measured from back of curb to back of curb with the pavement meeting a 7-ton design.
- Reconstruction and extension of Grand Avenue to a 24-foot wide paved street measured from face of curb to face of curb (with no parking one side) with pavement meeting a 7-ton design. Pervious pavement will also be installed on a section of Grand Avenue.
- Installation of a surmountable style concrete curb and gutter on Virginia, Dennison, and Lilac and a barrier style curb on Grand Avenue.

- Replacing and extending the existing water main and replacing services on Virginia, Dennison, and Lilac.
- Installation of clean-outs on the existing sanitary sewer service lines at the property line.
- Installation of a storm water collection and treatment system consisting of a series of catch basins, catch basin manholes, underground collection piping, underground infiltration chambers, and pervious pavement on a section of Grand Avenue. The storm water management shall be designed to meet the requirements of the Ramsey-Washington Metro Watershed District.
- Replacement of existing street lights and installation of additional lights throughout both project areas.
- Installation of a trail from the west end of Grand Avenue to Owasso Boulevard North.

ASSESSMENTS

Assessments proposed for these proposed improvements will be administered in accordance with Minnesota Statutes, Chapter 429, the City of Shoreview Street Renewal Program Unit Assessment Policy dated March 7, 1986, and Storm Sewer Assessment Policy dated March 17, 1980.

Estimated assessments for the proposed improvements are as follows:

Virginia/Dennison/Lilac – CP #16-01

Total estimated street assessment	$ 1,584/lot
Total estimated storm sewer assessment	$ 1,120/lot(max) – depends on lot size
Total estimated water assessment*	$ 5,800/lot – 4 lots on Virginia

Total Possible Estimated Assessment (no water) $ 2,704/lot

Total Possible Estimated Assessment (with water) $ 8,504/lot

*In addition to the assessment a source & supply fee of $775.00 will be charged to each of the 4 lots for new connections to the City's water supply system.

Grand Avenue – CP #16-02

Total estimated street assessment	$ 1,600/lot
Total estimated storm sewer assessment	$ 1,120/lot(max) – depends on lot size

Total Possible Estimated Assessment $ 2,720/lot

COSTS

Detailed cost estimates for the proposed improvements were presented in the feasibility report. These costs estimates are based on construction prices experienced for similar improvements and include 25% for contingency, engineering, legal, and administrative costs.

Virginia/Dennison/Lilac – CP #16-01

Street	$ 703,000
Water Main	$ 428,000
Sanitary Sewer	$ 28,000
Storm Sewer	$ 339,000
Street Lights	$ 80,000
Total Estimated Project Cost	**$ 1,578,000**

Grand Avenue – CP #16-03

Street	$ 351,500
Water Main	$ 3,000
Sanitary Sewer	$ 1,500
Storm Sewer	$ 185,000
Street Lights	$ 40,000
Total Estimated Project Cost	**$ 594,500**
Total Combined Project Cost	**$ 2,172,500**

FINANCING

Funding sources for the proposed improvements are as follows:

Virginia/Dennison/Lilac CP #16-01

Street	
Street Renewal	$ 644,392
Assessments	$ 58,608
Water	
Water Fund	$ 405,300
Assessments	$ 23,200
Sanitary Sewer	
Sewer Fund	$ 27,500
Storm Sewer	
Municipal State Aid	$ 297,570
Assessments	$ 41,430
Street Lights	
Municipal State Aid	$ 80,000

Grand Avenue CP #16-02

Street	
Street Renewal	$ 254,500
Assessments	$ 13,600
Developer Payments	$ 83,400
Water	
Water Fund	$ 3,000
Sanitary Sewer	
Sewer Fund	$ 1,500
Storm Sewer	
Surface Water Fund	$ 149,213
Assessments	$ 10,187
Developer Payments	$ 25,600

Street Lights	
Street Light Fund	$ 34,000
Developer Payments	$ 6,000
Trail	
Community Investment Fund	$ 13,500

PROPOSED PROJECT SCHEDULE

If the project is ordered to proceed, the proposed schedule is as follows:

Council Approve Plans and Specifications	March 21, 2016
Bid Opening	April 21, 2016
Council Award Contract	May 2, 2016
Construction Start	May/June 2016
Construction Complete	September/October 2016
Assessment Hearing	September 2017

RECOMMENDATION

It is recommended that the City Council hold the public hearings and adopts Resolution No. 16-11, directing the City Engineer to prepare plans and specifications and order the proposed improvements for the Virginia, Dennison, Lilac Road Reconstruction and the Grand Avenue Road Reconstruction and Extension, City Projects 16-01 and 16-02.

EXTRACT OF MINUTES OF MEETING OF THE

CITY COUNCIL OF SHOREVIEW, MINNESOTA

HELD MARCH 7, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota, was duly called and held at the Shoreview City Hall in said City on March 7, 2016, at 7:00 p.m. The following members were present:

;

and the following members were absent

Council Member introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-11
AUTHORIZING THE PREPARATION OF PLANS AND SPECIFICATIONS
FOR THE
VIRGINIA, DENNISON, LILAC ROAD RECONSTRUCTION
AND
GRAND AVENUE ROAD RECONSTRUCTION & EXTENSION
CITY PROJECTS 16-01 & 16-02

WHEREAS, a resolution adopted by the City Council of Shoreview on February 19, 2016, fixed a date for a Council Hearing on the proposed improvements of Virginia, Dennison, Lilac and Grand Avenue by reconstructing streets, replacement of water main, repair of sanitary sewer, installing concrete curb & gutter, installing storm sewer collection and treatment, street lights, and trail segments; and

WHEREAS, the Council finds the proposed improvements necessary and cost effective; and,

WHEREAS, ten days' mailed notice of the Hearings were given, and the hearing was held thereon on the 7th day of March 2016, at which time all persons desiring to be heard were given an opportunity to be heard thereon.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SHOREVIEW, MINNESOTA,

1. That the improvements relating to the reconstruction of said streets, City Projects 16-01 & 16-02, is hereby ordered; and that the City Engineer or his assigns is hereby designated as the Engineer for this improvement. He shall prepare plans and specifications for the making of such improvements.

The motion for the adoption of the foregoing resolution was duly seconded by Member and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

WHEREUPON, said resolution was declared duly passed and adopted this 7th day of March, 2016.

STATE OF MINNESOTA)
)
COUNTY OF RAMSEY)
)
CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified and acting Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council held on the 7th day of March 2016, with the original thereof on file in my office and the same is a full, true and complete transcript therefrom insofar as the same relates to authorizing the preparation of plans and specifications for City Projects 16-01 & 16-02.

WITNESS MY HAND officially as such Manager and the corporate seal of the City of Shoreview, Minnesota, this 8th day of March 2016.

_____
Terry Schwerm
City Manager

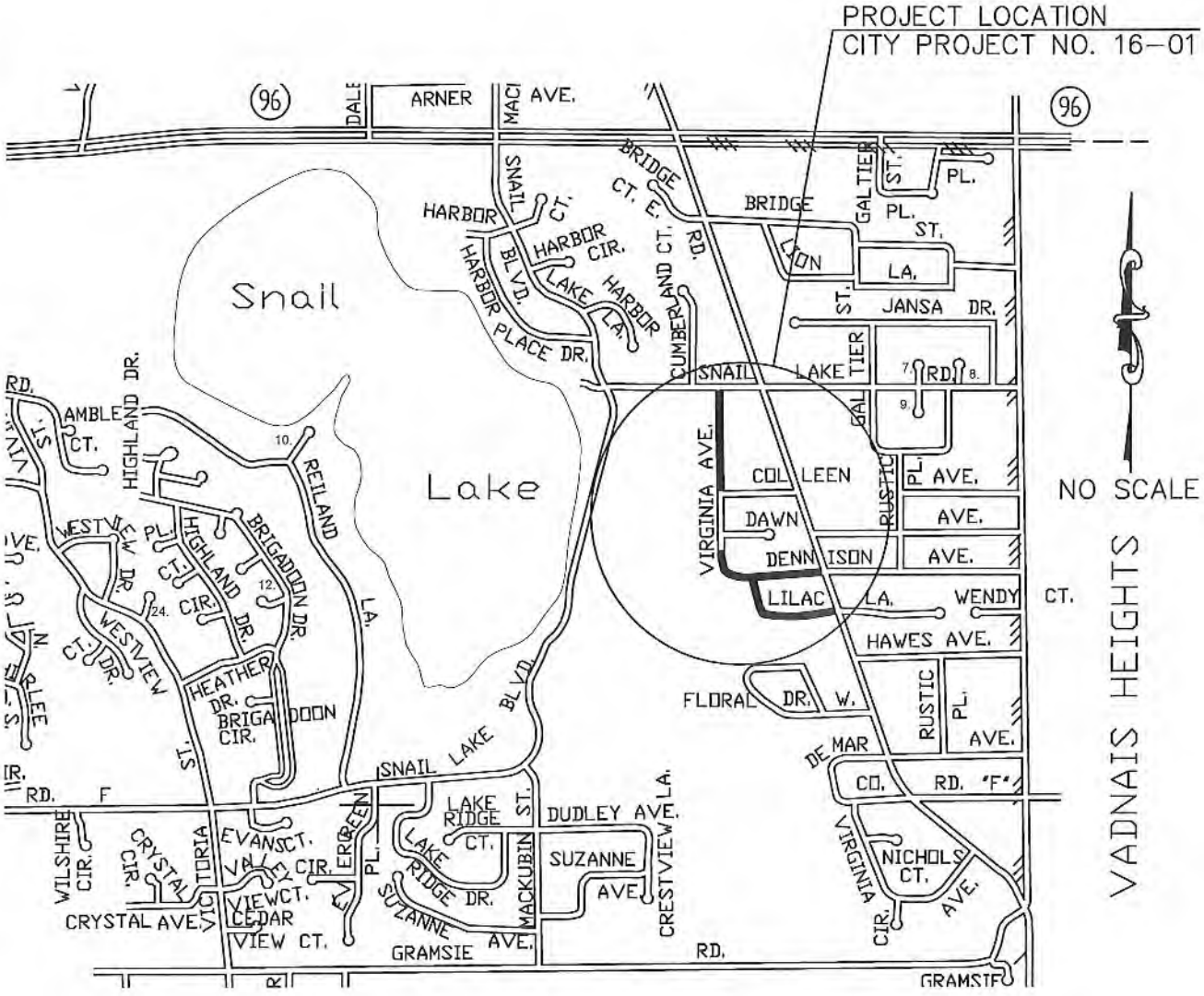
SEAL

Shoreview

CITY OF SHOREVIEW

VIRGINIA AVE. / DENNISON AVE. / LILAC LN.

RECONSTRUCTION
CITY PROJECT 16-01



LOCATION MAP

Grand Ave Reconstruction & Extension

1 inch = 110 feet

Date: 7/15/2015

Proposed Motion

MOVED BY COUNCIL MEMBER_____

SECONDED BY COUNCIL MEMBER_____

To close the public hearing in consideration of the proposed business subsidy for providing economic development assistance to Kowalski's RE-Shoreview, Inc.

VOTE:	AYES: _____	NAYS: _____
Johnson	_____	_____
Quigley	_____	_____
Springhorn	_____	_____
Wickstrom	_____	_____
Martin	_____	_____

* * * * * * * * * * *

Proposed Motion

MOVED BY COUNCIL MEMBER _____

SECONDED BY COUNCIL MEMBER_____

To adopt Resolution No. 16-16, approving a business subsidy to Kowalski's RE-Shoreview, Inc. in accordance with the terms and conditions outlined in the Development Agreement; and further authorizing the Mayor and City Manager to sign and execute said Development Agreement. The business subsidy is to support the complete renovation of the vacant Rainbow Foods property and significant private reinvestment that will bring a new Kowalski's Market and associated business operations providing jobs, tax base, and services to the community.

VOTE:	AYES: _____	NAYS: _____
Johnson	_____	_____
Quigley	_____	_____
Springhorn	_____	_____
Wickstrom	_____	_____
Martin	_____	_____

City Council Meeting
March 7, 2016

Memorandum

To: Mayor and City Council Members

Cc: City Manager

From: Tom Simonson
Assistant City Manager and Community Development Director

Date: March 3, 2016

Re: Public Hearing – Approval of Business Subsidy for Kowalski's Market Project and Authorize Execution of Development Agreement

---

Introduction

The City Council is asked to approve a business subsidy for the proposed Kowalski's Market and authorize the execution of the associated development agreement for financial assistance in support of the purchase and major renovation of the vacant Rainbow Foods property. A public hearing has been scheduled for March 7, 2016, as required by State law for a proposed business subsidy.

Background

Kowalski's RE-Shoreview, Inc. has applied for City financial assistance for the reuse and redevelopment of the former Rainbow Foods property at 441 Highway 96 West (northwest of the intersection of Highway 96 and Highway 49/Hodgson Road). The proposal involves the complete renovation of the existing building to accommodate a new Kowalski's Market, which will also include a Wine Shop, Starbucks, and Cooks of Crocus Hills store, along with all the other offerings provided in their grocery stores throughout the Twin Cities region (the Shoreview store would be the 11th Kowalski's Market to open). Kowalski's would also consolidate operations from other communities and create a new central facility for their bakery, kitchen, and catering operations. The grocery-related components would take approximately 25,000 square feet of the 68,000 square foot building, with the remainder being re-purposed for the company operations.

Additionally, the proposal will include a separate parcel in the existing parking lot area near Highway 96 that would be sized to support a 6,000 square foot freestanding retail use. The retail pad is being

marketed through the existing property owner Sidal Realty, and Kowalski's will be acquiring the remainder of the property.

Between the purchase of the property and the renovations, Kowalski's will be investing approximately $20 million for this project. Kowalski's has identified a funding gap that requires public assistance to make the project feasible, based on the sale price of the property as well as the significant renovation costs associated with updating an obsolete 20-year old "big box" building. Without the benefit of the property qualifying for a new tax increment financing district, the City explored public financing options including the possible use of tax abatement that could provide funding to support the project. Subsequently, the City and Kowalski's agreed to a financing package of assistance that utilizes existing City funds, and does not involve any tax abatements.

Another critical issue for the redevelopment project to move forward is the need for a free left-turn lane access into the site from east bound Highway 96. Kowalski's has indicated that the left-turn access is essential and a deal-breaker to the project, if not approved. A traffic analysis was prepared by the developer, and Ramsey County has given their approval of the added turn lane. As part of the financial assistance, the City has offered to pay for the cost of the left-turn lane improvements and manage the construction as a public project.

Proposed Financial Assistance

As part of the deal to attract Kowalski's Market to the community and renovate the vacant Rainbow Foods property, the City has agreed to provide a financing package totaling approximately $1.3 million to assist with the redevelopment project, pending formal approval by the City Council, as follows:

- A cash contribution of $1.1 million to Kowalski's (upon project completion) from existing tax increment development fund resources.
    - Approximately $430,000 of the remaining fund balance from TIF District No. 2, which expired as a district in 2015 and was originally created to support redevelopment of the site.
    - The remainder of the assistance in the approximate amount of $670,000 from TIF District No. 1 funds, the City's primary fund to support economic development and business expansion.

- In addition to the cash contribution, the City will also fund the left-turn lane improvements through our MSA or Street Renewal funds, which is estimated to be $150,000-$200,000.

It should be noted that a contribution from TIF District No. 1 would diminish the available fund balance (presently at $1.65 million) that has been earmarked for economic development and business assistance. The City will be receiving annual reimbursements from the Lakeview Terrace project (TIF District No. 8) from the $1 million loan from TIF District No. 1 that was provided to assist with the Owasso Street road improvements.

However, the primary benefit to this financing proposal to support the Kowalski's project is that without a new tax increment district or any future tax abatements, the significant private reinvestment of the property will create higher property value and go fully on the property tax rolls upon completion.

Attached for your review and consideration is a draft Development Agreement, outlining the terms and conditions of the City's proposed public financing assistance to Kowalski's, prepared by our tax increment development attorney Robert Deike. In addition to the financial assistance outlined in the agreement, there are a number of other terms and conditions stipulated including:

- The Developer (Kowalski's) must obtain all necessary permits for construction and complete the project before being reimbursed by the City.
- The cash contribution from the City is being provided to reimburse the Developer for costs associated with the acquisition of the property.
- Establishes job and wage goals to be met by the Developer within two years, bringing employment to the community with the redevelopment project.
- The Developer agrees to cover all City costs for legal and financial consulting services associated with this project.
- The Developer must complete construction of the building improvements by no later than March 31, 2017 (although Kowalski's anticipates a store opening by fall of 2016).

As required by State Business Subsidy Act, as well as the City's adopted Business Subsidy Policy, the City must hold a public hearing in consideration and define the reasons for the financial assistance. The proposed Development Agreement states, "the public purposes of the subsidy are to promote the development of a retail/commercial development in the City, to attract quality retail businesses to the City, to develop real property that is currently underutilized, to provide necessary infrastructure improvements to an area of the City lacking such improvements, to increase employment opportunities in the City, and to increase the tax base of the City and the State."

Recommendation

Staff believes there are significant benefits to support this project, including the proposed financial assistance. There has been strong support expressed by residents for a new grocery store, and the

interest and attraction of a high quality and well respected grocery such as Kowalski's Markets will be great re-use of a highly visible key commercial site that has been vacant for the past 18 months. Furthermore, the project will provide additional retail services and significant jobs with both the grocery market and company operations locating in the community. The City's financial participation is required to make the project feasible in order to bring Kowalski's into the community, with the public assistance coming from existing City economic development resources, and does not create a new tax increment district or require tax abatements so that it directly and immediately benefits the tax base.

The Economic Development Authority has reviewed and discussed the project over several meetings, and at their February 1st meeting voted unanimously to support and recommend City Council approval of the City's financial assistance for the Kowalski's Market project.

City staff is recommending adoption of proposed Resolution No. 16-16, approving a business subsidy to Kowalski's RE-Shoreview, Inc. in accordance with the terms and conditions outlined in the Development Agreement; and further authorizing the Mayor and City Manager to sign and execute said Development Agreement.

January 28, 2016 (version 2)

DEVELOPMENT AGREEMENT

By and Between

THE CITY OF SHOREVIEW

and

KOWALSKI'S RE-SHOREVIEW, INC.

Dated as of: _____, 2016

This document was drafted by:

BRADLEY & DEIKE, P. A.
4018 West 65th Street, Suite 100
Edina, MN 55435
Telephone: (952) 926-5337

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SCHEDULE A Description of Property
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DEVELOPMENT AGREEMENT

THIS AGREEMENT, made on or as of the ____ day of _____, 2016, by and between the City of Shoreview, Minnesota, a statutory City under the laws of the state of Minnesota (hereinafter referred to as the "City") having its principal office at 4600 Victoria Street North, Shoreview, Minnesota 55126-5817, and Kowalski's RE-Shoreview, Inc., a Minnesota corporation (hereinafter referred to as the "Developer"), having its principal office at 33 South Syndicate Street,, St. Paul, Minnesota 55105-2612.

WITNESSETH:

WHEREAS, in order to encourage the development of unused, under-used or inappropriately used areas of the City, to encourage new businesses to locate within the City and existing businesses to remain and expand in the City, to increase employment opportunities within the City and to increase the tax base of the City and State, the City has created various tax increment financing districts within the City pursuant to the Minnesota Tax Increment Financing Law, Minnesota Statutes, sections 469.174-469.1794 (the "Tax Increment Act"); and

WHEREAS, the Developer has entered into a purchase agreement under which it is entitled to purchase certain real property located in the City (which real property is referred to herein as the "Property"); and

WHEREAS, the Developer has submitted a proposal to the City pursuant to which the Developer would acquire the Property and renovate the existing vacant building located on the Property into an approximately 25,000 to 28,000 square foot grocery store and an approximately 40,000 to 43,000 square foot operations center and the City would provide certain financial assistance to defray a portion of the Developer's costs of acquiring and redeveloping the Property; and

WHEREAS, the City has created its Tax Increment Financing Districts Numbers 1 and 2 (collectively, the "Tax Increment Districts") and is willing to use tax increment from the Tax Increment Districts to assist the Developer in acquiring and redeveloping the Property; and

WHEREAS, the City is willing to provide the assistance requested by the Developer on the terms and conditions contained in this Agreement.

NOW, THEREFORE, in consideration of the premises and the mutual obligations of the parties hereto, each of them does hereby covenant and agree with the other as follows:

ARTICLE I

Definitions

Section 1.1. Definitions. In this Agreement, unless a different meaning clearly appears from the context:

"Agreement" means this Agreement, as the same may be from time to time modified, amended, or supplemented.

"Assistance" means the financial assistance to be provided by the City to the Developer pursuant to Article III of this Agreement and the cost of the road access improvements described in Section 4.4 of this Agreement.

"City" means the City of Shoreview, Minnesota, its successors and assigns.

"County" means Ramsey County, Minnesota.

"Developer" means Kowalski's RE–Shoreview, Inc., a Minnesota corporation, its successors and assigns.

"Event of Default" means an action by the Developer listed in Article IX of this Agreement.

"Improvements" means the renovation of the existing vacant building located on the Property into an approximately 25,000 to 28,000 square foot grocery store and an approximately 40,000 to 43,000 square foot operations center, and related improvements.

"Property" means the real property described on the attached Schedule A to this Agreement.

"Purchase Agreement" means the purchase agreement between the Developer and Sidal Realty Co. Limited Partnership, a Minnesota limited liability limited partnership, dated January 27, 2016, under which the Developer is entitled to purchase the Property.

"State" means the State of Minnesota.

"Tax Increment Act" means Minnesota Statutes, sections 469.174-469.1794.

"Tax Increment Districts" means the City's Tax Increment District No. 1 and Tax Increment District No. 2.

"Unavoidable Delays" means delays which are the direct result of acts of God, unforeseen adverse weather conditions, strikes, other labor troubles, fire or other casualty to the Improvements, litigation commenced by third parties which, by injunction or other similar

judicial action, directly results in delays, acts of any federal, state or local governmental unit, and which directly results in delays.

ARTICLE II

Representations

Section 2.1. Representations by the City. The City makes the following representations as the basis for the undertaking on its part herein contained:

(a) The City is a statutory city duly organized and existing under the laws of the State. Under State law, the City has the power to enter into this Agreement and to perform its obligations hereunder.

Section 2.2. Representations by the Developer. The Developer represents that:

(a) The Developer is a Minnesota corporation duly organized and authorized to transact business in the State, is not in violation of any provisions of its articles of incorporation, bylaws or the laws of the State, has power to enter into this Agreement and has duly authorized the execution, delivery and performance of this Agreement by proper action of its board of directors.

(b) Subject to Developer acquiring title to the Property, the Developer will undertake the construction of the Improvements in accordance with the terms of this Agreement and all local, state and federal laws and regulations (including, but not limited to, environmental, zoning, building code and public health laws and regulations).

(c) The Developer has received no notice or communication from any local, state or federal official that the activities of the Developer or the City on the Property may be or will be in violation of any environmental law or regulation. The Developer is aware of no facts the existence of which would cause it to be in violation of any local, state or federal environmental law, regulation or review procedure. In the event that the City is required to take any action to obtain any necessary permits or approvals with respect to the Property under any local, state or federal environmental law or regulation, the Developer will cooperate with the City in connection with such action.

(d) The Developer could not and would not proceed with the construction of the Improvements without the Assistance being provided by the City.

ARTICLE III

Assistance

Section 3.1. Development Proposal. The Property is owned by Sidal Realty Co. Limited Partnership, a Minnesota limited liability limited partnership. The Developer has entered into the Purchase Agreement under which the Developer is entitled to acquire the Property. The Developer has proposed to construct the Improvements on the Property. The Developer has represented to the City that the proposed development would not occur without certain financial and other assistance from the City to offset a portion of the cost of the development. In consideration for the Developer's agreement to construct the Improvements, the City is willing to provide the Assistance to the Developer subject to the terms and conditions set forth in this Agreement.

Section 3.2. Assistance. (a) The City is willing to provide the Assistance in the maximum amount of $1,100,000, consisting of $670,000 in tax increment from Tax Increment District No. 1 and $430,000 in tax increment from Tax Increment District No. 2, to offset the costs to be incurred by the Developer in acquiring and redeveloping the Property. The Assistance also includes the amounts spent by the City to install the road access described in Section 4.4. The City's obligation to provide the cash portion of the Assistance described above to the Developer shall be subject to satisfaction, or waiver by the City in writing, of all of the following conditions precedent:

(i) no Event of Default, and no event which with the giving of notice or the lapse of time or both would constitute an Event of Default, shall have occurred and be continuing and all representations and warranties made by the Developer herein shall continue to be true and correct as of the date of such payment;

(ii) the Developer shall have obtained all permits and approvals to undertake the construction of the Improvements;

(iii) the Developer shall have completed construction of the Improvements as described in Section 4.3; and

(iv) the Developer shall have furnished to the City evidence that it has paid the cost of acquiring the Property and that such cost equals or exceeds the Assistance.

(b) The cash portion of the Assistance will be provided by the City to reimburse the Developer for its payment of the costs of acquiring the Property.

Section 3.3. Business Subsidy Agreement. The provisions of this Section constitute the "business subsidy agreement" for the purposes of the Business Subsidy Act, Minnesota Statutes, sections 116J.993 to 116J.995.

(a) General Terms. The parties agree and represent to each other as follows:

(i) The subsidy provided to the Developer includes the Assistance paid to the Developer and the cost of the road access improvements described in Section 4.4.

(ii) The public purposes of the subsidy are to promote the development of a retail/commercial development in the City, to attract quality retail businesses to the City, to develop real property that is currently underutilized, to provide necessary infrastructure improvements to an area of the City lacking such improvements, to increase employment opportunities in the City, and to increase the tax base of the City and the State.

(iii) The goals for the subsidy are: to secure development of the Improvements on the Property, to maintain and operate such Improvements as a retail/commercial development for at least five years as described in Section 3.3(a)(vi) below, and to meet the wage and job goals described in Section 3.3(b).

(iv) If the goals described in Section 3.3(a)(iii) are not met, the Developer must make the payments to the City described in Section 3.3(c).

(v) The subsidy is needed because the purchase price necessary to purchase the Property and the costs of redeveloping the Property prevent the Developer from undertaking the Improvements without the cash portion of the Assistance. Also, the viability of the Improvements as a retail /commercial development depends on the installation of the access improvements described in Section 4.4.

(vi) The Developer must maintain the Improvements as a retail/commercial development for at least five (5) years after the date of issuance of the certificate of occupancy for the Improvements.

(vii) The Developer does not have a parent corporation.

(viii) The cash portion of the Assistance is being provided from tax increments from the City's Tax Increment Financing Districts Nos. 1 and 2, which are redevelopment tax increment districts. The cost of the access improvements described in Section 4.4 will be paid using the City's Municipal State Aid funds.

(b) Job and Wage Goals. The Developer shall, within two (2) years after date that the City issues a certificate of occupancy for the Improvements, meet the wage and job goals set forth on Schedule B to this Agreement.

(c) Remedies. If the Developer fails to meet the goals described in this Agreement the Developer shall repay to the City within ten (10) days written demand from the City: (1) a "pro rata share" of the Assistance advanced prior to the date of such repayment and (2) interest on the amount in clause 3.3(c)(1) at the implicit price deflator for government consumption expenditures and gross investment for state and local governments prepared by the bureau of economic analysis of the United States Department of Commerce for the 12 month period ending March 31 of the year prior to the year in which the payment from the Developer is due accrued from the date of the issuance of the certificate of occupancy for the Improvements to the date the

Developer makes the payment to the City required by this Section 3.3(c). The term "pro rata share" means a percentage calculated as follows:

(i) if the failure relates to the number of jobs, the jobs required less the jobs created, divided by the jobs required;

(ii) if the failure relates to wages, the number of jobs required less the number of jobs that meet the required wages, divided by the number of jobs required;

(iii) if the failure relates to maintenance of the Project as a commercial/retail facility in accordance with Section 3.3(a)(vi), 60 less the number of months of operation as a commercial/retail facility (where any month in which the commercial/retail facility is in operation for at least 15 days constitutes a month of operation), commencing on the date of the certificate of occupancy and ending with the date the commercial/retail facility ceases operation as determined by the City, divided by 60; and

(iv) if more than one of Sections 3.3(c) (i) through (iii) apply, the sum of the applicable percentages, not to exceed 100%.

Nothing in this Section shall be construed to limit the remedies of the City under Article IX hereof. In addition to the remedy described in this Section and any other remedy available to the City for failure to meet the goals stated in Section 3.3(a), the Developer agrees and understands that it may not a receive a business subsidy from the City or any grantor (as defined in the Business Subsidy Act) for a period of five years from the date of the failure or until the Developer satisfies its repayment obligation under this Section, whichever occurs first.

(d) Reports. The Developer must submit to the City a written report regarding business subsidy goals and results by no later than February 1 of each year, commencing February 1, 2017, and continuing until the later of (i) the date the goals stated in Section 3.3(a)(iii) are met; (ii) 30 days after expiration of the five-year period described in Section 3.3(a)(vi); or (iii) if the goals are not met, the date the subsidy is repaid in accordance with Section 3.3(c). The report must comply with Section 116J.994, subdivision 7 of the Business Subsidy Act. The City will provide information to the Developer regarding the required forms. If the Developer fails to timely file any report required under this Section, the City will mail the Developer a warning within one week after the required filing date. If, after 14 days of the postmarked date of the warning, the Developer fails to provide a report, the Developer must pay to the City a penalty of $100 for each subsequent day until the report is filed. The maximum aggregate penalty payable under this Section $1,000.

Section 3.4. City Costs. The Developer has deposited with the City the sum of $10,000. The City may draw upon such deposit to pay its legal, consultant and other third-party costs incurred in connection with the analysis of Developer's development proposal, the negotiation and preparation of this Agreement and related documents, and the implementation of the transactions contemplated by this Agreement. In the event that the City determines that the amounts on deposit will be insufficient to pay such costs, the City will notify the Developer and request that additional funds be deposited with the City, and the Developer will deposit such

additional funds within ten (10) days of the City's request. If after payment of all of such costs there are amounts left on deposit with the City the City will return such amounts to the Developer.

ARTICLE IV

Construction of Improvements

Section 4.1. Construction of Improvements. The Developer agrees that it will construct the Improvements on the Property in accordance with the construction and site plans approved by the City and at all times will maintain, preserve and keep the Improvements or cause the Improvements to be maintained, preserved and kept with the appurtenances and every part and parcel thereof, in good repair and condition and in accordance with all applicable laws and ordinances.

Section 4.2. Construction Plans and Site Plan.

(a) The City's willingness to provide the Assistance to the Developer is predicated upon and subject to the Developer's agreement that it will construct the Improvements and that the Improvements will be of such quality and nature as will satisfy the City's goals for the development of the Property. The Developer has submitted and the City has granted preliminary planned unit approvals for the Improvements. As of the date of this Agreement the Developer has submitted plans and the City has granted planned unit development approval for the Improvements. Nothing in this Agreement shall be deemed to relieve the Developer's obligations to comply with the requirements of the City's normal construction permitting process. All construction plans shall be in compliance with the materials submitted to and approved by the City.

(b) If the Developer desires to make any material change in any construction plans or site plan after their approval by the City, the Developer shall submit the proposed change to the City for its approval. If the Construction Plans and site plan, as modified by the proposed change, conform to the requirements of this Agreement and such changes do not materially alter the nature, quality or exterior appearance of the Improvements, the City will approve the proposed change and notify the Developer in writing of its approval. Any requested change in the Construction Plans or site plan shall, in any event, be deemed approved by the City unless rejected, in whole or in part, by written notice by the City to the Developer, setting forth in detail the reasons therefor. Such rejection shall be made within thirty (30) days after receipt of the notice of such change.

Section 4.3. Commencement and Completion of Construction. (a) The Developer agrees for itself, its successors and assigns, and every successor in interest to the Property, or any part thereof, that the Developer, and its successors and assigns, shall promptly begin and diligently prosecute to completion construction of the Improvements within the period specified in this Section 4.3 of this Agreement.

(b) Subject to Unavoidable Delays, the Developer shall commence construction of the Improvements by June 1, 2016, and complete such construction by March 31, 2017.

The Improvements will be deemed to have been completed upon the issuance of a final certificate of occupancy by the City for the Improvements.

Section 4.4. Construction of Road Access. In addition to the cash portion of the Assistance described in Article III, the City agrees that, as a portion of the Assistance, it will cause to be installed and pay for a new left turn access off of east-bound Highway 96 to the Property. Pursuant to a letter from the County dated December 2, 2015, a copy of which has been furnished to the Developer, the County has approved the location of the access, subject to the approval of plans and permits. The City will cause plans and specifications for the work to be prepared. The plans and specifications will be consistent with the plans prepared to secure the letter of approval. The City will pay the cost of the access improvements using the City's Municipal State Aid or Street Renewal funds. The City will manage the left turn lane construction as a public improvement project and will, if final approval is obtained from the County and subject to Unavoidable Delays, cause the left turn lane construction to be completed by October 1, 2016.

ARTICLE V

Insurance

Section 5.1. Insurance. The Developer will provide and maintain at all times during the process of constructing the Improvements and, from time to time at the request of the City, furnish the City with proof of payment of premiums on:

(a) Builder's risk insurance, written on the so-called "Builder's Risk -- Completed Value Basis," in an amount equal to one hundred percent (100%) of the insurable value of the Improvements at the date of completion, and with coverage available in nonreporting form on the so called "all risk" form of policy;

(b) Comprehensive general liability insurance (including operations, contingent liability, operations of subcontractors, completed operations, Broadening Endorsement including contractual liability insurance) together with an Owner's Contractor's Policy with limits against bodily injury and property damage of not less than $2,000,000 for each occurrence (to accomplish the above-required limits, an umbrella excess liability policy may be used); and

(c) Worker's compensation insurance, with statutory coverage and employer's liability protection.

The policies of insurance required pursuant to clauses (a) and (b) above shall be in form and content satisfactory to the City and shall be placed with financially sound and reputable insurers licensed to transact business in the State, the liability insurer to be rated A or better in Best's Insurance Guide. The policy of insurance delivered pursuant to clause (a) above shall contain an agreement of the insurer to give not less than thirty (30) days' advance written notice to the City in the event of cancellation of such policy or change affecting the coverage thereunder.

ARTICLE VI

Taxes

Section 6.1. Real Property Taxes. The Developer agrees that it will pay all real property taxes and installments of special assessments payable with respect to the Property and Improvements in a timely manner and prior to imposition of penalty. The City shall have the right to institute a legal action against Developer to collect such taxes in the event that the Developer fails to pay the same when due.

ARTICLE VII

Financing

Section 7.1. Financing. No later than April 15, 2016, the Developer shall submit to the City evidence, satisfactory to the City, that the Developer has obtained financing in an amount sufficient to pay the cost of acquiring the Property and constructing the Improvements, after deducting the amount of the Assistance and the Developer's equity.

Section 7.2. Limitation Upon Encumbrance of Property. Until the completion of the Improvements the Developer, shall not transfer the Property or engage in any financing or any other transaction creating any mortgage or other encumbrance or lien upon the Property, whether by express agreement or operation of law, or suffer any encumbrance or lien to be made on or attach to that portion of the Property, except for the purposes of obtaining funds only to the extent necessary for acquiring, constructing and operating the Improvements without the prior written approval of the City.

Section 7.3. Estoppels. Upon the reasonable request of the Developer and at Developer's expense, the City will provide to the Developer, or to such party as directed by the Developer, a certificate in reasonable form evidencing the effectiveness of this Agreement and, assuming the same be true, that the Developer is not in default of any of its terms.

Section 7.4. Assignment to Lender. In order to facilitate the Developer's securing of financing for the construction of the Improvements, the City agrees to permit the Developer to assign its rights to receive the cash portion of the Assistance to a lender of financing for the Improvements. The form of such assignment shall be subject to approval of the City. If requested by the lender the City will also agree to provide notice of any Event of Default hereunder to such lender and to not terminate this Agreement if such lender enters into an agreement, in a form acceptable to the City, by which the lender assumes and agrees to perform the Developer's obligations with respect to the Improvements.

ARTICLE VIII

Indemnification

Section 8.1. Release and Indemnification Covenants. (a) The Developer releases from and covenants and agrees that the City and the governing body members, officers, agents, servants and employees thereof shall not be liable for and agrees to indemnify and hold harmless the City and the governing body members, officers, agents, servants and employees thereof against any loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Improvements.

(b) Except for any willful misrepresentation or any willful or wanton misconduct or negligence of the following named parties, the Developer agrees to protect and defend the City and the governing body members, officers, agents, servants and employees thereof, now or forever, and further agrees to hold the aforesaid harmless from any claim, demand, suit, action or other proceeding whatsoever by any person or entity whatsoever arising or purportedly arising from this Agreement, or the transactions contemplated hereby or the acquisition, construction, installation, ownership, and operation of the Improvements.

(c) Except for any negligence on the part of the following named parties, the City and the governing body members, officers, agents, servants and employees thereof shall not be liable for any damage or injury to the persons or property of the company or its officers, agents, servants or employees or any other person who may be about the Property or Improvements due to any act of negligence of any person.

(d) All covenants, stipulations, promises, agreements and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements and obligations of the City and not of any governing body member, officer, agent, servant or employee of the City in the individual capacity thereof.

ARTICLE IX

Events of Default

Section 9.1. Events of Default Defined. The following shall be "Events of Default" under this Agreement and the term "Event of Default" shall mean, whenever it is used in this Agreement (unless the context otherwise provides), any one or more of the following events:

(a) Failure by the Developer to pay when due any payments required to be paid under this Agreement.

(b) Failure by the Developer to commence or complete construction the Improvements in accordance with the terms of this Agreement.

(c) Failure by Developer to observe or perform any other covenant, condition, obligation or agreement on its part to be observed or performed hereunder.

(d) The Developer does any of the following: (i) file any petition in bankruptcy or for any reorganization, arrangement, composition, readjustment, liquidation, dissolution, or similar relief under United States Bankruptcy Laws or any similar Federal or State Laws; or (ii) make an assignment for the benefit of its creditors, except as otherwise permitted in Section 7.4 of this Agreement; or (iii) admit, in writing, it inability to pay its debts generally as they become due; or (iv) be adjudicated, bankrupt or insolvent.

Section 9.2. City's Remedies on Default. Whenever any Event of Default by Developer referred to in Section 9.1 of this Agreement occurs, the City may immediately suspend its performance under this Agreement until it receives assurances from the Developer, deemed adequate by the City, that the Developer will cure its default and continue its performance under the Agreement and may take any one or more of the following actions after providing thirty (30) days written notice to the Developer of the Event of Default, but only if the Event of Default has not been cured within said thirty (30) days or, in the case of an Event of Default that cannot be reasonably cured within thirty (30) days, only if the Developer has not provided the City with reasonable assurances that the Event of Default will be cured as soon as reasonably possible:

(a) Declare the Assistance paid to the Developer immediately due and repayable by the Developer to the City, in which case the Developer shall be obligated to repay the cash portion of the Assistance that has been paid to the Developer and to reimburse the City for the costs incurred by the City as described in Section 4.4.

(b) Terminate this Agreement.

(c) Take whatever action, including legal, equitable or administrative action, which may appear necessary or desirable to the City to collect any payments due under this Agreement, or to enforce performance and observance of any obligation, agreement, or covenant of the Developer under this Agreement.

Section 9.3. No Remedy Exclusive. No remedy herein conferred upon or reserved to the City or Developer is intended to be exclusive of any other available remedy or remedies, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given under this Agreement or now or hereafter existing at law or in equity or by statute. No delay or omission to exercise any right or power accruing upon any default shall impair any such right or power or shall be construed to be a waiver thereof, but any such right and power may be exercised from time to time and as often as may be deemed expedient. In order to entitle the City or the Developer to exercise any remedy reserved to it, it shall not be necessary to give notice, other than such notice as may be required in this Article VI.

Section 9.4. No Additional Waiver Implied by One Waiver. In the event any agreement contained in this Agreement should be breached by either party and thereafter waived by the other party, such waiver shall be limited to the particular breach so waived and shall not be deemed to waive any other concurrent, previous or subsequent breach hereunder.

Section 9.5. Costs of Enforcement. Whenever any Event of Default occurs and the City shall employ attorneys or incur other expenses for the collection of payments due or to become due or for the enforcement of performance or observance of any obligation or agreement on the part of the Developer under this Agreement, the Developer agrees that it shall, within thirty (30) days of written demand by the City, pay to the City the reasonable fees of such attorneys and such other expenses so incurred by the City.

ARTICLE X

Additional Provisions

Section 10.1. Representatives Not Individually Liable. No member, official, or employee of the City shall be personally liable to the Developer, or any successor in interest, in the event of any default or breach or for any amount which may become due to Developer or successor in interest or on any obligations under the terms of this Agreement.

Section 10.2. Titles of Articles and Sections. Any titles of the several parts, Articles, and Sections of the Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 10.3. Notices and Demands. Except as otherwise expressly provided in this Agreement, a notice, demand, or other communication under the Agreement by either party to the other shall be sufficiently given or delivered if it is dispatched by registered or certified mail, postage prepaid, return receipt requested, or delivered personally; and

(a) in the case of the Developer, is addressed to or delivered personally to the Developer at 33 Syndicate Street, St. Paul, MN 55105-2612, and

(b) in the case of the City, is addressed to or delivered personally to the City at 4600 Victoria Street North, Shoreview, Minnesota 55126-5817,

or at such other address with respect to either such party as that party may, from time to time, designate in writing and forward to the other as provided in this Section.

Section 10.4. Disclaimer of Relationships. The Developer acknowledges that nothing contained in this Agreement nor any act by the City or the Developer shall be deemed or construed by the Developer or by any third person to create any relationship of third-party beneficiary, principal and agent, limited or general partner, or joint venture between the City and the Developer or any third party.

Section 10.5. Modifications. This Agreement may be modified solely through written amendments hereto executed by the Developer and the City.

Section 10.6. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall constitute one and the same instrument.

Section 10.7. Judicial Interpretation. Should any provision of this Agreement require judicial interpretation, the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent or attorney prepared the same, it being agreed that the agents and attorneys of both parties have participated in the preparation hereof.

Section 10.8 Certificate of Completion. Upon completion of the obligations contained in this Agreement to construct the Improvements the City agrees to execute a Certificate of Completion certifying that the Improvements have been completed as required by this Agreement that the Developer may record in the chain of title for the Property. The City shall use reasonable efforts to provide the Certificate of Completion as soon as practicable and will not unreasonably withhold issuance of the Certificate of Completion but the City may refuse to provide such Certificate of Completion only in the event that Developer is in material default of a material provision of this Agreement.

IN WITNESS WHEREOF, the City has caused this Agreement to be duly executed in its name and behalf and the Developer has caused this Agreement to be duly executed in its name and behalf on or as of the date first above written.

CITY OF SHOREVIEW, MINNESOTA

By _____
Its Mayor

By _____
Its City Manager

KOWALSKI'S RE-SHOREVIEW, INC

By _____
Its _____

STATE OF MINNESOTA)
)ss.
COUNTY OF RAMSEY)

The foregoing instrument was acknowledged before me this ____ day of _____, 2016, by _____ and _____, the Mayor and City Manager of the City of Shoreview, Minnesota, a statutory city under the laws of the State of Minnesota, on behalf of the City.

_____
Notary Public

STATE OF MINNESOTA)
)ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by _____, the _____ of Kowalski's RE-Shoreview, Inc., a Minnesota corporation, on behalf of the corporation.

_____
Notary Public

SCHEDULE A

Description of Property

SCHEDULE B

Wage and Job Goals

30. For each of the following wage categories, indicate the (new) job creation and/or retention **goals** stated in the agreement and the average hourly value of any employer-provided benefits **goals** for those jobs. (Full-time jobs are defined as new, permanent, non seasonal positions created subsequent to the business subsidy agreement in which employees are scheduled to work on average at least a 40 hour work week. Part-time is defined as a new job in which an employee works for the recipient at a rate less than 40 hours per week within a recipient location). Job retention is defined as jobs at a specific wage level that exist prior to the signing of the business subsidy agreement. There must be evidence that the retained jobs will be lost without business assistance or where job loss is specific and demonstrable.

Hourly Wage (excluding Benefits)	A. (New) Full-time Job Creation	B. (New) Part-time Job Creation	C. Job Retention	Total Jobs (A+B+C)	Hourly Value of Health Insurance	Hourly Value of Non-Health Insurance Benefits
No hourly wage-level goal					$	$
less than $7.00					$	$
$7.00 to $8.99					$	$
$9.00 to $10.99		18		18	$	$
$11.00 to $12.99		24		24	$	$
$13.00 to $14.99	1	28		29	$	$
$15.00 to $16.99	2	15		17	$	$
$17.00 to $18.99	6			6	$	$
$19.00 to $20.99	12			12	$	$
$21.00 to $22.99	2			2	$	$
$23.00 to $24.99	4			4	$	$
$25.00 to $26.99	1			1	$	$
$27.00 to $28.99	1			1	$	$
$29.00 to $30.99	1			1	$	$
$31.00 and higher	1			1	$	$

CITY OF SHOREVIEW
RAMSEY COUNTY
STATE OF MINNESOTA

RESOLUTION NO. 16 – 16

RESOLUTION APPROVING CONTRACT FOR PRIVATE DEVELOPMENT BETWEEN THE CITY OF SHOREVIEW AND KOWALSKI'S RE-SHOREVIEW, INC.

WHEREAS, in order to encourage the development of unused, under-used or inappropriately used areas of the City, to encourage new businesses to locate within the City and existing businesses to remain and expand in the City, to increase employment opportunities within the City and to increase the tax base of the City and State, the City has created various tax increment financing districts within the City pursuant to the Minnesota Tax Increment Financing Law, Minnesota Statutes, sections 469.174-469.1794 (the "Tax Increment Act"); and

WHEREAS, Kowalski's RE- Shoreview, Inc. ("Developer") has entered into a purchase agreement under which it is entitled to purchase certain real property located in the City; and

WHEREAS, the Kowalski's RE- Shoreview, Inc. has submitted a proposal to the City pursuant to which the Developer would acquire the Property at 441 Highway 96 and renovate the existing vacant building located on the Property into an approximately 25,000 to 28,000 square foot grocery store and an approximately 40,000 to 43,000 square foot operations center and the City would provide certain financial assistance to defray a portion of the Developer's costs of acquiring and redeveloping the Property; and

WHEREAS, the City has created its Tax Increment Financing Districts Numbers 1 and 2 (collectively, the "Tax Increment Districts") and is willing to use tax increment from the Tax Increment Districts to assist the Developer in acquiring and redeveloping the Property; and

WHEREAS, the City is willing to provide the assistance requested by the Developer on the terms and conditions contained in this Contract (the "Development Agreement").

WHEREAS, the TIF Assistance constitutes a business subsidy within the meaning of Minnesota Statutes, Section 116J.99 (the "Business Subsidy Act") and the Contract includes a "business subsidy agreement" as required under the Business Subsidy Act; and

WHEREAS, THE City has adopted a Business Subsidy Policy in May 2001 (the "Subsidy Policy"), which states the general criteria for all types of subsidies granted by the City, all as required under the Business Subsidy Act; and

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Shoreview that:

1. The City Council approves the Contract and authorizes and directs the City Manager's Office to execute the Contract.

2. The City Manager's Office is authorized to take any other actions necessary to carry out the City's obligations under the Contract, including the completion of the corresponding annual business subsidy report filed with the Minnesota Department of Employment and Economic Development

PUBLIC HEARING AGENDA
FOR 3422 CHANDLER ROAD

Purpose:	VACATION REQUEST
Published Time:	7:00 P.M.
Published Date:	FEBRUARY 10, 2016
Affidavit of Publication:	FEBRUARY 10, 2016
Affidavit of Mailing:	FEBRUARY 10, 2016
Review of Affidavits of Mailing and Publication by City Attorney:	MARCH 7, 2016
Open Public Hearing - Time:	
Hearing Discussion:	VACATION OF DRAINAGE AND UTILITY EASEMENT

CLOSE THE PUBLIC HEARING AT _____ P.M.
MOVE TO CLOSE BY COUNCILMEMBER _____
SECONDED BY COUNCILMEMBER _____

ROLL CALL:	AYE	NAY
JOHNSON	_____	_____
QUIGLEY	_____	_____
SPRINGHORN	_____	_____
WICKSTROM	_____	_____
MARTIN	_____	_____

REGULAR COUNCIL MEETING
MARCH 7, 2016

T:2015 pcf/2592-15-35 3422Chandler Zibell vacation final plat ph motion

MOTION TO APPROVE THE VACATION REQUEST

MOVED BY COUNCIL MEMBER _____

SECONDED BY COUNCIL MEMBER _____

To adopt Resolution 16-9, approving the Vacation request, submitted by the Donald and Luella Zibell, vacating the interest of the public in certain public drainage and utility easements located in the plat of Wabasso Shores, subject to the following:

1. Approval of the Final Plat, Wabasso Bay, by the City Council.
2. Resolution 16-9 approving the vacation request shall be recorded with Ramsey County prior to the City endorsing the final plat.

This approval is based on the following finding:

1. The drainage and utility easement proposed for vacation no longer serves the need of the public.

ROLL CALL:	**AYES**	**NAYS**
Johnson	_____	_____
Quigley	_____	_____
Springhorn	_____	_____
Wickstrom	_____	_____
Martin	_____	_____

Regular City Council Meeting - March 7, 2016

PROPOSED MOTION
TO APPROVE THE FINAL PLAT

MOVED BY COUNCIL MEMBER: _____

SECONDED BY COUNCIL MEMBER: _____

To authorize execution of the Site Development Agreement, and to approve the Final Plat, Wabasso Bay, submitted by Donald Zibell to subdivide the property at 3422 Chandler Road into 8 single-family residential lots, subject to the following:

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the Final Plat by the City.
2. The Final Plat shall include drainage and utility easements along the property lines and over infrastructure as required. Drainage and utility easements along roadways, and the front, and rear lot lines shall be 10' wide, and along the side lot lines these easements shall be 5' wide, and as required by the Public Works Director.
3. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City, including the submittal of the financial sureties. Said agreements shall be executed prior to the release of the Final Plat.
4. Trees on the property, which are to remain, shall be protected with construction fencing placed at the tree driplines prior to grading and excavating.
5. The landscape plan shall be revised to increase the conifers shown along the rear lot lines of Lots 6, 7, and 8 to provide screening and buffering, with approval by the City Planner prior to release of the Final Plat.
6. The existing detached garage on proposed Lot 6 may be retained for the continued personal use of the applicant for a period of 16 (sixteen) months from the date of approval, provided Lots 5 and 6 remain in common ownership. This retention period will expire September 6, 2017. A cash surety shall be deposited with the City to insure removal of the detached garage, and retention is subject to terms specified in the Development Agreement.
7. Site work shall not commence prior to the applicant obtaining the required Ramsey Washington Metro Watershed District approval and permit.

This approval is based on the following findings of fact:

1. The proposal supports the policies in the City's Comprehensive Plan relating to land use and housing.
2. The subdivision complies with the City's development code standards for plats and single-family residential development.

3. The proposed low density residential use will not adversely impact the planned land use of the surrounding property.
4. The Final Plat is consistent with the previous Preliminary Plat approval.

ROLL CALL:	**AYES** _____	**NAYS** _____
Johnson	_____	_____
Quigley	_____	_____
Springhorn	_____	_____
Wickstrom	_____	_____
Martin	_____	_____

Regular City Council Meeting – March 7, 2016

TO: Mayor, City Council and City Manager

FROM: Rob Warwick, Senior Planner

DATE: March 3, 2016

SUBJECT: File 2592-15-35 Vacation and Final Plat – Donald Zibell, 3422 Chandler Road

Introduction
In June of 2015, Donald Zibell received Preliminary Plat approval to subdivide and develop the property at 3422 Chandler Road into 8 lots for single-family detached homes. In October of 2015, the Council commenced review of the Final Plat, tabled the application to provide time to finalize terms of the Site Development Agreement, and extended the review period from 60- to 120-days. At the January 19, 2016 meeting, the Council approved the applicant's request to further extend the review period to 180-days. Final Plans have been prepared and submitted for review, and the Development Agreements finalized for approval by the City Council.

Project Summary
The property has an area of 3.6 acres and is located between the west shoreline of Lake Wabasso and Chandler Road. Existing site improvements include a single-family home and accessory structures with driveway access off Chandler Road.

The development plan identifies construction of a new public road to provide access to the single-family residential lots. Stormwater will be managed through an infiltration basin located on Lot 4, which will be a standard riparian lot. The existing dwelling and associated improvements will be retained on Lot 5, also a standard riparian lot.

Final Plat
The final plat, Zibell Addition, dedicates the property needed for the new public road and the required easements over drainage and utility infrastructure as well as along parcel boundaries, all as required by City Code. The parcels are consistent with the preliminary plat. The Council may recall that the Planning Commission approved variances for lot depth for Lots 6, 7, and 8, which are Key Lots, and that the structures on these lots must have a minimum 40-foot setback from the rear (south) property line. Conifer trees are shown along the south lot line of the development to provide screening. In response to staff comments the applicant has agree to install a double row of conifers, and will submit a revised landscape plan for staff approval prior to commencing site work.

The proposed plans have been reviewed by the City Engineer, who found the plans to be in compliance with City requirements and the conditions of the prior approval for the development.

The applicant has requested that the existing detached garage on proposed Lot 6 remains for his personal use. Staff believes it is reasonable to allow this for a period of 16 months, provided Lots 5 and 6 remain in common ownership. A provision of the Development Agreement addresses the terms of retention and date for removal.

Vacation
The applicant has also requested vacation of public drainage and utility easements that were dedicated along the lot lines of Outlots A and B, Wabasso Shores in 1986. These easements were required for

that prior plat, but with the new plat the old easements will be located fully within proposed Lot 4 and so are no longer needed for a public purpose. Vacating the easements will cure these encumbrances on Lot 4. The applicants are the sole affected property owners, as the easements do not adjoin any other property.

Recommendation

Staff recommends the Council hold the Public Hearing on the vacation and take public testimony. Staff has reviewed the applications and plans and found them to comply with the previous approvals. Staff recommends the Council adopt Resolution 16-9, approving the vacation request, approve the Final Plat, and authorize execution of the Development Agreements, subject to the following conditions.

Vacation

1. Approval of the Final Plat, Wabasso Bay, by the City Council.
2. Resolution 16-9 approving the vacation request shall be recorded with Ramsey County prior to the City endorsing the final plat.

Final Plat

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the Final Plat by the City.
2. The Final Plat shall include drainage and utility easements along the property lines and over infrastructure as required. Drainage and utility easements along roadways, and the front, and rear lot lines shall be 10' wide, and along the side lot lines these easements shall be 5' wide, and as required by the Public Works Director.
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7. Site work shall not commence prior to the applicant obtaining the required Ramsey Washington Metro Watershed District approval and permit.

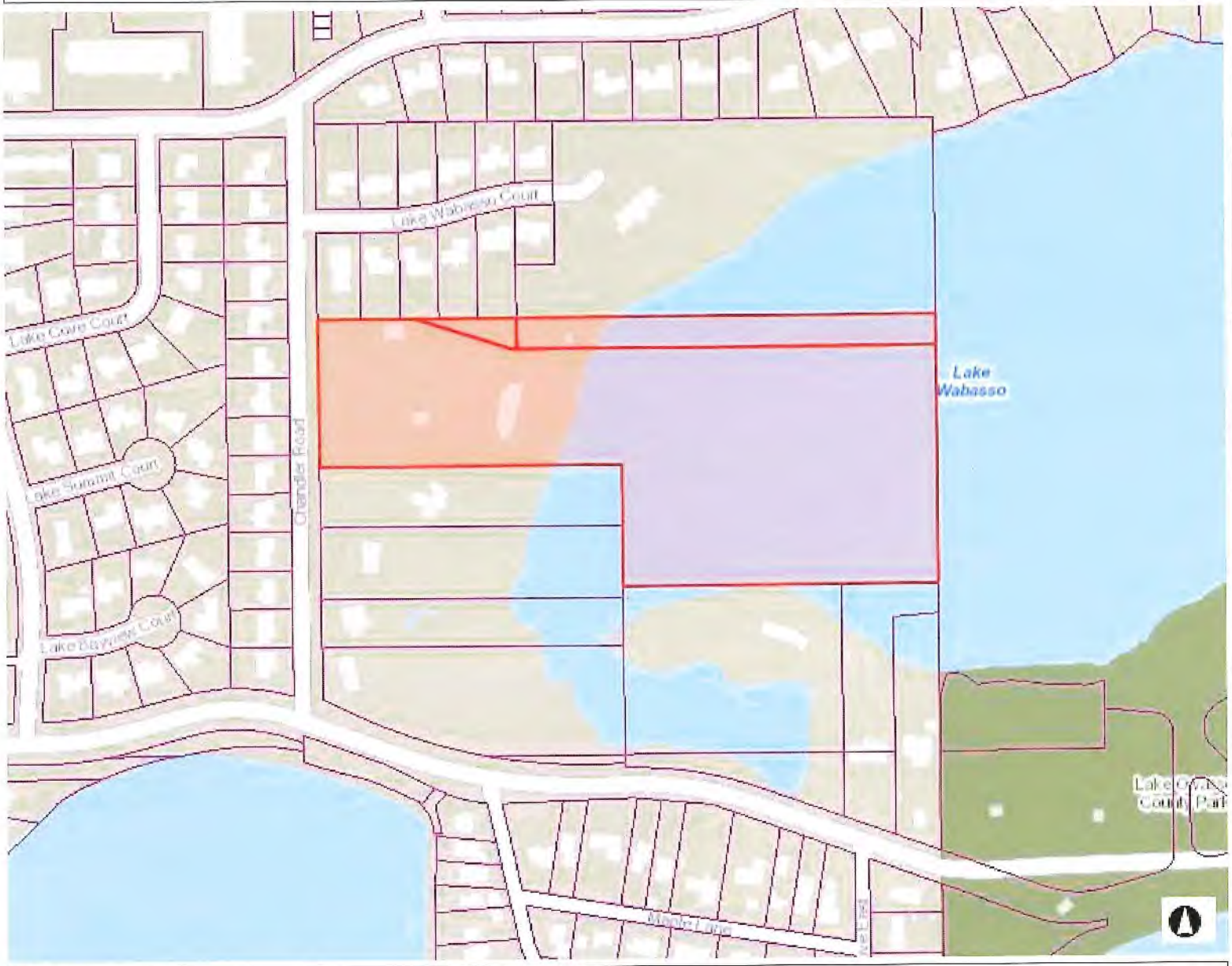
Attachments:

1. Location Map
2. Submitted Statement and Plans
3. Site Development Agreement
4. Resolution 16-9
5. Motion

T:/pcf2015/2592-15-35/zibell final plat and vacation, 3422 chandler road/ccreportMAR

MapRamsey

3422 Chandler Road



Legend

- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- 2 Recreational Centers
- Parcel Points
- Parcel Boundaries
- Airports

Notes

Enter Map Description

600.0 0 300.00 600.0 Feet

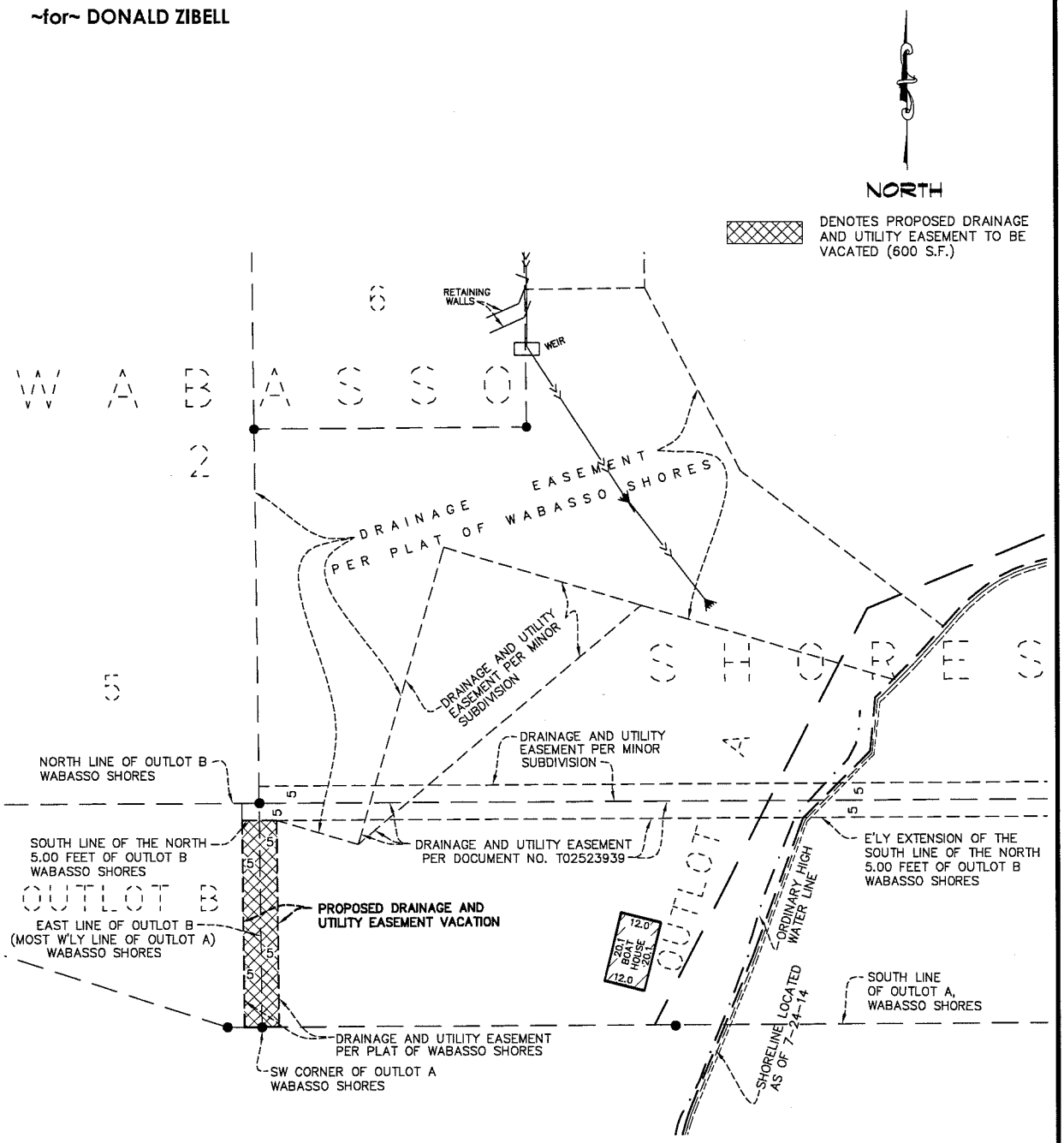
NAD_1983_HARN_Adj_MN_Ramsey_Feet

© Ramsey County Enterprise GIS Division

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

SKETCH AND DESCRIPTION

~for~ DONALD ZIBELL



PROPOSED DRAINAGE AND UTILITY EASEMENT VACATION DESCRIPTION

That part of the drainage and utility easement as dedicated on Outlots A and B, WABASSO SHORES, Ramsey County, Minnesota, described as follows:

That part of the most westerly 5.00 feet of said Outlot A and the east 5.00 feet said Outlot B, all of which lies south of the north 5.00 feet of said Outlot B and its extension.

Location: Shoreview

Scale 1"= 30'	Drawn By: JEN	Project Manager: JER	Job No.: 14422PP
o Denotes Iron Set	• Denotes Iron Found	Bearings shown are on County datum.	

I hereby certify that this plan, survey or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota. Dated this 3rd day of February, 2016.

License No. 41578

E. G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701
www.egrud.com

February 3, 2016

PROPOSED DRAINAGE AND UTILITY EASEMENT VACATION DESCRIPTION

That part of the drainage and utility easement as dedicated on Outlots A and B, WABASSO SHORES, Ramsey County, Minnesota, described as follows:

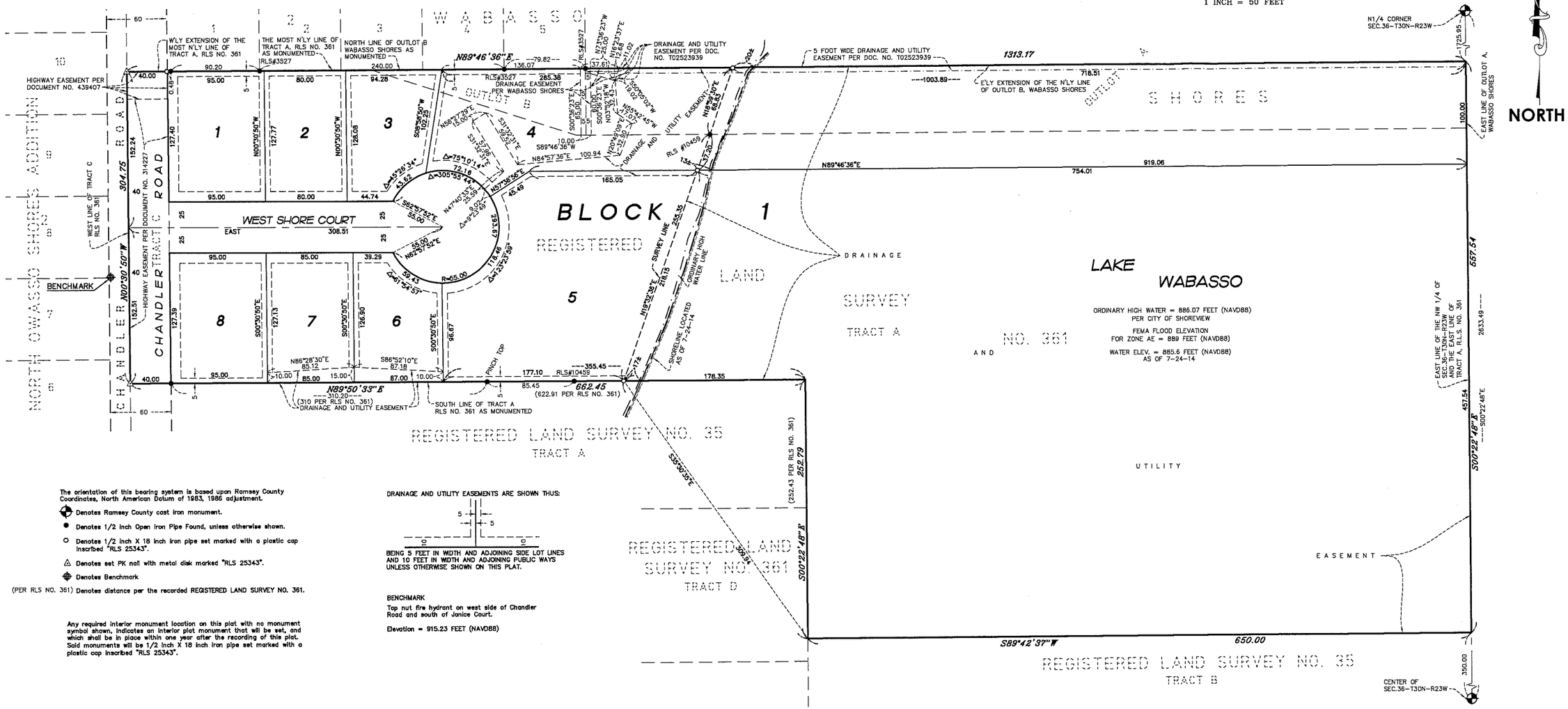
That part of the most westerly 5.00 feet of said Outlot A and the east 5.00 feet said Outlot B, all of which lies south of the north 5.00 feet of said Outlot B and its extension.

PRELIMINARY COPY
UNRECORDED AS OF 12-11-15

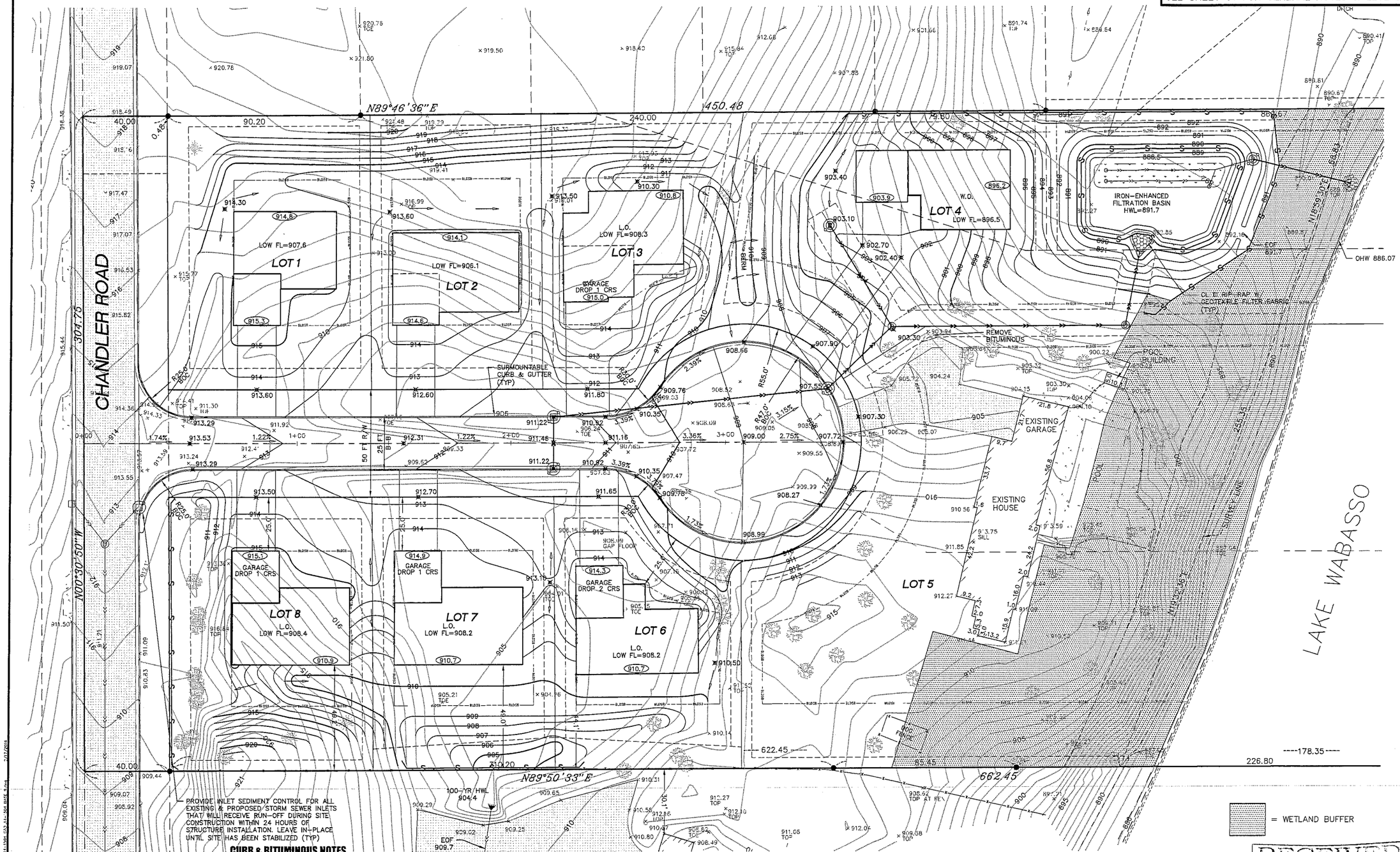
E. G. RUD & SONS, INC.
EST. 1977 Professional Land Surveyors

WABASSO BAY

GRAPHIC SCALE IN FEET
50 0 25 50 100 200
1 INCH = 50 FEET


NORTH
WABASSO
NORTH WABASSO SHORES ADDITION
CHANDLER ROAD
CHANDLER TRACT C
WEST SHORE COURT
EAST
BLOCK 1
REGISTERED LAND SURVEY NO. 361
TRACT A
LAKE WABASSO
ORDINARY HIGH WATER = 886.07 FEET (NAVD88)
PER CITY OF SHOREVIEW
FEMA FLOOD ELEVATION
FOR ZONE AE = 889 FEET (NAVD88)
WATER ELEV. = 885.6 FEET (NAVD88)
AS OF 7-24-14
OUTLOT B
OUTLOT A
WABASSO SHORES
BENCHMARK
HIGHWAY EASEMENT PER DOCUMENT NO. 439407
HIGHWAY EASEMENT PER DOCUMENT NO. 314227
WEST LINE OF TRACT C RLS NO. 361
W'LY EXTENSION OF THE MOST N'LY LINE OF TRACT A, RLS NO. 361
THE MOST N'LY LINE OF TRACT A, RLS NO. 361 AS MONUMENTED
NORTH LINE OF OUTLOT B WABASSO SHORES AS MONUMENTED
DRAINAGE AND UTILITY EASEMENT PER DOC. NO. T02523939
5 FOOT WIDE DRAINAGE AND UTILITY EASEMENT PER DOC. NO. T02523939
E'LY EXTENSION OF THE N'LY LINE OF OUTLOT B, WABASSO SHORES
N1/4 CORNER SEC.36-T30N-R23W
EAST LINE OF OUTLOT A, WABASSO SHORES
EAST LINE OF THE NW 1/4 OF SEC.36-T30N-R23W AND THE EAST LINE OF TRACT A, R.L.S. NO. 361
SURVEY LINE
ORDINARY HIGH WATER LINE
SHORELINE LOCATED AS OF 7-24-14
DRAINAGE AND UTILITY EASEMENT
SOUTH LINE OF TRACT A RLS NO. 361 AS MONUMENTED
PINCH TOP
REGISTERED LAND SURVEY NO. 35
TRACT A
REGISTERED LAND SURVEY NO. 361
TRACT B
EASEMENT
CENTER OF SEC.36-T30N-R23W
N89°46'36"E 136.07
285.38
N89°50'33"E 310.20
662.45
(622.91 PER RLS NO. 361)
1313.17
1003.89
716.51
754.01
919.06
165.05
S89°42'37"W 650.00
S00°22'48"E 252.79
(252.43 PER RLS NO. 361)
657.54
2633.49
457.54
350.00
304.75
308.51
355.45
178.35
177.10
85.45
87.00
95.00
80.00
94.28
90.20
240.00
79.82
136.07
127.40
127.77
126.08
127.39
127.13
126.90
96.67
102.22
72.18
43.62
45.49
55.00
58.43
118.46
293.67
255.35
218.13
100.00
100.84
37.20
68.83
65.00
100.09
102.45
152.24
152.51
308.51
310.20
(310 PER RLS NO. 361)
DRAINAGE AND UTILITY EASEMENT
RLS#3527
RLS #10459
RLS#10459
N00°30'50"W
N89°46'36"E
S00°30'50"E
S89°46'36"W
N84°57'36"E
N57°38'56"E
S62°57'52"E
N62°57'52"E
N86°28'30"E 85.12
S86°52'10"E 87.18
N19°52'36"E
S39°30'35"E
S00°22'48"E
S89°42'37"W
R=55.00
Δ=305°55'47"
Δ=45°36'34"
Δ=75°10'14"
Δ=61°34'57"
Δ=12°32'55"
S08°58'50"W
S37°32'39"E
S00°36'23"E
N73°36'23"W
N20°09'09"E
N55°52'45"W
S00°08'02"W
N19°52'36"E
S00°08'02"W
N00°30'50"W
S00°30'50"E
S00°30'50"E
S00°30'50"E

SEE SHEET C1 FOR GENERAL NOTES & LEGEND



CURB & BITUMINOUS NOTES

REMOVAL AND DISPOSAL OF EXISTING STREET MATERIALS AS REQUIRED FOR CONSTRUCTION IS CONSIDERED INCIDENTAL.

SAW-CUT EXISTING BITUMINOUS AND CONCRETE CURB TO PROVIDE BUTT-JOINT.

RESTORE DISTURBED STREET TO EXISTING OR BETTER SECTION.

BACKFILLING OF CURB IS INCIDENTAL TO CURB INSTALLATION.

FOUR INCHES OF CLASS 5 UNDER CURB IS INCIDENTAL TO CURB INSTALLATION.

CURB ENDS SHALL TERMINATE IN A THREE-FOOT BEAVER TAIL.

SAW-CUT AND SEAL CONTROL JOINTS IN BITUMINOUS PER MNDOT SPECIAL PROVISIONS 2331.603.

BMP NOTES

CONTRACTOR SHALL PROVIDE APPROPRIATE CONSTRUCTION SEQUENCING, PROVIDE MEASURES TO PREVENT COMPACTION DURING CONSTRUCTION, KEEP THE SYSTEM OFFLINE UNTIL CONSTRUCTION IS COMPLETE, AND PROVIDE NECESSARY EROSION CONTROL MEASURES UNTIL ADJACENT AREAS HAVE BEEN STABILIZED.

CONTRACTOR SHALL NOTIFY DISTRICT STAFF AT LEAST 48 HOURS PRIOR TO THE CONSTRUCTION OF THE VOLUME REDUCTION BMPS IN ORDER TO PROVIDE FOR DISTRICT CONSTRUCTION OBSERVATION. FAILURE TO NOTIFY THE DISTRICT PRIOR TO BMP INSTALLATION MAY RESULT IN THE REMOVAL OF WORK COMPLETED. CONTACT NICOLE SODERHOLM AT 651-792-7976.

CONTRACTOR SHALL CONTACT NICOLE SODERHOLM, DISTRICT INSPECTOR, AT 651-792-7976 PRIOR TO BEGINNING CONSTRUCTION.

Know what's below. Call before you dig.

RECEIVED
FEB 19 2016

GRADING, DRAINAGE & EROSION CONTROL PLAN
ZIBELL SUBDIVISION

DRAWN BY:	DESIGN BY:
C.M.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	14-1504

ORIGINAL DATE: MARCH 23, 2015

DATE	REVISION DESCRIPTION
04.14.2015	REVISED BASIN
05.08.2015	CITY COMMENTS
06.10.2015	RWMWD SUBMITTAL
08.26.2015	LOWER STREET GRADES & PAD ELEVS.
08.28.2015	REVISED BASIN/CITY COMMENTS
01.27.2016	REVISE BASIN; RAISE STREET GRADES; ADD SVCS
02.18.2016	REVISE LOT 3 PAD & GRADING

I hereby certify that this plan 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.

CHARLES W. PLOWE LIC. NO. 18227

DATE: 02.18.2016

ZIBELL SUBDIVISION
SHOREVIEW, MINNESOTA
GRADING, DRAINAGE & EROSION CONTROL PLAN

PREPARED FOR:
DON ZIBELL

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH
0 10 20
1 INCH = 20 FEET

C2

SEE SHEET C1 FOR GENERAL NOTES & LEGEND

CHANDLER ROAD

N89°46'36"E 450.48

40.00 | 90.20 | 240.00 | 79.80 | 862.67

304.75

0.48

10"VCP @ 0.28%

N00°30'50"W

EX. SAN MH RE 913.59 IE 895.03*

EX. SAN MH 1.7 RE 911.86 IE 894.22*

EX. STM MH 14-4 RE 912.73 IE 906.00*

EX. CB RE 911.58 IE 907.58

EX. CB RE 912.53 IE 907.59

10"PVC

15"RCP

8"PVC

6"DIP CL 53

6" DIP WATERMAIN

268 L.F. 8" PVC SDR-35 @ 0.40%

CONNECT TO EXISTING 6" WATERMAIN STUB W/ 6" GATE VALVE (FIELD VERIFY LOCATION)

CONNECT TO EXIST. 8" PVC SANITARY SEWER STUB (EX INV 895.29 - FIELD VERIFY)

1" WATER & CURB STOP (TYP)

4" SAN @ 2% W/ C/O (TYP)

LOT 1
LOW FL=907.6
914.8
915.3

LOT 2
LOW FL=906.1
914.1
914.6

LOT 3
L.O.
LOW FL=908.3
910.8
GARAGE DROP 1 CRS
915.0

LOT 4
LOW FL=896.5
W.O.
896.2
903.9

LOT 5

LOT 6
L.O.
LOW FL=908.2
914.3
910.7
GARAGE DROP 2 CRS

LOT 7
L.O.
LOW FL=908.2
914.9
910.7
GARAGE DROP 1 CRS

LOT 8
L.O.
LOW FL=908.4
915.1
910.9
GARAGE DROP 1 CRS

CBMH #2 (48"ø)
RE 909.20
IE 904.70

CB #1 (2X3)
RE 909.20
IE 905.20

CB #5 (27"ø)
RE 903.10
IE 900.10

MH #4 (48"ø)
RE 903.30
IE 899.80-NW
IE 899.80-SW
IE 897.50-E

MH #6 (48"ø)
RE 896.60
IE 891.80-W
IE 889.70-N
SUMP 886.70

CBMH #3 (48"ø)
RE 907.45
IE 902.75

PROP SAN MH
RE 908.97
IE 896.36

INSTALL HYDRANT & VALVE

24'-12" RCP @ 2.08%

128'-15" HDPE @ 1.52%

41'-15" HDPE @ 7.20%

109'-15" HDPE @ 5.23%

55'-12" HDPE @ 0.55%

35'-18" HDPE @ 0.57%

47'-12" RCP @ 0.43%

CLEAN-OUT (TYP)

6" DRAINTILE (TYP) INV 887.00

OUTLET STRUCTURE RIM 891.70 INV 887.00-6" INV 887.00-12" (ALSO SEE DETAIL)

PRETREATMENT CELL

18" APRON IE 889.50

12" APRON IE 886.80

6 C.Y. CLASS III RIP-RAP W/ GEOTEXTILE FABRIC

POOL BUILDING

EXISTING GARAGE

EXISTING HOUSE

POOL

LAKE WABASSO

N89°50'33"E 662.45

40.00 | 310.20 | 85.45 | 226.80 | 622.45

EXIST. 12" APRON IE 903.20

EXIST. 60± LF 12" CMP

EXIST. 12" APRON IE 902.62

RECEIVED
FEB 19 2016
BY:

* EXISTING SANITARY SEWER INVERT ELEVATIONS FROM AS-BUILT PLANS. NOT FIELD VERIFIED.

811 Know what's below. Call before you dig.

WATER MAIN NOTES

EXISTING WATER MAIN LOCATION AND SIZE SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.

PROVIDE PIPE INSULATION WHERE SEWER (SANITARY OR STORM) CROSSES WITHIN 18" OF WATER MAIN.

PROPOSED WATER MAIN SHALL BE 6" DIP CLASS 53 AND 1" COPPER TYPE K.

MECHANICAL JOINTS SHALL BE USED FOR WATER MAIN PIPES 4" IN DIAMETER AND LARGER. RUBBER GASKETS SHALL CONFORM TO AWWA C111 (ANSI A21.11).

MAINTAIN MINIMUM 7.5-FT COVER TO TOP OF ALL WATER MAIN PIPE.

STORM SEWER NOTES

FIELD VERIFY SIZE, ELEVATION, AND LOCATION OF EXISTING STORM SEWER AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.

WHEN CALLED OUT AS PIPE, STORM SEWER SHALL BE REINFORCED CONCRETE PIPE (RCP) ANSI C76 WITH R-4 GASKETS OR, IF ALLOWED BY CITY, HDPE PIPE MAY BE USED. (SEE PLAN FOR LOCATIONS WHERE RCP IS REQUIRED.) HDPE PIPE SHALL MEET THE REQUIREMENTS OF AASHTO M294, TYPE S WITH WATERTIGHT CONNECTIONS. USE SAND/GRANULAR MATERIAL FOR BACKFILLING AND COMPACTION OF HDPE/PVC PIPE IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM 2321.

STORM SEWER LENGTHS INCLUDE THE LAYING LENGTH OF THE FLARED-END SECTION. LAYING LENGTH OF APRON TO BE DEDUCTED FROM PAYMENT LENGTH OF PIPE.

ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF THE BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MINNESOTA RULES, PART 4715.2820.

STORM SEWER PIPES TO BE JOINED TO THE CATCH BASIN MANHOLES W/ APPROVED RESILIENT RUBBER JOINTS TO MAKE THEM GASTIGHT OR WATERTIGHT. CEMENT MORTAR JOINTS ARE PERMITTED ONLY FOR REPAIRS AND CONNECTIONS OF EXISTING LINES CONSTRUCTED WITH SUCH JOINTS.

SANITARY SEWER NOTES

EXISTING SANITARY SEWER LOCATION, SIZE, AND ELEVATION SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATIONS.

PROPOSED SANITARY SEWER SHALL BE PVC SDR 35.

PROPOSED SANITARY SEWER SERVICES SHALL BE 4" PVC SCHEDULE 40.

CLEANOUTS SHALL BE INSTALLED ON SANITARY SEWER SERVICES AT PROPERTY LINE.

UTILITY PLAN
ZIBELL SUBDIVISION

DRAWN BY: C.M. | DESIGN BY: C.W.P.
CHCKD BY: C.W.P. | PROJ. NO. 14-1504
ORIGINAL DATE: MARCH 23, 2015

DATE	REVISION DESCRIPTION
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I hereby certify that this plan 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.

CHARLES W. PLOWE
DATE: 02.18.2016 LIC. NO. 16227

ZIBELL SUBDIVISION
SHOREVIEW, MINNESOTA
UTILITY PLAN

PREPARED FOR:
DON ZIBELL

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

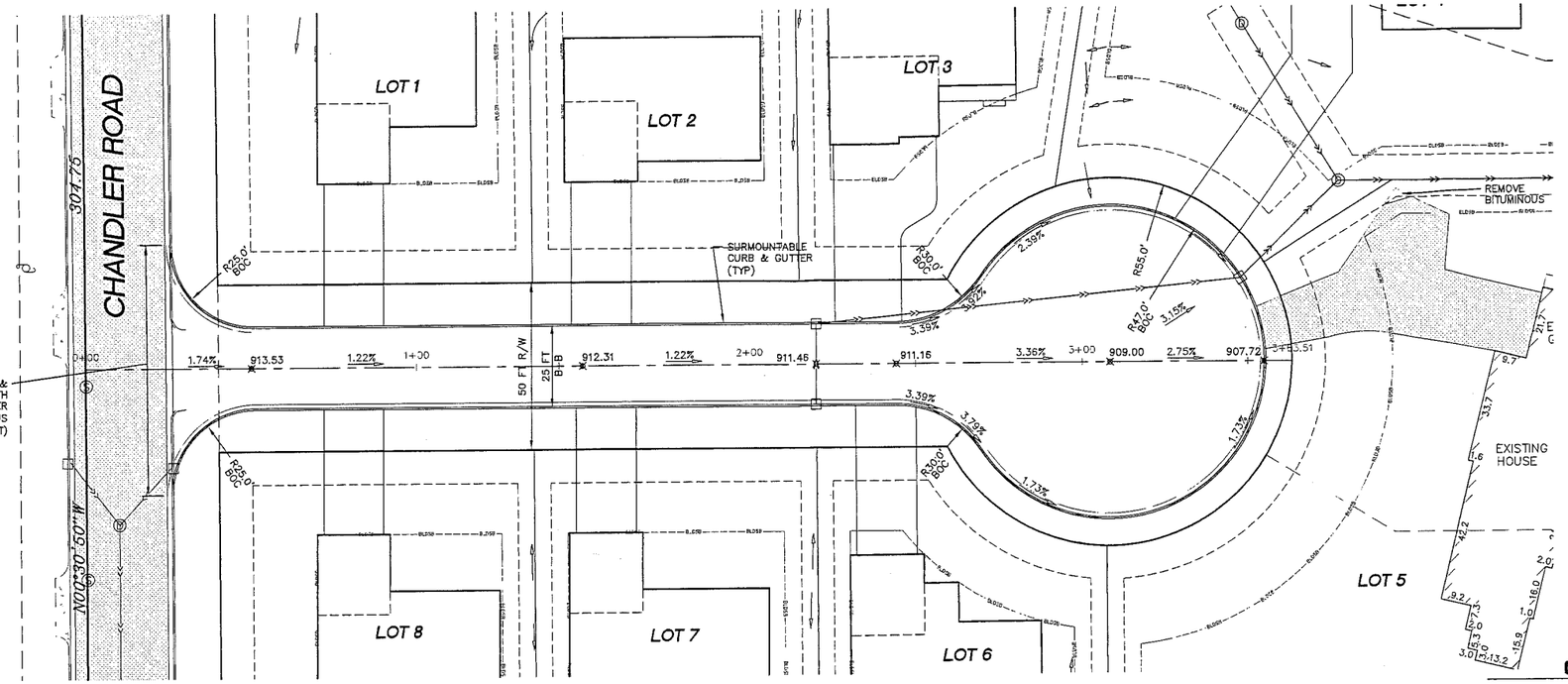
NORTH
0 10 20
1 INCH = 20 FEET

C3

2/17/2016

SEE SHEET C1 FOR GENERAL NOTES & LEGEND

811 Know what's below. Call before you dig.



NORTH

VERTICAL

HORIZONTAL

CURB & BITUMINOUS NOTES

REMOVAL AND DISPOSAL OF EXISTING STREET MATERIALS AS REQUIRED FOR CONSTRUCTION IS CONSIDERED INCIDENTAL.

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RESTORE DISTURBED STREET TO EXISTING OR BETTER SECTION.

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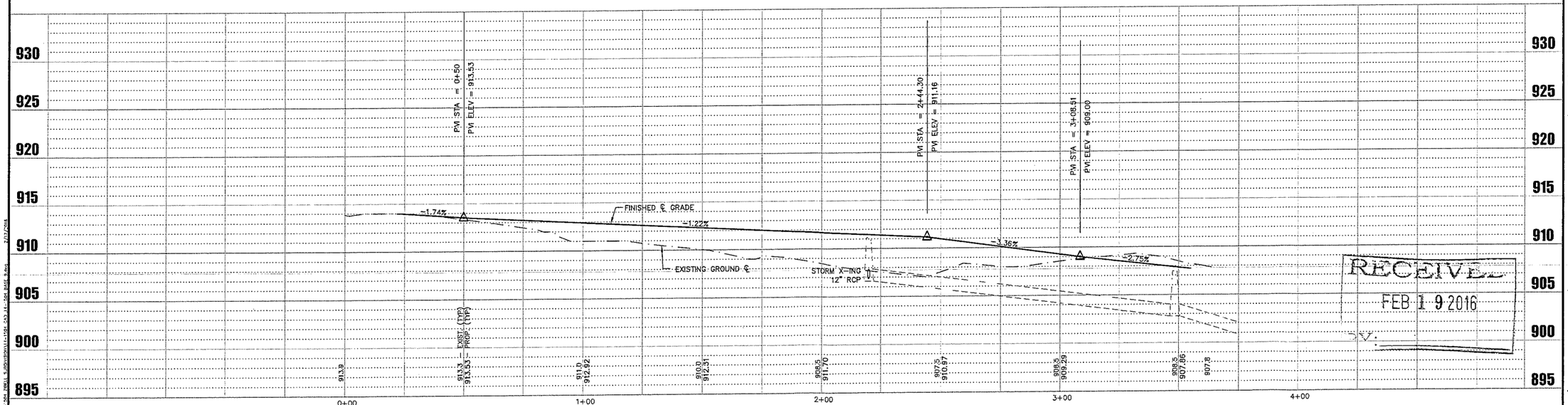
FOUR INCHES OF CLASS 5 UNDER CURB IS INCIDENTAL TO CURB INSTALLATION.

CURB ENDS SHALL TERMINATE IN A THREE-FOOT BEAVER TAIL.

SAW-CUT AND SEAL CONTROL JOINTS IN BITUMINOUS PER MNDOT SPECIAL PROVISIONS 2331.603.



RECEIVED
FEB 19 2016
BY:

DRAWN BY: C.M.	DESIGN BY: C.W.P.
CHCKD BY: C.W.P.	PROJ. NO. 14-1504

ORIGINAL DATE: JUNE 18, 2015

DATE	REVISION DESCRIPTION
08.26.2015	LOWER STREET GRADES & PAD ELEVS.
08.28.2015	CITY COMMENTS
01.27.2016	RAISE STREET GRADES; REVISE STORM SEWER

I hereby certify that this plan 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.

CHARLES W. PLOWE LIC. NO. 18227

DATE: 01.27.2016

ZIBELL SUBDIVISION

SHOREVIEW, MINNESOTA

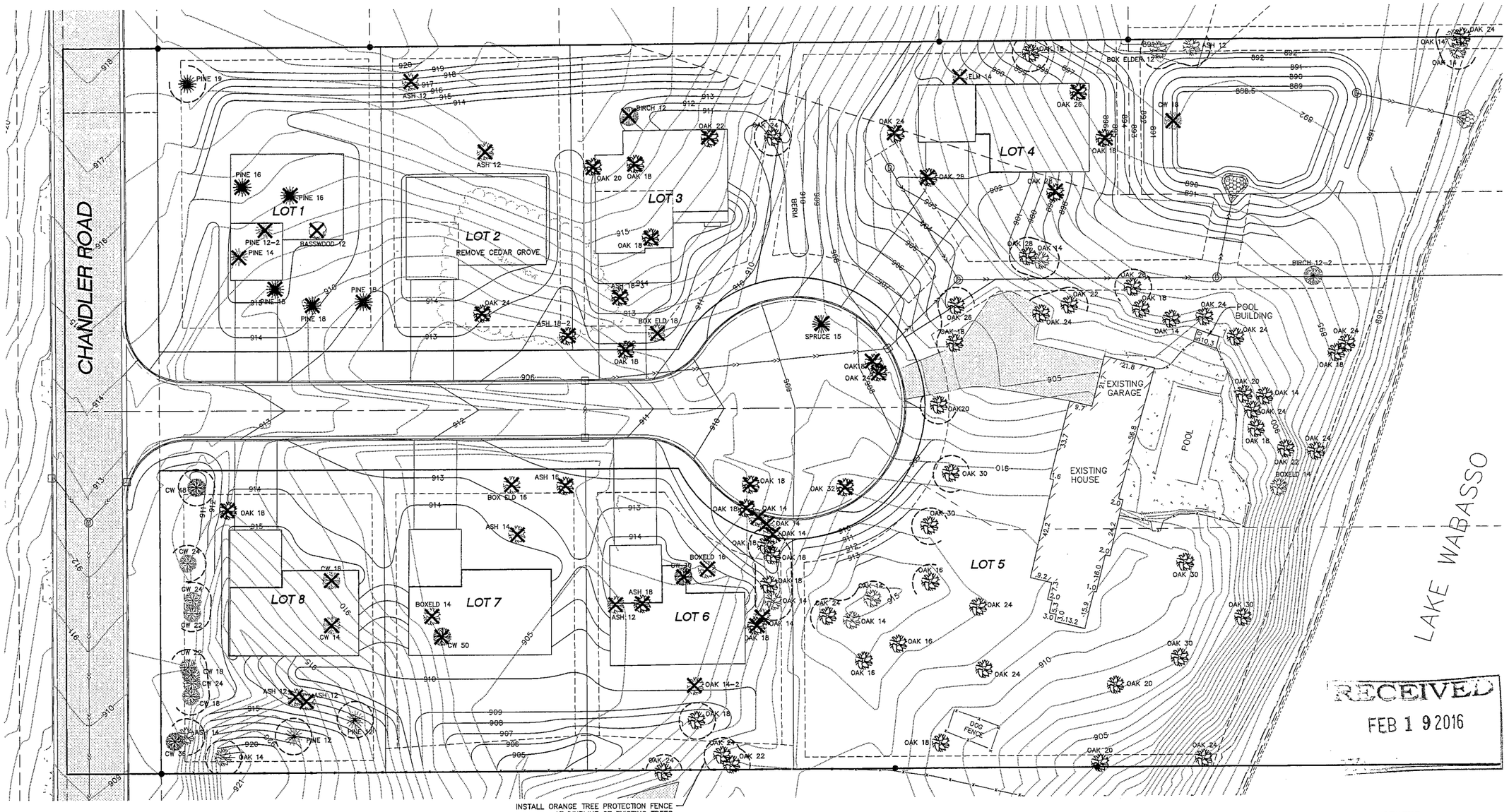
STREET PLAN & PROFILE

PREPARED FOR: DON ZIBELL

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

STREET PLAN & PROFILE ZIBELL SUBDIVISION

C6.1



RECEIVED
FEB 19 2016

LANDMARK TREES TO BE REMOVED	
ASH	4
OAK	18
PINE	5
COTTONWD	2
SPRUCE	1
TOTAL	30

OTHER TREES TO BE REMOVED	
ASH	6
OAK	5
PINE	2
COTTONWD	3
BIRCH	1
BOXELDER	4
BASSWOOD	1
ELM	1
TOTAL	23

LANDMARK TREES TO BE SAVED	
OAK	44
PINE	1
COTTONWD	2
TOTAL	47

LEGEND

- EXISTING TREES
- EXISTING LANDMARK TREES
- EXISTING TREES (TO BE REMOVED)
- TREE PROTECTION FENCE

Know what's below. Call before you dig.

TREE REMOVAL & PRESERVATION PLAN
ZIBELL SUBDIVISION

DRAWN BY:	DESIGN BY:
C.M.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	14-1504

ORIGINAL DATE: MAY 19, 2015

DATE	REVISION DESCRIPTION
05.10.2015	RWMWD SUBMITTAL

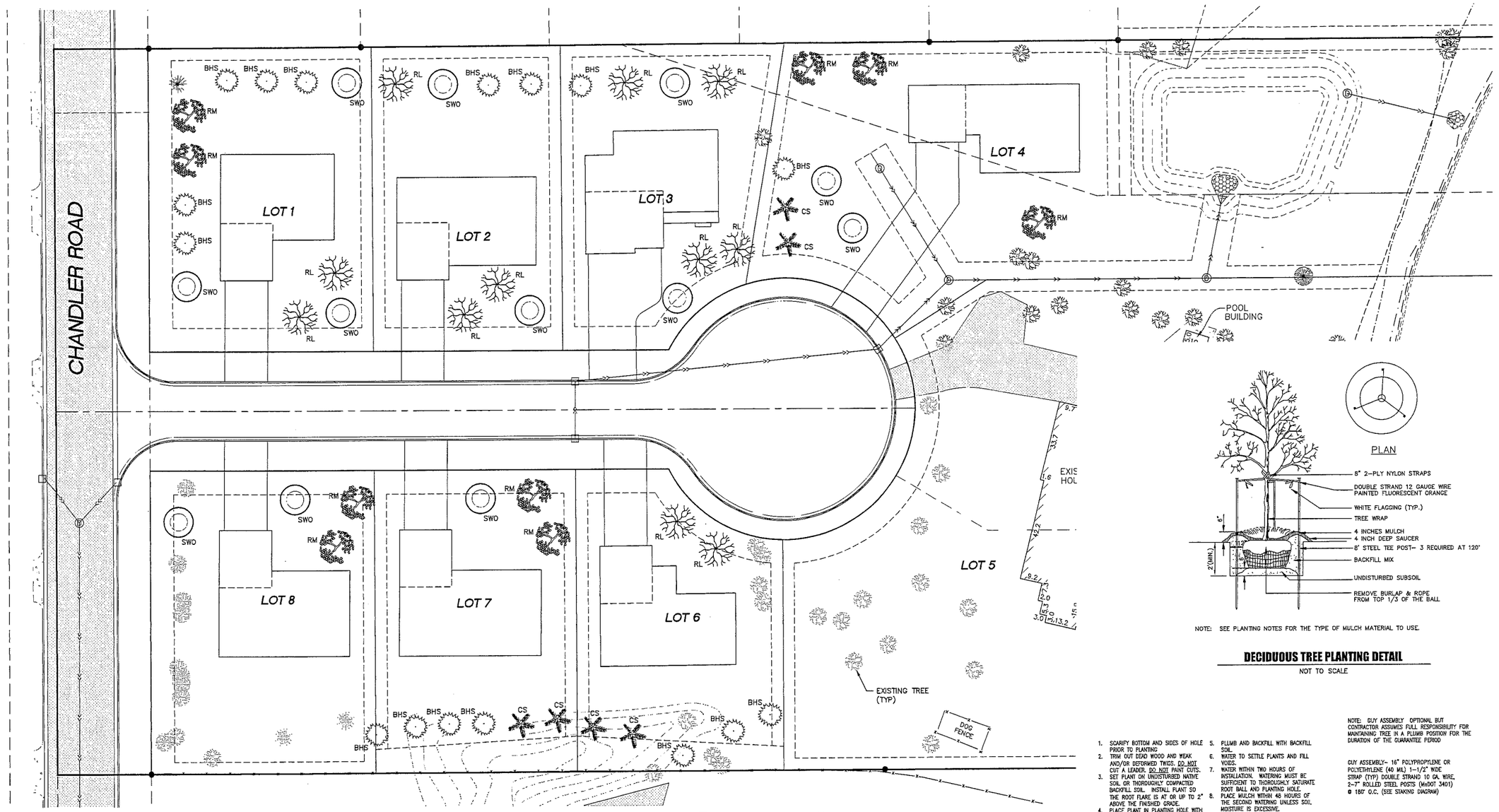
ZIBELL SUBDIVISION
SHOREVIEW, MINNESOTA
TREE REMOVAL & PRESERVATION PLAN

PREPARED FOR:
DON ZIBELL

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH
0 10 20
1 INCH = 20 FEET

L1



SYMBOL	KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE AT INSTALL
DECIDUOUS TREES					
	RM	9	ACER RUBRUM	RED MAPLE	2-1/2" B&B
	RL	11	TILLIA EUCHLORA	REDMOND LINDEN	2-1/2" B&B
	SWO	12	QUERCUS BICOLOR	SWAMP WHITE OAK	2-1/2" B&B
EVERGREEN TREES					
	BHS	16	PICEA GLAUCA DENSATA	BLACK HILLS SPRUCE	6' HEIGHT B&B
	CS	6	PICEA PUNGENS	COLORADO SPRUCE	6' HEIGHT B&B

TOTAL TREES 54

LEGEND

EXISTING TREES

NOTE: SEE PLANTING NOTES FOR THE TYPE OF MULCH MATERIAL TO USE.

DECIDUOUS TREE PLANTING DETAIL

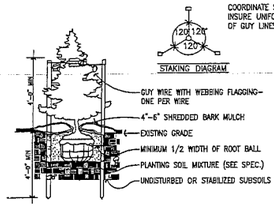
NOT TO SCALE

1. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING
2. TRIM OUT DEAD WOOD AND WEAK AND/OR DEFORMED TWIGS. DO NOT CUT A LEADER. DO NOT PAINT CUTS.
3. SET PLANT ON UNDISTURBED NATIVE SOIL OR THOROUGHLY COMPACTED BACKFILL SOIL. INSTALL PLANT SO THE ROOT FLARE IS AT OR UP TO 2" ABOVE THE FINISHED GRADE.
4. PLACE PLANT IN PLANTING HOLE WITH BURLAP AND WIRE BASKET, (IF USED), INTACT. BACKFILL WITHIN APPROX. 12" OF THE TOP OF ROOTBALL, WATER PLANT. REMOVE TOP 1/3 OF THE BASKET OR THE TOP TWO HORIZONTAL RINGS, WHICHEVER IS GREATER. REMOVE ALL BURLAP AND NAILS FROM TOP 1/3 OF THE BALL. REMOVE ALL TWINE.
5. PLUMB AND BACKFILL WITH BACKFILL SOIL.
6. WATER TO SETTLE PLANTS AND FILL VOIDS.
7. WATER WITHIN TWO HOURS OF INSTALLATION. WATERING MUST BE SUFFICIENT TO THOROUGHLY SATURATE ROOT BALL AND PLANTING HOLE.
8. PLACE MULCH WITHIN 48 HOURS OF THE SECOND WATERING UNLESS SOIL MOISTURE IS EXCESSIVE.

NOTE: GUY ASSEMBLY OPTIONAL BUT CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR MAINTAINING TREE IN A PLUMB POSITION FOR THE DURATION OF THE GUARANTEE PERIOD

GUY ASSEMBLY- 16" POLYPROPYLENE OR POLYETHYLENE (40 MIL) 1-1/2" WIDE STRAP (TYP) DOUBLE STRAND 10 GA. WIRE, 2-7" ROLLED STEEL POSTS (MnDOT 3401) @ 180° O.C. (SEE STAKING DIAGRAM)

COORDINATE STAKING TO INSURE UNIFORM ORIENTATION OF GUY LINES AND STAKES



CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

RECEIVED
FEB 19 2016
BY:

Know what's below. Call before you dig.

DRAWN BY:	DESIGN BY:
C.M.	C.W.P.
CHCKD BY:	PROJ. NO.
C.W.P.	14-1504

ORIGINAL DATE: AUGUST 26, 2015

DATE	REVISION DESCRIPTION

ZIBELL SUBDIVISION
SHOREVIEW, MINNESOTA
LANDSCAPE PLAN

PREPARED FOR:
DON ZIBELL

SITE PLANNING & ENGINEERING
PLOWE ENGINEERING, INC.
6776 LAKE DRIVE
SUITE 110
LINO LAKES, MN 55014
PHONE: (651) 361-8210
FAX: (651) 361-8701

NORTH

0 10 20

1 INCH = 20 FEET

L2

LANDSCAPE PLAN
ZIBELL SUBDIVISION

P:\Projects\14-1504 ZIBELL SHOREVIEW\14-1504 ZIBELL SHOREVIEW.dwg, 2/17/2016

Shoreview

Robert Warwick <rwarwick@shoreviewmn.gov>

Draft Devel Agreement

Jay Johnson <jayj@zawadskihomes.com> Mon, Feb 29, 2016 at 5:38 PM
To: Robert Warwick <rwarwick@shoreviewmn.gov>, Steve Zawadski <stevez@zawadskihomes.com>, "zibellshor@aol.com" <zibellshor@aol.com>
Cc: Rick Moeller <rmoeller@heinsnursery.com>

Rob,

Heins Nursery was in Friday, 2/26/16, and Don and Rick agreed to do a double row of conifers on the south boundry. Heins was evaluating the amount of shade and getting back to us with a species recommendation. You can commit us to a double row for screening. The truth is, we are looking for ways to install more, not fewer trees, so this will not be an issue, and we will review the Heins Nursery plan with you shortly.

We'll review the Agreement and respond tomorrow. Thanks.

Jay

From: Robert Warwick [mailto:rwarwick@shoreviewmn.gov]
Sent: Monday, February 29, 2016 2:03 PM
To: Jay Johnson; Steve Zawadski; zibellshor@aol.com
Subject: Draft Devel Agreement

[Quoted text hidden]

EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF SHOREVIEW, MINNESOTA HELD MARCH 7, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall in said City at 7:00 PM.

The following members were present:

And the following members were absent:

Member _____ introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-9

VACATION OF DRAINAGE AND UTILITY EASEMENT

WHEREAS, this vacation was initiated pursuant to the State Statute and the City of Shoreview, and

WHEREAS, the Shoreview City Council held a public hearing on March 7, 2016. Notice therefore was published and mailed pursuant to law. All persons present at said meeting were given an opportunity to be heard and present written statements. The Council also considered the recommendation of the City Staff that this vacation be approved, and

WHEREAS, said drainage and utility easement is as platted in and abutting Outlot A and Outlot B, Plat of Wabasso Shores, is no longer needed for public purposes,

NOW, THEREFORE, BE IT RESOLVED THAT THE SHOREVIEW CITY COUNCIL hereby adopts Resolution 16-9 vacating the public interest in the drainage and utility easement, described as follows:

> *That part of the drainage and utility easement as dedicated on Outlots A and B, WABASSO SHORES, Ramsey County, Minnesota, described as follows:*
>
> *That part of the most westerly 5.00 feet of said Outlot A and the east 5.00 feet said Outlot B, all of which lies south of the north 5.00 feet of said Outlot B and its extension.*

The motion was duly seconded by Member _____ and upon a vote being taken thereon, the following voted in favor thereof:

And the following voted against the same:

WHEREUPON, this resolution was declared duly passed and adopted this 7th day of March, 2016.

_____
Sandra C. Martin, Mayor
Shoreview City Council

STATE OF MINNESOTA)

COUNTY OF RAMSEY)

CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified City Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council on the 7th day of March, with the original thereof on file in my office and the same is full, true and complete transcript therefrom insofar as the same relates to this vacation of public right-of-way.

WITNESS MY HAND officially as such City Manager and the corporate seal of the City of Shoreview, Minnesota this 7h day of March, 2016.

_____
Terry C. Schwerm, City Manager

SEAL

SITE DEVELOPMENT AGREEMENT
FOR DONALD ZIBELL, 3422 CHANDLER ROAD
'WABASSO BAY'

(I) THIS AGREEMENT is made and entered into by and between the City of Shoreview, a municipal corporation and political subdivision of the State of Minnesota (hereinafter the "City") and Donald Zibell his successors and assigns (hereinafter the "Developer").

(II) On March 7, 2016 the City gave ***final plat*** approval to develop certain property located within the City and legally described as follows (hereinafter the "subject property")

Tract A, Registered Land Survey No. 361.
and
That part of Tract C, Registered Land Survey No. 361, lying Southerly of the Westerly extension of the most northerly line of Tract A, Registered Land Survey 361.
and
Outlot B, WABASSO SHORES.
And
That part of Outlot A, WABASSO SHORES, which lies southerly of the easterly extension of the northerly line of Outlot B, WABASSO SHORES.

All in RAMSEY COUNTY, MINNESOTA, subject to easements of record

(Generally known as 3422 Chandler Road, which upon platting will comprise the subdivision to be known as *Wabasso Bay*.)

(III) Pursuant to City Ordinances, the Developer is required:

A. To make certain improvements to the subject property.

B. To provide the City with a form of surety, approved by the City's Attorney, insuring completion of any required improvements, which remain incomplete at the time of request for occupancy.

C. To follow certain procedures, as determined by the City, to control soil erosion during the development of the subject property.

(IV) In consideration of the City's grant of permission allowing the Developer to develop the subject property, and in consideration of the mutual agreements contained herein, the City and the Developer agree as follows:

A) **Zoning.** The property within this development is located in the R1, Detached Residential District.

B) **Wabasso Bay Plat.** The approved Plat subdivides the property into 8 lots for single-family residential development, dedicates easements for public infrastructure and

stormwater management, and dedicates public right-of-way for a roadway to serve the development.

C) **Special Development Terms.** The project is subject to the conditions as approved by the City Council on March 7, 2016 (**Exhibit A**) whether or not specified in this Agreement.

E) **City Permits Required.**The Developer shall not commence any tree removal, grading or erosion control activity until a grading permit is issued. A demolition permit is required for the removal of any structures.

F) **Other Agency Permits and Approvals.** It is the Developer's responsibility to apply for and to acquire all other required agency permits prior to commencing construction. The applicant shall obtain an NPDES permit and Ramsey Washington Metro Watershed permit before any City permits are issued for this site.

G) **Public Recreation Use Dedication Fee.** The Developer agrees to pay a public recreation use dedication fee in the form of a Cash Equivalent Payment based on the fair market value (FMV) of the land by reference to current market data, if available, or by obtaining an appraisal of the land from a licensed real estate appraiser. The developer shall pay the cost of such appraisal. The fair market value conclusions of the appraiser shall be conclusive. Except as hereinafter provided, the cash equivalency payment shall be due and payable on or before the execution of a development agreement or release of the final plat by the City. The FMV of the property proposed for development has been determined to be **$326,211.66,** as identified in Exhibit F.

1) Residential Use. The Cash Equivalency Payment required for residential uses is based upon the density of dwelling units per acre on the development, and the FMV of the land. The proposed development has a density of **2.22 units per acre**, therefore, **the Cash Equivalency Payment shall equal 5% of the fair market value.** The appraised Fair Market Value of the property is **$444,500.00** and **the Cash Equivalency Payment required is $16,310.58,** and this amount includes a credit given for the land value of the existing homesite on the Property.

H) **Building Permit Issuance** The City will not issue building permits, except for homes on Lots 1 and 8, corner lots which will have frontage on an improved public street, until: The concrete curb and gutter and base asphalt pavement surface is installed; Grading as-builts have been submitted by the Developer, and reviewed and approved by the City; All public utilities are inspected and approved by the City; and Erosion Control is installed or seeding and mulching of the site is completed and approved by the Public Works Director.

I) **Improvements – Plans and Specifications.** All improvements shall be constructed in accordance with the approval of the City Council, the City's ordinances and regulations and pursuant to approved plans and specifications submitted for the Final

Plat. The approved plans include the subdivision of this property into 8 lots for single-family residential use, the installation of public streets, municipal utilities and stormwater management. All requirements attached to said project by the City's Council on March 7, 2016, as conditions of the Final Plat approval, are to be satisfied whether or not identified in this document. Minor changes may be permitted if approved by the Public Works Director.

The Developer agrees to provide the City with four copies of the final plans and specifications for the proposed improvements in form and a time satisfactory to City Staff. No construction may begin until the plans and specifications have been approved.

J) **Tree Replacement and Protection.** The Developer agrees to protect and preserve trees in accordance with the tree preservation and replacement plan approved by the City Council. Tree protection measures are required to minimize the impact development activities have on trees that are to be retained on the development site as identified on the Tree Preservation and Replacement Plan.

Protective tree fencing shall be inspected by the City Environmental Officer prior to the issuance of a grading permit and commencement of any grading or site development activities. All fencing shall be installed in accordance with the approved plans. Additionally, a berm of wood chips shall be placed adjacent to the protective fence.

The developer shall submit **a cash surety in the amount of $5,000.00** to ensure said protection measures will be installed and maintained during construction. If landmark trees are damaged during construction, the replacement ratio is 6 trees per damaged landmark tree, and a surety submitted to the City at a rate of $250.00 per replacement tree.

Tree replacement shall be required as specified in the City's ordinances. If the number of trees required to be replaced cannot be planted on the development site, the Developer agrees to provide a cash contribution to the City's Forestry Fund at a rate of $250.00 per replacement tree.

K) **Landscape Installation.** Prior to issuance of a grading permit, the Developer shall submit a landscape plan for approval by the City Planner. The Developer agrees to install all plant materials as shown on the approved landscape plan and to be consistent with the standards established in the Development Regulations of the City of Shoreview. All landscape materials placed, as part of this landscape plan shall be replaced with like material if they should die within twelve months of planting. Said plan shall include those plant materials required for tree replacement as specified in Paragraph J, above.

The City Planner has estimated the cost of landscape improvements to be completed, calculating one hundred and twenty five percent (125%) of the estimated cost of the

issuance of any permits for this project. The financial security may be submitted in the following forms: a certified check, a cash deposit, or a letter of credit. The City shall retain the escrow for a period of at least one year after installation to insure survival of the landscape improvements.

L) **Street Lighting.** The developer is responsible for paying all costs associated with the design and installation of the streetlights and required electrical metering. Streetlights are required for this development and shall be installed in locations approved by the Public Works Director. Costs of the lighting improvement is estimated to be as identified in **Exhibit B.**

M) **Sewer and Water Utility Improvements.** All sewer and water service stubs to the front property line shall be constructed in accordance with the City's ordinances and regulations, and pursuant to specifications approved by the Public Works Director.

N) **Trunk Water and Facility Charge.** The City established this Charge to help pay for the trunk water facilities, and it is collected in two parts, consistent with City Ordinance. Prior to the commencing construction activity on-site, the Developer will be required to pay the first part, which is an equal amount to $7.75 per front foot for all streets within or abutting the plat, as computed by the Public Works Director and consistent with City regulations. **The cost for this plat $4,185.00.**

O) **Removal of Existing Detached Garage.** The property is currently developed with an existing detached garage, which is located on proposed Lot 6. That existing detached garage shall be removed within 16 (sixteen) months of City approval of the Final Plat, or prior to issuance of a building permit for a house on Lot 6. **A cash surety in the amount of $3,000.00 shall be deposited with the City to insure removal of the detached garage prior to September 6, 2017.** The Developer shall obtain a demolition permit prior to removal of the structure.

The detached garage may remain, subject to the following:

1. Lots 5 and 6 shall remain in common ownership, and the detached garage on Lot 6 shall be used for residential storage, or another residential accessory use permitted by City Code.
2. At all times the structure remains, it shall be used as a residential accessory structure only, and no commercial use or commercially related storage is permitted.
3. The garage shall be removed or demolished within two years of approval of final plat by the City Council.

R) **Erosion Control.** An Erosion Control Plan/Storm Water Pollution Prevention Plan (SWPPP) shall be prepared under the seal of a Registered Professional Engineer on behalf of the Developer and shall be submitted to the Public Works Director. The Developer agrees to comply with the recommendations of the Public Works Director for the subject property and shall incorporate these recommendations in to the plans and specifications. ***No site grading shall occur prior to the installation of approved***

erosion control measures and execution of required agreements and submission of sureties.

The development is subject to the Erosion Control Agreement (**Exhibit E**) for the Plat, and the Developer agrees to the terms and conditions of that Agreement.

S) **Site Restoration.** All disturbed areas shall be restored in accordance with the best management practices identified in the NPDES permit and shall be consistent with the City's Surface Water Management Plan and Surface Water Pollution Prevention Plan. All disturbed areas shall be seeded and disk anchored mulched or sodded within 7 days of final grade unless development is completed between November 15th to April 15th, then said disturbed areas shall be seeded and disk anchored mulched or sodded by May 15th. All common drainage swales shall be sodded or seeded and protected with wood fiber blanket.

1. All slopes 4:1 or greater must be seeded and fiber blanketed immediately after final grading. After installation of the wood fiber blanket is completed the City requires inspection for proper installation. The developer shall contact the City staff to arrange the site inspection.

T) **Stormwater Management.** Public Stormwater Infrastructure. All public storm water ponds shall designed to accommodate the requirements of the City's Surface Water Management plan. All basins, ponds, drainageways and stormwater chambers shall have a dedicated public drainage easement that will encompass the 100-year high water level of the pond. An access of no less than 20 feet wide shall be provided to the City to provide access and regular inspections to the infrastructure with City equipment.

U) **As-Builts and Grading Certification** An as-built survey, prepared by a surveyor licensed and registered by the State of Minnesota, shall be submitted upon completion of the permitted work. The as-built survey shall include details of:

1. The final site grading and all improvements;

2. All public infrastructure, including the storm sewer system, the water main system and the sanitary sewer system. Profiles are required.

The as-builts shall conform to the standards specified in **Exhibit D**. The Developer shall deposit an escrow in the amount of **$3,000.00** as surety for the as-built survey. The Developer shall provide the City with as-builts of the public infrastructure, including water, sanitary sewer, storm sewer and services.

V) **Certificate of Insurance.** The Developer shall provide, prior to execution of the Development Agreement, evidence that the contractor hired for the site work has insurance in the form of a Certificate of Insurance issued by a company authorized to

do business in the State of Minnesota, which includes workman's compensation and general liability.

W) **Pre-construction Meeting.** The City will require a pre-construction meeting to be conducted prior to any work being performed on the project. The City staff, Developer, Project Manager, and Contractor shall attend the meeting. The City encourages that sub-contractors attend the pre-con meeting. The meeting will be conducted at the City of Shoreview City Hall.

X) **Inspections.** The City has an interest in the future public infrastructure proposed for this development.

1. The Developer is solely responsible for the construction management and all construction activities.
2. The Developer agrees to pay all costs associated with City inspection and testing of the proposed public utilities. A City inspector is required to be on-site during the construction and installation of all utility infrastructure, in order to verify that the construction and installation is completed in accordance with City standards and the approved plans. The Developer agrees to escrow an amount equal to the estimated cost of the City Inspector and associated utility testing. Inspection and testing costs by the City will be deducted from this surety. Any balance remaining upon completion of the project shall be refunded to the Developer, upon approval of the City Council. If the entire surety is utilized prior to completion of the project, the Developer agrees to escrow the additional funds estimated by the City as necessary for inspection of for the remaining portion of the work.
3. **The estimated cost of the City Inspector and utility testing is $12,000.00**. A cash surety in this amount shall be submitted prior to issuance of any permits for this project.

Y) **Administrative Fee.** In addition to filing and application fees, the Developer agrees to pay to the City an Engineering Overhead Fee, which shall be as set forth in the City Overhead Charge Table attached as **Exhibit C**. The total project cost for public improvements shall be estimated by the City Engineer. The administrative fee shall be paid before the commencing construction activity on-site by the City. **The fee for this project is $3,082.80**

Z) **Construction Management**. The Developer and its contractors and subcontractors shall work to minimize impacts from construction on the surrounding neighborhood by:

1) Definition of Construction Area. The limits of the Project Area shall be defined with heavy-duty erosion control fencing of a design approved by the City Engineer. Any grading, construction or other work outside this area requires approval by the City Engineer and property owner.

a) Parking. Adequate on-site parking for construction vehicles and employees within the plat boundaries must be provided or provisions must be made to have employees park off-site and be shuttled to the Project Area. No parking of construction vehicles or employee vehicles shall occur on Chandler Road or any other local streets located outside of the plat boundaries. Developer shall comply with the parking restrictions identified in Section 901.030, Parking Regulations of the Municipal Code.

b) Obstruction of Right-of-Way. Developer shall not obstruct, or store fill, excavated material or construction materials in the public right-of way. Delivery vehicles may utilize the right-of-way while rendering a service provided the Developer is present and supervising the delivery in a manner that does not hinder passage, jeopardize public safety and public use of the right-of-way.

2. Hours of Construction. Hours of construction, including moving of equipment shall be limited to the hours between 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 7:00 p.m. on Saturdays. No work is permitted on Sundays or holidays without the prior approval of the City.

AA) Site Maintenance. The developer shall ensure the contractor maintains a clean work site. Measures shall be taken to prevent debris, refuse and other materials from leaving the site. Construction debris and other refuse generated from the project shall be removed from the site in a timely fashion and/or upon the request by the City. Developer shall sweep Chandler Road, Harriet Avenue, and North Owasso Boulevard on an as needed basis, and at least once weekly while the property is being graded. More frequent sweepings may be required, as directed by the City Engineer. The City has the right to direct the developer to sweep other streets where sediment is accumulating on said streets from construction and other site traffic, if necessary. The City does not sweep streets for private development projects. Developer must have a contract for sweeping and use a water-discharge broom apparatus for street sweeping.

1. Cold Weather Construction. The City requires that no public concrete or bituminous infrastructure be constructed on frozen ground. Upon evidence of frozen ground in the project aggregate base/subgrade, all concrete and bituminous work shall cease, until conditions on the site are approved by the Public Works Director. No bituminous base paving or concrete pouring will be allowed after November 1st of the calendar year. Work may be performed after November 1st only with the approval of the Public Works Director, and if permitted such work shall comply with MNDOT specifications.

2. Bituminous and Concrete Material Acceptance. The City will not accept concrete curb and gutter that has structural or cosmetic defects. The City will identify all defective curb for removal. The City will not accept bituminous base course with less than 91.5% density or that has an open graded appearance as determined by

the Public Works Director. This is considered to be rejected and will be required to be removed at the Developers expense. The bituminous wear course shall not be installed after October 1st of any calendar year or prior to weight restrictions being lifted in the Spring.

3. Televising. All storm sewer and sanitary sewer shall be televised prior to the installation of the aggregate base, concrete curb and gutter, and bituminous. The City will review and must approve the televising tapes prior to commencing with the roadway construction. All televising media shall be submitted on DVD. VHS tapes will not be accepted.

4. Site Access. Construction traffic and equipment associated with the completion of all the development infrastructure for the plat shall access the site utilizing the existing driveway off Chandler Road.

BB) **All Costs Responsibility of Developer.** The Developer agrees to pay for all costs incurred of whatever kind or nature in order to construct the improvements required by the City's regulations. The City shall not be obligated to pay the Developer or any of its agents or contractors for any costs incurred in connection with the construction of the improvements, or the development of the property. The Developer agrees to hold the City harmless from any and all claims of whatever kind or nature which may arise as a result of the construction of the improvements, the development of the property or the acts of the Developer, its agents or contractors in relationship thereto.

CC) **Other Costs.** In addition to the other fees required by the City regulations for this agreement, the Developer agrees to reimburse the City for all costs, of whatever kind or nature, incurred by the City in reviewing or processing the Developer's application or administration of the installation of public infrastructure, including but not limited to costs incurred for legal or other consultants.

DD) **Surety Calculation.** If the Developer chooses to construct all or a portion of the improvements required by the City regulations after the time of final plat approval, the Public Works Director, prior to final plat approval, shall prepare a Statement of Required Improvements and Security identifying the improvements to be completed, estimating the cost of the improvements to be completed, calculating one hundred and twenty five percent (125%) of the estimated cost of the improvements to be completed, specifying a completion date for said improvements, indicating the preparer of the document, and specifying the date of preparation. The Statement of Required Improvements and Security shall be signed and dated by the Developer and shall be attached to the Development Contract as **Exhibit B.**

EE) **Provision of Surety.** The Developer agrees to provide the City with a self-renewing Letter of Credit insuring completion of those improvements identified in **Exhibit A.** The surety may be reduced from time to time as work is completed

and approved by the City. The City will retain a minimum 10% of the surety until all required work has been completed, inspected and approved. The form of Letter of Credit shall be approved by the City Attorney and shall reference the Development Contract, shall describe the procedures to be followed by the City for obtaining funds to construct improvements where necessary, and shall contain other provisions necessary to protect the City's interests. **THE DEVELOPER UNDERSTANDS THAT NO PERMITS OF ANY KIND WILL BE ISSUED UNTIL THE CITY ACCEPTS THIS LETTER OF CREDIT.**

If the Developer conveys its interest in the subject property or any part thereof, or if the Developer assigns its right to construct improvements or otherwise develop the subject property, it shall first notify the City. In the event of a conveyance or assignment prior to completion of the improvements and the development of the subject property, the Letter of Credit shall not be released unless it is replaced by a new Letter of Credit agreement satisfactory to the City.

FF) **Release of Surety.** The City will consider the release of sureties upon the written request of the Developer. Sureties will not be released until the Developer has demonstrated that the development complies with the approved plans and applicable City Ordinances and standards. Prior to the completion of a project, the Developer may request a partial release of said surety; the City will upon inspection and approval of the improvements will partially release the surety. The City will retain a minimum of 10% of the surety until the development is completed and the Developer demonstrates that the development complies with the approved plans and applicable City Ordinances and standards, including the submission of the required as-built plans of the public infrastructure.

GG) **Expiration.** Said public and private improvements required by this Agreement shall be completed by November 1, 2016. The Developer may request an extension to this deadline in writing at least 45 days in advance of the expiration date. Any extension is subject to the approval of the City Council.

GG) **Default** The occurrence of any of the following after written notice from the City and thirty (30) days to cure (or such longer period as may be reasonable) shall be considered an "Event of Default" in the terms and conditions contained in this Agreement:

1. The failure of the Developer to comply with any of the terms and conditions contained in this agreement;

2. The failure of the Developer to comply with any applicable ordinance or statutes with respect to the development and operation of the subject property.

HH) **Remedies** Upon the occurrence of an Event of Default, the City, in addition to any other remedy, which may be available to it, shall be permitted to do the following:

1. City may make advances or take other steps to cure the default, and where necessary, enter the subject property for that purpose. The Developer shall pay all sums so advanced or expenses incurred by the City upon demand, with interest from the dates of such advances or expenses at the rate of 10% per annum. No action taken by the City pursuant to this section shall be deemed to relieve the Developer from curing any such default to the extent that it is not cured by the City or from any other default hereunder. The City shall not be obligated, by virtue of the existence or exercise of this right, to perform any such act or cure any such default.
2. The Developer shall save, indemnify, and hold harmless, including reasonable attorneys fees, the City from any liability or other damages, which may be incurred as a result of the exercise of the City's rights pursuant to this section.
3. Obtain an order from a court of competent jurisdiction requiring the developer to specifically perform its obligations pursuant to the terms and provisions of this Agreement.
4. Exercise any other remedies, which may be available to it, including an action for damages.
5. Withhold the issuance of a building permit and/or prohibit the occupancy of any building(s) for which permits have been issued.

In addition to the remedies and amounts payable set forth or permitted above, upon the occurrence of an Event of Default, the Developer shall pay to the City all fees and expenses, including reasonable attorney's fees, incurred by the City as a result of the Event of Default, whether or not a lawsuit or other action is formally taken.

Any delay by the City in exercising any remedy listed above shall not act as a waiver of that remedy. And the City shall have the right to enforce a remedy at any time.

(V) **IN WITNESS WHEREOF,** the City and the Developer have executed this Agreement.

Approved by the City Council of Shoreview, Minnesota, this 7th day of March 2016.

CITY OF SHOREVIEW

_____
Donald Zibell, Developer

_____
Sandra C. Martin, Mayor

_____
Terry Schwerm, City Manager

Attachments:

Exhibit A – Development Terms
Exhibit B - Required Improvements
Exhibit C – Administrative Fee Schedule
Exhibit D – As-Built Requirements
Exhibit E – Erosion Control Agreement
Exhibit F – Public Use Dedication Fee

EXHIBIT "A"

DEVELOPMENT TERMS

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the Final Plat by the City.
2. The Final Plat shall include drainage and utility easements along the property lines and over infrastructure as required. Drainage and utility easements along roadways, and the front, and rear lot lines shall be 10' wide, and along the side lot lines these easements shall be 5' wide, and as required by the Public Works Director.
3. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City, including the submittal of the financial sureties. Said agreements shall be executed prior to the release of the Final Plat.
4. Trees on the property, which are to remain, shall be protected with construction fencing placed at the tree driplines prior to grading and excavating.
5. The landscape plan shall be revised to increase the conifers shown along the rear lot lines of Lots 6, 7, and 8 to provide screening and buffering, with approval by the City Planner prior to release of the Final Plat.
6. The existing detached garage on proposed Lot 6 may be retained for the continued personal use of the applicant for a period of 16 (sixteen) months from the date of approval, provided Lots 5 and 6 remain in common ownership. This retention period will expire September 6, 2017. A cash surety shall be deposited with the City to insure removal of the detached garage, and retention is subject to terms specified in the Development Agreement.
7. Site work shall not commence prior to the applicant obtaining the required Ramsey Washington Metro Watershed District approval and permit.

EXHIBIT "B"

STATEMENT OF REQUIRED IMPROVEMENTS AND SECURITY

ZIBELL PLAT

A. MAJOR IMPROVEMENTS

1.	Street and Public Utilities	$ 200,000 .00
2.	Street Lights @ $6,000.00 Ea.	$ 13,000 .00
3.	Street Signs - ID and Stop Signs	$ 300 .00
		$ 213,300.00
	Per Ordinance	1.25
		$266,625.00

B. MISCELLANEOUS IMPROVEMENTS

1.	Boulevard Sod 825 S.Y. @ $6.00 S.Y.	$ 4,950 .00
2.	Seal Coating 1,444 S.Y. @ $1.35 S.Y.	$ 1,950 .00
		$ 6,900.00
	Per Ordinance	1.25
		$ 8,625.00

TOTAL A	$ 266,625.00
TOTAL B	$ 8,625.00
GRAND TOTAL	$ 275,250.00

NOTES: Completion Date for Major Improvements – October 1, 2016
Completion Date for Misc. Improvements - November 1, 2016
Administrative Overhead Fee is based on $220,200.00

Donald Zibell

Prepared by: Tom Hammitt/Tom Wesolowski
Date: October 2, 2015

EXHIBIT "C"

OVERHEAD CHARGE TABLE AND RATE FEE

PROJECT CONTRACT AMOUNT FOR PUBLIC IMPROVEMENTS	AMOUNT
$0.00 to $100,00	2.00%
$100,001 to $200,000	1.70%
$200,001 to $300,000	1.40%
$300,001 to $400,000	1.10%
$400,001 and over	0.80%

Rates Approved
Dated: June 2, 1982

EXHIBIT D

Record Plan Requirements

As-built plans are required for all public and private improvements.

After the completion of Developer-installed public improvements, the City Engineer shall be provided with two blueline sets of record drawing plans of the project for review purposes.

Upon final approval of the blueline record drawing plans of the project, the City Engineer shall be provided with one full size set (22"x 34") of mylar copies of the approved record drawing plans of the project. All record plans shall be mylar sepias from inked and clearly legible drawings, accurately drawn to scale. Proper notes and statements as required in this manual shall be placed on the plans.

The City will also be provided with the as-built drawings on disk in the City-approved format as follows:

Electronic As-Builts

1. Required on compact disk or DVD.
2. All information must be in AutoCAD R14 version or newer in DWG format.
3. Approved final plat sheet and AutoCAD drawings submitted in Ramsey County coordinates.
4. As-built construction plan sheets and drawing files shall have descriptive layer names or a key for the layer names.
5. Overall development plan with all utilities (curb stops, clean outs, MHs, fees CBs, GVs, etc.) in Ramsey County coordinates.
6. Show Ramsey County monuments used for the survey.

After completion of construction, all manholes, catch basins, hydrants and other elements of the project shall be re-measured with an as-built field survey. The plans shall be corrected and modified to show the correct distances, elevations, dimensions, alignments, and any other change in the specific details of the plans. All changes and modifications on the record plan shall be drawn to scale to accurately represent the work as constructed. Incorrect elevations, distances, etc. shall be crossed out from the original plan sheets and corrected as necessary to complete the record plan.

At a minimum, record plans shall include:

General

1. All construction contractor names should be noted on each page.
2. Record Plan stamp with date should be shown on each page.
3. All utilities in Ramsey County coordinates system.

4. All ties should be less than 100'.
5. Grading limits and elevations.
6. Bench marks used and TNH elevations.

Grading Plan As-Builts

1. Existing ground elevations at all lot corners
2. Spot elevations at all house pads (hold down elevations)
3. Spot elevations of pond bottom (50' maximum grid)
4. Drainage and utility easement and outlot spot elevations
5. Pond water elevations and date taken.
6. Prior to close out, as-builts of ponding areas must be done to verify depths after house construction is complete.

Sanitary Sewer, Water Main

1. As-built elevations (invert & rims), pipe lengths, and grades for all lines
2. Note describing pipe type and size for each run and for services
3. Wye stationing and location from TV reports
4. Elevation of riser
5. Cross out proposed elevations and write as-built above – DO NOT remove proposed elevations from plan.
6. All curb boxes and sanitary sewer services shall be tied with at least two ties, using the following priorities:
   - The building or structure being served, with address
   - Fire hydrants
   - Manholes, catch basins
   - Neighboring structures, with the address noted
   - Other permanent structures (bridges, telephone boxes, pedestals, transformers)
   - Power poles, streetlights, etc.
7. All gate valves shall be tied with at least two ties, using the following priorities:
   - Fire hydrants
   - Manholes
   - Catch basins
   - Neighboring structures, with the address noted
   - Buildings or other permanent structures (bridges, telephone boxes, pedestals, transformers)
   - Power poles, streetlights, etc.
8. As-built elevations of each hydrant at top nut
9. Any deviations of fittings from those shown on the plan
10. Note describing pipe type and size for mainline and for services
11. Stationing of corporation stop on water main

Storm Sewer

1. As-built elevations (invert & rim), pipe lengths, and grades for all lines
2. Note describing pipe type and size for each run.
3. Cross out proposed elevations and write as-built above – DO NOT remove proposed elevations from plans.
4. As-built plans on all ponding areas are required. Plans shall indicate finished contours at two-foot intervals, normal water elevation, high water elevation, and the acre-feet of storage for each ponding area, along with the final storm sewer plans. Upon completion of pond construction, ponds shall be cross-sectioned to confirm that they have been constructed to the proper volume and shape. As-built record plans shall be prepared for all ponding areas just prior to closing project out.

Streets

1. Show where fabric has been placed in the streets on the plan portion of the as-builts.
2. Show locations where subgrade corrections were done on the projects as approved by a soils engineer.

EXHIBIT E

EROSION CONTROL ESCROW AGREEMENT
DONALD ZIBELL

(A) THIS AGREEMENT is made and entered into by and between the City of Shoreview, a municipal corporation of the State of Minnesota (hereinafter the "City"), and Donald Zibell, his successors and assigns (hereinafter the "Developer").

(B) The City and the Developer have executed a Site Development Agreement that obligates the Developer to control soil erosion during the development of the subject property. To secure erosion control during the development of this site, the Developer has submitted a financial surety, in a form approved by the Public Works Director, to the City of Shoreview in the amount of **$10,800.00**. This amount was calculated based on the 3.6 acre area of the subdivision proposed for development.

The Developer has submitted this financial surety to the City on the following conditions:

1. The developer shall not receive interest on the amount of the surety.

2. The developer agrees that the surety may be utilized by the City to ensure compliance with the terms of the Development Contract regarding erosion control and/or to maintain all utility construction on the site, including the cleaning of road surfaces and storm sewer systems, until the Engineering Department has determined that erosion control has been satisfied. The surety may also be utilized for problems created off the site directly or indirectly as result of on-site conditions.

3. The developer agrees, upon written notification from the Public Works Director that proper erosion control methods are not being taken, to remedy the problem identified within 48 hours. In the event the remedy is not satisfactorily in place within that time period, the Developer acknowledges that the City may utilize the surety to complete the necessary work.

4. Any funds not so utilized by the City shall be returned to the Developer once the Public Works Director has determined that the need for erosion control has been satisfied.

5. Any soils transported to this site or exposed on the site shall be seeded consistent with a plan approved by the Public Works Director.

6. This agreement shall not supersede any specifications required by the Public Works Director on the approved grading plan.

(C) The Developer agrees to reimburse the City at a rate of $70.00 per hour for each hour or fraction thereof used by a City employee in the administration of the Escrow Agreement. The obligations imposed by this paragraph shall commence on the date of execution of the Escrow Agreement by the Developer.

IN WITNESS WHEREOF, the City and the Developer have executed this agreement this ___th day of _____, 2016.

DEVELOPER

_____
Donald Zibell

CITY OF SHOREVIEW

_____
Sandra C. Martin, Mayor

_____
Terry Schwerm, City Manager

EXHIBIT F

Donald Zibell
Subdivision known as Zibell Addition (3422 Chandler Road)

Public Use Dedication Fee
Cash Equivalent Calculation

Fair Market Value of Development Site:	$ 444,500.00
Minus Existing homesite (41,798 sf):	$ 118,288.34
FMV Proposed new Development:	$ 326,211.66
Fee, based on a rate of 5%	$ 16,310.58

Notes:

1. City approval of the subdivision resulted in eight lots for single-family residential development, a net increase of seven single-family residential lots. Credit is given for the one existing lot.
2. The fee is based on the site fair market value (FMV), as identified on by the Ramsey County Assessor.
3. Dwelling density is 2.22 units per acre (8 single-family residential lots on 3.6 upland acres).

PROPOSED MOTION
ELEVAGE DEVELOPMENT GROUP, LLC /ELEVAGE SHOREVIEW HOLDINGS, LLC

Moved by Councilmember _____

Seconded by Councilmember _____

To adopt Resolution #16-15 approving the Comprehensive Plan Amendment and Ordinance #941 approving the Rezoning and the Preliminary Plat and Planned Unit Development – Development Stage for Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC (EDG) to redevelop the following properties: 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place with a mixed use residential and commercial development.

Comprehensive Plan Amendment

1. The amendment changes the land use designation from C, Commercial/O, Office and RL, Low Density Residential to MU, Mixed Use.
2. Review and approval of the amendment by the Metropolitan Council.
3. The amendment will not be effective until the City grants approval of the Final Plat and PUD - Final Stage requests and the development agreements are executed.

Rezoning

1. This approval rezones the property from C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development.
2. The underlying zoning district for this PUD is: Lot 2 – R2, Attached Residential, Lot 3- R3, Multi-Dwelling Residential for the apartment units and C1, Retail Service for the commercial
3. Rezoning is not effective until approvals are received for the Final Plat, PUD - Final Stage and the development agreements executed.

Preliminary Plat

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
2. The final plat shall include drainage and utility easements along the property lines. Drainage and utility easements along the roadways shall be 10' wide and

along the side lot lines these easements shall be 5' wide. Other easements shall be dedicated as required by the Public Works Director.

3. Private agreements shall be secured between the parcels in the subdivision regarding the maintenance of shared facilities. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
4. Comments received from the State of Minnesota and Ramsey County shall be addressed in the Final Plat submittal.
5. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. This approval permits the redevelopment of 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place with a mixed use development consisting of a 5-story building that has 134 market rate apartment units and 6,800 square feet of commercial space on the first floor. Fourteen townhomes are also planned.
2. Access to the site shall be provided via the driveways off County Road E and Rustic Place as indicated in the approved plans. Access from Rustic Place may be modified provided the requirements of the Fire Department are met.
3. The items identified in the City Engineer's memo dated January 20th shall be addressed in the Final PUD submittal.
4. The items identified by the Fire Marshall in his letter dated January 11th shall be addressed in the Final PUD submittal.
5. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director is required, prior to submittal to the City of applications for Final Plat and PUD – Final Stage. Final plans shall identify site construction limits and the treatment of work (i.e. driveways, parking areas, grading, etc.) at the periphery of these construction limits.
6. The developer shall secure a permit from the Ramsey Washington Metro Watershed District prior to commencing any grading on the property.
7. The proposed apartment housing structure shall be of a 5-story design as depicted on the plans submitted with this application. Said building shall include the architectural enhancements and high-quality building materials as identified. The structure shall not exceed the 55-foot height as identified in this report and on the submitted plans.
8. A financial contribution to the City's Forestry fund is required since the number of required tree replacements cannot be accommodated on the development site.
9. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed

prior to the issuance of any permits for this project. The Development Agreement shall address:

a. Construction management and nuisances that may occur during the construction process, including parking for contractors. No parking is permitted on Rustic Place, County Road E and Rice Street.
b. Best Management Practices for Water Quality improvement
c. Landscape maintenance
d. Maintenance of stormwater management facilities

10. This approval shall expire after two months if the Planned Unit Development - Final Stage application has not been submitted for City review and approval, as per Section 203.060 (C)(6).

This approval is based on the following findings:

1. The proposed Comprehensive Plan Amendment supports the policies stated in the Comprehensive Plan related to land use, housing and redevelopment.
2. The proposed redevelopment plan carries out the recommendations as set forth in the Housing Action Plan and expands life-cycle and housing choice in the City.
3. The proposed redevelopment plan is consistent with the recommendations as set forth in the Highway Corridors Transition Study.
4. The land use change and rezoning for a mixed use development that is primarily residential will not adversely impact the planned land use of the surrounding property.
5. The proposal will not impede or otherwise conflict with the planned use of adjoining property

Vote:	**Ayes:** _____	**Nays:** _____
Johnson	_____	_____
Quigley	_____	_____
Springhorn	_____	_____
Wickstrom	_____	_____
Martin	_____	_____

City Council Meeting
March 7, 2016

TO: Mayor, City Council, and City Manager

FROM: Kathleen Castle, City Planner

DATE: March 3, 2016

SUBJECT: Case File 2602-16-01 Comprehensive Plan Amendment, Rezoning, Preliminary Plat, Planned Unit Development – Development Stage, Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC

Introduction

Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC (EDG) submitted several applications to redevelop the following properties: 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place.

The submitted applications include:

1) Comprehensive Plan Amendment: Changing the land use from RL, Low Density Residential and C, Commercial/O, Office to MU, Mixed Use
2) Rezoning: Changing the zoning designation from C2, Commercial and R1, Detached Residential to PUD, Planned Unit Development
3) Preliminary Plat: Replatting the property from 4 lots to 2 lots
4) PUD – Development Stage: To redevelop the property with mixed-use high-density multi-family residential and commercial development

Project Summary

The redevelopment site includes four properties located at the intersection of Rice Street and County Road E, north of Interstate 694. Existing land uses include a one-story 34,887 square foot shopping center built in 1957, and three small single-family residences that were built in 1939 and 1940. The redevelopment site has approximately 4.2 acres with frontage on Rustic Place, Rice Street and County Road E. The existing commercial and residential land uses will be replaced with a development consisting of a 5-story mixed use building that has 134 market rate apartment units and 6,800 square feet of commercial space on the first floor. This structure is designed as an "L" shaped building located in the southeastern corner of the property oriented towards the Rice Street/County Road E intersection. Access to an off-street parking lot and below grade parking structure is provided from County Road E.

Fourteen townhomes are also proposed on the western part of the redevelopment site. Access to the townhomes is proposed off County Road E and Rustic Place.

Please see the attached statement and submitted plans.

Previous City Review; PUD – Concept Stage

The Planning Commission and City Council did review a Concept Stage – PUD application submitted by the applicant in July of last year. This plan also included commercial and high-density residential land uses but was designed as a horizontal mixed use project rather than the

vertical mixed use being proposed. The plan required deviations from the City's code requirements pertaining to building height, building setbacks, parking lot design and setbacks. Planning Commission and City Council members recognized the need for the retail center's redevelopment and generally supported a mixed use residential/commercial development. If the project was to move forward to the Development Stage, members asked that the following items be addressed: mixture of land uses, development intensity/density, traffic, architectural design, building height and site design. The primary concern related to the impact on the adjoining residential neighborhood and the applicant's were encouraged to incorporate site and building design features that mitigate these impacts. Minutes from the Council meeting is attached.

In response to the comments received, the applicant has revised the plan. The plan has changed from a horizontal mixed use to a vertically mixed use project with the commercial uses integrated into the residential apartment building. The apartment building has been shifted to the southeastern portion of the property to create a better presence at the road intersection and reduce impacts on the adjoining residential neighborhood. In addition, townhomes have been included on the western portion of the property and are intended to be a transitional land use from the higher density residential to the lower density residential neighborhood. Site amenities such as an outdoor pool/patio area and walking paths.

Prior to the submittal of these applications, the applicant did hold several neighborhood meetings to present the revised plans and receive comments from property owners in the neighborhood.

Staff Review

The submitted applications have been reviewed by staff in accordance with the Comprehensive Plan and Development Code. Key issues associated with each application are addressed.

Comprehensive Plan Amendment

Attachment A summarizes the Comprehensive Plan policies related to this site as well as other planning efforts the City has undertaken to address redevelopment near the Interstate 694/Rice Street interchange.

The applicants are requesting an amendment to the Comprehensive Plan changing the existing C, Commercial/O, Office and RL, Low Density Residential land use designations to MU, Mixed Use. The majority of the development site (157 County Road E, 185 County Road E and 3500 Rustic Place) is currently guided for commercial and office land uses. The property at 3521 Rice Street is the only property guided for low-density residential. Due to the mixed use nature of the development, the relationship of the proposed uses and density of the apartment building, the staff believes a MU, Mixed Use land use designation is appropriate. The MU designation permits a variety of land uses, including vertical mixed residential and commercial land use.

In accordance with Section 203.053 (D), the City Council needs to consider the following when reviewing a Plan amendment:

(1) The site and the characteristics of adjoining planned land uses;
(2) Probable building mass differences;
(3) Traffic generation;

(4) Separation to dissimilar land uses;
(5) Carrying capacity of the site (sewer, water, access, topography, etc.), and
(6) Buffering potential of dissimilar but adjoining land uses

The City Council may grant or deny the amendment based on 4/5ths majority vote of the Council.

The planned land uses of the adjoining property in Shoreview include RL, Low Density Residential (0-4 units per acre) to the north and west, and C, Commercial to the south. Interstate 694 is also located immediately to the south of the development site. East, in the City of Vadnais Heights, land uses include commercial, office and low density residential.

The redevelopment of these properties with a commercial or office use could have similar or more significant impacts than a mixed-use development whose primary use is residential. In Staff's opinion, it is reasonable to change the land use designation of the two residential properties on County Road E due to their orientation, adjacency to the existing commercial center and proximity to the Interstate. Further, Staff believes it is reasonable to change the land use designation for the remaining property on Rice Street due to its adjacency to the commercial center and frontage on Rice Street. Existing language in the Comprehensive Plan anticipates potential land use changes in the Rice Street corridor. The consolidation of these properties provides additional land area where site design elements can be utilized to preserve the integrity of the adjoining low density residential land uses.

This MU land use designation includes both commercial and residential land uses and serves as a land use transition and buffer between the Interstate, the Rice Street corridor and nearby commercial land uses. When looking broadly at the City's land development patterns, higher density residential developments are generally found along arterials in the City and adjacent to lower density residential land uses. Residential land uses, regardless of housing type, occupancy or density, are generally considered compatible land uses. While staff believes the proposed land use designation is compatible, site and architectural design strategies should be used to address the review criteria identified above.

Rezoning
The applicant's are requesting the properties be rezoned from C2, Commercial and R1, Detached Residential to PUD, Planned Unit Development.

In accordance with Section 203.052 (C), the City Council needs to consider the following criteria (italics) when reviewing a rezoning request. Staff's review also follows each of the individual criteria.

1) *That the proposed rezoning is consistent with the policies of the Comprehensive Plan and with the general purpose and intent of the development regulations.*

   EDG is seeking a Comprehensive Plan Amendment to change the designated RL, Low Density and C/O, Commercial/Office land use to MU, Mixed Use. The preceding section provides information on the plan amendment.

2) *That the development facilitated by the proposed rezoning will not significantly and adversely impact the planned use of the surrounding property.*

The rezoning of this property to PUD for the mixed use development will not significantly and adversely impact the planned use of the surrounding property. Significant and adverse impacts are evaluated by reviewing the effect the proposed rezoning and subsequent development will have on the transportation system, stormwater management, municipal sewer and water service and the environment. Staff has determined that the municipal infrastructure can accommodate the proposed development without compromising service to the adjoining land uses. In addition, the development will not have a significant impact on the nearby transportation network.

The primary concern relates to the development's impact on the adjoining low density residential neighborhood. The submitted plans indicate that the site can be redeveloped in a manner that will not adversely impact these adjoining residential properties. While the proposal consists of a mixed use project, the primary land use is residential and has less commercial space than currently provided on the site. Staff considers this high-density residential use a transition from the adjoining arterial road network and commercial land uses to the low density residential land use. Architectural and site design features have been incorporated into the redevelopment project to minimize the impact on the nearby single-family residential homes. The relocation of the mixed use building towards the intersection increases the separation of this use, including the commercial, from the adjoining land uses and provides land area for buffering and screening.

Rezoning to the PUD District is also seen as desirable since the City has the ability impose conditions that mitigate impacts and influence the architectural design, site design, and land uses. The majority of the site is currently zoned C2, Commercial, which permits a variety of commercial land uses that could potentially have a greater impact on the adjoining single-family residential neighborhood.

3) *The developer is willing to enter into a rezoning/development agreement with the City.*

As a condition of approval, the developer will be required to enter into a development agreement with the City.

Preliminary Plat

The development site includes four tax parcels, three of which are currently used as single-family residential and one which is the commercial property. Elevage has submitted a preliminary plat application that will combine these properties into two parcels. Lot 1 has been designated for the townhome use and Lot 2 for the mixed use building.

The preliminary plat has been reviewed in accordance with the City's subdivision standards (Section 204). The block and lot layout are defined by the different land uses with the townhomes located on one parcel and the mixed use building located on a second parcel. Drainage and utility easements will be provided over stormwater infrastructure and along parcel

lines as required by the City Engineer. Municipal utilities are currently present and will serve the redevelopment.

The plat does include dedicated and vacated right-of-way for County Road E. The Final Plat will need to identify the County Road E easement as platted right-of-way.

A public use dedication fee, based on the density, will be required and addressed in the Development Agreement.

Planned Unit Development – Development Stage

The Planned Unit Development (PUD) process is used to encourage or provide flexibility, creativity, and innovation in the planning and design of development to achieve a variety of objectives related to the Development Code and the City's land use and housing goals.

The PUD Development Stage is the second stage in the PUD process. At this stage, the detailed site development and subdivision plans are presented to the City for public review. A 4/5 majority vote is required for approval by the City Council. The third and Final Stage of the PUD is reviewed by the City Council and provides the City with the opportunity to review the plans for consistency with the Development Stage approval. Development agreements are also drafted and executed at this stage.

Planned Unit Development Review Criteria

The proposed development needs to satisfy certain objectives in order to be approved through the PUD process. Objectives met by this proposal includes; Comprehensive Plan consistency, high-quality building design, enhancement of public infrastructure, improved stormwater management, housing choice, elimination of a blighted structure, and land use compatibility.

Land Use and Development Issues

Code flexibility is essential for this project to move forward, specifically regarding building height, structure setbacks and parking. The project has been reviewed in accordance with the R3, Multiple Dwelling Residential District (Lot 2) and the R2, Attached Residential District (Lot 1) which will be the underlying zoning districts for the PUD.

Density

Density is the measure of dwelling units to the total land area of the development site. In the MU land use designation, the City anticipates a maximum density of 45 units per acre. In mixed use projects, a higher density is needed to support the other land uses, ensure vitality and sustainability. Different but complimentary land use can reinforce one another. The overall density of the development is 33.6 units per acre.

One issue raised relates to the impact higher density developments can have on lower –density residential neighborhoods. The proposed location is on the edge of a lower density neighborhood but is also adjacent to arterial roadways (Rice Street/Interstate 694) and commercial land uses. This type of development pattern is not unique and other examples include Shoreview Senior Living, The Shores, Summerhouse and Applewood Pointe. Although the densities of the two residential land uses have a large variation, these densities can co-exist

provided site and building design strategies are used to minimize and mitigate impacts on the lower density residential neighborhood. These impacts are mitigated by exceeding the required structure setbacks from the adjoining residential properties, providing a landscape buffer, and increasing parking provide on-site.

Building Height and Setbacks

Mixed use building – Lot 2

The mixed use structure is designed as flat roofed 5 story building that has a height of 55' and exceeds the maximum 35-feet permitted in the R3 district (Section 205.084 (C3)). This height can be exceeded provided: 1) It does not exceed the firefighting capabilities of the Fire Department (Section 206.040 (A)) and 2) An additional 1-foot of setback is provided for every additional foot in height over 35'(Section 205.084 (C3)).

Lake Johanna Fire Department has reviewed the proposed concept and indicated that the proposed height is not a concern as the Department has trained staff and the equipment needed to respond to a fire in a taller building. The building is also required to have a fire suppression system.

The placement of the structure **exceeds** the required setbacks from the adjoining single-family residential uses to the north. Flexibility from the required minimum building setbacks is needed from property lines along Rice Street and County Road E and the western property line adjacent to the proposed townhomes. The placement of the structure closer to the intersection and roadways does not negatively impact the adjoining commercial land uses. The following table compares the required and proposed setbacks and identifies the deviations being requested.

	R3 Code Requirement	Proposed Setback
Front property line - Rice Street	60'	41'*
Side property line County Road E North (adjacent to single-family residential)	 50' 50'	 32'* 78.2'
Rear property line - West	50'	14'*

**Deviation Required*

To provide some perspective regarding the height, the following table compares the proposed height of the structure to other high-density residential structures in the City.

Development	**Peak**	**Midpoint**
Lexington Shores	42 feet	36 feet
Summerhouse	50 feet*	40 feet*
Scandia Shores	48 feet	41 feet
Shoreview Sr. Living ***Approved Addition(not yet constructed)***	41.5 feet (existing) 49 feet	36 feet (existing) 40.25 feet

Applewood Pointe	47'3" feet	39.5 feet
Lakeview Terrace	78.5 feet	-
EDG	55 feet	

**Estimated height*

Townhomes – Lot 1

Fourteen townhomes units are proposed and will be located in two structures. These structures are a two-story design with tuck under garages oriented towards the rear of the buildings. The 31-foot height of the townhomes complies with the maximum 35-feet permitted. The proposed setback from the north property line is 75.6'.

The setback of the structure from the Rustic Place right-of-way (ROW) is 25.4' and requires a deviation from the minimum 30-feet required. While the adjoining single-family residential property to the north has a greater setback from the Rustic Place ROW (approximately 52'), the distance between the structures and landscape buffer will mitigate the impacts. Currently, there is a detached accessory structure located on the development site that is approximately 6-feet from the Rustic Place ROW and 27' from the north property line. The existing home, while located in the southern portion of this lot is setback 5' from the Rustic Place right-of-way. The following table summarizes the required and proposed setbacks:

	R2 Code Requirement	Proposed Setback
Front property line County Road E	30'	32.4'
Side property line Rustic Place East	30' 10'	25.4'* 23'
Rear property line North (adjacent to single-family residential)	-	75.6'

**Deviation Required*

Visual Impact

The applicant has modified the site plan and structure design to address the concerns raised regarding the visual impact the proposed mixed use structure will have on the adjoining single-family residential properties. A flat roof design was chosen to lower the profile and height of the 5-story building. Impacts are minimized by placing the building in the southwest corner of the property, exceeding the minimum structure setbacks required from the north property line and providing a landscape buffer.

While the Shadow Study found that shadow cast will transcend the northern property line and extend onto the adjoining residential properties during the winter months, shadow will not be cast on these homes during the majority of the daylight hours. Staff recognizes this impact but believes when other factors are considered (existing vegetation, proposed vegetation, the location of the proposed structures and compliance with the required structure setbacks from the northern property line) there will not be an adverse impact on the adjoining properties. Further, the City's

regulations do not have provisions that protect properties from shadow cast by development on adjoining properties.

Parking and Access

Mixed use building – Lot 2

The City's Development Code requires a minimum 2.5 stalls per unit in the R3 zoning district with one stall fully enclosed (Section 206.020 (B1g) and 5.5 stalls per 1,000 square feet of net floor area in the C1 district (Section 206.020 (B1a). Restaurants require 1 stall per 3 seats based on the maximum design capacity of the building (Section 206.020 (B2f)).

The following table summarizes the proposed parking and Development Code requirements:

	Code Requirement	**Proposed Parking**
Lot 1 – Mixed Use Structure	***Total = 373*** Residential - 2.5 stalls per unit = 335 Commercial – 5.5 stalls per net floor area (2,080 sf) = 11.4 Restaurants – 1 stall per 3 seats (80 seats) = 26.6	***Total: 274 stalls*** *Proof of Parking – 8 stalls* Surface parking lot – 79 stalls Underground parking structure – 195 stalls Residential: 233 (1.74 stalls per unit) Commercial/Restaurant: 41 stalls

The number of parking stalls proposed is 274 with the majority provided in the below-grade parking structure. A deviation to the minimum 373 stalls required is needed. The applicant believes the number of stalls provided is sufficient to meet the demand due to the unit mix and target demographic. The applicant states that this ratio is consistent with similar apartment complexes and that the unit mix should be considered when applying parking standards. The alcove and one-bedroom units will likely be occupied by one tenant thereby reducing the parking demand while the 2 and 3 bedroom units will more than likely be occupied by two tenants that have vehicles. The provided number of parking stalls has been determined based on these assumptions with the following ratios applied based on the unit type.

	Number of Units	Parking Ratio	Number of Parking Stalls Provided
Alcove	9	1 stall/unit	9
1-bedroom	62	1.25 stalls/unit	77.5
1-bedroom plus den	14	1.25 stalls/unit	17.5
2-bedroom	38	2 stalls/unit	76

2-bedroom plus den	8	2 stalls/unit	16
3-bedroom	3	2 stalls/unit	6
Guest			31
Total	134	1.74/unit	233

The Development Code does provide some flexibility with respect to parking standards. The number of parking stalls constructed may be reduced to a number less than the minimum provided parking management techniques are used. Techniques that may be considered include proximity to transit, shared parking and proof of parking (Section 206.020 (C)). Transit is provided on Rice Street and the submitted plans do identify an additional 8 stalls for proof of parking.

The proposed parking ratio of 1.74 stalls per unit is consistent with practices used in other suburban communities for newer complexes. Attachment B compares the City's parking requirements with other communities and provides ratio's that have been used in newer apartment complexes. Shoreview's required parking ratio of 2.5 stalls per unit is on the upper end of those communities surveyed. Staff believes it is reasonable to apply a parking ratio based on the number of bedrooms within each unit. The ratios identified by the applicant are logical due to the demographic market and ratio's applied in similar developments. Further, shared parking between the residential and commercial uses will be available.

The parking lot is accessed via one entry driveway off of County Road E. The plan has been revised to provide an emergency vehicle access lane north of the building connecting to Rice Street.

Landscaping is also required to screen the parking areas, provide visual relief and shade (Section 206.060 (A)). The setback of the parking lot from the northern property line adjacent to the single family residential use is 24' exceeding the minimum 20-foot setback required. Landscaping provided along the northern property line has been enhanced to screen the parking lot from view of the neighboring properties.

Townhomes – Lot 1

The primary access to the townhomes remains off of County Road E; however, a secondary access driveway has been added off Rustic Place. The purpose of this driveway is to provide an exit way for emergency vehicles. While this driveway complies with the City's standards, the staff encourages the applicant to review other options (such as an emergency vehicle lane) that may comply with the Fire Department's standards.

To address concerns regarding visitor parking, a surface parking area with 10 stalls has been added north of the townhomes. This parking area will be setback 25-feet from the north property line and exceeds the minimum 20-foot setback required. A landscape screening buffer will be planted north of this parking area to minimize impacts on the adjoining residential property.

Traffic Impacts

A traffic impact study was prepared comparing forecasted traffic levels generated by the site's redevelopment with a no-build condition. The original study completed was found to have an error and has been revised. The study acknowledges that congestion does occur at the Rice

Street/County Road E intersection during the morning peak rush hour. Redevelopment of the property will have a negligible traffic impact on the road network. The level of service for this area will remain relatively unchanged from the conditions presently experienced.

Joe Lux, Senior Transportation Planner for Ramsey County, did review the traffic study and found that it has been completed in accordance with industry standards. The existing traffic congestion occurring on Rice Street is primarily attributed to the operational deficiencies of the I694/Rice Street interchange. The reconstruction of this interchange is a top priority and the County is working on a legislative funding package for the needed interchange improvements. If funding is received, the improvements may be completed in 2018.

The State Department of Transportation (MNDOT) also reviewed the study and had no concerns.

Public Comment and Agency Review

Property owners in the Rustic Place neighborhood and those on Rice Street in the City of Vadnais Heights were notified of the redevelopment proposal, applications and the Planning Commission meeting dates. A development notification sign was also placed on the property.

The City received comments from a number of property owners expressing opposition and concerns regarding the proposed development. These concerns generally relate to land use compatibility with the adjoining single-family residential neighborhood, density, public safety, traffic, visual impact, architectural design/scale, and environmental impacts. These comments are attached.

Karen Scheffing, Minnesota Department of Transportation, provided comments regarding the proposed plat and permitting requirements.

Nate Berg, Lake Johanna Fire Marshall, provided comments regarding Fire Code requirements and access. The revised plans address these comments.

Comments from the Public Works Department Staff are attached. These comments address a variety of items such as utilities, stormwater management, trail connections and tree preservation.

Planning Commission Review

The Planning Commission reviewed the applications at their January 26th and February 23rd meetings. In January, the applications were tabled to provide EDG additional time to respond to concerns raised at the public hearing and provide additional information regarding parking, building height and visual impact, development intensity and density. EDG responded to the Planning Commission's satisfaction and the Commission recommended approval to the City Council with a 5 – 0 vote. Minutes from both meetings are attached.

Recommendation

The submitted plans were reviewed in accordance with the City's development standards and previous direction received from the Commission. The staff believes the proposed development is consistent with Shoreview's land use and housing policies and meets the criteria for the

Comprehensive Plan Amendment, Rezoning and PUD. This mixed-use residential and commercial development should serve as a transitional land use between the arterial transportation network, commercial land uses and the adjacent single-family residences. Impacts of the proposed development are mitigated through the site design including building placement, green space and landscaping. This mixed use product will also support community needs by diversifying the rental housing options available in the community and providing additional commercial development.

The staff is recommending the City Council approve the applications with the following conditions attached.

Comprehensive Plan Amendment

1. The amendment changes the land use designation from C, Commercial/O, Office and RL, Low Density Residential to MU, Mixed Use.
2. Review and approval of the amendment by the Metropolitan Council.
3. The amendment will not be effective until the City grants approval of the Final Plat and PUD - Final Stage requests and the development agreements are executed.

Rezoning

1. This approval rezones the property from C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development.
2. The underlying zoning district for this PUD is: Lot 2 – R2, Attached Residential, Lot 3- R3, Multi-Dwelling Residential for the apartment units and C1, Retail Service for the commercial
3. Rezoning is not effective until approvals are received for the Final Plat, PUD - Final Stage and development agreements executed.

Preliminary Plat

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
2. The final plat shall include drainage and utility easements along the property lines. Drainage and utility easements along the roadways shall be 10' wide and along the side lot lines these easements shall be 5' wide. Other easements shall be dedicated as required by the Public Works Director.
3. Private agreements shall be secured between the parcels in the subdivision regarding the maintenance of shared facilities. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
4. Comments received from the State of Minnesota and Ramsey County shall be addressed in the Final Plat submittal.
5. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. This approval permits the redevelopment of 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place with a mixed use development consisting of a 5-story

building that has 134 market rate apartment units and 6,800 square feet of commercial space on the first floor. Fourteen townhomes are also planned.

2. Access to the site shall be provided via the driveways off County Road E and Rustic Place as indicated in the approved plans. Access from Rustic Place may be modified provided the requirements of the Fire Department are met.
3. The items identified in the City Engineer's memo dated January 20th shall be addressed in the Final PUD submittal.
4. The items identified by the Fire Marshall in his letter dated January 11th shall be addressed in the Final PUD submittal.
5. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director is required, prior to submittal to the City of applications for Final Plat and PUD – Final Stage. Final plans shall identify site construction limits and the treatment of work (i.e. driveways, parking areas, grading, etc.) at the periphery of these construction limits.
6. The developer shall secure a permit from the Ramsey Washington Metro Watershed District prior to commencing any grading on the property.
7. The proposed apartment housing structure shall be of a 5-story design as depicted on the plans submitted with this application. Said building shall include the architectural enhancements and high-quality building materials as identified. The structure shall not exceed the 55-foot height as identified in this report and on the submitted plans.
8. A financial contribution to the City's Forestry fund is required since the number of required tree replacements cannot be accommodated on the development site.
9. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed prior to the issuance of any permits for this project. The Development Agreement shall address:

    a. Construction management and nuisances that may occur during the construction process, including parking for contractors. No parking is permitted on Rustic Place, County Road E and Rice Street.
    b. Best Management Practices for Water Quality improvement
    c. Landscape maintenance
    d. Maintenance of stormwater management facilities

10. This approval shall expire after two months if the Planned Unit Development - Final Stage application has not been submitted for City review and approval, as per Section 203.060 (C)(6).

Attachments

1. Attachment A – Planning Efforts
2. Attachment B – Parking Comparison
3. Attachment C - C2, General Commercial Zoning District
4. Resolution #16-15
5. Ordinance #941
6. August 17 City Council minutes
7. January 26 and February 23rd Planning Commission Minutes
8. Memo - Tom Wesolowski, City Engineer/Mark Maloney, Public Works Director
9. Location Map
10. Pictometry photos

11. Zoning Map/Planned Land Use Map
12. Applicant's Statement and Submitted Plans
13. Letter - Nate Berg, Fire Marshall, LJFD
14. Correspondence from Joe Lux, Ramsey County Public
15. Correspondece from Karen Scheffing, MNDOT
16. Public Comment – January and February meeting
17. Motion

ATTACHMENT A
COMPRHENSIVE PLAN/PLANNING EFFORTS

The Comprehensive Plan (weblink - http://www.shoreviewmn.gov/government/comprehensive-plan-test) designates the majority of this property as C, Commercial and the existing residential parcels as RL, Low Density Residential.

The planned land use of this property (Chapter 4) is C, Commercial and this property is also included in Policy Development Area #18, Rice Street Crossings and Vicinity. Policy Development Areas (PDA's) present opportunities or pose significant concerns for development or redevelopment. Through the use of the PDA concept, the City has established more specific land use policies that address the individual circumstances found within the PDA. In accordance with the PDA #18, the commercial parcel has a land use designation of Commercial and O, Office. The C designation recognizes and allows for commercial uses while the O designation, suggests this area may also be suitable for office use due to the proximity to the highway and adjoining residential neighborhood. The Plan does recognize that the large residential lots adjacent to this should retain the RL, Low Density Residential Designation until a redevelopment application is received. The application includes three residential properties that are adjacent to the shopping center. The submitted application is requesting an amendment to change the land use of these property to MU, Mixed Use.

Chapter 6, Economic Development, also identifies the commercial property as a Targeted Redevelopment Area, TRA #2. One of the key issues identified relates to the appropriate land use for this property because it adjoins a low density residential neighborhood.

Chapter 7, Housing, include goals that address redevelopment and housing. Since there are limited opportunities for development, the plan recognizes that redevelopment is vital to meet the life-cycle housing needs of the community and diversify the housing supply. The Plan also recognizes that existing conditions and neighborhood character need to be considered when reviewing infill and redevelopment proposals.

Other Planning Efforts

Since the Rice Street/I694 interchange area was identified as both a PDA and TRA, this area was included in the Highway Corridor Transition Study which was completed earlier this year. The recommendations of this study include updating the PDA and expanding potential uses to include high density residential as well as buffer requirements for the adjacent single-family neighborhood. In addition, the creation of a Mixed Use district was recommended to allow a mixture of uses within a development project including commercial, office, high-density residential and live-work units.

The Economic Development Authority also included the Rice Street/I694 interchange area in their 2015/2016 workplan. This plan calls for continued efforts to address the transportation infrastructure issues for the interchange area as well as looking at options for the redevelopment of the commercial center.

Shoreview's Housing Action Plan recognizes that new rental housing opportunities are needed to expand housing choice and attract younger households (weblink - http://www.shoreviewmn.gov/home/showdocument?id=1294).

Attachment B - Parking Ratio Comparison

	Parking Required	Recent Projects Approved
Arden Hills	1.1 Stalls per each efficiency unit and 1 bedroom units 2 stalls per each 2 plus bedroom units	**Arden Flats –** 2 stalls per unit **E Street Flats** 1.76 stalls per unit
New Brighton	1.5 stalls per unit plus 1 visitor stall for every 4 units On-street parking applied towards ratio	**The View at Long Lake** 1.75 stalls per unit
White Bear Lake	2 stalls per unit – one of which must be enclosed	**Boatworks Commons** 1.25 stalls per 1 br units 1.75 stalls per 2 br units
Eden Prairie	2 stalls per unit – one of which must be enclosed	**Martin Blu** 1.06 stalls per studio unit
Shoreview	2.5 stalls per unit	**Lakeview Terrace** 1.7 stalls per unit

ATTACHMENT C – C2, GENERAL COMMERCIAL ZONING DISTRICT SITE AND BUILDING PLAN REVIEW

205.043 General Commercial District (C2)

(A) Purpose. In addition to the purposes defined in Section 205.040(A) (Business District Overview, Purpose), the General Commercial District is intended to be located at an intersection that includes an arterial roadway. It should not be located adjacent to an area planned for residential use. This district is intended to permit uses such as motor vehicle fuel, and service, convenience retail, restaurant, and motel/hotel uses that will not cause unsafe traffic conditions and which cater to visitors to the area.

(B) Permitted Uses. In addition to the uses defined in Sections 205.040(B) (Overview) and 205.042(B) (Retail Service District), the following types of activities, as well as similar uses, are permitted:

dispensing propane/compressed natural gas
equipment sales and rental located within a fully enclosed building
fuel stations
motels, hotels
restaurants
seasonal produce/Christmas tree sales
truck/car washes
vehicle sales and rental located within a fully enclosed building

(C) Conditional Uses.

(1) Approval of a Conditional Use Permit shall require compliance with the requirements set forth in Section 203.032(D) (Conditional Use Permits). In addition, when the site abuts land planned for residential use as defined by the Shoreview Comprehensive Guide Plan, the City may:

(a) prohibit access from a predominately residential street.
(b) restrict the hours of operation for loading docks, drive-up facilities, self-service fuel sales, outdoor display/activity areas that are lighted and have an outdoor speaker system(s) and any use that could promote loitering, such as a tavern or commercial recreation use.
(c) require greater than minimum setbacks for structures and driveways.
(d) require opaque screening to eliminate headlight glare.
(e) impose any other restriction it deems to be in the public interest. If the proposed conditional use is an adult establishment, outside storage and display and accessory structures are prohibited.

(2) The following uses are permitted with a conditional use permit:

adult establishments
automobile rental and service facility
automobile service station
auto body repair and painting
commercial recreation uses
uses with drive-up facilities or loading docks within 75 feet of property zoned for residential use
pawnbroker shops

(a) Auto Rental and Service Facility. Approval of a conditional use permit for an auto rental and service facility shall comply with the following standards:

(1) The use is permitted in single-tenant or multi-tenant commercial buildings.
(2) No more than five (5) rental cars for pick-up or drop off in the short term may be parked and/or stored on the property.
(3) The number of parking stalls provided this use shall be in addition to the City's minimum parking requirements for the property and shall be located to the rear or side of the building.
(4) No servicing of vehicles shall be offered to the general public.

205.042 Retail Service District (C1)

(A) Purpose. In addition to the purposes defined in Section 205.040(A)(Business District Overview, Purpose), the Retail Service District is intended to have direct access to an arterial roadway and to include a variety of retail, personal service, indoor recreation, restaurant, and office uses. These businesses are intended to be patronized by the entire community as well as persons from nearby communities. Multi-tenant commercial structures and free standing uses are permitted within the district.

(B) Permitted Uses. In addition to the uses defined in Section 205.040(B) (Overview) and 205.044(B) (Office District) the following retail sales activities and commercial services, as well as similar uses, are permitted:

art/school supplies
auto accessories
bakery goods/deli
barber/beauty shop
books and music
cameras & photo supplies
clothing
computers/software
costume rental
day care

decorating
department stores
financial facilities
florist
fuel station (capacity of no more than four vehicles at one time)
gifts/cards
groceries
hardware
hobby shops
household furnishings
housewares
jewelry
laundry/dry cleaning
lawn and garden supplies
locksmith
luggage
mortuary
music/dance/business school
musical instruments
off-sale liquor
paint/wallpaper/interior
personal care products
pet shops/grooming
pharmacy
photocopying service
photography studio
restaurant
seasonal produce/Christmas tree sales
sewing supplies
shoe sales/repair
sporting goods
tailoring/dressmaking
tanning salons
tobacco
variety shops
video rental/sale

(C) Conditional Uses. The following uses may be allowed by a Conditional Use Permit. Approval of a Conditional Use Permit shall require compliance with the requirements set forth in Section 203.032(D) (Conditional Use Permits).

commercial recreation uses
dispensing of propane/compressed natural gas
fuel stations (capacity of five to eight vehicles at one time)
kennels

uses with drive-up facilities or loading docks within 75 feet of land planned for residential use

205.040 **Business Districts Overview.** Within the City, business districts have been established to provide areas suitable for commercial, office and business park development. These business districts include the following districts:

Limited Retail Service District (C1A)
Retail Service District (C1)
General Commercial District (C2)
Office District (OFC)
Business Park District (BPK)

(A) Purpose. The Business Districts are established to:

(1) Provide adequate space to meet the needs of modern commercial, office and business park development, including off-street parking and truck loading areas.

(2) Provide local, convenient retail services close to city residents, large centers serving the whole community and employment center and highway-oriented services, located appropriately throughout the City.

(3) Minimize traffic congestion.

(B) Permitted Uses. In addition to the permitted uses listed for each Commercial District, the following uses are also permitted.

(1) Utilities.

(2) Towers and antennas subject to compliance with the standards in Section 207.040.

(3) Commercial antennas, excluding satellite earth stations, in accordance with the standards in Section 207.

(4) Free-standing commercial towers are not permitted in business districts unless the property falls within the Telecommunications Overlay District.

(5) Mobile wireless telecommunications facilities for temporary use during power outages, natural disasters, or emergencies or for temporary testing purposes for up to 72 hours.

(6) Private antennas in accordance with the standards in Section 207.040(A).

(7) Satellite earth stations provided that:

(a) The diameter is less than two meters.

(b) The ground-level view of these devices is screened from contiguous properties and adjacent streets.

(8) Public and quasi-public facilities subject to Site and Building Plan review and upon the Council's finding that the use(s) will not impede or otherwise conflict with the planned use of adjoining property.

203.041 Site and Building Plan Review.

(A) Permit Required. Approval is required for all site and building plans for the improvement, development, alteration, or expanded use of any property in any district except property utilized or proposed for utilization in connection with single-family detached dwellings.

(B) Application. An application for site and building plan review shall be made on forms provided by the City Manager and shall be submitted with the required information.

(C) Review Process. Site and Building Plan Review applications shall be processed in accordance with Section 203.020(B) (Planning Commission/City Council Review).

(D) Criteria for Review. The Site and Building Plan review may be granted provided the proposed use is listed as a permitted use for the district in which it is located and upon showing that the standards and criteria of the Development Ordinance will be satisfied and that the use is in harmony with the general purposes and intent of the Development Ordinance and the Comprehensive Guide Plan.

(E) Length of Site and Building Plan Approval. Any use permitted under the terms of Site and Building Plan approval shall be established and conducted in conformity to the terms of such permit and any conditions designated in connection therewith. The approval shall remain in effect for so long as the conditions agreed upon are observed, provided that nothing in this section shall prevent the City Council from action or amending the Development Ordinance to change the status of said approval.

(F) Agreement. The applicant may be required to enter into a Development Contract in accordance with Section 203.080(A).

RESOLUTION/ORDINANCE

EXTRACT OF MINUTES OF MEETING OF THE CITY COUNCIL OF SHOREVIEW, MINNESOTA HELD MARCH 7, 2016

* * * * * * * * * * * * *

Pursuant to due call and notice thereof, a meeting of the City Council of the City of Shoreview, Minnesota was duly called and held at the Shoreview City Hall 4600 North Victoria St. in said City at 7:00 PM.

The following members were present:

And the following members were absent:

Member introduced the following resolution and moved its adoption.

RESOLUTION NO. 16-15

A RESOLUTION OF THE SHOREVIEW CITY COUNCIL A COMPREHENSIVE PLAN AMENDMENT

WHEREAS, Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC initiated a Comprehensive Plan Amendment for properties located at 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place; and,

WHEREAS, the Comprehensive Plan Amendment changes the land use designation C, Commercial/O, Office and RL, Low Density Residential to MU, Mixed Use; and

WHEREAS, the Planning Commission acting in accordance with the provisions of Municipal Code Section 203, held a public hearing and reviewed the Amendment at their January 26, 2016 meeting and tabled the application request to their February 23, 2016 meeting; and

WHEREAS, the Planning Commission reviewed the amendment and heard public testimony at their February 23, 2016 meeting and recommended approval to the City Council; and,

WHEREAS, the City Council considered the proposal at a regular meeting on March 7, 2016 and approved the Comprehensive Plan Amendment based on the following findings:

1. The proposed Comprehensive Plan Amendment supports the policies stated in the Comprehensive Plan related to land use, housing and redevelopment.
2. The proposed redevelopment plan carries out the recommendations as set forth in the Housing Action Plan.
3. The proposed redevelopment plan is consistent with the recommendations as set forth in the Highway Corridors Transition Study.
4. The land use change C, Commercial/O, Office (3 properties) and RL, Low Density Residential (1 property) to MU, Mixed Use for a mixed use development that is primarily residential will not adversely impact the planned land use of the surrounding property.
5. The proposal will not impede or otherwise conflict with the planned use of adjoining property

WHEREAS, the Comprehensive Plan Amendment is not effective until:

1. The Metropolitan Council approves the amendment

NOW, THEREFORE, BE IT RESOLVED, that the Comprehensive Plan is hereby amended changing the land use designation from C, Commercial/O, Office and RL, Low Density Residential to MU, Mixed Use; and

NOW, THEREFORE, BE IT FURTHER RESOLVED that this amendment shall not become effective until this approval is subject to review and approval by the Metropolitan Council.

The motion was duly seconded by Member and upon a vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

WHEREUPON, this resolution was declared duly passed and adopted the 7th day of March, 2016.

STATE OF MINNESOTA)

COUNTY OF RAMSEY)

CITY OF SHOREVIEW)

I, the undersigned, being the duly qualified City Manager of the City of Shoreview of Ramsey County, Minnesota, do hereby certify that I have carefully compared the attached and foregoing extract of minutes of a meeting of said City Council on the 7th day of March, 2016, with the original thereof on file in my office and the same is full, true and complete transcript there from insofar as the same relates to the Comprehensive Plan Amendment for properties located at 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place in the City of Shoreview in Ramsey County, Minnesota.

WITNESS MY HAND officially as such City Manager and the corporate seal of the City of Shoreview, Minnesota this 7th day of March, 2016.

_____

Terry C. Schwerm, City Manager

SEAL

STATE OF MINNESOTA
COUNTY OF RAMSEY
CITY OF SHOREVIEW

ORDINANCE NO. 941

AN ORDINANCE AMENDING THE CITY OF SHOREVIEW OFFICIAL ZONING MAP REGARDING PROPERTIES LOCATED AT 157 COUNTY ROAD E, 185 COUNTY ROAD E, 3521 RICE STREET AND 3500 RUSTIC PLACE

The Shoreview City Council ordains that the Official Zoning Map adopted March 2, 2009 and effective March 11, 2009 is hereby amended as follows:

SECTION 1. Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC initiated a rezoning from C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development for the following legally described properties:

Lots 10, 11 and 12, Block 3, Rowe and Knudson's Woodland Homesites, and that part of the North 19 feet of County Road E, vacated, lying between the extension Southerly access across said street of the West line of said Lot 12 and the East line of said Lot 11, Ramsey County, Minnesota. Torrens Property

Lots 9, 13 and 14, Block 3, Rowe and Knudson's Wooded Homesites, Ramsey County, Minnesota. Torrens Property.

(This property is commonly known as 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place)

SECTION 2. The procedural history of this rezoning is as follows:

1. This rezoning was initiated pursuant to Section 203.052 of the Shoreview Development Ordinance adopted April 16, 2001 and effective May 9, 2001.

2. The Shoreview Planning Commission held a public hearing and reviewed the amendment at their January 26, 2016 meeting and tabled the application request to their February 23, 2016 meeting.

3. The Shoreview Planning Commission reviewed the amendment and heard public testimony at their February 23, 2016 meeting and recommended approval to the City Council; and,

4. All persons present at said meeting were given an opportunity to be heard and present written statements. The Commission also considered the recommendation of the City Staff recommending to the City Council that this rezoning be approved.

3. This rezoning was considered and approved by the Shoreview City Council on March 7, 2016.

SECTION 3. Section 205.010(A)(1) of the Shoreview Development Ordinance adopted April 16, 2001 and effective May 9, 2001 is hereby amended to add the following Subsection (a).

(a) Zoning Map Revision. The Shoreview Zoning Map, adopted on March 2, 2009, is hereby revised to indicate that the above-described properties have been rezoned from C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development.

SECTION 4. Approval of zoning amendment is on the basis of the following findings of fact:

1. The rezoning supports the policies stated in the Comprehensive Plan related to land use, housing and redevelopment.
2. The proposed rezoning and redevelopment plan carries out the recommendations as set forth in the Housing Action Plan.
3. The proposed rezoning and redevelopment plan is consistent with the recommendations as set forth in the Highway Corridors Transition Study.
4. The zoning district change C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development for a mixed use development that is primarily residential will not adversely impact the planned land use of the surrounding property.
5. The proposal will not impede or otherwise conflict with the planned use of adjoining property.
6. The Developer will enter into a Development Agreement with the City.

Adoption Date. Passed by the City Council of the City of Shoreview on the 7th day of March, 2016.

Effective Date. This ordinance shall become effective the day following its publication in the City's official newspaper and satisfaction of the conditions attached to the Rezoning as approved by the City Council.

Publication Date. Published after the 7th of March, 2016.

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Sandra C. Martin, Mayor

SEAL

MINUTES FROM PREVIOUS

CITY COUNCIL AND PLANNING COMISSION MEETINGS

Mr. Espe introduced Ms. Terry Heaton from Springsted to answer any questions.

Mayor Martin asked if the difference in interest rate is a significant difference. Ms. Heaton stated that the City received a premium bid that provides some cash. The amount between the premium and bond issue must be under $10 million. The City will receive the same amount of money, but the bond issue awarded at this meeting is in the amount of $9,690,000 because more cash was paid up front.

On this bond issue, the difference between the estimated 2.7605% interest rate and the interest rate received of 2.4698% amounts to approximately $300,000.

Mayor Martin asked the difference between Standard & Poor's "strong" rating and "adequate" rating. Ms. Heaton explained that a grid is used to look at total debt to total expenditures. There are larger payments that are paying off retiring bonds. That pushed the City into the "adequate" category. The most important measure is if the City has the money to make all the payments.

Mayor Martin explained that the Water Treatment Plant is the biggest infrastructure project ever undertaken by the City, which is the reason for issuing bonds. The Water Treatment Plant will benefit everyone by removing iron and manganese from the water.

Councilmember Wickstrom commended Mr. Espe and his department for the continued excellent work and preserving the AAA bond rating with the change in staff during the last year and a half.

MOTION: by Councilmember Wickstrom, seconded by Councilmember Johnson to adopt proposed resolution #15-69 authorizing issuance, awarding sale, prescribing the form and details and providing for the payment of $10,000,000 general obligation bonds, Series 2015A.

ROLL CALL: Ayes: Springhorn, Wickstrom, Johnson, Quigley, Martin
Nays: None

PUD CONCEPT STAGE - ELEVAGE DEVELOPMENT GROUP, 155-173 COUNTY ROAD E, 185 COUNTY ROAD E, 3500 RUSTIC PLACE, 3521 RICE STREET

Presentation by City Planner Kathleen Castle

Elevage is presenting a Concept Stage PUD to redevelop the subject properties with mixed use residential and commercial development. The property is north of I-694 and west of Rice Street; it consists of 4.14 acres with frontage on Rice Street, Rustic Place and County Road E. Existing improvements include three single-family homes and a commercial shopping center of 34,887 square feet. Adjacent land uses include low density residential, commercial and commercial development in the City of Vadnais Heights. The commercial shopping center is zoned C2, which allows restaurants, fuel stations, banks, liquor stores, hardware stores and general retail.

The proposed project is to redevelop the four properties with a high density market rate apartment building with 100 units. The building is L-shaped running along the north and west

side of the property with five stories on the west leg and four stories on the north leg. A restaurant of 6,576 square feet is located in the northeast corner and a small retail building of 1,868 square feet on the corner of Rice Street and County Road E. Access is being considered off Rice Street and County Road E. The applicant is seeking flexibility on requirements relating to setbacks, height, and parking lot design.

The existing land use designation is C, Commercial and RL, Low density residential. The applicant seeks to rezone the site to MU, Mixed Use, which requires a Comprehensive Plan Amendment. The property, with the exception of 3521 Rice Street, is within Policy Development Area (PDA) #18. PDA's identify underutilized sites in the City and establishes policies and goals for that site. The commercial parcel is zoned C, Commercial and O, Office. This is also Targeted Redevelopment Area #2, which recognizes adjacent low density residential and the need for redevelopment to have a low impact on that neighborhood.

The City's Highway Corridor Transition Study identifies this property for potential expansion that would include high density residential and mixed use. The Economic Development Authority (EDA) lists this property in its 2015/2016 Work Plan for redevelopment and notes the need to address infrastructure for the new interchange. Mixed Use allows up to 45 units per acre. The approximate density proposed is 41 units per acre. Mixed use with high density residential and commercial may be compatible if there are design strategies to minimize impact to adjacent residential properties. This means adequate structure setbacks, a buffer and attention to the height of any planned building.

Staff finds that the proposed high density apartment building would be best located on the western portion of the site due to site characteristics, proximity to the transportation corridor and the low-density residential area to the north. A five-story building would exceed the City's limit of 35 feet and would have a visual impact on the residential neighborhood to the north. Added height would be allowed with increased setbacks from the property lines. The Lake Johanna Fire Department had no issue with the proposed building height but did comment on requirements for access.

Access is proposed off Rice Street and County Road E. A traffic impact study would be required from both Ramsey County and MnDOT. Surface parking is planned for 162 stalls. Underground parking is planned for the apartment building. There is not enough information at this time to determine if parking requirements are met. A minimum 20-foot setback is required from residential lot lines and the street right-of-way.

Property owners within 350 feet were notified of the proposal. Comments of opposition focus on land use compatibility, density, public safety, traffic, visual impact, architectural design/scale and environmental impacts. The developer held a neighborhood meeting in July. The Planning Commission reviewed this proposal at its July 28, 2015 meeting and heard public testimony. The Commission found that the proposed uses are appropriate with the proximity to arterial roadways but expressed concern about impacts to the residential property to the north. There was also expressed concern about traffic and access to parks, trails and green space.

The Council is asked to review the proposal and identify issues that need to be addressed. Should the application move forward, the following will be required: 1) Comprehensive Plan Amendment; 2) Rezoning; 3) Preliminary/Final Plat; 4) Planned Unit Development - Development and Final Stage reviews.

Mr. Michael Mergens, Co-Owner Elevage Development Group, stated that the Concept Stage PUD is optional to receive public comment and develop a good project. Elevage plans to close on the shopping center property by the end of the month and move forward with development. That parcel is zoned Commercial. Without rezoning, development could have been proposed with allowable uses. However, Elevage desires to build a quality development of Mixed Use. Rather than just rezoning to Mixed Use and proposing allowable businesses, the need for more apartments in Shoreview was recognized. The building proposed would have a green roof, atrium and top floor with floor-to-ceiling glass, which come at significant cost. Four parcels have been consolidated for the best layout. Design details will be part of the next review. What is being looked for is feedback on placement of the proposed components and whether the area planned as a restaurant should be a restaurant or retail.

Planning Commission Chair Steve Solomonson stated that the biggest concern is the intensity of what is proposed--a restaurant with a high density apartment building. There are concerns about the number of people filtering into the neighborhood, height of the buildings and access to green space. The question is how to buffer a five-story building. There was discussion about shifting the apartment building toward County Road E, but public comment expressed concern about creating a cove effect that would be a public safety problem. There is a lot of intensity for the size space with the apartment building, a large shared parking space and restaurant.

Mayor Martin opened the discussion to public comment.

Mr. Dennis Hamilton, 3633 Rustic Place, stated that the neighborhood believes this is a good site for redevelopment. However, the proposed development is too big with no real transition to the neighborhood. At this time, there are 76 landmark trees between the neighborhood and the site that have worked for years as a buffer. Those trees would be removed. Increased setbacks will not allow privacy. If the green space has to be on the roof, the project is too big. Green space needs to be on the ground. Residents would like to see some commercial space in the area with access for pedestrians and bikes. The viability of such a large project is in doubt. A luxury apartment building on this site will not have the amenities of access to parks and trails. Whatever is built will be there for a long time. As a gateway to the City, careful planning is needed. Residents want to see the right size development for the site and provide a good transition to the neighborhood. There is concern about rental and whether such a large building can be successful. A previously built apartment tower is only 20% occupied. The proposal is not close to what it should be but off by a lot.

Mr. Nathan Anderson, 3565 Rustic Place, stated that residents do understand that this site will be redeveloped, but residents feel like bystanders. This is a very complicated problem. He asked the meaning of flexibility under a PUD. He stated that flexibility can be a devastating word in fostering livability for residents. He referred to Highway Corridor Transition study recently contracted by the City to determine best potentials for redevelopment of highway

corridor sites. He noted that the study cautions development of his neighborhood to include consideration of impacts of noise, traffic and speeds may have on homes along the arterial roadways. The study refers to a windshield survey of the community. He asked how a survey of a community can be done by driving down the street of a neighborhood. The study is a blueprint for local government to have a developer come in. The study does not include any assessment of the impact to the neighborhood. There is no input on what will happen to the Rustic Place neighborhood. Mixed Use is proposed next to large (almost estate size) neighborhood lots full of trees. There is not enough room to buffer what is proposed. The study is in direct opposition to Shoreview's Comprehensive Plan and codes. The study does not mean the development should be high density. There needs to be flexibility in interpretation of the study. Continued study is needed of detrimental impacts to the neighborhood.

Mrs. Becky Harshauer, 3562 Rice Street, stated that her zip code is Shoreview, but technically she lives in Vadnais Heights. However, she received a notice and wanted to note that they are being told that an apartment building will have less traffic than retail. Retail would have distributed traffic. Restaurant and apartment traffic would impact the rush hours when there is already a struggle with traffic at that time. More apartment buildings are not needed in Shoreview, not even two stories. Residents would prefer retail because buildings would be one story and there would only be business traffic. Upscale retail such as Kowalski's, women and children's clothing, Boston Market. There is already a restaurant planned at the Rainbow site. Elevage has two business registrations with the Minnesota Department of Commerce. Both businesses are listed at the same address, which is different from the Bloomington address given by Mr. Mergens, which is troubling. In the Stillwater newspaper, it was mentioned that Elevage was fired by the city for missed deadlines. New apartment buildings are required to have a percentage of low income units. Also, there is no access shown to Owasso Beach or Snail Lake Beach. Residents do not want an apartment building.

Mr. Jim Shea, 123 Radisson Road, NE Blaine, stated that he works for Pet Junction, one of the current retail stores in the existing shopping center. He would like to see this pet facility remain. It is upscale and provides training. There are people that come from many towns outside the Twin Cities to train their pets. The business is very lucrative and has been on this site for 20 years. It is important to look at what is good for the economy. He would like to see a restaurant and other retail. There is little in the area with good retail services.

Mayor Martin closed the public comment period at 9:00 p.m.

City Planner Castle responded to the question about flexibility within a PUD. She explained that a PUD is used to encourage creativity and innovation. With redevelopment, it is difficult to conform to Code requirements. The PUD process provides flexibility. In return, the City needs to receive a benefit from the project, such as meeting City goals for economic development or housing, or providing transportation improvements for the community. Those are the types of things staff looks for in a PUD.

Mayor Martin asked about the possibility of moving the east/west wing to the south, which is the shorter of the two segments. Mr. Mergens indicated that location on the map. He further stated that Elevage Development Group is registered with the Secretary of State of Minnesota with a

registered address. The address he provided is the address of his law firm. Elevage was not fired by Stillwater.

Councilmember Johnson asked Mr. Mergens to share some success developments he has been involved with. **Mr. Mergens** stated that he was the lead attorney on a six-story apartment building in downtown Minneapolis that was a $50+ million project, the lead attorney on a project in Golden Valley and another project in Blaine. He emphasized that the intent of Elevage is to work with the City. Being told the development won't work is not constructive. Factual feedback is needed to refine it. It is not viable to redevelop the entire site with retail. The apartment building is a vital part of making the retail viable.

Mayor Martin asked who the clientele would be for the apartment building. **Mr. Mergens** stated that there are different requirements that can require low income apartments, such as TIF Districts. The proposal is for a market rate apartment building. There will be a variety of incomes. Their market study shows more than a 1000 units needed with incomes over $40,000 by 2020 in Shoreview. At this time, no such projects are planned.

Councilmember Wickstrom asked the pros and cons of moving one portion of the apartment building to the south. MnDOT mentioned noise and she asked if there would be a noise wall. People on the south end of the apartment building will see the freeway or a noise wall and her concern is if that impacts the desirability of the building. **Mr. Mergens** stated he does not believe the apartments on the south end will impact the desirability of the building. There are those who will like the quick accessibility to the freeway, and there is a dynamic view to downtown St. Paul. Mr. Maloney added that MnDOT is not planning a noise wall on that side of the freeway with the lane addition.

Councilmember Wickstrom stated that the proposed building does not look residential. It has a box look, which is not like other buildings in Shoreview. She asked if more features can be added to the building. **Mr. Mergens** stated that is the type of information he is looking for. The next stage will have such details.

Councilmember Wickstrom expressed other concerns about traffic. She asked the pros and cons of closing off Rustic Place. She asked if more green space can be incorporated. She asked what types of retail would be viable and if retail would be viable on the first floor of the apartment building. **Mr. Mergens** stated that there is more potential for retail on Rice Street, but not in the back of the site on the first floor. There tends to be tension between residents and retailers, and most apartment buildings are not including retail. He further stated that market studies have been done. The apartment building would not be proposed if they did not think there would be close to 100% occupancy.

Councilmember Wickstrom stated that younger people want amenities, but there are not many at this site. **Mr. Mergens** stated that one of the desirable factors is that people want to live in Shoreview. He added that it is not just transient people who move into apartments. Apartment living has become a lifestyle, and many move into apartments with the intent of living in them for a long time.

Councilmember Quigley stated that he sees the main issues as buffering and height. He asked about flipping the building so that one leg is on the south side. The history of small retail at that site has not been successful. Added traffic will be minor to the traffic already there. With good lighting he does not see public safety as an issue. Added buffering would be well received. One difficulty is that there is no playground, but he noted another building at Victoria and County Road E without a playground. It will take flexibility to fit the development well on this site.

Mayor Martin asked about the possibility that the project does not work. **Mr. Mergens** responded that it is important to do all due diligence, rely on expert projections and decide what can be developed to meet needs and projections. With the $20 million being invested, a lot of time is spent on such studies and making those decisions. There is a risk to any development. Everything he has studied points to Mixed Use for more residents that would support a smaller retail project.

Mayor Martin responded the City's Corridor Study was a followup to a Policy Development Area study that was established before the last Comprehensive Plan. The City has always done long-range planning. This strip mall is a blighted area. Many different types of shops in that strip mall have not succeeded. She agreed with Mr. Shea that Pet Junction is a success, and the City is not rejecting Pet Junction. The owner has put the strip mall up for sale. Her concerns are about green space. The height could be modified by moving it to the south. The current height would need greater setbacks. Trees are important and how trees would be replaced. The apartment building would serve as a bit of a sound barrier to the neighborhood. There are nuisance properties to the west and north. Those problems would not be solved with just a retail development. If this development proceeds, it would solve the problems with some of the nuisance properties. Further, the Corridor Study is an indicator of what could happen but it is not cast in stone.

Councilmember Springhorn also urged finding a place for Pet Junction. He expressed appreciation for all the comments. He does not like to see statements that renters do not care about the land. There are places where there are problems with renters and places where renters are great neighbors. He does not want renters to not be welcomed into Shoreview. If the building is moved south, he suggested trying to fit in a small playground.

Councilmember Johnson agreed with Councilmember Springhorn. The community continues to want more restaurants. She asked that component be made a priority. She suggested using crime prevention through environmental design and use that as a tool to see what crime prevention mechanisms can be put in place.

Mayor Martin stated that no decision is made at this meeting. The next review will also be a public hearing. She added that when she built her dream home in 1967, the City rezoned for an area with 986 apartments that completely surrounded her home. What she learned is that setbacks are very important, height is important, green space is enormous and today she can say that it is not a bad thing to have those apartments in the area.

ADJOURNMENT

MOTION: by Councilmember Johnson, seconded by Councilmember Springhorn to adjourn the meeting at 9:35 p.m.

VOTE: Ayes - 5 Nays - 0

Mayor Martin declared the meeting adjourned.

THESE MINUTES APPROVED BY COUNCIL ON THE 8th DAY OF SEPTEMBER 2015.

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Terry Schwerm
City Manager

SHOREVIEW PLANNING COMMISSION
MEETING MINUTES (EXCERPT)
January 26, 2016

PUBLIC HEARING – COMPREHENSIVE PLAN AMENDMENT, REZONING, PRELIMINARY PLAT, PLANNED UNIT DEVELOPMENT-DEVELOPMENT STAGE

FILE NO.	**2602-16-01**
APPLICANT:	**ELEVAGE DEVELOPMENT GROUP, LLC/ELEVAGE SHOREVIEW HOLDINGS, LLC**
LOCATION:	**3500 RUSTIC PLACE, 185 COUNTY ROAD E, 157 COUNTY ROAD E, AND 3521 RICE STREET.**

Presentation by City Planner Kathleen Castle

The redevelopment site consists of 4.2 acres with frontage on Rice Street, Rustic Place and County Road E. Currently, there are three single-family homes and a commercial shopping center on the site. Adjacent uses include low density residential to the north and west and commercial to the south and east. The City of Vadnais Heights is immediately to the east.

The proposal is for a mixed use building with 134 market rate apartments and 6,800 square feet of commercial space on the first floor. Surface and underground parking is planned. Also, 14 townhome units would be built in two buildings. Access to the site is off County Road E.

A Concept Stage plan was reviewed by the Planning Commission last July. The Commission requested that any future application address the following: 1) land use mixture, 2) intensity/density of development, 3) traffic, 4) architectural design, 5) building height, and 6) site design. While the Commission was generally supportive of redeveloping the site, there was concern that appropriate measures be taken to protect the single-family residential area to the north.

Comprehensive Plan Amendment
The Comprehensive Plan Amendment would change the land use designation from C/O, RL (Commercial/Office, Low Density Residential) to MU (Mixed Use). Mixed use with high density residential and commercial can be compatible, if design strategies are used to minimize impacts to nearby single-family residential properties.

The property is located in Policy Development Area (PDA) #18, known as Rice Street Crossings. This property is also a Targeted Redevelopment Area (TRA #2). This means there are certain policies that address the redevelopment of this area. The City's Highway Corridors Transition Study called for this property to expand potential uses to include high density residential and mixed use. The City's Economic Development Authority (EDA) has targeted this site in its 2015/2016 Work Plan for redevelopment. The Shoreview Housing Action Plan calls for new rental opportunities through redevelopment and an increase in housing opportunities for young

households. A market study was also done by the developer, which shows a need for apartments in this area.

Rezoning
Rezoning the property from C2 and R1 to PUD would be consistent with the City's Comprehensive Plan. Rezoning would not significantly impact planned use of surrounding property, transportation, municipal utilities, or storm water management. Any impacts to adjacent residential land uses can be mitigated through the site and building design. Mixed Use would be considered a transition from the arterial road network and commercial land uses to the low density single family residential. The relocation of the mixed use structure to the southeast corner of the site increases separation from nearby residential properties and provides sufficient area for buffering and screening.

Preliminary Plat
The site consists of four parcels. Currently, three are single-family residential and one is commercial. The property is proposed to be platted into two parcels. Lot 1 would be the proposed townhomes. Lot 2 would be the mixed use building. The plat is consistent with subdivision standards. Drainage and utility easements will be required along parcel lines and over storm water infrastructure.

Planned Unit Development
A Planned Unit Development (PUD) allows design flexibility, creativity and innovation. This application seeks flexibility from City requirements regarding structure setbacks, building height and parking. The mixed use structure has been shifted to the southeast, which increases the separation from adjacent single-family homes and enhances visibility of the commercial component from the intersection. The townhomes on the western portion of the site provide a transition from high density to low density residential. The green space along the northern boundary serves as a buffer to the single-family homes to the north.

The proposed 5-story building has a height of 55 feet. The maximum 35-foot height allowed can be exceeded if approved by the Lake Johanna Fire Department. No concerns have been identified by the Fire Department. When height exceeds 35 feet, an additional foot of setback must be provided for each additional foot of height over the 35 feet. The deviation from setbacks are proposed as:

- 41-foot setback from front property line on Rice Street - Code requires 60 feet
- 32-foot setback from side property line on County Road E - Code requires 50 feet
- 14 -foot setback from the rear property line to the west - Code requires 50 feet

The height of the townhomes is proposed to be 31 feet, which complies with Code. A setback deviation is required from Rustic Place. Code requires 30 feet; 25.3 feet are proposed. Code requires a 10-foot setback from the east property line; 23 inches is proposed. The proposed setback from County Road E is 32.4 feet which exceeds the required 30 feet. The proposed rear setback is 54.3 feet. Two-car tuckunder garages with parking available in driveway approaches are provided with the townhomes.

Impact to the adjacent residential area is mitigated with placement of the mixed use structure in the southeast corner, the use of a flat roof design, and the green space along the northern boundary adjacent to the single-family homes. A shadow study was completed. The study shows that there will be some shadow cast impact to residential properties to the north during December.

Density
Mixed Use allows up to 45 units per acre; 33.6 units are proposed. The intensity of this development is addressed with the building placement, below grade parking, increased green space and provision of amenities with walking paths, pool and patio areas.

Traffic
The traffic study completed shows that this proposal will have negligible impact on the road network. Traffic will not be diverted to Rustic Place. Existing traffic congestion is caused by the deficiencies of the I-694/Rice Street interchange. Ramsey County, Shoreview, Little Canada, Vadnais Heights have funded preliminary design work for the interchange and seek funding to complete the work in 2018. The traffic study for this project was reviewed and accepted by Ramsey County, Minnesota DOT and the City.

Parking
On Lot 2, off-street parking provides 235 parking stalls on-site. Underground parking provides 168 stalls. The Development Code requires 365 stalls. The proposal provides 1.7 stalls per unit; the City requires 2.5 stalls per unit. There is no opportunity for shared parking and not enough room to show proof of parking. There may be some flexibility, but this issue needs to be addressed further.

Grading
The grade will be raised approximately 1 foot for the mixed use building. Garage structures for the townhomes will be near the current elevation. The main floor elevation is 932 feet. There is some concern about the visual impact from the adjoining homes to the north and west. Homes on Rustic Place are at an elevation of approximately 923.

Storm Water Management
The property is located in the Ramsey Washington Metro Watershed; a permit is required. Underground infiltration chambers are proposed to manage runoff before it overflows into the City storm sewer system. The site is also located in the St. Paul Water Utility Drinking Water Supply Management Area and may be subject to additional restrictions.

Landscaping
Existing homes have a significant number of trees. The proposal would remove 52 landmark trees and preserve 7. This would require 317 replacement trees; 116 replacement trees are proposed. A cash deposit will be made to the City's Forestry Fund. Additional plantings are proposed along the north property line and along County Road E and Rustic Place.

Agency Review

The proposal was reviewed by Ramsey County Public Works, Mn/DOT, Lake Johanna Fire Department and the City Engineer. Ramsey County concurred with the traffic study and prohibited any access off Rice Street.

Notice of the public hearing was published in the City's legal newspaper, and notices were sent to residents in the Rustic Place neighborhood and Vadnais Heights. Concerns expressed are in regard to land use compatibility, density, public safety, traffic, visual impact, market, architectural design and scale, and environmental impacts.

Staff supports the proposal and recommends the Planning Commission hold the public hearing and forward the project application to the City Council for approval.

Commission Discussion
Commissioner Ferrington noted there is no parking on Rice Street, County Road E and Rustic Place. Her concern is if the Planning Commission passes the proposal on, specific issues such as parking may not be fully addressed. Ms. Castle explained that the no parking prohibition on Rice Street, County Road E and Rustic Place is during construction. All construction traffic must have parking accommodation on-site. In condition No. 9 under the PUD Development Stage, the applicant is required to provide additional information pertaining to parking needs prior to the City Council's consideration of the PUD Development Stage. It is the Commission's decision if enough information is presented to move the application forward.

Commissioner Ferrington asked if there is land that could be developed as a park. Ms. Castle stated that there is a public use dedication fee that the developer has to pay that could be used for park improvements. The City does not own any land for a park in this neighborhood. Commissioner Ferrington added that connection to the Shoreview trail system would also be a benefit. Otherwise, this development is quite isolated and there is no way to safely access the Shoreview trails.

Commissioner McCool asked the number of parking stalls allocated to commercial. Ms. Castle stated that 29 stalls are allocated to commercial. Commissioner McCool asked where overflow parking would be available for the townhouses. Ms. Castle stated that 2.5 stalls provided--two in the garage and one on the driveway--meets Code standards.

Commissioner McCool asked the composition of units and number of bedrooms. Ms. Castle stated that there are 9 studio apartments; 62 units with one bedroom; 14 units with one bedroom and a den; 38 units with 2 bedrooms; 8 units with 2 bedrooms and a den; and 3 units with 3 bedrooms.

Commissioner Thompson expressed concern about safety for pedestrian travel from this neighborhood. Ms. Castle stated that there will be an internal sidewalk network for residents. There is a trail along Rice Street that will be maintained. There are no plans at this time to establish a trail on Rice Street north or south. That will be considered with the bridge redesign.

Commissioner Doan asked if the townhomes will be owned or rental and if there is any consideration for affordable units. Ms. Castle answered that all units will be rental. No

affordable units are planned. Commissioner Doan asked about closing Rustic Place for cut-through traffic if needed. Ms. Castle responded that the traffic study shows that there will not be cut-through traffic.

Commissioner Peterson noted the 25.3 feet setback from Rustic Place. He asked the setback of the homes on Rustic Place. Ms. Castle stated that the nearest house to the north is set back approximately 52 feet.

Chair Solomonson noted that the intent of the reduced setback is to increase the distance from the single family residential. He asked if a future trail is planned on Rice Street. Ms. Castle stated that at this time County plans are for mill and overlay work that does not include a trail.

Commissioner Ferrington stated that she would like to see a breakdown of needed parking for the apartment building and retail component.

Public Hearing
City Attorney Kelly stated that proper notice has been given for the public hearing.

Chair Solomonson opened the public hearing.

Mr. Mike Mergens, Elevage Development Group, introduced **Aaron Rostadt**, ESG Architects; **Lucas Vadsesteen**; Civil Engineer Todd Erickson; **Vern Swing** of Westwood who performed the traffic study. He commended the staff presentation and stated that the conditions of approval are reasonable and do not present a problem.

Mr. Rostadt stated that rent by choice is a growing phenomenon across the country. Demographics that influence this type of housing are kid-less by choice, couples focused on career; single divorcees who are very concerned about schools; affluent empty nesters who wish to stay in Shoreview but do not want to keep a house; power singles who are educated people with higher income and fast track careers who live an upscale life in an urban setting. Rents are projected are from $1100 for a studio apartment to $2400 for a townhome. There are 38 million renters across the country at this time and 20 million apartment buildings. In the last five years renters have increased by 1.6 million. Walking to restaurants, stores and other amenities is becoming more desired. Concierge and technology services are also part of this type of living. Everything is connected by mobile device.

Mr. Mergens stated that the completed apartments done by ESG are amenity rich and community focused. Research shows that more and more people want housing close to work. As headquarters move from downtown areas to the suburbs, workers want the same apartment amenities in the suburbs that they had downtown. At this time Shoreview does not have this type of living choice. The Comprehensive Plan recognizes this trend and need. The Comprehensive Plan sets a limit of 45 units per acre for Mixed Use. This project is at 33 units per acre. Research shows that the best use for this property is Mixed Use. Following the Concept Plan presentation to the Commission and City Council, it was clear that the design needed to be better. ESG was brought on board. The resulting project is in response to feedback from the

neighborhood, City and County. Businesses in the community have indicated that this type of housing is needed for employees.

Mr. Rostadt showed a number of completed projects by his company as examples of the amenities that will be included in this project. As a result of neighborhood meetings, the height was reduced by taking off one floor. The second floor units above the retail space were taken out to create an open atrium like retail space. The ground floor units have sidewalks that connect to the street. Park benches are spaced along the sidewalks. Outdoor amenities also include a small fenced dog park, a pool and patio areas. Increasing the number of trees will be considered. It is important to have a strong buffer between the project and the residential neighborhood.

Chair Solomonson opened the discussion to public comments.

Ms. Hilary Fox, 181 St. Marie Street, stated that integrity, respect, and responsibility are core values of the company she works for in addition to profit. Elevage previously said that commercial space on the first floor does not work. Today they are asking for that approval. Elevage has not taken neighborhood concerns into consideration. The project is too big. The shadow study is unconscionable. It is unacceptable for properties to lose sun exposure. It is not right to put houses in darkness that have been in existence for 15 years. Elevage is pushing the City and not waiting to see how the Rice Street bridge will impact this property. Three major concerns include safety, quality of residents' life and genuine need. Without enough parking, people will park on Rustic Place. This will create a safety issue for children and special needs people who live on Rustic Place, which is a close knit neighborhood. To add so many units and so many people will make Rustic Place accident prone, with more cars. Quality of life is huge. The project is too big, too tall, too dense. There is no benefit to the neighborhood. There are questions about snow removal and garbage removal. It does not fit because it is too crowded. The homes on Rustic Place are 1/2 to 3/4 acre yards with homes set back into the lots. The parking provided is 64% of what is required by the City. Setbacks are not met. Residents do not get exceptions to City standards when a deck or garage is added. There are no amenities in this area to walk to. Who will want to look at the freeway and railroad tracks? The example shown that was done in Illinois was three stories. The previous owner of her property wanted to subdivide to build a small home. The City did not allow it and said that profit does not trump the integrity and history and security of the neighborhood. That is what the neighborhood wants to preserve. The neighborhood is not opposed to development, but she urged the Commission to table this application to require it be smaller and less dense.

Mr. Howard Statz, 3520 Rustic Place, stated that he directly borders the proposed development. His concern is property value. His property is large with open air and large trees like living in the country. He is concerned about the grade differences between the shopping center and townhomes and his property. The shade will impact his lawn. Privacy is definitely a concern. He is hopeful that he will not have to worry about people cutting through his yard or younger people playing in his yard. He is concerned about noise from the swimming pool. A number of neighbors have fire rings to burn branches and brush. He is hopeful there will be no complaints about smoke. He can envision overflow parking on Rustic Place which has no sidewalks. The street is used for walking and biking as well as for vehicles. He anticipates an increase in vandalism with so many people coming in.

Mr. Curt Leavitt, 3636 Rustic Place, stated that the mixed use building height blocks sun to homes to the north. He is a surveyor and has done an initial shadow study that disagrees with Elevage's statements. The distance of one home is 160 feet from the apartment building. In that 160 feet the sun had risen 30 feet within that 160 feet still below the building and casting a shadow that morning at 8:50 a.m. At 9:50 a.m., the sun had risen 48 feet, still below the 55-foot building, and this is a month after December. His shadow study this morning disagrees considerably with what is claimed by Elevage. An independent third-party study is needed.

Chair Solomonson called a 10-minute break and then reconvened the meeting.

Mr. Tom Johnson, 3527 Rice Street, stated that he thoroughly disagrees with staff that there will not be significant impact to the neighborhood. His bedroom is 90 feet from the apartment building. He commended the architect, but the walking paths are 30 feet from his bedroom window. He has lived in his house 25 years. There are many garden plantings which is great enjoyment. His yard has been transformed with 25 years of work. The developers have offered to buy them out. If this project goes through, that may be his only option. It would be devastating because after 25 years the house has become a home. He understands that the individual suffers for the greater good, but to say there is no significant impact is ludicrous.

Mr. David Gordh, 3646 Rustic Place, stated that Shoreview is a park system of lakes. Grass Lake that extends into Snail Lake and across to Vadnais Lake. These park and water systems are found all through Shoreview. Wildlife is special in Shoreview because of the lakes. This is a neighborhood that lives within a canopy of trees. The properties are large lots with trees. This project takes away from that environment. There are families that have many generations who have lived here. Residents want to keep it that way. The community is unique. He objects to this project that is too high and too dense. It needs to be moved to another location. That high, colossal building will be seen for a long way on Rice Street and Highway 96. Townhouses would be okay. Neighbors have discussed these issues with the developer, but they would not listen.

Mr. Nathan Anderson 3565 Rustic Place, stated that the professional opinions and studies heard are hired by the developer to manufacture results to support their project.

Mr. Angel Toro, 3830 Rustic Place, stated that as a young member of the community, he decided to live in Shoreview because of what it looks like. Shoreview is very desirable for new families. This size building does not belong in this part of Shoreview. Families are looking for a quiet place to live with good schools. For these reasons, he is opposed to this level of development.

MOTION: by Commisisoner McCool, seconded by Commissioner Doan, to close the public hearing at 10:00 p.m.

VOTE: **Ayes - 6** **Nays - 0**

Commission Discussion

Commissioner Ferrington asked where packages would be delivered for tenants of the apartment building and retail businesses? **Mr. Rostadt** answered that delivery of packages to residents and retail businesses would be handled by the management group during daylight hours. Delivery trucks for the small amount of retail would park, then make their deliveries. Trash and recycling would also be handled by management.

Commissioner Peterson asked if there would be a park area for children. **Mr. Mergens** indicated green space on the site map where children could plan and there is a fenced dog run area. A fitness center is anticipated. **Mr. Rostadt** added that the pool area and barbecue area will open to a community room. Commissioner Peterson asked what size restaurant might be feasible. **Mr. Rostadt** stated that he envisions a boutique style restaurant of approximately 50 seats. The barbecue area could wrap around the restaurant and be an outdoor area for it in the summer.

Chair Solomonson stated that his concerned is 1.7 parking stalls per unit. He asked how the development would be impacted with 2 stalls per unit without losing green space. **Mr. Rostadt** stated that can be considered. In his experience he has found that 2 or 2.5 stalls per unit is excessive.

Commissioner McCool asked if the fitness franchise would be open to the public. **Mr. Mergens** answered, yes. Commissioner McCool asked if four stories were considered. **Mr. Mergens** explained that the project has to work economically. To drop a story would push the building out and the 78-foot setback from residential properties would be lost. The number of units cannot be dropped or the project will not be built. One thing that has been done is to shrink retail. Retail and/or a restaurant has to be sustainable with the density.

Commissioner McCool asked if the building would be stick built. **Mr. Rostadt** stated that the first floor will be concrete and the upper floors stick built. The retail area will also be a combination of steel. He added that a sophisticated modeling program is used to estimate shadows. During the growing season shadows do not cross the property line. At 5 stories there will be no shadows from late spring to early fall.

Commissioner McCool stated that parking is not adequate for the townhomes, and he asked where the overflow parking will be located. Mr. Rostadt stated that parking is available in the surface parking lot. Commissioner McCool asked if the project will be in phases. Also, is there roof activity. Mr. Rostadt stated that there is consideration to step the roof down and create additional outdoor roof areas. Mr. Mergens stated that the whole project will be built as soon as approval is given. There are no phases. Commissioner McCool encouraged consideration of the location of outdoor amenities noting that many are very near Mr. Johnson's house. The apartment building is separate, but there will be noise. He would like to see extra screening or a change in location for some outdoor activities because this is where the land use is most incompatible with the single-family homes to the north.

Commissioner Doan asked if the fenced dog area and potential playground would be open to the community. **Mr. Mergens** answered, yes. Commissioner Doan suggested a document to that effect. **Mr. Mergens** agreed.

Commissioner Doan stated that only 116 trees are being replaced compared to the 300 required. **Mr. Mergens** stated that the tree study presumes all the trees are healthy. Some may be diseased and need to be removed. This property abuts the freeway. There is an effort to put in many trees but keep the property safe. If more trees are required, they will be planted.

Commissioner Doan asked sidewalk lighting. **Mr. Rostadt** stated that it is important to have proper lighting. Groundfloor units will be pet oriented and will be the eyes on the street. Pathways to the north will be lit in a manner that overflow light does not extend to adjacent properties but still will feel safe. Paths will be plowed and shoveled and available all year. **Mr. Mergens** added that all snow will be hauled away.

Commissioner Doan asked if consideration has been given to a tiered building to reduce the shadow effect for neighbors to the north. **Mr. Mergens** stated that the least shadow impact was from six stories with 130-foot setback. Because of the concern for height, the building was lowered. A tiered roof is not being considered because the cut was made by taking off a whole floor. There is no more to cut. **Mr. Rostadt** stated that the Comprehensive Plan supports this amount of density. This will be a great addition to Shoreview. Elevage wants to continue to work to find the right buffer and the right setback to move forward.

Commissioner Doan asked if there is any further mitigation screening that can be done for neighbors to the north. Mr. Mergens that with the screening, berm and fencing planned, neighbors to the north will not see any more than if there were another home built.

Commissioner Doan asked what can be considered to address the concern for cut-through traffic, whether Rustic Place would be closed off. Also how will overflow traffic on Rustic Place be restricted? **Mr. Vern Swing**, Westwood, stated that the issue of traffic is the am peak time traffic flowing down Rice Street toward I-694. The critical intersection is at Vadnais, County Road E and Rice. The cure is a new bridge that provides an added lane. This development will generate about 80 trips of right turns at a signalized intersection. The evidence does not support cutting through Rustic Place. Speed bumps could be added to Rustic Place to make it less desirable for traffic. **Mr. Mergens** added that a time limit on parking can certainly be considered.

Commissioner Thompson stated that her concerns include the density, adequacy of parking, shadow impact, safety for neighbors and connection to the trail system. **Mr. Mergens** responded stating that the bulk of this property is zoned commercial and is currently falling down. He compared the impact of this project to one that could be built without a PUD. The shopping mall could be taken down and a 4-story building built on that corner. That is what is stipulated in the City's planning documents.

Commissioner Ferrington stated that three issues are not resolved--density, height of the mixed use building and parking. **Mr. Mergens** stated that adequate parking is important. The ratio of 1.7 is adequate. Parking will be further addressed in the Development Agreement. Retail users will have peak hours that are not the same as a restaurant. Elevage will continue to work on this issue.

Chair Solomonson thanked the residents attending for their input. In comparing this plan with the first one, he understands why the building is pushed back to increase the distance from residences. That is why the setbacks are pushed back. The townhomes are a plus. He questions the ratio of parking at 1.7 with no overflow parking for the mixed use building. He would like to have the developer show proof that parking is adequate before this application goes to the City Council. He suggested a tiered roof on the north side to make room for 2 stalls per unit. That would be more acceptable. This is project is a good transition that needs a little more work.

Commissioner Peterson stated that if parking is not adequate, residents will not be satisfied. Tiering on both sides would make the building more pleasant and attractive. The townhouse setback of 25 feet, which is half of that of the existing homes. Because of their height, the townhomes will stand out.

Commissioner Ferrington stated that the first plan was 100 units with 4 and 5 stories. At the time, five Commissioners said the height was too tall and it was too dense. This plan is 134 units and five stories. It is a beautiful complex and she commended the architect. What is being said now is the same, but it is more dense.

Commissioner McCool stated that he agrees with amending the Comprehensive Plan for this use. Mixed use is appropriate and a good transition. He is not supportive of this project. He commends ESG, but he is concerned about parking. At a ratio of 1.7 spaces for the apartments, there will only be 17 spaces for 7,000 square feet of commercial. The height is less troubling, but the shadow impact is difficult. He also questions the market for this type of building. He would like to see everything possible done for mitigation to the nearest neighbors. His preference would be to table this matter to the next meeting.

City Attorney Kelly stated that reasons for tabling need to be identified, and he would recommend extending the review period to 120 days.

Commissioner McCool stated the Commission is asking them to come back with parking analysis or make some changes.

Chair Solomonson called a 10-minute break in order to change the tape, and then reconvened the meeting.

Commissioner Doan stated that this is about a vision for the community and choices for the next generation. The vision of the developer is different from the neighborhood. The choice is to find the middle ground that will be attractive for his children to stay in the community. This is a prime piece of property. The project presented now is a great improvement from what was presented last summer but it could be further improved. He does not want to turn away $31 million of investment, but he would like to see the project tabled to bring more information about the shadowing/height, parking, and density.

MOTION: by Commissioner McCool, seconded by Commissioner Ferrington to table this application to the next scheduled Planning Commission meeting and that a letter

be sent to the developer from staff extending the review period of the application another 60 days in order to provide the Planning Commission the opportunity to further review parking, building height, density and overall site design as discussed at this meeting.

Discussion:

Commissioner Peterson stated that the issues are clearly more than just parking and covered well in the motion.

VOTE: Ayes - 6 Nays - 0

SHOREVIEW PLANNING COMMISSION
MEETING MINUTES
February 23, 2016

DRAFT

OLD BUSINESS

COMPREHENSIVE PLAN AMENDMENT, REZONING, PRELIMINARY PLAT, PLANNED UNIT DEVELOPMENT-DEVELOPMENT STAGE *

FILE NO.:	**2602-16-01**
APPLICANT:	**ELEVAGE DEVELOPMENT GROUP, LLC/ELEVAGE SHOREVIEW HOLDINGS, LLC**
LOCATION:	**3500 RUSTIC PLACE, 185 COUNTY ROAD E, 157 COUNTY ROAD E, AND 3521 RICE STREET.**

Presentation by City Planner Kathleen Castle

At the last Planning Commission meeting a public hearing was held and closed. After discussion and review by the Planning Commission, the matter was tabled. The review period for the application was extended from 60 to 120 days. Elevage Development Group was asked to further address parking, building height, visual impact and development intensity and density.

The property consists of approximately 4.2 acres with frontage on Rice Street, Rustic Place and County Road E. There are existing three single-family homes and a commercial shopping center. Adjacent land uses are low density residential to the north, commercial to the south and west, and the City of Vadnais Heights immediately to the east.

The proposal is a mixed use building with 134 market rate apartments and 6,800 square feet of commercial space. Both surface and underground parking is provided. Also, 14 townhouses in two buildings will be built west of the mixed use building. Access to the site will be off County Road E and Rustic Place.

The applicant is proposing the following changes:
- Parking for the mixed use building has been increased from 235 stalls to 274 stalls.
- An emergency vehicle lane is provided to address concerns of the Fire Department.
- Additional landscaping is proposed along the north lot line to mitigate impact to the single family homes to the north.
- The townhouse structures have been reduced in size, which increases the setback from the north property line.
- An access driveway is shown off Rustic Place to respond to concerns of access by the Fire Department.
- The grade elevation of the garage floor has been reduced by one foot to address concerns regarding the grade elevation of this development compared to the grade elevation of the single-family homes to the north.

The 274 off-street parking stalls for the mixed use building on Lot 2 include 79 surface parking stalls and 195 underground stalls. There are 233 parking stalls allocated to the residential apartments, and 41 stalls for commercial development. Proof of parking for 8 additional stalls is provided on the north end of the property. The City's Development Code requires 373 stalls, but deviation can occur under the PUD with parking management strategies in place. The site is on a transit line. There is shared parking between the residential and commercial uses. This plan shows 1.7 stalls per unit rather than the required 2.5 stalls per unit. The developer has demonstrated that the ratio of 1.7 is sufficient based on industry trends, the unit mix and the demographic market. Parking was broken down by the number of bedrooms in a unit rather than 2.5 stalls per unit. The one-bedroom units have 1.2 parking stalls; the two-bedroom and three-bedroom units have 2 stalls per unit. Staff surveyed other communities (White Bear Lake, New Brighton, Arden Hills and Eden Prairie) regarding parking ratio requirements and found that Shoreview's requirement of 2.5 stalls is at the high end.

The building height is five stories of 55 feet. Code allows this deviation if it does not exceed firefighting capabilities. The Fire Department has indicated no concerns. An additional foot of setback is required for each additional foot of height over 35 feet. The range of other apartment building heights in the City is 42 feet at Lexington Shores to 78.5 feet at Lakeview Terrace.

The setback is in compliance from the north lot line with 78.2 feet, when 50 feet is required. Deviations requested include setbacks from Rice Street and from the townhouses on Lot 1. Deviations include a 32-foot setback from County Road E, when 50 feet are required; 41 feet from the front property line at Rice Street, when 60 feet are required; and 14 feet from the rear property line, when 50 feet are required. A reduction of setbacks along roadways does not impact the adjacent land uses. The orientation and placement of the building towards the intersection will enhance this gateway into Shoreview.

Townhome setbacks are as follows:

- The required setback from County Road E is 30 feet; 33.4 feet is proposed.
- The required setback from Rustic Place is 30 feet; 25.4 feet is proposed. This is the deviation requested.
- The required setback from the east property line is 10 feet;33 feet is proposed.
- The rear property line which is adjacent to the residential properties to the north has a setback of 73.5 feet.

Staff believes that the reduction of setbacks is mitigated by the increased setback of the townhomes from the north property line and the landscape buffer.

Visual impact is mitigated with the placement of the mixed use structure in the southeast corner of the property. It has a flat roof design. Also, green space and landscaping buffer the northern property line, which is adjacent to existing single-family homes.

A shadow-cast study was done and shows that in late December, shadow will transcend the norther property line but will not cast a shadow on the adjoining home for the majority of daylight hours. There is also a landscaped buffer proposed. The City regulations do not protect properties from shadow cast when development occurs.

In regard to intensity, the land capacity will accommodate the physical improvements, and municipal infrastructure is available to the site. Residential and commercial uses are integrated throughout the site. The traffic study concluded that the proposal will not impact the local/regional transportation system. The problems that exist are due to the need for the Rice Street/I-694 interchange to be reconstructed with a new bridge. Ramsey County agrees with this conclusion. The proposed lot coverage is 61.8%, which is less than the 70% permitted. Intensity of development has been addressed with the mixed use building placement in the southeast corner, compliance with required setbacks from the north property line, underground parking and provision of green/open space.

Allowed density is up to 45 units per acre; the proposal is 33.6 units per acre. Although the site is adjacent to low density residential to the north, it is also adjacent to the interstate arterial roadway and commercial land uses to the south and east. A development pattern in the city shows higher density land uses are found adjacent to low density and located on the edge of neighborhoods on arterial roadways. Compared to other high density developments in the City, this proposal would be the highest with 33.6 units per acre. Density in other developments ranges from 13 to 30 units per acre.

The proposal includes a Comprehensive Plan Amendment to change the property to a Mixed Use site. The site is in PDA #18, Rice Street Crossings with a land use designation of C, Commercial and O, Office. This includes office, service, restaurants and retail uses. A Plan Amendment to change the land use designation to Mixed Use, MU.

The City's Highway Corridor Transition Study does look at this site as potential for Mixed Use development rather than office and retail. The Shoreview Housing Action Plan identifies the need for additional rental housing opportunities through redevelopment.

The existing shopping center is zoned C2, General Commercial at 157 County Road E. The properties at 185 County Road E. 3521 Rice Street and 3500 Rustic Place are zoned R1, Detached Residential. The rezoning applications seeks to change the district to a PUD, Planned Unit Development.

The public hearing was held and closed at the Planning Commission's January meeting. Notice was again mailed to the Rustic Place neighborhood and Vadnais Heights for this meeting. There are continued concerns regarding land use compatibility, density, public safety, traffic, visual impact, market for this type of product, architectural design and scale, and environmental impacts.

Staff finds that this proposed redevelopment is consistent with the City's planning studies and will provide needed housing opportunities. The mix of uses will provide a transition between the arterial road network, commercial uses and the single-family residential neighborhood to the north. The site design mitigates impacts through building placement, green/open space and landscaping. Staff is recommending the Planning Commission forward a recommendation for approval to the City Council for the March 7, 2016 Council meeting.

Commissioner Ferrington noted that the market study information on occupancy rates for surrounding apartment buildings was not included with the Planning Commission materials for this application. Ms. Castle explained that information was not included because that information should not influence the Planning Commission Decision, which should be based on the criteria in the City's Comprehensive Plan and Development Code.

Commissioner Solomonson asked if there is any issue with emergency vehicle access to the site. Ms. Castle stated that there is a 21-foot clearance. The Fire Marshal has expressed no concerns.

Commissioner Solomonson asked where parking would occur if the parking on-site were full.

Commissioner McCool asked the location of the proof of parking stalls and how they would be accessed. Ms. Castle showed the location in the northeast corner of the site with access off Rice Street.

Chair Doan asked for the updated information of the traffic study. Ms. Castle explained that the original study did not include the data for the build scenario. The applicant was notified. The results turned out to be the same as what was reported previously, that there is no significant impact from traffic generated from this development.

Chair Doan opened the meeting to public comment.

Ms. Marcia Begus, 3538 Rustic Place, stated that she is 200 feet from the proposed development. Her house will have a shadow cast as a result of this development. She stated that she speaks on behalf of the residents on Rice Street, Rustic Place, St. Marie and neighbors to the north, south and Vadnais Heights. It is requested that the height of the apartment building be lowered and that the density be reduced. Previous such requests have been made by the City Council once and by the Planning Commission twice. It is requested that there be no balconies on the north and west facing sides. Privacy is a big issue. In view of the incorrect data used in the traffic study, it is a concern that other data may be incorrect and is being used to make this decision. From the beginning, there has been heavy opposition to this development. In the Mayor's State of the City Address, a commitment to certain core values was stated--to build and maintain quality residential neighborhoods. Residents to the north of this site have a quality neighborhood but are lacing confidence in City government.

Mr. Mark Kaspazak, 3628 Rustic Place, referred to Commissioner Ferrington's question regarding the comparables used in the rental housing study. The comparables used were two-, three-. and four-story buildings that are 90% full. Boatworks Commons is at 75% occupancy and Lakeview Terrace (six stories) is at 55% occupancy. This goes against what has been said about needing this housing opportunity in Shoreview. Lakeview Terrace is not full. The density was described as 33.6 units per acre but with the parking stalls, it would be 55 units per acre.

Mr. Pat Foley, 295 Cottage Place, stated that the market data was dismissed. The Comprehensive Plan calls for housing opportunities for young families. There is plenty in Shoreview and more is not needed. He asked where children will play. The site is 200 to 300 yards from a railroad. The railroad yard will be an attractive nuisance for those children. It is

also necessary to go walk next to a sharp bend in the railroad bed to get to Grasslands Park. He believes that sharp bend is vulnerable for a possible derailment.

Mr. Keith Johnson, 3695 Rustic Place, stated that the traffic study performed three simulations. The first was of existing traffic to duplicate the conditions existing today. The study failed to do that because the line of traffic going south in the morning rush hour is described as a length of 236 feet or less. St. Marie Street is over 1000 feet north of the Rice Street/I-694 interchange. It is his experience that traffic backs up well beyond St. Marie in the morning. If there is inclement weather, traffic will back up to the railroad bridge north of I-694. It is difficult to accept that the simulations for the future are valid because the first simulation for existing traffic is inaccurate.

Ms. Kate O'Neal, 3530 Rustic Place, stated that she is working on setting up a meeting with County Commissioners McGuire and Huffman to discuss the traffic study issue. Looking at the Rice Street/County Road E intersection, there is the Elevage proposal for the northwest corner in Shoreview; a future development is planned on the north east corner in Vadnais Heights; and there is a senior building on the southeast corner in Little Canada. There are three buildings of unknown height in three cities on three corners of the same intersection on one road. It is important for the traffic study to address the impacts to the area from all of these developments in the same area.

Mr. Jonathan Weinhagen, Vice President St. Paul Area Chamber of Commerce, 401 Robert Street, St. Paul, MN. He stated that he also serves on the Economic Development Commission in Shoreview. The Chamber supports this development. The next generation of employment will be based on talent. Shoreview's ability to attract talent to this market will drive the City's ability to attract employers. One of the top three things heard from the business community for the next generation of talent is housing. The next generation of workers are renters by choice. High amenity housing are critical to attract employers. There are 20,000 jobs between I-35W and I-35E. He has shared this development with a number of Human Resource departments in companies in the area. There is great interest in seeing an amenity rich housing opportunity for employees, employees that they compete for with center cities. A letter has been provided that speaks to the Comprehensive Plan. The housing portion of the Comprehensive Plan is a critical in the City's ability to create an economic engine for the community. He strongly urged the Commission to support this project and move it forward.

Mr. David Guard, 3646 Rustic Place, referred to a newspaper article dated February 9, 2016, that applauds the natural amenities so carefully developed in Shoreview. The City cannot allow development to ruin the natural resources. The height of buildings cannot be allowed to rise above tree canopy and destroy habitat. If the economics of people take over the natural resources, the command of what Shoreview is about will be lost.

Mr. Mike Mergens, Applicant, introduced the Traffic Engineer, Steve Manhart. He stated that work errors were made on the traffic study which have been corrected. The project does not result in any unacceptable operations. The level of service does drop from level C if the project is not built to level D when the project is built. As was noted by the City and members of Ramsey County Public Works, the conflict is between Rice Street and Vadnais Boulevard traffic.

The traffic issues are a result of the interchange. When the interchange is reconstructed, it will provide relief.

Mr. Mergens introduced Aaron Roseth and Lucas Mansistine, ESG Architects, to explain the shadow cast impact. **Mr. Roseth** stated that in response to concerns for parking, 10 additional parking stalls have been added for town house visitors since the last meeting. An additional three surface parking stalls were added to the Mixed Use building and eight proof of parking stalls. The underground parking has an additional 31 parking stalls. In looking at trends for this type of market in second tier communities, parking ratios are 1.2 to 1.5 stalls per unit. The goal is one stall per bed. Including the proof of parking, this development is now at 1.8 stalls per unit and 1.3 stalls per bed. Excluding proof of parking, the ratio is 1.74 stalls per unit and 1.26 stalls per bed. These ratios exceed the national and area averages. One of the goals of the City is to increase population. The maximum density permitted by the City or this development is 45 units per acre. This development proposal is 33.6 units per acre.

Mr. Roseth stated that the concern about building height has been addressed by placing the building in the right location of the southeast corner. The density along County Road E and Rice Street is well buffered with coniferous trees. In 1956, I-694 was authorized. From that time it has been clear that development would occur. There is a reason for this amount of density which is to provide housing for the employment opportunities in the area. A four-story U-shape building was considered, but it became bulky on the site that the impact of shadow casting was more significant. The concern regarding the setback of the town houses from Rustic Place has been addressed by increasing the setback to 41.8 feet. The elevation of the town homes was lowered by one foot, which lessens any impact of headlights to the north. The town homes were pulled south by changing their width. Originally, they were 26 feet wide; the width has been reduced to 23 feet. The average rents will range between $1100 and $2400 per month. People who live here rent by choice and will respect and take care of their homes.

Mr. Mansistine explained that the main impact of shadow cast to homes to the north is that the majority of the year there is no impact. At the end of December and beginning of January, the shadows will cross the property line for a few hours. The worst shadow impact is for two hours in the morning. **Mr. Roseth** noted that the shadow study does not take into account the trees for screening.

Commission Questions to the Developer

Commissioner Solomonson noted that with 79 surface stalls, 41 are allocated for commercial use and 38 for residential guest use. His concern is how parking will work with commercial entities that are not integrated. Ms. Castle explained that the ratio of 1.7 stalls is per residential unit. Commissioner Solomonson stated that the only place guests can park would be in those 38 surface stalls. **Mr. Roseth** responded that the property will be managed. Through the management, guests will have to check in and obtain a parking pass. Visitors will also be able to use underground parking stalls. **Mr. Mergens** added that the site will not be posted for commercial or residential parking only.

Commissioner Solomonson emphasized his concern that there is no provision for overflow parking. Without knowing what type of commercial will be on the site, he would prefer to see 2 stalls per unit. This would mean adding 35 stalls and eliminating 17 units to achieve a ratio of 2 stalls per unit. If 17 units were removed, the north side could be tiered to lessen the building height impact to the residential homes to the north.

Commissioner McCool asked the method of allocation for underground parking stalls to units. **Mr. Mergens** stated that stalls will be allocated as 1.25 for one-bedroom units and 2 stalls for two- and three-bedroom units. People who live in the building will have parking underground.

Commissioner McCool asked where the light standards will be placed and whether they will impact the residential properties to the north. **Mr. Roseth** explained that the lights will be kept as low as possible. The intent is for using low light bollards that are part of the City's trail system. The fixtures on the surface lot will be shielded in a way to follow standards of the City. It is also important that the lights provide safety for the residents in the building.

Commissioner McCool asked how close any light standard will be to the residential properties to the north. **Mr. Roseth** stated that lights will be shielded so as not to cast any light behind the pole. That is a standard of the City that will be followed. The photometric analysis shows the light levels. The perimeter of the site shows a light level of 0 foot candles.

Commissioner McCool asked the size of the coniferous trees that will be planted on the north side. **Mr. Mergens** stated that they will be at least two inches in diameter. There are from 36 to 38 trees that will be added to provide additional screening in response to the comments of the last meeting.

Commissioner McCool asked if the balconies facing north toward the residential homes can be moved to face west and eliminate any impact from the higher floors where balconies may be above the tree canopy and loom over the neighborhood. **Mr. Roseth** agreed that moving the balconies can be considered. He noted the massive setback from the building to the property line on that side.

Commissioner McCool asked where families and children go to find recreation. There is the pool, but there a lot of concrete around it. There is not a good sidewalk system for biking and walking. **Mr. Roseth** noted that the apartments in Shoreview do not have the amenities that this project offers. The pool area will be a very social area. There will be barbecue areas, picnic areas, benches, batchi ball courts. There will be a network of sidewalks established. The green space will be park like.

Commissioner McCool asked the location of the nearest park. **Mr. Mergens** answered that it would be on Vadnais Boulevard. He believes there is a trail along that road.

Commissioner Ferrington stated that parking is a concern because this development is landlocked. The reason the Planning Commission agreed to 1.7 parking stalls per unit at Lakeview Terrace is because there is shared parking with the adjacent apartment area that is scheduled to be redeveloped. She commended the work done to provide amenities with this

development, but there is no flexibility for parking. She does not believe that Shoreview is well known for access to public transportation that would eliminate the need for two cars in a household. **Mr. Mergens** stated that he believes the parking works is because it is anticipated that the commercial use is likely to be office with little or no parking needs after work hours. There will be shared parking within the site. This allows more than 2 parking stalls per unit. **Mr. Roseth** added that the town homes and apartments will be one homeowners association. There are 10 additional parking stalls added to the townhomes, which brings their ratio to 4.7 stalls per unit. The eight stalls that are proof of parking can easily be added if necessary. All totaled and looking at national trends, parking on this site is adequate.

Chair Doan asked the consequence if there is a shortage of parking with the additional eight spaces built. Would cars have to park on Rustic Place? Ms. Castle stated if there is deficiency in parking, the overflow would occur on Rustic Place. It is approximately 400 feet from the intersection of Rustic Place and County Road E to the building entrance. Chair Doan asked how much parking would be available on Rustic Place and what options would be available to the City to mitigate that problem. **Mr. Roseth** stated that there would be space for 10 parallel parking stalls on Rustic Place in front of the townhomes. **Mr. Mergens** stated that parking is critical. If the retail services are under parked, they will struggle. Other option will be shared cars, car-to-go and zip cars. If there is enough density and the owner is willing to commit to a guaranteed minimum, cars will be available on-site. It is important for tenants to survive, and these options are a potential component of providing adequate parking.

Commissioner Solomonson asked if 9 units were removed on the north side, could the building be tiered? **Mr. Mergens** stated that would remove the most sought after units. The bank will be concerned with debt service ratios and loan to value ratios. The project has to work economically. The project would be difficult to finance if 9 units were removed. **Mr. Roseth** added that although the developer's preference is to maintain as much a park like setting as possible, green space can be taken away for more parking.

Chair Doan asked if there would be a way to tier the building to the north and adding lost units on the southern side. **Mr. Roseth** stated that because of code requirements for stairwell exits, a third stairwell would have to be added for that type of design. It is possible, but he is not sure if it is economically feasible for the development team because rentable square footage would be used to add a stairwell.

Chair Doan noted that the dog park and playground have been removed from the current plan. He asked at what cost those elements were removed. **Mr. Roseth** stated those elements continue to be part of the conversation. He noted that a dog park is one of the most sought after amenities. It is hoped that a small dog park and playground can be incorporated with the trail design.

Chair Doan noted the lack of affordable housing in Shoreview and asked how the decision was made to develop luxury units and whether affordable units could be considered. **Mr. Mergens** stated that a driving factor is comments from the neighborhood and identifying this are as a gateway to the community. It is fortunate that all four properties were secured to design a special development that is above and beyond. That creates a construction cost. Then income is

needed to meet those costs. In this case, the cost does not allow for an affordable housing component.

Commissioner McCool noted an area along the trail where there is a 90-degree turn in the northeast corner. He asked if the trail could diagonally cross that corner and create more green space for perhaps a small ball field. **Mr. Roseth** stated that there has been an effort to preserve mature trees that are in that area, but that idea is a possibility and could open up more green space. He noted that the additional proof of parking is in that area. Parking is the most important component for the developer. It has to be done right.. He noted that more green space could be made into as much as 15 more parking spaces if needed.

Commissioner Ferrington asked if the area along Rustic Place directly adjacent to the townhomes could be bumped out to create overflow parking. Ms. Castle responded that the developer proposed that feature, but after review, the Public Works Director was not supportive. There are concerns about how such a bump out would interfere with existing infrastructure along Rustic Place.

Commission Discussion

Commissioner Solomonson stated that he continues to prefer fewer units but is more comfortable with the additional parking now provided and shown for the future if needed. He would support the project as presented. The traffic study shows no impact. The density is allowed by code. The height of the building will fit in this area with this property as a transition from I-694. He is concerned about the type of commercial business that will be located on the site and any overflow traffic. It would be better if the City had plans for the new bridge on Rice Street over I-694 and consideration of a new pedestrian bridge. That would provide pedestrian access to the Lake Owasso area which would go around the railroad and not be on Rice Street. It is his hope that pedestrian bridge continue to be considered with the Rice Street bridge plans.

Commissioner Ferrington stated that the concerns expressed by the Commission at the last meeting were about parking, building height, density and overall site design. She is reasonably satisfied that there is potential for sufficient parking should it be necessary to take away green space. The design has many amenities that are not present in other Shoreview developments. She is concerned about height, but this is a transitional property. There was the same concern with Lakeview Terrace, but now that building is completed and is not unsightly. It is her hope the same will happen with this building. She also would prefer fewer units, but Mixed Use development is the right use for this property in Shoreview.

Commissioner McCool stated that the Comprehensive Plan Amendment and rezoning are not issues for him. Parking is a product of project size. He applauded the developer for the additional parking presented and options for the future. Both retail and residential tenants will sign leases. There may be short-term instances when parking is an issue. However, if parking is insufficient, there will not be tenants. The other issue is whether too much is being crammed unto the site, but that is the developer's call. It is the developer who must target the market and sell the space. The height is not an issue because this is a gateway property. It will not

dramatically change the neighborhood and is a good introduction to the community. The consequence of whether the project is too big will be the kind of people who live there and not the project itself. He expressed his support for the project.

Commissioner Wolfe stated that it is important to maintain the values of Shoreview. He has spent time driving the area. He stated that newly married, this is the type of place he would want to live. With three young children, it might be more difficult. A privacy fence has been discussed on the north side but has not been decided. A key issue is safety that Ramsey County will address. He sees this as a benefit for the Mounds View School District. A possible coffee shop or bistro as part of the commercial development will be a huge benefit to multi-generational residents and will bring others in. This is a good plan, but the biggest concern is the neighborhood.

Chair Doan stated that he is sympathetic to the neighbors to the north and is concerned about the time of shadow impact, although not regulated by the City. Generally, he believes this is the type of development he wants to see in the City. The level of amenities and overall aesthetic is positive. Only a handful of places could accommodate such a development in Shoreview. This is one of the locations because of the highway network. With soundproof windows, the proximity of the railroad will not be a detraction. The question is how to make the best of what is presented and how to do good to the neighbors that will be impacted. He expressed his support for the amenities presented and his hope that the developer will be a good partner to the City through the process. The Planning Commission only makes a recommendation. Change is very difficult. The neighborhood is very tightly knit. He appreciates the activism and concerns brought by the neighborhood and would hope that there be an openness to new residents to the community.

MOTION: by Commissioner Solomonson, seconded by Commissioner Wolfe to recommend the City Council approve the following requests submitted by Elevage Development Group, LLC/Elevage Shoreview Holdings, LLC (EDG) to redevelop the following properties: 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place with a mixed use residential and commercial development.

Comprehensive Plan Amendment

1. The amendment changes the land use designation from C, Commercial/O, Office and RL, Low Density Residential to MU, Mixed Use.
2. Review and approval of the amendment by the Metropolitan Council.
3. The amendment will not be effective until the City grants approval of the Final Plat and PUD - Final Stage requests and the development agreements are executed.

Rezoning

1. This approval rezones the property from C2, General Commercial and R1, Detached Residential to PUD, Planned Unit Development.
2. The underlying zoning district for this PUD is: Lot 2 – R2, Attached Residential, Lot 3- R3, Multi-Dwelling Residential for the apartment units and C1, Retail Service for the commercial

3. Rezoning is not effective until approvals are received for the Final Plat, PUD - Final Stage and development agreements executed.

Preliminary Plat

1. A public use dedication fee shall be submitted as required by ordinance prior to release of the final plat by the City.
2. The final plat shall include drainage and utility easements along the property lines. Drainage and utility easements along the roadways shall be 10' wide and along the side lot lines these easements shall be 5' wide. Other easements shall be dedicated as required by the Public Works Director.
3. Private agreements shall be secured between the parcels in the subdivision regarding the maintenance of shared facilities. Said agreements shall be submitted to the City Attorney for review and approval prior to the City's release of the Final Plat.
4. Comments received from the State of Minnesota and Ramsey County shall be addressed in the Final Plat submittal.
5. The Final Plat shall be submitted to the City for approval with the Final Stage PUD application.

Planned Unit Development – Development Stage

1. This approval permits the redevelopment of 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place with a mixed use development consisting of a 5-story building that has 134 market rate apartment units and 6,800 square feet of commercial space on the first floor. Fourteen townhomes are also planned.
2. Access to the site shall be provided via the driveways off County Road E and Rustic Place as indicated in the approved plans. Access from Rustic Place may be modified provided the requirements of the Fire Department are met.
3. The items identified in the City Engineer's memo dated January 20th shall be addressed in the Final PUD submittal.
4. The items identified by the Fire Marshall in his letter dated January 11th shall be addressed in the Final PUD submittal.
5. Approval of the final grading, drainage, utility, and erosion control plans by the Public Works Director is required, prior to submittal to the City of applications for Final Plat and PUD – Final Stage. Final plans shall identify site construction limits and the treatment of work (i.e. driveways, parking areas, grading, etc.) at the periphery of these construction limits.
6. The developer shall secure a permit from the Ramsey Washington Metro Watershed District prior to commencing any grading on the property.
7. The proposed apartment housing structure shall be of a 5-story design as depicted on the plans submitted with this application. Said building shall include the architectural enhancements and high-quality building materials as identified. The structure shall not exceed the 55-foot height as identified in this report and on the submitted plans.
8. A financial contribution to the City's Forestry fund is required since the number of required tree replacements cannot be accommodated on the development site.
9. The applicant is required to enter into a Site Development Agreement and Erosion Control Agreement with the City. Said agreements shall be executed prior to the issuance of any permits for this project. The Development Agreement shall address:

a. Construction management and nuisances that may occur during the construction process, including parking for contractors. No parking is permitted on Rustic Place, County Road E and Rice Street.
b. Best Management Practices for Water Quality improvement
c. Landscape maintenance
d. Maintenance of stormwater management facilities

10. This approval shall expire after two months if the Planned Unit Development - Final Stage application has not been submitted for City review and approval, as per Section 203.060 (C)(6).

This approval is based on the following findings:

1. The proposed redevelopment plan supports the policies stated in the Comprehensive Plan related to land use, housing and redevelopment.
2. The proposed redevelopment plan carries out the recommendations as set forth in the Housing Action Plan
3. The proposed redevelopment plan will not have a significant adverse impact the planned land use of the surrounding property.
4. The proposed deviations permit this site to be redeveloped with a use that expands life-cycle and affordable housing, including housing choice in the city.

Discussion:

Commissioner Solomonson asked for an explanation of the next steps in the process. Ms. Castle explained that after Planning Commission action, the proposal will be presented at the March 7, 2016 City Council meeting. If approved, the developer will have 60 days to submit the Final Stage PUD and Final Plat for approval by the City Council. There is no public notice for the Final Stage PUD or Final Plat.

Commissioner Ferrington asked if the public would have an opportunity to speak at the City Council meeting. Ms. Castle responded that the City Council will review the application similar to this meeting and take public comment.

Commissioner McCool requested the developer to continue to look at the trail design issues discussed and possibility for moving balconies and looking to minimize impacts to the neighbors to the north.

Chair Doan thanked Commissioner Solomonson for his guidance through this process. This has been one of the most heated items for the Planning Commission in the last several months.

VOTE: Ayes - 5 Nays - 0

Chair Doan called a break and then reconvened the meeting.

STAFF REVIEW COMMENTS

Date: February 17, 2016

To: Kathleen Castle, City Planner

From: Mark Maloney, Director of Public Works

Subject: Traffic/Parking Comments for Elevage Mixed-Use Redevelopment

I have reviewed the trip generation assumptions and potential traffic impacts resulting from the most recent revision of the Elevage mixed-use redevelopment near the intersection of Hodgson Road (Highway 49) and County Road E and offer the following observations.

- The public roadway infrastructure in the vicinity of the redevelopment site is sufficient to support the proposed land uses. The overwhelming majority of the traffic entering/leaving the site will continue to do so via the existing Highway 49/CR E signalized intersection.

- Expected directional distribution of trips (i.e. where vehicles are coming from, where they're trying to get to, and what paths they'd be likely to choose) should be very similar to the patterns that currently exist. With such close proximity to a signalized intersection, I'd assume that there's little incentive to use routes through adjacent residential area e.g. Rustic Place, and in the event that some small number does, the resulting traffic volume on the streets would still be toward the low end of the ADT range seen on residential streets in other parts of Shoreview.

- I'm not recommending that the redevelopment proposal include any unusual approaches to address the potential of on-street parking for the south end of Rustic Place. The intersection of CR E and Rustic Place is already controlled as an all-way STOP, and at 28 feet in width the existing low volume/extremely low speed roadway is wide enough to support on-street parking as it does in all other parts of the neighborhood to the north. I believe the proposal to widen the south end of Rustic Place with "parking bump outs" is both unnecessary and undesirable in that it would add impervious surface, require modification of the storm sewer on Rustic Place and relocation of power poles/private utilities, as well as create added difficulty for snow removal. It seems most prudent to evaluate future parking patterns and issues when/if they actually arise, and address them similar to how the City responds in other residential areas. Those situations are evaluated by staff on a case by case basis, and acted on by the City Council when necessary, with the notification and involvement of those property interests who would be impacted.

Let me know if you'd like clarification or additional information.

Date: January 20, 2016

To: Kathleen Castle

From: Mark Maloney, Public Works Director
Tom Wesolowski, City Engineer

Subject: Preliminary Plat – PUD Development Stage
Elevage Development Group

The City of Shoreview Engineering staff has reviewed the preliminary engineering plans submitted for the proposed mixed redevelopment at the intersection of Rice Street and County Road D. The Engineering staff has the following comments regarding the proposed development:

1. The proposed project is located within the Ramsey-Washington Metro Watershed District (RWMWD). The project will disturb more than 1-acre and will require a permit from the RWMWD. The City requires that all information that is submitted to the RWMWD, as it relates to the proposed development, also be sent to the City of Shoreview.

2. The developer and their engineer met with staff from the RWMWD and the City to discuss stormwater treatment on the site. Based on the meeting the engineer for the developer will submit a revised stormwater management plan and permit application to the RWMWD. Infiltration is proposed on the site, which is located within the St. Paul Regional Water System Drinking Water Supply Management Area (DWSMA). Based on the City's MS4 permit and RWMWD requirements, if infiltration is proposed within a DWSMA the developer must evaluate the vulnerability of the aquifer to determine if infiltration is acceptable. The engineer was directed to contact St. Paul Water to discuss the proposed infiltration. If infiltration is not allowed the stormwater on the site would need to be treated by filtration prior to discharging into the City's stormwater system.

3. The developer shall determine if any wells are located on the properties and determine if the wells have been abandoned as per the requirements of the Minnesota Department of Health. If that has not been done the Developer shall abandon the wells as per the State requirements. The developer shall provide information to the City that the wells have been properly abandoned.

4. The piping for fire protection and the domestic supply shall be separated prior to entering the building and shut-off valves installed on each line.

5. Water and sanitary sewer services for the townhomes are not shown on the plans. For the water service the City prefers a meter be installed on the main service line prior to the individual services to each townhome. Any configuration of private water service should be designed to insure that all potential water use on the site is metered.

6. Shoreview's Comprehensive Plan shows the need for a paved, multiuse trail along the west side of Rice Street with a connection to the neighborhood to the north side of the proposed development. The reconfiguration of the I-694/Rice Street interchange will also modify pedestrian options for the area. The trail along Rice Street should meet the City's

requirements for an 8-foot wide bituminous trail and be owned and maintained by the City.

7. The developer has submitted a traffic study that estimates the effect of the proposed mixed use development on the County Road E and its intersection with Rice Street. The study was prepared by a licensed engineer from the State of Minnesota and was reviewed by both the City and Ramsey County. The study indicates that there is heavy traffic at the intersection and that the Level of Service (LOS) of the intersection will remain the same until improvements can be completed on Rice Street and the Rice Street/I694 interchange. Ramsey County, who has jurisdiction over Rice Street/County Road E intersection, is currently working to receive funding for improvements in 2018. If funding is not received the improvements will most likely be delayed. While the Level of Service (LOS) of the intersection certainly isn't optimal, the existing public roadway infrastructure is adequate for the anticipated increase in vehicle trips and the overall operation of the intersection will remain relatively unchanged. In addition, we agree with the findings of Westwood Professional Services memo dated January 20, 2016, that states that "the potential is virtually nonexistent for site-generated traffic to divert onto Rustic Place and "cut through" the neighborhood."

8. Cash Escrows will be required for any utility, trail or driveway work in the public right-of-way. An erosion control cash deposit will be required for the development.

9. A tree preservation surety shall be included at the time of the Development Agreement to ensure proper tree protection is installed and maintained throughout construction.

10. Please notate tree species and DBH for trees to be removed to determine replacement number. Tree replacement will be a 6:1 ratio for landmark trees per city code.

11. Please refer to City Code Section 209.050(B)(2) for tree replanting guidelines. Replacement guidelines for non-landmark trees is 1:1. Shrubs such as the proposed Miss Kim Lilacs are not considered suitable vegetation for tree replacements.

12. Within the urban forest of Shoreview Spruce and maple are over abundant at 21% and 14% respectively. The overabundance of any one species significantly increases its risk to pests and disease. Staff advise the developer to consider alternative tree species to help diversify the landscape and make it more resilient to future tree diseases and pests. Some alternatives may include Hackberry, Lindens, Birch, Coffeetree, Ginkgo, Beech and Dutch Elm disease resistant elms.

13. The preliminary plans will be presented to the Environmental Quality Committee for their review and comment at the January 25th meeting.

MAPS

MapRamsey

Elevage Development Group

400.0 0 200.00 400.0 Feet

NAD_1983_HARN_Adj_MN_Ramsey_Feet

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

- City Halls
- Schools
- Hospitals
- Fire Stations
- Police Stations
- Recreational Centers
- Parcel Points
- Parcel Boundaries
- Airports

Notes

Mixed Use Redevelopment
File No. 2602-16-01

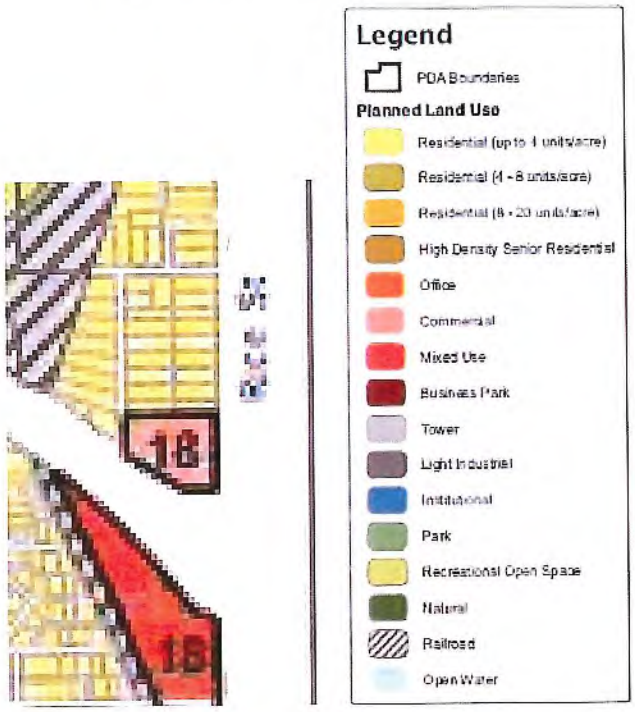
Print Date: 07/23/2015
Image Date:03/25/2012
Level: Neighborhood

Zoning Map

Zoning Classifications

- RE - Residential Estate
- R1- Detached Residential
- R2 - Attached Residential
- R3 - Multi-Dwelling Residential
- R4 - Mobile Home Residential
- C1 - Retail Service
- C2 - General Commercial
- OFC - Office
- I - Industrial
- T - Tower
- OS - Open Space
- PUD - Planned Urban Developme
- UND - Urban Under Developed
- BPK - Business Park
- Water

Planned Land Use - 2008



APPLICANT'S SUBMITTED STATEMENT

AND PLANS

ENTREPARTNER

Michael J. Mergens
mike@entrepartnerlaw.com
Direct: (612) 207-5660

December 28, 2015

Mayor Sandy Martin and City Councilmembers
CITY OF SHOREVIEW
4600 Victoria Street North
Shoreview, Minnesota 55126

Dear Mayor Martin and Councilmembers:

On behalf of ELEVAGE DEVELOPMENT GROUP, LLC ("**EDG**") and its wholly-owned subsidiary ELEVAGE SHOREVIEW HOLDINGS, LLC ("**ESH**"), I submit this narrative in support of the applications for a Development Stage PUD, Major Subdivision/Preliminary Plat, Rezoning, and a Comprehensive Plan Amendment (collectively, the "**Applications**").[1]

In the Applications, EDG seeks to redevelop four blighted parcels (collectively the "**Property**") into a coordinated mixed-use project comprised of 14 market-rate rental townhomes, 134 units of market-rate apartments, approximately 6,800 square feet of resident-focused retail, high-end amenities, and significant open space (the "**Project**"). We expect that a majority of the retail space will house a locally-owned, high quality restaurant. The Project is expected to require an investment exceeding $30 million.

The Property resides immediately north of I-694 on Rice Street and includes the commercial lot ("**Commercial Lot**") on the northwest corner of Rice Street and County Road E. It also includes two residential properties to the immediate west and one residential property to the north along Rice Street. Together, the four parcels contain nearly 4.5 acres of land and provide a tremendous opportunity to meet the City's needs of today and tomorrow.

THE PROPERTY'S CURRENT USE

Before providing greater detail on the Project as a whole, I first turn to the Property in its current state. The Commercial Lot is currently "improved," in the loosest sense of the word, with a shopping center that was built in 1957 and has suffered from high vacancy for years. Currently, more than 17,000 square feet of the approximately 29,000 square feet of net rentable area sits empty (a vacancy rate of nearly 60%). Perhaps not surprisingly for a center with nearly 60% vacancy, the shopping center is dilapidated. The roof has outlived its useful life and presently suffers from significant leaks. The interior is rundown and old. Contrary to modern tenant needs, the shopping center suites are built narrow and deep. Any attempt to resurrect the existing center would require more than $1,000,000 in basic infrastructure repairs. And, even if those repairs **could** be made, the design of the existing center is unworkable for modern retail tenants. The building is far too deep with far too little storefront to bring in rental rates sufficient for profitability as is, let alone justify $1,000,000 in repairs, plus at least that much more in tenant improvements. Quite simply, the nearly

[1] The undersigned is an owner, officer, and governor of EDG.

fifty-year-old shopping center has outlived its lifespan. It is now functionally obsolete and blighted.

Replacing the existing center with a new retail center is likewise unsustainable. First, there is no demand to justify developing the Property as solely commercial nor does the Property justify such interest. Unlike residential, retail requires that at least the main end-user be identified before it is constructed. That demand quite simply does not exist—and has not existed—for the Property for quite some time. Ironically, the previous ownership group included a commercial developer with millions of square feet in retail development. Despite a clear need for redevelopment, he was unable to identify a commercial-only redevelopment option.

The reason there is no demand to redevelop the Property as solely commercial is clear. The land and demolition costs make a small retail building unfeasible. But large retail was equally problematic. Even combined with the residential properties, the Property lacks adequate space to meet the needs for parking and storefront. Most importantly, retail needs an adequate customer base and, as history has shown, the Property does not attract enough customers to support large retail as it sits. Of course, there are few, if any, options that would have a greater traffic impact on the surrounding neighborhood than a large commercial redevelopment.

The looming Rice Street bridge replacement bears mentioning, as well. Unlike mixed use, no commercial tenant (and hence no commercial development) could withstand the uncertainty of the bridge reconstruction. We all know it is coming, but no one yet knows when or in what form. It is another rationale in an already long list of reasons that commercial-only use is a non-starter for the Property.

The Property also includes two residential parcels to the immediate west (3500 Rustic Place and 185 Rice Street). Both properties are blighted, with 185 Rice Street suffering from such significant blight that it likely should be declared uninhabitable. The final parcel within the Property is 3521 Rice Street, which was a rental property prior to ESH's acquisition and is also blighted. The homes are unquestionably old, poorly-maintained, and in need of replacement. In sum, these four parcels are all ideally suited for redevelopment. Indeed, they are in desperate need of it.

THE PROJECT IS A UNIQUE OPPORTUNITY TO MEET THE CITYWIDE NEEDS SET OUT IN THE COMPREHENSIVE PLAN

As described below, the Project takes four severely blighted properties and replaces them with a coordinated, community-driven, mixed-use development. In this regard, the Project is exactly what the City's 2008 Comprehensive Plan (the "**Comp Plan**") identifies to meet the City's future needs. Of particular relevance, the Comp Plan states:

> The Metropolitan Council has found there is a need for more housing within the next 30 years to accommodate the projected population growth while recognizing a change in unit preference type due to demographic changes. In past years, single family detached housing has been the preferred type of home but is now being outweighed in preference to

attached housing that is more desirable for empty nesters, singles, young couples with no children.

The evolution in housing preferences to high density, rental units is especially true for the under-45-year-old demographic. As noted in the Comp Plan, more than 30% of those in the 25- to 34-year-old age range rent their homes and nearly 20% of those in the 35- to 44-year old range. This is the same age range that the Comp Plan identifies as a point of emphasis for the City. Of course, Shoreview is not the only city that desires to increase its population of 25 to 45 year olds, especially those with household incomes of more than $40,000.00. It is the key demographic for supporting existing businesses and for rejuvenating the City's housing stock. It is also the demographic that will comprise most of the employment force for the City. For businesses in the City to attract these qualified candidates in an ever-tightening labor market, appropriate housing options are critical.

This critical demographic is currently vastly under-served by the City. A housing demand assessment prepared by VIEW POINT CONSULTING GROUP, LLC (the "**Housing Study**") examined housing demand for persons under 65 with an income greater than $40,000 within Shoreview and surrounding communities, an area defined as the Primary Market Area (or "**PMA**".)[2] The Housing Study noted that the PMA's population experienced a slight decline last decade (-1.9%) because the PMA was "fully developed with little land available to accommodate new housing." Over the next five years, however, the PMA will see significant growth and a corresponding projection of 3,754 new housing units needed across the PMA. On the specific question of market-rate rental needs, the Housing Study concluded that "[h]ousehold growth, pent-up demand, and turnover combine to create demand for **1,097 additional market rate units** in the PMA over the next five years."

The Housing Study also found that if the PMA is to meet its projected housing growth this decade, "many multifamily housing redevelopments, such as the subject Site, will need to occur because of the limited supply of land for the construction of lower-density housing, such as single-family homes." Despite the need for market-rate rental units in Shoreview and the surrounding communities, the Project, as of March 2015, was the **only** market rate rental project that was proposed, and no other projects were under construction. Since any new housing complex of this size will take many months if not years to open, the Project is a critical component to meeting this five-year housing demand.

As noted in the Housing Study, the proximity to employment is a key factor when deciding where to rent. And available housing is an important dynamic for attracting and keeping elite employers. There are several major employers near the Property, including API GROUP INC., BOSTON SCIENTIFIC, DELUXE CORPORATION, H.B. FULLER, LAND O' LAKES, MEDTRONIC, SMITHS MEDICAL, and ST. JUDE MEDICAL INC. The Project is designed with these businesses in mind. It will provide the amenities and finishes that the young professionals attracted by the businesses want and expect.

As noted in the Comp Plan, the City faces two conflicting realities: 1) by the year 2020, there

[2] The study's primary market area included Arden Hills, Little Canada, Mounds View, New Brighton, North Oaks, Roseville, Shoreview, and Vadnais Heights. A copy of the Housing Study is enclosed for your convenience.

will be significant housing needs, especially in the rental category; and 2) the City has very limited opportunities for new housing development. The Comp Plan spends significant time on certain potential redevelopment areas as Policy Development Areas (PDAs) or Targeted Redevelopment Areas (TRAs). It notes that, in at least some of these areas, "the City anticipates housing will play a vital role and will provide an opportunity to address the community's housing needs." The Property, and more specifically the Commercial Lot, is identified in the Comp Plan as both a PDA and TRA.

Not surprisingly, multiple studies and the City's Comprehensive Plan have identified the Commercial Lot as a target for redevelopment and have suggested redevelopment as mixed-use. Equally unsurprising, particularly given the need for more housing within the City of Shoreview and the lack of vacant property, the Property has been highlighted as good location for high-density residential. Specifically, when the City commissioned land-use experts to review the areas around the Property, the resulting report, the March 2015 Highway Corridors Transition Study (the "**Corridor Study**"), identified a key element for the area of north of I-694 was the "[p]otential for horizontal mixed-use development with higher density residential and a reduced amount of commercial space as compared to today." The Corridor Study goes even further. The Commercial Lot along with 185 County Road E and 3500 Rustic Place were reviewed in particular and identified as "Project A" in the study. The study suggests Project A should be developed as "horizontally-mixed development." The Corridor Study suggests updating the Comp Plan discussion of the area around the Property to "include high density residential" and "[c]reate a Mixed Use district... that can apply to Projects A and/or D."

In short, the Project is not only a chance to remove blight, but to do so in a manner that will provide citywide benefit by directly meeting a critical housing need, as identified in the Comp Plan, for the specific demographic that Comp Plan emphasizes as a focus point. Of course, there is also the citywide benefit that comes from replacing four blighted properties, some severely blighted, with a new $31,000,000+ development.

THE PROJECT IS THE CULMINATION OF THE BREADTH OF EXPERIENCE OF THE DEVELOPMENT TEAM AND COMMUNITY/EXPERT INPUT

With that background, I now turn to the Project currently before the City, which was essentially redone from square one following the feedback we received through the Concept Stage PUD process. Development of the Project began shortly after the input of the neighborhood, Planning Commission, and City Council we received through the PUD Concept Plan. As described below, it is now a highly-analyzed and polished proposal that is the result of many hours of meetings, research, reworking, and review.

Following the City Council meeting, the development group made the decision that rather than revising the existing plan, we needed to explore a complete reworking of the layout. In the days that followed, we interviewed multiple architectural firms and requested that they each provide their vision of what should be developed in light of the City's comments and demonstrate their experience with mixed-use developments of this scale. The clear winner to us was ELNESS SWENSON GRAHAM ARCHITECTS, INC. ("**ESG**"). The breadth of ESG's experience with market-rate apartments and mixed-use projects was quite simply remarkable and beyond compare. As a recent Star Tribune article noted, ESG "dominate[s] the Twin

Cities market in the design of new housing and hotels." They have a well-deserved reputation for knowing what the market wants and for knowing not only the big concepts, but all the details needed to ensure their projects respond to what the market demands. For the Project, they understood the need for it to be a part of the community and a lasting positive impact on all of the City of Shoreview. It certainly did not hurt that the lead architect lives in the Shoreview area.

ESG immediately went to work on designing a completely new concept for the Property. ESG, after a review of the City and neighborhood comments, responded with an initial concept. For ESG, its experience confirmed what the neighbors and City suggested: the apartment buildings need to be moved from the northwest corner to the southeast corner of the Property. The initial concept called for a 6-story, 75-foot tall apartment building that included approximately 10,000 square feet of retail. Looking at options to transition to the existing single-family homes and to enhance to holistic design of the Project, ESG proposed a series of townhomes on the western portion of the Property. Critical components of the new design were an emphasis on much greater underground parking and a design of the apartment building aimed at providing the greatest set back from the existing homes. The design added substantial open space and a sense of community. At 6-stories, the concept also allowed the apartment buildings to be set back from the northern property line by more than **120 feet**.

Since we were working with a completely new vision and concept, we held a neighborhood meeting to share the new idea with the neighbors. Recognizing that the new concept was still in the preliminary stages, we held a second meeting with neighbors to discuss the concept. Between the neighborhood meetings, we also met with representatives of the Ramsey County Public Works Departments. We also consulted multiple experts and have held weekly meeting to revise and refine the Project. Those meetings and additional discussions with Ramsey County and private consultants resulted in significant refinement of the initial concept to what is now before the City.

As if often the case in a project of this scope, there have been nearly as many opinions as there are people we spoke with about the Project. While there were advocates for the 6-story, 155-unit apartment complex, after gathering all available information, we reviewed every aspect of the Project to consider alternatives to respond to a vocal neighborhood group that opposed the 6-story height. We again returned to the drawing board to analyze alternative designs. In reviewing the options, we had to remain aware that the greatest benefit and best projection for long-term success is that the Project is a coordinated design where multiple components each work to enhance the others.

As discussed below, we were able to reach a design that, while losing some positive features, responds to the desire for lower height. The apartment building is now more than 20 feet lower and reduced to five stories with a total height of 53 feet, 4 inches. The unit mix has likewise dropped to 134 units and the retail space was reduced to approximately 6,800 square feet and relocated. The Project as it now sits is the culmination of ESG's experience across decades and hundreds of projects refined by nearly countless hours of expert analysis, all designed to create a project that delivers a superior, timeless, memorable, and holistic design.

THE PROJECT'S HOLISTIC AND INTEGRATED DESIGN, CREATES A BENCHMARK FOR FUTURE DEVELOPMENT

The Project has been designed to ensure a sense of community, to meet the needs of City as a whole, and to mitigate any impacts to existing homes. The apartment building is set back from the northern property line more than 75 feet. To the west, ESG has created a transition from high-density apartments to the existing single-family homes with 14 market-rate rental townhomes. Like the apartments, the townhomes are designed to attract "renters by choice." The townhomes will be built with all the exterior and interior amenities that renters-by-choice demand. The entire Property will be linked by a trail system and provide considerable outdoor amenities such as a large dog run, a pool area, outdoor game areas, and significant open space.

The Project will also contain modern sustainability features. It will have underground cisterns to hold and gradually release all rainwater captured on the Property. The green spaces will be developed using fescue grass rather than sod, which will dramatically reduce water needs. The design will offer a pedestrian- and transit-oriented community that allows residents to live, work, and play without the dependence on daily automobile usage. The development team is committed to the sustainable design principles reflected in the Comp Plan. Our sustainable design mission is to promote livable communities through the use of energy efficient systems, green building practice, reduced dependency on automobiles, creative density, high-quality pedestrian and bicycle options, and preservation of natural resources. This mixed-use project will feature a series of green elements including green construction and demolition practices, green material specifications, thermal high-efficiency windows, and exterior envelope systems, and participation in the Xcel Energy Design Assistance Program.

A key feature of the Project is the link between the residential density and the retail component. As designed, the "right" retail is critical to maximize the success of the apartments and the residential density is key to ensuring the retail tenants will become vibrant and successful members of the community. In the concept design, we called for stand-alone retail that would be outward focused and designed to pull customers into the Property.

A key aspect of ESG's concept was to change the retail focus to be supportive of the residential, not exclusive of it. The expected restaurant is a focal point of a vibrant and exciting corner at Rice Street and County Road E that will enhance the community feel. It will benefit from—and be an amenity for—both the apartment component and the townhome component. As demonstrated by their long line of successful projects, where retail space is property integrated into and serves as an amenity to the residential component of a mixed-use development, both aspects thrive. In our analysis, the combined link is critical to a successful project. Neither aspect can reach its potential on the site without the other. What ESG was also able to show based on the multitude of projects they have designed, is that the "right" retail is critical to an elite market-rate apartment complex. They were able to show that the difference between vibrant mixed-use projects with first floor retail and those projects with a dark empty first floor is design and foresight. The projects that succeed are those that have the right ratio of residential density to retail floor space and the retail is focused on providing a benefit to the residents that the project seeks to attract.

In the initial design, the higher residential density supported a full 10,000 square feet of retail and, because of the coordinated nature of the Project, we could charge a lower per square foot rent for the retail space. To address the "height" comments, however, we closely reviewed options to adjust the residential-retail interaction. After considerable effort, we concluded that we could reduce the retail space to approximately 6,800 square feet by reducing the size of the expected restaurant and eliminating portions of the other retail area. With the reduced space and a change in the retail rent structure, we were able to reduce the required density and parking needs.

Next we looked at what could be done to reduce the residential density in the initial design. It was not a simple step, as ESG had designed a comprehensive concept where each component meshes with and supports the others. We analyzed the options to consider impacts to the retail customer base and what fewer apartments meant to the retail rent rates. Based on that analysis, we were able to reduce the unit count to 134 and lower the apartment building to 5 stories. We also looked at construction options to lower the height and reduce the overall massing of the building. Through creative building design, we were able to lower the actual height of the building from 75 feet to less than 54 feet and dramatically reduce the visual impact of the building. Unfortunately, one of the positives lost in the full-story height reduction, particularly in light of the need to maintain the minimum density that expert analysis shows is necessary for the retail to thrive, we could not maintain the enormous set backs from the neighboring homes.

For the Project, we all agreed that it must be designed to attract "renters by choice" with household incomes in excess of $40,000 per year. But we did not simply rest on our beliefs or ESG's experience. As discussed above, the Housing Study shows that the Shoreview market area has a significant deficiency for this housing need. There is need for 1097 new apartments designed for renters with more than $40,000 in income and under the age of 65. It is a demographic that can, and does, pay the rents the Project will demand. While the market will dictate the rents, we expect the bottom of the rent range to be $1,000. Of particular interest was the Housing Study's conclusion that "32% of the age-/income-qualified households will seek to rent their housing." This conclusion is wholly consistent with what the market has demonstrated: today, many people of financial means choose to rent not because of a lack of options but out of a preference to rent.

Our research has also confirmed that the renter-by-choice market is not limited to downtown Minneapolis and St. Paul. In fact, a recent Star Tribune article noted, "The Twin Cities apartment boom, which is transforming Minneapolis and St. Paul, is now thundering into the suburbs, where rentals are full... And after five years of intense development in the core cities, the action is shifting to the suburbs where there's been relatively little building since the 1980s." As the Housing Study confirms, Shoreview (like so many other suburbs) is part of this growing demand for high-end rental units and (like so many other suburbs), is not currently meeting that demand.

Because so-called renters-by-choice have adequate financial resources, they demand and expect quality from their apartment choices. Today's market-rate rental units, including those in the Project, are a far cry from the past. The finishes inside the units are commensurate with high-quality homes including things like marble countertops and hardwood flooring.

These renters also demand and expect a sense of community. The apartment they live in is not a temporary option out of necessity, but one they view and treat as their home. They will expect and demand gathering areas, security and safety, and outdoor amenities.

To attract these renters and provide a citywide benefit, everyone agreed that the retail should be designed for a restaurant to be included in the Project. Of course, with substantial restaurant experience within the team, we have dramatically refined that area of the Project to set the expected restaurant up for success including the layout, the exterior seating options, the expected seating area, the rent, and the immediate residential density.

No architect understands or tracks the renter-by-choice demands more thoroughly or aptly than ESG. Among other things, ESG tracks the amenities of **all** Metro market rate apartment complexes, whether it was ESG-designed or not. With that knowledge and experience, ESG knows precisely what features must be incorporated into a market-rate apartment building. The Project is designed to provide those amenities. It has all the interior finishes that renters by choice demand, plus the sense of community. The Project offers significant open space and walking trails. We have added a dog run and open area on the north end of the Property. The outdoor amenity area offers the latest in community building. In addition to the pool, there is a community room, a grilling area, and outdoor exercise/play areas.

The Project and its 158 total units (134 apartment and 14 townhomes) is also fully supported by the Housing Study, which among other things, concludes that:

- The Site has excellent freeway access, is within close proximity to retail and employment, and the adjacent land uses would be compatible with multifamily housing. Overall, the Site is well suited for multifamily housing.

- It is reasonable that the Site in Shoreview, with good access to Interstate 694, can capture between 15% and 20% of the unmet demand potential in the PMA. This results in the support for about 165 to 220 units on the Site through 2020.

The Project, with its holistic and integrated design, directly meets the City's stated needs. And the Comp Plan recognizes that there are few opportunities to meet those stated needs. This Project does not simply **meet** the City's needs, it does so in a stunning manner that builds on the community. It will be the benchmark that sets a high standard for future redevelopment and will foster and accelerate that needed development.

THE PROJECT IS CONSISTENT WITH THE FEEDBACK FROM THE CONCEPT STAGE

As noted above, the Project is not a simple revision to the Concept Stage proposal, but a complete reworking of the development with an entirely new architectural firm. The Project is superior in every way to what was submitted and addresses each heading in the City's letter of August 25, 2015. We explore those issues below.

Mixture of Land Uses

As noted above, the Property has both hurdles and opportunities. We looked myriad options, including commercial-only use. Based on all available information, commercial-only is not viable, is not consistent with the Comp Plan, and would have far greater impacts on the surrounding homes. In contrast, a mixed-use development is supported by the Corridor Study and the Housing Study, and ESG has a long track record of success that shows how integrated designs, such as the Project, will and do thrive.

Intensity of the Development

In developing the Project as a coordinated unit, the team spent considerable time analyzing the impacts of all options and comments. With the retail incorporated into the apartment building and designed for much more of an internally-driven retail tenant, the appropriate amount of residential density is critical. Not only does it generate potential customers, but the retail rent is directly linked to the overall project density.

More importantly, the density is consistent with the Comp Plan, which calls for density of up to 45 units per acre for mixed unit developments. The Property contains 191,600 square feet, or 4.4 acres. At 45 units per acre, the Comp Plan calls for up to 198 units on the Property. The Project in total has 158 (134 apartments and 14 townhomes), or 33.6 units per acre.

With respect to set backs, the City Code does not have a "mixed use" district and the Project is submitted as a PUD, which is designed to avoid strict application of the City Code. That said, we have looked to the R3 district as guidance for set back, height, and similar setbacks.

The apartment building complies with the height requirements. Under City Code Section 205.084(C)(3), the City Code allows for heights greater than 35 feet so long as the set back is increased one foot for each additional foot of height. The setback requirements under City Code Section 205.084(c)(2) is 30 feet with the caveat that "[z]ero lot line development shall be permitted." The Apartment building is 53 feet 4 inches, which would be permitted with an additional 18 feet, 4 inches of setback or a total setback of 48 feet, 4 inches. The apartment building is set back from the northern property line by more than 75 feet, which is well beyond the setback needed to justify the height. As shown in the shading study included in the application, the overly large setback also creates little impact on the existing single-family homes. On the Rice Street and County Road E side, it is both desirable and appropriate that the apartment building to have smaller setbacks; nevertheless, the apartment building meets the requirements here, too, with nearly a 50 setback on both sides.

The Project also complies with the lot coverage limit for R3 of City Code Section 205.084(c)(4), which allows a maximum of 65% with a possible increase to 70% if best management practices are used. We would note that the standard for General Commercial is 75% and up to 80% if best management practices are used. The Project comes in at 55.7%, which is well below the 65% threshold. It should also be noted that the Project increases the existing impervious surface cover of 101,500 to 106,770 after the Project is completed, a mere 5,220 square feet of additional coverage as part of a complete redevelopment.

The Project is also adequately parked. The apartment and retail building provides 168 below grade units and 77 surface parking. The townhomes each have tuck-under garages with driveway parking.

Residential Density

The Project is markedly different in terms of layout and design from the Concept Stage proposal. The apartment building has shifted to the opposite corner of the Property to move it as far as possible from the existing residences. To create a further transition to single family residences, the western portion of the Property will be developed with townhomes. The overall density for the Project is 33.6 units per acre, which is significantly below the Comp Plan's guidance of up to 45 units. More importantly, the site density is necessary for the retail component to thrive. The density allows the retail rent to be manageable and provides the necessary customer base for retail that is now integrated into the building rather than stand-alone.

The Comp Plan also reveals that this level of density is in the best interests of the City as a whole. Specifically, the Comp Plan notes a need for substantially more housing within the City, especially housing that responds to changing housing preferences. At the same time, the Comp Plan recognizes the reality that there simply are few options with the City to meet the increased need. This reality is highlighted by the Housing Study, which shows Shoreview and surrounding communities currently have a 1,097-unit deficit in market-rate rental units to meet the demand of the next five years. It must also be noted that while there has been some concern raised about the impacts "renters" might have on the existing neighborhood, it simply is not a legitimate or factually correct statement. First, high density residential is compatible with other residential uses under the Comp Plan. Second, the Project is a market-rate rental unit designed for renters-by-choice. The rental rates will start at approximately $1,000 per month and rise from there. Quite simply, the residents of the Project will be the very demographic that any city would be thrilled to attract.

The Property and the Project create a dynamic opportunity to meet the very housing needs that the City has identified in the Comp Plan. It is in the immediate vicinity (and in some places abuts) of a major freeway. Today, nearly half of the Property is zoned General Commercial, which would allow a more intense use and one that would have greater impacts on the existing single-family homes. The Property, or at least a very significant part of it, has been identified as TRA and each expert/consultant that has looked at the Property has come to the same conclusion: it should be developed as high-density mixed use.

Architectural Design/Building Height

How the Project responds to this comment likely needs no further explanation. For the sake of clarity, we will note that the design as submitted addresses this very point. The apartment building has been shifted away from the existing single-family homes with a 75-foot setback from the northern property line. The shading study shows that the current configuration has minimal impact on the home to the immediate north and little, if any, impact on the other existing homes. It should also be noted that the apartment building is mostly on a parcel currently zoned General Commercial. Under GC zoning regulations, we would be entitled to a construct a building with similar, if not greater, height.

Site Design

The Project directly responds to the comments about site design. All setbacks are met or greatly exceeded. Substantial green space has been incorporated and the Project is well below the 65% coverage limit.

Traffic

To respond to residents' traffic concerns, we retained Vernon Swing of WESTWOOD PROFESSIONAL SERVICES and consulted with the Ra[3]msey County Public Works department. Ramsey County flatly stated that it would not allow at access point directly onto Rice Street, but it believed without question that Rice Street has the capacity to handle the Project. It also responded to the concern of "cut through" traffic on Rustic Place and agreed that the Project would not generate any such traffic.

Westwood's traffic study likewise finds that the Project will not have a significant impact. That is not to say that Rice Street is not busy and does not today face congestion. However, the Project is not going to significantly alter that fact. This is especially true in light of the reality that some development **must** occur on this corner. Comparing the Project's traffic generation to traffic generation from a hypothetical commercial-only use on the Commercial Lot (assuming the non-existent demand came to exist), the neighborhood and Rice Street are far less impacted by the Project than it would be under commercial only redevelopment.

CONCLUSION

As described in this letter the Applications, and supporting documents, EDG seeks the City's blessing to redevelop the Property into a coordinated mixed-use project that has been vetted, analyzed, reworked, and refined toa state-of-the-art project with market-rate rental townhomes, market-rate apartments, resident-focused retail, high-end amenities, and significant open space. We believe it is a project the City can (and should) be excited about for countless reasons. We certainly are, and we look forward to working with the City to make the plans a reality.

Of course, if you have any questions, comments, or concerns about this matter, please do not hesitate to contact me at your earliest opportunity. We are delighted to provide anything you need.

Very truly yours,

Michael J. Mergens

[3] A copy of the County's November 10, 2015 letter is included for your convenience.

Michael J. Mergens
mike@entrepartnerlaw.com
D: (612) 314-8003

ENTREPARTNER

February 10, 2016

Via Hand Delivery

City of Shoreview
c/o Kathleen Castle, City Planner
4600 Victoria Street North
Shoreview, MN 55126

Dear Kathleen:

This letter is offered to provide additional information on parking and to update you on changes we have made in response to the Planning Commission comments on January 23, 2016.

Parking

First, on Lot 1 (townhomes), we have added 10 additional parking spaces. Because of a grade change, a retaining wall will be constructed along the northern edge of the parking, which will minimize any impact that the parking spaces may have on the house to the north. The total parking spaces on Lot 1 for the 14-townhome units is now 66 stalls. That comes out to a ratio of 4.7 stalls per unit, or nearly twice what is called for in the City Code.

Turning to Lot 2 (mixed use building), we have looked at a number of options to add parking stalls and conducted significant analysis to ensure we have adequate parking for all components of the building. The majority of the additional stalls were added by expanding the below grade parking area, which has allowed us to add an additional 27 stalls below ground, for a new total of 195 belowground stalls. We also looked at opportunities to add surface parking. While we were able to add surface parking stalls, almost as many were lost to address the fact that changes were need to accommodate the turn radius of the Lake Johanna Fire Department's needs. The net result was the addition of three surface stall for a new total of 79 stalls. The combined total of parking stalls on Lot 2 is now 274. As discussed below, we believe 274 spaces are fully adequate to meet the needs of the building. We have identified, however, an additional location as Proof of Parking that could provide an additional 8 stalls, if needed. We find the need for those stalls unlikely, and would prefer to maintain the green space.

In analyzing parking needs, we assumed a restaurant of up to 80 seats, which by City Code would call for 27 stalls (1 stall per 3 seats), and 4,200 square feet. Using the City Code ratio of 5.5 stalls per 1,000 square feet, we have estimated an additional 14 stalls for the remaining 2,600 square feet of retail space. City Code would generally call for 41 parking stalls. Because the peak hours of the other uses will likely compliment rather than conflict with the restaurant, we believe that the parking needs of all the commercial space will be met with significantly fewer than 41 stalls. Nonetheless, since we will not the exact uses in the commercial area until leases are signed, we have allocated the full 41 stalls to commercial in our analysis.

Assuming the commercial area will use up to 41 stalls at its peak, that leaves 233 stalls to meet the needs of the residents during that peak period. 233 stalls for 134 units is a ratio of 1.74 stalls per unit. Of course, the peak use for residents will occur after the peak hours for the commercial uses. Over night, there would be slightly more than 2 stalls per apartment. Looking at the demographic of our apartment design and after talking to management companies with experience with similar apartment designs, a 1.74 ratio of stalls per apartment is adequate.

First, the City of Shoreview has found a 1.7 stall ratio acceptable for the Lakeview Terrace. While that complex has must look beyond its borders for shared parking, our ratio assumes peak parking for the commercial area. During peak residential parking needs, many of the 41 "commercial" stalls will be available to tenants and guests.

Second, the apartment mix supports a parking ratio of 1.7. More than 60% of the apartments are one-bedroom or alcove units. Our research strongly supports the fact that our likely renters of one-bedroom units will be primarily single and hence, would have only one car. It is more unlikely that the few 3 bedroom units will have more than 2 cars. So expecting 1 car per alcove, 1.25 cars per one bedroom unit, 2 cars per 2 and 3 bedroom units, calls for 202 stalls, leaving 31 stalls for guest or overflow parking during peak commercial use.

Third, the Project is on a transit line. With the additional users that come online from the Project, we expect additional transit routes will serve the area, which may include the expansion of private shared-car options such as Car2go, Zipcar, or similar service.

Site Plan Changes

In order to address comments from the Lake Johanna Fire Department, we have reduced the width of each townhouse by three. By doing so, we were able to increase the building setback from the northern boundary line by 21 feet. The open area allowed the creation of emergency vehicle exit along the north property line and the addition of the parking space noted above without losing the trees that had already been identified to preserve. In addition, to respond to comments about the height of the townhomes, we have lowered the starting elevation for all 14 homes by 1 foot, which will reduce the ground floor elevation and reduce the height that each townhome rises above grade.[1] Further, by lowering the basement and drive elevation, the parking area on the north will be 2 feet below grade with berming at the front edge of the parking. This configuration will reduce, if not eliminate, any impacts of the parking on the property to the north.

In addition, to respond to the comments about screening, we have added 38 coniferous trees of mixed species to the Property. All of the tress will be added in the area between the buildings and the northern property lines. A significant focus of the tree placement was the northwest corner of the amenity area, which will now thoroughly screen the pool and pool deck. With the additional trees, the Project will be heavily screened from the neighbors to the north. Likewise, the neighbors' views of the Project will be little more than that of a dense line of trees and landscaping. The additional trees will not only assist in visual screening, but

1 We could not go any lower because of storm sewer depth constraints.

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will help block noise generated from the site as well as adding to the noise reduction qualities of the mixed-use building for the sounds generated from the freeway.

Shadow Study

During the last meeting, there were concerns raised about the shadows that will be cast by the Project based on a single slide showing the shadows at their peak. Enclosed is printout of the shadows cast by the Project throughout the entire year. We will also have an electronic version of the study that will be available for presentation at the February 23, 2016 meeting.

There are a few aspects of the study that are critical to understand the lack of impact the Project generates on the properties to the north. First, the shadow study focuses exclusively on the shadow created by the buildings. It does not account for shadows cast by existing trees either on properties or the properties to the north. As highlighted by neighbors in the public hearing and as shown in the enclosed snapshots generated on Google Earth on February 10, 2016, the existing tree coverage in the area is very substantial. The existing tree coverage, of course, casts considerable shadows of their own.

Second, the shadow study is computer generated by state of the art software in which the only user input is the building dimensions and related data. The sunrise and sunsets times are automatically generated by the software, as are the shadows that are then cast by the proposed buildings throughout the day of each day of the year.

Third, the shadows cast during each month of the year vary dramatically. At the public hearing there were public comments suggesting the shadows cast in December would affect grass growth. Nothing could be further from the truth. As shown in the attached printout, from February to November, there are few days where a shadow from the Project crosses any property line and when it does cross a property line, it does so minimally. Of course, in the months of December and January, the sun stays low in the sky and many properties are cast in shadows.

Finally, it is important to understand what the reasonable expectations of the neighbors should be. There are no solar or view easements that burdens any of the four properties Elevage owns. Further, the proposed Project has far less impacts than what is legally entitled to be built.

In order to understand the minimal impact of the Project, we have analyzed what we would be legally entitled to build on these properties.[2] Three of the four properties are guided office/commercial in the City's Comp Plan and the corner lot is presently zoned C2. Under Minnesota Statutes for the Metropolitan Area, the Comp Plan guiding controls over the zoning code in the case of any conflict.[3] Legally, that means that any property owner of the

2 The analysis is offered strictly to understand reasonable expectations based on existing code. We have not conducted any studies about the viability of a hotel and are not proposing it as an option.

3 *See* Minn. Stat. § 473.858.

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two residential homes along County Road E are entitled to have those two properties rezoned to C2 and given the locations of those properties any commercial use is going to be freeway-focused. Looking at C2 zoning provisions, among the uses that are permitted uses are a motel/hotel and the height of that hotel (or any other legal use) is legally authorized to exceed 35 feet in height provided that for every foot in height. Using the formula expressly stated in the City Code, a seven-story hotel with 200+ rooms is a legally permitted and entitled use. Solely for the purpose of understanding the minimal impact of the proposed Project, we have conducted a study of the shadows that would be cast by a 70-foot tall hotel that was constructed across the three properties that are guided commercial. Not surprisingly, that entitled use casts far greater shadows to the north than the Project. The shadow study of the seven-story hotel building is available upon request.

As mentioned at the public hearing, we also analyzed the shadows cast if the Project was reconfigured to be a four-story building. Because a reduction in height must at this point also mean an increase in the building footprint (and particularly changing the design from an "L-shaped" building to a partial "U-shaped" building), the shadows that a four-story building casts to the north are generally not decreased and at some points are actually worse than the proposed five-story building. The increased footprint of a four-story building would also means lost open space, lost amenity area, lost parking, and other impacts that we firmly believe make the design untenable. The shadow study of the four-story building is available upon request.

Since the public hearing has been closed, we understand that there will be very limited opportunity to speak. We, however, would request the opportunity to present the full shadow study and to address any questions the Planning Commission has related to the proposed changes we have made.

If you have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely,

Michael J. Mergens

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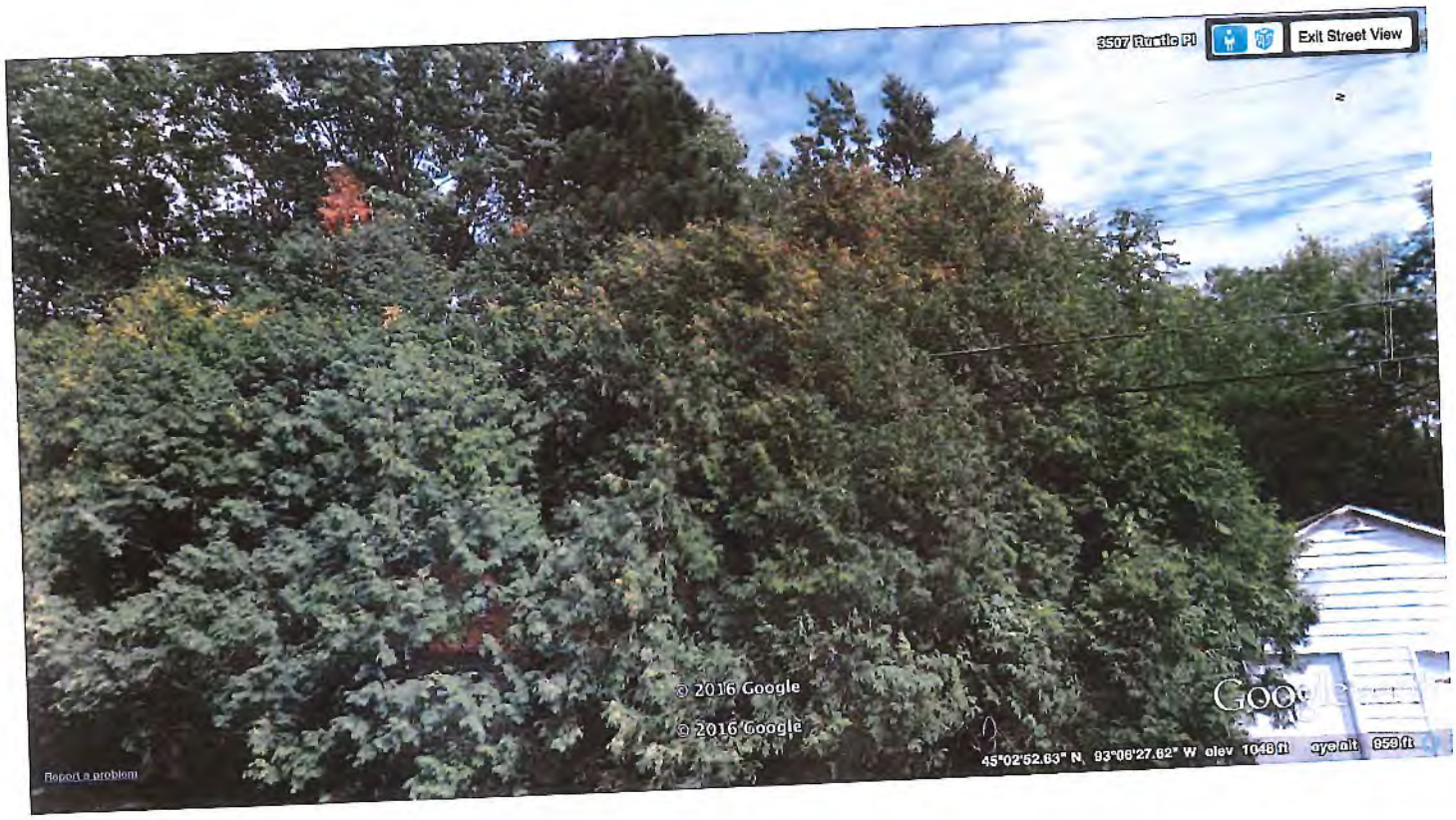
3521 Rice St
Rice St
© 2016 Google
Google earth
1991
Imagery Date: 8/11/2015 45°02'53.37" N 93°06'26.28" W elev 967 ft eye alt 1528 ft

Exit Street View
N
© 2016 Google
© 2016 Google
Google earth
Report a problem
45°02'50.52" N 93°08'28.01" W elev 950 ft eye alt 943 ft

3530 Rice St
Exit Street View
© 2016 Google
© 2016 Google
Google earth
45°02'52.14" N 93°08'26.45" W elev 960 ft eye alt 940 ft


3507 Rustic Pl
Exit Street View
© 2016 Google
© 2016 Google
45°02'52.63" N, 93°08'27.62" W elev 1048 ft eye alt 959 ft
Report a problem

ENTREPARTNER

Michael J. Mergens
mike@entrepartnerlaw.com
D: (612) 314-8003

February 19, 2016

Via Email Only

City of Shoreview
c/o Kathleen Castle, City Planner
4600 Victoria Street North
Shoreview, MN 55126

Dear Kathleen:

On behalf of Elevage Development Group, LLC and Elevage Shoreview Holdings, LLC (collectively "Elevage"), this letter is offered to provide additional information on the intensity of our proposed redevelopment of four parcels noted in the applications (collectively the "Property") and why we strongly believe that was had been proposed is not only appropriate, but necessary.

As with any residential-focused project of this magnitude, there is a point of critical density, which is the minimum density at which the project is feasible. For every project and every design, the point of critical density is different.

One of the biggest drivers of critical density is land cost. In order to meet debt service ratio and loan to value requirements, a project must add density as land costs increase. This is especially true with brownfields where remediation and lease buyouts add to the land costs. Lot consolidation also adds to land costs. Property owners knowledgeable of the potential development will often demand and receive a premium for their properties. Additionally, commercial land generally comes at a higher per square foot price than residential, mixed-use, or industrial land. Commercial land with high visibility and near immediate access to a major freeway generally comes a premium over other commercial properties.

In addition to loan requirements, projects of this significance also require substantial equity investments from the owners. Owners closely analyze the expected NOI from a proposal and its expected costs. This allows the owner-investor to calculate his or her expected rate of return and, perhaps more importantly, determine the level of risk of loss. The closer the capitalized NOI is to expected costs, the higher the risk. When it comes to mixed-use development, the focus of the risk analysis is on density and height as the density raise expected NOI and height is a large factor in controlling the cost per unit.

When it comes to mixed-use developments, having the critical density is also a major factor for the retail component of the development. What has become abundantly clear to us in working with ESG on the present design is the impact of residential density on the success of retail space that is incorporated into an apartment building. The first factor is that integrated retail must be the "right" retail; it must focus inward to allow it to be viewed as an amenity for the renters. While all retail needs an adequate customer base, for inward focused retail, the density of that inward market is critical. The second factor is the per square foot rent. Rent rates that are too high will leave a space vacant, or even worse, it will drive a tenant to fail after significant tenant improvement investments. In order to ensure that the apartment

units support the retail (and vice-versa), the apartments act must act as a financial backstop to ensure that the retail rent is affordable. Greater apartment density ensures that financial security for the retail exists with a negligible impact to the apartment users.

Critical density is also what allows conversion of property zoned or guided commercial to be developed as mixed-use property. Under the City Code, property that is zoned General Commercial or C2, has a broad array of intense uses that are "permitted use," which means the property owner is entitled to construct such uses subject to review of the final building and site plan. The permitted uses in the C2 district include all permitted uses in the Retail Service District plus more intense uses such as car dealerships, large gas stations, and hotels. Construction of these permitted uses often carry higher returns and support greater land values. When considering developing properties that are zoned C2, or have a right to be rezoned C2, as mixed-use residential properties it is density that both narrows the gap in expected return and decreases the risk of loss, which in turn justify the conversion.

Here, the need for density is particularly high as the land costs were well above typical residential or mixed-use land costs. Nearly half of our property is currently zoned C2 and two additional properties are guided commercial/office. Each of the single-family homeowners to the west were well aware of the value their land had as redevelopment if the land was consolidated with the shopping center lot. The owner of the residential lot along Rice Street was equally aware of the premium he could demand for his land to be added as part of a large lot consolidation. The premiums paid for the land create a cost basis that must be overcome by the type and density of the redevelopment in order for the private financial institutions to approve the necessary construction funding and to justify the risk of redevelopment.

As Elevage looked at the four properties it now owns, we were well aware of the studies that had identified the area as a focus of redevelopment as mixed-use with high density residential. Our analysis likewise showed that the ideal use of the property was mixed-use with high density residential. Such use recognizes the location is on an arterial roadway (Rice Street) and immediately north of a major freeway. It also recognizes that while the Comprehensive Plan guides 3 of the 4 parcels as commercial/office, redevelopment with high-density residential no matter the density is more compatible with single-family homes than commercial redevelopment. In fact, the City Code expressly recognizes an inherent conflict between residential and C2 zoning.[1]

We were equally aware of the City's Comprehensive Plan and its provisions that called for density in mixed-use areas of up to 45 units per acre with higher density along major roadways. It was this analysis that allowed us to pay the premium land costs in order to consolidate four blighted properties and to develop a dynamic mixed-use project that will be a stunning gateway for the City of Shoreview.

From the Concept Plan to ESG's initial plan to the final plan that has been submitted, we have focused considerably on both the density we believed to be appropriate and what is the

[1] City Code § 205.043 (A) states that the C2 district "should not be located adjacent to an area planned for residential use."

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critical density for the project to move forward. Initially, ESG came forward with a plan with an appropriate amount of density. It called for density that was below the 45 units per acre identified in the Comprehensive Plan and that was consistent with properties location and the fact that more than half the property is zoned for a more intense use and more than three-fourths is guided for a more intense use.

Responding to comments of the neighborhood, the City, and other agencies, we have worked diligently to reduce height, lower density, increase parking, maintain as much greenspace as possible, incorporate design features to mitigate impacts to the properties to the north, and relocate the point of access. As the plan has been revised, costs have increased while expected revenue and likely value at completion have declined. With every increase in costs or loss in value, risk increases. Because we believe deeply in our development team and the project that is now before the City, it is risk that the ownership group accepts, but there is little, if any, left to trim before that must be reanalyzed.

The plan as amended is now at the point of critical density. It is the density that is needed to generate sufficient value for financing, the density needed to ensure the restaurant and other retail tenants will flourish, the density needed to support the costs of the amenities, and the density needed for the ownership group to accept the risk of personal guarantees on a $30+ million project. Any further reduction in density will likely cause the project to fall below the point of critical density. It would require that the ownership group either return to the drawing board to make necessary changes to a mixed-use, planned unit development or consider what we are entitled to build based on the C2 zoning of the shopping center lot and the commercial/office guiding of the two single-family lots to the west. Stated differently, the current density is needed in order for the project to move forward with all the positive features in place.

We also stress that the density is not only needed to keep the project in tact, but it is also appropriate. The current design calls for just over 33 units per acre, which is more than 25% below the 45 units per acre limit in the Comprehensive Plan. Given the properties' location along the freeway, the Comprehensive Plan supports higher than normal density. Further, the proposed density is a far less intense use of these properties than what is permitted under the C2 zoning. Additionally, the project is designed so that the proposed density will have minimal impact on the neighborhood and far less impact than what the City Code recognizes as a permitted use for these properties.

If you have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely,

Michael J. Mergens

807 Broadway Street NE, Suite 140, Minneapolis, MN 55413
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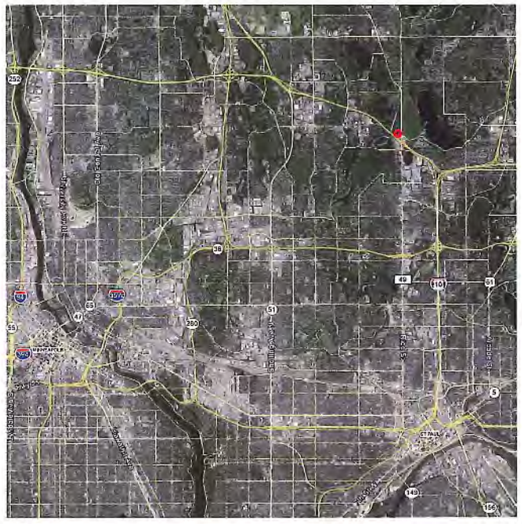
SHOREVIEW MIXED USE 157 COUNTY ROAD E WEST, SHOREVIEW, MN 55126

PROJECT LOCATION



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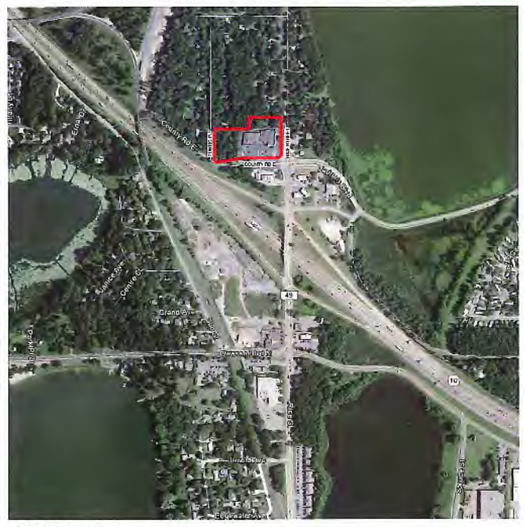


Site Location

PROJECT METRICS

	TOTAL GSF	PARKING GSF	STALLS	RETAIL GSF	AMENITY GSF	APT GSF	APT RSF	APT UNITS	TH=Townhome TH GSF	TH PARKING GSF	TH UNITS
LEVEL P1	61,164	61,164	166								
LEVEL 1	30,987		76	6,849	5,895	18,423	14,850	17		11,284	14
LEVEL 2	23,790					23,790	19,882	23	11,284		
LEVEL 3	34,252					34,252	29,574	32	11,284		
LEVEL 4	34,252					34,252	29,574	32			
LEVEL 5	33,289				1,046	32,243	27,691	30			
	217,714	61,164	244	6,849	6,741	142,960	123,571	134	22,568	11,284	14

PROJECT TEAM

Owner/Developer: Elevage Development Group, LLC.
10901 Baltimore St. NE
Blaine, MN 55449

Architect: Elness Swenson Graham Architects Inc.
500 Washington Ave. South, Suite 1080
Minneapolis, MN 55415
Ph: 612-339-5508
Fx: 612-339-5382

Contractor: T.B.D.

Civil/Landscape: Erickson Civil Site
333 N. Main Street, Suite 201
Stillwater, MN 55082
Ph: 612-309-3804

Structural Engineer: T.B.D.

Mechanical, Electrical, Plumbing Engineers: T.B.D.

SHEET INDEX

SHEET NUMBER	SHEET NAME	EDG PUD SUBMITTAL
GENERAL INFORMATION		
T1.1	TITLE SHEET	•
CIVIL		
V1	SURVEY	•
V2	FINAL PLAT	•
C1	EXISTING CONDITIONS & DEMO PLAN	•
C2	LAYOUT PLAN	•
C3	GRADING PLAN	•
C4	UTILITY PLAN	•
C5	DETAILS	•
C6	DETAILS	•
LANDSCAPE		
L1	LANDSCAPE PLAN	•
LANDSCAPE		
E1	LIGHTING PLAN	•
LANDSCAPE		
D1	DRAINAGE MAP	•
ARCHITECTURAL		
A0.1	EXISTING SITE IMAGES	•
A0.2	DESIGN PERSPECTIVES	•
A0.3	DESIGN PERSPECTIVES	•
A0.4	DESIGN PERSPECTIVES	•
A0.5	SHADOW STUDY	•
A1.1	SITE PLAN - LEVEL 1 PLAN	•
A1.2	LEVELS P1, 2, 3-4,5	•
A3.1	EXTERIOR ELEVATIONS	•
A3.2	EXTERIOR ELEVATIONS	•
A3.3	EXTERIOR ELEVATIONS (TOWNHOMES)	•

SHOREVIEW
MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

esg

elness swenson graham architects

500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.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 architect under the laws of the State of Minnesota

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

EDG PUD SUBMITTAL

ORIGINAL ISSUE: 12/23/2019

REVISIONS

No.	Description	Date

215537
PROJECT NUMBER

ESG DRAWN BY — ESG CHECKED BY

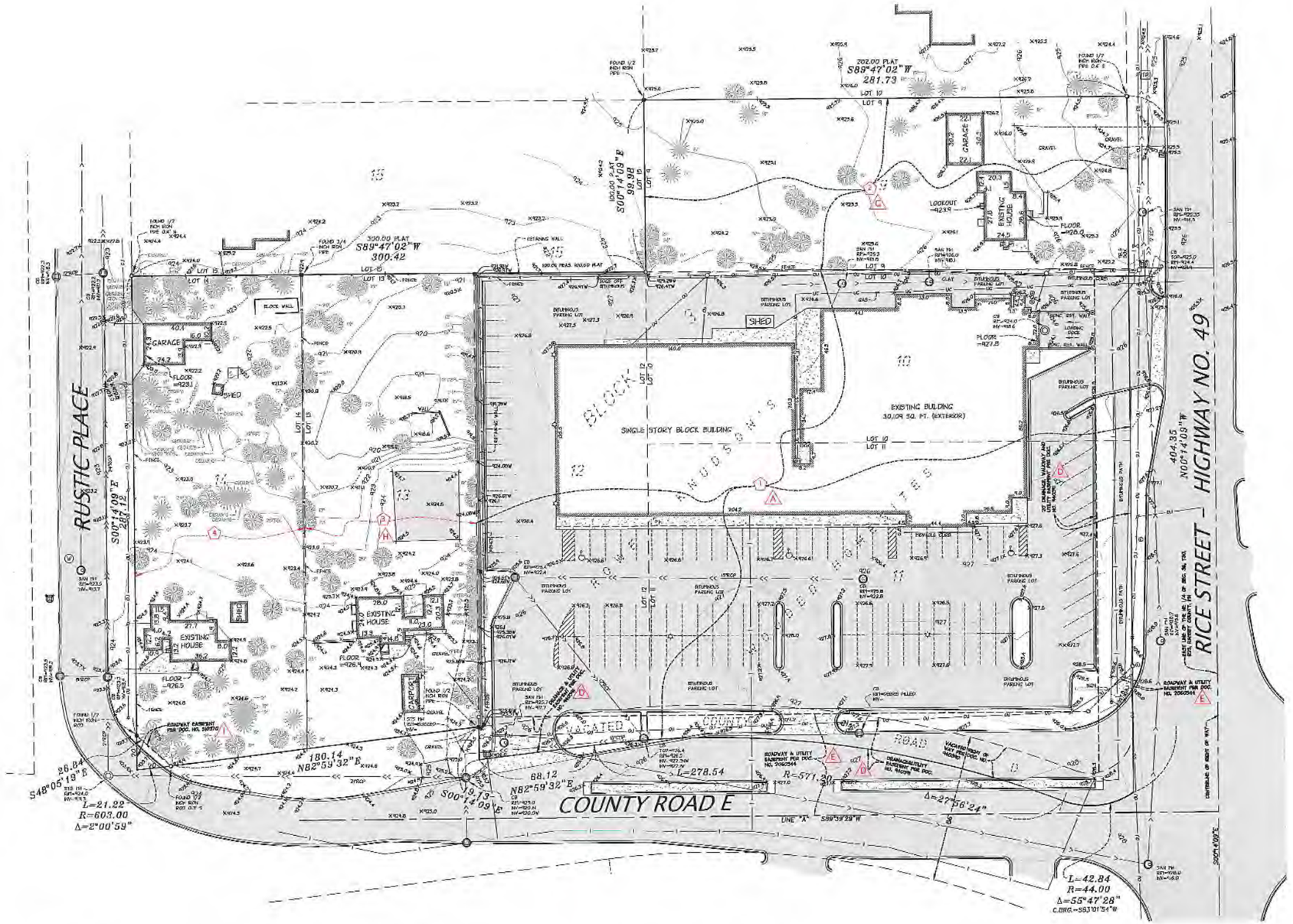
EDG TEAM

SHOREVIEW MIXED-USE

TITLE SHEET

T1.1

12/23/2019 11:12:29 AM



VICINITY MAP

CITY OF SHOREVIEW MINNESOTA

UNDERGROUND UTILITIES NOTES:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPROMISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. GOPHER STATE ONE CALL LOCATE TICKET NUMBER(S) 153132318, 153132322, 153132324 & 153132341. SOME MAPS WERE RECEIVED, WHILE OTHER UTILITIES DID NOT RESPOND TO THE LOCATE REQUEST. ADDITIONAL UTILITIES OF WHICH WE ARE UNAWARE MAY EXIST. OTHER UTILITIES MAY EXIST ON THIS SITE THAT WERE NOT MARKED UP.

CALL BEFORE YOU DIG!
Gopher State One Call
TWIN CITY AREA: 651-454-0002
TOLL FREE: 1-800-252-1166

BUILDING SETBACK & ZONING INFO

THIS PARCEL IS ZONED C-2 (COMMERCIAL BUSINESS). THE BUILDING HEIGHT RESTRICTIONS FOR THIS ZONING DISTRICT IS 35 FEET PER THE CITY OF SHOREVIEW PLANNING DEPARTMENT. THE FRONT BUILDING SETBACK IS 50 FEET ADJOINING STREETS, THE SIDE YARD BUILDING SETBACK IS 10 FEET AND THE REAR YARD BUILDING SETBACK IS 20 FEET. THE PARKING SETBACKS ARE 20' ADJOINING STREETS AND 5' REAR AND SIDE. THERE IS A 75% MAXIMUM IMPERVIOUS COVERAGE REQUIREMENT.
ALL SETBACK INFORMATION PROVIDED BY THE CITY OF SHOREVIEW PLANNING DEPARTMENT.

SURVEY NOTES:

1. BEARINGS ARE BASED ON COORDINATES SUPPLIED BY THE RAMSEY COUNTY SURVEYORS OFFICE.
2. UNDERGROUND UTILITIES SHOWN PER GOPHER STATE ONE CALL LOCATES AND AS-BUILTS PLANS PROVIDED BY THE CITY OF SHOREVIEW PUBLIC WORKS DEPARTMENT.
3. THERE MAY BE SOME UNDERGROUND UTILITIES; GAS, ELECTRIC, ETC. NOT SHOWN OR LOCATED.

FLOOD INFORMATION:

THIS PROPERTY LIES WITHIN AN NON DESIGNATED AREA AS SHOWN ON THE FLOOD RATE MAP 27123C0032G, DATED JUNE 4TH, 2010. NON DESIGNATED AREAS ARE CONSIDERED TO BE IN ZONE X.

EXISTING PARKING

THERE ARE 108 VISIBLE PARKING STALLS DESIGNATED ON THIS PARCEL INCLUDING 3 HANDICAP STALL.

BENCHMARKS

ELEVATIONS BASED ON INFORMATION AS SHOWN ON THE MNDOT GEODETIC WEBSITE. SURVEY DISK G285 N WITH AN ELEVATION OF 927.31 WAS USED TO ESTABLISH VERTICAL CONTROL FOR THIS SURVEY (NAVD 88)

ALTA NOTES:

ITEM 16. THIS PARCEL SHOWS NO OBVIOUS SIGNS OF RECENT CONSTRUCTION
ITEM 17. THERE ARE NO PROPOSED RIGHT OF WAY CHANGES PER THE CITY OF SHOREVIEW PLANNING DEPARTMENT AS OF THE DATE OF THE CERTIFICATION.
ITEM 18. THERE WAS NO EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP, OR SANITARY LANDFILL.
ITEM #19. THERE WAS NO EVIDENCE OF A WETLAND AS OF THE DATE OF THIS CERTIFICATION.

LEGAL DESCRIPTION:

The following Legal Descriptions are as shown on the various Old Republic National Title Insurance Company Title Commitments as follows:

(Commitment Number 39729, dated September 10th, 2015.)
(1) Lots 10, 11, and 12, Block 3, Rowe & Knudson's Wooded Homesites, and that part of the North 19 feet of County Road E, vacated, lying between the extensions Southerly across said street of the West line of said Lot 12 and the East line of said Lot 11, Ramsey County, Minnesota. Torrens Property.

(Commercial Partners Title Commitment Number 50359, dated Sept. 27th, 2015.)
(2) Lot 9, Block 3, Rowe & Knudson's Wooded Homesites, Ramsey County, Minnesota, Torrens Property.

(Commercial Partners Title Commitment Number 39817, dated Feb. 25th, 2015.)
(3) Lot 13, Block 3, Rowe & Knudson's Wooded Homesites, Ramsey County, Minnesota. Torrens Property.

(Commercial Partners Title Commitment Number 39934, dated Mar. 26th, 2015.)
(4) Lot 14, Block 3, Rowe & Knudson's Wooded Homesites, Ramsey County, Minnesota. Torrens Property.

AREA:

TOTAL AREA AS SHOWN – 191,600 SQ.FT.

SCHEDULE B2 NOTES:

The following survey related easements and encumbrances are shown on the various Old Republic National Title Insurance Company Title Commitments as follows:

(Commitment Number 39729, dated September 10th, 2015.)
(A) 4. It is hereby agreed that any public utility company shall have the right to enter upon and set poles along dividing line between lots for the purpose of stringing wires thereon for the purpose of furnishing electric light and power to any of the persons purchasing lots in said addition, and such utility company or companies shall also have the right to trim trees for purpose of stringing its said wires; as shown by recital on the Certificate of Title. (COVERS ENTIRE PARCEL, NOT SHOWN)
(B) 5. Subject to an easement for public utility purposes per Document No. 623508, and subject to an easement for purposes utility purposes over that part of County Road E vacated by Document No. 940390; as shown by recital on the Certificate of Title. NOTE: The public roadway easement contained in Document No. 623508 was vacated by Document No. 940390. (AS SHOWN ON SURVEY)
(C) 6. Terms and conditions of Order dated January 18, 1956, filed February 14, 1956, as Document No. 360298. (NOT SHOWN ON SURVEY)
(D) 7. Terms and conditions of and easements per Document No. 940391. (AS SHOWN ON SURVEY)
(E) 8. Easements for roadway and utility purposes, in favor of Ramsey County, as created in Final Certificate dated December 17, 2008, filed January 9, 2009, as Document No, 2060544. (AS SHOWN ON SURVEY)

(Commercial Partners Title Commitment Number 50359, dated Sept. 27th, 2015.)
(G) 9. Subject to covenants and agreements contained in Warranty Deed dated March 25, 1940, filed March 30, 1940, as Document No. 183155. (Shown as recital on Certificate of Title) (COVERS ENTIRE LOT, MAY HAVE EXPIRED)

(Commercial Partners Title Commitment Number 39817, dated Feb. 25th, 2015.)
(H) 14. Terms and conditions of utility easement contained in Warranty Deed dated October 19, 1940, filed October 22, 1940, as Document No. 188182. (COVERS ENTIRE LOT, MAY HAVE EXPIRED)

(Commercial Partners Title Commitment Number 39934, dated Mar. 26th, 2015.)
(I) 15. Terms and conditions of Final Certificate, including an easement for highway purposes, and the right to erect temporary snow fences upon the land adjacent to the easement filed May 23, 1967, as Document No. 510370. (AS SHOWN ON SURVEY)

CERTIFICATION:

To: Elevage Shoreview, LLC., Commercial Partners Title, LLC, Old Republic National Title Insurance company: This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 7(a), 7(b)(1), 7(c) 8, 9, 11(b), 14, 16, 17, 18, and 19, of Table A thereof. The field work was completed on November 12th, 2015.
CORNERSTONE LAND SURVEYING, INC.
Dated: 11-12-15
Revised:
By: PRELIMINARY
Daniel L. Thurmes
Minnesota License No. 25718

The Commercial Partners Title, LLC as agent for Old Republic National Title Insurance Company Title Commitments as listed above were relied upon for matters of record. Other easements may exist that were not shown in this commitment and are not shown on this survey.

LEGEND

- CABLE TV PEDESTAL
- AIR CONDITIONER
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER
- LIGHT POLE
- GUY WIRE
- POWER POLE
- GAS METER
- TELEPHONE PEDESTAL
- SANITARY MANHOLE
- CATCH BASIN
- FLARED END SECTION
- ROOF DRAIN
- WATER MANHOLE
- STORM MANHOLE
- FIRE DEPT. CONNECTION
- HYDRANT
- CURB STOP
- WATER VALVE
- BOLLARD
- FLAG POLE
- TRAFFIC SIGN
- UNKNOWN MANHOLE
- x 950.0 SPOT ELEVATION
- CONIFEROUS TREE
- DECIDUOUS TREE

- UNDERGROUND ELECTRIC
- UNDERGROUND CABLE TV
- UNDERGROUND FIBER OPTIC
- UNDERGROUND TELEPHONE
- OVERHEAD UTILITY
- UNDERGROUND GAS
- SANITARY SEWER
- STORM SEWER
- WATERMAIN
- FENCE
- CURB [TYPICAL]
- 950 CONTOURS

REVISIONS:

DATE	REVISION
11-12-15	PRELIMINARY ISSUE

NORTH
0 30 60

PROJECT LOCATION:

157
COUNTY RD. E. W.
PID#363023110038
PID#363023110009
PID#363023110011
PID#363023110035

Suite #1
6750 Stillwater Blvd. N.
Stillwater, MN 55082
Phone 651.275.8969
Fax 651.275.8976
dan@cssurvey.net

CORNERSTONE
LAND SURVEYING, INC.

FILE NAME SURVNOT03
PROJECT NO. NOT15003

CERTIFICATE OF SURVEY

157
COUNTY RD. E. W.
SHOREVIEW

CONTACT:

c/o Michael J. Mergens
EntrePartner Law Firm, PLLC
Highlight Center
807 Broadway Street NE, Suite 140
Minneapolis, MN 55413
612.314.8001 (office)
612.314.8003 (direct)
612.207.5660 (mobile)
http://www.entrepartnerlaw.com

COUNTY/CITY:

RAMSEY COUNTY
CITY OF SHOREVIEW

EDG SHOREVIEW

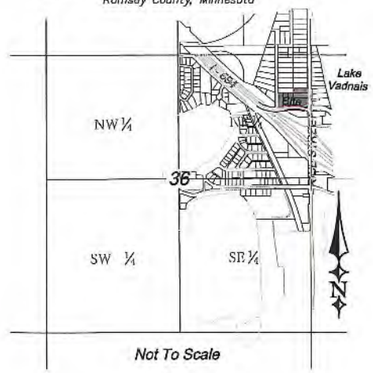
ORIGINAL SCALE
1 INCH = 40 FEET

40 0 40 80 120 FEET

SCALE IN FEET

Site Location Map

Section 36, Township 30 North, Range 23 West
Ramsey County, Minnesota



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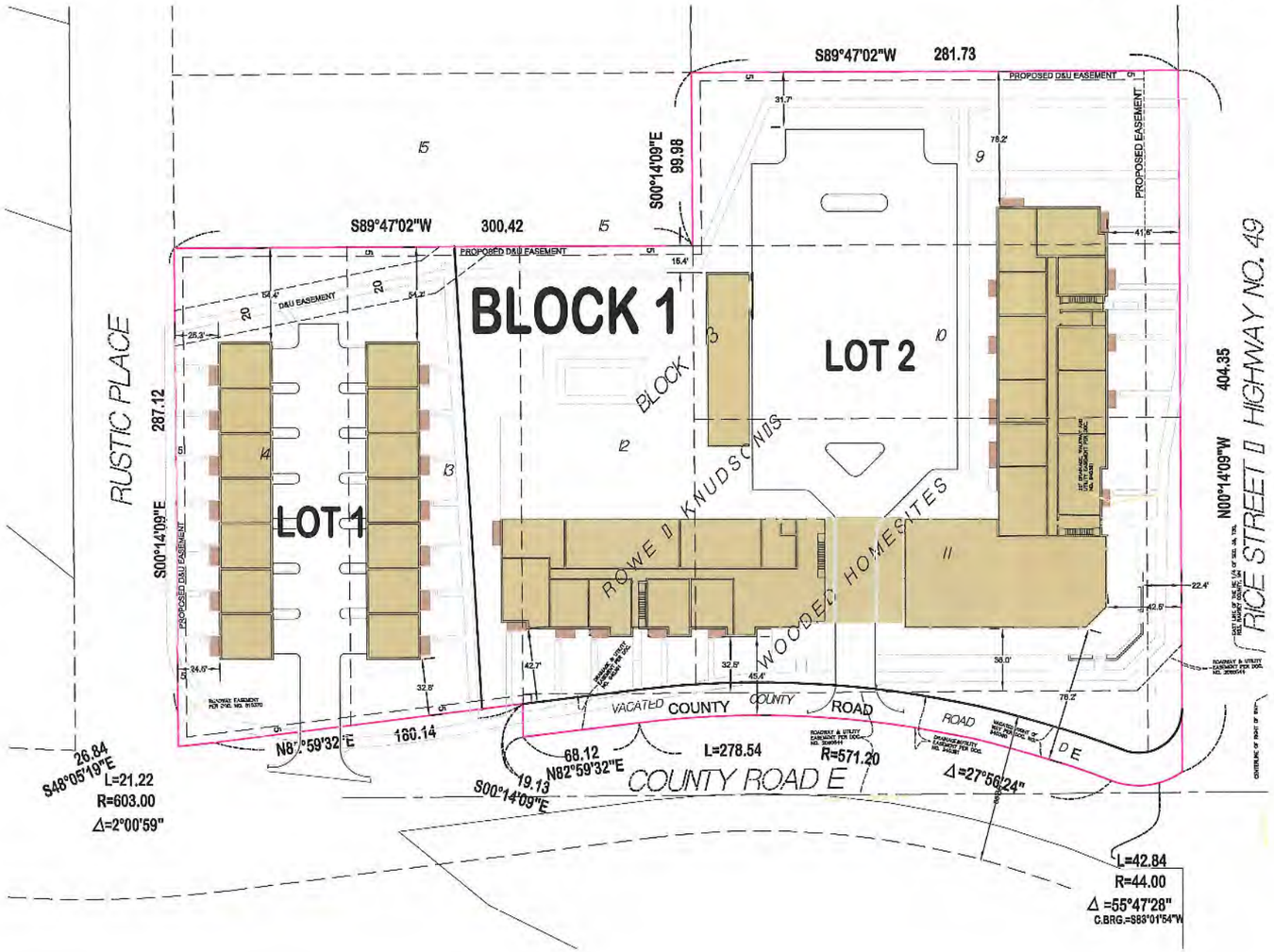

LEGEND

- ○ DENOTES SET ½ INCH BY 18 INCH IRON PIPE MONUMENT MARKED WITH A PLASTIC CAP INSCRIBED "_____", UNLESS SHOWN OTHERWISE
- ● DENOTES FOUND MONUMENT, SIZE AND MARKINGS AS INDICATED
- ◎ DENOTES RAMSEY COUNTY CAST IRON MONUMENT

NOTES

1) ORIENTATION OF THIS BEARING SYSTEM IS BASED ON RAMSEY COUNTY COORDINATES.

ERICKSON CIVIL
333 North Main Street, Suite 201
Stillwater, Minnesota 55082
Phone (612) 309-3804
www.ericksoncivilsite.com

Owners Certificate

KNOW ALL MEN BY THESE PRESENTS: _____, a_____corporation under the laws of Minnesota, owner of the following described property, situated in the City of Shoreview, County of Ramsey, State of Minnesota:

Lots 10, 11, and 12, Block 3, Rowe & Knudson's Wooded Homesites, and that part of the North 18 feet of County Road E, vacated, lying between the extensions Southerly across said street of the West line of said Lot 12 and the East line of said Lot 11, Ramsey County, Minnesota and Lot 9, 13 and 14 Block 3, Rowe & Knudson's Wooded Homesites, Ramsey County, Minnesota. Torrens Property.

Has caused the same to be surveyed and platted as EDG SHOREVIEW and does hereby dedicate or donate to the public for public use forever the public ways and the drainage and utility easements as shown on this plat.

In witness whereof said _____, a _____ corporation under the laws of the State of Minnesota, has caused these presents to be signed by its proper officer this _____ day of _____, 20__.

Signed: _____

_____
Name and Title

STATE OF_____
COUNTY OF_____

The foregoing instrument was acknowledged before me this _____day of _____, 20__, by _____, of _____, a_____ corporation under the laws of Minnesota, on behalf of the corporation.

_____ Signature

_____Print Name

Notary Public, _____
My Commission Expires_____

Surveyors Certificate

I, _____, Land Surveyor, do hereby certify that I have surveyed or directly supervised the survey of the property described on this plat; prepared this plat or directly supervised the preparation of this plat; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been correctly set; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of the Surveyor's Certification are shown and labeled on this plat; and all public ways are shown and labeled on this plat.
Dated this _____day of _____, 20__.

_____, Land Surveyor
Minnesota License No. _____

STATE OF MINNESOTA
COUNTY OF WASHINGTON

The foregoing Surveyor's Certificate was acknowledged before me this _____day of _____, 20____, by Paul A. Johnson, Land Surveyor.

_____
Todd A. Erickson
Notary Public, Minnesota
My Commission expires January 31, 2019

City of Little Canada

We do hereby certify that on the _____day of _____, 20__, the City Council of the City of Shoreview, Minnesota, approved this plat. Also, the conditions of Minnesota Statutes, Section 505.03, Subd. 2, have been fulfilled.

_____ _____
_____ _____
Mayor Clerk

Department of Property Records and Revenue

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____day of _____, 20____.

_____
Director
Property Records and Revenue

_____
Deputy

County Surveyor

I hereby certify that this plat complies with the requirements of Minnesota Statutes, Section 505.021, and is approved pursuant to Minnesota Statutes, Section 383A.42, this _____ day of _____, 20____.

_____
Craig W. Hinzman, L.S.
Ramsey County Surveyor

County Recorder
County of Ramsey, State of Minnesota
I hereby certify that this plat of EDG SHOREVIEW was filed in the office of the County Recorder for the public record on this _____day of _____, 20____, at _____o'clock_____M. and was duly filed in Book _____ of Plats, Page_____, as Document Number_____.

_____
Deputy County Recorder

N

50 0 50 80 90 FEET

GRAPHIC SCALE

LEGEND:

- EXISTING BOUNDARY
- PROPOSED CONCRETE SIDEWALK/APRON
- PROPOSED BITUMINOUS PAVEMENT
- (9) SURFACE PARKING STALL COUNT (TOTAL PROPOSED = 89)
- (9) SURFACE PROOF OF PARKING STALL COUNT (TOTAL PROPOSED = 8)

KEYED NOTES:

1. INSTALL BITUMINOUS PAVEMENT. REFER TO DETAIL 1/C5.
2. INSTALL B612 CONCRETE CURB. REFER TO DETAIL 2/C5.
3. CONSTRUCT CONCRETE ADA RAMP. REFER TO DETAIL 5/C5.
4. INSTALL 4" CONCRETE SIDEWALK. REFER TO DETAIL 4/C5.
5. INSTALL TRAFFIC CONTROL SIGN.
6. INSTALL RETAINING WALL WITH BLOCK (MNDOT SPEC. VERSA LOK BRONCO). ANY WALL OVER 4-FT IN HEIGHT SHALL BE DESIGNED BY AN ENGINEER AND A SIGNED PLAN SET OF DRAWINGS SHALL BE PROVIDED AT TIME OF CONSTRUCTION.
7. CONSTRUCT CONCRETE APRON. SEE DETAIL 5/C5.
8. 6" MIN. TOPSOIL AND HYDRO SEEDED WITH LOW GROW FESCUE @ 220 LBS. PER ACRE, W/20 LBS. PER ACRE ANNUAL RYE.
9. INSTALL FENCING AT RETAINING WALL PER ARCHITECT DETAIL.
10. INSTALL ADA SIGNAGE IN CONCRETE FOR STALL. SEE DETAIL 5/C5 FOR RAMP CONSTRUCTION. LANDING(S) SHALL BE A MINIMUM OF 4-FT WITH A 2% MAXIMUM SLOPE OR AS SHOWN FOR SIDEWALK AND GUTTER
11. SNOW STORAGE AREA
12. 6" THICK CONCRETE OVER 8" CL. 5 AGGREGATE BASE (10-FT WIDE FIRE LANE)

LAYOUT NOTES:

1) ALL RADII TO BACK OF CURB
2) ALL DIMENSIONS TO THE FACE OF CURB UNLESS NOTED OTHERWISE.
3) PAVEMENT STRIPING TO BE 4" WIDE WHITE EPOXY PAINTED STRIPE.

SURFACE AREA ANALYSIS

TOTAL LOT AREA	= 184,158 S.F.
LOT 1	= 45,883 S.F.
LOT 2	= 137,275 S.F.
EXISTING IMPERVIOUS SURFACE	= 101,500 S.F. (55.1%)
CONCRETE	= 4,470 S.F.
BIT.	= 59,360 S.F.
SHED/GARAGE	= 710 S.F.
HOUSE	= 3,890 S.F.
BUILDING	= 30,110 S.F.
GRAVEL	= 3,000 S.F.
TOTAL PROPOSED IMPERVIOUS SURFACE	= 113,767 S.F. (61.8%)
SIDEWALK	= 28,815 S.F.
BIT.	= 36,630 S.F.
APARTMENT	= 34,675 S.F.
GARAGE	= 2,595 S.F.
TOWN HOMES	= 11,052 S.F.
LOT 1 PROPOSED IMPERVIOUS SURFACE	= 27,347 S.F. (58.3%)
SIDEWALK	= 4,095 S.F.
BIT.	= 12,200 S.F.
TOWNHOMES	= 11,052 S.F
LOT 2 PROPOSED IMPERVIOUS SURFACE	= 86,420 S.F. (63.0%)
SIDEWALK	= 24,720 S.F.
BIT.	= 24,430 S.F.
GARAGE	= 2,595 S.F
APARTMENT	= 34,675 S.F.

ERICKSON CIVIL
332 North Main Street, Suite 201
Stillwater, Minnesota 55082
Phone (612) 309-3804
www.ericksoncivilsite.com

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- PERMIT SET
- AS-BUILT DOCUMENT

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.

TODD A. ERICKSON, PE
40418
LICENSE NO.
EDG PUD
DATE:

OWNER/DEVELOPER
ELEVAGE DEVELOPMENT GROUP, LLC
10901 Baltimore St. NE
Blaine, Minnesota 55449

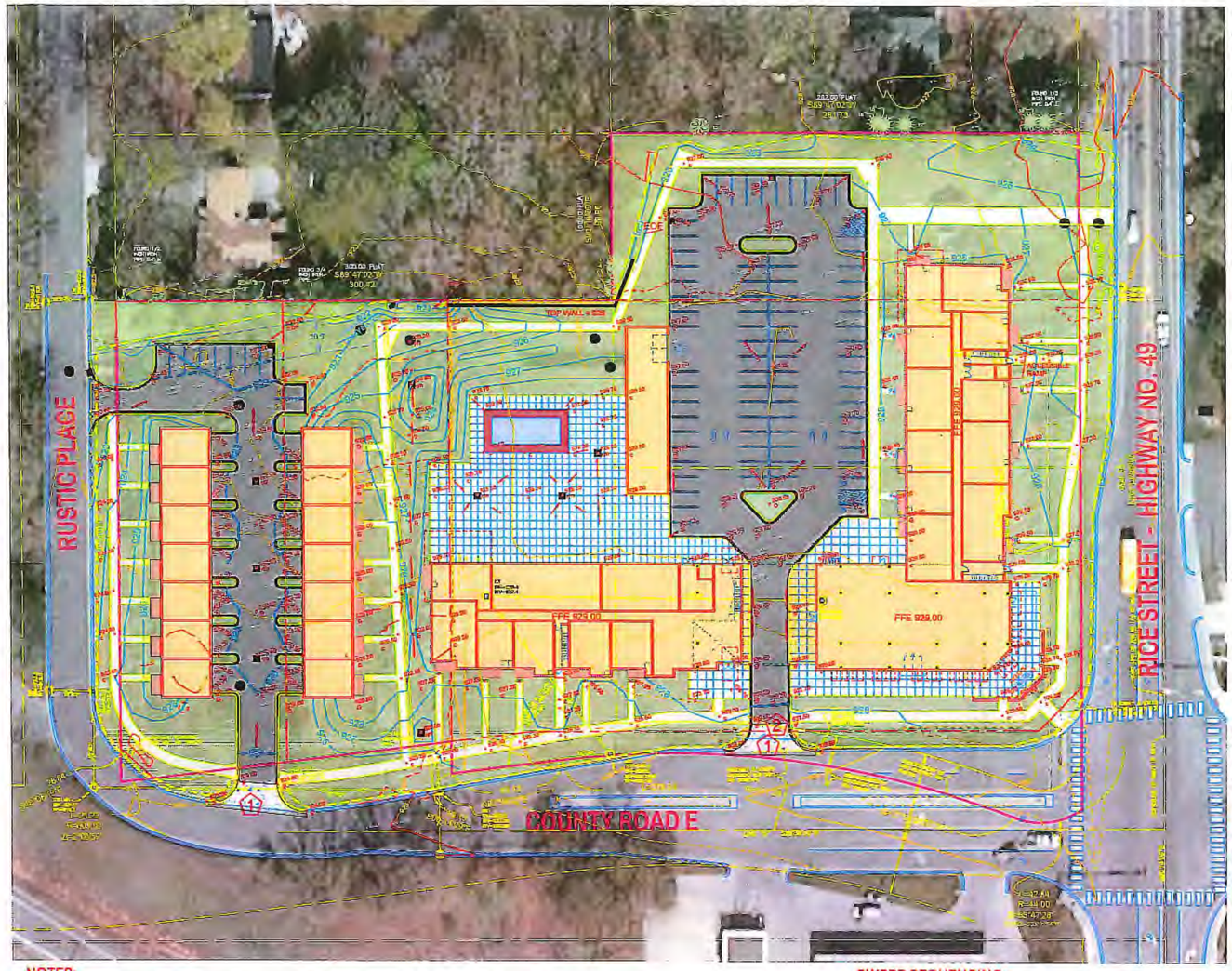
PROJECT TITLE
SHOREVIEW MIXED USE
157 COUNTY ROAD E, W.
SHOREVIEW, MN 55126

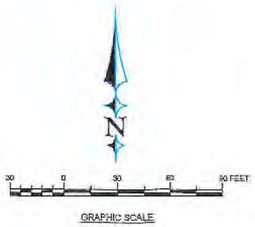
NO.	REVISION DESCRIPTION	DATE

JOB NO. 15-172

SHEET TITLE
LAYOUT PLAN

SHEET NO.
C2
SHEET 2 OF 6





LEGEND:

- EXISTING PROPERTY BOUNDARY
- 930 EXISTING 1-FT CONTOUR
- 930 PROPOSED 1-FT CONTOUR
- 930.50/* PROPOSED SPOT ELEVATION
  G = PROPOSED GROUND SURFACE
  gl = GUTTER LINE
  c = CONCRETE SURFACE
  b = BITUMINOUS SURFACE
  tw = TOP OF WALL
  bw = BOTTOM OF WALL
  NOTE: * REPRESENTS EXISTING GRADE
- PROPOSED HEAVY DUTY SILT FENCE

KEYED NOTES:

1. MATCH EXISTING BITUMINOUS PAVEMENT ELEVATIONS.
2. PROPOSED ROCK CONSTRUCTION ENTERANCE, REFER TO DETAIL 6/C5.

Contractor SHALL notify District staff at least 48 hours prior to the construction of the infiltration basin in order to provide for District construction observation. Failure to notify the District prior to the installation may result in the removal of work completed. Contact Nicole Soderholm at 651-792-7976.

Contact Nicole Soderholm, District Inspector, at 651-792-7976 prior to beginning construction.

NOTES:

1) ALL CONSTRUCTION AS CALLED FOR ON THESE CONTRACT DOCUMENTS SHALL BE PERFORMED IN ACCORDANCE WITH ALL OSHA REQUIREMENTS.
2) THE GRADING CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER SO THAT CERTIFICATION OF ALL CONTROLLED FILLS WILL BE FURNISHED TO THE OWNER DURING AND UPON COMPLETION OF THE PROJECT.
3) SPOT ELEVATIONS/CONTOURS SHOWN AS FINISHED GRADE ELEVATIONS.
4) PRIOR TO ON SITE EXCAVATION OR DEMOLITION WORK, INSTALL EROSION CONTROL MEASURES IN LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER OR CITY STAFF.
5) EROSION CONTROL MEASURES SHOWN ON THE EROSION CONTROL PLAN ARE THE ABSOLUTE MINIMUM. THE CONTRACTOR SHALL INSTALL SEDIMENT TRAPS OR BASINS AND BIO LOG AS DEEMED NECESSARY TO CONTROL EROSION.
6) GRADING OPERATIONS SHALL BE CONDUCTED IN A MANNER TO MINIMIZE THE POTENTIAL FOR SITE EROSION. SEDIMENT CONTROL PRACTICES MUST BE ESTABLISHED PRIOR TO THE START OF ANY UP GRADIENT LAND DISTURBING ACTIVITIES
7) PROVIDE 6" OF NATIVE TOPSOIL IN GREEN AREAS.
8) ALL EXPOSED SOIL AREAS MUST BE STABILIZED AS SOON AS POSSIBLE TO LIMIT SOIL EROSION BUT IN NO CASE LATER THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
9) IF SEDIMENT ENWALKS THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT MUST BE REMOVED IN A MANNER AND AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS.
10) TEMPORARY SOIL STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS, AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS SWALES AND DITCHES UNLESS THERE IS A BYPASS IN PLACE FOR THE STORMWATER.
11) SLOPES 3:1 AND GREATER SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.
12) MAINTAIN AND REPAIR EROSION CONTROL MEASURES (INCLUDING REMOVAL OF ACCUMULATED SILT) UNTIL VEGETATION IS ESTABLISHED. CONTRACTOR TO INSPECT AND DOCUMENT EROSION CONTROL DAILY AND AFTER ANY RAIN EVENT. ALL SEDIMENT CONTROL FEATURES MUST BE REPAIRED WHEN THE SEDIMENT REACHES 1/3 THE HEIGHT OF THE STRUCTURE, OR REPLACED WITHIN 24 HOURS OF DISCOVERY. EROSION CONTROL STRUCTURES FOUND DAMAGED MUST BE REPAIRED OR REPLACED WITH 24 HOURS UPON DISCOVERY. REMOVAL OF EROSION CONTROL STRUCTURES REQUIRED AFTER SITE IS STABILIZED (AT DIRECTION OF ENGINEER).
13) ALL EXISTING CITY STREETS SHALL BE SWEPT AS NEEDED AND AS REQUESTED BY ENGINEER OR CITY STAFF.
14) REFER TO GEOTECHNICAL REPORT FOR ADDITIONAL REQUIREMENTS.
15) AFTER GRADING OPERATIONS ARE COMPLETED, LANDWALK CONTRACTOR SHALL UNCOMPACT ALL GREEN AREAS PRIOR TO SODDING AND LANDSCAPING.
16) PERMANENT RESTORATION IN LAWN AREAS SHALL CONSIST OF PLACING SOD PER MNDOT 3878.2.A SPECIFICATIONS. SOD STRIPS SHALL NOT HAVE DEAD OR DRY EDGES AND SHALL NOT BE CUT MORE THAN 24 HOURS IN ADVANCE OF DELIVERY.
17) TEMPORARY STABILIZATION OF SLOPES AND GRADING AREAS DURING CONSTRUCTION SHALL BE A MNDOT 150 MIXTURE, TEMPORARY SEED MIXTURE SHALL BE PLACED WITH A DRILL AT A RATE OF 60 LBS/ACRE.
18) SOD AND INSTALLATION OF EROSION CONTROL BLANKET SHALL BE COMPLETED WITHIN 48 HOURS OF FINAL GRADING.
19) POSITIVE DRAINAGE OF MINIMUM 2% SLOPE SHALL BE ACHIEVED AWAY FROM PROPOSED BUILDING.

SWPPP SEQUENCING:

1) OBTAIN MPCA PERMIT MINIMUM 7 DAYS PRIOR TO STARTING TREE CLEARING ACTIVITIES.
2) INSTALL SWPPP MAILBOX WITH A COPY OF THE PLANS, SWPPP AND EROSION CONTROL LOGS.
3) INSTALL ROCK CONSTRUCTION ENTRANCE AS SHOWN IN DETAILS.
4) INSTALL PERIMETER CATCH BASIN SEDIMENT CONTROL MEASURES (INLET PROTECTION).
5) INSTALL SILT FENCING/BIO LOGS AS SHOWN ON PLAN PRIOR TO ANY SITE DISTURBANCE OR TREE REMOVAL. SITE PERIMETER FENCING SHALL BE INSTALLED PRIOR TO ANY SITE DISTURBANCE.
6) INTERIOR SILT FENCE AND BIO LOG SEDIMENT CONTAINMENT SHALL BE PLACED TO CONTROL STOCKPILES OR CONCENTRATED AREAS OF FLOW DURING CONSTRUCTION AND AFTER SITE ROUGH GRADING IS COMPLETE.
7) INSTALL ORANGE CONSTRUCTION FENCING AROUND INFILTRATION CHAMBER AREA. KEEP CONSTRUCTION TRAFFIC OFF OF THIS AREA UNTIL EXCAVATION OF SYSTEM IS TO START.
8) INSTALL ORANGE CONSTRUCTION FENCING AROUND DRIP LINE OF TREES TO REMAIN.
9) NOTIFY RAMSEY WASHINGTON METRO WATERSHED DISTRICT FOR APPROVAL OF PERIMETER EROSION CONTROL MEASURES PRIOR TO STARTING CONSTRUCTION (2 BUSINESS DAY NOTIFICATION REQUIRED).
10) SEED ANY TOPSOIL STOCKPILE AND OR HYDROMULCH WITH MINIMUM 250 LBS PER ACRE OATS.
11) INSTALL MPCA APPROVED CONCRETE CLEANOUT STATION PRIOR TO CONCRETE USE ON SITE.
12) CONDUCT GRADING OPERATIONS.
13) MAINTAIN LOGS OF RAIN EVENTS AND CORRECTIVE ACTIONS FOR EACH EVENT IN SWPPP MAILBOX PER MPCA NPDES PERMIT REQUIREMENTS.
14) UTILIZE TEMPORARY HYDROMULCH AND SEEDING TO MAINTAIN SEDIMENT ON SITE.
15) MAINTAIN AND CLEANOUT SILT FENCING AND CATCH BASIN SEDIMENT CONTROL AS INDICATED ON PLANS OR IN THE NPDES PERMITTING.
16) AFTER INSTALLATION OF PROPOSED STORM SEWER, IMMEDIATELY INSTALL SEDIMENT CONTROL MEASURES.
17) HYDROSEED ENTIRE SITE FOR FINAL STABILIZATION WITH PROPOSED SEED MIXTURE AND HYDROMULCH WITH TACKIFIER.

VERSA LOK BRONCO UNIT

Width (face) 67.5"
Height 30"
Depth 45"
Face Area14 ft
Weight 4650 lbs
Max Unreinforced Height10 ft*
Max Geogrid Reinforced Height50+ ft

*The maximum stable, unreinforced VERSA-LOK wall height in best conditions, may be lower depending on soil, site and loading conditions (including terraces). Taller walls need geogrid soil reinforcement, designed by a qualified engineer. Check your local building code requirements. Please contact your supplier or VERSA-LOK representative for assistance.

ERICKSON CIVIL
332 North Main Street, Suite 201
Stillwater, Minnesota 55082
Phone (612) 385-3894
www.ericksoncivilsite.com

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10901 Baltimore St. NE
Blaine, Minnesota 55449

PROJECT TITLE
SHOREVIEW MIXED USE
157 COUNTY ROAD E. W.
SHOREVIEW, MN 55126

NO.	REVISION DESCRIPTION	DATE

JOB NO. 15-172

SHEET TITLE
GRADING PLAN

SHEET NO.
C3
SHEET 3 OF 8

SHOREVIEW
MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

VIEW LOOKING NORTH

VIEW LOOKING NORTHWEST

VIEW LOOKING SOUTHWEST

AERIAL VIEW OF SITE

esg
elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5382
www.esgarch.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 architect under the laws of the state of Minnesota

Signature

Typed or Printed Name

License # Date

NOT FOR CONSTRUCTION

EDG PUD SUBMITTAL

ORIGINAL ISSUE: 12/21/2015

REVISIONS

No.	Description	Date

215537
PROJECT NUMBER

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EDG TEAM

SHOREVIEW MIXED-USE

EXISTING SITE IMAGES
A0.1

SHOREVIEW
MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

esg

elness swenson graham architects

500 washington avenue south
minneapolis minnesota 55415
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KEY PLAN

SHOREVIEW MIXED-USE

DESIGN PERSPECTIVES

A0.2

12/21/2015 11:15:16 AM

SHOREVIEW
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esg
esg architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.3508
f. 612.339.5582
www.esgarch.com

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SHOREVIEW MIXED-USE

DESIGN PERSPECTIVES
A0.3

12/21/2015 11:10:35 AM

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500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5506
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KEY PLAN

SHOREVIEW MIXED-USE

DESIGN PERSPECTIVES
A0.4

2 A1.1 STREET LEVEL PLAN
1" = 20'-0"

SHOREVIEW
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SHOREVIEW, MN 55126

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elness swenson graham architects
500 washington avenue south
minneapolis minnesota 55415
p. 612.339.3508
f. 612.339.5362
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AMENDED PLANS
2/10/2016

ORIGINAL ISSUE: 12/20/2015

REVISIONS

No.	Description	Date

215537
PROJECT NUMBER

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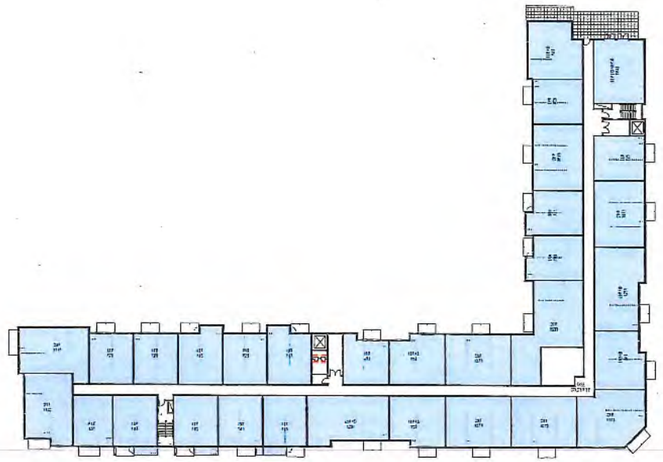
KEY PLAN

PLAN NORTH

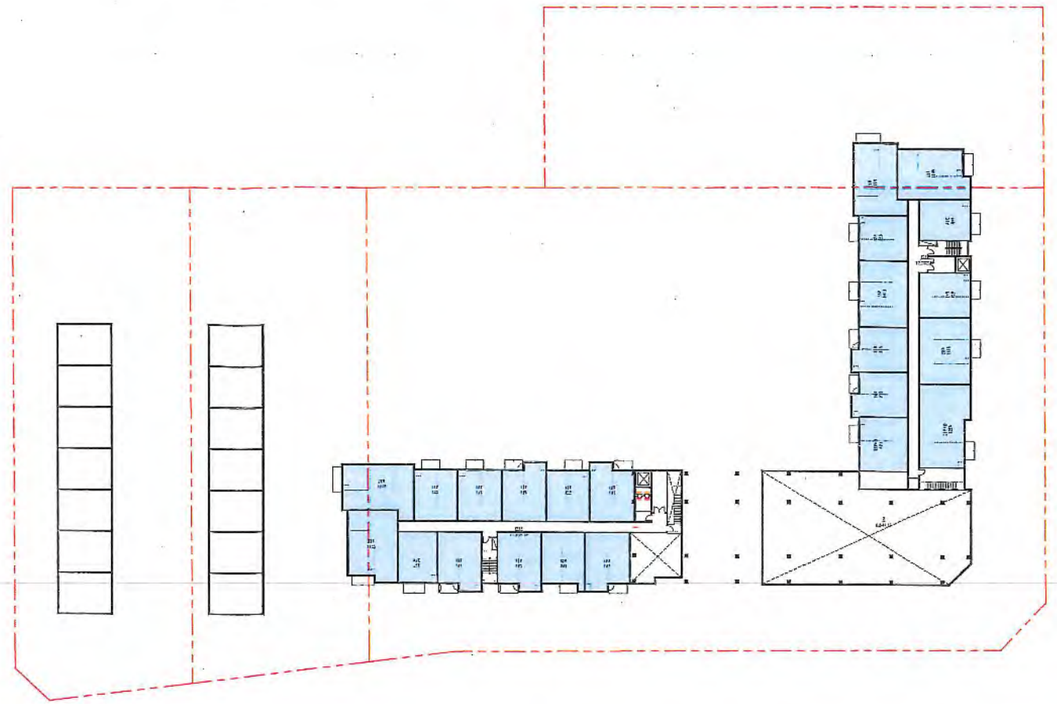
SHOREVIEW MIXED-USE

SITE PLAN - LEVEL 1 PLAN

A1.1

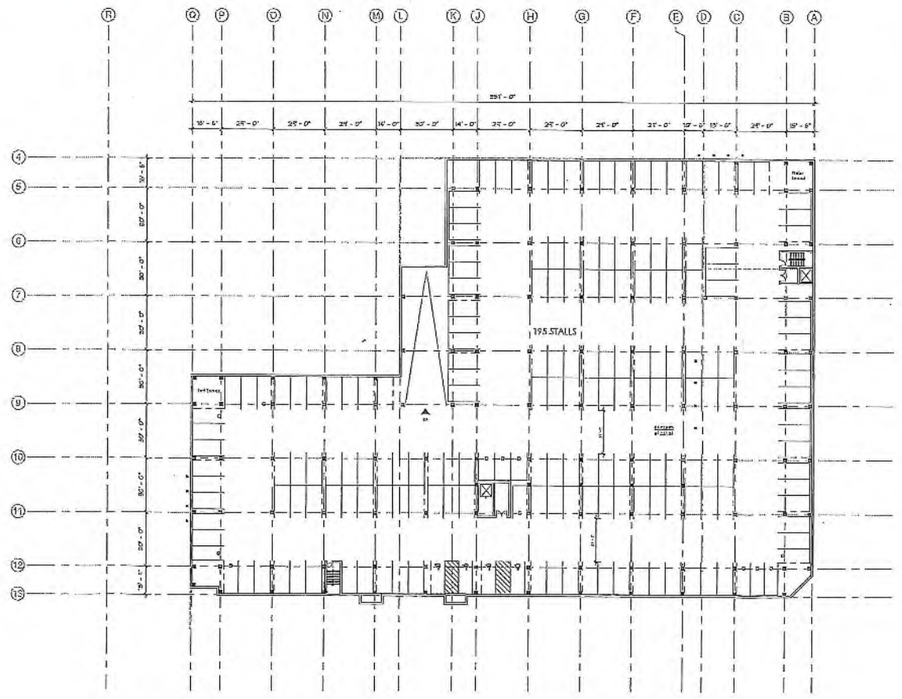


4 LEVEL 5
A1.2 1" = 30'-0"



2 LEVEL 2 PLAN
A1.2 1" = 30'-0"

3 LEVEL 3-4 PLAN
A1.2 1" = 30'-0"



1 LEVEL P1 PLAN
A1.2 1" = 30'-0"

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MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

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elness swenson graham architects
500 washington avenue south
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f. 612.338.5382
www.wsgarch.com

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AMENDED PLANS
2/10/2016

ORIGINAL ISSUE: 12/23/2015

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KEY PLAN

SHOREVIEW MIXED-USE

LEVELS P1, 2, 3-4, 5

A1.2

2/10/2016 1:35:55 PM

SHOREVIEW
MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

EXTERIOR MATERIAL KEYNOTES
1A BRICK #1
1B BRICK #2
2A ARCHITECTURAL CAST STONE
5A METAL PANEL #1
5B METAL PANEL #2
5C2 METAL PANEL #3
6A WOOD OR FIBER CEMENT PANEL COLOR #1
7A STUCCO #1
8A ANODIZED ALUMINUM STOREFRONT (DARK BRONZE)
8B FIBERGLASS WINDOW S/DOORS DARK BRONZE
8C FIBERGLASS WINDOW S/DOORS SILVER
13 PREMANUFACTURED HANDWIN BALCONY DARK BRONZE
14 MECHANICAL LOUVER
15 SIGNAGE (TBD)

GENERAL NOTES - EXTERIOR ELEVATIONS
- TIE TO MARION TH - GRADE VARIES, REFER TO CIVIL FOR CORRECT GRADE

2 SOUTH ELEVATION
A3.1 3/32" = 1'-0"

1 EAST ELEVATION
A3.1 3/32" = 1'-0"

esg
elness swenson graham architects
500 washington avenue south
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No.	Description	Date

KEY PLAN

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KEY PLAN

SHOREVIEW MIXED-USE

EXTERIOR ELEVATIONS
A3.1

12/27/2019 11:11:58 AM

SHOREVIEW
MIXED-USE
157 COUNTY ROAD E WEST,
SHOREVIEW, MN 55126

EXTERIOR MATERIAL KEYNOTES	
1A	BRICK #1
1B	BRICK #2
2A	ARCHITECTURAL CAST STONE
5A	METAL PANEL #1
5B	METAL PANEL #2
5C	METAL PANEL #3
6A	WOOD OR FIBER CEMENT PANEL COLOR #1
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8A	ANODIZED ALUMINUM STOREFRONT (DARK BRONZE)
8B	FIBERGLASS WINDOW/DOORS DARK BRONZE
8C	FIBERGLASS WINDOW/DOORS SILVER
13	PREMANUFACTURED HANGING BALCONY DARK BRONZE
14	MECHANICAL LOUVER
15	SIGNAGE (TBD)

GENERAL NOTES - EXTERIOR ELEVATIONS
- TH3 TO VIJAKOK TH1 - SHADE VANLEE, REFER TO CIVIL FOR CORRECT GRADE

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elness swenson graham architects

500 washington avenue south
minneapolis minnesota 55415
p. 612.339.5508
f. 612.339.5387
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Signature

Typed or Printed Name

License # Date

4 A3.2 NORTH ELEVATION A
3/32" = 1'-0"

3 A3.2 NORTH ELEVATION B
3/32" = 1'-0"

2 A3.2 WEST ELEVATION A
3/32" = 1'-0"

1 A3.2 WEST ELEVATION B
3/32" = 1'-0"

NOT FOR CONSTRUCTION

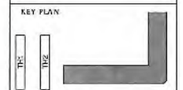
EDG PUD SUBMITTAL

ORIGINAL ISSUE: 12/23/2015

REVISIONS

No.	Description	Date

KEY PLAN



215537
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KEY PLAN

SHOREVIEW MIXED-USE

EXTERIOR ELEVATIONS
A3.2

SHOREVIEW
MIXED-USE
157 COUNTY ROAD F WEST,
SHOREVIEW, MN 55126

EXTERIOR MATERIAL KEYNOTES

1A	BRICK #1
1B	BRICK #2
5A	ARCHITECTURAL CAST STONE
6A	METAL PANEL #1
6B	METAL PANEL #2
6C	METAL PANEL #3
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7A	STUCCO #1
8A	ANODIZED ALUMINUM STOREFRONT (DARK BRONZE)
8B	FIBERGLASS WINDOWS/DOORS DARK BRONZE
8C	FIBERGLASS WINDOWS/DOORS SILVER
13	PREMANUFACTURED HANGING BALCONY DARK BRONZE
14	MECHANICAL LOUVER
15	SIDINGS (TBD)

GENERAL NOTES - EXTERIOR ELEVATIONS

- TH2 TO MIRROR TH1 - GRADE VARIES, REFER TO CIVIL FOR CORRECT GRADE

esg

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minneapolis minnesota 55415
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f. 612.339.5582
www.esgarch.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 architect under the laws of the State of Minnesota

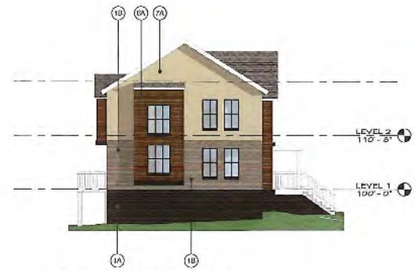
Signature

Typed or Printed Name

License # Date

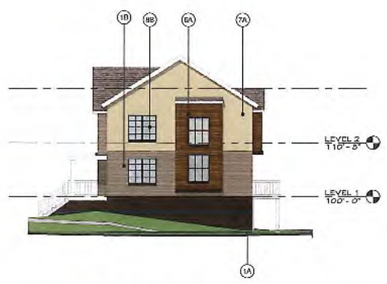
NOT FOR CONSTRUCTION

4 A3.3 EAST ELEVATION AT TH1
3/32" = 1'-0"



3 A3.3 NORTH ELEVATION AT TH1
3/32" = 1'-0"

2 A3.3 WEST ELEVATION AT TH1
3/32" = 1'-0"



1 A3.3 SOUTH ELEVATION AT TH1
3/32" = 1'-0"

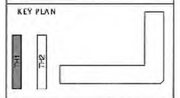
EDG PUD SUBMITTAL

ORIGINAL ISSUE: 12/23/2015

REVISIONS

No.	Description	Date

KEY PLAN



215537
PROJECT NUMBER

ESG DRAWN BY ESG CHECKED BY

KEY PLAN

SHOREVIEW MIXED-USE

EXTERIOR ELEVATIONS (TOWNHOMES)

A3.3

12/23/2015 11:12:05 AM

JANUARY				SUNRISE 7:43 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	SUNSET 5:05 PM				
FEBRUARY			SUNRISE 7:05 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	SUNSET 5:48 PM			
MARCH			SUNRISE 7:13 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	SUNSET 7:27 PM		
APRIL		SUNRISE 6:17 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	SUNSET 8:06 PM	
MAY		SUNRISE 5:37 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	SUNSET 8:42 PM
JUNE	SUNRISE 5:26 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	SUNSET 9:03 PM
JULY		SUNRISE 5:47 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	SUNSET 8:51 PM
AUGUST		SUNRISE 6:22 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	SUNSET 8:08 PM	
SEPTEMBER			SUNRISE 6:59 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	SUNSET 7:11 PM		
OCTOBER				SUNRISE 7:37 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	SUNSET 6:17 PM			
NOVEMBER			SUNRISE 7:18 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	SUNSET 4:39 PM				
DECEMBER				SUNRISE 7:48 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	SUNSET 4:34 PM				

21ST DAY OF EACH MONTH, YEAR 2015

esa

SHOREVIEW MIXED USE - SHADOW STUDY
2-10-2016

AGENCY COMMENTS RECEIVED

LAKE JOHANNA FIRE DEPARTMENT
5545 LEXINGTON AVENUE NORTH • SHOREVIEW, MN 55126
OFFICE (651) 481-7024 • FAX (651) 486-8826

January 11th, 2016

Elevage Development Group, LLC
10901 Baltimore St NE
Blaine, MN 55449

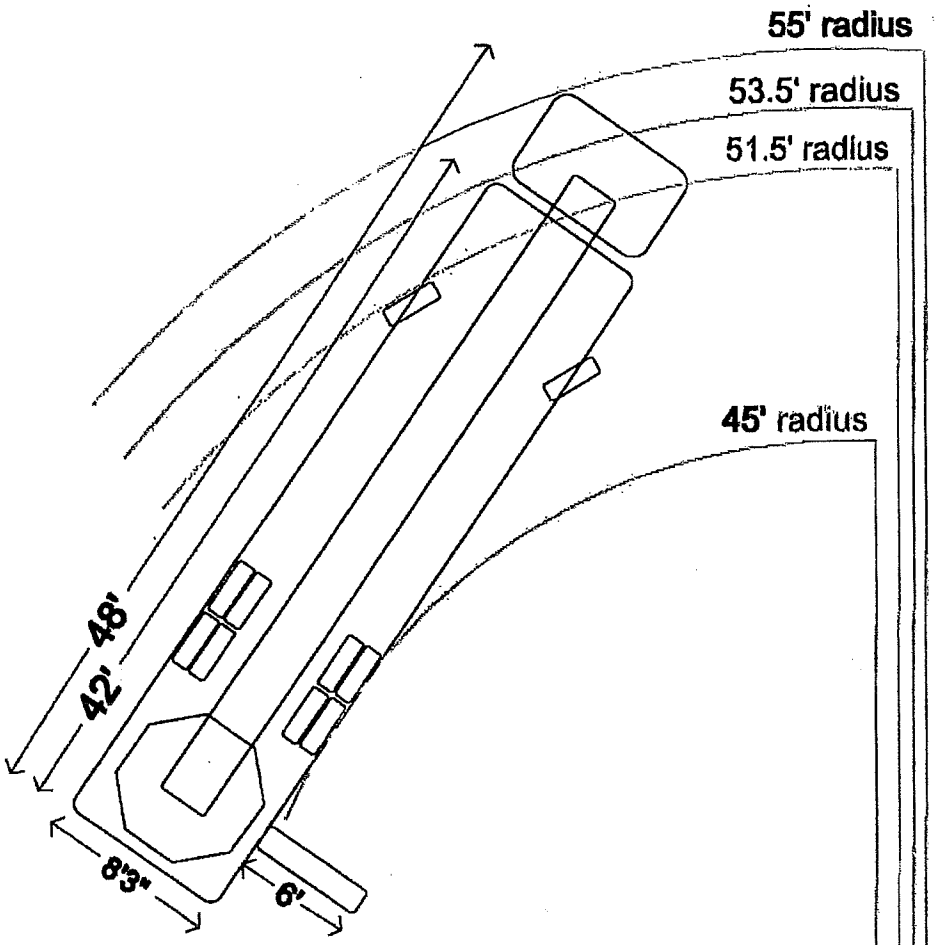
File No. 2602-18-01

- Lot 1
  - Provide an approved turnaround per Appendix D 103.4 of the Minnesota State Fire Code or a drive through to Rustic Place to alleviate the dead end (Appendix D provided)
  - Provide a hydrant at dead end
- Lot 2
  - Verify height for drive from street to lot 2 through building
  - Provide hydrant at front triangle island in lot
  - Verify radius for trucks in lot 2 according to specs provided
  - Hydrant located within 150' of FDC at front lobby location

Sincerely,

Nate Berg
Fire Marshal
Lake Johanna Fire Department

843 Statistics



Bucket clearance approx 7'

Bumper clearance approx 1.5'

Overall vehicle height approx 12' 1"

Overall vehicle weight approx 69,000 lbs

Rev. June 6, 2000

APPENDIX D

FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101 GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102 REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103 MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm). See Figure D103.1.

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as approved by the fire chief.

D103.3 Turning radius. The minimum turning radius shall be determined by the fire code official.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

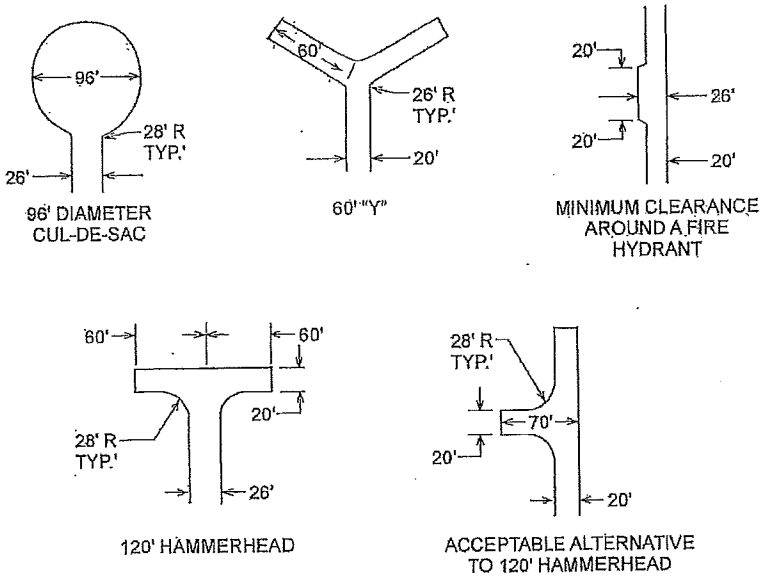
TABLE D103.4
REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0–150	20	None required
151–500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
501–750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot-diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

For SI: 1 foot = 304.8 mm.

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. The minimum gate width shall be 20 feet (6096 mm).



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the key(s) to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

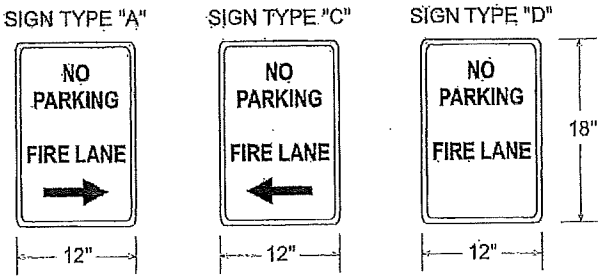


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire apparatus access roads 20 to 26 feet wide (6096 to 7925 mm) shall be posted on both sides as a fire lane.

D103.6.2 Roads more than 26 feet in width. Fire apparatus access roads more than 26 feet wide (7925 mm) to 32 feet wide (9754 mm) shall be posted on one side of the road as a fire lane.

SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least three means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m^2) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m^2) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS

D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

D105.2 Width. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.

SECTION D106
MULTIPLE-FAMILY RESIDENTIAL DEVELOPMENTS

D106.1 Projects having more than 100 dwelling units. Multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two separate and approved fire apparatus access roads.

Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with approved automatic sprinkler systems installed in accordance with Section 903.3.1.1 or 903.3.1.2.

D106.2 Projects having more than 200 dwelling units. Multiple-family residential projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads regardless of whether they are equipped with an approved automatic sprinkler system.

SECTION D107
ONE- OR TWO-FAMILY RESIDENTIAL DEVELOPMENTS

D107.1 One- or two-family dwelling residential developments. Developments of one- or two-family dwellings where the number of dwelling units exceeds 30 shall be provided with separate and approved fire apparatus access roads and shall meet the requirements of Section D104.3.

Exceptions:

1. Where there are more than 30 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3.3, access from two directions shall not be required.
2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

RAMSEY COUNTY
Public Works

November 10, 2015

Kathleen Castle
City Planner
City of Shoreview
4600 N. Victoria St.
Shoreview, MN 55126

ELEVAGE DEVELOPMENT GROUP LLC- PROPOSED REDEVELOPMENT OF THE NORTHWEST QUADRANT OF RICE STREET (CSAH 49) AND COUNTY ROAD E

Dear Kathleen:

We met earlier this week with representatives of the Elevage Development Group to discuss access issues related to their latest proposal for the site. The proposal shown to us split access between County Road E and Rice Street, with access to the proposed 14 townhomes being from County Road E and the remainder of the site, 154 apartment units and approximately 10, 000 square feet of retail space, served by a direct access to Rice Street. The proposed access location on Rice Street is approximately 300 feet north of County Road E, which is unacceptable to Ramsey County.

The proposed access location on Rice Street is too close to County Road E to fit in the turn lanes which would be necessary to provide safe access from a high-volume, relatively high-speed arterial roadway. More importantly, at peak traffic times, there would not be adequate gaps in traffic for drivers to enter Rice Street from this location. Ramsey County's position is that the intersection of County Road E and Rice Street, which is controlled by a traffic signal, will provide the capacity to safely serve this development. We do not see any reason why this would create any "cut-through" traffic in the neighborhoods to the north.

We also discussed whether a more northerly location for access to Rice Street would be acceptable. If an access point could be located at least 500 feet north of County Road E, there would be adequate space to construct left and right turn lanes outside of the influence area of the County Road E intersection. Full-movement access could be considered there, and access to the east could be considered, if adjacent properties in Vadnais Heights were redeveloped. A Traffic Impact Study would be needed to determine what accommodations are necessary for this intersection to function acceptably. All necessary improvements would need to be funded by the developer or the cities.

Elevage has made a significant investment in properties adjacent to the Rice Street/County Road E/Vadnais Boulevard intersection and we are encouraged by their commitment to making access to their properties functional and safe. We expect to see a revised concept from them soon and are confident it will address our concerns.

Please let me know it there are questions or concerns. We look forward to working with the city and the developers as this important project progresses.

Sincerely,

Joseph Lux
Senior Planner

C: Carie Fuhrman, Vadnais Heights Community Development Director

1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Phone: (651) 266-7100
www.co.ramsey.mn.us

RAMSEY COUNTY
Public Works

January 6, 2016

Kathleen Castle
City Planner
City of Shoreview
4600 N. Victoria St.
Shoreview, MN 55126

REVISED ELEVAGE DEVELOPMENT GROUP LLC- PROPOSED REDEVELOPMENT OF THE NORTHWEST QUADRANT OF RICE STREET (CSAH 49) AND COUNTY ROAD E

Dear Kathleen:

We have reviewed the latest Elevage Development group proposal for the northwest quadrant of Rice Street and County Road E that you sent on January 5th, along with the traffic study that was done for the proposal.

The proposed development and the access proposed to serve it are acceptable to Ramsey County. The traffic study that was submitted is very complete and useful in evaluating the effects of the proposed development as well as in evaluating potential traffic signal timing improvements.

We have the following comments:

- The traffic study clearly identifies that the existing issues in serving Rice Street traffic are primarily attributable to operational deficiencies at the Rice Street/I-694 interchange. Ramsey County, in cooperation with the Cities of Shoreview, Vadnais Heights, and Little Canada, has proposed a legislative funding package to complete the reconstruction of that interchange. We may also pursue federal Surface Transportation Program (STP) funding. Reconstruction of this interchange is the County's top transportation priority and we are committed to completing it. The traffic study correctly states that the earliest probable date for its reconstruction is 2018, if funding is obtained. If we are unsuccessful in getting funding this year, the project could be delayed.
- The traffic study evaluates two different development scenarios. Though the trip generation potential of each differs slightly, their impact on the Rice Street/County Road E/Vadnais Boulevard intersection would be of similar magnitude. We appreciate that the traffic study used the slightly higher AM peak hour volumes of Scenario I for its evaluation of AM peak hour operations.
- We recommend that the City evaluate sight distance from the proposed westerly access to County Road E to confirm that it is adequate to the west/northwest.

Thank you for the opportunity to review this proposal. We look forward to working with the City and with the developers as the project moves forward.

Sincerely,

Joseph Lux
Senior Transportation Planner

C: Mark Maloney, Shoreview Public Works Director
Carie Fuhrman, Vadnais Heights, Community Development Director
Jim Tolaas, Ramsey County Public Works Director
Erin Laberee, Ramsey County Traffic Engineer

1425 Paul Kirkwold Drive
Arden Hills, MN 55112
Phone: (651) 266-7100
www.co.ramsey.mn.us

Kathleen Castle <kcastle@shoreviewmn.gov>

Application Comment Form - Elevage Redevelopment

Lux, Joseph <Joseph.Lux@co.ramsey.mn.us> Mon, Jan 11, 2016 at 8:25 AM
To: Kathleen Castle <kcastle@shoreviewmn.gov>

Hi, Kathleen:

Since no other access was shown on the drawings, I didn't comment on the possibility of any. No, we don't think another access would be acceptable- even with a right-turn lane, it would function as an in-only during the morning peak hours. We'd have to see a proposal to comment on it. We'd consider that a major change to the proposal and would need to review it separately from what was presented with these documents.

Regarding the sidewalk, I should have included in the comment letter that all work within the Rice Street right of way will require permits. Connecting the sidewalk to the short stretch of existing trail or replacing the trail with a new sidewalk would be a City decision and we'd defer to you on how you want that constructed. There's only about 175' of trail in place now, so whatever you think is appropriate, would be fine with us.

Joe Lux

Joseph Lux

Senior Planner

Ramsey County Public Works

1425 Paul Kirkwold Drive

Arden Hills, MN 55112-3933

651-266-7114

http://www.ramseycounty.us/

RAMSEY COUNTY
Working with you to enhance our quality of life

From: Kathleen Castle [mailto:kcastle@shoreviewmn.gov]
Sent: Friday, January 08, 2016 2:35 PM

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Comments - Revised Plans - Elevage Development Group

Lux, Joseph <Joseph.Lux@co.ramsey.mn.us> Tue, Feb 23, 2016 at 3:22 PM
To: Kathleen Castle <kcastle@shoreviewmn.gov>
Cc: "Laberee, Erin" <Erin.Laberee@co.ramsey.mn.us>

Erin and I went over the traffic study quickly and we don't think there is any change to our earlier comments. The revised traffic report does indicate that the added traffic on County Road E had a small detrimental effect on the delays on Vadnais Boulevard (which are already substantial), but those are primarily due to the problems that exist in the interchange area. Vadnais Boulevard was built to allow a second westbound left-turn lane, but until the interchange is rebuilt, there will be no receiving lane to accommodate that. As you know, work continues to develop an interchange concept and to secure funding for it. Until we fix that major bottleneck, it will remain the cause of congestion along Rice Street in that area. Erin, anything to add?

Joe Lux

Joseph Lux

Senior Planner

Ramsey County Public Works

1425 Paul Kirkwold Drive

Arden Hills, MN 55112-3933

651-266-7114

http://www.ramseycounty.us/

RAMSEY COUNTY
Working with you to enhance our quality of life

From: Kathleen Castle [mailto:kcastle@shoreviewmn.gov]
Sent: Tuesday, February 23, 2016 2:35 PM

[Quoted text hidden]

[Quoted text hidden]

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

March 3, 2016

Kathleen Castle
City Planner
4600 North Victoria St
Shoreview, MN 55126

SUBJECT: Study16-001 Shoreview mixed use development
NW quad of I-694 and Rice Street
Shoreview, Ramsey County
Control Section: 6285

Dear Ms. Castle:

Thank you for the opportunity to review the revised traffic study for the proposed Shoreview mixed use development.

MnDOT would like the City to be aware that Ramsey County is currently working on the preliminary design for a new interchange at I-694 and Rice St. which will change the interchange, but access to the proposed development will likely remain the same.

If you have any questions concerning these comments, please contact me at (651) 234-7784.

Sincerely,

Karen Scheffing
Principal Planner

Copy sent via E-Mail:
Gayle Gedstad, Traffic
Mark Lindeberg, Area Engineer

Minnesota Department of Transportation
Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

January 13, 2016

Kathleen Castle
City Planner
4600 North Victoria St
Shoreview, MN 55126

SUBJECT: P16-002 Shoreview mixed use development
NW quad of I694 and Rice Street
Shoreview, Ramsey County
Control Section: 6285

Dear Ms. Castle:

The Minnesota Department of Transportation (MnDOT) has reviewed the above referenced plat in compliance with Minnesota Statute 505.03, subdivision 2, Plats. Before any further development, please address the following issues:

Right of Way:
The MnDOT right of way should be shown and labeled specifically on the plans. A small portion of County Rd. E. and also Rustic Place are within the existing MnDOT right of way. This information needs to be identified because any work performed within the MnDOT right of way will require a permit. A portion of the existing right of way has been depicted on MnDOT right of way Plat No. 62-67. The remainder of the right of way can be found on R/W Map No. 17-60.

For questions on these comments, please contact Matt Aguirre at 651-234-7599.

Permits:
Any use of or work within or affecting MnDOT right of way requires a permit. Permit forms are available from MnDOT's utility website: http://www.dot.state.mn.us/utility/forms.html . Please include one 11x17 plan set and one full size plan set with each permit application.
Please direct any permitting questions to Jeff Dierberger (651-234-7916) of MnDOT's Metro Permits section.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review, please contact me at (651) 234-7784.

Sincerely,

Karen Scheffing
Principal Planner

Copy sent via E-Mail:
Buck Craig, Permits
Jeff Dierberger, Permits
Bruce Irish, Water Resources
Matt Aguirre, Right of Way
Gayle Gedstad, Traffic
Clare Lackey, Traffic
Mark Lindeberg, Area Engineer
Greg Gund, Ramsey County Surveys, Gregg.gund@co.ramsey.mn.us
Russ Owen, Metropolitan Council

JANUARY 26TH PLANNING COMMISSION

COMMENTS RECEIVED

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage

1 message

Elizabeth Decker <tazdeck@hotmail.com>
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

Thu, Jan 21, 2016 at 12:16 PM

I am a lifelong Shoreview resident, having returned to the area after college. It has always been quiet, pleasant, desirable. Upon my return 6 years ago I have been disappointed in some of the changes that significantly lower the standard of living and home values here. If you want Shoreview to remain desirable with decent people, higher home median value (tax revenue for you), and a high quality of life then you in particular have a chance to keep it that way.

New concerns:

1) rail noise, pollution of our water shed, traffic i.e. switching

2) new multi-family builds (like Co.Rd.E/Victoria)

*3) the incorrect PC thinking that "mixed use family" developments are good for anyone

A friend of mine designed and built one in Mpls just off 94/55 it is full of people who destroy the property, disrespect each other, and of course no one who can afford to own wants to pay more to live near them. We already have a low rent apartment complex in our area at Rice/Gramsie, we do not need to invite more trouble.

It is obvious that this will fail over time, cost Shoreview $, and make everyone near the project miserable. We the residents are unhappy about this decision. Unless you yourself plan to move there do not ask the rest of us to live next to it and put up with it. Please consider the long term cost of what you are entertaining and do the right thing for those of us who already live here, pay you tax revenue, and take good care of the city we know and love!!

Sincerely Verklempt!

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Group Proposal

1 message

Keith Johnson <k.cardigan.johnson@gmail.com> Thu, Jan 21, 2016 at 6:55 AM
To: kcastle@shoreviewmn.gov

Ms. Castle,
Concerning the plan for development of County Road E and Rice Street (File No. 2602-16-01), we have the following comments:

The plan originally submitted to the Planning Commission in the fall of 2015 called for a four and five story building with just over 100 units plus commercial space. One of the commissioners at the first hearing called that plan "too intense" for the site.

The latest plan calls for a building entirely of five stories with 137 units plus commercial space. 14 townhomes have been added as well. We fail to see how this plan is less intense than the original plan.

The original plan had two access points, one to Rice Street, and one to County Road E. Although this plan has two access points, both are to County Road E, and one of the two is for the exclusive use of the 14 townhomes. This arrangement will undoubtedly cause traffic problems at the Rice/County Road E exchange. We have seen frequent violations of traffic laws in the area by drivers frustrated with the already heavy traffic. This plan will aggravate the situation.

At the first hearing, a police officer who lives in the neighborhood warned that any building placement that screens the parking area from Rice Street and County Road E would attract crime. This plan places the building poorly from that perspective.

For these reasons we request the Commission to deny the plan.

Keith and Carolyn Johnson
3695 Rustic Place

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Concerns for meeting

1 message

chris@truebluebuilders.org <chris@truebluebuilders.org> Thu, Jan 21, 2016 at 10:33 AM
To: kcastle@shoreviewmn.gov
Cc: Teri Downing <Teri32168@gmail.com>

To Whom it may concern:

Everyone has concerns about this proposal for a multitude of reasons, our focus is safety. Safety for our family, our neighbors, and our guests.

Rice st is already a crazy busy street teaming with impatient commuters, large trucks, buses, bicyclists, pedestrians and animals, all fighting for a precious piece of pavement. The street is saturated. Drivers do not obey speed signs, road restriction, or street signs about shoulder passing. We are constantly swerved around and honked at as we pull into our driveway, and we take our lives in our hands crossing the street. Our kids have to catch the school bus across the street on Rustic place and that in itself is a daily adventure.

People and pets have been killed right in front of our homes, and I can only imagine the effect a high density development will have on the safety of our family and guests. There needs to be major road changes and restrictions, bike and walking paths, increased lighting etc... before even a scaled down version of this proposal should be considered.

A jogger, dog walker, biker, skateboarder, or child waiting for a bus will be seriously injured or worse if this proposal passes without significant changes to the volume of land use, and major road restrictions and improvements. This current proposal is irresponsible, shortsighted, and dangerous.

We look forward to any development that enhances the quality of life for ourselves, our neighborhood, and our city.

Thank You,

The Downings
3590 Rice St

Dec 8, 2015

Mayor Sandy Martin
RE: Elevage proposal for Shopping Center(Co Rd E/Rice St)

Enclosed is a copy of the concerns that Sharon & I have with this project. We feel this revised proposal will not improve our area that we are all so proud to be a part of. Please review these concerns and ask yourselves if this high density shopping center proposal blends in with this low density neighborhood and with all the surrounding areas – including Shoreview, Vadnais Heights, and Little Canada. Add to this the horrific traffic problem this proposal would create for not only the residents commuting problems but all who use Hwy49/Rice St/694 intersection as part of their commute.
Thank you for taking the time to review our comments.

Richard & Sharon Braun
3535 Rustic Pl
Shoreview, MN 55126

ELEAVAGE'S SHOPPING CENTER RENOVATION PROPOSAL – 2ND REVISION
NOV 24, 2015

OUR MAIN CONCERNS WITH THIS 2ND REVISION:

1) A PROPOSED HIGH DENSITY 6 STORY APARTMENT COMPLEX & 2&1/2 STORY TOWNHOUSES DOESN'T FIT THE LOW DENSITY RESIDENTIAL NEIGHBORHOOD

A) 150 APARTMENT UNIT WITH 172 UNDERGROUND PARKING STALLS & 85 SHARED PARKING SPACES W/RETAIL & RESTAURANT:
1) 1ST FLOOR 20FT HIGH CAR/TRUCK PORTAL NECESSARY FOR RETAIL BUSINESS DELIVERIES – MAKING THIS A 7 STORY BUILDING (NOT 6).
2) ALL PARKING (UNDERGROUND & SURFACE) WILL FUNNEL INTO ONE IN-&-OUT ROAD UNTO OC RD E – POSSIBLE CONGESTION – NEEDS TO BE ADRRESSED.
3) REVISED PROPOSAL WILL BLOCK DIRECT SUNLIGHT (LATE NOVEMBER- EARLY FEBRUARY) – NEEDS TO BE ADDRESSED
4) TOWNHOUSE RENTER RD LEADING TO CO RD E IS CLOSE TO STOP SIGN ON CO RD E & RUSTIC PL – AQ PARTIAL BLIND SPOT – NEEDS TO BE ADDRESSED.
5) 14 TOWNHOMES – PARALLEL TO RUSTIC PL (7 FACING EAST & 7 FACING WEST ON RUSTIC PL) – RENTERS PARKING IS PROVIDED FOR ALL RENTERS ON THE EAST SIDE.PROBLEM: SINCE 7 FACE RUSTIC PL, RENTERS OR VISITORS PARKING ON RUSTIC PL HAVE TO ABIDE BY THE SAME RULES AS RESIDENTS (NO PARKING ON SREET BETWEEN 2AM -5AM). WHO WILL ENFORCE THIS? ARE RESIDENTS GOING TO BE RESPONSIBLE FOR THIS?

NOTE: ADD TO ALL OF THIS, THE SHOPPING MALL HAS AN 8FT RETAINING WALL & A PRIVACY FENCE BEHIND THE WALL. THIS WALL PLUS TO 3520 RUSTIC PL'S YARD MAKES TOWNHOUSES 3&1/2 (NOT 2&1/2) STORIES HIGH. JUST FOUND OUT THAT THERE IS A DRAIN IN THE BACK OF 185 CO RD E(HOME WAS PURCHASED BY ELEVAGE). BOTH THINGS NEED TO BE ADDRESSED & CLARIFIED.

B) DOES ELEVAGE HAVE THE APPROVAL FOR DEMOLITION OF THE SHOPPING CENTER YET? WE UNDERSTAND THAT THIS CAN BE DONE BEFORE THE APPROVAL OF THE PROJECT IS GRANTED – IS THAT CORRECT?

2) THIS PROPOSED PROJECT CREATES MAJOR TRAFFIC PROBLEMS:

A) RAMSEY CTY IS AWARE OF OUR CURRENT RICE ST TRAFFIC PROBLEMS – CO RD E/RICE ST LIGHT PATTERNS NEED CHANGING. THE TRAFFIC INCREASE OF THIS PROPOSED SHOPPING CENTER PROJECT WILL AFFECT OUR NEIGHBORHOOD'S MOBILITY.

B) WHEN SHARI, MYSELF, & 2 NEIGHBORS MET WITH MICHAEL MERGENS & ASKED ABOUT A TRAFFIC STUDY, MICHAEL INDICATED THIS STUDY WOULD BE DONE BY THE NEXT NEIGHBORHOOD MEETING. AT THE NOV 24TH MEETING, WHEN I ASKED THEM ABOUT THE TRAFFIC STUDY, THEY SAID THIS STUDY HAS TO BE DONE BEFORE THIS PLAN IS SUBMITED TO THE PLANNING COMMISSION (NOT REALLY ANSWERING WHY IT WASN'T DONE).
C) AT THAT SAME MEETING, ELEVAGE POINTED OUT THE HOMES PURCHASED WERE IN HORRIBLE CONDITION (COMMENTS WERE DOWNGRADING OUR AREA – NOT APPRECIATED). THEY WERE SARCASTIC TO ANYONE ASKING QUESTIONS SO THAT FEWER PEOPLE ASKED QUESTIONS. ELEVAGE SAID THEY DIDN'T NEED TO HAVE THESE NEIGHBORHOOD MEETINGS BUT WANTED OUR INPUT!!

D) THERE ARE OTHER PROJECTS THAT SHOULD BE ADDRESSED THAT MAY AFFECT THIS PROJECT:
1) SOUTHEAST CORNER OF RICE ST/COUNTRY DRIVE, LITTLE CANADA – BUILDING OF SENIOR HOUSING IS IN PROCESS.
2) NORTHEAST CORNER OF RICE ST/VADNAIS BLVD IN VADNAIS HEIGHTS ELEVAGE IS WORKING ON A BUILDING PROPOSAL.
3) DEVELOPMENT OF SOUTHWEST CORNER (694&N OWASSO BLVD IF RAMSEYCTY SELLS THIS AREA.
4) MAJOR 694/RICE ST ROAD & BRIDGE PROJECT (HAS NO DEFINITE PROJECT START DATE).

NOTE: 3 OF THE 4 PROJECTS AFFECT TRAFFIC PERMANENTLY- THE 694 ROAD & BRIDGE PROJECT IS THE 694 FREEWAY CORRIDOR EXPANSION.

FINALLY, WE (SHARON & I) FEEL THIS PROJECT PROPOSAL OF ELEVAGE WILL DESTROY OUR NEIGHBORHOOD AS WE KNOW ITAND REDUCE THE SELLABLE VALUE OF OUR HOMES. THIS NEIGHBORHOOD IS NOT A NORMAL 8 YEAR TURNAROUND ONE. AS YOU KNOW, THIS IS A VERY UNIQUE AREA – ONCE ANYONE BUYS A HOME HERE, THEY STAY HERE. WHEN A HOUSE GOES UP FOR SALE, FRIENDS & RELATIVES USUALLY BUY INTO THIS AREA. SHARON & I HAVE BEEN HERE FOR 42 YEARS!! WE PARTICIPATE IN SHOREVIEWS ACTIVITIES – USE THE COMMUNITY CENTER, SUPPORT THE FARMERS MARKET, GO TO SUMMER CONCERTS AND HAVE BEEN NEIGHBORHOOD WATCH CAPTAINS FOR MANY YEARS. WE LOVE IT HERE & DON'T WANT TO LOSE OUR NEIGHBORHOOD!!!!

NOTE: I WENT ON THE INTERNET & FOUND A CHECKLIST FOR HOME BUYERS – PRIORITIZED AS FOLLOWS – 1) HOME FEATURES YOUR LOOKING FOR, 2) NEIGHBORHOOD, 3) SCHOOLS, & 4) CONVENIENCE TO SCHOOLS, WORK, SHOPPING, ETC. "NEIGHBORHOOD" RATES TRAFFIC, NOISE LEVEL, SAFETY, MIXOF INHABITANTS, PARKING, ZONING REGULATIONS, POLICE, FIRE PROTECTION, ETC. THE POTENTIAL BUYER SHOULD RATE EACH HOUSE & COMPARE BEFORE MAKING THEIR DECISION.

THIS SHOPPING CENTER PLAN (AS IT NOW IS) WILL AFFECT OUR FUTURE HOME VALUES WHEN WE WANT TO SELL. THAT IS ALSO OUR (SHARON & MY) CONCERN!!!

ELEAVAGE'S SHOPPING CENTER RENOVATION PROPOSAL – 3rd REVISION JAN 14, 2016

OUR MAIN CONCERNS WITH THIS 3rd REVISION:

1) A PROPOSED HIGH DENSITY 5 STORY APARTMENT COMPLEX & 2&1/2 STORY TOWNHOUSES DOESN'T FIT THE LOW DENSITY RESIDENTIAL NEIGHBORHOOD

A) 134 APARTMENT UNIT WITH 172 UNDERGROUND PARKING STALLS & 85 SHARED PARKING SPACES W/RETAIL & RESTAURANT:

1) 1ST FLOOR 20FT HIGH CAR/TRUCK PORTAL NECESSARY FOR RETAIL BUSINESS DELIVERIES – 5 STORY BUILDING

2) ALL PARKING (UNDERGROUND & SURFACE) WILL FUNNEL INTO ONE IN-&-OUT ROAD UNTO OC RD E – POSSIBLE CONGESTION – NEEDS TO BE ADRRESSED.

3) REVISED PROPOSAL WILL BLOCK DIRECT SUNLIGHT (LATE NOVEMBER- EARLY FEBRUARY) – NEEDS TO BE ADDRESSED

4) TOWNHOUSE RENTER RD LEADING TO CO RD E IS CLOSE TO STOP SIGN ON CO RD E & RUSTIC PL – A PARTIAL BLIND SPOT – NEEDS TO BE ADDRESSED.

5) PARKING WILL OVERFLOW ONTO RUSTIC PL. IN REALITY THIS WILL HAPPEN—HOW WILL THAT BE ADDRESSED? OUR STREET IS NARROW AND WITHOUT SIDEWALKS. THIS WILL CAUSE A PROBLEM FOR SCHOOL BUSES, EMERGENCY VEHICLES, AND PEDESTRIANS. IT WILL BLOCK THE NORMAL TRAFFIC-FLOW FOR OUR RESIDENTS.

6) DOES A TRAFFIC STUDY NEED TO BE DONE BEFORE THE PLANNING COMMISION MEETING ON THE 26th ? IF ONE HAS BEEN DONE, IT WILL PROVE THAT THIS AREA WILL BE VERY CONJESTED. WE ASK THE PLANNING COMMISION NOT CONSIDER THE DEVELOPMENT PLAN UNTIL A TRAFFIC STUDY HAS BEEN COMPLETED.

7) WE ARE AGAINST;

A. REZONING TO MIXED USE. AS THE PLANNING COMMISION STATED BEFORE, ANY PROPOSAL WILL NOT ALTER THE ESSENTIAL CHARACTER OF OUR RESIDENTIAL NEIGHBORHOOD. IF ZONING IS CHANGED TO MIXED USE, IT WILL ALLOW A HIGH DENSITY DEVELOPMENT IN A LOW DENSITY NEIGHBORHOOD.

B. WE ARE AGAINST SHARING OUR WATER AND SEWER WITH 148 FAMILIES. WILL MORE USERS AFFECT OUR WATER PRESSURE?

C. WHY IS THERE A NEED FOR A LARGE SCALE APARTMENT BUILDING IN THIS AREA OF SHOREVIEW? A MARKET STUDY WOULD SHOW WHERE AND WHAT TYPE OF HOUSING IS NEEDED. WE ARE AGAINST A 5 STORY APARTMENT BUILDING. WHY NOT CONSIDER A ONE LEVEL RETAIL SPACE WITH A RESTAURANT (NOT A BAR OR SPORTS BAR) WITH 2-LEVEL TOWNHOUSES.

8) ANOTHER CONCERN; HOW WILL SNOW REMOVAL BE HANDLED.

9) WE WANT AN ARCHITECHTURAL DRAWING TO SHOW SURROUNDING RESIDENCES TO GAIN A PROPER PERSPECTIVE. IT WILL SHOW THAT THIS HIGH-DENSITY DEVELOPEMENT WILL NOT FIT IN OUR LOW DENSITY RESIDENTIAL NEIGHBORHOOD.

10) WE REQUEST AN ECONOMIC STUDY. WE WOULD LIKE TO KNOW ABOUT PREVIOUS LARGE SCALE DEVELOPMENTS IN EXISTING NEIGHBORHOODS.

IN CONCLUSION, THIS VERY UNIQUE RUSTIC PLACE –ST. MARIE NEIGHBORHOOD, WITH LARGE LOTS, IS A MIX OF RETIREES AND YOUNG FAMILIES, WHERE NEIGHBORS HELP NEIGHBORHORS. AS NEIGHBORHOOD WATCH CAPTAINS, WE EXPERIENCE THIS CLOSENESS THAT IS FOUND IN THIS NEIGHBORHOOD. OUR GOAL IS TO KEEP THIS QUALITY OF LIFE THAT WE HAVE. EVER SINCE THIS PROPOSED REDEVELOPEMENT OF THE 4.1 ACRES(COUTY RD. E-RICE STREET SHOPPING CENTER AND THREE RESIDENTIAL PROPERTIES) WAS INTRODUCED IN JULY 2015, WE TRIED TO FIND THE POSITIVES IN THESE PROPOSED CHANGES (CHANGE IS ALWAYS DIFFICULT). WE MET WITH THE MAYOR EXPRESSING OUR CONCERNS-LOOKING FOR POSITIVES OUT OF THE NEGATIVES EFFECTING OUR QUALITY OF LIFE. WE HAVE HEARD MANY TIMES FROM THE PLANNING COMMISION MEETINGS THAT THESE CHANGES WILL NOT ALTER THE ESSENTIAL CHARACTER OF THE NEIGHBORHOOD. OUR QUALITY OF LIFE INCLUDES OUR SAFETY, CONGESTION DUE TO INCREASED TRAFFIC, WATER AND SEWER PROBLEMS, PARKING, MOBILITY IN AND OUT OF OUR AREA, LACK OF PRIVACY, ETC.
THIS THIRD REVISION AS IT IS, WILL EFFECT THE ESSENTIAL CHARACTER OF OUR NEIGHBORHOOD. CHANGING THE ZONING TO MIXED USE WOULD DESTROY THIS UNIQUE NEIGHBORHOOD.

THANK YOU

RICHARD AND SHARON BRAUN
3535 RUSTIC PLACE
SHOREVIEW, MN. 55126

NOTEWORTHY: WE FOUND A CHECKLIST ON THE INTERNET FOR HOMEBUYERS, PRIORITIZED AS FOLLOWS;
1) HOME FEATURES YOU ARE LOOKING FOR.
2) NEIGHBORHOOD- WHICH RATES TRAFFIC, NOISE LEVEL, SAFETY, MIX OF INHABITANTS, PARKING, ZONING REGULATIONS, POLICE, FIRE
   PROTECTION, ETC.
3) SCHOOLS
4) CONVENIENCE TO SCHOOL, WORK, SHOPPING, ETC.

PLEASE NOTE THAT ITEMS IN THE "NEIGHBORHOOD" SECTION, ARE WHAT ALL OF US IN THE RUSTIC PLACE – ST. MARIE NEIGHBORHOOD ARE CONCERNED ABOUT.
IF THIS PROPOSAL GOES THROUGH AS IS, IT COULD EVENTUALLY AFFECT THE EQUITY OF OUR HOMES.

Request for Comment
Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Thank you for taking the time to read through the comments sent in by the residents of the area that will be most affected by this proposed development. As time is a commodity coveted by all, I will attempt to not waste yours.

Along with my three children, I have attended all of the meetings for this proposed development, including the previous Planning Commission meeting, the City Council meeting and the two Neighborhood meetings held by the development group. Our family looks forward to the *responsible* redevelopment of this corner and would like to submit the following comments for the application consideration:

Height – This was an issue for the previous plan, it continues to be. Responsible development should not only fit the nature of the area but of Shoreview as a whole. This building is still too big.

Green Space – I commend the architectural firm for the lovely effort to make the surrounding grounds more beautiful than the concrete of the past proposal. We love the proposed walking paths. I do feel, however, that instead of the Commission's recommendation to introduce more green space AND address the height issue, the developers have given beautiful green space and INCREASED the height and units to "pay for it" - a bit of a bait and switch.

Cars Through the Neighborhood – As the complex now has to use Cty. E instead of Rice Street, I, as a mother, am already in a panic about the sheer volume of cars that will be using the neighborhood roads when they are unable to get out of the complex to the left to access Rice Street. Our family lives on the "straight stretch," which is already an issue. We ask that some solutions be brainstormed and put in place (speed bumps?) because once the developers build and leave, we will be left to deal with the consequences.

I realize our neighbors have submitted various other valid concerns, but the above are my family's "highlights." My last comment is this (please don't tune out quite yet):

A developer's goal is to make money. These apartments (according to Elevage) will be premium and for corporates and millennials.

Our family's goal is to be a blessing to others. Our family bought a home in this neighborhood of Shoreview so that we could have trees, good schools and room to roam.

The City of Shoreview's goal (among others) is to help these two disparate, <u>yet equally valuable</u> life pursuits meet in the middle. I have to believe it can be done.

Thank you for your valuable time and I look forward to the meeting on the 26th.
Anna Schaberg (and Eric, Rhea, Eli and Katherine)
3577 Rustic Place, Shoreview

Since receiving the information about the new proposal to replace the Shopping Center on Cty Rd E and Rice St we have been mulling over thoughts of how this development might add to the Rustic Place/Rice St neighborhood. After much thought and consideration of this proposal we have not been able to come up with one reason that this might enhance our neighborhood, enrich our quality of life, or be an asset to Shoreview.

There are many reasons this proposal has a negative impact. You are already aware of the Rustic place neighborhood and our concerns. Most of the families that live here have been here a long time and realize the uniqueness of this area. We are a strong knit community of 2 blocks, approximately 50+ homes, with residents that are here to watch, protect, and help each other. We feel safe and secure in our neighborhood. Many of our elder residents are in their seventies and eighties and continue to live in their homes due to the support from the neighborhood. This development will dramatically change what we have. The increase of 148 families (134 apartments and 14 townhomes) in this two block area plus businesses, that are up for grabs right now, will change the way of life we are accustomed to.

Our concerns: Safety in our homes, our yards, and on our streets. Increase of traffic on our streets, taking away our privacy and quality of life. Increase of traffic at Cty Rd E and Rice St which will add more congestion to an already congested area. Sewer and water problems could arise due to the additional apartments and townhomes. Snow being removed from the premises and being put where? There will be parking on the streets that are already narrow making it more congested for the residents. The neighbors close to this development have all of these concerns multiplied. The reduction of sunlight and the change of the air flow would negatively affect the structure of their homes and their vegetation. There is an 8 ft wall at 3520 Rustic place. Any type of grading will negatively impact this home.

Shoreview has always prided itself as being a "suburb in the woods:" a look of spaciousness with large lots. Our 2 block area is very much in sync with this feel and look. When considering developments, Shoreview is known for reducing the impact on the neighborhood and not altering the essential character of the neighborhood. Replacing the shopping center and 3 homes with a five story apartment building and 14 townhomes is exceeding the current population by a factor of 3. This is completely out of character for this neighborhood and completely out of character with the presented vision of Shoreview.

How does this development enhance our neighborhood or our quality of life?

Is this development needed in the community? Is it good for the neighborhood? Will it be an asset to both community and neighborhood? Consider the neighborhood and the impact this development would have on the Rustic Place/Rice St residents. We know that changes need to be made but this is too dramatic. This proposed development along with a potential bar/sports bar should not be considered for 4.1 acres of land that is adjacent to a residential area. We are against rezoning to Multiple Use.

The following studies are being requested: **Traffic**, **Reduction of Sunlight** on adjoining properties, **Air Flow** to ensure the air flow will not be altered from what currently exists, **Economic Study** showing impact to private residence when large scale development is incorporated into existing neighborhoods, and **Market Analysis** showing a need for additional apartments in this area. All the previous to be done before a decision is made on this project.

Don and Jan Bunde
3681 Rustic Place
Shoreview MN 55126

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Group's Planned Unit Development Proposal, January, 2016

1 message

Marcia Figus <marciafigus@hotmail.com>
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

Sun, Jan 17, 2016 at 5:59 PM

Comment on the Elevage Development Group's Planned Unit Development Proposal, January, 2016

1. We request that if a Traffic Study hasn't been done to date that it be done before the 694 west ramp is closed in order to get accurate data.

2. We request that a Study of the reduction of Sun Light be done on the properties adjoining the development. The development should not cause a reduction in direct sun light to the existing neighboring homes.

3. We request that an Air Flow Study be done to insure the homes adjacent to this development will not have stagnant pockets with no air flow.

4. We request that an Economic Study be done on the impact to private residence when large scale development is incorporated into existing neighborhoods.

5. We request a Market Analysis be done to show the need for additional apartments in this area.

After the data is synthesized and analyzed, the Planning Commission can entertain what type of structure can work on the 4.1 acres without negatively impacting the "essential character of the neighborhood."

Rice St/ Rustic Pl/ Cardigan Junction Committee

(Marcia Figus)

Comment on the Elevage Development Group's Planned Unit Development Proposal, January 15, 2016

The land to be developed is 4.1 acres. It isn't flat land. The shopping mall was built on a hill such that the homes bordering it (3521 Rice St and 3520 Rustic Place) are at a lower elevation. In fact, there is an 8 ft support wall extending 200 ft along 3520 Rustic Place. If the land is filled in, 3520 will have a wall which will restrict air flow and reduce natural light. This inevitably sets up the property for future problems. Can Shoreview knowingly allow a home to incur future damage by permitting such a development? The height of the 14 town homes will exceed the 2 story homes in the area. It is completely out of character for this neighborhood. It is a solid wall overshadowing the homes to the west and the north. The townhomes will reduce the sun and the airflow inflicting future damage to the neighboring homes and their landscaping. Insects and mold will develop in this moist climate. Years of nurtured gardens will be destroyed because the natural growth environment will be altered. The rainfall will be redirected, the sun will be reduced to nonexistent, the sun cannot dry out areas, nor will the natural air current assist in the drying. This situation will continue to the other homes as you move to the north and west at a lesser amount, but it will still impact the homes. The 5 story apartment building and the 14 town homes will overshadow the neighboring area.

At Planning Commission Meetings we have heard over and over again: "this will not alter the essential character of the neighborhood." If that is the premise that decisions have been made in the past, that premise should continue. This Development will significantly alter the "essential character of the neighborhood." Our quality of life will be dramatically changed. The population density will increase 300%, traffic issues will become worse than they are now, parking could overflow onto Rustic which is a narrow street or onto Rice Street, loss of direct sunlight through the winter months or no direct sunlight at all, loss of feeling safe in our homes, loss of security for our home and our person, loss of privacy, invasion of our personal space in our own yards because of balconies/ windows on a 5 story building looking down at us. How can we enjoy being outside anymore? Feeling safe on the street? Will we need to lock our car doors in our own driveway? Lock our house door when in the backyard? We'll no longer know who belongs in the area. We'll no longer know if a car is a future danger as it moves down the street slowly. Today, we know who belongs and which cars belong in this neighborhood.

Issues of sewer, snow and water are a concern. Could the overuse by the addition of 134 apartments and 14 townhomes cause the sewer system to back up in our homes? Would Shoreview cover that damage to our homes because of this? It won't be an act of God but an act of Shoreview. Will our water pressure be affected by the additional users? Where will the snow be plowed? In a normal winter, the height of the snow is quite formidable. Will they contain it in their own parking lot or push it over onto 694 as was done this year? If it is contained on their land, they will lose parking places and where will occupants of the apartments and townhomes park?

David Graham, of ESG Architectural Firm, stated in the Star Tribune on 12.13.2015 that "the principals at ESG know that maintaining their focus on housing and hotels makes the company vulnerable to the next economic downturn, one they believe is on the horizon." http://m.startribune.com/research-and-speed-pay-off-for-esg-the-architecture-firm-designing-so-much-twin-cities-real-estate/361616571/?section=business. Even the architectural firm for Elevage, ESG, is aware they are overbuilding for the demand. This development for the 4.1 acres is too dense and too high to abut a residential neighborhood. It doesn't complement a wooded low density residential area bordered by the boundaries of Lake Vadnais, Grass Lake and 694.

1. We request that if a Traffic Study hasn't been done to date that it be done before the 694 west ramp is closed in order to get accurate data.

2. We request that a Study of the reduction of Sun Light be done on the properties adjoining the development. The development should not cause a reduction in direct sun light to the existing neighboring homes.

3. We request that an Air Flow Study be done to insure the homes adjacent to this development will not have stagnant pockets with no air flow.

4. We request that an Economic Study be done on the impact to private residence when large scale development is incorporated into existing neighborhoods.

5. We request a Market Analysis be done to show the need for additional apartments in this area.

Shoreview has a reputation for reducing the impact on residents when dealing with new developments. This Proposal from Elevage impacts the residents 100+%. We are against the rezoning to "mixed use." We are against having a bar/ sports bar introduced into a residential area. We are totally against the proposal at its current scale and high density.

Marcia Figus
3538 Rustic Place
Shoreview, MN 55126
651-483-3306

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Regarding the Elevage Development Group, LLC Plan January 2016

1 message

jb3505@comcast.net <jb3505@comcast.net> Sun, Jan 17, 2016 at 2:02 PM
To: kcastle@shoreviewmn.gov
Cc: jb3505@comcast.net

Regarding the Elevage Development Group, LLC Plan January 2016

My family had high hopes moving into our home on Rustic Place in 1966. Space for the kids, trees, nature, flowers and gardens. Living with neighbors who liked the out of doors and the nature setting. We had small ponds and drainage ditches. There was a culvert south of my property where the water would drain along Cty E to the west. The shopping center had a grocery store, hardware store, café, barber shop, flower store, liquor store, hair salon, and drug store with a post office. Everything a neighborhood could want.

Changes came on Rustic Place with storm sewer additions. It was an asset to us. But now I'm restless and agitated about what is being proposed. Because of the high density parking, there will be an over flow onto Rustic Place. No one can stop people from parking there. Anyone parking near my mailbox, will prevent my mail from being delivered. That has happened and that may happen more often. It is a narrow street. The corner of Cty E and Rustic Pl is already hard for two oncoming cars to negotiate especially if some vehicle is parked near the corner. Cars have taken out the stop sign, a school bus was hit, and many accidents avoided by quick reactions with cars running up onto the curb. I live on this corner, I see it. Vehicles visiting or making deliveries will make it almost impossible for me to back out of my driveway. How will the fire department and other emergency vehicles negotiate this with all the added congestion?

I am angry town homes will be so elevated compared to my house. It is a solid wall of 7 buildings. I will be looking out my kitchen window at walls not trees. I don't care how cute Elevage makes it look, it is still a solid wall! I won't feel safe and secure in my home. 7 buildings with windows will be staring down at me and into my home. My home for 50 years I have felt safe and secure. I don't live in St. Paul or Minneapolis where this density is accepted, I live in Shoreview. I live on a large wooded lot. I want to see the sunrise in the east in the morning. And I want to feel safe here!

I feel the density with 148 rental units (town homes and apartments) possibly 300+ people and children on a 4.1 acre plot is way too much.

Why has the watershed not been mentioned? There is a storm drain on 185 Cty E in the back yard. What about that? There is a support wall. Why isn't that being mentioned? Are there any easements dealing with these issues? In the Owasso and Montasori School project trees and watershed were addressed. Why do you choose to save trees for certain projects such as Owasso, Shoreview Library, Apple wood etc.? Why are all the trees on the residential lots being taken out? It takes a life time to grow a tree!

If I don't ask the question, I'm afraid you will ignore the potential problems that will occur. These issues directly affect me. I live here and I see all these problems. I plan to continue living here. I love my neighborhood. My husband and I built this home. My children and grandchildren and great grandchildren are always here.

I am not in favor of a bar or sports bar serving fancy beers. They are open to the late hours of the night. Even 10 pm is late for a residential neighborhood. Someone leaving the bar could drive north instead of south and drop 8 ft into 3520 Rustic Pl's back yard. Or a patron of the bar wanders onto Rustic Place looking for the car and knocking on our doors.

Shoreview is encouraging its residents to save on water usage. And this proposal has this useless pool that will be bordering 3520. We are suppose to monitor our water usage so there can be a pool for mosquitoes, leaves and trash to collect.

Cardigan Junction was here when we moved in. We don't wander into railroad property. Over the years police and fire trucks have been called back there for incidents at the rail road. They are very rare. But with increasing the population with renters who choose to wander onto the tracks there could be many future incidents. Someone was killed walking on the tracks recently. Rice St is also not a safe road to walk on. Someone was killed walking along Rice St near St Marie recently. Increasing the population will definitely mean there may be more problems with the railroad and accidents with pedestrians being hit possibly killed on Rice St.

Why on the diagram is there a stipulation of Lot 1 and Lot 2? Is Elevage making it easier for them in the future to sell off the lots? What is the designation of Block 1?

Where will the townhomes have their garbage and recycling picked up? Will there be 14 containers on Cty E every week for garbage? Will there be 28 containers every other week because of recycling? Or will there be one large dumpster for the townhomes to collect their garbage and recycling that we have to look at?

I am concerned with the application for Mixed Use. There has to be more controls over what goes into this area. Residential/ commercial zoning is what this 4.1 acres should be.

Please note on the diagram supplied by Elevage, the width of Rustic Place to Cty E is not to scale. As I stated earlier, Rustic Pl is narrow! Are homes our 2 stories. The development will dwarf our homes. This is too large for this area.

Thank you for reading this,

Joan M Benson
3505 Rustic Place
Shoreview, Mn 55126
651.484.6539

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Proposal

Dorothy LeGault <dodylegault@aol.com> Fri, Jan 15, 2016 at 8:37 AM
To: Kathleen Castle <kcastle@shoreviewmn.gov>

>>
>> I will not be in attendance for the January 2016 Planning Commission meeting as I am out of the country and will be until the end of the month. However, please be advised that I am vehemently opposed to the Elevage proposal that would put 14 town homes and a five story apartment building on 4.1 acres, all accessing County Road E.
>>
>> I understand and accept reluctantly that the property will be developed. However, it should not be developed to the detriment of the Rustic Place neighborhood. We are a small, unique neighborhood that can only leave via Rice Street. Elevage's proposal may even deny us that ability with the possibility of so many vehicles entering and leaving the 4.1 acres first on County Road E and then onto Rice.
>>
>> Kindly let their proposal be built elsewhere on a larger tract of land.
>>
>> Dr. Dody LeGault
>> 3546 Rustic Place
>>
>>
>> Sent from my iPad

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Fwd: Elevage Proposal

1 message

Tom Simonson <tsimonson@shoreviewmn.gov> Thu, Jan 14, 2016 at 9:51 PM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

-------- Forwarded message --------
From: **Dorothy Legault** <dodylegault@aol.com>
Date: Thursday, January 14, 2016
Subject: Elevage Proposal
To: smartin@shoreviewmn.gov, ejohnson@shoreviewmn.gov, tquigley@shoreviewmn.gov
Cc: tschwerm@shoreviewmn.gov, tsimonson@shoreviewmn.gov

This has been a difficult year for us as residents of Rustic Place, a neighborhood we have always enjoyed. The strip mall sale and loss of long time businesses, Elevage's outrageous proposals, potential loss of hundreds of trees which define our neighborhood, potential loss of sunlight in the winter, foreseeable traffic jams, loss of security . . . I could go on and on.

If it's really Shoreview's plan to have the entire piece of land developed for commercial or mixed use, then be out front with it. Make us an offer. Then hear the cries from north Rustic Place and neighbors on the west side of the street. Shoreview prides itself as a city that promotes green spaces, keeping viable neighborhoods, etc. But heck, as I've said before, Shoreview is just throwing us under the bus as they see the dollar signs from new taxes. It makes my heart heavy.

Change is inevitable. We know and accept that. This has been a great neighborhood in which to raise children. Those that were youngsters when we moved in are now grown and gone, but the cycle is starting all over. Or maybe not!

When Shoreview residents say they want restaurants, most are thinking in terms of Kozlaks, not sports bars. The new apartment on Victoria and County Road E looks quite empty. What makes city staffers think an apartment in place of our strip mall will fare any better?

The proposal for this 4.1 acre of land with 14 townhomes and a five story apartment complex is unreasonable for the neighborhood and the surrounding area. Common sense not greed for tax dollars must prevail.

We've battled CP Rail's steel containers,180 St. Marie developer, the need for quiet zones, and now Elevage.
Our voices will be heard at the city and county level, Metropolitan Council, the media, Public Works, etc. We aren't going away.

Dody LeGault
3546 Rustic Place

Kathleen Castle <kcastle@shoreviewmn.gov>

RE: Elevage Redevelopment on Rice & Co.Rd E

1 message

Katie Cunningham <frog99752@yahoo.com> Thu, Jan 14, 2016 at 11:37 AM
Reply-To: Katie Cunningham <frog99752@yahoo.com>
To: kcastle@shoreviewmn.gov
Cc: smartin@shoreviewmn.gov

Ms. Castle,

This is one more plea to you and the city planning commission and city council to reevaluate the scope of the project proposed for the corner of Rice St. and Co. Rd. E. We understand that foremost on the city's part is the money that will be generated for the City of Shoreview's cache. As a taxpaying citizen of Shoreview that is also a concern of mine. However, the question is how much money is enough? and where do we draw the line between money versus the needs of the community. More money is NOT always the answer much to the shagrin of our hard core capitalistic friends. I think we have already lost the battle to not have the project go forward so now the plea is to limit the size of the thing! I understand it is proposed for 6 stories! That seems excessive to me and for the surrounding neighbors that is a gross invasion of their personal privacy. I ask you to put yourself in their shoes. Please limit the scope of this project to help maintain the privacy of the existing long standing taxpayers that will be under the shadow of this monstrosity.

Sincerely,

Katie & Tim Cunningham
3651 Rustic Place
Shoreview, MN 55126

Are we looking at the total picture?
A message to the travelers on Rice Street near 694

Our neighborhood to the outsider may not appear to be that unique from other Shoreview neighborhoods but we are. What makes this grouping of 54 family homes special is that we are an island of homes, locked between a railroad yard, a freeway and Rice Street. We have no legal access to any walking or bike paths. On the website, WalkScore.com we score 20 out of 100 since we are car-dependent. We are rated so low due to the fact that for two long blocks of homes there is absolutely no place to walk without going on Rice Street with no access to sidewalks.

Right now, we have a quiet street. We all know and care about each other, and for my family it was a perfect place to raise our children. Living here, created a wonderful sense of neighborhood identity for us.

There is a proposal in place for the property development on the northwest corner of Rice St. and 694 that affects more than my little neighborhood. The loss of my privacy and sense of neighborhood as I know it is profound, and it also personal. The sudden proposed infusion of a six story building with 146 rental units, 14 rental townhouses and retail spaces to our neighborhood is staggering. We are one house away from the development. With the possible infusion of hundreds of new neighbors, their guests and retail customers we are left to our own imaginations of how this will affect us.

This development is a bigger problem than just to our neighborhood. Any person who has traveled on Rice Street near 694 knows how congested the area is already. What is not being addressed to this neighborhood is that the same developer said he owns the property across the street in Vadnais Heights, and he plans to build another large multi-story complex of rentals depending on what the market will bear.

Since this particular development stands in two cities, I question if we are losing touch with the overarching issues of the neighborhoods on all four corners. There are four cities that meet on 694 and Rice St, and I hope that Ramsey County is working on an incremental growth strategy that will not create worse traffic on a road that is already saturated with traffic during rush hours.

What our developers present for their solutions to infrastructure challenges are things he has no control over unless he pays for them himself. These solutions include the widening of Rice Street and the Rice Street Bridge, sidewalks on Rice Street and a footbridge. It seems impossible to talk about the plan on the northwest corner and ignore the intention on the northeast corner. The expansion on both sides of Rice Street into a high density multi-family residential units and retail needs to be talked about as one project since they share infrastructure and a common vision from the same developer.

I am not opposed to development; I am however against the scale of the development. I am supportive of any effort to improve the corner strip mall that the former property owner drove into distress while he sat on the property. I am sad that three of our neighbors are having their houses torn down. I am really sad to see my neighbors, who are in agreement that the scale is too big for that corner, but are not on the same page how we address the issues. I am left to wonder if this is the direction of a new Shoreview and a new intersection. We all understand a city's love of development, intensification, and urban sprawl for the benefit of an added tax base, but this can and should be achieved without changing the character of a neighborhood and city.

The architect refers to the area of Trader Joes on Excelsior near Highway 100 as a site they completed and say it would be comparable. While the building there is well done, it blends into a high retail, high density area with large stores and lots of traffic. There will be no blending in with this compound on both sides of Rice Street. The promise of walking to retail is a thin promise from the developer since there are no guarantees about the type of retail or restaurant they will have. We knew change was coming, but had no idea it would be of this magnitude.

As requested, the developers added more green space to replace a 300 car parking lot; however, the 2nd proposal increased in the number of units by adding a floor and 14 rental townhomes on Rustic Place. This was not in my opinion an adequate solution of compromise.

I understand the representatives of the developer being frustrated with us. I am truly saddened how some conversations rolled out between the council, planning committee, developers and neighbors. When a developer says, "You know I own this and the lots across Rice Street and this will happen," it diminishes a promotion of understanding and distracts any effort to work with the developers. It is easy to think that our efforts to be heard make no difference.

One of the core beliefs that I have experienced and loved about Shoreview is that people and communities matter. I hope that when this vote comes before our elected officials, they recognize how out of proportion this plan in its entirety is for our little island of homes and the infrastructure of Rice Street. Since so many of us from different cities share Rice Street, we need to talk about the impact on all citizens surrounding Shoreview including Vadnais Heights, North Oaks, Little Canada, Roseville and other northern suburbs.

Susan O'Neil
3530 Rustic Place
Shoreview, MN 55126

Kathleen Castle <kcastle@shoreviewmn.gov>

Current Proposal From Elevage to the Planning Commission (File No. 2602-16-1

1 message

Thomas Sparrow <tsparrow@fastmail.net> Mon, Jan 25, 2016 at 11:13 AM
To: kcastle@shoreviewmn.gov

There isn't going to be enough parking spots for apartment residents ...
much less for retail ... especially if that retail turns out to be a 1000 square foot bar.
The parking will be be at a premium in the evening till the early morning when the bar closes.

If the Rustic Place residents decide to restrict on street parking to residents only and request the City of Shoreview create the appropriate ordinance (along with signs notifying outsiders), will the Police enforce it ?

Especially, if they are called every other night, to do just that.

Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Comments: Our first concern is added traffic, esp. between 6-8am. Rice St. already backs up for blocks every morning w/ traffic trying to get on the freeway. Our second concern is the sheer number of "homes" that would be added to our relatively quiet neighborhood. There are approx. 30-35 homes in our immediate neighborhood. To add 148 homes on one small lot is ridiculous. That would be increasing the size of the neighborhood five times over. Also, the height of this building will make it the eyesore of the neighborhood. Such a building just does not fit in. We also worry it will decrease property values in the area. If we were to sell, who would want to live next to such a monstrosity? While we do not oppose redevelopment of that corner, we feel making it residential is completely wrong. Redeveloping a better space for retail/restaurants is the way to go.

Name: Becky Taylor + Bryan Bertz

Address: 3554 Rice St.

Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Comments:

We realize that some changes are going to be made to the strip mall on County Road E.

Our main objection would be the proposed height of the apartments. We feel 5 or 6 stories is much to high. A 2 or 3 story would be more acceptable.

We recently had a semaphore installed at County Road E & Rice St. as we seem to have constant non-stop traffic on Rice St especially in the early morning and evening - can't imaging what about 200 more cars from these apts would do.

Who would want to rent a luxury apt boarding by railroad carrying dangerous oil cars on one side and heavy Rice St. traffic on the other side.

What is planned for the routes when they replace the bridge on Rice and the freeway?

Name: Willard & Dorothy Halvey

Address: 3688 Rustic Place
Shoreview, MN 55126

651-484-1626

Dear Chair and Commissioners:

I am one of the owners of HOM Furniture, Inc., a position that has allowed me to see the benefits of real estate development over the years; the most recent of which has been the redevelopment of the former Levitz furniture site at 3201 Country Drive, Little Canada. I write to express my strong support of the mixed-use project proposed by Elevage Development Group. The Project will be a tremendous benefit to our employees and customers, including those that are residents of the city of Shoreview and, perhaps more importantly, it is a greater opportunity for the city of Shoreview and surrounding communities.

There are the obvious benefits that come from new development: a better tax base, more jobs, and a more visually appealing property to name a few. But what I would like to emphasize are the benefits that stretch beyond the obvious, especially for established cities. In established cities, development of this kind usually occurs because the existing uses have grown outdated and are underperforming. The blight not only prevents the particular property from providing value to the community, but it also reaches far beyond the property boarders in ways that we rarely see.

When underperforming uses and buildings are replaced with high-quality and significant redevelopment, the property quickly becomes a source of energy and will trigger a positive development loop. It will often be the catalyst to trigger redevelopment of other surrounding properties that may have been cast aside for years. Even owners of nearby properties that are not blighted will see a renewed sense of quality and a sense that they too should make improvements. The energy and excitement generated by high quality redevelopment also brings new interest to the area. What might have been an area to avoid, becomes the new place to be. The surrounding properties become sought after by those that seek to capture the excitement and energy, which inevitably spreads outward from the redevelopment and extends far beyond the immediate properties. The initial redevelopment is the tide that raises all boats.

As a nearby business owner and employer, the proposed project will be a great benefit to residents and business in the City of Shoreview and the surrounding communities for many years to come. It is my sincere hope that the project moves forward and I encourage you to support it.

Wayne Johansen
HOM Furniture

Medtronic

January 24, 2016

Dear Shoreview City Planners & Planning Commission Chair,

This letter comes to you in support of the Elevage Development Group's (EDG) planning application before the Shoreview city planning commission, this Tuesday, January 26th. I am unable to attend the Commission's meeting in person due to business travel.

I am the Vice President of Medtronic's Cardiac Rhythm and Heart Failure Regulatory Affairs organization. I am also a member of the Mounds View Schools Education Foundation Board of Trustees. My husband and I reside in Mounds View and have two daughters, one a recent graduate of Irondale High School and one who is a junior at Irondale. I personally have lived in the northern suburbs of the Twin Cities for the last 37 years, the last 30 between Arden Hills and Mounds View.

The organization I lead at Medtronic has 90 employees and is a good representation of the diversity, talent, and overall demographics of the Medtronic employee base. The average salary of my employees is +$100K, on an annual basis. As you are likely aware, we are quickly approaching having 5 generations in the typical workforce—Medtronic's employee base is no exception.

Within the 5 generations, there is a great focus on QUALITY housing in great locations, with an emphasis on proximity to place of work. The northern suburbs are greatly lacking high-end rental properties that are amenity-rich and attract residents of a similar socio-economic status.

Medtronic, and other medical device companies in the area, are very mission-centric; focused on positively impacting the communities in which they operate. The employees, too, at these companies are well-educated, well-paid and overall good community citizens. What they often lack is housing that fits their needs and lifestyles.

EDG's application before the Commission is an excellent solution to a growing trend and an unmet market need for a generationally diverse workforce. My husband and I are recent examples of the shifting trend. We have begun discussions, as generation X'ers, as to the next phase of our living and residence style. We plan to make a significant change from single family home living, to up-scale apartment living, as our youngest heads to college. Our only dilemma will be how to find that in close proximity to our work, given the current rental offering.

I hope that you will favorably consider EDG's application for development of such housing. Theirs is a leading edge, timely solution to a growing market trend.

Respectfully,

Rita Guzzetta
Vice President | CRHF Regulatory Affairs
Medtronic
8200 Coral Sea St NE, Mailstop MVS11 | Mounds View, MN, 55112 | USA
Office 763.526.1753 | Mobile 763.607.7746
rita.guzzetta@medtronic.com

FEBRUARY 23RD PLANNING COMMISSION

COMMENTS RECEIVED

SAINT PAUL AREA CHAMBER OF COMMERCE

February 9, 2016

Mayor Sandy Martin
Councilmember Emy Johnson
Councilmember Terry Quigley
Councilmember Ady Wickstrom
Councilmember Cory Springhorn

John Doan, Planning Commissioner Chair
Brian McCool, Planning Commission Vice Chair
Steve Solomonson, Planning Commission
Deborah Ferrington, Planning Commission
Elizabeth Thompson, Planning Commission
Kent Peterson, Planning Commission
Abraham Wolfe, Planning Commission

VIA EMAIL

Re: Support for new housing options to retain employees and employers

Dear Mayor Martin and Shoreview City Council Members:

The Saint Paul Area Chamber of Commerce strongly supports Elevage Development Group's applications related to its redevelopment of the property immediately north of I-694 on Rice Street. The proposed project includes 14 market-rate rental townhomes, 134 units of market-rate apartments, 6,800 square feet of resident-focused retail, and significant open space.

As the state's largest local chamber of commerce we realize that appropriate housing options are critical to the success of employers. There are several large employers near the property at issue including, Boston Scientific, Cummins Power Generation, Deluxe Corporation, H.B. Fuller, Land O'Lakes, Medtronic, TSI Incorporated and St. Jude Medical.

The availability of desired housing is key to attracting and retaining employees, which in turn attracts and retains employers in the area. Some of the most conservative estimates suggest that our region is facing a 100,000 skilled worker deficit by 2020, making the need to capture next generation talent in our communities more important than ever. This project will appeal to young professionals that our local businesses need. As the City noted in your 2008 Comprehensive Plan, "Providing housing near jobs serves important economic and environmental goals." (Page 7-12)

The Comprehensive Plan also notes:

> The Metropolitan Council's employment forecasts expect approximately 3,450 jobs will be added in the community by 2013....When housing costs are affordable to the local workforce and a variety of housing options are provided, employers tend to have a stronger based of employees who live in the community, at a wide range of wages and skill levels. Realistically, however, limited opportunities for new development in

Shoreview means that surrounding communities will likely meet some of the demand for new housing created by additional employment.
(Page 7-13)

This redevelopment is a rare opportunity for the City to increase housing options.

Another issue noted in the Comprehensive plan is that Shoreview has had difficulty retaining younger households, who chose newer housing stock in nearby communities. "Strategies that focus on creating additional housing choice for younger households need to be developed to slow this trend and create an age-balanced community." (Page 7-20) This redevelopment represents exactly the kind of housing that appeals to younger households and is consistent with what the City wants.

As you know, the parcel of land at issue includes a run-down shopping center that suffers from high vacancy. The proposed redevelopment project is an excellent opportunity for Shoreview to remove an underutilized fixture and create a benefit for the community.

Shoreview is known for its strong neighborhoods, and continuing to offer diverse housing styles and types will bolster the City. **This project directly meets the City's stated needs, and with limited opportunities available to meet these needs, we strongly urge you to support this project.**

Thank you for your service to Shoreview and our east metro community.

Sincerely,

Marie Ellis
Director of Public Affairs and Legal Counsel
Saint Paul Area Chamber of Commerce
(651) 265-2780
marie@saintpaulchamber.com

cc: Kathleen Castle
Tom Simonson

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Fwd: Elevate development

Sandra C. Martin <sandymartin444@gmail.com> Fri, Feb 12, 2016 at 7:12 AM
To: Kathleen Castle <kcastle@shoreviewmn.gov>

FYI.... the author of this email works at Pet Junction. She is a SV resident on Alameda, on Turtle Lake.

Sandy

Begin forwarded message:

From: Mary Larson <turtle-lake@comcast.net>
Subject: Elevate development
Date: February 11, 2016 at 10:31:52 PM CST
To: jdoan@shoreviewmn.gov
Cc: sandymartin444@gmail.com

Greetings:

I streamline the last meeting of the planning commission. As I listened to the proposal , the questions from the board & the concerns from the neighbors, I am against the proposed development. In order to capitalize their gain, they have proposed too many units to support the site & respect the neighborhood

.
The property needs to be developed but not to such an extreme. Shouldn't the revised rice street/694 bridge take priority before demolishing the mall. To have 2 construction projects occurring at that intersection would make a traffic jam over 2-3 yrs. best guess.

I have lived in Shoreveiw for over 50 yrs. I am not living in the area where the development is propose. But I am against the size of the proposal. The adjoining neighborhood has sustained enough challenges with the railroad. I vote to keep it one of the last truly Shoreview neighborhoods, quiet, safe, neighborly, low traffic.

Explore a low density site. May be a park & ride ?

Mary Larson

February 12, 2016
Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Comments: Dear Members of the Shoreview Planning Commission,

As a concerned taxpaying citizen of this fair community/area, we feel the need to express our views regarding the proposed development by Elevage for Co. Rd. E and Rice St. We do understand that development is inevitable for any American urban community. However, the scope of this Project is blatantly intrusive to the long standing residents of this neighborhood. The ultimate decision hinges upon your carefully weighing all the factors and judging in a manner that represents the interests and concerns of the citizens of Shoreview. We here in Shoreview depend upon you to help ensure the quality of life we enjoy here. Don't for one minute think we do not understand the possible revenue that will be generated by this project. Unfortunately "MONEY" is far too often the deciding factor. We are asking you to minimize the scope of this project to three stories high. Best case scenario is if they just go away.

" Three great forces rule our world stupidity, fear and greed." - Albert Einstein

Name: Katie & Jim Cunningham

Address: 3631 Rustic Place
Shoreview, MN 55126

Kathleen Castle <kcastle@shoreviewmn.gov>

Comments for the February 23, 2016 Planning Commission Meeting regarding Elevage Development Group , LLC

2 messages

Marcia Figus <marciafigus@hotmail.com> Sat, Feb 13, 2016 at 5:31 PM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>
Cc: "sandymartin444@gmail.com" <sandymartin444@gmail.com>, "emyjohnson26.2@gmail.com" <emyjohnson26.2@gmail.com>, "tjquig@comcast.net" <tjquig@comcast.net>, "ady@adywickstrom.com" <ady@adywickstrom.com>, "cory@coryspringhorn.com" <cory@coryspringhorn.com>, "tschwerm@shoreviewmn.gov" <tschwerm@shoreviewmn.gov>

Comments for the February 23, 2016 Planning Commission Meeting regarding Elevage Development Group , LLC

I understand from Kathleen Castle that the public hearing is closed. We, Rice St/ Rustic Pl/ Cardigan Junction Neighborhood, request the opportunity to address the Planning Commission at the February 23, 2016 meeting.

I live 200 ft from the land acquired for the proposed development. I have trees in my yard, as others, but it is not a canopy to provide privacy for my backyard, deck, and porch or even in my home. Trees leaf out in May/ June and drop leaves in October/ November. They do not provide privacy from the apartment building with its windows and balconies. They do not provide a dense shade either. It is called "dapple shade." The theory is false that oak trees retain their leaves through winter and will provide privacy. This area had oak wilt come through beginning in the 1970's. We still are losing what remaining oaks we have. I and others on Rice Street and Rustic Place will have absolutely no privacy. I will no longer feel comfortable teaching yoga classes in the privacy of my backyard during the summer months knowing we may have an audience peering down at us.

The height and density is completely out of line for this site. Shoreview's Planning Commission and Council have stated that fact to the developer on three different occasions. The developer continues to ignore it. The comparison to other developments on arterial roads, in Shoreview's minutes, is senior housing. They are 3 and 4 story. Yet at Cty E and Rice St, a 5 story building with an additional 14 very narrow, squeezed in, townhomes is proposed. The 14 town homes are becoming laughable in their size. The population boom will be exorbitant. It will be an increase of over 300% for this isolated neighborhood whose borders are defined by lakes and a freeway.

The lowering of the apartment to five stories, 55 feet, still creates a wall. There is no

creative transition to the homes along Rice St. The homes are only 1 story high. The building will look like a monolith along Rice St that is out of place. It will be massive and a blot on the landscape.

The Planning Commission has in its minutes on many occasions: "...that will not adversely impact these adjoining residential properties." After knowing what is going on at this development, I question the honesty in that statement. On this development, buffering and screening by "creative landscaping" is supposed to mitigate the impact on adjoining land. Nothing can hide fourteen very narrow townhomes and make them more appealing to the naked eye. It is not a natural transition to a residential neighborhood. The homes closest are 1 story and 1 1/2 story homes. Those town homes, though lowered one foot, will still tower over the homes and stand out like what they are "an eye-sore." Additional parking was provided but street parking is a "God" given right. The townhomes are near the street and not in line with the setbacks of the rest of the neighborhood. Also, adding coniferous trees, which will need to age to be of any value to block out noise from the swimming pool, etc is clearly stating that the developer realizes there is a problem with this area. This is truly a residential area. It is not "party central."

The commercial spaces haven't been identified except for the potential sports bar that is never addressed. Will Shoreview contact the citizens about a liquor license? Will the neighbors who will be directly affected by its presence even be considered? It needs to be away from residential homes, working families and children. There are two bars, Hog's Breath and the Vadnais Inn, within two miles of this location. Is another necessary? The hours alone are questionable for this establishment. Other applicants for the occupancy of the commercial space are never mentioned. Maybe Mr. Mergens will set up his office in one of the empty spaces?

After the January 26th Planning Commission Meeting, workers showed up at the residential homes on Cty E. Serious, dangerous situations were created by where the cars were parked. We request when work begins on this site, there is no parking on Rice St, Cty E and Rustic Place. Rustic Place is very narrow. If cars are near a mailbox, we do not get our mail. If cars are parked across from a driveway, we cannot pull out. If cars are on both sides of the street, only one car can get through the center and that should be driven very cautiously.

To summarize, I ask the Planning Commissioners to:

Reduce the height

Reduce the density

Eliminate balconies on the north and west sides

No parking on Rice St, Cty E and Rustic Place during construction

Thank you for reading this and all the previous letters and notes written by this community.

Marcia Figus

3538 Rustic Place

Shoreview, MN 55126

651-483-3306

Teri Rieger <sunnie55126@gmail.com> Sat, Feb 13, 2016 at 6:45 PM
To: Marcia Figus <marciafigus@hotmail.com>
Cc: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>, "sandymartin444@gmail.com" <sandymartin444@gmail.com>, "emyjohnson26.2@gmail.com" <emyjohnson26.2@gmail.com>, "tjquig@comcast.net" <tjquig@comcast.net>, "ady@adywickstrom.com" <ady@adywickstrom.com>, "cory@coryspringhorn.com" <cory@coryspringhorn.com>, "tschwerm@shoreviewmn.gov" <tschwerm@shoreviewmn.gov>

Marcia:
Great letter. You have nicely summed up what we all have been concerned about.
Teri
[Quoted text hidden]
--
Teri Ann Rieger

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Response to Feb. 10 Elevage Proposals

1 message

Dorothy Legault <dodylegault@aol.com> Sat, Feb 13, 2016 at 2:41 PM
To: kcastle@shoreviewmn.gov
Cc: sandymartin444@comcast.net, emyjohnson26.2@gmail.com, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, tschwerm@shoreviewmn.gov

My husband and I have had a long standing previous commitment on February 23. Thus, we will be unable to attend the Planning Commission meeting. We wish to remind the commission, however, that we are totally opposed to Elevage's present plans as presented in the latest revision for Rice/County Road E.

For one thing we still do not understand why the developer is allowed to disregard the commission's and the council's instructions to lower the height (sorry, one story doesn't do it) and density (yes, they reduced the apartments to 134 units but made up for it by adding 14 town homes). What are we not understanding? The commission has no real authority?

In his February 10, 2016, letter to you, Mike Mergens requests being allowed to speak at the next planning commission meeting. If this is granted,the neighborhood must also be given the opportunity to speak. Very few of us understand the workings of PUDs. We thought the deluge of letters, emails, and phone calls expressing our viewpoints would be taken seriously and addressed by the commission. Who knew that we needed to repeat the very same things at the Planning Commission meetings?

We still do not have answers as to when the shadow study was done. Was it done around December 1 or near the 20th? For the residents whose sunlight will be diminished or gone for several weeks, this can affect their physical and emotional well being. Manhart's study to examine the effect of drivers cutting through Rustic Place to avoid the long lines of traffic missed the mark completely. No one goes up up hill on Ste. Marie. Drivers from the north cut through at the north end of Rustic Place near the railroad bridge. Also, we don't want balconies facing north or west, and we most certainly don't want a sports bar. Ours is a quiet neighborhood year round.

Do I detect a veiled threat in Mergens' letter by referencing a hotel/motel or the legal ability to build anything on the property? Are the neighborhood and city being held hostage by the developer?

Simply put, the apartment is too high. Also, if we must have town homes, they need to be in line with the setback other homes have along Rustic Place. Frankly, they probably shouldn't even be there. It's time to get serious and really examine the negative effect of the proposal on the neighborhood.

The neighborhood has been vehement in opposing the plans. Mayor Martin was recently quoted as saying "Shoreview remains close to its citizens." If this is true, our voices have been unified and loud. Why hasn't the commission or the council heard them??

Dody LeGault/Ron Podratz
3546 Rustic Place

City of Shoreview,

In regards to the parking for the townhomes, yes there are more parking spaces at the cost of cutting green space. How about cutting the number of townhomes being built instead of cutting green space? Also the grade change, the townhomes should be built starting at the existing ground level the house is currently at, not by building up the foundation to get to the desired height to accommodate their plans. The proposed townhomes are still too high, cutting them by 1 foot is simply not enough. The townhomes are also still too close to the curb.

In regards to Lot 2, are 274 parking spaces adequate? Are they divided appropriately, meaning not shared spaces with whatever business will go into this design? Just because "they" believe this is adequate what does city code dictate? Also they are assuming a restaurant of up to 80 seats. What if in the end the restaurant is double that size? Again they have no idea who they will be getting for the commercial leased tenants for this design. Does the city have any input into what businesses end up in this design? Their proposal uses the word "assuming" a lot. At this stage in the proposal the words of, "I believe" and "assuming" are clearly the builder just trying to get exactly what HE wants. We need to know what businesses will go into this site to adequately compute the proper parking stalls needed.

The builder is trying to compare apples to oranges to justify the parking ratio by comparing this project to Lakeview Terrace. Also "his research" strongly supports whatever it is he wants it to support. If given the time, I too could provide research to strongly support and contradict what his research strongly supports.

I am concerned/confused as to the access onto Rice Street from the parking lot of the apartment complex. Is this an exit only for the Fire Department, or is this another entry into the lot?

The small changes that the builder made take away green space to add parking spaces. He did not address the density or the height of the apartment complex. The density and height need not be overlooked.

We are strongly against the amended proposal.

Kelly Kasel/Mark Kaspszak

3628 Rustic Place

Shoreview, MN 55126

Proposed Elevage Development in Shoreview, MN shows Sun Shadow on homes to North & West of 5-Story Apartments

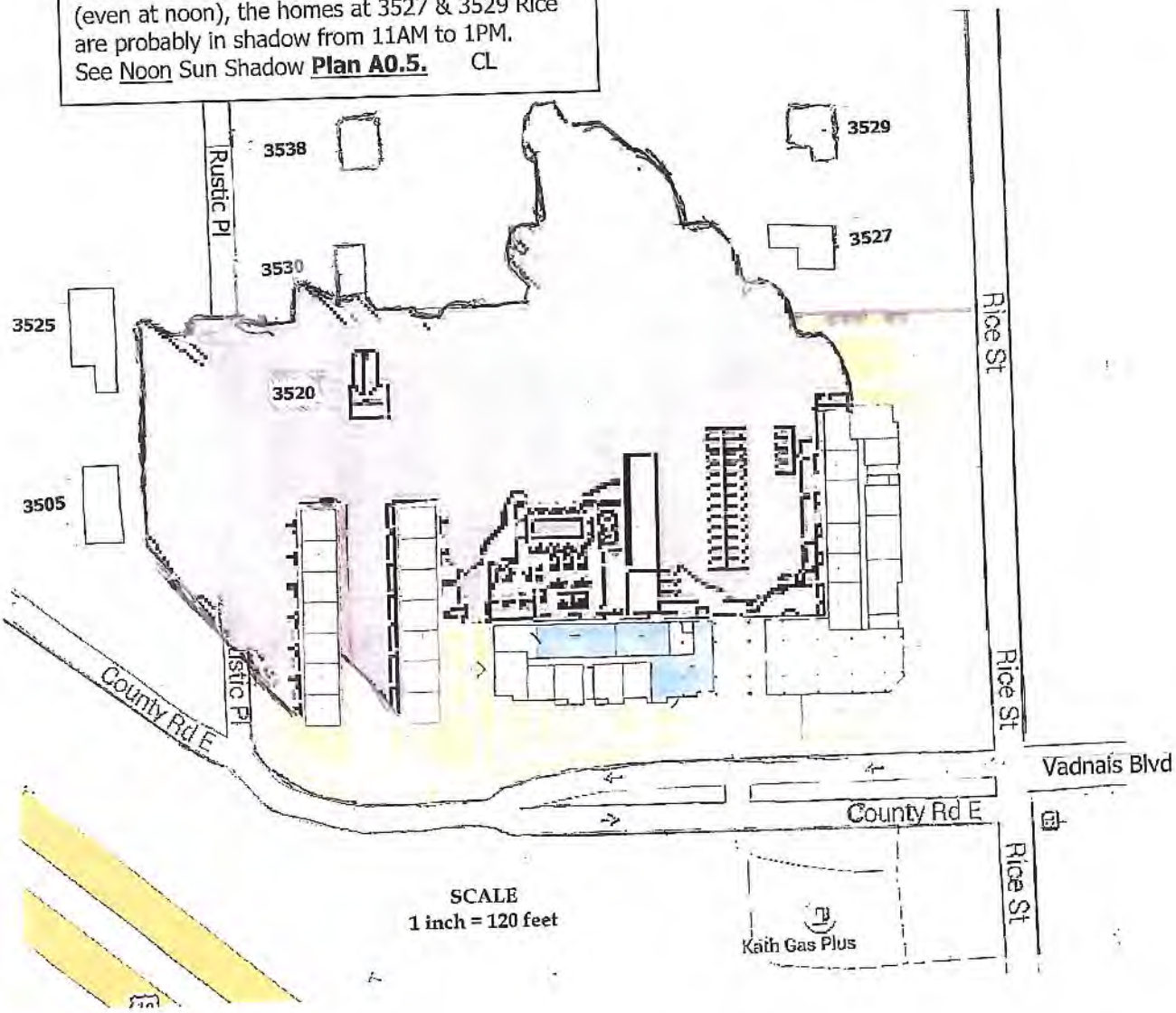
The proposed development would be between Rice St and Rustic Place North of County Rd E (on N. side of Freeway 694). Plans used in this drawing can be found at the Shoreview City website. Those plans from Commission agenda of 1-26-16 are:

- **A 0.5** - Sun- Shadow Dec 9 AM cast by proposed Apartments
- **A 1.1** - Plan View of the main development

House numbers are shown by homes. Note the home at 3520 Rustic Place is still in shadow of apartment at 9 AM - almost 2 hours after sun has risen. Shadow would be even longer at 8 AM, and more homes probably affected. The shadow is cast to the NW, as the sun rises in the SE, but in the afternoon, the shadow is cast to NE and homes at 3527 & 3529 Rice will probably be affected.

Curt Leavitt, Land Surveyor (retired)
Feb. 15, 2016

Given how low the sun is in southern sky in Dec (even at noon), the homes at 3527 & 3529 Rice are probably in shadow from 11AM to 1PM. See Noon Sun Shadow **Plan A0.5.** CL



Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Feedback on the proposed redevelopment of Rice and Cty Rd E W as requested.

1 message

Jeff&Lisa Olson <jeffandlisaolson@gmail.com> Mon, Feb 15, 2016 at 2:37 PM
To: kcastle@shoreviewmn.gov

Hi!

My name is Jeff Olson and I live on Rustic Place (and own a home there).
I am responding to the request for feedback on the changes of the plans for the Redevelopment of Rice and Cty Rd E W.

As I stated in my previous emails (which I will include below) I still have the same concerns and with these changes my concerns have actually grown. Infact, it seems the changes simply add more parking or drive ways, thus eliminating more green space and buffers only adding to the over development of the small space they wish to redevelop.

Incase you did not still have my previous concerns I have attached them below and would love you to share with whom ever is desiring feedback from the long time Shoreview residents as they discern what is in the best interests of the city.

-The lot is much to small for the number of units and height proposed of the building will be out of context and shadow other houses literally blocking the sun from their homes. Its out of scale with the area, the lot and most of Shoreview.
-There are other properties (such as the new 6 story property off of Victoria that visually does not mix with its surroundings and has a large vacancy issue). Also, having several close friends who do city planning for Moundsview and Vadnais Heights the first floor commercial spaces are hard sells (go further south on rice and look at how Little Canada is doing on that front) no one is building them anymore.
-That intersection is already much too busy for locals during rush hour. This adds a few 100 cars.
-The lack of green space for children who may live there is risky and unfair.
-No buffer between high density and single family housing. This is just a normative proper city planning issue.
-The way in which the builders have communicated at meetings with a belittling tone laced with superiority when communicating with life time Shoreview residents should concern you. A development group who seems to have no vested interest in Shoreview other then turning a fairly quick (yet risky given market conditions and a dow that is volatile, profit). I have been to several meetings and while I recognize the residents of this region are upset, the tone and candor of the development group borders on insulting.
-As a upper middle class person whom they are "targeting" for their proposed build this seems a bad sell. I moved to Shoreview for a yard for my kids. If I want a "loft" I am going to want to live downtown near restaurants, shops and not off Rice St. in Suburbia. I am suspecting I am not alone on that assumption.
-It appears that intersection on the Little Canada side will already be getting a tall building (assist. living) adding more traffic and competing with the other group this development is supposed to be catered to (Empty Nesters). Market over saturation could well be an issue.
-The neighboorhood has been very vocal and attended many meetings and made attempts at requests to the developer and this voice has not been heard or addressed at all. in fact, the property height has only increased as the dialogue has gone on.

Here is what I would like to add that I feel may be a unique voice:

I am completely in agreement that region of Shoreview needs a make over, just not in the way, height and in the density that is proposed. Part of the problem is likely financial. They have too many partners (7 I believe) and thus for them to all make a good profit they have to go big or go home. This is where their best interests and Shoreviews best interests likely part ways. Please don't let money be the only voice we listen to in Shoreview.

Thank you for your time and hearing my concerns that are echoed by a neighborhood of longtime and invested Shoreview residents.

Thank you,

Jeffrey C Olson

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Group, LLC File No. 2602-16-01

1 message

howard@thecaulkersco.com <howard@thecaulkersco.com> Mon, Feb 15, 2016 at 7:53 PM
To: kcastle@shoreviewmn.gov
Cc: sandymartin444@gmail.com, emyjohnson26.2@gmail.com, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, tschwerm@shoreviewmn.gov

As the February 23, 2016 Shoreview Planning Commission meeting approaches, I continue to have concerns regarding the proposed development next to my property at 3520 Rustic Place, directly north of the development.

The height and overall size of the proposed project is concerning, as this will involve removing three neighboring homes and a single level shopping center; replacing them with a 5-story apartment complex and 14 townhomes. I don't believe the development, as proposed, will blend in well at all with the existing single family homes. Many of my neighbors have lived here most of their lives, while I've been here about 28 years, so this proposed change is very hard for us to visualize as being part of our neighborhood. There is also the concern that my property value would suffer.

Despite the shadow affects presentation by the developer, I still have concern regarding this. A local individual, Curt Leavitt (a retired Land Surveyor) has also performed a shadow study which indicates a more intrusive shadow may be cast than the developer has shown. I also have concern regarding a lack of air flow, both from the buildings being constructed and also the buffer zone trees and plants.

There is the possibility of residents or their children, or visitors to the new housing/businesses making their way onto my property (whether by accident or intentional). I don't think I'm unsociable, but I do have some concern that anyone injured on my property would incur some liability on my part. People enjoying themselves is a good thing, but the location of the outdoor pool and activity area just on the other side of the property boundary could mean excessive noise or music making it over to my home regularly as well.

There has been concern of cars from the development parking on Rustic Place, and the recent addition of a driveway from the development onto Rustic Place only increases this concern. With my home being next door, parking at my front yard would be the first available area. Regarding the traffic flow, there is now a waiting period to enter Rice Street from County E in the morning, I find it hard to believe a minor traffic jamb wouldn't result from the additional vehicles exiting the development.

I welcome development of this property, but it needs to be trimmed back to a more reasonable scale.

Thank you,

Howard Statz
3520 Rustic Place

ELEVAGE SHOPPING CENTER RENOVATION PROPOSAL 4TH REVISION FEB. 17, 2016

OUR MAIN CONCERNS WITH THIS 4TH REVISION;

1. HEIGHT AND DENSITY WERE PREVIOUSLY ADDRESSED IN OUR 3RD REVISION . WHY CAN'T THE PLANNING COMMISSION REQUEST AN ANSWER ON THIS FROM THE DEVELOPER BEFORE YOU APPROVE OR ALLOW HIM TO CONTINUE WITH THIS PROPOSAL, WHEN YOU HAVE STATED IN THE PAST THAT YOU WILL NOT LET THESE CHANGES ADVERSELY IMPACT THE ADJOINING PROPERTIES.
2. THE TRAFFIC STUDY ONLY ADDRESSED PART OF OUR CONCERNS. WE ARE REQUESTING ANOTHER STUDY TO REFLECT THE INCREASE IN TRAFFIC AND VEHICLES IN OUR AREA ATTEMPTING TO GET ONTO RICE ST. THE STUDY ONLY ADDRESSED "CUT THROUGH" TRAFFIC.
3. THE DEVELOPER HAS NOT IDENTIFIED THE COMMERCIAL SPACE IN THIS PROPOSAL. THERE WAS MENTION OF RESTAURANT/SPORTS BAR AND RETAIL SPACE. WHEN DO YOU REQUIRE AN ANSWER OR DO YOU LET HIM DO WHATEVER HE WANTS TO WITH THE SPACE. PLEASE ADDRESS THIS AND RESPOND.
4. IN THE REVISED FEBRUARY PROPOSAL, THERE IS ANOTHER ENTRANCE-EXIT FROM THE TOWNHOUSES UNTO RUSTIC PLACE. THIS ADVERSELY AFFECTS OUR LOW DENSITY NEIGHBORHOOD. RUSTIC PLACE IS A NARROW STREET AND THAT BRINGS ADDITIONAL TRAFFIC INTO OUR RESIDENTIAL AREA. THIS WAS NOT IN THE ORIGINAL PLAN. WHY IS THIS NECESSARY?
5. PRIVACY IS ALSO A CONCERN. REDUCING THE HEIGHT OF THE PROPOSED APARTMENT COMPLEX AND ELIMINATING THE BALCONIES ON THE NORTH AND WEST SIDES WOULD ALEVEATE THIS PROBLEM. WE KNOW THAT THE DEVELOPER HAS ADDED TREES, BUT THEY TAKE TIME TO GROW TO MATURITY AND WHEN THEY LOSE THEIR LEAVES IN THE FALL THAT ALSO TAKES AWAY PRIVACY

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Regarding the Elevage Development for the February 23, 2016 Planning Commission Meeting

1 message

jb3505@comcast.net <jb3505@comcast.net> Wed, Feb 17, 2016 at 4:21 PM
To: kcastle@shoreviewmn.gov
Cc: sandymartin444@gmail.com, emyjohnson26.2@gmail.com, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, tschwerm@shoreviewmn.gov

I live on Rustic Place. My home will be to the west of the proposed townhomes. I have a one story home.

In my previous letters, I addressed concerns about the proposal to develop the land on Cty E and Rice St. I feel the same as I wrote in those previous letters. The building of the 5 story apartment building and the 14 townhomes is too much for the space. I will not only be facing the townhomes but I will also see the apartment building over their roofs. It would be as if I chose to live in downtown St. Paul. The apartment building fits better in downtown where there are tall buildings with flat tops. There are no 5 story building near me. I am a one story home. The flat roof style doesn't fit with the residential setting. The town homes look like homes, but they are so crowded together that they look like cereal boxes next to each other. I'll be seeing these narrow buildings from my kitchen and living room for the rest of my life. I'll be seeing the apartment building towering over them too. I'm uncomfortable having balconies on the apartment facing west and north. It makes me uneasy for my safety. Isn't the City of Shoreview suppose to be looking out for the safety of its residents?

Parking spaces were added so that the renters wouldn't park on the street. I don't believe that at all. Renters will park on the street. I won't be getting my mail because they'll park too close to my mail box. When snow is plowed, the plow will move around the parked cars. I won't be plowed in front of my house. This has happened. I have pictures I can show you. Mail delivery is affected if the snow isn't plowed. I won't be getting my mail. Since these are renters, they won't care. But I will.

The outside lighting in this development will be a problem. If the developer puts lights around this area of the townhomes and apartment, I won't like it! It will be blinding for me at night.

The noise of 134 renters and occupants of the 14 townhomes will be a lot. The cars, all 148+ cars, may not all be well running and we'll have noisy cars moving in and out 24 hours of the day. It will be just like living in the heart of St Paul. They may have trailers, camping units parked outside. Noise. Noise. Noise. There is too much building on this piece of land. Too many people on this piece of land. Adults, children, and dogs have nowhere to go by my yard and down Rustic Place. I will need to put up a fence for the first time in 50 years to keep people out. Isn't the City of Shoreview suppose to be looking out for the safety of its residents?

The developer wants a restaurant in the apartment building. I'd like a nice family restaurant too. But I don't want a sports bar with the late night hours and the rowdy crowd that may come to it.

Changing the zoning to mixed use gives this developer too much leeway as to what can be done.

When Elevage met with the neighborhood, they were not respectful to the citizens' thoughts and concerns. I do hope the City of Shoreview will be more respectful to my thoughts and concerns. I hope the City of Shoreview will address all the concerns of the neighborhood.

I had previously addressed issues in earlier emails. I will not readdress them here.

Lower the height, decrease the density, and eliminate the balconies to the west and north.

Thank you for reading this,

Joan M. Bensonn
3503 Rustic Place
Shoreview, MN 55126
651.484.6539

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Regaring the Elevate Development for the February 23, 2016 Planning Commission Meeting

donjanbunde@q.com <donjanbunde@q.com> Wed, Feb 17, 2016 at 8:48 PM
To: Kcastle <kcastle@shoreviewmn.gov>
Cc: "Sandra C. Martin" <sandymartin444@comcast.net>, emyjohnson26.2@gmail.com, tjquig@comcast.net, ady@adywickstrom.com, cory@coryspringhorn.com, Terry Schwerm <tschwerm@shoreviewmn.gov>

We have attended all the meetings regarding the Elevage Proposal on County Rd E and Rice Street, two City Planning Commission Meetings, Council Meeting and two meetings with the developer. With each meeting we attended, proposals to the plans have varied: the placement of the apartment building, townhomes were added, less parking, more parking, green space, walkways, dog park, playground, bocce ball area, swimming pool, etc.

At each Planning Commission meeting, the committee members expressed concerns about the height of the apartment building. The Planning Commission, as well as the City Council, asked the height of the apartment be lowered. Less height would greatly reduce the population density but also reduce the shading issue to nearby residents. Also the reduced height and density would establish a better fit with neighborhood and residential homes.

An area that had an existing shopping center and three family homes is now being replaced by a five story apartment building with one hundred thirty four units including sixty eight hundred square feet of commercial space on the first floor and fourteen townhomes. This is too much development and is not an acceptable replacement for this small area.

The development needs to be scaled to better fit with this parcel of land next to an established residential area.

To keep privacy of the neighborhood all balconies on the north and west side of the buildings should be eliminated.

Do we have assurance that the emergency vehicle lane will only be used for that purpose only?

We are questioning the need for rental units in this area. Currently, there is the apartment building on County Rd D and Victoria (possibly only fifty percent occupied), the building of a Senior complex on Rice St. south of Owasso Blvd in Little Canada, and the near future development of the Arden Hills Arms Plant with four thousand+ units to be built. That is quite a lot of dwellings in close proximity.

Do not invest tax payer money in tax breaks or subsidies. Would you invest your own money in this development?

Don and Jan Bunde

3681 Rustic Place

Shoreview MN 55126

651 483 1876

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Proposal

1 message

Thu, Feb 18, 2016 at 3:14 PM

Richard ONeil <rwo3530@yahoo.com>
Reply-To: Richard ONeil <rwo3530@yahoo.com>
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

Ms Castle,

I am a resident of Shoreview and have lived on 3530 Rustic Place for the past 25+ years.

I am not opposed to the Elevage developmet but I have concerns:

1. I live very close to the development so I am directly affected by the height of the planned apartment building. According to the data rolling around, my property and that of my neighbor directly to the south will be in shadows for part of the day for about 90 days during the winter months: November, December, January, February. I respectfully request that the developer address this by lowering the height of the building or finding some other way to mitigate this feature.

2. The developer must provide adequate parking to mitigate the liklihood of overflow parking spilling over to Rustic Place.

3. It was also noted that the set back requirements were not being met in the designs that were presented at the last meeting.

All of these issues were raised at the last meeting and I am anxious to see how they have been addressed.

Thank you.

Richard O'Neil 651.481.1591

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development Proposal

1 message

JOHNSON,KEITH E <keithjohnson3034@msn.com> Thu, Feb 18, 2016 at 11:52 PM
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

Ms. Castle:

Concerning the development proposed by Elevage Development Group for the northwest corner of Rice Street and County Road E, we have two concerns for consideration by the Shoreview Planning Commission:

1. The Planning Commission has twice requested the developer to address the intensity of the project, but the latest proposal remains more intense than the original proposal that triggered the first request.

2. A careful review of the Westwood Professional Services traffic study leads us to believe it draws an erroneous conclusion: "...it is concluded that either development scenario will not create unacceptable traffic impacts on the existing roadway network in Shoreview." This conclusion is drawn from the results of three simulations of the Rice Street/County Road E junction. The first simulation replicates existing (December 2015) conditions and serves to validate the model they use. It indicates an acceptable Level of Service rating (LOS) of LOS-C for the intersection.

The second and third simulations allow one to compare projected 2018 traffic conditions with and without the proposed redevelopment. The latter two simulations are referred to as the "No-Build" and the "Build" simulations, and they both indicate an unacceptable LOS-E rating for the intersection. The Westwood study therefore concludes that although both simulations result in an unacceptable service rating, the redevelopment project does not make the situation worse. It does not degrade the rating further, to LOS-F, for instance.

These simulation results are summarized in Tables 1, 2, and 3 of the study. Oddly, the data of Tables 2 and 3 ("No Build" and "Build" simulations, respectively) is identical. Review of the raw data in the Technical Appendix reveals that the "No Build" simulation data was not entered into Table 2. Instead, the "Build" simulation data was entered, so both tables contained the same data. The raw data from the Technical Appendix also indicates that the actual "No Build" simulation probably places the Level of Service (LOS) rating much closer to the acceptable LOS-C than to the LOS-E level cited in the text of the report. That result contradicts the Westwood study conclusion; the redevelopment will actually impact the

service level of the intersection significantly in a negative way. In reality, the intersection will be rated LOS-C for no redevelopment and LOS-E for redevelopment.

Based on these two concerns, we believe the Planning Commission should reject the proposed redevelopment.

Keith and Carolyn Johnson

3695 Rustic Place

Shoreview, MN 55126

Elsa and Jeff Keeler
209 Saint Marie Street, Shoreview 55126
February 18, 2016

To: Kathleen Castle
Shoreview City Planner
kcastle@shoreviewmn.gov

Re: Elevage Development Group, properties 157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place. LLC File No. 2602-16-01

Comments: We are 29 year residents of the neighborhood, living in the home built by Elsa's grandfather. We embrace change, and we are pleased that the city of Shoreview is entertaining a proposal for housing and commercial development on the properties noted above. Providing a variety of housing options is critical to supporting a sustainable community. We hope that the city of Shoreview can continue a vision for a "healthy and livable" community where people can live, work, have access to active transportation (bike and walk), public transportation, and open spaces.

Unfortunately, the current proposal before the Planning Commission is not consistent with a vision for a healthy, sustainable community. On the contrary, the 5 story building with the density of housing proposed by Elevage crowds the property, leaves minimal open space, and will have significant negative impact on the established neighborhood houses close by.

It is uncommon to find 5 story apartment buildings amid single family dwellings in any of the surrounding comparable suburban communities. In fact, as I drive around the metro, I see *very few* multi-family units with more than 3 stories when located in a suburban residential area. We believe that the proposal, as currently written, does not support a "livable" community environmentally, aesthetically, or practically. Please consider the negative impact of the proposal in your recommendations to the city council.

Sincerely,

Elsa and Jeff Keeler email: enk@nisswandt.com

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Why the Elevage Proposal Should be Denied

1 message

Dorothy Legault <dodylegault@aol.com> Wed, Feb 3, 2016 at 7:39 PM
To: smartin@shoreviewmn.gov, ejohnson@shoreviewmn.gov, tquigley@shoreviewmn.gov, cspringhorn@shoreviewmn.gov, awickstrom@shoreviewmn.gov
Cc: tschwerm@shoreviewmn.gov, kcastle@shoreviewmn.gov, blake.huffman@co.ramsey.mn.us, rep.jason.isaacson@house.mn

Why the Elevage Proposal Should Be Denied

The latest Shoreview Comprehensive Plan was approved in 2008. It is a public document serving as a policy guide for decision makers. However, city officials have found a convenient way to bypass the plan. Potential developers can submit PUDs, which allow flexibility for the City to ignore their own written policies, and this is exactly what Elevage has done.

For example, in Chapter 4, "Land Use," the city has set rather strict guidelines and policies for further developments. Under redeveloping the area once known as the County Maintenance Site, the Plan states the redevelopment "should achieve the goals of improved landscaping, improvements in vehicular access, sidewalks and trail connection to nearby open space." It would seem the same policies should apply to the County Road E/Rice Street site as well. Unfortunately, the freeway and railroad tracks do not allow easy access to nearby Lake Owasso for swimming, boating, or picnicking. To get to Vadnais Lake, just down the road, a pedestrian must cross Rice Street, a very difficult crossing. Furthermore, the new Vadnais Boulevard bridge has a narrow concrete shoulder which is not conducive to walking and biking. The Plan on p. 46 also states that "access onto Rice Street shall be minimized to the extent feasible" for the area south of North Owasso Boulevard. Again, this should relate to the Elevage proposal. Adding 14 townhomes, an apartment with 146 units, and several businesses, including a restaurant, traffic on Rice Street will be significantly impacted. To disagree is foolhardy!

The Elevage proposal most certainly does not enhance the Rustic Place/Rice Street neighborhood. Our homes are on 2/3 of an acre or more, which qualify as low-density. This means no more than 4 units per acre, according to the Comprehensive Plan. Fourteen townhomes on 1 and 1/3 acres are a drastic departure from the city's own guidelines for a low density neighborhood (4-4). With a PUD anything is possible; never mind the City's well thought out intentions years ago.

Policies set forth by the Plan for general land use (4-11/12) include evaluating and minimizing "adverse impacts in air quality, surface and groundwater and other natural resources." A five story apartment, as proposed by Elevage, will mean a lack of direct sun and reduced or negligible air flow for the homes north of the proposed development. This will result in excessive moisture causing mold and wood rot to the homes. Once begun, this condition will continue to damage the homes' structural integrity throughout all four seasons of the year. In addition, Elevage will cut down hundreds of trees for their project. Again, the Plan states "visual impact of altering the landscape and of new development must be considered." The loss of those trees will definitely have a negative impact. "Noise and night lighting shall be reviewed in all land use decisions . . . ." A restaurant with a bar, especially if it has any outdoor seating, will certainly minimize the enjoyment of the homeowners for

any outdoor use of their property.

Under General Land Use, the Plan has set goals for residential uses. The first goal (4-13) states "Maintain and enhance the quality of all residential neighborhoods." Exactly how does the Elevage Proposal do either??

For these reasons alone, ignoring the fact that the state will begin widening I694 by Rice Street in the spring, the Elevage Proposal should be denied by the Shoreview Planning Commission and City Council. If the City accepts the Elevage proposal, elected officials and administrators are really saying their Comprehensive Plan has little value as PUDs allow them the opportunity to ignore their own written policies.

So save the money and time necessary to complete the 2018 Comprehensive Plan. For Shoreview residents, the documents are meaningless and a waste of paper.

Dr. Dody LeGault

February 12, 2016
Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Comments:

COMMENTS ATTACHED

Name: Thomas J. Sparrow

Address: 3550 RUSTIC PLACE

RECEIVED
FEB 17 2016
BY:

I would like to comment on three memoranda coming from Elevage Development Group within the past month.

1) Shoreview Rice Traffic Study - NW Corner Rice (CR 49) & W. County Road E, Shoreview, MN

. This study has surfaced sometime after the County has made it's decision ... why ?
. It does not show the total mess when Elevage construction and the expansion of 694
(requiring both Rice street exits to be closed) ... these will be happening at the same time.
. It does not mention the Rice Street bridge over 694 replacement ... it has happen it sometime.
. When the off-ramp 694 traffic backs up and Rice street traffic backs up at the same time,
there is no timing setting of the traffic light at Rice and County Road E that
will not punish the East/West flow in order to improve the North/South flow or vice versa.

2) Concern with Potential Cut-Through Traffic Shoreview Rice Development, Shoreview, MN

. The document mentions Rice and County Road C in the fifth paragraph ... glaring typo.
. The document mentions that the Saint Marie outlet to Rice is involved ... not true.
. The problem happens when the morning traffic on Rice backs up to Gramsie & Hodgson Road.
. If that happens, people are sorely tempted to take a right onto Rustic Place,
. race down to the end of the street, take a left on County Road E to get to the traffic light,
. and wait for the light to change.
. The local police have done stake-outs to discourage this behavior but it can break out again.
. The morning traffic out of the Elevage development puts pressure on the Rice Street traffic
. flow by tripping the traffic light ... very unlikely that everyone leaves at the same time.

3) Memo by Michael Mergens dated February 10, 2016

. Parking ... my concern here is what happens when parking is maxed out in the complex.
. Perhaps, Elevage can make an arrangement with the railroad to handle overflow parking.
. Empty land is only a block away.
. Site Plan Changes ... no comments
. Shadow Study ... why do most of his comments relate to south face of the complex ?
. If there is any commercial value for an apartment complex to face a 694 on-ramp,
. it escapes me.
. Something is missing here ... the ending doesn't make sense to me

Looking at C2 zoning provisions, among the uses that are permitted uses are a
motel/hotel and the height of that hotel (or any other use) is legally authorized
to exceed 35 feet in height provided that for every foot in height.

. If this is part of a federal provision on how close to an interstate highway one can build
. (and how high), then that would make sense.

Elevage Development Group, LLC

157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place

File No. 2602-16-01

Comments:

First of all, thank you to the Planning Commission and the City Council for helping to make Shoreview a shining gem of the outer suburban rings. The time and thoughtfulness given by all to balancing your civic duties with the core feature of representative government by listening to your constituency is appreciated by everyone.

To the matter at hand, I attended the Elevage reveal of the new design. I was pleased they hired a new architectural firm. Feedback from the neighborhood was obviously incorporated into the new design. It is attractive and well-thought out.

I only have a few further concerns.

1) As regards the height, five stories would be higher than the highest (4) in this area. While it may be required for income, it would make the area seem more along the lines of a Lake Calhoun area, such as Hennepin and Lake Street. We feel the area has a strong rural feel to it and enjoy that sensibility.
2) As regards the boundary of trees, I hope it is the ten foot tall trees that are going along the border. I understand that a wooden fence would cause too much upkeep. But a chain link fence just north of the border trees would prevent escapee pets from going into neighbors' lawns. I think that both tall trees and a chain link fence would be ideal.
3) As regards parking, please consider whether adequate parking is being considered. I can see an abundance of cars in the summer parked along Rustic and then folks walking to the sports club. (I have talked with two people who live in Blaine and they say Bricks is very popular.)
4) As regards condos, a news story over the weekend stated demand is growing for condos again. A 40-story tower at 200 Central Avenue in NE Minneapolis will be catering to empty nesters and suburbanites with 207 luxury condos. It will be finished in 2018. That is something that Elevage will have to determine as a business decision, if they are aware of the recent trend.

Thank you for your time in this matter. I feel we have been allowed to have a voice so much more than just painting around the edges by both the city and the company.

Name: Rebecca Hoschouer
Address: 3562 Rice Street

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development

1 message

Karen Johnson <kmjquilter@yahoo.com> Tue, Feb 23, 2016 at 12:59 PM
To: kcastle@shoreviewmn.gov

Our property is adjacent to the proposed development. We believe this development will be devastating to our quality of life, enjoyment of our property and property value.

This proposal removes any expectations of privacy that we might have. Currently the distance, fence and trees in the neighboring yard provide adequate screening from the shopping center. The planting in the proposal will never provide any sense of privacy in our yard. The balconies are a nice amenity for the apartment residents, but the view is directly into our house and yard. The proximity of the parking lot and pool to our property line will increase noise, activity levels and night lighting.

According to the developers shadow study, our house will be completely shaded at midday during the winter months when the sun is most desired. Currently our house is shaded in the summer by a deciduous canopy, most of which will be removed by the developers.

We believe the development will have a significant adverse impact on our property value. We would never have purchased this property or any other property adjacent to a development of this size. Most people would not care to live less than one hundred feet from a five story apartment building.

While we understand that the individual must sometimes suffer for the greater good, this seems to be an excessive burden to place on one property. If the actions of the city are compliant with the city's comprehensive plan, city zoning and current rules for height and setbacks we would certainly be impacted but would not have a complaint. We would request that the city stays consistent with the standards that are currently in place.

Tom and Karen Johnson
3527 Rice St.
Shoreview
Sent from my iPad

VED
FEB 2 3 2016

February 12, 2016
Elevage Development Group, LLC
157 County Road E, 185 County Road E, 3521 Rice Street and 3500 Rustic Place
File No. 2602-16-01

Comments:
DEAR PLANNING COMMISSION,

MY WIFE + I LIVE AT 3651 RUSTIC PLACE, ABOUT ½ MILE FROM THE PROPOSED SITE. WE BELIEVE THAT A FIVE STORY BUILDING WOULD OVERSHADOW THE NEIGHBORHOOD AS WELL AS THE TOWNHOMES. THE RESIDENTS JUST NORTH OF THE BUILDING WOULD HAVE VIRTUALLY NO SUNSHINE IN THEIR YARDS. IT WOULD BE A "GUADY" LOOKING BUILDING IN REGARDS TO ITS SURROUNDINGS. HOWEVER IF IT WERE TO BE A 3 STORY BUILDING IT WOULD COMPLIMENT THE NEIGHBORHOOD AS WELL AS THE TOWNHOUSES AND GIVE THE NEIGHBORS NEXT TO THE BUILDING MORE PRIVACY. OUR HOPE AND CONSIDERATION FROM YOU IS THAT YOU REALIZE THAT A 3 STORY BUILDING IS MORE THAN ENOUGH FOR THIS AREA AND ALSO FOR THE TRAFFIC ISSUES. ELEVAGE WOULD STILL MAKE PLENTY OF $ AND THE CITY OF SHOREVIEW WILL DO FINE. PLEASE CONSIDER THAT A 3 STORY BUILDING WOULD LOOK VERY "REGAL" ON COUNTY ROAD E AND RICE ST.

THANK YOU FOR BEING THE VOICE FOR THE PEOPLE

THANK YOU!!

Name: TIMOTHY + KATHLEEN CUNNINGHAM

Address: 3651 RUSTIC PLACE

Kathleen Castle <kcastle@shoreviewmn.gov>

(no subject)

1 message

conrad schneider <hdcxflyr@yahoo.com> Mon, Feb 22, 2016 at 6:23 PM
Reply-To: conrad schneider <hdcxflyr@yahoo.com>
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

C.E. Schneider 3559 n rice, owner from 1971: this proposal is completely out of line for the existing surroundings - rice is already overcrowded, PLEASE DO NOT TRY TO IMPROVE ON THE OVERCROWDING. I hope this message is loud and clear.

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

EDG Proposal: Please forward to the members of the Planning Commission and the City Council

1 message

Diane Andrews <jaydiane12@gmail.com> Mon, Feb 22, 2016 at 10:20 PM
To: Kathleen Castle <kcastle@shoreviewmn.gov>

Hello,

I am upset about the recent "Request for Comment" sent on February 12th. It is unacceptable that the planning commission has requested that EDG "address parking, building height/shadow impact and the overall intensity and density of the development" and yet; EDG has only addressed the parking issue in their newest proposal.

EDG and Mr. Mergens continue to be condescending to the planning commission and the Rustic Place/Rice Street neighborhood. At the last meeting, Mr. Mergens stated that EDG owns the property and they can build whatever they want. It seems as if EDG has a sense of entitlement, given their newest proposal which made no compromises to the planing commission and neighborhood regarding building height and density. EDG is proving that they are not being a good neighbor to the city of Shoreview or the residents of our neighborhood.

I am also troubled by Sandy Martin's recent Sate of the City Address. At the beginning Mayor Martin states that Shoreview "builds and maintains quality residential neighborhoods" and then a few paragraphs later describes the EDG proposal in a tone that sounds as if she has already made up her mind to accept EDG's proposal.

I sincerely hope that our city council will honor our neighborhood and the planning commission by holding EDG to the high standards that the planning commission has laid out for them repeatedly.

Sincerely, your neighbor, Diane Andrews
3700 Rustic Place

Kathleen Castle <kcastle@shoreviewmn.gov>

Evalage's Market Study

1 message

KELLY KASEL <kaselkm0@msn.com> Mon, Feb 22, 2016 at 1:17 PM
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

I reviewed the Viewpoint Consulting Group's report on Demand Assessment for Rental Housing in Shoreview, Minnesota.

They noted on page 16 Table 9 *Overall occupancy rate **excludes** Boatworks Commons and Lakeview Terrace which opened in April 2015 and August 2014.

Ironically these two have the lowest occupancy rates of 75% and 55% respectively. Essentially all their calculations are skewed due to omitting these two properties from their calculations. Especially the Lakeview Terrace which has been opened for a year and six months, that is more than enough time for a property to fill all or most vacancies. So all the vacancy "facts" they use in their data are not actual data but the data they want people to see.

Also they based their data on households with incomes above $40,000.00 who can afford to pay $1000.00 per month in gross rent. That is great information but not relevant due to the cheapest unit costing $1295.00.

Their data shows a "demand" for rental housing. If that is so then please explain why the two newest (and by new I mean almost 1 year opened and opened for 1 year and 6 months) have occupancy rates of 75% and 55%? It should be noted that the Lakeview Terrace located in Shoreview has the lowest by far of all the properties included in this study.

This study also does not include the size of the parcels of land that each of these properties sit upon. The proposed property is being placed into a site area that it simply does not fit into, this is why they are asking the city to be "flexible" on many of the setbacks.

Kelly Kasel

3628 Rustic Place

Shoreview, MN 55126

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Evalage's Market Study

1 message

KELLY KASEL <kaselkm0@msn.com> Mon, Feb 22, 2016 at 1:17 PM
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

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Kelly Kasel

3628 Rustic Place

Shoreview, MN 55126

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Traffic Study Errors

2 messages

Marcia Figus <marciafigus@hotmail.com> Sat, Feb 20, 2016 at 3:47 PM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>
Cc: "sandymartin444@gmail.com" <sandymartin444@gmail.com>, Terry Schwerm <tschwerm@shoreviewmn.gov>, "blakehuffman@comcast.net" <blakehuffman@comcast.net>, "sen.bev.scalze@senate.mn" <sen.bev.scalze@senate.mn>, jason Isaacson <rep.jason.isaacson@house.mn>

The minutes of the City of Shoreview's Planning Commission Meeting of January 26, 2016 (http://www.shoreviewmn.gov/Home/ShowDocument?id=7345) on page 9 states the following:

"The Traffic study completed shows that this proposal (by Eelevage Development, LLC) will have negligible impact on the road network. The traffic study for this project was reviewed by Ramsey County, Minnesota DOT and the City."

The Traffic study report, however, transferred the wrong data into its results tables, and then drew conclusions from the incorrect data.

On Friday afternoon February 19th, Kathleen Castle, City Planner, contacted Keith Johnson of 3695 Rustic Place, who analyzed the report and discovered the errors. Ms. Castle informed him that the Public Works Director contacted Westwood Professional Services and they acknowledged the errors. They plan to respond early next week, before the February 23rd Planning Commission Meeting.

Ms. Castle was asked if the Rustic Place/ Rice St/ Cardigan Junction neighborhood will get a chance to review any updated report should Westwood submit one.

Before the Planning Commission can make a valid decision with the corrected data, Ramsey County and Minnesota DOT will also need to review the data presented.

On the basis of errors discerned in the Traffic Study, even after it was reviewed by Ramsey County, Minnesota DOT and the City, we would like to review the Market Study presented by Elevage Development, LLC before the Planning Commission acts on the submitted PUD by Elevage.

Rustic Pl/ Rice St/ Cardigan Junction Committee

Kathleen Castle <kcastle@shoreviewmn.gov> Mon, Feb 22, 2016 at 7:58 AM
To: "MALONEY, MARK" <mmaloney@shoreviewmn.gov>, "WESOLOWSKI, TOM" <twesolowski@shoreviewmn.gov>

Mark - I just got your email and will look closer at it later. Thoughts about sending it over to the County. I am thinking best that we do. I can send it to both the State and County just to cover our bases.

Kathleen Castle
City Planner
City of Shoreview
651-490-4682
kcastle@shoreviewmn.gov

[Quoted text hidden]

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage

Tom Simonson <tsimonson@shoreviewmn.gov> Thu, Mar 3, 2016 at 10:25 AM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

---------- Forwarded message ----------
From: **Hilary Fox** <hilary.fox@farmersinsurance.com>
Date: Thu, Mar 3, 2016 at 10:21 AM
Subject: Elevage
To: tquig@comcast.net, tschwerm@shoreviewmn.gov, tsimonson@shoreviewmn.gov

Dear Mayor Martin and Shoreview City Councilmembers:

While I am disappointed to not get the opportunity to speak with you individually and in person regarding my concerns over the Elevage proposal, I respect your decision to decline.

I accept the fact redevelopment is necessary and I further accept you are willing to try altering the land use as the current one has not been profitable. I understand you have a job to do and that you need to consider the city as a whole and not only the wishes of one neighborhood. But that one neighborhood alone will bear the effects of your decision. I have both written and spoken on this issue on previous occasions and do not wish to waste your time repeating myself, so I will make my plea simple:

PLEASE MAKE IT SMALLER.

Our tiny hamlet of 54 households cannot grow to 200 successfully. It's too many people and vehicles for our sleepy little street --- sidewalk-less street, I want to remind you. Five floors is too tall and it should be three.....in compliance with existing building codes. The building is too big for the site and it does not at all fit with the character of the area - Elevage's own architect told the Planning Commission that in his most analogous project, existing-neighborhood-wise, he put a three story building. The townhouses are superfluous. The adjacent property owners deserve to maintain their privacy and the balconies should be eliminated from the north and west sides.

My husband and I bought our property two years ago this month, specifically looking for a quiet neighborhood with old houses set far back from the street in large yards. We had our sights set on Shoreview and Arden Hills but I hoped we'd find the right home in Shoreview, because having lived in other adjacent cities over the years (Roseville, Circle Pines), I knew it was a great city with a lot to offer, I understand you want to be welcoming to others who want to live here but don't necessarily want to own land. That is an admirable goal.

Can't we be welcoming in a more modest and reasonable manner?

Sincerely,

Hilary Fox
181 Saint Marie Street, Shoreview

Hilary B. Fox, Supervising Attorney
Godfrey & Fox
Twin Cities Branch Legal Office, Farmers Insurance Exchange
1250 UBS Plaza
444 Cedar Street
Saint Paul, MN 55101
651.265.3018 direct

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--
Tom Simonson
Assistant City Manager and
Community Development Director
City of Shoreview

Email: tsimonson@shoreviewmn.gov
Direct: 651.490.4612

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Why the Elevage Proposal Should be Denied

1 message

Dorothy Legault <dodylegault@aol.com> Wed, Feb 3, 2016 at 7:39 PM
To: smartin@shoreviewmn.gov, ejohnson@shoreviewmn.gov, tquigley@shoreviewmn.gov, cspringhorn@shoreviewmn.gov, awickstrom@shoreviewmn.gov
Cc: tschwerm@shoreviewmn.gov, kcastle@shoreviewmn.gov, blake.huffman@co.ramsey.mn.us, rep.jason.isaacson@house.mn

Why the Elevage Proposal Should Be Denied

The latest Shoreview Comprehensive Plan was approved in 2008. It is a public document serving as a policy guide for decision makers. However, city officials have found a convenient way to bypass the plan. Potential developers can submit PUDs, which allow flexibility for the City to ignore their own written policies, and this is exactly what Elevage has done.

For example, in Chapter 4, "Land Use," the city has set rather strict guidelines and policies for further developments. Under redeveloping the area once known as the County Maintenance Site, the Plan states the redevelopment "should achieve the goals of improved landscaping, improvements in vehicular access, sidewalks and trail connection to nearby open space." It would seem the same policies should apply to the County Road E/Rice Street site as well. Unfortunately, the freeway and railroad tracks do not allow easy access to nearby Lake Owasso for swimming, boating, or picnicking. To get to Vadnais Lake, just down the road, a pedestrian must cross Rice Street, a very difficult crossing. Furthermore, the new Vadnais Boulevard bridge has a narrow concrete shoulder which is not conducive to walking and biking. The Plan on p. 46 also states that "access onto Rice Street shall be minimized to the extent feasible" for the area south of North Owasso Boulevard. Again, this should relate to the Elevage proposal. Adding 14 townhomes, an apartment with 146 units, and several businesses, including a restaurant, traffic on Rice Street will be significantly impacted. To disagree is foolhardy!

The Elevage proposal most certainly does not enhance the Rustic Place/Rice Street neighborhood. Our homes are on 2/3 of an acre or more, which qualify as low-density. This means no more than 4 units per acre, according to the Comprehensive Plan. Fourteen townhomes on 1 and 1/3 acres are a drastic departure from the city's own guidelines for a low density neighborhood (4-4). With a PUD anything is possible; never mind the City's well thought out intentions years ago.

Policies set forth by the Plan for general land use (4-11/12) include evaluating and minimizing "adverse impacts in air quality, surface and groundwater and other natural resources." A five story apartment, as proposed by Elevage, will mean a lack of direct sun and reduced or negligible air flow for the homes north of the proposed development. This will result in excessive moisture causing mold and wood rot to the homes. Once begun, this condition will continue to damage the homes' structural integrity throughout all four seasons of the year. In addition, Elevage will cut down hundreds of trees for their project. Again, the Plan states "visual impact of altering the landscape and of new development must be considered." The loss of those trees will definitely have a negative impact. "Noise and night lighting shall be reviewed in all land use decisions . . . ." A restaurant with a bar, especially if it has any outdoor seating, will certainly minimize the enjoyment of the homeowners for

any outdoor use of their property.

Under General Land Use, the Plan has set goals for residential uses. The first goal (4-13) states "Maintain and enhance the quality of all residential neighborhoods." Exactly how does the Elevage Proposal do either??

For these reasons alone, ignoring the fact that the state will begin widening I694 by Rice Street in the spring, the Elevage Proposal should be denied by the Shoreview Planning Commission and City Council. If the City accepts the Elevage proposal, elected officials and administrators are really saying their Comprehensive Plan has little value as PUDs allow them the opportunity to ignore their own written policies.

So save the money and time necessary to complete the 2018 Comprehensive Plan. For Shoreview residents, the documents are meaningless and a waste of paper.

Dr. Dody LeGault

Shoreview

Kathleen Castle <kcastle@shoreviewmn.gov>

Elevage Development

4 messages

JOHNSON,KEITH E <keithjohnson3034@msn.com> Thu, Mar 3, 2016 at 10:07 PM
To: "kcastle@shoreviewmn.gov" <kcastle@shoreviewmn.gov>

Ms. Castle:

Concerning the development proposed by Elevage Development Group for the northwest corner of Rice Street and County Road E, we are concerned about the validity of the revised traffic study of February 21, 2016.

The study reports the results of three traffic simulations: a baseline simulation of current (December 2015) conditions, a projection simulation for 2018 without the project (2018 Build), and a projection simulation for 2018 with the project in place (2018 Build). The intent is to compare the results of the second and third simulations to understand the impact of the project to the traffic. The purpose of the first simulation is to calibrate the software "to replicate existing conditions as accurately as possible before being used to assess future conditions."

Based on our recent observations of southbound, Rice Street A.M. traffic, we do not agree that the software accurately replicates existing conditions. The comparison of observations to simulation leads us to question the validity of the assessment of future conditions.

	Rice Street/County Road E: Southbound A.M. Peak		
	2015 Exisitng Conditions	2018 No Build	2018 Build
Average Queue	186 feet	166 feet	351 feet
Maximum Queue	208 feet	204 feet	892 feet
95% Queue	236 feet	236 feet	686 feet
Southbound Volume	814	826	826

The chart displays southbound queue length statistics and peak A.M. volumes from the report. Note the 2015 maximum simulated queue: 208 feet. We observed actual southbound

queue lengths of approximately 900 feet on Friday, February 26 and on Wednesday, March 2, 2016. The observed lengths were greater than four times the simulated length.

We believe this comparison calls into question the validity of the traffic study and suggests the impact of the project on the traffic flow could be more severe than the report indicates.

Keith and Carolyn Johnson

3695 Rustic Place

Shoreview, MN 55126

Kathleen Castle <kcastle@shoreviewmn.gov> Thu, Mar 3, 2016 at 11:17 PM
To: "MALONEY, MARK" <mmaloney@shoreviewmn.gov>, Joseph Lux <joseph.lux@co.ramsey.mn.us>

Any comments in response?

[Quoted text hidden]

---

mmaloney@shoreviewmn.gov <mmaloney@shoreviewmn.gov> Thu, Mar 3, 2016 at 11:55 PM
To: Kathleen Castle <kcastle@shoreviewmn.gov>, "Lux, Joseph" <joseph.lux@co.ramsey.mn.us>

No.

Sent from Surface

From: Kathleen Castle
Sent: Thursday, March 3, 2016 11:17 PM
To: MALONEY, MARK, Lux, Joseph

[Quoted text hidden]

Lux, Joseph <Joseph.Lux@co.ramsey.mn.us> Fri, Mar 4, 2016 at 7:39 AM
To: Kathleen Castle <kcastle@shoreviewmn.gov>, "MALONEY, MARK" <mmaloney@shoreviewmn.gov>

We have heard that the southbound queues regularly exceed these numbers, and have no doubt that the software does understate them. However, the software assumes optimized signal timing and, due to the capacity constraints of the I-694 interchange, it is not possible to really optimize southbound throughput while still serving the other intersections and the northbound movements onto the ramps. One of our consultants, who drives through the area daily, has told us that it is not unheard of (though not a daily occurrence) for southbound traffic to be backed up to the railroad bridge. I'd agree that this number is probably understated and could be verified by field observations, but the issue is the deficient interchange, which we're working hard to replace, not the traffic that would be added by the development. However, it's worth noting that the operation of the County Road E/Vadnais Boulevard does degrade in the "build"

condition, though it's the westbound traffic that is most affected and this movement is set up to have dual left-turn lanes after reconstruction of the interchange. In the current conditions, I-694 and Rice Street are susceptible to large increases in delay from any incident on either system. The additional lanes on I-694 that are being built will remove some of that sensitivity, but the interchange area and adjacent segments of Rice Street, including the County Road E/Vadnais Boulevard and North Owasso Boulevard/Country Drive intersections, will not see significant improvement until we rebuild the interchange.

Joe Lux

Joseph Lux

Senior Planner

Ramsey County Public Works

1425 Paul Kirkwold Drive

Arden Hills, MN 55112-3933

651-266-7114

http://www.ramseycounty.us/

RAMSEY COUNTY
Working with you to enhance our quality of life

From: Kathleen Castle [mailto:kcastle@shoreviewmn.gov]
Sent: Thursday, March 03, 2016 11:18 PM
To: MALONEY, MARK <mmaloney@shoreviewmn.gov>; Lux, Joseph <Joseph.Lux@CO.RAMSEY.MN.US>
Subject: Fwd: Elevage Development

[Quoted text hidden]

Kathleen Castle <kcastle@shoreviewmn.gov>

Fwd: Elevage development proposal

1 message

Tom Simonson <tsimonson@shoreviewmn.gov> Fri, Mar 4, 2016 at 9:51 AM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

——— Forwarded message ———
From: **Nathan Anderson** <nandersonmn@gmail.com>
Date: Fri, Mar 4, 2016 at 7:32 AM
Subject: Elevage development proposal
To: Emy Gmail <emyjohnson26.2@gmail.com>, "tquig@comcast.net" <tquig@comcast.net>, "ady@adywickstrom.com" <ady@adywickstrom.com>, Cory Springhorn <cory@coryspringhorn.com>, Terry Schwerm <tschwerm@shoreviewmn.gov>, Tom Simonson <tsimonson@shoreviewmn.gov>, sandy martin <sandymartin444@comcast.net>

To Shoreview City Council, Mayor Sandy Martin,
Respectfully, we request you reject the proposed development plan. This request is submitted with the following basis:
1. The Planning Commission's preliminary approval of the second proposal is in error.
2. The proposal does not comply with the condition set forth by the City Council and Mayor Martin for a smaller development of less density with greater setback.
3. The record shows that this condition was clearly stated and was not ambiguous.
4. The current proposal will create significant negative impact to the abutting properties.
5. The market analysis provided is an incomplete study which fails to accurately represent the available rental properties in the study area. The analysis is not reliable.
6. The traffic study was issued containing errors and was unexplainably modified to a lesser impact upon revision. The study is not reliable.
7. The restaurant space inaccurately represents the potential occupancy and parking is again inadequate. A restaurant of 4500 square feet would hold 150 to 200 patrons plus staff.
8. The use of off-peak timing parking to achieve a lowered parking standard is unusual and inadequate when designing a successful development with a carefully controlled impact on the neighborhood.
9. The expectation that the residents of this development will rent cars because of inadequate parking is unreasonable.
10. The townhomes are densely packed into an extremely noisy portion of Rustic Place where usage of the front patio will be extremely undesirable.
11. The initial proposal was for an up-scale development with an upscale destination restaurant. The current proposal with the extreme level of density creates a lower scale development with a significant risk of being blighted by vacancy.
12. Development regulations are subjective to practical application in order to balance the needs of the city, its residents and the developer. This application does not give adequate consideration to the impact and essential characteristic of the neighborhood.
13. A judicious application of Shoreview's development regulation is both necessary and prudent for this Island of isolated development. This type of special regulation is not without many precedents. Ex; highways with typical speed limits frequently require greater regulation of speed to reflect to conditions. Interstate Highway 35 E is restricted to 50 MPH through downtown Saint Paul to protect the surrounding neighborhoods.
14. The developers claim that this proposals size is required for financial feasibility is not the responsibility of the City of Shoreview and is inconsistent with previous communication from the developer. Why was the rejected 100 unit proposal previously submitted? The current proposal is the developers required minimum size? The development company has presented supporting data and made statements on the record that are not factual.
15. The City of Shoreview has a reputation as being smart with their development practices; an Award winning above average city. Please uphold this high standard and exercise a conservative and careful regulation of this project.

16. The development company has no experience in a project like this. Our Government needs to help to assure the end result is a success that everybody will be proud of. The proposal is based upon unreliable data and presents a very high level of risk.
17. The professional opinions in support of this project were hired by the developer to support pre - determined favorable outcomes. A fair unbiased analysis should be employed to avoid a risky venture by an inexperienced developer.

Thank you for your continued diligent service and careful consideration to assure a properly regulated low risk project.

Nathan Anderson -Jane Calvin-3565 Rustic Place

--
Tom Simonson
Assistant City Manager and
Community Development Director
City of Shoreview

Email: tsimonson@shoreviewmn.gov
Direct: 651.490.4612

Kathleen Castle <kcastle@shoreviewmn.gov>

Fwd: Elevage Project/ No guarantees

1 message

Tom Simonson <tsimonson@shoreviewmn.gov> Tue, Mar 1, 2016 at 3:26 PM
To: KATHLEEN CASTLE <kcastle@shoreviewmn.gov>

——— Forwarded message ———
From: **Jacci Krebsbach** <jacci46@gmail.com>
Date: Tue, Mar 1, 2016 at 3:11 PM
Subject: Elevage Project/ No guarantees
To: "Sandra C. Martin" <sandymartin444@gmail.com>, Emy Gmail <emyjohnson26.2@gmail.com>, tquig@comcast.net, ady@adywickstrom.com, Cory Springhorn <cory@coryspringhorn.com>, Terry Schwerm <tschwerm@shoreviewmn.gov>, Tom Simonson <tsimonson@shoreviewmn.gov>

Hello
When Nob Hill (Lexington Estates) opened in 1970, it was touted as upscale with many amenities including sauna, indoor pool, patio area, picnic area. It would appeal to younger working adults with it's proximity to both Minneapolis and St Paul - close to 694. It's resident base could also come from employees of Deluxe Check and Control Data.

Fast toward to 2016 - and, as you know, the current renters are not at all what the developers and the City had envisioned when it was built.

When Lakeview Terrace opened in 2014, it was thought by many that this new upscale apartment would fill up quickly - after all, it had a lake view on the south and a view of Island Lake from some of the top floors on the north. It also was convenient to 694, it had sidewalks and connection to the Shoreview trail system and was close to the commercial area on Lexington. Although recent emails list it as 55% occupied, I dispute that number vehemently.

Now let's look at the Elevage development - It has none of the "favored" features of Lexington Estates or Lakeview Terrace. NONE! And
neither of them impacted a small residential community like this massive development will do. We are told that this will be upscale, that there is a need, that studies show the traffic will not be impacted. But, as in the two examples listed above, there are NO GUARANTEES!!! And, if it fails, how tragic for this as the "Gateway to Shoreview" - not to mention our Rustic Place neighborhood.

I join my neighbors in urging you to consider a reduction in size and scale. (Mr Mergens says a smaller structure is not commercially viable - however, it stands to reason that if the size of the development is reduced, so would the size of the loan!)

We welcome a vibrant commercial area, we will accept a rental community, we WILL compromise - but please, listen to our valid concerns. This
is just too intense for our small neighborhood.

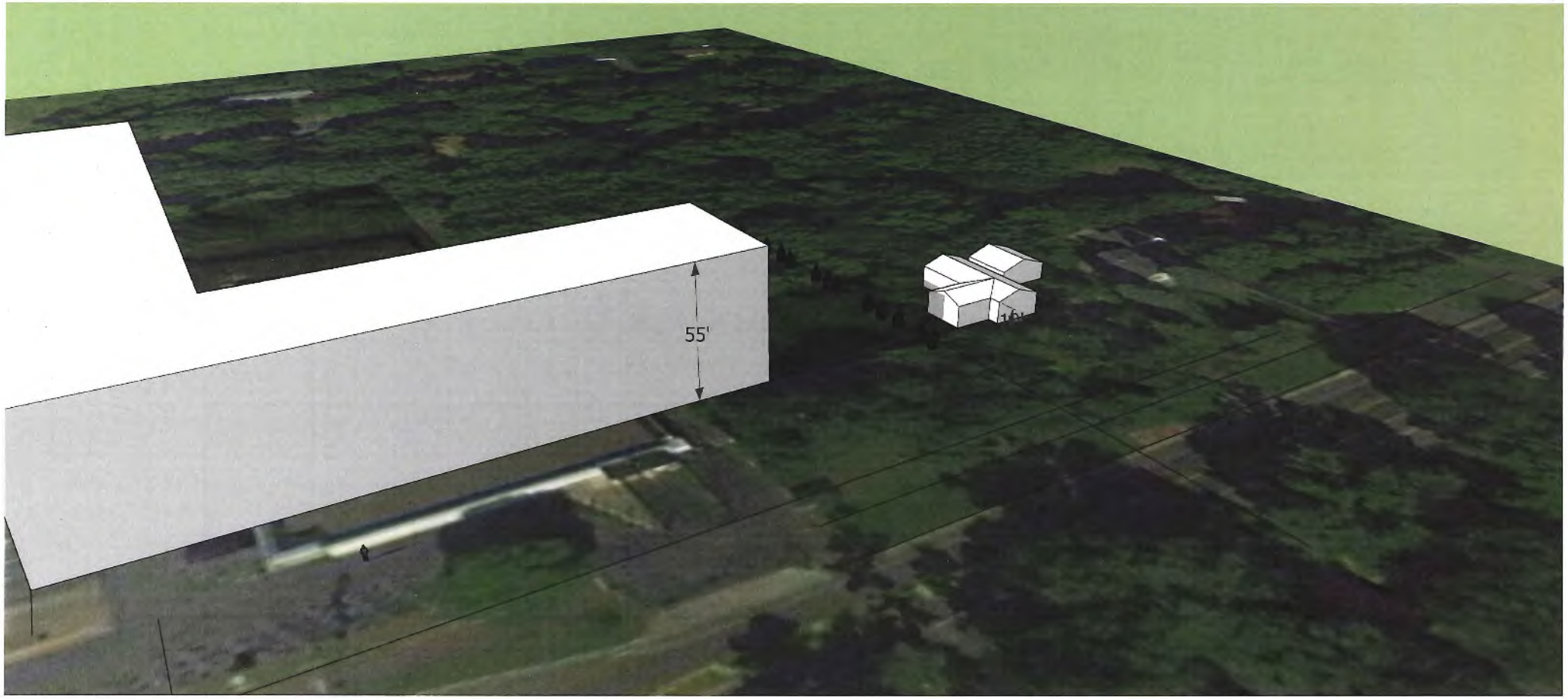
jacci krebsbach

—
Tom Simonson
Assistant City Manager and

Community Development Director
City of Shoreview

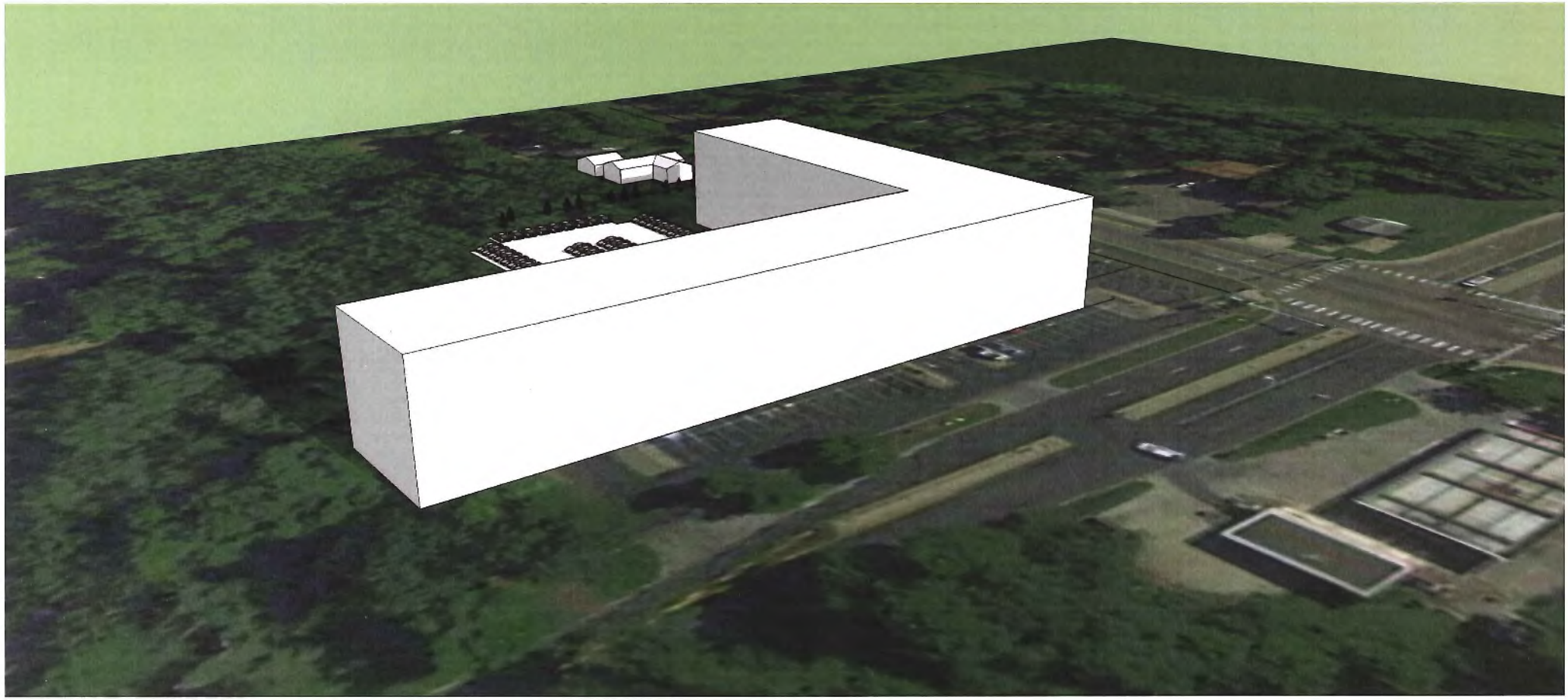
Email: tsimonson@shoreviewmn.gov
Direct: 651.490.4612

Kathleen Castle

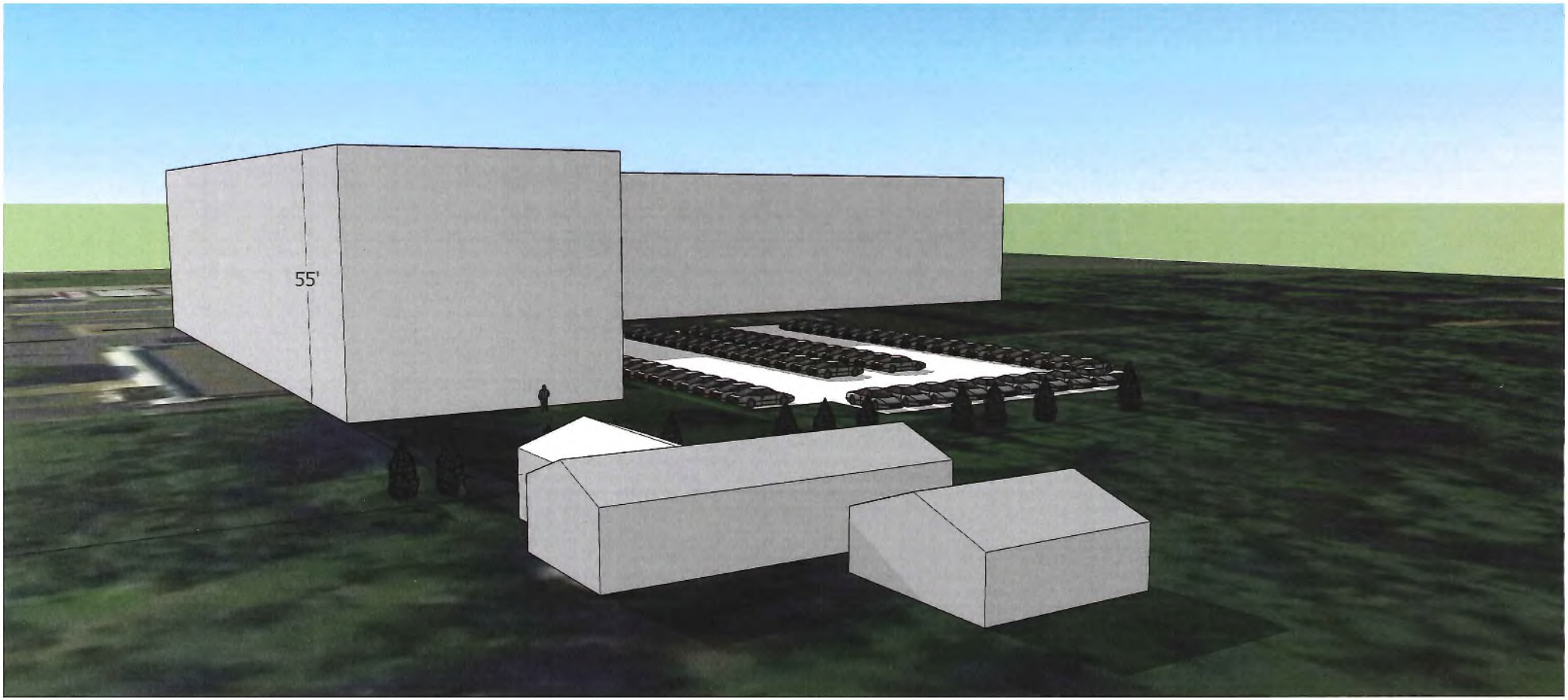


View of development - from Rice St. and our home

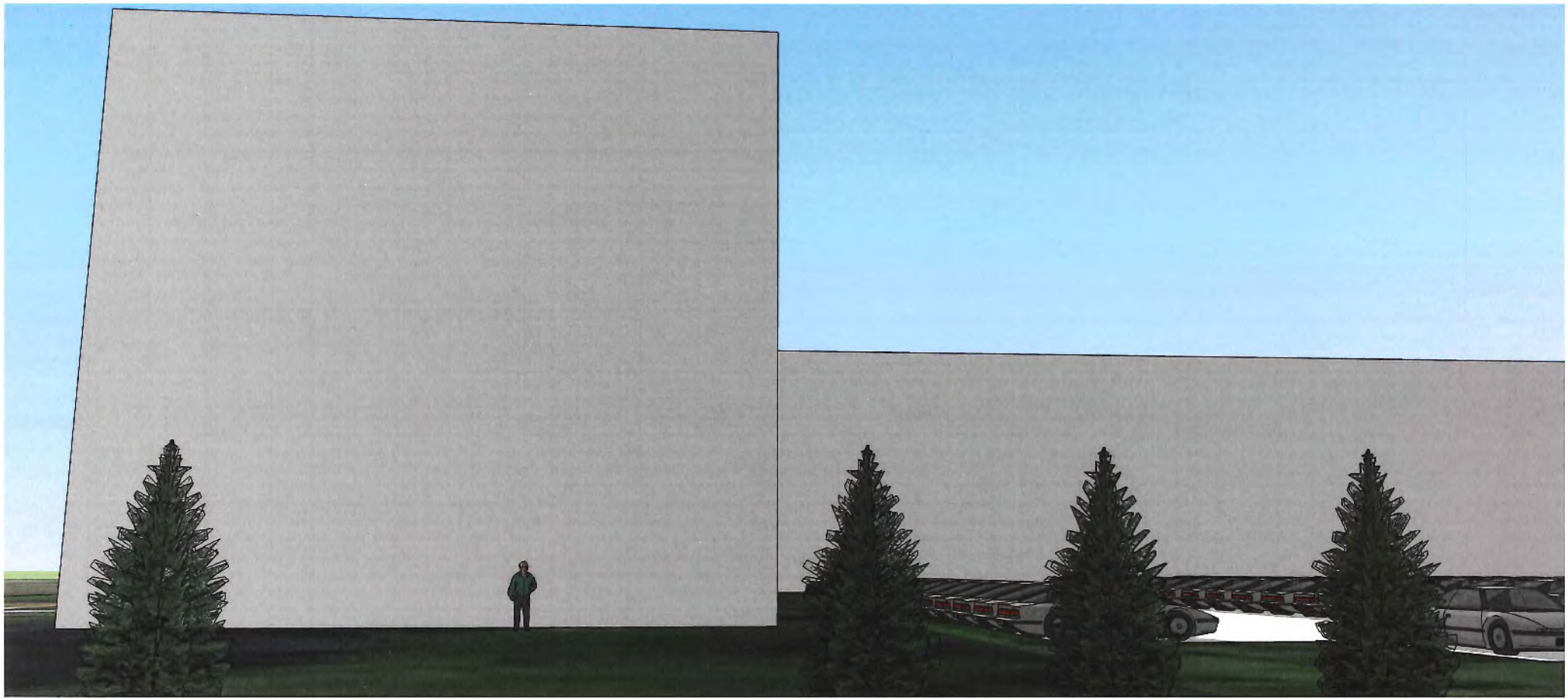
Tom & Karen Johnson
3527 Rice St., Shoreview
651-343-9506
kmjquilter@yahoo.com



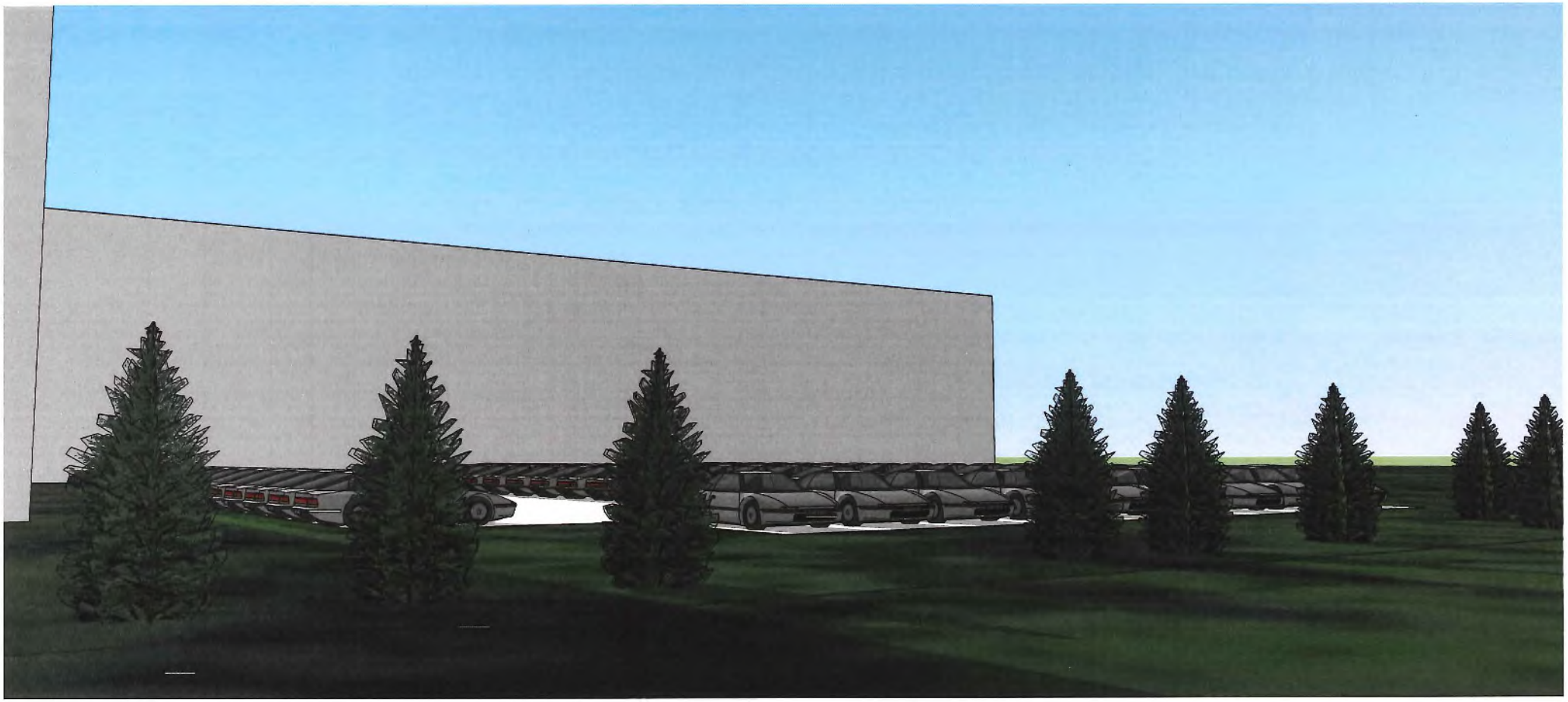
South View



North View



View from our family room



View from our family room