

**CITY OF GRANT  
PLANNING COMMISSION MEETING**

Tuesday, April 18, 2017

6:30 p.m.

Town Hall

*Please be courteous and turn off all electronic devices during the meeting.*

**AGENDA**

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES: March 16, 2017
5. NEW BUSINESS (none)
6. OLD BUSINESS
  - A. Consideration of Application for Major Subdivision, 11253 75<sup>th</sup> Street N and 11601 75<sup>th</sup> Street N
7. ADJOURN

# PLANNING COMMISSION MEETING MINUTES CITY OF GRANT

March 16, 2017

**Present:** John Rog, James Drost, Jerry Helander, Jeff Schafer, Jeff Geifer and Robert Tufty

**Absent:** Darren Taylor

**Staff Present:** City Planner, Jennifer Haskamp; City Clerk, Kim Points

1. **CALL TO ORDER**

The meeting was called to order at 7:00 p.m.

2. **PLEDGE OF ALLEGIANCE**

3. **OATH OF OFFICE, JERRY HELANDER**

4. **ELECTION OF OFFICERS, CHAIR PERSON AND VICE-CHAIR PERSON**

MOTION by Commissioner Tufty to elect Commissioner Rog as Chair Person. Commissioner Giefer seconded the motion. MOTION carried unanimously.

MOTION by Commissioner Tufty to elect Commissioner Giefer as Vice-Chair Person. Commissioner Schafer seconded the motion. MOTION carried unanimously.

5. **APPROVAL OF AGENDA**

MOTION by Commissioner Schafer to approve the agenda as presented. Commissioner Tufty seconded the motion. MOTION carried unanimously.

6. **APPROVAL OF MINUTES, JANUARY 17, 2017**

The minutes were amended under Item 4, Approval of Minutes, to read August 16, 2016.

MOTION by Commissioner Geifer to approve the January 17, 2017 Minutes, as amended. Commissioner Tufty seconded the motion. MOTION carried with Commissioner Helander, Drost and Rog abstaining.

7. **NEW BUSINESS**

**A. PUBLIC HEARING, Consideration of Application for a Major Subdivision,** – City Planner Haskamp advised the The Applicant, Bob Appert on behalf of Streetcar Holdings is requesting approval of a Preliminary Plat to subdivide the properties located at 11253 and 11601 75<sup>th</sup> Street North. The properties have historically been known as the “Carlson Farm” and the “Masterman Farm” and both farms contain several PIDs of varying acreages (see Attachment A). Collectively the Carlson Farm and Masterman Farm contain approximately 318 acres, and the Applicant is proposing to subdivide the properties into 29 rural residential lots and 2 large-lot agricultural properties.

Staff met with the Applicant, Bob Appert, and the Owner of the Masterman Farm, David Washburn, in a pre-application meeting a couple of months ago to discuss the potential subdivision. There were several objectives expressed by both the Applicant and Owner with respect to the desired subdivision including the following: 1) Allow for a range of rural residential lot sizes all to be accessed off of one continuous roadway, if possible; 2) leave two large tracts of property that would be able to support a principal residence as well as support agricultural uses; 3) follow the City’s comprehensive plan and zoning ordinance with respect to the subdivision so as to avoid any needed variances; 4) allow for the subdivision to be phased so that the project can respond to market conditions; and 5) to create a ‘neighborhood’ of rural residential homes that would be controlled and maintained through a homeowners association (“HOA”). Based on the stated objectives, staff informed the Applicant and Owner that a Major Subdivision application and Preliminary Plat application would need to be submitted for review, and that a Development Agreement would be drafted to address several of the other stated objectives provided that such objectives were consistent with the City’s zoning and subdivision ordinances, comprehensive plan and recommendations and conditions of the Planning Commission and City Council.

Since the pre-application meeting the Applicant and Owner have worked diligently on preparing a Plan set that would comply with the City’s standards and have submitted this application for Major Subdivision and Farms of Grant Preliminary Plat (hereafter called “Project”) for your review and consideration.

**Project Summary**

Applicant: Streetcar Holdings, LLC	Site Size: 69.68 Acres (Total)
Owners: Robert Carlson Estate (Linda Powell, trustee) David Washburn (Masterman Farm)	Request: Major Subdivision – Preliminary Plat To create 31 lots
Zoning & Land Use: A-1 Proposed Plat Name: Farms of Grant	PIDs Carlson: 2503021310002 (6.18 Ac.) 2503021320001 (73.16 Ac.)

	2503021340001 (74.96 Ac.)
	3603021210001 (40.05 Ac.)
Address: 11253 75 <sup>th</sup> Street N. (Carlson) 11601 75 <sup>th</sup> Street N. (Masterman)	PIDs Masterman: 2503021420003 (12.26 Ac.)
	2503021430002 (20.08 Ac.)
	2503021420002 (25.43 Ac.)
	2503021430001 (20.11 Ac.)
	3603021120002 (8.87 Ac.)
	3603021120001 (31.24 Ac.)

The proposed Project will create 31 new lots on approximately 318 acres located just south of 75<sup>th</sup> Street North (CR-12) and west of Manning Avenue (CR-15). The existing properties currently make up two farms that have historically been known as the Carlson Farm and the Masterman Farm (See Attachment A: Project Parcels). The following key aspects of the proposed project and provided as a summary of the Application:

- The Proposed project will create 31 new lots; 29 of the created lots will range in size between 5.00 Acres and 7.31 Acres, and 2 of the lots will contain 53 and 75 acres respectively. There is an existing homestead on proposed Lot 1, Block 1 which contains approximately 53 acres, and there is an exclusion parcel/homestead located on the north boundary of the Project approximately 1,400' west of the eastern property line.
- The 29 "rural residential" lots will be a part of a homeowners' association (HOA) and will be subject to a set of restrictive covenants that are yet to be developed. The Applicant and Owner have indicated that the HOA documents and Covenants will be developed after the Preliminary Plat, if approved, and prior to Final Plat approval.
- The two (2) large lots (approximately 53 and 75 acres) will be allowed to continue agricultural uses if desired by the existing, and/or future owners. There is an existing principal structure and accessory buildings on Block 1, Lot 1, while Block 1, Lot 17 does not contain a structure and would be developed as part of the Project, but would not become a part of the HOA. The right to continue agricultural uses will be protected within the Covenants, and will also be declared within the Development Agreement and recorded against the subject properties.

- The Applicant is proposing to phase the Project, and anticipates platting approximately 10 lots in each phase, starting first with the lots from the west with access from Lake Elmo Avenue and then progressing eastward.
- While the Project is proposed to be phased, the Applicant would construct the entire extents of the roadway with the first phase.
- All 31 lots would be served with individual wells and individual septic systems. The Preliminary Plat has identified primary and secondary drainfields associated with each lot, excluding Lot 1, Block 1 that has an existing principal structure and thus an existing well and septic system that would continue to serve the property.
- The existing properties are bordered by Lake Elmo Avenue North (CR 17) on the western property line, and 75<sup>th</sup> Street North (CSAH 12) on the northern property line. Both roadways are County Roads and the proposed roadway as summarized in the subsequent bullet will require coordination and discussion with Washington County since they will be the permitting authority for access onto their roadways.
- The proposed Project includes one long curvilinear roadway that would provide access to all lots in Block 1 excluding Lot 1, and all lots in Block 2. The new roadway connects on the southwest corner of the property from Lake Elmo Avenue North and then traverses the southern half of the properties before heading north and connecting to 75<sup>th</sup> Street North (CSAH 12) on the northern boundary of the site.
- Lot 1, Block 1 will continue to utilize their existing driveway which connects to CSAH 12 directly north of their principal and accessory buildings.
- The rural residential lot sizes are fairly large and could accommodate a variety of housing styles and plans. As such the Applicant anticipates all homes in the subdivision will be custom built, and that lots will be custom graded once house plans are developed.

City Planner Haskamp advised the proposed Project is classified as a Major Subdivision per the City of Grant's subdivision ordinance which is Chapter 30 of the City Code. The specific regulations related to the Preliminary Plat process are contained within Article II Platting Division 2 Preliminary Plat. Also relevant with respect to design standards is Article III Minimum Design Standards.

As referenced within the Preliminary Plat requirements all created and/or new lots must comply with the current regulations which apply to the zoning district in which the

Property is located. The following sections are most applicable to this request and are considered, at a minimum, in the following sections:

32-1 Definitions

32-246 Minimum area, maximum height and other dimensional requirements.

### **Existing Site Conditions**

#### **Carlson Farm (PIDs 2503021310002, 2503021320001, 2503021340001, 3603021210001)**

The Carlson Farm contains approximately 194 acres, and is bordered by Lake Elmo Avenue on the western property boundary and 75<sup>th</sup> Street North on the northern property line. There is an existing farmstead that is located approximately 2,650' to the east of the Lake Elmo Avenue and 75<sup>th</sup> Street North intersection. The farmstead includes an existing principal structure as well as nine (9) accessory buildings. The property has rolling topography and includes several 'valleys' and 'knolls. Per the wetland delineation completed in 2016, there are 10 delineated wetlands on the subject property that are all primarily clustered near the southwest corner of the subject property. The farm is sparsely vegetated, with some groves/stands of trees along property boundaries, and adjacent to 75<sup>th</sup> Street North which provides screening to the existing farmstead.

As shown on the Existing Conditions plan (Sheet 2 of 23 of the Applicant's Plan Set) there is a 75-foot gas pipeline easement that bisects the property north-to-south from 75<sup>th</sup> Street North to the rear property line. The existing conditions also identifies a snow mobile trail bisecting the property, however it does not include a document number so it does not appear to be a recorded easement, so it likely some type of 'gentleman's' agreement, rather than a formally dedicated easement.

#### **Masterman Farm (PIDs 2503021420003, 2503021430002, 2503021420002, 2503021430001, 3603021120002, 3603021120001)**

The Masterman Farm contains approximately 118 acres, and is bordered by 75<sup>th</sup> Street North on the northern property line. There are no existing structures on the property, and it has been utilized for agricultural activities over the recent past. There is an exception parcel located on the northwestern corner of the farm, which is not included in this analysis and review except as it relates to the density analysis which can be found in subsequent sections of this report. The property has slightly more vegetation than on the Carlson Farm, though the property is also sparsely vegetated. Per the wetland delineation completed in 2016 there are six (6) wetland located on the property that are all clustered on the southern quarter of the property. The site has rolling topography, similar to the Carlson property, with valleys and knolls particularly on the southern half of the site.

The City Engineer has provided a memo reviewing the Applicant's submittal regarding Stormwater and Erosion Control, specifically addressing Sections 30-172 and 30-173 and also the Street Design Standards.

Sheets 13-22 provide a preliminary grading plan and erosion control plans that were reviewed by the City Engineer, and his comments are included in his attachment memo. As background for the Planning Commission, it is standard for a conceptual/preliminary grading plan to be prepared for projects of this type, particularly given that the lots will be constructed with custom houses. So for purposes of stormwater calculations, erosion control, and other engineering items it is important to have a 'conceptual' plan of how the improvements can be accommodated on the lots while ensuring that those improvements would meet stormwater and erosion control standards.

Staff would recommend including a condition in the Preliminary Plat approval that the Applicant/Owner must meet all conditions as stated within the City Engineer's memo dated March 7, 2017.

The proposed Project is located within the Browns Creek Watershed District and is subject to their rules and regulations. The Applicant has submitted an application to the BCWD and continues to work with them through their permitting/review process. Based on current correspondence between the BCWD and the Applicant it appears that there may be some additional changes to the infiltration basin and ponding design. Any changes should also be submitted to the City Engineer for review and consideration.

The proposed roadway connects to CR-17 and CSAH 12, which are both under the jurisdiction of Washington County. At the time of this staff report the County had not responded to the Project. Staff is working to get feedback and comment from Washington County staff regarding the proposed road access locations, and will bring any feedback and or information to the meeting on March 16<sup>th</sup> if possible.

While the Plan set is very complete, there are some minor issues that staff would recommend resolving prior to passing the application on to the City Council. Preliminarily staff would request the following updates and/or information. Depending on the comments at the public hearing and Planning Commission discussion, additional items may be requested of the Applicant and can be added to this list.

- Update Existing Conditions figure to show all PIDs as recorded at Washington County. Include the PIDs on the figure.
  - Identify the location of the existing access of the existing principal structure and its accessory building on the Carlson Farm.
- Update the Preliminary Plat with revised Lot and Block configuration per the subdivision code requirements

- Update the Plan set to include a proposed roadway name
- Revise the configuration of Lots 14 and 15, Block 1 for compliance with the lot design standards.
- Revise the configure of Lots 10 and 12, Block 1 to meet the City's requirements for Lot Frontage.
- Provide any additional information, or plan changes regarding the stormwater system as required by BCWD for review and consideration of the City Engineer.
- Receive comment from Washington County regarding the proposed roadway, specifically the proposed access locations.

Chair Rog stated some of the buildable areas are a bit small on certain lots and expressed concern regarding variance requests for septic's. He also inquired about the minimum lot size of five acres and asked about confirmation on the actual lot sizes.

City Planner Haskamp stated the buildable areas in the City's ordinance are very specific. It will be recommended that some of the lot lines are shifted to meet the standards so future variance requests will not be necessary. All the sites do support a standards tank system and the County will be verifying that. A registered licensed engineer did the survey recording the actual lot sizes.

Chair Rog inquired about the assurance of the large lots not being further subdivided. City Planner Haskamp stated there will be deed restrictions and a development agreement in place for those larger parcels. Those documents are recorded at the County.

Commissioner Schafer inquired about the recommendation to reconfigure the blocks and the purpose of doing that. City Planner Haskamp stated the engineer has to reconfigure the blocks because blocks cannot be split by an outlot or a road. They will have to look at how to split that so it makes sense within the phasing plan, which is up to the applicant.

Mr. David Washburn, applicant, came forward and stated he owns the Masterman Farm. He is a 25-year resident of Grant and on the Planning Commission. He stated he has made a good effort to stay within all the city ordinances and vision of the comprehensive plan. He will continue to work with the City Planner on the outstanding issues and it is an on-going process.

Mr. Bob Appert, applicant, came forward and stated he is purchasing the Carlson Farm. They are doing this development together to keep the best farming land intact. If the



parcels were developed separately a cul-de-sac would be required. He stated he believes this will be an appropriate development with design standards and prairie fields to keep it as natural looking as possible. The project will be done in three phases and the entire road will have to be put in and then ten lots at a time will be done. The project should be completed in three to five years. The HOA will be involved when the project is 70% built. Monthly fees will be paid to the HOA for maintenance.

Mr. Washburn added the HOA will restrict the lawn mowing size and will have trees planted around all the houses. Landscaping standards will also be included in the HOA.

Mr. Joe Radnick, Engineer, came forward and advised they are only platting ten lots at a time and they are bound by state statute to list accurate acreage and lot sizes. Four septic tests were done for each site and the soils are very favorable.

MOTION by Commissioner Giefer to open the public hearing at 8:00 p.m. Commissioner Schafer seconded the motion. Motion carried unanimously.

Mr. Bob Michels, 11055 66<sup>th</sup> Street N, came forward and stated the development looks very nice but inquired about the grading and extent of grading on the site.

Ms. Michelle Giefer, 11922 Imperial Avenue N, came forward and asked if there are three blocks as opposed to two will another road have to be constructed.

Ms. Michelle Lemanaski, 7390 Manning Avenue N, came forward and stated her main concern is the road off of County Road 12. She stated that is a main road that will be going right by her house which is very undesirable.

Mr. Matt Eddy, 7060 Lake Elmo Avenue N, stated his concern is that same road and it needs to be considered for the existing homes in terms of traffic, noise, lighting, etc. He added there seems to be a high value put on crop land but no value to the wetlands. The City will be considering variance on five-acre lots with those large parcels and those will also be subdivided in the future as he has seen that happen over and over.

Mr. Larry Lanoux came forward and commented on the change of meeting night and the right-of-way ordinance that was just passed by the City Council.

Mr. Rob Jacobs, 7400 Manning Avenue, came forward and commented on the proximity of the road to the property lines. He stated there is a very low field south of his house

that does hold water and inquired about a holding pond being developed. He also stated the water table is going to change with the large number of homes being put in.

Ms. Mary Michels, 11055 66<sup>th</sup> Street N, came forward and stated safety on Lake Elmo Avenue is an issue. The road is very dangerous and there is a lot of truck traffic now. She stated the safety on the roadway will get worse.

Mr. Scott Purrington, 7590 Leeward Avenue, came forward and inquired about the plan for the Carlson Farm, park areas within the development and a bike trail crossing.

Ms. Kari Costa, 11006 66<sup>th</sup> Street N, came forward and stated the applicants have the right to development their property but she is disappointed with the plan. There are lots of houses in a very small area and it will create more issues on Lake Elmo Avenue.

Mr. Dave Weflen, 7805 Leeward Avenue N, came forward and stated he is surprised the plan does not call for Leeward Avenue to run all the way through.

Ms. Lou Anne Heinlein, 7755 Leeward Avenue N, came forward and expressed concern about safety on the road and the blind intersection that will occur both ways on County Road 12.

City Planner Haskamp referred to the Comprehensive Plan that states there is one unit per ten acres. The minimum lot size requirement of five acres is stated in the zoning ordinance. The purpose of the four per forty acres is to ensure property owners do not get shorted in a sense, to their units when right of way is taken.

Mr. Jason Rodlund, 7655 Lake Elmo Avenue, came forward and stated he believes all the lots should be ten acres. He stated the County ordinance limits how close wells and septic can be located. He asked if the Met Council can come in and mandate City water and sewer due to cross contamination of wells and sewers located too closely to each other.

Mr. Radnick explained the septic areas for each lot and advised the County requires the same square footage for a five acre lot and a ten acre lot.

City Planner Haskamp again explained the process for deed restrictions and the development agreements that will be in place prohibiting any further subdividing on the

larger lots. She noted it is very difficult to further subdivide five acre lots due to the well and septic requirements.

MOTION by Commissioner Schafer to close the public hearing at 9:01 pm. Commissioner Tufty seconded the motion. Motion carried unanimously.

City Planner Haskamp advised more information and analysis needs to be done on issues relating to screening for adjacent properties. The actual lot sizes and requiring larger lots would have to be addressed within the City's zoning code.

MOTION by Commissioner Giefer to table the Farms of Grant major subdivision application to the April Planning Commission meeting. Commissioner Tufty seconded the motion. Motion carried unanimously.

- B. Consideration of Planning Commission Meeting Time –** Administrator/Clerk asked the Planning Commission if an earlier meeting time would be acceptable. Residents have indicated an earlier start time is desirable and staff is also agreeable to an earlier start time if it would be convenient to the Planning Commission Members.

MOTION by Commissioner Giefer to officially change the Planning Commission meeting start time to 6:30 p.m. Commissioner Schafer seconded the motion. Motion carried unanimously.

**8. OLD BUSINESS**

There was no old business.

**9. ADJOURNMENT**

MOTION by Commissioner Tufty to adjourn the meeting at 9:16 p.m. Commissioner Schafer seconded the motion. Motion carried unanimously.

Respectfully submitted,

Kim Points  
City Clerk

DRAFT



## STAFF REPORT

**To:** Planning Commission Members  
Kim Points, City Clerk

**Date:** April 12, 2017

**From:** Jennifer Haskamp  
Consulting City Planner

**RE:** Application for Major Subdivision –  
Farms of Grant (Preliminary Plat)

### Summary of Request & Background

The Applicant, Bob Appert on behalf of Streetcar Holdings is requesting approval of a Preliminary Plat to subdivide the properties located at 11253 and 11601 75<sup>th</sup> Street North. The properties have historically been known as the “Carlson Farm” and the “Masterman Farm” and both farms contain several PIDs of varying acreages (see table below). Collectively the Carlson Farm and Masterman Farm contain approximately 318 acres, and the Applicant is proposing to subdivide the properties into 29 rural residential lots and 2 large-lot agricultural properties. The following summary information is provided to assist in your review and consideration:

Applicant: Streetcar Holdings, LLC	Site Size: ~318 Acres (Total)
Owners: Robert Carlson Estate (Linda Powell, trustee) David Washburn (Masterman Farm)	Request: Major Subdivision – Preliminary Plat To create 31 lots
Zoning & Land Use: A-1 Proposed Plat Name: Farms of Grant	PIDs Carlson: 2503021310002 (6.18 Ac.) 2503021320001 (73.16 Ac.) 2503021340001 (74.96 Ac.) 3603021210001 (40.05 Ac.)
Address: 11253 75 <sup>th</sup> Street N. (Carlson) 11601 75 <sup>th</sup> Street N. (Masterman)	PIDs Masterman: 2503021420003 (12.26 Ac.) 2503021430002 (20.08 Ac.) 2503021420002 (25.43 Ac.) 2503021430001 (20.11 Ac.) 3603021120002 (8.87 Ac.) 3603021120001 (31.24 Ac.)

At the regular March Planning Commission meeting staff presented a full staff report of the site plan, preliminary plat and supplemental materials submitted by the Applicant. The following staff report should be reviewed in conjunction with the Staff Report dated March 8, 2017, as staff did not re-state information that was provided for and analyzed within the previous report. Instead the following staff report is focused on review of additional materials and any revisions that have been made to the Site Plan and Preliminary Plat in response to comments and recommendations heard at the March meeting and received from other regulatory agencies.



## Planning Commission Meeting & Public Hearing Summary

On March 16, 2017 the Planning Commission held their regular meeting to consider the request for major subdivision of approximately 318-acres of land historically known as the Masterman and Carlson Farms. Staff provided a presentation of the Staff Report dated March 8, 2017 to the Planning Commission which reviewed the proposed subdivision for consistency with the City subdivision and zoning ordinances. After staff's presentation, the Applicant and Owner briefly presented their application and addressed some of staff's questions identified within the Staff Report.

### Public Hearing

After presentation of the Staff Report, the Planning Commission opened the Public Hearing. The Public Hearing was published in the City's official newspaper and individually addressed letters were sent to property owners within 1,250-feet of the Project as required by the City's ordinances. The Planning Commission Meeting Minutes from the March 16<sup>th</sup> Public Hearing contain the official record of the proceedings and are not detailed in the following staff report. The Public Hearing was closed on March 16, 2017. There were several reoccurring concerns/comments heard during public testimony which are summarized in the following list. Staff has provided a summary response to each identified issue/concern immediately following the issue which is shown in *italics*:

- Safety of access locations of new roadway on Lake Elmo Avenue ("CR-17") and 75<sup>th</sup> Street North ("CSAH 12")  
*The Applicant hired a consultant to prepare a short traffic analysis related to access locations which addressed the number of projected trips generated because of the development, access spacing and sight distance analysis. A more detailed description of this information can be found in subsequent sections of this report, and the Traffic Memo prepared by the Applicant is also attached to this staff report for review and consideration.*
- Concern of construction traffic – particularly on CR-17 due to nature of rolling topography in this area.  
*The City understands the concern regarding construction traffic, and identifying a safe construction traffic route should be identified if the project is approved. Staff would suggest that the proper 'route' be identified within the Development Agreement, and that a condition of the Preliminary Plat be added to ensure that the construction traffic be directed to the safest haul/construction route throughout project development.*
- Concerns regarding lot sizes, particularly the dominance of lots ranging in size between 5.0 and 7.0 acres, and the impression that the lot sizes were a 'variance' from the city's ordinances.  
*As detailed in the staff report dated March 8, 2017, the minimum lot size in the A-1 zoning district is 5.0 acres. All proposed lots meet or exceed the minimum lot size, and thus require **NO variances** from the lot*



size requirements are needed. Comprehensively the project exceeds the minimum gross density of one lot per 10 acres, and thus **NO variances** from the density requirements are needed. All lots within the proposed subdivision meet the City's minimum lot size and density requirements as stated within the March Staff Report.

- Questions regarding how to permanently protect the two large agricultural tracts (Lot 1 and 17, Block 1) from further subdivision into perpetuity.  
*There are several ways in which the two large lots will be protected into perpetuity if the subdivision is approved. The City will require a Deed Restriction in the form of a Covenant be recorded against both lots detailing that there are no additional density units available to the lots, or stated another way, that the two large lots may not be further subdivided. This restriction will also be identified within the Development Agreement and Homeowners Association (HOA) documents to ensure that all future owners in the neighborhood understand the restriction. The HOA documents and the Covenants will also protect the right of the large lot owners to continue agricultural uses if desired.*
- Adjacent property owners to the east and west of the new roadway expressed concern of proximity of new roadway to their homes, and the potential for impact from headlights, sound, etc.  
*The Applicant has submitted a screening plan to address some of these potential issues and concerns which is attached for your review and consideration. Staff reviewed the screening plan which is detailed in subsequent sections of this staff report.*
- Concern of adequate septic sites, protection and ensuring each lot has adequate area; questions regarding how this is achieved when custom grading.  
*The Applicant has completed soil testing to demonstrate that there is adequate area on each created lot for a primary and secondary septic site, and have submitted the preliminary results to Washington County Environmental Services. To ensure these sites are protected during construction, staff would recommend including a condition that septic sites must be roped off prior to any site work occurring to ensure that they are undisturbed during construction. Staff would further suggest that a condition be added that final design and proper permits must be obtained prior to issuance of a building permit on each lot. These conditions should also be addressed within the Development Agreement.*
- Concerns regarding surface/storm water runoff and disturbance of wetland areas on-site versus cropland areas  
*The proposed subdivision is subject to the applicable rules and regulations regarding stormwater which are regulated by the City and the Browns Creek Watershed District (BCWD). Additionally, a wetland delineation was completed last fall/winter which must be submitted for formal review and approval by the LGU. Any wetland disturbance/alterations will be required to follow all rules for wetland mitigation and replacement. Staff would recommend that a condition be included in the preliminary plat approval that stormwater permit approval and wetland delineation approval shall be completed prior to Final Plat of any*



*portion of the Project. Further if any wetland replacement is required, that the wetland replacement plan be addressed within the Development Agreement.*

- Questions regarding well and septic distance separation, as well as viability of installing new wells given concerns over water table and aquifer.

*The well locations are not identified on the preliminary plat which is typical for custom built and graded lots. The city is not the permitting authority for well installation, and therefore the Applicant will be required to obtain all necessary permits and approvals from the appropriate agency(s). The Applicant will be subject to all state, county, and local rules for adequate setbacks between wells and septic systems/drainfields. Staff would recommend that this be included as a condition of preliminary plat approval and that such language should also be included within the Development Agreement.*

### **Planning Commission – Request for Additional Information**

Once the public hearing was closed the Planning Commission requested that the Applicant update their drawings to reflect the recommendations of the city staff, and to address some of the concerns and comments heard during public testimony. Additionally, at the meeting staff indicated that Washington County was in process of performing a detailed review of the plat with respect to the access locations and their formal review letter was anticipated the week following the Planning Commission meeting. As such, the Planning Commission requested that the Applicant also address the concerns and comments of Washington County once the review letter was received. Staff has included a copy of the review letter received by Washington County, and will address their comments in subsequent sections of this report.

### **Review of Additional Information**

In response to Planning Commission requests, staff recommendations, public testimony and Washington County review letter the Applicant has provided supplemental information and an updated Site Plan/Preliminary Plat to address the recommendations, comments, and concerns. The following sections address the Additional Information submitted and received by the City on April 12, 2017. An analysis/review of the information is provided where relevant.

#### **Access & Traffic Analysis**

During the Public Hearing, several members of the public voiced concern over the proposed access locations of the new road identified as Street A on the Preliminary Plat. After the meeting, Washington County provided a formal review letter dated March 23, 2017 in which they requested additional traffic analysis be conducted to determine 1) if the proposed access locations have adequate sight distances; 2) if the proposed access locations meet County access spacing guidelines; and 3) if any improvements to the County roads would be warranted based on the projected traffic generated from the project. (See attachment D)





To effectively answer these questions, the Applicant hired Spack Consulting to study the proposed access locations, on both CR 17 and CSAH 12. The Memo provided by Spack Consulting dated April 11, 2017 makes the following conclusions (see Attachment H):

- Both proposed access locations (CR 17 and CSAH 12) have adequate sight distance as proposed.
- The access on CSAH 12 meets the County's spacing guidelines, but the access on CR 17 does not. However, the consultant suggests that this is not a significant issue because the other nearby access locations are private driveways (as such not significant traffic generators) and that the proposed roadway "Street A" meets CR 17 with a "T" as do the nearby driveways, resulting in a "low risk of conflicts."
- Based on the Consultant's analysis they recommend that a dedicated right turn lane be constructed on CR 17, and that an expanded and strengthened shoulder be constructed on CSAH 12.
- Sufficient right-of-way at the CSAH 12/Street A intersection should be reserved so that a standard right turn lane could be added when and if traffic counts warrant the improvement in the future.
- Reserve sufficient right-of-way along the north side of CSAH 12 to add a westbound bypass lane in the future, if and when traffic surpasses the ADT threshold of 100 vehicles per day.

Preliminarily this traffic analysis concludes that the proposed access locations would be adequate and safe provided the recommended improvements are constructed. The analysis considered 29 rural residential lots to calculate the projected traffic counts contained within the Memo. However, staff believes that the analysis should have considered 30 residential lots since there will be 30 homes using the new access road (the existing farmstead will continue to use their access on CSAH 12, and therefore would not be included in the analysis). While the additional lot (house) may be inconsequential in terms of the findings, staff recommends that the analysis be updated to reflect the number of homes that would use the new road so that the projected traffic counts accurately reflect the future condition if the development is approved. Staff recommends including a condition in the Preliminary Plat that the traffic analysis should be updated to reflect 30-homes.

Since both roads are County Roads the accesses, and associated improvements, are subject to County approval. Staff has forwarded a copy of the Spack Memo to the County, and will provide a verbal update, if available, to the Planning Commission of their comments at the meeting. Staff would recommend including a condition in the Preliminary Plat approval that all necessary improvements to obtain the access permits, and the access permits themselves, must be obtained from Washington County prior to granting Final Plat approval for any portion of the Project. Further any required improvements should also be addressed within the Development Agreement.

#### **Site Plan & Preliminary Plat Revisions**

In the March 8, 2017 staff report staff identified several minor inconsistencies in the plan set, and provided some recommendations to the Applicant to update the plan set. In response to those recommendations (and because of the County's request for additional ROW on both CR-17 and CSAH 12) the Applicant has provided an updated plan set which includes the following revisions (see Attachments A and E):



- Updated existing conditions figure to reflect PIDs
- Provided additional 15-feet of ROW on CR-17 and CSAH 12 as requested by Washington County
- Moved septic sites on Lot 2, Block 1 to meet setbacks based on the additional ROW dedication as requested by the County
- Updated Lot Lines to remove 'dog leg' from Lots 14 and 15, Block 1
- Revised road alignment to remove retaining walls from or adjacent to created ROW (Engineer's comments).
- Added road access easement/ROW on northeastern side of Street A to allow the Lemanski property to use the new road.
- Shifted Lot Line on Lot 14, Block 2 to increase lot depth and also provide larger Outlot A area.
- Recalculated lot areas and other dimensional standards based on changes (see Attachment B for updated lot tabulation)

The Applicant did not update the grading and stormwater plans in this plan set update. Since the Applicant is continuing to work with the BCWD on their requirements, staff would recommend that a condition be included that the revised grading and stormwater plans be submitted for review by the City Engineer once completed.

#### Phasing Plan

The Applicant has prepared a phasing plan for the proposed project that correlates with a revised Lot and Block configuration (see attachment F). This graphic clearly demonstrates how the Applicant intends to phase the proposed project over time. Since the project will be phased, the resulting Block configuration at Final Plat will be consistent with the intent of the City's ordinance regarding maximum Block dimensions. Staff would recommend including a condition that the Phasing Plan must be included and addressed in the Development Agreement.

#### Screening Plan

In response to comments heard during public testimony, and at the recommendation of the Planning Commission, the Applicant has prepared a screening plan (see Attachment G). As shown on the figures, the Applicant is proposing to use Black Hills Spruce as a vegetative screening tool for the adjacent homes that would be most affected by the new roadway. The most affected property to the west is an existing homestead where the principal structure is just southwest of where the new roadway (Street A) connects to Lake Elmo Avenue (CR-17). The Applicant is proposing to plant three (3) 6-foot Black Hills Spruce to 'fill in' a gap in the existing vegetation of the neighbor's land which is most directly aligned with the new access location, and that the Applicant will coordinate the precise location of the plantings with the property owner.

The most affected property to the east is the Lemanski property which has an existing principal structure setback approximately 23-feet from the property line, and will be approximately 50-feet from the new



roadway. The Applicant has proposed to plant 10 6-foot Black Hills Spruce on the neighboring property on to be spread north and south of the existing driveways on the property, with final location to be coordinated with the owner.

After review of this plan, Staff visited both locations to see if the proposed screening plan seemed adequate. The objective on the western property appears to be achieved, particularly because the property owner has already begun the process of 'screening' their homestead from the adjacent roadway (Lake Elmo Avenue). Likewise, the Lemanski's appear to have already begun the 'screening' process by planting a row of conifers along the property line to CSHA 12. Based on staff's visit, the most important thing to achieve the screening objective is for the Applicant to work with the Lemanski's to identify the best location to plant the trees. Additionally, as proposed, 10-trees may fall short of the objective. Staff recommends discussion how, and if, some additional trees and screening could be placed on the Project site not just on the adjacent property owner's land.

### **Engineering Standards**

As previously stated, the Applicant has not updated the grading and erosion control plans addressing the revisions to the preliminary plat as outlined above. As such, the City Engineer's memo dated March 7, 2017 remains valid. Staff would recommend including a condition that the Applicant must comply with the recommendations and conditions identified in the Engineer's memo, and that the grading and erosion control plans must be updated and revised for review and approval by the City Engineer.

### **Other Agency Review**

As stated in the March 8, 2017 staff report, the proposed Project is subject to the City's and the BCWD's stormwater rules and regulations. The Applicant is working through the permitting process with the BCWD, and if any substantive changes to the preliminary plat are required to comply with the BCWD rules, the Project may be subject to additional review by the Planning Commission. Staff would recommend including this as a condition of Preliminary Plat approval.

Washington County has reviewed the proposed access locations as stated within their letter dated March 23, 2017. As previously noted, at the time of this staff report they have not had time to review the Traffic Memo prepared by Spack Consulting on behalf of the Applicant. Staff has forwarded the Memo to Washington County and will provide an update, if available, at the Planning Commission meeting.

Additionally, the Applicant has submitted an application to Washington County for preliminary review of the soil sampling conducted for the septic drainfields. At the time of this report the County had not responded. Staff will provide a verbal update, if available, at the Planning Commission meet and would recommend



including a condition that Final Plat will not be granted without preliminary review from Washington County.

### **Draft Conditions**

The following conditions are proposed for your review and consideration related to the plat:

- An updated Preliminary Plat, if necessary, and revised Grading and Erosion Control Plans depicting any necessary changes and/or modification shall be submitted for review and approval of city staff within 12-months of Preliminary Plat approval.
- The Applicant shall obtain all necessary stormwater permits from the BCWD and such permits shall be acquired prior to the City granting any Final Plat of the Project.
- If the BCWD permitting process results in any substantive changes to the Preliminary Plat then the Applicant may be required to submit a revised Preliminary Plat for review and consideration by both the Planning Commission and City Council.
- The Applicant shall obtain an approved wetland delineation prior to any Final Plat of the Project being granted.
- If necessary, a wetland mitigation and replacement plan shall be approved prior to any Final Plat of the Project being granted.
- A letter from Washington County Environmental Services shall be provided indicating that the proposed primary and secondary septic sites meet their standards and requirements, and that adequate area exists on each lot to accommodate a septic system. Such letter shall be provided prior to granting any Final Plat of the Project.
- The Applicant will be required to enter into a Development Agreement prior to the City granting any Final Plat of the Project to ensure that the requirements and conditions as set forth herein are complied with, and ensure the installation of the subdivision infrastructure.
- The Applicant shall obtain all necessary permits for installation of individual wells serving each lot, and such permits shall be obtained prior to the City issuing any Building Permit for such lot.
- The City Engineer shall identify a preferred construction route to be used throughout construction of the Project. The route shall be agreed to with the Applicant and identified within the Development Agreement.
- The Applicant shall be allowed to Phase the project as depicted on the exhibit identified as “Phase Plan” and dated 4/10/2017 which shall be incorporated into the Development Agreement.
- The full public right-of-way of Street A shall be dedicated at time of Phase I Final Plat.
- The Applicant shall obtain access permits from Washington County prior to the City granting any Final Plat of the Project.
- The Applicant shall be required to install all necessary improvements to CR 17 and CSAH 12 as agreed to, and conditioned by, Washington County. Such improvements shall be included and addressed within the Development Agreement.



- The Development Agreement shall include language regarding the Restrictive Covenants affecting Lots 1 and 14, Block 1 with respect to density allocation, and that such properties may not be further subdivided.
- Site improvements as described within Section 30-194 shall be agreed to and identified within a Development Agreement.
- The Applicant shall be required to install the trees as identified on the Landscape Screening Plan, and such trees shall be installed with Phase I, and locations coordinated with the land owner.
- A street name for the proposed Street A shall be provided prior to granting any Final Plat of the Project.
- The Applicant shall prepare the Homeowners Association (HOA) documents which shall be reviewed by the City Attorney, at a minimum, and any modifications necessary made prior to Final Plat approval.
- The Applicant shall prepare a Restrictive Covenant for Lot 1 and Lot 14, Block 1 indicating that the properties may not be further subdivided. The City Attorney shall review and approve the restrictive Covenant prior to the City granting any Final Plat of the Project.
- The Restrictive Covenants and Development Agreement shall be recorded at Washington County with the Phase I Final Plat.
- The Applicant shall identify and rope off all septic drainfield areas on the site prior to the City issuing any grading permits on the subject property.
- The Applicant shall be required to obtain all septic permits, based on actual design of a principal structure, prior to the city issuing a building permit.

### **Action Requested**

Staff is requesting a recommendation from the Planning Commission reflecting one of the following options:

- Recommendation to the City Council of Approval with Draft Conditions and Findings
- Recommendation to the City Council of Denial with Findings
- Continue the discussion to the next available Planning Commission, and request additional information from the Applicant, if applicable

If the Planning Commission recommends Approval, the following draft Findings are provided for your consideration:

- The proposed FOG preliminary plat is consistent with the City's adopted Comprehensive Plan.



- The proposed Farms of Grant subdivision is consistent with the standards of the City's subdivision ordinance and the applicable standards of the A-1 zoning district.
- The proposed FOG preliminary plat, provided the conditions as stated below are met, will not create demands on city services or infrastructure beyond that contemplated for other similarly zoned and guided land in the city.
- The proposed FOG preliminary plat, provided the conditions as stated below are met, will not negatively impact the character of the surrounding neighborhood or properties.
- The proposed FOG preliminary plat, provided the conditions as stated below are met, will not adversely affect the health, safety or welfare of the community.

*Attachments*

Exhibit A: Carlson McCain Letter dated April 11, 2017

Exhibit B: Lot Tabulation Revised

Exhibit C: City Engineer's Memo, March 7, 2017

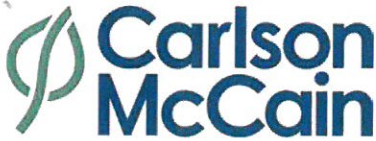
Exhibit D: Washington County Letter dated March 23, 2017

Exhibit E: Plan Set Revision Date 4/10/2017

Exhibit F: Phase Plan

Exhibit G: Landscape Screening Plan

Exhibit H: Traffic Study



April 11, 2017

Jennifer Haskamp  
SHC, LLC.  
246 Albert Street S., Suite 2A  
St. Paul, MN 55105

RE: Farms of Grant  
Grant, Minnesota

Dear Ms. Haskamp,

The purpose of this letter is to inform you of changes made to the Farms of Grant Preliminary Plat in response to your staff report dated March 8, 2017, City Engineer's comment letter dated March 7, 2017, Washington County's comment letter dated March 23, 2017, and the planning commission meeting on March 16, 2017. The following changes have been made to the plan:

1. Increased right of way along Lake Elmo Avenue (CSAH 17) to provide minimum 75 feet from centerline. Adjusted lots according to meet frontage and area requirements.
2. Increased right of way along 75<sup>th</sup> Street (CSAH 12) to provide minimum 75 feet from centerline. No lot adjustments necessary.
3. Contracted with Spack Consulting to complete traffic study. Said traffic study recommends northbound right turn lane on Lake Elmo Avenue and east bound shoulder improvements on 75<sup>th</sup> Street. At a minimum, these improvements will be added to the plans. Note that the traffic study found stopping sight distance more than adequate at each intersection.
4. Provided a 66 foot right of way to Lemanski property in the northeast portion of the site. Adjusted Outlots accordingly.
5. Adjusted southeasterly lot line of Lot 15, Block 1 to remove dog leg.
6. Adjusted northerly lot line of Lot 14, Block 2 and southerly line of Outlot A to provide greater average depth for Lot 14, Block 2.
7. Adjust alignment of Street A near Lot 4, Block 1 and Lot 3, Block 2 to allow removal of retaining wall.
8. Updated existing conditions drawing to include PIDs on each parcel and access location for Carlson Farm.
9. To address the block configuration, a Phasing Plan is included for review. The project will be platted in three phases as shown on the attached Phasing Plan. Each individual plat will meet the block requirements.
10. It is noted that a street name will be required for Street A; however this is still up for debate. Once a street name is determined, the plans will be updated accordingly.
11. To address neighbor concerns over headlight glare on adjacent properties, an existing and proposed screening plan has been developed. Based on this plan, we believe that the adjacent properties are adequately screened from headlight glare.
12. Carlson McCain is working closely with Brown's Creek Watershed District to address permitting requirements and believe that all conditions will be addressed with the next revision.

*Farms of Grant – Preliminary Plat  
Grant, Minnesota*

As previously stated, Carlson McCain is working closely with Brown's Creek Watershed District to address stormwater management requirements. Because of this, the grading and drainage plans are currently being revised and are not included in the revised submittal. The documents being submitted for your review are as follows:

- Preliminary Plat
  - Cover Sheet (Sheet 1)
  - Existing Conditions (Sheet 2)
  - Preliminary Plat Index (Sheet 3)
  - Preliminary Plat (Sheets 4-8)
  - Livability Plan (Sheets 9-11)
  
- Phasing Plan
  
- Screening Plan
  
- Traffic Study – Access Evaluation (Spack Consulting)

If you have any questions or if further information is needed at this time, please contact me at (763) 489-7912.

Regards,



Carlson McCain, Inc.

cc: Bob Appert, David Washburn – Streetcar Holdings, LLC.

Attachments



Attachment B:

LOT Tabulation – Farms of Grant, Revised 04/12/2017

Plan Set Date 1/20/2017, Revision Date 4/12/2017

Block	Lot	Size (Acres)	Frontage (Feet)	Width (Feet, measured at front setback)	Depth (Feet, measured from ROW)	Buildable Area (Acres)	Impervious Est. (%)
1	1	74.38	2363'	2565'	1050'	NA	NA
1	2	6.98	364'	345'	952'	1.69	3.7
1	3	6.75	421'	375'	822'	3.47	4.6
1	4	6.63	416'	410'	616'	1.65	2.7
1	5	6.44	324'	350'	616'	4.77	3.7
1	6	5.93	300'	330'	635'	4.34	4.6
1	7	5.52	300'	310'	638'	4.01	4.5
1	8	7.31	300'	315'	621'	5.25	4.7
1	9	5.11	300'	310'	570'	3.63	5.5
1	10	5.26	300'	320'	605'	3.56	5.7
1	11	6.38	597'	370'	800'	2.48	4.4
1	12	5.32	306'	300'	771'	3.49	6.2
1	13	5.62	328'	325'	757'	4.0	7.3
1	14	5.56	750'	740'	310'	1.34	3.4
1	15	6.47	300'	325'	784'	4.87	4.3
1	16	6.03	300'	310'	784'	4.48	5.5
1	17	53.08	2140'	2105'	889'	45.8	0.6
Block 1 Total	17	220.49					
2	1	5.01	485'	520'	360'	2.54	5.0
2	2	5.09	301'	325'	403'	1.92	4.9
2	3	5.32	425'	650'	544'	1.44	2.6
2	4	5.00	374'	370'	544'	2.08	4.8
2	5	5.00	817'	710'	457'	1.11	5.2

Attachment B:

LOT Tabulation – Farms of Grant, Revised 04/12/2017

Plan Set Date 1/20/2017, Revision Date 4/12/2017

2	6	5.02	312'	350'	430'	2.41	4.8
2	7	5.28	300'	320'	435' (500' avg)	1.50	5.7
2	8	5.30	300'	340'	420' (575' avg)	3.56	5.8
2	9	5.31	513'	525'	410'	3.49	4.7
2	10	5.32	506'	505'	410'	3.21	5.8
2	11	5.02	341'	370'	493'	2.96	6.0
2	12	6.15	300'	350'	320'	3.05	5.7
2	13	5.04	599'	640'	320'	2.92	4.6
2	14	6.05	803'	920'	312'	3.97	4.6
Block 2 Total	14	74.31	-	-	-		
<b>Sub Total</b>	<b>31</b>	<b>294.8</b>					
<b>OTHER</b>							
ROW	County	10.54					
ROW	City (New Road)	13.14					
Outlot	A	1.07					
Outlot	B	0.44					
Sub Total		25.19					
<b>SUMMARY</b>							
TOTAL		317.18					
Gross Density		1 Unit/10.23 Acres					



## Memorandum

**To:** *Jennifer Haskamp, City Planner*

**From:** *Brad Reifsteck, PE, City Engineer*  
*WSB & Associates, Inc.*

**Date:** *March 7, 2017*

**Re:** *Farms of Grant Preliminary Development Plan - Engineering Review*

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### Submittal:

Engineering review comments were generated from the following submittals:

- The Farms of Grant Plan Sheets, dated January 20, 2017 (23 pages):
  - Preliminary Plat
  - Livability Plan
  - Grading Plans
  - Erosion Control Plans
  - Details
- Brown's Creek Watershed District (BCWD) Permit Application, dated February 16, 2017
- Storm Water Management Report, dated January 20 , 2017

### Comments:

1. The Applicant should add arrows indicating general existing storm water sheet flow direction with site entry and exit points, if applicable, in the existing condition plan on sheet 2/23.
2. The Application should provide the complete Geotechnical Evaluation Report including pavement design recommendations, if available. In the absence of a report, the developer should include a minimum of 12-inches of select granular borrow and type V geotextile fabric beneath the Class 5 aggregate base shown in the pavement section details.
3. All street and driveway culverts shown in the typical street section details or grading plans shall be a minimum of 18-inches in diameter with a minimum of 12-inches of cover.
4. All pavement cross slopes shown in the typical section details should be 3%.
5. All longitudinal street grades should not be less than 0.5% and not greater than 7.0%.
6. The Applicant shall meet all Washington County roadway access requirements at the street intersections with the county's road, including culverts if necessary.
7. Retaining walls should be eliminated within City right-of way or easements.
8. The applicant should show the elevation and locations of all emergency overflow routes for all storm water facilities in the drainage plans, if applicable.
9. The existing drainage patterns shall be maintained on the property with no additional drainage directed to the public Right-of-Way or wetlands without regulatory agency approval.
10. Final engineer signed plans must be submitted prior to acceptance and approval.
11. The Applicant shall submit an approved BCWD permit prior to construction.

March 7, 2017

Page 2

12. The Applicant shall submit an approved NPDES permit to the City prior to construction.
13. The Applicant shall submit an approved Grading permit from the City of Grant prior to construction.
14. The Applicant shall submit an approved Right-of-Way permit from Washington County for work adjacent to CSAH No. 12 (75<sup>th</sup> Avenue No.) and CSAH No. 17 (Lake Elmo Ave N.) prior to construction.

Should you have any questions or comments regarding the items listed above, please contact me at 763-512-5243.



**Public Works Department**

Donald J. Theisen, P.E.  
Director

Wayne H. Sandberg, P.E.  
Deputy Director/County Engineer

March 23, 2017

Jennifer Haskamp, Planner  
City of Grant  
P.O. Box 577  
Willernie MN 55090

**Re: Washington County comments on The Farms of Grant, Preliminary Plat, City of Grant.**

Dear Ms. Haskamp,

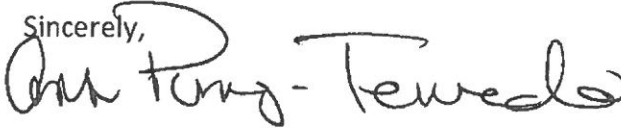
We have reviewed The Farms of Grant, Preliminary Plat dated 1/20/2017. The project is located south of County State Aid Highway (CSAH) 12 /75<sup>th</sup> Street and east of CSAH 17/Lake Elmo Avenue. The project will convert approximately 317.28 acres of a farmstead, agricultural land, open space and wetlands to approximately 29 single-family residential lots with the existing farmstead and 75.38 acres and 53.06 acres of pastureland. The project will involve grading, installation of public and private infrastructure, open space preservation, and stormwater ponding. Based on the plans submitted, we offer the following comments:

- The plat needs to reflect future right-of-way along 75<sup>th</sup> Street/CSAH 12 and Lake Elmo Avenue/CSAH 17 as identified in the Washington County Comprehensive Plan 2030, Transportation Plan, Minimum Right-of-Way Widths for County Roads:
  - The future right-of-way width along CSAH 12 is 150 feet (75 ft from the centerline of the roadway). The current preliminary plat, dated 1/20/2017, identifies approximately 75 feet from the centerline of CSAH 17 east to the exception parcel. East of the exception parcel to Street A/Outlot B identifies 60 feet. The preliminary and final plat should be updated to reflect an additional 15 feet of right-of-way.
  - The future right-of-way width along CSAH 17/Lake Elmo Avenue is 150 feet. The current preliminary plat, dated 1/20/2017, identifies approximately 60 feet. The preliminary and final plat should be updated to reflect an additional 15 feet of right-of-way.

- The access points at CSAH 17/Lake Elmo Avenue and CSAH 12/75<sup>th</sup> Street should be further studied by a professional traffic engineer. This study should include an analysis of the stopping sight distance and relationship of the access points with other local streets and driveways.
- Street A at CSAH 12/75<sup>th</sup> Street should be shifted east to abut property line. This will provide local access for properties east of the site. Specifically, provide the opportunity to remove the field access directly to the east and connect it to Street A.
- The developer is required to submit right and center left turn-lane improvement plans for the intersections at CSAH 17/Lake Elmo Avenue at Street A and CSAH 12/75<sup>th</sup> at Street A that meet County requirements.
- Any work in the County right-of-way as it relates to the development will require a right-of-way permit, including: grading for the installation of culverts, installation of water and sewer services, turn lane modifications, road improvements, trails, Americans with Disability Act (ADA) ramp improvements.
- No county or regional trail along CSAH 17/Lake Elmo Avenue is shown on the Future Trail System map in the Washington County 2030 Comprehensive Plan. There is a current county trail along the south side of CSAH 12/75<sup>th</sup> Street.
- Although the county has not reviewed a stormwater plan to date, the developer, city or watershed district, must submit the drainage report and calculations for review of any downstream impacts to the county drainage system. Along with the drainage calculations, there must be written conclusions that the volume and rate of stormwater run-off into any county right-of-way will not increase as part of the project.
- Washington County's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from adjacent highways could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities are responsible for taking all reasonable measures to prevent land use activities listed in the MPCA's Noise Area Classification (NAC) where the establishment of the land use would result in violations of established noise standards. Minnesota Statute 116.07, Subpart 2a exempts County Roads and County State Aid Highways from noise thresholds.

County policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such areas. The developer should assess the noise situation and take any action outside of County right-of-way deemed necessary to minimize the impact of any highway noise.

If you have any questions or comments to the responses on the Farms of Grant, Preliminary Plat, please contact me at [Ann.pung-terwedo@co.washington.mn.us](mailto:Ann.pung-terwedo@co.washington.mn.us).

Sincerely,  
  
Ann Pung-Terwedo, Senior Planner

Cc: Joe Gustafson, Traffic Engineer

## Technical Memorandum

**To:** Bob Appert, Owner – Redstone Builders  
**From:** Bryant Ficek, PE, PTOE  
**Date:** April 11, 2017  
**Re:** Access Evaluation – Farms of Grant Residential Development

---

The Farms of Grant residential development is proposed to provide 29 units on 317.28 acres of farmstead, agricultural lane, open space and wetlands. In Washington County's recent review of the proposed plan, an additional evaluation of access spacing, turn lane treatments, and site distance was requested. The purpose of this memorandum is to examine the traffic along the Lake Elmo Avenue and 75<sup>th</sup> Street corridor and determine if spacing guidelines are met; left or right turn treatments are warranted and justified; and sufficient sight distance is achieved at the proposed site accesses.

### Conclusions

Based on the information and analysis presented in this memorandum, the proposed Farms of Grant development is expected to generate a total of 276 vehicle trips per day, with an expected trip distribution of approximately 196 vehicles that will access the site along Lake Elmo Avenue with the remaining 80 vehicles accessing the development from 75<sup>th</sup> Street.

Using the nine warrants for determining the turn lane needs at intersections, as developed by the Minnesota Department of Transportation (MnDOT), the following turn lane treatments are recommended:

- Provide a right turn lane for northbound traffic on Lake Elmo Avenue at Street A.
- Strengthen and expand the shoulder for eastbound traffic on 75<sup>th</sup> Street at Street A.
- Reserve sufficient right-of-way at the 75<sup>th</sup> Street/Street A intersection to expand to a standard right turn lane if and when additional development and future traffic growth occurs.
- Reserve sufficient right-of-way along the north side of 75<sup>th</sup> Street to add a westbound bypass lane if and when Street A daily traffic surpasses the ADT threshold of 100 vehicles per day.

Sufficient sight distance is provided at both intersections for left turn and right turn movements for all design vehicles.

The proposed access location at 75<sup>th</sup> Street fulfills Washington County spacing guidelines. The proposed access location at Lake Elmo Avenue does not fulfill these requirements due to two private driveways located within 600 feet of the proposed intersection. However, with the low volume utilizing these driveways and the "T" configurations for each intersection, safety concerns are minimized due to the low risk of conflicts.



**Existing and Build Conditions**

The development site is located in the southeast corner of the junction of County State-Aid Highway (CSAH) 17, also known as Lake Elmo Avenue and CSAH 12, also known as 75<sup>th</sup> Street North.

Lake Elmo Avenue is a two-lane, north south minor arterial roadway, providing access to Trunk Highway 36 (TH 36). The posted speed limit is 55 mph with a 40-mph warning speed just south of the development due to limited sight distance from vertical grade changes.

75<sup>th</sup> Street is a two-lane, east west minor arterial roadway, providing access between White Bear Lake and Stillwater. The posted speed limit is 55 mph.

The existing Average Daily Traffic (ADT) counts for Lake Elmo Avenue and 75<sup>th</sup> Street N were collected from the MnDOT’s Traffic Mapping Application Tool to determine the daily traffic load along the access corridors. Table 1, below, shows the existing Average Daily Traffic (ADT) volumes.

**Table 1 – Existing Roadway ADTs**

Corridor	ADT
Lake Elmo Avenue, South of 75 <sup>th</sup> Street	4,700 vehicles per day
75 <sup>th</sup> Street, West of Lake Elmo Avenue	5,600 vehicles per day
75 <sup>th</sup> Street, East of Lake Elmo Avenue	8,100 vehicles per day

Based on the concept plan, which can also be found in the appendix, the development is proposed to provide 29 single-family housing units. A trip generation analysis was performed based on the methodology and rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition*. For comparison purposes, Table 2 shows the locally collected trip generation data along with the ITE data for Single Family Homes.

**Table 2 – Trip Generation for 29 Single Family Homes**

Land Use Code – Source	Description & Size	AM Peak Hour		PM Peak Hour		Daily Total	
		Total In	Total Out	Total In	Total Out	Total In	Total Out
210	Single Family Homes	5	16	18	11	138	138
Local	Single Family Homes	5	15	15	11	134	134

For the purposes of this memorandum, the conservatively high estimate from the *ITE Trip Generation Manual* were selected for the access evaluation. As shown, expected traffic during the a.m. and p.m. peak hours is less than 30 vehicles, while the expected daily traffic is about 280 vehicles. As defined by MnDOT, developments that are estimated to generate less than 250 peak hour trips or 2,500 daily trips do not generate significant traffic volumes to warrant traffic impact studies.

The new site generated trips were then distributed to Lake Elmo Avenue and 75<sup>th</sup> Street, based on the existing ADTs as well as access to major roadways, to determine approximate access driveway volumes at Lake Elmo Avenue/Street A and 75<sup>th</sup> Street/Street A. The resulting trip distribution determined that:

- i. 27.5 percent of the site generated traffic to/from the west on 75<sup>th</sup> Avenue.
- ii. 12.5 percent of the site generated traffic to/from the east on 75<sup>th</sup> Avenue.
- iii. 60.0 percent of the site generated traffic to/from the south on Lake Elmo Avenue.

Based on this distribution, the Street A intersection with 75<sup>th</sup> Street would have approximately 80 vehicles turning in or out of the development over the course of an average weekday. The Street A intersection with Lake Elmo Avenue would have approximately 196 vehicles turning in or out of the development during an average weekday.

### **Turn Treatment Warrant Evaluation**

The *MnDOT Access Management Manual* is a document that provides guidance for exclusive turn lanes and bypass lanes at public street connections in accordance with the *MnDOT Road Design Manual*. The purpose of this document is to assist with access management for highways, which have different characteristics than Lake Elmo Avenue and 75<sup>th</sup> Avenue. However, if the criteria for turn lanes is not satisfied for a highway, then it can be assumed turn lanes would not be warranted for a minor arterial.

Nine warrants are presented that account for site conditions and expected traffic to evaluate the need for turn lanes. Each warrant is examined separately below and the MnDOT guide's text is attached to this memorandum for reference.

#### **Warrant 1 – Passing Lane/Climbing Lane**

Lake Elmo Avenue does not have passing or climbing lanes within the project area. 75<sup>th</sup> Street, however, does a passing lane just west of the proposed 75<sup>th</sup> Street/Street A intersection.

#### **Warrant 2 – Limited Sight Distance/Terrain**

The sight distance was evaluated on-site at each existing and proposed access. All turning movements appear to have sufficient sight distance, with no noticeable obstructions or sight issues. A full sight distance review can be seen in the Sight Distance Evaluation section of this report.

#### **Warrant 3 – Railroad Crossings**

The proposed site intersections do not have a railroad crossing in the vicinity that would require turn lanes.

#### **Warrant 4 – Signalized Intersections**

The proposed site intersections will be controlled by stop signs on the side streets, not a traffic signal. Therefore, turn lane treatments are not necessary due to the type of intersection control.

#### **Warrant 5 – Heavy-Vehicle Traffic**

Based on the proposed residential land use, the expected heavy-vehicle turning traffic is expected to stay well below the 15 or more vehicles per hour threshold. Truck traffic related to the proposed development is expected to be low and related to moving trucks, garbage trucks, and delivery vehicles. The relatively low truck traffic associated with these land uses does not warrant turn lanes.

#### **Warrant 6 – School Entrances**

The proposed connection is not a school entrance that would necessitate turn lanes.

#### **Warrant 7 – Crash History**

As the intersections of Lake Elmo Avenue, Street A and 75<sup>th</sup> Street/Street A do not yet exist, there are no correctable crashes at these locations.

**Warrant 8 – Corridor Crash Experience**

According to recorded crash data provided by MnDOT, there is no pattern of similar crash types suitable for correction by adding turn-lane treatments. Therefore the corridor does not have a crash experience that would necessitate a system-wide treatment with turn lanes.

**Warrant 9 – Vehicular Volume**

The table below provides the relevant volume criteria from Figure 3.40 of the MnDOT guide that, if satisfied, would warrant left turn treatment:

**MnDOT Access Management Manual Figure 3.40: Warrant 9 for Left-Turn Lanes**

2-Lane Highway AADT	Cross Street or Driveway ADT	Turn Lane Requirement
4,000 – 4,999	> 1,000	Left-turn lane warranted
≥6,500	>400 (101 to 400)	Left-turn lane warranted Left-turn lane or bypass lane

The relevant criteria from Figure 3.41 of the MnDOT guide is provided in the following table that, if satisfied, would warrant right turn treatment:

**MnDOT Access Management Manual Figure 3.41: Warrant 9 for Right-Turn Lanes**

2-Lane Highway AADT	Cross Street or Driveway ADT	Turn Lane Requirement
>1,500	> 100	Right-turn lane warranted

Using the trip generation from Table 2, the expected trip distribution patterns, and the criteria for Warrant 9, Table 3 summarizes the results of the Warrant 9 evaluation.

**Table 3 – Turn Lane Warrant 9 Evaluation**

Intersection	Left Turn Lane		Right Turn Lane	
	Street ADT	Access ADT	Street ADT	Access ADT
Lake Elmo Avenue at Street A	4,730	196	4,866	196
75 <sup>th</sup> Street at Street A	8,134	80	8,146	80
<b>Criteria</b>	<b>4,000 – 4,999 -or- ≥6,500</b>	<b>&gt; 1,000 -or- &gt;400 (101 to 400)*</b>	<b>&gt; 1,500</b>	<b>&gt; 100</b>

Notes: \*Volume threshold warrants Left-turn or bypass lane

Based on these results, left turn treatment is not warranted at either site access while right turn treatment is recommended for the site access onto Lake Elmo Avenue.

Based on the MnDOT Turn Lane Warrant evaluation above, the following is recommended:

- Adding full right turn lanes to northbound Lake Elmo Avenue at Street A, as shown in Figure 1 below.

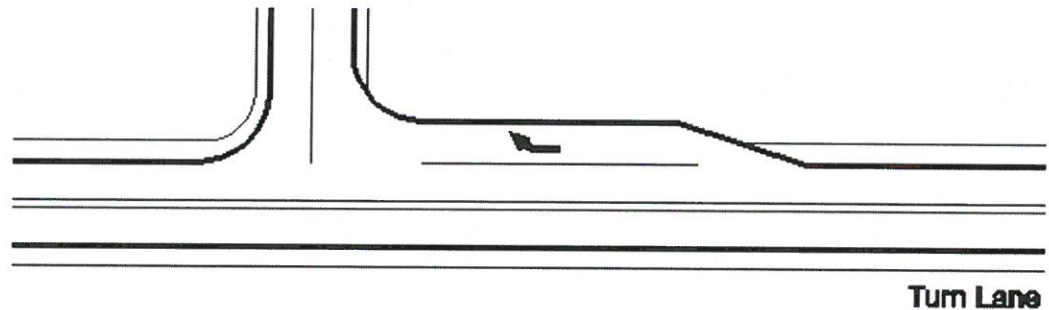


Figure 1: Full Right Turn Lane Treatment.

- Strengthening and expanding the shoulder for eastbound traffic at 75<sup>th</sup> Street at Street A for eastbound vehicles, as shown in Figure 2, below. Due to the low volume of vehicles making right-turning movements into the development an expanded and strengthened shoulder will allow the turning vehicles to shift out of the through lane and make a safe right turning movement without blocking through moving vehicles. In addition, sufficient right-of-way should be set aside to expand to a standard turn lane if and when additional development and future traffic growth occurs.

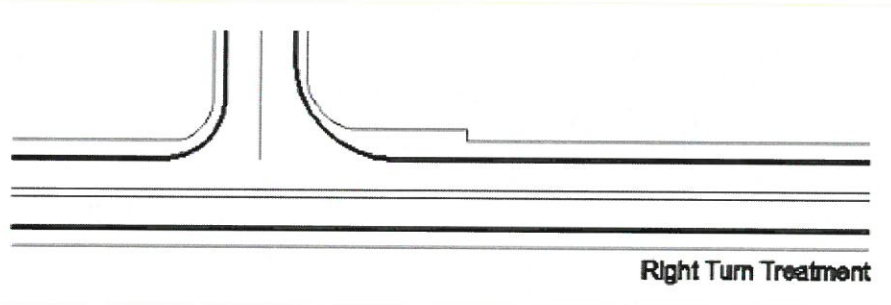


Figure 3: Strengthened Right Turn Lane Treatment.

- Setting aside additional right-of-way along the north side of 75<sup>th</sup> Street to add a westbound bypass lane if and when Street A ADT's rise above 100 vehicles per day.

### Site Distance Review

A site distance review was completed for the proposed access locations. Field measurements were completed on-site in April 2017 during a typical day with no construction or other obstacles on 75<sup>th</sup> Street or Lake Elmo Avenue. While standing at the proposed access locations, the time gap was measured for vehicles traveling along the mainlines from when first observed to when they reach the proposed access intersection. Left turn movement sight distance corresponds to the measurements for westbound and southbound traffic while the right turn sight distance corresponds to the measurements for eastbound and northbound.

In the case of a two or more vehicles driving in close proximity, only the lead vehicle was timed to ensure that free flow traffic speeds were observed and that surrounding vehicle speeds were not affecting the speed of the measured vehicle. Measurements were obtained for 40 separate vehicles, ten for each turning movement at each intersection, to determine the average left- and right-turn sight distance times. Table 4 shows the requirements for each type of vehicle and each turning movement in addition to the measured sight distance time. The individual raw sight distance measurements are provided in the appendix.

**Table 4: Sight Distance Requirements and Measurements**

	Turns from	
	Left Turn Movement (sec)	Right Turn Movement (sec)
Design Vehicle Requirements		
Passenger Car	7.5	6.5
Single Unit Truck	9.5	8.5
Combination Truck	11.5	10.5
<b>75<sup>th</sup> Street Field Measurement (Average)</b>	<b>12.8</b>	<b>13.5</b>
<b>Lake Elmo Avenue Field Measurement (Average)</b>	<b>17.2</b>	<b>12.5</b>

Based on these measurements, sufficient sight distance is provided for left turn and right turn movements for all three design vehicles at both intersections. For left turning movements 75<sup>th</sup> Street and Lake Elmo Avenue provide 12.8 seconds and 17.2 seconds of sight distance, respectively. The right turning movements achieve 13.5 seconds and 12.5 seconds of sight distance at 75<sup>th</sup> Street and Lake Elmo Avenue, respectively.

## Access Spacing Requirements

The proposed access locations were also reviewed to assure they met required spacing guidelines set forth by Washington County. Using Washington Counties, *Article V: Public Facilities and Services 501 – Public Facility and Service Requirements* document the requirements for access onto arterials was reviewed for compliance.

Based on this documentation, for a non-collector roadway to achieve direct access onto an arterial roadway, a Type II process needs to be pursued. Also, a minimum of 600 feet from other intersections must be achieved. These conditions are fulfilled at the 75<sup>th</sup> Street/Street A access where a minimum intersection spacing of roughly 1,000 feet is provided with the proposed Street A placement. However, the proposed access location at Lake Elmo Avenue/Street A does not fulfill these requirements at its proposed location with two private driveways located roughly 275 feet and 175 feet away. However, there are a few conditions that help decrease concern about the access location:

- The low volume of daily trips utilizing the existing driveways, as well as the similarly low volume of trips expected to utilize the proposed site access will help decrease impact to the vehicle flow along Lake Elmo Avenue as well as the potential conflicts between accesses.
- The T-intersection layout of the driveways and proposed intersection create less conflicting movements at the intersection.

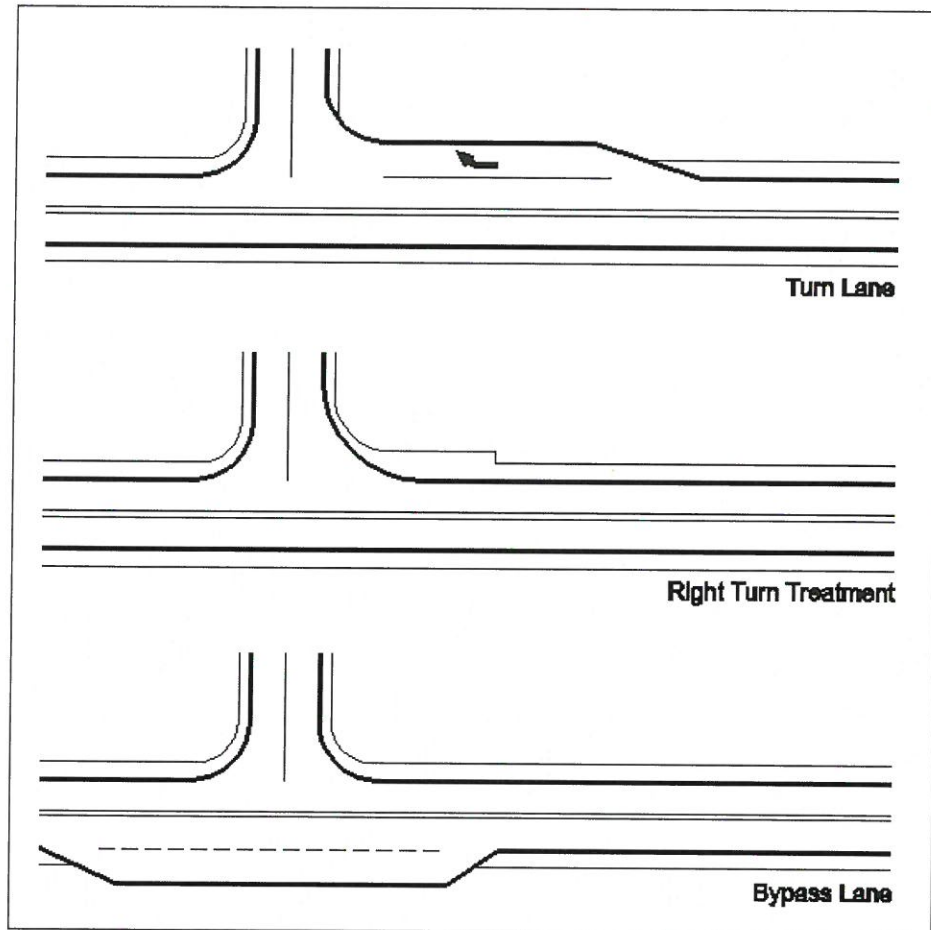
Also, due to the geographic characteristics of the area, the proposed location for the Lake Elmo Avenue/Street A intersection is well placed. The current alignment considers existing ponds and wetlands, as well as the vertical alignment of Lake Elmo Avenue. Despite rolling hills along Lake Elmo Avenue, the proposed placement provides sufficient sight distance, as mentioned earlier, and provides a relatively level access. These circumstances reduce any concern of the proposed access location and do not predict any negative impact to the existing minor arterial classification of Lake Elmo Avenue.

## Appendix

- A. Concept Plan
- B. MnDOT Access Management Manual
- C. Sight Distance Measurements

*Mn/DOT Access Management Manual*

Figure 3.39: Right-turn Treatments & Bypass Lanes



Turn-Lane Warrants for Undivided Highways

The Turn-Lane Warrants for Undivided Highways are shown below. These warrants apply to both left-turn lanes and right-turn lanes.

- Warrant 1: Passing Lane/Climbing Lane – At high-volume driveways (> 100 trips per day) and all public street connections located on highway segments where passing lanes or climbing lanes are present in the approach direction.
- Warrant 2: Limited Sight Distance/Terrain – At all driveways and public street connections with inadequate stopping sight distance or located on short vertical curves or steep grades. Designers may consider alternative options, such as access relocation, vegetation removal, and spot grading as alternatives to building turn lanes.
- Warrant 3: Railroad Crossings – At high-volume driveways (> 100 trips per day) and all public street connections where a railroad is parallel to the highway and where the potential exists for vehicles delayed by a train to back up into the through-lanes of the highway, creating both safety and operational problems. At these locations, the queuing of traffic caused by train movements should be considered. If the cross street between the railroad and the highway does not provide adequate storage, then a turn lane or turn-lane treatment should be considered on the highway to provide the additional storage needed.

## Appendix B: MnDOT Access Management Manual

### *Mn/DOT Access Management Manual*

- Warrant 4: Signalized Intersections – At all signalized public street connections and driveways.
- Warrant 5: Heavy-Vehicle Traffic – At all driveways and public street connections on high-speed highways (posted speed  $\geq 45$  mph) where the heavy-vehicle turning volume is 15 or more vehicles per hour for at least eight hours a day for four months or more per year. Examples of this include gravel operations, large grain elevators, or large distribution centers.
- Warrant 6: School Entrances – At public and private school driveways on high-speed highways (posted speed  $\geq 45$  mph) used by school traffic.
- Warrant 7: Crash History – At high-volume driveways (>100 trips per day) and all public street connections that demonstrate a history of crashes of the type suitable to correction by a turn lane or turn-lane treatment (typically three or more correctable crashes in one year), or where adequate trial of other remedies has failed to reduce the crash frequency.
- Warrant 8: Corridor Crash Experience – On highway corridors that demonstrate a history of similar crash types suitable to correction by providing corridor-wide consistency in turn-lane use.
- Warrant 9: Vehicular Volume Warrant – At high-volume driveways (>100 trips per day) and all public street connections on high-speed highways (posted speed  $\geq 45$  mph) that satisfy the criteria in Figures 3.40 and 3.41 below.

**Figure 3.40: Warrant 9 for Left-Turn Lanes**

2-Lane Highway AADT	4-Lane Highway AADT	Cross Street or Driveway ADT	Turn Lane Requirement
1500 to 2999	3000 to 5999	> 1500	Left-turn lane warranted
3000 to 3999	6000 to 7999	> 1200	Left-turn lane warranted
4000 to 4999	8000 to 9999	> 1000	Left-turn lane warranted
5000 to 6499	10,000 to 12,999	> 800	Left-turn lane warranted
$\geq 6500$ AADT	$\geq 13,000$ AADT	101 to 400 > 400	Left-turn lane or bypass lane Left-turn lane warranted

*Highway AADT one year after opening  
Posted speed 45 mph or greater*

**Figure 3.41: Warrant 9 for Right-Turn Lanes**

2-Lane Highway AADT	4-Lane Highway AADT	Cross Street or Driveway ADT	Turn Lane Requirement
$\geq 1500$ AADT	$\geq 3000$ AADT	> 100	Right-turn lane warranted

*Highway AADT one year after opening  
Posted speed 45 mph or greater*



## Appendix C: Sight Distance Measurements

<b>(75th Street) Provided Sight Distance for 2 Lane Road (seconds)</b>			
<b>Left Turn</b>		<b>Right Turn</b>	
<b>Count</b>	<b>Time</b>	<b>Count</b>	<b>Time</b>
1	12	1	14
2	11	2	11
3	13	3	10
4	13	4	10
5	14	5	15
6	16	6	16
7	11	7	13
8	10	8	14
9	13	9	17
10	15	10	15
<b>Average</b>	<b>12.80</b>		<b>13.50</b>

<b>(Lake Elmo Avenue) Provided Sight Distance for 2 Lane Road (seconds)</b>			
<b>Left Turn</b>		<b>Right Turn</b>	
<b>Count</b>	<b>Time</b>	<b>Count</b>	<b>Time</b>
1	18	1	16
2	15	2	15
3	18	3	15
4	15	4	13
5	14	5	14
6	19	6	12
7	20	7	8
8	19	8	12
9	20	9	11
10	14	10	9
<b>Average</b>	<b>17.20</b>		<b>12.50</b>

<b>Required Sight Distance Turns onto 75th Street (seconds)</b>		
<b>Design Vehicle</b>	<b>Right Turn</b>	<b>Left Turn</b>
Passenger Car	6.5	7.5
Single Unit Truck	8.5	9.5
Combination Truck	10.5	11.5
<b>Supplied Sight Distance</b>	<b>13.50</b>	<b>12.80</b>

<b>Required Sight Distance Turns onto Lake Elmo Avenue (seconds)</b>		
<b>Design Vehicle</b>	<b>Right Turn</b>	<b>Left Turn</b>
Passenger Car	6.5	7.5
Single Unit Truck	8.5	9.5
Combination Truck	10.5	11.5
<b>Supplied Sight</b>	<b>12.50</b>	<b>17.20</b>