



PLANNING COMMISSION AGENDA
MONDAY, MAY 23, 2022
CITY HALL at 7:00 PM

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - [A.](#) Approval of Minutes - April 25, 2022
- 5. PUBLIC HEARING**
 - [A.](#) Variance Application - Take 5 Car Wash - 8301 University Avenue NE
 - [B.](#) Conditional Use Permit Application - Take 5 Car Wash - 8301 University Avenue
 - [C.](#) Conditional Use Permit Application - Tint Pros - 1313 Osborne Road NE
 - [D.](#) Request for Text Amendment to City Code Section 16.64.040 - Appendix D: Schedule of Permitted Uses by District
- 6. UNFINISHED BUSINESS**
 - [A.](#) Conditional Use Permit Application - Mister Car Wash - 8188/8200 Highway 65 NE
 - [B.](#) Preliminary Plat Application - Middletown 65 Addition
 - [C.](#) Performance Standards Ordinance Review
- 7. OTHER**
- 8. ADJOURN**

**SEE REVERSE SIDE FOR RULES FOR PUBLIC HEARINGS AND
DISCUSSION FROM THE FLOOR**

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting the City Clerk at 1301 81st Avenue NE, Spring Lake Park, MN 55432. Ph.763-784-6491 at least 48 hours in advance.

CITY OF SPRING LAKE PARK RULES FOR PUBLIC HEARINGS

Public hearings are formal proceedings giving citizens an opportunity to express their concerns on a specific issue. Some issues on which the Planning Commission is required to hold public hearings include subdivisions, zoning changes, conditional use permits, and ordinance amendments.

The following format will be used to conduct a public hearing:

1. Planning Commission Chair opens the hearing.
2. City staff describes the proposal.
3. The applicant has an opportunity to further explain the proposal and respond to questions/ comments on the proposal from the Planning Commissioners.
4. Citizens will then have the opportunity to ask questions and/or comment on the proposed project.
 - a. Those wishing to comment are asked to limit their comments to 3 minutes
 - b. A group of residents wishing to have their collective opinions voiced may elect a spokesperson to represent them. The spokesperson may have a maximum of 10 minutes to express the views of the group.
 - c. People wishing to comment are asked to keep their comments succinct and specific.
5. After everyone wishing to address the subject of the hearing has done so, the Planning Commission Chair will close the hearing.
6. Planning Commissioners will have an additional opportunity to comment and ask questions on the issue.
7. The Planning Commission will make a formal recommendation on the issue to the City Council or defer decision pending additional information.

OFFICIAL PROCEEDINGS

Pursuant to due call and notice thereof, the regularly scheduled meeting of the Spring Lake Park Planning Commission was held on April 25, 2022 at the City Hall, at 7:00 PM.

1. CALL TO ORDER

Chair Hansen called the meeting to order at 7:00 PM.

2. ROLL CALL

MEMBERS PRESENT

Chair Hans Hansen
Commissioner Jeff Bernhagen
Commissioner Rick Cobbs
Commissioner Kelsey Hollihan
Commissioner Eric Julien

STAFF PRESENT

Building Official Baker, City Planner Wahlberg, Administrator Buchholtz

OTHERS PRESENT

Sue McColley, 1168 79th Avenue (8162 Middletown RD NE)
Matt & Joan Maxwell, 8320 5th Street NE
Joe Petersen, 7740 Central Avenue NE

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

A. Approval of Minutes – March 28, 2022

Motion made by Commissioner Bernhagen, seconded by Commissioner Julien to approve the minutes from the March 28, 2022 Planning Commission meeting.

Voting Yea: Commissioner Hollihan, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Julien, Chair Hansen. Motion carried.

5. PUBLIC HEARING

A. Public Hearing – Ordinance Amending Section 16.28 of the City Code Relating to Performance Standards.

Administrator Buchholtz stated that the City Council approved an interim ordinance (Ordinance 479) establishing a moratorium on the approval of building permits that require site plan

review under Section 16.20.060 of the City Code. He said staff has been working on an amendment to Section 16.28 of the Zoning Code relating to performance standards. He stated the proposed ordinance amendment updates the existing performance standards to meet current development standards.

Administrator Buchholtz said after review of neighboring city codes, the vast majority required a significant upgrade on building materials over Spring Lake Park's current standards. He said the proposed ordinance limits non-residential exterior building finishes to be materials of comparable quality to:

- Face brick
- Natural or cementitious stone
- Decorative concrete block or integral colored block
- Architectural glass
- Stucco, including EFIS
- Fiber cement siding
- Precast concrete
- Curtain wall panels of steel, fiberglass and aluminum so long as they are factory fabricated and do not exceed 20% of any wall surface (minus overhead doors).
- Other materials deemed appropriate and subject to approval by the Zoning Administrator.

Commissioner Cobbs noted that what was being proposed and is not overly restrictive and it falls in line with other cities he has seen. Buchholtz said that the proposed ordinance is trying to give guidance to builders on what types of materials can be used without telling the builder how to build their structure.

Commissioner Hanson made a comment about how obnoxious and detrimental odors are being defined. Buchholtz commented that the definitions are defined by the MPCA Standards. Commissioner Bernhagen asked what happens if a noise is determined obnoxious. He wanted to know if a warning is given and if there are more than 3 warnings what happens. Administrator Buchholtz said that there are consequences referenced in other parts of the City Code.

Chair Hansen opened the public hearing at 7:15 pm.

Joe Petersen, 7740 Central Avenue NE, said that while in the middle of trying to build a 33,500 sq. ft. warehouse on 1229 Osborne Rd NE. He said that he contacted the City Planner to see if the building he proposed would be permitted. He expressed concern with the rules changing while he was researching construction of a building. He inquired of the Commission what can be done to get the building he is proposing built.

Administrator Buchholtz noted that under the current code the proposed structure would have been allowed, but it is not the Council's vision for commercial or industrial buildings.

Commission discussed the possibility of using a lighter touch on materials for an industrial building vs. a commercial building. Planner Wahlberg stated that the Commission should look at the standards for the whole community, not just a single building.

Chair Hansen closed the public hearing at 7:52 pm.

6. OTHER

A. Review Draft Ordinance Amending Section 9.20.020 Relating to Public Nuisances (Noise)

Administrator Buchholtz noted Commissioner Bernhagen inquired about the City's nuisance ordinance, particularly around the issue of noise. He said that staff reviewed ordinances from neighboring cities and a nuisance ordinance template from the League of Minnesota Cities which were utilized to draft the proposed amendment to the nuisance ordinance.

He explained the proposed ordinance declares any distinctly and loudly audible noise that unreasonably annoys, disturbs, injures or endangers the comfort, repose, health, peace, safety or welfare of any person, or precludes their enjoyment of property, or affects their property's value in such a manner as to be plainly audible at the boundary of the real property, building, structure, or residence from which the noise originates, or at a distance of 50 feet from the source of the noise. He said the ordinance defines plainly audible as a sound that can be detected by a person using their unaided hearing faculties. He stated the proposed ordinance also adopts Minn. Rules Ch. 7030 by reference.

Administrator Buchholtz noted the proposed ordinance also restricts operation of domestic power equipment, refuse hauling, construction activities, radios/music devices/paging systems to certain hours. He said the proposed ordinance also may require anyone requesting a zoning change to draft a noise impact statement. He stated the proposed ordinance also address participation in noisy parties or gatherings and individuals must disburse immediately at the request of a peace officer.

The proposed ordinance does provide exemptions for emergency work.

The consensus of the Planning Commission was to express support for the proposed ordinance, noting that the new language will be easier for the City to enforce.

7. ADJOURN

Motion made by Commissioner Julien, seconded by Commissioner Hollihan to adjourn.

Voting Yea: Commissioner Hollihan, Commissioner Bernhagen, Commissioner Cobbs, Commissioner Julien, Chair Hansen. Motion carried.

Meeting adjourned at 8:09 PM.

To:	Spring Lake Park Planning Commission	From:	Lauren Walburg, Stantec
	City of Spring Lake Park		
File:	Take 5 Car Wash 8301 University Ave NE Applicant: Rebecca McAllister, Boing US Holdco, Inc. Owners: Muchtar and Fatima Sajady	Date:	May 23, 2022

Re: Variance, Conditional Use Permit, Site Plan Review - Take 5 Car Wash, 8301 University Ave NE

INTRODUCTION

Take 5 Car Wash proposes to build a new car wash facility at 8301 University Avenue NE, on the parcel now occupied Northtown Imports Auto Repair. The property address is University Avenue NE, but its access is from University Ave Frontage Road and 83rd Avenue NE.

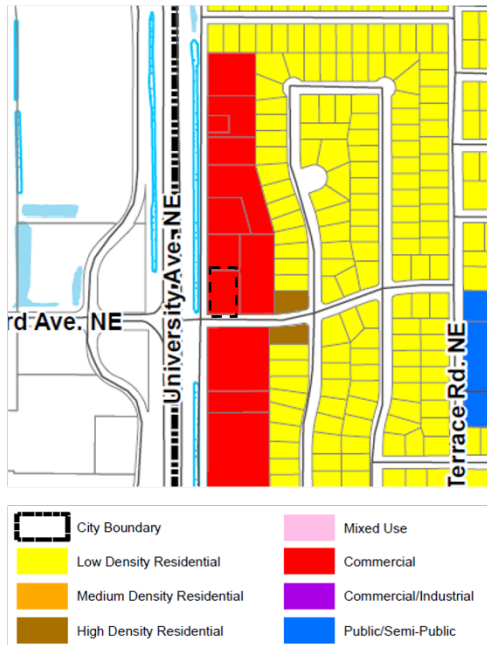
Surrounding uses are commercial fronting University Avenue NE both north and south of the site, with additional commercial east on 83rd Ave NE and single and multi-family residential beyond that further east. Across University Avenue NE to the west is a strip commercial development in Fridley.

The property is guided Commercial and zoned C-1 Shopping Center Commercial, shown on the maps below. A car wash is a conditional use in the C-1 district, noted in the list of uses in the code as *“Auto and marine; service, parts, repair and wash”*. In the course of reviewing the Conditional Use Permit (CUP) within the 15-day review period we informed the applicant that the project would also require a variance to move forward as shown on their site plan. A variance was not applied for, nor was it noticed for a public hearing for the April 25 Planning Commission meeting, The application was deemed incomplete pending a revision to the site plan or a variance application. The applicant applied for a variance, and that is now on the May 23 Planning Agenda, along with the CUP and Site Plan Review requests. The applicant requires a variance to allow the car wash facility to be constructed as shown on the proposed site plan. The applicant will require variances to the side parking setbacks on the north and south of the property and the rear yard building setback adjacent to Nelson Cheese and Deli.

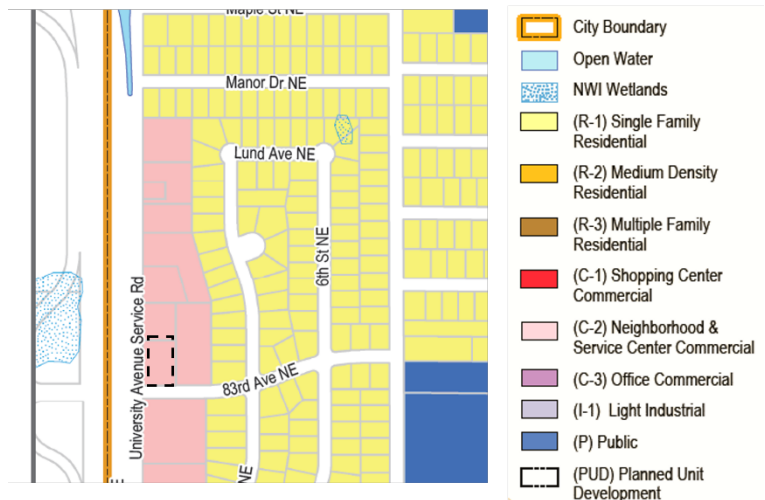


Re: **Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE**

2040 Land Use Plan



Zoning Map



SITE ISSUES - CONDITIONAL USE PERMIT AND SITE PLAN REVIEW

The Zoning Code allows the City to impose reasonable conditions on certain uses to address issues that may impact surrounding properties or public health, safety, and welfare. Conditional uses are considered *permitted uses to which reasonable conditions may be attached based on findings of fact*. The assumption is that the use is allowed and the City needs to articulate the conditions under which the use might be approved, rather than deny it because of potential conditions that do not yet exist. If it appears there is no reasonable way to accommodate the use in this location, the City can deny the use and must adopt findings of fact to support this decision.

The Zoning Code standards that apply to auto service uses are included at the end of this report, as are criteria for approval of a Conditional Use Permit and Variance. The pertinent issues are discussed below.

Site Operation & Access

The existing site, currently home to Northtown Imports Auto Repair has 3 full access points. This includes one access point on 83rd Avenue NE and two access points on University Ave Frontage Road. The proposed site access is similar, however, the full access closest to the intersection of 83rd and Frontage Road is proposed as exit-only, and the access point further north is proposed as entrance-only. The City Engineer and Public Works director have reviewed the proposed site plan and did not express concern with the location or number of access points. If approved, the applicant will be subject to a condition requiring the applicant to add signage should stacking on University Ave Frontage Road become an issue.

Another potential issue with car washes in the winter is dripping vehicles existing the site and causing unsafe road conditions in the winter. To that end, the City Engineer and Public Works director have included an additional condition

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

that the applicant shall provide improvements to prevent the tracking of water on to the city street. One suggestion is that the applicant could consider adding heated concrete to the vehicle exit area.

The proposed site plan shows car wash customers would enter off University Ave Frontage Road at the NW corner of the site, through two-lane automated pay stations, then turning into the long, enclosed car wash building. Exiting the car wash at the south end of the building, customers can either go straight out the south end of the site, back onto 83rd Ave NE, or turn left within the site and get back to the parking area in front of the building where there are vacuums at each parking space for customers. Exiting from the parking/vacuum area is one-way out onto University Ave Frontage Road.

While much of the car wash operation is automated, there are typically 2-3 employees on site during operating hours. Full architectural building plans were not submitted as part of the application, so operations within the building are unknown at this point. The pay station canopy is a separate structure apart from the main building. There are also vacuum 12 vacuum spaces referenced on the site plan, and a trash enclosure shown on the north side of the parking area. Architectural plans are referenced on the site plan and will need to be reviewed by the City Planner prior to building permit issuance.

Traffic

The applicant has submitted a traffic study as part of their application, as requested by City staff. The traffic analysis indicates that based on other Car Wash developments, the weekday peak hours are between 4-6PM and that these peak hours yield 78 trips for single tunnel car washes (39 in and 39 out). On Saturdays, the peak hour traffic generated 41 trips (19 in and 22 out). The proposed queuing on the site plan shows 12 spaces behind the pay station, and two spaces between the pay station and tunnel entrance for a total of 14 queuing spaces. The applicant estimates that the car wash cycles are under 1 minute for each car, and therefore the car wash can handle up to 60 cars per hour. The applicant also submitted a recent project traffic analysis, showing similar conclusions.

An issue with any drive-through type facility is adequate stacking and making sure that cars waiting in line don't interfere with cars on the adjacent street. The site plan submitted by the applicants shows 12 cars waiting in the pay station lines, and an additional 2 cars between the pay stations and the tunnel. This may be adequate, based on the submitted traffic study and analysis. Should traffic and queuing become an issue, there needs to be clear signage so that stacking onto the road is not allowed. The site plan currently shows stop signs at all exit points to ensure safe exiting of the site. If traffic and queuing becomes an issue, the City Engineer has included a condition that additional signage be installed to indicate queuing on University Ave Frontage road is prohibited.

Parking

There site plan shows 16 parking spaces in front of the building in the parking/vacuum area, including 3 standard parking spaces, 12 vacuum spaces and 1 handicap space. This would serve customers and staff for the facility. Spring Lake Park's parking standards require 10 spaces per lane in a commercial car wash. This facility may be different than what was imagined for a "commercial car wash" when the code was written. We recommend relying on the applicants' experience with their facilities to propose adequate parking.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

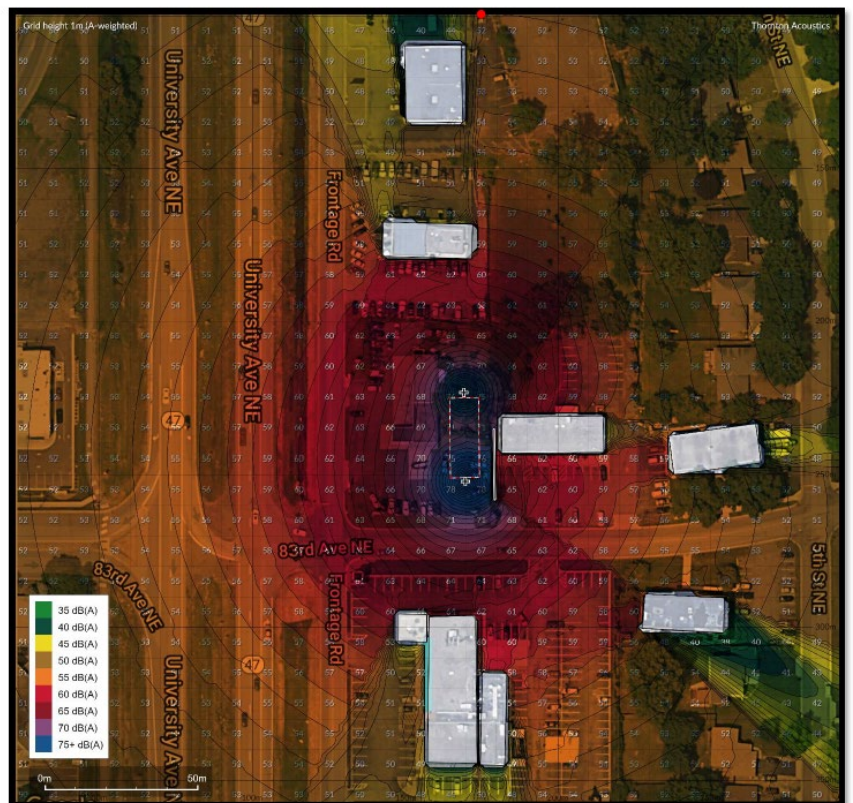
Landscaping & Screening

The landscape plan submitted as part of the application proposes large deciduous trees along University Ave Frontage Road and ornamental and a mix of ornamental and pine trees along 83rd Ave NE. The applicant is also proposing a 2-foot berm for screening along the edge of the parking lot facing University Ave Frontage Road. Along the rear of the car wash tunnel, there are ornamental and black hills spruce trees proposed, as well as two existing trees that will be removed and two existing trees that will remain. There is a generous and varied complement of shrubs and perennials around the site and building as well. The applicant meets zoning code requirements for landscaping and screening, and this site is not immediately adjacent to residential uses, so screening concerns are lessened.

Noise

Car wash operations are noisy, especially the blowers for drying, but they will be within the building and should be significantly muffled because of this. The vacuums can also be noisy, and to that end City staff requested that the applicant provide a sound study for the proposed car wash. The results of the sound study are summarized below.

The sound study conducted by the applicant modeled and attempted to predict sound emissions from the proposed car wash, as compared to applicable Minnesota noise regulations, to which the City of Spring Lake Park adheres. The sound diagram included in the study is shown, which demonstrates sound emissions and sources of sound with all doors open and all mechanical systems operating (presumably the loudest the car wash would ever be). As anticipated, the loudest part of the site is on the north and south end of the building, where the blowers for drying are located.



The sound study concludes that at maximum sound levels at the exterior of the car wash, noise levels would be at about 78 dBA, which will decrease with distance from the car wash. Noise levels in this location are already relatively high, due to the proximity to University Ave NE. The sound study finds that at the nearest business, sound levels would be relatively similar to current sound levels experienced due to proximity to the road. The nearest residential area would be roughly unchanged from current sound levels.

That being said, even if the site meets State standards a noise source can still be pretty annoying. The closest residences, and closest business are to the east of this site. While there is an existing wood fence, it appears to be older and not in very good shape. We recommend that the applicant enhance noise mitigating features on the east side of the site. This could include a sound buffer wall, fence or other sound mitigation measure.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

Lighting

The applicant has not submitted specific information with regards to lighting. This will need to be reviewed by the City Planner prior to approval of a building permit. We suggest that all lights will be downcast fixtures which will not spill more than 0.5 footcandle beyond the property lines or onto the public street.

Hours

The applicants' narrative does not include proposed hours of operation. Staff recommends proposed hours of 7:30 am to 7:00 pm, or as modified by Planning Commission and City Council.

Signage

Proposed signage includes a pylon sign on the SW corner of the site, as well as signage at the end of the tunnel and at exit points. Signage will need to meet the City's sign permit standards.

Building Materials

As mentioned, the applicant has not submitted full architectural plans showing building materials. The building materials will need to comply with Spring Lake Park's performance standards. At their regularly scheduled meeting on April 14th, the City Council adopted Ordinance 479, establishing a moratorium on the issuance of building permits that require site plan review under Section 16.20.060 to allow the Council time to review performance standards, one of the main issues being external building materials. However, the moratorium specifically states that the moratorium shall not apply to this application, which was submitted prior to adoption of the temporary moratorium. The applicant should propose building materials, which will then be reviewed by City planning staff.

Setbacks

As mentioned, the site plan as submitted does not meet all setback requirements in the C-2 zoning district, therefore requiring a variance which the applicant has applied for along with this CUP application. The setbacks that do not meet requirements are described below and shown circled in yellow in the diagram on the next page.

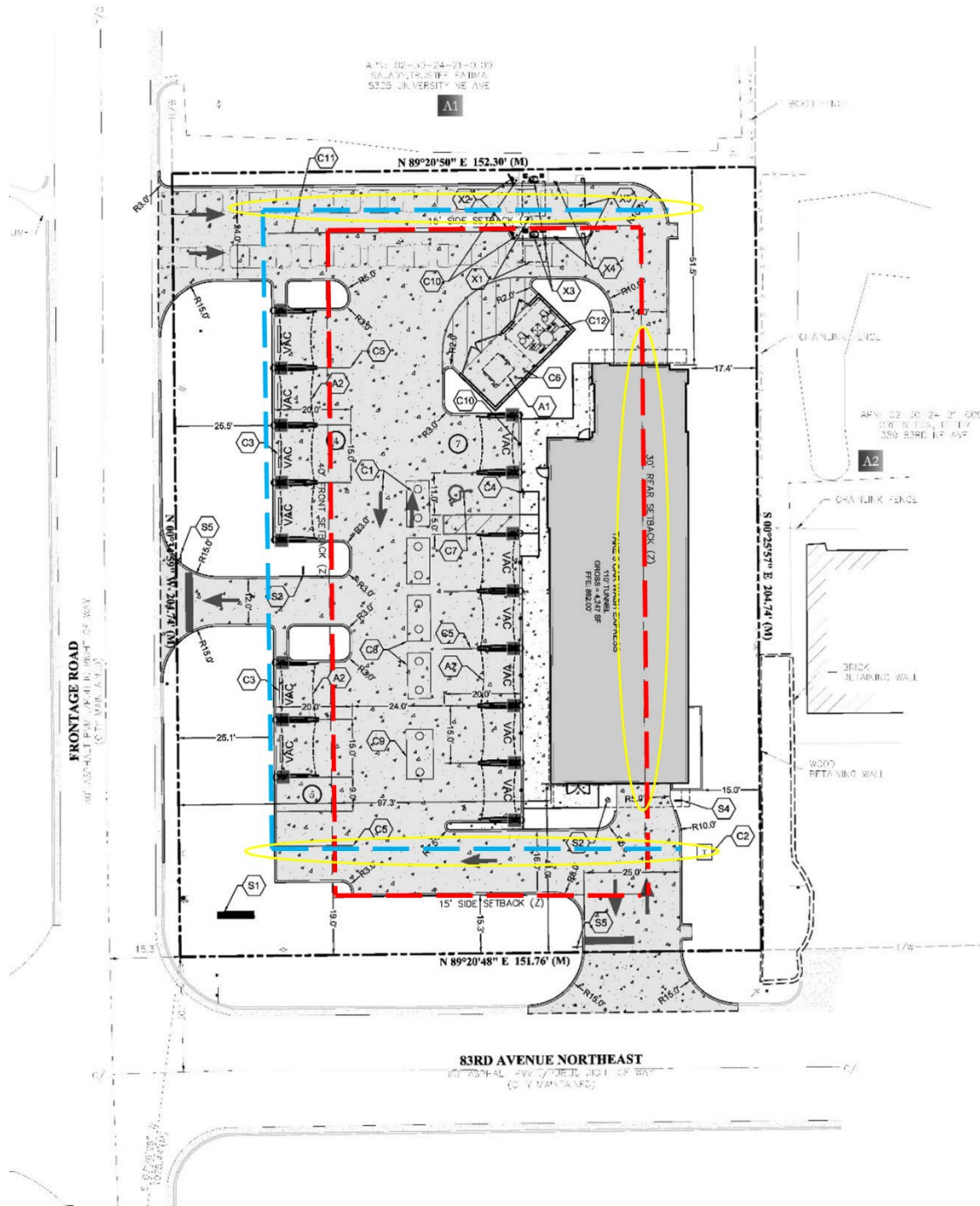
1. Corner side yard *parking setback* as shown is 15 feet, code requirement is 25 feet (south side of property adjacent to 83rd Ave NE)
2. Side yard *parking setback* as shown is about 3 feet, code requirement is 10 feet (north side of property)
3. Rear yard *building setback* as shown is 15 feet, code requirement is 30 feet (east side of property adjacent to Nelson Cheese and Deli).

The parking setbacks as proposed are a significant improvement to the existing parking lot setbacks, which encroach on the neighboring property to the north, and extend nearly to the property line at the south end of the property. While the application requires a variance to comply with the zoning code required setbacks, staff is in favor of granting this variance as an improvement to existing conditions.

The rear yard building setback also does not comply with code required setbacks, however, this is partially due to it being a corner lot, with frontage on two streets. The lot next to this one which is currently home to Nelson Cheese and Deli also fronts on 83rd, but the rear setback would be considered to be the north end of the site, not the east side. It should also be mentioned that in this case, if the building were required to comply with the zoning code setbacks, the stacking space would be lessened dramatically, potentially causing additional traffic and queuing issues. There are specific findings that

Re: **Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE**

the Planning Commission and City Council must review as part of approving a variance, which are discussed further in the next section of this report.



Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

Lot Coverage

The proposed project as shown on the site plan will reduce the impervious surface on site by 1,201 SF. The calculations are shown below and meet zoning code requirements:

Code Requirement: Building cannot be more than 35% of site, impervious surface cannot be more than 75%.

- Existing Impervious Area: 21,301 S.F./ 0.49 acres/ 68%
- Proposed Impervious Area: 20,100 S.F./ 0.46 acres/ 65%
- Proposed Building: 4,247 S.F. / 0.10 acres/ 14%

Vehicles on Site; Odors, Gas and Fumes

The following standards in Section 16.36.010 will be followed:

1. All vehicles waiting for repair or pick-up shall be stored within an enclosed building or in designated off-street parking spaces.
2. All work shall be performed within a completely enclosed building.
3. All vehicles parked or stored on site shall display a current license plate with a current license tab. Outside storage of automobile parts or storage of inoperable or salvage vehicles shall be prohibited.
4. The sale of vehicles shall be prohibited, unless permitted by this title or allowed by conditional use
Sale of vehicles is not requested or approved with this Conditional Use Permit
5. The use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be located a minimum of ten feet above grade and shall be directed away from residential uses. All storage tanks shall be equipped with vapor tight fittings to eliminate the escape of gas vapors.

No specific information on venting the facility has been provided. This will be reviewed and approved by the City Engineer and Building Official before a building permit is granted.

VARIANCE REQUEST

As mentioned, this applicant also requests a variance to construct the Car Wash as shown on their site plan. A variance is a way that cities may permit a departure from strict enforcement of their zoning ordinance, and in this case would allow the applicant relief from the setback requirements set forth in the zoning code. A City may grant a variance if enforcement of a zoning ordinance provision (in this case setbacks), as applied to this particular property would cause the landowner "practical difficulties." Section §153.224 of the City of Spring Lake Park's Zoning Code requires that practical difficulty be proven for the approval of a variance, according to the following criteria:

(a) Is the variance in harmony with the purposes and intent of the Ordinance?

The Zoning Code has setbacks to provide reasonable separation of uses. The separation provided by the requested variance is reasonable in this situation.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

(b) Is the variance consistent with the comprehensive plan?

The 2040 Comprehensive Plan includes the following Land Use Goal relevant to this proposal: Provide for a mix of commercial uses that provide goods and services to residents and that benefit from the city's proximity to major roads and highways. This goal supports the car wash use, which is a commercial use benefitting from the city's proximity to major roads. Because of its location as a corner lot fronting on two streets, it is reasonable to consider modified setbacks in this case.

(c) Does the proposal put property to use in a reasonable manner?

The use itself is reasonable – A Car Wash facility on a property zoned Commercial that allowed car washes as a conditional use. The proposed parking setbacks will be an improvement to the existing parking situation on site. The building setback is reasonable, given the need for additional stacking and queuing space for vehicles on site.

(d) Are there circumstances unique to the property not created by the applicant? (physical characteristics of the property i.e. sloping topography or other natural features like wetlands or trees)?

The circumstance unique to this property is that it is a corner lot, with frontage on two sides. The setbacks for corner lots, while in place to ensure views are not obstructed for vehicles, limit development that can happen on site. In this case, the modification to the parking and building setbacks will not impact the sightline of passing vehicles.

(e) Will the variance maintain the essential character of the locality?

The immediate neighborhood is mostly commercial in character, with a residential area beyond the commercial area to the east. Based on the City's 2040 Comprehensive Plan, the vision for this area is to remain commercial. A car wash could be an anticipated use with the location adjacent to University Ave NE.

RECOMMENDATION

The Conditional Use Permit and variance are closely tied together in this application, since the variance is for a use that is only allowed by CUP, and a variance can have conditions attached like a CUP. We suggest that the CUP be acted upon first, since a CUP could be granted for the car wash use and conditions applied without approval of the setback variance. Then the variance request would follow, but only if the CUP is recommended for approval.

Conditional Use Permit

We recommend that the Conditional Use Permit for the proposed Take 5 Car Wash at 8301 University Avenue NE be approved as submitted on plans from Carter Associates dated 3-7-2022 with following conditions:

- 1) The applicant will submit architectural elevations for review by the City Planner prior to building permit approval.
- 2) Hours of operation will be 7:30 am to 7:00 pm.
- 3) Given the proximity of the site to the nearest commercial use and residential uses to the east, and if the Planning Commission and City Council feel it is necessary, a solid fence or wall 8 feet in height will be installed on the east side of the site to block noise from the vacuum and parking area. The fence or wall will be of materials and colors compatible with the building, to be reviewed and approved by the City Administrator.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

- 4) Building materials will conform to Performance Standards as shown in Section 16.28.010 of the zoning code.
- 5) All lighting will be downcast cutoff type fixtures that allow no more than 0.5 footcandle of light spillage beyond the property lines or onto the public road rights-of-way.
- 6) Signage will be submitted for a sign permit before a building permit is issued.
- 7) All landscaping will be installed as indicated on the landscape plan and guaranteed for at least one year.

Engineering Conditions

- 8) Traffic. If car stacking on University Service Drive becomes a problem, applicant shall install signs indicating that no queuing in University Service Drive is permitted.
- 9) Traffic. We are concerned about washed vehicles tracking water on to 83rd Avenue and possible icing issues. The applicant shall provide improvements to prevent the tracking of water on to the city street. Consider adding heated concrete to the vehicle exit area.
- 10) Grading. Site plan shall be revised to create high points in all 3 driveways to prevent site drainage from draining directly on to 83rd Ave. NE or University Service Drive. Utilize proposed green space(s) for stormwater management.
- 11) Drainage. Review permitting requirements with Coon Creek Watershed District. All stormwater management facilities shall be considered private and shall be maintained by the property owner.
- 12) Drainage. Provide copies watershed district permit and stormwater facilities maintenance agreement to city.
- 13) Site. Coordinate all street and curb work with City Public Works Director. Discuss the need for sidewalk improvements on 83rd Ave NE
- 14) Sanitary Sewer. Show existing sanitary sewer service(s) on utility plan. Re-use an existing sewer line for site service (no new connection). Locate and plug any existing sewer service that is not to be used.
- 15) Water Works. Show existing water service(s) on utility plan. Locate and plug any existing water service that will not be reused (plug at the main).
- 16) Water Works. A separate water main connection for site irrigation is not permitted.
- 17) Water Works. A larger water service will likely be required for building fire suppression services. If a larger main is required for fire suppression, the domestic water service can come off of the larger main. Meter to be in the building.
- 18) General. Final site work construction plans to be approved by City Public Works Director prior to beginning site work.
- 19) General. A Preconstruction Conference, including the City Public Works Director, shall be held prior to beginning site work.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

Finding of Fact for Approval of Conditional Use Permit

- 1) The City has standards for review of conditional uses to review and regulate potential impacts to surrounding properties and public roadways.
- 2) The proposed car wash use may generate traffic that could impact area roadways. Limiting and regulating traffic on and around the site is a reasonable exercise of the City's authority.
- 3) The proposed car wash use may generate noise beyond an acceptable level given its location near existing residential uses. Requiring screening to block noise is a reasonable exercise of the City's authority.
- 4) The use as conditioned with this approval meets the criteria for approving a Conditional Use Permit in Section 16.56.030(E)(1) of the City Code.

Variance

We recommend that the Variance for the proposed Take 5 Car Wash at 8301 University Avenue NE be approved as submitted on plans from Carter Associates dated 3-7-2022 with following conditions:

- 1) That the variance is conditioned on the approval of the Conditional Use Permit for the site as described in this report and the applicant's supporting materials.
- 2) Landscaping and screening shall be provided site as stipulated in the Conditional Use Permit.
- 3) Lighting on the building shall be as approved in the Conditional Use Permit with downcast shielded fixtures allowing no more than 0.5 foot-candle beyond the property line.
- 4) The engineering issues raised in the Conditional Use Permit conditions will be reviewed and approved by the City Engineer before issuing a building permit.
- 5) Handling of odors, gas, and fumes will be reviewed and approved by the City Engineer and Building Official before a building permit is issued.

Findings of Fact for Approval of Variance

- 1) The construction of a car wash adjacent to University Ave NE on a property zoned commercial is a reasonable use of the property.
- 2) Regulation of setbacks, screening, noise and traffic for commercial uses is a reasonable and necessary part of the City's Zoning standards.
- 3) Proper design and shielding of lighting on commercial properties to prevent light spillage and glare to adjacent properties is a reasonable standard within the Zoning Code.
- 4) Limiting odors, gas, and fumes from commercial auto uses is a reasonable protection of health, safety and welfare.
- 5) The proposed car wash as modified with these conditions meets the criteria for approval of a variance in the City Zoning Code.

Re: Conditional Use Permit, Site Plan Review Take 5 Car Wash, 8301 University Avenue NE

OPTIONS

The Planning Commission should make separate motions on the CUP and variance. Options:

- 1) Recommend approval of the CUP and Variance with separate motions as presented with the recommended conditions and findings, or as modified by the Planning Commission.
- 2) Recommend denial of the Variance and CUP, with findings for denial for each.
- 3) Continue one or both items to a future meeting to gather more information or more discussion.

60-DAY RULE

State Statute 15.99 requires final action on zoning applications received within 60 days of receiving a completed application. The application was received on April 6, 2022 and was considered complete on May 6, 2022, with receipt of the required variance application. The 60-day deadline for final action by the City Council is July 6, 2022. This can be extended by the City for another 60 days if more time is needed to review the application.



City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432
763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only	
Case Number:	
Fee Paid:	
Received by:	RP
Date Filed:	3/31/22
Date Complete:	
Base Fee:	900
Escrow:	2500

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)		
<input type="checkbox"/> Appeal <input type="checkbox"/> Comprehensive Plan Amendment <input type="checkbox"/> Ordinance Amendment (Text) <input type="checkbox"/> Rezoning <input type="checkbox"/> Planned Unit Development	<input checked="" type="checkbox"/> Site Plan/Building Plan Review <input type="checkbox"/> Conceptual Plan Review <input checked="" type="checkbox"/> Conditional Use Permit <input type="checkbox"/> Variance <input type="checkbox"/> Street or Easement Vacation	<input type="checkbox"/> Minor Subdivision <input type="checkbox"/> Lot Combination <input type="checkbox"/> Preliminary Plat <input type="checkbox"/> Final Plat <input type="checkbox"/> Other _____
PROPERTY INFORMATION		
Street Address: 8301 UNIVERSITY AVE NE, SPRING LAKE PARK, MN		
Property Identification Number (PIN#): 023024210098		Current Zoning: C-2
Legal Description (Attach if necessary): SEE WORD DOC ATTACHED.		
APPLICANT INFORMATION		
Name: REBECCA MCALLISTER		Business Name: BOING US HOLDCO, INC.
Address: 8300 S. SYRACUSE WAY #205		
City: CENTENNIAL	State: CO	Zip Code: 80111
Telephone: 980-259-0701	Fax:	E-mail: REB
Contact: REBECCA MCALLISTER		Title: PROJECT MANAGER
OWNER INFORMATION (if different from applicant)		
Name: SAJADY, MUCHTAR & FATIMA		Business Name: N/A
Address: 10482 MISSISSIPPI BLVD		
City: COON RAPIDS	State: MN	Zip Code: 55433
Telephone:	Fax:	E-mail:
Contact:		Title:
DESCRIPTION OF REQUEST (attach additional information if needed)		
Existing Use of Property: Auto Repair		
Nature of Proposed Use: Car wash (conveyor) & self service vacuums		
Reason(s) to Approve Request: Seeking approval of a proposed car wash use on the subject property. The existing use is auto repair and car wash is a like use servicing vehicles.		
PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE		
Project Name: Take 5 Express Car Wash of Spring Lake Park		Date of Application: 03/07/22
Nature of Request: The request is to permit and construct the redevelopment of the subject property to a car wash business. Please refer to construction plans for details of the development.		
<p>NOTE: Applications only accepted with ALL required support documents. See City Code</p>		

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park required all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. **All fees and expenses are due whether the application is approved or denied.**

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. **I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

E-mail msmith@cor3design.com Fax _____ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: Rebecca McAllister Date: 3/30/2022

Owner:  Date: 3-30-22

**NOTE: Applications only accepted with ALL required support documents.
See City Code**

SCHEDULE A DESCRIPTION
8301 UNIVERSITY PARK AVE NE
SPRING LAKE PARK, MN

Real property in the City of Spring Lake Park, County of Anoka, State of Minnesota,
described as follows:

Outlot Nine (9), Terrace Manor 4th, County of Anoka, State of Minnesota.

The property described above and shown hereon is the same as that described in
title commitment issued by First American Title Insurance Company, title
commitment number NCS-1094213-CHAR with an effective date of October 07,2021 at 7:30 a.m.

City of Spring Lake Park Conditional Use Permit Worksheet

A conditional use permit cannot be approved unless the Planning Commission and the City Council make certain findings and recommendations. Please provide a response on how/why your project meets the below stated criteria. Use additional sheets if necessary. If some items are not applicable for your project, write N/A. Contact the Zoning Administrator with any questions.

1. That the proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. The proposed car wash use provides a quick, convenient way for the community to wash their vehicles and with vacuum stalls can clean the interior of their vehicles at their leisure.

2. That the proposed use will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity of the use or injurious to property values/ improvements within the vicinity of the use. The proposed use and development will be constructed and operated complying with state and federal laws. Sidewalks and pathways will be ADA compliant. The proposed development will be maintained and clear of debris.

3. That the proposed use will comply with the regulations specified in Chapter 16 of the City Code. After review of Chapter 16 of the City Code, it appears the proposed use and site plan is in compliance specifically setbacks, buffers and parking. Performance standards are in compliance, alcohol licenses are n/a, PUD is n/a, nonconfirming structures, lots and uses are also n/a.

4. That the proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity. The proposed use is within a commercial zoning. Adjacent properties are commercial not directly abutting residential. Sound study submitted to show that noise will be in compliance with state of Minnesota noise rules.

5. That the proposed use will not lower property values or impact scenic views in the surrounding area. The proposed development does not impact any scenic views. The proposed use will be accompanied with new pavement and landscaping which will improve the appearance of the site. The building has an updated design - all of these factors will increase property value not decrease it.

6. That existing utilities, streets, highways and proposed access roads will be adequate to accommodate anticipated traffic. Existing utilities and proposed access is adequate for anticipated traffic. The southern access drive was removed making the site safer as it was very close to the intersection. Traffic Statement is provided as well. Car Wash typically needs 2" meter not uncommon for commercial developments. Reclaim system with up to 80% reclaim provided.
7. Sufficient off-street parking and loading space is available to serve the proposed use. The use requires 2-3 employees on-site. Employee parking is adequate. Developer is particular on # of vac spaces which meets the requirements.

8. That the proposed use includes adequate protection for the natural drainage system and natural topography. There is a net decrease in impervious area which will decrease the site's runoff therefore improving the drainage for the site.

9. That the proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise or vibration so that none of these will constitute a nuisance. The car wash use cleans vehicles. Car wash tunnel encapsulates the cleaning services, so no offensive odor, fumes or dust. Noise and vibration is in compliance with state of Minnesota noise rules.

10. That the proposed use will not stimulate growth incompatible with prevailing density standards. The proposed use is suitable for the area's existing density. It will not have much impact on increasing density based on the proposed use. Unlike a subdivision or mall where people would move to be there or move to be close by.



City of Spring Lake Park
 1301 81st Avenue NE
 Spring Lake Park, MN 55432
 763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only	
Case Number:	
Fee Paid:	
Received by:	
Date Filed:	
Date Complete:	
Base Fee: _____	Escrow: _____

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)		
<input type="checkbox"/> Appeal <input type="checkbox"/> Comprehensive Plan Amendment <input type="checkbox"/> Ordinance Amendment (Text) <input type="checkbox"/> Rezoning <input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Site Plan/Building Plan Review <input type="checkbox"/> Conceptual Plan Review <input type="checkbox"/> Conditional Use Permit <input checked="" type="checkbox"/> Variance <input type="checkbox"/> Street or Easement Vacation	<input type="checkbox"/> Minor Subdivision <input type="checkbox"/> Lot Combination <input type="checkbox"/> Preliminary Plat <input type="checkbox"/> Final Plat <input type="checkbox"/> Other _____
PROPERTY INFORMATION		
Street Address: 8301 UNIVERSITY AVE NE, SPRING LAKE PARK, MN		
Property Identification Number (PIN#): 023024210098		Current Zoning: C-2
Legal Description (Attach if necessary): SEE WORD DOC ATTACHED.		
APPLICANT INFORMATION		
Name: REBECCA MCALLISTER		Business Name: BOING US HOLDCO, INC.
Address: 6300 S. SYRACUSE WAY #205		
City: CENTENNIAL	State: CO	Zip Code: 80111
Telephone: 980-259-0701	Fax:	E-mail: REB
Contact: REBECCA MCALLISTER		Title: PROJECT MANAGER
OWNER INFORMATION (if different from applicant)		
Name: SAJADY, MUCHTAR & FATIMA		Business Name: N/A
Address: 10482 MISSISSIPPI BLVD		
City: COON RAPIDS	State: MN	Zip Code: 55433
Telephone:	Fax:	E-mail:
Contact:		Title:
DESCRIPTION OF REQUEST (attach additional information if needed)		
Existing Use of Property: Auto Repair		
Nature of Proposed Use: Car wash (conveyor) & self service vacuums		
Reason(s) to Approve Request: Seeking approval of a proposed car wash use on the subject property. The existing use is auto repair and car wash is a like use servicing vehicles.		
PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE		
Project Name: Take 5 Express Car Wash of Spring Lake Park		Date of Application: 04/29/22
Nature of Request: Variance requests from Zoning Code section 16.64.050 Appendix E part B. Please see Variance Supplement document for more information.		
NOTE: Applications only accepted with ALL required support documents. See City Code		

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park required all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. **All fees and expenses are due whether the application is approved or denied.**

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. **I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

- E-mail msmith@cor3design.com Fax _____ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: _____ Date: _____

Owner: *Latina Spivey* *[Signature]* Date: 5-3-22

NOTE: Applications only accepted with ALL required support documents.
See City Code

**City of Spring Lake Park
Variance Supplemental Application**

A variance cannot be approved unless the Planning Commission and City Council find that the "practical difficulties" standard has been met. Please provide a response as to how/why your project will meet the following criteria. Use additional sheets if necessary and consult with the Zoning Administrator if you need clarification on the intent of any of the standards set below.

1. Applicant Information:

Name: BOING US HOLDCO, INC.

Telephone: 980-259-0701

Address: 6300 S. Syracuse Way #205

Cell Phone: _____

City/State/Zip: Centennial, CO 80111

E-mail: Rebecca.McAllister@drivenbrands.com

2. Property Owner Information (if different from above):

Name: Sajady, Muchtar & Fatima

Telephone: _____

Address: 10482 Mississippi Blvd

Cell Phone: _____

City/State/Zip: Coon Rapids, MN 55433

E-mail: _____

3. Project Location (Address and Legal Description): 8301 University Ave NE, Spring Lake Park, MN

4. Present Use of Property: Auto Repair

5. Description of Project: Redevelopment of existing auto repair facility to a new car wash business.

6. Specify Section of the Ordinance from which variance is sought: _____

Zoning Code section 16.64.050 Appendix E part B.

7. Explain how you wish to vary from the applicable provisions of this Ordinance: _____

1. Corner Side Yard Parking Setback 15' (25' Req./South) 2. Side Yard Parking Setback 3' (10' Req./North) 3. Rear Yard Building Setback 15' (Req. 30'/East)

8. Please attach a site plan or accurate survey as may be required by Ordinance.

9. **Practical Difficulties Test:** Please answer the following questions as they relate to your specific variance request.

a. In your opinion, is the variance in harmony with the purposes and intent of the Ordinance?

Yes No Why or why not?

Yes, the intent is to provide buffers and separations from ROW and adjacent properties

which we are doing our best to meet. 1. Existing development has 0' parking setback to south, so this would be a great improvement. 2. North property has encroachments existing, same owner, fencing could be proposed to help buffer the property. 3. Building setback proposed is 15' on east side which would be in compliance with side setback. Adjacent property would have a 15' requirement on that property line, so it is believed to be harmonious.

b. In your opinion, is the variance consistent with the Comprehensive Plan?

Yes No Why or why not?

The requested variances do not have an impact on the comprehensive plan. Land use is
consistent. Lot coverage and impervious surface coverage is in compliance.

c. In your opinion, does the proposal put property to use in a reasonable manner?

Yes No Why or why not?

Yes the current development is auto repair and car wash use is similar in that it services
vehicles. The variances will allow for this development and will ultimately improve
the site as it is not in conformance in its current state.

d. In your opinion, are there circumstances unique to the property? (physical characteristics of the property – i.e. sloping topography or other natural features like wetlands or trees)?

Yes No Why or why not?

The unique circumstance here is that this is a corner lot. Corner lots have two frontages
which makes site more difficult to develop. After applying 25' parking setbacks adding
24' two way drive aisle, 20' parking and 5' sidewalks in conjunction with building setbacks
leaves little room to develop for the site and this is the hardship we are trying to work past.

e. In your opinion, will the variance maintain the essential character of the locality?

Yes No Why or why not?

Yes, there are requests for slight reductions on the north and south parking setbacks which
will still improve the existing site's non-conformance. The east side property line meets 15'
if viewed as side setback which would be the adjacent property's criteria, so we believe this
meets the essential character of the locality.

The Planning Commission must make an affirmative finding on all of the five criteria listed above in order to grant a variance. The applicant for a variance has the burden of proof to show that all of the criteria listed above have been satisfied.

The undersigned certifies that they are familiar with application fees and other associated costs and also with the procedural requirements of the City Code and other applicable ordinances.

Applicant Signature:

Rebecca McAllister

Date:

04/29/2022

Fee Owner's (Property Owner) Signature:

Arthur Smiley

[Signature]

Date:

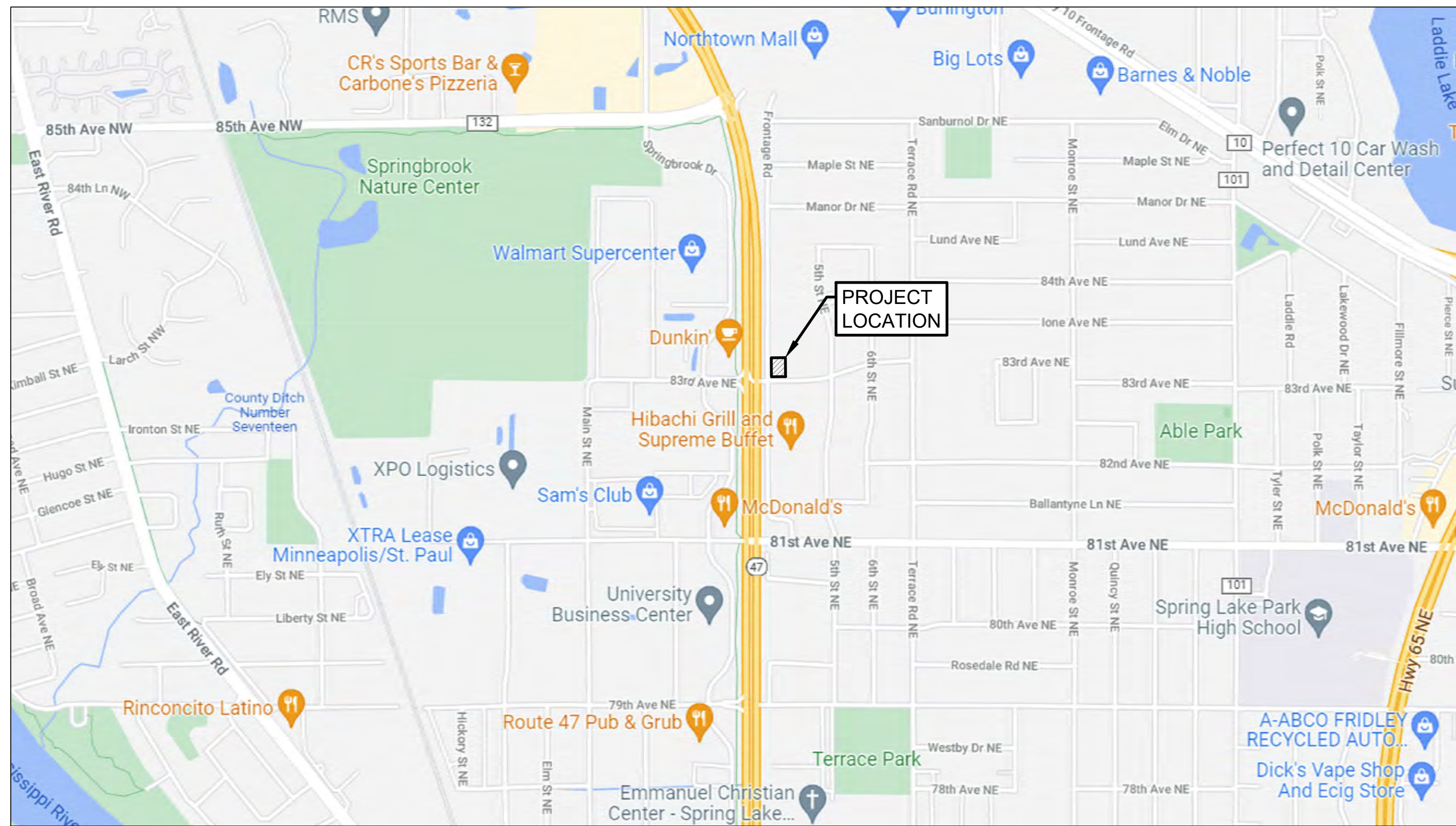
5-3-22

16.60.040 Variances

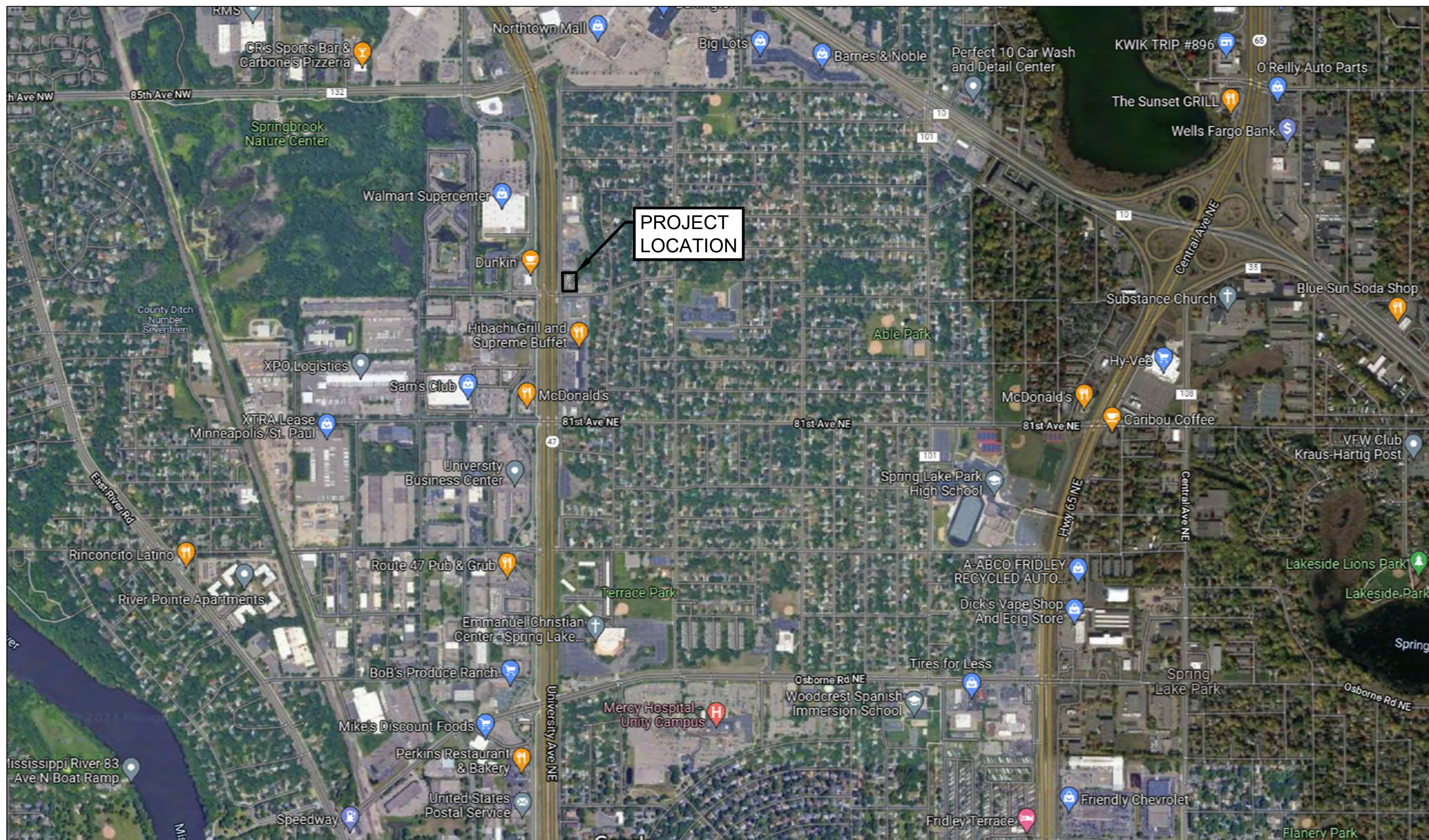
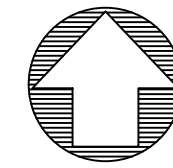
- A. *Purpose.* The City Council may grant a variance from the strict application of this title and impose conditions and safeguards on the variance so granted only in instances where their strict enforcement would cause practical difficulties in complying with the official control because of circumstances unique to the individual property under consideration, and may grant a variance only when it is demonstrated that such actions will be in harmony with the general purposes and intent of this title and when the variances are consistent with the Comprehensive Plan. "Practical difficulties" as used in connection with the granting of a variance means that the property owner proposes to use the property in a reasonable manner not permitted by an official control, the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the locality. Economic considerations alone do not constitute practical difficulties. Practical difficulties also includes, but is not limited to, direct sunlight for solar energy systems. A variance shall not be granted to allow a use that is not allowed in the zoning district involved.
- B. The City Council may impose conditions in the granting of variances. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.
- C. *Application.* An application for a variance shall be filed with the Zoning Administrator and shall state the unique circumstances claimed as a basis for the variance. The application shall contain at least the following information:
1. The signature of each owner of affected property or his agent.
 2. The legal description of the property and the common address.
 3. A description of the variance requested and a statement demonstrating that the variance would conform to the requirements necessary for approval.
 4. The present use.
 5. Any maps, drawings and plans that the Zoning Administrator considers to be of value in considering the application.
- D. *Referral to Planning Commission.* The application shall be referred to the Planning Commission for study concerning the effect of the proposed variance upon the Comprehensive Plan, and upon the character and development of the surrounding neighborhood. The Planning Commission shall make a recommendation to the City Council to grant or deny the variance, and may recommend imposing conditions in the granting of the variance. The conditions may include considerations such as location, character and other features of the proposed building.
- E. *Approval; denial.* Variances require the approval of a majority vote of the City Council. Variances may be denied by motion of the City Council and such motion shall constitute a determination that the findings required for approval do not exist. No application for a variance which has been denied in whole or in part shall be resubmitted within six months of the date of the order of denial, except upon grounds of new evidence or upon proof of change of conditions. The City Council may impose conditions upon the granting of a variance. The conditions may include considerations such as location, aesthetics and other features of the proposed buildings. A condition must be directly related to and must bear a rough proportionality to the impact created by the variance.
- F. *Decision period.* All applications shall be reviewed consistent with M.S. § 15.99.
- G. *Revocation.* A violation of any condition attached to the approval of a variance shall constitute a violation of this title and shall constitute sufficient cause for the termination of the variance by the

City Council.

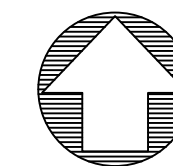
H. *Expiration.* If the development does not proceed within one year of the date on which the variance was granted, such variance shall become void, except that, on application, the City Council may extend the variance for such additional period as it deems appropriate.



VICINITY MAP
1" = 1000'



LOCATION MAP
1" = 1000'



TAKE 5 EXPRESS CAR WASH OF SPRING LAKE PARK, MN PERMITTING PLANS 8301 UNIVERSITY AVE NE SPRING LAKE PARK, MN



CAI
CARTER ASSOCIATES, INC.
SERVING FLORIDA SINCE 1911
CONSULTING ENGINEERS
AND LAND SURVEYORS
1708 21ST STREET
VERO BEACH, FL 32960
TEL: (772) 362-4191
EMAIL: TREVORS@CARTERASSOC.COM

BOING US HOLDCO, INC.
dba "TAKE 5 EXPRESS CAR WASH"
6300 S SYRACUSE WAY #205
CENTENNIAL, CO
TEL: (980) 259-0701
EMAIL: MATTHEW.GILBERT@DRIVENBRANDS.COM

NO.	REVISION	DATE

SHEET INDEX	
C-0	COVER SHEET
C-1	CONSTRUCTION NOTES
C-2	EROSION CONTROL & DEMOLITION PLAN
C-3	SITE PLAN
C-4	PAVING PLAN
C-5	GRADING & DRAINAGE PLAN
C-6	UTILITY PLAN
C-7	SITE DETAILS
C-8	PAVING DETAILS
C-9	EROSION & SEDIMENT CONTROL DETAILS
C-10	UTILITY DETAILS
LP-1	LANDSCAPE PLANTING PLAN
LP-2	LANDSCAPE DETAILS AND SPECIFICATIONS
S-1	SURVEY (BY OTHERS)

TAKE 5 EXPRESS CAR WASH
OF SPRING LAKE PARK, MN
8301 UNIVERSITY AVE NE
SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
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.
SIGNATURE:
TREVOR G. STUBBS, P.E.
DATE: 05/17/22
LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
PROJ. #: 21-429E
DRAWN BY: KB
DATUM: SEE SURVEY
REF. #: SEE SURVEY
F.B. & P.G.: SEE SURVEY

SHEET TITLE:
COVER SHEET

SHEET
C-0

DWG. NO.

SURVEY DESCRIPTION
REAL PROPERTY IN THE CITY OF SPRING LAKE PARK, COUNTY OF ANOKA, STATE OF MINNESOTA, DESCRIBED AS FOLLOWS:
OUTLOT NINE (9), TERRACE MANOR 4TH, COUNTY OF ANOKA, STATE OF MINNESOTA.
THE PROPERTY DESCRIBED ABOVE AND SHOWN HEREON IS THE SAME AS THAT DESCRIBED IN TITLE COMMITMENT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, TITLE COMMITMENT NUMBER NCS-1094213-CHAR WITH AN EFFECTIVE DATE OF OCTOBER 07, 2021 AT 7:30 A.M.

MISC. SURVEY NOTES

1. COMPLETED FIELD WORK WAS 11/11/2021.
2. THIS BASIS OF BEARING FOR THIS SURVEY IS GRID NORTH PER GPS COORDINATE OBSERVATIONS MINNESOTA STATE PLANE, SOUTH ZONE NAD83. LATITUDE = 45°07'07.25312" LONGITUDE = -93°15'46.74316" CONVERGENCE ANGLE = 0°30'59.7415"
3. DISTANCES SHOWN ON PLAN ARE GROUND. COMBINED SCALE FACTOR (GROUND TO GRID) = 0.999980067
4. SOME FEATURES ON THIS PLAN MAY BE SHOWN OUT OF SCALE FOR CLARITY.
5. DIMENSIONS ON THIS PLAN ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. BEARINGS ARE REFERRED TO AN ASSUMED MERIDIAN AND ARE USED TO DENOTE ANGLES ONLY. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.
6. ANY SERVICITUDES AND RESTRICTIONS SHOWN ON THIS SURVEY ARE LIMITED TO THOSE SET FORTH IN THE DESCRIPTION FURNISHED TO SURVEYOR, AND THERE IS NO REPRESENTATION THAT ALL APPLICABLE SERVICITUDES AND RESTRICTIONS ARE SHOWN HEREON.
7. NAMES AND ADDRESSES OF ADJOINING PROPERTY OWNERS WERE TAKEN FROM ANOKA COUNTY TAX CARDS AND DEEDS.
8. THE NEAREST FIRE HYDRANT IS AS SHOWN ON SURVEY.
9. NO SURVEYOR OR ANY OTHER PERSON OTHER THAN A LICENSED MINNESOTA ATTORNEY MAY PROVIDE LEGAL ADVICE CONCERNING THE STATUS OF TITLE TO THE PROPERTY DESCRIBED IN THIS SURVEY ("THE SUBJECT PROPERTY"). THE PURPOSE OF THIS SURVEY, AND THE COMMENTS RELATED TO THE SCHEDULE B-II EXCEPTIONS, IS ONLY TO SHOW THE LOCATION OF BOUNDARIES AND PHYSICAL OBJECTIONS IN RELATION THERE TO. TO THE EXTENT THAT THE SURVEY INDICATES THAT THE LEGAL INSTRUMENT "AFFECTS" THE SUBJECT PROPERTY, SUCH STATEMENT IS ONLY INTENDED TO INDICATE THAT PROPERTY BOUNDARIES INCLUDED IN SUCH INSTRUMENT INCLUDE SOME OR ALL OF THE SUBJECT PROPERTY. THE SURVEYOR DOES NOT PURPORT TO DESCRIBE HOW SUCH INSTRUMENT AFFECTS THE SUBJECT PROPERTY OR THE ENFORCEABILITY OR LEGAL CONSEQUENCES OF SUCH INSTRUMENT.
10. ALL BEARINGS AND DISTANCES SHOWN HEREON ARE MEASURED DIMENSIONS UNLESS OTHERWISE NOTED HEREON. RECORD DIMENSIONS, IF DIFFERING FROM MEASURED DIMENSIONS, WILL BE FOLLOWED BY "RPT" WHERE THE # INDICATES FROM WHICH REFERENCE DOCUMENT THE DIMENSION ORIGINATED.
11. CONTOUR INTERVAL = 1 FOOT. ELEVATIONS ESTABLISHED WITH GPS STATIC OBSERVATIONS WITH ORIGINATING BENCHMARK DQ0439, VERTICAL DATUM BASED UPON NORTH AMERICAN VERTICAL DATUM (NAV88) IN US SURVEY FEET. BENCHMARK ID: DQ0439 PUBLISHED ELEVATION 877.07'
12. NO PARKING SPACES OBSERVED.
13. SURVEYOR NOTES THAT THE PROPERTY ABUTS THE RIGHT-OF-WAYS OF UNIVERSITY AVENUE NE FRONTAGE ROAD AND 83RD AVENUE NE. ACCESS TO THE RIGHT-OF-WAY MAY BE SUBJECT TO OTHER AGREEMENTS OR PROPER GOVERNMENTAL APPROVALS.
14. THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
15. AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF SITE USE AS A CEMETERY, ISOLATED GRAVE SITE OR BURIAL GROUNDS.
16. AT THE TIME OF THE SURVEY, THERE WERE NO CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM CONTROL LING JURISDICTION OR OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS, PER PHONE CONVERSATION DATED 11/9/2021 FROM TERRY RANDALL - SPRING LAKE PARK PUBLIC WORKS DIRECTOR.
17. THE NEAREST INTERSECTING STREET IS THE INTERSECTION OF 83RD AVE NE AND UNIVERSITY AVENUE NE FRONTAGE RD, WHICH IS AT THE SOUTHWEST CORNER OF THE SUBJECT PROPERTY.
18. SURVEYOR DID NOT RECEIVE CURRENT DEEDS FOR ADJOINING PROPERTIES FROM THE TITLE INSURER. SURVEYOR OBTAINED THE DEED INFORMATION REFLECTED ON THIS SURVEY ON THEIR OWN. THE USER OF THIS SURVEY SHOULD CONSULT AN ATTORNEY OR TITLE INSURER TO VERIFY THE CURRENT DEED DESCRIPTIONS FOR ADJOINING PROPERTIES.
19. REFERENCE DOCUMENTS NOTED HEREON WERE OBTAINED BY THE SURVEYOR AND ANY AND ALL REPRESENTATIONS BASED THEREON SHOULD BE REVIEWED BY A LICENSED ATTORNEY OR TITLE INSURER FOR VERIFICATION.
20. SURVEYOR DID NOT RECEIVE ANY INFORMATION FROM THE TITLE INSURER REGARDING THE CURRENT ZONING CLASSIFICATION OF THE PROPERTY OR ANY REQUIREMENTS RELATED TO THE APPLICABLE ZONING CLASSIFICATION. SURVEYOR OBTAINED THE ZONING INFORMATION REFLECTED ON THIS SURVEY ON THEIR OWN. THE USER OF THIS SURVEY SHOULD CONSULT AN ATTORNEY OR TITLE INSURER TO VERIFY THE ZONING CLASSIFICATION OF THE PROPERTY AS WELL AS THE APPLICABLE RESTRICTIONS AND REQUIREMENTS ASSOCIATED WITH SUCH ZONING CLASSIFICATION.

DEVELOPMENT TEAM

DEVELOPER/APPLICANT
BOING US HOLDCO, INC.
440 S. CHURCH STREET SUITE 700
CHARLOTTE, NC 28202
CONTACT: MATTHEW GILBERT
PHONE: (980) 259-0701
EMAIL: MATTHEW.GILBERT@DRIVENBRANDS.COM

OWNER
SAJADY, MUKHTAR & FATIMA
10482 MISSISSIPPI BLVD
COON RAPIDS, MN 55433

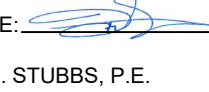
ENGINEER
CARTER ASSOCIATES, INC.
1708 21ST STREET
VERO BEACH, FL 32960
CONTACT: TREVOR STUBBS, P.E.
PHONE: (772) 362-4191
EMAIL: TREVORS@CARTERASSOC.COM

SURVEYOR
BLEW & ASSOCIATES, PA
3825 N. SHILOH DRIVE
FAYETTEVILLE, AR 72703
CONTACT: HEATH A. MYERS, P.L.S.
PHONE: (479) 443-4506
EMAIL: SURVEY@BLEWINC.COM

NOTE: SURVEY INFORMATION PROVIDED BY BLEW & ASSOCIATES, PA CIVIL ENGINEERS & LAND SURVEYORS (DRAWN 11-23-2021)

NO.	REVISION	DATE

**TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN**
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
 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.
 SIGNATURE: 
 TREVOR G. STUBBS, P.E.
 DATE: 05/17/22
 LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
 PROJ. #: 21-429E
 DRAWN BY: KB
 DATUM : SEE SURVEY
 REF. # : SEE SURVEY
 F.B. & PG. : SEE SURVEY

SHEET TITLE:
**EROSION
 CONTROL &
 DEMOLITION PLAN**

SHEET
C-2
 DWG. NO.

DEMOLITION NOTES

- ALL ITEMS NOT CALLED OUT TO BE REMOVED/RELOCATED SHALL BE PROTECTED DURING ALL THE PHASES OF CONSTRUCTION UNTIL FINAL ACCEPTANCE BY THE GOVERNING JURISDICTIONS.
- CONTRACTORS SHALL COORDINATE WITH ALL UTILITY COMPANIES CONCERNING THE ABANDONMENT, RELOCATION AND/OR DEMOLITION OF UTILITIES PRIOR TO CONSTRUCTION. NO WORK IS TO BE PERFORMED ON LIVE LINES UNLESS APPROVED IN WRITING BY THE UTILITY IN ALL CASES. A REPRESENTATIVE FROM THE UTILITY SHALL BE PRESENT FOR INITIAL ABANDONMENT AND/OR LIVE CUTS. CONTRACTOR SHALL USE EXTREME CAUTION WHEN WORKING NEAR UTILITIES AND SHALL PROTECT THEM AT ALL TIMES.
- THE CONTRACTOR IS FULLY AND COMPLETELY RESPONSIBLE FOR LOCATION, VERIFICATION, PROTECTION, STORAGE, MAINTENANCE, DEMOLITION, REMOVAL, RELOCATION OR ALTERATION OF ALL EXISTING SITE UTILITIES, SITE IMPROVEMENTS, STRUCTURES, OR CONSTRUCTION ELEMENTS AS REQUIRED TO COMPLETE THE WORK THAT ARE SHOWN ON THE PLANS AND OR THAT ARE OBSERVABLE IN THE FIELD, WHETHER CONSPICUOUSLY VISIBLE OR NOT. THE CONTRACTOR SHALL VISIT THE SITE AND BECOME THOROUGHLY FAMILIAR WITH ALL EXISTING IMPROVEMENTS, UTILITIES, AND SITE CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION.
- CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REQUIREMENTS WITH ALL DEMOLITION ACTIVITIES. IF ADDITIONAL REQUIREMENTS ARE REQUIRED FOR HAZARDOUS WASTE REMOVAL INCLUDING BUT NOT LIMITED TO ASBESTOS, SEPTIC FIELDS, LEAD, PCB, TOP, OR OTHER WASTE OR CONTAMINATION, IT IS THE CONTRACTORS RESPONSIBILITY TO COMPLY WITH MANDATES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- IT IS THE CONTRACTORS RESPONSIBILITY FOR THE PROCUREMENT OF ALL NECESSARY PERMITS.
- THE CONTRACTOR SHALL COORDINATE ALL TREE AND LANDSCAPE REMOVAL WITH THE LANDSCAPE PLANS. CONTRACTOR SHALL NOTIFY E.O.R. IF ANY DISCREPANCIES OCCUR BETWEEN THE DEMOLITION PLAN AND THE LANDSCAPE PLANS.
- SAW-CUT AREAS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD STAKE AND CONSULT ENGINEER OF RECORD PRIOR TO CONSTRUCTION, IF NECESSARY.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS OF DAMAGE TO ALL ITEMS THAT ARE TO REMAIN. ALL REPAIRS SHALL USE NEW MATERIAL. THE REPAIRS SHALL RESTORE THE ITEM TO THE PRE-DEMOLITION CONDITION. SUCH REPAIRS SHALL BE THE CONTRACTORS SOLE EXPENSE.
- THE CONTRACTOR SHALL NOT PERFORM ANY EARTH MOVEMENT ACTIVITIES, DEMOLITION OR REMOVAL OF FOUNDATION WALLS, FOOTINGS, OR OTHER MATERIALS WITHIN THE LIMITS OF DISTURBANCE UNLESS IT IS IN STRICT ACCORDANCE WITH GOVERNING JURISDICTIONS, THE PROJECT PLANS, AND SPECIFICATIONS.
- ALL EXCAVATION RESULTING FROM OR INCIDENTAL TO, DEMOLITION ACTIVITIES SHALL BE BACKFILLED BY THE CONTRACTOR WITH APPROVED MATERIALS, AND SHALL BE SUFFICIENTLY COMPACTED TO SUPPORT NEW IMPROVEMENTS AND IN COMPLIANCE WITH THE RECOMMENDATIONS IN THE GEOTECHNICAL REPORT. BACKFILLING SHALL OCCUR IMMEDIATELY AFTER DEMOLITION ACTIVITIES, AND SHALL BE DONE SO AS TO PREVENT WATER ENTERING THE EXCAVATION. FINISHED SURFACES SHALL BE GRADED TO PROMOTE POSITIVE DRAINAGE. IF THE CONTRACTOR DOES NOT HAVE A COPY OF THE GEOTECHNICAL REPORT, THEN CONTRACTOR SHALL REQUEST A COPY.
- THE USE OF EXPLOSIVES IS PROHIBITED WITHOUT PRIOR WRITTEN CONSENT OF BOTH THE OWNER AND ALL APPLICABLE GOVERNMENTAL AUTHORITIES.
- CONTRACTOR SHALL CONDUCT DEMOLITION ACTIVITIES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, SIDEWALKS, WALKWAYS, AND OTHER ADJACENT FACILITIES. M.O.T. PERMITS MUST BE RECEIVED FROM THE APPROPRIATE GOVERNMENTAL AUTHORITY PRIOR TO THE COMMENCEMENT OF ANY ROAD OPENING OR DEMOLITION ACTIVITIES IN OR ADJACENT TO THE RIGHT-OF-WAY.
- DEMOLITION ACTIVITIES AND EQUIPMENT SHALL NOT OCCUR OR BE STORED OUTSIDE THE DEFINED PROJECT LIMIT LINE, WITHOUT WRITTEN PERMISSION OF THE OWNER(S) AND ALL GOVERNMENTAL AGENCIES HAVING JURISDICTION.
- THE CONTRACTOR SHALL USE DUST CONTROL MEASURES TO LIMIT AIRBORNE DUST AND DIRT IN ACCORDANCE WITH FEDERAL, STATE, AND/OR LOCAL STANDARDS. ONCE THE DEMOLITION PHASE IS OVER, ADJACENT STRUCTURES AND IMPROVEMENTS SHALL BE CLEANED OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR SAFEGUARDING THE SITE DURING DEMOLITION/CONSTRUCTION IN SUCH A MANNER AS TO PREVENT THE ENTRY OF UNAUTHORIZED PERSONS AT ANY TIME.
- THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF BARRIERS, FENCING AND OTHER APPROPRIATE SAFETY ITEMS NECESSARY TO PROTECT THE PUBLIC FROM AREAS OF CONSTRUCTION AND CONSTRUCTION ACTIVITY.
- ALL DEMOLITION WASTE AND DEBRIS SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL MUNICIPAL, COUNTY, STATE, AND FEDERAL LAWS AND APPLICABLE CODES. THE CONTRACTOR SHALL MAINTAIN RECORDS TO PROVE PROPER DISPOSAL ACTIVITIES, TO BE PROVIDED TO THE OWNER UPON REQUEST. UNDER NO CIRCUMSTANCES SHALL DEBRIS BE BURIED ON THE SUBJECT SITE.
- THE CONTRACTOR SHALL NOT IMPACT ANY WETLANDS THROUGH CONSTRUCTION ACTIVITIES IN ANY WAY UNLESS APPROVED BY E.O.R. AND GOVERNING JURISDICTIONS.
- CARTER ASSOCIATES, INC. AND THE E.O.R. IS NOT RESPONSIBLE FOR JOB SITE SAFETY OR SUPERVISION. CONTRACTOR IS TO PROCEED WITH THE DEMOLITION IN A SAFE AND SYSTEMATIC MANNER, FOLLOWING ALL THE OSHA REQUIREMENTS TO ENSURE PUBLIC AND CONTRACTOR SAFETY.
- THE DEMOLITION PLAN IS INTENDED TO IDENTIFY THE EXISTING ITEMS/CONDITIONS WHICH ARE TO BE REMOVED, RELOCATED, OR MADE AWARE OF. THE DEMOLITION PLAN DOES NOT PROVIDE DIRECTION AS TO THE MEANS AND METHODS USED TO ACCOMPLISH THAT WORK. ALL MEANS AND METHODS UTILIZED ARE TO BE IN STRICT ACCORDANCE WITH ALL STATE, FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL OSHA AND OTHER SAFETY PRECAUTIONS NECESSARY TO PROVIDE A SAFE WORK SITE.

ENVIRONMENTAL NOTE
 THE SUBJECT PLAN SET PRODUCED BY CARTER ASSOCIATES, INC. DOES NOT DEPICT ENVIRONMENTAL CONDITIONS OR ANY ASSURANCE REGARDING THE PRESENCE OR ABSENCE OF ENVIRONMENTALLY IMPACTED SITE CONDITIONS. CARTER ASSOCIATES, INC. IS NOT RESPONSIBLE FOR EXPLORATION, TESTING, FINDINGS OR OTHER ENVIRONMENTAL SERVICES RELATED TO, BUT NOT LIMITED TO, THE DETERMINATION OF THE POTENTIAL FOR CHEMICAL, TOXIC, RADIOACTIVE OR OTHER TYPE OF CONTAMINANTS AFFECTING THE PROPERTY FOR THE SUBJECT PROJECT. IF ANY ENVIRONMENTAL CONTAMINATION OR WASTE IS DISCOVERED, THE OWNER AND CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LAWS AND REGULATIONS.

UNDERGROUND UTILITIES NOTE
 THE UNDERGROUND UTILITIES SHOWN WITHIN THE PLAN SET PROVIDED BY CARTER ASSOCIATES, INC. HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS PROVIDED BY OTHERS. CARTER ASSOCIATES, INC. MAKE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE OF ALL SUCH UTILITIES IN THE AREA. CARTER ASSOCIATES, INC. FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN WITHIN THE PLAN SET ARE IN THE EXACT LOCATION INDICATED. HOWEVER, CARTER ASSOCIATES, INC. DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION PROVIDED.

TREE TABLE

TREE ID	TRUNK DIAMETER	TYPE
T1	36"	DECIDUOUS
T2	24"	DECIDUOUS
T3	24"	DECIDUOUS
T4	12"	DECIDUOUS
T5	12"	DECIDUOUS

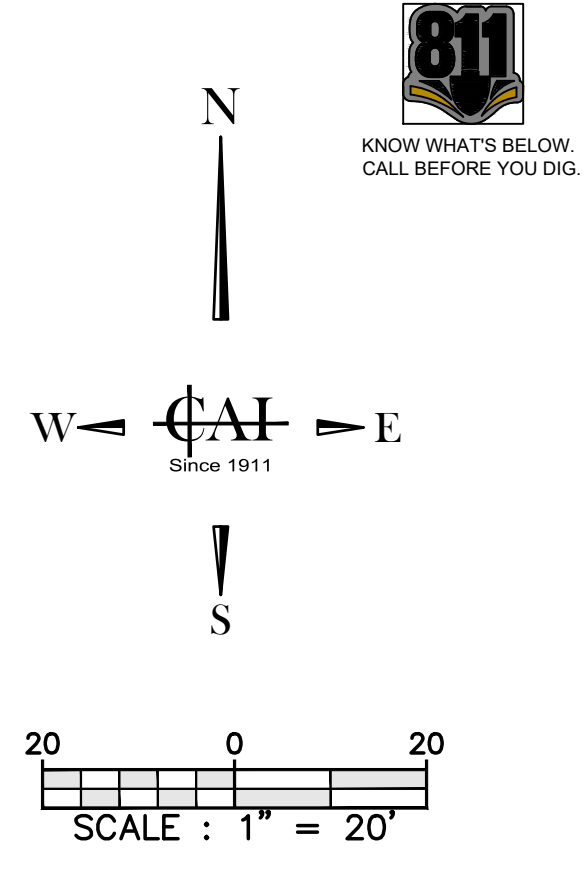
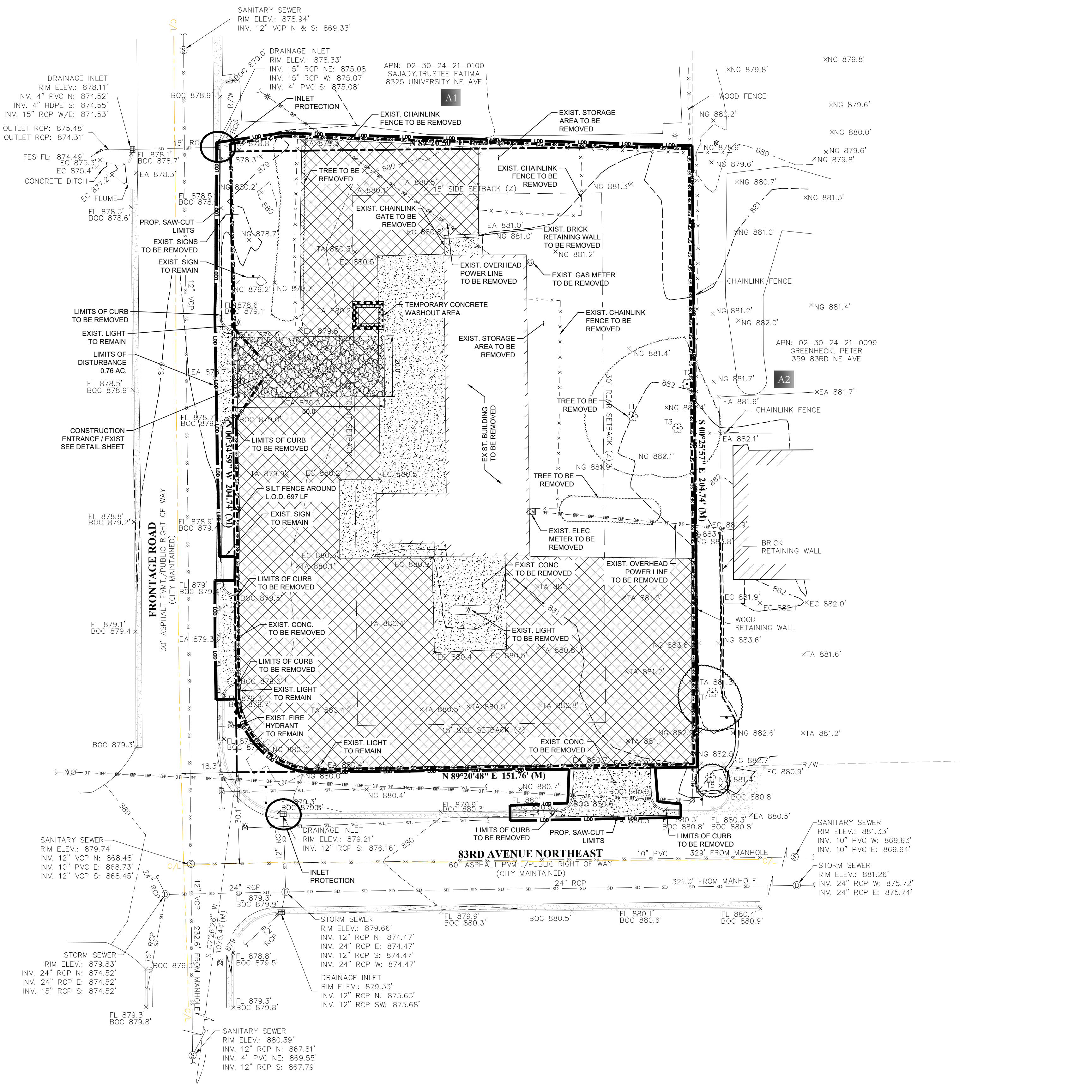
DEMOLITION LEGEND

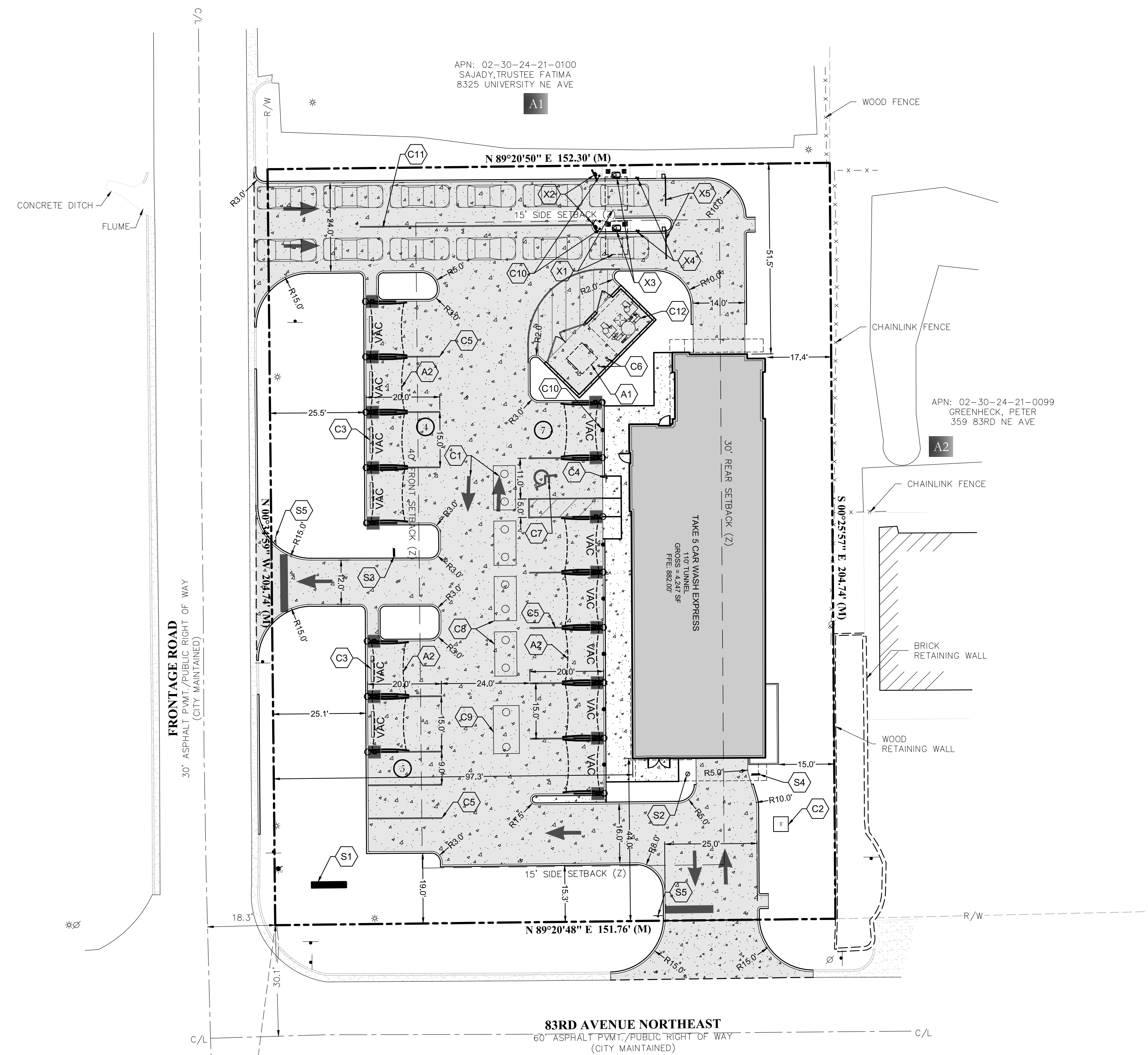
	INLET PROTECTION, SEE DETAIL SHEET C-9
	TEMPORARY CONCRETE WASHOUT
	LIMITS OF DEVELOPMENT (DISTURBANCE - ± 0.76 AC)
	SILTS FENCE, SEE DETAIL SHEET C-9
	EXISTING GRAVEL TO BE REMOVED & PROPERLY DISPOSED
	EXISTING ASPHALT PAVEMENT TO BE REMOVED & PROPERLY DISPOSED

NOTE:
 LIGHTER SHADE DENOTES EXISTING CONDITION.
 DARKER SHADE DENOTES DEMOLITION/REMOVAL.

SURVEY/EX. FEATURES LEGEND

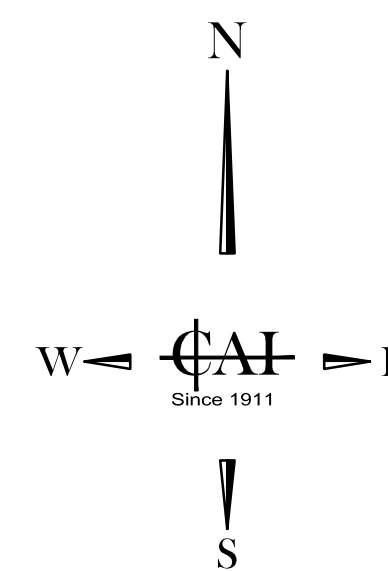
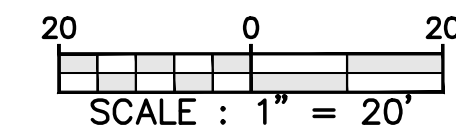
	FOUND MONUMENT (AS NOTED)
	SET REBAR (AS NOTED)
	SIGN
	POWER POLE
	TREE SYMBOL
	ELECTRIC METER
	GAS METER
	GRADED INLET
	LIGHT POLE
	FIRE HYDRANT
	WATER VALVE
	STORM MANHOLE
	SPOT ELEVATION
	SANITARY MANHOLE
	PROPERTY LINE
	CENTERLINE OF ROAD (CL)
	RIGHT-OF-WAY
	BUILDING SETBACK
	BUILDING
	OVERHEAD POWER LINE
	FENCE LINE
	STORM LINE
	WATER LINE
	ASPHALT
	SANITARY SEWER LINE
	TREE LINE (DRIP LINE)
	CONTOUR MAJOR
	CONTOUR MINOR
	(M) MEASURED DIMENSION
	(R) RECORDED DIMENSION
	(Z) ZONING REQUIREMENTS
	NF NOW OR FORMERLY
	VCP VITRIFIED CLAY PIPE
	HDPE HIGH DENSITY POLYETHYLENE
	RCP REINFORCED CONCRETE PIPE
	NG NATURAL GRADE
	PVC POLYVINYL CHLORIDE PIPE
	APN ASSESSOR PROPERTY #





SITE DATA	
PROJECT NAME:	TAKE 5 EXPRESS CAR WASH OF SPRING LAKE PARK, MN
SITE ADDRESS:	8301 UNIVERSITY AVE NE SPRING LAKE PARK, MN 5572 AC
TOTAL PARCEL AREA:	VILLAGE OF SPRING LAKE PARK C-2 - NEIGHBORHOOD & SERVICE CENTER COMM.
JURISDICTION:	023024210098
TAX PARCEL NO.:	CAR WASH (CONDITIONAL)
INTENDED USE:	AUTO REPAIR
EXISTING USE:	ZONE X
FLOOD ZONE:	FIRM 27003C0382E DATED DECEMBER 16, 2015
SETBACKS:	REQUIRED
FRONT:	TBD
REAR:	TBD
SIDE:	TBD
PARKING CALCULATIONS	
PARKING REQUIRED:	10 SPACE PER LANE TOTAL REQUIRED: 10 SPACES
PARKING PROVIDED:	3 SPACES (9'x20') + 12 VAC SPACES 1 HANDICAP

SITE PLAN LEGEND	
	PROPOSED CONCRETE PAVEMENT (SEE PAVING PLAN)
	PROPOSED CONCRETE SIDEWALK (SEE PAVING PLAN)
	PARKING SPACE COUNTER
	PROPERTY LINE
	SAWCUT & MATCH
	BUILDING SETBACK



SIGN KEYNOTES	
	PROPOSED PYLON SIGN REFER TO SIGN PACKAGE
	TUNNEL EXIT LIGHT
	"COME BACK SOON" SIGN
	"FREE VACUUM" SIGN
	STOP SIGN
NOTE: SIGN PACKAGE BY OTHERS. SIGN PERMITTED UNDER SEPARATE PERMIT.	

SITE FEATURES KEYNOTES	
	CMU DUMPSTER ENCLOSURE. REFERENCE ARCH PLANS FOR DETAILS.
	VACUUM CANOPY. REFERENCE ARCH SITE DETAILS.
	PAVEMENT MARKINGS. REFERENCE SHEET C-7 FOR DETAILS.
	PAD MOUNTED TRANSFORMER. REFERENCE SHEET C-5 FOR DETAILS.
	WHEEL STOP. REFERENCE SHEET C-7 FOR DETAILS.
	ACCESSIBLE SIGN IN BOLLARD. REFERENCE SHEET C-7 FOR DETAILS.
	4" WHITE STRIPING. REFERENCE SHEET C-7 FOR DETAILS.
	BOLLARD TYPE I. REFERENCE SHEET C-7 FOR DETAILS.
	ACCESSIBLE PARKING. REFERENCE SHEET C-7 FOR DETAILS.
	WATER RECLAMATION SUMP. REFERENCE MEP DETAILS.
	SAND AND OIL INTERCEPTOR. REFERENCE MEP DETAILS.
	BOLLARD TYPE II. REFERENCE SHEET C-7 FOR DETAILS.
	4" SOLID WHITE LANE STRIPE.
	VACUUM EQUIPMENT ROOM.

PAY KIOSK KEYNOTES	
	PAY STATION CANOPY. REFERENCE ARCH PLANS FOR DETAILS.
	XPT MENU BOARD. REFERENCE ARCH PLANS FOR DETAILS.
	KIOSK. REFERENCE ARCH PLANS FOR DETAILS.
	FAST PASS READER. REFERENCE ARCH PLANS FOR DETAILS.
	GATE. REFERENCE ARCH PLANS FOR DETAILS.

SITE PLAN NOTES	
1.	THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING IMPROVEMENTS AND TREES AND OTHER DEBRIS WITHIN THE LIMITS OF THE WORK FROM THE SITE. THE BURIAL OF TREES AND OTHER DEBRIS ON-SITE WILL NOT BE ALLOWED.
2.	ALL CONSTRUCTION ACTIVITIES/WORK SHALL COMPLY WITH ALL GOVERNING JURISDICTIONS, STATE OF MINNESOTA, AND FEDERAL CODES AND ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT HIS EXPENSE UNLESS PREVIOUSLY OBTAINED BY THE OWNER.
3.	ALL WORK SHALL BE PERFORMED IN A FINISHED AND WORKMANLIKE MANNER TO THE ENTIRE SATISFACTION OF THE OWNER, AND IN ACCORDANCE WITH THE BEST RECOGNIZED TRADE PRACTICES.
4.	ALL MATERIALS SHALL BE NEW UNLESS USED OR SALVAGED MATERIALS ARE AUTHORIZED BY THE OWNER PRIOR TO USE.
5.	ALL WORK PERFORMED ON CITY, COUNTY, AND/OR STATE OR FEDERAL RIGHT-OF-WAY SHALL BE IN STRICT CONFORMANCE WITH APPLICABLE STANDARDS AND SPECIFICATIONS OF THE APPROPRIATE GOVERNING AGENCIES.
6.	PRIOR TO COMMENCEMENT OF CONSTRUCTION BUILDING DIMENSIONS SHALL BE COORDINATED AND CHECKED WITH THE ARCHITECTURAL PLANS.
7.	ALL DISTURBED AREAS WITHIN SIDEWALK/ CURB AND GUTTER/ ROAD PAVEMENT SHALL BE RESTORED TO ITS ORIGINAL OR BETTER CONDITIONS.
8.	ALL DIMENSIONS ARE TO THE FACE OF CURB, UNLESS OTHERWISE NOTED.
9.	ALL SIDEWALKS SHALL HAVE A WIDTH OF 5 FEET, UNLESS OTHERWISE NOTED.

CAI
 CARTER ASSOCIATES, INC.
 SERVING FLORIDA SINCE 1911
 CONSULTING ENGINEERS
 AND LAND SURVEYORS
 1708 21ST STREET
 VERO BEACH, FL 32960
 TEL: 772-563-4191
 EMAIL: Trevor@CarterAssoc.com

BOING US HOLDCO, INC.
 dba "TAKE 5 EXPRESS CAR WASH"
 6300 S SYRACUSE WAY #205
 CENTENNIAL, CO
 TEL: (980) 256-0701
 EMAIL: tvevor@boing.com

NO.	REVISION	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

**TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN**
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
 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.
 SIGNATURE:
 TREVOR G. STUBBS, P.E.
 DATE: 05/07/22
 LICENSE NUMBER: 60001

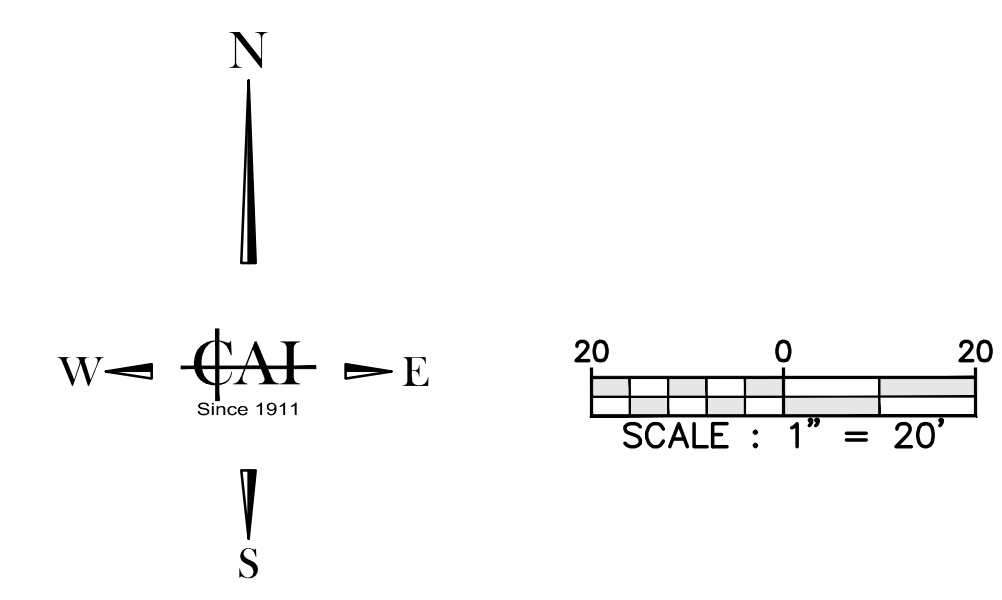
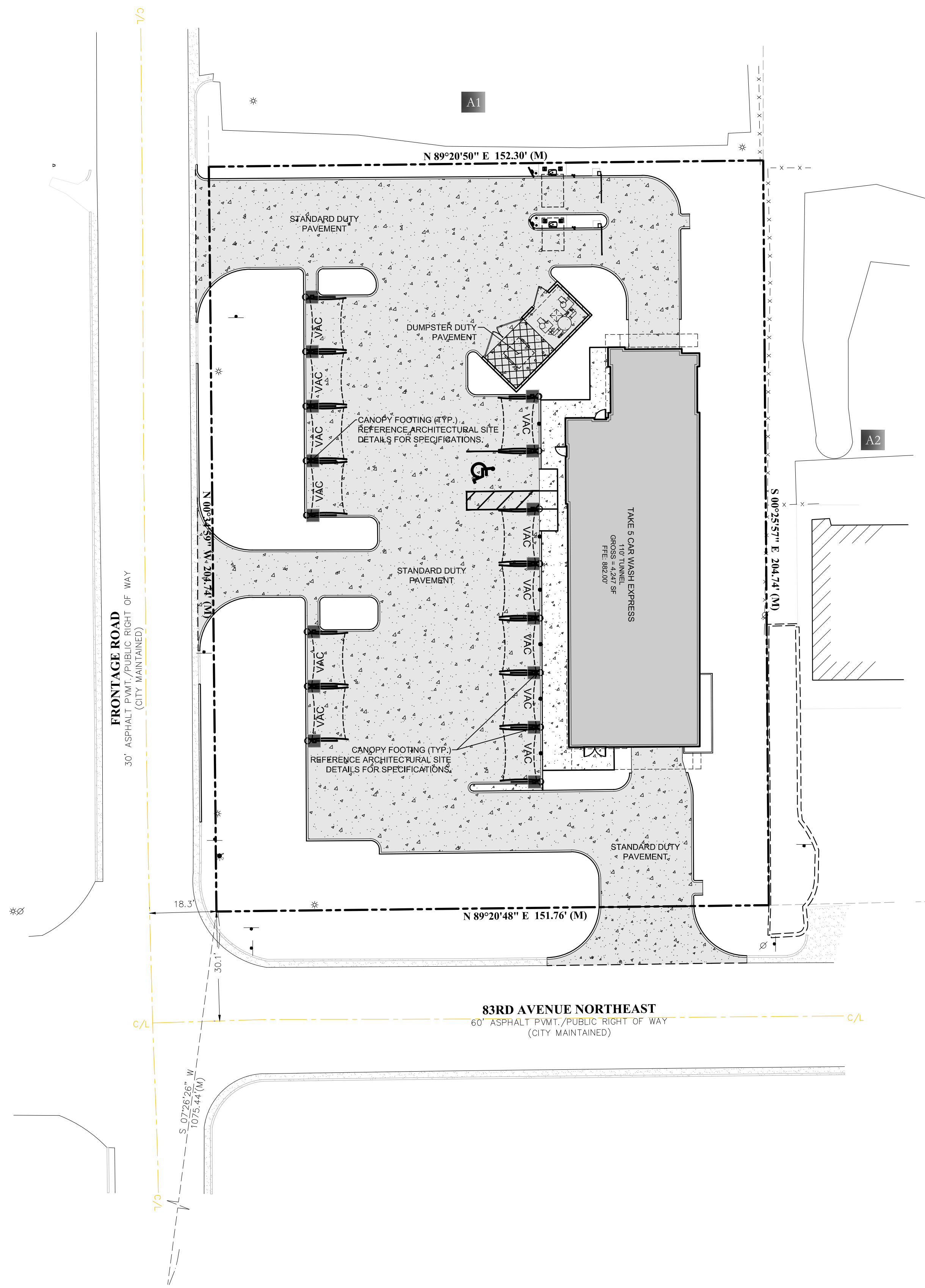
ISSUED DATE: 03-07-22
 PROJ. # : 21-429E
 DRAWN BY: KB
 DATUM : SEE SURVEY
 REF. # : SEE SURVEY
 F.B. & PG. : SEE SURVEY

SHEET TITLE:
SITE PLAN

SHEET
C-3

DWG. NO.:

P:\21-426-City of Spring Lake\Projects\21-426\Drawings\C-4 - Paving\21-426.dwg, P:\21-426\Drawings\21-426.dwg, L:\Users\lbowen



PAVING LEGEND

	STANDARD DUTY PAVEMENT 6" 4,000 PSI PORTLAND CEMENT CONCRETE PAVEMENT W/ #3 BARS @ 15" O.C.E.W. ON 6" AGGREGATE BASE ON 12" SELECT FILL SUBGRADE (MIN. CBR 8) AT A MINIMUM OF 95% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D-698) WITHIN 2% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT.
	SIDEWALK & FLATWORK 4" REINFORCED CONCRETE SIDEWALK FLATWORK (3,500 PSI AT 28 DAYS) W/ #3 BARS @ 18" O.C.E.W. ON COMPACTED SUBGRADE TO 95% OF THE MAXIMUM DRY DENSITY WITHIN 2 PERCENTAGE POINTS OF OPTIMUM MOISTURE CONTENT.
	DUMPSTER DUTY PAVEMENT 7" 4,000 PSI PORTLAND CEMENT CONCRETE PAVEMENT W/ #4 BARS @ 15" O.C.E.W. ON 6" AGGREGATE BASE ON 12" SELECT FILL SUBGRADE (MIN. CBR 8) AT A MINIMUM OF 95% MAXIMUM STANDARD PROCTOR DRY DENSITY (ASTM D-698) WITHIN 2% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT.
	CANOPY FOUNDATION PROPOSED CANOPY FOUNDATION. REFER TO ARCHITECTURAL SITE DETAILS FOR SIZING AND SPECS.

PAVEMENT JOINT NOTES

- PAVEMENT JOINT LAYOUT:** CONTROL JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 12 FEET O.C.E.W. EXPANSION JOINTS SHALL BE INSTALLED AT A MAXIMUM SPACING OF 60 FEET. LEVEL UP SAND COURSE WILL NOT BE ALLOWED. IF A PROPOSED PAVEMENT JOINT LAYOUT PLAN HAS BEEN PROVIDED BY THE ENGINEER, THE CONTRACTOR SHALL IMPLEMENT THAT PLAN OR PROVIDE AN ALTERNATE JOINT LAYOUT TO THE ENGINEER FOR REVIEW. IF A PAVEMENT JOINT LAYOUT PLAN HAS NOT BEEN PROVIDED, THE CONTRACTOR WILL BE RESPONSIBLE FOR PREPARATION OF THE PLAN AND SUBMITTAL TO THE ENGINEER FOR REVIEW. THE CONTRACTOR'S JOINT LAYOUT PLAN SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW A MINIMUM OF 2 WEEKS PRIOR TO BEGINNING PAVING CONSTRUCTION.
- SAW CUTTING:** SAW CUTTING SHALL BE DONE WITHIN EIGHT HOURS OF POUR OR AS SOON AS CONCRETE CAN SUPPORT WEIGHT. THE CONTRACTOR SHALL MARK JOINT LOCATIONS AT THE CENTERLINE OF THE DOWEL LENGTH DURING HIS PAVING OPERATIONS. ALL SAWED JOINTS ARE TO BE TRUE IN ALIGNMENT AND SHALL CONTINUE THROUGH THE CURB. RADIAL JOINTS SHALL BE NO SHORTER THAN 18 INCHES.
- JOINT SEALING:** ALL CONSTRUCTION & CONTROL JOINTS SHALL BE SAWN, CLEANED OF DEBRIS, DIRT, DUST, SCALE, CURING COMPOUND AND CONCRETE, BLOWN DRY AND IMMEDIATELY SEALED. JOINT SEALING MATERIAL SHALL BE HOT Poured RUBBER SEALANT OR AN APPROVED EQUAL. SPECIFICATIONS TO BE SUBMITTED TO ENGINEER PRIOR TO PLACEMENT.
- ODD SHAPED PANELS:** ODD SHAPED PANELS SHALL BE REINFORCED WITH #3 BARS AT 18 INCHES O.C.E.W. AN ODD SHAPED PANEL IS CONSIDERED TO BE ONE IN WHICH THE SLAB TAPERS TO A SHARP ANGLE WHEN THE LENGTH TO WIDTH RATIO EXCEEDS 3 TO 1 OR WHEN A SLAB IS NEITHER SQUARE NOR RECTANGULAR.
- EXPANSION JOINTS:** THE CONTRACTOR SHALL PROVIDE AN EXPANSION JOINT AROUND THE PERIMETER OF ANY BLOCKOUT IN THE CONCRETE PAVING.

GENERAL PAVING NOTES

- GENERAL CONSTRUCTION NOTES:** REFER TO SHEET C-1 "GENERAL CONSTRUCTION NOTES" FOR THE GENERAL CONSTRUCTION NOTES FOR THE PROJECT.
- PAVEMENT DESIGN:** ALL ON SITE CONCRETE PAVING SHALL BE OF THE THICKNESS AND STRENGTH SHOWN ON THE PLAN. CONCRETE SHALL BE THE DESIRED STRENGTH AT 28 DAYS AND REINFORCED WITH #3 BARS @ 18 INCHES O.C.E.W.
- REINFORCING BARS:** ALL REINFORCING BARS SHALL BE GRADE 40 KSI DEFORMED REINFORCING STEEL. REINFORCING SHALL BE SUPPORTED BY CHAIRS AND SPACED AT 18 SF MAX. INTERVALS. REFERENCE LEGEND FOR REINFORCEMENT SIZE AND SPACING.
- BAR CHAIRS:** ALL REINFORCING STEEL AND DOWEL BARS IN PAVEMENT SHALL BE SUPPORTED AND MAINTAINED AT THE CORRECT CLEARANCES BY THE USE OF BAR CHAIRS OR OTHER APPROVED SUPPORT.
- TEMPERATURE CONDITIONS FOR CONCRETE PLACEMENT:** CONCRETE SHALL NOT BE PLACED WHEN THE TEMPERATURE IS BELOW 40 DEGREES FAHRENHEIT AND FALLING, BUT MAY BE PLACED WHEN TEMPERATURE IS ABOVE 35 DEGREES FAHRENHEIT AND RISING. THE TEMPERATURE READING SHALL BE TAKEN IN THE SHADE AND AWAY FROM ARTIFICIAL HEAT.
- SUBGRADE PREPARATION:** SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF 6 INCHES AND SHALL BE RECOMPACTED TO A (MIN.) OF 95% OF THE STANDARD PROCTOR (ASTM D-698) MAXIMUM DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% BELOW TO 3% ABOVE OPTIMUM MOISTURE CONTENT. REFER TO GEOTECHNICAL REPORT AND SUPPLEMENTS BY TERRACON CONSULTANTS, INC. REPORT DATED 11-30-21.
- PREPARATION OF SUBGRADE UNDER PAVED AREAS SHALL BE PERFORMED IN ACCORDANCE WITH THE GOVERNING AUTHORITIES' SPECIFICATIONS OR THE GEOTECHNICAL REPORT. THE MORE RESTRICTIVE REQUIREMENTS SHALL APPLY.**
- PREPARATION OF THE SUBGRADE FOR PAVING WITHIN RIGHT-OF-WAY, ACCESS EASEMENTS AND/OR FIRE LANES SHALL NOT BE INITIATED UNTIL ALL TESTING OF UNDERGROUND UTILITIES HAS BEEN COMPLETED AND VERIFIED TO MEET THE GOVERNING AUTHORITIES' SPECIFICATIONS AND AUTHORIZATION TO PROCEED HAS BEEN RECEIVED FROM THE INSPECTOR.**
- PAVEMENT SUBGRADE SHALL NOT BE ALLOWED TO RETAIN WATER. WET MATERIAL SHALL BE REMOVED TO DRY, SOUND MATERIAL AND APPROPRIATE DENSITY ACHIEVED PRIOR TO PAVING OPERATIONS.**
- PROOF-ROLL SUBGRADE:** THE SUBGRADE SHALL BE PROOF-ROLLED WITH HEAVY PNEUMATIC EQUIPMENT. ANY SOFT OR PUMPING AREAS SHALL BE EXCAVATED TO FIRM SUBGRADE AND BACKFILLED AND RE-COMPACTED IN CONFORMANCE WITH THE GEOTECHNICAL REPORT.
- SELECT FILL SUBGRADE:** PER THE GEOTECHNICAL REPORT
- SAND CUSHION PROHIBITED:** THE USE OF "LEVEL UP" SAND CUSHION UNDER PAVEMENT, INCLUDING SIDEWALKS, IS STRICTLY PROHIBITED.
- PAVEMENT REMOVAL:** BREAKOUTS FOR REMOVAL OF EXISTING PAVEMENT AND CURBS SHALL BE MADE BY A FULL-DEPTH SAWCUT WHEN ADJACENT TO PROPOSED PAVING AND/OR CURBS.
- CONNECTION TO EXISTING PAVEMENT:** IN ALL INSTANCES WHERE THE CONTRACTOR CONNECTS PROPOSED CONCRETE PAVEMENT TO EXISTING CONCRETE PAVEMENT, AT LEAST 15-INCHES OF REINFORCING STEEL SHALL BE EXPOSED FROM THE EXISTING CONCRETE PAVEMENT, OR THE CONTRACTOR SHALL PROVIDE HORIZONTAL DOWEL BARS PER THE DETAILS. PROPOSED CONCRETE CURBS SHALL MATCH ELEVATIONS OF EXISTING CURB.
- TESTING:** SAMPLES FOR STRENGTH TESTS OF THE CONCRETE PAVEMENT WILL BE TAKEN BY THE GEOTECHNICAL ENGINEER TO VERIFY DESIGN STRENGTH. PAVEMENT AREAS FOUND TO BE DEFICIENT IN STRENGTH SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR. THE GEOTECHNICAL ENGINEER SHALL ALSO RANDOMLY CORE THE PAVEMENT TO VERIFY THE THICKNESS OF CONCRETE. ANY AREA FOUND TO BE DEFICIENT IN THICKNESS SHALL BE REMOVED AND REPLACED SOLELY AT THE EXPENSE OF THE CONTRACTOR.
- SIDEWALKS AND RAMPS:** CONSTRUCTION OF SIDEWALKS, WHEELCHAIR RAMPS AND ACCESSIBLE ROUTES SHALL BE IN ACCORDANCE WITH THE AMERICANS DISABILITY ACT (ADA).
- SLOPED SIDEWALKS ADJACENT TO BUILDING SHALL NOT HAVE SLOPES GREATER THAN 5% OR 1:20 ALONG THE TRAVEL PATH AND A MAX 2% CROSS FALL. NO RAMPS SHALL BE USED ADJACENT TO BUILDING.**
- IRRIGATION CONDUIT:** ALL IRRIGATION CONDUIT AND SLEEVES SHALL BE TWO 4-INCH SCHEDULE 40 PVC, INSTALLED WITH A MINIMUM OF 24-INCHES OF COVER. REFERENCE THE PAVING PLAN AND/OR LANDSCAPE PLANS FOR NUMBER OF CONDUITS, SIZE AND LOCATIONS OF PROPOSED IRRIGATION CONDUITS AND SLEEVES.
- PAVEMENT WARRANTY:** CONTRACTOR WILL PROVIDE A 2-YEAR UNCONDITIONAL MAINTENANCE FREE WARRANTY ON ALL PAVEMENT SURFACES.

MISC. NOTES:
REFERENCE SHEET C-8 FOR PAVING DETAILS

!CAUTION!
CONTRACTOR TO CONTACT THE GOPHER STATE ONE CALL (1-800-252-1166) AT LEAST 2 WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION. CARTER ASSOCIATES INC. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES IN THE PROJECT AREA. IF FIELD CONDITIONS DIFFER SIGNIFICANTLY FROM THE LOCATION SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.

CAI

CARTER ASSOCIATES, INC.
SERVING FLORIDA SINCE 1911
CONSULTING ENGINEERS
AND LAND SURVEYORS

1708 21ST STREET
VERO BEACH, FL 32960
TEL: 772-563-4191
EMAIL: Trevor@CarterAssoc.com

COPYRIGHT © 2022 Carter Associates, Inc. This document and associated electronic files are the property of Carter Associates, Inc. and are intended for use only on the specific project for which they were originally issued. This document and associated electronic files may not be reproduced, copied, revised, modified or changed in any way without the written permission of Carter Associates, Inc.

BOING US HOLDCO, INC.
dba "TAKE 5 EXPRESS CAR WASH"
6300 S SYRACUSE WAY #205
CENTENNIAL, CO

TEL: (980) 256-0701
EMAIL: ttrever@take5express.com

NO.	REVISION	DATE

**TAKE 5 EXPRESS CAR WASH
OF SPRING LAKE PARK, MN**

8301 UNIVERSITY AVE NE
SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
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.

SIGNATURE:

TREVOR G. STUBBS, P.E.
DATE: 05/07/22

LICENSE NUMBER: 60001


ISSUED DATE: 03-07-22
PROJ. # : 21-426
DRAWN BY: KB
DATUM : SEE SURVEY
REF. # : SEE SURVEY
F.B. & PG. : SEE SURVEY

SHEET TITLE:
PAVING PLAN

SHEET
C-4
DWG. NO.

NO.	REVISION	DATE

**TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN**
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
 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.
 SIGNATURE: 
 TREVOR G. STUBBS, P.E.
 DATE: 05/01/22
 LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
 PROJ. # : 24-4296
 DRAWN BY: KB
 DATUM : SEE SURVEY
 REF. # : SEE SURVEY
 F.B. & P.G. : SEE SURVEY
 SHEET TITLE:
GRADING & DRAINAGE PLAN
 SHEET
C-5
 DWG. NO.

GRADING NOTES

- GENERAL CONSTRUCTION NOTES:** REFER TO SHEET C-1 - GENERAL CONSTRUCTION NOTES FOR THE GENERAL CONSTRUCTION NOTES FOR THE PROJECT.
- UNDISTURBED AREAS:** PRIOR TO GRADING, BRUSH REMOVAL, OR SITE CONSTRUCTION, THE CONTRACTOR SHALL MEET WITH THE DEVELOPER AND/OR ENGINEER AT THE SITE TO ASCERTAIN THE AREAS OF THE PROJECT SITE THAT ARE TO BE PROTECTED AND PRESERVED. REFER TO THE "GENERAL TREE PROTECTION NOTES" FOR ALL CONSTRUCTION IN THE VICINITY OF EXISTING TREES.
- TESTING:** ALL EARTHWORK OPERATIONS SHALL BE OBSERVED AND TESTED ON A CONTINUING BASIS BY THE GEOTECHNICAL ENGINEER FOR CONFORMANCE WITH THE REQUIREMENTS SET FORTH IN THE GEOTECHNICAL STUDY PREPARED BY TERRACON CONSULTANTS, INC., DATED 11-30-2021, WHICH IS MADE A PART OF THESE CONSTRUCTION DOCUMENTS.
- STRIPPING AND DEBRIS REMOVAL:** THE BUILDING PAD SITES, AREAS TO BE PAVED, AND ALL AREAS THAT ARE TO RECEIVE FILL MATERIAL SHALL BE STRIPPED OF VEGETATION, TREES, ROOTS, STUMPS, DEBRIS, AND OTHER ORGANIC MATERIAL. THE DEPTH OF STRIPPING IS ESTIMATED TO BE ON THE ORDER OF 6 INCHES IN ORDER TO REMOVE THE SURFACE SOIL CONTAINING ORGANIC MATERIAL. THE ACTUAL STRIPPING DEPTH SHALL BE BASED ON FIELD OBSERVATIONS. STRIPPED TOPSOIL SHALL BE STOCKPILED IN A LOCATION ON-SITE APPROVED BY THE DEVELOPER. ALL TREES, INCLUDING STUMPS AND ROOT SYSTEMS, VEGETATION, DEBRIS AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OFF-SITE. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS GOVERNING SPILLAGE OF DEBRIS WHILE TRANSPORTING TO A DISPOSAL SITE. ALL COSTS ASSOCIATED WITH DISPOSAL OF MATERIAL SHALL BE INCLUDED IN THE CONTRACT AMOUNT.
- BURNING:** BURNING SHALL NOT BE PERMITTED ON THE PROJECT SITE UNLESS APPROVED IN WRITING BY THE GOVERNING AUTHORITIES AND THE DEVELOPER.
- PROOF ROLLING:** UPON COMPLETION OF STRIPPING OPERATIONS, AND PRIOR TO PLACEMENT OF ANY FILL MATERIALS, THE STRIPPED AREAS SHOULD BE OBSERVED TO DETERMINE IF ADDITIONAL EXCAVATION IS REQUIRED TO REMOVE WEAK OR OTHERWISE OBJECTIONABLE MATERIALS THAT WOULD ADVERSELY AFFECT THE FILL PLACEMENT. THE SUBGRADE SHOULD BE FIRM AND ABLE TO SUPPORT CONSTRUCTION EQUIPMENT WITHOUT DISPLACEMENT. SOFT OR YIELDING SUBGRADE SHOULD BE CORRECTED AND MADE STABLE BEFORE CONSTRUCTION PROCEEDS. PROOF ROLLING SHOULD BE PERFORMED USING A HEAVY PNEUMATIC TIRE ROLLER LOADED ON A TRUCK, OR SIMILAR PIECE OF EQUIPMENT WEIGHING 25 TONS. THE PROOF ROLLING OPERATIONS SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER OR HIS REPRESENTATIVE.
- UNSTABLE MATERIAL:** WHEN CLAY OR OTHER UNSTABLE MATERIAL IS PRESENT IN AREAS OF PROPOSED BUILDING PADS OR PAVED AREAS, THE GEOTECHNICAL ENGINEER SHALL OBSERVE THE STABILITY OF ANY EXISTING CLAY OR WEATHERED MATERIAL THAT IS PRESENT IN THE SUB-BASE AND SHALL DETERMINE WHETHER ADDITIONAL EXCAVATION OF THESE MATERIALS WILL BE REQUIRED. IF THIS MATERIAL IS DEEMED SUITABLE FOR SUB-BASE MATERIAL, THE SUBGRADE SHALL BE SCARIFIED TO A DEPTH OF SIX INCHES. ITS MOISTURE CONTENT ADJUSTED AS RECOMMENDED BY THE GEOTECHNICAL ENGINEER, AND THEN RE-COMPACTED TO AT LEAST 85% OF THE OPTIMUM DENSITY DETERMINED BY THE STANDARD PROCTOR TEST, ASTM D - 698 PRIOR TO PLACEMENT OF FILL MATERIALS.
- CONTROLLED FILL:** ALL SOILS USED FOR CONTROLLED FILL SHOULD BE FREE OF ROOTS, VEGETATION, AND OTHER DELETERIOUS OR UNDESIRABLE MATTER. ROCKS LESS THAN 4 INCHES IN LARGEST DIMENSION WITHIN 15 INCHES OF PROPOSED SUBGRADE ELEVATION, LESS THAN 6 INCHES IN SIZE FROM 15 INCHES TO 36 INCHES OF PROPOSED SUBGRADE ELEVATION, LESS THAN 12 INCHES IN SIZE FROM 36 INCHES TO 72 INCHES OF PROPOSED SUB GRADE ELEVATION, AND LESS THAN 18 INCHES IN LARGEST DIMENSION FOR FILLS IN EXCESS OF 72 INCHES FROM SUBGRADE ELEVATION. WILL BE ALLOWED AS ACCEPTABLE FILL MATERIAL. ROCK FILLS SHOULD BE SUPPLEMENTED WITH A SUFFICIENT AMOUNT OF FINE MATERIAL TO PREVENT VOIDS. SOILS IMPORTED FROM OFF-SITE FOR USE AS FILL SHOULD BE APPROVED BY THE GEOTECHNICAL ENGINEER. THE FILL MATERIAL SHOULD BE PLACED IN LEVEL, UNIFORM LIFTS, WITH EACH LIFT COMPACTED TO THE MINIMUM DRY DENSITY WITHIN THE COMPACTED SOIL MOISTURE RANGES RECOMMENDED. THE LOOSE LIFT THICKNESS SHOULD NOT EXCEED 8 INCHES. EACH LAYER SHOULD BE PROPERLY PLACED, MIXED, SPREAD, AND COMPACTED TO BETWEEN 95% AND 100% OF STANDARD PROCTOR DENSITY AS DETERMINED BY ASTM D 698.
- PROPOSED GRADES:** THE PROPOSED CONTOURS INDICATED ON THE GRADING PLAN ARE FINISHED GRADES AND ARE SHOWN AT ONE-FOOT INTERVALS. SPOT ELEVATIONS SHOWN IN PAVED AREAS ARE TOP OF PAVEMENT, UNLESS NOTED OTHERWISE.
- BUILDING ENTRANCE GRADES:** REFER TO THE BUILDING PLANS FOR DETAILED SPOT GRADING AT THE BUILDING ENTRANCE AREAS. THE CONTRACTOR SHALL COMPLY WITH ALL ADA AND LOCAL STATE GOVERNING AUTHORITY STANDARDS FOR REQUIREMENTS REGARDING MAXIMUM SLOPES FOR HANDICAP PARKING AREAS, SIDEWALKS, ACCESS RAMPS AND ACCESSIBLE ROUTES.
- LANDSCAPE AREAS:** ALL LANDSCAPE AREAS AND OTHER DISTURBED AREAS WITHIN THE LIMITS OF THE PROPERTY NOT DESIGNATED TO BE PAVED SHALL RECEIVE 6 INCHES OF TOPSOIL. REFER TO THE LANDSCAPE PLANS FOR LIMITS OF TOPSOIL PLACEMENT.
- UNCLASSIFIED EXCAVATION:** ALL UNCLASSIFIED EXCAVATION, INCLUDING, BUT NOT LIMITED TO, CUT & FILL HAUL IN, HAUL OFF ASSOCIATED WITH CONSTRUCTION OF PAVEMENT TO FINAL GRADE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

EXISTING PERVIOUS/IMPERVIOUS

EXISTING PERVIOUS/IMPERVIOUS	
PERVIOUS	9,859 S.F. / 0.23 AC / 32%
OPEN SPACE:	9,859 S.F. / 0.23 AC / 32%
TOTAL PERVIOUS AREA:	9,859 S.F. / 0.23 AC / 32%
IMPERVIOUS	21,301 S.F. / 0.49 AC / 68%
ASPHALT/BUILDING/SIDEWALK AREA:	21,301 S.F. / 0.49 AC / 68%
TOTAL IMPERVIOUS AREA:	21,301 S.F. / 0.49 AC / 68%

PROPOSED PERVIOUS/IMPERVIOUS

PROPOSED PERVIOUS/IMPERVIOUS	
PERVIOUS	11,060 S.F. / 0.25 AC / 35%
LANDSCAPE AREA:	11,060 S.F. / 0.25 AC / 35%
TOTAL PERVIOUS AREA:	11,060 S.F. / 0.25 AC / 35%
IMPERVIOUS	4,247 S.F. / 0.10 AC / 14%
BUILDING AREA:	4,247 S.F. / 0.10 AC / 14%
PARKING LOT & SIDEWALK AREA:	15,853 S.F. / 0.36 AC / 51%
TOTAL IMPERVIOUS AREA:	20,100 S.F. / 0.46 AC / 65%

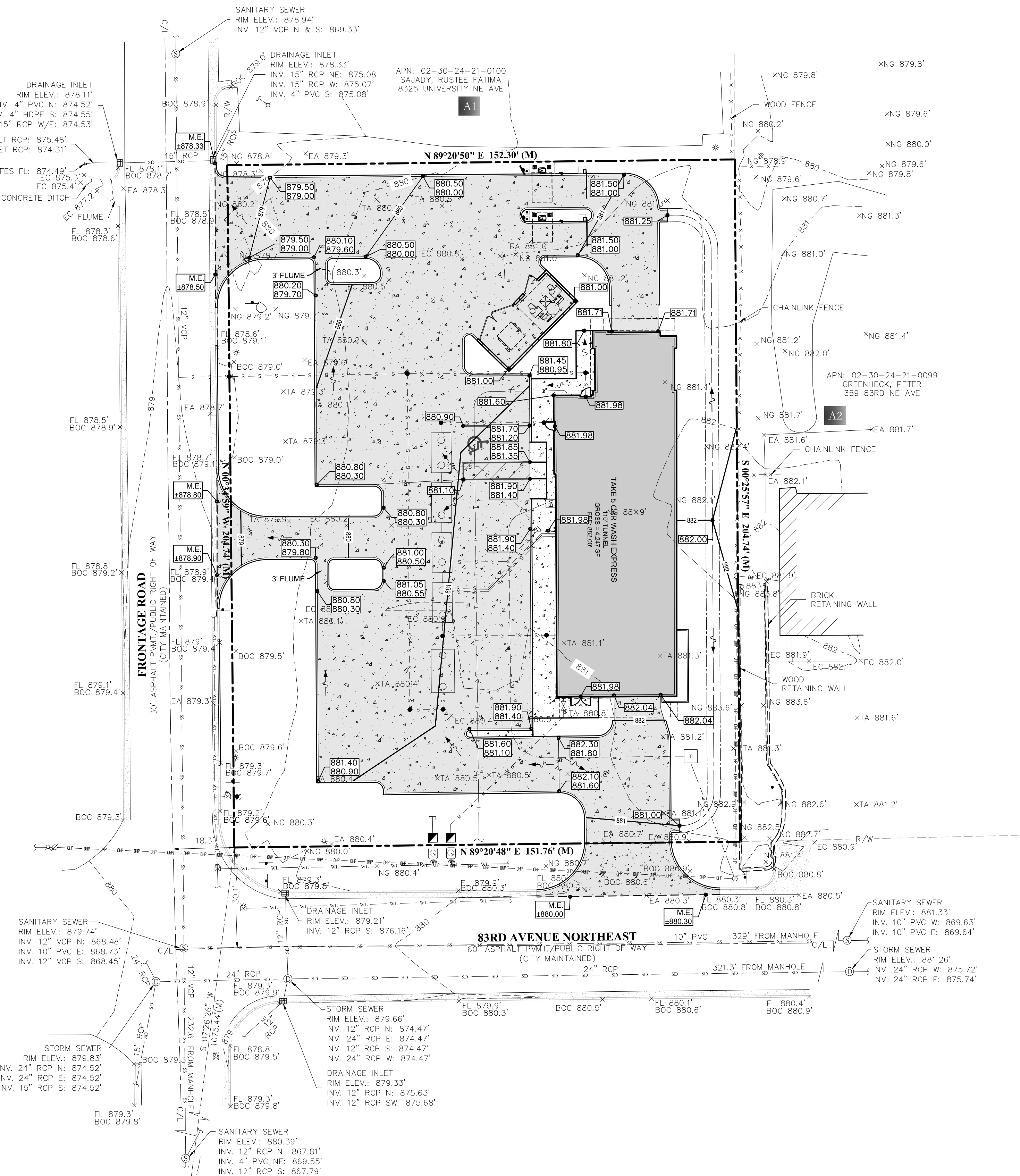
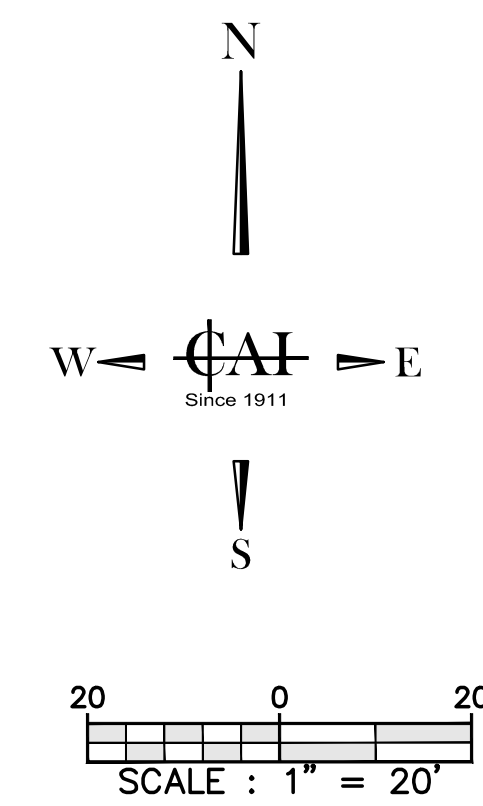
NOTE: THE PROPOSED PROJECT HAS A NET 1,201 SF DECREASE OF IMPERVIOUS AREA.

NOTES:

- CONTRACTOR SHALL MATCH EXISTING ELEVATION AT ALL SAWCUT LIMITS LANDSCAPE GRADE SHALL NOT EXCEED A 3:1 SLOPE
- ALL NEW SIDEWALKS (INCLUDING SIDEWALKS TO BE REMOVED & REPLACED) SHALL NOT EXCEED 2% CROSS SLOPE & 5% RUNNING SLOPE. FOR SIDEWALKS CONTAINED WITHIN THE PUBLIC ROW AND WHEN ADJACENT STREET GRADES EXCEED 5% THEN THE SIDEWALK GRADE RUNNING SLOPE MAY MATCH STREET GRADES
- ALL ADA ACCESS ROUTES SHALL HAVE A MAXIMUM 5% LONGITUDINAL SLOPE AND A 2% MAXIMUM CROSS SLOPE
- ALL ADA PARKING SPACES AND ROUTING FROM PARKING LOT SHALL MAINTAIN 2% MAXIMUM SLOPE IN ALL DIRECTIONS

CAUTION!

CONTRACTOR TO CONTACT THE GOPHER STATE ONE CALL (1-800-252-1166) AT LEAST 2 WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION. CARTER ASSOCIATES INC. IS NOT RESPONSIBLE FOR KNOWING ALL EXISTING UTILITIES IN THE PROJECT AREA. IF FIELD CONDITIONS DIFFER SIGNIFICANTLY FROM THE LOCATION SHOWN ON THE PLANS THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.



GRADING LEGEND

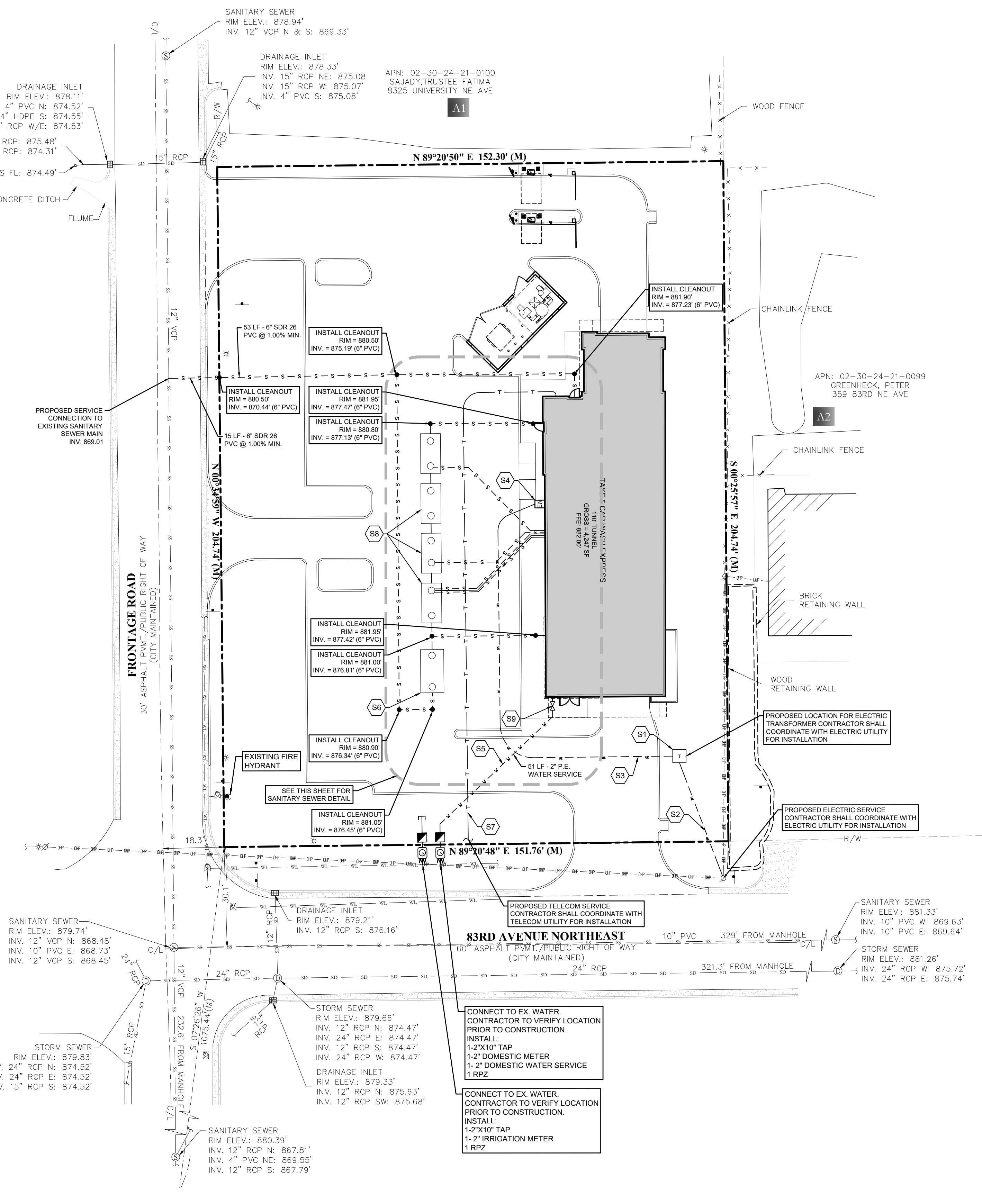
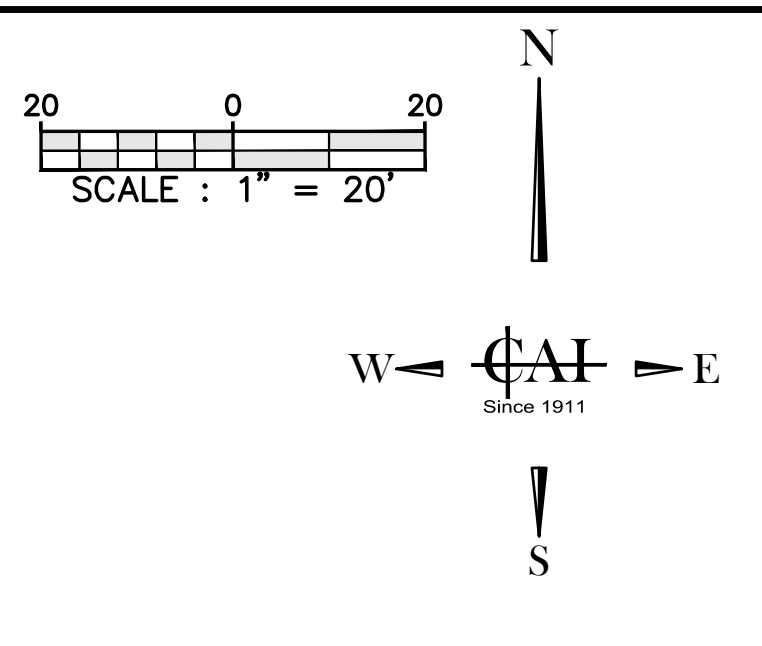
	PROPOSED CONTOUR
	EXISTING CONTOUR
	FLOW DIRECTION
	RIDGE LINE
	PROPOSED SPOT ELEVATION
	EXISTING SPOT ELEVATION

NO.	REVISION	DATE

**TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN**
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
 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.
 SIGNATURE: *Trevor G. Stubbs*
 TREVOR G. STUBBS, P.E.
 DATE: 05/17/22
 LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
 PROJ. #: 21-429E
 DRAWN BY: KB
 DATUM: SEE SURVEY
 REF. #: SEE SURVEY
 F.B. & PG.: SEE SURVEY
 SHEET TITLE:
UTILITY PLAN
 SHEET
C-6
 DWG. NO.



UTILITY LEGEND

- - - - -	PROPOSED WATER SERVICE
- - - - -	PROPOSED SANITARY SEWER
○	PROPOSED CLEANOUT
⊗	PROPOSED SHUT-OFF VALVE
⊙	PROPOSED WATER METER
⊠	PROPOSED BACKFLOW PREVENTOR
- - - - -	PROPOSED COMMUNICATION LINE
- - - - -	PROPOSED GAS SERVICE LINE
- - - - -	PROPOSED GAS METER
- - - - -	PROPOSED UNDERGROUND ELECTRIC
○	PROPOSED SAND/OIL INTERCEPTOR
T	PROPOSED TRANSFORMER

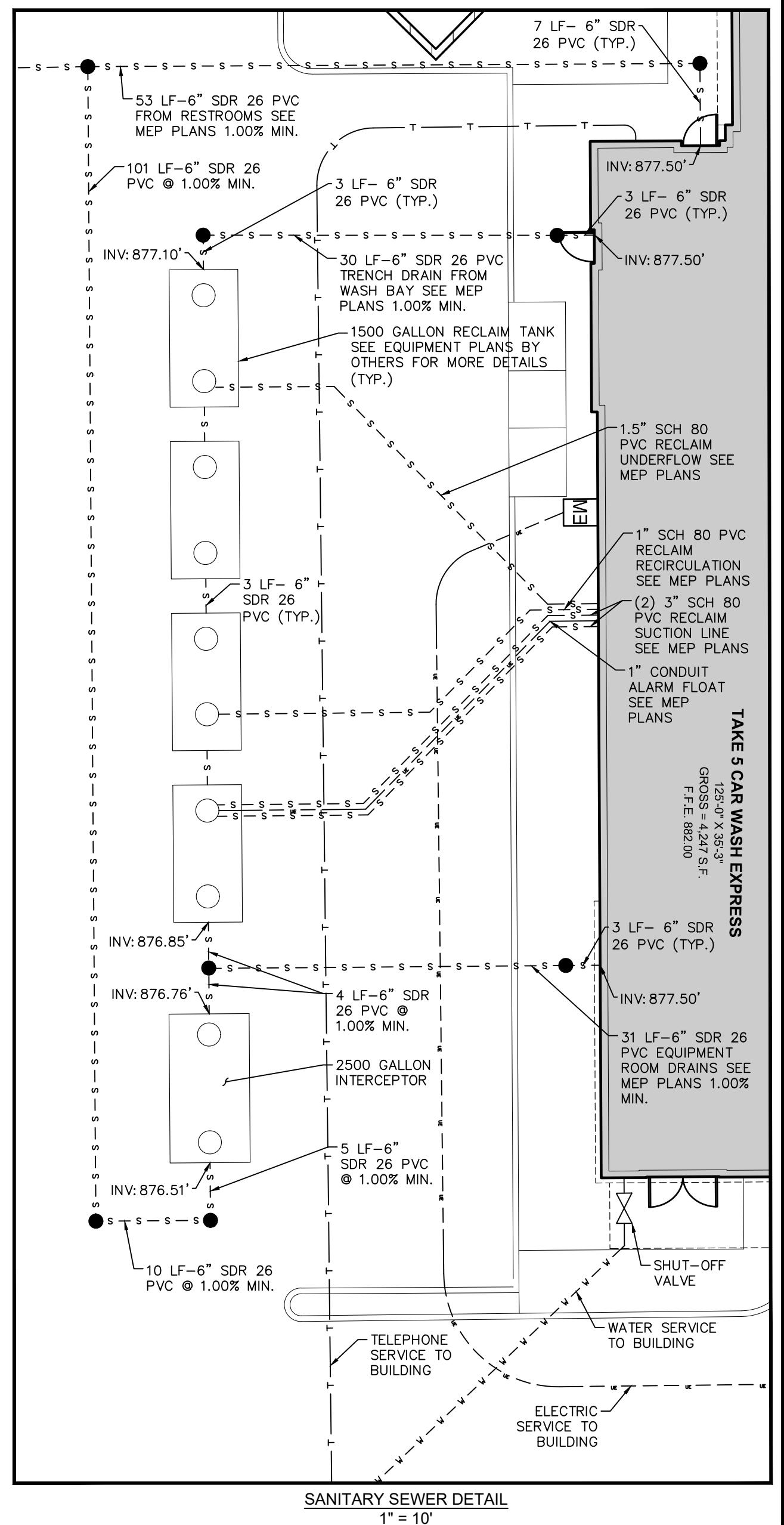
UTILITY NOTE:

- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO COORDINATE WITH THE UTILITY COMPANIES TO PROVIDE & INSTALL UTILITY SERVICE. IF DISCREPANCIES OCCUR WITH CONSTRUCTION PLANS, THE GENERAL CONTRACTOR SHALL NOTIFY ENGINEER OF RECORD.
- CONTRACTOR SHALL LOCATE & VERIFY ALL EXISTING UTILITIES TO ENSURE NO CONFLICTS EXIST PRIOR TO BORING OF PROPOSED UTILITIES.

UTILITY COMPANY CONTACTS


CABLE	UTILITY NAME: COMCAST CONTACT PHONE: 800-934-6489
ELECTRIC	UTILITY NAME: CENTER POINT ENERGY CONTACT PHONE: 612-372-4727
GAS	UTILITY NAME: CENTER POINT ENERGY CONTACT PHONE: 612-372-4727
WATER	UTILITY NAME: CITY OF SPRING LAKE PARK CONTACT PHONE: 763-360-4973
WASTEWATER	UTILITY NAME: CITY OF SPRING LAKE PARK CONTACT PHONE: 763-360-4973

- UTILITY KEYNOTES**
- PROPOSED PAD MOUNTED TRANSFORMER. CONTRACTOR SHALL CONSTRUCT CONCRETE TRANSFORMER PAD PER CENTER POINT ENERGY STANDARDS AND SPECIFICATIONS. CONTRACTOR TO PROVIDE PAD MOUNTED TRANSFORMER WITH 120/288V, 3 PHASE, 4 WIRE SECONDARY. VERIFY EXACT LOCATION WITH CENTER POINT ENERGY AND OWNER PRIOR TO ROUGH IN. CONTRACTOR SHALL CONTACT CENTER POINT ENERGY FOR ALL SPECIFICATIONS AND STANDARDS.
 - CONTRACTOR SHALL PROVIDE AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS WITH PULL STRING FROM EXISTING POWER POLE TO THE PAD MOUNTED TRANSFORMER LOCATION. PRIMARY CONDUIT SHALL BE INSTALLED AT A DEPTH OF 48" BELOW FINISH GRADE. ALL 90° BENDS SHALL BE STEEL SWEEPING ELBOWS. CENTER POINT ENERGY TO PROVIDE PRIMARY CONDUCTORS AND TERMINATION. CONTRACTOR SHALL CONTACT CENTER POINT ENERGY FOR ALL SPECIFICATIONS AND STANDARDS.
 - PROPOSED ROUTING OF ELECTRICAL SECONDARY. CONTRACTOR SHALL PROVIDE AND INSTALL (3) 4" SCHEDULE 40 PVC CONDUITS WITH CONDUCTORS FROM TRANSFORMER TO PROPOSED METER CAN. CONTRACTOR SHALL VERIFY EXACT LOCATION AND REQUIREMENTS WITH CENTER POINT ENERGY AND OWNER PRIOR TO ROUGH IN.
 - CONTRACTOR SHALL PROVIDE AND INSTALL (1) METER CAN. METER WILL BE LOCATED ON BUILDING. CONTRACTOR SHALL VERIFY EXACT LOCATION AND REQUIREMENTS WITH CENTER POINT ENERGY AND OWNER PRIOR TO ROUGH IN. CENTER POINT ENERGY WILL SET METER ONCE REQUIREMENTS HAVE BEEN MET.
 - CONTRACTOR SHALL PROVIDE AND INSTALL PRIVATE 2" P.E. DR 18 PVC WATER SERVICE.
 - CONTRACTOR SHALL PROVIDE AND INSTALL 2,500 GALLON SAND/OIL INTERCEPTOR. REFER TO MEP PLANS & EQUIPMENT DRAWINGS FOR MORE INFORMATION.
 - CONTRACTOR SHALL PROVIDE 1-4" SCHEDULE 40 PVC CONDUIT WITH PULL STRING FROM THE BASE OF THE EXISTING POLE TO THE BUILDING. FOR TELEPHONE SERVICE, ALL 90° BENDS SHALL BE SWEEPING ELBOWS.
 - 1,500 GALLON WATER RECLAMATION TANKS. REFER TO MEP PLANS & EQUIPMENT DRAWINGS FOR MORE INFORMATION.
 - PROPOSED WATER SERVICE SHUT-OFF VALVE



NO.	REVISION	DATE

TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

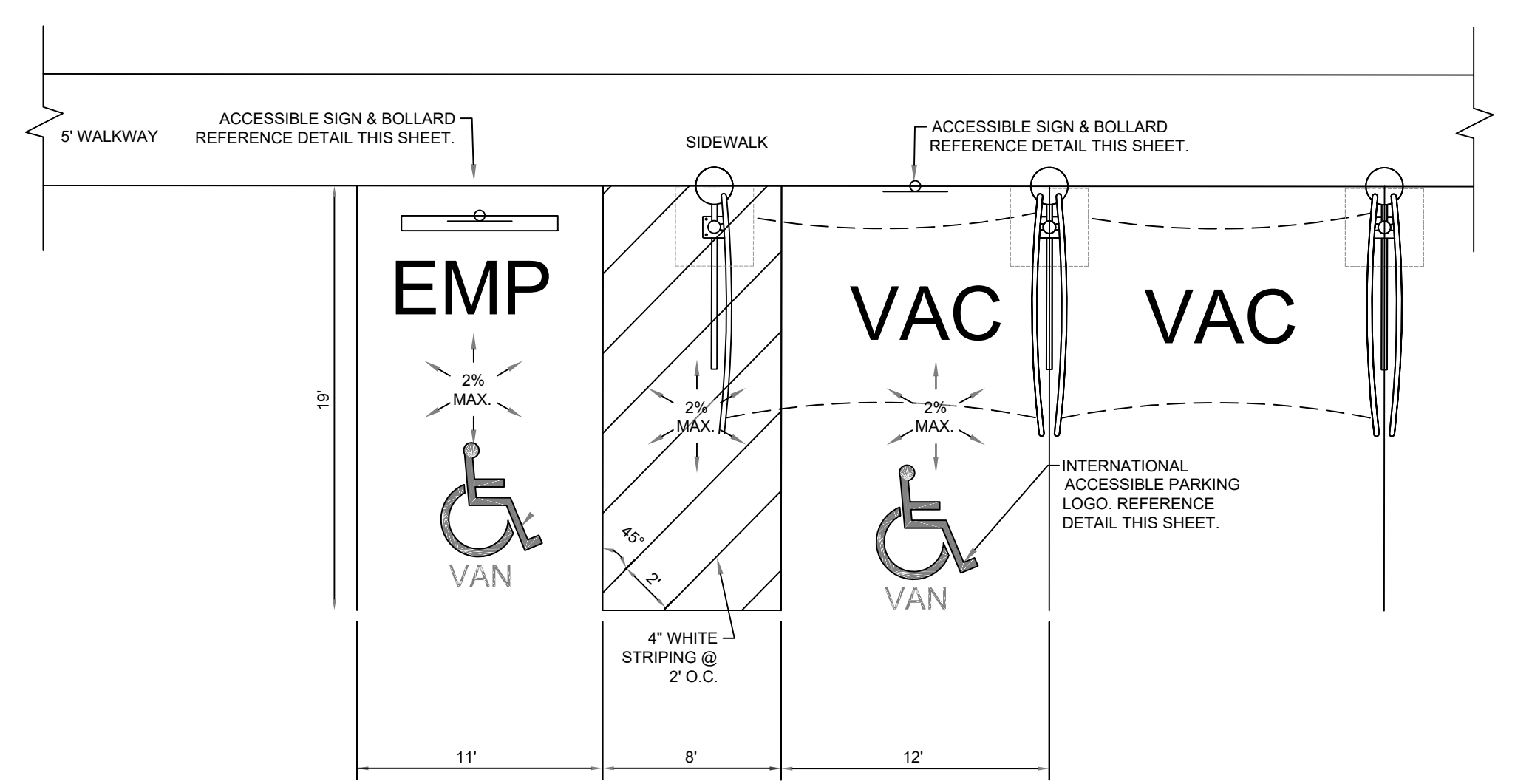
PROFESSIONAL ENGINEER
 I HEREBY CERTIFY THAT THIS
 PLAN, SPECIFICATION, OR REPORT
 WAS PREPARED BY ME OR UNDER
 MY DIRECT SUPERVISION AND
 THAT I AM A DULY LICENSED
 PROFESSIONAL ENGINEER UNDER
 THE LAWS OF THE STATE OF
 MINNESOTA.
 SIGNATURE: 
 TREVOR G. STUBBS, P.E.
 DATE: 05/17/22
 LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
 PROJ. #: 21-429E
 DRAWN BY: KB
 DATUM: SEE SURVEY
 REF. #: SEE SURVEY
 F.B. & PG.: SEE SURVEY

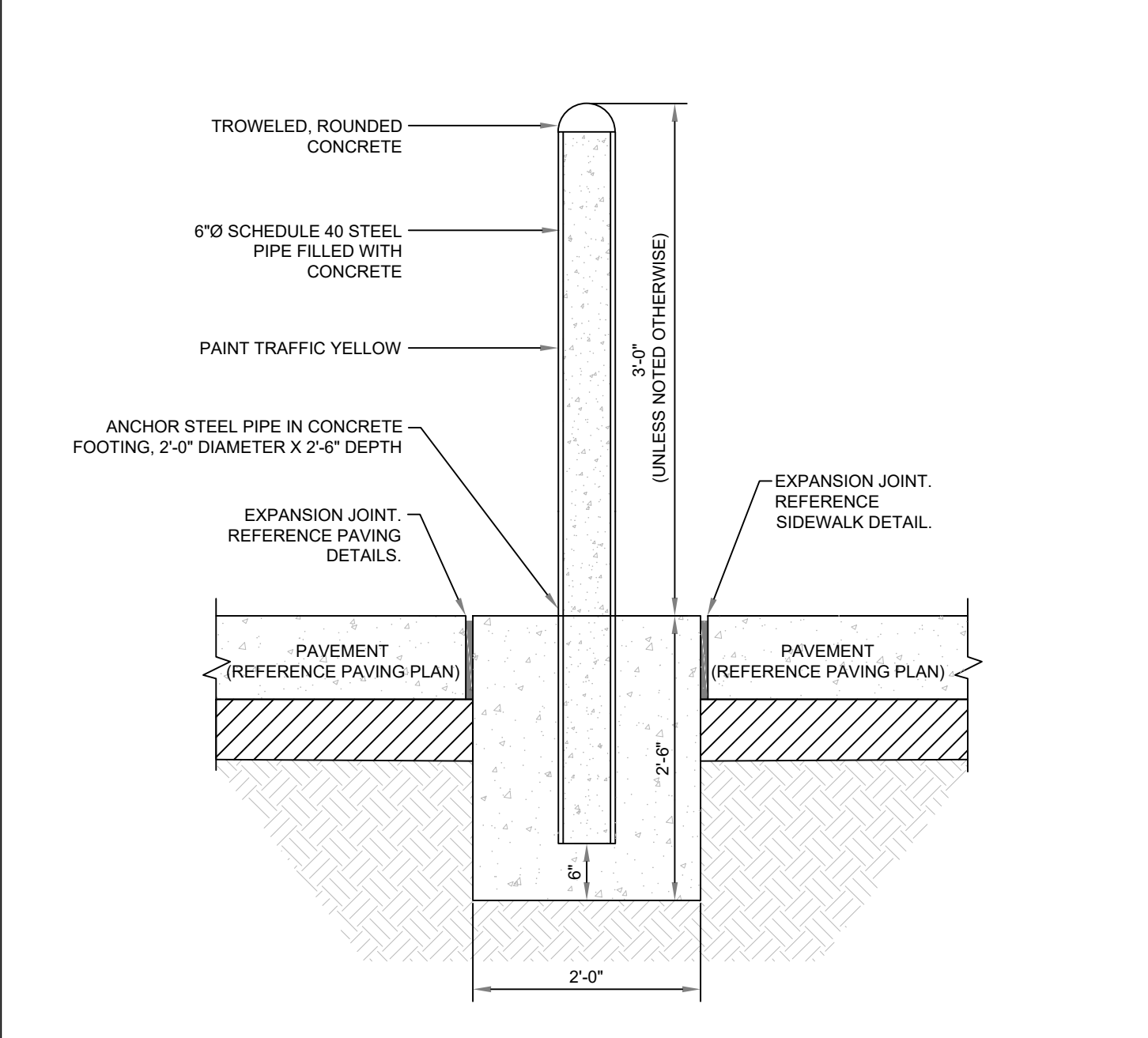
SHEET TITLE:
 SITE DETAILS

SHEET
 C-7

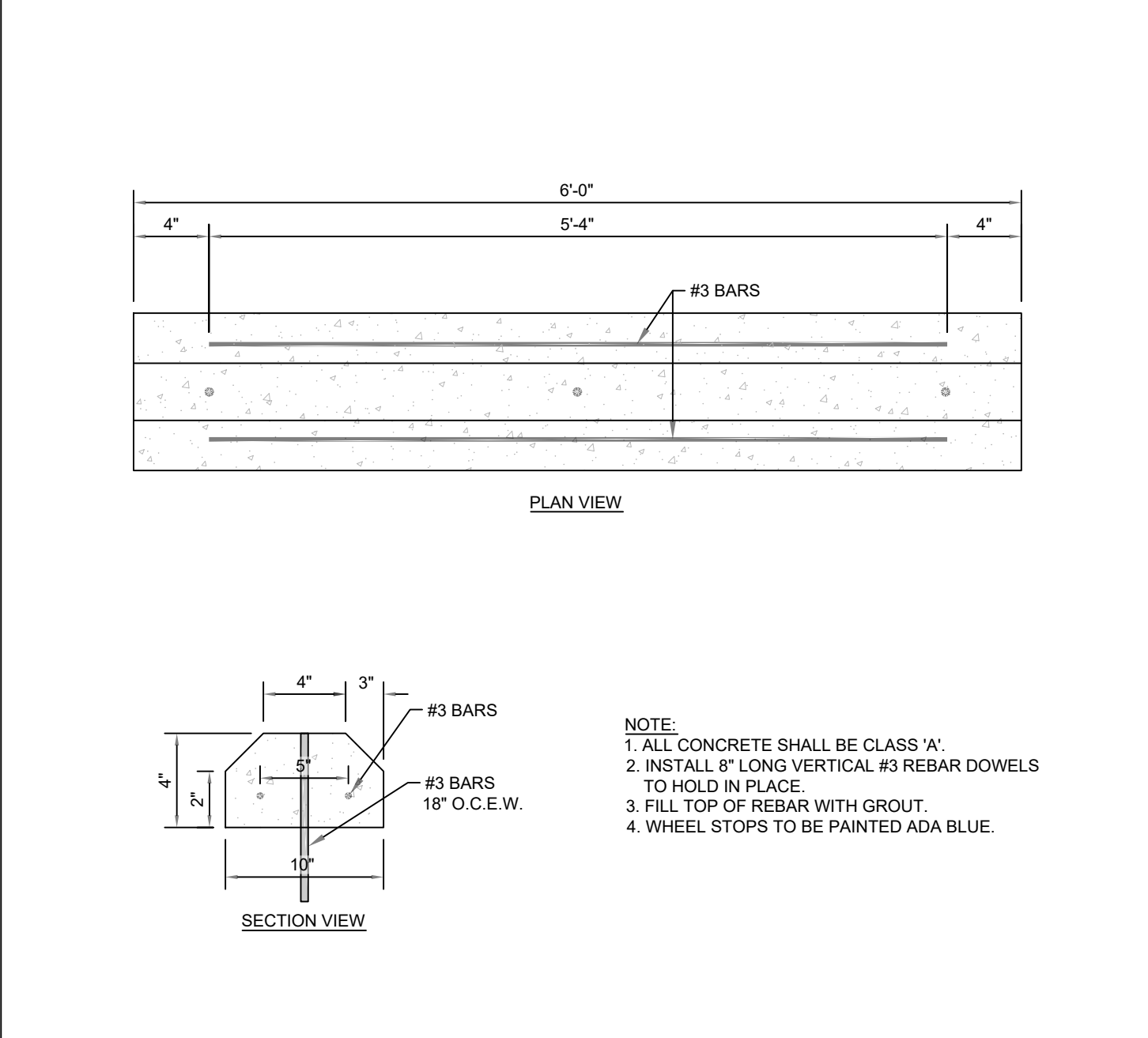
DWG. NO.



01 EMPLOYEE ACCESSIBLE VAN PARKING STRIPING

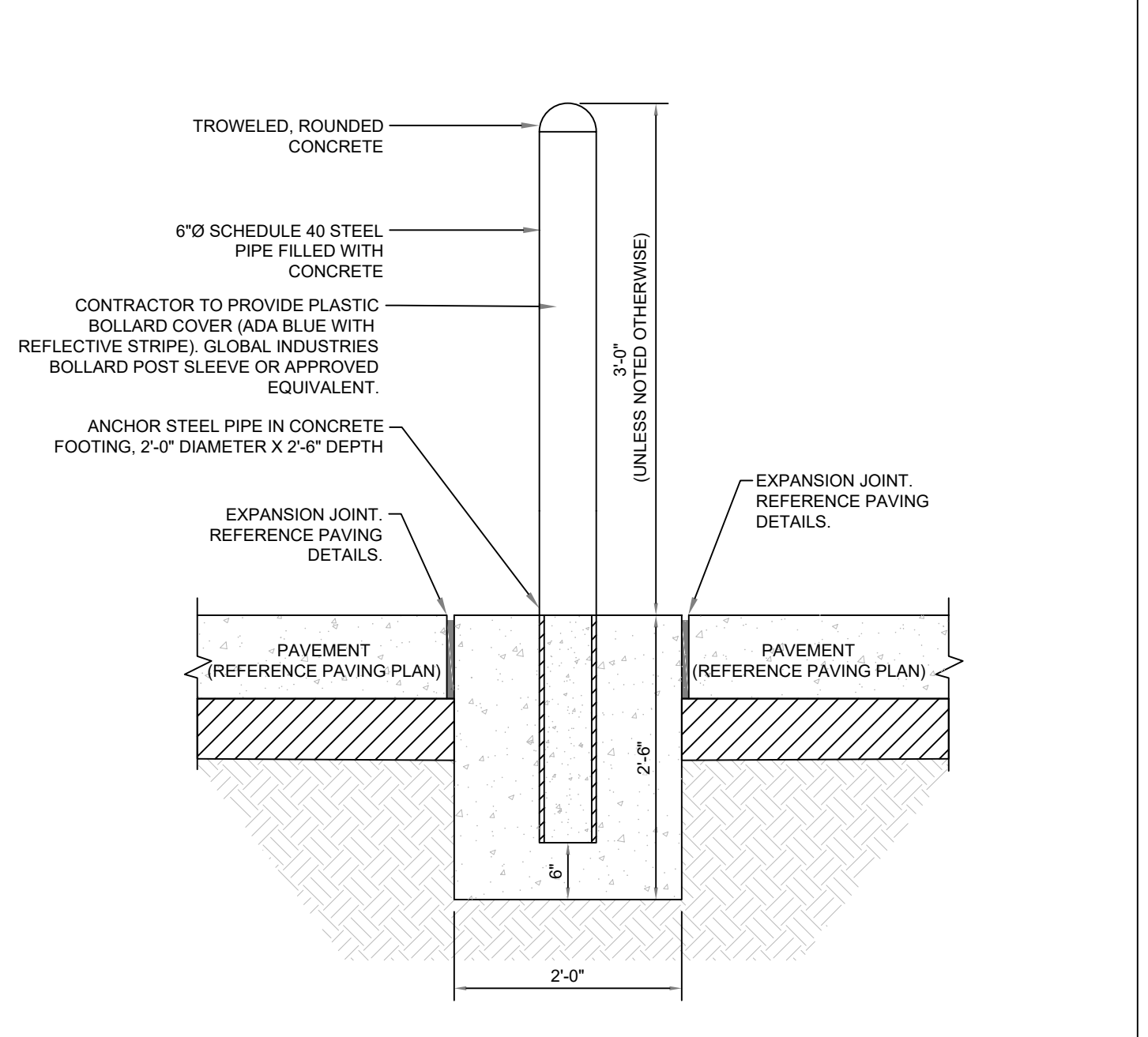


05 BOLLARD TYPE I

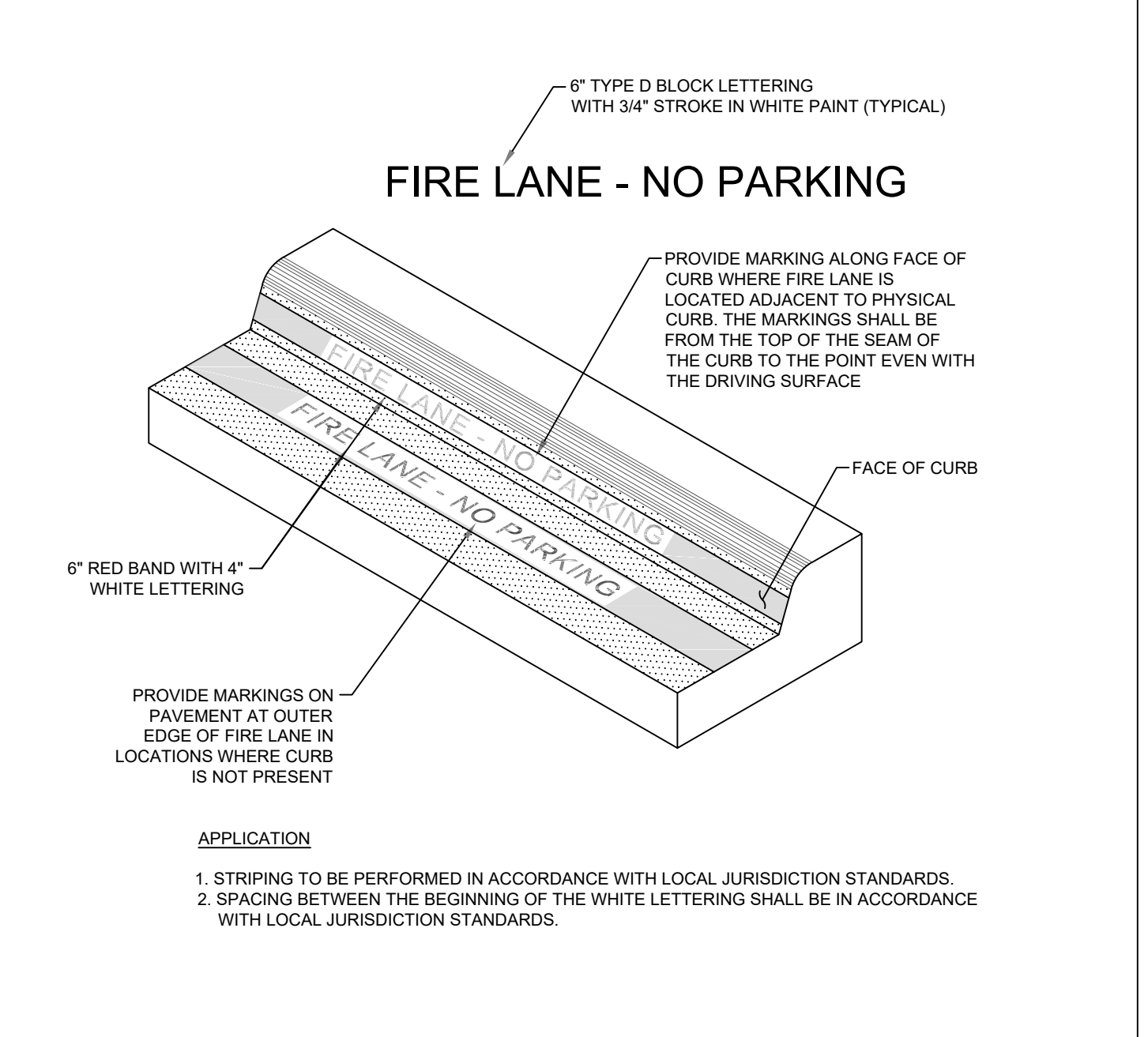


09 WHEEL STOP

02 VACUUM PARKING STRIPING

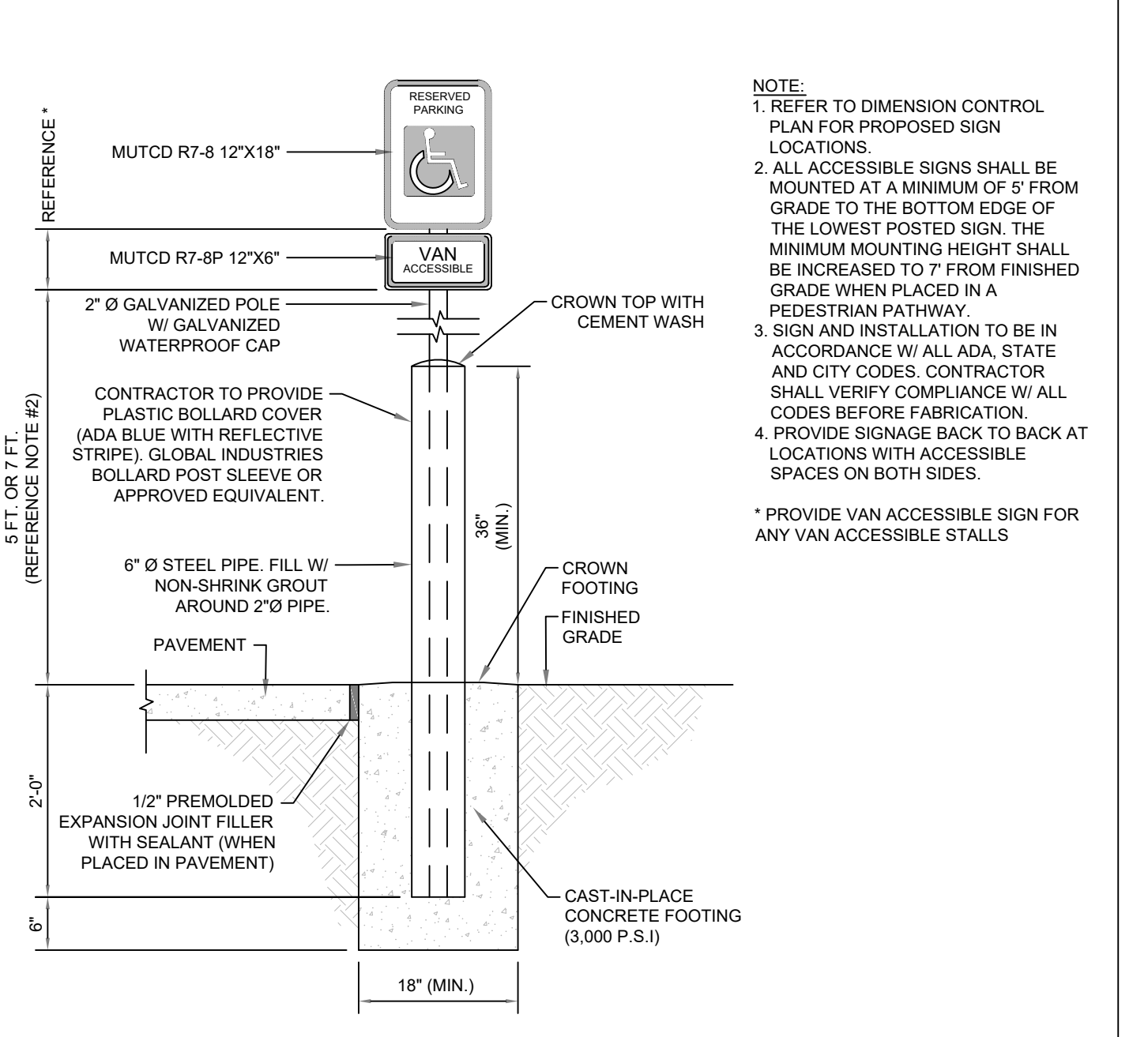


06 BOLLARD TYPE II (WITH PLASTIC CAP)

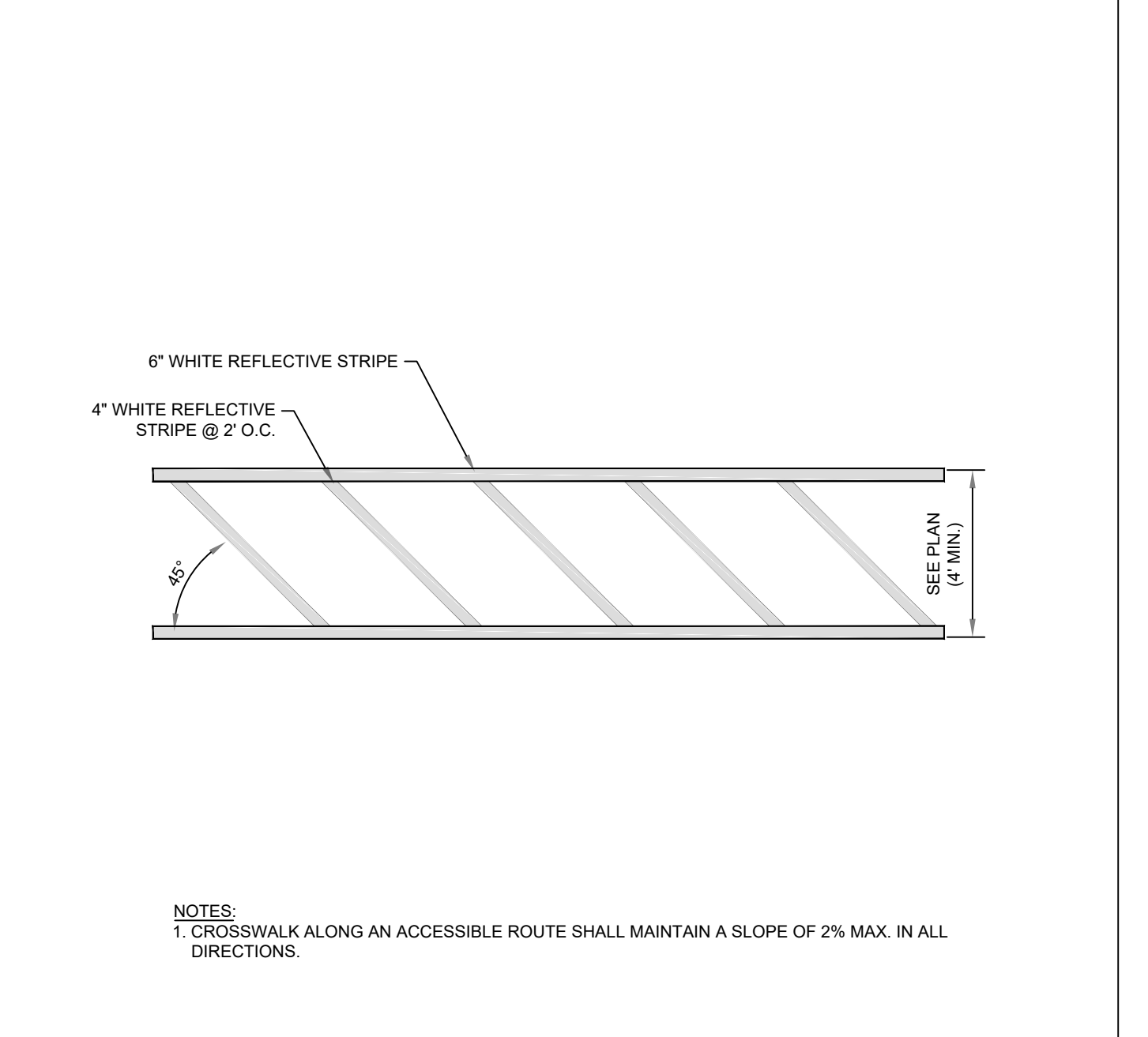


10 FIRE LANE STRIPING

03 ACCESSIBLE PARKING LOGO

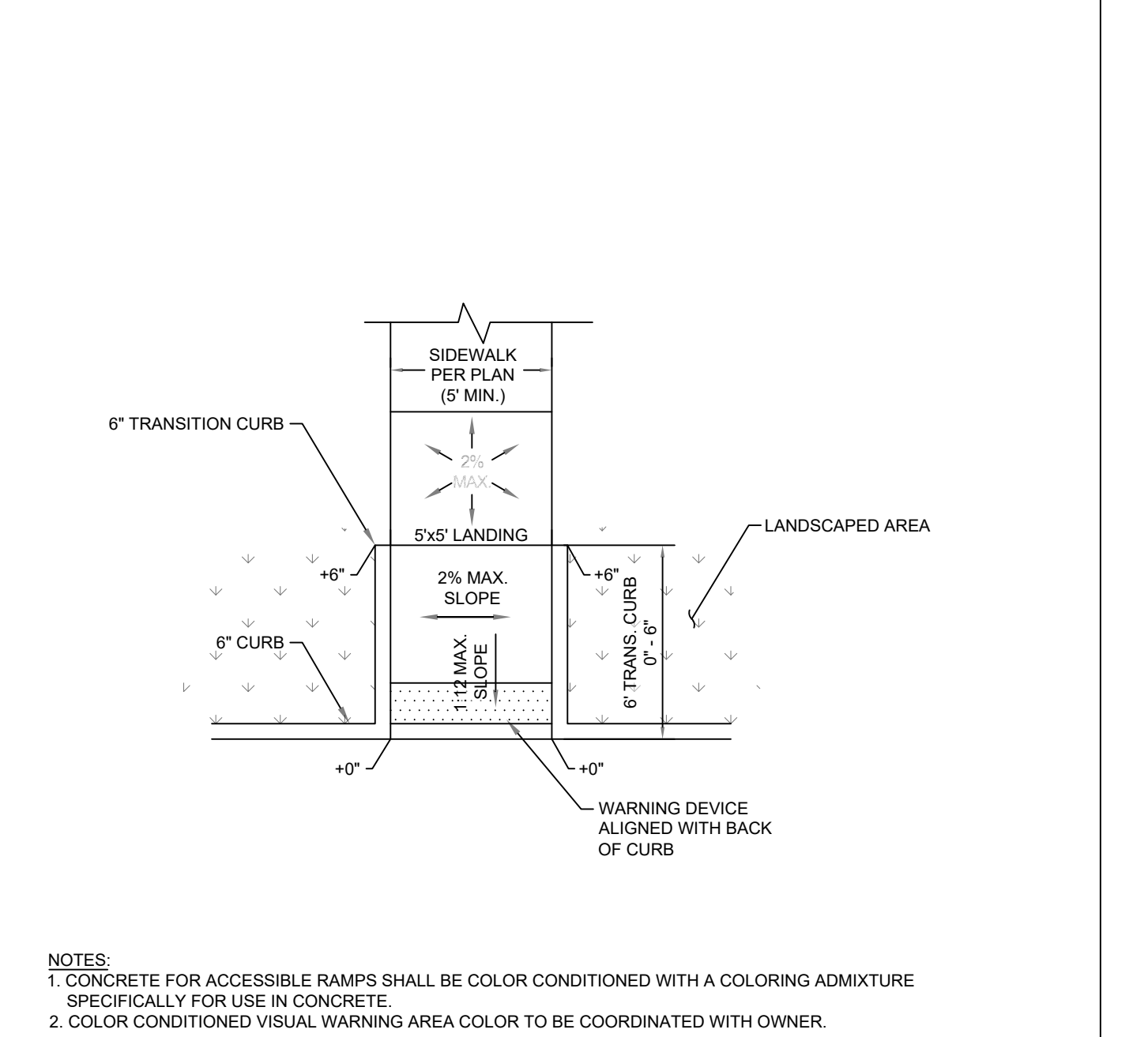


07 ACCESSIBLE SIGN IN BOLLARD



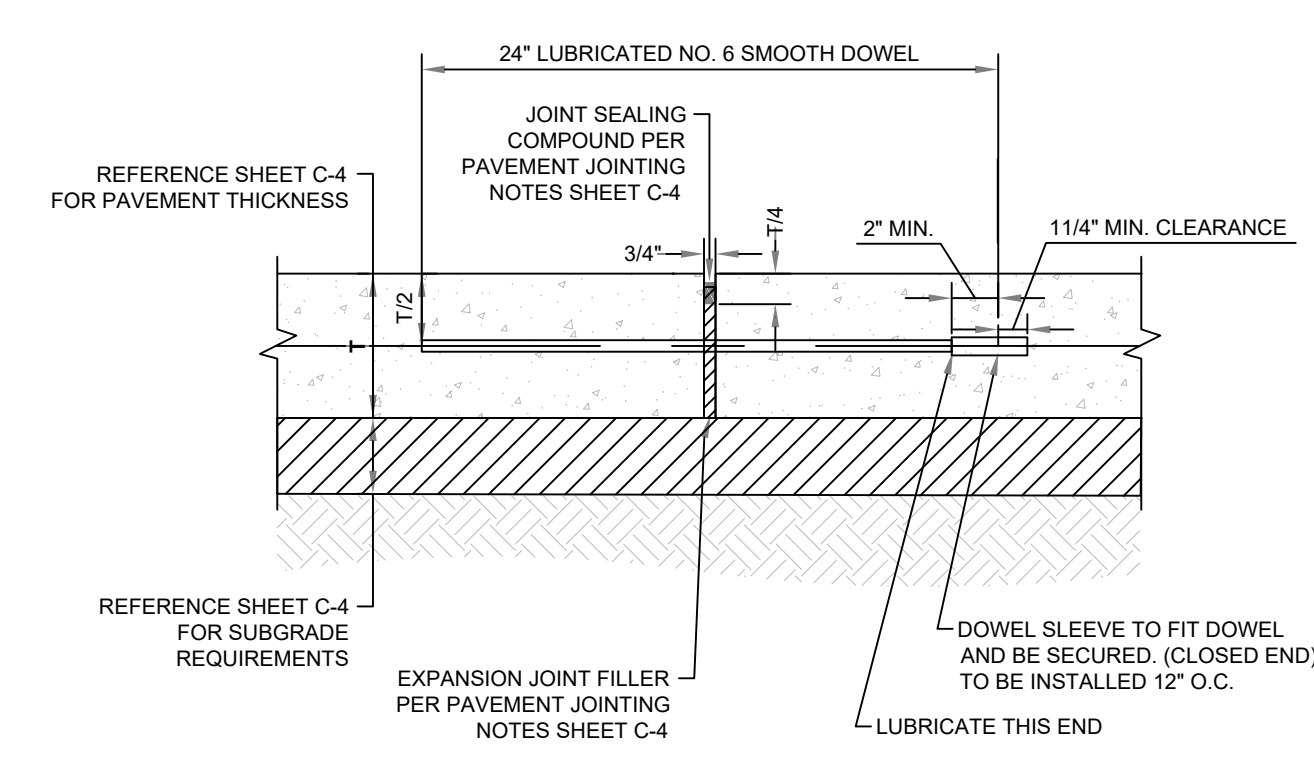
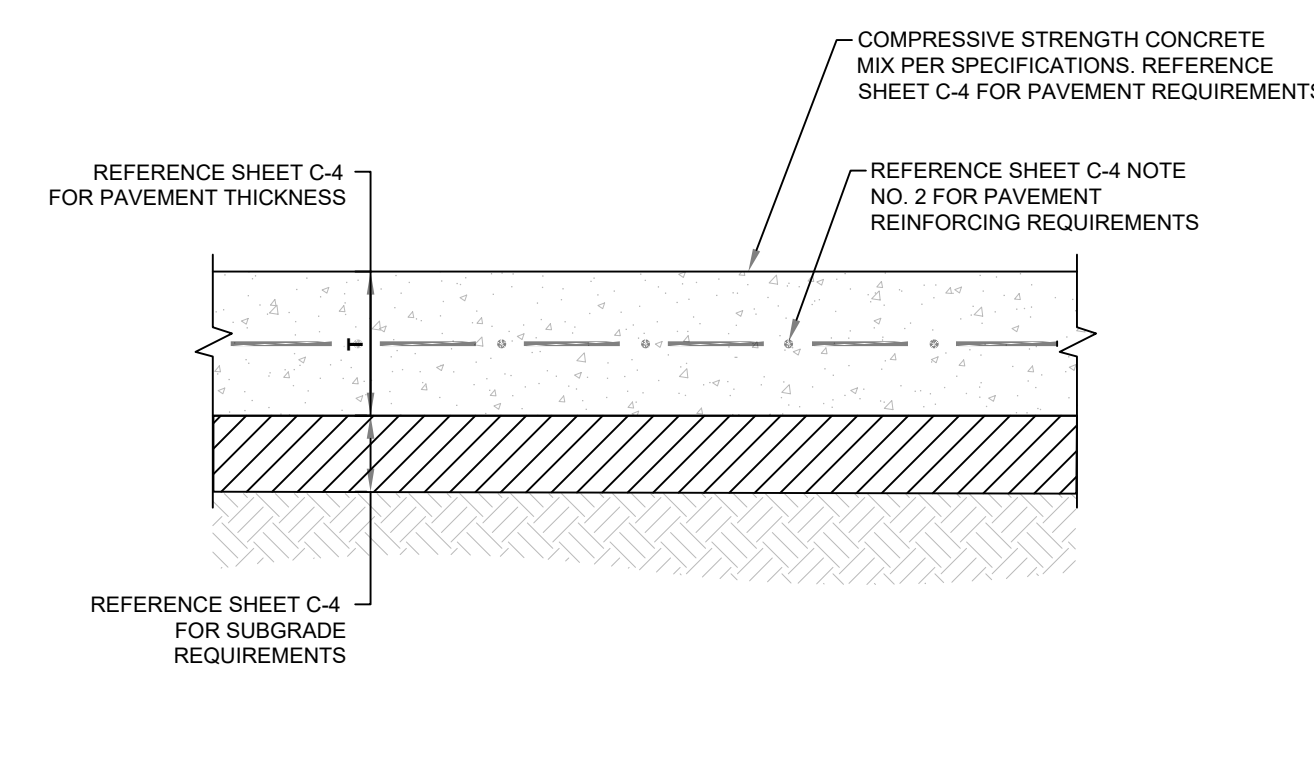
11 TYPICAL CROSSWALK

04 TRAFFIC FLOW ARROWS

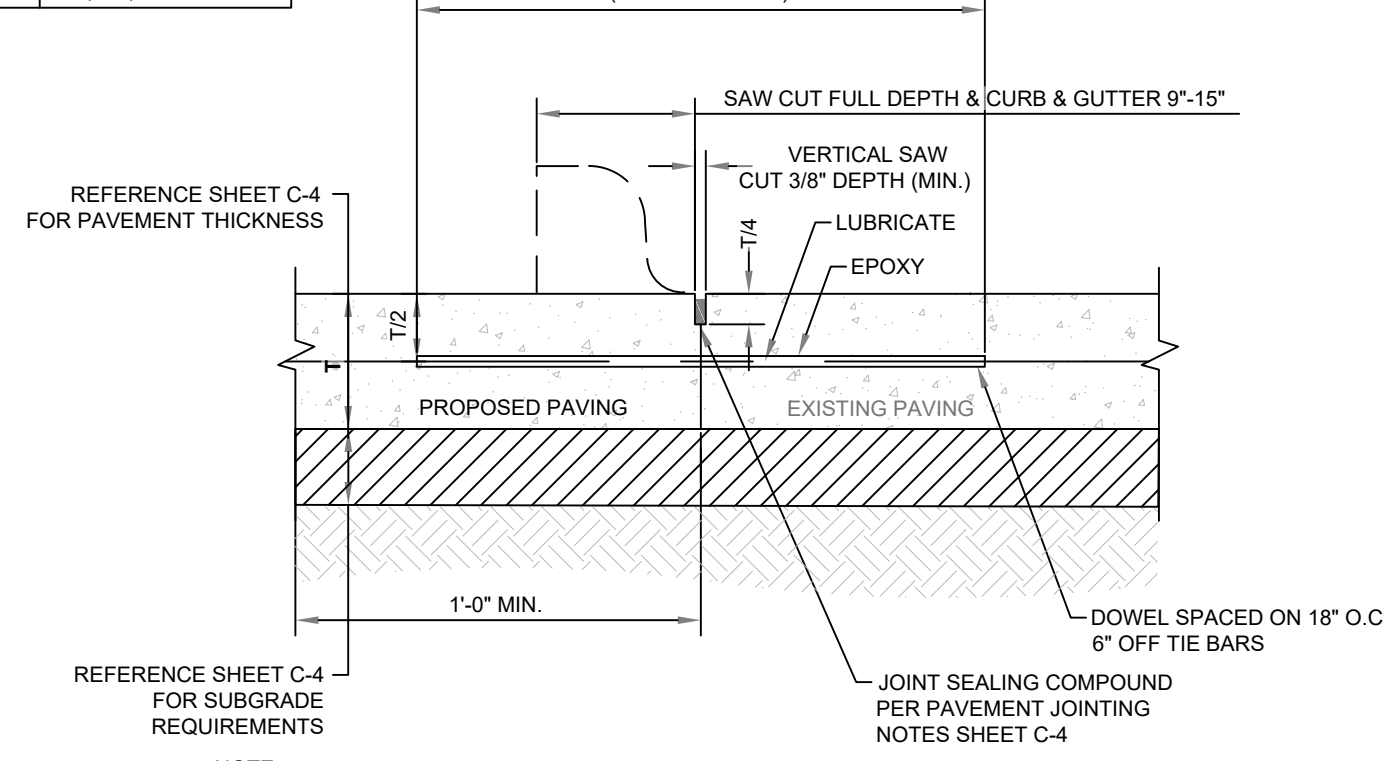
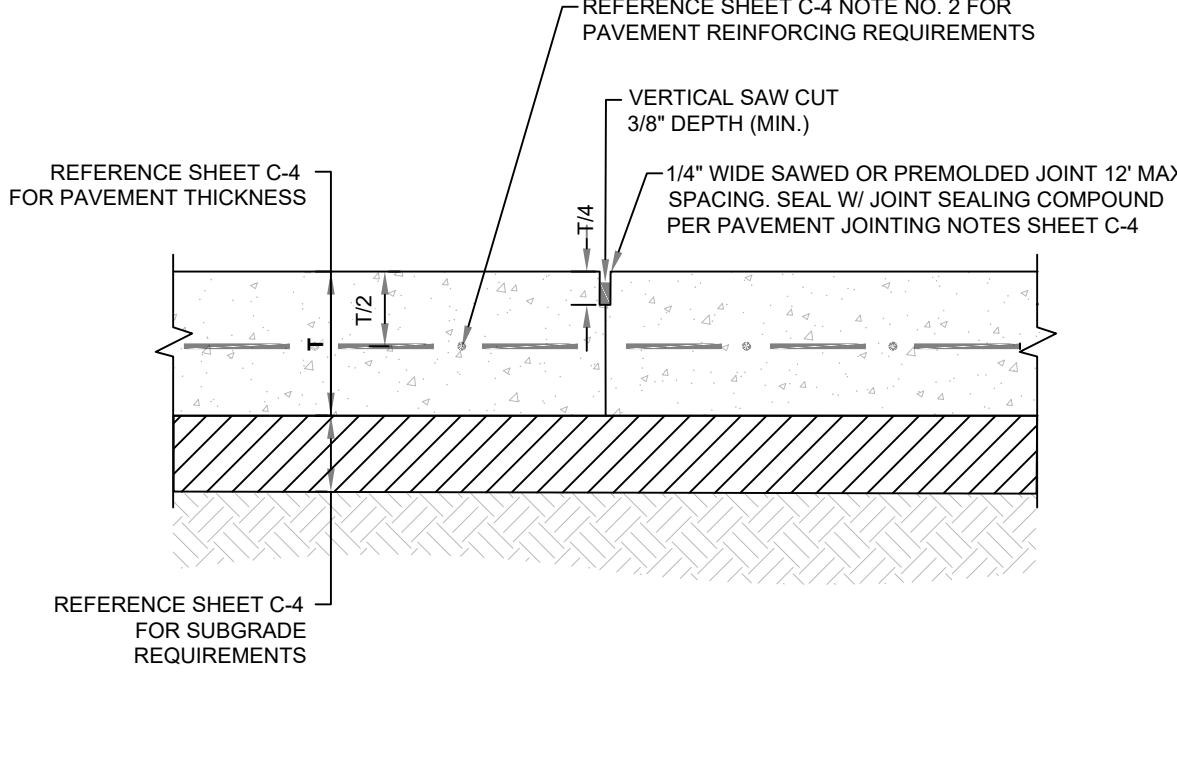


08 RETURN CURB BARRIER FREE RAMP

T	DOWEL DIAMETER
5"	#3 (3/8")
6"	#4 (1/2")
7"	#5 (5/8")
8"	#6 (3/4")



NOTE:
1. NO. 5 SMOOTH DOWEL BAR MAY BE USED IN 5 INCH AND 6 INCH PAVEMENT THICKNESS.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED INTO PAVEMENT HORIZONTALLY BY USE OF A MECHANICAL EQUIPMENT.
4. DRILLING BY HAND IS NOT ACCEPTABLE, PUSHING DOWEL BARS INTO WET CONCRETE IS NOT ACCEPTABLE.



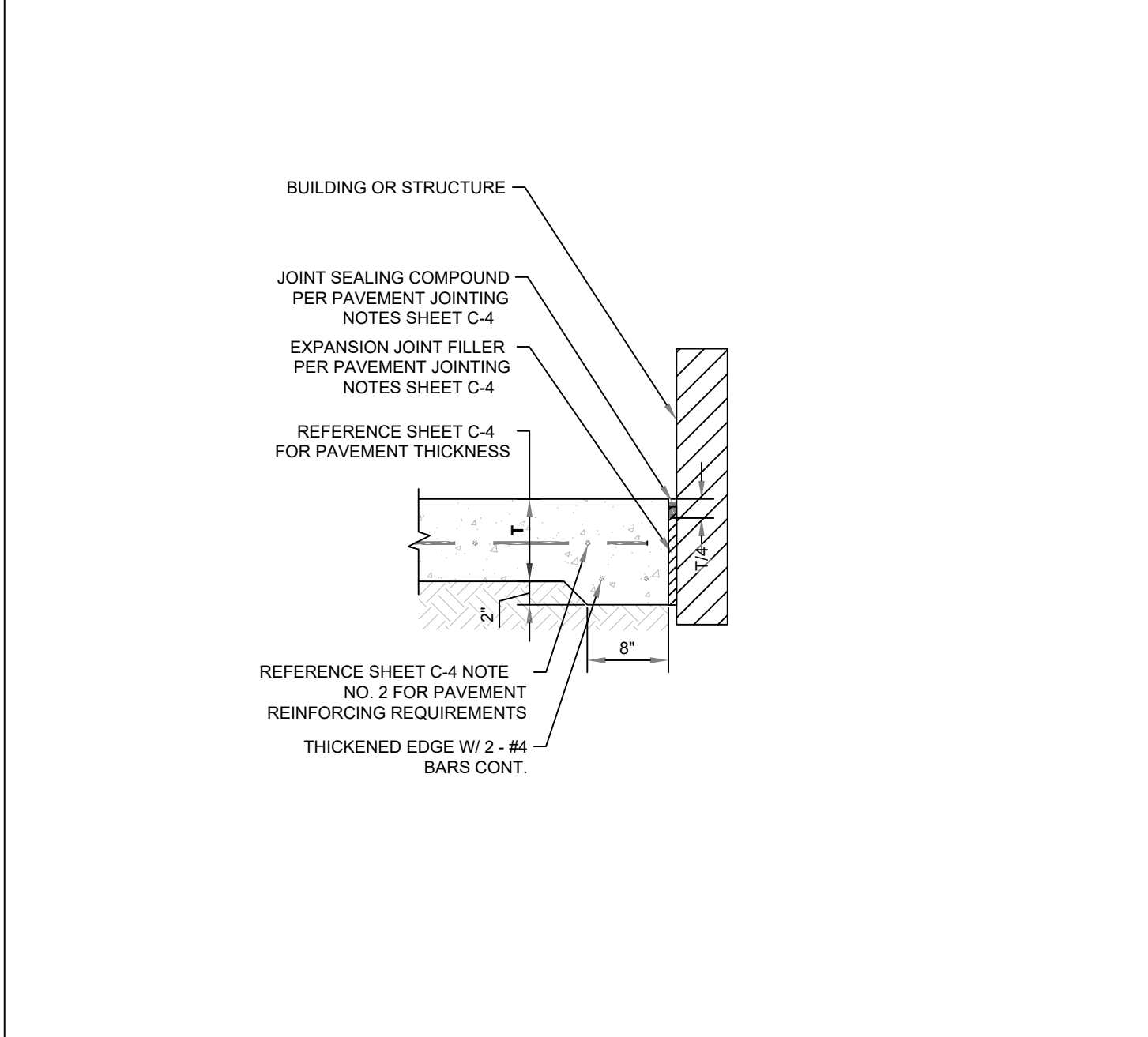
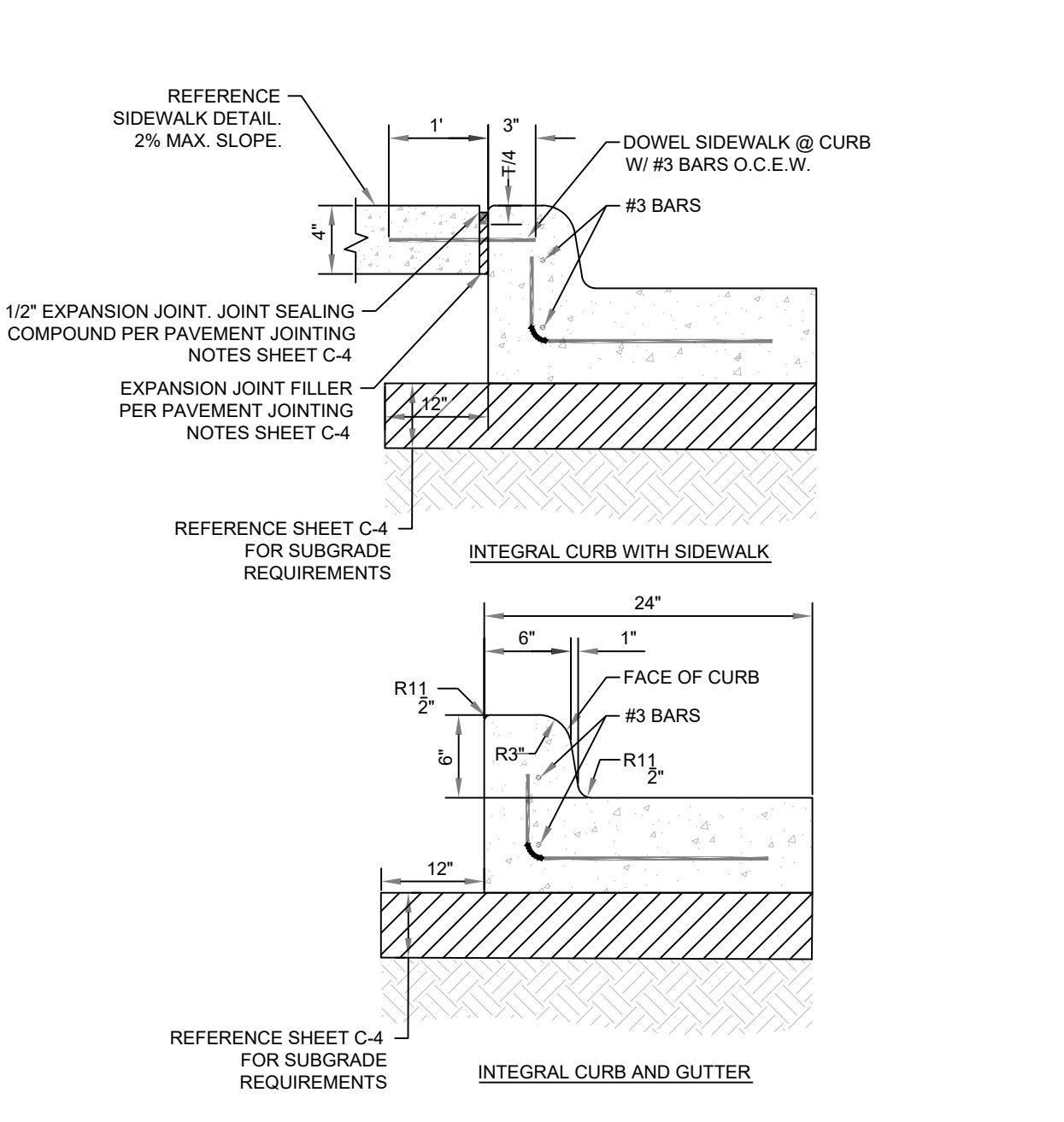
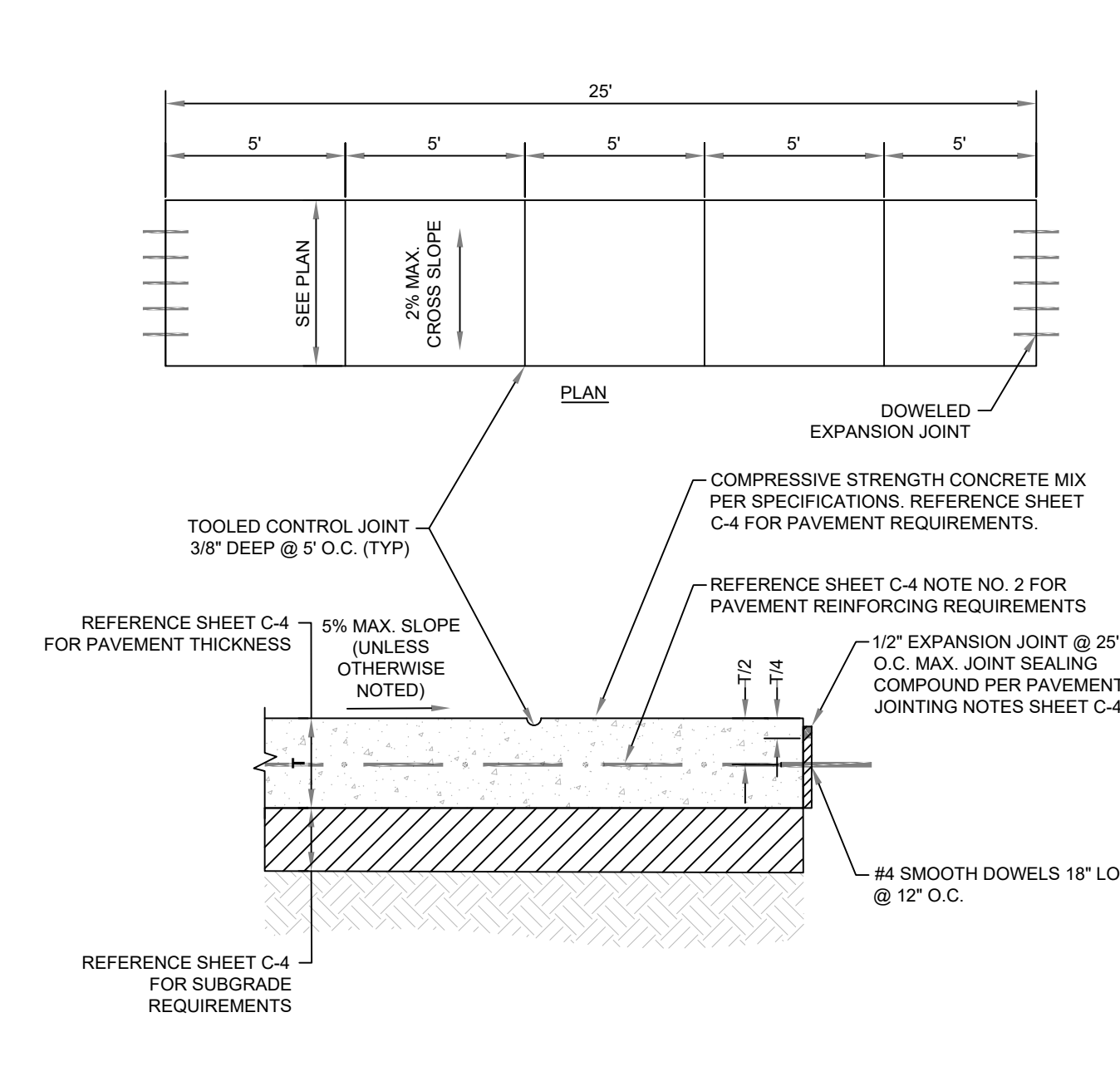
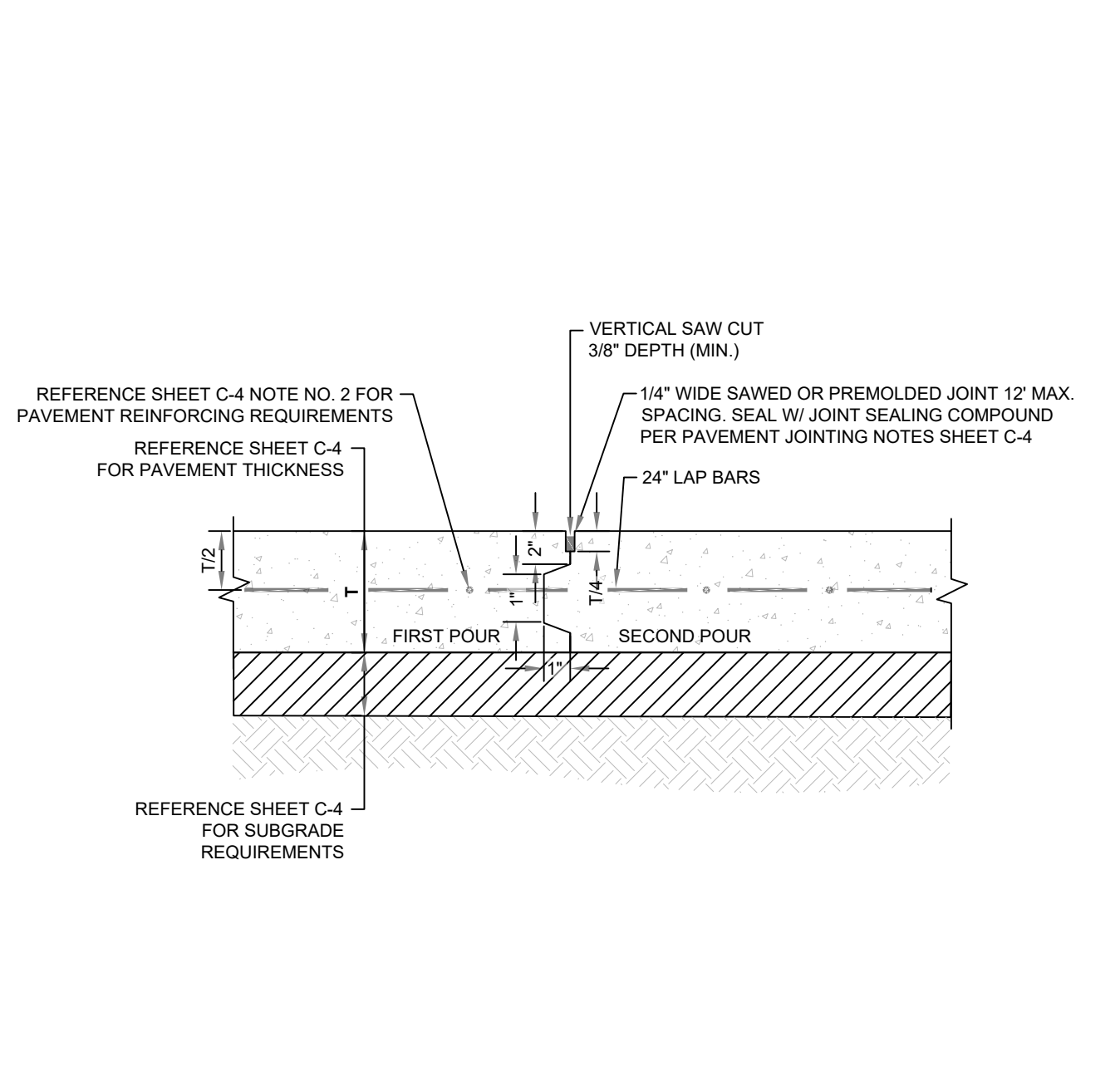
NOTE:
1. DOWELS MUST BE PERPENDICULAR TO PAVEMENT.
2. LONGITUDINAL BUTT CONSTRUCTION MAY BE UTILIZED IN PLACE OF LONGITUDINAL HINGED (KEYWAY) JOINT AT CONTRACTORS OPTION.
3. DOWEL BARS SHALL BE DRILLED & EPOXIED INTO PAVEMENT HORIZONTALLY BY USE OF MECHANICAL EQUIP.
4. PUSHING DOWEL BARS INTO WET CONCRETE IS NOT ACCEPTABLE.

01 TYPICAL PAVEMENT SECTION

02 EXPANSION JOINT

03 CONTROL JOINT

04 LONGITUDINAL BUTT JOINT

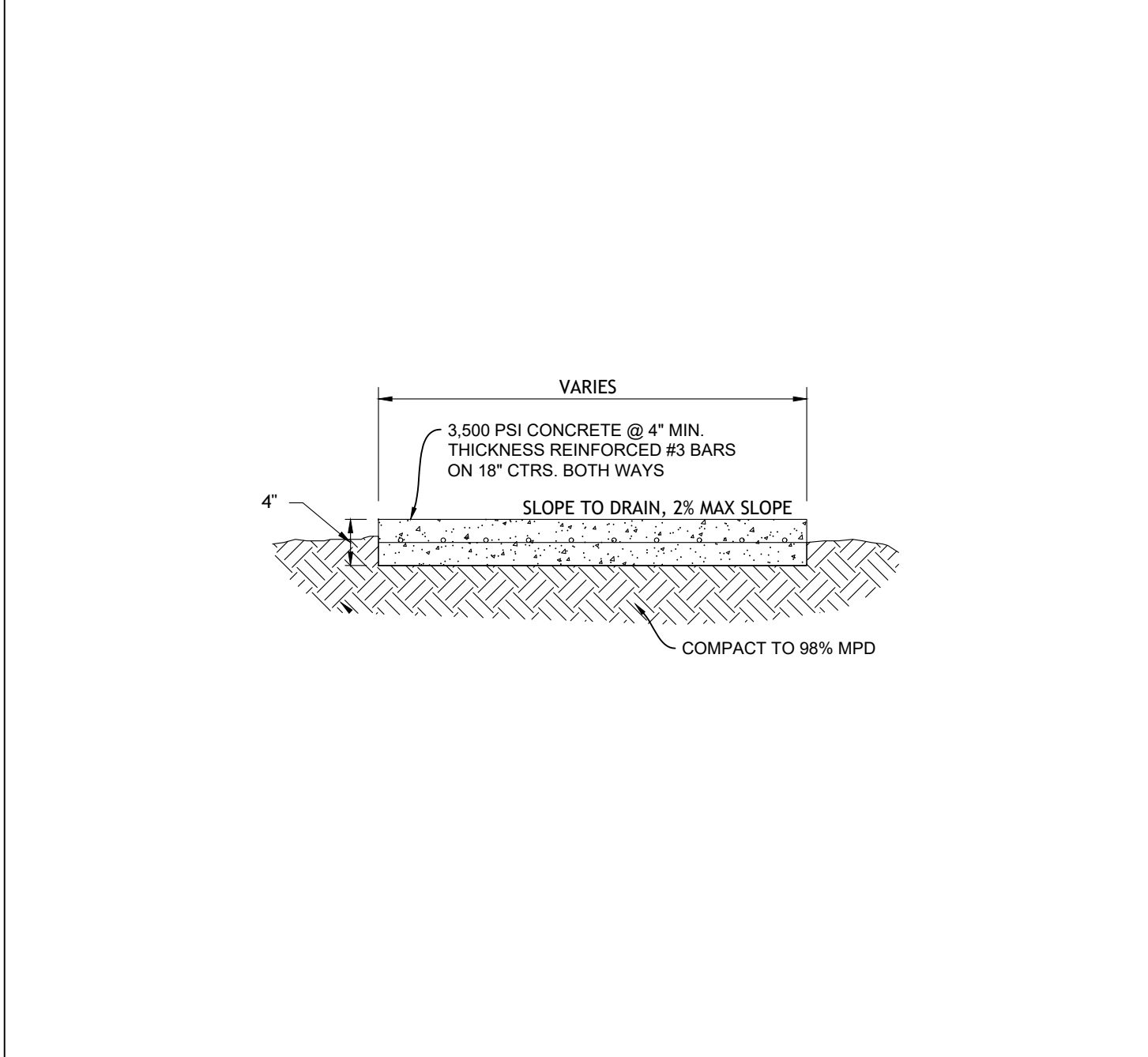
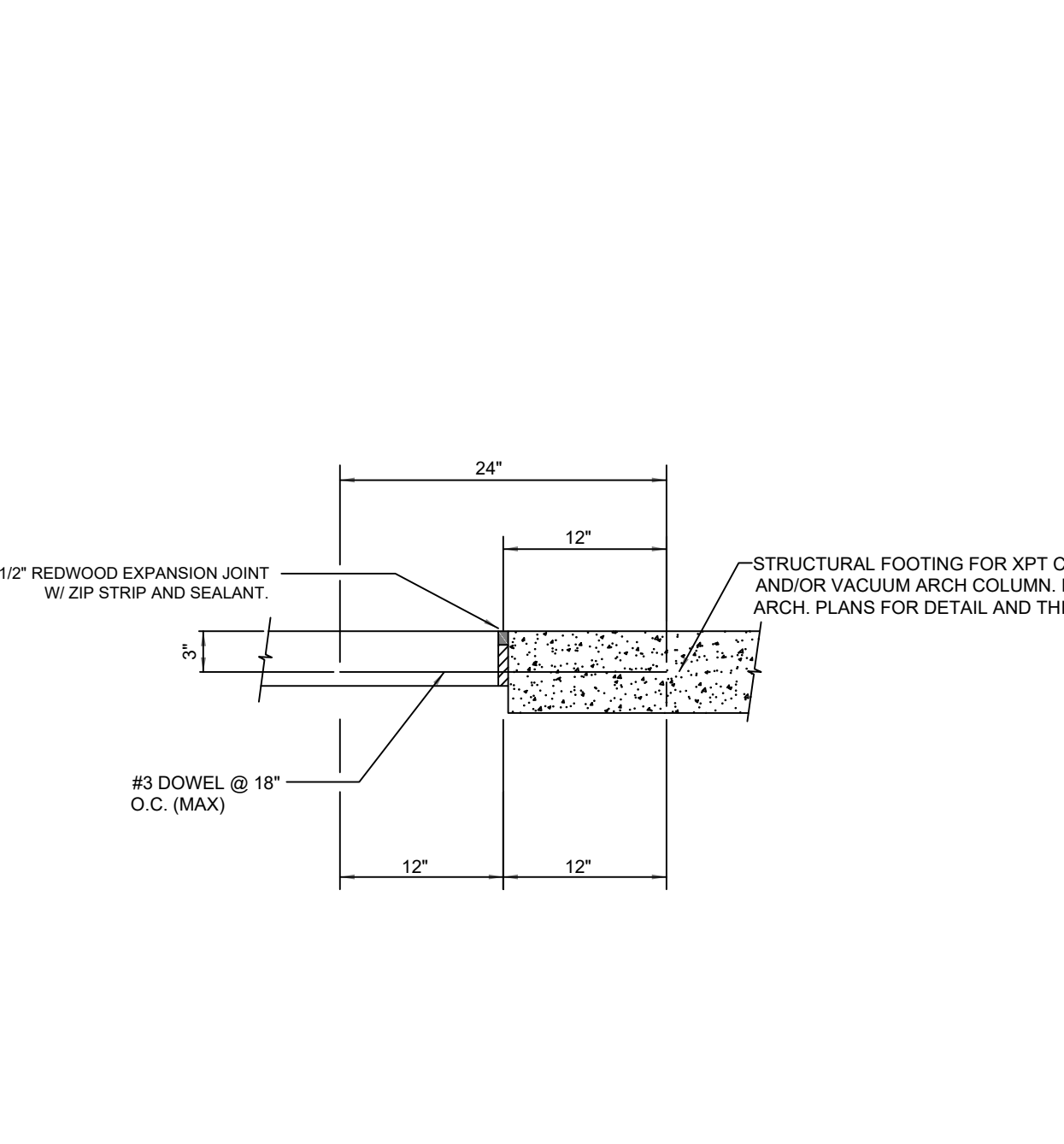
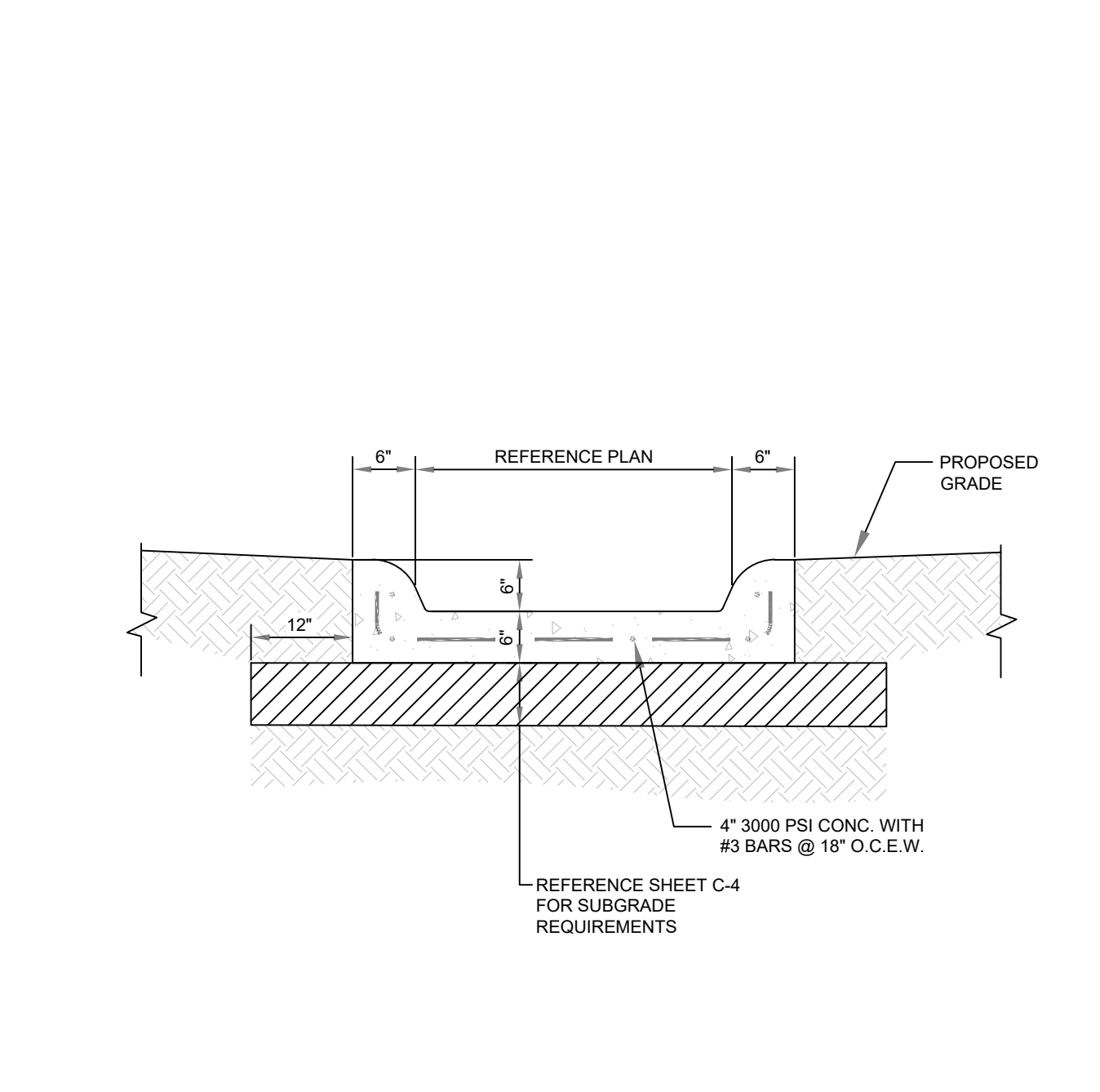
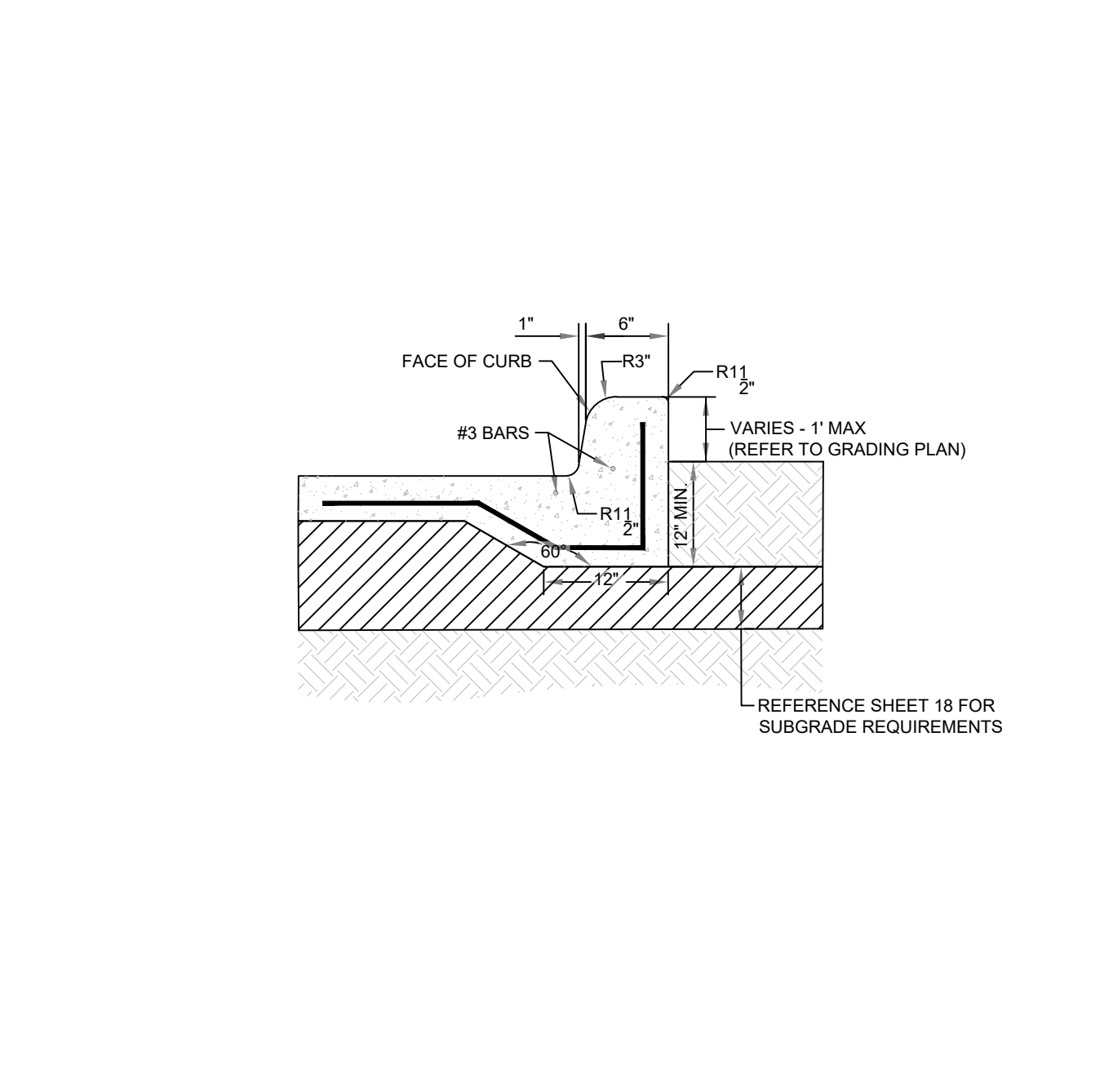


05 KEYED CONSTRUCTION JOINT

06 TYPICAL CONCRETE SIDEWALK

07 INTEGRAL CURB & GUTTER

08 ISOLATION JOINT @ STRUCTURE



09 DROP CURB & GUTTER

10 CONCRETE FLUME

11 STRUCTURAL FOOTING PAVEMENT LEAVE OUT

12 REINFORCED SIDEWALK SECTION

NO.	REVISION	DATE

TAKE 5 EXPRESS CAR WASH
OF SPRING LAKE PARK, MN
8301 UNIVERSITY AVE NE
SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
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.
SIGNATURE:
TREVOR G. STUBBS, P.E.
DATE: 05/17/22
LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
PROJ. #: 21-429E
DRAWN BY: KB
DATUM: SEE SURVEY
REF. #: SEE SURVEY
F.B. & PG.: SEE SURVEY

SHEET TITLE:
PAVING DETAILS

SHEET
C-8

DWG. NO.

**TEMPORARY SEDIMENT CONTROL
STORM DRAIN INLET PROTECTION**

STANDARD PLAN 5-297.405 4 OF 8
APPROVED: 2-28-2017
MINNESOTA DEPARTMENT OF TRANSPORTATION STATE DESIGN ENGINEER

**TEMPORARY SEDIMENT CONTROL
STABILIZED CONSTRUCTION EXIT**

STANDARD PLAN 5-297.405 5 OF 8
APPROVED: 2-28-2017
MINNESOTA DEPARTMENT OF TRANSPORTATION STATE DESIGN ENGINEER

**TEMPORARY SEDIMENT CONTROL
SILT FENCE**

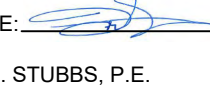
STANDARD PLAN 5-297.405 6 OF 8
APPROVED: 2-28-2017
MINNESOTA DEPARTMENT OF TRANSPORTATION STATE DESIGN ENGINEER

**TEMPORARY SEDIMENT CONTROL
SILT FENCE**

STANDARD PLAN 5-297.405 7 OF 8
APPROVED: 2-28-2017
MINNESOTA DEPARTMENT OF TRANSPORTATION STATE DESIGN ENGINEER

NO.	REVISION	DATE

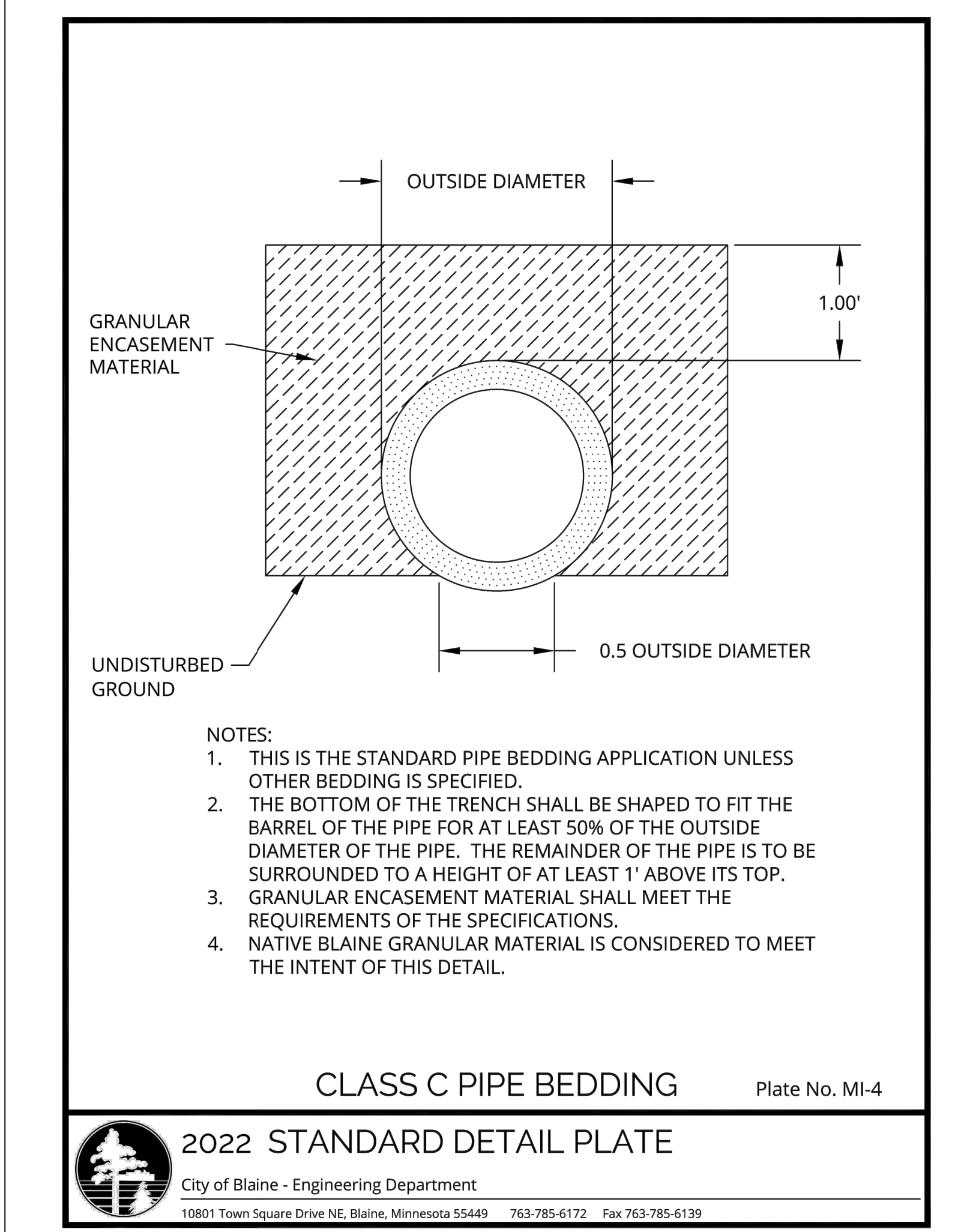
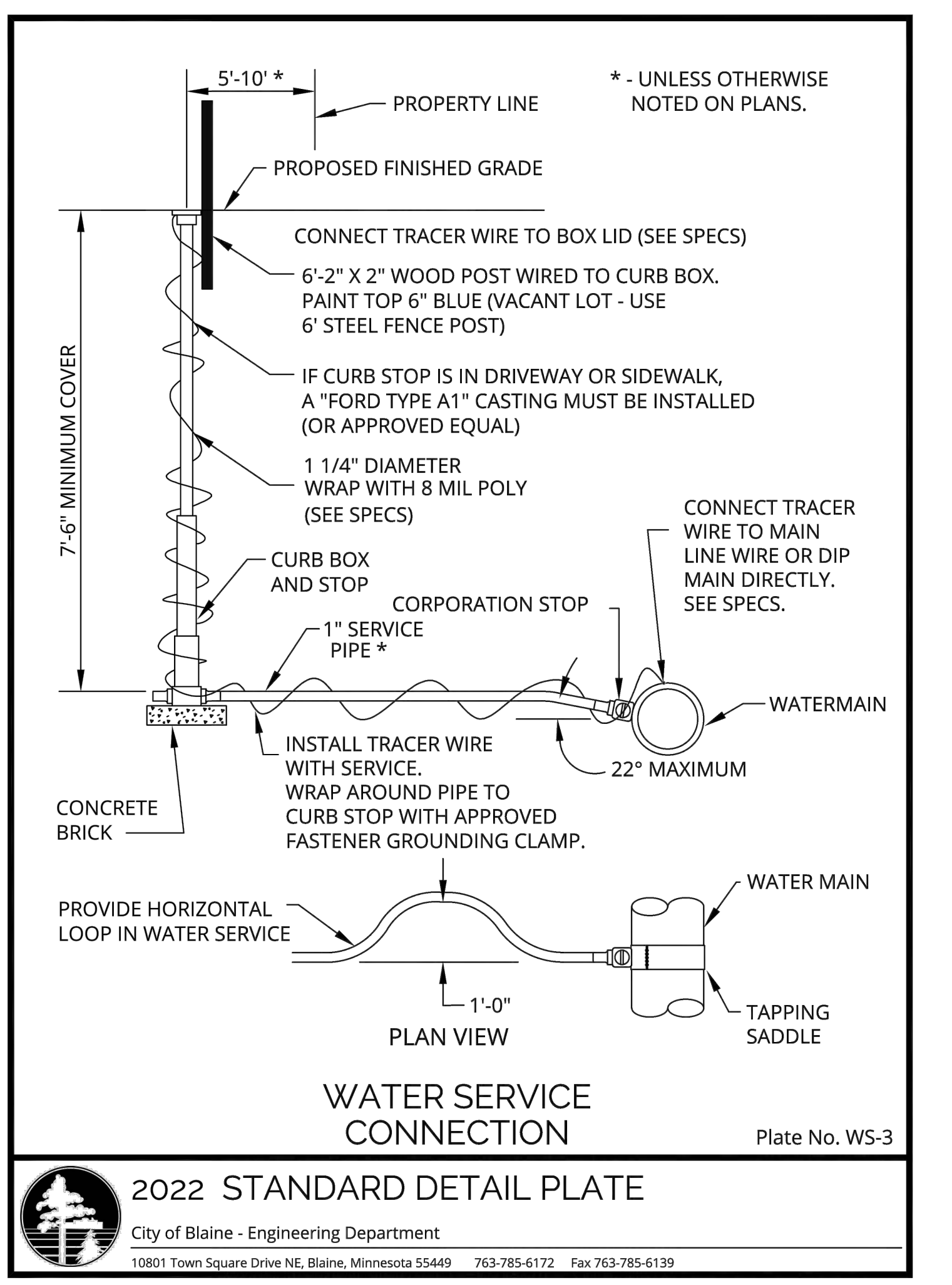
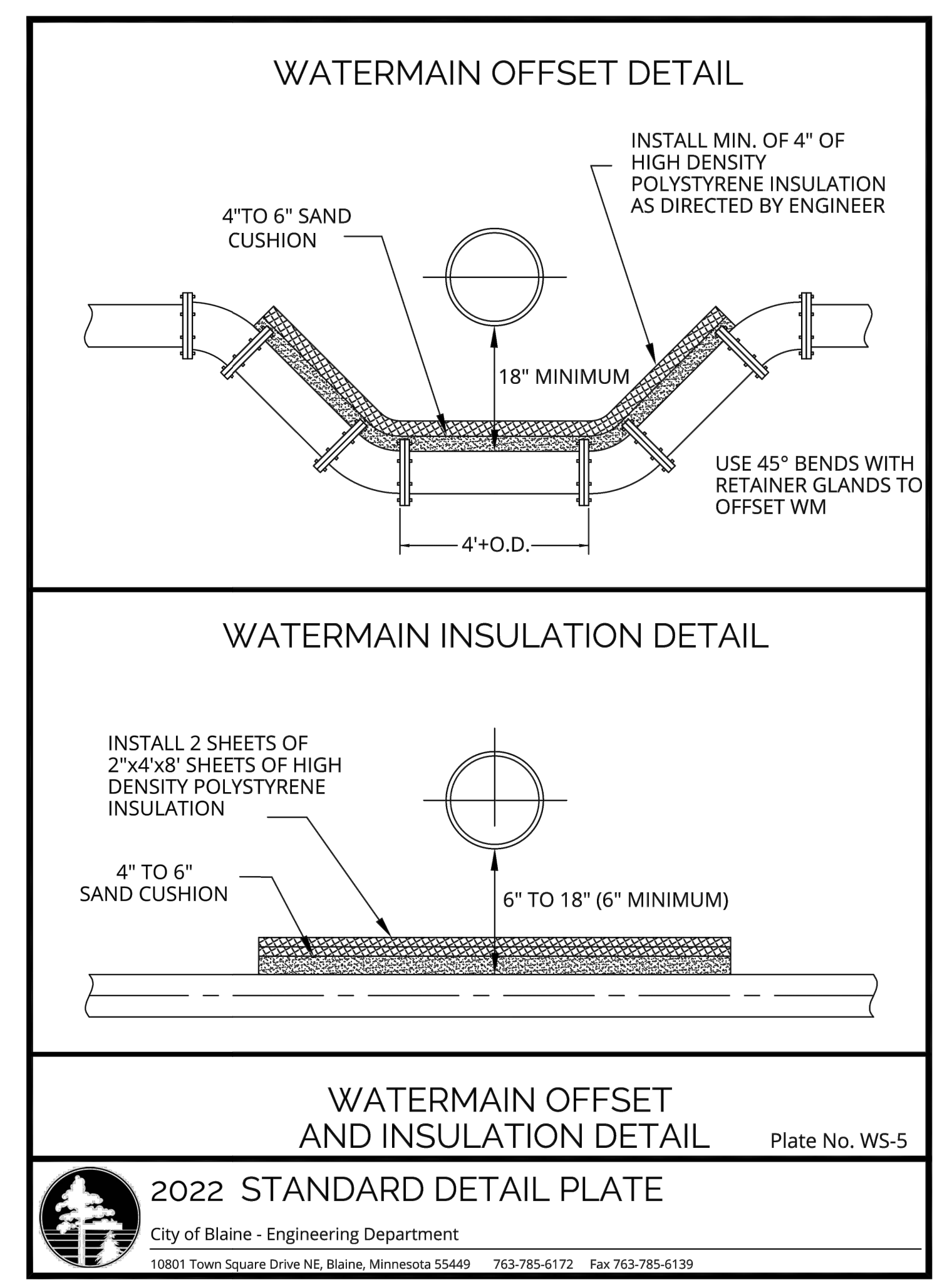
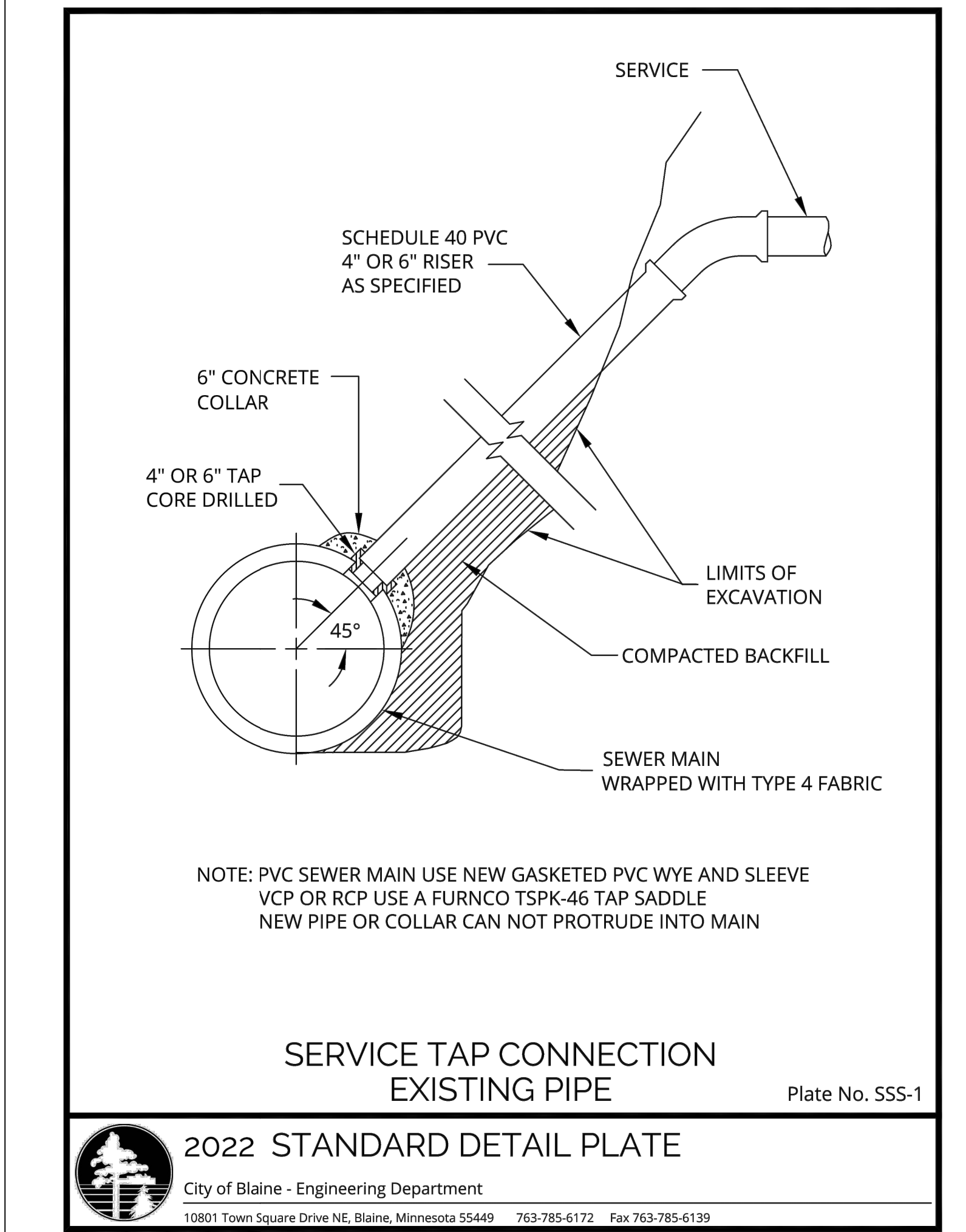
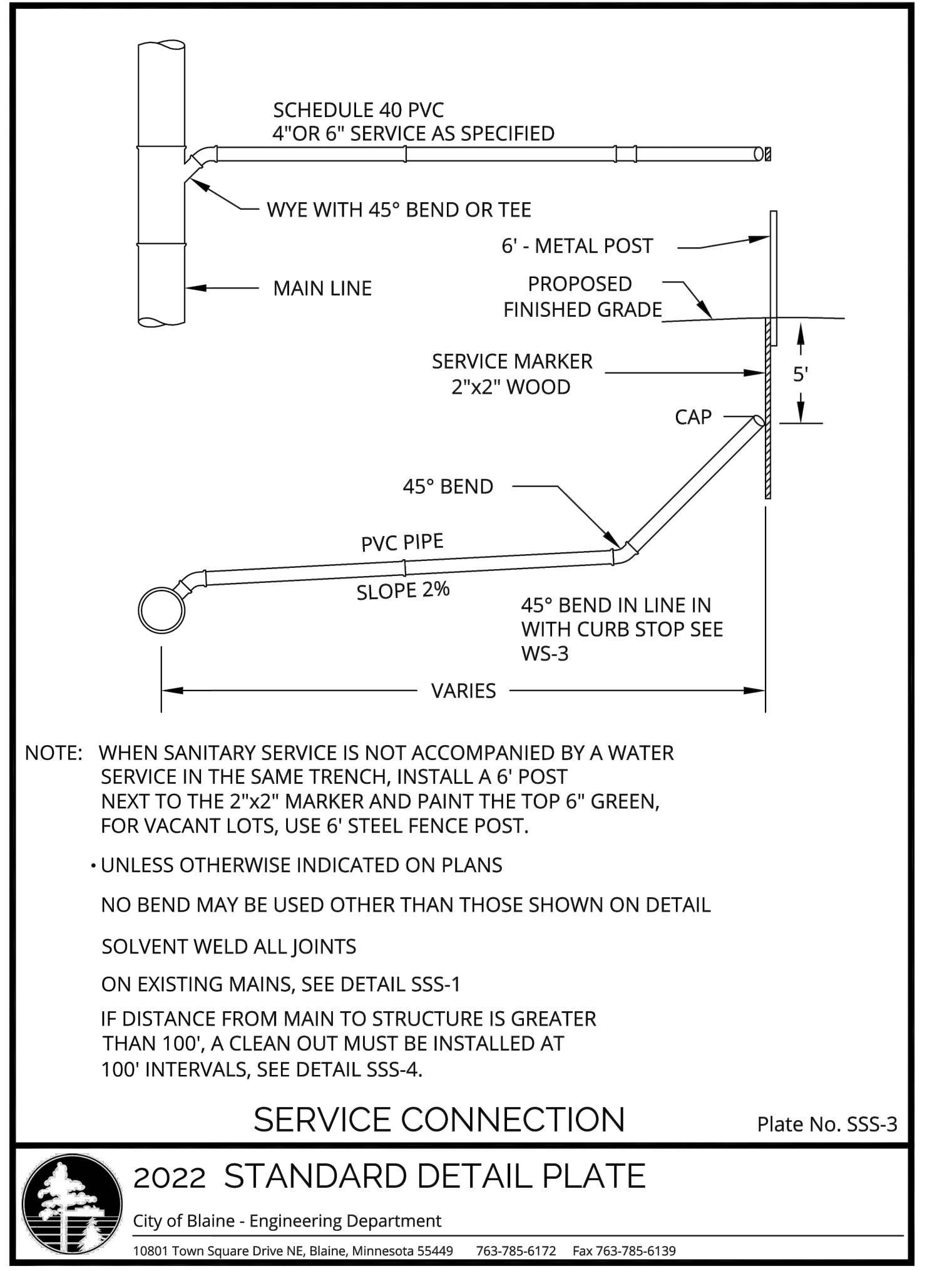
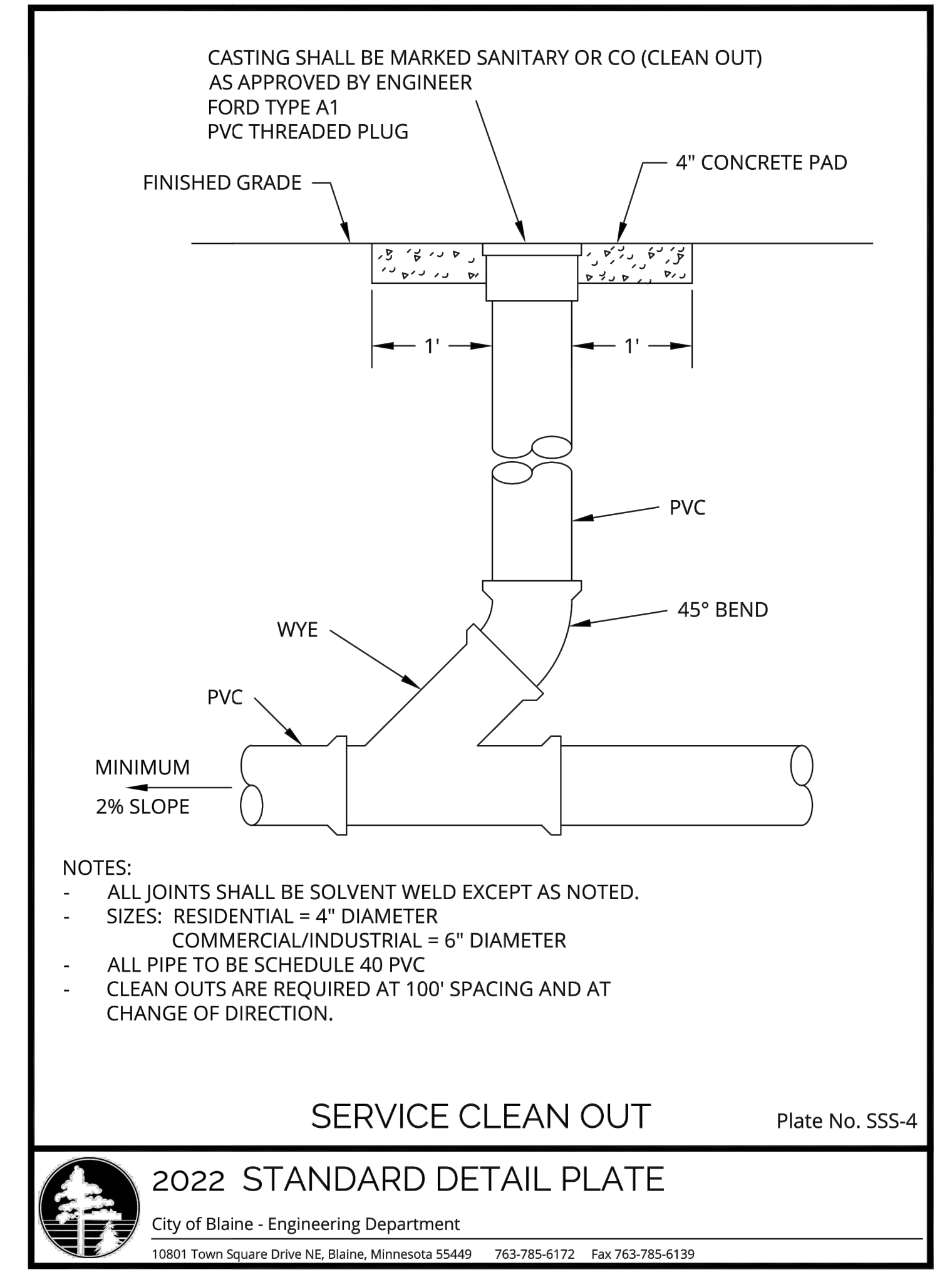
**TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN**
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

PROFESSIONAL ENGINEER
 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.
 SIGNATURE: 
 TREVOR G. STUBBS, P.E.
 DATE: 05/17/22
 LICENSE NUMBER: 60001

ISSUED DATE: 03-07-22
 PROJ. #: 21-4296
 DRAWN BY: KB
 DATUM: SEE SURVEY
 REF. #: SEE SURVEY
 F.B. & PG.: SEE SURVEY

SHEET TITLE:
UTILITY DETAILS

SHEET
C-10
 DWG. NO.



NO.	REVISION	DATE

TAKE 5 EXPRESS CAR WASH
 OF SPRING LAKE PARK, MN
 8301 UNIVERSITY AVE NE
 SPRING LAKE PARK, MN

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.

SIGNATURE:
 NAME: ERIC M. SHEPLEY
 DATE: 03/07/2022
 LICENSE NUMBER: 59933

ISSUED DATE: 02-24-22
 PROJ. # : 21-429E
 DRAWN BY:
 DATUM: SEE SURVEY
 REF. # : SEE SURVEY
 F.B. & PG. : SEE SURVEY

SHEET TITLE:
 LANDSCAPE
 PLANTING PLAN

SHEET
 LP-1
 DWG. NO.



PLANT SCHEDULE

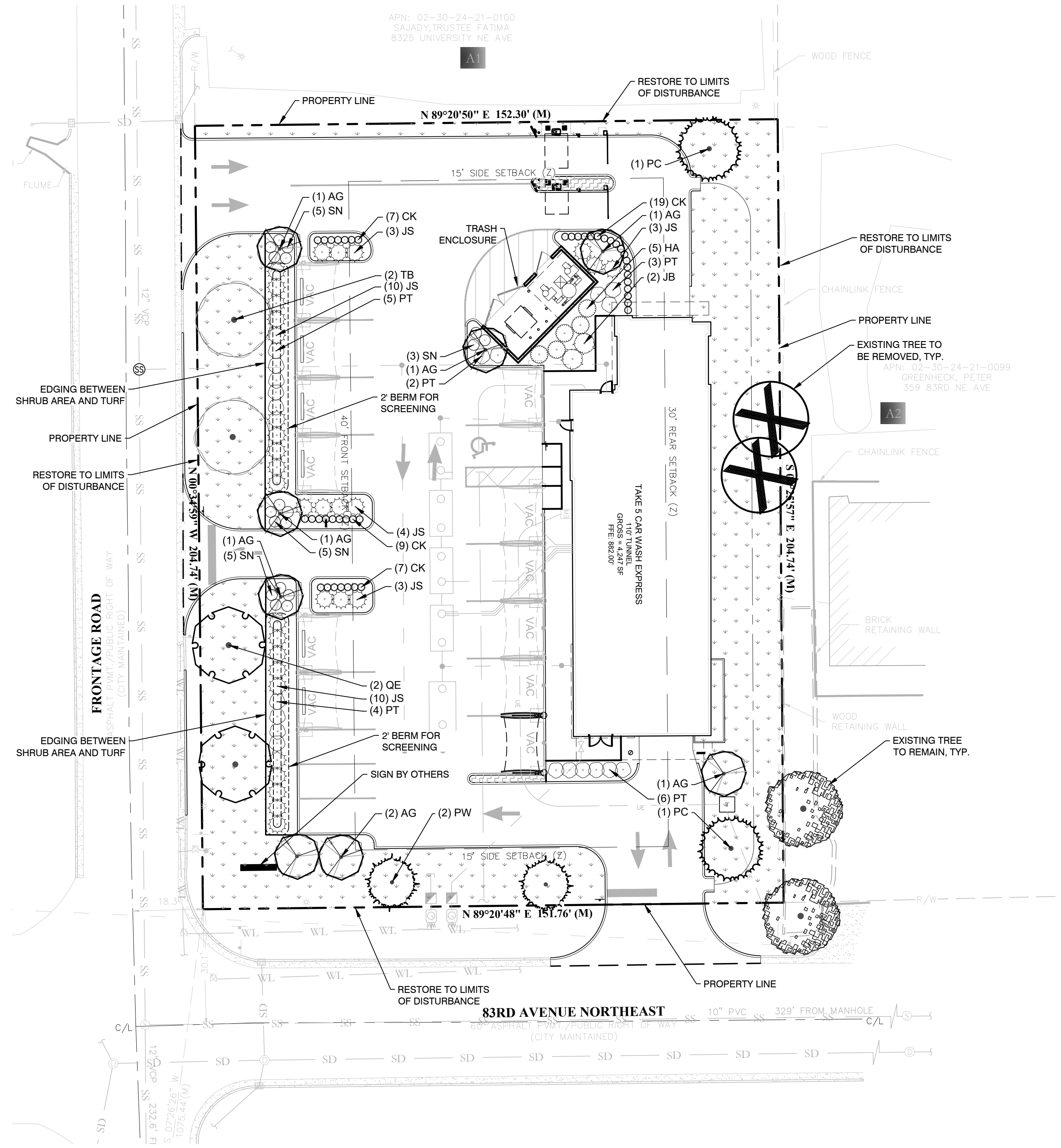
TREES	CODE	QTY	BOTANICAL / COMMON NAME	CAL.	CONT.	SIZE	DETAIL
	AG	8	Amelanchier x grandiflora 'Autumn Brilliance' Autumn Brilliance Apple Serviceberry	3-5 CANES, 1.5" OVERALL CAL.	B&B	6'-8"	
	PC	2	Picea glauca 'Densata' Black Hills Spruce	---	B&B	6' MIN.	
	PW	2	Pinus cembra 'Herman' TM Prairie Statesman Swiss Stone Pine	---	B&B	6' MIN.	
	QE	2	Quercus ellipsoidalis Northern Pin Oak	1.5" Cal.	B&B	6'-8"	
	TB	2	Tilia americana 'Boulevard' Boulevard American Linden	1.5" Cal.	B&B	6'-8"	
SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONTAINER	SPACING	SIZE	DETAIL
	CK	42	Calamagrostis x acutiflora 'Karl Foerster' Karl Foerster Feather Reed Grass	1 gal.	2' OC		
	HA	5	Hydrangea arborescens 'Annabelle' Annabelle Hydrangea	5 gal.	5' OC		
	JB	2	Juniperus horizontalis 'Blue Chip' Blue Chip Juniper	5 gal.	5' OC		
	JS	33	Juniperus x pfitzeriana 'Sea Green' Sea Green Pfitzer Juniper	5 gal.	5' OC		
	PT	20	Physocarpus opulifolius 'SMPOTW' TM Tiny Wine Ninebark	5 gal.	4' OC		
	SN	18	Spiraea nipponica 'Snowmound' Snowmound Spirea	5 gal.	3' OC		
GROUND COVERS	CODE	QTY	BOTANICAL / COMMON NAME	CONT.	SPACING	SIZE	DETAIL
	TURF	8,763 sf	Poa pratensis Kentucky Bluegrass	sod			

LANDSCAPE CALCULATIONS

TOTAL SITE AREA:	31,126 SF
OPEN SPACE AREA:	11,195 SF
PLANT DIVERSITY	
OVERSTORY TREES REQUIRED:	4 TREES (1 PER 3,000 SF)
OVERSTORY TREES PROVIDED:	4 TREES
ORNAMENTAL TREES REQUIRED:	8 TREES (1 PER 1,500 SF)
ORNAMENTAL TREES PROVIDED:	8 TREES
EVERGREEN TREES REQUIRED:	4 TREES (1 PER 3,000 SF)
EVERGREEN TREES PROVIDED:	4 TREES
SHRUBS REQUIRED:	112 SHRUBS (1 PER 100 SF)
SHRUBS PROVIDED:	123 SHRUBS
PARKING LOT	16 SPACES
TREES REQUIRED:	2 TREES (1 PER 10 SPACES)
TREES PROVIDED:	2 TREES

GENERAL GRADING AND PLANTING NOTES

- BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
- THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
- IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
 - BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
 - CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
 - THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (BASED ON A SOIL TEST, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
 - ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
 - ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
 - SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
- ALL PLANT LOCATIONS ARE DIAGMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
 - THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES; PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUND COVER PATTERNS) SHALL TAKE PRECEDENCE.
 - NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
 - THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
- THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
- SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.



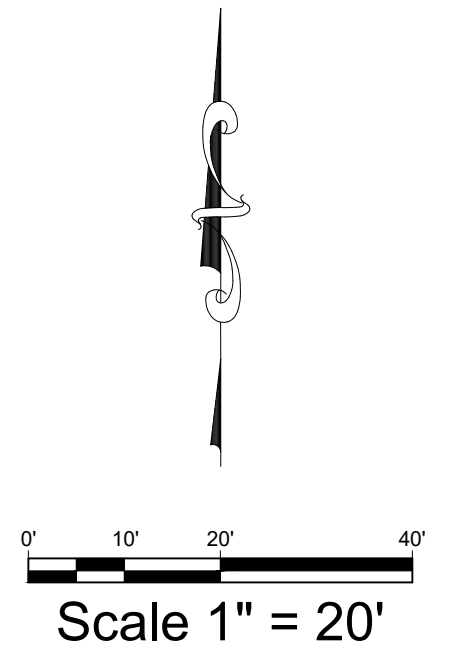
ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, NATURAL (UNDYED), IN ALL PLANTING AREAS (EXCEPT FOR TURF AREAS, AND AS NOTED BELOW). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

- GRAVEL MULCH - RIVER COBBLE, 1"-2" DIA., 4" THICK LAYER OVER LANDSCAPE FABRIC (ANY APPROVED)



ALTA/NSPS Land Title Survey

Title Information

First American Title Insurance Company
Title Commitment #NCS-1094213-CHAR
Date: October 07, 2021

Schedule A Description

Real property in the City of Spring Lake Park, County of Anoka, State of Minnesota, described as follows:

Outlot Nine (9), Terrace Manor 4th, County of Anoka, State of Minnesota.

The property described above and shown herein is the same as that described in title commitment issued by First American Title Insurance Company, title commitment number NCS-1094213-CHAR with an effective date of October 07, 2021 at 7:30 a.m.

Schedule B - Section II

9. Easements for drainage and utility purposes as shown on the recorded plat of Terrace Manor 4th, recorded December 29, 1966, as Document No. 294160. (Drainage and utility easements do not affect the subject property)

10. All of the terms and provisions set forth and contained in that certain Skelly Oil Company Lease Agreement dated November 29, 1977, between Thomas E. Cooper, Lessor, and Skelly Oil Company, Lessee, recorded January 5, 1978, as Document No. 487169. (Affects, contains no plottable items)

Significant Observations

- SO 1 - Power line passes through Northern boundary line to building.
- SO 2 - Fence passes through Northern boundary line in two areas and the Eastern boundary line.
- SO 3 - Power line passes through South boundary line near Southeast corner of the subject property.

Reference Documents

- N 1/2 Sec. 2, T. 30, R. 24, City of Fridley, City of Spring Lake Park/Plat - revised 12/9/2020
- Terrace Manor 4th, Village of Spring Lake Park/Plat - filed 12/29/1966 as Document No. 294160 under Book 2, Page 13

Elevation Benchmarks

Site Benchmark(SBM)1	Site Benchmark(SBM)2
Type Mag Nail	Type Mag Nail
Northing 1101383.19	Northing 1101543.44
Easting 2814907.34	Easting 2814922.52
Elevation 880.26'	Elevation 880.32'

Benchmarks Northing & Eastings are applied with scale factor

Tree Table

Tree ID	Trunk Diameter	Type
T1	36"	Deciduous
T2	24"	Deciduous
T3	24"	Deciduous
T4	12"	Deciduous
T5	12"	Deciduous

Sign Table

Sign	Description
S1	No Parking
S2	Northtown Imports
S3	No Parking
S4	Speed Limit
S5	83rd/University Ave
S6	Stop Sign
S7	Nelson Cheese & Deli
S8	Stop Sign Ahead

Zoning Information

ITEM	REQUIRED	Zoning Notes:
PERMITTED USE	Commercial	Because there may be a need for interpretation of the applicable zoning codes, we refer you to Spring Lake Park for zoning laws and applicable codes.
MIN. LOT AREA	N/A	
MIN. LOT WIDTH	100 Ft	
MAX. BLDG COVERAGE	35%	
MIN. SETBACKS FRONT	40 Ft	
MIN. SETBACKS SIDE	15 Ft	
MIN. SETBACKS REAR	30 Ft	
MAX. BUILDING HEIGHT	35 Ft or 2 stories	
PARKING REGULAR	10 spaces per lane	
PARKING HANDICAP	10 spaces per lane	
PARKING TOTAL	10 spaces per lane	

Blew & Associates makes no warranty to the exact regulations or ordinances represented on the drawing herein. The user of the survey should consult an attorney or title insurer to verify the zoning classification of the property as well as the applicable restrictions and requirements associated with such zoning classification. Property was confirmed to exist within the city limits of Spring Lake Park per phone conversation dated 11/9/2021 with Kristine Pearson - Permit Technician. Per same conversation they verified the Property to exist within Zone C-2. Specific zoning information as shown herein is as interpreted by the surveyor per Spring Lake Park Municipal Code and should be confirmed by a licensed Minnesota attorney or zoning professional in the controlling jurisdiction.

Flood Note

By graphic plotting only, this property is in Zone "X Unshaded" of the Flood Insurance Rate Map, Community Flood No. 270060182L, which bears an effective date of 12/16/2013 and is not in a Special Flood Hazard Area.

Zone Definitions According to the FEMA website.

Zone "X Unshaded" - Area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood.

Miscellaneous Notes

- Completed field work was 11/1/2021.
- The Basis of Bearing for this survey is Grid North per GPS coordinate observations Minnesota State Plane, South Zone NAD83. Longitude = 93°15'41.316" Convergence Angle = 0°30'59.7415" Distances shown on plan are ground. Combined scale factor (ground to grid) = 0.999998067
- Some features on this plan may be shown out of scale for clarity.
- Dimensions on this plan are expressed in feet and decimal parts thereof unless otherwise noted. Bearings are referred to an assumed meridian and are used to denote angles only. Measurements were found at points where indicated.
- Any servitudes and restrictions shown on this survey are limited to those set forth in the description furnished to surveyor, and there is no representation that all applicable servitudes and restrictions are shown herein.
- Names and addresses of adjoining property owners were taken from Anoka County tax cards and deeds.
- The nearest fire hydrant is as shown on survey.
- No surveyor or any other person other than a licensed Minnesota attorney may provide legal advice concerning the status of Title to the property described in this survey ("the subject property"). The purpose of this survey, and the comments related to the Schedule B-11 exceptions, is only to show the location of boundaries and physical objections in relation thereto. To the extent that the survey indicates that the legal instrument "affects" the subject property, such statement is only intended to indicate that property boundaries included in such instrument include some or all of the subject property. The surveyor does not purport to describe how such instrument affects the subject property or the enforceability or legal consequences of such instrument.
- All bearings and distances shown herein are measured dimensions unless otherwise noted herein. Record dimensions, if differing from measured dimensions, will be followed by "R#" where the # indicates from which reference document the dimensions originated.
- Contour Interval = 1 foot. Elevations established with GPS static observations with originating benchmark QQ00439, vertical datum based upon North American Vertical Datum (NAVD88) in US survey feet. Published elevation: 877.07'
- No parking spaces observed.
- Surveyor notes that the property abuts the right-of-ways of University Avenue NE: Frontage Road and 83rd Avenue NE. Access to the right-of-way may be subject to other agreements or proper governmental approvals.
- There was no observable evidence of earth moving work, building construction or building additions within recent months.
- At the time of the survey, there was no observable evidence of site use as a cemetery, isolated grave site or burial ground.
- At the time of the survey, there were no changes in street right-of-way lines either completed or proposed, and available from controlling jurisdiction or observable evidence of recent street or sidewalk construction repairs, per phone conversation dated 11/9/2021 from Terry Randall - Spring Lake Park Public Works Director.
- The nearest intersecting street is the intersection of 83rd Ave NE and University Avenue NE Frontage Rd, which is at the Southwest corner of the subject property.
- Surveyor did not receive current deeds for adjoining properties from the title insurer. Surveyor obtained the deed information reflected on this survey on their own. The user of this survey should consult an attorney or title insurer to verify the current deed descriptions for adjoining properties.
- Reference documents noted herein were obtained by the surveyor and any and all representations based thereon should be reviewed by a licensed attorney or title insurer for verification.
- Surveyor did not receive any information from the title insurer regarding the current zoning classification of the property or any requirements related to the applicable zoning classification. Surveyor obtained the zoning information reflected on this survey on their own. The user of this survey should consult an attorney or title insurer to verify the zoning classification of the property as well as the applicable restrictions and requirements associated with such zoning classification.

Utility Notes

The utilities shown on this drawing have been located by field measurements, utility map drawings, and one-call utility locate request. Blew & Associates makes no warranty to the exact location of any underground utilities shown or not shown on this drawing. It is the responsibility of the contractor to verify any and all utilities prior to construction. Call Minnesota one-call at 1-800-252-1166 for field locations (request for ground markings) of underground utility lines before digging. Dig ticket number: 213021951

- Companies to Contact per One-Call Ticket:
- COMCAST
 - CITY OF FRIDLEY
 - CITY OF SPRING LAKE PARK
 - CENTURYLINK - CTOL
 - CONNEXUS ENERGY
 - MCI
 - METROPOLITAN COUNCIL (MCS)
 - CENTER POINT ENERGY
 - MINDOT
 - NORTHERN NATURAL GAS
 - LEVEL 3 IS NOW CENTURYLINK
 - XCEL ENERGY
 - ZAYO BANDWIDTH

- Per Dig Ticket response the following companies are clear of the site and have no conflict: City of Fridley, Connexus Energy, Metropolitan Council (MCS), Northern Natural Gas, Level 3 is now Centurylink.
- Per Dig Ticket response the following companies have marked the area & provided maps: City of Spring Lake Park
- Per Dig Ticket response the company Zayo Bandwidth was listed as no response, however they did provide maps for Fiber per conversation with Patrick Lausermann from Zayo.
- Per Dig Ticket response, Comcast, Centurylink, MCI, Center Point Energy, and Xcel Energy were listed as no response, and did not provide maps.
- Per Dig Ticket response, MINDOT was listed as Maps Provided, and did provide maps. Water lines south of subject property are based off of city water maps and locations are approximate.

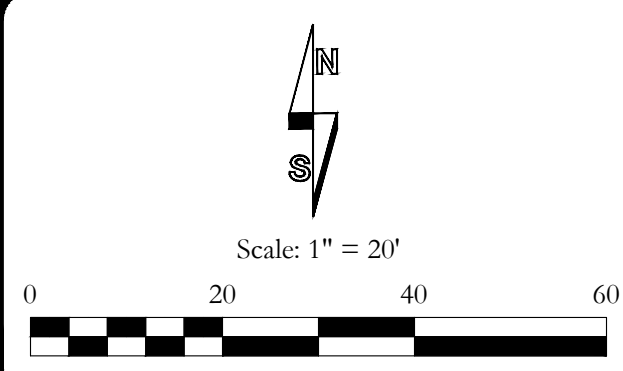
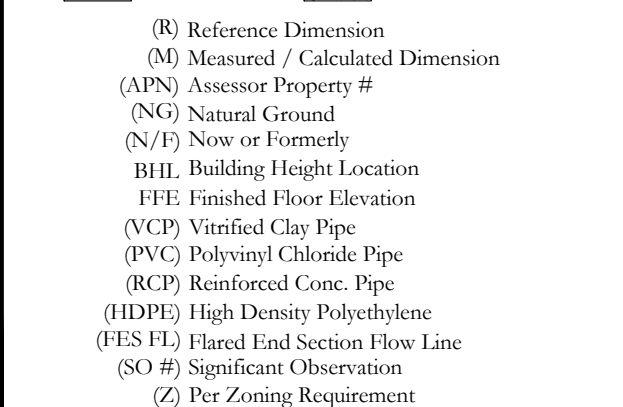
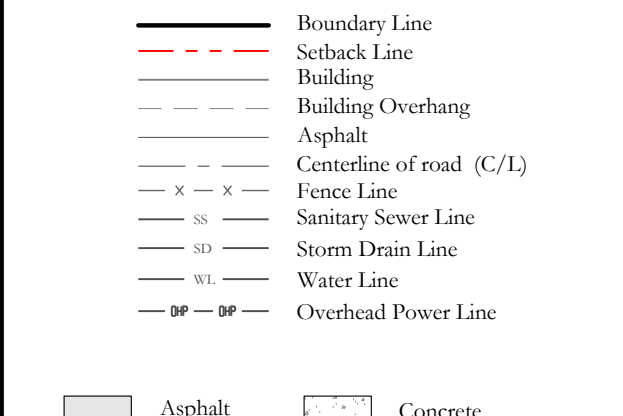
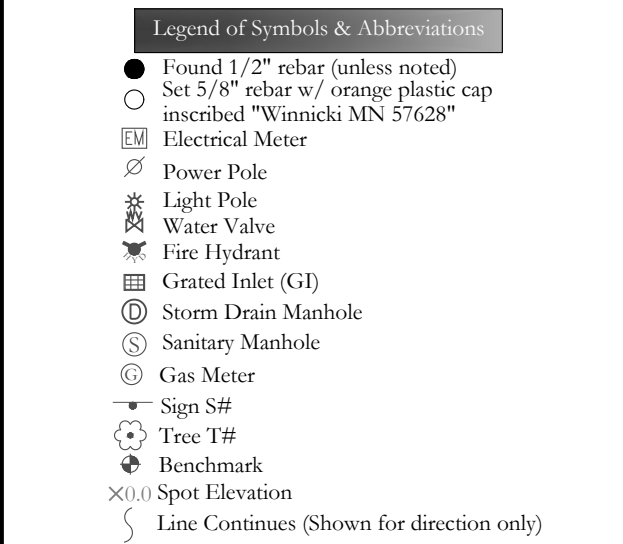
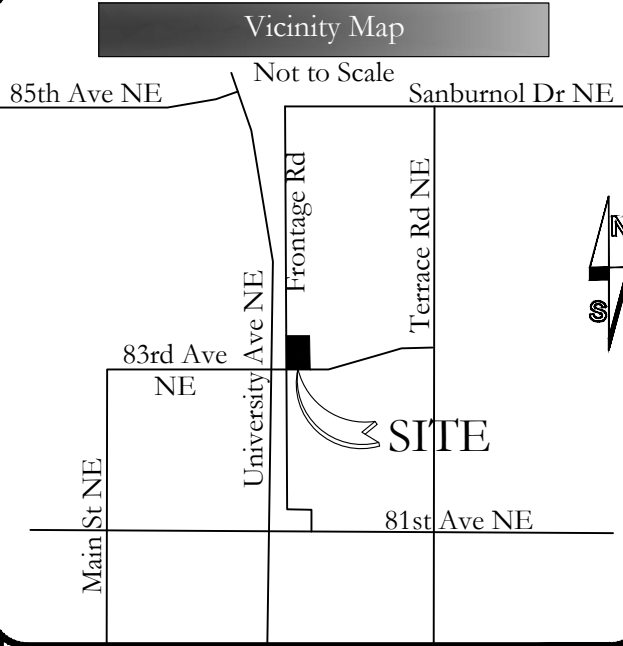
Utility Contacts

FIBER	WATER/SEWER
Zayo Bandwidth Patrick Lausermann (612) 747-0023 1805 29th St, Ste 2050 Boulder, CO 80301	City of Spring Lake Park Terry Randall (763) 360-4973 1301 81st Ave. N.E. Spring Lake Park, MN 55432
TRAFFIC	
MINDOT Cami McKenzie (651) 366-3751 6000 Minnehaha Ave MS 740 St Paul MN 55111	

Land Owners (N/I)

1	A1
APN: 02-30-24-21-0098 Sisaly, Mchitar & Fatima Street Address: 8301 University NE Ave, 55432 Mailing Address: 10482 Mississippi Blvd, Coon Rapids MN 55433	APN: 02-30-24-21-0100 Sisaly, Trustee Fatima Street Address: 8321 University NE Ave, 55432 Mailing Address: 10482 Mississippi Blvd, Coon Rapids MN 55433
APN: 02-30-24-21-0099 Greenbeck, Peter Street Address: 339 83rd NE Ave, 55432 Mailing Address: 1846 Fairmont Ave, St Paul MN 55105	

DATE	REVISION	BY



Surveyor's Certification

TO: Carter Associates, Inc.
This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 minimum standard detail requirements for ALTA/NSPS land title surveys, jointly established and adopted by ALTA and NSPS, and includes items 1-5, 6(a), 7(a), 7(b), 8, 9, 10(a), 13-14, 16-17, 19, & 20 of table A thereof. The field work was completed on 11/1/2021.

DATE OF PLAT OR MAP: 11/23/2021

Preliminary

Robert Winnicki DATE: 11/23/2021
Surveyor License No. 57628
in the State of Minnesota

BLEW & ASSOCIATES, PA
CIVIL ENGINEERS & LAND SURVEYORS
3825 N. SHILOH DRIVE
FAYETTEVILLE, ARKANSAS 72703
OFFICE: 479.443.4506
FAX: 479.582.1883
www.BLEWINC.com

DRAWN BY & DATE	REVIEWED BY	SURVEYED BY
MB, 11/23/2021	TS	RW
COUNTY & STATE	JOB NUMBER	
Anoka & Minnesota	21-9417	
LOCATION	8301 University Ave NE, Spring Lake Park, Minnesota	

FOR THE USE AND BENEFIT OF:
Carter Associates, Inc.
(Take 5) Spring Lake Park, MN

CARTER ASSOCIATES, INC.

CONSULTING ENGINEERS AND LAND SURVEYORS

1708 21st STREET • VERO BEACH, FLORIDA 32960-3472 • 772-562-4191 • 772-562-7180 (FAX)

JOHN H. BLUM, P.E., PRINCIPAL
DAVID E. LUETHJE, P.S.M., PRINCIPAL
GEORGE A. SIMONS, P.E., PRINCIPAL
PATRICK S. WALTHER, P.E., PRINCIPAL

MARVIN E. CARTER, P.S.M., Retired, Consultant to the Firm
DEAN F. LUETHJE, P.E. (FL & NC) Consultant to the Firm

FRANK S. CUCCURESE, P.S.M.
CLINTON J. RAHJES, P.E.
TYLER N. SPENCER, P.E.
ROBERT N. JOHNSON, P.S.M.

GEORGE ALEX SIMONS, P.E.
TREVOR G. STUBBS, P.E.

City of Spring Lake Park, MN
1301 81st Avenue NE
Spring Lake Park, MN 55432

Re: Take 5 Express Car Wash Traffic & Queuing Analysis

Dear City of Spring Lake Park Reviewers:

The proposed car wash development is located at 8301 University Avenue NE Spring Lake Park, MN within the City of Spring Lake Park's jurisdiction. The existing site has 3 full access points. One access point on 83rd Avenue NE and two access points on Frontage Road. The proposed development is very similar except the full access closest to the intersection of Frontage Road and 83rd Avenue will be removed. The distance to the intersection would not be safe. Based on a car wash development with 1 tunnel, The peak hour weekday yields 78 trips (39 in / 39 out) and the peak hour Saturday yields 41 trips (19 in / 22 out) The queuing provided on site is 12 spaces behind the pay station and 2 spaces between pay station and tunnel entrance. The car wash cycles are under 1 minute each therefore there is adequate stacking on site allowing for up to 60 cars in an hour. See attached trip generation information from ITE 10th Edition. In addition to this analysis a recent project shows a similar site analysis that the trip generation is less than the ITE projections. With this analysis it is believed that the site's access and queuing is adequate for the proposed development.

Thank you,



Trevor Stubbs, P.E.
Project Manager

Automated Car Wash (948)

Vehicle Trip Ends vs: **Car Wash Tunnels**
On a: **Saturday, Peak Hour of Generator**

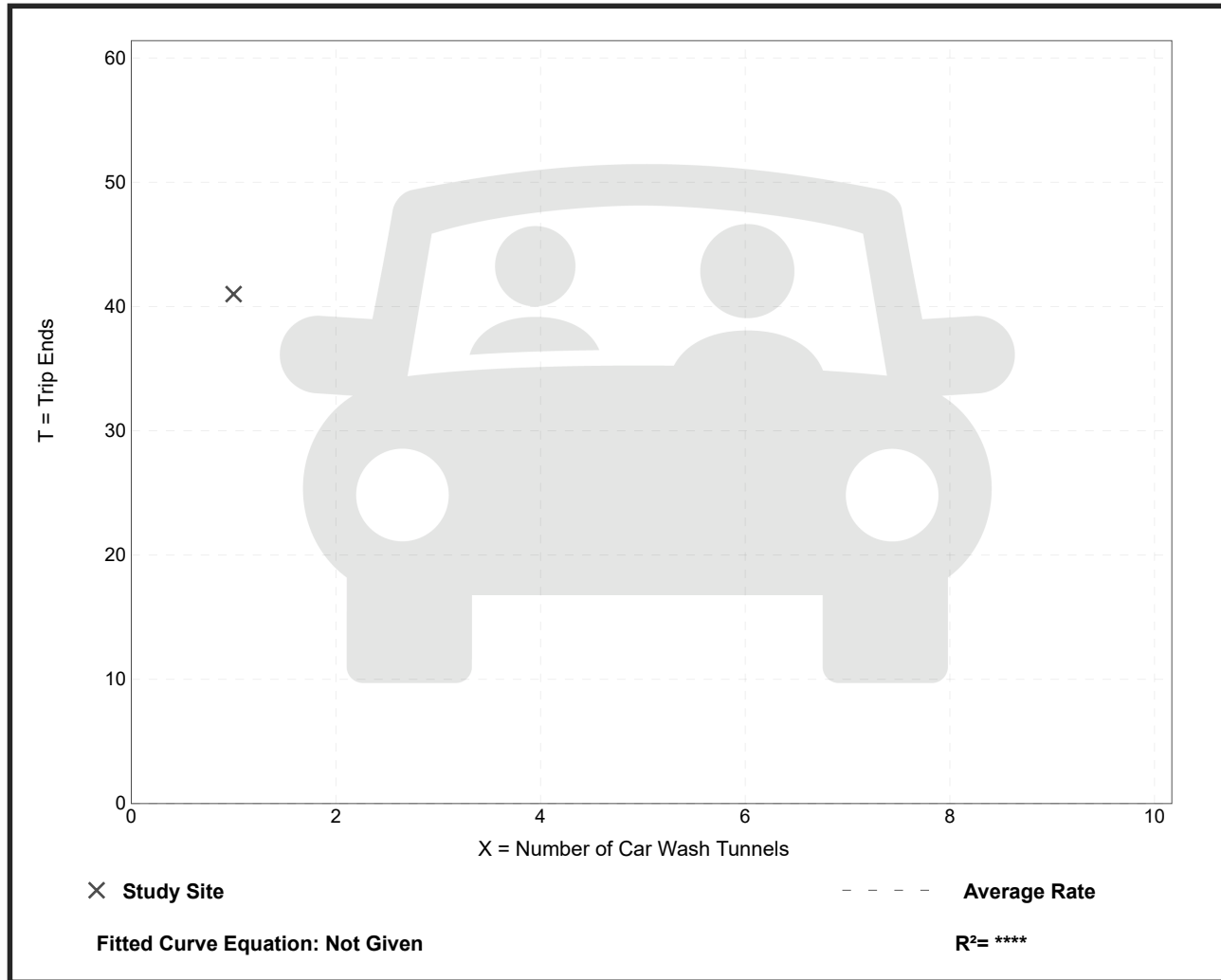
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Car Wash Tunnels: 1
Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Car Wash Tunnel

Average Rate	Range of Rates	Standard Deviation
41.00	41.00 - 41.00	*

Data Plot and Equation

Caution – Small Sample Size



Automated Car Wash (948)

Vehicle Trip Ends vs: Car Wash Tunnels
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

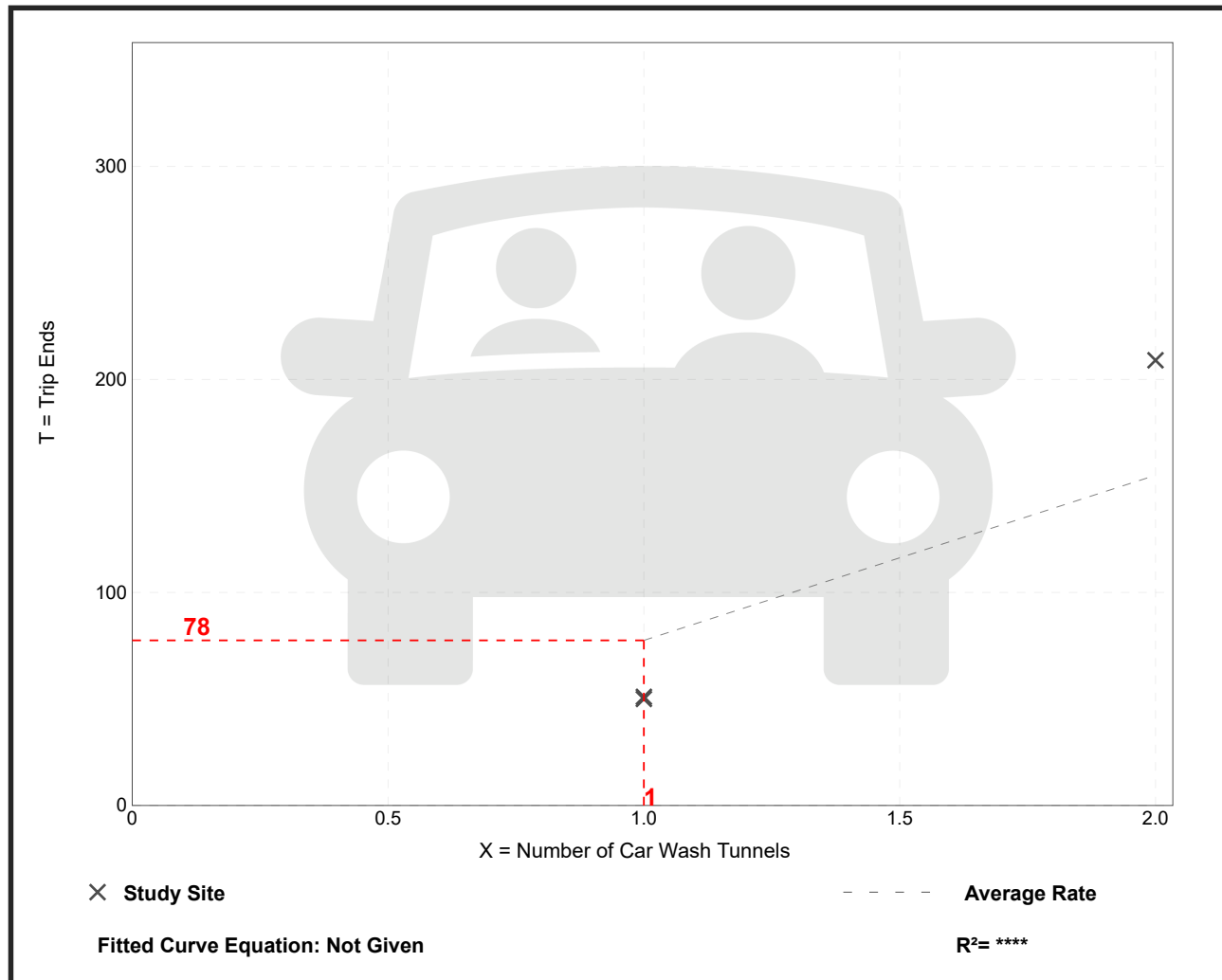
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Car Wash Tunnels: 1
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Car Wash Tunnel

Average Rate	Range of Rates	Standard Deviation
77.50	50.00 - 104.50	33.07

Data Plot and Equation

Caution – Small Sample Size



MEMORANDUM

TO: Lisa M Simpson, PE – Chief Engineer – Transportation
City of Newport News – Dept. of Engineering

FROM: Douglas Kennedy, PE - Pennoni

DATE: March 4, 2022

SUBJECT: Take 5 Car Wash Property
Warwick Boulevard
Traffic Impact Study Scoping Outline
Newport News, Virginia
Pennoni file DRVBR21024

Project Description:

Driven Brands, the contract purchaser and conditional use permit applicant, proposes to construct an automatic car wash at 10911 Warwick Boulevard, at the intersection of Warwick Boulevard and Cedar Lane.

The project site is 1.34 acres and is currently zoned C1 (Retail Commercial). The site currently consists of an existing vacant convenience store and associated parking lot as shown in Figure 1. The project includes the construction of a 3,885 square foot automatic car wash tunnel, asphalt parking and drive aisles, landscaping, and associated site improvements, as shown on the Concept Site Plan (Figure 2).

The hours of operation are from 7:00 AM to 7:00 PM, Monday through Saturday, and 10:00 AM to 4:00 PM on Sunday, with four employees during hours of operation. The proposed use requires a conditional use approval by the City. Pennoni is providing transportation support services to the purchaser. The team has met virtually with the City staff on December 16, 2021 to review the proposed concept and has received feedback, previous traffic studies, and Warwick Boulevard signal operation files.

The traffic study is required to support the proposed application.

The following outline reflects the technical elements envisioned and is provided for review and approval by the City Engineering staff. The scope is based on previous work by Pennoni in the Warwick Boulevard corridor, review of other studies in the vicinity, and the general VDOT 527 traffic study Impact study guidelines. Please note that the VDOT requirements are for information since the subject site access as proposed is not maintained by VDOT in the City and the proposed site trips are below the VDOT land use approval traffic thresholds.

The traffic study outline is provided in advance for City review to verify the technical analysis assumptions. Please return the scoping document with comments, and the correspondence will be included in the Appendix of the traffic study.

The following information provides the basic data required for an assessment of the daily, AM and PM peak hour trip impacts required to address traffic operations concerns.

Level of TIA:

The project has approximately 155 average daily trips weekdays (both in and out). Per the VDOT 527 requirements, a traffic study is required with over 5,000 VPD. For the City of Newport News, a traffic study is required for a conditional land use application.

Site Location Map:

The attached Figure 1 shows the location of the proposed development, with the Cedar Lane and Elm Avenue aerials below the vicinity map.

The proposed study area includes the two proposed access connections to the existing public streets and the following public street junctions where site traffic may impact/change existing turns to include:

- Warwick Boulevard (US Route 60) at Cedar Lane Signal, and
- Warwick Boulevard (US Route 60) at Elm Avenue.

Concept Plan:

The attached Figure 2 shows the proposed development and access to Warwick Boulevard and Elm Avenue.

The Warwick Boulevard entrance is shown as right in/out at the existing driveway location to the northwest of the existing Shell gas station entrance. The existing driveway to Cedar Lane to the north of the site will be removed with the proposed redevelopment, if approved. One driveway proposed to Warwick Boulevard to consolidate the existing 3 entrances.

Introduction and Summary

Include in TIA with description of Access Plan

Existing Conditions

Existing Intersections within the study area:

See Study description above. To account for current traffic conditions, Pennoni will collect AM and PM peak hour data at the two existing Warwick Boulevard median crossovers – collected in January 2022 - for 3 hours in the AM (6:00-9:00 AM) and 3 hours in the PM peak (4:00-7:00 PM) weekdays. The calculated peak hour volumes will be used for the existing/future analyses.

Cedar Lane (City count station 330, Street #6450) is a two-lane Major Collector with no ADT reported in 2019 (mean 2015-2019 at 1,379 VPD). Elm Avenue (street #12450) is a local street with no ADT reported by the City. Warwick Boulevard (Station #320) is a 4 lane-divided Principal Arterial and has 25,531 VPD in 2019 (28,547 VPD mean between 2015 and 2019) between Main Street and Harpersville Road.

Future Conditions without Development

Proposed Growth Rate:

Per the City of Norfolk traffic trends for Warwick Boulevard (through 2019), an effective -2.7% annual growth over the last 5 years of published with an effective 2 percent growth rate maximum between 2015 and 2017. The most current published year had -2.86% annual growth. Pennoni will default to a 0.5 to 1 annual percent growth rate and review effective peak hour volume trends between the previous traffic counts from 2019. Growth will be applied to the Warwick Boulevard through volumes only.

For this site plan, the Design Year is suggested as 2025 to account for land use approvals, site plan processing and construction. Site should be opened in 2024.

Other Development Densities:

Include the initial phase (2023) of the Hilton Commons redevelopment per the ATCS report “Traffic Impact Analysis, Hilton Commons” revised July 19,2021 for uses northeast of the subject site to include 58 DU detached residential, 115 DU multi-family residential, and 22,000 gsf commercial. Use peak hour, internal trips and pass-by from the other traffic study without trip generation updates for the approved uses. Include back-ups of assignments in the TIA appendix.

Other Improvements:

For the study area, no programmed improvements expected for the subject site build-out.

Site Trips

ITE 11th Edition Trip Generation:

The Institute of Transportation Engineers (ITE) Trip Generation (11th Edition) Land Use Code (LUC) 948 for Automated Car Wash has limited data, but the proposed trips are not expected as significant in relation to existing Warwick Boulevard volumes. For example, the trips per wash tunnel average rates note 3 samples but only 2 are plotted in the data set and the average curve varies between 1 and 2 tunnels.

Based on applicant sales data and experience, on average, Driven Brands expects roughly 50 customers per day in this location, or a max of 400 visits per week. For the weekday, that would equate to approximately 250 average trips and 150 trips over the weekend. Subject to the season, the site is expected to serve 4 to 8 washes per hour. Using the peak hour activities at 8 vehicles on average, and hourly activities occurring from 7 AM to 8 PM, this Take 5 car wash could average 5.5 vehicle per hour, or 72 customers per day. This would equate to 144 trips per day (in + out). Adding the employee traffic at 5-6 staff would result in Daily trips at 156 trips per day in and out. While the derivation is higher than the applicant’s data, it provides a range of trips to compare for site ingress.

Proposed Take 5 Car Wash Trips

Land Use						Distribution		Trips		Int Cap	Pass By (4)	Net Trips
Description	ITE	Period	ITE Eq./Rate Used	Var.	Trips	Enter	Exit	In	Out			
Take Car Wash	949	Daily	156.20 ⁽¹⁾	stall	156	50	50	73	73	0	78	78
Take 5 Car Wash	949	AM	8.6 ⁽²⁾	stall	9	63	37	6	3	0	4	5
Take 5 Car Wash	949	PM	16.4 ⁽³⁾	Stall	16	51	49	8	8	0	8	8

Trip variable used: per stall No equations provided in ITE.

- (1) Derived based on applicant usage data. Rounded up from 100 average trips per day. K Factor of peak to Daily at ap. 0.10. calculated as ratio from LUC 949 PM trip rate per stall/Daily Trip rate per stall = 0.087, rounded down.
- (2) AM rate not revised for in/out split. Employees included.
- (3) PM peak used at peak hour of generator, as peak hour of roadway at 13.6 trips per stall.
- (4) Pass-by defaults to 50% per ITE for auto related commercial uses (ITE 11th Edition worksheets) for LUC 944 (gas station only) for AM, and midday and LUC 945 (conv. store with gas 2-8 pumps) for PM (63,49,56%)

Based on this estimate, Pennoni reviewed the ITE data base for similar traffic features and noted that the trips mostly correlate with the ITE Land Use Code LUC 949 car wash and Detail Center per stall. While this use is slightly different that the primarily automated service proposed at the Take 5 site, the availability for on-site parking for detailing and vacuuming is comparable.

Site trips will be compared to the previous approval for a convenience market with gas station, as approved by the City, but not constructed.

The site trip variables were reviewed based on the multiple trip variables – aisles/tunnels, square footage, and even derived with LUC 949 “Car Wash and Detail Center” to calculate the range of trips and Daily site trip generation. The trip rates for LUC 947 “Self Service Car Wash” were also reviewed, but not used since the trip frequency was less than the automatic or car wash/detail trip sets. The ITE data sets for cars washes are summarized as attached with resources used for this site highlighted in yellow. Note that self Service car wash (LUC 937) data are not included. No data for AM and Daily data is published in ITE for LUC 948, so the derivation noted above was applied. The ITE data has a limited size and study samples, so the Applicant ‘s experience is utilized for the trip generation derivation.

Pass-by rates are not specified for the Land Use, but Pennoni defaulted to the auto-related commercial equivalent at 50 percent to reflect fast food, gas station, and convenience store with gas averages in the ITE 11th Edition workbooks. For these auto-oriented uses, pass-by trips range between 31 and 75% of the total driveway volumes. For the subject site, no new trips are envisioned, as the site is expected to capture existing trips from the Warwick Boulevard through trips. However, the new trips are shown to conservatively assess impacts, and verify turn lane requirements.

The 156 VPD trips two-way, would equate to approximately 350 washes per month, for a typical 30-day monthly average.

Trip Distribution:

Trip distribution will be estimated based on prevailing adjacent traffic streams and the location of interacting developments. Since the site activities are primarily secondary trips, the site activities will include a pass-by discount of 50 percent for new trips on US Route 60. The site assignments will include all site turns for new trip and pass-by trips.

The previous distribution used for a previous proposed auto-oriented redevelopment will be utilized and compared to the 2022 field counts. The distributions from the Timmons Study “Warwick Boulevard Convenience Store Traffic Impact Analysis, dated September 18,2020 are shown below.

Direction/Road	Distribution
US Route 60 North (northwest of Site)	50%
US Route 60 South (Southeast of the site)	50%
Total Site Distribution	100%

Future Conditions with Development

Intersection Operations:

Review Synchro files and include the following capacity outputs in Synchro 11 for the following scenarios:

- Existing Conditions 2022
- Background Condition (2025) without the site
- Total Conditions (2025) with the site
- Include any mitigation proposed if deterioration in operations is identified with site trips.

LOS standards:

Summarize AM and PM peak hour operation at the 2 existing streets and at the proposed site entrances. Tabulate overall LOS delay and back of queues and document change in operations in Tables. For clarity Warwick Boulevard shown as east-west orientation in the tables.

Site Impacts:

- Include review of changes in traffic volumes,
- Show Site ADT at driveway locations, and
- Include calculations for turn lane review.

Other project/access issues:

None anticipated from project impacts. Will reference R-O-W dedication on Warwick Boulevard as requested by the City staff in the preliminary plan review. Right turn analyses will be provided for the proposed Warwick Boulevard entrance based on both the LOS review and the VDOT Road Design Manual criteria for right turn lane on 4 lane divide facilities. For the Elm Avenue access, use the link volumes on Elm Avenue as throughs from the traffic counts at the proposed entrance without reductions for turns to the existing shell station, to be conservative.

Report Submission:

Provide an electronic copy of the Traffic report as a PDF with technical appendix to include count resources, other development, and Synchro outputs. We will provide an electronic version to the City of the synchro files as modified for this analysis.

Attachments: Figure 1: Project Location
Figure 2: Concept Development Plan

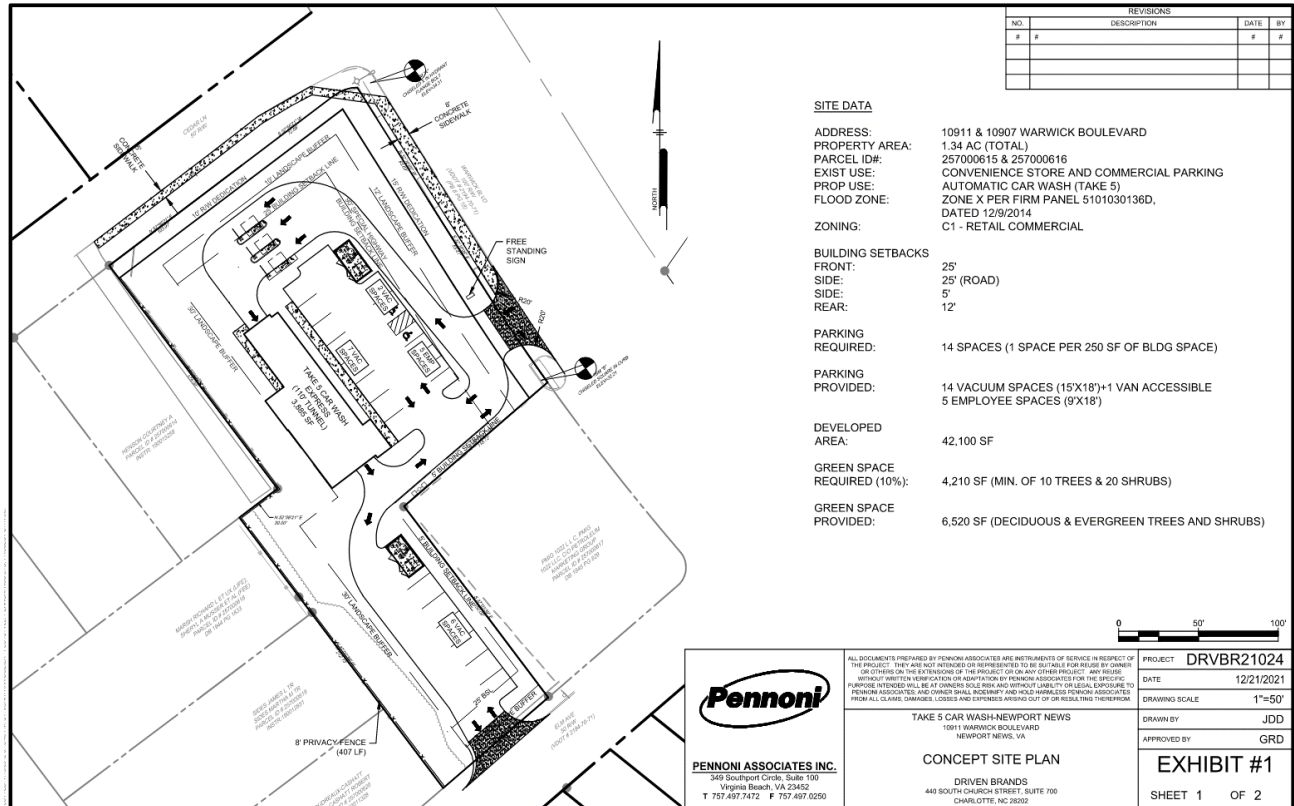
U:\Accounts\DRVBR\DRVBR21024 - Take 5 Car Wash-Newport News\DOC PREP\SCOPING\Pennoni_WarwickBlvd_CarWash_TIA Scoping Methodology_20220304.docx

Cc: Katherine Chamberlain - City of Newport News
Jonathan Dozier – Pennoni
Rebecca McAllister – Driven Brands

Figure 1: Project Location



**Figure 2: Concept Site Plan
 (To be revised)**



LUC 948 Automatic Car Wash ITE Data Summary

Land Use							Distr.		Trip Rates		S.D.	R ²
Description	LUC	Period	ITE Eq. Rate	Var.	#	Size	Ent	Exit	Ave.	Range		
Automated Car Wash	948	Daily										
Automated Car Wash	948	AM Peak										
Automated Car Wash	948	PM Peak	N/A	tunnel	3	1	50	50	77.50	50-104.50	33.07	N/A
Automated Car Wash	948	Sat Peak	N/A	tunnel	1	1	46	54	41.00	41-41	N/A	N/A
Automated Car Wash	948	PM Peak	N/A	1000 gfa	1	2	50	50	14.20	14.2-14.2	N/A	N/A
Automated Car Wash	948	PM Peak Gen.	N/A	1000 gfa	2	5	50	50	11.66	8.35-16.63	N/A	N/A
Automated Car Wash	948	Sat. Peak	N/A	1000 gfa	3	4	50	50	30.40	14.20-37.75	9.63	N/A

Source: ITE Trip Generation Manual (11th Edition) 2021. Formatted by Pennoni

LUC = ITE Land Use Code

Var. = trip variable

= number of studies; Size = average size of trip variable

Dist. – trip distribution % ; S.D. = standard Deviation R² = coefficient used by VDOT to determine if ITE equations should be used for land use code

LUC 949 Car Wash & Detail Center ITE Data Summary

Land Use							Distr.		Trip Rates		S.D.	R ²
Description	ITE	Period	ITE Eq. Rate	Var.	#	Size	Ent	Exit	Ave.	Range		
Car Wash & Detail Ctr	949	Daily	N/A	Stalls	1	5	50	50	156.20	156.2-156.2	N/A	N/A
Car Wash & Detail Ctr	949	AM Peak	N/A	Stalls	1	5	63	37	8.6	8.6-8.6	N/A	N/A
Car Wash & Detail Ctr	949	PM Peak	N/A	Stalls	1	5	49	51	13.60	13.6-13.6	N/A	N/A
Car Wash & Detail Ctr	949	AM Peak Gen.	N/A	Stalls	1	5	54	46	15.20	15.2-15.2	N/A	N/A
Car Wash & Detail Ctr	949	PM Peak Gen.	N/A	Stalls	1	5	51	49	16.40	16.4-16.4	N/A	N/A

Source: ITE Trip Generation Manual (11th Edition) 2021. Formatted by Pennoni

LUC = ITE Land Use Code

Var. = trip variable

= number of studies; Size = average size of trip variable

Dist. – trip distribution % ; S.D. = standard Deviation R² = coefficient used by VDOT to determine if ITE equations should be used for land use code



349 Southport Circle
Suite 100
Virginia Beach, VA 23452
T: 757-497-7472
F: 757-497-0250

www.pennoni.com

TAKE 5 EXPRESS CAR WASH
SPRING LAKE PARK MN
SITE SOUND STUDY

April 14, 2022

Prepared for:

Trevor Stubbs, P.E.
Carter Associates, Inc.
1708 21st Street
Vero Beach, FL 32960

Submitted by:

Thornton Acoustics
521 Clay Run Rd.
Mill Run, PA 15464

CONTENTS

1	Introduction	2
2	Methodology.....	4
3	Results.....	4
4	Conclusions	7

1 INTRODUCTION

Thornton Acoustics & Vibrations (TAV) performed a site sound study in support of the development of a Take 5 Express Car Wash to be located at 8301 University Avenue NE, Spring Lake Park, MN. The proposed Site Plan is shown in Figure 1.

The purpose of the study was to model and predict the sound emissions from the proposed development and to compare these to applicable Minnesota noise regulations.

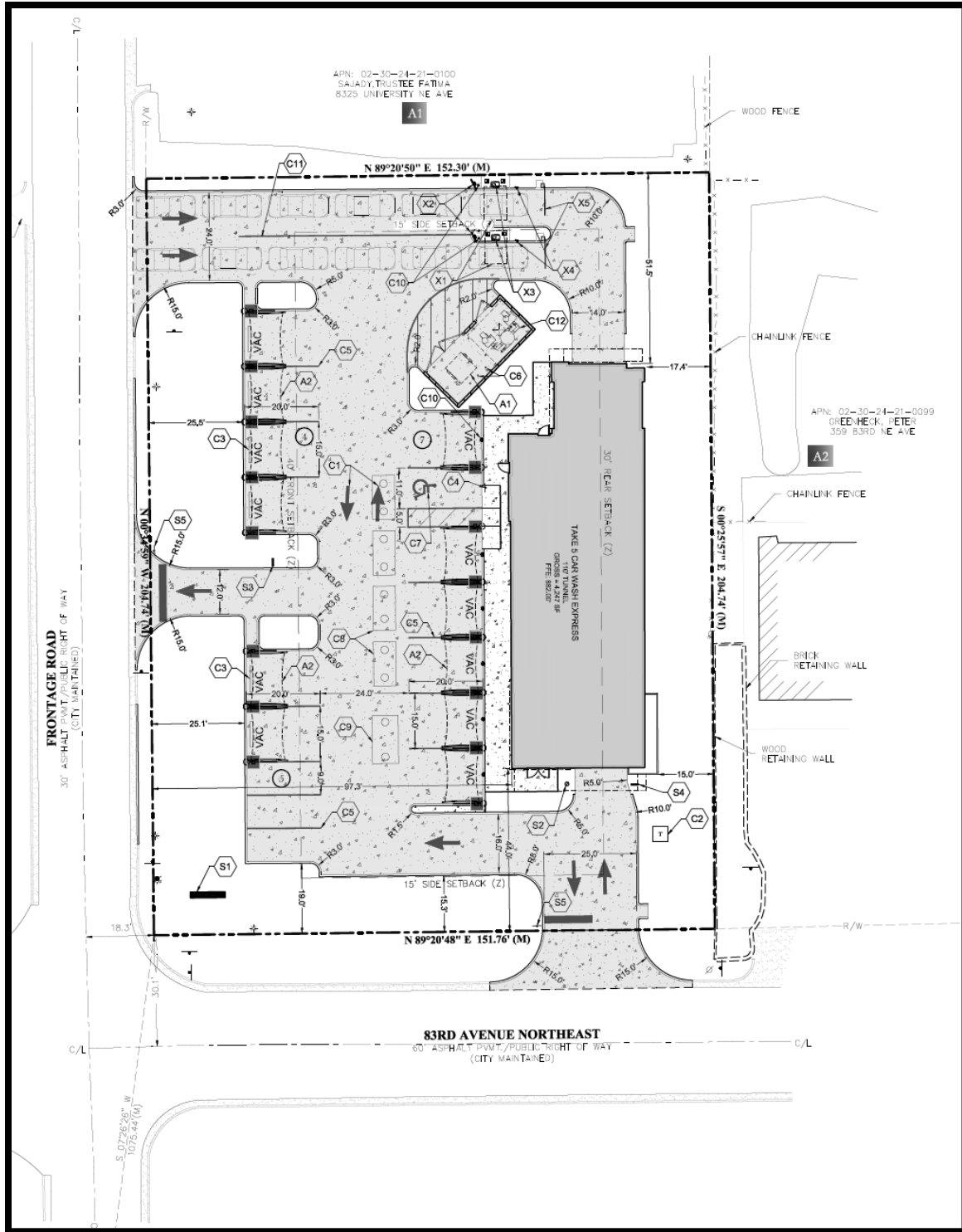


Figure 1 Take 5 Express Site Plan

2 METHODOLOGY

TAV modeled the sound emissions from the proposed car wash and predicted the emitted sound levels over the land surrounding the car wash. A noise model of the site and the Car Wash was developed based upon ISO 9613 methodology.

The sound power that will be emitted by the Car Wash was estimated based upon sound studies of existing car washes provided by the manufacturer.

The sound levels that will be emitted by the Car Wash were compared to the applicable State of Minnesota Noise Rules. Note that TAV is unaware of any local or County noise ordinances and based upon our review and research, only the state regulations apply to this site.

3 RESULTS

The predicted maximum sound field that will be emitted by the proposed Car Wash, with the doors Open and all mechanical systems operating, is shown in Figure 2. Note that when the Car wash operates with the doors closed, the sound levels will be significantly reduced, but as no manufacturer sound data with the doors closed was available, the exact reduction cannot be accurately predicted. A reduction of 6-10 dBA is a reasonable estimate.

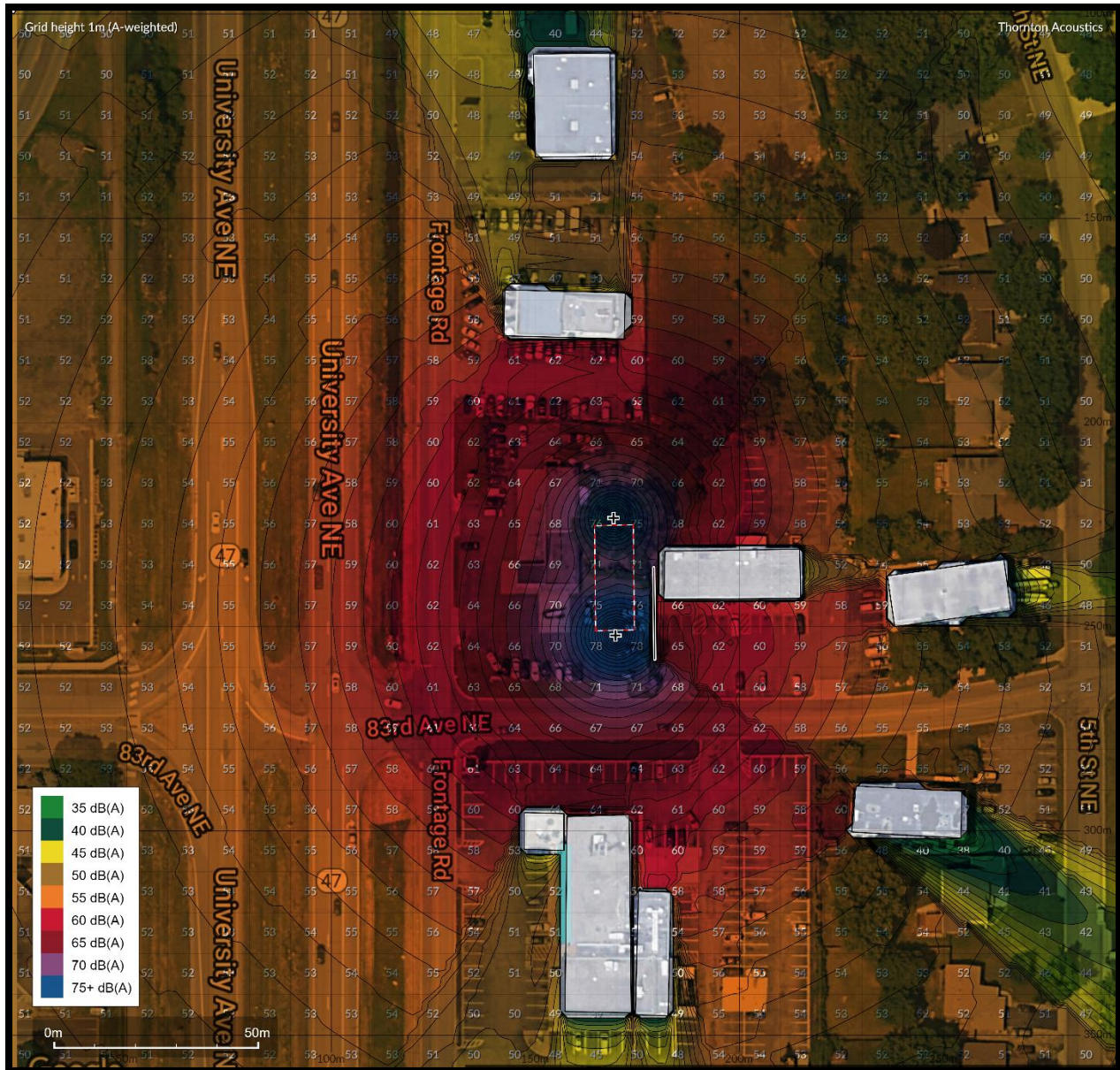


Figure 2 Car Wash predicted sound level emissions contours. The Car Wash building is indicated by the red/white dashed box.

The State of Minnesota has established “Noise Rules” which are summarized in the excerpt shown in Figure 3.

1. Noise rules in Minnesota

1.1 The basics

Minnesota's noise pollution rules are based on statistical calculations that quantify noise levels over a one-hour monitoring period. The L_{10} calculation is the noise level that is exceeded for 10 percent, or six minutes, of the hour, and the L_{50} calculation is the noise level exceeded for 50 percent, or 30 minutes, of the hour. There is not a limit on maximum noise.

The statutory limits for a residential location are $L_{10} = 65$ dBA and $L_{50} = 60$ dBA during the daytime (7:00 a.m. – 10:00 p.m.) and $L_{10} = 55$ dBA and $L_{50} = 50$ dBA during the nighttime (10:00 p.m. – 7:00 a.m.) ([Minn. R. 7030.0040](#)). This means that during the one-hour period of monitoring, daytime noise levels cannot exceed 65 dBA for more than 10 percent of the time or 60 dBA more than 50 percent of the time.

The basic noise rules for other noise area classifications are:

Noise Area Classification	Daytime		Nighttime	
	L_{10}	L_{50}	L_{10}	L_{50}
1	65	60	55	50
2	70	65	70	65
3	80	75	80	75

1.2 Noise area classifications

Noise area classifications (NAC) are based on the land use at the location of the person who hears the noise, which does not always correspond with the zoning of an area. Therefore, noise from an industrial facility near a residential area is held to the NAC 1 standards if it can be heard on a residential property.

Some common land uses associated with the NACs include:

NAC 1: Residential housing, religious activities, camping and picnicking areas, health services, hotels, educational services

NAC 2: Retail, business and government services, recreational activities, transit passenger terminals

NAC 3: Manufacturing, fairgrounds and amusement parks, agricultural and forestry activities

NAC 4: Undeveloped and unused land

Note that, although there is a NAC 4, there are no noise standards for these areas. The full list of NAC land uses can be found starting on [page 21](#) of this guide or in Minnesota Rule [7030.0050](#).

Figure 3 State of Minnesota Noise Rule excerpt

The Car Wash sound levels were compared to the Noise Rule limits. The Car Wash will have operating hours from 7AM until 8 PM, hence only the Daytime limits will apply. Note that the Car wash sound varies over the duty cycle and the sound contours show the maximum levels throughout a duty cycle. The State Noise Rules are based upon statistical limits and comparing the Maximum Car Wash levels to these statistical limits is highly conservative in that the actual L₁₀ and L₅₀ levels (the State metrics) emitted by the Car Wash will be lower than the maximum levels.

4 CONCLUSIONS

The car wash will emit maximum sound levels, at the exterior of the car wash, of 78 dBA and that will decrease with distance from the Car Wash. The maximum level at the nearest Retail/Commercial business will be less than 65 dBA and will be reduced to 56 dBA or less at the nearest Residential receivers. The sound levels that will be emitted by the car wash are below the permissible limits established in the State Rules and the proposed Car Wash complies with, and is consistent and compatible with the requirements of the State Rules.

The estimated existing ambient sound levels (in the absence of the Car Wash) at this site will be on the order of 50-65 dB(A) (depending on distance from the roadways). These levels are typical of a suburban commercial setting located near high-volume roadways. The Car Wash sound emissions are also consistent with the existing Community ambient sound levels

Please contact me with any questions that you may have regarding this study.

Best Regards,



William Thornton

CITY OF SPRING LAKE PARK
NOTICE OF PUBLIC HEARING

Notice is hereby given that the Spring Lake Park Planning Commission will hold a public hearing on Monday, April 25, 2022 at 7:00pm, or soon thereafter, to consider the following:

Property Owner(s): Sajady, Muchtar and Fatima
Applicant: Boing US Holdco, Inc.
Location: 8301 University Avenue NE (legal description available at City Hall)
Petition: The applicant is seeking a conditional use permit to operate an automated car wash (single tunnel) with associated vacuum parking stalls.

The public hearing will be held at Spring Lake Park City Hall, 1301 81st Avenue NE, Spring Lake Park, MN. Interested individuals or organizations are encouraged to submit written comments prior to the hearing. All interested parties will be heard.



Daniel R. Buchholtz
Administrator, Clerk/Treasurer

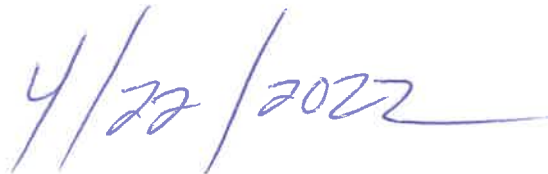
Posted: April 15, 2022
Published: April 15, 2022

The Intersection!!
how does it flow, how does it
handle the increased traffic with
both the new Restaurant at Montes and
A Car Wash. Petitioned
11/10/2021

Dear clerk Daniel Buchholtz and members and mayor of Spring Lake Park. My only concern, and I am sure the concern of others will be the traffic flow in that area of business. I don't think the current stop signs and through streets and service road in there present outlay will handle the increased traffic. I hope the city can address that concern, and make it a workable and accessible road system.

Sincerely,

Pete Greenheck Owner of Nelson Cheese and Deli

A handwritten signature in blue ink that reads "Pete Greenheck". The signature is fluid and cursive, with a long horizontal line extending to the right.A handwritten date in blue ink that reads "4/22/2022". The date is written in a cursive style with a long horizontal line extending to the right.

To: Planning Commission
 From: Lauren Walburg, Stantec
 Michelle Lincoln, Stantec
 City of Spring Lake Park

File: Tint Pros – Ordinance Text Amendment and Conditional Use Permit
 Date: May 23, 2022

Re: Tint Pros, Ordinance Text Amendment and Conditional Use Permit | 1313 Osborne Rd NE

BACKGROUND

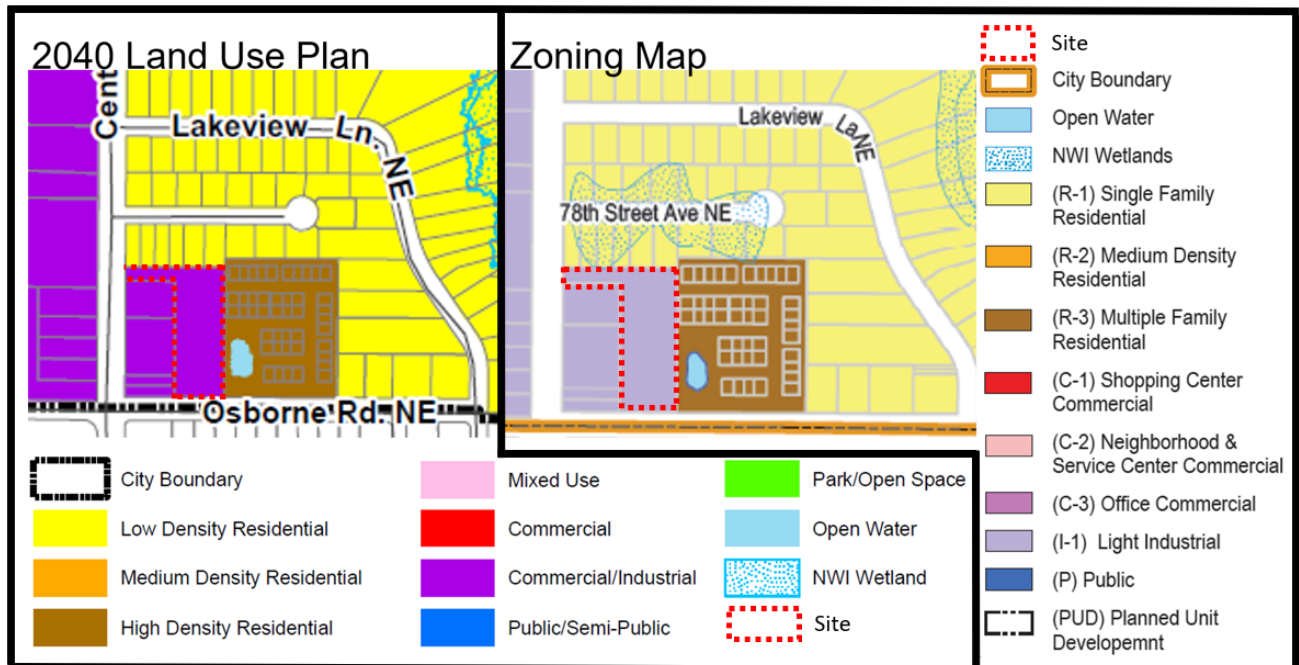
Tint Pros (Applicant) is a business currently located at 7703 Central Avenue NE. They have purchased the adjacent property at 1313 Osborne Road NE which houses an old bus garage building and surface parking lot.

Tint Pros offers window tinting, vinyl wraps, detailing, light mechanical work and other associated car services. The applicant intends to relocate their business to 1313 Osborne, terminating their lease at 7703 Central Avenue NE. As part of this relocation and due to the large size of the old bus garage building, the applicant would like to expand their business to include selling higher end vehicles that would be stored inside the garage building. I-1 Light Industrial zoning does not presently allow auto sales, and Tint Pros is requesting an Ordinance Text Amendment specifying auto sales as a conditional use in the table of permitted uses. Automobile repair is currently allowed by conditional use permit in the I-1 district.

The applicant has been operating Tint Pros in Spring Lake Park for 5 years and is in good standing with City. The applicant has been quick to address any issues raised by code enforcement and the City rarely receives any complaints about the business.

PLANNING ISSUES DISCUSSION

- 1) **Comprehensive Plan and Zoning.** The property is guided Commercial/Industrial in the 2040 Comprehensive Plan. The zoning is I-1 Light Industrial which is intended for employment opportunities, industrial areas near highways and administrative, wholesaling, manufacturing and related commercial uses.



Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

Requirements for property in the I-1 Industrial district include:

- a. If any yards are to be landscaped, they shall be landscaped attractively with lawns, trees, shrubs, and the like. Any areas left in a natural state shall be properly maintained in a sightly and well-kept condition (§16.20.040).
- b. Where any business or industrial use (structure, parking, or storage) is adjacent to property zoned or developed for residential use, that business or industry shall provide a buffer yard and screening along the boundary of the residential property.
- c. All materials, supplies, merchandise, or other similar matter not on display for direct sale, rental, or lease to the ultimate consumer or user shall be stored within a completely enclosed building within the commercial and industrial districts or within the confines of an opaque wall or fence not less than six feet high. No storage of any type shall be permitted within the required front or side street setback (§16.20.120).
- d. Specific development standards regarding auto and marine service and repair uses are regulated by §16.36.010(B). These standards regulate vehicle storage and documentation and venting odors, gas, and fumes.
- e. Performance standards apply to buildings within the I-1 Light Industrial district, as guided in §16.28.010. It is the intent of these standards to provide that industry and related activities shall be established and maintained with proper appearance from streets and adjoining properties, and to provide that each permitted use of this type shall be a good neighbor to adjoining properties by the control of the following: odor, exterior lighting, glare, vibration, fumes and gases, smoke, dust, hazards, and visual impacts.
- f. Parking requirements are as follows: 3 spaces per each service bay plus 1 per employee on major shift

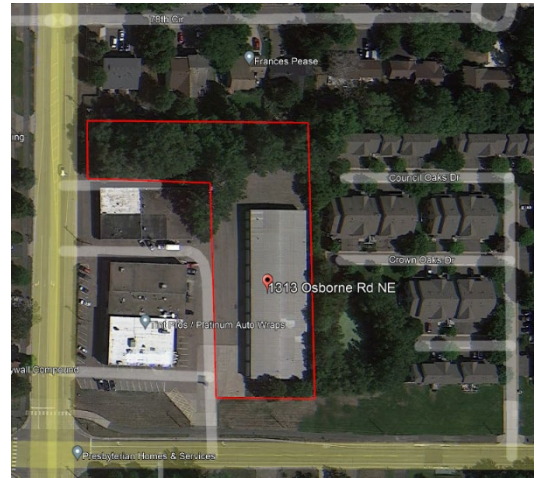
Performance Standards for auto and marine; sales, leasing, and rental (§16.36.010(A)):

- a. The use shall be served by a major collector or higher classification of roadway.
- b. An open-aired used auto and marine sales or rental lot as a stand-alone business is prohibited.
- c. Used automobiles may be sold or rented as a stand-alone business if the used vehicles and associated business are contained within a building.
- d. Used automobiles may not be sold accessory to businesses other than new car dealerships. Outdoor vehicle display for used vehicles shall be limited to 30% of the total outdoor display area for a new car dealership. The display area shall be defined as the total number of parking spaces devoted to the sale of new vehicles only, not including the required off-street parking spaces needed for the public and employees.
- e. Outdoor vehicle display areas within the public right-of-way are prohibited.
- f. All areas on which motor vehicles are stored or displayed must be paved with concrete or a bituminous surface. No display, sale or storage of automobiles or other vehicles are permitted on landscaped areas.
- g. Outdoor vehicle display shall be in an orderly fashion, with access aisles provided as needed. Outdoor vehicle display shall not reduce the amount of off-street parking provided on-site, below the level required for the principal use. The outdoor storage of inoperable, junk vehicles and vehicles with expired tabs is prohibited.
- h. Music or amplified sounds shall not be audible from adjacent residential properties.
- i. An appropriate transition area between the use and adjacent property shall be provided by landscaping, screening or other site improvements consistent with the character of the neighborhood.

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

- j. Fuel pumps for the purpose of retail sale and dispensing of fuel to the general public shall be prohibited. If the use included dispensing of fuel for automobiles maintained on-site, the use shall employ best management practices regarding the venting of odors, gas and fumes. Such vents shall be directed away from residential uses. All storage tanks shall be equipped with vapor-tight fittings to eliminate the escape of gas vapors.

- 2) **Application Request.** Tint Pros offers window tinting, vehicle wraps, exterior detailing, and other associated car services. The property Tint Pros has purchased, 1313 Osborne Rd NE, is zoned I-1 Light Industrial. There is an existing bus garage on the property, which the Applicant intends to make minor repairs and cosmetic improvements. The Applicant is not proposing any substantial changes to the property or exteriors of the existing building. South of the property is Osborne Rd NE, an arterial, and property to the west and east are zoned I-1 Light Industrial. Residential uses are to the north and east of the property. There is substantial tree screening at the north and east property boundaries, appropriately fulfilling screening requirements for industrial uses that abut residential uses.



The Applicant will be terminating their lease at 7703 Central Avenue NE to relocate their business to 1313 Osborne. As part of this relocation, they plan to expand their business to include auto sales. Auto sales are not allowed under the existing ordinance in industrial areas. The Applicant is requesting an Ordinance Text Amendment to add auto sales as a conditional use in I-1 Light Industrial districts. Contingent upon the approval of the text amendment, Tint Pros is applying for a conditional use permit for the approval of auto sales at 1313 Osborne Rd NE.

- 3) **Ordinance Text Amendment.**

The Planning Commission and City Council should first consider the ordinance text amendment to allow auto sales as a conditional use within the I-1 zoning district. An ordinance text amendment is required because auto sales are currently only allowed as a conditional use within the C-2 zoning district, and the proposed text amendment would add auto sales to the schedule of permitted uses as a conditional use in the I-1. Within the C-2, the City currently allows "auto and marine; sales, leasing and rental" as a conditional use. The City could consider using the same language in the industrial district, as shown in Option 1 below. The City could also consider only allowing auto sales, as requested by this application and shown in Option 2 below. As previously mentioned and shown below, Automobile repair is already included in the schedule of permitted uses as a conditionally permitted use, so no change is needed to the ordinance to allow for that use of the property.

The Planning Commission and City Council have the discretion over whether to approve the ordinance text amendment and should consider whether auto sales are an appropriate use within the I-1, light industrial district. This is an issue that has come up in the past, and for which the City has included performance standards in their zoning ordinance (§16.36.010(A)). Stantec would be supportive of allowing auto sales within the I-1, as it fits with the intent of the district, and there are additional standards already in place guiding their development.

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

Appendix D: Schedule of Permitted Uses by District (§ 16.64.040)

Uses in I-1	Category
Automobile repair	C
Option 1: Auto and marine; sales, leasing and rental	<u>C</u>
Option 2: Auto sales	<u>C</u>

- 4) **Conditional Use Permit.** Section §16.56 of the City of Spring Lake Park’s zoning code outlines the requirements to approve a conditional use permit. The Zoning Code allows the City to impose reasonable conditions on certain uses to address issues that may impact surrounding properties or public health, safety, and welfare. Conditional uses are considered *permitted uses to which reasonable conditions may be attached based on findings of fact*. The assumption is that the use is allowed and the City needs to articulate the conditions under which the use might be approved, rather than deny it because of potential conditions that do not yet exist. If it appears there is no reasonable way to accommodate the use in this location, the City can deny the use.

This application has been analyzed with respect to requirements in the zoning code, listed below. The Planning Commission and City Council should consider both automobile repair, as a use currently allowed by CUP in the I-1, as well as auto sales, which will require an ordinance text amendment to be considered as a conditional use in the I-1. The City Council may then authorize the conditional use permit, provided the applicant has provided evidence establishing the following:

(a) The proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;

Window tinting, vehicle wraps, exterior detailing, and other associated car services are compatible with other uses allowed in I-1 Light Industrial. Tint Pros has been operating for 5 years at the property adjacent to this one and have been able to expand their existing business due to demand. Indoor auto sales specified in §16.36.010(A), as amended to be allowed by CUP in I-1 Light Industrial, are also compatible within the property and nearby uses, under the screening and use mitigation requirements of §16.28.040 and §16.28.010.

(b) The use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity;

The site has substantial existing screening and is buffered to the adjacent R-1 Single-Family and R-3 Multi-family residential uses. The site is accessible from Osborne Rd NE and Central Ave NE, and the use is not expected to

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

be detrimental to the surrounding area. The business has been operating for the past 5 years in this area and the City rarely received complaints, and the applicant is quick to respond to code enforcement issues.

(c) The proposed use will comply with the regulations specified in this chapter for the district in which the proposed use is to be located;

The proposed use is compliant with all applicable standards in the I-1 Light Industrial district, as amended for auto sales.

(d) The use is one of the conditional uses specifically listed for the district in which it is to be located;

Auto repair is currently allowed as a conditional use within the I-1 district. Auto sales require a zoning text amendment to operate as a conditional use in the I-1 Light Industrial district.

(e) The proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity;

The property has existing screening in place, and the applicant is not proposing any substantial changes to the building footprint and exterior of the site itself. The applicant proposes to conduct all work inside the building, and the use is not anticipated to have a detrimental effect on neighboring properties.

(f) The use will not lower property values or impact scenic views in the surrounding area;

The property does not have any significant scenic views. There is existing screening to adjacent residential properties. Additional screening could be required if proximity to the residential areas is of concern.

(g) Existing streets and highways and proposed access roads will be adequate to accommodate anticipated traffic;

This property can be accessed from Osborne Rd NE and Central Ave NE. Osborne Rd NE is an "other arterial" and Central Ave NE is a "major collector." All of these roads are adequate to handle the minimal amount of traffic expected from this type of use.

(h) Sufficient off-street parking and loading space will be provided to serve the proposed use;

The applicant is supplying adequate parking for employees and customers. Auto sales will be restricted to inside the property building – no outdoor storage is permitted. Parking spaces are to be provided by the building owner, and spaces will be appropriately striped and signed.

(i) The use includes adequate protection for the natural drainage system and natural topography;

The applicant is proposing minor landscaping improvements that are not anticipated to impact the natural drainage system and natural topography.

(j) The proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise, or vibration so that none of these will constitute a nuisance; and

Tint Pros offers window tinting, vehicle wraps, exterior detailing, other associated car services, and, upon approval, auto sales. The business has been operating in good standing at 7703 central Ave NE, and the Applicant agrees to continue implementing mitigation efforts for the conditions stated in §16.28.010 and §16.28.010. The applicant also agrees to operate their auto sales business indoors.

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

(k) The proposed use will not stimulate growth incompatible with prevailing density standards.

The applicant is not proposing any residential units as part of the project.

PROCESS

The Planning Commission should first consider the Ordinance Text Amendment to allow auto sales as a conditional use within the I-1 Light Industrial District. The Commission should consider whether they would recommend approval of this text amendment, and if so, make a motion recommending specific language for the schedule of permitted uses to the City Council. The two options Stantec would recommend are shown in this staff report.

Regardless of the outcome of the first motion, the Planning Commission should consider the Conditional Use Permit for auto sales. The Planning Commission could recommend approval or denial of the Ordinance Text Amendment, but we don't know how the City Council will decide on this. The Commission should therefore continue with consideration of the CUP for auto sales regardless of their recommendation on the Ordinance Text Amendment.

Regardless of the outcome of the first two motions, the Planning Commission should additionally consider the Conditional Use Permit for auto repair. Auto repair is currently allowed as a conditionally permitted use within the I-1. According to the League of Minnesota Cities "If a proposed conditional use satisfies both general and specific standards set out in the zoning ordinance, the applicant is entitled to a conditional use permit." The Planning Commission should consider the Planning Issues Discussion of this staff report when making their recommendation.

RECOMMENDATIONS

Ordinance Text Amendment

Amending the zoning ordinance is something the City has considerable discretion over. The Planning Commission should carefully consider whether they want to recommend auto sales as a conditional use in industrial areas of the City. This would allow other applicants to apply for a Conditional Use Permit for auto sales within the I-1. Stantec would be supportive of allowing auto sales within the I-1 Light Industrial District, as it fits with the intent of the district, and there are additional standards already in place guiding their development. However, this is a question for the community to answer, not an outside consultant, so we do not make a specific recommendation on this request.

Suggested Findings of Fact for Approval of Ordinance Text Amendment

- 1) The proposed auto sales use is not allowed within the I-1, Light Industrial district, the current zoning on the property. An Ordinance Text Amendment to add auto sales to the schedule of permitted uses within the I-1 as a conditional use would allow this use to move forward by conditional use permit.
- 2) The intent of the I-1 Light Industrial District includes commercial uses and the applicant proposes to operate their business in accordance with specific Performance Standards for this use, therefore auto sales could be a reasonable use within the Light Industrial District.
- 3) Amending and updating the zoning ordinance regularly is a reasonable exercise conducted by the City.

Suggested Findings of Fact for Denial of Ordinance Text Amendment

- 1) The zoning ordinance as written for the I-1 Light Industrial District allows a wide range of industrial and related commercial activities, giving the property owner many reasonable uses of the property.

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

- 2) The City has considered acceptable uses within the I-1 Light Industrial District and has determined that auto sales are an appropriate use within the C-2 Commercial District, but not compatible with uses within the I-1 Industrial District.

Conditional Use Permit

Regardless of the Planning Commission recommendation above, they should make a recommendation on the conditional use permit for both auto sales and auto repair, so that the City Council can learn the Commission's thoughts if they decide to approve the request.

We recommend that the Planning Commission recommend approval of the Conditional Use Permit for 1313 Osborne Rd NE with the following conditions, based on the analysis provided by Planning staff:

- 1) The conditional use permit for auto sales is only approved if the Ordinance Text Amendment allowing auto sales within the I-1 Light Industrial District is approved.
- 2) The applicant shall apply for and receive all applicable permits prior to signage and landscape installation.
- 3) The applicant shall conduct auto services inside the building, with the garage door shut.
- 4) The applicant shall store auto sale vehicles inside the building; no outdoor storage of vehicles and associated merchandise is permitted.
- 5) The applicant shall ensure sufficient parking for customers and employee cars and will stripe the lot to ensure that service bays and parking spaces are clearly designated.

Suggested Findings of Fact for Approval of the Conditional Use Permit

We recommend the following findings of fact for approval of the Conditional Use Permit:

- 1) The proposed use is a reasonable use of the property, anticipated as a Conditional Use in the amended I-1 Light Industrial district.
- 2) The use is screened from adjacent residential uses and is therefore not expected to have a detrimental effect on surrounding properties or lower property values.
- 3) Adjacent roadways and the existing parking lot are adequate to handle anticipated traffic and vehicles using the site.
- 4) No changes are proposed to site grading and drainage and therefore stormwater management should be adequate as it exists now.
- 5) Unusual odors, fumes, dust, noise or vibration associated with the use will be adequately mitigated by the applicant, and work will be conducted indoors.
- 6) No residential use is proposed on the site and therefore incompatible growth in that regard is not an issue with this use.

Reference: Tint Pros, Ordinance Text Amendment, CUP | 1313 Osborne Rd NE

60-DAY RULE

State Statute 15.99 required final action on zoning applications received within 60 days of receiving a completed application. The application was received on May 4, 2022. The 60-day limit for final action by the City Council is July 4, 2022. This can be extended by the City for another 60 days if more time is needed to review the application.



City of Spring Lake Park
 1301 81st Avenue NE
 Spring Lake Park, MN 55432
 763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only	
Case Number:	
Fee Paid:	
Received by:	
Date Filed:	
Date Complete:	
Base Fee:	Escrow:

500.00 1000.00
 500.00 1500.00

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)

- | | | |
|--|---|--|
| <input type="checkbox"/> Appeal
<input type="checkbox"/> Comprehensive Plan Amendment
<input checked="" type="checkbox"/> Ordinance Amendment (Text)
<input type="checkbox"/> Rezoning
<input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Site Plan/Building Plan Review
<input type="checkbox"/> Conceptual Plan Review
<input checked="" type="checkbox"/> Conditional Use Permit
<input type="checkbox"/> Variance
<input type="checkbox"/> Street or Easement Vacation | <input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Lot Combination
<input type="checkbox"/> Preliminary Plat
<input type="checkbox"/> Final Plat
<input type="checkbox"/> Other _____ |
|--|---|--|

PROPERTY INFORMATION

Street Address: 1313 OSBORNE RD NE
 Property Identification Number (PIN#): _____ Current Zoning: _____
 Legal Description (Attach if necessary): INDUSTRY

APPLICANT INFORMATION

Name: TRiet Nguyen Business Name: TINT PROS
 Address: 1313 OSBORNE RD NE
 City: Spring Lake Park State: MN Zip Code: 55432
 Telephone: 612 644 0021 Fax: _____ E-mail: TRiet.Nguyen@slpmn.org
 Contact: TRiet Nguyen Title: OWNER

OWNER INFORMATION (if different from applicant)

Name: _____ Business Name: _____
 Address: _____
 City: _____ State: _____ Zip Code: _____
 Telephone: _____ Fax: _____ E-mail: _____
 Contact: _____ Title: _____

DESCRIPTION OF REQUEST (attach additional information if needed)

Existing Use of Property: INDUSTRY / VINYL WRAP / WINDOW TINT / DETAIL
light maintenance
 Nature of Proposed Use: Tire repair / light repair / Dealer license to sell
CARS / TINT / VINYL WRAP / DETAIL
 Reason(s) to Approve Request: CREATE a clean / High end / Facility FOR SLP

PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE

Project Name: _____ Date of Application: _____
 Nature of Request: _____

NOTE: Applications only accepted with ALL required support documents.
 See City Code

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park requires all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

Minnesota Statute § 471.462 requires all cities to provide, upon request, a nonbinding estimate of consulting fees in connection with applications for permits, licenses, or other approvals relating to real estate development or construction. If the applicant requests the estimate, the application shall not be deemed complete until the City has (1) provided an estimate to the applicant; (2) received the required application fees, as specified by the City; (3) received a signed acceptance of the fee estimate from the applicant; and (4) received a signed statement that the applicant has not relied on the estimate of fees in its decision to proceed with the final application from the applicant.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. **All fees and expenses are due whether the application is approved or denied.**

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. **I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.

I wish to be notified of additional costs in the following manner (select one):

E-mail Triet.Nguyen 763@gmail.com Fax _____ USPS - Certified Mail _____

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application, including all four requirements of Minnesota Statute § 471.462, should I request a written estimate of consultant fees. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant: [Signature] Date: 5/4/22

Owner: [Signature] Date: 5/4/22

**NOTE: Applications only accepted with ALL required support documents.
See City Code**

**City of Spring Lake Park
Conditional Use Permit Worksheet**

A conditional use permit cannot be approved unless the Planning Commission and the City Council make certain findings and recommendations. Please provide a response on how/why your project meets the below stated criteria. Use additional sheets if necessary. If some items are not applicable for your project, write N/A. Contact the Zoning Administrator with any questions.

1. That the proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. WINDOW TINT / VINYL WRAP /
DETAILING / LIGHT MECHANIC / DEALER LICENSE
OUR GOAL IS TO CREATE A CLEAN / HIGH END FACILITY TO
PROTECT YOUR FAMILY AND CAR.

2. That the proposed use will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity of the use or injurious to property values/ improvements within the vicinity of the use. WE ONLY USE WATER AND SOAP.
WE ALREADY OPERATE IN SLP. THE GOAL IS TO EXPAND
OUR SERVICE.

3. That the proposed use will comply with the regulations specified in Chapter 16 of the City Code. YEP. 5 YEARS IN SLP ZERO COMPLAINTS

4. That the proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity. WE WILL MAKE IT BETTER OUR
GOAL IS TO MAKE SLP PROUD OF US BEING HERE

5. That the proposed use will not lower property values or impact scenic views in the surrounding area. This building is empty storage unit. Building was not maintain well. we will clean, paint, fix all issues

6. That existing utilities, streets, highways and proposed access roads will be adequate to accommodate anticipated traffic. already in the same parking lot for 5 years no issue

7. Sufficient off-street parking and loading space is available to serve the proposed use. yes no issue

8. That the proposed use includes adequate protection for the natural drainage system and natural topography. DRAIN INTO SEPTIC TANK / will empty when needed

9. That the proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise or vibration so that none of these will constitute a nuisance. No chemicals used or noise issued

10. That the proposed use will not stimulate growth incompatible with prevailing density standards. will only help the area.

11. Please submit twelve copies of the following documents:

- a. Complete details of the proposed site development, including location of buildings, driveways, parking spaces, garages, refuse disposal areas, loading areas, dimensions of the lot, lot area and yard dimensions. The plans shall identify all adjoining properties
- b. An elevation of at least one building in detail and any sides facing onto all classes of residence districts, if different from the single elevation required.
- c. Complete landscaping plans, including species and size of trees and shrubs, proposed and required screening.*
- d. A site plan indicating final contours at two-foot vertical intervals.*
- e. Proposed sewer and water connections.*
- f. Complete plans for storm water drainage systems sufficient to drain and dispose of all surface water accumulations within the area.*
- g. Complete plans for proposed sidewalks to service parking, recreation and service areas within the proposed development.*
- h. Complete structural, electrical and mechanical plans for the proposed buildings.*
- i. Complete plans and specifications for exterior wall finishes proposed for all principal and accessory buildings.*

** Items required to be submitted if requested by the Zoning Administrator, Planning Commission or City Council.*

16.56 CONDITIONAL USE PERMITS

16.56.010 Purpose

16.56.020 Conditional Uses

16.56.030 Application Procedure

16.56.010 Purpose

The principal objective of this zoning title is to provide for an orderly arrangement of compatible building and land uses, and for the proper location of all types of uses required in the social and economic welfare of the city. To accomplish this objective, each type and kind of use is classified as permitted in one or more of the various districts established by this title. However, in addition to those uses specifically classified and permitted in each district, there are certain additional uses which it may be necessary to allow because of their unusual characteristics or the service they provide the public. These conditional uses require particular consideration as to their proper location in relation to adjacent established or intended uses, or to the planned development of the community.

16.56.020 Conditional Uses

Conditional use permits may be issued for any of the following:

- A. Any of the uses or purposes for which these permits are required or permitted by the provisions of this title;
- B. Public utility or public service uses or public building in any district when found to be necessary for the public health, safety, convenience, or welfare; or
- C. Commercial excavating of natural materials used for building or construction purposes, in any district.

16.56.030 Application Procedure

- A. *Initiation.* An application for a conditional use shall be in triplicate and may be made by any governmental unit, department, board, or commission or by any person or persons having a freehold interest, or a contractual interest which may become a freehold interest, applicable to the parcel described in the application.
- B. *Application content.* An application shall be by written petition in the form prescribed by the Zoning Administrator, signed by the applicant, and shall be filed with the Zoning Administrator. A fee as established by an ordinance of the City Council shall be required for the filing of the petition.
 - 1. In addition to the written petition, the following shall be required with an application for a conditional use:
 - a. Complete details of the proposed site development, including location of buildings, driveways, parking spaces, garages, refuse disposal areas, loading areas, dimensions of the lot, lot area, and yard dimensions. The plans shall identify all adjoining properties; and
 - b. An elevation of at least one building in detail and any sides facing onto all classes of residence districts, if different from the single elevation required.
 - 2. The following additional information may be required by the Zoning Administrator, Planning Commission, or City Council:

- a. Complete landscaping plans, including species and size of trees and shrubs, proposed and required screening;
- b. A site plan indicating final contours at two-foot vertical intervals;
- c. Proposed sewer and water connections;
- d. Complete plans for storm water drainage systems sufficient to drain and dispose of all surface water accumulations within the area;
- e. Complete plans for proposed sidewalks to service parking, recreation, and service areas within the proposed development;
- f. Complete structural, electrical, and mechanical plans for the proposed buildings; and
- g. Complete plans and specifications for exterior wall finishes proposed for all principal and accessory buildings.

3. Twelve copies of all required plans shall be submitted at the time of application. Applicant shall also provide all application materials in an electronic format as prescribed by the Zoning Administrator.

C. *Hearing notice.* Notice of the time and place of the public hearing shall be given not more than 30 nor less than ten days in advance by publishing a notice in the official newspaper of the city and by like notification, at least ten days prior to the date of public hearing, to the owner or owners of property within 350 feet of the subject property. This notice shall describe the particular conditional use and shall contain a brief description thereof. City Assessor tax records shall be deemed sufficient for the location or certification of ownership of the adjacent properties.

D. *Public hearing.* The public hearing shall be held.

E. *Findings and recommendations.* The Planning Commission shall then make its findings and recommendations to the City Council within 30 days following the end of the public hearing.

1. The City Council may then authorize the conditional use permit, provided the applicant has provided evidence establishing the following:

- a. The proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community;
- b. The use will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or injurious to property values or improvements in the vicinity;
- c. The proposed use will comply with the regulations specified in this title for the district in which the proposed use is to be located;
- d. The use is one of the conditional uses specifically listed for the district in which it is to be located;
- e. The proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity;
- f. The use will not lower property values or impact scenic views in the surrounding area;
- g. Existing streets and highways and proposed access roads will be adequate to accommodate anticipated traffic;

- h. Sufficient off-street parking and loading space will be provided to serve the proposed use;
- i. The use includes adequate protection for the natural drainage system and natural topography;
- j. The proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise, or vibration so that none of these will constitute a nuisance; and
- k. The proposed use will not stimulate growth incompatible with prevailing density standards.

2. If no recommendation is transmitted by the Planning Commission within 60 days after the date of the hearing, the City Council may take action without awaiting the recommendations.

F. *Conditions.* The City Council may impose conditions and safeguards upon the premises benefitted by a conditional use as may be necessary to prevent injurious effects therefrom upon other property in the neighborhood.

G. *Term.* No conditional use permitting the erection or alteration of a building shall be valid for a period longer than one year unless the building is erected or altered within that period, unless a longer time is specified when permit is issued. An extension may be applied for, in writing, before the City Council.

H. *Violations; suspension and revocation.*

1. Violation of the conditions and safeguards, when made a part of the terms under which the conditional use is granted, shall be deemed a violation of this title. If within ten days of written notice from the Zoning Administrator the violation has not been corrected, the City Council may pursue the following procedure to suspend or revoke the permit.

- a. Written notice of suspension or revocation shall be provided to the permittee, as provided in Paragraph H,1,b, at least ten business days prior to the permit being suspended or revoked.
- b. Notice to the permittee and owner of record shall be served personally or sent by first class mail. Such written notice of suspension or revocation shall contain the effective date of the suspension or revocation, the nature of the violation constituting the basis of the suspension or revocation, the facts which support the conclusion that a violation has occurred and a statement that if the owner desires to appeal, the owner must, within ten business days, exclusive of the day of service, file a request for a hearing.
- c. The hearing request shall be in writing, stating the grounds for appeal and served personally or received by first class mail by the Administrator, Clerk/Treasurer at City Hall not later than 4:30 p.m. on the tenth business day following notice of suspension or revocation.
- d. Following the receipt of a request for hearing, the City Council shall set a time and place for the hearing. The Administrator, Clerk/Treasurer shall notify the permittee of the time and place of the hearing in the same manner as prescribed in Paragraph H,1,b.
- e. The hearing shall be conducted pursuant to the Administrative Procedures Act, M.S. §§ 14.57 to 14.70, as it may be amended from time to time. The City Council may act as the hearing body under that act, or it may contract with the Office of Administrative Hearings for a hearing officer.

2. In addition to the potential suspension or revocation of the conditional use permit, violations are punishable under SLPC 16.60.070. The city's enforcement rights are cumulative and no action taken by the city shall prohibit the city from seeking any other remedy under this section or at law.

To:	Spring Lake Park Planning Commission	From:	Phil Carlson, AICP, Stantec
	City of Spring Lake Park		
File:	Mister Car Wash 8200 Central Ave NE Applicant: Brittney Whitley, CWP West Corp Owners: Tam Le, Jin Yuan	Date:	May 23, 2022

Re: Conditional Use Permit, Preliminary Plat, Mister Car Wash, 8200 Central Avenue NE

INTRODUCTION

Mr. Car Wash proposes to build a new car wash facility at 8200 Central Avenue NE, on the parcels now occupied by Taco Lindo restaurant and Hope’s Chinese Buffet. The Planning Commission heard the request at a public hearing at their March 28, 2022 meeting where it was continued to get additional information on traffic, noise and building materials, which has now been provided by the applicants. Please refer to my report of March 28 for background.



SITE PLAN

The site plan is very similar to the original submittal, but the second driveway exiting on the north side of the site to access Highway 65 has been removed. All traffic would enter and exit the site from Middletown Road on the northwest side of the site at the two side-by-side driveways. This eliminates the concerns about conflicts at the north end with Middletown Road traffic and cars exiting to Highway 65 and is acceptable. The building has also been shifted slightly north and the bypass lane around the east (Highway 65) side of the site has been removed, with a short bypass lane added near the entry to the car wash tunnel.

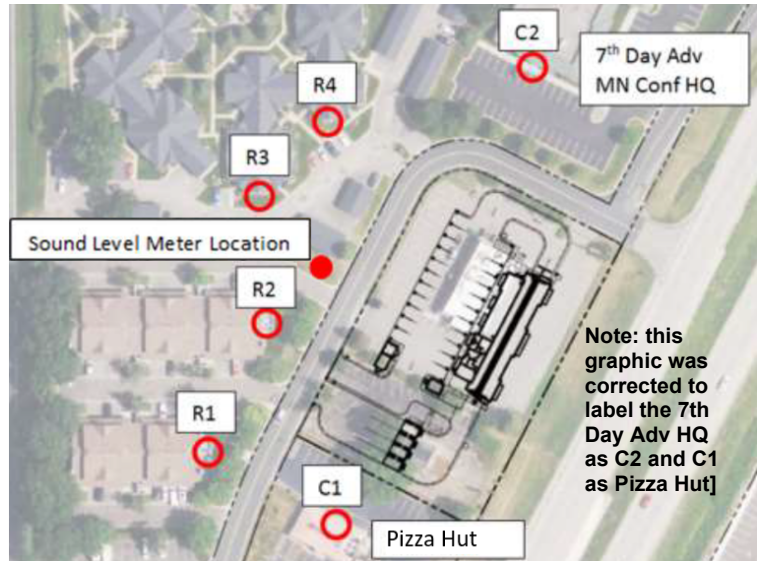
TRAFFIC

Traffic for the project was analyzed in a memo from Kimley-Horn dated 5-4-22. That analysis was based on a similar Mister Car Wash facility in Columbia Heights. The memo concludes that the facility would generate 190 trips in the PM peak hour, which is well within the capacity of Middletown Road. The memo also concludes that there should be adequate stacking on site and that would not be an issue with cars spilling out onto the street at busy times. I consulted the city planner in Roseville about a Mister Car Wash facility east of Snelling Avenue at County Road B, a much busier road than Middletown Road. The planner has not had any complaints about cars stacking into the street in the thirty years that facility has been there. I believe it is reasonable to assume (and consistent with my personal experience) that if there are cars waiting in line for the car wash facility, additional cars will not sit in the street, but would move on and come back later.

Re: Conditional Use Permit, Preliminary Plat, Mister Car Wash, 8200 Central Avenue NE

NOISE

A sound study for the facility was prepared by David Braslau Associates. The study measured existing noise in the area with a sound level meter on the Cottages site across Middletown Road from the car wash site (graphic above right). Noise levels from the car wash were estimated at six locations nearby – four on residential sites (R1-R4) and two on commercial properties (C1 and C2). The study predicted noise levels at all six locations, concluding that the State standards would be exceeded at all but one location (C2) without mitigation. All locations would meet the State standards if noise walls were built at the car wash entry and exit (graphic lower right).



The recommended noise walls would be about 9 ft in height, connected to the building at the entry and exit, and extending as far out past the building as possible. The site plan used in the sound study was the original plan which has been revised slightly – the building is moved a few feet north and an internal bypass lane is added near the entry to the car wash tunnel. The noise applicant and their consultant should verify that the revised plan can provide noise walls as recommended and achieve the predicted results. We also recommend that noise levels be measured within a year after operation to verify that the noise walls are working as predicted, with the City reserving the right to require additional mitigation if necessary.

It is unclear if the vacuum stations in front of the building were taken into account in the analysis. I have asked for additional information which I hope to have in time for the Planning Commission meeting.

BUILDING MATERIALS

The Commission asked for more information on the exterior building materials. This has been provided in updated architectural elevations, which indicate stone veneer, pre-finished metal panels, textured and smooth concrete block, and EIFS (stucco). The design is varied and interesting and the materials are acceptable.

LIGHTING

Earlier plans included some light fixtures with up-facing lights. All lighting in the revised plans are downcast cutoff type fixtures.



Re: Conditional Use Permit, Preliminary Plat, Mister Car Wash, 8200 Central Avenue NE

RECOMMENDATION

Conditional Use Permit

I recommend that the Conditional Use Permit for the proposed Mister Car Wash at 8200 Central Avenue NE be approved as submitted on revised plans from Kimley-Horn dated 5-13-2022 and revised architectural elevations from Mister Car Wash (no date, received 5-13-22), with following conditions:

- 1) Hours of operation will be 7:30 am to 7:00 pm.
- 2) Noise walls will be provided as recommended by David Braslau Associates, to be reviewed and approved by the City Engineer and City Planner, verifying that the desired result can be achieved with the revised site plan dated 5-13-22. The owner will conduct noise monitoring at their expense under the direction of David Braslau Associates or another qualified noise expert within one year of operation of the car wash facility to verify if the site meets State noise standards as predicted in the Braslau sound study. The City may require such monitoring periodically, but no more than once every two years, for the life of the project. If it is found that noise from the operation causes receptors identified in the sound study to exceed State noise standards, the City reserves the right to require additional mitigation or to revoke the Conditional Use Permit.
- 3) If the City becomes aware of problems with cars stacking in the street or other traffic problems on site, the City Council reserves the right to review and potentially revoke the Conditional Use Permit.
- 4) Exterior building materials will be as depicted on revised architectural drawings received 5-13-22.
- 5) All lighting will be downcast cutoff type fixtures that allow no more than 0.5 footcandle of light spillage beyond the property lines or onto the public road rights-of-way.
- 6) Signage will be submitted for a sign permit before a building permit is issued.
- 7) All landscaping will be installed as indicated on the landscape plan and guaranteed for at least one year.
- 8) All requirements of the City Engineer will be followed for engineering and utility issues prior to issuing a building permit.

Finding of Fact for Approval of Conditional Use Permit

- 1) The City has standards for review of conditional uses to review and regulate potential impacts to surrounding properties and public roadways.
- 2) The proposed car wash use may generate traffic that could impact area roadways. Limiting and regulating traffic on and around the site is a reasonable exercise of the City's authority.
- 3) The proposed car wash use may generate noise beyond an acceptable level given its location near existing residential uses. Requiring noise mitigation on site and regular monitoring to ensure compliance with State noise standards is a reasonable exercise of the City's authority.
- 4) The use as conditioned with this approval meets the criteria for approving a Conditional Use Permit in Section 16.56.030(E)(1) of the City Code.

Re: Conditional Use Permit, Preliminary Plat, Mister Car Wash, 8200 Central Avenue NE

Preliminary Plat

I recommend that the Planning Commission recommend approval of the preliminary plat with the following conditions:

- 1) Include a 5-wide drainage and utility easement along the south and east sides of the plat.
- 2) Include a 15-foot wide drainage and utility easement along the west and north sides of the plat.
- 3) Provide a separate, 10-foot wide road and sidewalk easement document covering the west and north sides of the plat. Record this road and sidewalk easement when the plat is recorded.

Finding of Fact for Approval of Preliminary Plat

- 1) The City has reasonable expectations for provision of streets, sidewalks, utilities, and other public functions. Requiring property to dedicate easements for such features is reasonable.

OPTIONS

- 1) Recommend approval of the CUP and Preliminary Plat as presented with the recommended conditions and findings, or as modified by the Planning Commission.
- 2) Recommend denial of the CUP and Preliminary Plat, with findings for denial.
- 3) Continue one or both items to a future meeting to gather more information or more discussion.

60-DAY RULE

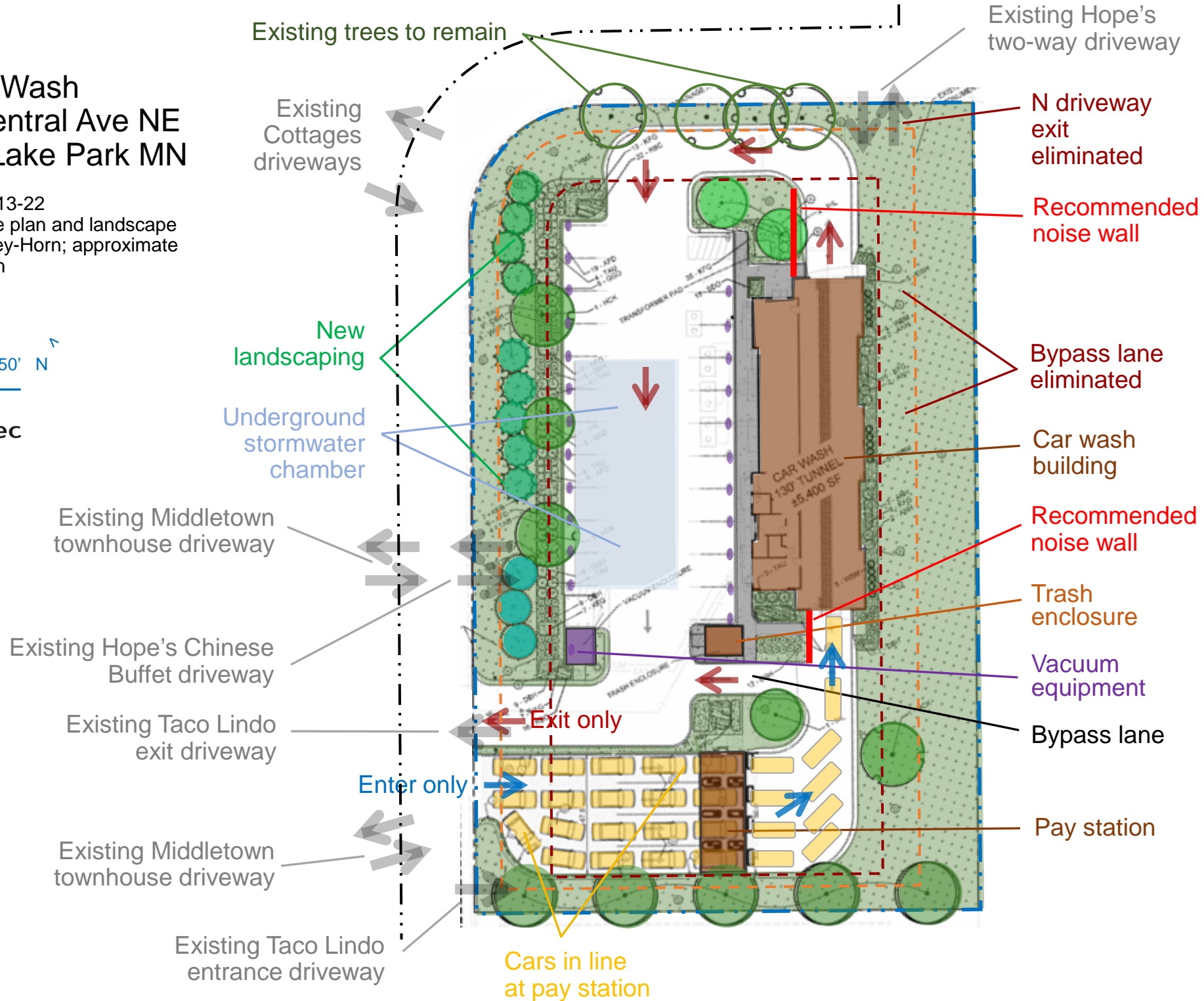
The Conditional Use Permit application was received on March 2, 2022 and was considered complete on March 11, 2022, with receipt of the landscape plan. The original 60-day deadline for final action by the City Council was May 11, 2022, but this was extended an additional 60 days as allowed by State statute to July 8, 2022.

The Preliminary Plat has its own 120-day deadline under State statute. The application was received on March 2, 2022. The deadline for final action by the City Council is July 1, 2022.

Mr. Car Wash 8200 Central Ave NE Spring Lake Park MN

REVISED 5-13-22
Based on site plan and landscape
plan by Kimley-Horn; approximate
for discussion

0 50' N





City of Spring Lake Park
 1301 81st Avenue NE
 Spring Lake Park, MN 55432
 763-784-6491 (p) 763-792-7257 (f)
info@slpmn.org

For Office Use Only

Case Number: _____

Fee Paid: _____

Received by: _____

Date Filed: _____

Date Complete: _____

Base Fee: _____ Escrow: _____

DEVELOPMENT APPLICATION

TYPE OF APPLICATION (Check All That Apply)		
<input type="checkbox"/> Appeal	<input checked="" type="checkbox"/> Site Plan/Building Plan Review	<input type="checkbox"/> Minor Subdivision
<input type="checkbox"/> Comprehensive Plan Amendment	<input type="checkbox"/> Conceptual Plan Review	<input type="checkbox"/> Lot Combination
<input type="checkbox"/> Ordinance Amendment (Text)	<input checked="" type="checkbox"/> Conditional Use Permit	<input checked="" type="checkbox"/> Preliminary Plat
<input type="checkbox"/> Rezoning	<input type="checkbox"/> Variance	<input checked="" type="checkbox"/> Final Plat
<input type="checkbox"/> Planned Unit Development	<input type="checkbox"/> Street or Easement Vacation	<input type="checkbox"/> Other _____
PROPERTY INFORMATION		
Street Address: 8188 and 8200 Highway 65 NE, Spring Lake Park, MN 55432		
Property Identification Number (PIN#): 01-30-24-24-0012 and 01-30-24-24-0011		Current Zoning: c-1
Legal Description (Attach if necessary):		Reference attached survey
APPLICANT INFORMATION		
Name: CWP West Corp. - ATTN: Brittny Whitley		Business Name:
Address: 222 E 5th Street		
City Tucson	State: Arizona	Zip Code: 85705
Telephone: 256-558-4742	Fax:	E-mail: bwhitley@mistercarwash.com
Contact: Brittny Whitley		Title: Project Manager
OWNER INFORMATION (if different from applicant)		
Name: 1) Tam Le (8188 Central Ave) 2) Jin Yuan (8200 Central Ave)		Business Name: 1) Taco Lindo 2) Hope's Chinese Restaurant
Address: 1) 634 Main Street NE 2) 2417 Tournament Players Circle S.		
City 1) Minneapolis 2) Blaine	State: 1) MN 2) MN	Zip Code: 1) 55413 2) 55449
Telephone:	Fax: n/a	E-mail: see contact
Contact: 1) tam.le@pinnaclerealty.com 2) weiqai@gmail.com		Title: 1) owner 2) owner
DESCRIPTION OF REQUEST (attach additional information if needed)		
Existing Use of Property:		Mexican and Chinese Restaurants
Nature of Proposed Use:		Automated Car Wash (single tunnel) with associated vacuum parking stalls
Reason(s) to Approve Request:		1. Provide the community with a service in a segment that continues to experience increased consumer demand. 2. Redevelopment and reinvestment in underutilized properties. 3. Stormwater Management and Treatment per MPCA, City, and Watershed guidelines.
PREVIOUS APPLICATIONS PERTAINING TO THE SUBJECT SITE		
Project Name: N/A		Date of Application:
Nature of Request:		
NOTE: Applications only accepted with ALL required support documents. See City Code		

APPLICATION FEES AND EXPENSES:

The City of Spring Lake Park requires all applicants to reimburse the City for any and all costs incurred by the City to review and act upon applications.

The application fee includes administrative costs which are necessary to process the application. The escrow fee will include all charges for staff time by the City Planner, City Engineer, City Attorney, and/or any other consultants as needed to process the application.

Minnesota Statute § 471.462 requires all cities to provide, upon request, a nonbinding estimate of consulting fees in connection with applications for permits, licenses, or other approvals relating to real estate development or construction. If the applicant requests the estimate, the application shall not be deemed complete until the City has (1) provided an estimate to the applicant; (2) received the required application fees, as specified by the City; (3) received a signed acceptance of the fee estimate from the applicant; and (4) received a signed statement that the applicant has not relied on the estimate of fees in its decision to proceed with the final application from the applicant.

The City will track all consultant costs associated with the application. If these costs are projected to exceed the money initially deposited to your escrow account, you will be notified in the manner that you have identified below that additional monies are required in order for your application process to continue. If you choose to terminate the application (notice must be in writing), you will be responsible for all costs incurred to that point. If you choose to continue the process you will be billed for the additional monies and an explanation of expenses will be furnished. Remittance of these additional fees will be due within thirty (30) days from the date the invoice is mailed. If payment is not received as required by this agreement, the City may approve a special assessment for which the property owner specifically agrees to be assessed for 100 percent per annum and waives any and all appeals under Minnesota Statutes Section 429.081 as amended. **All fees and expenses are due whether the application is approved or denied.**

With my signature below, I hereby acknowledge that I have read this agreement in its entirety and understand the terms herein. **I agree to pay to the City all costs incurred during the review process as set forth in this Agreement.** This includes any and all expenses that exceed the initial Escrow Deposit to be paid within 30 days of billing notification. I further understand that the application process will be terminated if payment is not made and application may be denied for failure to reimburse City for costs. I further understand that the City may approve a special assessment against my property for any unpaid escrows and that I specifically waive any and all appeals under Minnesota Statutes 429.081, as amended.




I wish to be notified of additional costs in the following manner (select one):

E-mail _____ Fax _____ USPS – Certified Mail

I, the undersigned, hereby apply for the considerations described above and declare that the information and materials submitted in support of this application are in compliance with adopted City policy and ordinance requirements are complete to the best of my knowledge.

I acknowledge that I have read the statement entitled "Application Fees and Expenses" as listed above.

I understand that this application will be processed in accordance with established City review procedures and Minnesota Statutes Section 15.99 as amended, at such time as it is determined to be complete. Pursuant to Minnesota Statutes Section 15.99, the City will notify the applicant within fifteen (15) business days from the filing date of any incomplete or other information necessary to complete the application, including all four requirements of Minnesota Statute § 471.462, should I request a written estimate of consultant fees. Failure on my part to supply all necessary information as requested by the City may be cause for denying this application.

Applicant:   Date: 3/2/22
Owner:  Tam Le Date: 03/02/22

**NOTE: Applications only accepted with ALL required support documents.
See City Code**

City of Spring Lake Park Conditional Use Permit Worksheet

A conditional use permit cannot be approved unless the Planning and Zoning Commission and the City Council make certain findings and recommendations. Please provide a response on how/why your project meets the below stated criteria. Use additional sheets if necessary. If some items are not applicable for your project, write N/A. Contact the Zoning Administrator with any questions.

1. That the proposed use at the particular location requested is necessary or desirable to provide a service or a facility which is in the interest of public convenience and will contribute to the general welfare of the neighborhood or community. _____

The proposed use will revitalize the existing lot via providing a desirable and convenient service that is becoming more popular as consumer demand increases in this segment. Along with the investment in a modern building, the site will utilize specific planting, traffic patterns, and provide stormwater management that will all benefit the community.

2. That the use will not be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity of the use or injurious to property values/improvements within the vicinity of the use. _____

The proposed use will not be detrimental to the health, safety, morals, or welfare of persons near the facility. The proposed building and site provide adequate accessible routes throughout the site. Also, the building is positioned in such a way on the site that it is closer to Highway 65, the noisiest portion of the site that carries 40,000 vehicles per day.

3. That the proposed use will comply with the regulations specified in Chapter 153 of the Zoning Code. _____

Chapter 153 does not currently exist within the City's Code, however the development team will continue to work with City Staff such that the project will comply with zoning code ordinances.

4. That the proposed use shall not have a detrimental effect on the use and enjoyment of other property in the immediate vicinity. _____

It is anticipated that the proposed use will not have a detrimental effect on the use and enjoyment of other property in the vicinity. The current site consists of a pair of restaurants - the proposed project will revitalize the parcel with a reinvestment in modern sustainable building materials and landscaping, providing a welcoming experience for members of the community.

5. That the use will not lower property values or impact scenic views in the surrounding area. _____
N/A - no anticipated scenic views, and no anticipated lowering of adjacent property values.

6. That existing utilities, streets, highways and proposed access roads will be adequate to accommodate anticipated traffic. _____
It is anticipated that the existing infrastructure is suitable to accommodate the anticipated traffic generated as part of this redevelopment.

7. That the use includes adequate protection for the natural drainage system and natural topography. _____
The proposed project and topography generally follows the existing drainage patterns. There is a ditch within the Hwy-65 right-of-way that is proposed to be unchanged as part of this redevelopment, and stormwater on-site will be collected and treated such that it is released at a lower rate than the existing condition.

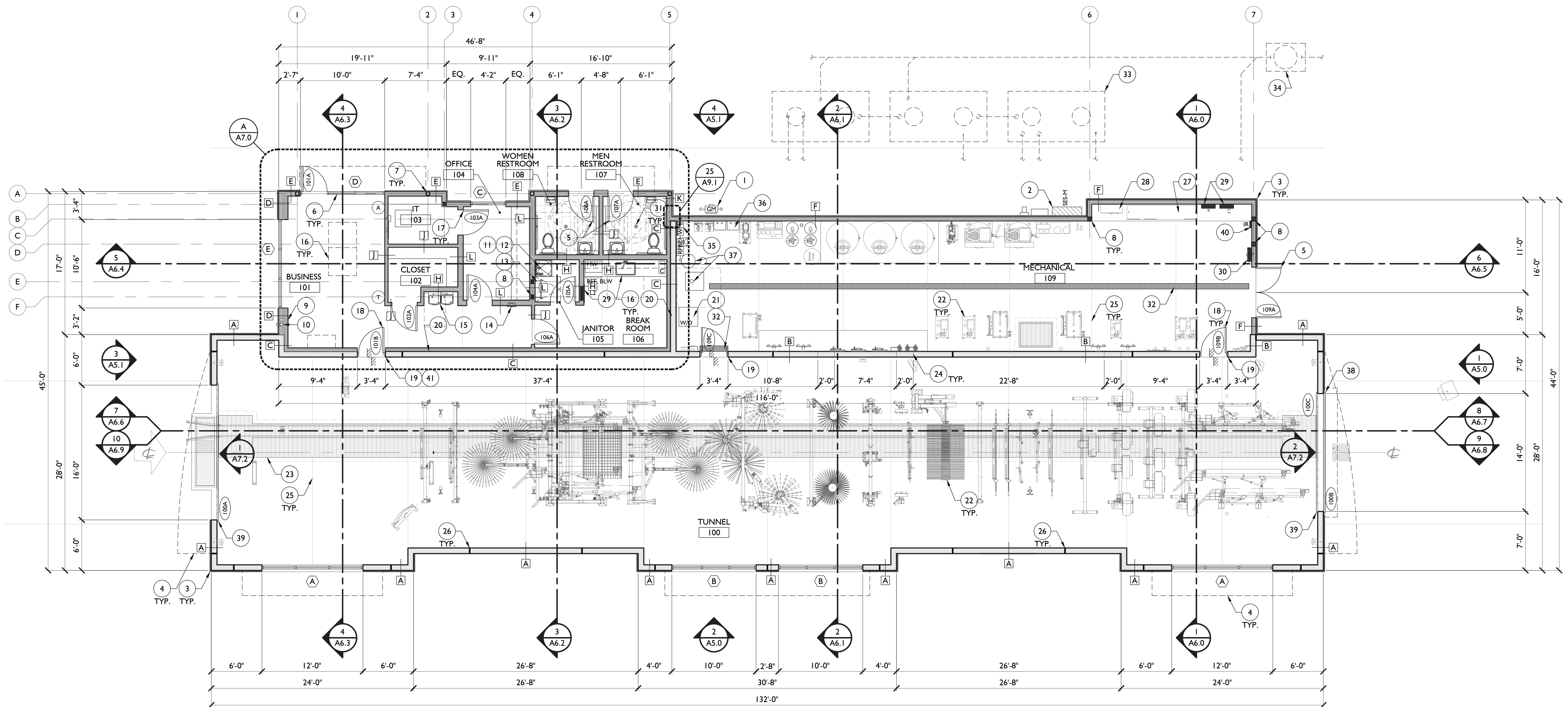
8. That the proposed use includes adequate measures to prevent or control offensive odor, fumes, dust, noise or vibration so that none of these will constitute a nuisance. _____
The development team will continue to work with the city such that suitable measures to reduce noise are employed. The project includes the latest car wash technologies to minimize noise and the building has been located along a state hwy that carries 40,000 vehicles per day. Additionally, the hours of operation are proposed to be between the daytime hours of 7:30am and 7:00pm.

9. That the proposed use will not stimulate growth incompatible with prevailing density standards.
It is anticipated that the proposed use will not stimulate growth incompatible with prevailing density standards.

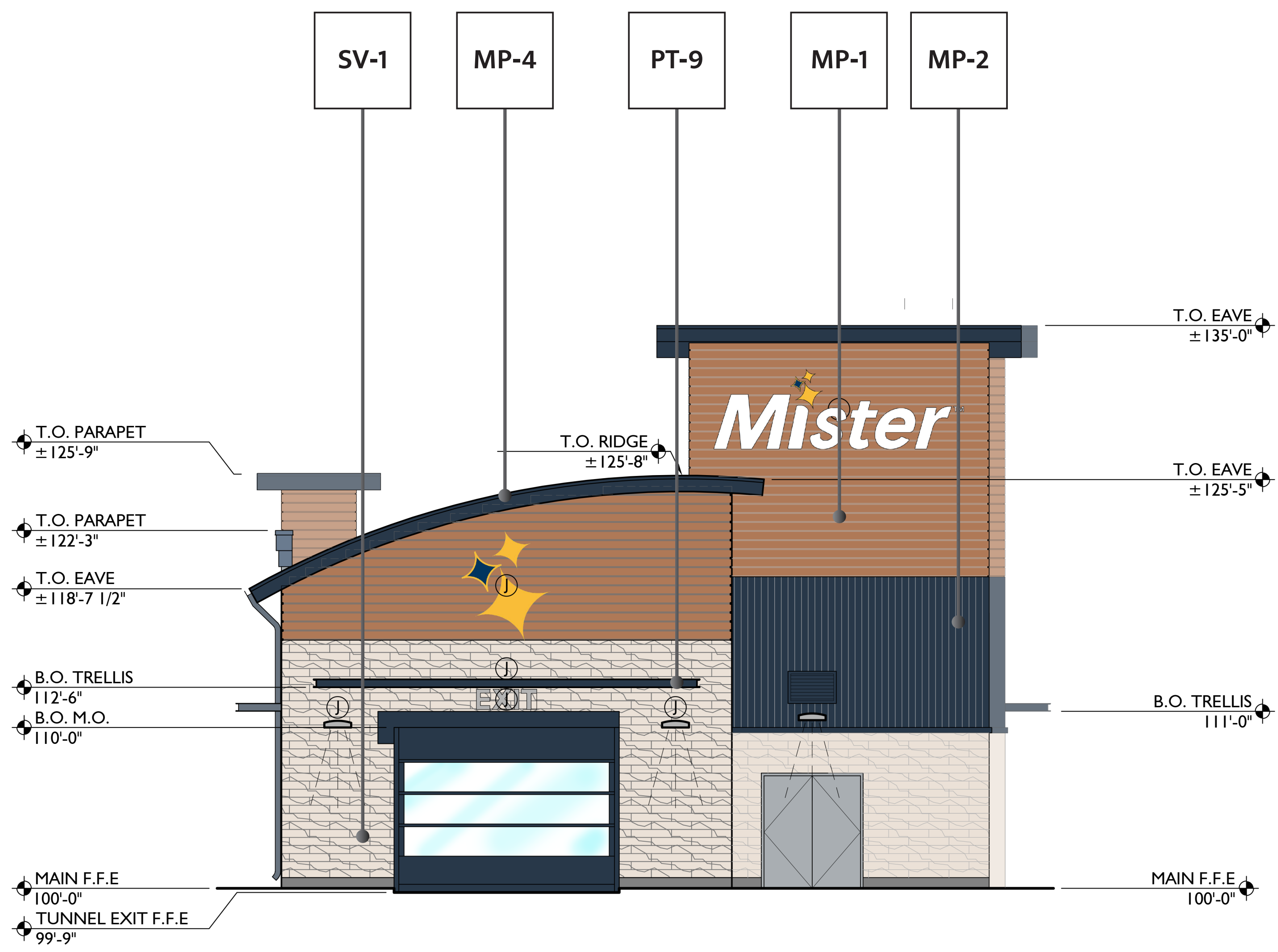


May 12, 2022

Mister Car Wash 130C1
Elevations and Materials



1 FLOOR PLAN
3/16" = 1'



MATERIAL TAKE OFF

- Exterior Building Finishes - 8,885 sqft - 100%
- A. (SV-1) Natural Stone (Veneer) - 2,108 sqft - 24%
 - B. (ALU) Store Front and Glass - 511 sqft - 6%
 - C. (EIFS) EIFS - 1,609 sqft - 18%
 - D. (CU-1/2) CMU - 1,032 sqft - 12%
 - E. (MP-1) Alumaboard - 2,422 sqft - 27%
 - F. (MP-2) Metal Wall Panel - 798 sqft - 9%
 - G. Polycarbonate Overhead Doors - 312 sqft - 3%
 - H. Painted Hollow Metal Doors - 93 sqft - 1%

GENERAL NOTE: ALL EXTERIOR WALL MOUNTED LIGHTING TO BE FULL CUTOFF DOWNLIGHTS.

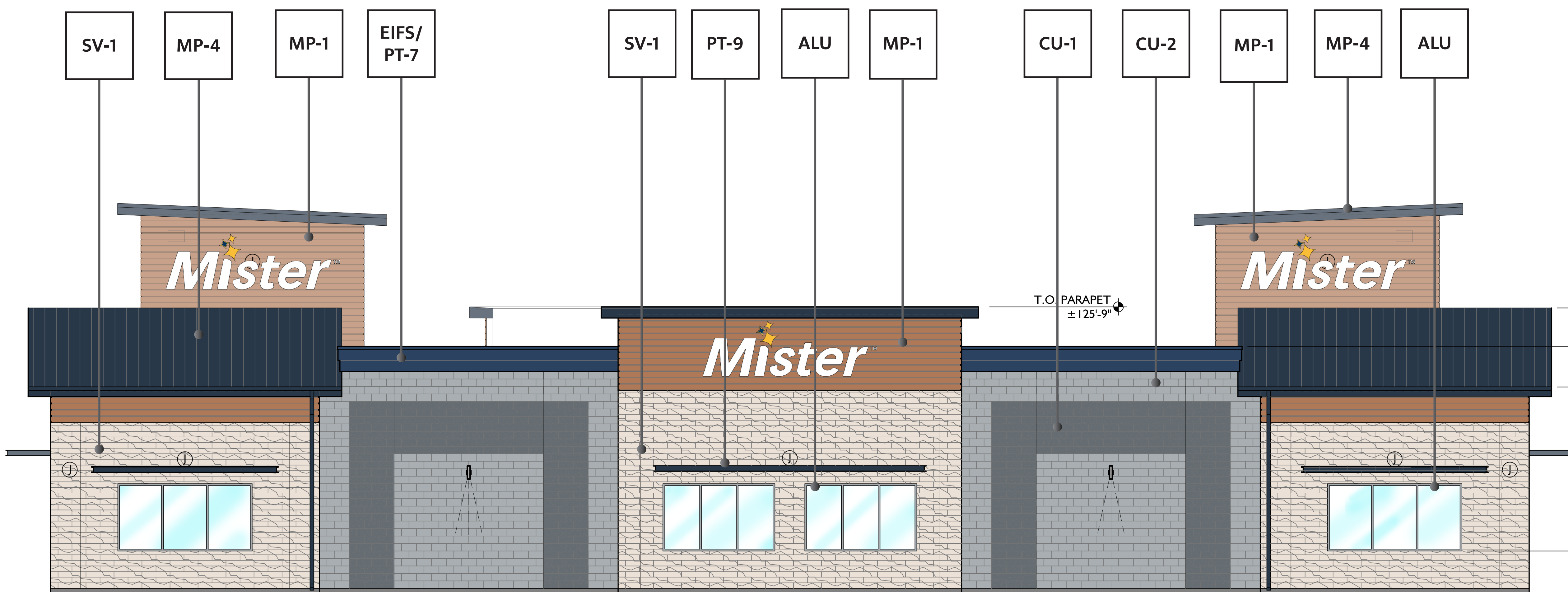
FINISH LEGEND

MP-2		METAL PANEL - CTMRS / PRE-FINISHED R-PANEL / IN THE NAVY - SW9178	CU-1		CMU (TEXTURED) - COLOR TO BE CLOSE TO WALL STREET SW7665
MP-4		METAL PANEL - CTRMS / PRE-FINISHED STANDING SEAM METAL ROOF / 436B3488 FLUROPON IN THE NAVY	ALU		WINDOWS & DOORS - THERMALLY BROKEN ANODIZED ALUMINUM / CLEAR
MP-1		METAL PANEL - ALUMABOARD / PRE-FINISHED METAL SCREEN SYSTEM / HAZELNUT BROWN	CU-2		CMU (SMOOTH) - COLOR TO BE CLOSE TO MORNING FOG SW6255
SV-1		STONE VENEER - ELDORADO / VANTAGE 30 / WHITE ELM	CON		CONCRETE / STANDARD GRAY
PT-9		EXTERIOR PAINT - SHERWIN-WILLIAMS / IN THE NAVY SW9178	PT-3		EXTERIOR PAINT - SHERWIN-WILLIAMS / WALL STREET SW7665
PT-6		EXTERIOR PAINT - SHERWIN-WILLIAMS / MORNING FOG SW6225	PT-7		EXTERIOR PAINT - SHERWIN-WILLIAMS / DRESS BLUES SW9176
EIFS		EXTERIOR INSULATION FINISHING SYSTEM			

CAR WASH TUNNEL EXIT ELEVATION

1

3/16" = 1'



CAR WASH TUNNEL WALL ELEVATION

2

3/16" = 1'



MATERIAL TAKE OFF

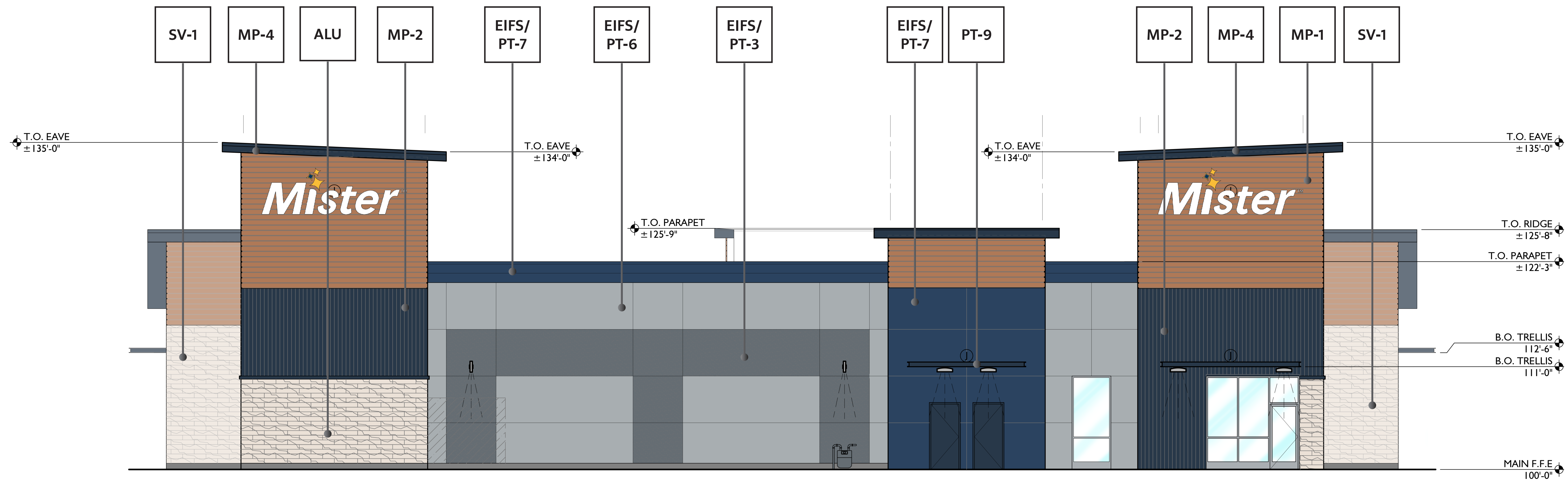
- Exterior Building Finishes - 8,885 sqft - 100%
- A. (SV-1) Natural Stone (Veneer) - 2,108 sqft - 24%
 - B. (ALU) Store Front and Glass - 511 sqft - 6%
 - C. (EIFS) EIFS - 1,609 sqft - 18%
 - D. (CU-1/2) CMU - 1,032 sqft - 12%
 - E. (MP-1) Alumaboard - 2,422 sqft - 27%
 - F. (MP-2) Metal Wall Panel - 798 sqft - 9%
 - G. Polycarbonate Overhead Doors - 312 sqft - 3%
 - H. Painted Hollow Metal Doors - 93 sqft - 1%

GENERAL NOTE: ALL EXTERIOR WALL MOUNTED LIGHTING TO BE FULL CUTOFF DOWNLIGHTS.

FINISH LEGEND

MP-2		METAL PANEL - CTMRS / PRE-FINISHED R-PANEL / IN THE NAVY - SW9178	CU-1		CMU (TEXTURED) - COLOR TO BE CLOSE TO WALL STREET SW7665
MP-4		METAL PANEL - CTMRS / PRE-FINISHED STANDING SEAM METAL ROOF / 436B3488 FLUOROPON IN THE NAVY	ALU		WINDOWS & DOORS - THERMALLY BROKEN ANODIZED ALUMINUM / CLEAR
MP-1		METAL PANEL - ALUMABOARD / PRE-FINISHED METAL SCREEN SYSTEM / HAZELNUT BROWN	CU-2		CMU (SMOOTH) - COLOR TO BE CLOSE TO MORNING FOG SW6255
SV-1		STONE VENEER - ELDORADO / VANTAGE 30 / WHITE ELM	CON		CONCRETE / STANDARD GRAY
PT-9		EXTERIOR PAINT - SHERWIN-WILLIAMS / IN THE NAVY SW9178	PT-3		EXTERIOR PAINT - SHERWIN-WILLIAMS / WALL STREET SW7665
PT-6		EXTERIOR PAINT - SHERWIN-WILLIAMS / MORNING FOG SW6225	PT-7		EXTERIOR PAINT - SHERWIN-WILLIAMS / DRESS BLUES SW9176
EIFS		EXTERIOR INSULATION FINISHING SYSTEM			

3 CAR WASH TUNNEL ENTRANCE
3/16" = 1'



4 BUSINESS/ MECHANICAL ELEVATION
3/16" = 1'

SITE DEVELOPMENT PLANS FOR MCW - SPRING LAKE PARK, MN

**SECTION 1, TOWNSHIP 30N, RANGE 24W
SPRING LAKE PARK, ANOKA COUNTY, MN**

PROJECT TEAM:

ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.



PREPARED BY: BRIAN M. WURDEMAN,
P.E.
767 EUSTIS STREET, SUITE 100
ST. PAUL, MN 55114
TELEPHONE (651) 645-4197

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100
St. PAUL, MN 55114
TELEPHONE (651) 645-4197

ARCHITECT
A.23 STUDIOS
711 EAST 9TH STREET
TUCSON, AZ 85719
TELEPHONE: (520) 903-2323
CONTACT: BURAK BEKAT

DEVELOPER
MISTER CAR WASH

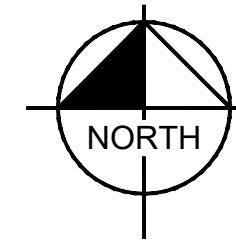


222 E 5TH STREET
TUCSON, AZ 85719
TELEPHONE: (520) 615-4000
PM: BRITTNEY WHITLEY

SURVEYOR
EGAN, FIELD, AND NOWAK, INC.
475 OLD HIGHWAY 8 NW, SUITE 800
NEW BRIGHTON, MN 55112
TELEPHONE: (612) 466-3368
CONTACT: CHRIS TERWEDO



**VICINITY
N.T.S.**



SITE

NOTES:

1. CONTRACTOR SHALL CONFIRM THAT THE EXISTING CONDITIONS FOR THE SITE MATCH WHAT IS SHOWN ON THE DRAWINGS INCLUDED PRIOR TO CONSTRUCTION.
2. IF REPRODUCED, THE SCALES SHOWN ON THESE PLANS ARE BASED ON A ANSI full bleed D (34.00 x 22.00 Inches) SHEET.
3. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICES COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICES.
4. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.



Know what's below.
Call before you dig.

No.	REVISIONS	DATE	BY

Kimley-Horn
2022 KIMLEY-HORN AND ASSOCIATES, INC.
767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-645-4197
WWW.KIMLEY-HORN.COM

THIS REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

BRIAN M. WURDEMAN, P.E.
MN LIC. NO. 53113
DATE: 03/03/2022

KHA PROJECT	DATE	SCALE	DESIGNED BY	DRAWN BY	CHECKED BY
160284005	05/13/2022	AS SHOWN	ACL	ACL	BMW

COVER SHEET

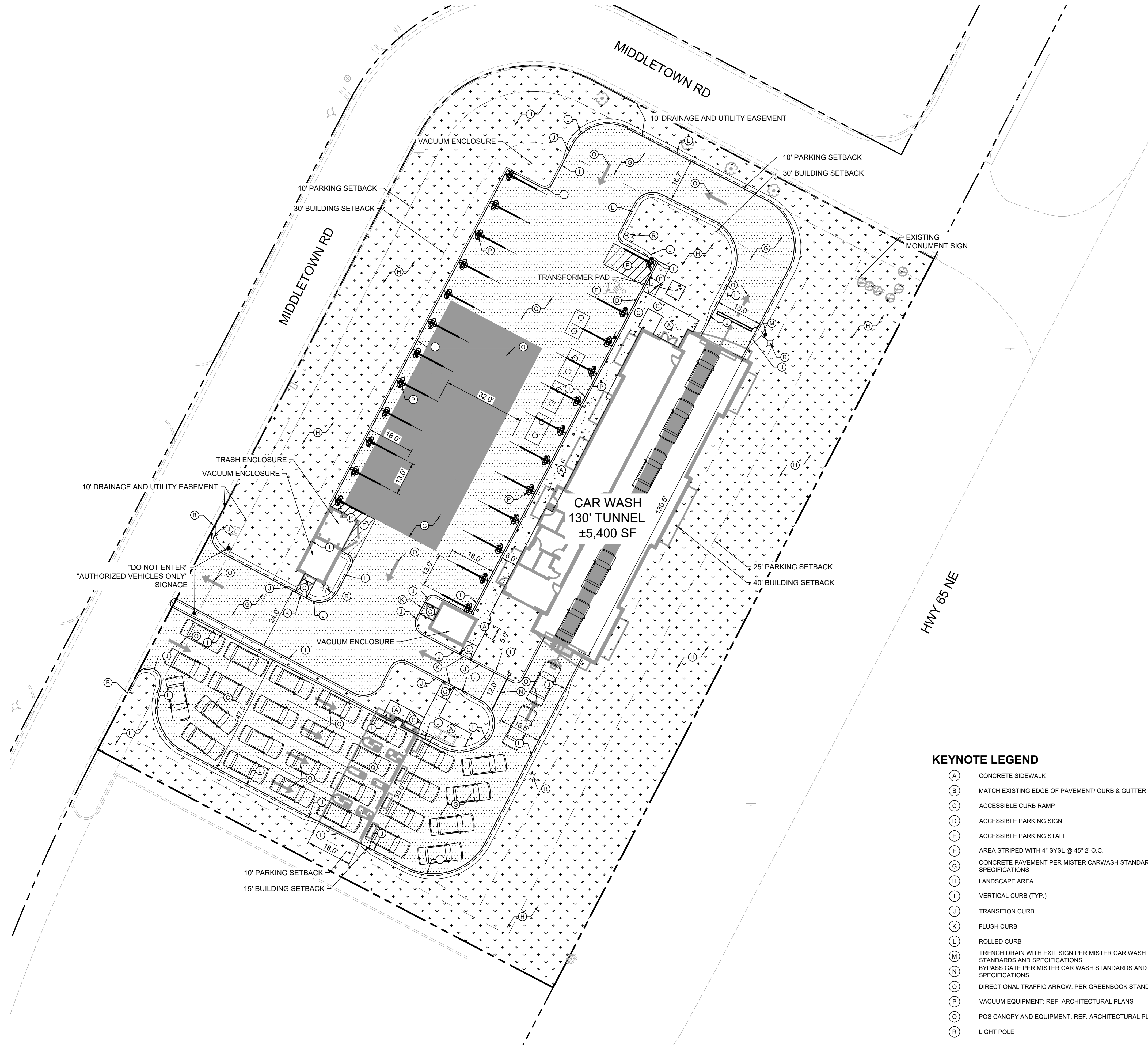
MCW - SPRING LAKE PARK, MN
PREPARED FOR
MISTER CAR WASH
SPRING LAKE PARK, MN

SHEET NUMBER
C000

K:\TWC_LDEV\Mister Car Wash\Spring Lake Park, MN\3 Design\CAD\PlanSheets\CO-COVER SHEET.dwg May 12, 2022 - 4:16pm
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

PRELIMINARY - NOT FOR CONSTRUCTION

K:\TWC_LDEV\Mister Car Wash\Spring Lake Park, MN\3 Design\CAD\PlanSheets\IC4-SITE PLAN.dwg May 12, 2022 - 4:16pm
 This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND

	PROPERTY LINE
	PROPOSED FENCE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	PROPOSED CONCRETE PAVEMENT
	PROPOSED CONCRETE SIDEWALK

PROPERTY SUMMARY

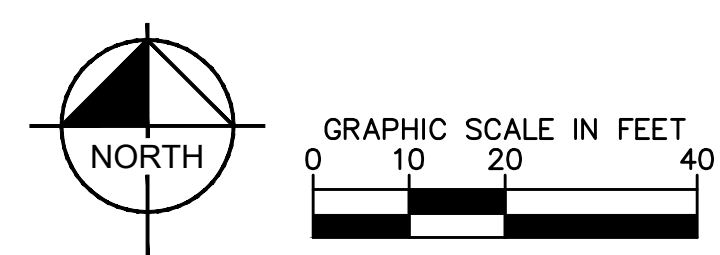
SPRING LAKE PARK, MN MISTER CAR WASH	
TOTAL PROPERTY AREA	1.46 AC
ZONING SUMMARY	
EXISTING ZONING	C-1
PROPOSED ZONING	C-1
PARKING SETBACKS	FRONT: 25' SIDE: 10' REAR: 10'
BUILDING SETBACKS	FRONT: 40' SIDE: 15' REAR: 30'

BUILDING DATA SUMMARY

AREAS	
PROPOSED PROPERTY	1.46 AC
BUILDING AREA	±5,400 SF
PARKING	
REQUIRED PARKING	4 SPACES PER 1,000 SF
PROPOSED PARKING	22 SPACES
ADA STALLS REQ'D / PROVIDED	1 STALLS / 1 STALLS

- SITE PLAN NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
 - CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - ALL INNER CURBED RADII ARE TO BE 3' AND OUTER CURBED RADII ARE TO BE 10' UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 9'.
 - ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY EGAN, FIELD & NOWAK, INC.
KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
 - TOTAL LAND AREA IS 1.12 ACRES.
 - PYLON / MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PYLON / MONUMENT SIGN.
 - CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
 - NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
 - REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
 - REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL PARKING STALLS TO BE 13' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
 - COORDINATE ALL CURB REMOVAL/REPLACEMENT AND ALL STREET PATCH WORK WITH THE CITY OF SPRING LAKE PARK PUBLIC WORKS DIRECTOR

- KEYNOTE LEGEND**
- (A) CONCRETE SIDEWALK
 - (B) MATCH EXISTING EDGE OF PAVEMENT/ CURB & GUTTER
 - (C) ACCESSIBLE CURB RAMP
 - (D) ACCESSIBLE PARKING SIGN
 - (E) ACCESSIBLE PARKING STALL
 - (F) AREA STRIPED WITH 4" SYSL @ 45° Z' O.C.
 - (G) CONCRETE PAVEMENT PER MISTER CARWASH STANDARDS AND SPECIFICATIONS
 - (H) LANDSCAPE AREA
 - (I) VERTICAL CURB (TYP.)
 - (L) TRANSITION CURB
 - (K) FLUSH CURB
 - (L) ROLLED CURB
 - (M) TRENCH DRAIN WITH EXIT SIGN PER MISTER CAR WASH STANDARDS AND SPECIFICATIONS
 - (N) BYPASS GATE PER MISTER CAR WASH STANDARDS AND SPECIFICATIONS
 - (O) DIRECTIONAL TRAFFIC ARROW, PER GREENBOOK STANDARDS
 - (P) VACUUM EQUIPMENT: REF. ARCHITECTURAL PLANS
 - (Q) POS CANOPY AND EQUIPMENT: REF. ARCHITECTURAL PLANS
 - (R) LIGHT POLE



PRELIMINARY - NOT FOR CONSTRUCTION

MCW - SPRING LAKE PARK, MN
PREPARED FOR
MISTER CAR WASH
SPRING LAKE PARK

SITE PLAN

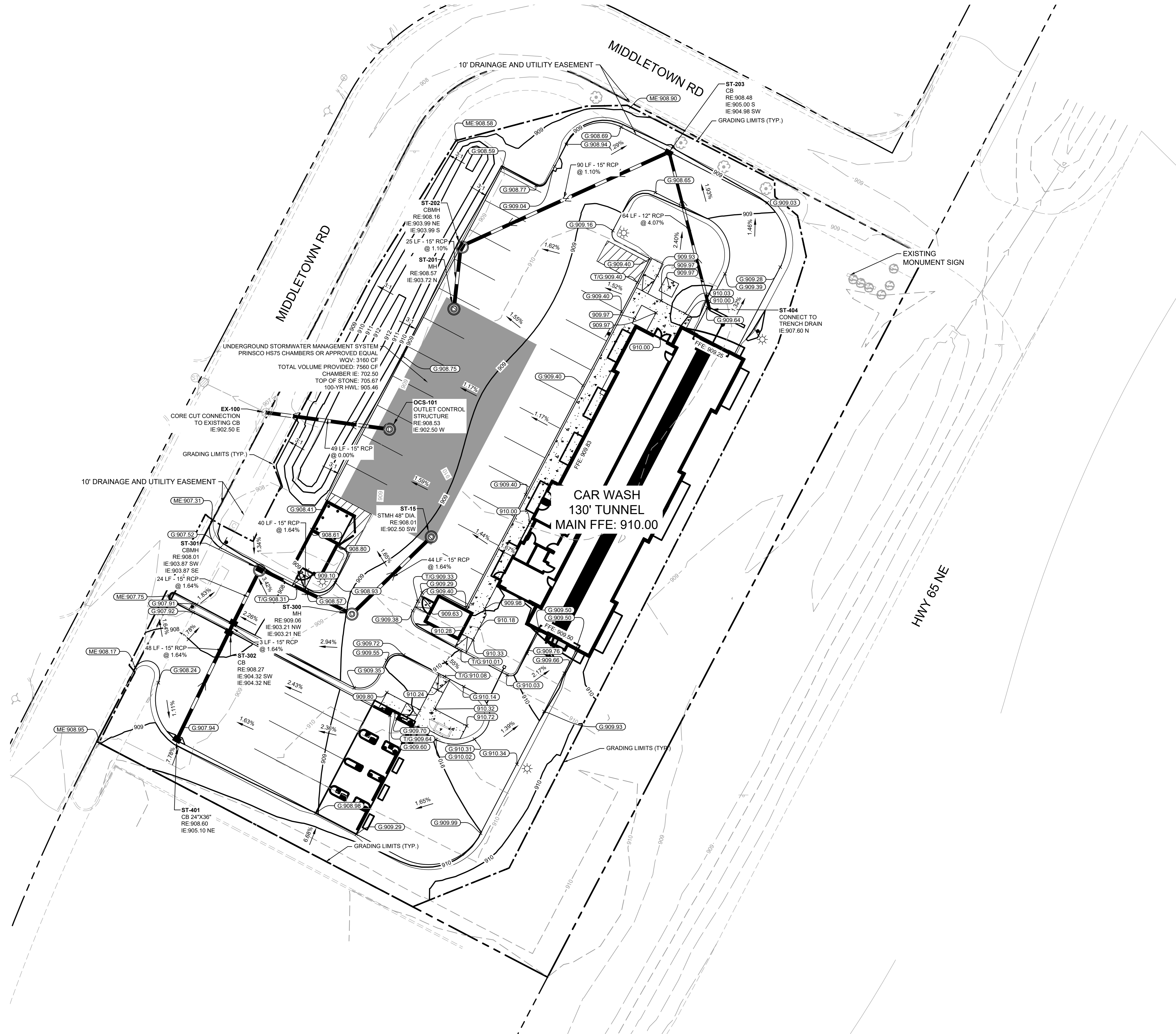
SHEET NUMBER
C400

NO.	REVISIONS	DATE	BY

© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 787 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
 PHONE: 651-454-1197
 WWW.KIMLEY-HORN.COM

KHA PROJECT	160284005
DATE	05/13/2022
SCALE	AS SHOWN
DESIGNED BY	ACL
DRAWN BY	ACL
CHECKED BY	BMW

MINNESOTA	BRIAN M. WURDEMAN, P.E.	DATE:	03/03/2022	LIC. NO.	53113
MINNESOTA					

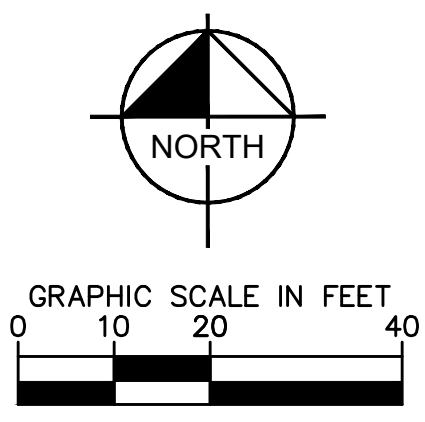


LEGEND

- PROPERTY LINE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED STORM MANHOLE (SOLID CASTING)
- PROPOSED STORM MANHOLE (ROUND INLET CASTING)
- PROPOSED STORM MANHOLE/ CATCH BASIN (CURB INLET CASTING)
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED SPOT ELEVATION
- PROPOSED GUTTER ELEVATION
- PROPOSED TOP OF CURB ELEVATION
- PROPOSED FLUSH PAVEMENT ELEVATION
- MATCH EXISTING ELEVATION
- PROPOSED DRAINAGE DIRECTION

GRADING PLAN NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF SPRING LAKE PARK, SPECIFICATIONS AND BUILDING PERMIT REQUIREMENTS.
2. CONTRACTOR TO CALL GOPHER STATE CALL ONE @ <1-800-252-1166> AT LEAST TWO WORKING DAYS PRIOR TO EXCAVATION/CONSTRUCTION FOR UTILITY LOCATIONS.
3. STORM SEWER PIPE SHALL BE AS FOLLOWS:
RCP PER ASTM C-76
HDPE: 0' - 10' PER AASHTO M-252
HDPE: 12' OR GREATER PER ASTM F-2306
PVC SCH. 40 PER ASTM D-1785
STORM SEWER FITTINGS SHALL BE AS FOLLOWS:
RCP PER ASTM C-76, JOINTS PER ASTM C-361, C-990, AND C-443
HDPE PER ASTM 3212
PVC PER ASTM D-3034, JOINTS PER ASTM D-3212
4. CONTRACTOR TO FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO THE START OF SITE GRADING. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER OF ANY DISCREPANCIES OR VARIATIONS.
5. SUBGRADE EXCAVATION SHALL BE BACKFILLED IMMEDIATELY AFTER EXCAVATION TO HELP OFFSET ANY STABILITY PROBLEMS DUE TO WATER SEEPAGE OR STEEP SLOPES. WHEN PLACING NEW SURFACE MATERIAL ADJACENT TO EXISTING PAVEMENT, THE EXCAVATION SHALL BE BACKFILLED PROMPTLY TO AVOID UNDERMINING OF EXISTING PAVEMENT.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL HORIZONTAL AND VERTICAL CONTROL.
7. CONTRACTOR SHALL EXCAVATE DRAINAGE TRENCHES TO FOLLOW PROPOSED STORM SEWER ALIGNMENTS.
8. GRADES SHOWN ARE FINISHED GRADES. CONTRACTOR SHALL ROUGH GRADE TO SUBGRADE ELEVATION AND LEAVE STREET READY FOR SUBBASE.
9. ALL EXCESS MATERIAL, BITUMINOUS SURFACING, CONCRETE ITEMS, ANY ABANDONED UTILITY ITEMS, AND OTHER UNSTABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF THE CONSTRUCTION SITE.
10. REFER TO THE UTILITY PLAN FOR SANITARY SEWER MAIN, WATER MAIN SERVICE LAYOUT AND ELEVATIONS AND CASTING / STRUCTURE NOTATION.
11. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION OF PAVEMENTS AND CURB AND GUTTER WITH SMOOTH UNIFORM SLOPES TO PROVIDE POSITIVE DRAINAGE.
12. INSTALL A MINIMUM OF <4\"/>



PRELIMINARY - NOT FOR CONSTRUCTION

MCW - SPRING LAKE PARK, MN
PREPARED FOR
MISTER CAR WASH
SPRING LAKE PARK

GRADING PLAN

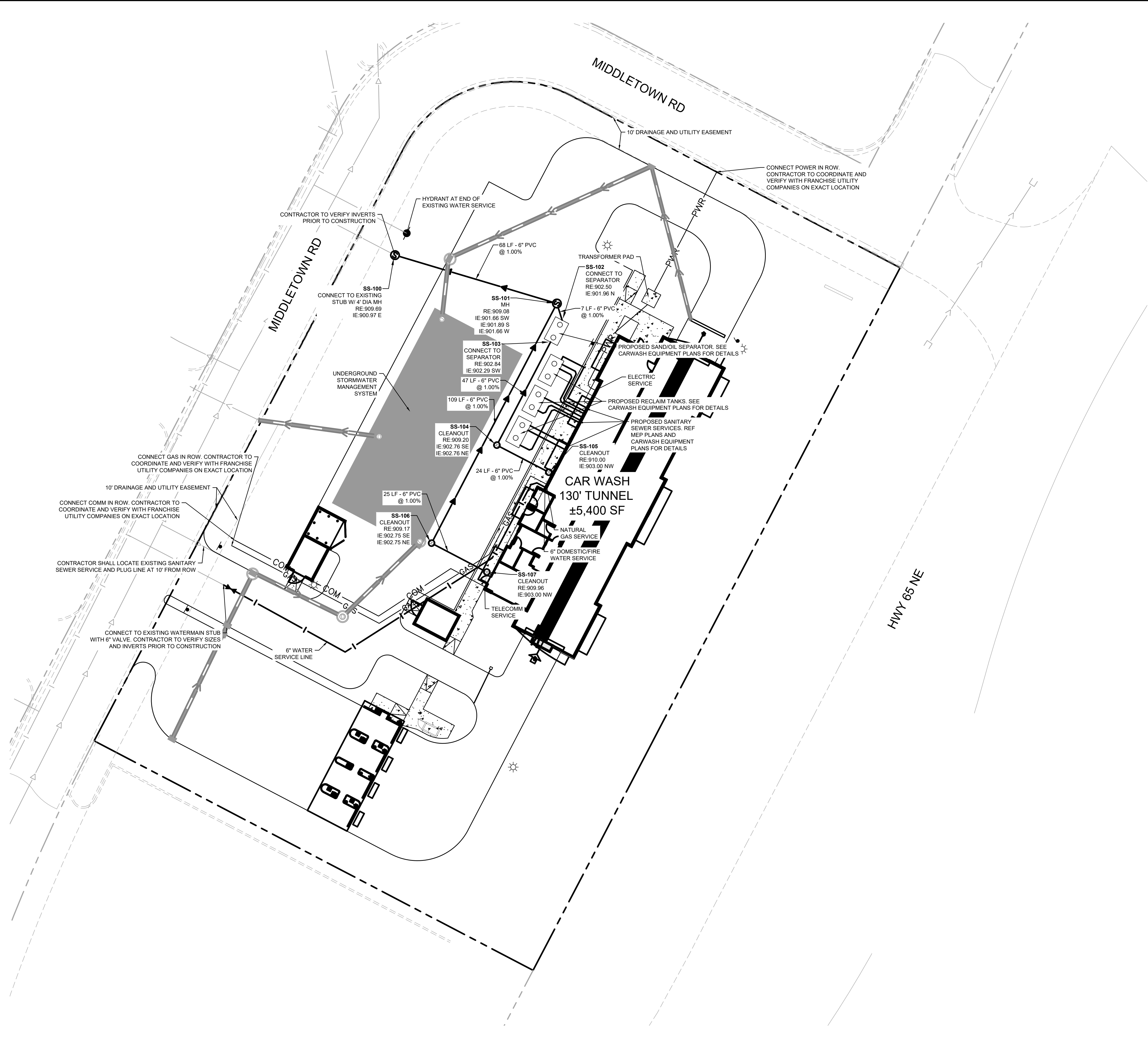
KHA PROJECT	160284005
DATE	05/13/2022
SCALE	AS SHOWN
DESIGNED BY	ACL
DRAWN BY	ACL
CHECKED BY	BMW

THIS DRAWING WAS PREPARED BY AN ENGINEER OR ARCHITECT REGISTERED IN THE STATE OF MINNESOTA.
BRIAN N. WURDEMAN, P.E.
DATE: 05/13/2022 LIC. NO. 53113

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
787 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-454-1197
WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

K:\TWC_LDEV\Mister Car Wash\Spring Lake Park, MN\3 Design\CAD\PlanSheets\IC6-UTILITY PLAN.dwg May 12, 2022 - 4:17pm
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

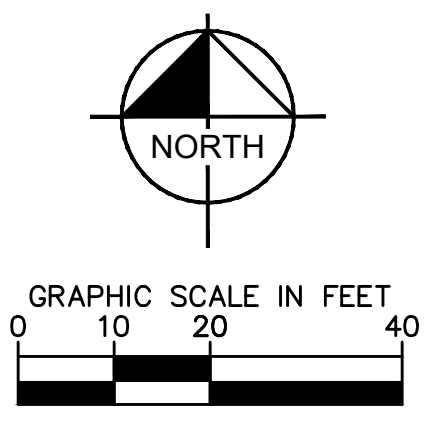


LEGEND

EXISTING	PROPOSED	
		GATE VALVE
		HYDRANT
		REDUCER
		TEE
		SANITARY SEWER MANHOLE
		SANITARY CLEANOUT
		WATERMAIN
		SANITARY SEWER
		STORM SEWER
		STORM SEWER
		UNDERGROUND ELECTRIC
		TELEPHONE
		GAS MAIN

UTILITY PLAN NOTES

- ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
- SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
 8" PVC SDR35 PER ASTM D-3034, FOR PIPES LESS THAN 12' DEEP
 8" PVC SDR26 PER ASTM D-3034, FOR PIPES MORE THAN 12' DEEP
 6" PVC SCHEDULE 40 PER ASTM D-1785
 DUCTILE IRON PIPE PER AWWA C150
- WATER LINES SHALL BE AS FOLLOWS:
 6" AND LARGER, PVC C-900 PER ASTM D 2241
 CLASS 200 UNDER COUNTRY ROADS, OTHERWISE CLASS 150
 4" AND LARGER DUCTILE IRON PIPE PER AWWA C150
 SMALLER THAN 3" PIPING SHALL BE COPPER TUBE TYPE "K" PER ANSI B16.22 OR PVC, 200 P.S.I., PER ASTM D1784 AND D2241.
- MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
- ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH RESTRAINTS SUCH AS THRUST BLOCKING, WITH STAINLESS STEEL OR COBALT BLUE BOLTS, OR AS INDICATED IN THE CITY SPECIFICATIONS AND PROJECT DOCUMENTS.
- ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE OR STRUCTURE).
- CONTRACTOR SHALL MAINTAIN A MINIMUM OF 7'-5" COVER ON ALL WATERLINES.
- IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES, OR ANY OBSTRUCTION (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE 50CM, 40 OR 30CM WITH MECHANICAL JOINTS AT LEAST 10 FEET ON EITHER SIDE OF THE CENTER LINE OF THE CROSSING. THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE FASTENERS AS REQUIRED TO PROVIDE A MINIMUM OF 18" VERTICAL SEPARATION. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI Z1.11 (AWWA C-151) (CLASS 50).
- LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
- TOPS OF MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH PROPOSED PAVEMENT ELEVATIONS, AND TO BE ONE FOOT ABOVE FINISHED GROUND ELEVATIONS, IN GREEN AREAS, WITH WATERTIGHT LIDS.
- ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
- EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
- REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
- CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE CITY OF SPRING LAKE PARK AND/OR STATE OF MN WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES.
- CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
- CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
- BACKFLOW DEVICES (DDCV AND PRZ ASSEMBLIES) AND METERS ARE LOCATED IN THE INTERIOR OF THE BUILDING. REF. ARCH / MEP PLANS.
- ALL ONSITE WATERMAINS AND SANITARY SEWERS SHALL BE PRIVATELY OWNED AND MAINTAINED.
- ALL WATERMAIN STUBOUTS SHALL BE MECHANICALLY RESTRAINED WITH REACTION BLOCKING.
- CONTRACTOR SHALL COORDINATE ALL UTILITY CONNECTIONS (MUNICIPAL) WITH THE CITY OF SPRING LAKE PARK PUBLIC WORKS DIRECTOR.



PRELIMINARY - NOT FOR CONSTRUCTION

MCW - SPRING LAKE PARK, MN
 PREPARED FOR
MISTER CAR WASH
 SPRING LAKE PARK

UTILITY PLAN

SHEET NUMBER
C600

MUNICIPALITY: **MN**

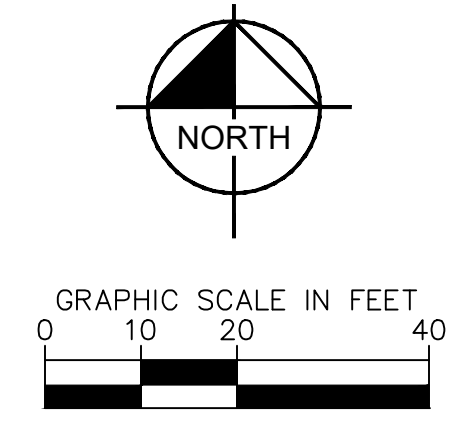
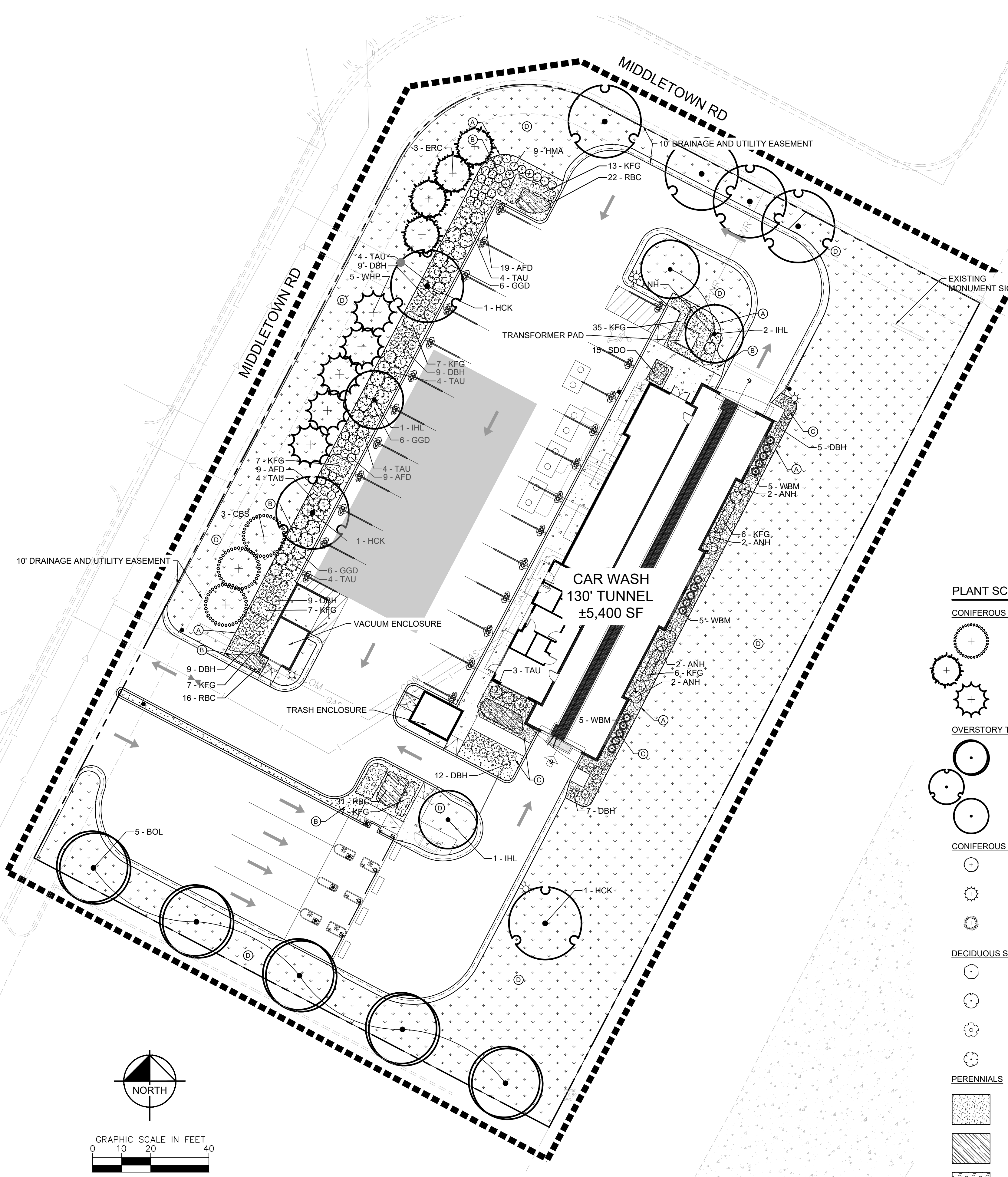
No.	REVISIONS	DATE	BY

KIMLEY-HORN & ASSOCIATES, INC.
 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 787 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
 PHONE: 651-454-1177
 WWW.KIMLEY-HORN.COM

KHA PROJECT: 160284005
 DATE: 05/13/2022
 SCALE: AS SHOWN
 DESIGNED BY: [Signature]
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]

LICENSED PROFESSIONAL ENGINEER
 UNDER THE LAWS OF THE STATE OF MINNESOTA
 BRIAN M. WURDEMAN, P.E.
 MN LIC. NO. 53113
 DATE: 03/03/2022

K:\TWC_LDE\Mister Car Wash\Spring Lake Park, MN\3 Design\CAD\PlanSheets\1-LANDSCAPE PLAN.DWG May 12, 2022 - 4:31pm
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



- LANDSCAPE KEYNOTES**
- (A) EDGER (TYP.)
 - (B) DOUBLE SHREDED HARDWOOD MULCH (TYP.)
 - (C) ROCK MULCH (TYP.)
 - (D) SOD (TYP.)

- LANDSCAPE LEGEND**
- EXISTING DECIDUOUS TREE (TYP.)
 - EXISTING CONIFEROUS TREE (TYP.)
 - EXISTING SHRUB (TYP.)
 - EDGER (TYP.)
 - APPROXIMATE LIMITS OF SOD / IRRIGATION, SOD ALL DISTURBED AREAS (TYP.)

LANDSCAPE SUMMARY

OFF STREET PARKING REQUIREMENTS

OVERSTORY TREES REQUIRED: 3 TREES = 1 TREE / 10 PARKING SPACES = 25 SPACES / 10
 OVERSTORY TREES PROVIDED: 3 TREES

SCREENING REQUIRED: BUFFER YARD REQUIRED WHEN COMMERCIAL ABUTS A RESIDENTIAL ZONE
 SCREENING PROVIDED: SEE PLAN

BUILDING PERIMETER REQUIREMENTS

FOUNDATION PLANTINGS REQUIRED: AT LEAST 50% OF TOTAL PERIMETER TO BE SODDED OR LANDSCAPED
 FOUNDATION PLANTINGS PROVIDED: 180 LF OF FOUNDATION PLANTINGS = 360 LF PERIMETER / 2

PLANT DIVERSITY REQUIREMENTS

*NOTE: PLAN MUST MEET 3 OF THE FOLLOWING

*OVERSTORY TREES REQUIRED: 12 TREES = 1 TREE / 3,000 SF OF OPEN AREA = 35,322 SF / 3,000
 OVERSTORY TREES PROVIDED: 12 TREES

*ORNAMENTAL TREES REQUIRED: 24 TREES = 1 TREE / 1,500 SF OF OPEN AREA = 35,322 SF / 1,500
 ORNAMENTAL TREES PROVIDED: 4 EXISTING ORNAMENTAL TREES

*EVERGREEN TREES REQUIRED: 12 TREES = 1 TREE / 3,000 SF OF OPEN AREA = 35,322 SF / 3,000
 EVERGREEN TREES PROVIDED: 12 TREES

*SHRUBS REQUIRED: 354 SHRUBS = 1 DECIDUOUS OR 1 EVERGREEN SHRUB / 100 SF OF OPEN AREA = 35,322 SF / 100
 SHRUBS PROVIDED: 177 SHRUBS

PLANT SCHEDULE

CONIFEROUS TREE	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL/SIZE	
	CBS	3	PICEA PUNGENS	COLORADO SPRUCE	B & B	8' HT.	
	ERC	4	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	B & B	8' HT.	
	WHP	5	PINUS STROBUS	WHITE PINE	B & B	8' HT.	
OVERSTORY TREE	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL/SIZE	
	BOL	5	TILIA AMERICANA 'BOULEVARD'	BOULEVARD LINDEN	B & B	2.5" CAL.	
	HCK	7	CELTIS OCCIDENTALIS	COMMON HACKBERRY	B & B	2.5" CAL.	
	IHL	4	GLEDITSIA TRIACANTHOS VAR. INERMIS 'IMPERIAL'	IMPERIAL HONEYLOCUST	B & B	2.5" CAL.	
CONIFEROUS SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	
	HMA	9	THUJA OCCIDENTALIS 'HOLMSTRUP'	HOLMSTRUP ARBORVITAE	#5 CONT.	3' O.C.	
	TAU	27	TAXUS X MEDIA 'TAUNTONII'	TAUTON YEW	#5 CONT.	5' O.C.	
	WBM	15	PINUS MUGO 'WHITE BUD'	MUGO WHITE BUD PINE	#5 CONT.	3' O.C.	
DECIDUOUS SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	
	AFD	37	CORNUS SERICEA 'ARTIC FIRE'	ARTIC FIRE DOGWOOD	#5 CONT.	3' O.C.	
	ANH	11	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	#5 CONT.	4' O.C.	
	DBH	60	DIERVILLA LONICERA	DWARF BUSH HONEYSUCKLE	#5 CONT.	3' O.C.	
	GGD	18	CORNUS HESSEI 'GARDEN GLOW'	GARDEN GLOW DOGWOOD	#5 CONT.	5' O.C.	
PERENNIALS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACING
	KFG	102	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	#1 CONT.		30" o.c.
	RBC	104	ECHINACEA PURPUREA 'RUBY STAR'	RUBY STAR CONEFLOWER	#1 CONT.		20" o.c.
	SDO	49	HEMEROCALLIS X 'STELLA DE ORO'	STELLA DE ORO DAYLILY	#1 CONT.		18" o.c.

PRELIMINARY - NOT FOR CONSTRUCTION

Kimley»Horn
 2022 KIMLEY-HORN AND ASSOCIATES, INC.
 767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
 PHONE: 651-454-1197
 WWW.KIMLEY-HORN.COM

LANDSCAPE PLAN

MCW - SPRING LAKE PARK, MN
 PREPARED FOR
MISTER CAR WASH
 SPRING LAKE PARK

SHEET NUMBER
L100

No.	REVISIONS	DATE	BY



MEMORANDUM

To: City of Spring Lake Park

From: Jacob Rojer, P.E., PTOE
Kimley-Horn and Associates, Inc.

Date: May 4, 2022

Subject: Mister Car Wash – Trip Generation & Queuing Summary

INTRODUCTION

The proposed site is located on the west corner of the intersection of Highway 65 & Middletown Road in Spring Lake Park, Minnesota. The proposed approximately 0.81-acre site is currently occupied by other retail uses, and the proposed development includes a single car wash tunnel that is served by 4 inbound lanes and the site will also have 24 vacuum stalls. The proposed site plan is attached. The City has asked for a memorandum to document the anticipated trip generation of the proposed development, the anticipated queuing, and the peak operation times for the car wash.

TRIP GENERATION

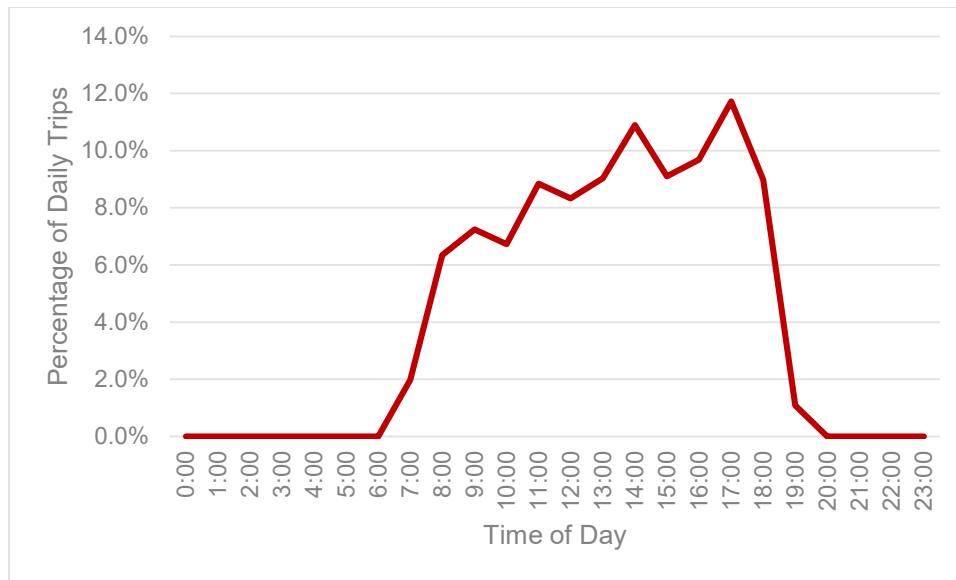
The trip generation for the development was calculated based on data collected at a comparable Mister Car Wash location in Columbia Heights, MN. The data was collected on Thursday, April 21st, 2022. The weather on the day of data collection was mid-50's and sunny, it is anticipated that trip generation and queuing data would be representative of a typical day. **Table 1** provides the daily, AM, and PM peak hour trips for the proposed development based on the local data. It is anticipated that the Spring Lake Park location will operate similarly to the Columbia Heights location even though it is anticipated to have more payment stations and vacuum stalls, this is because there is still only one car wash tunnel proposed on the site. The Spring Lake Park Mister Car Wash is expected to generate approximately 1,560 daily trips, 99 AM peak hour trips (8:00AM – 9:00AM), and 190 PM peak hour trips (4:45PM – 5:45PM). The trip generation counts are attached.

Table 1 – Trip Generation

Land Use Description	Intensity / Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Mister Car Was – Columbia Heights	1 car wash tunnel	1,560	57	42	99	99	91	190

Chart 1 shows the hourly distribution for the Columbia Heights Mister Car Wash location. The daily trip distribution patterns for the car wash increased throughout the day during operating hours with the PM peak hour traffic accounting for the largest percentage of daily traffic at 11.7%.

Chart 2 – Hourly Trip Distribution



CAR WASH VEHICLE QUEUE

As part of the data collection, a camera was set up to observe the queues entering the car wash. Video was observed during peak periods to determine the impacts of the queuing on site. The results of the observations are listed below.

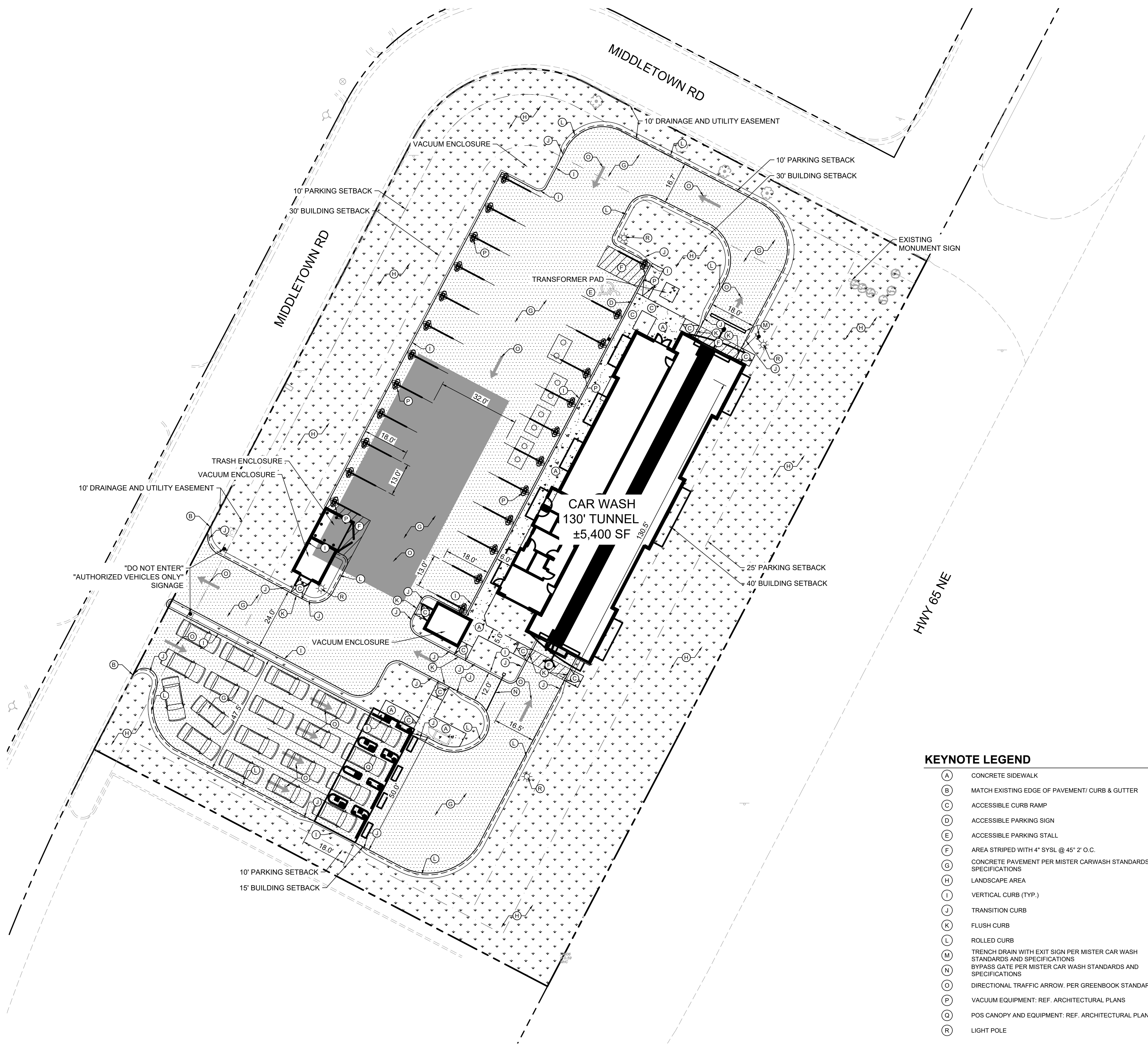
- The maximum observed queue was 7 vehicles during the PM peak hour (4 vehicles in front of the car wash payment and 3 vehicles behind the car wash payment).
- During the PM peak hour (highest traffic volumes), there were minimal queuing issues on site with typically no more than 1 vehicle at each of the two payment stations on site.
- It was observed that the majority of vehicles were part of the Wash Club and therefore had minimal to no wait at the payment stations.

Based on the site plan, the proposed Mister Car Wash in Spring Lake Park will have 4 payment stations. With each lane able to accommodate at least 4 vehicles before impacting Middletown Road and then an additional 5-6 vehicles in front of the payment stations. This results in a total stacking capacity of around 21 vehicles on site. Based on the observed queues and the proposed site plan, it is anticipated that all queues during typical operations can be accommodated on site without impacting Middletown Road.

CONCLUSION

The proposed car wash is anticipated to generate 1,560 daily trips, with 190 trips generated during the car wash peak hour of 4:45 PM to 5:45 PM. The observed maximum queue analysis at the Columbia Heights Mister Car Wash was 7 vehicles. With the proposed site layout providing storage on-site for approximately 21 vehicles, the car wash queues are not anticipated to impact operations of adjacent land uses or public streets.

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



LEGEND

	PROPERTY LINE
	PROPOSED FENCE
	SETBACK LINE
	PROPOSED CURB AND GUTTER
	PROPOSED CONCRETE PAVEMENT
	PROPOSED CONCRETE SIDEWALK

PROPERTY SUMMARY

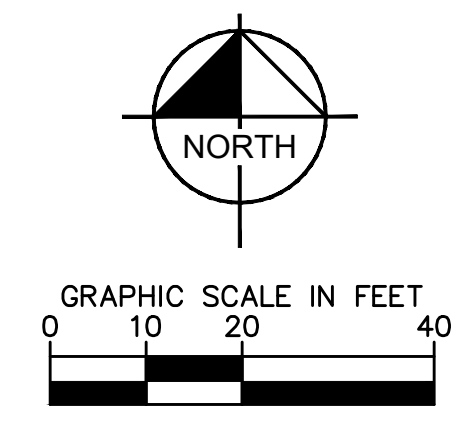
SPRING LAKE PARK, MN MISTER CAR WASH	
TOTAL PROPERTY AREA	1.46 AC
ZONING SUMMARY	
EXISTING ZONING	C-1
PROPOSED ZONING	C-1
PARKING SETBACKS	FRONT: 25' SIDE: 10' REAR: 10'
BUILDING SETBACKS	FRONT: 40' SIDE: 15' REAR: 30'

BUILDING DATA SUMMARY

AREAS	
PROPOSED PROPERTY	1.46 AC
BUILDING AREA	±5,400 SF
PARKING	
REQUIRED PARKING	4 SPACES PER 1,000 SF
PROPOSED PARKING	22 SPACES
ADA STALLS REQ'D / PROVIDED	1 STALLS / 1 STALLS

- SITE PLAN NOTES**
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
 - CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
 - ALL INNER CURBED RADII ARE TO BE 2' AND OUTER CURBED RADII ARE TO BE <10' UNLESS OTHERWISE NOTED. STRIPED RADII ARE TO BE 5'.
 - ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE BID.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS AND PROJECT SITE WORK SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
 - SITE BOUNDARY, TOPOGRAPHY, UTILITY AND ROAD INFORMATION TAKEN FROM A SURVEY BY EGAN, FIELD & NOWAK, INC.
KIMLEY-HORN ASSUMES NO LIABILITY FOR ANY ERRORS, INACCURACIES, OR OMISSIONS CONTAINED THEREIN.
 - TOTAL LAND AREA IS 1.12 ACRES.
 - PYLON / MONUMENT SIGNS SHALL BE CONSTRUCTED BY OTHERS. SIGNS ARE SHOWN FOR GRAPHICAL & INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY SIZE, LOCATION AND ANY REQUIRED PERMITS NECESSARY FOR THE CONSTRUCTION OF THE PYLON / MONUMENT SIGN.
 - CONTRACTOR SHALL REFERENCE ARCH / MEP PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
 - NO PROPOSED LANDSCAPING SUCH AS TREES OR SHRUBS, ABOVE AND UNDERGROUND STRUCTURES, OR OTHER OBSTRUCTIONS SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHTS OF WAY UNLESS SPECIFICALLY NOTED ON PLANS OTHERWISE.
 - REFERENCE ARCHITECTURAL PLANS FOR DUMPSTER ENCLOSURE DETAILS.
 - REFER TO FINAL PLAT OR ALTA SURVEY FOR EXACT LOT AND PROPERTY BOUNDARY DIMENSIONS.
 - ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
 - ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
 - ALL PARKING STALLS TO BE 13' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.

- KEYNOTE LEGEND**
- (A) CONCRETE SIDEWALK
 - (B) MATCH EXISTING EDGE OF PAVEMENT/ CURB & GUTTER
 - (C) ACCESSIBLE CURB RAMP
 - (D) ACCESSIBLE PARKING SIGN
 - (E) ACCESSIBLE PARKING STALL
 - (F) AREA STRIPED WITH 4" SYSL @ 45° Z' O.C.
 - (G) CONCRETE PAVEMENT PER MISTER CARWASH STANDARDS AND SPECIFICATIONS
 - (H) LANDSCAPE AREA
 - (I) VERTICAL CURB (TYP.)
 - (L) TRANSITION CURB
 - (K) FLUSH CURB
 - (L) ROLLED CURB
 - (M) TRENCH DRAIN WITH EXIT SIGN PER MISTER CAR WASH STANDARDS AND SPECIFICATIONS
 - (N) BYPASS GATE PER MISTER CAR WASH STANDARDS AND SPECIFICATIONS
 - (O) DIRECTIONAL TRAFFIC ARROW, PER GREENBOOK STANDARDS
 - (P) VACUUM EQUIPMENT: REF. ARCHITECTURAL PLANS
 - (Q) POS CANOPY AND EQUIPMENT: REF. ARCHITECTURAL PLANS
 - (R) LIGHT POLE



PRELIMINARY - NOT FOR CONSTRUCTION

MCW - SPRING LAKE PARK, MN
PREPARED FOR
MISTER CAR WASH
SPRING LAKE PARK, MN

SITE PLAN

KHA PROJECT	160284005
DATE	03/23/2022
SCALE	AS SHOWN
DESIGNED BY	ACL
DRAWN BY	ACL
CHECKED BY	BMW

THIS PROJECT WAS THIS PLAN SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
BRIAN N. WURDEMAN, P.E.
MN LIC. NO. 53113
DATE: 03/23/2022

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
787 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-454-1197
WWW.KIMLEY-HORN.COM

PROPERTY SUMMARY

SPRING LAKE PARK, MN MISTER CAR WASH	
TOTAL PROPERTY AREA	1.46 AC
ZONING SUMMARY	
EXISTING ZONING	C-1
PROPOSED ZONING	C-1
PARKING SETBACKS	FRONT: 25' SIDE: 10' REAR: 10'
BUILDING SETBACKS	FRONT: 40' SIDE: 15' REAR: 30'

NO.	REVISIONS	DATE	BY

SHEET NUMBER
C400

Car Wash Entrance - ATR

Thu Apr 21, 2022

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	West		
Direction	Eastbound		
Time	T	App	Int
2022-04-21 6:00AM	0	0	0
6:15AM	0	0	0
6:30AM	0	0	0
6:45AM	0	0	0
Hourly Total	0	0	0
7:00AM	1	1	1
7:15AM	2	2	2
7:30AM	5	5	5
7:45AM	8	8	8
Hourly Total	16	16	16
8:00AM	11	11	11
8:15AM	13	13	13
8:30AM	14	14	14
8:45AM	19	19	19
Hourly Total	57	57	57
9:00AM	15	15	15
9:15AM	13	13	13
9:30AM	20	20	20
9:45AM	10	10	10
Hourly Total	58	58	58
10:00AM	13	13	13
10:15AM	13	13	13
10:30AM	15	15	15
10:45AM	15	15	15
Hourly Total	56	56	56
11:00AM	17	17	17
11:15AM	18	18	18
11:30AM	18	18	18
11:45AM	19	19	19
Hourly Total	72	72	72
12:00PM	17	17	17
12:15PM	13	13	13
12:30PM	18	18	18
12:45PM	22	22	22
Hourly Total	70	70	70
1:00PM	16	16	16
1:15PM	15	15	15
1:30PM	18	18	18
1:45PM	24	24	24
Hourly Total	73	73	73
2:00PM	20	20	20
2:15PM	28	28	28
2:30PM	21	21	21
2:45PM	23	23	23
Hourly Total	92	92	92
3:00PM	23	23	23
3:15PM	20	20	20
3:30PM	12	12	12
3:45PM	17	17	17
Hourly Total	72	72	72
4:00PM	23	23	23
4:15PM	16	16	16
4:30PM	18	18	18
4:45PM	20	20	20

Leg Direction	West Eastbound		
		T	App Int
Time			
Hourly Total	77	77	77
5:00PM	31	31	31
5:15PM	28	28	28
5:30PM	20	20	20
5:45PM	21	21	21
Hourly Total	100	100	100
6:00PM	21	21	21
6:15PM	15	15	15
6:30PM	15	15	15
6:45PM	21	21	21
Hourly Total	72	72	72
7:00PM	3	3	3
7:15PM	9	9	9
7:30PM	0	0	0
7:45PM	0	0	0
Hourly Total	12	12	12
Total	827	827	827
% Approach	100%	-	-
% Total	100%	100%	-
Lights	827	827	827
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Entrance - ATR

Thu Apr 21, 2022

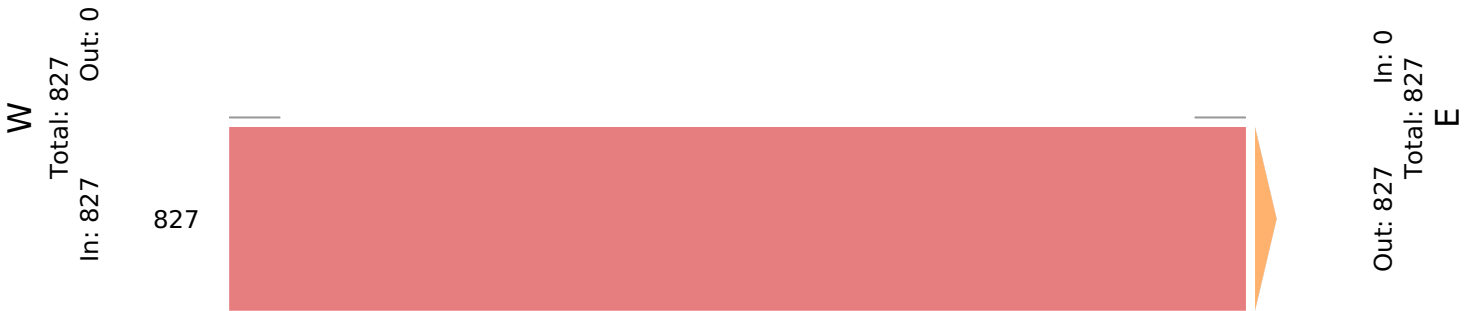
Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Entrance - ATR

Thu Apr 21, 2022

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		
Time	T	App	Int
2022-04-21 8:45AM	19	19	19
9:00AM	15	15	15
9:15AM	13	13	13
9:30AM	20	20	20
Total	67	67	67
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.838	0.838	0.838
Lights	67	67	67
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Entrance - ATR

Thu Apr 21, 2022

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Entrance - ATR

Thu Apr 21, 2022

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	West		
Direction	Eastbound		
Time	T	App	Int
2022-04-21 1:00PM	16	16	16
1:15PM	15	15	15
1:30PM	18	18	18
1:45PM	24	24	24
Total	73	73	73
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.760	0.760	0.760
Lights	73	73	73
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Entrance - ATR

Thu Apr 21, 2022

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Entrance - ATR

Thu Apr 21, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	West Eastbound		
Time	T	App	Int
2022-04-21 5:00PM	31	31	31
5:15PM	28	28	28
5:30PM	20	20	20
5:45PM	21	21	21
Total	100	100	100
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.806	0.806	0.806
Lights	100	100	100
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Entrance - ATR

Thu Apr 21, 2022

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940571, Location: 45.048842, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Exit - ATR

Thu Apr 21, 2022

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg Direction	Time	East Westbound		
		T	App	Int
	2022-04-21 6:00AM	0	0	0
	6:15AM	0	0	0
	6:30AM	0	0	0
	6:45AM	0	0	0
	Hourly Total	0	0	0
	7:00AM	0	0	0
	7:15AM	0	0	0
	7:30AM	6	6	6
	7:45AM	9	9	9
	Hourly Total	15	15	15
	8:00AM	9	9	9
	8:15AM	10	10	10
	8:30AM	11	11	11
	8:45AM	12	12	12
	Hourly Total	42	42	42
	9:00AM	16	16	16
	9:15AM	14	14	14
	9:30AM	13	13	13
	9:45AM	12	12	12
	Hourly Total	55	55	55
	10:00AM	9	9	9
	10:15AM	16	16	16
	10:30AM	10	10	10
	10:45AM	14	14	14
	Hourly Total	49	49	49
	11:00AM	19	19	19
	11:15AM	10	10	10
	11:30AM	16	16	16
	11:45AM	21	21	21
	Hourly Total	66	66	66
	12:00PM	15	15	15
	12:15PM	13	13	13
	12:30PM	15	15	15
	12:45PM	17	17	17
	Hourly Total	60	60	60
	1:00PM	20	20	20
	1:15PM	11	11	11
	1:30PM	17	17	17
	1:45PM	20	20	20
	Hourly Total	68	68	68
	2:00PM	16	16	16
	2:15PM	24	24	24
	2:30PM	22	22	22
	2:45PM	16	16	16
	Hourly Total	78	78	78
	3:00PM	25	25	25
	3:15PM	18	18	18
	3:30PM	16	16	16
	3:45PM	11	11	11
	Hourly Total	70	70	70
	4:00PM	21	21	21
	4:15PM	17	17	17
	4:30PM	12	12	12
	4:45PM	24	24	24

Leg Direction	East Westbound		
Time	T	App	Int
Hourly Total	74	74	74
5:00PM	25	25	25
5:15PM	21	21	21
5:30PM	21	21	21
5:45PM	16	16	16
Hourly Total	83	83	83
6:00PM	18	18	18
6:15PM	17	17	17
6:30PM	16	16	16
6:45PM	17	17	17
Hourly Total	68	68	68
7:00PM	5	5	5
7:15PM	0	0	0
7:30PM	0	0	0
7:45PM	0	0	0
Hourly Total	5	5	5
Total	733	733	733
% Approach	100%	-	-
% Total	100%	100%	-
Lights	733	733	733
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Exit - ATR

Thu Apr 21, 2022

Full Length (6 AM-8 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Exit - ATR

Thu Apr 21, 2022

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	East		
Direction	Westbound		
Time	T	App	Int
2022-04-21 8:45AM	12	12	12
9:00AM	16	16	16
9:15AM	14	14	14
9:30AM	13	13	13
Total	55	55	55
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.859	0.859	0.859
Lights	55	55	55
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Exit - ATR

Thu Apr 21, 2022

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Exit - ATR

Thu Apr 21, 2022

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	East		
Direction	Westbound		
Time	T	App	Int
2022-04-21 1:00PM	20	20	20
1:15PM	11	11	11
1:30PM	17	17	17
1:45PM	20	20	20
Total	68	68	68
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.850	0.850	0.850
Lights	68	68	68
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Exit - ATR

Thu Apr 21, 2022

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



Car Wash Exit - ATR

Thu Apr 21, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US

Leg	East		
Direction	Westbound		
Time	T	App	Int
2022-04-21 4:45PM	24	24	24
5:00PM	25	25	25
5:15PM	21	21	21
5:30PM	21	21	21
Total	91	91	91
% Approach	100%	-	-
% Total	100%	100%	-
PHF	0.910	0.910	0.910
Lights	91	91	91
% Lights	100%	100%	100%
Articulated Trucks and Single-Unit Trucks	0	0	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%
Buses	0	0	0
% Buses	0%	0%	0%

*T: Thru

Car Wash Exit - ATR

Thu Apr 21, 2022

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

All Channels

ID: 940572, Location: 45.04899, -93.247269

Provided by: Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100, Saint Paul, MN, 55114, US



12 May 2022

Brittney Whitley
 Project Manager, Design
 Mister Car Wash
 222 E. 5th Street
 Tucson, AZ 85705

Re: Sound Study - SUMMARY FINDINGS
 Mister Car Wash - Spring Lake Park, Minnesota

The memorandum summarizes findings from the sound study for the proposed Mister Car Wash in Spring Lake Park, Minnesota. The study included sound level measurements as well as predictions of sound levels at the nearest residential and commercial land uses

Background sound level measurements associated primarily with traffic on Highway 65 past the project site were taken on at the location shown in **Exhibit 1** over a two-hour period from 2:30 to 4:30 pm on Wednesday May 1, 2022. The median traffic sound level was close to 55 dBA.

An extensive data base of car wash equipment source sound levels from a facility in Houston, Texas, similar to the proposed car wash in Spring Lake Park, was taken by SLR International Corporation staff and provided for use in this study by Mister Car Wash staff. Mister Car Wash is also proposing to use the *Sealth Quiet Drying System* from International Drying Corporation of Prairie Grove, Illinois.

Since the facility will operate only during daytime hours, noise levels associated with the facility must meet with the Minnesota daytime noise standards. The most restrictive L50 standard is used to determine compliance of the car wash, 60 dBA for residential land uses, and 65 dBA for commercial land use.

Noise receptor sites closest to the car wash are identified in **Exhibit 2**. One receptor site per building is sufficient to determine compliance since if the closest unit is in compliance, the remainder are also in compliance. Predicted sound level with and without exterior sound walls are presented in the table below.

Receptor	Classification	L50 Standard	No Walls	With Walls
R1	NAC-1	60	63	54
R2	NAC-1	60	66	55
R3	NAC-1	60	63	46
R4	NAC-1	60	63	46
C1	NAC-2	65	66	65
C2	NAC-2	65	63	49

It can be seen that except for R3 which is shielded by the Car Wash building itself and Taco Bell, which is some distance away from the exit, the other receptor sites are predicted to exceed the appropriate standard without any mitigation. The levels at receptors R1, R2 and C1 are determined by noise from the car wash entrance while the levels at receptors R3, R4 and C2 are determined by noise from the car wash exit. Therefore, mitigation measures to reduce these sound levels is needed.

Because the entrance and exit are the primary contributing sources, the construction of sound walls extending from the building as part of the architecture is recommended. These are shown on the building plan in **Exhibit 3**. Suggested wall locations are shown on the building sections in **Exhibit 4**. With these walls and the quiet drying system, it can be seen in the table above that all of the nearest receptor sites are expected to be in compliance with the state noise standards.

Please direct questions to:

Dr. David Braslau, President
David Braslau Associates, Inc.
david@braslau.com

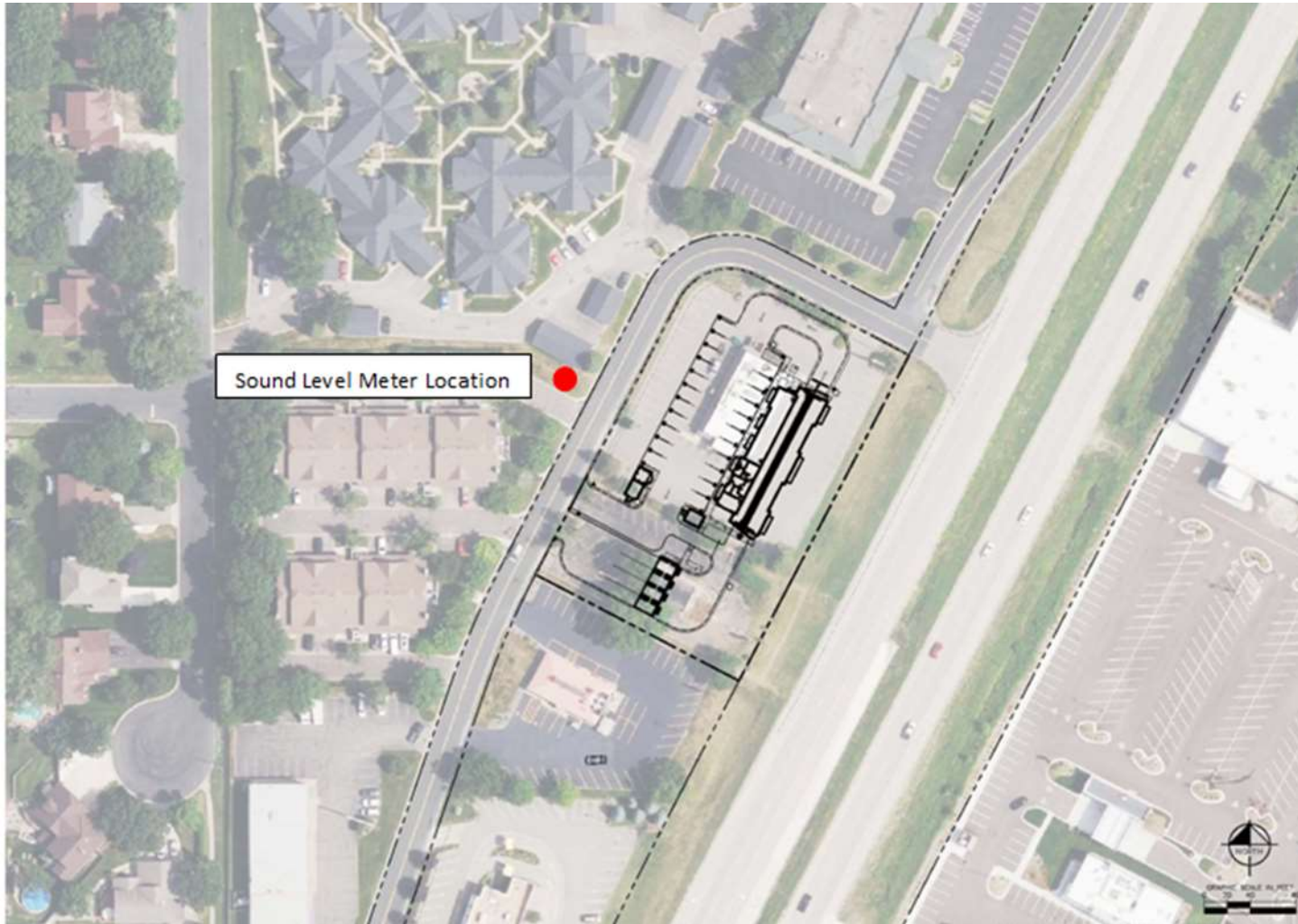


EXHIBIT 1 NOISE MONITORING LOCATION

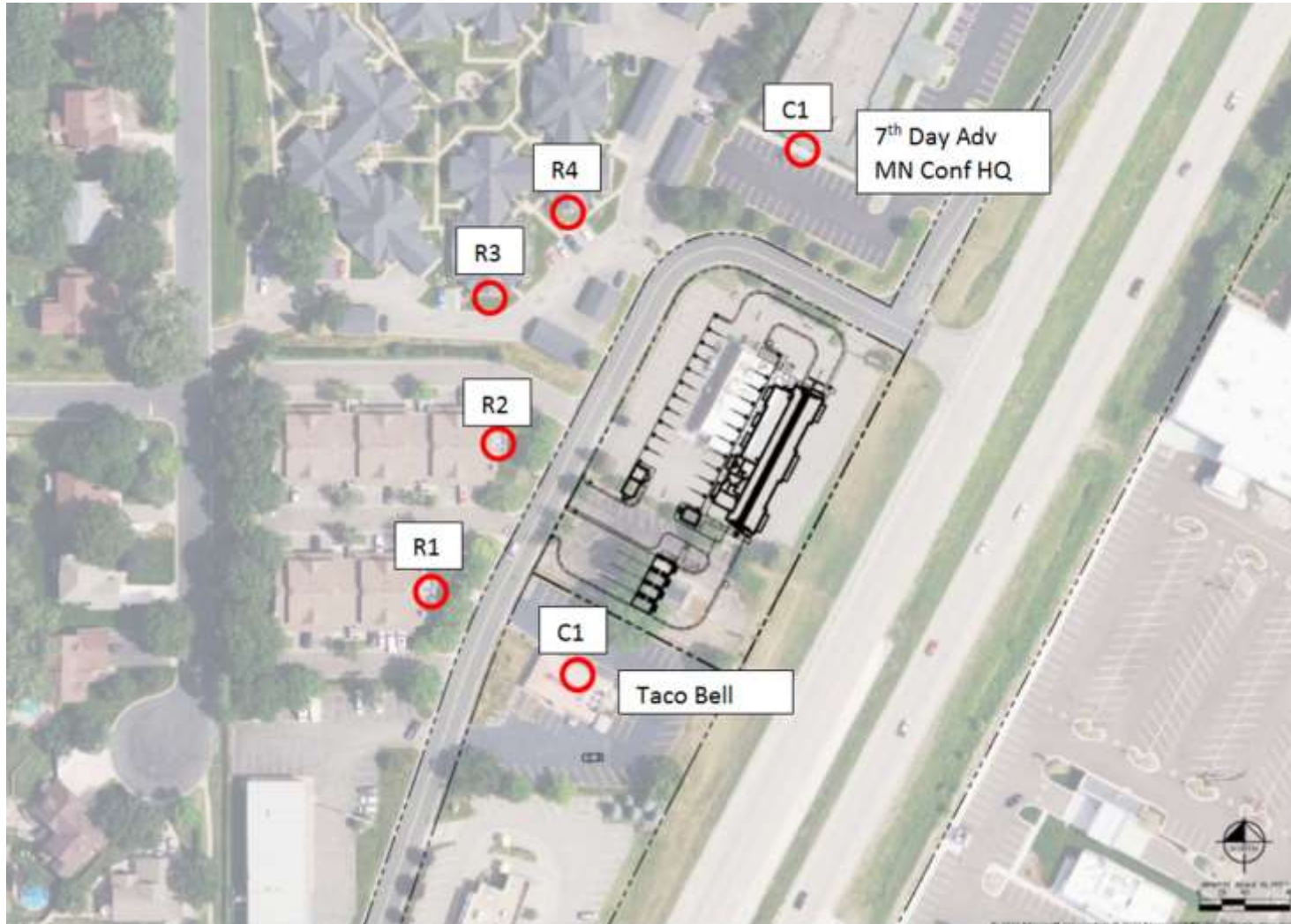


EXHIBIT 2 NOISE RECEPTOR SITES

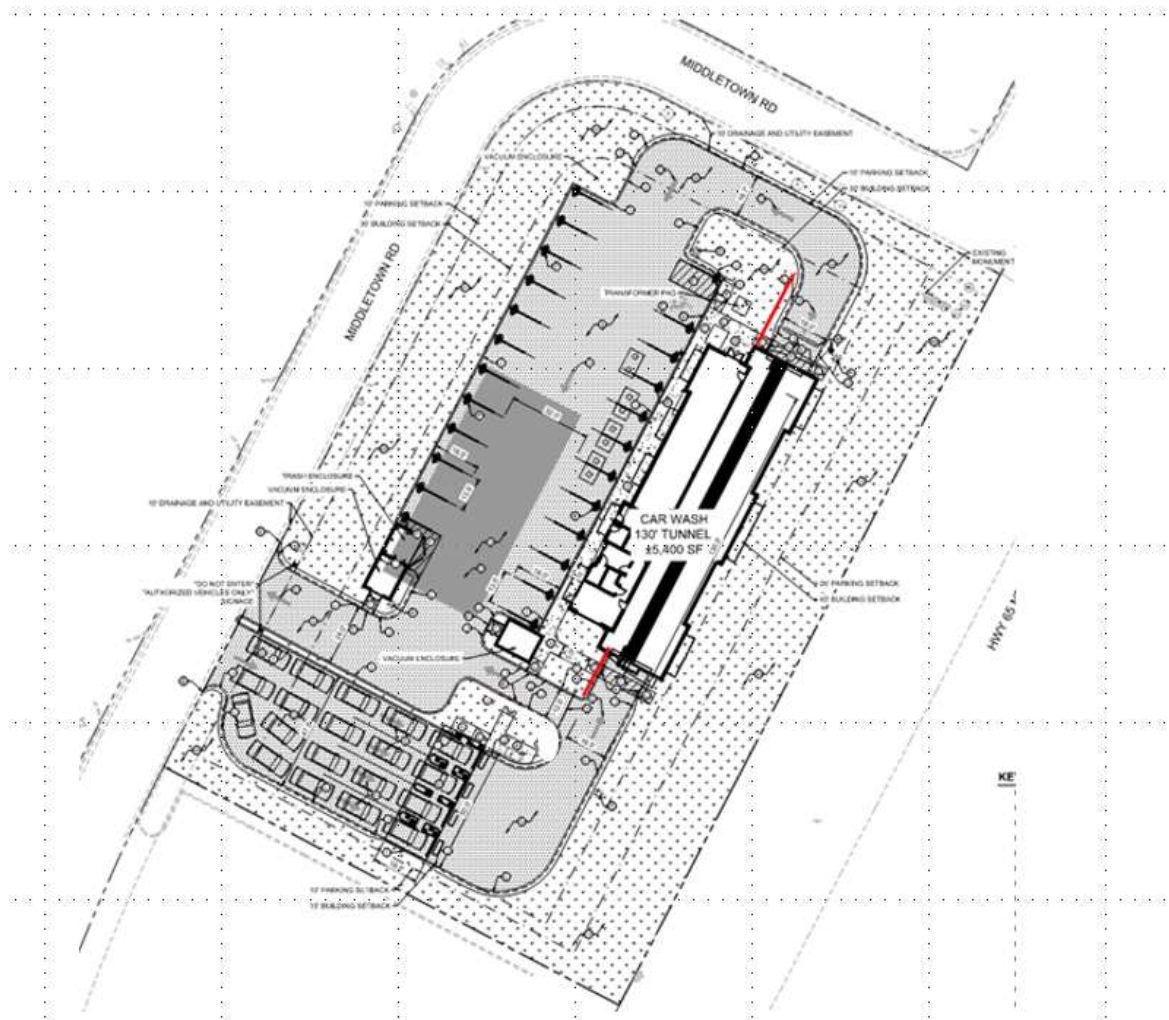


EXHIBIT 3 PROPOSED NOISE WALLS ON SITE PLAN

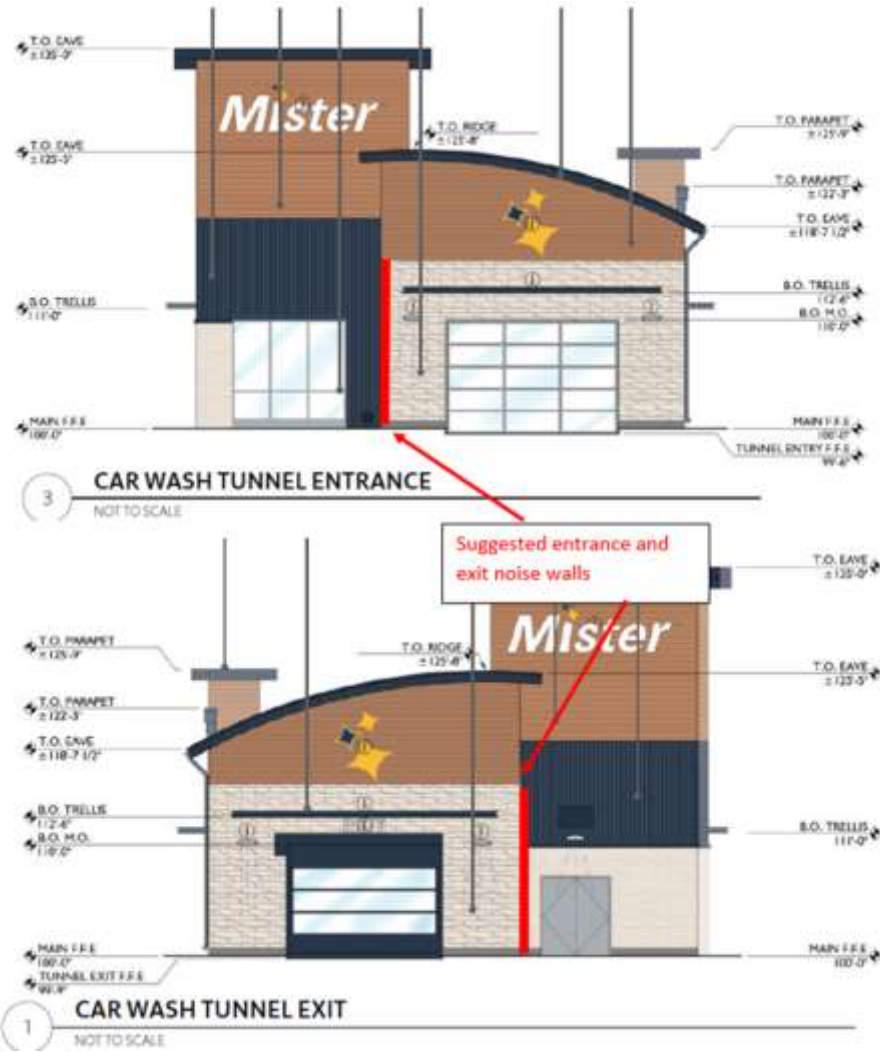


EXHIBIT 4 SUGGESTED WALL LOCATIONS



6603 Queen Ave So. ● Suite M ● Richfield, MN 55423
telephone: 612-331-4571

17 May 2022

Brittney Whitley
Project Manager, Design
Mister Car Wash
222 E. 5th Street
Tucson, AZ 85705

Re: Acoustical Analysis & Recommendations Memorandum
Mister Car Wash - Spring Lake Park, Minnesota

1. INTRODUCTION

This Technical Memorandum presents the results of our sound level measurements and analysis to document and quantify expected exterior noise levels associated with the proposed Mister Car Wash in Spring Lake Park, Minnesota. The project site is shown in **Exhibit 1**.

Results are presented here of existing background sound level measurements and analysis, predicted sound levels associated with the proposed car wash, and recommendations to comply with the Minnesota daytime noise standards.

2. BACKGROUND SOUND LEVEL MONITORING

Background sound level measurements associated primarily with traffic on Highway 65 past the project site were taken at the location shown in **Exhibit 2** over a two-hour period from 2:30 to 4:30 pm on Wednesday May 1, 2022. This should represent typical background levels when the facility is operating between 7:30 am and 7:00 pm. As can be seen from the sound level time history in **Exhibit 3**, the level varies between 50 and 60 dBA with a median value of 55 dBA. Periods when traffic is stopped by the signal at 81st Avenue NE, the level drops down to 48 dBA. Weather conditions were ideal for monitoring with temperature 63 degrees, 38 percent relative humidity, winds variable to zero to SSE at 9 mph.

3. SOUND LEVELS ASSOCIATED WITH THE CAR WASH

A data base of source sound levels from car wash equipment taken at a facility in Houston by SLR International (similar to the proposed car wash in Spring Lake Park) was provided for use in this study by Mister Car Wash staff. Mister Car Wash is also proposing to use the *Stealth Quiet Drying System* from International Drying Corporation of Prairie Grove, Illinois. A brochure on this new system is included as an attachment to this report.

The octave band sound level data for the Exit source was obtained from the manufacturer. The Entry and Vacuum motor source levels were extracted from the SRL International data. Source levels are presented graphically in **Exhibit 4**.

4. SOUND LEVEL CRITERIA

The proposed Car Wash must comply with Minnesota noise standards shown in the table below.

Noise Area Classification	Daytime (0700-2200)		Nighttime (2200-0700)	
	L ₅₀	L ₁₀	L ₅₀	L ₁₀
NAC-1 (residential and sensitive areas)	60	65	50	55
NAC-2 (commercial)	65	70	65	70
NAC-3 (industrial)	75	80	75	80

Since proposed operating hours for the car wash are 7:30 am to 7:00 pm, the daytime standards outlined in red above must be met. The L₅₀ daytime standard is used here for determination of compliance with the state noise standards.

5. NOISE RECEPTOR SITES

The closest noise receptor sites governed by Minnesota rules are identified in **Exhibit 5**. This includes the closest units in the adjacent multi-family buildings to the west of the site as well as the closest “commercial” land uses to the north and south.

One receptor site per building is sufficient to determine compliance since if the closest unit is in compliance, the remainder are also in compliance.

6. PREDICTED SOUND LEVELS

Predicted L₅₀ level for each of the residential (NAC-1) and commercial (NAC-2) receptors are presented in the table below.

Receptor		Noise Classification	L ₅₀ Standard	No Walls	With Walls
R1	Residence	NAC-1	60	63	54
R2	Residence	NAC-1	60	66	55
R3	Residence	NAC-1	60	63	46
R4	Residence	NAC-1	60	63	46
C1	Pizza Hut	NAC-2	65	66	65
C2	Church HQ	NAC-2	65	63	49

The levels at receptors R1, R2 and C1 are determined by noise from the car wash entrance while the levels at receptors R3, R4 and C2 are determined by noise from the car wash exit. It can be seen from the table that, without mitigation, the four residential receptors are above the 60 dBA standard. While Pizza Hut will comply with the 65 dBA commercial standard, the level at the Church Headquarters is one dBA above the standards. Therefore, mitigation is needed for all receptors except Pizza Hut.

7. MITIGATION MEASURES TO REDUCE NOISE

Because the entrance and exit are the primary contributing sources, the construction of sound walls extending from the building as part of the architecture is recommended. These are shown on the building plan in **Exhibit 6** and on an aerial photograph in **Exhibit 7**

Suggested wall locations are shown on the building sections in **Exhibit 8**.

A photograph of a similar wall at another location is shown in **Exhibit 9**.

The benefits of these walls are shown in the table in Section 6 of this report.

8. POTENTIAL AUDIBILITY OF THE CAR WASH

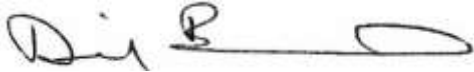
The level of audibility depends not on the dBA or A-weighted sound level but on the spectral content of the sound. The projected octave band L50 level spectra at the residential receptor sites are compared in **Exhibit 10** with the L50 spectrum determined from monitoring traffic noise at the location shown on **Exhibit 2**. Because noise occurs along the entire roadway, the level will be essentially the same at all of the evaluated receptor sites.

With mitigation, traffic noise levels at Receptors 3 and 4 are well below the traffic noise spectrum. The noise spectrum at Receptors 1 and 2 are also well below traffic noise at lower frequencies and almost the same level and shape as the traffic background. Therefore, noise from the proposed car wash is not expected to be audibly intrusive and should not differ greatly from existing daytime sound levels.

7. APPROXIMATE NOISE CONTOURS

While not accurate enough to establish non-compliance or compliance, theoretical L50 contours associated with the exit end of the car wash are shown in **Exhibit 11**. It must be emphasized that these are not intended to represent actual contours that would be shielded by buildings and vegetation. What they do show, however, is the substantial reduction in area that can be achieved with the inclusion of a barrier wall to shield areas to the west and northwest of the car wash.

David Braslau, President



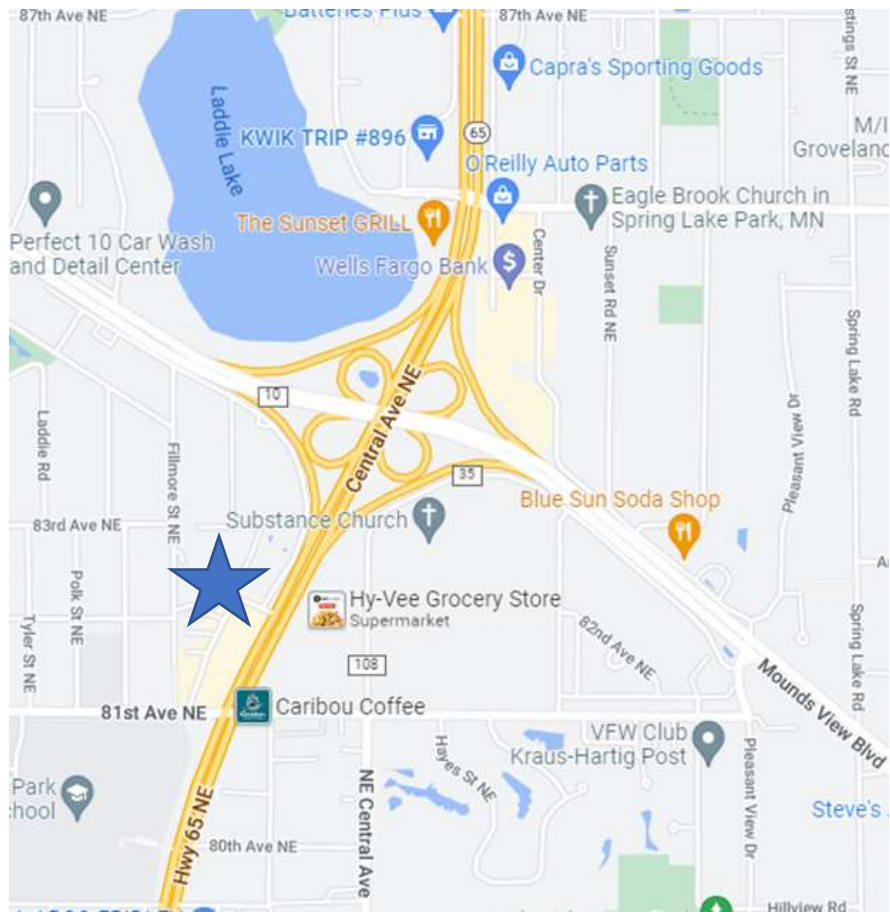


EXHIBIT 1 PROJECT LOCATION



EXHIBIT 2 NOISE MONITORING LOCATION

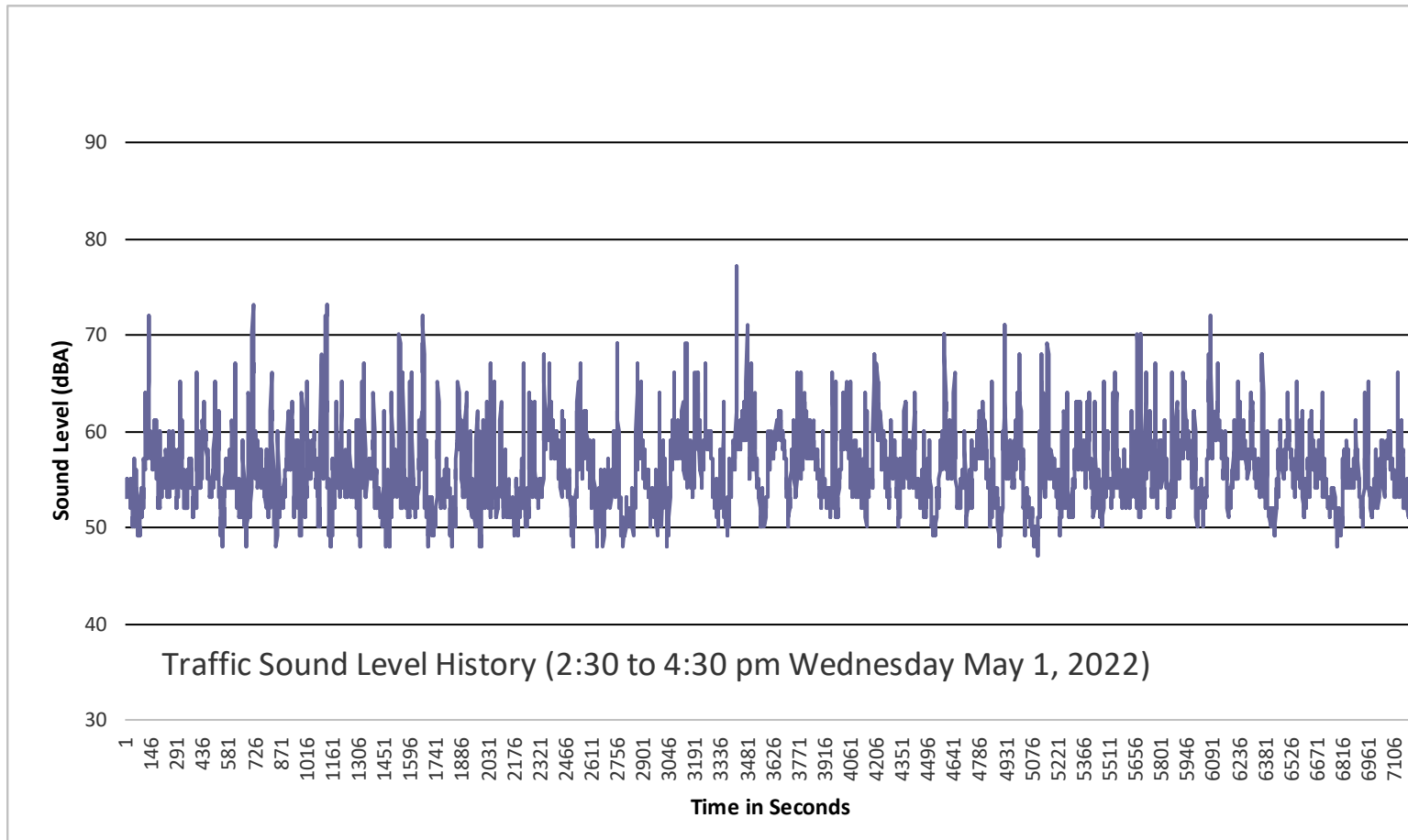


EXHIBIT 3 TRAFFIC NOISE HISTORY

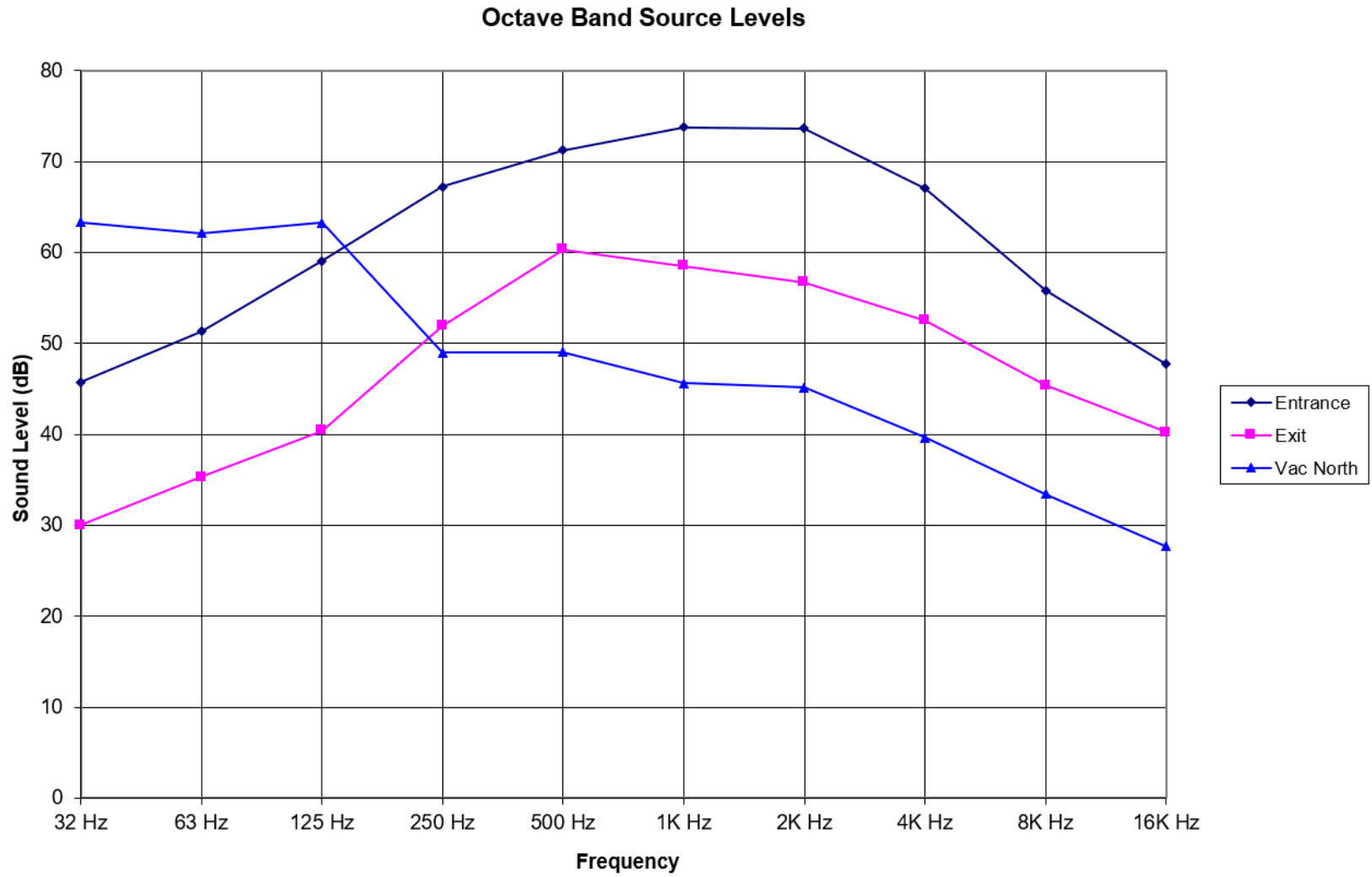


EXHIBIT 4 ASSUMED SOURCE SOUND LEVEL SPECTRA

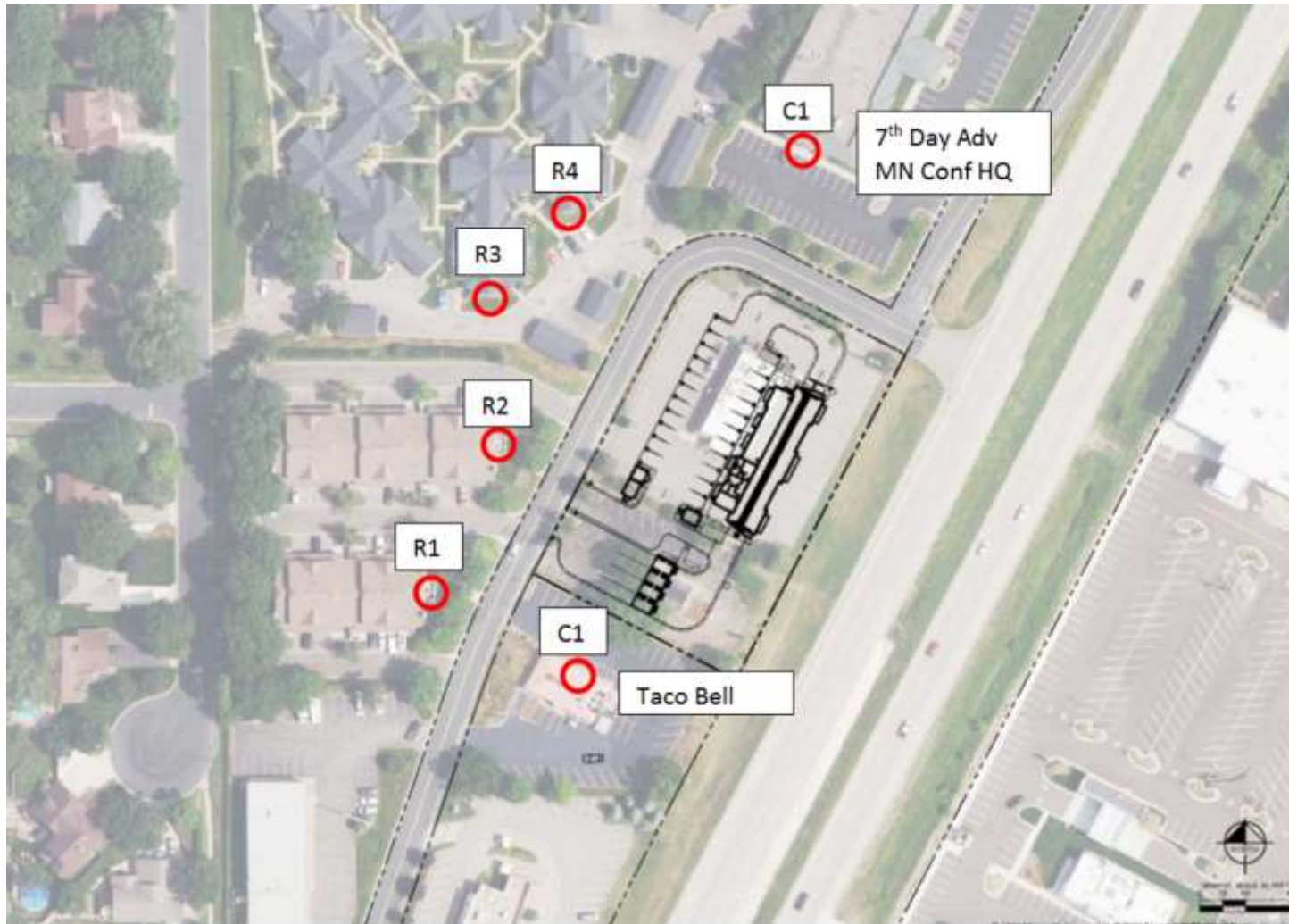


EXHIBIT 5 NOISE RECEPTOR SITES

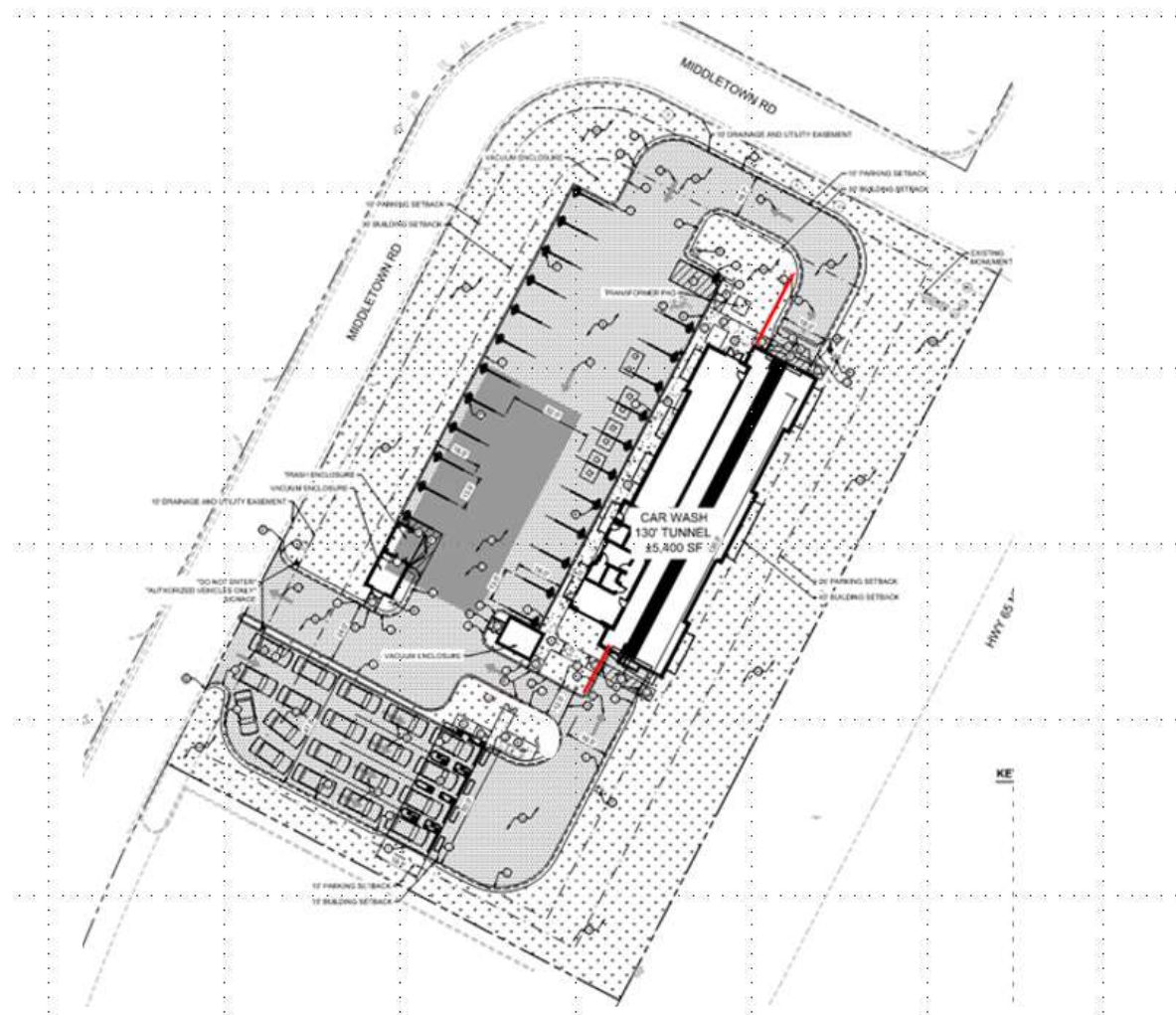


EXHIBIT 6 PROPOSED NOISE WALLS ON SITE PLAN

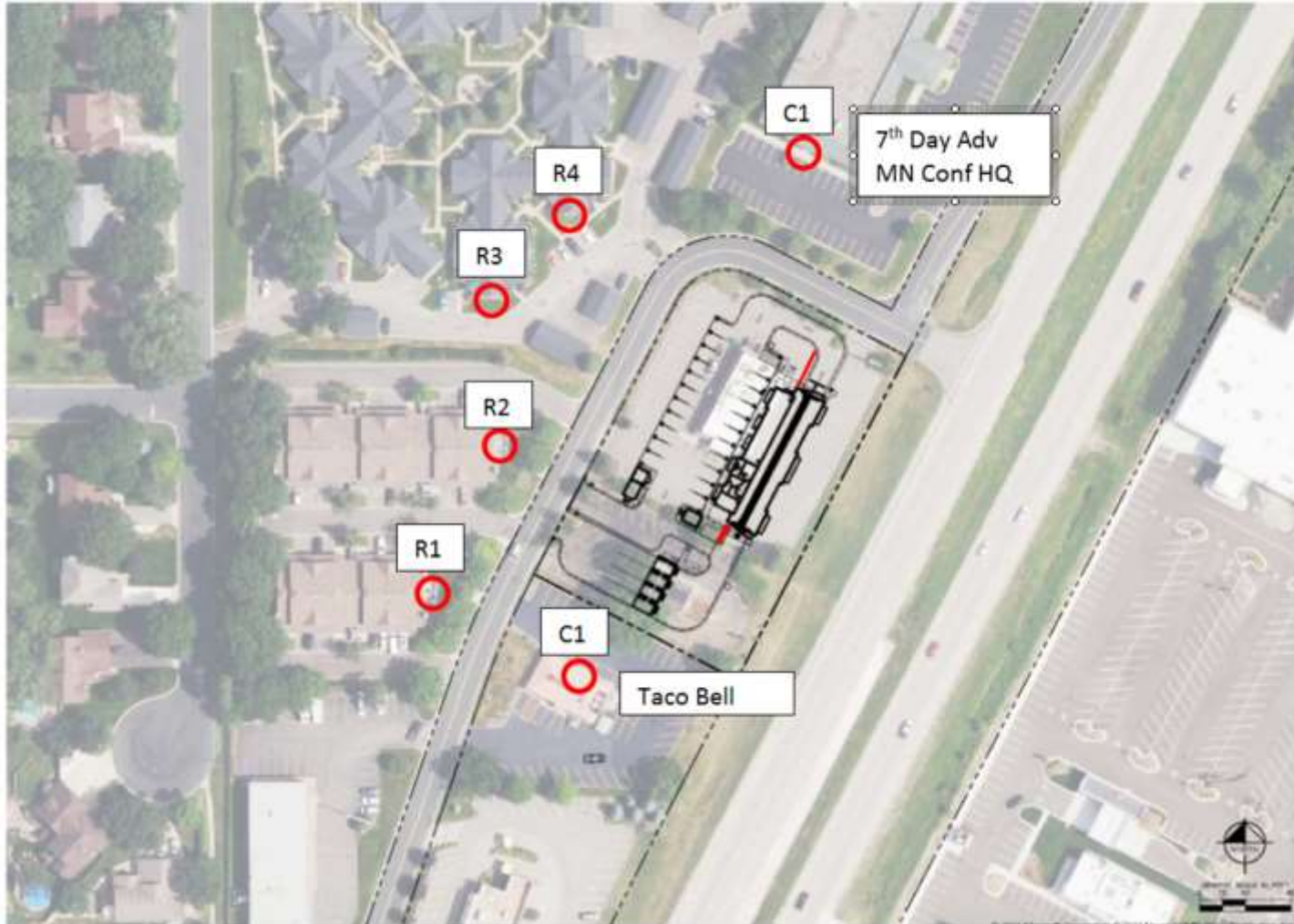


EXHIBIT 7 PROPOSED NOISE WALLS RELATIVE TO RECEPTOR SITES



EXHIBIT 8 SUGGESTED WALL LOCATIONS



EXHIBIT 9 PHOTO OF SIMILAR WALLS AT EXISTING SITE

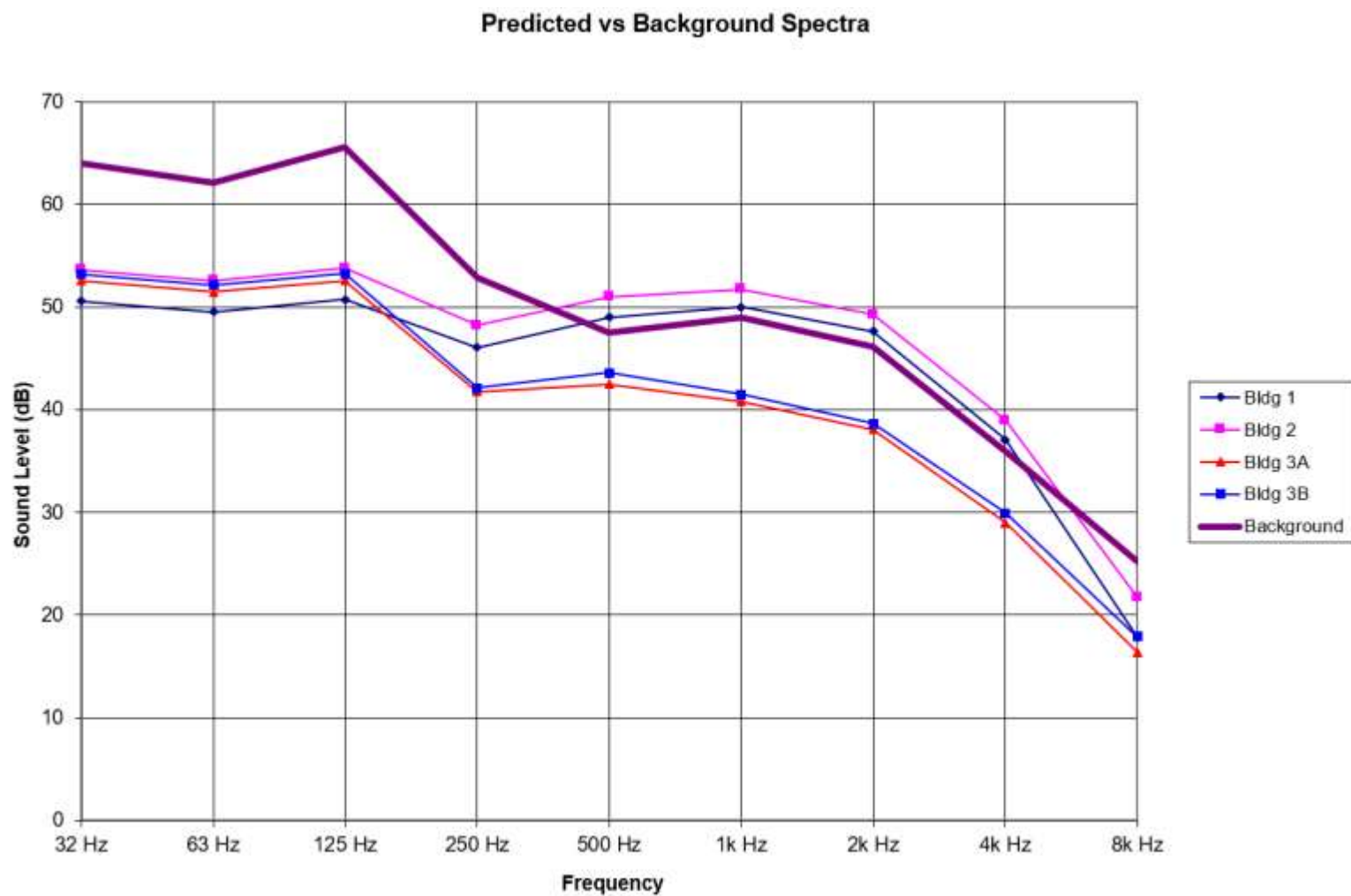


EXHIBIT 10 PREDICTED SOUND LEVEL SPECTRA RE AUDIBILITY



STEALTH QUIET DRYING SYSTEM



"THE MOST POWERFUL QUIET DRYING SYSTEM EVER BUILT"

- ✓ Quiet Smooth Air Technology (SAT) with Patent Pending Low Turbulence Engineered Design
- ✓ Producers Constructed from 304 Surgical Stainless Steel
- ✓ Meets or Exceeds Most US or International Sound Regulations
- ✓ Independent Sound and Performance Studies were Performed in a AMCA 300 Reverberant Sound Room
- ✓ Over 10,300 Cubic Feet Per Minute (CFM) Per 10HP Motor!

CALL US ANYTIME



(+1) 815 477 4911

EMAIL US



Arts@internationaldrying.com

FIND US



internationaldrying.com

VISIT US

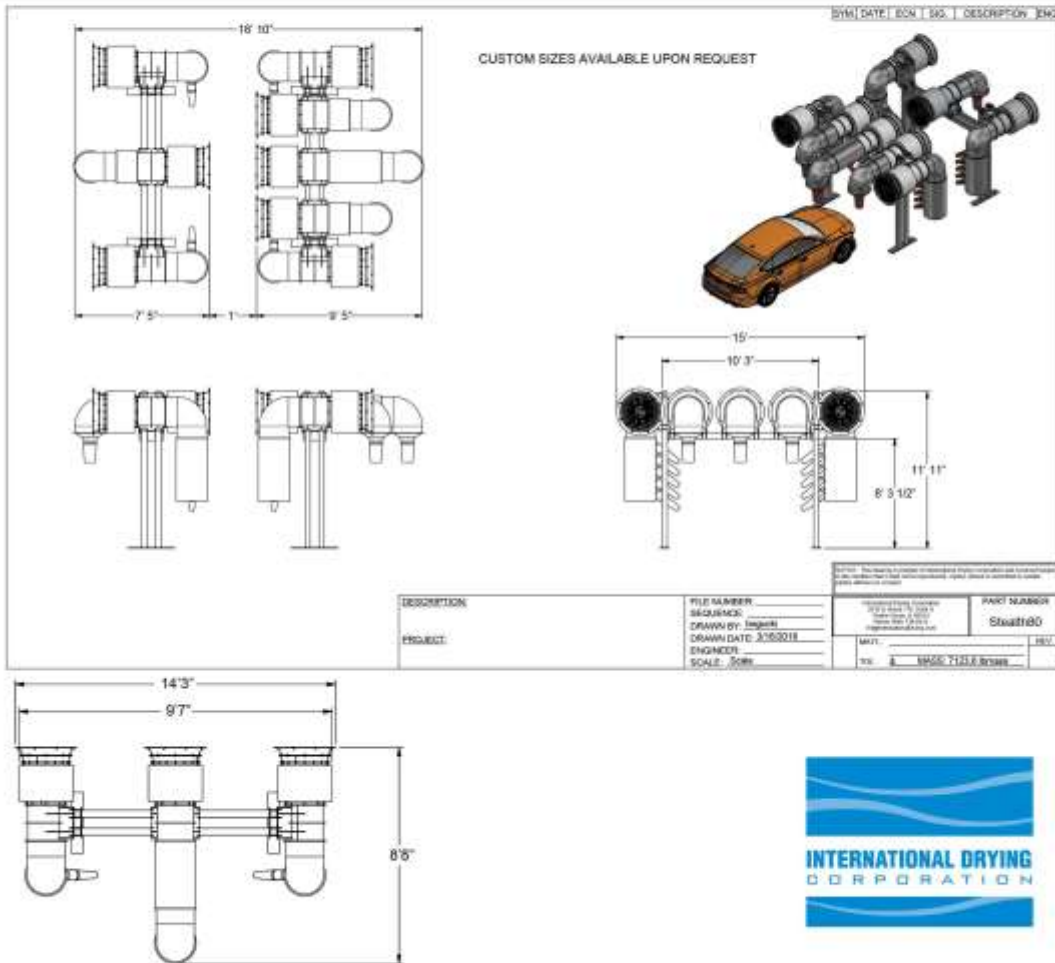


International Drying Corporation
2510 IL RTE 176, Suite G
Prairie Grove, IL 60012

Stealth High Powered Quiet Drying System Specifications

30 HP System - Total Sound		80 HP System - Total Sound	
60 Hz	55 Hz	60 Hz	55 Hz
68.70 dBA	62.40 dBA at Q=1, 30 feet	73.79 dBA	73.79 dBA at Q=1, 30 feet
65.10 dBA	58.80 dBA at Q=1, 45 feet	70.27 dBA	61.27 dBA at Q=1, 45 feet
63.40 dBA	57.00 dBA at Q=1, 55 feet	68.53 dBA	59.53 dBA at Q=1, 55 feet

Meets OSHA Sound Exposure Requirements



SPECIFICATIONS

30 HP Bare Fan Performance Results 30,390 CFM

80 HP Bare Fan Performance Results 81,040 CFM

**lab results available on request*

Daniel Buchholtz

From: Karen Hedtke <karen_a1971@live.com>
Sent: Monday, April 4, 2022 12:51 PM
To: Daniel Buchholtz
Subject: Conditional Use Permit - Mister Car Wash - 8188/8200 Hwy 65 NE

Good Afternoon Dan,

My name is – Karen Hedtke and I live at 7924 Quincy Street Ne, Spring Lake Park, MN

I would like you to share this with the Planning Commission, I was not able to find any email or contact information for any of them, at the next meeting as well as the City Council should this proceed to further.

I have been a resident of Spring Lake Park for almost 45 years. I have seen a lot of changes over the years, many good and some not so good.

I would like to offer my concerns and opinion on the Conditional Use Permit for this location.

1. First of all, I don't think we need another car wash in such close proximity to SLP. There is one located at Hwy 65 and Osborne Road, 2 located on Hwy 10, one at Able and the other at Long Lake Road. Not to mention there are several gas stations in close proximity that also have car washes.
- 2.
3. The traffic in that area is very heavy already at the Middleton Road and 81st Avenue intersection with the school as well as the McDonald's with how close Middleton Road is to the intersection at Hwy 65. Not to mention the additional traffic before and after school with students either driving themselves or being dropped off at school. That is an exorbitant amount of traffic for 81st and with the addition of the additional vehicles from said car-wash, would make it quite difficult to turn left safely onto 81st Avenue.
- 4.
5. If they were to only use the exit at Middleton and Hwy 65, I believe this would also be quite unsafe as Middleton is in very close proximity to Hwy 10 South exit and Hwy 65 is very busy all the time.
- 6.
7. On the west side of Middleton we have the townhouses with many families. I feel this presents a great risk to these families and most especially children with the additional traffic coming in and out of said car-wash. With the current businesses, there is traffic but only a fraction of what would be generated by said car-wash.
- 8.
9. I think there could be better use for this property. As much as I think we have enough Multi-Family housing in SLP. Perhaps additional Townhouses, 4 Plex, small apartment building...something that would better benefit SLP. Since that is zones commercial, some kind of rental property should fit into that description. There must be a way to make something like that work with some sort of fencing or barrier.

If you should have any questions, please feel free to give me a call at 763-786-0960.

Thanks for taking time to read this e-mail, I really appreciate it.

Karen

4-19-22

Planning Commission
members,

Unfortunately I am
unable to attend the
April 25th meeting, but I
would like to voice my
concerns about the
proposed car wash on
Middletown Road. I
am against this plan.

Do we really need
another car wash?

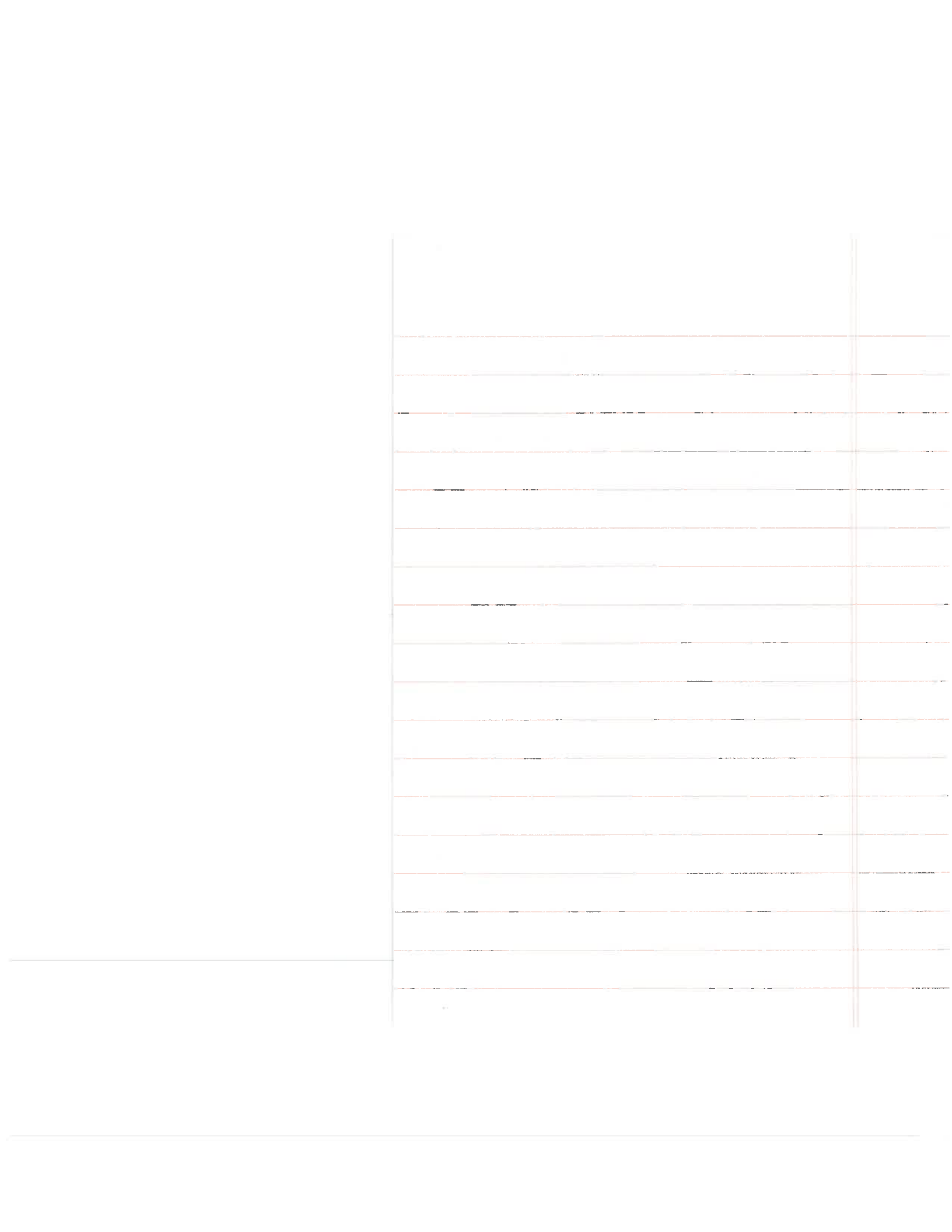
There are already at least
seven in our area.

I am concerned about

the amount of traffic a car wash will bring. The number of cars that will be lined up on our narrow road waiting for a wash. I am also concerned about the noise level of the car wash as well as the noise from the waiting cars (engines running and loud radios). Finally, what will happen to our property value? Who will want to buy a home next to a car wash? I ask you please not to approve this proposal.

Thank you,

Kathy Pascoe
8182 Middletown Rd



MIDDLETOWN 65

KNOW ALL PERSONS BY THESE PRESENTS: That CWP West Corp., a Delaware corporation, owner of the following described property:
 Lots 1 and 2, Block 2, Middletown, except that part of said Lot 2, Block 2, lying Southwesterly of a line drawn parallel to and 60 feet Southwesterly, as measured at right angles, of the Northeastery line of said Lot 2, Block 2.
 and
 That part of Lot 2, Block 2, Middletown, according to the recorded plat thereof, Anoka County, Minnesota, lying Southwesterly of a line drawn parallel to and 60 feet Southwesterly of the Northeastery line of said Lot 2, as measured at right angles.
 Has caused the same to be surveyed and plotted as MIDDLETOWN 65 and does hereby dedicate to the public forever the drainage and utility easements as shown on this plat.
 In witness whereof said CWP West Corp., a Delaware corporation, has caused these presents to be signed by its proper officer this _____ day of _____, 20____.

Signed: CWP West Corp.

 Casey Lindsay, Vice President

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me on _____ day of _____, 20____ by Casey Lindsay, Vice President of CWP West Corp., a Delaware corporation, on behalf of the corporation.

 (Signature)

 (Print Name)

Notary Public _____ County, _____

My commission expires _____

I, Christopher A. Terwedo do hereby certify that this plat was prepared by me or under my direct supervision; that I am a duly Licensed Land Surveyor in the State of Minnesota; that this plat is a correct representation of the boundary survey; that all mathematical data and labels are correctly designated on this plat; that all monuments depicted on this plat have been, or will be correctly set within one year; that all water boundaries and wet lands, as defined in Minnesota Statutes, Section 505.01, Subd. 3, as of the date of this certificate are shown and labeled on this plat; and all public ways are shown and labeled on this plat.

Dated this _____ day of _____, 20____.

 Christopher A. Terwedo, Licensed Land Surveyor
 Minnesota License No. 53536

STATE OF _____

COUNTY OF _____

This instrument was acknowledged before me this _____ day of _____, 20____ by Christopher A. Terwedo.

 (Signature)

 (Print Name)

Notary Public _____ County, _____

My commission expires _____

CITY COUNCIL, CITY OF SPRING LAKE PARK, MINNESOTA

This plat of MIDDLETOWN 65 was approved and accepted by the City Council of the City of Spring Lake Park, Minnesota at a regular meeting thereof held this _____ day of _____, 20____, and said plat is in compliance with the provisions of Minnesota Statutes, Section 505.03, Subd. 2.

City Council, City of Spring Lake Park, Minnesota

By: _____ Mayor

By: _____ Clerk

COUNTY SURVEYOR

I hereby certify that in accordance with Minnesota Statutes, Section 505.021, Subd. 11, this plat has been reviewed and approved this _____ day of _____, 20____.

By: _____
 David M. Ziegmeier
 Anoka County Surveyor

COUNTY AUDITOR/TREASURER

Pursuant to Minnesota Statutes, Section 505.021, Subd. 9, taxes payable in the year 20____ on the land hereinbefore described have been paid. Also, pursuant to Minnesota Statutes, Section 272.12, there are no delinquent taxes and transfer entered this _____ day of _____, 20____.

Property Tax Administrator

By: _____ Deputy

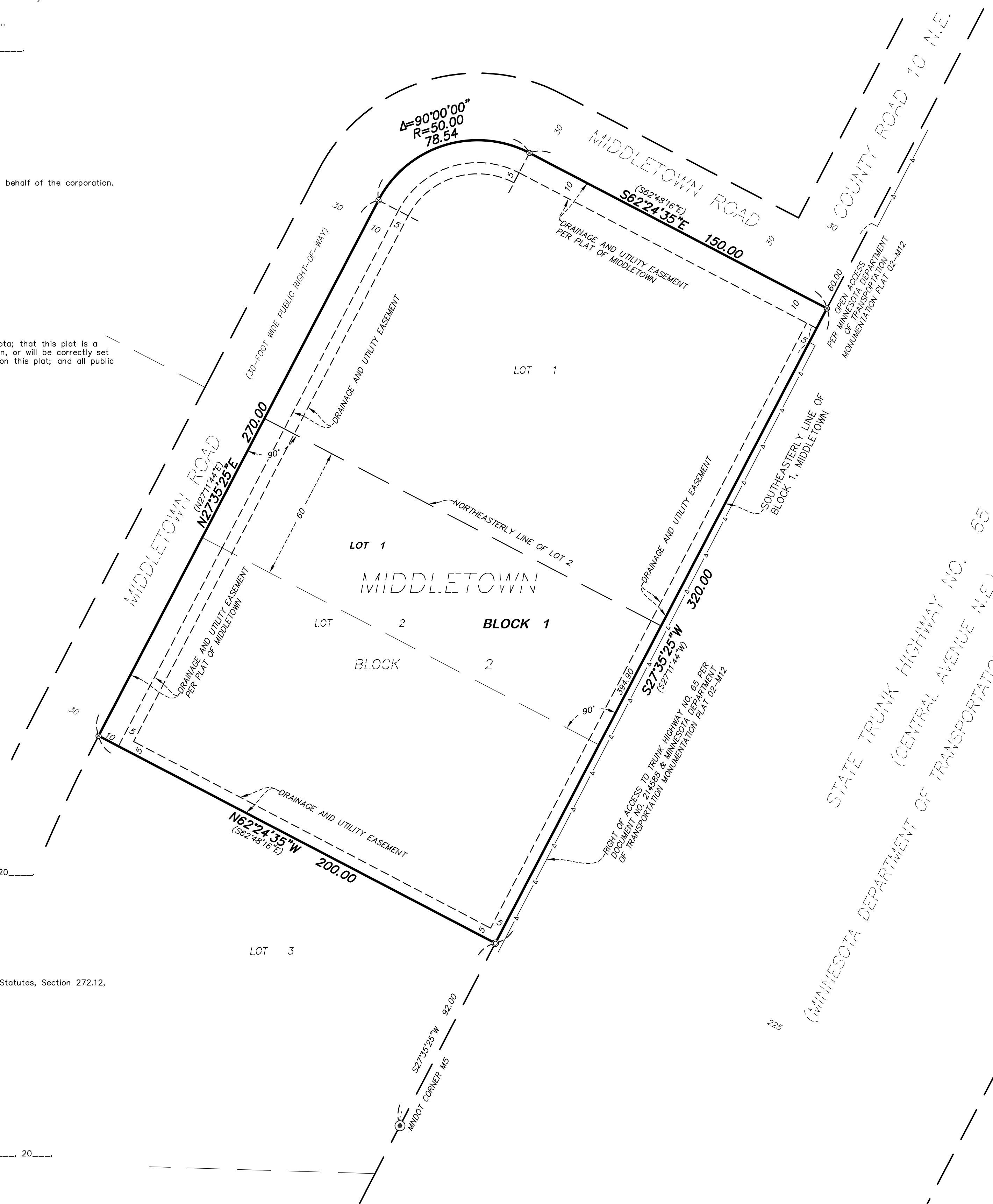
COUNTY RECORDER/REGISTRAR OF TITLES
 County of Anoka, State of Minnesota

I hereby certify that this plat of MIDDLETOWN 65 was filed in the office of the County Recorder/Registrar of Titles for public record on this _____ day of _____, 20____.

at _____ o'clock _____M. and was duly recorded as Document Number _____.

County Recorder/Registrar of Titles

By: _____ Deputy



225

225

SCALE IN FEET
 1 INCH = 30 FEET

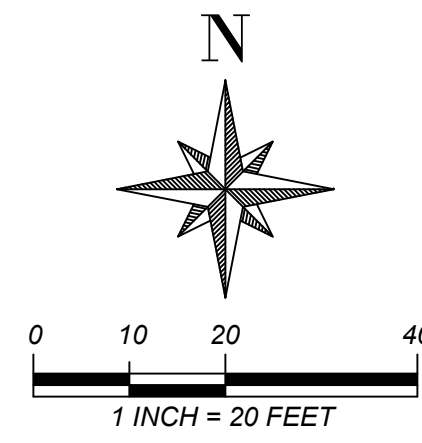
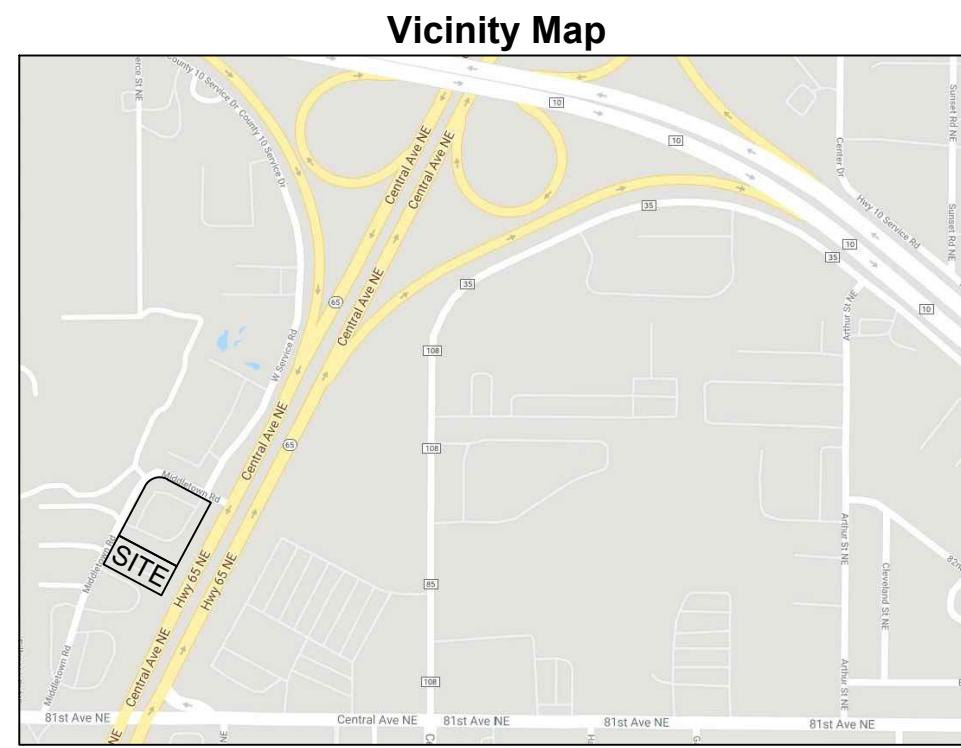
THE SOUTHEASTERLY LINE OF BLOCK 1, MIDDLETOWN IS ASSUMED TO BEAR SOUTH 27 DEGREES 35 MINUTES 25 SECONDS WEST

- ⊙ FOUND CAST IRON MONUMENT
- ⊙ SET PK NAIL WITH DISK MARKED "L.S. 53536"
- ⊙ SET 5/8-INCH X 14-INCH REBAR WITH CAP MARKED "L.S. 53536"
- DENOTES EDGE OF WET LAND
- (N90°00'00"E) DENOTES RECORD BEARING PER THE PLAT OF MIDDLETOWN



ALTA/NSPS LAND TITLE SURVEY

St. Croix Surveying
Professional Land Surveyors
www.stcroixsurveying.com
Ph: (715) 222-5544
info@stcroixsurveying.com



Legal Description of Surveyed Property

(Per Schedule A of the herein referenced Title Commitment)

That part of Lot 2, Block 2, Middletown, according to the recorded plat thereof, Anoka County, Minnesota, lying Southwesterly of a line drawn parallel to and 60 feet Southwesterly of the Northeastly line of said Lot 2, as measured at right angles.

Anoka County, Minnesota

Survey Notes

- The observed address of the subject property is 8188 Highway 65 NE, Spring Lake Park MN.
- The subject property is contained in Zone X (areas determined to be outside the 0.2% annual chance floodplain), per Flood Insurance Rate Map No. 27003C0401E, with an effective date of 12/16/2015.
- The total land area of the subject property is 20,000 square feet or 0.46 acres.
- The subject property has 26 standard parking spaces and 1 accessible parking space. Striping of identifiable parking spaces are shown hereon.
- No evidence of division or party walls were observed during the fieldwork.
- The names of adjoining owners are shown per the respective County G.I.S. Maps if available.
- No evidence of recent earth moving work, building construction, or building additions were observed during the fieldwork.
- No information on proposed changes in street right of way lines were provided to St. Croix Surveying.
- No evidence of recent street or sidewalk construction or repairs were observed during the fieldwork.
- No evidence of potential wetlands were observed at the time the fieldwork was conducted, nor has St. Croix Surveying received any documentation of any wetlands or waterways being located on the subject property.
- The east line bears S28°01'25"W, as referenced to the Anoka County Coordinate System.
- The subject property has direct access to and from Middletown Road, a public R/W, on the north & west side of the property.

Title Commitment Exceptions

(Per Schedule B, Part 2 of the herein referenced Title Commitment)

The numbers below correspond to those numbers listed in the Title Commitment. Items not listed do not require Survey comment.

12 Drainage and utility easements as shown on plat of Middletown.

Affects - plotted.

13 Right of access to Trunk Highway 65 is restricted as shown by Final Certificate dated June 13, 1960, filed September 23, 1960, as Document No. 214588, in Book 492 Misc. Page 447.

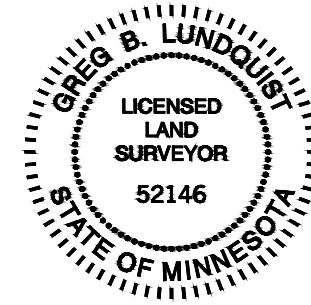
Affects - plotted.

Certification

To: CWP West Corp., a Delaware corporation, its affiliates, successors, subsidiaries and assigns, Fidelity National Title Insurance Company and The Mathews Company, Inc.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS and includes Table A items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b), 7(c), 8, 9, 10, 13, 14, 16, 17 and 19. The fieldwork was completed on December 17, 2021.

Greg B. Lundquist
By: Greg B. Lundquist
Minnesota P.L.S. License No. 52146
Date Signed: December 29, 2021
greg@stcroixsurveying.com



The property depicted on this Survey and the easements of record shown hereon are the same as the property and the easements described in the Commitment for Title Insurance, issued by Fidelity National Title Insurance Company, Commitment No. 59281, with an effective date of November 2, 2021 at 7:00 AM.

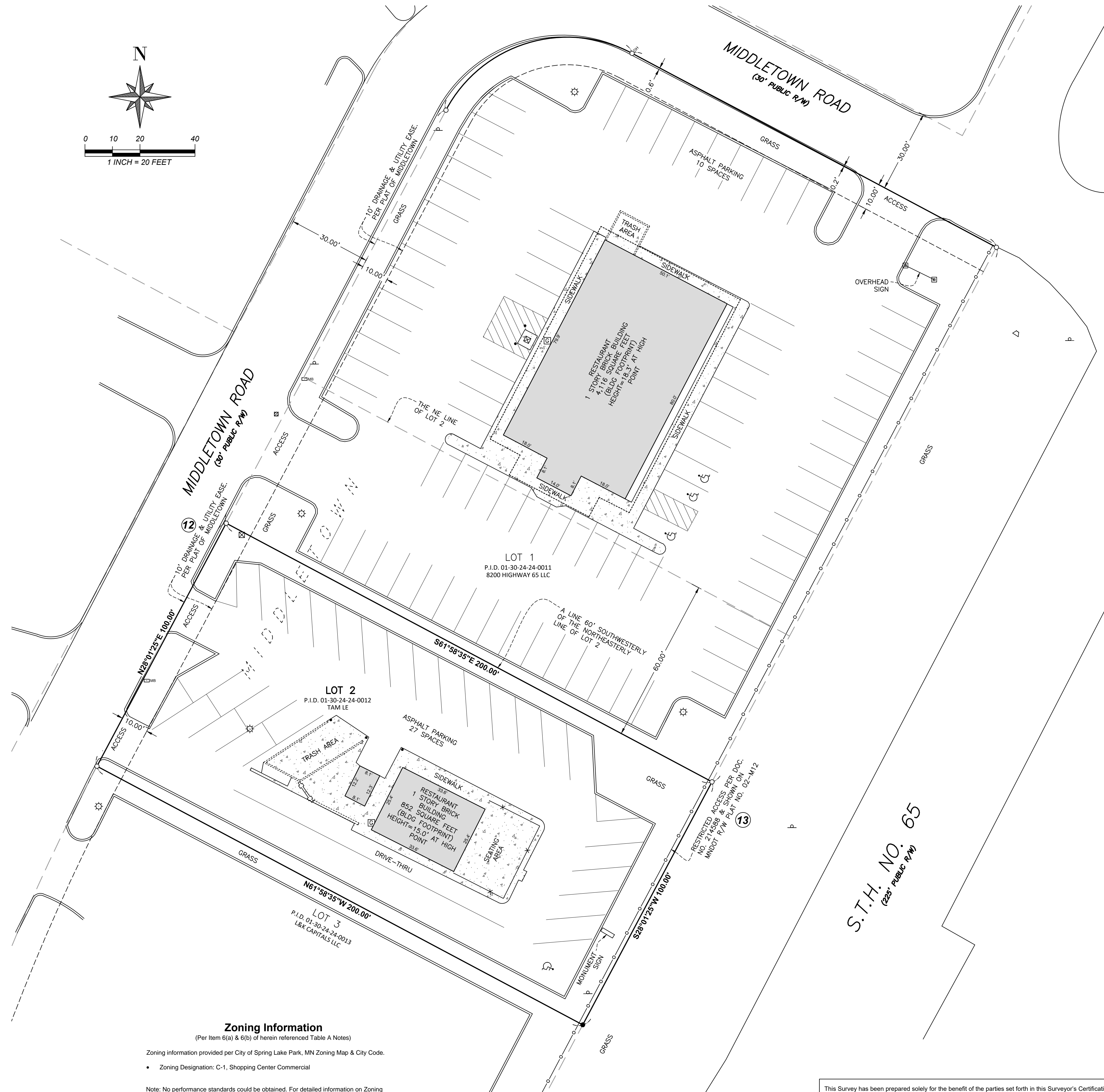
Zoning Information

(Per Item 6(a) & 6(b) of herein referenced Table A Notes)

Zoning information provided per City of Spring Lake Park, MN Zoning Map & City Code.

- Zoning Designation: C-1, Shopping Center Commercial

Note: No performance standards could be obtained. For detailed information on Zoning requirements contact said Municipality or an official Zoning Report. St. Croix Surveying does not guarantee the accuracy of the provided Zoning information.



Possible Encroachments

None were visible at the time of the Survey.

Legend

- | | | | |
|-----|-----------------------|--------------------|---|
| ⬆ | HYDRANT | ○ | SET 1/2" x 15" IRON REBAR CAPPED W/LS NO. 52146 |
| ⊠ | CATCH BASIN | ⊗ | SET 1" MAG NAIL |
| ⊠ | SIGN | ○ ^{CH} | SET DRILL HOLE |
| ⊠ | GUARD POST | ● | FOUND 1/2" IRON PIPE (OR NOTED) |
| ⊠ | GATE VALVE | ● | FOUND 3/4" REBAR (OR NOTED) |
| ⊠ | UTILITY POLE | ○ ^{GRASS} | FOUND MAG NAIL |
| ⊠ | TREE | ⊠ | UTILITY VAULT |
| ⊠ | VENT PIPE | ⊠ | UTILITY PEDESTAL |
| ⊠ | CONTROL POINT | ⊠ | UTILITY MANHOLE |
| ⊠ | CULVERT END | ⊠ | FLAG POLE |
| ⊠ | TRAFFIC SIGNAL | ⊠ | LIGHT POLE/SPOTLIGHT |
| ⊠ | MAILBOX | ⊠ | GUY WIRE ANCHOR |
| --- | BOUNDARY LINE | --- | EASEMENT LINE |
| --- | SETBACK LINE | --- | ADJ. BOUNDARY LINE |
| --- | CURB LINE | --- | RESTRICTED ACCESS |
| --- | BUILDING | --- | CONCRETE |
| --- | OVERHEAD UTILITY LINE | | |
| --- | FENCE | | |
| --- | RETAINING WALL | | |
| --- | BRICK WALL | | |

"ALTA / NSPS LAND TITLE SURVEY"

PREPARED FOR:

THE MATTHEWS COMPANY, Inc.

17220 Newhope Street, Suites 108 - 110, Fountain Valley, CA 92708
Tel: (714) 979-7181 Fax: (714)-641-2840
www.themathewscopany.com

MARK	DATE	REVISION	BY	AP/VD
Mister Car Wash				
8188 Central Avenue Spring Lake Park, MN (Spring Lake II)				
SCALE: 1"=20'	DATE: 12/29/21	DWN BY: GBL	COLLECTED BY: BPL	CHKD/APP/VD: APPROVED: SCS JOB NO. 2021.126 SHEET 1/1

This Survey has been prepared solely for the benefit of the parties set forth in this Surveyor's Certification and may not be quoted or relied upon by, nor may copies be delivered to, any other party or used for any other purpose including, without limitation, the preparation of zoning reports or any other third party reports, without The Mathews Company, Inc. and St. Croix Surveying's prior written consent. The Mathews Company, Inc. and St. Croix Surveying expressly disclaims any duty or obligation towards any party that is not identified in this Surveyor's Certification.

Please be advised that The Mathews Company, Inc. and St. Croix Surveying will not include the providers of any third party reports in the Surveyor's Certification.

May 6, 2022

Daniel R. Buchholtz
Administrator, Clerk/Treasurer
City of Spring Lake Park
1301 81st Avenue NE
Spring Lake Park, MN 55432

SUBJECT: Mister Car Wash – Spring Lake Park
MnDOT Review #P22-026
SW quadrant of MN 65 and Middletown Rd NE
Control Section: 0207
Spring Lake Park, Anoka County

Dear Daniel R. Buchholtz,

The Minnesota Department of Transportation (MnDOT) has reviewed the plat and plans for the Mister Car Wash development, in compliance with Minnesota Statute 505.03, subdivision 2, Plats. Before any further development, please address the following:

Water Resources

A MnDOT drainage permit is required before development occurs. The permit applicant shall demonstrate that the off-site runoff entering MnDOT drainage system(s) and/or right of way will not increase. The drainage permit application, including the information below, should be submitted online to: <https://olpa.dot.state.mn.us/OLPA/>. Please upload this letter with the drainage permit application.

The following information must be submitted with the drainage permit application:

1. Grading plans, drainage plans, and hydraulic calculations demonstrating that proposed flows to MnDOT right of way remain the same as existing conditions or are reduced.
2. Existing and proposed drainage area maps with flow arrows and labeling that corresponds with the submitted calculations.
3. Hydro CAD model and PDF of output for the 2, 10, and 100-year Atlas 14 storm events.

Once a drainage permit application is submitted, a thorough review will be completed and additional information may be requested. Please contact Jason Swenson, Water Resources Engineering, at 651-234-7539 or jason.swenson@state.mn.us with any questions.

Egress Location

While MnDOT recognizes the preference for two exit locations, the exit located on the northeast corner of the lot is not ideal. Please clearly mark this access as exit only.

Please contact David Kratz at 651-234-7792, or david.kratz@state.mn.us with any questions.

Permits

Any other work that affects MnDOT right of way will require an appropriate permit. All permits are available and should be submitted at: <https://olpa.dot.state.mn.us/OLPA/>. Please upload this letter when applying for any permits.

For questions regarding permit submittal requirements, please contact Buck Craig of MnDOT’s Metro District Permits Section at 651-775-0405 (cell) or buck.craig@state.mn.us.

Review Submittal Options

MnDOT’s goal is to complete reviews within 30 calendar days. Review materials received electronically can be processed more rapidly. Do not submit files via a cloud service or SharePoint link. In order of preference, review materials may be submitted as:

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. Documents can be zipped as well. If multiple emails are necessary, number each message.
2. For files over 20 megabytes, upload the PDF file(s) to MnDOT’s Web Transfer Client site: <https://mft.dot.state.mn.us>. Contact MnDOT Planning development review staff using the same email above for uploading instructions, and send an email listing the file name(s) after the document(s) has/have been uploaded.

You are welcome to contact me at 651-234-7792, or david.kratz@state.mn.us with any questions.

Sincerely,



Digitally signed by
David Kratz
Date: 2022.05.06
16:05:17 -05'00'

David Kratz
Senior Planner

Copy sent via email:

Jason Swenson, Water Resources
Buck Craig, Permits
Mike Lynch, Right of Way
Ashley Hansen, Traffic
Christopher Bower, Area Engineer
Lance Schowalter, Design

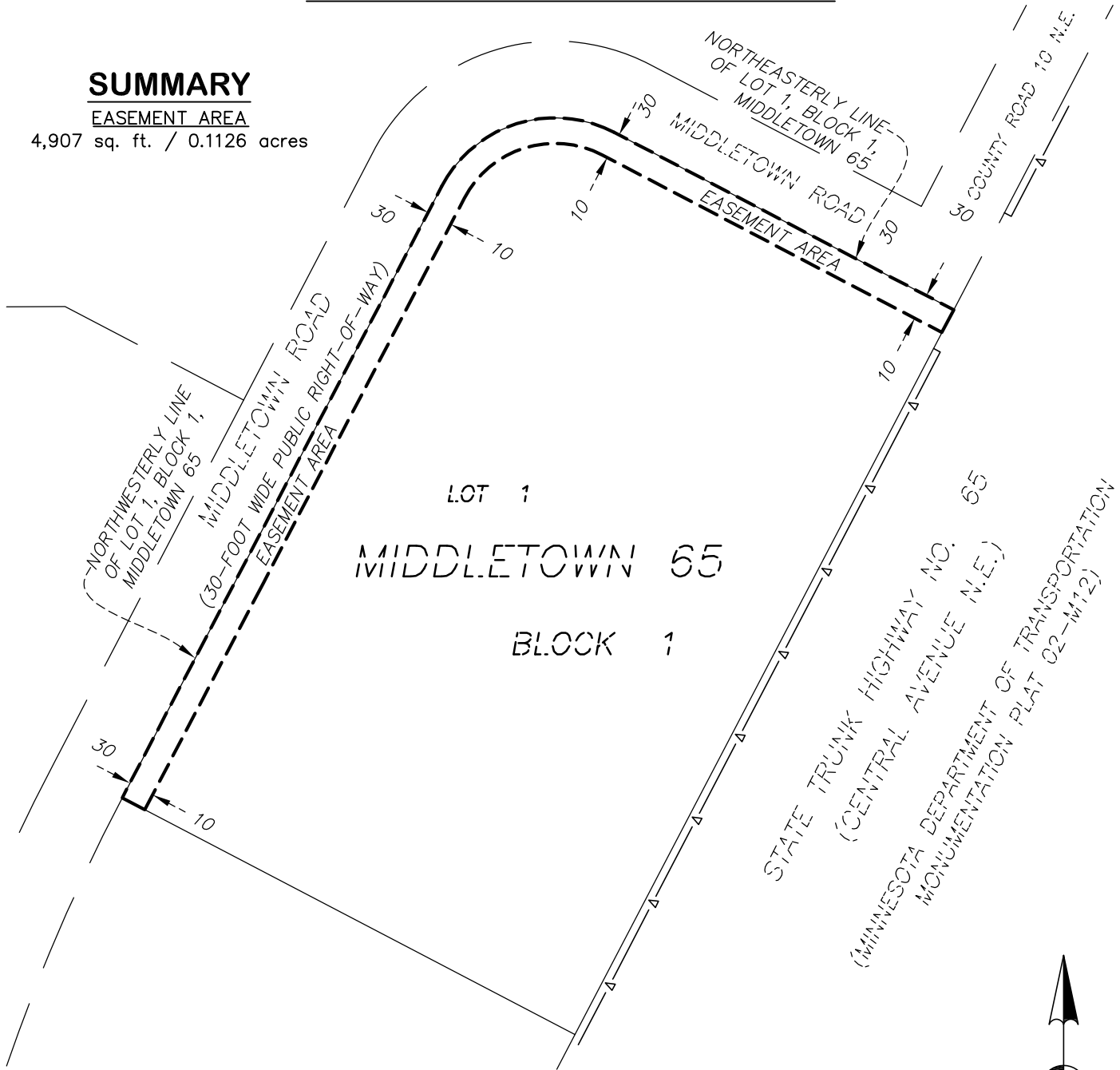
Mike Samuelson, Ped/Bike Planning
Jesse Thorsen, Ped/Bike Planning
Tod Sherman, Planning
Cameron Muhic, Planning
Jake Schutt, Planning
Michael Williams, Surveying
Russell Owen, Metropolitan Council

STREET AND SIDEWALK EASEMENT

SUMMARY

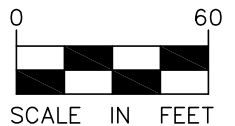
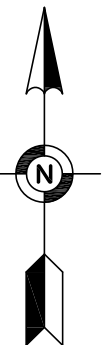
EASEMENT AREA

4,907 sq. ft. / 0.1126 acres



A perpetual easement for street and sidewalk purposes over, under, and across the northwesterly and northeasterly 10 feet of Lot 1, Block 1, MIDDLETOWN 65, according to the recorded plat thereof, Anoka County, Minnesota.

Containing 4,907 square feet or 0.1126 acres, more or less.



STREET AND SIDEWALK EASEMENT FOR:

**KIMLEY-HORN
AND ASSOCIATES**

SITE LOCATION: 8188 & 8200 HIGHWAY 65 NE
SPRING LAKE PARK, MN 55432



Egan, Field & Nowak, Inc.

land surveyors since 1872

475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
WWW.EFNSURVEY.COM

COPYRIGHT © 2022 By EGAN, FIELD & NOWAK, INC.



Memorandum

To: Chair Hansen and Members of the Planning Commission

From: Daniel R. Buchholtz, MMC, Administrator, Clerk/Treasurer

Date: May 18, 2022

Subject: Performance Standards Ordinance

At the April 25 meeting, the City Council reviewed a draft performance standards ordinance, which would update Section 16.28.010 of the Zoning Code.

There was no objection to proposed amendments to 16.28.010(A) and 16.28.010(B)(1) through 16.28.010(B)(13). There was significant discussion on 16.28.010(B)(14) relating to visual standards in commercial/industrial districts.

The consensus of the Planning Commission was to create two sets of standards – one set for commercial districts (C-1, C-2, and C-3) and one set for industrial districts (I-1). Visual standards in the commercial district would require a brick or better exterior. These permitted materials would include:

1. Brick
2. Stone (natural or cementitious)
3. Decorative concrete block or integral colored block
4. Architectural glass
5. Stucco (natural or artificial, including EFIS)
6. Fiber cement siding
7. Precast concrete
8. Modern metal paneling materials as an exterior material for architectural trim
9. Other comparable materials as approved by the Zoning Administrator.

Visual standards in the industrial district would permit the materials listed above, but would also allow for modern metal paneling materials in conjunction with those materials. Use of modern metal paneling would be limited to 35% of the cumulative area of all building walls. However, the City Council could approve a greater percentage, not to exceed 60%, provided that the applicant demonstrates that the modification results in a better integration of the building with the surrounding area and further the intent of the Chapter.

While this proposed language is consistent with the direction the Planning Commission gave to staff, it is not consistent with the City Council's vision. The City Council has expressed its desire for higher exterior building standards that match those of our neighboring communities.

It may be prudent to schedule a joint Planning Commission/City Council work session to discuss these standards in more detail. Are members of the Planning Commission available for a joint work session on Monday, June 13 at 5:30pm?

If you have any questions, please don't hesitate to contact me at 763-784-6491.

**SPRING LAKE PARK
ORDINANCE 481**

**AN ORDINANCE AMENDING SECTION 16.28.010 REGARDING PERFORMANCE
STANDARDS**

NOW THEREFORE, be it ordained by the Council of the Spring Lake Park, in the State of Minnesota, as follows:

SECTION 1: **AMENDMENT** “16.28.010 Performance Standards” of the Spring Lake Park Municipal Code is hereby *amended* as follows:

AMENDMENT

16.28.010 Performance Standards

A. Intent. It is the intent of this section to establish performance standards to minimize conflict between land uses, to preserve the use and enjoyment of property, and to protect the public health, safety and welfare. These standards shall apply to all uses of land and structures and are in addition to any requirements applying to specific zoning districts.~~provide that industry and related activities shall be established and maintained with proper appearance from streets and adjoining properties, and to provide that each permitted use of this type shall be a good neighbor to adjoining properties by the control of the following.~~

B. *Standards.*

1. *Noise.* Minn. Rules § 7030, as may be amended from time to time, is hereby adopted by reference as a minimum standard for noise. In addition, any use established must be so operated that no noise resulting from the use is noticeable above typically expected levels to a reasonable person beyond the boundaries of the lot line of the site on which the use is located. This standard shall not apply to incidental traffic, parking, loading, construction or normal maintenance operations. The city may also limit the hours of operation of outdoor noise if it is deemed necessary to reduce impacts on the surrounding neighborhood.

~~a. At the points of measurement, the sound pressure level of noise radiated from a facility at nighttime, during the hours of 10:00 p.m. to 7:00 a.m., shall not exceed 50 decibels (sound pressure level decibels re 0.0002 dynes/cm²) or the average sound level of the street traffic noise nearest the noise generator, whichever is the higher, in any octave band of frequency above 300 cycles per second. The sound pressure level shall be measured with a sound level meter (American Standard Sound Level Meters for Measurement of Noise and Other Sounds, 224.3-1944) and an octave band analyzer (American~~

~~Standard Specification for an Octave-Bank Filter Set for the Analysis of Noise and Other Sounds, 224.10-1953) that conforms to the specifications published by the American Standards Association. Noise shall be so muffled or otherwise controlled as not to become objectionable due to intermittence, beat, frequency, impulsive character (hammering and the like), periodic character (humming, sereech, and the like) or shrillness.~~

- ~~b. For facilities which radiate noise only during a normal daytime working shift, the allowance decibel level given above shall be increased 20 decibels, or ten decibels above the average sound level of the street traffic noise nearest the noise generator, whichever is higher. Sirens, whistles, bells, and the like, which are maintained and utilized solely to serve a public purpose (such as fire and air raid warning sirens) are excluded from the above regulations. Reasonable use of equipment used to maintain property, such as lawn mowers or snow blowers, shall be excluded from the provisions of this section.~~
2. Odor. No activity or operation shall cause at any time the discharge of toxic, noxious, or odorous matter beyond the limits of the immediate site where it is located in such concentrations as to be ~~obnoxious or otherwise~~ detrimental to or endanger the public health, welfare, comfort, or safety or cause injury to property or business. ~~Standards concerning odors referred to in Paragraph B,8 shall be adhered to.~~ No use shall produce unreasonable or disturbing odors exceeding applicable regulations established by the Minnesota Pollution Control Agency.
3. *Exterior lighting.* ~~All sources of artificial light situated on non-residential sites shall be so fixed, directed, designed, or sized that the sum total of their illumination will not increase the level of illumination on any nearby residential property by more than 0.1 foot candle in or within 25 feet of a dwelling nor more than 0.5 foot candle on any other part of the property.~~
- a. Exterior lighting shall be designed and arranged to limit direct illumination and glare upon or into any contiguous parcel. Reflected glare or spill light shall not exceed five-tenths foot-candles as measured on the property line when abutting any residential parcel and one foot-candle on any abutting commercial or industrial parcel. Street lights installed in the public right-of-way shall be excepted from these standards.
- b. Mitigative measures shall be employed to limit glare and spill light to protect neighboring parcels and to maintain traffic safety on public roads. These measures shall include lenses, shields, louvers, prismatic control devices and limitations on the height and types of fixtures. The city may also limit the hours of operation of outdoor lighting if it is necessary to reduce impacts on the surrounding neighborhood.
- c. No flickering or flashing lights shall be permitted.
- d. Direct, off-site views of the light source shall not be permitted except for globe and/or ornamental light fixtures approved in conjunction

with a site and building plan. Globe and ornamental fixtures shall only be approved when the applicant can demonstrate that off-site impacts stemming from direct views of the bulb are mitigated by fixture design and/or location.

e. The city may require submission of a light distribution plan if deemed necessary to ensure compliance with the intent of this chapter.

4. *Glare.* Glare, whether direct or reflected, such as from floodlights, spotlights, or high temperature processes, and as differentiated from general illumination, shall not be visible beyond the site of origin at any property line.
5. *Vibration.* ~~Vibration shall not be discernible at any property line to the human sense of feeling for three minutes or more duration in any one hour. Vibration of any kind shall not produce at any time an acceleration of more than one-tenth (0.1) gravity or shall not result in any combination of amplitudes or frequencies beyond the "safe" range of Table VII, U.S. Bureau of Mines Bulletin No. 442, Seismic Effects of Quarry Blasting, on any structure. The methods and equations of Bulletin No. 442 shall be used to compute all values for the enforcement of this provision.~~ No use shall at any time cause earth vibrations perceptible beyond the limits of the property on which the operation is located.
6. *Smoke and particulate matter.* No use shall produce or emit smoke, dust or particulate matter exceeding applicable regulations established by the Minnesota Pollution Control Agency. ~~As regulated by the State Pollution Control Agency.~~
7. *Dust.* ~~As regulated by the State Pollution Control Agency.~~
8. *Toxic or noxious matter.* No use or operation shall emit a concentration of toxic, noxious or corrosive matter across the property line which exceeds applicable regulations established by the Minnesota Pollution Control Agency. ~~*Fumes or gases.* Fumes or gases shall not be emitted at any point in concentrations or amounts that are noxious, toxic, or corrosive. The values given in Table I (Industrial Hygiene Standards -- Maximum Allowable Concentration for eight hour day, five days per week), Table II (Odor Thresholds), Table IV (Concentrations of Substances Causing Pain in the Eyes), and Table V (Exposure to Substances Causing Damage to Vegetation) in the latest revision of Ch. 5, Physiological Effects, that contains these tables, in the Air Pollution Abatement Manual, by the Manufacturing Chemists' Association, Inc., Washington, D.C., are hereby established as guides for the determination of permissible concentrations or amounts. Detailed plans for the elimination of fumes or gases may be required before the issuance of a building permit.~~
9. *Radiation.* No operation shall be conducted which exceeds the standards established by applicable regulations of the Minnesota Department of Health.
10. *Hazard.* Every operation shall be carried on with reasonable precautions against fire and explosion hazards. All materials regulated in this section shall be utilized, stored, manufactured and handled in accordance with the

Minnesota State Fire Code, as may be amended from time to time.

11. Heat and humidity. No use shall produce any unreasonable, disturbing or unnecessary emissions of heat or humidity beyond the property line which cause material distress, discomfort or injury to persons or ordinary sensitivity.
12. Electromagnetic interference. No use shall produce electromagnetic interference with normal radio or television reception in any residential district, or exceed applicable standards established by any applicable federal or state regulations.
13. Liquid or solid waste. All uses shall be subject to applicable regulations or the city governing discharge into a public storm or sanitary sewer, waterway or stream.
14. Visual.
 - a. It is hereby affirmed as essential public policy that the appearance of this community is a proper matter for public concern and that all open spaces, buildings, signs, plantings, surfaces, and structures which may be seen are subject to the provisions of this title.
 - b. All principal buildings other than single- and two-family homes shall be designed by a registered architect and shall be certified in accordance with the appropriate statutes of the state, including, but not limited to, the Minnesota State Building Code. ~~On any building visible from a public street, the following materials shall not be permitted on exterior wall surfaces: sheet metal, either corrugated or plain, unfinished structural clay tile, common concrete masonry units, concrete brick, or similar materials. These materials, however, may be used in a proper arrangement, or combination with other materials of a permanent nature with good architectural design and appeal.~~ The application for a building permit shall be accompanied by exterior elevations of the proposed building which will adequately and accurately indicate the height, size, bulk, design, and the appearance of all elevations and a description of the construction and materials proposed to be used therein.
 - c. Commercial districts.
 - (1) All structures in commercial districts shall have an exterior finish consisting of the following permitted materials:
 - (A) Brick
 - (B) Stone (natural or cementitious)
 - (C) Decorative concrete block or integral colored block
 - (D) Architectural glass
 - (E) Stucco (natural or artificial, including exterior insulated finishing systems (EFIS))
 - (F) Fiber cement siding
 - (G) Precast concrete
 - (H) Modern metal paneling materials, as an exterior material for architectural trim
 - (I) Other comparable materials as approved by the

Zoning Administrator.

(2) The building design should exhibit architectural control which seeks to be creative and maximize building lines, shades and angles to maximize architectural uniqueness.

(3) All buildings shall contain a concrete floor.

(4) All building shall incorporate four-sided design.

d. Light industrial district.

(1) All structures in the light industrial district shall have an exterior finish consisting of the following permitted materials:

(A) Materials listed in c(1) above.

(B) Based on building size, height, location and/or special use, the city may approve the use of modern metal paneling materials or its equivalent for exterior wall surfaces provided such materials are used in conjunction with other materials listed above. Use of modern metal paneling or its equivalent shall not exceed thirty five percent (35%) of the cumulative area of all building walls. The Council may approve a greater percentage, not to exceed sixty percent (60%) of the cumulative area of all building walls, provided the applicant demonstrates that the modification results in a better integration of the building with the surrounding area and will further the intent of this Section. Modern metal paneling materials shall be used primarily on the rear wall and secondarily on the side and/or front wall.

(2) Building elevations and facades should include a variety of architectural features and building materials to provide visual interest and give each project a distinctive character. Any exterior building wall adjacent to or visible from a public street, public open space or abutting property may not exceed 50 feet in length without significant visual relief consisting of one or more of the following:

(A) The facade shall be divided architecturally by means of significantly different materials or textures; or

(B) Horizontal offsets of at least four feet in depth; or

(C) Vertical offsets in the roofline of at least four feet, or fenestration at the first floor level that is recessed horizontally at least one foot into the facade.

(3) All building shall contain a concrete floor.

e. Prohibited materials. Prohibited materials include face materials that rapidly deteriorate or become unsightly such as unfinished/non-pigmented structural concrete block, galvanized metal, sheet metal, either corrugated or plain, unglazed structural clay tile or common or

back-up quality brick, or similar materials.

C. *Testing.* In order to assure compliance with the performance standards set forth above, the city may require the owner or operator of any permitted use to have made those investigations and tests as may be required to show adherence to the performance standards. Investigation and tests as are required to be made shall be carried out by an independent testing organization as may be agreed upon by all parties concerned, or if there is failure to agree, by such independent testing organizations as may be selected by the city after 30 days' notice. The costs incurred in having the investigations or tests conducted shall be shared equally by the owner or operator and the city, unless the investigation and tests disclose non-compliance with the performance standards, in which event the entire investigation or testing cost shall be paid by the owner or operator. The procedure above stated shall not preclude the city from making any tests and investigations it finds appropriate, to determine compliance with these performance standards.

PASSED AND ADOPTED BY THE SPRING LAKE PARK COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Councilmember Wendling	_____	_____	_____	_____
Councilmember Delfs	_____	_____	_____	_____
Councilmember Goodboe-Bisschoff	_____	_____	_____	_____
Councilmember Dircks	_____	_____	_____	_____
Mayor Nelson	_____	_____	_____	_____

Presiding Officer

Attest

Robert Nelson, Mayor, Spring Lake
Park

Daniel R. Buchholtz, Administrator,
Clerk/Treasurer Spring Lake Park