



**CITY OF NEWPORT  
PLANNING COMMISSION MEETING  
NEWPORT CITY HALL  
JUNE 09, 2016 – 6:00 P.M.**

Chairperson:	Anthony Mahmood	City Administrator:	Deb Hill
Vice-Chair:	Kevin Haley	Asst. to the City Admin:	Renee Eisenbeisz
Commissioner:	Matt Prestegaard	Planner:	Sherri Buss
Commissioner:	Marvin Taylor	Council Liaison:	Tom Ingemann
Commissioner:	David Tweeten		

**AGENDA**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. APPROVAL OF PLANNING COMMISSION MINUTES**

A. Planning Commission Minutes of the May 12, 2016 Meeting

**4. COMMISSION & STAFF REPORTS**

A. **Public Hearing** – To consider an application from MWF Properties, Inc. for approval of a Conditional Use Permit Located at 150 Red Rock Crossing

1. Memo from Sherri Buss
2. Resolution No. P.C. 2016-7

B. To consider amending Chapter 1350, Section 1350.14 (a) to remove standards for building coverage and add standards for lot coverage in each district

1. Memo from Sherri Buss
2. Resolution No. P.C. 2016-8

C. Industrial Buffer District

1. Memo from Sherri Buss

**5. NEW BUSINESS**

**6. ANNOUNCEMENTS**

A. Upcoming Meetings and Events:

- |                                  |               |           |
|----------------------------------|---------------|-----------|
| 1. City Council Meeting          | June 16, 2016 | 5:30 p.m. |
| 2. City Council Meeting          | July 7, 2016  | 5:30 p.m. |
| 3. Heritage Preservation Meeting | July 13, 2016 | 5:00 p.m. |
| 4. Planning Commission Meeting   | July 14, 2016 | 6:00 p.m. |

**7. ADJOURNMENT**



**City of Newport  
Planning Commission Minutes  
May 12, 2016**

**1. CALL TO ORDER**

Commissioner Mahmood called the meeting to order at 6:00 P.M.

**2. ROLL CALL**

Commissioners Present –Kevin Haley, Matt Prestegaard, Marvin Taylor, David Tweeten, Chairperson Mahmood

Commissioners absent –

Also present – Deb Hill, City Administrator, Sherri Buss, TKDA Planner.

**3. APPROVAL OF PLANNING COMMISSION MINUTES**

A. Planning Commission Minutes of the April 14, 2016 Meeting

**Motion by Haley, seconded by Tweeten to approve the April 14, 2016 Meeting Minutes as amended. With 5 ayes, 0 Nays, motion carries.**

**4. COMMISSION & STAFF REPORTS**

A. Lot Coverage – Draft Ordinance

1. Memo from Sherri Buss

Sherri Buss, TKDA Planner, presented on this item as outlined in the May 12, 2016 Planning Commission packet.

**Commissioner Haley** – I think our goal here is to develop the city and do the best we can with it, I would like to see the numbers stay high.

**Commissioner Mahmood** – The higher the number the more businesses we can attract.

**Ms. Buss** – The other option is to keep the numbers high and put a note on here that says “must meet storm water standards”.

**Commissioner Mahmood** – I like that.

**Commissioner Haley** – It allows some developers to get creative with storm water. They are burying it, it's not like they can't do that.

**Ms. Buss** – In MX-1 you’re not recommending a change, we already allow 80% there. In the other districts to have it at 75% but have a note attached to the numbers that would say that it is “conditional upon meeting storm water standards”.

**Commissioner Taylor** – That should still be what John wants, the language is still there.

**Ms. Buss** – I think that works fine and we’ll let them know up front. I think that’s what he’s concerned about, when people see that number they then think that they’re entitled to that but if include a note that it’s conditional upon meeting the city’s storm water standards I think that is good. If you guys are good with this we would put this up for a public hearing next meeting and then it would go the Council. John said on the whole that he is really happy with going to a lot coverage standard rather than a building standard because that was always really hard for him to explain to people. Generally he’s fine with what you’re doing and I think if we add that note so people don’t develop an expectation.

**Chairman Mahmood** – With this chart, maybe you can explain what this means, “minimum front yard if across collector or minor street from any residential district”.

**Ms. Buss** – Those are setback standards and we have a little higher setback standard for front yards and for other things if you are next to a residential district then we do if you are next to an industrial district.

**Chairman Mahmood** – Right but what does “across collector” mean?

**Ms. Buss** – A collector road would be something like Maxwell or a local street. We wouldn’t care if it was across a highway. If you had an industrial use and the street next to you is highway 61 and there’s residential on the other side of that we wouldn’t do it but if it’s really going to impact a residential then we’d make them have a higher setback.

**Chairman Mahmood** – Alright now it makes sense.

**Ms. Buss** – You don’t need a formal motion but is the consensus to have it go this way to a public hearing next time? Is there a way to let a business association or somebody know that this is coming up in case they want to testify on it?

**Commissioner Haley** – I can talk to...

**Admin. Hill** – I think we have a list of all the businesses in town I’ll see if we can send something out or go through the business association that is established in town.

**Ms. Buss** – Maybe the hearing notice can go out to them to just let them know.

- B. Industrial Buffer District
  - 1. Memo from Sherri Buss

Sherri Buss, TKDA Planner, presented on this item as outlined in the May 12, 2016 Planning Commission packet.

**Commissioner Haley** – We’re not talking about zoning that any differently are we?

**Ms. Buss** – Well that’s the question for you. Do you want to zone any of this stuff that the refinery owns differently? The city’s frustration from staff and the mayor has been that when they buy this stuff and clear the houses out it becomes vacant and the property value goes down and the city’s taxes go down.

**Commissioner Haley** – And we still have infrastructure under those streets that have to be maintained.

**Ms. Buss** – Right. So the question for us was if there is anything we can do to stop that loss in tax value. One of the options that we've thought about is whether the area north of them can become a buffer or a mixed-use district that would allow them to have some office uses or parking uses or storage uses or whatever on those properties so they don't just become a sort of no man's land. They're all in the R District right now. It's a real question for you to debate what the pluses and minuses are with doing this. There are a couple questions for the attorney; one question is "If they buy this and imply that they're using it as a buffer zone, are they engaging in an industrial use in a residential district?" I think that is a question for Fritz.

**Commissioner Haley** – So we could make it MX-4 and just extend MX-4 into that.

**Ms. Buss** – You'd still have the same question because MX-4 does not allow industrial uses. David's question would apply with anything in our city other than an industrial district. The other question for Fritz is about the fact that you were looking around there and were on a non-refinery site and got accosted by one of their security personnel who made you very uncomfortable about being there. I think it's a question of if someone is on a city street, a city sidewalk, or another property should they be doing that or should the city suggest to them that they can only do that on their own properties?

**Commissioner Haley** – So they're governed by the Coast Guard and if they own it they have to patrol it.

**Ms. Buss** – But they don't own the city streets.

**Commissioner Haley** – Right but it's all about the protection of the refinery and keeping people back and away from it and not having them do things that are close by. I think they're cooperating as best they can with the city and the fire and they give us a lot of support.

**Ms. Buss** – Nonetheless it's a question and you can see how it can have a chilling effect on people who live around there. If your kids go walking through and get chased out but they're on a public sidewalk, I think it's a question we should ask Fritz. I don't know if anybody's been aware of that, you're the first person I've heard talk about that. Have they said that they're using the land as a "buffer" publicly?

**Admin. Hill** – They've used the word "buffer", it's to reduce liability.

**Ms. Buss** – So is that really an industrial use?

**Commissioner Tweeten** – It's short of being an industrial use, can it can merely be in conflict with residential use? The purpose of the residential districts is to preserve the existing living qualities of residential neighborhoods. I don't think they're consistent with that.

**Ms. Buss** – You're talking about some of the goals in the comp plan?

**Commissioner Tweeten** – These are the goals in the ordinance describing residential districts and what they're for.

**Ms. Buss** – We can make a distinction between someone who's demolishing a property and intending to rebuild a residential use. I am wondering what other pros and cons you see. There will be several approaches, you could extend the MX-4 District through that area but then they could do the uses that are allowed in MX-4.

**Commissioner Haley** – Or a business office park which may be conducive, they have a facility in Woodbury that they're operating out of.

**Chairman Mahmood** – But the whole thing is if they're using the whole thing as a buffer zone they want to leave it vacant in case something blows up people aren't there.

**Commissioner Haley** – Residential vs. business because they're not trying to buy up all those businesses around them. I would say that if we turned it into something that was conducive to their use there's a good chance they'll use it.

**Ms. Buss** – You'd need to assign specific uses if you create a new district.

**Commissioner Haley** – If you just said buffer then nothing would be able to go in there. I would say the problem with industrial is then we're pushing industrial right into that neighborhood versus an MX-4 or a B-1. They could build the refinery right up to those houses if we did that.

**Ms. Buss** – If you allowed that in an industrial buffer district.

**Commissioner Haley** – If they were going to do anything I would suspect it would be....they don't want pipelines and things next to the residential either they've established that.

**Admin. Hill** – If I were to guess I would say that's true too.

**Ms. Buss** – So we could extend MX-4 in there and let them do office use. I think then we would have to examine that MX-4 district and see if it included things you wouldn't want in that area but we've got it up against everything else in that area and if that would accommodate any of the uses they're considering in that area. If all they're thinking about is renting houses to employees and possibly having some office use or allowing some other kind of commercial use that might want to locate near them maybe that's the solution. I think you'd have to ask the assessor if they had vacant area in this district and if it was zoned for mixed-use.

**Admin. Hill** – If it's vacant that's interesting.

**Ms. Buss** – Would it be commercial?

**Admin. Hill** – If it doesn't have a house then it would be commercial.

**Ms. Buss** – I think we'd really have to ask him.

**Admin. Hill** – That would be true across Hastings in the B-1, that gets taxed Industrial/Commercial even though it's vacant. That's on the south side of Raceway to Fun and it gets taxed at a higher rate.

**Commissioner Haley**– I think if we get too carried away with naming it a buffer we may lose opportunity. If it were extended as a B-1 or an MX-4, I think we could entice them into developing it.

**Admin. Hill** – They own about 150 acres in town which is a lot on the other side of the highway. They've owned that up to Century Avenue for quite some time.

**Ms. Buss** – Whether you'd want to put that into an MX-4, I don't know.

**Commissioner Haley**– It sounds like from your meeting with him that they may be conducive to developing or selling that.

**Admin. Hill** – The last time I talked to them they said that there are a lot of ravines in there and it wouldn't be totally conducive to house development. I think you'd want to take a look at it to see. If it is then maybe we would want to keep that section but the rest that can't be keep it as a buffer.

**Commissioner Haley**– Down by Raceway I think there's 24 acres in there.

**Admin. Hill** – Yeah that's already zoned B-1.

**Commissioner Haley**– I've talked to a couple of developers that are very interested in the property up there.

**Ms. Buss** – The problem with turning it into an MX-4 is then you could not do single-family development up there and if what we think is going to happen up there is single family on large lots then that's not a good idea.

**Commissioner Tweeten** – If they want a buffer there then they probably don't want single family.

**Admin. Hill** – It might be conducive to talk about it. The distance is a mess with highway 61 sitting there on one side and the bluff line.

**Ms. Buss** – We can take these separately they're really very different. On the west side of 61, what are your thoughts on making that area just north of them MX-4? The question in my mind is the river lots which I don't think will ever be anything but single family housing. I'd have a question on whether we put MX-4 on that.

**Commissioner Haley**– If it's a corporate campus they'd love the river.

**Commissioner Tweeten** – I agree. I'd hate to see it undeveloped and unused property.

**Ms. Buss** – What are the negatives of making that MX-4?

**Commissioner Tweeten** – How I see it right now is that they're in violation of the zoning ordinance so by simply changing it to MX-1 and granting them a pardon for the violation we lose any influence we might have had in directing usage.

**Commissioner Haley**– So that would be the same case for the bluff land over where there isn't any development and they've owned it forever.

**Commissioner Tweeten** – I think those properties are different enough.

**Commissioner Haley**– I agree there's difference but...

**Ms. Buss** – I think we have to ask the attorney that question.

**Commissioner Haley**– In my opinion they're doing a very good job keeping the smells and noise down.

**Admin. Hill** – Yeah they're good neighbors.

**Chairman Mahmood** – Does the city have the power to say that if you're going to own all this land and we have to maintain all these streets, you need to pay for plowing, etc.

**Ms. Buss** – No they're paying taxes now.

**Chairman Mahmood** – But not as much as it would be if it was a house.

**Admin. Hill** – Yeah that's why we're having this discussion.

**Commissioner Haley**– Let me play devil's advocate here, if I lived on the river with a 100ft. lot and I wanted to buy my neighbor's properties and not build a thing on them there's no reason I couldn't do that. At what level does this become illegal?

**Ms. Buss** – I think that David's question is the question is that just because they're industrial and their intent to use this as a buffer, does that mean that their use of that property is an industrial use?

**Chairman Mahmood** – I would think that if we were going to do anything we'd create a new district to have more control over what's put there.

**Admin. Hill** – Yes the assessor goes by zoning not by use.

**Chairman Mahmood** – I am for creating a new zone where we have complete control over what can and cannot be done on there that gives us the upper hand on everything.

**Ms. Buss** – I think the only thing you'd want to do is look through MX-4 and B-1 and make sure that everything that's in there is nothing you wouldn't want to allow here.

**Chairman Mahmood** – Maybe we want to allow more instead of limiting it.

**Commissioner Haley**– Can you shoot us the pros and cons of B-1 and MX-4?

**Commissioner Tweeten** – One use that I'm interested in is recreational access and as it currently stands they don't have to allow access. Of course they're not prohibited from entering into an agreement with the town for what amounts to privately owned parks. Passive uses of that waterfront would be something that I'd like to see. I don't know if other people feel the same way but I guess the park board has approached them and asked if some part of their property could be used for community gardens and there's a Frisbee golf company down by the post office that had interest in creating a course and they were turned down for both. I think that those uses would be consistent with a residential district.

**Commissioner Haley**– I've been in their monthly meetings and I hear what they're saying about security and how the government is putting pressure on them to be incredibly secure and I think that's the driving factor there, to keep people away.

**Commissioner Tweeten** – I can see a reason why you'd want to have some degree of visibility over who is using what and where in that area. I don't think they're concerned about people walking down trails and paths. If they want to put up barriers to big trucks going back there that makes sense but people on foot I don't think are their concern.

**Ms. Buss** – Recreational use is pretty much allowed in any district I think the question there is the owner and there's not a way the city can compel them to permit recreational use.

**Commissioner Tweeten** – Not compel but convince, if they're in violation of a residential zoning ordinance we can ask that they put themselves back in compliance.

**Ms. Buss** – If we were looking at using the MX-4 district, we basically allow any of the residential uses except mobile homes. There are some civic type uses like daycare facilities, essential services, park and recreation, places of worship, are all allowed. For commercial uses, you can do administrative support services, with a CUP you can have a veterinary clinic or animal boarding, artist studios, automotive services but not body repair, bakeries, bed and breakfasts, there's quite a list of commercial uses allowed by right or CUP. The question would be if we extended MX-4 would you want to allow all of these including the auto repair in this district.

**Commissioner Tweeten** – I think that you can create a district that's just office residential and offices have to fit within the residential feel.

**Chairman Mahmood** – I just have one question. Our goal here is to regain some of the money we're losing because they're ripping down the houses. If we turn it into an MX-4 and they still don't build anything do the taxes go up?

**Admin. Hill** – Yes.

**Chairman Mahmood** – Considerably? Is it worth it?

**Admin. Hill** – It's almost 4 fold.

**Chairman Mahmood** – If we created our own MX-5 and said that it was for these certain things could we make it so that the taxes will go up even more?

**Admin. Hill** – There's usually basically 2 tiers, residential, some other things, and commercial/industrial.

**Chairman Mahmood** – What you're saying is that because they've ripped down the home it's no longer a residential and if it's in MX-4 it would automatically go to a commercial tax base?

**Admin. Hill** – Yeah but without the house. If you keep the house then you have that extra value.

**Ms. Buss** – She's saying that a vacant lot in an MX district is going to be worth more in terms of taxes than a vacant lot in a residential.

**Commissioner Haley**– Do you see any problem with making it MX-4?

**Ms. Buss** – No I think there are a lot of uses in MX-4 that won't ever happen there. I think there are a couple of uses that we may want to question in MX-4 like the automobile uses to see if we really want to extend those. I don't think we'd want to do B-1 because I think there are some things allowed in B-1 like adult uses that are probably not a good thing to put next to a residential district. The other take on it would be creating a new MX type district and have a much narrower set of uses like housing and office and essential services.

**Commissioner Haley**– I think that they will do everything they can including not doing anything to keep residential out of there. They could have bought up many of those businesses and they haven't.

**Chairman Mahmood** – What do you all think?

**Commissioner Haley**– I could go MX-4.

**Commissioner Tweeten** – MX-4 sounds like it could be turned into a parking lot.

**Commissioner Taylor**– The whole area would have to be significantly changed to be a successful office area.

**Ms. Buss** – Our MX districts are really intended for smaller scale stuff.

**Councilman Ingemann** – If you made an MX-5 restricted down to just houses and offices and cut out the other stuff that was permitted before. I think that would take care of what you’re talking about because you’re not allowing a lot of other stuff but it’s still a mixed use.

**Chairman Mahmood**– That’s why I think we need to make a different district.

**Ms. Buss** – That would be the reason that we don’t think everything that’s permitted in MX-4 should be permitted in this little area.

**Commissioner Haley**– I don’t think that the refinery would sell any of it if there was ever a potential of residential going back in there.

**Ms. Buss**– Then you get to the question of what if the management of the refinery changes and they say “we don’t care about this anymore; we’re going to start selling off this property to other uses”. We want to make sure that what we have allowed in that district is what we’d be happy being there if the refinery decided they wanted to give it up.

**Commissioner Haley**– Can we attempt to get some input from them again?

**Ms. Buss**– Would they send a person to one of your meetings to talk about this?

**Admin. Hill** – I think that would be the thing to do to give them carpe blanche in letting them decide. I’ve been in contact with them and I’ve told them that we’re looking at a buffer zone and I gave the example of the house that was just purchased saying that they couldn’t use it for an office right now but if it was rezoned they could.

**Commissioner Haley**– I think that if we gave this to them they would send it to their attorneys.

**Admin. Hill** – I can contact them.

## 5. NEW BUSINESS

**Admin. Hill** – Sherri and I got a call from Red Rock Lodge, they were selling and wanted to know if they are a conforming or non-conforming use. We found that where they’re zoned, hotel/motel is not listed as a permitted-use so they are technically a legal non-conforming. So that’s something that we might want to add.

## 6. ANNOUNCEMENTS

### A. Upcoming Meetings and Events:

- |                                       |              |           |
|---------------------------------------|--------------|-----------|
| 1. City Council Meeting               | May 19, 2016 | 5:30 p.m. |
| 2. Library Advisory Committee Meeting | May 24, 2016 | 5:30 p.m. |
| 3. City Council Meeting               | June 2, 2016 | 5:30 p.m. |

**7. ADJOURNMENT**

**Motion by Haley, seconded by Tweeten, to adjourn the Planning Commission Meeting at 6:51 p.m.  
With 5 Ayes, 0 Nays, the motion carried.**



**CITY OF NEWPORT  
CITY COUNCIL**

**NOTICE OF PUBLIC HEARING  
TO CONSIDER A REQUEST FOR A CONDITIONAL USE PERMIT**

Notice is hereby given that the Planning Commission of the City of Newport will conduct a Public Hearing on Thursday, June 9, 2016, at 6:00 p.m. or as soon thereafter, in the City Hall Council Chambers at the Newport City Hall, 596 7<sup>th</sup> Avenue, Newport, MN to consider an application from MWF Properties, 7645, Lyndale Avenue South, Minneapolis, MN 55423, for approval of a Conditional Use Permit (CUP) at 150 Red Rock Crossing. The CUP request is to permit a new 42-unit apartment building that would be four stories in height on a parcel adjacent to the Newport Transit Station.

Information on this Application can be reviewed at the Newport City Hall. The purpose of this hearing is to provide citizens the opportunity to comment on the project either at, or in writing prior to, the Public Hearing.

Dated this 12th day of May, 2016.

A handwritten signature in cursive script that reads 'Debna Hill'.

Deb Hill  
City Administrator

(Publish in the Washington County Bulletin Wednesday, May 25, 2016 and Wednesday, June 1, 2016)



444 Cedar Street, Suite 1500  
Saint Paul, MN 55101  
651.292.4400  
tkda.com

## Memorandum

<b>To:</b>	Newport Planning Commission	<b>Reference:</b>	Red Rock Square CUP Request
<b>Copies To:</b>	Deb Hill, City Administrator		
	Andy Brunick, Intern		
	MWF Properties, LLC, Applicant		
	Washington County RRA, owner		
	Jon Herdegen, MSA, City Engineer	<b>Project No.:</b>	16020.005
<b>From:</b>	Sherri Buss, RLA AICP, City Planner	<b>Routing:</b>	
<b>Date:</b>	June 1, 2016		

**SUBJECT:** Red Rock Square -- Application for a Conditional Use Permit (CUP) for a Multifamily Residential Use

**MEETING DATE:** June 9, 2016

**LOCATION:** 150 Red Rock Crossing

**APPLICANT:** MWF Properties, LLC  
7645 Lyndale Ave South  
Minneapolis, MN 55423

**OWNERS:** Washington County Regional Rail Authority  
11660 Myeron Road North  
Stillwater, MN 55082

**CURRENT ZONING:** MX-3 (Transit-Oriented Design) District

**60-DAY PERIOD:** July 10, 2016

**ITEMS REVIEWED:** Application, site plans, and supplemental information, submitted May 11, 2016.

## **BRIEF DESCRIPTION OF THE REQUEST**

The applicant, MWF Properties, LLC, has submitted an application to develop a 42-unit apartment building on a site located in the MX-3 Zoning District, adjacent to the Newport Transit Station. The site is currently vacant. The site plan includes the building, a parking lot, “tot lot” and some open space. The proposed use requires a CUP in the MX-3 District. The housing is proposed to be “workforce” housing that serves workers and families with incomes that meet state program requirements.

## **CONDITIONAL USE PERMIT REQUEST**

### **BACKGROUND**

The applicant is requesting a Conditional Use Permit (CUP) to develop a 42-unit apartment building in the MX-3 Zoning District. The Zoning Ordinance requires that multifamily uses that include more than 8 units in the MX-3 District obtain a Conditional Use Permit.

The site plan shows the proposed building, which has a footprint of 19,614 square feet, a surface parking lot, and a proposed “tot lot” and open space. The site access is proposed from Red Rock Crossing, and will share a common access with the Transit Station parking lot. The building plans show a first floor that will be used as a parking garage (partially below grade), and three floors of apartments. The proposed development includes 24 two-bedroom and 18 three bedroom apartment units. The submittals include the site plan, building plans building elevations, proposed materials, lighting plan, landscape plan, and a stormwater analysis.

The proposed use needs to meet the general standards in the Zoning Ordinance that apply to all conditional uses in Newport, as well as the specific use and design standards that apply in the MX-3 District. This staff report evaluates the request based on both the general and specific standards for conditional uses.

### **EVALUATION OF THE REQUEST: GENERAL ORDINANCE CRITERIA FOR CONDITIONAL USES**

Section 1310.10 of the code permits the city to grant a CUP when the use is consistent with the Zoning Ordinance and Comprehensive Plan, the eight criteria listed below, and the ordinance standards for the specified use. If the City approves the CUP, it may impose reasonable conditions and safeguards to protect the health, safety and welfare of the community.

1. The proposed use is designated in Section 1350 of the development code as a conditional use in the appropriate zoning district.
2. The proposed use is consistent with the Newport Comprehensive Plan.
3. The proposed use will not be detrimental to or endanger the public health, safety or general welfare of the City, including the factors of noise, glare, odor, electrical interference, vibration, dust, and other nuisances; fire and safety hazards; existing and anticipated traffic conditions and parking facilities on adjacent streets and land.



4. The potential effects of the proposed use on surrounding properties, including valuation, aesthetics and scenic views, land uses, and character and integrity of the neighborhood.
5. The potential impacts of the proposed use on governmental facilities and services, including roads, sanitary sewer, water and police and fire.
6. The potential impacts on sensitive environmental features including lakes, surface and underground water supply and quality, wetlands, slopes, flood plains and soils.
7. The City may also consider whether the proposed use complies or is likely to comply in the future with all standards and requirements set out in other regulations or ordinances of the City and other governmental bodies having jurisdiction in the City.
8. In permitting a new conditional use, the City may impose additional conditions which it considers necessary to protect the best interest of the surrounding area or community as a whole.

The sections below address the factors that the City uses to determine if the proposed project meets the criteria for approval.

### **1. Zoning District**

The proposed use is permitted with a CUP in the MX-3 District. If the CUP is approved, the proposed use will be consistent with the Zoning Ordinance requirement.

### **2. Comprehensive Plan**

The land use plan included in the 2030 Comprehensive Plan specified Business Park and Industrial uses in the area where the Newport Transit Station is located and on the surrounding parcels. The land use plan was amended after the Washington County Regional Rail Authority (RRA) purchased the parcels in the area for a commuter rail station, and its consultants proposed that the area be developed with Transit-Oriented uses to support the Transit Station and related redevelopment. The City amended its land use plan based on the master plan that the County and its consultants developed for the area. The amended plan designated the area around the station as an MX-3 Transit-Oriented Design District.

The proposed use is consistent with the land use and zoning maps included in the amended 2030 Comprehensive Plan.

### **3. Dimensional Standards, Setbacks, and Requirements**

The dimensional standards and setbacks in the MX-3 district that apply to the proposed site plan are the following:

<u>Ordinance Requirement</u>	<u>Proposed Plan</u>
Minimum lot area: None	1.33 acres
Minimum lot depth: None	268 feet
Minimum lot width: 30 feet	214 feet
Maximum lot coverage (buildings): None	34%%
Structure setbacks: Front yard: 0 ft.	20.7 ft.
Side yard: 5 ft.	14.8 and 26.5 ft.
Rear yard: 20 ft.	45 ft.
Parking setbacks: Front yard: 20 ft.	134 ft.



Side yard: 5 ft.	0
Rear yard: 5 ft.	20 ft.
Maximum building height: 4 stories	4 stories
Public utilities required, including sewer	Yes

The proposed site plan needs to be revised to provide a 5-foot setback between the parking lot and parcel boundary. The Planner has included the revision requirement in the proposed conditions.

#### **4. Traffic and Roadways**

The site plan indicates that one driveway will provide access to and from the site from Red Rock Crossing. The driveway will be shared with the adjacent Transit Station. Red Rock Crossing will provide access from both facilities to Maxwell Avenue (County Road 38).

The City Engineer submitted the following comments regarding the site access:

- The proposed parking lot entrance access a private street/driveway. The applicant shall obtain written permission from the Washington County Regional Rail Authority to eliminate the existing driveway apron shown on the plans and construct the proposed driveway entrance onto the private driveway.

The Planner included the Engineer's comment in the proposed conditions.

The Planner requested comments on the project from the County's Transportation Department staff on May 12. By June 1, the County had provided no comments. If any comments are received prior to the Planning Commission meeting on June 9, they will be provided to the Commission at that meeting.

#### **5. Parking Requirements**

Parking Requirements. Section 1330.06 of the Zoning Ordinance includes standards for parking and section 1350.18-19 includes specific standards for the MX Districts. The ordinance requires the following:

- All off-street parking areas and driveways shall be constructed with a concrete, asphalt, or similar durable and dustless surface.
- Off-street parking spaces shall be a minimum of 9 feet wide by eighteen feet deep. Access drives and aisles shall be a minimum of 24 feet wide for two-way traffic.
- Multifamily uses in the MX-3 District:
  - Minimum: 1.5 parking spaces per dwelling unit, plus 10% for guest parking
  - Maximum 2.5 spaces per dwelling unit plus 10% for guest
- Surface parking lots in the MX-3 District shall be located at the side or rear of buildings and not in the front yard area. Surface parking lots and driveway access may not make up more than 25% of lot frontage.
- Bicycle parking shall be provided as a component of all parking facilities at a ratio of one bicycle space per 20 automobile spaces, or a minimum of two bicycle parking spaces, whichever is greater.

The proposed apartment building includes 24 two-bedroom units and 18 three-bedroom units (42 total units). Based on the ordinance, the project should provide between 69 and 105



parking spaces. The plan includes 53 spaces within the parking garage and 23 spaces in the surface lot—a total of 76 parking spaces. No bicycle parking spaces are identified on the plans.

The site plan indicates that the parking areas will be paved and curbed. The site plan indicates that standard B 612 curb will surround the lots, and that the driveways conform to the ordinance requirement. The proposed automobile parking, paving and curb meet the minimum ordinance requirements. The Planner included a condition that the applicant shall revise the plans to show 3-4 bicycle parking spaces.

## **6. Utilities**

The City Engineer and Public Works Director reviewed the proposed project, and requested that the following conditions be required for project approval:

- A minor modification to the exiting water main at the northwest corner of the site has been proposed. We do not oppose this modification. However, an additional 45° bend shall be installed at the property line prior to the plug for future access.
- All public utilities, including water main at the northwest corner and storm sewer catch basin along Maxell Avenue, shall be contained within a dedicated utility easement of requisite size (minimum 10 feet from either side of pipe/structure centerline) for future maintenance purposes. The plans shall be updated to show the required easement.
- The driveway for the underground parking garage appears to encroach on the 10-foot drainage and utility easement on the south property line. We do not oppose this encroachment. However, if the driveway pavement or curb conflict with any existing or future utility maintenance, the improvements will be removed and replaced at no cost to the City.
- All utility construction shall be installed in accordance with City standard. City staff shall be notified no less than 48 hours prior to the installation and connection for all utilities.

The Planner included the Engineer and Public Works Director's recommended conditions for utilities in the proposed conditions for the project.

## **7. Exterior Storage Requirements**

Section 1350.18 requires that open storage is prohibited in the MX-3 District. The Planner has included a proposed condition for the CUP that requires that storage at the site shall be within the building.

## **8. Refuse and Recycling**

Section 1350.18 requires that all refuse and recycling containers be stored in the principle structure or a fully enclosed accessory structure. The Planner has included a proposed condition for the CUP that refuse and recycling containers shall be stored within the building.

## **9. Utility Equipment—Screening Requirements**

The ordinance requires that all roof equipment must be screened from public view unless designed as an integral part of the building. If any utility equipment will be added to the



structures, it must meet the ordinance requirement. The equipment and screening should be shown on the final building plans and elevations that the applicant submits to the City.

### **10. Lighting**

The application included a lighting plan. The lighting on the site must meet the requirements of Subdivision 13 of Section 1330.05 of the ordinance to be “of a downcast, cutoff type, concealing the light source from view and preventing glare from spilling into residential areas.” The applicant submitted a lighting plan (sheet E000) and samples of lighting types that will be used on the site (sheet E001). The lighting plan meets the minimum ordinance standards.

### **11. Signs**

The application states that the existing Transit Station monument sign will be removed. The signage for Red Rock Square will be pin-mounted letters at the northwest corner of the ground level of the building (facing the intersection of Red Rock Crossing and Maxwell). The proposed sign is shown on sheet A500. In the MX-3 District, wall signs may be up to 150 total square feet in size or 5% of the building wall area, whichever is less. The proposed sign meets the minimum ordinance requirements for wall signs.

The Engineer suggested the following condition for the existing sign: “The Transit Station monument sign shall be removed and relocated as directed by the Washington County Regional Rail Authority. The Planner included the proposed condition for the project.

### **12. Stormwater Management**

The City Engineer reviewed the stormwater plan for the site, and provided the following comments:

1. The preliminary plans and stormwater management plan have been shared with the South Washington Watershed District. Given that the proposed project complies with the conditions of the regional stormwater management plan prepared for the Newport Transit Station site, that the plan indicates less than 80% impervious coverage, and has no more than 25% directly connected impervious coverage, the Watershed District had no additional comments regarding the application.
2. Applicable storm water BMP’s shall be in-place prior to beginning any construction-related activities. Particular emphasis shall be made to areas sloping directly toward stormwater management facilities.

The Planner included the Engineer’s proposed condition in the conditions for project approval.

## **EVALUATION OF MX-3 DISTRICT REQUIREMENTS**

### **1. Open Space Requirements**

Section 1350.19 (C) requires that developers provide a minimum of 10% of residential project sites as open space, with the following design requirements:

- The open space may be designed as a square, plaza, terrace, or green, with a variety of landscaped and paved surfaces and seating areas.



- All required open space shall be accessible to users of the building and shall be improved with seating, plantings and amenities.

The project plan sheet A200 label an area called “tot lot” and another area called “dedicated outdoor amenity space.” The areas total the minimum 10% open space. The landscape plan shows a few trees in the space, and label the tot lot as “open space.”

The plans do not show seating, amenities, or the components of the “tot lot” or open space area as required by the zoning ordinance. The plans do not describe the likely demographics of the residents of the building, discuss their needs for open space or play facilities, and how these will be met on the site. The nearest city park is more than ¼ mile away (Lions Park) and access would require children or families to cross Maxwell Avenue/21 Street (a county road with significant truck traffic) with no controlled pedestrian crossing.

The Planner has included a proposed condition that the applicants modify the plans to show the proposed seating, plantings and amenities in the “tot lot” and designated open space area to meet the ordinance requirements. The applicant shall submit the revised plan to the City for review by the City’s Park Board. The Park Board shall provide recommendations to the applicant and Council so that the open space areas address the needs of building residents and the City’s ordinance requirements.

## **2. MX-3 District Building Exterior Materials**

Section 1350.18 includes the performance standards for buildings in MX districts:

- Primary and accessory buildings shall be uniform in design and materials on all sides of a structure facing a public street, having extensive visual exposure from a public street, or adjacent to a residential zoning district.
- Exterior surfaces shall be faced with or a combination of brick, stone, architecturally-textured concrete products, wood veneer, glass, decorative pre-cast panels, or equivalent or better products. Metal materials may only be used as trim.
- The ordinance permits the city to approve alternative materials if the materials are consistent with the ordinance they would enhance the appearance of the building, and would be in harmony with adjacent buildings and the surrounding district.

The materials shown on sheet A500 include siding (material not specified), rock face, metal roofing over entries, vinyl windows, smooth face block, and asphalt shingles. The applicant has provided examples of the proposed materials, which are available at City Hall for review prior to the meeting on June 9.

The Commission should recommend whether the proposed exterior building materials meet the ordinance requirement or would be approved as alternative materials.

## **3. MX District Design Standards--Site and Building Design**

The ordinance includes a variety of requirements for circulation and site design. Many of the requirements are discussed in detail in the *Red Rock Gateway Area Design Guidelines* adopted as part of the Zoning Ordinance by the City in 2012. A copy of the *Design Guidelines* is attached for Commission review.



Specific zoning ordinance requirements and *Design Guidelines* requirements include the following that apply to this project:

- Internal sidewalk connections between buildings and site facilities. The sidewalks must have a hard surface and meet Public Works Department standards.
- External sidewalk connections to provide connections from buildings to the public sidewalk system and nearby trails and parks. Sidewalks and trails are required along all street frontages.
- No blank walls are permitted to face public streets, walkways, or public open spaces. Buildings should have a well-defined front façade and entry that faces the primary street. The first floor should include design elements that enhance the street, such as changes in materials and color, lighting, street furniture, and landscaping.
- Buildings shall be designed so that the first floor street façade along all streets includes the use of clear glass windows and doors arranged so that the uses are visible from and/or accessible to the street on at least 25% of the length of the first floor street frontage.
- Expanses of blank walls shall not exceed 20 continuous feet in length. A blank wall is a façade that does not contain clear glass windows or doors or sufficient ornamentation, decoration, or articulation.
- At intersections, buildings shall have front and side facades aligned at or near the front property line.
- Entrances shall be clearly visible and identifiable from the street and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.
- At least one or more operable pedestrian entrances per building shall be provided; at least two of the following are required:
  - When a lot abuts a public street right-of-way, at least one entrance shall be provided along all building facades fronting all public rights-of-way
  - When a lot abuts an existing or proposed public open space system, multi-use trail, or greenway, entrance(s) shall be provided on the building façade closest to the public open space, multi-use trail, or greenway
  - When abutting a sidewalk in the rail station area, an entrance(s) shall be provided on the building façade closest to the station area sidewalk.

The MX District Design requirements and guidelines are listed below, with bullets that evaluate the proposed development based on the ordinance and Design Guidelines:

- Providing a mix of uses
  - The proposed development is a residential use only. It does not provide a mix of uses.
- Efficient use of land, including incorporating higher densities and providing parking in an efficient manner
  - The project includes higher densities and provides most parking within the structure, rather than surface lots.
- Connectivity and circulation, so that uses within the Red Rock Gateway Area are connected with each other and with other City neighborhoods
  - The project includes sidewalks that connect with Red Rock Crossing, the Transit Station, and local trails
- Architectural interest at a human scale, including interest on the first floor



- The building design includes two colors of rock face concrete block on the first floor, and the minimum amount of windows required by the ordinance. The design includes the minimum number of street trees between the first floor and street areas that are required by the ordinance. The Commission should discuss whether additional landscaping or design elements should be included to provide architectural and pedestrian-scale interest at the first level. Since this is the first project reviewed in the MX-3 District, the design will set a precedent for how the City will apply the Design Guidelines within the MX-3 District in the future.
- Sensitivity to adjacent neighborhoods
  - The building design is oriented to the interior of the site.
- Providing facilities for pedestrians and bicycles, lively public spaces and streets
  - The project includes sidewalks, but provides no bicycle facilities.
- Respect for local ecology—integrate sustainable building and site design, responsible stormwater management, and provide landscaped green areas
  - The building design includes some sustainable features. The site plans include stormwater design acceptable to the Engineer. The landscape plan includes non-native species and is not consistent with species lists in the Design Guidelines (discussed below).

#### 4. **Landscape Plan**

Landscape design requirements in the ordinance and *Design Guidelines* include:

- At least one (1) over-story tree per fifty 50 of lot frontage.
- A minimum of 1 tree for every 1,000 square feet of non-impervious surface on the lot
- All landscape materials shall be appropriate to the site in terms of hardiness, salt-tolerance, and sun or shade tolerance. Trees shall be at least 25% overstory deciduous and at least 25% coniferous. All deciduous trees shall be long-lived, hardwood species.
- Areas of the land not covered by structures or pavement shall be landscaped with sod, mulch or rock materials
- The Design Guidelines include a list of recommended street tree species that are native, hardy and non-invasive. The list was developed and approved by the Planning Commission when the Guidelines were approved.

The proposed landscape plan generally meets the minimum requirements of the ordinance and design guidelines, except that the planting list is not consistent with the *Design Guidelines*. The following tree species should be replaced with species specified in the *Design Guidelines*:

- Renaissance Reflection Birch (*Betula papyrifera* ‘Renaissance reflection’). *Betula* species are not on the recommended list for the MX-3 District. Morton arboretum comments indicate that this species is not tolerant of drought (an issue in this district due to high bedrock).
- Skyline Honeylocust (*Gleditsia triacanthos* ‘Skyline’). *Gleditsia* are not on the recommended list for the MX-3 District. This species has a variety of disease problems that affect its longevity.
- Colorado spruce (*Picea pungens*). This species is sensitive to drought and disease, particularly in urban conditions. Due to a common canker infection, it loses branches



from the bottom up, and becomes unattractive over the long-term, particularly in city conditions.

*Relationship to the adjacent railroad spur line.* A railroad spur line that connects the rail lines to the east of the site to Newport Cold Storage is adjacent to the site to the south. Approximately one train per day uses the spur line. The Planning Commission should discuss whether the landscape plan should include a fence, hedge or other barrier to separate the family-oriented residential use from the rail spur for safety.

## **FINDINGS FOR THE CONDITIONAL USE PERMIT REQUEST**

1. The proposed use is designated in Section 1350 of the development code as a conditional use in the MX-3 Zoning District.
2. The proposed use is consistent with the amended 2030 Newport Comprehensive Plan.
3. The conditions for approval of the proposed use include requirements for development and operation of the site so that the proposed use will not be detrimental to or endanger the public health, safety or general welfare of the City, including the potential impacts of stormwater runoff, traffic conditions, and parking facilities.
4. The project will develop a vacant site. It may provide users for the Transit Station. Other adjacent properties are vacant and the project is consistent with uses proposed for the area.
5. The conditions for approval of the proposed use include requirements that address potential negative impacts governmental facilities and services, including roads, sanitary sewer, water and police and fire.
6. The project will not impact sensitive environmental features.
7. The City has adopted conditions which it considers necessary to protect the best interest of the surrounding area or community as a whole and assure that the proposed use will be consistent with the requirements of the zoning ordinance and adopted *Design Guidelines* for the MX-3 zoning district.

With proposed conditions, the request meets the minimum ordinance requirements for a Conditional Use Permit.

## **ACTION REQUESTED FOR THE CUP REQUEST:**

The Planning Commission can recommend:

1. Approval
2. Approval with conditions
3. Denial with findings
4. Table the request



## **PLANNING STAFF RECOMMENDATIONS:**

The Planning staff recommends that the Planning Commission review the plans and submittals for Red Rock Square, the Zoning Ordinance requirements and Design Guidelines, listen to public comments at the meeting on June 9, and make a recommendation to the City Council regarding the project. If the project meets the minimum ordinance requirements and will meet reasonable conditions imposed by the City, the Conditional Use must be approved. The Planner recommends that the Commission consider the following conditions for the proposed project:

1. The Applicant shall submit Final Plans that are substantially in conformance with the plans that were submitted to the City on May 11, 2016. The Plans shall include revisions and information required in the conditions. The final plans shall be approved prior to approval of a building permit.
2. The applicant shall revise the site plan to provide a five (5)-foot setback between the parking lot and parcel boundary.
3. The applicant shall obtain written permission from the Washington County Regional Rail Authority to eliminate the existing driveway apron shown on the plans and construct the new driveway entrance onto the private driveway that serves the Newport Transit Station.
4. The applicant shall revise the plans to show 3-4 bicycle parking spaces.
5. The applicant shall install an additional 45° bend at the existing water main at the northwest corner of the site at the property line prior to the plug for future access.
6. The applicant shall revise the plans to include a dedicated utility easement, a minimum of 10 feet from either side of the pipe/structure centerline for all public utilities for future maintenance purposes.
7. If the driveway pavement or curb conflict with any existing or future utility maintenance, the improvements will be removed and replaced at no cost to the City.
8. The applicant shall construct and install all utilities in accordance with City standards. The applicant shall notify City staff no less than 48 hours prior to the installation and connection of all utilities.
9. All storage on the site shall be within the building.
10. All refuse and recycling containers shall be stored within the building.
11. All roof equipment shall be screened from public view unless it is designed as an integral part of the building.
12. Applicable storm water BMP's shall be in-place prior to beginning any construction-related activities, particularly within areas that slope directly toward stormwater management facilities.
13. The applicant shall modify the plans to show the proposed seating, plantings and amenities in the "tot lot" and designated open space area to meet the ordinance requirements. The applicant shall submit the revised plan to the City for review by the



City's Park Board. The Park Board shall provide recommendations to the City Council and the Council shall approve the plans.

14. The applicant shall replace the three tree species identified on the landscape plan that are not recommended in the City's Design Guidelines with species that are recommended in the Guidelines. The revised plan shall be submitted to City staff for review and approval.
15. The applicant shall pay all fees and escrow associated with this application.





May 11, 2016

Deb Hill  
City Administrator  
City of Newport  
596 7<sup>th</sup> Avenue  
Newport, MN 55055

**Re: Red Rock Square  
CUP Application**

Dear Deb:

The purpose of this letter is to provide some additional information about our proposed project to accompany the CUP application we are submitting today.

As you know, the project will be developed on the 1.33 acre parcel adjacent to the Transit Station. Access to the development will be via Red Rock Crossing and the Transit Station driveway. Attached is a copy of a letter from Washington County confirming the County's support for the project, and confirming that the WCRRA will grant an access easement to the property.

The proposed project consists of a 42-unit apartment building, with three stories of apartments over one level of parking. The parking level will be partially below grade due to the shallow bedrock in the area. There will be no trash containers outside the building: All trash handling will occur in the interior and will be brought out of the parking garage at the time of trash pick-up.

The existing Transit Station monument sign will be removed. We are not planning a monument sign for the Red Rock Square development. Rather, we are proposing pin mounted letters at the northwest corner of the ground level of the building (facing the intersection of Red Rock Crossing and Maxwell) – as shown on the building elevation sheet A500 in the application package.

Exterior materials are shown on the colored building elevations and specified in the documents submitted with the application. We have also provided samples of the exterior materials and color samples in a separate package.

Please let me know if any additional materials or information are needed for the CUP application. We are looking forward to working with you on the development of this project.

Sincerely,

A handwritten signature in blue ink that reads "Peter Worthington". The signature is fluid and cursive, written over the word "Sincerely,".

Peter Worthington  
MWF Properties, LLC

cc: Chris Stokka – MWF Properties LLC



**Public Works Department**

Donald J. Theisen, P.E.  
Director

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

May 11, 2016

Deb Hill  
City Administrator  
City of Newport  
596 7<sup>th</sup> Avenue  
Newport MN 55055

**RE: Application for a Redevelopment Housing Project, 150 Red Rock Crossing, Newport**

Dear Deb,

The Washington County Regional Rail (WCRRA) is negotiating with the Washington County Housing and Redevelopment Authority (WCHRA) on the sale of Lot 2 Blk 1, Newport Station Addition. This parcel is a critical component of the vision for Red Rock Crossing, as described in the joint powers agreement between the City of Newport and the WCHRA and the Transit Station Memorandum of Understanding between the City of Newport and the WCRRA. In support of this development, the WCRRA will grant an easement to access the property as shown on the attached legal description at the time of closing.

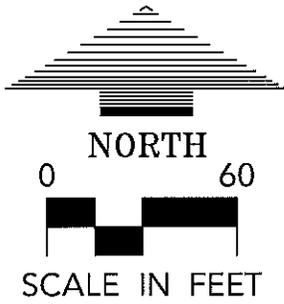
We are pleased to be partnering with the City of Newport and the WCHRA on transit oriented development around the Newport Transit Station. If you need additional information, please don't hesitate to contact me at 651-430-4316 or [jan.lucke@co.washington.mn.us](mailto:jan.lucke@co.washington.mn.us).

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne Sandberg".

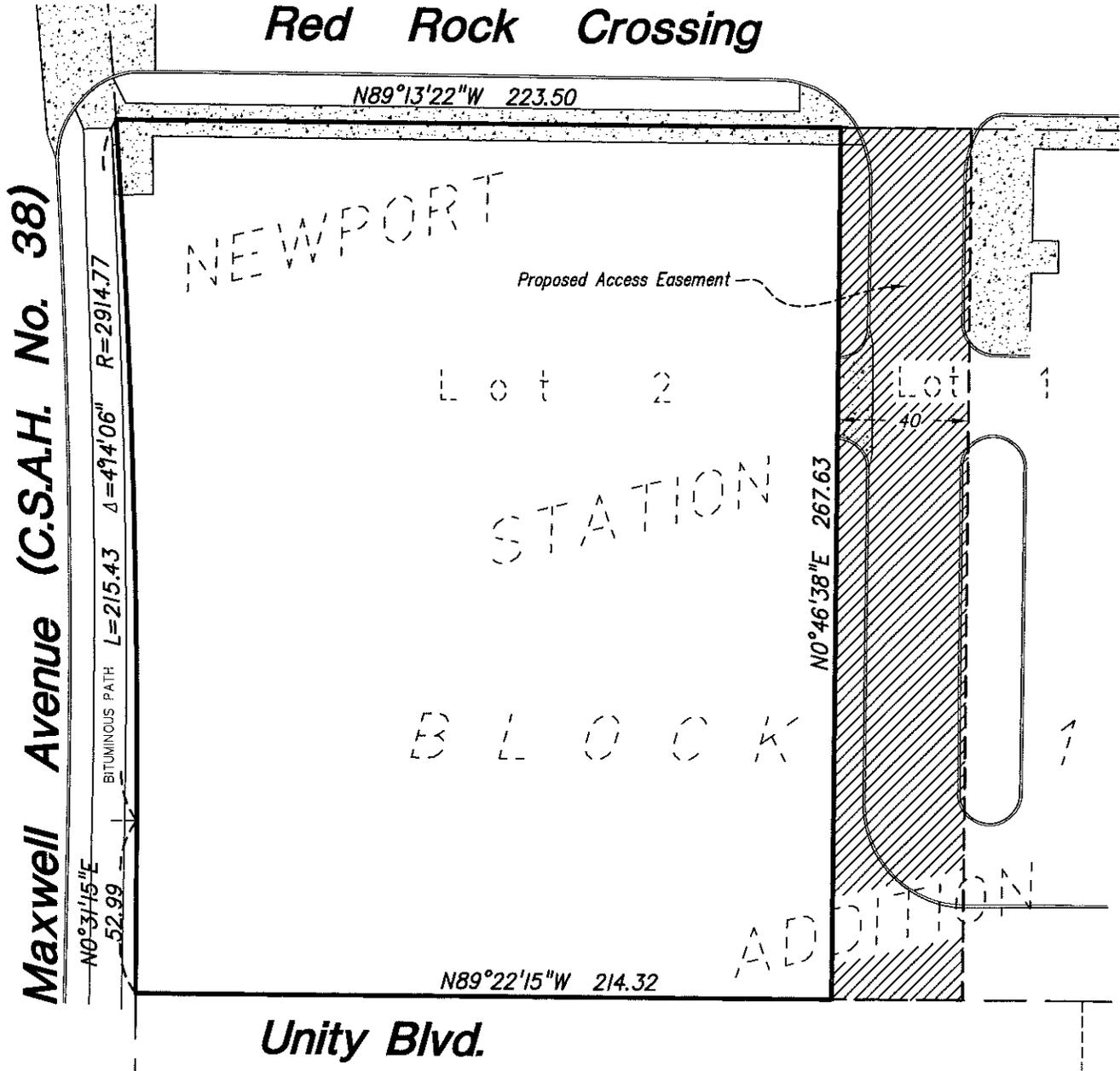
Wayne Sandberg  
Deputy Director/County Engineer

cc: Barb Dacy, WCHRA



Access Easement  
 Legal Description (April 20, 2016)

The West 40.00 feet of Lot 1, Block 2, NEWPORT STATION ADDITION,  
 according to the recorded plat thereof, Washington County, Minnesota.



I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota.

*Henry D. Nelson*  
 Henry D. Nelson PLS License No. 17255

April 20, 2016  
 Date

**LOUCKS**

Loucks Project No. 16094A

Sheet 1 of 1

## City of NEWPORT Planning Request Application

Newport City Hall ♦ 596 7<sup>th</sup> Avenue ♦ Newport ♦ Minnesota ♦ 55055 ♦ Telephone 651-459-5677 ♦ Fax 651-459-9883

Application Date: May 12, 2016 Public Hearing Date \_\_\_\_\_

### Applicant Information

Name: MWF Properties, LLC Telephone: 612-243-4636  
Mailing Address: 7645 Lyndale Ave South Telephone: \_\_\_\_\_  
City/State/Zip: Minneapolis, MN 55423

### Property Owner Information

Name: Washington County Regional Rail Authority Telephone: 651-430-6000  
Mailing Address: 11660 Myeron Road North Telephone: \_\_\_\_\_  
City/State/Zip: Stillwater, MN 55082

### Project Information

Location of Property: 150 Red Rock Crossing, Newport, MN 55055  
Legal Description of Property (Must match description on the Deed) and P.I.D. #: \_\_\_\_\_  
Washington County PID # 26.028.22.41.0044  
LOT 2 BLOCK 1 NEWPORT STATION ADDITION

- Zoning District: MX-3 Flood Plain: AE 0.2% Annual Chance Flood Hazard
- |  |   |
|--|---|
| <input type="checkbox"/> Comprehensive Plan Amendment      | \$500 or Actual Cost plus \$50 for Additional Staff Hours (10 Hr Min)   |
| <input type="checkbox"/> Rezoning                          | \$500 plus Escrow   |
| <input type="checkbox"/> Zoning Amendment                  | \$500   |
| <input type="checkbox"/> Variance                          | \$300 plus Escrow   |
| <input checked="" type="checkbox"/> Conditional Use Permit |   |
| <input checked="" type="checkbox"/> Residential            | \$300 plus Escrow   |
| <input type="checkbox"/> Commercial                        | \$450 plus Escrow   |
| <input type="checkbox"/> Subdivision Approval              |   |
| <input type="checkbox"/> Minor Subdivision                 | \$300 plus Escrow and Parkland Dedication Fee   |
| <input type="checkbox"/> Major Subdivision                 | \$500 plus Escrow, \$50 per Lot, \$200 for Final Plat, and 10% of land value or fee for Parkland Dedication Fee |
- Other: \_\_\_\_\_
- Applicable Zoning Code Chapter: \_\_\_\_\_
- Review by Engineer Cost: \_\_\_\_\_
- Total Cost: \_\_\_\_\_

**Escrow Fees**

The City of Newport requires that any developer or every person, company, or corporation that is seeking a planning request must first submit detailed plans to the City. The person submitting the planning request must also submit prepayment to the City to cover any expenses that the City incurs by investing extensive amounts of time reviewing these plans. All unused escrow fees will be returned to the applicant upon completion of the request. Additionally, if actual costs are above the paid escrow, the applicant will be required to pay the additional amount. The fees are as follows:

Planning Request	Escrow Fee
Rezoning	\$500
Street/Alley Vacation	\$1,000
Residential Variance	\$500
Commercial Variance	\$1,000
Residential Conditional Use/Interim Use Permit	\$750
Commercial Conditional Use/Interim Use Permit	\$1,000
Preliminary Plat Under 10 Acres	\$3,500
Preliminary Plat Over 10 Acres	\$6,500
Residential Minor Subdivision, Major Subdivision, Site Plan Review, Final Plat, and Planned Unit Development:	
8 Units or Less	\$2,000
9 to 40 Units	\$3,200
41 Units or More	\$4,500
Commercial Minor Subdivision, Major Subdivision, Site Plan Review, Final Plat, and Planned Unit Development:	
0 to 5,000 Square Foot Building	\$2,000
5,001 to 10,000 Square Foot Building	\$3,000
10,001 to 50,000 Square Foot Building	\$3,750
50,000 Plus Square Foot Building	\$4,500

Typical escrow costs include reviewing the application to ensure that State Statutes and the City Codes are followed, preparing the staff report, findings, and recommended conditions for both the Planning Commission and City Council, and communicating with the applicant as needed to complete the staff report. The average fee is \$100 per hour for the Planner and \$70 per hour for the Engineer.

**Present Use of Property:** Vacant Lot (except for transit station monument sign, which will be removed and reconstructed on County property across Red Rock Crossing under a separate permit.)

**State Reason for Planning Request:** Proposed development of 42 unit apartment building in MX-3 district requires Conditional Use Permit.

ALL MATERIALS/DOCUMENTATION, INCLUDING A SITE-PLAN, MUST BE SUBMITTED WITH APPLICATION THAT IS APPLICABLE TO PLANNING REQUEST.

I HEREBY APPLY FOR CONSIDERATION OF THE ABOVE DESCRIBED REQUEST AND DECLARE THAT THE INFORMATION AND MATERIALS SUBMITTED WITH THE APPLICATION ARE COMPLETE AND ACCURATE. I UNDERSTAND THAT APPLICANTS ARE REQUIRED TO REIMBURSE THE CITY FOR ALL OUT-OF-POCKET COSTS INCURRED FOR PROCESSING, REVIEWING, AND HEARING THE APPLICATION. THESE COSTS SHALL INCLUDE, BUT ARE NOT LIMITED TO: PUBLICATION AND MAILING OF NOTICES, REVIEW BY THE CITY'S ENGINEERING, PLANNING AND OTHER CONSULTANTS; LEGALS COSTS, AND RECORDING FEES. AN ESCROW DEPOSIT TO COVER THESE COSTS WILL BE COLLECTED BY THE CITY AT THE TIME OF APPLICATION. ANY BALANCE REMAINING AFTER REVIEW IS COMPLETE WILL BE REFUNDED TO THE APPLICANT. NO INTEREST IS PAID ON ESCROW DEPOSITS

SIGNATURE OF APPLICANT: \_\_\_\_\_

*Kity Wauters*

SIGNATURE OF OWNER (IF APPLICABLE): \_\_\_\_\_

*W. S. C.*

For Office Use

Fee: \$ 300.00      Date Paid: 5/11/16      Receipt #: 4343

Publication of Notice Date: \_\_\_\_\_

Public Hearing Date: \_\_\_\_\_

P.C. Resolution #: \_\_\_\_\_

Council Action Date: \_\_\_\_\_

Council Resolution #: \_\_\_\_\_

**Legend**

**Red Rock Square**

Properties within 500'

494

10

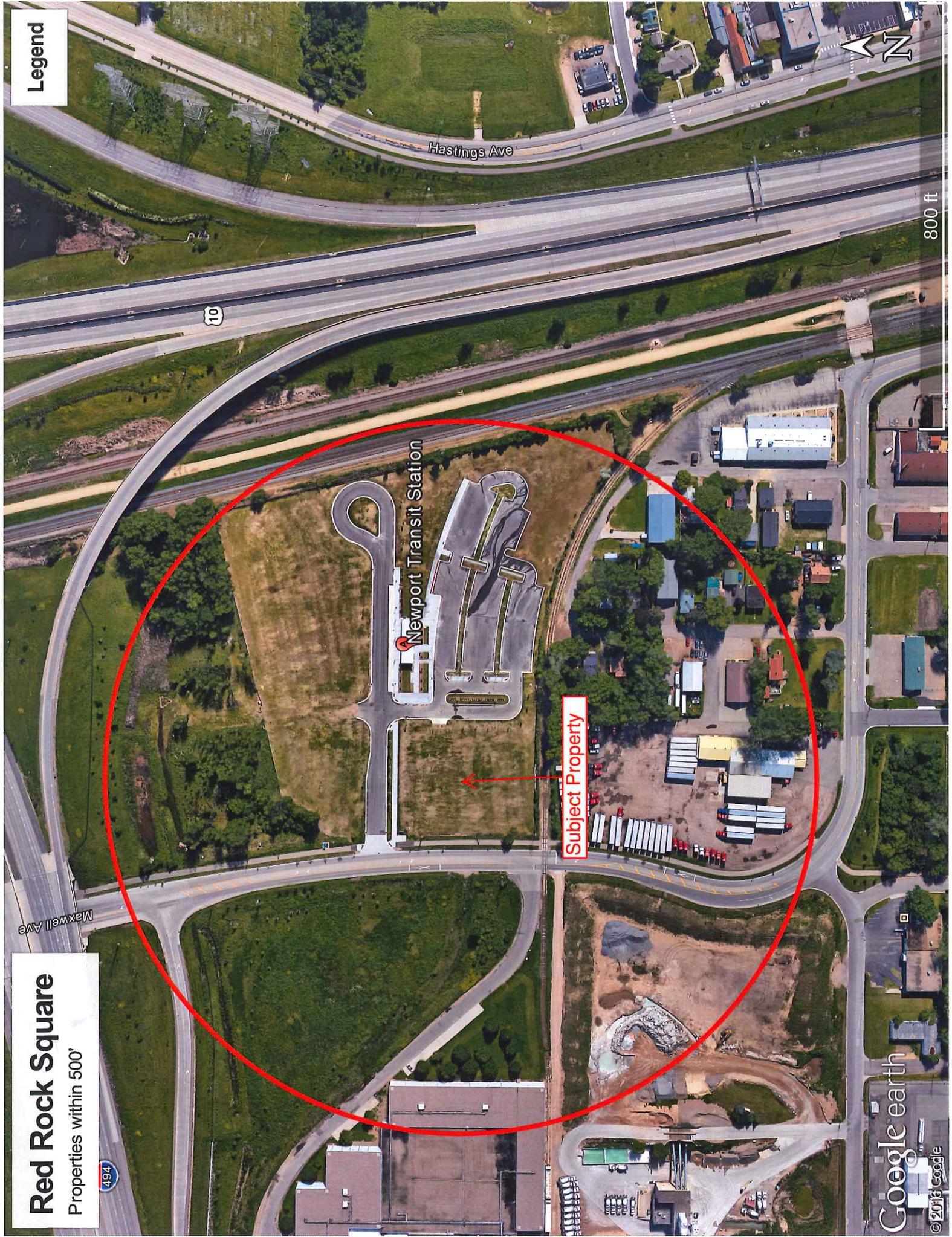
Maxwell Ave

Hastings Ave

Newport Transit Station

Subject Property

800 ft

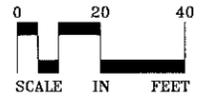
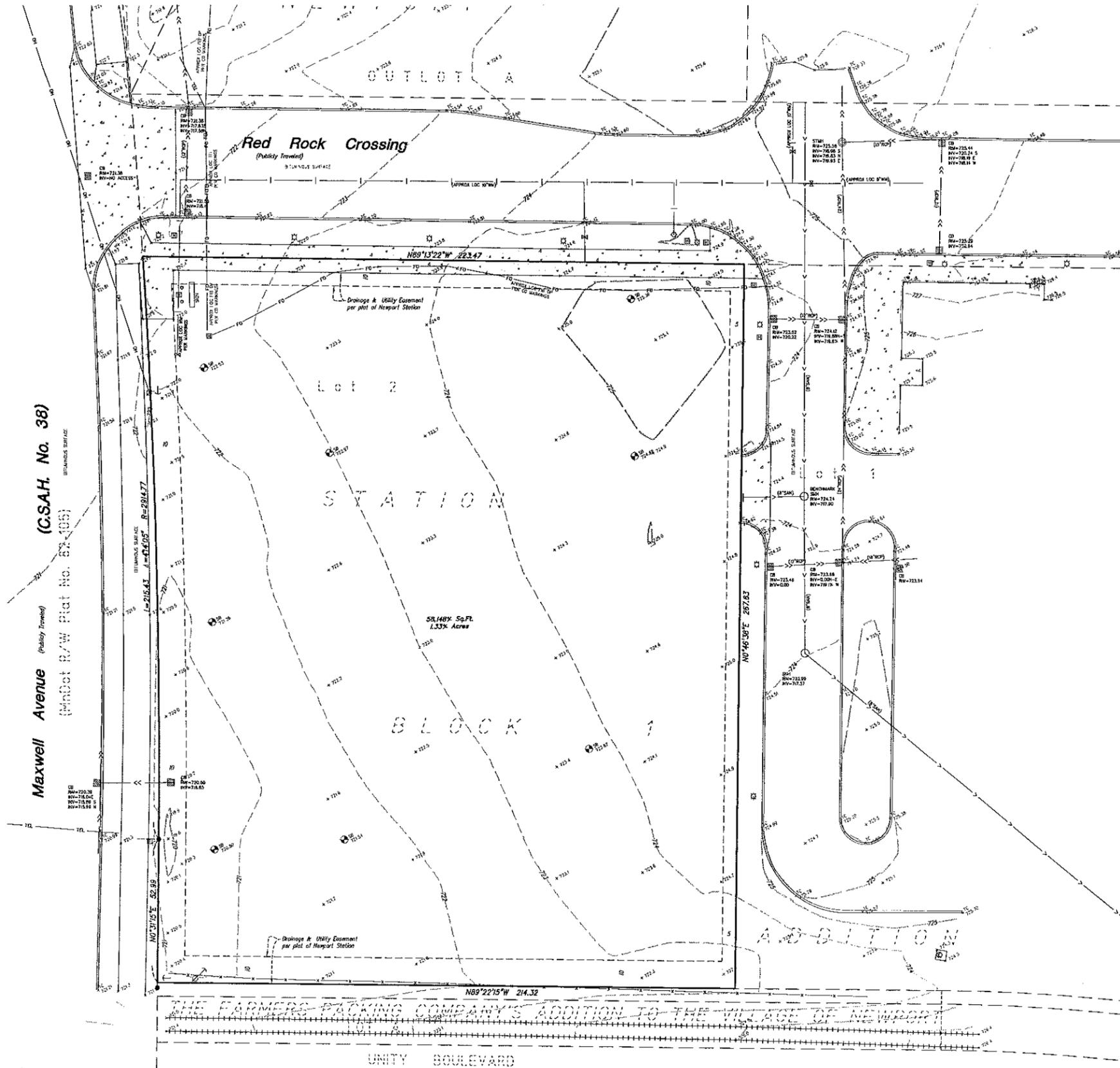


Red Rock Square

Legal Description

LOT 2 BLOCK 1 NEWPORT STATION ADDITION

Plot: 05\_09\_2016\_3:45 PM W:\2016\6594\CADD\DATA\CIVIL.dwg Sheet: PlanC1-1 EXISTING CONDITIONS



CALL BEFORE YOU DIG  
Gopher State One Call  
TWIN CITY AREA: 651-454-0002  
TOLL FREE: 1-800-252-1166

**WARNING:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRLS, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

**RED ROCK SQUARE**  
NEW PORT, MN

**MWF PROPERTIES**  
TEL: 612-243-4636  
7445 LYNDALE AVE S.  
MINNEAPOLIS, MN 55425

**LOUCKS**  
PLANNING  
CIVIL ENGINEERING  
LAND SURVEYING  
LANDSCAPE ARCHITECTURE  
ENVIRONMENTAL  
7200 Hemlock Lane, Suite 300  
Maple Grove, MN 55369  
763.424.5505  
www.loucksinc.com

**CADD QUALIFICATION**  
CADD files prepared by the Consultant for this project are instruments of the Consulting professional service for use only with respect to this project. These CADD files shall not be used on other projects, for additions to this project, or for completion of this project by others without written approval by the Consultant. With the Consultant's approval, others may be permitted to obtain copies of the CADD drawing files for information and reference only. All intentional or unintentional omissions, additions, or deletions to these CADD files shall be made at the full risk of the party creating such omissions, additions or deletions and the party shall hold harmless and indemnify the Consultant from any & all responsibilities, claims, and liabilities.  
**SUBMITTAL/REVISIONS**  
05-10-2016 DD'S

**PROFESSIONAL SIGNATURE**  
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.  
Date: 05/10/2016  
McLaughlin, PE 20383

**QUALITY CONTROL**  
Loucks Project No. 16094A  
Project Lead TWM  
Drawn By TWM  
Checked By TWM  
Review Date 05-10-16

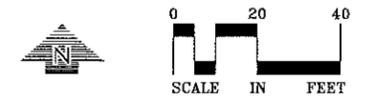
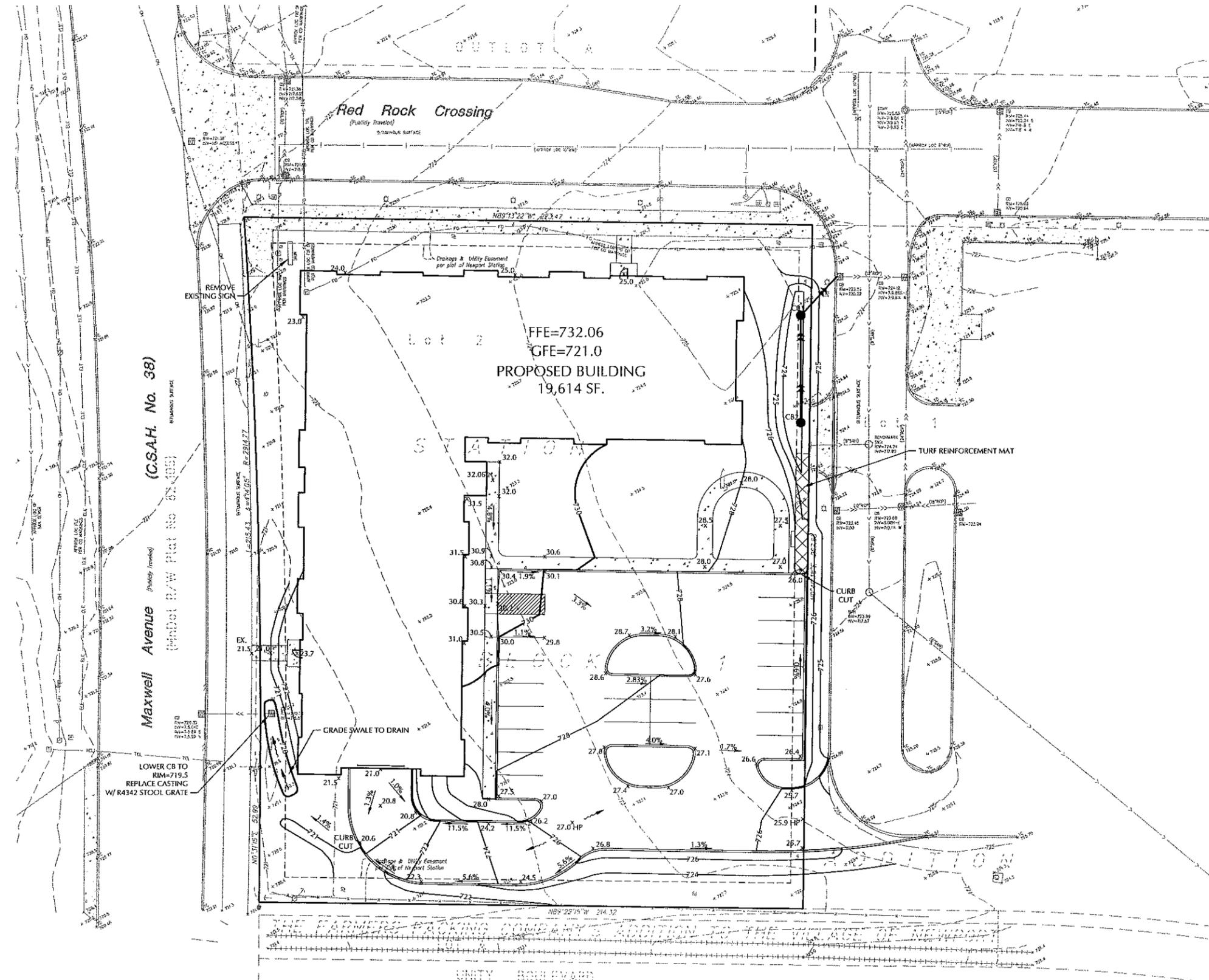
**SHEET INDEX**

C1-1	EXISTING CONDITIONS
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPP
C3-3	SWPP DETAILS
C3-4	SWPP DETAILS
C4-1	UTILITY PLAN
C8-1	DETAILS SHEET
L1-1	LANDSCAPE PLAN

**EXISTING CONDITIONS**  
**C1-1**



Plotted: 05/09/2016 3:47 PM W:\2016\05\09\CADD\DATA\CIVIL\Long Sheet\EMH\CL1 GRADING PLAN



**GRADING & DRAINAGE NOTES**

SEE STORMWATER POLLUTION PREVENTION PLAN FOR SOIL STABILIZATION INFORMATION.  
EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE ESTABLISHED AROUND THE ENTIRE SITE PERIMETER AND IN ACCORDANCE WITH NPDES PERMIT REQUIREMENTS, BEST MANAGEMENT PRACTICES, CITY REQUIREMENTS AND THE DETAILS SHOWN ON THE CIVIL DETAILS SHEETS OF THESE PLANS.  
ALL CURB SPOT ELEVATIONS ARE TO CUTTER LINE UNLESS NOTED OTHERWISE.

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATE VALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOIL BORING	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FOREMAN	
	GRANITE	
	SALT FENCE	
	CURB & GUTTER	
	RETAINED WALL	
	TREE LINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	
	DOWNSPOUT LOCATION	

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NEW PORT, MN

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MINNEAPOLIS, MN 55423

**LOUCKS**  
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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.  
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**CALL BEFORE YOU DIG!**  
**Gopher State One Call**  
TWIN CITY AREA: 651-454-0002  
TOLL FREE: 1-800-252-1166



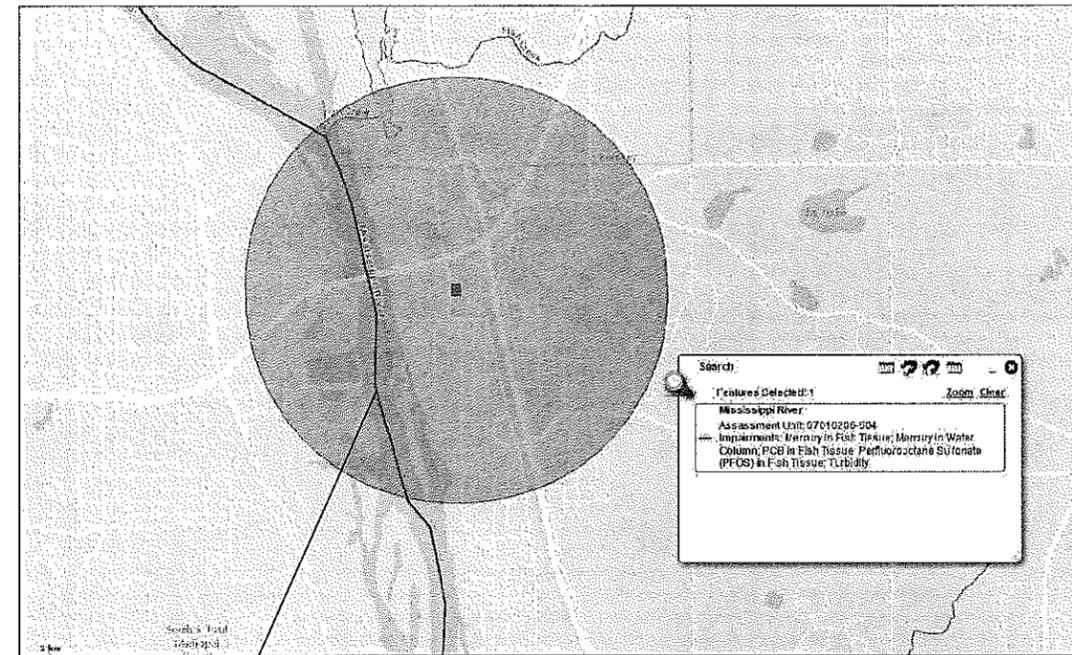
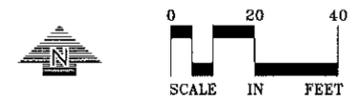
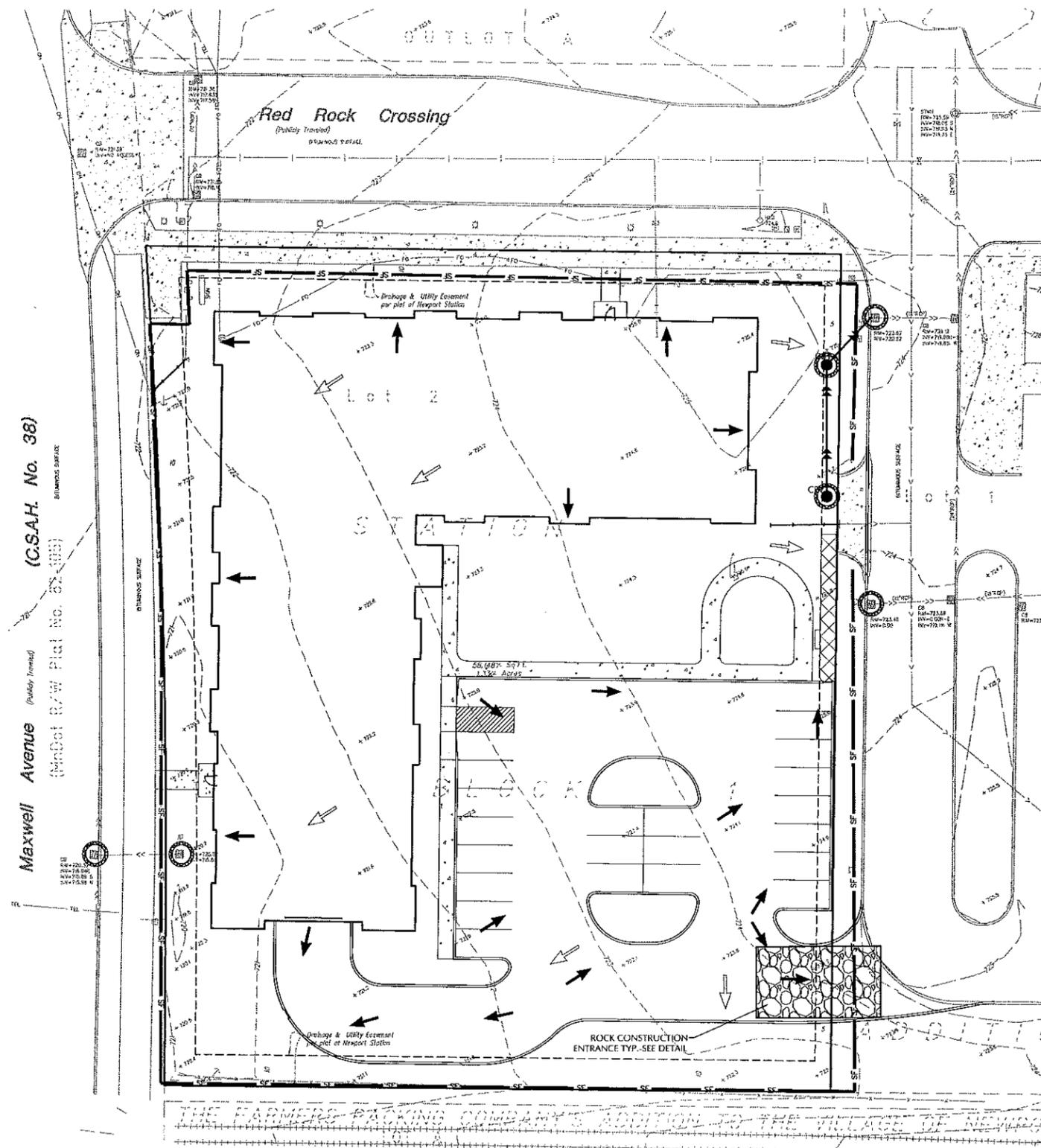
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C3-4	SWPP DETAILS
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CB-1	DETAILS SHEET
L1-1	LANDSCAPE PLAN

**WARNING:**  
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.  
THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

**GRADING PLAN**  
**C3-1**



MISSISSIPPI RIVER

**PERMANENT STORMWATER MANAGEMENT**

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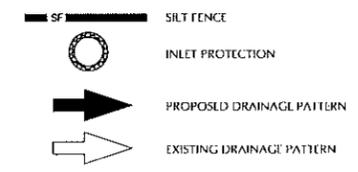
**RECEIVING WATERS**

NAME OF WATER BODY	TYPE OF WATER BODY	SPECIAL WATER	IMPAIRED WATER	TYPE OF SPECIAL WATER
MISSISSIPPI	RIVER	YES	YES	SCENIC&RECREATIONAL

**ESTIMATED QUANTITIES**

DESCRIPTION	UNIT	QUANTITY
TEMPORARY ROCK CONSTRUCTION ENTRANCE	EA	1
SILT FENCE (STANDARD)	LF	932
INLET PROTECTION	EA	6

**SITE PLAN LEGEND**



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 License: W. McLoath - PE 20383  
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 C8-1 DETAILS SHEET  
 L1-1 LANDSCAPE PLAN

**SWPP PLAN**  
**C3-2**

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**1. PROJECT DESCRIPTION**

THE NATURE OF THIS PROJECT WILL CONSIST OF CONSTRUCTING: A 42 UNIT APARTMENT BUILDING TOTALING APPROXIMATELY 19,401 SQ.FT. PROJECT WILL ALSO INCLUDE THE CONSTRUCTION OF A SURFACE PARKING LOT AND EXTENSION OF UTILITIES TO SERVE THE SITE.

**2. SEQUENCING OF MAJOR CONSTRUCTION ACTIVITIES ARE AS FOLLOWS:**

1. INSTALL STABILIZED ROCK CONSTRUCTION ENTRANCE PAD
2. INSTALLATION OF STAGE 1 SILT FENCE AROUND SITE
3. STRIP AND STOCK PILE REMAINING TOPSOIL
4. FINAL GRADE SITE
5. STABILIZE DENUDED AREAS AND STOCKPILES
6. INSTALL SILT FENCE AROUND BASINS
7. BEGIN CONSTRUCTION
8. INSTALL UTILITIES
9. INSTALL BUILDING FOUNDATIONS
10. INSTALL CURB AND GUTTER
11. INSTALL PAVEMENTS AND WALKS
12. INSTALL SMALL UTILITIES: GAS, TELEPHONE, ELECTRIC, ETC.
13. FINAL GRADE LANDSCAPE AREAS & INSTALL LANDSCAPING AND SOIL
14. REMOVE ACCUMULATED SEDIMENT FROM BASIN.
15. WHEN ALL CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE IS STABILIZED, REMOVE SILT FENCE AND RESEED ANY AREAS DISTURBED BY THE REMOVAL.

**3. SITE DATA:**

AREA OF DISTURBANCE: ±1.33 A.C.  
 PRE-CONSTRUCTION IMPERVIOUS AREA: ±0.0 A.C.  
 POST-CONSTRUCTION IMPERVIOUS AREA: ±0.82 A.C.

4. THE LOCATION OF AREAS NOT TO BE DISTURBED MUST BE IDENTIFIED WITH FLAGS, STAKES, SIGNS, SILT FENCE, ETC. BEFORE CONSTRUCTION BEGINS.

5. ALL DISTURBED GROUND LEFT INACTIVE FOR SEVEN (7) OR MORE DAYS SHALL BE STABILIZED BY SEEDING OR SODDING (ONLY AVAILABLE PRIOR TO SEPTEMBER 15) OR BY MULCHING OR COVERING OR OTHER EQUIVALENT CONTROL MEASURE. AT A RATE OF 1.5 TIMES STANDARD SEEDING FINAL STABILIZATION TO BE DONE PER LANDSCAPE PLAN, SEE SHEET L1-1.

6. ON SLOPES 3:1 OR GREATER MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, SLOPE LENGTHS CAN NOT BE GREATER THAN 75 FEET. DENOTES SLOPES GREATER THAN 3:1. ALL 3:1 SLOPES TO BE STABILIZED WITH EROSION CONTROL BLANKET

7. ALL STORM DRAINS AND INLETS MUST BE PROTECTED UNTIL ALL SOURCES OF POTENTIAL DISCHARGE ARE STABILIZED.

8. TEMPORARY SOIL STOCKPILES MUST HAVE EFFECTIVE SEDIMENT CONTROL AND CAN NOT BE PLACED IN SURFACE WATERS OR STORM WATER CONVEYANCE SYSTEMS. TEMPORARY STOCKPILES WITHOUT SIGNIFICANT AMOUNT OF SILT, CLAY, OR ORGANIC COMPOUNDS ARE EXEMPT EX: CLEAN AGGREGATE STOCK PILES, DEMOLITION CONCRETE STOCKPILES, SAND STOCKPILES.

9. SEDIMENT LADEN WATER MUST BE DISCHARGED TO A SEDIMENTATION BASIN WHENEVER POSSIBLE. IF NOT POSSIBLE, IT MUST BE TREATED WITH THE APPROPRIATE BMP'S.

10. SOLID WASTE MUST BE DISPOSED OF PROPERLY AND MUST COMPLY WITH MPCA DISPOSAL REQUIREMENTS.

11. THE WATERSHED DISTRICT OR THE CITY MAY HAVE REQUIREMENTS FOR INSPECTIONS OR AS-BUILT DRAWINGS VERIFYING PROPER CONSTRUCTION OF THE BMP'S.

12. THE OWNER WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE AND IS RESPONSIBLE FOR COMPLIANCE WITH ALL TERMS AND CONDITIONS OF THE PERMIT. THE OPERATOR (CONTRACTOR WHO SIGNS THE NPDES PERMIT APPLICATION IS A PERMITTEE FOR PARTS II.B., PART II.C., PART II.B.5, PART V, PART IV AND APPLICABLE CONSTRUCTION ACTIVITY REQUIREMENTS FOUND IN APPENDIX A, PART C. OF THE NPDES PERMIT AND IS JOINTLY RESPONSIBLE WITH THE OWNER FOR COMPLIANCE WITH THOSE PORTIONS OF THE PERMIT.

13. TERMINATION OF COVERAGE: PERMITTEES WISHING TO TERMINATE COVERAGE MUST SUBMIT A NOTICE OF TERMINATION (NOT) TO THE MPCA. ALL PERMITTEES MUST SUBMIT A NOT WITHIN 30 DAYS AFTER ONE OR MORE OF THE FOLLOWING CONDITIONS HAVE BEEN MET:

- A. FINAL STABILIZATION, PER NPDES PERMIT PART IV.G. HAS BEEN ACHIEVED ON ALL PORTIONS OF THE SITE FOR WHICH THE PERMITTEE IS RESPONSIBLE.
- B. TRANSFER OF OWNERSHIP AS DESCRIBED IN THE PERMIT.

**15. INSPECTIONS**

- A. INITIAL INSPECTION FOLLOWING SILT FENCE INSTALLATION BY CITY REPRESENTATIVE IS REQUIRED.
- B. EXPOSED SOIL AREAS: ONCE EVERY 7 DAYS AND WITHIN 24 HOURS FOLLOWING A 0.5" OVER 24 HOUR RAIN EVENT.
- C. STABILIZED AREAS: ONCE EVERY 30 DAYS
- D. FROZEN GROUND: AS SOON AS RUNOFF OCCURS OR PRIOR TO RESUMING CONSTRUCTION.
- E. INSPECTION AND MAINTENANCE RECORDS MUST BE RETAINED FOR 3 YEARS AFTER FILING OF THE NOTICE OF TERMINATION AND MUST INCLUDE: DATE AND TIME OF ACTION, NAME OF PERSON(S) CONDUCTING WORK, FINDING OF INSPECTIONS AND RECOMMENDATIONS FOR CORRECTIVE ACTION, DATE AND AMOUNT OF RAINFALL EVENTS GREATER THAN 0.5 INCHES IN A 24 HOUR PERIOD.

**16. MINIMUM MAINTENANCE**

- A. SILT FENCE TO BE REPAIRED, REPLACED, SUPPLEMENTED WHEN NONFUNCTIONAL, OR 1/3 FULL; WITHIN 24 HOURS
- B. SEDIMENT BASINS DRAINED AND SEDIMENT REMOVED WHEN REACHES 1/2 STORAGE VOLUME. REMOVAL MUST BE COMPLETE WITHIN 72 HOURS OF DISCOVERY.
- C. SEDIMENT REMOVED FROM SURFACE WATERS WITHIN (7)SEVEN DAYS
- D. CONSTRUCTION SITE EXITS INSPECTED, TRACKED SEDIMENT REMOVED WITH 24 HOURS.
- E. PROVIDE COPIES OF EROSION INSPECTION RESULTS TO CITY ENGINEER FOR ALL EVENTS GREATER THAN 1/2" IN 24 HOURS

17. THE SWPPP, INCLUDING ALL CHANGES TO IT, AND INSPECTIONS AND MAINTENANCE RECORDS MUST BE KEPT AT THE SITE DURING CONSTRUCTION ACTIVITY BY THE PERMITTEES WHO HAVE OPERATIONAL CONTROL OF THE SITE.

18. OWNER MUST KEEP RECORDS OF ALL PERMITS REQUIRED FOR THE PROJECT, THE SWPPP, ALL INSPECTIONS AND MAINTENANCE, PERMANENT OPERATION AND MAINTENANCE AGREEMENTS, AND REQUIRED CALCULATIONS FOR TEMPORARY AND PERMANENT STORM WATER MANAGEMENT SYSTEMS. THESE RECORDS MUST BE RETAINED FOR THREE YEARS AFTER FILING NPDES NOTICE OF TERMINATION.

**19. SWPPP MUST BE AMENDED WHEN:**

- A. THERE IS A CHANGE IN DESIGN, OPERATION, MAINTENANCE, WEATHER OR SEASONAL CONDITIONS THAT HAS A SIGNIFICANT EFFECT ON DISCHARGE
- B. INSPECTIONS INDICATE THAT THE SWPPP IS NOT EFFECTIVE AND DISCHARGE IS EXCEEDING WATER QUALITY STANDARDS.
- C. THE BMP'S IN THE SWPPP ARE NOT CONTROLLING POLLUTANTS IN DISCHARGES OR IS NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE PERMIT.
- D. AT ANY TIME AFTER PERMIT COVERAGE IS EFFECTIVE, THE MPCA MAY DETERMINE THAT THE PROJECT'S STORMWATER DISCHARGES MAY CAUSE, HAVE REASONABLE POTENTIAL TO CAUSE, OR CONTRIBUTE TO NON-ATTAINMENT OF ANY APPLICABLE WATER QUALITY STANDARD, OR THAT THE SWPPP DOES NOT INCORPORATE THE APPLICABLE REQUIREMENTS IN PART III.A., BMP'ED WATERS AND TMDLS. IF A WATER QUALITY STANDARD CHANGES DURING THE TERM OF THIS PERMIT, THE MPCA WILL MAKE A DETERMINATION AS TO WHETHER A MODIFICATION OF THE SWPPP IS NECESSARY TO ADDRESS THE NEW STANDARD. IF THE MPCA MAKES SUCH DETERMINATIONS OR ANY OF

THE DETERMINATIONS IN PARTS III.B.1.-3., THE MPCA WILL NOTIFY THE PERMITTEES IN WRITING. IN RESPONSE, THE PERMITTEES MUST AMEND THE SWPPP TO ADDRESS THE IDENTIFIED CONCERNS AND SUBMIT INFORMATION REQUESTED BY THE MPCA, WHICH MAY INCLUDE AN INDIVIDUAL PERMIT APPLICATION. IF THE MPCA'S WRITTEN NOTIFICATION REQUIRES A RESPONSE, FAILURE TO RESPOND WITHIN THE SPECIFIED TIMEFRAME CONSTITUTES A PERMIT VIOLATION.

**20. CONCRETE WASHOUT AREA**

- A. CONTRACTOR TO PROVIDE PREFABRICATED CONCRETE WASH-OUT CONTAINER WITH RAIN PROTECTION PER PLAN.
- B. CONCRETE WASH-OUT TO BE IDENTIFIED WITH SIGNAGE STATING "CONCRETE WASHOUT AREA DO NOT OVERFILL".
- C. CONCRETE WASH-OUT WATER NEEDS TO BE PUMPED WITHIN 24 HOURS OF STANDING WATER IN WASHOUT AREA.

21. IN THE EVENT OF ENCOUNTERING A WELL OR SPRING DURING CONSTRUCTION CONTRACTOR TO CEASE CONSTRUCTION ACTIVITY AND NOTIFY ENGINEER.

22. PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS AFTER CONNECTION TO A SURFACE WATER.

**23. FINAL STABILIZATION**

FINAL STABILIZATION REQUIRES THAT ALL SOIL DISTURBING ACTIVITIES HAVE BEEN COMPLETED AND THAT DISTURBED AREAS ARE STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER WITH 70% OF THE EXPECTED FINAL DENSITY, AND THAT ALL PERMANENT PAVEMENTS HAVE BEEN INSTALLED. ALL TEMPORARY BMP'S SHALL BE REMOVED, DITCHES STABILIZED, AND SEDIMENT SHALL BE REMOVED FROM PERMANENT CONVEYANCES AND SEDIMENTATION BASINS IN ORDER TO RETURN THE POND TO DESIGN CAPACITY.

**24. TEMPORARY SEDIMENTATION BASINS**

- A. THE TEMPORARY SEDIMENTATION BASINS SHALL BE CONSTRUCTED AND MADE OPERATIONAL PRIOR TO DISTURBANCE OF 10 OR MORE ACRES DRAINING TO A COMMON LOCATION.
- B. TEMPORARY SEDIMENTATION BASINS ARE REQUIRED PRIOR TO RUNOFF LEAVING THE CONSTRUCTION SITE OR ENTERING SURFACE WATERS WHEN 10 OR MORE ACRES OF DISTURBED SOILS DRAIN TO A COMMON LOCATION. THE BASIN MUST PROVIDE 3,600 CUBIC FEET OF STORAGE BELOW THE OUTLET PER ACRE DRAINED. IF HYDRAULIC CALCULATIONS ARE AVAILABLE, THE TEMPORARY SEDIMENTATION BASIN MUST PROVIDE A STORAGE VOLUME EQUIVALENT TO THE 2-YEAR, 24-HOUR STORM, BUT IN NO CASE LESS THAN 1800 CUBIC FEET PER ACRE DRAINED. THE TEMPORARY SEDIMENTATION BASIN MUST BE CONSTRUCTED AND MADE OPERATIONAL CONCURRENT WITH THE START OF SOIL DISTURBANCE UP GRADIENT OF THE POND. THE TEMPORARY SEDIMENTATION BASIN SHALL BE DESIGNED TO PREVENT SHORT CIRCUITING. THE OUTFALL SHALL BE DESIGNED TO REMOVE FLOATABLE DEBRIS, ALLOW FOR COMPLETE DRAWDOWN OF THE POND FOR MAINTENANCE ACTIVITIES, AND HAVE ENERGY DISSIPATION. THE EMERGENCY SPILLWAY SHALL BE STABILIZED.
- C. TEMPORARY SEDIMENTATION BASINS SHALL BE SITUATED OUTSIDE OF SURFACE WATERS AND ANY REQUIRED BUFFER ZONE, AND MUST BE DESIGNED TO AVOID DRAINING WETLANDS, UNLESS THE IMPACT IS IN COMPLIANCE WITH THE REQUIREMENTS OF THIS PERMIT.
- D. EXCESSIVE SEDIMENT-LADEN WATER THAT IS NOT PROPERLY FILTERED WILL NOT BE PERMITTED TO DISCHARGE FROM SITE.

**25. DEWATERING AND BASIN DRAINING**

- A. TURBID OR SEDIMENT-LADEN WATERS RELATED TO DEWATERING OR BASIN DRAINING SHALL BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE UNLESS INFEASIBLE. THE TEMPORARY OR PERMANENT BASIN MAY DISCHARGE TO SURFACE WATERS IF THE BASIN WATER HAS BEEN VISUALLY CHECKED TO ENSURE ADEQUATE TREATMENT HAS BEEN OBTAINED IN THE BASIN AND THAT THE NUISANCE CONDITIONS WILL NOT RESULT FROM THE DISCHARGE. DISCHARGE POINTS SHALL BE ADEQUATELY PROTECTED FROM EROSION AND PROPER VELOCITY DISSIPATION PROVIDED.
- B. ALL WATER FROM DEWATERING OR BASIN-DRAINING ACTIVITIES MUST BE DISCHARGED IN A MANNER THAT DOES NOT CAUSE NUISANCE CONDITIONS, EROSION IN THE RECEIVING CHANNELS OR ON DOWN SLOPE PROPERTIES, OR INFUNDATION IN WETLANDS CAUSING SIGNIFICANT ADVERSE IMPACTS TO THE WETLAND.
- C. IF FILTERS WITH BACKWASH WATERS ARE USED, THE BACKWASH WATER SHALL BE HAULED AWAY FOR DISPOSAL, RETURNED TO THE BEGINNING OF THE TREATMENT PROCESS, OR INCORPORATED INTO SITE IN A MANNER THAT DOES NOT CAUSE EROSION. BACKWASH WATER MAY BE DISCHARGED TO SANITARY SEWER IF PERMISSION IS GRANTED BY THE SANITARY SEWER AUTHORITY.

**26. POLLUTION PREVENTION**

- A. BUILDING PRODUCTS THAT HAVE THE POTENTIAL TO LEACH POLLUTANTS MUST BE UNDER COVER TO PREVENT DISCHARGE OR PROTECTED BY AN EFFECTIVE MEANS DESIGNED TO MINIMIZE CONTACT WITH STORMWATER.
- B. PESTICIDES, HERBICIDES, INSECTICIDES, FERTILIZERS, TREATMENT CHEMICALS, AND LANDSCAPE MATERIALS MUST BE UNDER COVER.
- C. HAZARDOUS MATERIALS AND TOXIC WASTE MUST BE PROVIDED TO PREVENT VANDALISM.
- D. SOLID WASTE MUST BE STORED, COLLECTED AND DISPOSED OF IN COMPLIANCE WITH MINN. R. CH 7035.
- E. PORTABLE TOILETS MUST BE POSITIONED SO THAT THEY ARE SECURE AND WILL NOT BE TIPPED OR KNOCKED OVER. SANITARY WASTE MUST BE DISPOSED OF PROPERLY IN ACCORDANCE WITH MINN. R. CH 7041.
- F. DISCHARGE OF SPILLED OR LEAKED CHEMICALS, INCLUDING FUEL, FROM ANY AREA WHERE CHEMICALS OR FUEL WILL BE LOADED OR UNLOADED SHALL BE PREVENTED USING DRIP PANS OR ABSORBENTS. SUPPLIES SHALL BE AVAILABLE AT ALL TIMES TO CLEAN UP DISCHARGED MATERIALS AND THAT AN APPROPRIATE DISPOSAL METHOD MUST BE AVAILABLE FOR RECOVERED SPILLED MATERIALS.

**27. DESIGN CALCULATIONS**

TEMPORARY & PERMANENT STORMWATER TREATMENT ARE DESIGNED TO MEET MPCA GENERAL & SPECIAL WATER REQUIREMENTS. CALCULATIONS ARE PART OF THE HYDROLOGY REPORT, WHICH IS TO BE CONSIDERED PART OF THE SWPPP DOCUMENTS. SEE HYDROLOGY REPORT FOR ADDITIONAL INFORMATION.

**28. GENERAL STORMWATER DISCHARGE REQUIREMENTS**

- ALL REQUIREMENTS LISTED IN PART III OF THE PERMIT FOR DESIGN OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM AND DISCHARGE HAVE BEEN INCLUDED IN THE PREPARATION OF THIS SWPPP. THESE INCLUDE BUT ARE NOT LIMITED TO:
- A. THE EXPECTED AMOUNT, FREQUENCY, INTENSITY, AND DURATION PRECIPITATION.
  - B. THE NATURE OF STORMWATER RUNOFF AND RUN-ON AT THE SITE.
  - C. PEAK FLOW RATES AND STORMWATER VOLUMES TO MINIMIZE EROSION AT OUTLETS AND DOWNSTREAM CHANNEL AND STREAM BANK EROSION.
  - D. THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON THE SITE.

**29. CONSTRUCTION OF FILTRATION BASINS**

- A. NO HEAVY TRAFFIC ON FILTRATION AREAS. CONSTRUCTION TO BE DONE WITH MINIMAL COMPACTION TO FILTRATION AREAS. IF COMPACTION IS ENCOUNTERED, BASIN SOILS FOR THE FIRST & MUST BE REMOVED & REPLACED.
- B. INFILTRATION SYSTEMS MUST NOT BE EXCAVATED TO FINAL GRADE UNTIL THE CONTRIBUTING DRAINAGE AREA HAD BEEN CONSTRUCTED AND FULLY STABILIZED UNLESS RIGOROUS EROSION PREVENTION AND SEDIMENT CONTROLS ARE PROVIDED (PART III.D.1.C.).
- C. WHEN AN INFILTRATION SYSTEM IS EXCAVATED TO FINAL GRADE (OR WITHIN THREE (3) FEET OF FINAL GRADE), THE PERMITTEES MUST EMPLOY RIGOROUS EROSION PREVENTION AND SEDIMENT CONTROLS (E.G., DIVERSION BERMS) TO KEEP SEDIMENT AND RUNOFF COMPLETELY AWAY FROM THE INFILTRATION AREA. THE AREA MUST BE STAKED OFF AND MARKED SO THAT HEAVY CONSTRUCTION VEHICLES OR EQUIPMENT WILL NOT COMPACT THE SOIL IN THE PROPOSED INFILTRATION AREA.
- D. TO PREVENT CLOGGING OF THE INFILTRATION OR FILTRATION SYSTEM, THE PERMITTEES MUST USE A PRE-TREATMENT DEVICE SUCH AS A VEGETATED FILTER STRIP, SMALL SEDIMENTATION BASIN, OR WATER QUALITY INLET (E.G., GRIT CHAMBER) TO SETTLE PARTICULATES BEFORE THE STORMWATER DISCHARGES INTO THE INFILTRATION OR FILTRATION SYSTEM.

**30. POST CONSTRUCTION**

THE WATER QUALITY VOLUME THAT MUST BE RETAINED ON SITE BY THE PROJECT'S PERMANENT STORMWATER MANAGEMENT SYSTEM DESCRIBED IN PART III.D. SHALL BE ONE (1) INCH OF RUNOFF FROM THE NEW IMPERVIOUS SURFACES CREATED BY THE PROJECT. SEE PART III.D.1. FOR MORE INFORMATION ON INFILTRATION DESIGN, PROHIBITIONS AND APPROPRIATE SITE CONDITIONS.

**31. RESPONSIBILITIES**

- A. THE OWNER MUST IDENTIFY A CONTRACTOR WHO WILL OVERSEE THE SWPPP IMPLEMENTATION AND THE PERSON RESPONSIBLE FOR INSPECTION AND MAINTENANCE.
- B. THE OWNER MUST IDENTIFY THE A PERSON WHO WILL BE RESPONSIBLE FOR LONG TERM OPERATIONS AND MAINTENANCE OF THE PERMANENT STORMWATER MANAGEMENT SYSTEM.

**32. TRAINING REQUIREMENTS**

THE PERMITTEES(S) SHALL ENSURE THE FOLLOWING INDIVIDUALS IDENTIFIED IN THIS PART HAVE BEEN TRAINED IN ACCORDANCE WITH THIS PERMIT'S TRAINING REQUIREMENTS.

1. WHO MUST BE TRAINED:
  - A. INDIVIDUAL(S) PREPARING THE SWPPP FOR THE PROJECT
  - B. INDIVIDUAL(S) OVERSEEING IMPLEMENTATION OF, REVISING, AND AMENDING THE SWPPP AND INDIVIDUAL(S) PERFORMING INSPECTIONS AS REQUIRED IN PART IV.E. ONE OF THESE INDIVIDUAL(S) MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE MPCA.
  - C. INDIVIDUAL(S) PERFORMING OR SUPERVISING THE INSTALLATION, MAINTENANCE AND REPAIR OF BMP'S. AT LEAST ONE INDIVIDUAL ON A PROJECT MUST BE TRAINED IN THE JOB DUTIES.

**2. TRAINING CONTENT:**

1. THE CONTENT AND EXTENT OF TRAINING MUST BE COMMENSURATE WITH THE INDIVIDUAL'S JOB DUTIES AND RESPONSIBILITIES WITH REGARD TO ACTIVITIES COVERED UNDER THIS PERMIT FOR THE PROJECT. AT LEAST ONE INDIVIDUAL PRESENT ON THE PERMITTED PROJECT SITE FOR AVAILABLE TO THE PROJECT SITE IN 72 HOURS MUST BE TRAINED IN THE JOB DUTIES DESCRIBED IN PART III.F.1.B. AND PART III.F.1.C.
2. THE PERMITTEES(S) SHALL ENSURE THAT THE INDIVIDUALS ARE TRAINED BY LOCAL, STATE, FEDERAL AGENCIES, PROFESSIONAL OR OTHER ENTITIES WITH EXPERTISE IN EROSION PREVENTION, SEDIMENT CONTROL, PERMANENT STORMWATER MANAGEMENT AND THE MINNESOTA NPDES/SDS CONSTRUCTION STORMWATER PERMIT. AN UPDATE REFRESHER TRAINING MUST BE ATTENDED EVERY THREE (3) YEARS STARTING THREE (3) YEARS FROM THE ISSUANCE DATE OF THIS PERMIT.

**33. LIST OF CONTACTS**

TITLE	NAME	COMPANY	PHONE NUMBER
OWNER			
PROJECT MANAGER	TODD MCLOUTH	LOUCKS	763-496-6742
ENGINEER SWPPP	VAL ANDERSON	LOUCKS	763-496-6728
CONTRACTOR	PENDING		
SITE MANGER	PENDING		

\* MPCA 24HR. HAZARDOUS SPILL HOTLINE: 651-649-5457 OF 80420798

UNIVERSITY OF MINNESOTA  
 Val Anderson  
 Design of Construction SWPPP (May 31 2016)

**RED ROCK SQUARE**  
 NEW PORT, MN

**MWF PROPERTIES**  
 TEL: 612-243-4636  
 7645 LYNDALE AVE S,  
 MINNEAPOLIS, MN 55423

**LOUCKS**  
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 LAND SURVEYING  
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 ENVIRONMENTAL  
 7200 Homlock Lane, Suite 300  
 Maple Grove, MN 55369  
 763.424.5505  
 www.loucksinc.com

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**SUBMITTAL/REVISIONS**  
 05-10-2016 DD'S

**PROFESSIONAL SIGNATURE**  
 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.  
 License No. 20393  
 Date: 05-10-2016

**QUALITY CONTROL**  
 Loucks Project No. 16094A  
 Project Lead TWM  
 Drawn By TWM  
 Checked By TWM  
 Review Date 05-10-16

**SHEET INDEX**

C1-1	EXISTING CONDITIONS
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPP
C3-3	SWPP DETAILS
C3-4	SWPP DETAILS
C4-1	UTILITY PLAN
C8-1	DETAILS SHEET
L1-1	LANDSCAPE PLAN



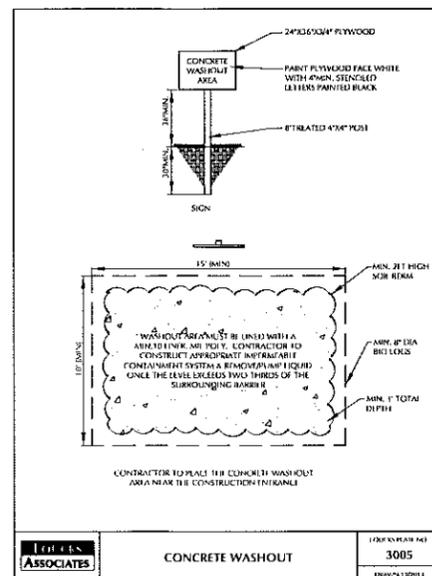
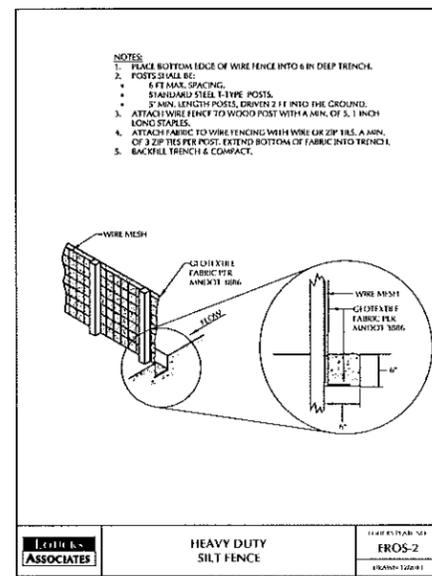
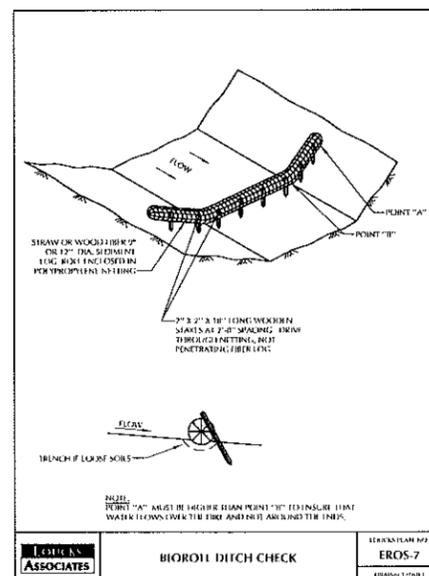
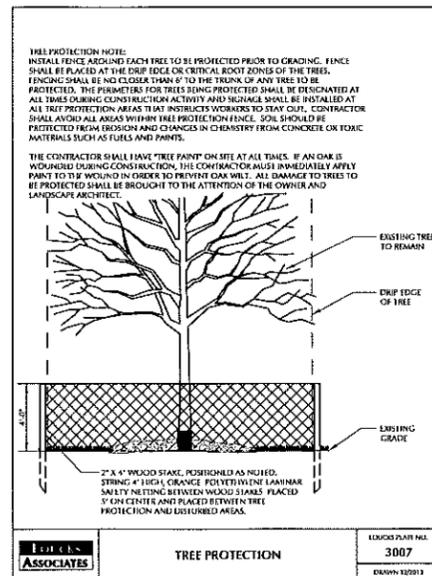
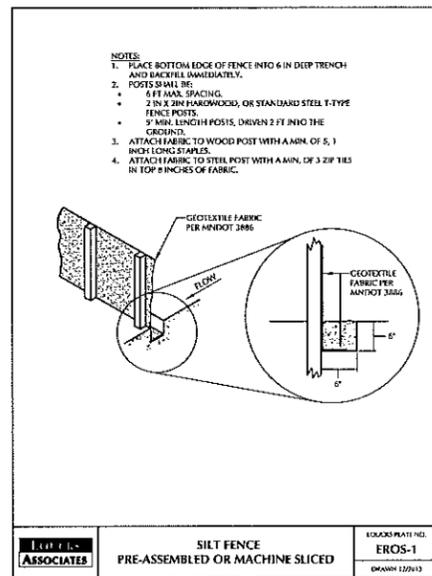
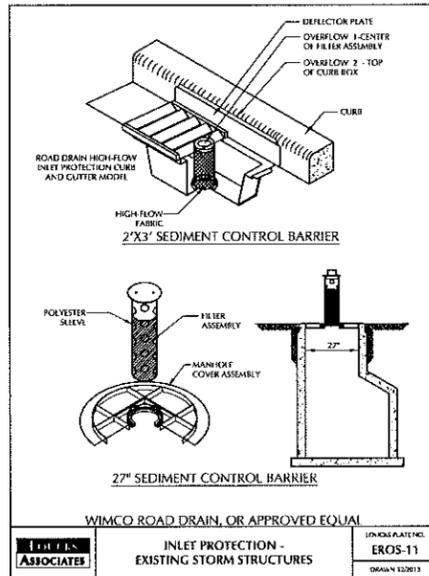
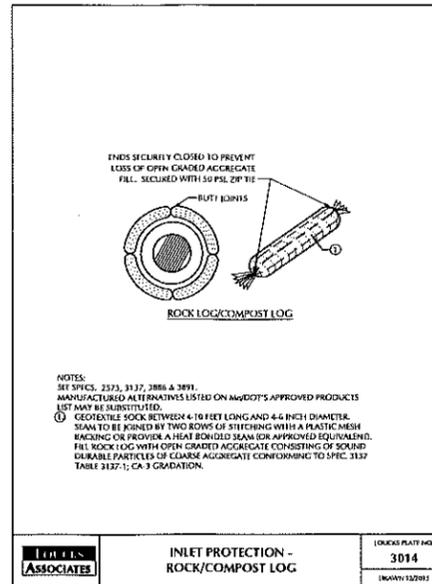
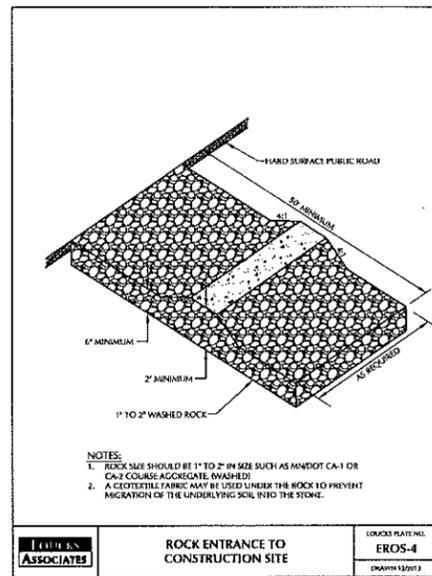
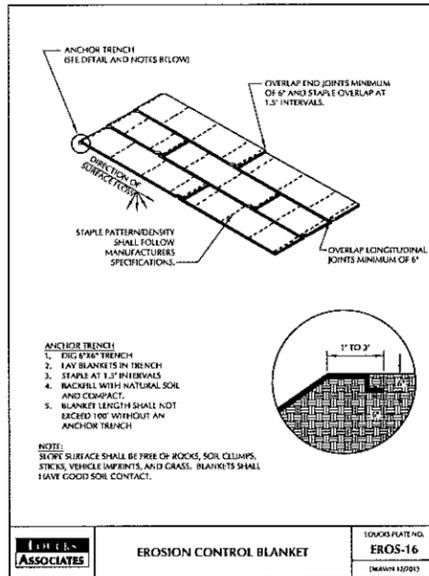
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 TOLL FREE: 1-800-252-1166

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**SWPP DETAILS**  
**C3-3**



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**PRELIMINARY**

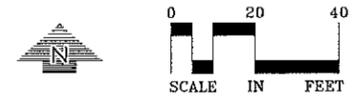
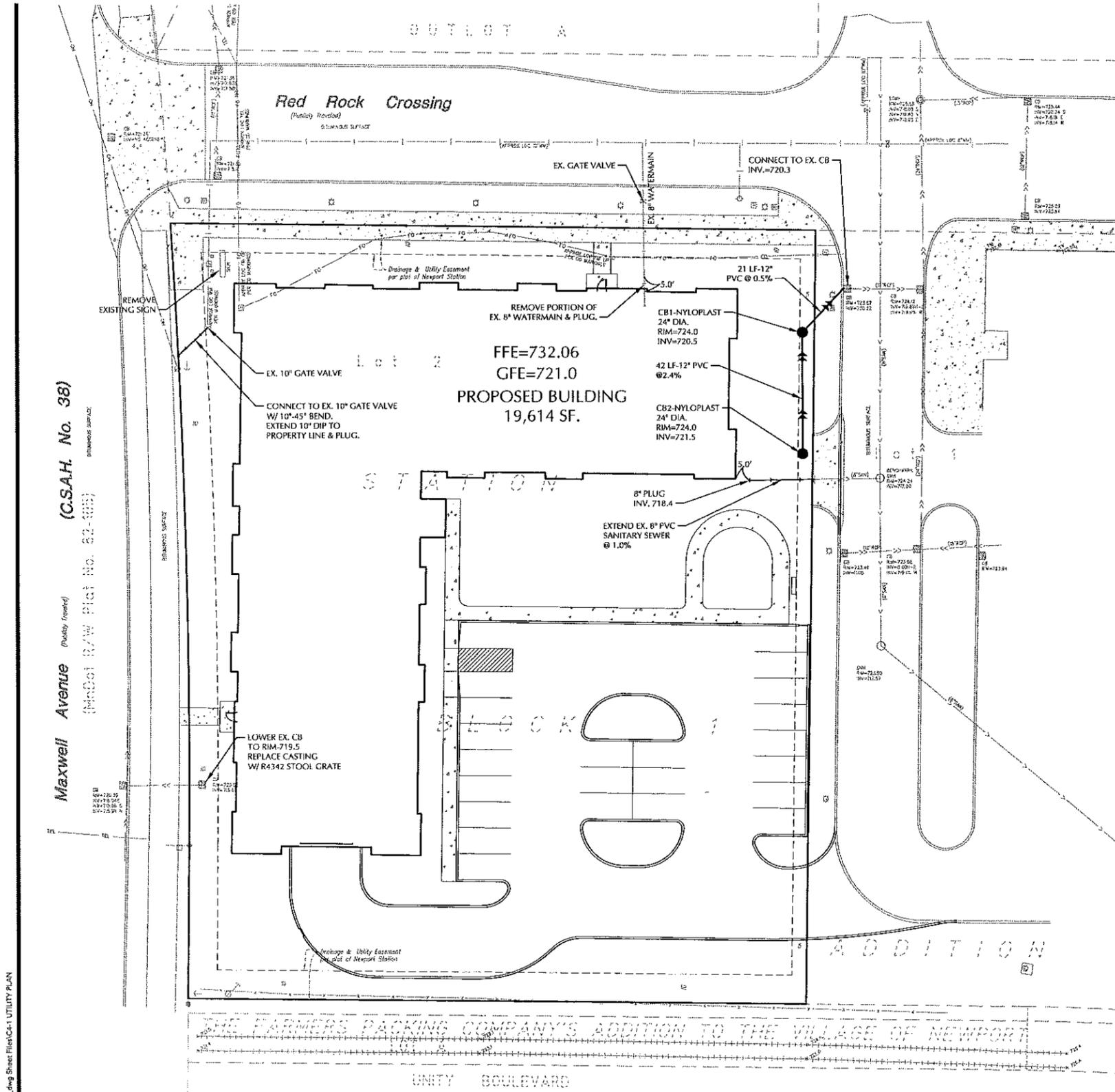
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Date \_\_\_\_\_

**QUALITY CONTROL**  
Loucks Project No. 16094-A  
Project Lead TWM  
Drawn By TWM  
Checked By TWM  
Review Date 05-10-16

**SHEET INDEX**

C1-1	EXISTING CONDITIONS
C2-1	SITE PLAN
C3-1	GRADING PLAN
C3-2	SWPP
C3-3	SWPP DETAILS
C3-4	SWPP DETAILS
C4-1	UTILITY PLAN
C8-1	DETAILS SHEET
L1-1	LANDSCAPE PLAN

**SWPP DETAILS**  
**C3-4**



- UTILITY PLAN NOTES**
- ALL SANITARY SEWER, STORM SEWER AND WATERMAIN UTILITIES SHALL BE FURNISHED AND INSTALLED PER THE REQUIREMENTS OF THE SPECIFICATIONS, THE CITY AND THE STANDARD UTILITIES SPECIFICATION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), 2013 EDITION.
  - SEE DETAIL SHEET FOR SPECIFIC UTILITY DETAILS.
  - ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY, THE CITY DEPARTMENT OF ENGINEERING AND BUILDING INSPECTIONS DEPARTMENT AND THE CONSTRUCTION ENGINEER MUST BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY WORK WITHIN THE PUBLIC RIGHT OF WAY, OR WORK IMPACTING PUBLIC UTILITIES.
  - THE CONTRACTOR SHALL NOTIFY GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS PRIOR TO PERFORMING ANY EXCAVATION OR UNDERGROUND WORK.
  - THE CONTRACTOR SHALL FIELD ADJUST WATERMAIN TO AVOID CONFLICTS WITH SANITARY SEWER, STORM SEWER, AND SERVICES AS REQUIRED.
  - ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL TRAFFIC CONTROL SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE ALL SIGNALS, BARRICADES, FLASHERS AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT THE EXPRESSED AUTHORITY OF THE CITY.
  - ALL UTILITY PIPE BEDDING SHALL BE COMPACTED SAND OR FINE GRANULAR MATERIAL PER THE REQUIREMENTS OF THE CITY. ALL COMPACTION SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CEAM SPECIFICATION.
  - ADJUST ALL EXISTING STRUCTURES, BOTH PUBLIC AND PRIVATE TO THE PROPOSED GRADES WHERE DISTURBED AND COMPLY WITH ALL REQUIREMENTS OF THE UTILITY OWNERS. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
  - MAINTAIN 7.5 FEET OF COVER OVER ALL WATERMAINS AND SERVICES.
  - PROPOSED PIPE MATERIALS:  
STORM SEWER PVC - SDR 26

EXISTING	CIVIL LEGEND	PROPOSED
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	CULVERT	
	HYDRANT	
	GATE VALVE	
	POST INDICATOR VALVE	
	LIGHT POLE	
	POWER POLE	
	SIGN	
	BENCHMARK	
	SOL BORING	
	WATER MANHOLE	
	TELEPHONE MANHOLE	
	UTILITY MANHOLE	
	ELECTRIC MANHOLE	
	WATER SERVICE	
	SANITARY SERVICE	
	HANDICAP PARKING	
	DIRECTION OF FLOW	
	SPOT ELEVATION	
	CONTOURS	
	SANITARY SEWER	
	STORM SEWER	
	WATERMAIN	
	FORCE MAIN	
	DRAIN TILE	
	SALT FENCE	
	CURB & GUTTER	
	RETAINING WALL	
	TRENCH LINE	
	EASEMENT LINE	
	SETBACK LINE	
	FENCE LINE	
	UNDERGROUND TELE	
	UNDERGROUND GAS	
	OVERHEAD UTILITY	
	DOWNSPOUT LOCATION	

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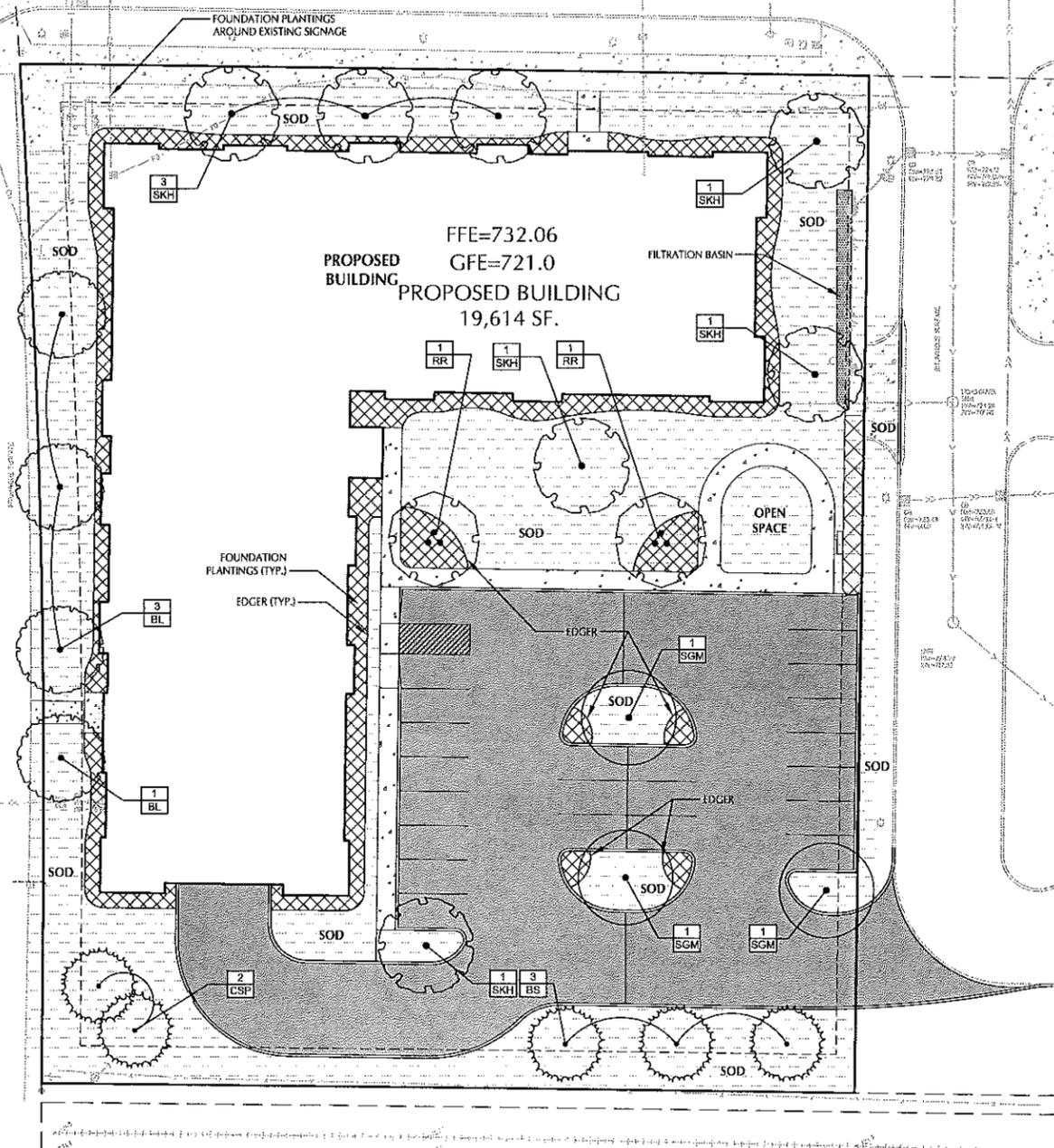
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|----------|---------------------|
| C1-1     | EXISTING CONDITIONS |
| C2-1     | SITE PLAN           |
| C3-1     | GRADING PLAN        |
| C3-2     | SWPP                |
| C3-3     | SWPP DETAILS        |
| C3-4     | SWPP DETAILS        |
| C4-1     | UTILITY PLAN        |
| C8-1     | DETAILS SHEET       |
| L1-1     | LANDSCAPE PLAN      |

**UTILITY PLAN**  
**C4-1**

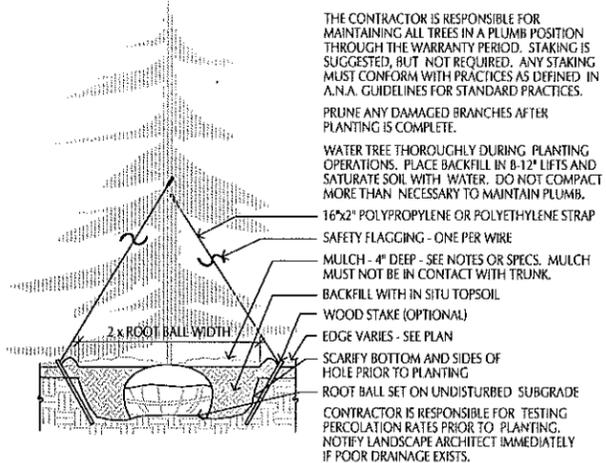


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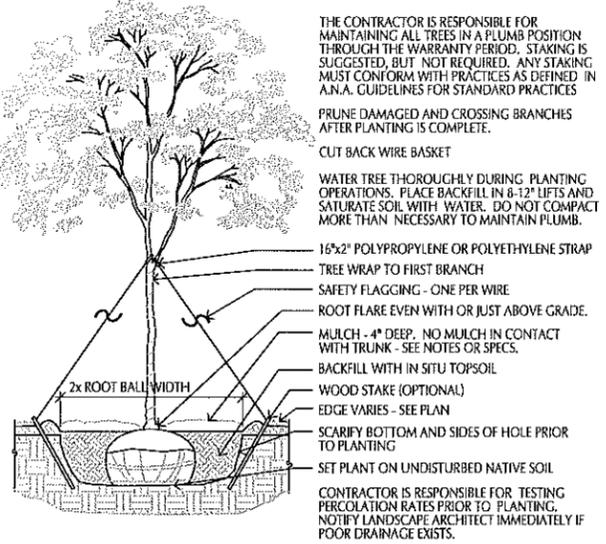
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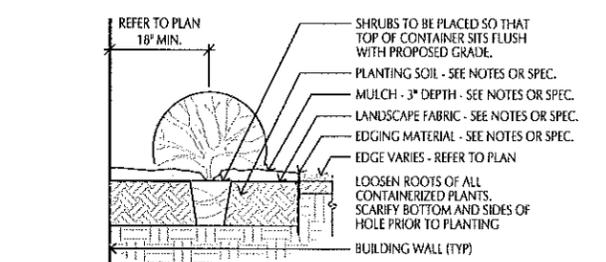
PROPOSED BUILDING  
 FFE=732.06  
 GFE=721.0  
 PROPOSED BUILDING  
 19,614 SF.



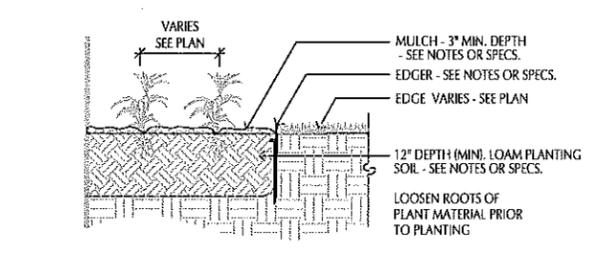
**1** CONIFEROUS TREE PLANTING DETAIL  
 SCALE: 1/2" = 1'-0"



**2** DECIDUOUS TREE PLANTING DETAIL  
 SCALE: 1/2" = 1'-0"



**3** SHRUB PLANTING DETAIL  
 SCALE: 3/4" = 1'-0"



**4** PERENNIAL PLANTING  
 SCALE: 3/4" = 1'-0"

**LANDSCAPE INSTALLATION:**

COORDINATE THE PHASES OF CONSTRUCTION AND PLANTING; INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.

NO PLANTING WILL BE INSTALLED UNTIL COMPLETE GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.

WHERE SOD/SEED ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.

SOD ALL DESIGNATED AREAS DISTURBED DUE TO GRADING. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, THE SOD SHALL BE STAKED TO THE GROUND.

ALL PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AMERICAN ASSOCIATION OF NURSERYMEN. UNLESS NOTED OTHERWISE, ALL SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED MINIMUM SHRUB HEIGHT OR WIDTH. ORNAMENTAL TREES SHALL HAVE NO V CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' ABOVE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 5' ABOVE FINISHED GRADE.

ANY CONIFEROUS TREE PREVIOUSLY PRUNED FOR CHRISTMAS TREE SALES SHALL NOT BE USED. ALL CONIFEROUS TREES SHALL BE FULL FORM, NATURAL TO THE SPECIES, WITHOUT PRUNING.

NO PLANT MATERIAL SUBSTITUTIONS WILL BE ACCEPTED UNLESS APPROVAL IS REQUESTED OF THE LANDSCAPE ARCHITECT BY THE LANDSCAPE CONTRACTOR PRIOR TO THE SUBMISSION OF A BID AND/OR QUOTATION.

ALL PROPOSED PLANTS SHALL BE LOCATED AND STAKED AS SHOWN ON PLAN.

ADJUSTMENTS IN LOCATION OF PROPOSED PLANT MATERIALS MAY BE NEEDED IN FIELD. SHOULD AN ADJUSTMENT BE ADVISED, THE LANDSCAPE ARCHITECT MUST BE NOTIFIED.

ALL PLANT MATERIALS SHALL BE FERTILIZED UPON INSTALLATION WITH A 27-3-3 SLOW RELEASE FERTILIZER MIXED IN WITH THE PLANTING SOIL PER THE MANUFACTURER'S INSTRUCTIONS. PLANTS MAY BE TREATED FOR SUMMER AND FALL INSTALLATION WITH AN APPLICATION OF GRANULAR 27-3-3 AT 6 OZ PER 2.5' CALIPER PER TREE AND 3 OZ PER SHRUB WITH AN ADDITIONAL APPLICATION OF 27-3-3 THE FOLLOWING SPRING IN THE TREE SAUCER.

ALL PLANTING AREAS RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 12" DEPTH OF PLANTING SOIL. CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS PEAT OR MANURE AND 10 PARTS SAND.

ALL PLANTS TO BE INSTALLED AS PER PLANTING DETAILS. REMOVE ALL FLAGGING AND LABELS FROM PLANTS.

WRAPPING MATERIAL SHALL BE CORRUGATED PVC PIPING 1" GREATER IN CALIPER THAN THE TREE BEING PROTECTED OR QUALITY, HEAVY, WATERPROOF CREPE PAPER MANUFACTURED FOR THIS PURPOSE. WRAP ALL DECIDUOUS TREES PLANTED IN THE FALL PRIOR TO 12-1 AND REMOVE ALL WRAPPING AFTER 5-1.

BLACK STEEL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS, AND ANNUALS WHERE BED MEETS SOD/SEED UNLESS NOTED OTHERWISE.

ALL ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH WITH NO WEED BARRIER.

ALL SHRUB BED MASSINGS TO RECEIVE 3" DEEP SHREDDED HARDWOOD MULCH AND FIBER MAT WEED BARRIER.

ALL TREES TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH RING WITH NO MULCH IN DIRECT CONTACT WITH TREE TRUNK.

SPREAD GRANULAR PRE EMERGENT HERBICIDE (GREEN OR EQUAL) PER MANUFACTURER'S RECOMMENDATIONS UNDER ALL MULCHED AREAS.

MAINTENANCE STRIPS TO HAVE EDGER AND MULCH AS SPECIFIED/INDICATED ON DRAWING OR IN SPECIFICATION.

IF THE LANDSCAPE CONTRACTOR IS CONCERNED OR PERCEIVES ANY DEFICIENCIES IN THE PLANT SELECTIONS, SOIL CONDITIONS OR ANY OTHER SITE CONDITION WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR GUARANTEE, HE MUST BRING THESE DEFICIENCIES TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO PROCUREMENT AND/OR INSTALLATION.

CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR THE OWNER ACCEPTANCE INSPECTION OF ALL LANDSCAPE AND SITE IMPROVEMENTS.

CONTRACTOR IS RESPONSIBLE FOR ON-GOING MAINTENANCE OF ALL NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ANY ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. CONTRACTOR SHALL PROVIDE THE OWNER WITH A MAINTENANCE PROGRAM INCLUDING, BUT NOT NECESSARILY LIMITED TO, PRUNING, FERTILIZATION AND DISEASE/PEST CONTROL.

CONTRACTOR SHALL GUARANTEE NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF OWNER ACCEPTANCE.

WARRANTY (ONE FULL GROWING SEASON) FOR LANDSCAPE MATERIALS SHALL BEGIN ON THE DATE OF ACCEPTANCE BY THE LANDSCAPE ARCHITECT AFTER THE COMPLETION OF PLANTING OF ALL LANDSCAPE MATERIALS. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.

LANDSCAPE CONTRACTOR SHALL ESTABLISH TO HIS SATISFACTION THAT SOIL AND COMPACTION CONDITIONS ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AT AND AROUND THE BUILDING SITE.

**IRRIGATION NOTES:**

VERIFY EXISTING/PROPOSED IRRIGATION SYSTEM LAYOUT AND CONFIRM COMPLETE LIMITS OF IRRIGATION PRIOR TO SUPPLYING SHOP DRAWINGS.

LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATION AS A PART OF THE SCOPE OF WORK WHEN BIDDING. THIS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ALL SODDED/SEED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH AN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIAL GROWTH REQUIREMENTS.

IRRIGATION SYSTEM IS NOT TO SPRINKLE ACROSS PAVEMENT. THE SYSTEM SHALL INCORPORATE A RAIN SENSOR INTO IRRIGATION SYSTEM.

PLANTINGS OUTSIDE THE LIMITS OF IRRIGATION ARE TO BE WATERED REGULARLY UNTIL PLANTING/SOD/SEED HAS BEEN ESTABLISHED.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TRILS, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURBS/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

**PLANTING SCHEDULE**

DECIDUOUS TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	CAL
SGM	3	SIENNA GLEN MAPLE	Acer freemanii 'Sienna Glen'	B & B	2.5' Cal
RR	2	RENAISSANCE REFLECTION BIRCH	Betula papyrifera 'Renaissance Reflection'	B & B	
SKH	7	SKYLINE HONEYLOCUST	Gleditsia inaequalis 'Skyline'	B & B	2.5' Cal
BL	4	BOULEVARD LINDEN	Tilia americana 'Boulevard'	B & B	2.5' Cal

EVERGREEN TREES	QTY	COMMON NAME	BOTANICAL NAME	CONT	CAL
BS	3	BLACK HILLS SPRUCE	Picea glauca 'Densata'	B & B	
CSP	2	COLORADO SPRUCE	Picea pungens	B & B	



**LANDSCAPE REQUIREMENTS**

1 HILL FOR EVERY 50 FEET OF LOT FRONTAGE. (92 FEET OF FRONTAGE)

1 HILL FOR EVERY 1,000 SQUARE FEET OF PERVIOUS SURFACE AREA ON THE LOT. (LOT PERVIOUS AREA = 11,048 SF)

REQUIRED TREES = 492 / 50 = 10 TREES

REQUIRED TREES = 11,048 / 1000 SF = 11 TREES

PROPOSED TREES = 21 TREES

**GENERAL NOTES**

CONTRACTOR SHALL VISIT SITE PRIOR TO SUBMITTING BID. HE SHALL INSPECT SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.

VERIFY LAYOUT AND ANY DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT ANY DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.

ASSURE COMPLIANCE WITH ALL APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK OR MATERIALS SUPPLIED.

CONTRACTOR SHALL PROTECT ALL EXISTING ROADS, CURBS/GUTTERS, TRAILS, TRILS, LAWNS AND SITE ELEMENTS DURING PLANTING OPERATIONS. ANY DAMAGE TO SAME SHALL BE REPAIRED AT NO COST TO THE OWNER.

CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF ALL UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10' - 0" CLEARANCE).

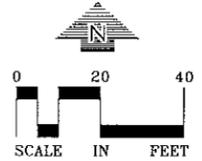
ALL UNDERGROUND UTILITIES SHALL BE LAID SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.

EXISTING CONTOURS, TRAILS, VEGETATION, CURBS/GUTTER AND OTHER EXISTING ELEMENTS BASED UPON INFORMATION SUPPLIED TO LANDSCAPE ARCHITECT BY OTHERS. CONTRACTOR SHALL VERIFY ANY AND ALL DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.

CALL BEFORE YOU DIG!  
**Gopher State One Call**



TWIN CITY AREA: 651-454-0002  
 TOLL FREE: 1-800-252-1166



**WARNING:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND / OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

**RED ROCK SQUARE**  
 NEW PORT, MN

**MWF PROPERTIES**  
 TEL: 612-243-4896  
 7645 LYNDALE AVE S.  
 MINNEAPOLIS, MN 55423

**LOUCKS**  
 PLANNING  
 CIVIL ENGINEERING  
 LAND SURVEYING  
 LANDSCAPE ARCHITECTURE  
 ENVIRONMENTAL  
 7200 Hemlock Lane, Suite 300  
 Maple Grove, MN 55369  
 763.424.5505  
 www.loucksinc.com

**CADD QUALIFICATION**

CADD files prepared for this contract are the property of the Consultant. The Consultant shall retain all rights in the CADD files and shall not be responsible for any use of the CADD files for any other project without the written approval of the Consultant. The Consultant shall not be responsible for any use of the CADD files for any other project without the written approval of the Consultant. The Consultant shall not be responsible for any use of the CADD files for any other project without the written approval of the Consultant.

**SUBMITTAL/REVISIONS**  
 05-10-2016

**PROFESSIONAL SIGNATURE**

I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Douglas D. Loken - LA  
 License No. 45591  
 Date

**QUALITY CONTROL**

Loecks Project No. 19064-A  
 Project Lead TWM  
 Drawn By DDL  
 Checked By DDL  
 Review Date 04-21-16

**SHEET INDEX**

C1-1 EXISTING CONDITIONS  
 C2-1 SITE PLAN  
 C3-1 GRADING PLAN  
 C3-2 SWPP  
 C3-3 SWPP DETAILS  
 C3-4 UTILITY PLAN  
 C8-1 DETAILS SHEET  
 L1-1 LANDSCAPE PLAN

**LANDSCAPE PLAN**  
 L1-1

RED ROCK SQUARE, NEWPORT, MNROOFING

- Asphalt Shingles: GAF Timberline – Barkwood
- Prefinished Metal Roof: Firestone Aluminum – Slate Gay

GARAGE LEVEL EXTERIOR

- Rock Face Block 1: Amcon, Colored Series Rockface, color Santa Fe
- Rock Face Block 2: Amcon, Colored Series Rockface, color Lilac

SIDING

- Siding Type 1: HardiePlank Lap Siding – Cedarmill - 8" exposure
- Siding Type 2: HardiePlan Lap Siding – Cedarmill - 4" exposure
- Siding Type 3: HardiePanel Vertical Siding – Sierra 8

SIDING PAINT COLORS

- Siding Type 1: Sherwin Williams Nonchalant White
- Siding Type 2: Sherwin Williams Sedate Gray
- Siding Type 3: Sherwin Williams Unusual Gray

WINDOWS

- Typical unit windows: Vinyl Single Hung – Quaker, color white
- Garage level windows: Glass block with masonry sills



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 CITY SUBMITTAL  
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 REFERENCE SET  
 COMM #1414

MAP ENGINEER  
 Sison Engineering, Inc.  
 5430 Douglas Drive N.  
 Crystal, MN 55428  
 Tel: 763.555.6742

LANDSCAPE ARCHITECT  
 LOUCKS ASSOCIATES  
 385 KELLOGG BLVD. E.  
 ST. PAUL, MN 55101  
 Tel: 763.424.6800  
 Fax: 651.297.2617

CIVIL ENGINEER  
 LOUCKS ASSOCIATES  
 385 KELLOGG BLVD. E.  
 ST. PAUL, MN 55101  
 Tel: 763.424.6800  
 Fax: 651.297.2617

OWNER  
 MWF Properties  
 7645 Lyndale Ave. S.  
 Minneapolis, MN 55423  
 Tel: 607.243.4888

RED ROCK SQUARE  
 NEWPORT, MN

1201 HAYTHORNE AVENUE  
 MINNEAPOLIS, MINNESOTA 55403  
 TEL: 612-332-5420  
 FAX: 612-332-0428  
 WWW.MILLERHANSON.COM

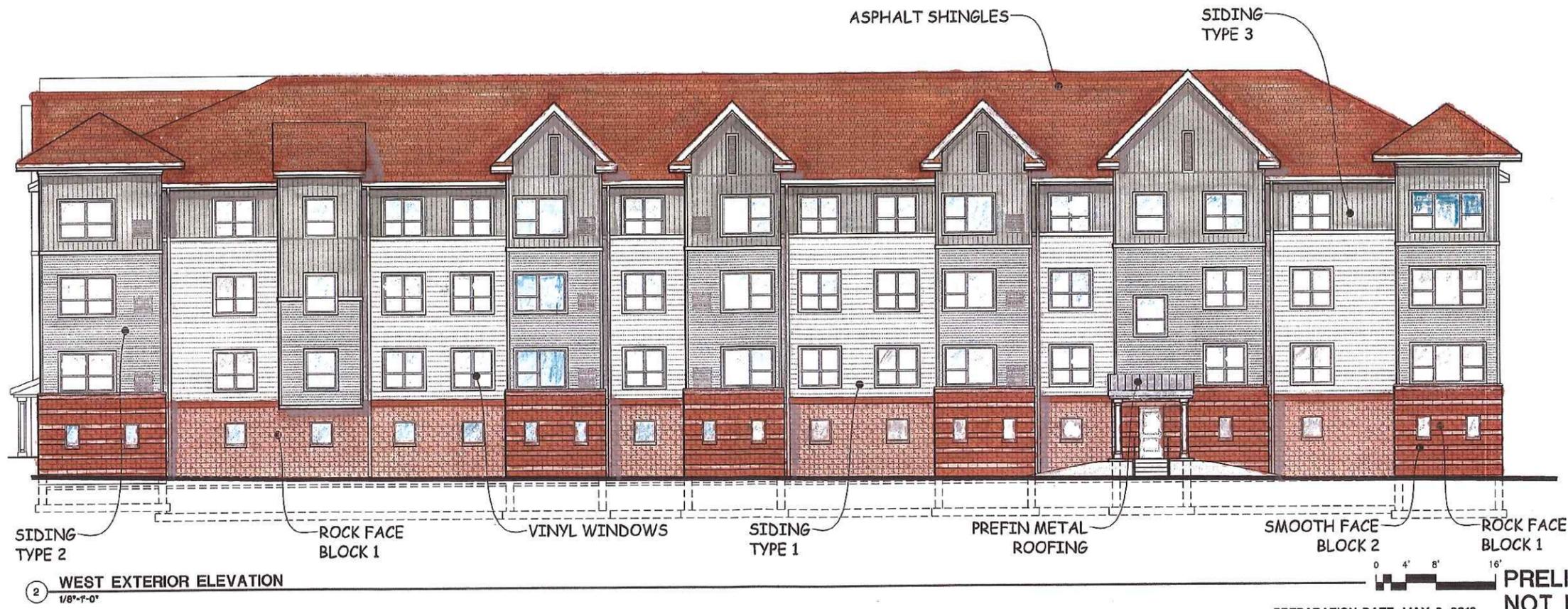
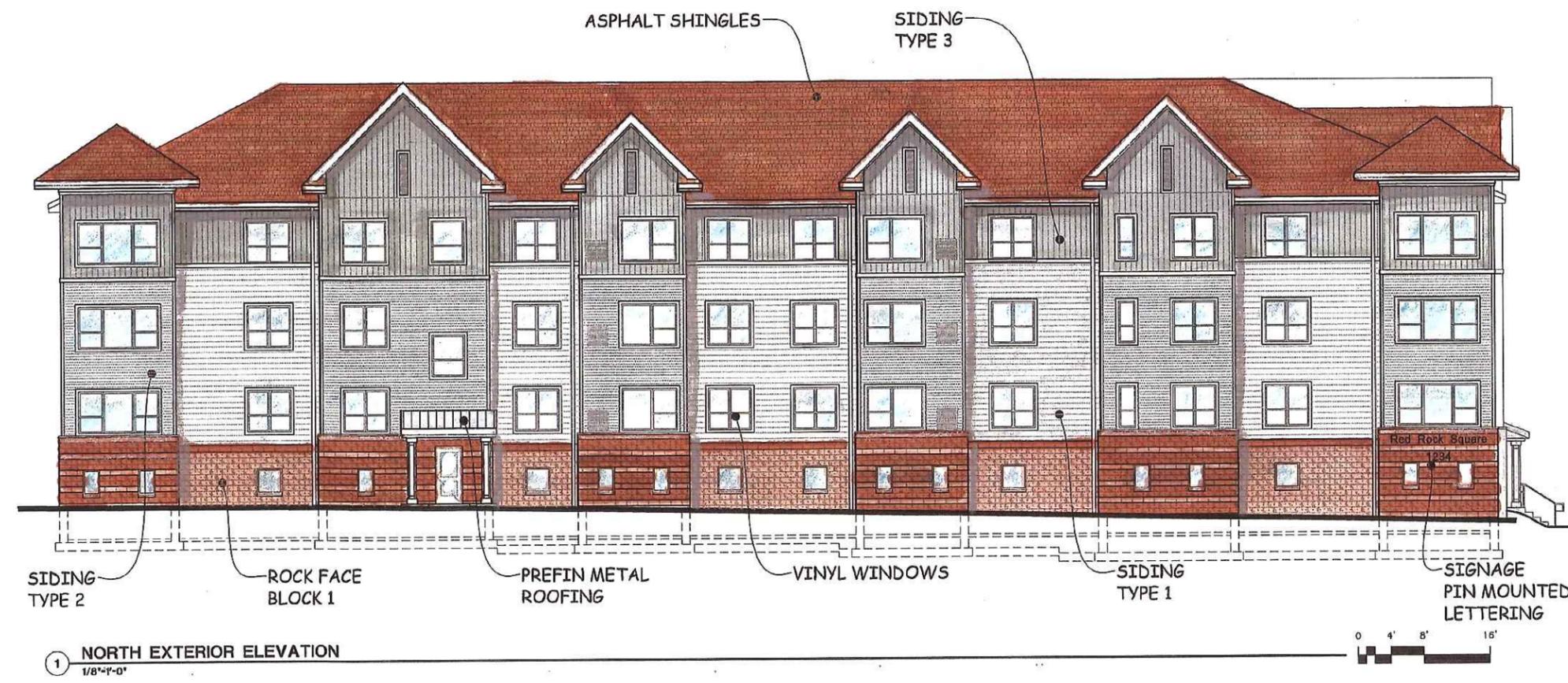


I HEREBY CERTIFY THAT THIS PLAN REPRESENTS AN ACCURATE AND COMPLETE REPRESENTATION OF THE PROPOSED WORK AND THAT I AM A LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA  
 NAME: \_\_\_\_\_ NO. XXXX  
 DATE: \_\_\_\_\_

EXTERIOR ELEVATIONS

A500

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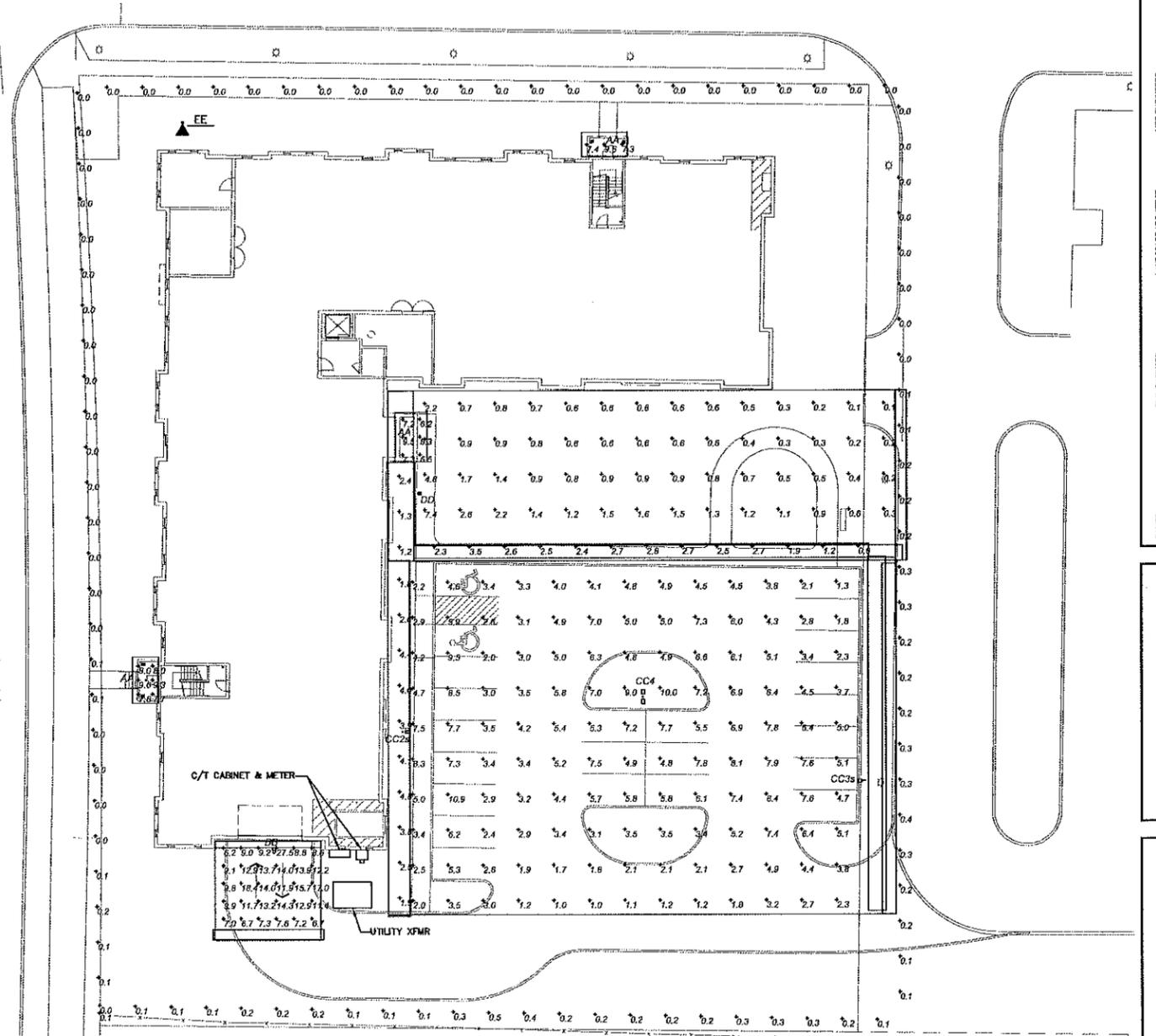


Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Fixture Name	Lumens Per Lamp	Light Loss Factor	Wattage
○	AA	3	PRESCO/LITE		1/2" LEDS4 WITH GULED7043K	DL4 2000 21W/20 UL Gen4	1	1/2" LEDS4 WITH GULED7043 DCAs	2011.204	1	26.44
□	BB	1	SPALDING LIGHTING	CL1-90L-4K-4	CIMARRON CL1	90 LEDS - 4000K - 70 CRI	1	CL1-90L-4K-4 Jcs	19122.53	1	136
□	CC4	1	SPALDING LIGHTING	CL1-90L-4K-4	CIMARRON CL1	90 LEDS - 4000K - 70 CRI	1	CL1-90L-4K-4 Jcs	22254.43	1	410
□	CC3s	1	SPALDING LIGHTING	CL1-90L-4K-3-BC	CIMARRON CL1	90 LEDS - 4000K - 70 CRI	1	CL1-90L-4K-3-BC Jcs	14801.85	1	206
□	CC2s	1	SPALDING LIGHTING	CL1-90L-4K-2-BC	CIMARRON CL1	90 LEDS - 4000K - 70 CRI	1	CL1-90L-4K-2-BC Jcs	16251.01	1	206
○	DD	1	SPALDING LIGHTING	FW2-12LU-96-08	ROUND LED BOLLARD w/ SPECULAR ALUMINUM HEAT-SINK	12 - HIGH LEDS	1	12 BOLLARD Jcs	1378.972	1	23.5
▲	EE	1	ECOSENSE LIGHTING	WSM-40-120-IC-120VAC-82-7E	FLOORLIGHT WASH	LED	1		2633	1	50

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
main entrance	+	7.0 fc	9.0 fc	0.2 fc	1.5:1	1.2:1
north exit	+	8.1 fc	9.6 fc	7.3 fc	1.3:1	1.1:1
loading entrance	+	11.0 fc	27.0 fc	4.2 fc	4.4:1	1.5:1
mailing mt	+	4.7 fc	10.9 fc	2.0 fc	10.9:2.0	4.7:2.0
property line	+	0.7 fc	0.8 fc	0.0 fc	N/A	N/A
property line	+	0.1 fc	0.4 fc	0.0 fc	N/A	N/A
side walk	+	1.1 fc	7.4 fc	0.1 fc	74.0:1	11.0:1
side walk	+	2.2 fc	3.5 fc	0.6 fc	5.8:1	3.7:1
side walk	+	3.4 fc	4.8 fc	1.8 fc	2.7:1	1.9:1
west exit	+	8.4 fc	9.8 fc	7.7 fc	1.2:1	1.1:1

No.	Label	MF	TR
1	AA	11.80	0.00
2	AA	11.80	0.00
3	AA	11.80	0.00
3	CC3s	20.00	0.00
1	CC4	20.00	0.00
1	DD	3.00	0.00

MAXWELL AVENUE



1 SITE PHOTOMETRIC PLAN  
1" = 20'-0"

**STEEN**  
ENGINEERING INC.  
763-585-6742  
763-585-6757 fax  
Email: steen@steeneng.com  
5430 Douglas Drive North  
Crystal, MN 55429  
Steen Job #MIP201601

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MEP ENGINEER:  
Steen Engineering, Inc.  
5430 Douglas Drive N.  
Crystal, MN 55429  
Tel: 763.985.6742

LANDSCAPE ARCHITECT:  
LOUCKS ASSOCIATES  
365 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.424.5585  
Fax: 651.287.8817

CIVIL ENGINEER:  
LOUCKS ASSOCIATES  
365 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.424.5585  
Fax: 651.287.8817

OWNER:  
MWF Properties  
7848 Lyndale Ave. S.  
Minneapolis, MN 55423  
Tel: 507.243.6836

RED ROCK SQUARE  
NEWPORT, MN

1001 MAXWELL AVENUE  
MINNEAPOLIS, MINNESOTA 55403  
TEL: 612.333.5400  
FAX: 612.333.5403  
WWW.MILLERHANSON.COM

NAME: \_\_\_\_\_ NO. 0000  
DATE: \_\_\_\_\_

SITE PHOTOMETRIC PLAN  
E000

PREPARATION DATE: MAY 2, 2016  
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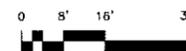
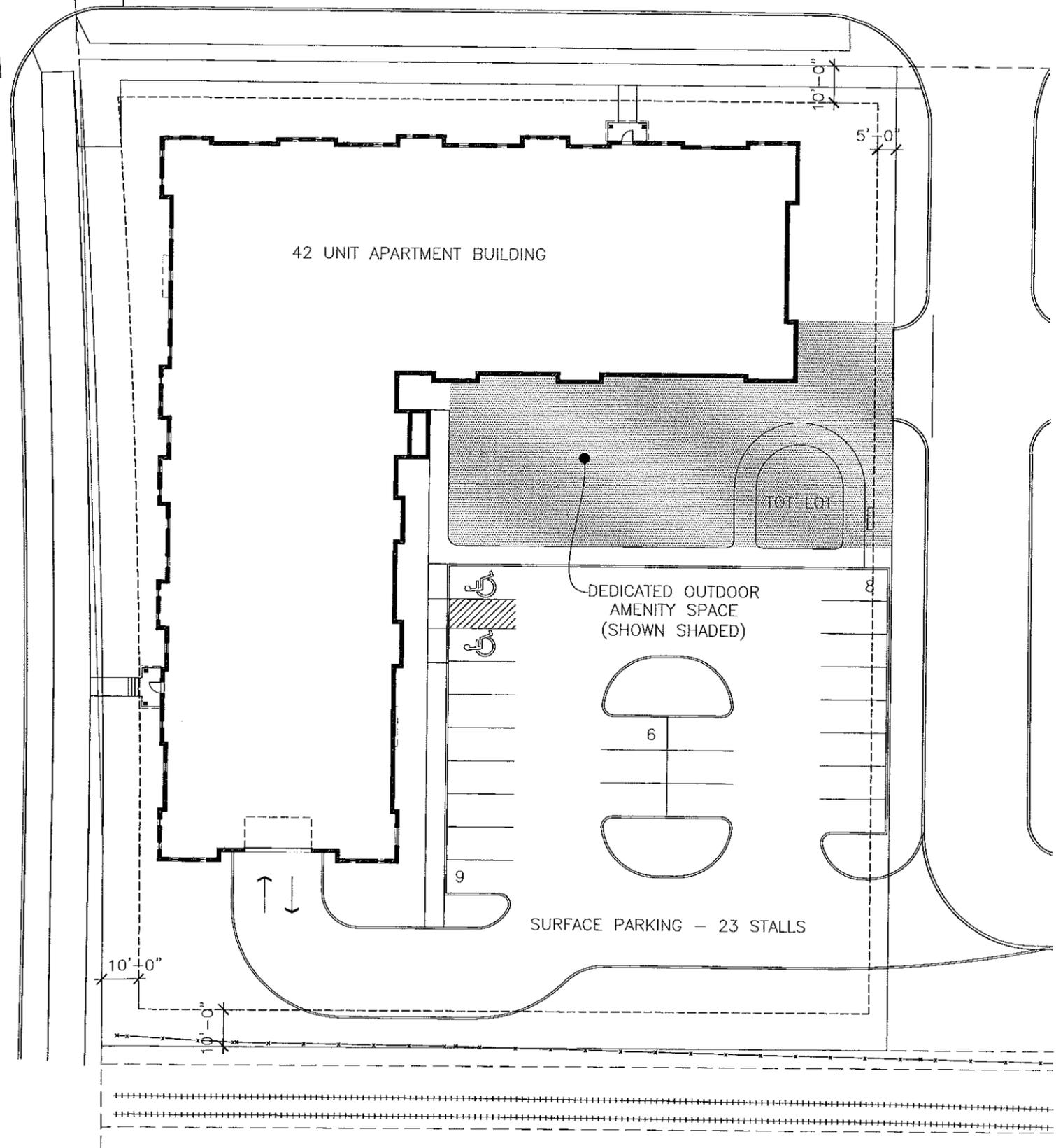
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UNIT ANALYSIS				
UNIT	QUANTITY	TYPE	ACCESSIBLE UNIT (HDCP)	GROSS AREA sf
B1	21	2-BR		1000
B2	3	2-BR	3	1000
C2	3	3-BR	3	1228
C3	15	3-BR		1227
TOTAL	42		6	

MAXWELL AVENUE

RED ROCK CROSSING



1 SITE PLAN  
1/16" = 1'-0"



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REFERENCE SET  
COMM #1414

MEP ENGINEERS  
Sivan Engineering, Inc.  
6430 Douglas Drive N.  
Crystal, MN 55428  
Tel: 763.866.6742

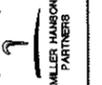
LANDSCAPE ARCHITECT  
LOUCKS ASSOCIATES  
LOUCKS ASSOCIATES  
865 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.242.6605  
Fax: 98.327.8877

CIVIL ENGINEER  
LOUCKS ASSOCIATES  
865 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.242.6605  
Fax: 98.327.8877

OWNER  
MWF Properties  
7845 Lyndale Ave. S.  
Minneapolis, MN 55423  
Tel: 607.243.4888

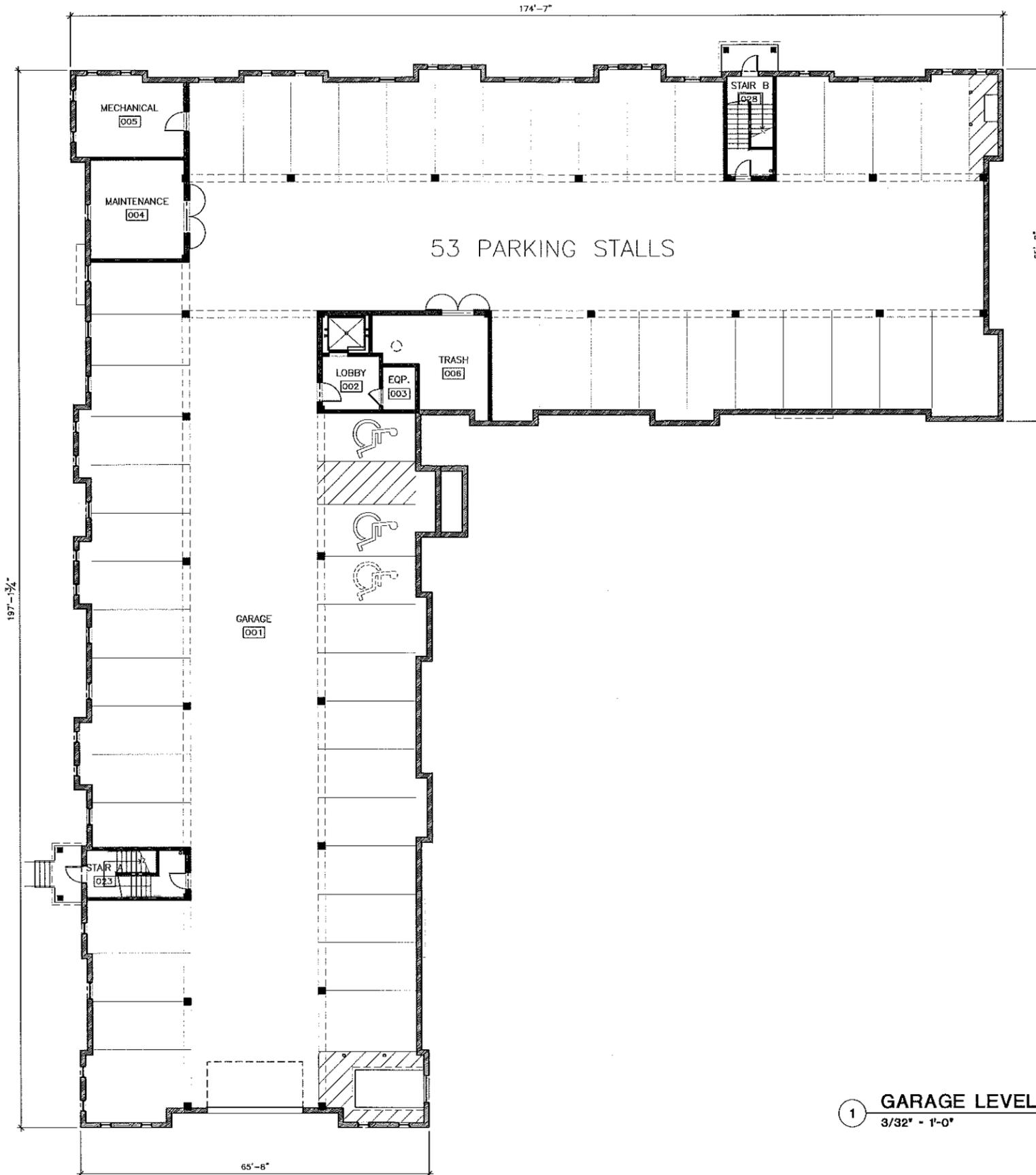
RED ROCK SQUARE  
NEWPORT, MN

1001 HAWTHORNE AVENUE  
MINNEAPOLIS, MINNESOTA 55403  
TEL: 612-332-4430  
FAX: 612-332-4425  
WWW.MILLERHANSON.COM

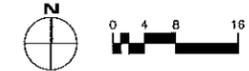


I HEREBY CERTIFY THAT THIS PLAN REPRESENTS AN ACCURATE AND COMPLETE REPRESENTATION OF THE PROJECT AND THAT I AM A REGISTERED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.  
NAME  
DATE  
NO. XXXX

SITE PLAN  
A200



1 GARAGE LEVEL PLAN  
3/32" = 1'-0"



PREPARATION DATE: MAY 2, 2016  
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CITY SUBMITTAL  
CITY SUBMITTAL  
CITY SUBMITTAL  
FOUNDATION SET  
REFERENCE SET  
COMM #1414

MEP ENGINEER:  
Stress Engineering, Inc.  
6480  
CRYSTAL, MN 55428  
Tel: 763.866.8742

LANDSCAPE ARCHITECT:  
LUICKS ASSOCIATES  
594 WELLS BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.424.5605  
Fax: 855.297.6877

CIVIL ENGINEER:  
LUICKS ASSOCIATES  
594 WELLS BLVD. E.  
ST. PAUL, MN 55101  
Tel: 763.424.5605  
Fax: 855.297.6877

OWNER:  
MUE Properties  
7445 Lyndale Ave. S.  
Minneapolis, MN 55423  
Tel: 807.243.4698

RED ROCK SQUARE  
NEWPORT, MN

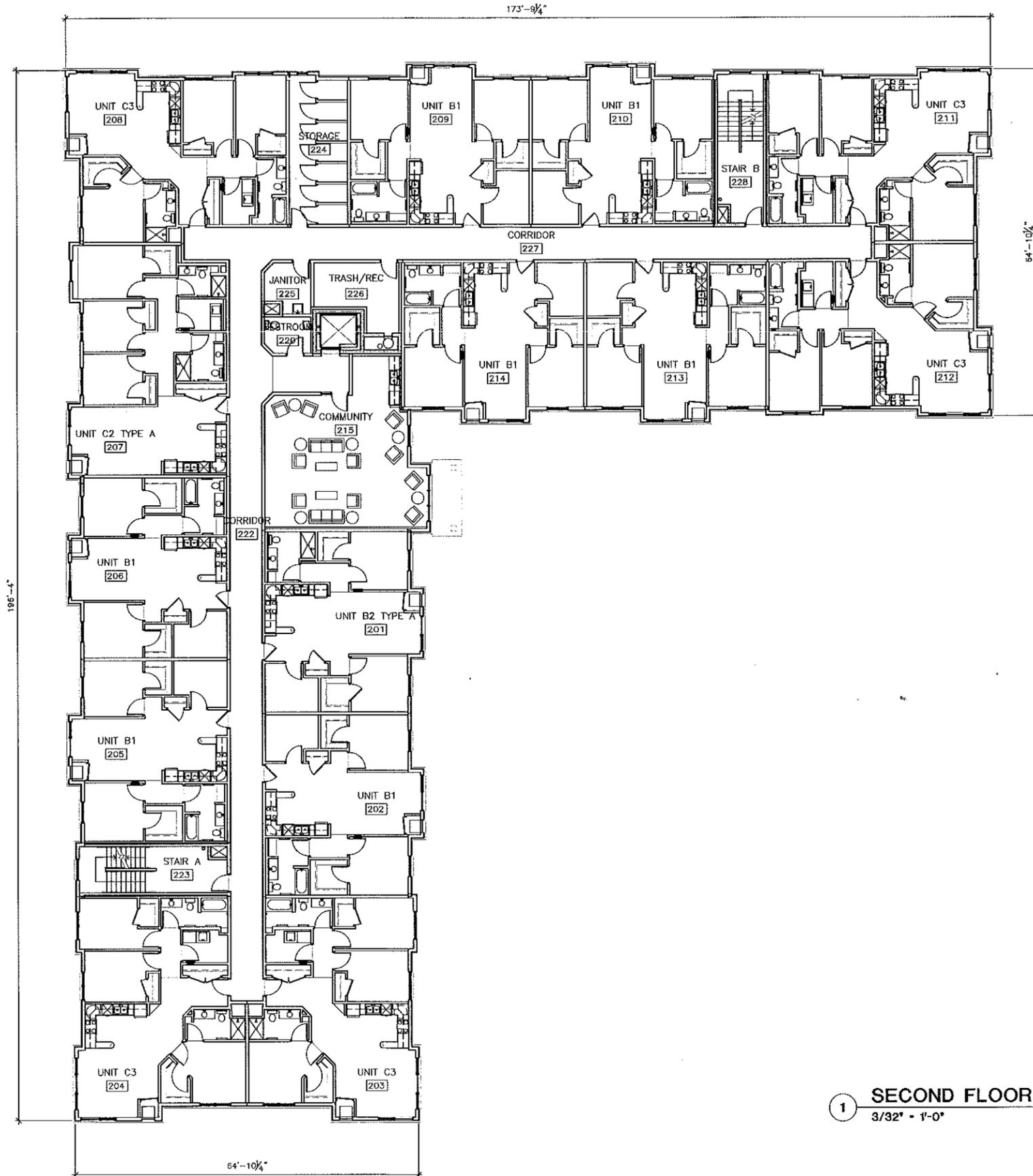
1201 HAWTHORNE AVENUE  
MINNEAPOLIS, MINNESOTA 55403  
TEL: 612-832-6420  
FAX: 612-832-6425  
WWW.MILLERHANSON.COM



DESIGNER'S SEAL AND SIGNATURE  
OR INKED AND REPRODUCED UNDER THE LAWS OF THE STATE OF  
MINNESOTA  
NAME: \_\_\_\_\_ NO. XXXX  
DATE: \_\_\_\_\_

GARAGE LEVEL PLAN  
A300





1 SECOND FLOOR PLAN  
3/32" = 1'-0"



PREPARATION DATE: MAY 2, 2016  
REVISION DATE: MAY 10, 2016

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CITY PLANNING	
CITY SUBMITTAL	
CITY SUBMITTAL	
CITY SUBMITTAL	
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REVISION SET	
COMM #1414	

MEP ENGINEER  
SILAS ENGINEERING, INC.  
6430 DOUGLAS DRIVE N.  
CRYSTAL, MN 55428  
Tel: 763.686.0742

LANDSCAPE ARCHITECT  
LOUCKS ASSOCIATES  
595 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 781.424.8605  
Fax: 651.297.6877

CIVIL ENGINEER  
LOUCKS ASSOCIATES  
595 KELLOGG BLVD. E.  
ST. PAUL, MN 55101  
Tel: 781.424.8605  
Fax: 651.297.6877

OWNER  
MUSE PROPERTIES  
7415 HOLMES AVE. S.  
MINNEAPOLIS, MN 55423  
Tel: 607.243.4658

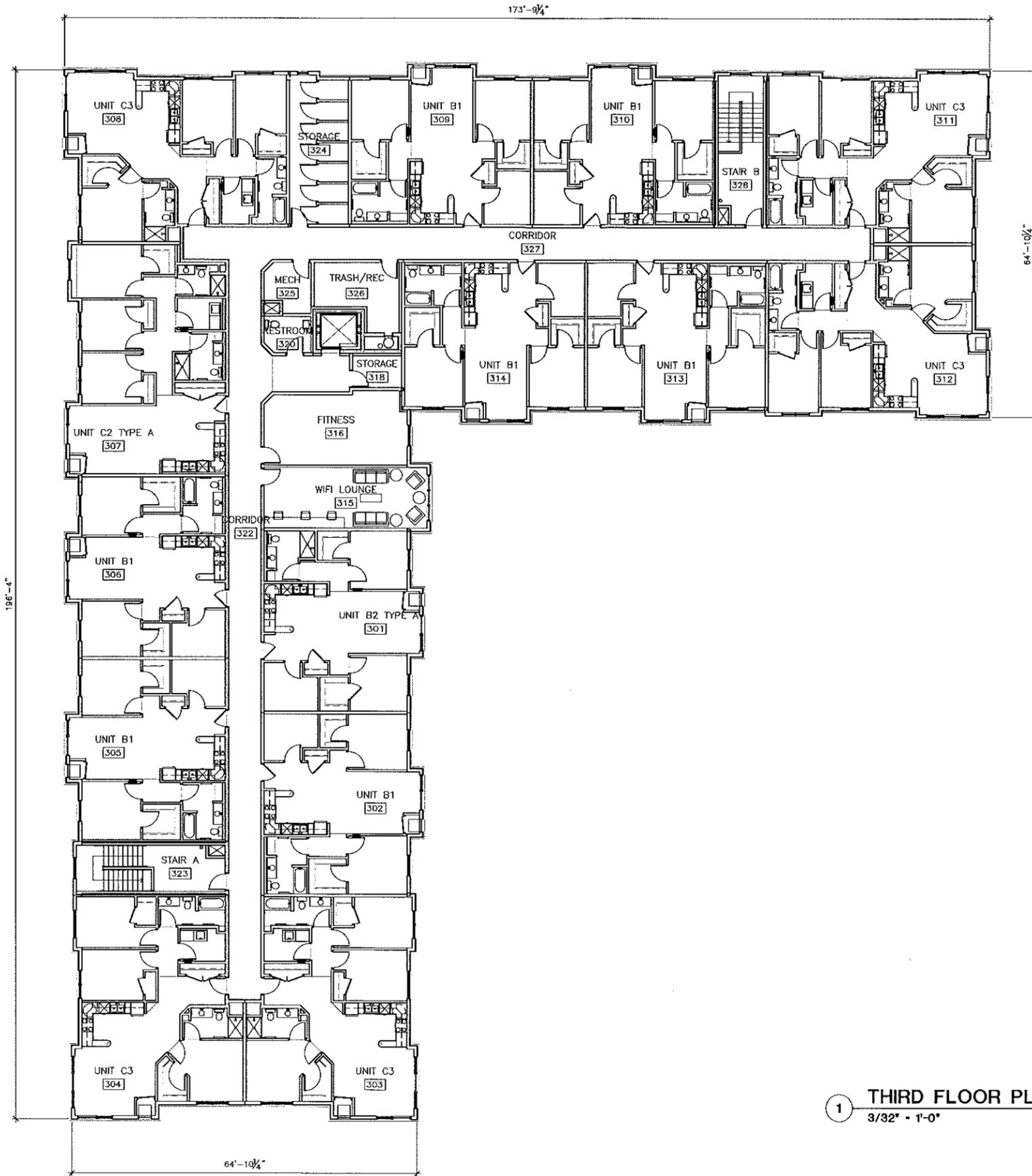
RED ROCK SQUARE  
NEWPORT, MN

1201 HAWTHORNE AVENUE  
MINNEAPOLIS, MINNESOTA 55403  
TEL: 612-332-6420  
FAX: 612-332-6426  
WWW.MILLERHANSON.COM



LEGALLY CERTIFIED THAT THIS IS A FULL REPRESENTATION OF THE PROJECT AS PERMITTED UNDER THE LAWS OF THE STATE OF MINNESOTA  
NAME: \_\_\_\_\_ NO. XXXX  
DATE: \_\_\_\_\_

SECOND FLOOR PLAN  
A320



1 THIRD FLOOR PLAN  
3/32" = 1'-0"



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CITY PLANNING	
CITY PLANNING	
CITY PLANNING	
CITY SUBMITTAL	
CITY SUBMITTAL	
CITY SUBMITTAL	
FOUNDATION SET	
PERFORMANCE SET	
COMM #1414	

**MEP ENGINEERS:**  
 SHAW ENGINEERS, INC.  
 6430 DOUGLASS DRIVE N.  
 CRYSTAL, MN 55428  
 TEL: 763.596.8742

**LANDSCAPE ARCHITECT:**  
 LOUCKS ASSOCIATES  
 895 KELLOGG BLVD. E.  
 ST. PAUL, MN 55101  
 TEL: 763.424.5500  
 FAX: 651.297.8817

**CIVIL ENGINEER:**  
 LOUCKS ASSOCIATES  
 895 KELLOGG BLVD. E.  
 ST. PAUL, MN 55101  
 TEL: 763.424.5500  
 FAX: 651.297.8817

**OWNER:**  
 NAVE PROPERTIES  
 7845 LYNDALE AVE. S.  
 MINNEAPOLIS, MN 55423  
 TEL: 607.243.4898

**RED ROCK SQUARE**  
 NEWPORT, MN

201 HAWTHORNE AVENUE  
 MINNEAPOLIS, MINNESOTA 55403  
 TEL: 612-382-6420  
 FAX: 612-382-6420  
 WWW.MILLERHANSON.COM

**MILLER HANSON PARTNERS**

I HEREBY CERTIFY THAT THIS PLAN REPRESENTS AN ACCURATE AND COMPLETE REPRESENTATION OF THE WORK AND THAT I AM A LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

NAME: \_\_\_\_\_ NO. XXXX  
 DATE: \_\_\_\_\_

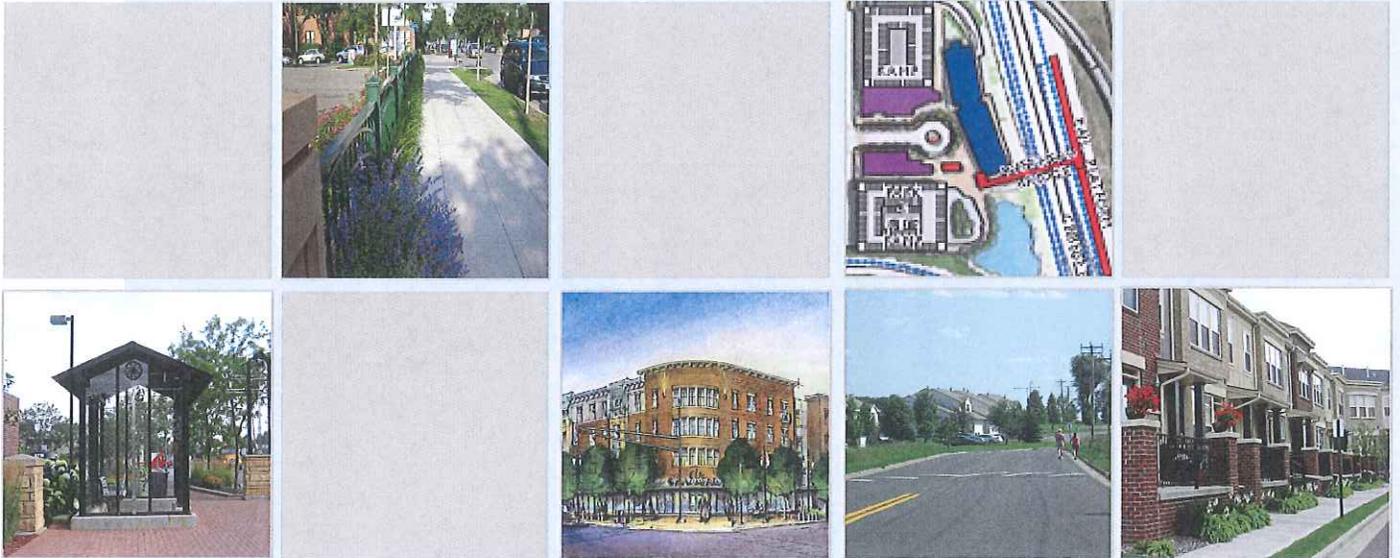
THIRD FLOOR PLAN  
**A330**

PREPARATION DATE: MAY 2, 2018  
 REVISION DATE: MAY 10, 2018

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 NOT FOR  
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# **RED ROCK GATEWAY AREA DESIGN GUIDELINES**



***City of Newport, Minnesota***

DRAFT--March 2012  
Project No. 14861.000



**TKDA**

ENGINEERING • ARCHITECTURE • PLANNING

## **Introduction and Purpose of the Design Guidelines**

The development of the Red Rock Corridor and its Station Area in Newport will bring opportunities for development and redevelopment of residential, commercial, and civic uses in the northwest portion of the City. The 30-mile Red Rock Transit Corridor will provide services between Saint Paul and Hastings. The transit services in the corridor will be developed over the next 20 years, beginning with a new bus Park and Ride facility in the near term, and including a commuter rail facility as ridership builds in the corridor.

Washington County purchased the 11-acre Station Area site (sometimes called the “Old Knox site”) in 2011. The Red Rock Gateway Area, including the Station Area, includes approximately 40 acres. The Gateway Area has many owners, and includes existing commercial, residential, industrial and transportation uses. The Gateway Area and adjacent areas offer many opportunities for redevelopment with new uses that will benefit from and support the new Red Rock Corridor transit facilities.

Redevelopment of the Red Rock Gateway Area is likely to occur over an extended time period, and may involve numerous private developers and public entities. These Design Guidelines were developed to be used in tandem with the City’s updated zoning ordinance, to guide and shape future development in the area to meet the City’s goals and support transit use, and to communicate development standards and preferences to potential developers. The standards address issues such as site design, building massing and height, building location, parking design and environmental design.

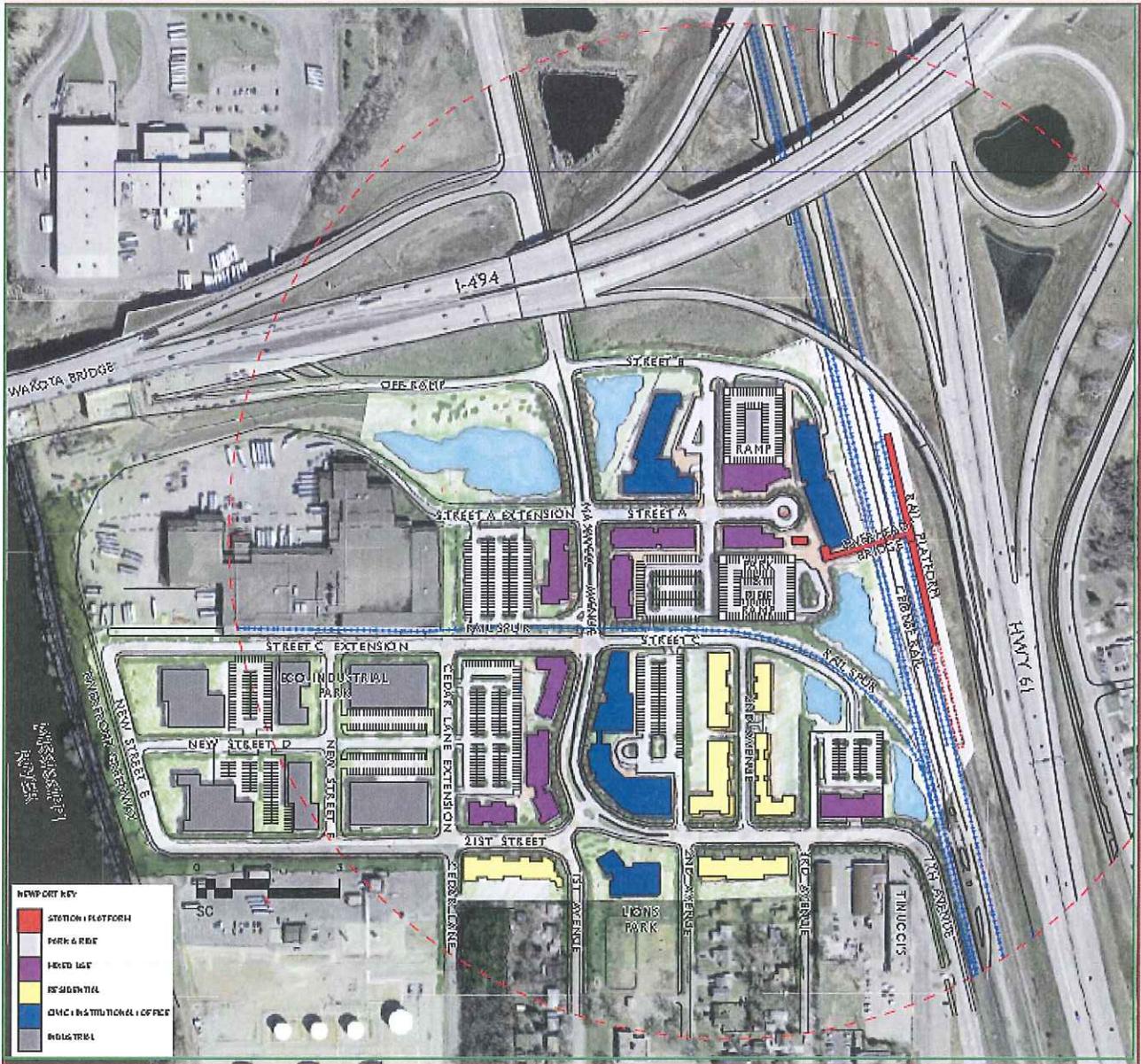
The city’s zoning code regulations, zoning map, and Comprehensive Plan have legal standing related to future development in the Gateway Area. Development applications that are consistent with the City’s regulations and guidelines and are approved by the City Council will form the basis of final agreements with successful developers. The zoning code takes precedence in cases where minimum requirements are not stated in this document, but are otherwise defined in the zoning code.

Prospective developers, residents, the Planning Commission and Council should consult these guidelines and consider them as additional criteria when reviewing and commenting on development proposals in the course of an open, iterative public process. The guidelines depict preferred conditions for new development, and as such they are the foundation of dialogue with development interests and will influence future development in the Red Rock Gateway Area.

## **Creating the Guidelines**

The design guidelines included in this document were developed with the city’s Planning Commission. The Commission developed the guidelines in tandem with the update of the city’s zoning ordinance to include the new requirements and standards for development in the Gateway Area. The Commission’s recommendations were recommended to the Council, and approved by the Council on June 21, 2012.

*The development of the Design Guidelines was funded by a Livable Communities Grant that the City received from the Metropolitan Council.*



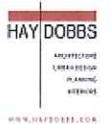
NEWPORT LONG TERM STATION AREA CONCEPT PLAN (YEAR 2040+)



## NEWPORT STATION AREA

Red Rock Corridor Station Area Planning and Site Master Planning

[www.RedRockRail.org](http://www.RedRockRail.org)



## The Red Rock Gateway Area and Existing Conditions

The Red Rock Gateway Area is located at an important regional transportation interchange between I-494 and U.S. Highway 61. A major rail corridor runs along the eastern boundary of the area, with a spur line that runs east-west through the Area. Existing land uses in the area include commercial, industrial, transportation, and residential uses. The Mississippi River is approximately one-quarter mile to the west of the Red Rock Area.

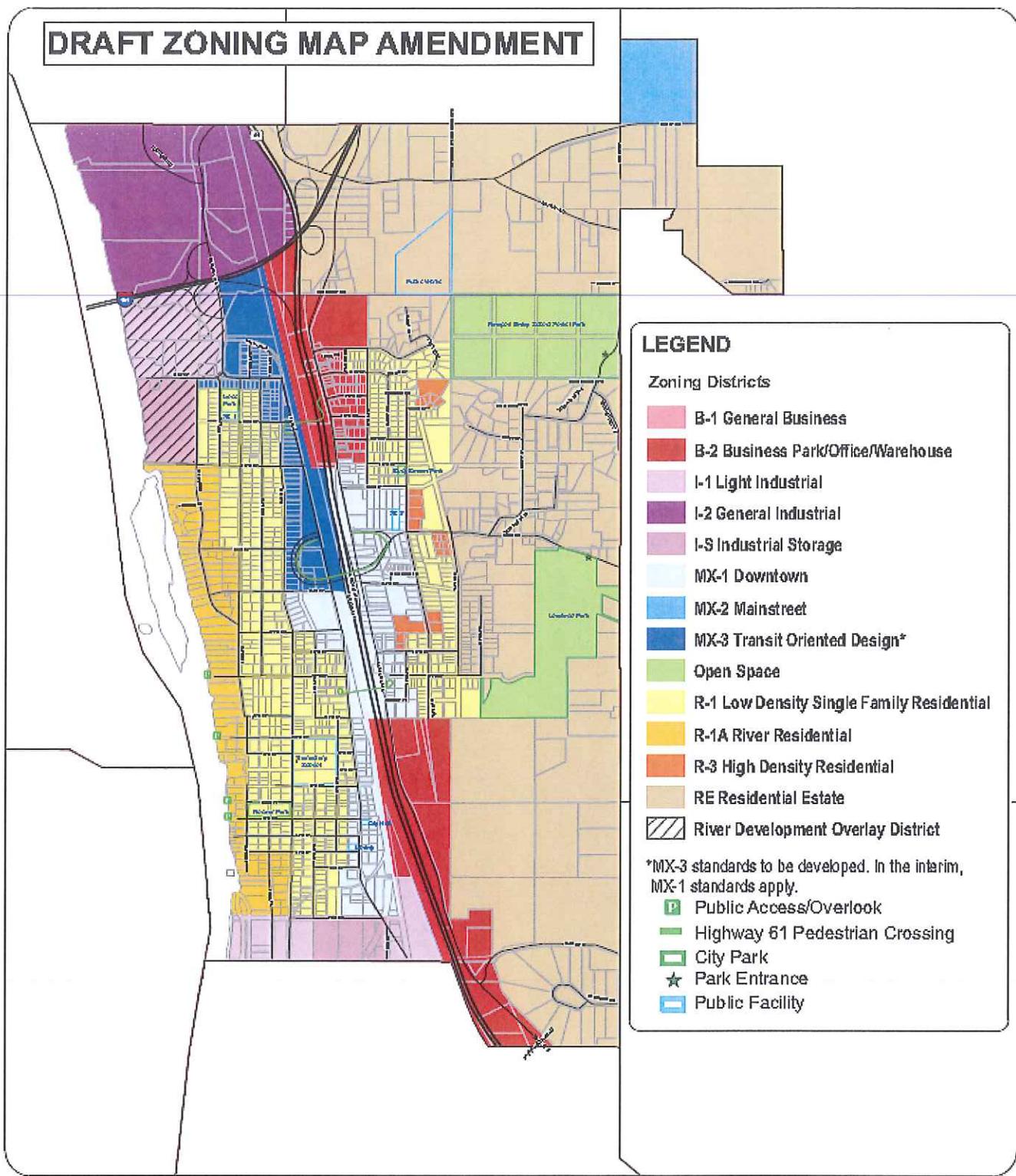
The future Red Rock Station Site ("Old Knox Site") is located at the north end of the Gateway Area. The station site is bordered to the south by the spur line and existing commercial and single-family residential areas. To the west and north, the site is bordered by industrial and transportation uses. Existing local transportation connections to the site include Maxwell Avenue (County Road 38), local streets and a pedestrian trail along Maxwell Avenue. Lions Park is located just to the south of the Gateway Area, across Maxwell Avenue.

### Zoning

The city updated its zoning map and ordinance in 2012 to be consistent with the uses and goals identified for the Gateway Area in the City's 2030 Comprehensive Plan. The Gateway Area is included in the **MX-3 Transit-Oriented Mixed Use Zoning District and the River Redevelopment Overlay District**. The intent of the districts is to encourage a mixture of residential, commercial, office, and civic uses in proximity to the commuter rail station that support transit use and redevelopment of the area over the long-term.

The MX-3 District allows for a wide range of residential, commercial, and civic uses within the Gateway Area. New industrial uses are not allowed within the District. The City has updated its Zoning Ordinance to include the uses, dimensional standards, and performance standards for the MX-3 District.

# DRAFT ZONING MAP AMENDMENT



## Uses in the MX-3 District

The uses allowed in the MX-3 District include the following:

*Residential:* Townhomes, mixed-use (residential and commercial in the same building), live-work building, senior housing, apartments and condominiums.

*Civic and Semi-Public:* Parks and public recreation facilities; transit stations and related parking or park-and-ride facilities; public utilities; day care centers; trade and arts schools; and government offices.

*Commercial:* A variety of retail and service businesses, financial services, offices, hotels and conference centers, restaurants, research and development facilities, small-scale assembly businesses, fitness centers, and similar uses.

### River Development Overlay District

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The City has established the River Development Overlay District for the area to the west of the MX-3 Zoning District. The Overlay District includes an area that is currently occupied by industrial uses. The Overlay District requires that any proposed change in use or redevelopment in this area submit a Master Plan to the City. The City anticipates that as the Gateway Area is developed, the existing industrial uses in adjacent areas may be replaced by other uses.

### **Planning and Design Principles**

*The following principles articulated in the 2030 Comprehensive Plan and by the Planning Commission and Council describe the rationale behind the design guidelines for the Red Rock Gateway Area:*

1. **A mix of uses.** The area will include a mix of land uses. The land uses, densities and design of the area should take advantage of the transit services that will be provided on the site, and support the use of transit.
2. **Efficient use of land.** The design of the area should provide for efficient use of land. Parking should be provided in an efficient and unobtrusive manner. Buildings should make efficient use of the site.
3. **Connectivity and Circulation.** The uses in the Gateway Area should be well-connected with each other, with adjacent neighborhoods and the rest of the City. The area should comfortably and safely accommodate pedestrians, bicyclists, autos, and transit users.
4. **Architectural interest at a human scale.** Building design should demonstrate creative, modern interpretation of traditional architectural principles such as articulated base, middle and top of buildings. This will assist in retaining the human scale in the new buildings.
5. **Sensitivity to adjacent neighborhoods.** New development should be sensitive to the existing single-family neighborhoods to the south. Building heights and setbacks and connections to these areas should be managed so that new uses are compatible with adjacent neighborhoods.
6. **Facilities for pedestrians and bicycles; lively public spaces and streets.** New development should include trails, public gathering spaces, park areas, and streetscape elements that encourage a sense of activity and liveliness throughout the area.

7. **Respect for local ecology.** Development should respect and improve the ecology of the site, through integration of sustainable building and site design principles, responsible stormwater management and provision of landscaped green areas.

### **Engineering Standards**

The City has adopted a Public Works Design Manual. The manual provides the standards that should be used for grading and erosion control, street design, storm sewer design, and the design of other infrastructure in the Red Rock Station Area. Development in the Red Rock Gateway Area should be consistent with the City's adopted standards.

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# RED ROCK GATEWAY DESIGN GUIDELINES

## A. Area-wide Design Guidelines

### 1. Connectivity and Circulation

*The uses in the MX-3 District should be well-connected with each other, with adjacent neighborhoods and the City. The area should comfortably and safely accommodate pedestrians, bicyclists, autos, and transit users. Facilities for pedestrians and bicyclists should include the following:*

- Internal sidewalk connections are required between buildings and from buildings to all on-site facilities (parking areas, bicycle facilities, open spaces, etc.)
- Bicycle lanes should be provided on all streets, and bicycle facilities such as bike racks or lockers should be provided by all uses, including the transit station.
- All new development shall include sidewalk and trail connections that provide direct connections from all buildings to the sidewalk system and to adjacent multi-use trails, parks, and greenways. Sidewalks or trails are required along all street frontages.
- Sidewalks shall be a minimum 5 feet wide. The City will identify design and material requirements for sidewalks in the District. Sidewalks and streets shall meet the standards identified in the City's Public Works Design Manual.
- All crosswalks across public or private drives shall be a minimum of 5 feet wide and shall be constructed with a distinctive paving color, pattern or material, as approved by the city.
- The on-site pedestrian circulation system shall be well-lighted so that employees, residents, and transit users are able to safely use the sidewalk and trail system at night.



## **2. Building Placement and Relationship to Streets**

*Buildings should be oriented toward the street to improve the attractiveness, legibility, and walkability of the area near the Red Rock Station. Building design should include features that create pedestrian interest. Building design should include the following characteristics:*

- No blank walls are permitted to face public streets, walkways, or open spaces. Buildings should have a well-defined front façade and entry that faces the primary street. Building alignment should parallel the street.
- Buildings should occupy at least 60 percent of the lot frontage.
- The first floor of non-residential buildings fronting directly on a street shall include clear glass windows and doors to create pedestrian interest. At least 50% of the length and 40% of the area of the first floor shall be window openings.
- The first floor should include design elements that enhance the street, such as changes in materials and color, lighting, street furniture, and landscaping.
- At intersections, buildings shall have front and side facades aligned at or near the front property line.



*These buildings have well-defined entries on the street, ample window openings, and are aligned at the property line.*



*Building design includes windows, canopies and landscaping that enhances the street. Front and side facades are aligned at the property lines.*

### 3. Public and Common Spaces

*New residential developments are required to provide a minimum of 10% of the project site as public open space, to provide places for recreation and gathering for residents, workers, and transit users in the Gateway area. Requirements for public open space include the following:*

- Commercial and mixed use site must provide a minimum of 5% of the project site as open space. The open space may be designed as a square, plaza, terrace or green, and should include elements such as landscaped and paved surfaces, seating, and other amenities.
- Public open spaces shall be accessible to the users of the building and the area, and must be visible and easily accessible from the street or pedestrian areas.
- Open spaces shall including landscaping, seating, and other amenities. Pictorial examples of potential open space types and amenities include the following;



#### 4. Transit Facilities

Transit facilities should be visible, safe, comfortable and attractive, and support a variety of transportation modes. The facilities should include connections and facilities that encourage use by pedestrians, bicyclists, and drivers.

- Transit shelters and station facilities should include amenities that encourage transit use, such as benches, lights, way-finding and informational signage, and heat.



## 5. Parking Areas and Structures

*Parking areas should utilize land efficiently, and blend with surrounding uses. Detailed parking requirements are included in the ordinance. The visual impact of parking lots should be minimized, and structured parking should be consistent with the architectural design and materials of buildings in the station area.*

### Parking lots

- Parking may not be located in the front of buildings or within setback areas.
- Parking lot frontage on major streets should be minimized, and the lots should be screened with a combination of hedges, ornamental fences, trees or similar elements.
- Internal parking lot landscaping should be included to meet the City's standards. Parking lots should incorporate storm water practices that provide green amenities when feasible.
- Shared parking is encouraged between adjacent uses. Shared parking may be considered based on peak and off-peak timing, business hours and special events.



## Structured parking facilities

- Structured parking facilities should be designed to encourage and complement pedestrian-scale interest and activity and surrounding buildings. Active uses such as shops should be included when possible on the ground floor. Motorized vehicles parking on inside levels of the facility should be screened from the street, the commuter rail station, and from adjacent residential properties.
- Entrances (pedestrian and vehicular) should be clearly defined.



*This new building in Minneapolis integrates parking on the lower and middle levels with office space on the upper levels.*

*The structured parking facility at the right is a good example of relating the building to pedestrian facilities and surrounding buildings. Vehicles are screened from the street view and adjacent apartments.*



## 6. Landscaping and Site Improvements

Healthy, attractive landscape areas should complement the buildings, facilities and common spaces in the MX-3 District. The areas include native and non-invasive tree, shrub, grass, and flower species in arrangements that do not require intensive maintenance. Landscape areas should provide multiple benefits, including providing shade, relief from hard surfaces, and incorporate storm water management practices when feasible.

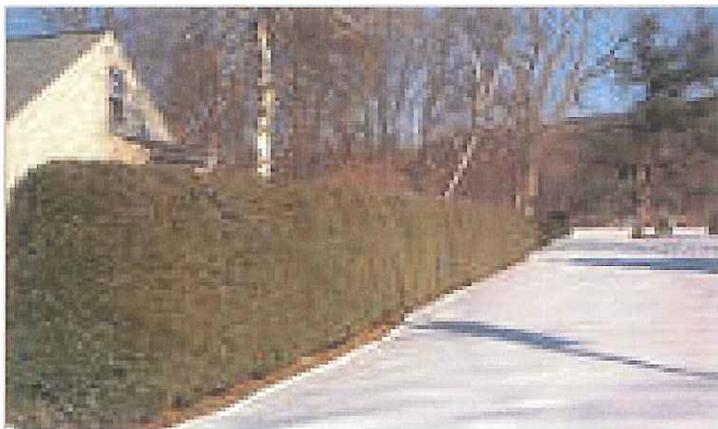
- Boulevard trees should be incorporated along streets, sidewalks, and trails throughout the district. A variety of native species or cultivars that are non-invasive and hardy in Minnesota should be utilized. The list of recommended species includes the following:
  - American elms (*Ulmus Americana*)—cultivars that are resistant to Dutch Elm disease
  - Basswood (*Tilia Americana*)
  - Bur oak (*Quercus macrocarpa*)
  - Corktree (*Phellodendron* species)
  - Maple cultivars (*Acer*) such as Autumn Blaze (*A. jeffersred*) and Celebration (*A. Celzam*)
  - Kentucky coffeetree (*Gymnocladus dioicus*)
  - Northern pin oak (*Quercus ellipsoidalis*)
  - Ohio buckeye (*Aesculus glabra*)
  - Red oak (*Quercus rubra*)
  - Swamp white oak (*Quercus bicolor*)
  - White oak (*Quercus alba*)
- Landscape areas should incorporate seating, walkways, and sculpture, fountains, or public art where feasible.
- Appropriate landscape design is shown on many of the images included in this document, and in the examples below:



## 7. Screening

Utility areas should be screened from view and designed to minimize the noise impacts of related activities.

- All service entrances, utility structures associated with a building, and loading docks and/or spaces should be screened from public view as required in the zoning ordinance, and located at the side or rear of the building. Dumpsters, recycling containers, trash compactors, and solid waste handling areas are not permitted in any setback or yard and shall be screened from adjacent property and from public view with a six-foot (6') high solid and finished masonry wall with closeable gates.
- Any fences or walls used for screening or other purposes shall be constructed of durable materials, such brick, stone and other masonry materials specifically designed as fencing materials. Chain link, wood, vinyl, or barbed wire fences are not permitted.
- The maximum height for walls and fences shall be 6 feet or whatever is sufficient to visually screen the use but not less than 4 feet.
- Landscaping used for screening should be evergreen and at least 4 feet tall with a minimum spread of 2 feet.



## **8. Lighting**

Exterior lighting should provide illumination for safety and security at entry drives, parking areas, service and loading areas, on pathways, courtyards, plazas and other public spaces. Lighting should comply with the Zoning Code requirements, including the following design standards:

- Light fixtures should be compatible with the City's preferred design and the architecture of surrounding buildings. Pedestrian-scale lighting, not exceeding 20 feet in height, should be located adjacent to walkways and entrances to buildings.
- Lighting should meet the requirements of the City's ordinance to be down-cast and minimize impacts on adjacent properties.
- Parking lot lighting should include both commercial-grade lighting and pedestrian style fixtures. Pedestrian fixtures should be used for lighting internal parking lot walkways. Low-level fixtures such as bollards shall be incorporated to light parking lots, drop-off areas at building entries, and other pedestrian ways.
- All primary walkways, steps, or ramps along pedestrian routes shall be illuminated.



This table includes the lighting standards in the Red Rock Gateway area:

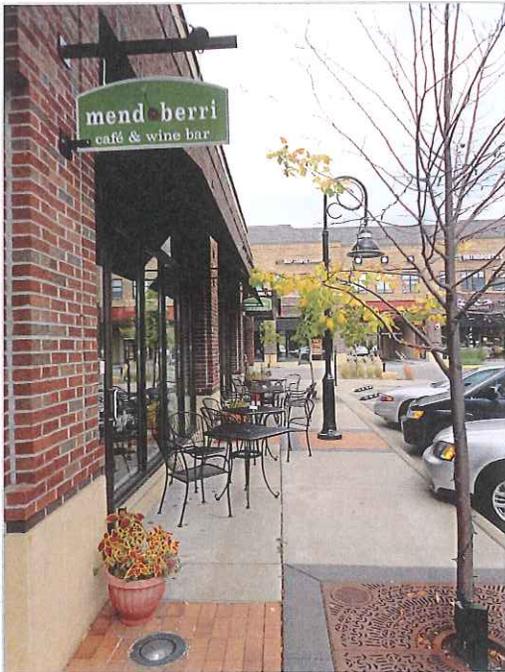
Location	Minimum Level of Illumination
Building entrance	5.0 foot candles
Sidewalks	2.0 foot candles
Bikeways	1.0 foot candles
Courts, plazas, and terraces	1.5 foot candles
Ramps	5.0 foot candles
Stairways	5.0 foot candles
Waiting areas	1.0 foot candles
Parking lots	1.0 foot candles

## 9. Signs

Signs should be compatible with the architectural character of the buildings in the Gateway Area, assist in way-finding, and enhance the appearance of the area.

Signs must meet the requirements included in Section 1350.14 (K) item j, and in Section 1380 of the Zoning Ordinance.

- Wall sign should be positioned so they are integral to the design of the building and complement its features. Signs may be placed in the horizontal lintel above windows or doors, projecting from the building, or as part of an awning.
- Ground or monument signs are encouraged rather than pylon signs. Sign materials and colors should be similar to those of the principle building. The area around the base of the sign should be landscaped.
- Sign illumination is required to meet the requirements of the City's zoning ordinance.



## 10. Stormwater Facilities

New development in the Red Rock Gateway area must meet the City and Watershed District requirements for managing storm water rate, volume, and quality. These facilities should address goals for using sites efficiently and creating an attractive area by designing stormwater facilities as amenities where possible.

- A variety of stormwater management strategies may be utilized, and creativity in design is encouraged. Stormwater treatment strategies should be designed to meet multiple goals, such as serving as amenities or enhancements to landscaping and common spaces.
- Stormwater facility design should consider the following
  - Minimize total impervious areas—this may be accomplished by using multi-story parking structures and buildings, and by using porous and pervious pavement materials.
  - Minimize direct connections between impervious surfaces—sidewalks, trails and other surfaces may be sloped to drain to lawns or vegetated swales.
  - Plant trees, shrubs, native grasses, and flowers to capture and infiltrate runoff.



*The photos above show approaches to infiltrating surface water runoff that are attractive and effective.*



*The planting around the stormwater pond filters runoff, discourages geese, and adds to the attractiveness of the open space area nearby.*

## B. Building Design

### 6. Dimensional standards and densities

The Zoning Code includes the following dimensional and density standards for uses in the Red Rock Station Area:

Dimensional Standards:

<b>Height and Setbacks</b>	<b>Residential Townhouse</b>	<b>Residential Apt., Condo, Cooperative</b>	<b>Mixed-Use Building</b>	<b>Commercial, Civic, not in mixed-use building</b>
<i>Height</i>	<i>3 stories or 36 feet maximum, whichever is less</i>	<i>2 stories (24') minimum; 4 stories (48') maximum*; whichever dimension is less</i>	<i>2 stories (24') minimum, 4 stories (48') maximum*; whichever dimension is less</i>	<i>No minimum, 4 stories (48') maximum</i>

The maximum residential density allowed in the MX-3 District is 50 residential units per acre. The minimum residential density in the MX-3 District shall be 30 units/acre.

The minimum net FAR (Floor Area Ratio) for residential and non-residential in the MX-3 District is 0.5 FAR.

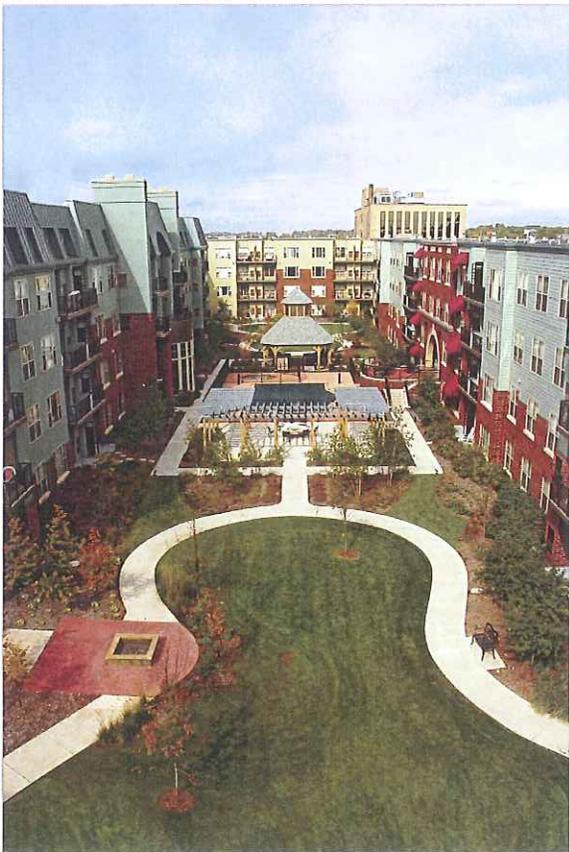
*Examples of mixed-use developments in Twin Cities communities that meet these standards include:*



## **2. Building Arrangement-- Residential Buildings**

Residential building relationships to the street should reinforce the design objectives of the district, while providing well-designed open space that serves the residents and provides an attractive setting for these buildings.

- Townhouses and rowhouses may be arranged along the street without a common open space. For buildings organized in this way, open space should be provided on individual lots or on privately defined spaces to the rear of attached buildings.
- Multifamily buildings may be arranged around a common courtyard that faces the street, with parking areas taking access off a shared drive to the side and rear of the buildings. The area of the courtyard shall be counted towards the overall density, toward lot coverage calculations, and as part of the lot area per unit.
- Townhouses and multifamily buildings may be arranged along the street with a common open space area to the rear or side of the building(s). The open space area designated for resident use shall be counted towards the overall density, toward lot coverage calculations, and as part of the lot area per unit.



### 3. Building Facades

The exterior of new buildings should be designed with visual breaks through the use of decorative tile work, masonry (but not flat concrete block), belt courses of a different texture and color, projecting cornices, medallions, opaque or translucent glass, artwork, vertical articulation, lighting fixtures, or other architectural elements.

- A building more than forty-five feet (45') in width should be divided into increments of no more than twenty feet (20') through articulation of the façade. This can be achieved through combinations of the following: division or breaks in materials, window bays, special treatment of entrances, subtle variations in rooflines and parapet detailing, building setbacks, awnings, or repetitive elements.
- Multi-story buildings should have a well-defined base, middle, and top. The base or ground floor should be visually distinct from the upper stories. This may be achieved through a change in building materials, window shape or size, awnings, cornice lines, or similar techniques. The ground floor of the building should include elements that relate to human scale, such as cornices, molding, ornamentation, recessing, architectural lighting, and other elements that add special interest to the ground floor.
- The first floor of all buildings, including structured parking facilities, shall be designed to encourage and complement pedestrian scale interest and activity.
- Building design shall provide consistent architectural treatment on all building walls. All sides of a building must display compatible materials, although decorative elements and materials may be concentrated on street-facing facades.



*These buildings have facades that illustrate the design guideline requirements to include visual breaks in the façade, appropriate window design, and relate the building to the street and pedestrian scale.*

***b. Window and Door Design (example photos on previous page)***

- No blank walls are permitted to face public streets, walkways, or public open space. Expanses of blank walls shall not exceed twenty (20) continuous feet in length.
- All non-residential buildings fronting directly on a street should be designed so that the first floor street façade of the building(s) along all streets include clear glass window and doors to create pedestrian interest. These openings shall be arranged so that the uses are visible from and to the street on at least forty percent (40%) of the area of the first floor street level frontage for commercial and mixed-use buildings.
- For multifamily residential buildings, a minimum of twenty percent(20%) of the primary (street-facing) facades and fifteen percent (15%) of each side or rear façade shall consist of window and door openings.
- Mirrored glass or glass block should to be used on street-facing facades. Glazing in windows and doors should be clear or slightly tinted, allowing views into and out of the interior.
- Window shape, size, and patterns should emphasize the intended organization of the façade and definition of the building.

***c. Entries***

- Primary building entrances should face the primary abutting public street or walkway, or link to that street by a clearly defined and visible walkway or courtyard. Secondary entrances may be oriented to a parking area or secondary street. The main entrance should be placed at sidewalk grade. Entrances shall be designed with one or more of the following:
  - Canopy, portico, overhang, or arch above the entrance, or similar design element
  - Recesses or projections in the building façade surrounding the entrance
  - Peaked roof or raised parapet over the door
  - Architectural detailing such as tile work or ornamental moldings
  - Permanent planters or landscape elements
- Multifamily residential buildings shall include elements such as porches, steps, roof overhangs, or similar architectural elements to define the primary entrance.



***d. Corner Building Placement***

- At intersections, buildings shall have front and side facades aligned at or near the front property line.



***e. Canopies***

- Canopies, awnings, cornices, and similar architectural accents are permitted on exterior building walls. Such features shall be constructed of rigid or flexible material designed to complement the streetscape of the area. Any such feature may extend from the building no more than four feet (4'). Canopies should not extend over or interfere with the growth or maintenance of any required tree plantings. Ground supports for these features are not permitted in the minimum setback, sidewalk, or public right-of-way.



*The canopies shown on buildings above and to the left are consistent with the design guidelines for the Red Rock Gateway Area.*

**PLANNING COMMISSION  
RESOLUTION NO. 2016-7**

**A RESOLUTION RECOMMENDING APPROVAL OF A CONDITIONAL USE PERMIT  
REQUESTED BY MWF PROPERTIES, 7645 LYNDALE AVENUE SOUTH, MINNEAPOLIS,  
MN 55423, FOR PROPERTY LOCATED AT 150 RED ROCK CROSSING, NEWPORT, MN  
55055**

**WHEREAS**, MWF Properties, 7645 Lyndale Avenue South, Minneapolis, MN 55423 has submitted a request for a Conditional Use Permit to permit a new 42-unit apartment building that would be four stories in height on a parcel adjacent to the Newport Transit Station.

**WHEREAS**, the property is located at 150 Red Rock Crossing, Newport, MN 55055 and is more fully legally described as follows:

LOT 2 BLOCK 1 NEWPORT STATION ADDITION

**WHEREAS**, The described property is zoned Transit-Oriented Design (MX-3); and

**WHEREAS, Section 1310.10 Subd. 2 Criteria states** the criteria for acting upon a Conditional Use Permit (C.U.P.) application as follows: *“In acting upon an application for a conditional use permit, the City shall consider the effect of the proposed use upon the health, safety, and general welfare of the City including but not limited to the factors of noise, glare, odor, electrical interference, vibration, dust, and other nuisances; fire and safety hazards; existing and anticipated traffic conditions; parking facilities on adjacent streets and land; the effect on surrounding properties, including valuation, aesthetics and scenic views, land uses, character and integrity of the neighborhood; consistency with the Newport comprehensive plan; impact on governmental facilities and services, including roads, sanitary sewer, water and police and fire; effect on sensitive environmental features including lakes, surface and underground water supply and quality, wetlands, slopes flood plains and soils; and other factors as found relevant by the City. The City may also consider whether the proposed use complies or is likely to comply in the future with all standards and requirements set out in other regulations or ordinances of the City or other governmental bodies having jurisdiction over the City. In permitting a new conditional use or the alteration of an existing conditional use, the City may impose, in addition to the standards and requirements expressly specified by this chapter, additional conditions which it considers necessary to protect the best interest of the surrounding area or the community as a whole.”*; and

**WHEREAS**, Following publication, posted, and mailed notice thereof, the Newport Planning Commission held a Public Hearing on June 09, 2016; and

**WHEREAS**, the Planning Commission’s findings related to the request for approval of a Conditional Use Permit include the following:

1. The proposed use is designated in Section 1350 of the development code as a conditional use in the MX-3 Zoning District.
2. The proposed use is consistent with the amended 2030 Newport Comprehensive Plan.
3. The conditions for approval of the proposed use include requirements for development and operation of the site so that the proposed use will not be detrimental to or endanger the public health, safety or general welfare of the City, including the potential impacts of stormwater runoff, traffic conditions, and parking facilities.
4. The project will develop a vacant site. It may provide users for the Transit Station. Other adjacent properties are vacant and the project is consistent with uses proposed for the area.

5. The conditions for approval of the proposed use include requirements that address potential negative impacts governmental facilities and services, including roads, sanitary sewer, water and police and fire.
6. The project will not impact sensitive environmental features.
7. The City has adopted conditions which it considers necessary to protect the best interest of the surrounding area or community as a whole and assure that the proposed use will be consistent with the requirements of the zoning ordinance and adopted *Design Guidelines* for the MX-3 zoning district.

**NOW, THEREFORE, BE IT RESOLVED That the Newport Planning Commission recommends approval** of a Conditional Use Permit for a new 42-unit apartment building that would be four stories in height on a parcel adjacent to the Newport Transit Station with the following conditions:

1. The Applicant shall submit Final Plans that are substantially in conformance with the plans that were submitted to the City on May 11, 2016. The Plans shall include revisions and information required in the conditions. The final plans shall be approved prior to approval of a building permit.
2. The applicant shall revise the site plan to provide a five (5)-foot setback between the parking lot and parcel boundary.
3. The applicant shall obtain written permission from the Washington County Regional Rail Authority to eliminate the existing driveway apron shown on the plans and construct the new driveway entrance onto the private driveway that serves the Newport Transit Station.
4. The applicant shall revise the plans to show 3-4 bicycle parking spaces.
5. The applicant shall install an additional 45° bend at the existing water main at the northwest corner of the site at the property line prior to the plug for future access.
6. The applicant shall revise the plans to include a dedicated utility easement, a minimum of 10 feet from either side of the pipe/structure centerline for all public utilities for future maintenance purposes.
7. If the driveway pavement or curb conflict with any existing or future utility maintenance, the improvements will be removed and replaced at no cost to the City.
8. The applicant shall construct and install all utilities in accordance with City standards. The applicant shall notify City staff no less than 48 hours prior to the installation and connection of all utilities.
9. All storage on the site shall be within the building.
10. All refuse and recycling containers shall be stored within the building.
11. All roof equipment shall be screened from public view unless it is designed as an integral part of the building.
12. Applicable storm water BMP's shall be in-place prior to beginning any construction-related activities, particularly within areas that slope directly toward stormwater management facilities.
13. The applicant shall modify the plans to show the proposed seating, plantings and amenities in the "tot lot" and designated open space area to meet the ordinance requirements. The applicant shall submit the revised plan to the City for review by the City's Park Board. The Park Board shall provide recommendations to the City Council and the Council shall approve the plans.
14. The applicant shall replace the three tree species identified on the landscape plan that are not recommended in the City's Design Guidelines with species that are recommended in the Guidelines. The revised plan shall be submitted to City staff for review and approval.
15. The applicant shall pay all fees and escrow associated with this application.

Adopted this 9th day of June, 2016 by the Newport Planning Commission.

VOTE: Mahmood	_____
Haley	_____
Prestegaard	_____
Taylor	_____
Tweeten	_____

Signed: \_\_\_\_\_  
Anthony Mahmood, Chairperson

ATTEST: \_\_\_\_\_  
Deb Hill, City Administrator



444 Cedar Street, Suite 1500  
Saint Paul, MN 55101  
651.292.4400  
tkda.com

## Memorandum

<b>To:</b>	Newport Planning Commission	<b>Reference:</b>	Lot Coverage Standards for Non-Residential Districts—Public Hearing
<b>Copies To:</b>	Deb Hill, City Administrator Andy Brunick, Administrative Intern Jon Herdegen, City Engineer	<b>Project No.:</b>	16021.000
<b>From:</b>	Sherri Buss, RLA AICP, City Planner	<b>Routing:</b>	
<b>Date:</b>	June 1, 2016		

A draft ordinance amendment for Section 1350 of the Zoning Ordinance is attached. It includes the recommended changes to the lot coverage requirements based on the discussions at the April and May Planning Commission meetings.

The Planning Commission will hold a public hearing on the proposed ordinance amendment at its meeting on June 9. The City Administrator sent a letter to local businesses to let them know about the amendment and public hearing.

### Background

The City recently updated the Residential Districts Chapter of the Zoning Ordinance to include standards for maximum lot coverage in those districts:

- 20% in the RE and R1A Districts
- 25% in Shoreland Districts
- 35% in the R1, R2, and R3 Districts

Based on some recent development requests in the Business and Industrial Districts, staff suggested that the Planning Commission review and update the requirements for coverage in the Nonresidential Districts. The current coverage requirements in the nonresidential districts are for “building coverage” rather than “lot coverage.”

The “building coverage” standard is an old one, and dates back to an era when there were minimal stormwater requirements and no park dedication standards in the ordinance. The building coverage standard was an effort to preserve green space on sites with business and industrial uses. Few cities still have building coverage standards in their zoning ordinances. The Planner reviewed zoning ordinances of adjacent communities and St. Paul, and discussed

the standards used staff from those communities. Two current approaches to managing coverage on parcels are common:

- A lot coverage standard, that includes all impervious surfaces in the maximum lot coverage permitted.
- No standard for lot or building coverage for business, commercial, or industrial districts in the zoning ordinance, and instead, a reliance on stormwater management standards to determine coverage on each site.

### **Examples**

Examples from adjacent communities included the following:

#### **Woodbury**

- Maximum lot coverage in Business and Industrial Districts – 70%
- Maximum lot coverage in the City’s Gateway District – 70% with a potential increase to 75% if the site plan included a public park and transit station with parking facilities

#### **Rosemount**

- Maximum lot coverage in Downtown District – 90%
- Maximum lot coverage in Commercial and Institutional Districts – 75%
- Maximum lot coverage in Industrial Districts – 70%

#### **Inver Grove Heights**

- Maximum lot coverage in Mixed Use Districts – 75%
- Maximum lot coverage in Business Districts – 75-100%
- Maximum lot coverage in Shopping Center District – 85%
- Maximum building coverage in Industrial District—30%

#### **South St. Paul**

- Maximum lot coverage in General Business Districts – 85%
- Maximum lot coverage in other districts determined by stormwater management requirements

#### **Maplewood**

- Maximum lot coverage in Neighborhood Commercial Districts – 85%
- Maximum lot coverage in other nonresidential districts – must meet stormwater management requirements. City Planning staff noted that the City’s stormwater management standards are generally more strict than the Watershed District standards.

#### **Cottage Grove**

- Requires that a proportion of the total development site in non-residential districts have a minimum percentage of open space (defined as “areas that are not covered by a building or other impervious surface, and must be planted with trees, shrubs, flowers, native plant species or similar plantings and covered with sod, landscape rock or mulch.” The proportion of open space required in the nonresidential districts includes:
  - 30% minimum open space in Agriculture, Neighborhood Business and B-1 Districts
  - 25% minimum open space in other Business Districts



- 15-20% minimum open space in Industrial Districts
- Up to 8% of the “open space” can be landscaped areas in parking lots in nonresidential districts

### **Discussion with City Engineer**

The Planner discussed the lot coverage issue with the City Engineer and asked for his recommendations regarding 1) whether there should be a maximum lot coverage requirement in the zoning ordinance or a reliance on stormwater standards, and 2) the maximum coverage he would recommend.

Jon Herdegen’s responded as follows:

- He suggested that it would be a good idea to have a maximum lot coverage standard in the zoning ordinance for nonresidential districts to provide a starting point for applicants and to stream-line reviews. He likes the idea of having a general standard as a requirement and starting point for all applicants.
- He recommended a maximum 70% lot coverage for the non-residential districts. His later comments clarified that he wants potential projects and applicants in the nonresidential districts to understand that the lot coverage maximum identified in the ordinance is a starting point, and that each site will be required to meet the City’s stormwater standards.

The Planning Commission modified the text in the ordinance to address the Engineer’s comments by adding a reference from the standards on the table to a note that “coverage permitted on individual sites will be determined based on compliance with the City’s stormwater management standards.”

### **Planning Commission Action on June 9**

Staff request that the Planning Commission listen to public comments at the hearing on June 9, make any final changes to the ordinance amendment, and recommend Council approval of the amendment. The amendment would go to the Council on June 16.



**PLANNING COMMISSION  
RESOLUTION NO. 2016-8**

**A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDMENT TO  
THE LOT COVERAGE STANDARDS, SECTION 1350 NON-RESIDENTIAL DISTRICTS**

**WHEREAS**, The City of Newport finds it necessary to amend in the *Newport Code of Ordinances* to include lot coverage standards that are consistent with the City’s current stormwater management requirements; and

**WHEREAS**, The Planning Commission held a public hearing on this Ordinance Amendment at its regularly scheduled meeting of Thursday, June 09, 2016; and

**NOW, THEREFORE, BE IT RESOLVED**, That the Newport Planning Commission **Hereby RECOMMENDS THAT THE CITY COUNCIL APPROVE the Ordinance Amendment** to amend the present language found in *Chapter 13, Section 1350.14 Non-Residential Districts*, of the *Newport City Code of Ordinances* and replace with:

**Section 1350 - Non-Residential Districts**

**1350.14 Dimensional Requirements for lots and structures in non-residential districts**

A. Non-residential district requirements

<b>Requirements</b>	<b>MX-1</b>	<b>MX-2</b>	<b>MX-3</b>	<b>MX-4</b>	<b>B-1 and B-2</b>	<b>I-1</b>	<b>I-2</b>	<b>I-S</b>
Minimum lot area in square feet	2,400	4,000	None	2,400	15,000	30,000	30,000	30,000
Minimum lot depth in feet	80	100	None	80	150	200	200	200
Minimum lot width in feet	30	40	30	30	100	100	100	100
Maximum lot coverage by all impervious surfaces, except Single-Family residential uses	80%§	75%§	75%§	75%§	75%§	75%§	75%§	75%§
Maximum lot coverage by all impervious surfaces (%)—Single-Family residential uses	35%	35%	35%	35%	NA	NA	NA	NA
<i>Structure setback standards***</i>								
Minimum front yard setback	0	10**	0	0	20	20	20	50
Minimum front yard if across	10	10**	10	10	50	50	50	100

<b>Requirements</b>	<b>MX-1</b>	<b>MX-2</b>	<b>MX-3</b>	<b>MX-4</b>	<b>B-1 and B-2</b>	<b>I-1</b>	<b>I-2</b>	<b>I-S</b>
collector or minor street from any residential district								
Minimum side yard	0	5	5	5	10	20	20	50
Minimum side yard if adjacent to any residential district	10	10	10	10	50	50	50	100
Minimum rear yard	20	20	20	20	20	20	20	50
Minimum rear yard if adjacent to any residential district	20	20	20	20	50	50	50	100
<i>Parking and driving aisle setback in feet</i>								
Minimum front yard	20	Not allowed	Not allowed	20	20	20	20	20
Minimum front yard if across collector or minor street from any R district	50	Not allowed	Not allowed	50	50	50	50	50
Minimum side yard	5	5	5	5	5	5	5	5
Minimum side yard for multifamily, commercial, or industrial uses if adjacent to any R district	20	20	20	30	30	30	30	30
Minimum rear yard	5	5	5	5	5	5	5	5
Minimum rear yard if adjacent to any R district	10	10	10	50	50	50	50	50
Maximum building height in feet*	40 3-sty	28 2-sty	See table B.,below	40	40	40	40	40
Maximum height of storage tank in IS district								55
Public utilities required, including sewer	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

\*Maximum height may be increased upon issuance of a Conditional Use Permit. The setback requirements for increases in height adjacent to single-family residential uses included in this chapter apply.

\*\* See section 1300.08 Exceptions to Front Yard Setbacks

\*\*\*Structure setbacks for the MX-1 and MX-2 are as noted by the dimensional provisions unless otherwise specifically approved in a development plan as outlined in a Planned Unit Development.

§ Lot coverage permitted on individual sites will be determined based on compliance with City's stormwater management standards.

Resolution No. 2016-8

Adopted this 9th day of June, 2016 by the Newport Planning Commission.

VOTE: Mahmood	_____
Haley	_____
Prestegaard	_____
Taylor	_____
Tweeten	_____

Signed: \_\_\_\_\_  
Anthony Mahmood, Chairperson

ATTEST: \_\_\_\_\_  
Deb Hill, City Administrator



**Public Works Department**

Donald J. Theisen, P.E.  
Director

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

June 1, 2016

Sherri Buss  
Planner  
City of Newport  
596 Seventh Ave.  
Newport, MN 55055-9798

Dear Ms. Buss:

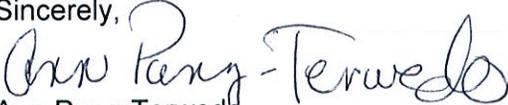
Thank you for providing us with the application and plans for the Red Rock Crossing Development in the City of Newport. Washington County State Aid Highway (CSAH) 38/Maxwell Avenue is an A-Minor Arterial Roadway with approximately 150 feet of existing right-of-way. The Washington County Comprehensive Plan 2030 requirement for this section of roadway is 120 feet. The site is also along Minnesota's segment of the Mississippi River Trail bikeway and a local trail extending along the western side of the property.

Based on review of the site plan, we offer the following comments:

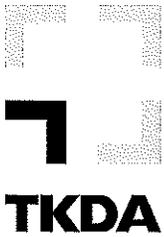
- The existing monument sign on the property will be relocated at the expense of Washington County and the developer in close consultation with the City of Newport.
- An access easement into the site from Red Rock Crossing will be granted to the property owner.
- Washington County is investigating the appropriate boundary of an easement to accommodate the existing sidewalk.
- The existing fiber optic line that provides technology to the transit station will be relocated at the expense of Washington County.
- There shall be no landscaping allowed in county right-of-way without permission from Washington County.

Please contact Jan Lucke at 651-430-4316 or [Jan.Lucke@co.washington.mn.us](mailto:Jan.Lucke@co.washington.mn.us) if you have any additional questions.

Sincerely,

  
Ann Pung-Terwede  
Senior Planner

Cc: Jan Lucke, Transit and Planning Manager



444 Cedar Street, Suite 1500  
 Saint Paul, MN 55101  
 651.292.4400  
 tkda.com

## Memorandum

<b>To:</b>	Newport Planning Commission	<b>Reference:</b>	Industrial Buffer District
<b>Copies To:</b>	Deb Hill, City Administrator		
	Andy Brunick, Administrative Intern		
		<b>Project No.:</b>	16021.000
<b>From:</b>	Sherri Buss, RLA AICP, City Planner	<b>Routing:</b>	
<b>Date:</b>	May 4, 2016		

At the May Planning Commission meeting, Commissioner Tweeten raised two questions about Northern Tier Energy’s current use of the parcels in the R-1 and R-1A districts that they have purchased as “buffer” parcels:

- 1) Should the current use be considered an “industrial” use, and therefore not permitted in the Residential Zoning Districts?
- 2) Is the refinery overstepping its authority in its surveillance activities that go beyond the parcels it owns?

Staff requested that the City attorney provide comments on the questions. His email response is attached for the Commission to review, and to use for the discussion on June 9. In summary:

Question 1: Buffer areas as industrial uses:

- The Attorney stated that the current purchase and use of the properties as “buffer” areas is not illegal, and provided some discussion and examples in the email.
- He suggested that the City could consider a couple of options to try to control the activity:
  - 1) It could amend the zoning ordinance to identify “industrial buffering” as a conditional use, and regulate this use in residential districts. (Planner comment: given the goals in the Comprehensive Plan for residential districts, and the current district definitions, it might be difficult to use this strategy. The Commission has been discussing something similar as it considered rezoning the areas impacted by the refinery purchases to be MX or B district, and allowing the buffering use in those districts, along with residential, office, and similar uses. It may be easier to permit the buffering use an MX or B district given the district definitions and Comp Plan goals)
  - 2) It could amend the zoning ordinance to create an “industrial buffer” use, and prohibit this use in residential areas. Planner comment: The existing “buffer” parcels in the R districts would probably become “legal nonconforming uses” in those districts, though the Zoning Ordinance does have some conditions about the continuation of legal

nonconforming uses that might apply here. Expansion of the nonconforming use would be limited based on the Zoning Ordinance.

The third option is the creation of an "Industrial Buffer Zone" district, and including the parcels where this use is currently or potentially permitted in that district. The Commission discussed this option at its last meeting, and considered creating a new MX District as a "Buffer Zone" District.

Option 1 or 2 would require that the City

- Create a definition of a use called "Industrial Buffer." The zoning ordinance does not currently include a definition of "industrial use" or "buffer."
- Identify districts where the Industrial Buffer use is permitted/not permitted, permit requirements, and performance standards, and amend the Zoning Ordinance to include this use.

A definition for an "industrial buffer" might be "a parcel or group of parcels that separate an industrial use from other uses.

Option 3 requires:

- Development of an Industrial Buffers District, definition, and list of allowed/permitted uses
- Identification of the location(s) of the district within the City
- As we discussed at the last meeting, it may be useful to discuss this issue with the refinery, to determine what uses they have in mind for the "buffer" area. To date, housing for employees working temporarily at the refinery and office uses have been discussed.

We can discuss the Attorney's comments, options, and the Planning Commission's preferred strategy at the June 9 meeting.

We can use the memo and attachments from the May PC meeting as a reference for the discussion, if needed.

#### Question 2: Surveillance activities

The Attorney's comments suggest that the activities David described at the last meeting go beyond the refinery's legal authority. The Commission can discuss the comments and whether it wants to recommend any actions to the Administrator or Council.

## **Sherri A. Buss**

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**From:** Frederic Knaak <Fknaak@klaw.us>  
**Sent:** Wednesday, June 01, 2016 5:44 PM  
**To:** Sherri A. Buss  
**Cc:** Deb Hill  
**Subject:** RE: questions regarding Northern Tier purchase & use of properties and security

Sherri:

As I'm sure you know, this is a fascinating twist.

As a practical matter, any property owner in a residential district can use---or choose not to use---that property in any way not inconsistent with the code.

By way of analogy, the ongoing purchases of adjoining residential property in order to keep it vacant is not illegal or, actually, uncommon. It is unlikely anyone would think twice about the owner of a house who bought adjoining lots on both sides of her house in order to increase her personal privacy.

What is at issue here is not the underlying motive of purchase to keep the property vacant, it is the scope or extent of that ownership of vacant residential parcels in the City by one industrial owner. Whether it is called a "buffer" or "privacy", there is nothing inherently illegal about it. I suspect the Refinery would argue that the practice enhances the value of the other adjoining property owners. I have found no authority that would suggest it is not allowed or that "buffering" is an industrial use, notwithstanding the cumulative effect of that ownership and the actual motive for that ownership.

To the extent that this kind of use of residential property can create an overall negative impact on revenue and property values in the City, the City might be able to control it by modifying its zoning code to specifically deal with issues related to large tracts of otherwise abandoned, previously-platted residential properties. One possible solution would be to make buffering a conditional use in residential neighborhoods. Another would be to create a separate buffer zoning category and to prohibit buffering in areas zoned for residential use.

(Parenthetically, I am reminded on a somewhat larger scale of the purchase of all of the residences of what used to be the City of Hibbing by the iron mining companies in that area, turning it into a ghost town rather than deal with the damage caused by mining and the encroaching Hull Rust Mahoning mine. In that case, the City ultimately moved a ways south, an option not available here.)

As to the second question, the platted roads and sidewalks of the City are public and the Refinery has no legal authority to discourage their use. If the refinery would wish to prevent that access, they would have to begin the process of vacating those public thoroughfares and establish, as the law would require, that it be in the public's interest to do so.

Frederic W. ("Fritz") Knaak, Esq.  
Attorney in Minnesota, Wisconsin and Colorado

HOLSTAD & KNAAK, PLC  
4501 Allendale Drive  
North Oaks, MN 55127  
(651)490-9078

**From:** Sherri A. Buss [mailto:sherri.buss@tkda.com]  
**Sent:** Tuesday, May 17, 2016 11:49 AM  
**To:** Frederic Knaak <Fknaak@klaw.us>  
**Cc:** Deb Hill <dhill@newportmn.com>  
**Subject:** questions regarding Northern Tier purchase & use of properties and security

Fritz,

Here are a couple of questions for you from the Planning Commission meeting in Newport on May 12. Need your comments in time for the next meeting on June 9—so by June 1 so we can put them in the staff report.

1. Northern Tier has purchased a bunch of properties (shown on attached figure) that are in the R-1 and R-1A zoning districts. They have cleared the existing houses from some of the properties, and are using others to house employees visiting their offices. The Planning Commission is looking at the potential to expand one of the MX districts through the area to allow for some potential office use, and to try to make it possible for the City to realize higher property taxes from Mixed Use classification. Refinery staff have told the City that they have purchased the properties and may purchase more for security reasons—to serve as a “buffer” area adjacent to the refinery property. They state that the federal government is urging them to increase security near the refinery.

Dave Tweeten, who is an attorney and member of the PC, brought up the following issue at the last PC meeting: he believes that the refinery’s use of the properties it owns in the R-1 and R-1A districts violates the City’s zoning ordinance and the goals of the Comp Plan and zoning ordinance for the R-1 area. He suggests that the use as a “buffer” is an industrial use, which is not consistent with the uses permitted in R-1 and R-1A, and suggest that the “buffer” use is either an industrial use or accessory to an industrial use in this case.

Clearly the refinery can own parcels in R-1 without violating the ordinance. Dave’s assertion is that the refinery’s use goes further, and it is using the parcels for an industrial use in the Residential Districts. I can’t recall addressing this question before. (I’m guessing that if the question went to the corporate legal folks they would say that the refinery simply owns the property. The statements about buffers have come from local refinery staff.) What do you think about Dave’s statement that the buffer use is an industrial use of the properties in the R-1 and R-1A districts?

2. Dave drove through the part of the City north of the refinery recently to take a look at it before the PC meeting. He stopped at a parcel that the refinery does not own, to take a look at that parcel. He was on public streets and sidewalks, and a property that the refinery did not own, during his site tour.

Dave reported that as he drove through the area, a refinery security car followed him, and that as he stood on the sidewalk looking at the parcel (not owned by the refinery) that the security staff approached him, asked him what he was doing, told him that they were monitoring everyone who travelled through the area, and encouraged him to leave. Dave found this pretty threatening, and believes that this zealotry may have an impact on the neighborhood and local residents.

Would it be appropriate for the City to contact the refinery, and request that they confine their security activities to their properties, rather than discouraging use of public streets/sidewalks and visits to properties they don’t own?

Look forward to your comments on this, thanks,  
Sherri



**Sherri A. Buss, RLA, AICP** | Senior Planner/Manager, Planning Group

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**TKDA** Registered Landscape Architect: MN