

ROSEVILLE
REQUEST FOR CITY COUNCIL ACTION

Agenda Date: **01/26/2015**

Agenda Item: 14.d

Department Approval



City Manager Approval



Item Description: Request by JAVA Properties for approval of a Preliminary Plat at 2700 Cleveland Avenue

The 120 day review deadline for this projects expires on April 19, 2015.

GENERAL SITE INFORMATION

Applicant: Java Properties

Location: 2750 Cleveland Avenue

Property Owner: Xtra Lease, Inc.

Land Use Context

	Existing Land Use	Guiding	Zoning
Site	Vacant developable	CMU	CMU
North	Vacant developable – proposed hotels	CMU	CMU
West	Cleveland Avenue and I-35 W with industrial and regional business beyond	BP/RB	O/BP/RB
East	Vacant developable	CMU	CMU
South	Twin Lakes Parkway and Walmart	CMU	CMU

Natural Characteristics: Located within the Twin Lakes Redevelopment Area, the development must complete the recently approved Environmental Review Worksheet (ERW), and achieve the requirements of §1005.07.E (Regulating Plan) and §1005.02 (Design Standards). The site was previously home to the Xtra Lease trucking company and used as a motor freight terminal/truck storage up until 2009/2010.

There are no known wetlands, steep slopes or other significant natural resources on this site.

Planning File History: PF07-021 – Planned Unit Development (PUD) approval for a 123-room hotel. The plat and PUD agreement was never signed or recorded and project approvals expired.

Planning Commission Action:

On January 7, 2015, the Planning Commission unanimously recommended approval of the proposed preliminary plat.

15 **PROPOSAL**

16 JAVA Properties proposes to develop an approximate 17,000 sq. ft. grocery store and two
17 roughly 6,500 sq. ft. retail buildings, and replat Lots 4, 5, 16, and 17, Block B, Twin View, lying
18 in the northeast corner of the intersection of Twin Lakes Parkway and Cleveland Avenue, as Lot
19 1 and Lot 2, The Cleveland Club. The proposed preliminary plat information, the staff analysis
20 presented in the Request for Planning Commission Action, and other supporting documentation
21 is included with this report as RCA Exhibit A.

22 The preliminary plat meets or exceeds all applicable requirements, and the Planning
23 Commission's approval recommendation includes the following conditions:

- 24 **1.** *The developer/applicant is responsible for coordinating grading, drainage, and storm*
25 *water management plans with the adjacent (north) proposed development site to*
26 *potentially eliminate unnecessary grade changes, portions of a retaining wall, and a*
27 *steeper-than-preferred joint access grade;*
- 28 **2.** *The developer/applicant is responsible for its share of the required traffic study or*
29 *\$2,554 payable to the City of Roseville;*
- 30 **3.** *The developer/applicant is responsible for construction of a pathway (sidewalk) along*
31 *the east side of Cleveland Avenue from the northern property to the walkway along Twin*
32 *Lakes Parkway as approved by the City Engineer;*
- 33 **4.** *The preliminary plat assumes a shared access with the property to the north on to*
34 *Cleveland Avenue. Due to access spacing requirements of Ramsey County, City staff*
35 *expects to receive a letter from the County denying access to Cleveland Avenue.*
36 *Additional access is proposed on Twin Lakes Parkway and Mount Ridge Road in*
37 *addition to the access on the hotel site of Iona Lane, which will be available via cross*
38 *easements;*
- 39 **5.** *The proposed access at Twin Lakes Parkway, if approved by the City Engineer may*
40 *disrupt an in-place storm water best management practice device installed as part of the*
41 *Twin Lakes Parkway Phase I project. Any mitigation that is necessary due to such*
42 *disruption as well as any costs and/or engineering services related to said mitigation and*
43 *changes to the in-place agreement between Roseville and Rice Creek Watershed District*
44 *will be the sole responsibility of the applicant;*
- 45 **6.** *The developer/applicant shall continue working with the Roseville Public Works*
46 *Department to address easements and water and sewer infrastructure requirements as*
47 *necessary. These plans must be approved by the City Engineer prior to the approval of*
48 *the FINAL PLAT;*
- 49 **7.** *The developer/applicant shall apply for proper storm water management permits from*
50 *Rice Creek Watershed prior to the approval of the FINAL PLAT;*
- 51 **8.** *The developer shall dedicate and maintain access easements across its lot in a form*
52 *acceptable to the City Attorney to ensure permanent access to Mount Ridge Road and*
53 *from Twin Lakes Parkway for the adjacent parcel; and*

54 **9.** *The developer shall enter into shared parking agreements in a form acceptable to the*
55 *City Attorney to ensure parking needs are met during extraordinary events. The shared*
56 *parking agreement between the lots within this subdivision shall be permanent, since they*
57 *are single ownership. However, the shared parking agreement with the property to the*
58 *north will have an exit clause to protect each owner's rights in case of parking abuse by*
59 *the adjacent property, since they are not under the same ownership. This property is*
60 *proposed to be parked at the maximum number of surface parking spaces allowed by the*
61 *Code. Any parking expansion would need to be contained in a parking structure per*
62 *Code.*

63 Since the Planning Commission met, most of the engineering-related plans have been reviewed
64 by Public Works staff and have the approval of the City Engineer, except those items related to
65 the traffic study. While final details must still be reviewed and approved, the information
66 provided is consistent with the level necessary to approve the preliminary plat, subject to the
67 conditions listed.

68 The Park and Recreation Commission also met and completed their recommendation regarding
69 park dedication and require the following condition:

70 **10.** *Pursuant to City Code §1103.07, the City Council will accept park dedication of cash in lieu*
71 *of land in the amount of \$123,298 or 7% of the Fair Market Value of the property. The park*
72 *dedication shall be made by the applicant before the signed final plat is released for*
73 *recording at Ramsey County.*

74 **PUBLIC COMMENT**

75 The public hearing for this application was held by the Planning Commission on January 7,
76 2015; draft minutes of the public hearing are included with this report as RCA Exhibit B. No
77 members of the public spoke to this issue at the public hearing and, after discussing the
78 application and the comment received prior to the hearing, the Planning Commission voted
79 unanimously to recommend approval of the proposed preliminary plat. At the time this report
80 was prepared, Planning Division staff has not received any additional public comments.

81 **OUTSIDE AGENCY REVIEW**

82 Because this proposed plat lies adjacent to a Ramsey County roadway (Cleveland Avenue), the
83 County Traffic Engineer has been provided a copy of the preliminary plat and asked to provide
84 comments. To date, the Planning Division has not received any comments.

85 **RECOMMENDED ACTION**

86 **Pass a motion approving the proposed The Cleveland Club preliminary plat** of the property
87 at 2700 Cleveland Avenue, based on the findings and recommendation of the Planning
88 Commission and the content of this RCA, subject to the 10 conditions listed above.

89 **ALTERNATIVE ACTIONS**

90 **Pass a motion to table the item for future action.** Per Minnesota State Statutes §462.357, the
91 City Council has until April 19, 2015, to approve/deny the request before an extension is
92 necessary.

93 **Adopt a resolution to deny the requested approval.** Denial should be supported by specific
94 findings of fact based on the Planning Commission's review of the application, applicable
95 zoning or subdivision regulations, and the public record.

Prepared by: City Planner Thomas Paschke - 651-792-7074 | thomas.paschke@cityofroseville.com

RCA Exhibits: A: Preliminary plat information and 7/9/2014 RPCA packet
B: PC final minutes of 12/03/14



REQUEST FOR PLANNING COMMISSION ACTION

Agenda Date: **01/07/2015**Agenda Item: **5a**

Division Approval

Agenda Section

PUBLIC HEARINGS

Item Description: Request by JAVA Properties for approval of a **Preliminary Plat** at 2700 Cleveland Avenue (PF15-002).

GENERAL SITE INFORMATION

Applicant: Java Properties

Location: 2750 Cleveland Avenue

Property Owner: Xtra Lease, Inc.

Land Use Context

	Existing Land Use	Guiding	Zoning
Site	Vacant developable	CMU	CMU
North	Vacant developable – proposed hotel site	CMU	CMU
West	Cleveland Avenue and I-35 W with industrial and regional business beyond	BP/RB	O/BP/RB
East	Vacant developable	CMU	CMU
South	Twin Lakes Parkway and Walmart	CMU	CMU

Natural Characteristics: Located within the Twin Lakes Redevelopment Area, the development must provide an Environmental Assessment Worksheet (EAW) and achieve the requirements of §1005.07.E (Regulating Plan) and §1005.02 (Design Standards). The site was previously home to the Old Dominion trucking company and used as a motor freight terminal up until 2007.

There are no known wetlands, steep slopes or other significant natural resources on this site.

Planning File History: PF07-021 – Planned Unit Development (PUD) approval for a 123-room hotel. The plat and PUD agreement were never signed or recorded and project approvals expired.

LEVEL OF CITY DISCRETION IN DECISION-MAKING

Action taken on a variance request is **quasi-judicial**; the City's role is to determine the facts associated with the request, and weigh those facts against the legal standards contained in State Statute and City Code.



REQUESTED ACTION

JAVA Properties proposes to plat Lots 4, 5, 16, and 17, Block B, Twin View, lying in the northeast corner of the intersection of Twin Lakes Parkway and Cleveland Avenue, as Lot 1 and Lot 2, The Cleveland Club.

BACKGROUND

The subject property, located in Planning District 10, has a Comprehensive Plan land use designation of Community Mixed Use (CMU) and a corresponding Zoning District classification of Community Mixed Use (CMU) District. The PRELIMINARY PLAT proposal has been prompted by plans to develop an Aldi grocery store and two small retail buildings on the site.

When exercising the so-called “quasi-judicial” authority when acting on a PLAT request, the role of the City is to determine the facts associated with a particular request and apply those facts to the legal standards contained in the ordinance and relevant state law. In general, if the facts indicate the applicant meets the relevant legal standard, then they are likely entitled to the approval, although the City is able to add conditions to a PLAT approval to ensure that the likely impacts to urban design, roads, storm sewers, and other public infrastructure on and around the subject property are adequately addressed.

PRELIMINARY PLAT ANALYSIS

PLAT proposals are reviewed primarily to ensure that all proposed lots meet the minimum size requirements of the Zoning Code, have desirable lot layout and grading, protect natural resources, have adequate streets and other public infrastructure in place or identified and a plan to be constructed, and have addressed potential storm water issues to prevent problems either on nearby property or within the storm water system. As a PRELIMINARY PLAT of a property in the CMU district, the proposal leaves no zoning issues to be addressed since the Zoning Code does not establish minimum lot dimensions or area. The proposed PRELIMINARY PLAT is included with this report as Attachment C.

In December 2014, the Development Review Committee (DRC) met on several occasions to review the submitted plans. Following are the DRC’s comments:

The proposed development is requesting access along Twin Lakes Parkway, Mount Ridge Road (shared), and Cleveland Avenue (shared). The proposed access points and the impact of the overall development on the surrounding transportation system will be evaluated by a traffic study commissioned by the City of Roseville. The developer is required to pay their share (\$2554) of this study with the development to the north sharing the cost.

The DRC views the JAVA development site and the proposed hotel site to the north as a unified development and, therefore, will be requiring access and shared parking agreements between the two sites. The DRC has recommended that both development teams work together to address grade issues while minimizing the use of retaining walls, if possible. The DRC also strongly encourages the development teams to coordinate storm water mitigation requirements. This coordination will minimize infrastructure costs, improve customer experience, and reduce demands on adjacent streets.

The developer/applicant is required to submit an application to the Rice Creek Watershed and the City of Roseville to address storm water requirements, which should be completed prior to FINAL PLAT approval.

A detailed review of utility connections will be conducted by the City Engineer at the time of FINAL PLAT submittal and must be approved prior to FINAL PLAT approval.

Drainage and utility easements will be required along the perimeter of the developed lot with a width to be determined by the City Engineer. Also, sufficient right-of-way or easement will be required, as well as the construction of a pathway by the developer/applicant along the east side of Cleveland Avenue from Twin Lakes Parkway to the north limits of the development.

Roseville's Parks and Recreation Commission will be reviewing the proposed PRELIMINARY PLAT with regard to the park dedication requirements of §1103.07 of the City Code and providing a future recommendation of either a land dedication or cash payment in lieu of land. The PRELIMINARY PLAT assumes that the requirement will be a cash payment.

PUBLIC COMMENT

At the time this report was prepared, Planning Division staff has not received any communications from the public about the PRELIMINARY PLAT request.

OUTSIDE AGENCY REVIEW

Because this proposed PLAT lies adjacent to a Ramsey County roadway (Cleveland Avenue – County State Highway 46), the County Traffic Engineer has been provided a copy of the PRELIMINARY PLAT and has been asked to provide comments. To date, the Planning Division has not received any comments.

RECOMMENDATION

Based on the comments and findings outlined above, the Planning Division recommends approval of the proposed PRELIMINARY PLAT pursuant to Title 11 of the Roseville City Code with the following conditions:

- a. The developer/applicant is responsible for coordinating grading, drainage, and storm water management plans with the adjacent (north) proposed development site to potentially eliminate unnecessary grade changes, portions of a retaining wall, and a steeper-than-preferred joint access grade;
- b. The developer/applicant is responsible for its share of the required traffic study or \$2,554 payable to the City of Roseville;
- c. The developer/applicant is responsible for construction of a pathway (sidewalk) along the east side of Cleveland Avenue from the northern property to the walkway along Twin Lakes Parkway as approved by the City Engineer;
- d. The preliminary plat assumes a shared access with the property to the north on to Cleveland Avenue. Due to access spacing requirements of Ramsey County, City staff expects to receive a letter from the County denying access to Cleveland Avenue;
- e. The proposed access at Twin Lakes Parkway, if approved by the City Engineer may disrupt an in-place storm water best management practice device installed as part of the Twin Lakes Parkway Phase I project. Any mitigation that is necessary due to such disruption as well as any costs and/or engineering services related to said mitigation and changes to the in-place agreement between Roseville and Rice Creek Watershed District will be the sole responsibility of the applicant;

- 85 f. The developer/applicant shall continue working with the Roseville Public Works
86 Department to address easements and water and sewer infrastructure requirements as
87 necessary. These plans must be approved by the City Engineer prior to the approval of
88 the FINAL PLAT;
- 89 g. The developer/applicant shall apply for proper storm water management permits from
90 Rice Creek Watershed prior to the approval of the FINAL PLAT;
- 91 h. The developer shall dedicate and maintain access easements across its lot in a form
92 acceptable to the City Attorney to ensure permanent access to Mount Ridge Road and
93 from Twin Lakes Parkway for the adjacent parcel; and
- 94 i. The developer shall enter into shared parking agreements in a form acceptable to the City
95 Attorney to ensure parking needs are met during extraordinary events. The shared
96 parking agreement between the lots within this subdivision shall be permanent. The
97 shared parking agreement with the property to the north will have an exit clause to
98 protect each owner's rights in case of parking abuse by the adjacent property. This
99 property is proposed to be parked at the maximum number of surface parking spaces.
100 Any parking expansion would need to be contained in a parking structure per Code.

101 **SUGGESTED ACTION**

102 **By motion, recommend approval of the proposed The Cleveland Club PRELIMINARY PLAT,**
103 **based on the comments, findings, and conditions stipulated above.**

104 **ALTERNATIVE ACTIONS**

105 **Pass a motion to table the item for future action.** Tabling the application/request would
106 require a 60-day deadline extension pursuant to Minn. Stat. §15.99.

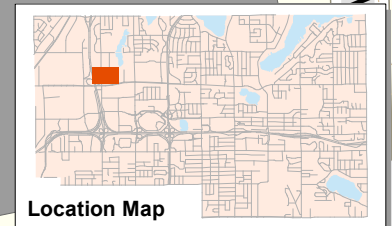
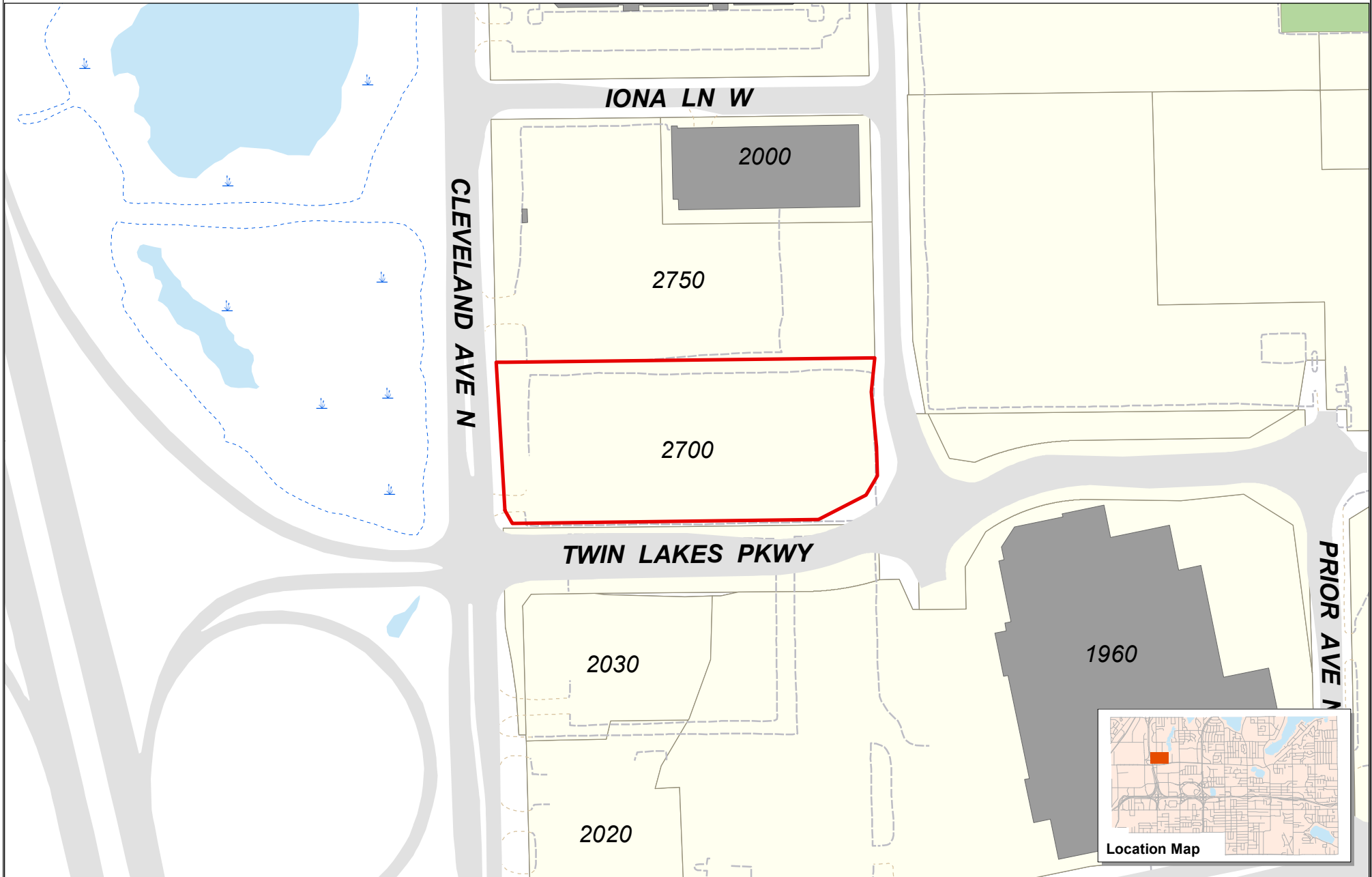
107 **Adopt a resolution to deny the requested approval.** Denial should be supported by specific
108 findings of fact based on the Planning Commission's review of the application, applicable
109 zoning or subdivision regulations, and the public record.

Prepared by: City Planner Thomas Paschke - 651-792-7074 | thomas.paschke@ci.roseville.mn.us

Attachments: A: Area map
B: Aerial photo

C: Proposed plans

Attachment A for Planning File 15-002



Prepared by:
Community Development Department
Printed: December 29, 2014



Site Location

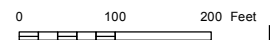
LR / LDR-1 Comp Plan / Zoning Designations

Data Sources

* Ramsey County GIS Base Map (12/2/2014)
For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

Disclaimer

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This map is a compilation of records, information and data located in various city, county, state and federal offices and other sources regarding the area shown, and is to be used for reference purposes only. The City does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and the City does not represent that the GIS Data can be used for navigational, tracking or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found please contact 651-792-7085. The preceding disclaimer is provided pursuant to Minnesota Statutes §466.03, Subd. 21 (2000), and the user of this map acknowledges that the City shall not be liable for any damages, and expressly waives all claims, and agrees to defend, indemnify, and hold harmless the City from any and all claims brought by User, its employees or agents, or third parties which arise out of the user's access or use of data provided.



mapdoc: planning_commission_location.mxd

Attachment B for Planning File 15-002



Prepared by:
Community Development Department
Printed: December 29, 2014



Site Location

Data Sources

* Ramsey County GIS Base Map (12/2/2014)
* Aerial Data: MnGeo (4/2012)

For further information regarding the contents of this map contact:
City of Roseville, Community Development Department,
2660 Civic Center Drive, Roseville MN

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0 50 100 Feet



PROJECT

**THE CLEVELAND CLUB
2700 CLEVELAND**

2700 CLEVELAND AVENUE, ROSEVILLE, MN

JAVA CAPITAL PARTNERS 2700 CLEVELAND AVE

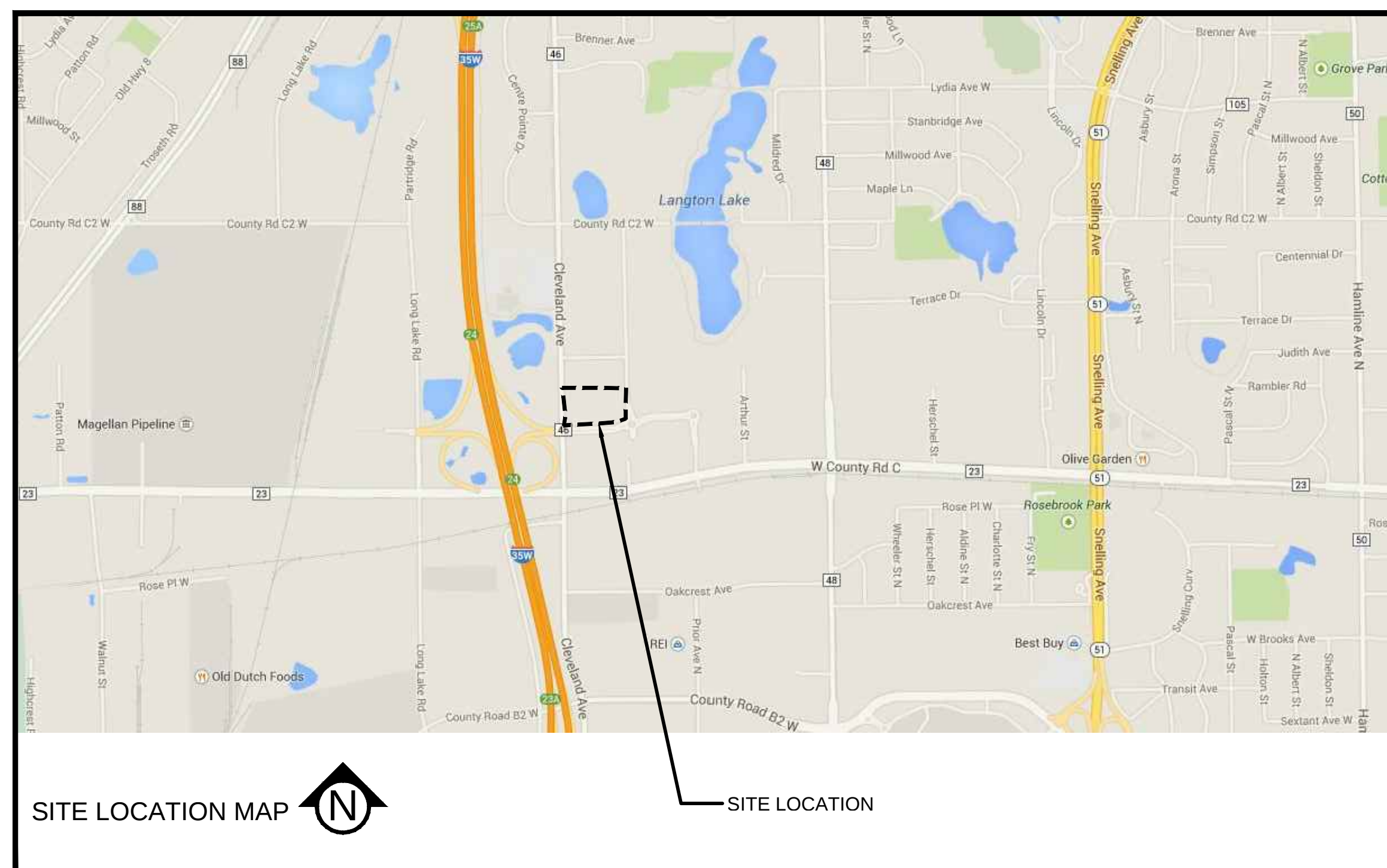
333 WASHINGTON AVENUE N, STE 401, MINNEAPOLIS, MN

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 PROFESSIONAL ENGINEER
UNDER THE LAWS OF THE STATE OF
MINNESOTA.


Matthew R. Pavek
DATE 12/15/14 LICENSE NO. 44263

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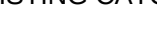


JAVA CAPITAL PARTNERS 2700 CLEVELAND CLUB
333 WASHINGTON AVENUE NORTH, SUITE 401
ROSEVILLE, MN 55401
612-384-9646

CIVIL SITE GROUP
4931 W 35TH STREET
SUITE 200
ST LOUIS PARK, MN 55416
612-615-0060

ACRE LAND SURVEYING, INC.
9140 BALTIMORE STREET NE, SUITE 100
BLAINE, MN 55449
763-458-2997

	EX. 1' CONTOUR ELEVATION INTERVAL EXISTING SPOT GRADE ELEVATION
	PROPOSED 1' CONTOUR ELEVATION INTERVAL SPOT GRADE ELEVATION (GUTTER/FLOW LINE UNLESS OTHERWISE NOTED)
	SPOT GRADE ELEVATION BACK OF CURB (TOP OF CURB)
	SPOT GRADE ELEVATION TOP OF WALL
	SPOT GRADE ELEVATION BOTTOM OF WALL
	DRAINAGE ARROW EMERGENCY OVERFLOW
	SILT FENCE / GRADING LIMIT
	INLET PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE
	SOIL BORING LOCATION
	CURB AND GUTTER (T.O. = TIP OUT)

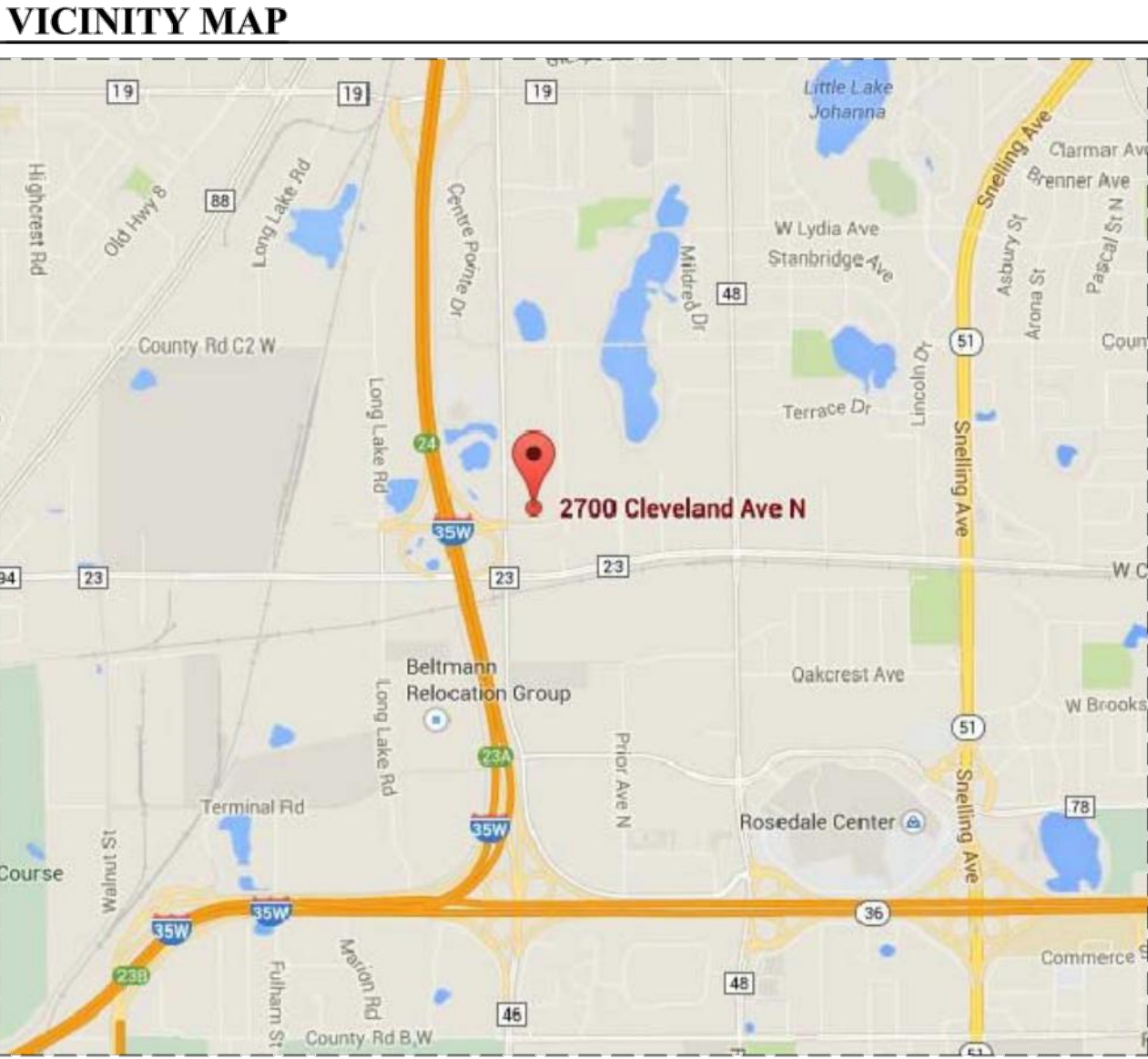
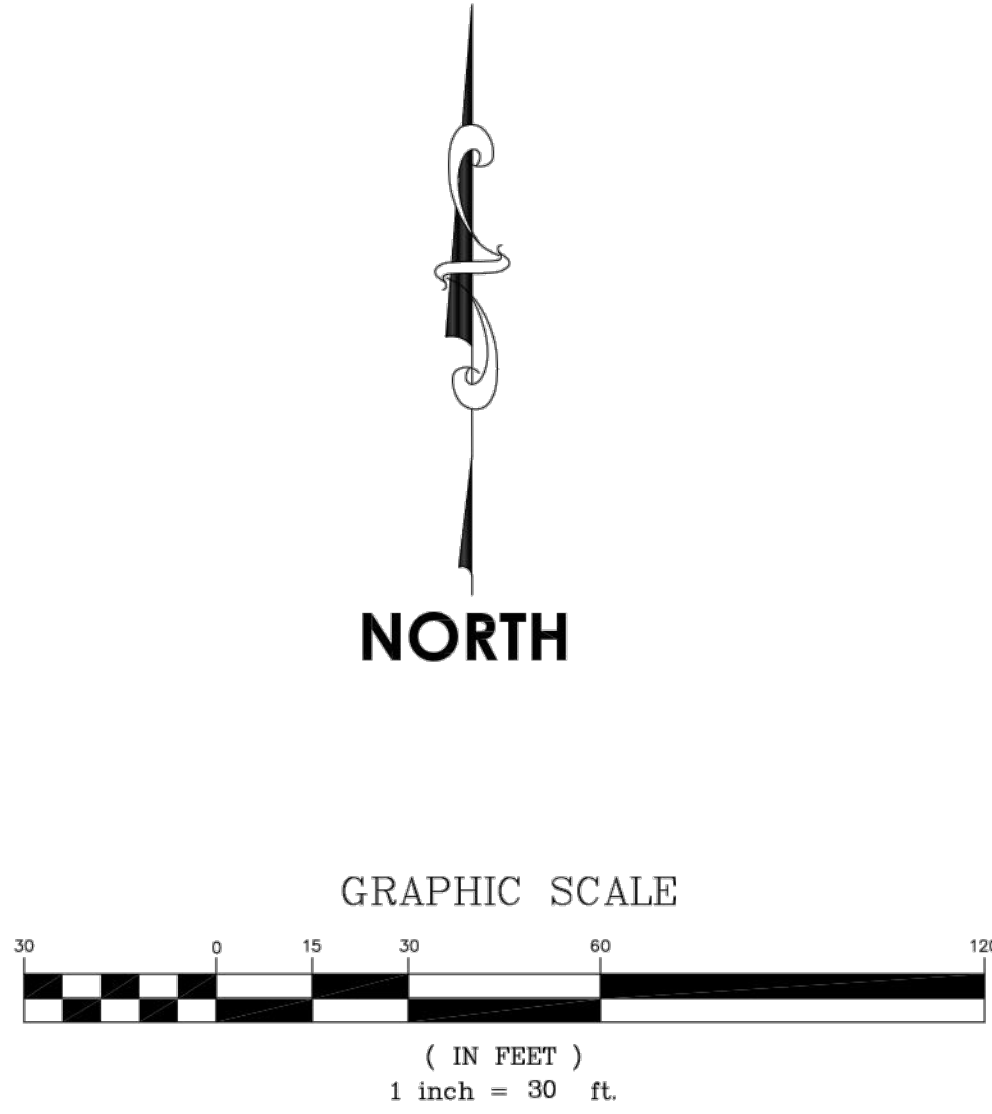
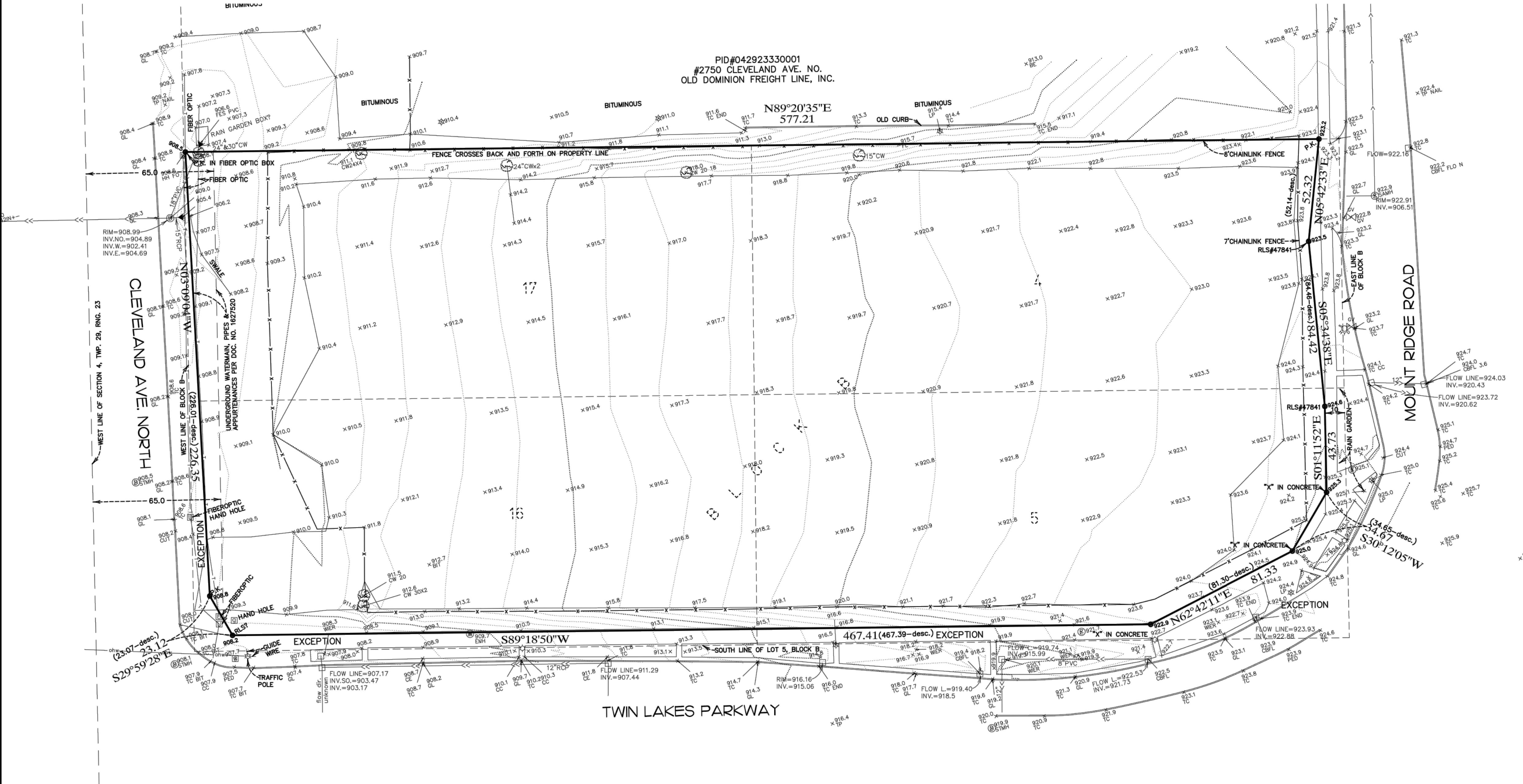
- | | |
|---|---|
|  | PROPOSED MANHOLE STORM |
|  | PROPOSED CATCH BASIN OR CATCH BASIN MANHOLE STORM |
|  | PROPOSED GATE VALVE |
|  | PROPOSED FIRE HYDRANT |
|  | PROPOSED MANHOLE SANITARY |
|  | PROPOSED SIGN |
|  | PROPOSED LIGHT |
|  | PROPOSED SANITARY SEWER |
|  | PROPOSED STORM SEWER |
|  | PROPOSED WATER MAIN |
|  | EXISTING SANITARY SEWER |
|  | EXISTING STORM SEWER |
|  | EXISTING WATER MAIN |
|  | EXISTING GAS MAIN |
|  | EXISTING UNDERGROUND ELECTRIC |
|  | EXISTING UNDERGROUND CABLE |
|  | EXISTING MANHOLE |
|  | EXISTING CATCH BASIN |
|  | EXISTING HYDRANT |
|  | EXISTING STOPBOX |
|  | EXISTING GATE VALVE |
|  | EXISTING ELECTRIC BOX |
|  | EXISTING LIGHT |
|  | EXISTING GAS METER |
|  | EXISTING GAS VALVE |

 WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL



ALTA/ACSM LAND TITLE SURVEY

~for~ DAVID NELSON, XTRA LEASE LLC & COMMERCIAL PARTNERS TITLE, LLC



- LEGEND
- DENOTES IRON MONUMENT FOUND
 - ⊙ DENOTES SANITARY SEWER MANHOLE
 - ⊕ DENOTES STORM SEWER MANHOLE
 - DENOTES CATCH BASIN
 - ⚡ DENOTES FIRE HYDRANT
 - > DENOTES STORM SEWER
 - > DENOTES SANITARY SEWER
 - T- DENOTES TELEPHONE / FIBER OPTIC
 - ⊠ DENOTES ABOVE GROUND GAS MARKING
 - ⊡ DENOTES UTILITY BOX
 - x- DENOTES EXISTING FENCE

LEGAL DESCRIPTION:

Lots Four (4), Five (5), Sixteen (16) and Seventeen (17), Block B, Twin View, all according to the plat thereof on file and of record in the office of the Register of Deeds in and for Ramsey County, Minnesota,

Except that part which lies Eastern of the following described line: Commencing at the intersection of a line drawn parallel with and distant 10.00 feet West of the East line of Lot 6, Block B, Twin View, according to said plat on file and of record in the office of the County Recorder, Ramsey County, Minnesota, and the South line of Lot 5, said Block B; thence North 01 degrees 12 minutes 09 seconds West, assumed bearing along the

Northerly extension of said line drawn parallel with and distant 10.00 feet West of the East line of Lot 6, 117.93 feet, to the point of beginning of said line to be hereinafter described; thence North 05 degrees 27 minutes 45 seconds West, 84.46 feet; thence North 05 degrees 42 minutes 29 seconds East, 52.14 feet, to the North line of said Lot 4, and said line there terminating (but not including in the exception parcel, that part included in the Deed to the City of Roseville filed June 7, 1960, as Document No. 1511814 in Book 1685 of RCR, Page 466).

And also except that part which lies Southerly and Westerly of the following described line: Commencing at said intersection of a line drawn parallel with and distant 10.00 feet West of the East line of Lot 6, and the South line of said Lot 5; thence North 01 degrees 12 minutes 09 seconds West, assumed bearing along said Northerly extension of a line drawn parallel with and distant 10.00 feet West of the East line of Lot 6, 74.28 feet, to the point of beginning of said line to be hereinafter described; thence South 30 degrees 11 minutes 53 seconds West, 34.05 feet; thence South 62 degrees 45 minutes 38 seconds West, 81.30 feet; thence South 30 degrees 11 minutes 53 degrees 21 minutes 12 seconds West, 467.39 feet; thence North 29 degrees 51 minutes 34 seconds West 23.07 feet; thence North 03 degrees 20 minutes 14 seconds West, 226.01 feet to the Northwest corner of Lot 17, said Block B, and said line there terminating. Ramsey County, Minnesota

Abstract Property - Description per title commitment

GENERAL NOTES:

- BEARING SYSTEM IS BASED ON NORTH LINE OF LOTS 4 & 17, BLOCK B, HAVING A ASSUMED BEARING OF NORTH 89°20' 35"W WEST.
- SUBJECT PROPERTY ADDRESS IS #2700 CLEVELAND AVE. NO., ROSEVILLE, MN 55113.
- PROPERTY IDENTIFICATION # (A.K.A. P.I.D.) = 04-29-23-33-0031 (NEW PID PER TITLE COMMITMENT).

- ALTA "TABLE A" NOTES:
- Subject property lines within flood plain zone "x" (areas determined to be outside the 0.2% annual chance floodplain), per FEMA, FIRM Map No. 27123C0020G dated June 4th, 2010.
 - Gross land area = 3.174 Acres (138,277 sq.ft.)
 - 6b. Zoning information has not been provided to insurer.
 - 7a. There are no buildings present on property
 9. There are no striped parking areas on subject property.
 - 10(a). There are no division or party walls with respect to adjoining properties.
 - 11(a & b). Utilities shown hereon are observed. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and underground utilities and/or structures may be encountered. Contact Gopher State One Call Notification Center at (651) 454-0002 for verification of utility type and field location prior to excavation. Gopher State One Call was contacted as part of this survey per ticket #142730868. It is this surveyors belief not all utilities onsite and adjacent to site were marked out by said Gopher State One Call ticket referenced.
 - Names of adjacent property owners shown.
 16. There is no observable evidence of earth moving work. There is no observable evidence of building construction or building additions.
 18. There is no above ground observable evidence of site use as a solid waste dump, sump or sanitary landfill.

BENCHMARK

TOP NUT FIRE HYDRANT, SW RADIUS OF CENTER POINTE DRIVE & CLEVELAND AVE., 12.6 FEET WEST OF THE BACK OF THE WESTERLY CURB; 19.0 FEET SOUTH OF FIRE HYDRANT AND 0.5' EAST OF SIGN AND POST. ELEV. = 906.64 (NGVD 1929 DATUM) (COUNTY COORDS X=560803.1,Y=186297.9)

CERTIFICATION:

I hereby certify to DAVID NELSON, XTRA LEASE LLC & COMMERCIAL PARTNERS TITLE, LLC to their heirs, successors and assigns, that I have surveyed the property legally described hereon; that this survey is a true, correct and accurate drawing and representation of said property and the boundaries thereof; that this map or plat and the survey on which it is based were made in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," as jointly established and adopted by ALTA and ACSM in 2011, and includes Items 1, 2, 3, 4, 5, 7(a), 8, 9, 11(a&b), 13, 16 and 18 of Table A thereof, and meets the Accuracy Standards (as adopted by ALTA and ACSM and in effect on the date of this certification), and that in locating or identifying recorded easements or other recorded documents I have relied upon the Commitment for Title Insurance issued by COMMERCIAL PARTNERS TITLE, LLC, dated June 11th, 2014 file no. 32344

Dated October 13th, 2014

Eric R. Vickaryous
Eric R. Vickaryous, P.L.S.#44125

SCHEDULE B-2 TITLE COMMITMENT NOTES:

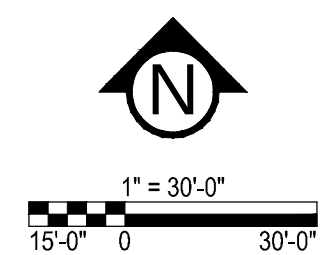
- TERMS AND CONDITIONS OF AND EASEMENTS CONTAINED IN ORDINANCE DATED AUG. 8TH, 1885, FILED DECEMBER 12TH, 1955 IN BOOK 345 OF MISC., PAGE 288. THIS DOCUMENT IS ILLEGIBLE AND THEREFORE, NOTHING IS SHOWN GRAPHICALLY.
- TERMS AND CONDITIONS OF CERTIFICATION OF REZONING DATED FEB. 18TH, 1953, FILED MAY 19, 1953 IN BOOK 317 OF DEEDS, PAGE 619. REZONED PROPERTY FROM RESIDENTIAL AND FARMING DISTRICT TO INDUSTRIAL DISTRICT.
- TERMS AND CONDITIONS OF ORINANCE NO. 1213 DATED OCTOBER 26TH, 1998, FILED NOV. 5TH, 1999, AS DOC. NO. 3284339. THIS ORDINANCE OFFICIALLY MAPS THE RIGHT OF WAY FOR FUTURE TWIN LAKES PARKWAY, WHICH RUNS ALONG SOUTHERN BOUNDARY OF SUBJECT PROPERTY.
- EASEMENT FOR UNDERGROUND WATER MAINS, PIPES AND APPURTENANCES, IN FAVOR OF VILLAGE OF ROSEVILLE, AS CREATED IN DOCUMENT DATED JULY 29TH, 1964, FILED AUGUST 27TH, 1964 IN BOOK 1923, PAGE 395. EASEMENT IS SHOWN ON SURVEY.
- EASEMENT FOR ROAD PURPOSES IN FAVOR OF THE CITY OF ROSEVILLE AS CREATED IN DOC. DATED APRIL 29TH, 1959, FILED JUNE 7TH, 1960 AS DOC. NO. 1511814 IN BOOK 1685 OF RCR, PAGE 466. THE PROPERTY DESCRIBED IN THAT CERTAIN INDENTURE DATED APRIL 29TH, 1959, RECORDED JUNE 7TH, 1960, AS DOC. NO. 1511814 IN BOOK 1685 OF RCR, PAGE 466 IS LOCATED ENTIRELY OUTSIDE THE BOUNDARY OF SUBJECT PROPERTY.

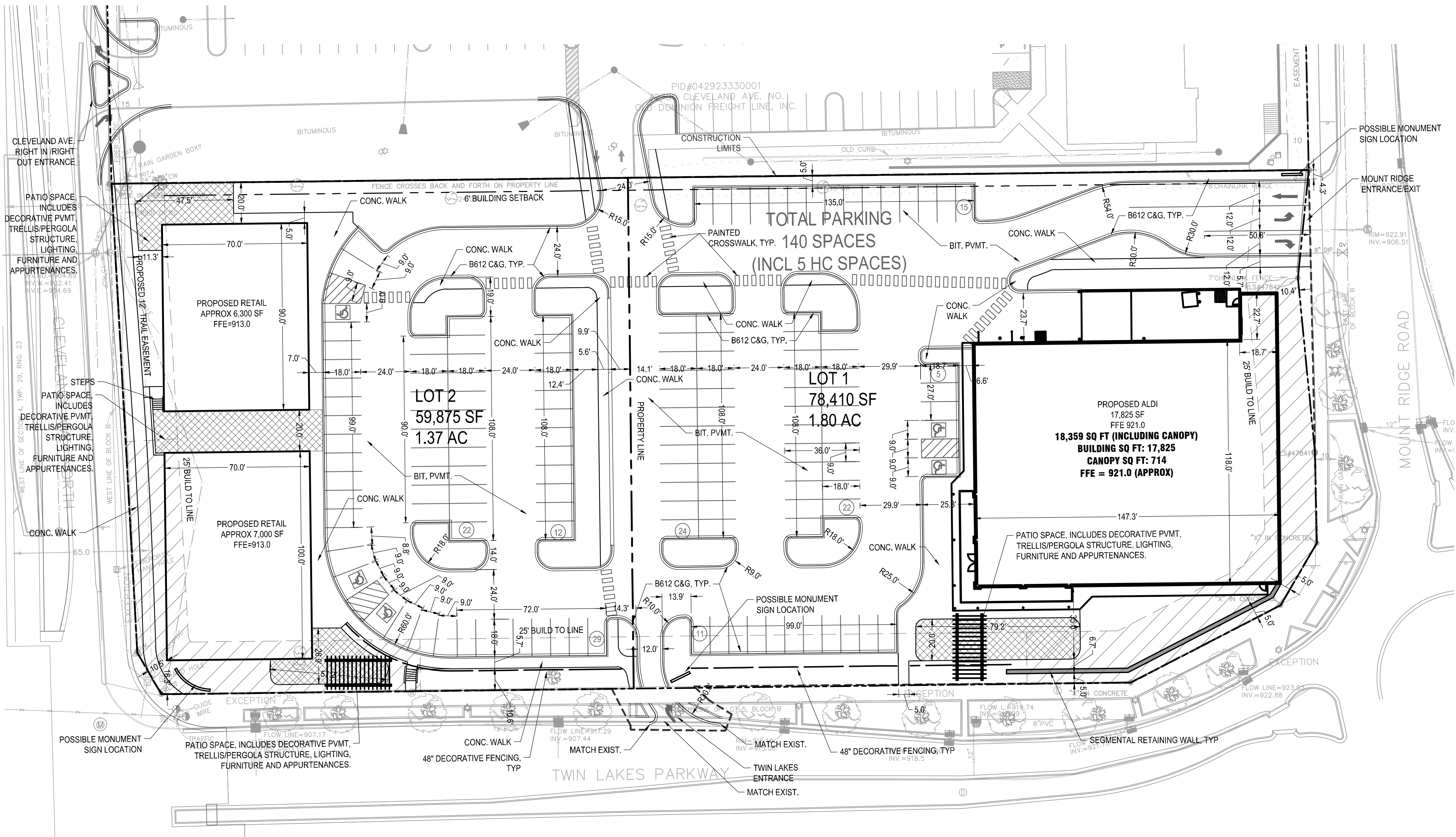
REVISION SUMMARY	
DATE	DESCRIPTION

SITE SURVEY

2700 CLEVELAND AVENUE, ROSEVILLE, MN

JAVA CAPITAL PARTNERS 2700 CLEVELAND AVE





SITE LAYOUT NOTES:

- CONTRACTOR SHALL VERIFY LOCATIONS AND LAYOUT OF ALL SITE ELEMENTS PRIOR TO BEGINNING CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, LOCATIONS OF EXISTING AND PROPOSED PROPERTY LINES, EASEMENTS, SETBACKS, UTILITIES, BUILDINGS AND PAVEMENTS. CONTRACTOR IS RESPONSIBLE FOR FINAL LOCATIONS OF ALL ELEMENTS FOR THE SITE. ANY REVISIONS REQUIRED AFTER COMMENCEMENT OF CONSTRUCTION, DUE TO LOCATIONAL ADJUSTMENTS SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. ADJUSTMENTS TO THE LAYOUT SHALL BE APPROVED BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION OF MATERIALS. STAKE LAYOUT FOR APPROVAL.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, INCLUDING A RIGHT-OF-WAY AND STREET OPENING PERMIT.
- THE CONTRACTOR SHALL VERIFY RECOMMENDATIONS NOTED IN THE GEO TECHNICAL REPORT PRIOR TO INSTALLATION OF SITE IMPROVEMENT MATERIALS.
- CONTRACTOR SHALL FIELD VERIFY COORDINATES AND LOCATION DIMENSIONS OF THE BUILDING AND STAKE FOR REVIEW AND APPROVAL BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION OF FOOTING MATERIALS.
- LOCATIONS OF STRUCTURES, ROADWAY PAVEMENTS, CURBS AND GUTTERS, BOLLARDS, AND WALKS ARE APPROXIMATE AND SHALL BE STAKED IN THE FIELD, PRIOR TO INSTALLATION, FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT.
- CURB DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF CONCRETE FOUNDATION. LOCATION OF BUILDING IS TO BUILDING FOUNDATION AND SHALL BE AS SHOWN ON THE DRAWINGS.
- THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OR SAMPLES AS SPECIFIED FOR REVIEW AND APPROVAL BY THE ENGINEER/LANDSCAPE ARCHITECT PRIOR TO FABRICATION FOR ALL PREFABRICATED SITE IMPROVEMENT MATERIALS SUCH AS, BUT NOT LIMITED TO THE FOLLOWING, FURNISHINGS, PAVEMENTS, WALLS, RAILINGS, BENCHES, FLAGPOLES, LANDING PADS FOR CURB RAMPS, AND LIGHT AND POLES. THE OWNER RESERVES THE RIGHT TO REJECT INSTALLED MATERIALS NOT PREVIOUSLY APPROVED.
- PEDESTRIAN CURB RAMPS SHALL BE CONSTRUCTED WITH TRUNCATED DOME LANDING AREAS IN ACCORDANCE WITH A.D.A. REQUIREMENTS-SEE DETAIL.
- CROSSWALK STRIPING SHALL BE 24" WIDE WHITE PAINTED LINE, SPACED 48" ON CENTER PERPENDICULAR TO THE FLOW OF TRAFFIC. WIDTH OF CROSSWALK SHALL BE 5' WIDE. ALL OTHER PAVEMENT MARKINGS SHALL BE WHITE IN COLOR UNLESS OTHERWISE NOTED OR REQUIRED BY ADA OR LOCAL GOVERNING BODIES.
- CURB AND GUTTER TYPE SHALL BE B612 UNLESS OTHERWISE NOTED ON THE DRAWINGS-TAPER BETWEEN CURB TYPES-SEE DETAIL.
- ALL CURB RADIUS ARE MINIMUM 3' UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL REFER TO FINAL PLAT FOR LOT BOUNDARIES, NUMBERS, AREAS AND DIMENSIONS PRIOR TO SITE IMPROVEMENTS.
- FIELD VERIFY ALL EXISTING SITE CONDITIONS, DIMENSIONS.
- PARKING IS TO BE SET PARALLEL OR PERPENDICULAR TO EXISTING BUILDING UNLESS NOTED OTHERWISE.
- ALL PARKING LOT PAINT STRIPPING TO BE WHITE, 4" WIDE TYP.
- ALL TREES THAT ARE TO REMAIN ARE TO BE PROTECTED FROM DAMAGE WITH A CONSTRUCTION FENCE AT THE DRIP LINE. SEE LANDSCAPE DOCUMENTS.
- PROVIDE ACCESSIBLE CURB RAMPS AT ALL WALKS WHERE CROSSWALKS ARE PROPOSED

CITY OF ROSEVILLE SITE SPECIFIC NOTES:

- RESERVED FOR CITY SPECIFIC NOTES.

SITE AREA CALCULATIONS

SITE AREA CALCULATIONS

	EXISTING		PROPOSED LOT 1		PROPOSED LOT 2
BUILDING COVERAGE	0 SF 0.0%		17,825 SF 22.7%		13,300 SF 22.2%
ALL PAVEMENTS	0 SF 0.0%		38,434 SF 49.0%		25,852 SF 43.2%
ALL WALKS	SF 0.0%		6,522 SF 8.3%		9,050 SF 15.1%
ALL NON-PAVEMENTS	138,285 SF 100.0%		15,629 SF 19.9%		11,673 SF 19.5%
TOTAL SITE AREA	138,285 SF 100.0%		78,410 SF 100.0%		59,875 SF 100.0%
IMPERVIOUS SURFACE					
EXISTING CONDITION	0 SF 0.0%				
PROPOSED CONDITION LOT 1	62,781 SF 45.4%		62,781 SF 80.1%		
PROPOSED CONDITION LOT 2	48,202 SF 34.9%			48,202 SF 80.5%	
DIFFERENCE (EX. VS PROP.)	110,983 SF 45.4%				
IMPERVIOUS TOTAL	110,983 SF 80.3%				

EROSION CONTROL QUANTITIES

DISTURBED AREA	138,285 SF
SILT FENCE/BIO-ROLL	1,590 LF
EROSION CONTROL BLANKET	1,000 SF
INLET PROTECTION DEVICES	4 EA

SURFACE PARKING QUANTITIES

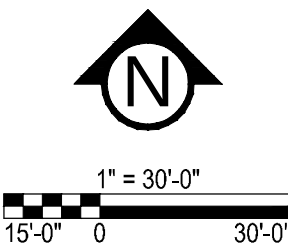
	AREA	RATE	
ALDI	17,825 SF	1/325 SF	55
COMMERCIAL	13,300 SF		
RETAIL	7,000 SF	1/325 SF	22
RESTAURANT	6,300 SF	1/60 SF FLR AREA	63
TOTAL MAX REQ			140
TOTAL PROVIDED			140

SITE PLAN LEGEND:

- CONCRETE PAVEMENT AS SPECIFIED (PAD OR WALK)
- PROPERTY LINE
- CURB AND GUTTER-SEE NOTES (T.O.) TIP OUT GUTTER WHERE APPLICABLE-SEE PLAN
- TRAFFIC DIRECTIONAL ARROWS
- SIGN AND POST ASSEMBLY. SHOP DRAWINGS REQUIRED.
HC = ACCESSIBLE SIGN
NP = NO PARKING FIRE LANE
ST = STOP
CP = COMPACT CAR PARKING ONLY
- NORMAL DUTY BIT. PAVEMENT
- HEAVY DUTY BIT. PAVEMENT



GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL



CivilSite
GROUP
4931 W. 35TH ST, SUITE 200
ST. LOUIS PARK, MN 55416
CivilSiteGroup.com
Matt Pavlek 763-213-3944 Pat Sarver 952-250-2003

DJR
ARCHITECTURE, INC.
333 Washington Ave N, Suite 210
Minneapolis, Minnesota 55401
612-876-2700 www.djr-inc.com

THE CLEVELAND CLUB
2700 CLEVELAND
2700 CLEVELAND AVENUE, ROSEVILLE, MN
JAVA CAPITAL PARTNERS 2700 CLEVELAND AVE
333 WASHINGTON AVENUE N, STE 401, MINNEAPOLIS, MN

PROJECT

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.

Matthew R. Pavlek
DATE 12/15/14 LICENSE NO. 44263

ISSUE/SUBMITTAL SUMMARY

DATE	DESCRIPTION
12/15/14	PRELIMINARY PLAT SUBMITTAL

REVISION SUMMARY

DATE	DESCRIPTION

SITE PLAN

C2.0



2700 CLEVELAND AVENUE, ROSEVILLE, MN

JAVA CAPITAL PARTNERS 2700 CLEVELAND AVE

[illegible]

C4.0



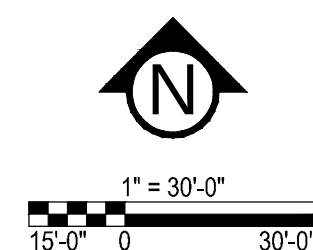
1. SEE SITE PLAN FOR HORIZONTAL DIMENSIONS AND LAYOUT.
2. CONTRACTOR SHALL FIELD VERIFY LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHIC FEATURES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF DISCREPANCIES OR VARIATIONS FROM THE PLANS.
3. ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTACT "COPHER STATE ONE CALL" (651-454-0002 OR 800-252-1166) FOR UTILITY LOCATIONS, 48 HOURS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY UTILITIES THAT ARE DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.
4. UTILITY INSTALLATION SHALL CONFORM TO THE CURRENT EDITION OF "STANDARD SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION" AND "SANITARY SEWER AND STORM SEWER INSTALLATION" AS PREPARED BY THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM), AND SHALL CONFORM WITH THE REQUIREMENTS OF THE CITY AND THE PROJECT SPECIFICATIONS.
5. CASTINGS SHALL BE SALVAGED FROM STRUCTURE REMOVALS AND RE-USED OR PLACED AT THE DIRECTION OF THE OWNER.
6. ALL WATER PIPE SHALL BE CLASS 52 DUCTILE IRON PIPE (DIP) UNLESS OTHERWISE NOTED.
7. ALL SANITARY SEWER SHALL BE SDR 26 POLYVINYL CHLORIDE (PVC) UNLESS OTHERWISE NOTED.
8. ALL STORM SEWER PIPE SHALL BE HDPE UNLESS OTHERWISE NOTED.
9. PIPE LENGTHS SHOWN ARE FROM CENTER TO CENTER OF STRUCTURE OR TO END OF FLARED END SECTION.
10. UTILITIES ON THE PLAN ARE SHOWN TO WITHIN 5' OF THE BUILDING FOOTPRINT. THE CONTRACTOR IS ULTIMATELY RESPONSIBLE FOR THE FINAL CONNECTION TO BUILDING LINES. COORDINATE WITH ARCHITECTURAL AND MECHANICAL PLANS.
11. CATCH BASINS AND MANHOLES IN PAVED AREAS SHALL BE SUMPED 0.04 FEET. ALL CATCH BASINS IN GUTTERS SHALL BE SUMPED 0.15 FEET PER DETAILS. RIM ELEVATIONS SHOWN ON THIS PLAN DO NOT REFLECT SUMPED ELEVATIONS.
12. ALL FIRE HYDRANTS SHALL BE LOCATED 5 FEET BEHIND BACK OF CURB UNLESS OTHERWISE NOTED.
13. HYDRANT TYPE, VALVE, AND CONNECTION SHALL BE IN ACCORDANCE WITH CITY REQUIREMENTS. HYDRANT EXTENSIONS ARE INCIDENTAL.
14. A MINIMUM OF 8 FEET OF COVER IS REQUIRED OVER ALL WATERMAIN, UNLESS OTHERWISE NOTED. EXTRA DEPTH MAY BE REQUIRED TO MAINTAIN A MINIMUM OF 18" VERTICAL SEPARATION TO SANITARY OR STORM SEWER LINES. EXTRA DEPTH WATERMAIN IS INCIDENTAL.
15. A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION AND 10 FEET OF HORIZONTAL SEPARATION IS REQUIRED FOR ALL UTILITIES, UNLESS OTHERWISE NOTED.
16. ALL CONNECTIONS TO EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH CITY STANDARDS AND COORDINATED WITH THE CITY PRIOR TO CONSTRUCTION.
17. CONNECTIONS TO EXISTING STRUCTURES SHALL BE CORE-DRILLED.
18. COORDINATE LOCATIONS AND SIZES OF SERVICE CONNECTIONS WITH THE MECHANICAL DRAWINGS.
19. COORDINATE INSTALLATION AND SCHEDULING OF THE INSTALLATION OF UTILITIES WITH ADJACENT CONTRACTORS AND CITY STAFF.
20. ALL STREET REPAIRS AND PATCHING SHALL BE PERFORMED PER THE REQUIREMENTS OF THE CITY. ALL PAVEMENT CONNECTIONS SHALL BE SAWCUT. ALL TRAFFIC CONTROLS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE ESTABLISHED PER THE REQUIREMENTS OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE CITY. THIS SHALL INCLUDE BUT NOT BE LIMITED TO SIGNAGE, BARRICADES, FLASHERS, AND FLAGGERS AS NEEDED. ALL PUBLIC STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES. NO ROAD CLOSURES SHALL BE PERMITTED WITHOUT APPROVAL BY THE CITY.
21. ALL STRUCTURES, PUBLIC AND PRIVATE, SHALL BE ADJUSTED TO PROPOSED GRADES WHERE REQUIRED. THE REQUIREMENTS OF ALL OWNERS MUST BE COMPLIED WITH. STRUCTURES BEING RESET TO PAVED AREAS MUST MEET OWNERS REQUIREMENTS FOR TRAFFIC LOADING.
22. CONTRACTOR SHALL COORDINATE ALL WORK WITH PRIVATE UTILITY COMPANIES.
23. CONTRACTOR SHALL COORDINATE CONNECTION OF IRRIGATION SERVICE TO UTILITIES. COORDINATE THE INSTALLATION OF IRRIGATION SLEEVES NECESSARY AS TO NOT IMPACT INSTALLATION OF UTILITIES.
24. CONTRACTOR SHALL MAINTAIN AS-BUILT PLANS THROUGHOUT CONSTRUCTION AND SUBMIT THESE PLANS TO ENGINEER UPON COMPLETION OF WORK.
25. ALL JOINTS AND CONNECTIONS IN STORM SEWER SYSTEM SHALL BE GASTIGHT OR WATERTIGHT. APPROVED RESILIENT RUBBER JOINTS MUST BE USED TO MAKE WATERTIGHT CONNECTIONS TO MANHOLES, CATCHBASINS OR OTHER STRUCTURES.

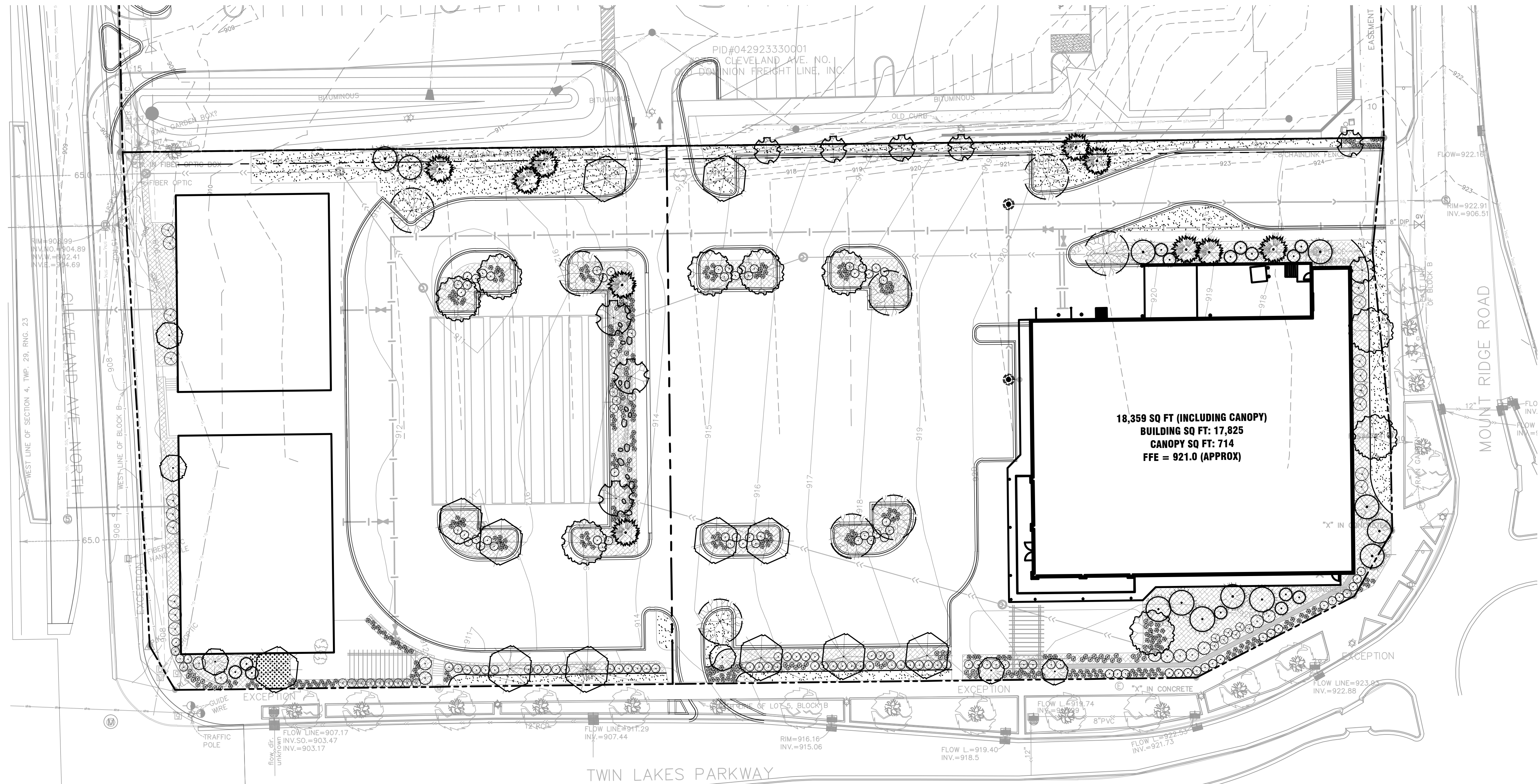
1. RESERVED FOR CITY SPECIFIC UTILITY NOTES.

 MANHOLE OR CATCH BASIN
 WATER MAIN
 SANITARY SEWER
 STORM SEWER



GOPHER STATE ONE CALL
WWW.GOPHERSTATEONECALL.ORG
(800) 252-1166 TOLL FREE
(651) 454-0002 LOCAL

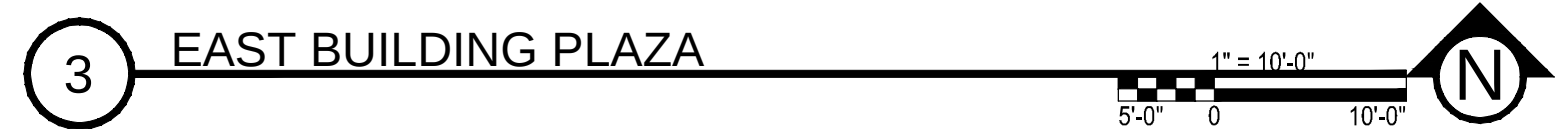
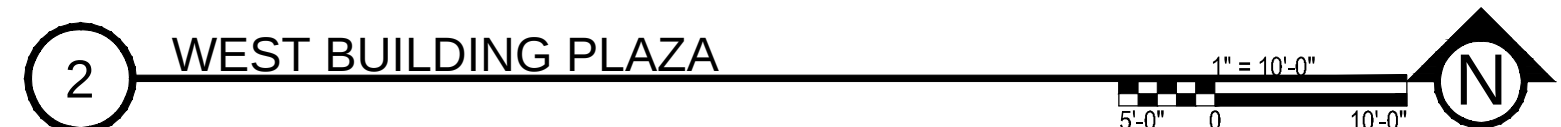
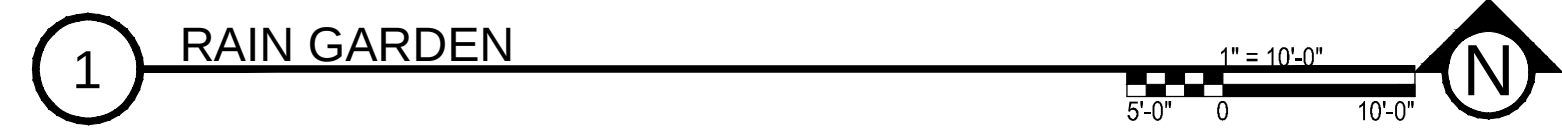
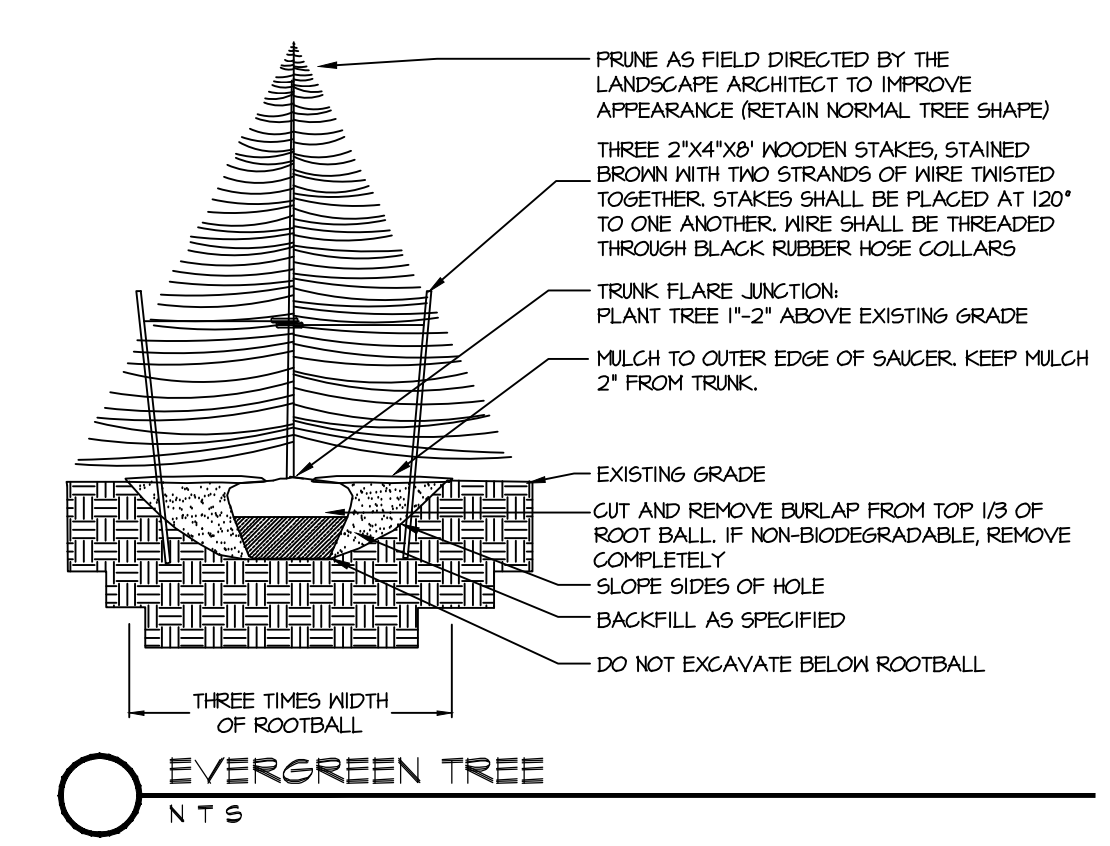




2700 CLEVELAND AVENUE, ROSEVILLE, MN

JAVA CAPITAL PARTNERS 2700 CLEVELAND AVE

LANDSCAPE PLAN



EXTRACT OF THE JANUARY 7, 2015, ROSEVILLE PLANNING COMMISSION MEETING MINUTES

5. Public Hearings

a. PLANNING FILE 15-002

Request by JAVA Development for approval of a PRELIMINARY PLAT at 2700 Cleveland Avenue

Chair John Gisselquist opened the Public Hearing for Planning File 15-002 at approximately 6:36 p.m.

City Planner Thomas Paschke summarized the request and staff's analysis as detailed in the staff report dated January 7, 2015. Mr. Paschke advised that Lot 1 was intended for a proposed grocery store, and Lot 2 for two smaller retail buildings within this Community Mixed Use Zoning District. Mr. Paschke clarified that the property abutting this parcel on the north slated for hotel development would be moving forward to the City Council in the near future for approval in its final form, with this parcel following that process about one month later. Mr. Paschke reminded commissioners that both developments had intentionally been coordinated to facilitate shared amenities (e.g. parking) and other infrastructure needs and impacts in the broader area.

At the request of Member Daire, Mr. Paschke advised that a response from Ramsey County to the City's Engineer remained pending to his knowledge regarding access points depending on results of the final traffic study recently completed. Mr. Paschke noted that historically Ramsey County was very particular about access points onto their system (e.g. Cleveland Avenue) and any decisions rendered specific to this development would take that into consideration. Depending on the results of traffic counts, Mr. Paschke noted that it may be a non-issue, but the results would determine the City's and County's response when they become available (page 2, line 30)

Member Daire opined that heavy emphasis may be placed on two of the three access points, especially the one major access point straddling lot lines between Lots 1 and 2 of this development, depending on Ramsey County's response. Depending on Ramsey County's response, Member Daire asked if sufficient right-of-way and pathway was in place or if there was any wording that would allow expansion of the roadway width and curb cut in the center island to facilitate access from Cleveland Avenue to the hotels across those commercial parcels (page 3, line 47).

Mr. Paschke clarified that the proposal in this Preliminary Plat, as presented, contemplated access on the hotel site, and if supported by all jurisdictions and agencies, easements and/or sidewalks may need to be modified to facilitate conditions based on final designs. Mr. Paschke further clarified that similar conditions had been placed on the hotel development site, contemplating similar sidewalk requirements along Cleveland Avenue. However, without the traffic study results being available, Mr. Paschke potential information supporting that proposed design or Ramsey County's determination on whether or not they supported an access point at the proposed site, it was difficult to say at this point if revisions were needed for additional rights-of-way or sidewalks.

In referencing the extension of Twin Lakes Parkway extending the entrance ramp on I-35W, Member Daire questioned if that was a City or County facility.

Mr. Paschke responded that, at the juncture of Twin Lakes Parkway and Cleveland Avenue, three jurisdictions were involved: the Minnesota Department of Transportation (MnDOT), Ramsey County and the City of Roseville. Mr. Paschke reiterated that the traffic study would indicate at what point and to what extent access points were determined.

With Member Daire noting that a Preliminary Plat did not have all those questions answered, Mr. Paschke responded that a Preliminary Plat never did have that detailed information available.

At the request of Member Daire, Mr. Paschke advised that the final plat would have those questions answered, including access onto Cleveland Avenue and potential traffic flow across the properties, which was needed information before moving forward to final design and platting. Depending on the time for traffic study results and findings and recommendations of the City Engineer, and subsequent discussions with the applicant and other jurisdictions by the City Engineer, Mr. Paschke advised that those decisions would occur prior to any final plat approval.

Specific to the staff Design Review Committee (DRC), Member Daire asked how they had arrived at their conclusion regarding a “unified” development (page 2, line 34) and how they determined the two separate developments were related.

Mr. Paschke advised that, while not related, the area was considered as one development site, thus requiring coordination of a number of things, including storm water management, grading, shared access points, signage with a master sign plan for the area, and other infrastructure amenities. Mr. Paschke opined that neither site could stand on its own without assistance and coordination with adjacent parcels, thus the determination of a “unified” development, or in other words, one development with two separate developers.

At the request of Member Daire, Mr. Paschke confirmed that “unified” was not the same nor did it indicate being a Planned Unit Development (PUD).

At the request of Member Murphy, Mr. Paschke confirmed that staff had received no public comment to-date regarding this development or Preliminary Plat.

Member Stellmach questioned if staff had any sense of the potential tenants for the two retail buildings, which may impact proposed parking space.

Mr. Paschke advised that staff had no information on tenants at this time, and the use was simply identified as “retail,” allowing for particular uses as defined by code. Mr. Paschke noted that some restaurant uses may be defined as more retail in nature versus a sit-down restaurant; but clarified that all were specifically addressed in code and parking was based on the square footage of the building itself. Based on the Preliminary Plat proposal at this point, Mr. Paschke advised that sufficient parking was available to meet minimum parking standards; and that analysis would be updated once a final use was identified and with the shared parking as identified.

Member Boguszewski questioned if, given the proposed size of retail buildings and the intent at this preliminary plat stage for two buildings, if the developer or owner could change that from two to one larger building.

Mr. Paschke suggested the developer respond to that question; reminding the Commission that at this preliminary plat stage, building size was not an applicable consideration as the body was basically approving the lots and lot lines for the parcel(s). Mr. Paschke noted that subsequent plans could definitely change from two to one building, and may vary several times throughout the process, since they were not etched in stone at this preliminary staff. While having proposed facilities identified may help to inform the process, Mr. Paschke noted that it was not a major consideration for preliminary plat approval.

Member Cunningham asked how a traffic study was done, whether specific to one development or cumulative in nature to determine area-wide affects in overall traffic patterns. For example, Member Cunningham sought information on the “before” and “after” impacts of the WalMart development, based on concerns expressed by residents about the huge amount of traffic such a development could create, and now how this future development would impact traffic.

Community Development Director Bilotta advised that the traffic study consisted of building a model, with each development added onto the other. Mr. Bilotta advised that this traffic study would take into account land use changes over time, including those from the WalMart development. Mr.

Bilotta noted that sometimes the studies went ever broader, referencing another traffic study being done by the City now for the entire Twin Lakes area related to Twin Lakes Parkway development and extension, that included areas involving Lincoln Drive and Snelling Avenue, as well as taking into consideration private development within that area, as well as the proposed hot lane on I-35W and other area-wide traffic situations.

Member Cunningham noted recent online postings and concerns expressed on the Neighborhood Forum about traffic; and asked if the public could be made aware of traffic study results before, now and after each study.

Mr. Bilotta clarified that this traffic study was related only to this project, but was related to the broader model, and offered to consult with the City Engineer to determine whether or not it had been finalized. Mr. Bilotta advised that the broader Twin Lakes traffic study still underway would take into account all these pieces, and provide that information to the City Council for local development impacts as well as background traffic under three different scenarios and considering local and regional issues and impacts.

Within that concept, Member Boguszewski cautioned the difficulties in comparing a development or redevelopment to nothing. Using Walmart as an example, Member Boguszewski noted that increased traffic increases needed to be proportioned and not skewed in interpretation based on that area never having been developed in the past.

Member Cunningham stated that, from her perspective, it was less about changes or a need to curtail development versus whether or not current infrastructure supported and was adequate for development or if it was indicated that better or improved traffic management or infrastructure was needed.

Using WalMart as an example, Mr. Bilotta noted that it was working fairly well, and while there were some impacts of course, the majority of traffic appeared to be moving more toward the west. Mr. Bilotta noted that, as part of the planning and zoning in the broader area, sensitivity was needed for various uses such as how different types of uses affected overall traffic or traffic during peak hours and differences in office building impacts and residential impacts as uses in the area.

At the request of Member Murphy, Mr. Bilotta clarified that the City became owner of the traffic studies, with the developer(s) paying for the studies as part of their application and development costs. Mr. Bilotta confirmed that the traffic studies were public data and accessible by the public when finalized.

Applicant Representatives: Mark Krogh, Java Properties; Patrick Saurer, Civil Site Group, 4931 W 35th Street, St. Louis Park, MN; with other development team members available in the audience.

Mark Krogh, Java Properties

Mr. Krogh advised that, due to non-disclosure requirements on potential users of the two retail buildings, as well as the larger grocery store building, he was unable to identify those users, even though the applicant was recipient of a number of Letters of Intent for the properties. Mr. Krogh did confirm that, while the applicant had originally intended one larger retail spot, the market was dictating interest in two smaller retail spots that would provide two separate end cap buildings with sufficient patio space for each building.

Mr. Krogh clarified that, while the grocery store was inadvertently identified in some documents as an “Aldi” facility, that was an error on his part and the end user had yet to be identified.

Dean Dovolis, DJ & R, 333 Washington Avenue, Mpls., MN

Mr. Dovolis confirmed that the applicant had received Letters of Interest from several sit-down restaurants already, making the patio and end cap buildings more marketable, along with meeting the urban retail building requirements of Roseville City Code. With the grocery store facility connected to those buildings with north/south sidewalks, as well as connecting to the hotel developments, Mr. Dovolis noted that this created a complex with stay, food, dining and other amenities available for a complete entity. Mr. Dovolis advised that it had been intentional to connect with and provide a common access between their buildings and site with the hotel site to complement each other.

Mr. Krogh stated that the hotel developers had been great to work with and were excited to be able to offer the potential restaurant tenants to their clientele to provide those amenities to their customers, especially with the walking path available to accommodate the broader pedestrian-friendly development.

Member Boguszewski asked if the Letters of Intent received by the developer were serving to drive the retail depiction and appeared to be final, with the buildings built to spec.

Mr. Krogh reiterated that the final plan was for one long, inline building, but recognized that such a facility was the most difficult to lease. However, based on feedback from potential users, Mr. Krogh noted the changed plan for separate, end cap buildings with outdoor patio space for restaurant user, even though they were more expensive to build, but appeared to be what the market was dictating.

At the request of Member Daire, Mr. Dovolis identified the illustrations displayed, elevations, stair access, and similar glazing on the front and backs of the buildings to conform to City Code requirements.

At the request of Member Stellmach, Mr. Dovolis advised that, no matter the tenant, the size of the grocery building would not change dramatically, and could even get smaller, but not larger, since it was identified as a specialty junior-sized grocery use.

Member Boguszewski noted that the site plan listed in the Minneapolis/St. Paul Business Journal had identified the grocery development as an "Aldi's."

Mr. Krogh admitted that this had been taken from other generic information and was an error on his part, and apologized for any confusion or misperceptions it had created.

Chair John Gisselquist closed Public Hearing at approximately 7:09 p.m. with no one appearing for or against.

Chair Gisselquist spoke in support of the Preliminary Plat as presented, opining that it appeared to be a sound plan with steps in place as detailed in the staff report. Chair Gisselquist asked staff to address potential changes in existing storm water management as a result of this development, and the exact location of the existing infrastructure.

Using the displayed map, Mr. Paschke pointed out the area of an existing storm water best management practices (BMP) facility originally installed by the City as part of Twin Lakes Parkway improvements, and if the proposed access point is supported, would be modified at the developer's expense.

Member Daire sought further clarification from staff regarding shared access if note allowed by Ramsey County, for access of Twin Lakes Parkway north through the center island.

Mr. Paschke reiterated that future determination depended on the results of the traffic study; but at this point, the presumption was that the two sites would have three access points: one off Iona from the hotel site, and two on this site. Mr. Paschke admitted that the presumption made more sense if the traffic study supported it, but would rely on different jurisdictions and authorities to make that decision and be based on the numbers identified with the traffic study model. Mr. Paschke noted that

the traffic study would direct the development and determine the location of access points and where and how they would best work with projected vehicle volumes.

Member Daire acknowledged that it remained an unknown until Ramsey County responded; however, he recognized the response provided by the developer and architect regarding the intent of the pass-through or route between sites as a positive rather than a negative. Therefore, Member Daire stated that it went a long distance in quieting his concerns based on those intents. Member Daire offered his support for the Preliminary Plat as presented.

At the request of Member Murphy, Mr. Paschke clarified that the hotel was proposed for construction right up to Mount Ridge Road, and therefore no access would be available in that area.

MOTION

Member Murphy moved, seconded by Member Gisselquist to recommend to the City Council approval of the proposed The Cleveland Club PRELIMINARY PLAT, based on the comments, findings and conditions as stipulated in the staff report dated January 7, 2015.

Ayes 7

Nays: 0

Abstentions:

Motion carried.