CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

November 2, 2018

TO ALL PLAN COMMISSION MEMBERS:

Fred Horne	**Michelle Scanlan**
Jim Zajkowski	**David Wilford**
Mike Kastens	**David Tyvoll**
MaryKay Rice	

This is to notify you that there is a Plan Commission meeting scheduled for Thursday, November 8, 2018 at 5:00 p.m. in the Council Chambers of the Civic Center, 156 East First Street, City of New Richmond, WI.

AGENDA:

1) **Roll Call**
2) **Adoption of Agenda**
3) **Approval of the minutes from the previous meeting on October 2, 2018**
4) **Public Hearing to consider the following:**
   a) **Application for Conditional Use Permit to allow a car wash subject to 121-50.D of the Zoning Ordinance and a convenience gas station subject to Section 121-50.H of the Zoning Ordinance. Property is located at 1048 – 1132 North Knowles Avenue and 312 North Shore Drive and described as: OUTLOT 454 & N 17.5 FT OF W 165 FT OF OL 452; OUTLOT 455; OUTLOT 456 & LOT 4 OF CSM 1/23 BEING PART OF OUT-LOT 457 EXC PT TO HWY PROJ 1559-08-24; LOT 1 CSM V1, P23 OUTLOT 457 DOC. #272654 RECORDED 6-7-63.**
   b) **Application for Zoning map amendment rezoning property from Z3 District to Z7 District in accordance with the Comprehensive Plan, certified survey map, and site plan review for expansion of an existing office/warehouse building. Property is located at 1433 Cernohous Avenue and described as: SEC 10 T30N R18W PT SW NE & PT CSM 9-2430 LOT 1; BEING CSM 21-5248 LOT 16 (2.16 AC) & INC COMM SW COR SD LOT 16; TH N 89' W 106.00FT; TH N 00' W 304.56FT; TH E ALNG S LN LOT 12 CSM 21-5248 106.00FT TO NW COR SD LOT 16; TH S 304.56FT TO POB.**
   c) **Petition for Annexation for the following properties:**
      1) ANNEXATION DESCRIPTION - PARCEL 1 - SOUTH SIDE OF PAPERJACK - Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; being that parcel described in Document Number 674372 and Document Number 674776, described as follows: Beginning at the northeast corner of Lot 1 of Certified Survey Map recorded in Volume 9, Page 2430, Document Number 476885 at the St. Croix County Register of Deeds Office, said point being on the south line of the plat of New Richmond Business and Technical Park; thence westerly, along the south line of said plat, 182 feet; thence southerly 33 feet; thence easterly 182 feet to the east line of said Lot 1; thence northerly, along said east line, 33 feet to the point of beginning. Parcel contains approximately 0.14 Acres (6,006 Sq. Ft.). Above described parcel was excepted from Parcel 1 described in Ordinance #418.
      1) West Side of HWY "65" – South of Paperjack Drive Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows: Beginning at the E1/4 Corner of Section 10; thence North, along

the east line of the NE1/4 of said section, 1319 feet more or less; thence West, 75 feet more or less to the west right-of-way of Highway "65" as described in Document Number 290618 at the St. Croix County Register of Deeds Office; thence South, along said west line, 446 feet more or less to a north line of Parcel Number 5 described in Document Number 916885; thence East, along said north line, 42 feet more or less to the east line of said parcel; thence South, along said east line, 202 feet more or less to a south line of said parcel ; thence West, along said south line, 42 feet more or less to previously described west right-of-way line; thence South, along said west line, 670 feet to the east - west 1/4 line of said section; thence East, along said east - west 1/4 line, 75 feet more or less to the point of beginning. Parcel contains approximately 2.08 Acres (90,573 Sq. Ft.).

2) East Side of HWY "65" – South of Richmond Way
Located in the NW1/4 of the SW1/4 of Section 11, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows: Beginning at the W1/4 Corner of Section 11; thence S00°01'31"E, along the west line of the SW1/4 of said section, 589.86 feet to the westerly extension of the south line of a Certified Survey Map recorded in Volume 15, Page 4129, Document Number 651735 at the St. Croix County Register of Deeds Office; thence S89°51'41"E, along said westerly extension, 40.00 feet; thence N00°01'31"W 589.86 feet to the east-west 1/4 line; thence S89°58'20"W, along said east-west 1/4 line 40.00 feet to the point of beginning. Parcel contains approximately 0.54 Acres (23,592 Sq. Ft.).

5) Action on Public Hearing Agenda
6) Kwik Trip Certified Survey Map
7) Communications and Miscellaneous
8) Adjournment

Fred Horne
Mayor

cc:

The News	Northwest Cable	City Website
Mike Darrow	Nick Vivian	Mike Demulling
Bob Meyer	Jim VanderWyst	Craig Yehlik
Beth Thompson	Rae Ann Ailts	Joel Enders
Noah Wiedenfeld	Jeremiah Wendt	Weston Arndt
Kevin Blader		

PLAN COMMISSION MEETING
OCTOBER 2, 2018 - 5:00 P.M.

Members Present: Fred Horne, Mike Kastens, MaryKay Rice and David Tyvoll

Members Absent: Jim Zajkowski, Michelle Scanlan, and David Wilford

Others Present: Beth Thompson, Noah Wiedenfeld, Ronald Raedeke, Susan Loomis, Richard and Jonna Klucas, Jim Rusch and Tanya Batchelor

Fred Horne called the meeting to order and roll call was taken.

Mike Kastens moved to adopt the agenda as presented, seconded by David Tyvoll and carried.

MaryKay Rice moved to approve the minutes from September 4, 2018, seconded by David Tyvoll and carried.

Public Hearing

Fred Horne declared the Public Hearing open to discuss the following:
a) Application for Conditional Use Permit from Ronald Raedeke at 348-362 North Knowles Avenue to allow two principal structures on one lot. Property described as Lots 23, 24 and 25 of Assessor's Plat #1.

Beth explained that she has been working with Ron and Susan for over a year on this project. The Conditional Use Permit is needed to allow more than one principal building on one lot. The City previously secured a trail easement for this property when they approved the Certified Survey Map. The zoning district allows for multiple family housing and the comprehensive plan allows this use as well. Ron and Susan went above and beyond the requirements for the building to make it very attractive including goose neck lighting, awnings, and small decks. The buildings have garages and off-street parking. Discussion followed. Fred Horne declared the Public Hearing closed. Mike Kastens moved to approve the Conditional Use Permit for Ronald Raedeke allowing multiple principle buildings on one lot with the following conditions:

1) All exterior light fixtures shall have 90 degree horizontal cut-off in accordance with Section 121-51.A.1.e of the Zoning Ordinance.
2) The trash enclosure shall be constructed with a design and materials consistent with that of the fence shown on sheet C9, subject to approval of the Zoning Administrator.
3) All utility issues are subject to review and approval of the Public Works Director.
4) All grading, drainage, and erosion control issues are subject to review and approval of the Public Works Director.

Motion was seconded by MaryKay Rice and carried.

Extra-Territorial CSM from Richard & Jonna Klucas

Noah Wiedenfeld explained the Certified Survey map is located in Star Prairie Township along Highway 65. The owners wish to construct an additional building and the County is requiring the lot to be divided between the uses for commercial and rural residential. This CSM is located within the Urban Reserve Area for the Boundary Agreement between the City and Township of Star Prairie. There is a requirement for a 50 foot road right-of-way. Jim Rusch explained the property owners have not owned the road right-of-way so they do not need to dedicate the additional 50 feet. Discussion followed. Mike

Kastens moved to approve the Certified Survey Map from Richard and Jonna Klucas with the following conditions:

1) A deed restriction shall be recorded with the proposed lot and remaining parcel prohibiting further subdivision except as allowed in accordance with the Star Prairie Cooperative plan.
2) The deed restriction shall state that the proposed lot and remaining parcel shall not be further subdivided without provision of local street access to existing and proposed lots; direct lot access to State Trunk Highway 65 for any new lots shall be prohibited.
3) The existing septic system shall be inspected by a licensed septic designer to determine that it is functioning properly and that there is adequate space within the proposed lot for a primary and secondary drainfield site.
4) All stormwater issues are subject to review and approval by the Public Works Director.

Motion was seconded by David Tyvoll and carried.

Extra-Territorial CSM from Craig Warren

Noah Wiedenfeld explained the location of this Certified Survey Map at 1506 127th Street in Richmond Township. The right-of-way easement needs to be 50 feet rather than 45 feet. This can be done through an easement to make sure the smaller lot is not less than two acres. The Development Review Committee recommends approval with the following conditions:

1) A deed restriction shall be recorded with lot 2 prohibiting access to County Road G.
2) The existing septic system within proposed lot 1 shall be inspected by a licensed sept designer to determine that it is functioning properly and that there is adequate space within proposed lot 2 for a septic system that includes a primary and secondary drainfield site.
3) All stormwater issues are subject to review and approval of the Public Works Director.

Jim Rusch asked to put the access restriction on the face of the CSM rather than record a separate document. Jim also explained that he has updated the CSM to include the drainage and utility easements. MaryKay Rice moved to approve the Certified Survey Map with the conditions listed, allowing Jim to show the access restriction on the face of the CSM as well as showing the drainage and utility easements on the map, seconded by David Tyvoll.

Communications and Miscellaneous

The November meeting will need to be changed due to the election on November 6, 2018. It was the consensus to have the November meeting on November 8, 2018 at 5:00 p.m. Noah Wiedenfeld stated there will be a ceremony on October 9, 2018 for the dedication of a Historical Marker by the mill pond recognizing John Doar.

Mike Kastens moved to adjourn the meeting, seconded by David Tyvoll and carried.

Meeting adjourned at 5:35 p.m.

Tanya Batchelor
City Clerk

CITY OF NEW RICHMOND
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ANALYSIS OF PROPOSED KWIK TRIP

SOUTHEAST CORNER OF KNOWLES AVENUE & NORTH SHORE DRIVE
NEW RICHMOND, WI 54017
NOVEMBER 2, 2018

Table of Contents

Planning Report……. 3

Exhibit A. Legal Review by City Attorney……. 16

Exhibit B. Review by Director of Public Works…… 20

Exhibit C. Transportation Review – MSA Professional Services…….. 26

Exhibit D. Floodplain, Environmental, Stormwater Management, Erosion Control, Utilities, & Landscaping Review – Short Elliott Hendrickson……. 29

Exhibit E. Correspondence with Wisconsin Department of Natural Resources……. 33

Exhibit F. Letter from Wisconsin Department of Transportation……. 34

Exhibit G. Memo from Electric Superintendent……. 35

Exhibit H. Questions & Responses from Citizen-Requested Meeting…… 36

Exhibit I. Map – Proximity of New Richmond Gas Station to Residential Property…… 45

Exhibit J. Map – Proximity of Other Kwik Trips to Residential Property……. 46

Exhibit K. Class 2 Meeting Notice……. 47

Exhibit L. Map & Addresses of Notified Property Owners……. 48

Exhibit M. National Flood Hazard Map…… 51

Exhibit N. Map – Drive Times & Distances……. 52

Exhibit O. Zoning Timeline…… 53

Exhibit P. Photos: Current Site Photos……. 55

Exhibit Q. Photos: Kwik Trip in Other Communities…… 58

Exhibit R. Signed Letter from Kwik Trip Regarding Recommended Conditions…… 60

Exhibit S. Kwik Trip Application Materials……. 61

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MEMORANDUM

TO: Plan Commission

FROM: Noah Wiedenfeld, Director of Planning

DATE: November 2, 2018

SUBJECT: Analysis of Proposed Kwik Trip: Certified Survey Map & Conditional Use Permit

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PROJECT PROPOSAL
Kwik Trip, Inc. is proposing to construct a gas station/convenience store and car wash at the southeast corner of Knowles Avenue and North Shore Drive.

PROCESS
The developer has submitted applications for certified survey map review and a conditional use permit for the gas station/convenience store and car wash. The conditional use permit application requires a public hearing and a Class 2 Notice (2 insertions in the local newspaper). In keeping with the City of New Richmond's strong emphasis on transparency and community engagement, City staff met with individual property owners and participated in two public meetings: one at the request of a citizen, and the other with a presentation by Kwik Trip, Inc. Note that this memo addresses both the CSM and the conditional use permit applications.

Date	Certified Survey Map
Sept. 12	Application Received
Sept. - Oct.	Development Review Committee
Oct. 12	Citizen Requested Meeting
Oct. 18	Neighborhood Meeting
Nov. 8	Plan Commission Meeting & Public Hearing
Nov. 8	Plan Commission Recommendation
Nov. 8	City Council Final Action

Date	Conditional Use Permit
Sept. 12	Application Received
Sept. - Oct.	Development Review Committee
Oct. 12	Citizen Requested Meeting
Oct. 18	Meeting notice published
Oct. 18	Neighborhood Meeting
Oct. 25	Meeting notice published
Nov. 8	Plan Commission Meeting & Public Hearing
Nov. 8	Plan Commission Final Action

EXECUTIVE SUMMARY OF ANALYSIS (RECOMMENDATIONS)

Under Wis. Stat. §62.23(7)(de)2.a., "If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence." Substantial evidence is defined as meaning "facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion."

Consideration of a certified survey map is governed by Section 117-20 of the City's Code of Ordinances. If the proposed certified survey map complies with all City ordinances, rules, regulations, comprehensive plans, comprehensive plan components, and neighborhood plans, the certified survey map should be approved.

The Development Review Committee recommends the following action be taken by the Plan Commission:

Action 1. Recommend approval of the certified survey map with the following conditions:

1. All existing internal easements shall be vacated.
2. All utility, grading, drainage, and erosion control issues are subject to review and approval of the Public Works Director.

Action 2. Recommend approval of the conditional use permits with the following conditions:

1. Approval of the conditional use permits shall be contingent upon approval of the certified survey map.
2. The plans shall be modified to show the Ordinary High Water Mark (OHWM), the 35-foot vegetative buffer, and the 75-foot building setback.
3. The portions of the site within 35 feet of the OHWM shall be restored with native seeding or plantings.
4. The applicant shall work with the DNR to conduct a Natural Heritage Inventory of the proposed site, and comply with any DNR requirements that arise from that inventory.
5. Direct and indirect impacts to area wetland hydrology should be explored with coordination from the DNR wetland and waterways program.
6. The elevations shall be updated to indicate the type of material used for the auto fueling canopy.
7. All vending machines shall be located indoors.
8. Outdoor display of products shall not block vehicle and pedestrian access routes and is prohibited closer to the street than pump islands.
9. Car wash bay doors shall close automatically during the wash cycle to minimize noise impacts.
10. Car wash hours of operation shall be limited to between 7:00 a.m. and 10:00 p.m. daily.
11. Outdoor music shall be limited to between 7:00 a.m. and 10:00 p.m. daily.

12. Sound levels for the gas station/convenience store and car wash shall comply with Section 50-87.D of the City Code of Ordinances.
13. The landscaping plan shall be revised to include 10'- high evergreen trees in conjunction with a 6'- high fence as a proactive measure to limit possible concerns from the neighborhood about noise or vehicle headlights, and to further screen the loading area on the east side of the principal building.
14. The landscaping plan shall be revised to ensure that the plant schedule and plan notes are consistent with the actual number of plants shown on the landscaping plan.
15. Trees shall be replaced on a 1:1 replacement ratio. The City shall require a fee of not less than $100 for each tree that is not replaced, per Section 121-55.C.
16. Landscaping improvements require a financial guarantee per Section 121-31 and shall not be deemed complete until the City has verified survivability of all required plantings through two winter seasons. The financial guarantee shall be received by the City on or before the date on which the building permit application is submitted.
17. WisDOT must approve the submitted Intersection Control Evaluation (ICE), and the Applicant must make any modifications to the ICE required by WisDOT.
18. The recommended intersection control alternative (traffic signals unless WisDOT requires a different alternative) shall be in place before a Certificate of Occupancy is issued for the Kwik Trip development.
19. The full cost of design and construction of the intersection improvements shall be borne by the applicant.
20. The intersection design shall include accommodations for bikes and pedestrians to cross Knowles Avenue as well as North Shore Drive.
21. All components of the intersection design are subject to the review and approval of the City and WisDOT.
22. Left turns directly onto Knowles Avenue from the Kwik Trip driveway shall be prohibited, with on-site signage indicating this restriction.
23. Left turns from Knowles Avenue into the Kwik Trip driveway may be restricted if it is determined necessary by the City and WisDOT – this issue will be further discussed as part of the ongoing Knowles Avenue corridor study.
24. The right-in access shall be shifted to the east, to provide additional distance from the Knowles Avenue intersection.
25. The right-in access shall include signage for "No Trucks" entering at that location, as well as "Do Not Enter" for vehicles exiting the site.
26. The width of the right-in access shall be increased to 16' to provide adequate space for turning vehicles.
27. The applicant shall verify that their snow removal equipment can accommodate the 16'-wide entrance.
28. As part of the intersection design, the access to the Pete's Pizza site shall be redesigned. The design costs shall be borne by the applicant, and the construction costs may be assessed to the applicant as part of the development agreement.
29. The applicant shall be required to grant an easement, and construct a trail along the river on the east side of the property. In the future, this would connect to the rest of the riverwalk along the Willow River when it is constructed to the south, but would also be

connected along the south lot line to the Knowles Avenue sidewalk to provide direct bike/pedestrian access to the convenience store. To enable the future connection of the riverwalk trail along the Willow River, the applicant shall place $125,000 in escrow for that project.

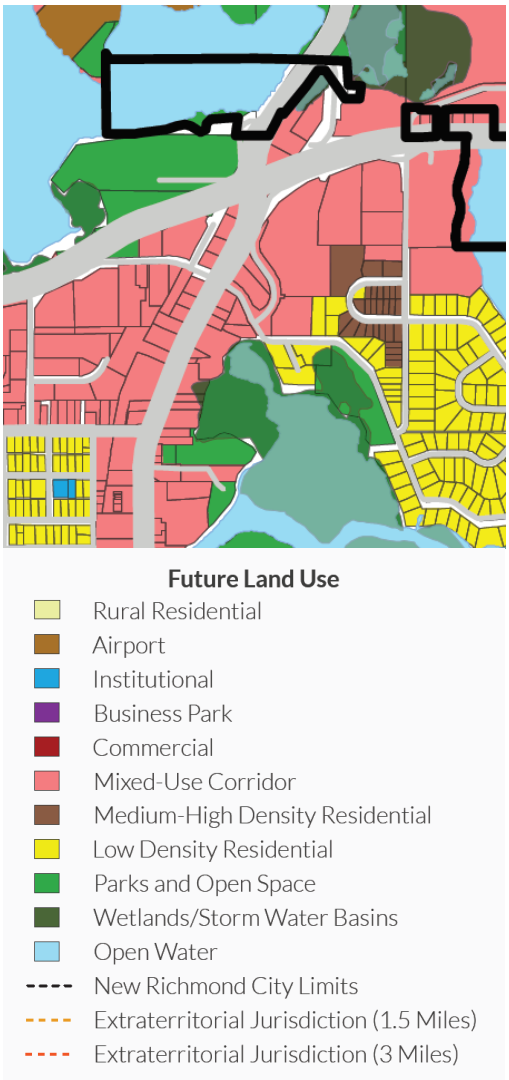
30. Dynamic display signs shall require approval of a valid license per Section 46-172.
31. The site plan shall be revised to indicate that the exterior refuse/recycling enclosure has a solid gate.
32. All utility, grading, drainage, and erosion control issues are subject to review and approval of the Public Works Director.
33. The sewer main and manhole on the site shall be reconstructed to ensure constructability and future accessibility for excavation.
34. The watermain and service laterals shall be placed at a minimum 8' bury, which will require dewatering.
35. A 4" flushing hydrant shall be installed on the site to allow for cleaning the water service at an adequate scouring velocity.
36. The existing water services that will not be used for the development shall be abandoned at the corporation stop to avoid future leaks.
37. The sanitary sewer shall be insulated as needed, in accordance with WI Administrative Code SPS 382.30.
38. While the existing boundary of the floodplain is shown on the survey for the proposed development, both the existing and proposed boundaries should be shown and clearly labeled on the site plans.
39. The plans shall be modified to bring the car wash building and adjacent grading into compliance with City Ordinance 109-190(d).
40. The applicant shall comply with the requirements of City Ordinance 109-59(b), and secure a Land Use Permit prior to issuance of a building permit.
41. The applicant shall submit a copy of an approved Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to issuance of a Land Use Permit.
42. The applicant shall submit a copy of an approved Letter of Map Revision (LOMR) prior to receiving a Certificate of Compliance.
43. The applicant shall comply with the requirements of City Ordinance 109-59(c), and secure a Certificate of Compliance prior to any buildings on the site being granted occupancy.
44. The applicant shall provide a plan, in accordance with Section 109-62, certified by a registered professional engineer or architect that the floodproofing measures will protect the proposed underground tanks to the flood protection elevation.
45. The applicant shall be responsible to secure any permits that may be required by the United States Army Corps of Engineers (USACE), or any other state or federal regulatory agencies.
46. Approval of the application is contingent on approval of the construction and ongoing maintenance plans by DATCP.

47. The applicant shall develop and maintain a spill containment plan (with contact information), and have spill containment materials on hand at all times. A copy of the plan shall be filed with the City prior to issuance of occupancy.
48. The applicant shall coordinate with the DNR's wastewater program with regard to the state's general permit addressing discharge of petroleum contaminated water.
49. The applicant shall submit an as-built confirming the constructed embankment top elevation.
50. The applicant shall secure a DNR permit if the dewatering pumping rate exceeds 70 gallons per minute.
51. The plans shall be modified to show reinforced concrete pipe (RCP) within the street right-of-way.
52. The plans shall be modified to resolve the elevation conflict related to the pipe between Apron #13 and Outlet Structure #12.
53. The plans shall be modified to show the 2-year storm elevation on the detail for the wet detention basin liner.
54. The applicant shall consider the use of sediment forebays at inlets to ease maintenance efforts.
55. The applicant shall submit a long-term stormwater maintenance agreement that addresses the submerged outlets, catch basin snouts, inlets, pipes, and wet detention basin.
56. The use of trench drains around the car wash draining to the wet pond shall be confirmed with DPS code.
57. The length to width ratio of the stormwater pond flow path shall be maximized with a goal of 3:1 or greater to prevent short circuiting.
58. The applicant shall confirm that any storm up to the 10-yr, 24-hour design storm shall not flow backward through the principal outlet.
59. The applicant shall adjust the invert elevation of the submerged outlet as needed to maximize sediment removal efficiency.
60. The applicant shall submit a copy of their approved Wisconsin Pollution Discharge Elimination System (WPDES) Notice of Intent (NOI) permit prior to issuance of a building permit.
61. A development agreement shall be signed by both the applicant and the City to ensure that required public improvements are made and the City's financial interests are protected.

DETAILED ANALYSIS

COMPREHENSIVE PLAN

The Future Land Use Plan in the City of New Richmond's 2040 Comprehensive Plan guides the community's land toward a desired land use pattern and identifies areas in the City for future growth. The proposed project is located on land designated as mixed-use corridor. Areas with this land use category include a mixture of regional, commercial, retail, office, lodging, and multi-family residential uses. The project complies with the Future Land Use Plan in the Comprehensive Plan. Beyond the Future Land Use Plan, additional policies identified in the Comprehensive Plan regarding mixed-use corridors and economic development should also be taken into consideration when reviewing the project proposal, including the following:



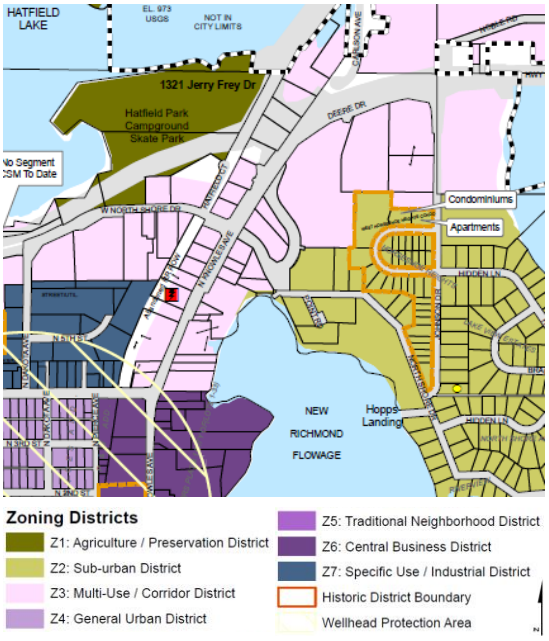
- Encourage site and building design that orients higher quality architectural features and elements towards the public street corridors.
- Encourage parking strategies and designs that will minimize the negative impacts of large surface parking lots.
- Minimize traffic conflicts and congestion by directing primary access points to be on a side street or commercial side road.
- Ensure the location of buildings and parking lots support a logical traffic pattern and encourage pedestrian movement within the area and to the broader pedestrian network.
- Support streetscape and landscaping enhancements that increase corridor attractiveness and improve motorized and non-motorized safety.
- Require development and redevelopment projects to identify and provide internal pedestrian circulation systems.
- Promote Downtown, the STH 64 corridor, and the north side area as key locations for business development in New Richmond.
- Avoid the disruption of, and reduction of the quality of, nearby residential uses by commercial or industrial land uses.

The proposal, with the conditions identified, is consistent with the aforementioned policies through the following examples:

- The site and building design maintain a high standard of architectural and aesthetic compatibility with surrounding properties and contribute towards creating an attractive gateway corridor to the City of New Richmond.
- The stormwater management plan consists of a series of catch basins connected by stormwater pipes that drain to a stormwater pond.
- The building has been configured to direct traffic to use North Shore Drive as the primary access to the property, rather than having several curb cuts along Knowles Avenue
- The proposal, with the conditions identified, improves motorized and non-motorized safety by improving the intersection of Knowles Avenue and North Shore Drive and includes an off-street trail on the east side of the property.
- The proposal may serve as a catalyst for continued development along STH 64, Knowles Avenue, and the north side of the city.
- The proposal, with the conditions identified, minimizes impacts from noise, outdoor lighting, and vehicle headlights.

ZONING

The project is located in a Z3 Multi-Use/Corridor District. The purpose of the Z3 Multi-Use/Corridor District is to provide a mixture of regional commercial, retail, office, lodging and residential uses in a mixture of building forms. Developments are to include landscaped surface parking lots and interconnected sidewalks or multi-use trails. The general character of the neighborhood in a Z3 Multi-Use/Corridor District includes a mixture of retail, commercial, and medium density residential. A convenience store/gas station and car wash are allowed uses in this zoning district <u>subject to approval of a conditional use permit.</u>



SHORELAND

Please see Exhibit B from the Public Works Director and Exhibit D from SEH, Inc. for more detailed analysis regarding the shoreland setback area, vegetative buffer zone, ordinary high water mark, etc.

SURROUNDING USES

The project site is located near several other compatible uses that share a Z3 Zoning District designation, including Pete's Pizza, Warner's Dock, Countryside Veterinary Clinic, New Richmond Insurance Agency, and Hansen's Learning Center. Proceeding east on North Shore Drive, the land uses transition to a Z2 District with First Baptist Church and single-family residential dwellings. The New Richmond Flowage of the Willow River is located to the

southeast of the property. City staff have also reviewed the proximity of existing gas stations to residential neighborhoods in New Richmond and in other communities (Exhibits I and J).

Compatibility with surrounding uses shall be considered as part of the evaluation criteria for conditional use permits according to Section 121-32.D. which follow:

> *Section 121-32.D.2. The establishment, maintenance, or operation of the conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public health, safety, morals, or comfort.*
>
> *Section 121-32.D.3. The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted.*
>
> *Section 121-32.D.4. The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.*

The table below outlines some of the major concerns that were expressed at the two public meetings, and how they would be alleviated per the plans submitted by the developer and the conditions that are recommended by City staff in this memo.

CONCERN	**PROPOSED ACTION**
Noise	The landscaping plan shall be revised to include 10'- high evergreen trees in conjunction with a 6'-high fence as a proactive measure to limit possible concerns about noise or vehicle headlights. The car wash hours of operation per City Code shall be limited to between 7:00 a.m. and 10:00 p.m. daily. Music shall also be limited to between 7:00 a.m. and 10:00 p.m. Sound levels for the gas station/convenience store and car wash must comply with Section 50-87.D.
Lighting	The landscaping plan shall be revised to include 10'- high evergreen trees in conjunction with a 6'-high fence as a proactive measure to limit possible concerns about noise or vehicle headlights. The photometric plan submitted by the applicant meets all performance standards in the City Code.
Increase in Traffic Volume	The applicant shall pay for the cost of designing and constructing the traffic signal control and all other recommended modifications to the intersection. See Exhibit B.
Environmental Protection	The applicant must comply with requirements regarding setbacks from the ordinary high-water mark and a vegetative buffer. The applicant's storage tank plans shall be approved by the Wisconsin Department of Agriculture Trade and Consumer Protection prior to the start of any construction activity. The

	applicant shall secure all other necessary permits from Federal, State, and local agencies. See Exhibit B.

The proposed development and operation of the proposed uses is determined to be compatible with the surrounding uses if all recommended conditions are met. The conditional use permit application process provides the Plan Commission with the opportunity to approve the application with conditions that may alleviate concerns from surrounding property owners about possible negative impacts to the area that may be caused by the development and operation of the proposed uses. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence, per Wis. Stat. §62.23(7)(de)2.a.

LOT REQUIREMENTS

The minimum lot width in the Z3 Multi-Use/Corridor District is 80 feet. The maximum lot coverage for the proposed use is 70%. The proposed project is 38% greenspace and 62% hard cover (53% paved area and 9% building area) and thus complies with the Zoning Ordinance.

SETBACKS

The proposed project meets all minimum setbacks as required in the Z3 District, shown below.

Requirements	Principal Front	Secondary Front	Side	Rear
Principal	25’	20’	10’	35’
Accessory	25’	20’	5’	20’
Off-Street Parking	15’	10’	5’	5’

Proposal	Principal Front	Secondary Front	Side	Rear
Principal	166’	86’	233’	39’
Accessory (Car Wash)	40’	240’	63’	99’
Accessory (Fuel Canopy)	60’	58’	84’	185’
Off-Street Parking	60’	10’	N/A	N/A

BUILDING CONFIGURATION

Principal buildings in the Z3 Multi-Use/Corridor District may be up to four stories in height, and accessory buildings may be up to two stories in height. Buildings with a first floor commercial function must be a minimum of 11 feet in height from finished floor to finished ceiling, with a maximum of 25 feet in height. The proposed convenience store is 23.5 feet in height, the car wash is 17.25 feet in height, and the auto fueling canopy is 20 feet in height. The proposed building configuration complies with the Zoning Ordinance.

ARCHITECTURAL DESIGN

The front elevation of the proposed convenience store includes red brick, tan soldier course, tan stucco, red and almond fascia, and a standing seam metal roof. The left, right, and rear elevations share a consistent design. The front and side elevations of the auto fueling canopy

indicate a white colored canopy with a red horizontal accent and LED signage. The elevations shall be updated to indicate the type of material used for the auto fueling canopy.

OPERATIONS

Conditional use permit standards for gas stations/convenience stores include the following conditions:

1. Principal Frontage access may be allowed.
2. All vending machines shall be located indoors.
3. Outdoor display of products shall not block vehicle and pedestrian access routes and is prohibited closer to the street than pump islands.

The site plan indicates the location of outdoor sales/display areas for ice, propane, and merchandising. The aforementioned conditions related to vending machines and outdoor display of products shall be included as conditions of approval of the conditional use permit.

Conditional use permit standards for car washes include the following conditions, per Section 121-50.D:

1. The use shall be oriented to minimize noise impacts on surrounding properties. The DRC may also require additional landscaping to mitigate the potential impacts.
2. Car wash bay doors shall close automatically during the wash cycle to minimize noise impacts.
3. The exit from the car wash shall have a drainage system which is subject to the approval of the DRC and gives special consideration to the prevention of ice build-up during winter months.
4. Hours of operation shall be limited to between 7:00 a.m. and 10:00 p.m. daily.
5. A bypass lane shall be provided for each drive-through use, allowing cars to leave the drive-through lane from the stacking area.
6. The site shall provide stacking space for the car wash. The amount of stacking space shall take into account the type of car wash and the amount of time it takes to wash a vehicle. Stacking spaces shall not interfere with parking spaces or traffic circulation.

The City of New Richmond currently has five car washes, two of which (Freedom stores) are temporarily closed. The five existing car washes were established prior to 2015, so they did not require a conditional use permit. Thus, their hours of operation are not limited. Solum Car Wash is currently open from 8:00 a.m. to 6:00 p.m. and both New Richmond Car Wash and Kwik Trip car wash are open 24 hours a day.

The letter of intent submitted by the applicant regarding proposed car wash standards meets the requirements of Section 121-50.D. The requested hours of operation for the car wash are from 7 a.m. to 10:00 p.m. The site plan is designed to accommodate up to 15 vehicles, and a bypass lane will allow customers to exit the que up until the time they pay for the wash. The aforementioned conditions regarding the automatic closing of car wash bay doors and the hours of operation shall be included as conditions of approval of the conditional use permit.

Sound levels for the gas station/convenience store and car wash shall comply with Section 50-87.D. In addition, outdoor music shall be limited to between 7:00 a.m. and 10:00 p.m. daily.

LANDSCAPING

Minimum landscape standards for non-residential uses in the Z3 Multi-Use/Corridor District include the following:

FRONT YARD	SIDE YARD	REAR YARD
Hardy turf grass, 1 shade tree per 5,000 square feet of building area, 2 deciduous or evergreen shrubs per 1,000 square feet of building area, additional planting if majority front yard parking	Hardy turf grass	Hardy turf grass, 1 shade tree per 50 linear feet of rear lot width

The landscaping plan includes sod turf grass, 20 trees, 126 shrubs, 14 perennials, and decorative grasses. The trees are 1.5" and 2.5" caliper in diameter, complying with the Zoning Ordinance. The landscaping plan indicates two species of sumac on the east side of the car wash; the landscaping plan shall be revised to include 10'-high evergreen trees in conjunction with a 6'-high fence as a proactive measure to limit possible concerns from the neighborhood about noise or vehicle headlights, and to further screen the loading area on the east side of the principal building. These updates would also limit the lighting visible from across the New Richmond Flowage of the Willow River when looking north from Mary Park. The landscaping plan shall also be revised to ensure that the plant schedule and plan notes are consistent with the actual number of plants shown on the landscaping plan.

Several mature trees will be removed as part of the proposed development. Trees shall be replaced on a 1:1 replacement ratio. The City shall require a fee of not less than $100 for each tree that is not replaced, per Section 121-55.C.

The City of New Richmond, as a Green Tier Legacy Community, is committed to achieving superior environmental performance with regard to water quality, water resources management, and sustainability practices. City staff recommend that the applicant explore the possibility of using rain gardens to pre-treat stormwater from the roof of the convenience store before it travels to the appropriate catch basins, or other sustainable design practices, to serve as an exemplary model for future development in the community.

Landscaping improvements require a financial guarantee per Section 121-31 and shall not be deemed complete until the City has verified survivability of all required plantings through two winter seasons. This shall be included as a condition of the conditional use permit. The financial guarantee shall be received by the City on or before the date on which the building permit application is submitted.

TRAFFIC IMPACT
Please see Exhibit B from the Public Works Director and Exhibit C from MSA Professional Services for a more detailed narrative and review of the traffic impact analysis. Recommended conditions are noted at the beginning of this memo, as well as in the corresponding exhibits.

PARKING, DRIVEWAYS, & VEHICULAR CIRCULATION
The proposed building space for the project is 9,247 square feet, of which 7,298 square feet is for the store. There shall be a minimum of 4 parking stalls per 1,000 square feet of building, for a total of 29 parking stalls. The proposed plan indicates 26 parking stalls plus 20 service stalls beneath the auto fueling canopy, exceeding the minimum requirements. There are two van accessible disability parking stalls to comply with ADA regulations. The parking stalls have a 90 degree angle with a stall width of 9 feet, stall depth of 20 feet, and an aisle width of 30 feet, which exceeds the minimum dimensional requirements for parking established by Table 14 of the Zoning Ordinance.

Driveways and vehicular entrances to parking lots shall be no wider than 26 feet for commercial properties at the lot line, unless otherwise approved by the Director of Public Works to accommodate larger vehicles or high traffic areas in accordance with Section 70-39.B.1 of the City Code. Two of the three proposed driveways are 35 feet in width, which has been approved by the Director of Public Works. Please see Exhibit B from the Public Works Director and Exhibit C from MSA Professional Services for a more detailed analysis regarding the driveways and vehicular circulation. Additional recommended conditions are noted at the beginning of this memo, as well as in the corresponding exhibits.

BICYCLE & PEDESTRIAN ACCOMMODATIONS
Community input gathered as part of the development of the City's Comprehensive Plan noted the importance of improving safety for bicyclists and pedestrians at the intersection of STH 65 and North Shore Drive. The City of New Richmond has adopted a Complete Streets Policy, and the City's 2018 Bicycle and Pedestrian Master Plan also identifies the need to study traffic on Knowles Avenue to calm traffic and improve safety at pedestrian crossings, especially at high-conflict intersections.

Please see Exhibit B from the Public Works Director and Exhibit C from MSA Professional Services for a more detailed analysis regarding bicycle and pedestrian accommodations. Recommended conditions are noted at the beginning of this memo, as well as in the corresponding exhibits.

SIGNAGE
The sign plan submitted shows a total of 17 signs on the property, including directional signs, LED wall signs, and a 30 foot high pylon sign. The proposed ground sign shall be setback a minimum of 10 feet from the property line and must not interfere with the traffic visibility zone at the intersection of STH 65 and North Shore Drive. Dynamic display signs shall require approval of a valid license per Section 46-172.

EXTERIOR LIGHTING
The photometric site plan shows 9 pole-mounted LED lights, each approximately 15 feet high. There are 20 recessed LED lights under the fuel canopy. An accent light is indicated on the front and rear of the convenience store. There are also recessed LED downlights on the exterior of the convenience store and car wash. The maximum light intensity is 46.9 foot candles. The photometric site plan indicates the light intensity as measured at the property line and the center line of the public street, and meets all performance standards of the City Code of Ordinances.

REFUSE & RECYCLING
The exterior refuse/recycling enclosure is screened from view and matches the aesthetics of the principal building. The site plan shall be revised to indicate that the exterior refuse/recycling enclosure has a solid gate.

UTILITIES
Municipal utilities are available at the property, including water, electric, and sanitary sewer. The site plan includes a utility plan showing connection to municipal utilities. SEH has reviewed the utility plans and has provided comments in Exhibit D, the Public Works Director has provided comments in Exhibit B, and the Electric Superintendent's comments are included in Exhibit G. Recommended conditions are noted at the beginning of this memo, as well as in the corresponding exhibits.

EASEMENTS
The certified survey map dedicates a sewer easement over the City sewer main, a 10-foot wide drainage and utility easement at the perimeter of the proposed lot, as well as a 20-foot wide easement for an off-street trail. All existing internal easements shall be vacated. A temporary construction easement shall be obtained from the commercial business located to the south of the proposed lot for any grading work that may encroach onto their property.

GRADING, EROSION CONTROL, & STORMWATER
A grading plan, erosion control plan, and stormwater calculations have been submitted and reviewed by the Public Works Director and SEH. SEH has provided analysis in Exhibit D, and the Public Works Director has provided analysis in Exhibit B, regarding the flood plain, environmental protection, and stormwater management. Recommended conditions are noted at the beginning of this memo, as well as in the corresponding exhibits.

DEVELOPMENT AGREEMENT
A development agreement shall be signed by both the applicant and the City to ensure that required public improvements are made and the City's financial interests are protected.

Exhibit A

ECKBERG LAMMERS
MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Nicholas J. Vivian, City Attorney

DATE: November 1, 2018

RE: Kwik Trip, Inc. Certified Survey Map – Standard of Review
25659-32172

Kwik Trip, Inc. has submitted a request for the approval of a certified survey map as a result of the assembly of several parcels of land located at the southeast quadrant of Knowles Avenue and North Shore Drive.

Consideration of a certified survey map is governed by Section 117-20 of the City's Code of Ordinances. The use of a certified survey map is appropriate when it is proposed to divide an existing parcel or lot of record into not more than four lots. Here, Kwik Trip, Inc. proposes to assemble a number of lots into one single parcel making the certified survey map the appropriate tool for completing this objective.

The certified survey map is required to include all original parcels of land owned or controlled by the subdivider, including those proposed for division or consolidation. The certified survey map must 1.) comply with all City ordinances, 2.) include a certification of the approval by the City Council, 3.) include a certificate of the City Clerk stating there are no delinquent special assessments or taxes on the lands.

Certified survey maps must be reviewed by the City's DRC for recommendation. The recommendation is transmitted to the Plan Commission for conformance with all City ordinances, rules, regulations, comprehensive plans, comprehensive plan components and neighborhood plans.

The Plan Commission recommends 1.) approval, 2.) conditional approval, or 3.) rejection of the map to the City Council. The Council then shall either 1.) approve, 2.) approve conditionally and require resubmission of a corrected certified survey map, or 3.) reject the certified survey map.

If the map is rejected by the City Council, the reason for rejection shall be stated in the minutes of the City Council and a written statement forwarded to the subdivider. If the map is approved, the Council shall cause the City Clerk to certify so on the face of the original map and return the map to the subdivider.

The City Council should review the standards as provided herein, in conjunction with the standards as outlined in the City Code. If the proposed certified survey map complies with all City ordinances, rules, regulations, comprehensive plans, comprehensive plan components and neighborhood plans, the certified survey map should be approved.

If the certified survey map is rejected, the Council must supply a reason for its minutes and must make specific findings of fact regarding the denial based upon the maps failure to comply with City ordinances, rules, regulations, comprehensive plans, comprehensive plan components and neighborhood plans. Those specific findings must then be forwarded on to the subdivider.

Please feel free to contact me should you have any questions regarding the appropriate standard for evaluating the Kwik Trip, Inc. certified survey map.

ECKBERG LAMMERS
MEMORANDUM

TO: City of New Richmond Plan Commission

FROM: Nicholas J. Vivian, City Attorney

DATE: October 4, 2018

RE: Kwik Trip, Inc. Conditional Use Permit Application – Standard of Review
25659-32172

Kwik Trip, Inc. has submitted a request for a Conditional Use Permit Application for a convenience gas station to be constructed at the southeast quadrant of Knowles Avenue and North Shore Drive.

The zoning for the subject property is Z-3, Multi-Use / Corridor under the City's Zoning Code. Table 3 of the Zoning Code allows convenience gas stations and car washes as a conditional use. Applications for a conditional use permit are subject to review and approval of the Plan Commission in accordance with Section 121-32 of the Zoning Code and Wisconsin law.

Conditional uses are those activities that are allowed within the Zoning District subject to a more detailed review based on the criteria established by Section 121-32.D of the Zoning Ordinance. The applicant by right has an expectation of approval of a conditional use permit if they demonstrate that the use complies with the following:

1. Compliance with and effect upon the City Comprehensive Plan, including public facilities and capital improvement plans.

2. The establishment, maintenance or operation of the conditional use will promote and enhance the general public welfare and will not be detrimental to or endanger the public, health safety, morals or comfort.

3. The conditional use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted.

4 The establishment of the conditional use will not impede the normal and orderly development and improvement of surrounding property for uses permitted in the district.

5. Adequate public facilities and services are available or can be reasonably provided to accommodate the proposed use.

6. The conditional use shall, in all other respects, conform to the applicable regulations of the zoning district in which it is located.

7. The conditional use and site conforms to the standards in [the Zoning] Ordinance.

Section 121-50.D of the Zoning Ordinance establishes performance standards specific to car wash uses. Section 121-50.H of the Zoning Ordinance establishes performance standards specific to convenience gas stations.

Under Wis. Stat. §62.23(7)(de)2.a., "If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence." Substantial evidence is defined as meaning "facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion."

The Plan Commission should review the standards as provided herein, in conjunction with the performance standards outlined in Section 121-50.D and Section 121-50.H. In accordance with Wisconsin law, if the applicant meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city <u>shall grant the conditional use permit</u>. Provided conditions are desired to be included in the conditional use permit, all conditions imposed must be related to the purpose of the ordinances cited and must be based upon facts and information directly pertaining to the requirements and conditions the applicant must meet to obtain the conditional use permit.

Please feel free to contact me should you have any questions regarding the appropriate standard for evaluating the Kwik Trip, Inc. Conditional Use Permit Application.

Exhibit B

156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

MEMORANDUM

TO: Plan Commission and City Council

FROM: Jeremiah J. Wendt, PE, Director of Public Works

DATE: October 1, 2018

SUBJECT: Kwik Trip Development

Kwik Trip, Inc. has submitted plans for development of a convenience gas station and car wash to be constructed at the southeast quadrant of Knowles Avenue and North Shore Drive. Due to the complex nature of this project, as it relates to transportation, utilities, and the environment, this separate engineering memo has been prepared. Background on each facet of the project is provided below, and recommendations are inserted in bold italics as appropriate.

Additionally, the City has enlisted the services of engineering consulting firms SEH and MSA to assist in the review of this project. Their review memos are attached, and referenced below. The City has also requested the involvement of the Wisconsin Departments of Transportation (WisDOT) and Natural Resources (DNR).

1. Transportation

The proposed development is situated near the intersection of STH 64 and STH 65 (Knowles Avenue). In 2018, the WI Department of Transportation (WisDOT) performed traffic counts on Knowles Avenue, and developed future traffic projections for 2029 and 2039. Just north of the intersection with North Shore Drive, the 2019 traffic was estimated at 9,600 Annual Average Daily Traffic (AADT) with growth to 10,500 AADT in 2029. Just south of the intersection, the traffic was estimated at 11,200 AADT in 2019 with growth to 12,100 AADT in 2029. These projections are based on current conditions, without the proposed Kwik Trip development.

As part of their design process, City staff and WisDOT required Kwik Trip to perform a Traffic Impact Analysis (TIA). This in-depth report utilized the WisDOT projections above, and added a more focused study of existing and future conditions at the intersection of North Shore Drive and Knowles Avenue. Baseline conditions were compared with “developed” conditions – with the Kwik Trip in place. On a typical weekday, the Kwik Trip is expected to generate approximately 4,820 new trips (2,410 entering and 2,410 exiting) to the site.

1.1. <u>North Knowles/North Shore Intersection</u>

One of the most significant impacts from the Kwik Trip development would be on the intersection of North Knowles Avenue and North Shore Drive. This intersection currently operates under partial stop control, with the North Shore Drive traffic having a stop sign. The intersection currently performs at a Level of Service (LOS) of E, which means that the intersection is at its maximum capacity, and motorists typically see a delay of 35-50 seconds. Even though the intersection is at capacity, it does not meet WisDOT warrants for the intersection to be signalized for the 2019 or 2029 background traffic estimates.

However, with the Kwik Trip development in place, the intersection meets signal warrants immediately. Based on this finding, Kwik Trip's consultant prepared an Intersection Control Evaluation (ICE) that compared traffic signals with a roundabout in this location. WisDOT is currently reviewing the ICE, as they would need to issue a permit to the City for any improvements at this intersection. With regard to the Knowles Avenue/North Shore Drive intersection, staff recommends the following conditions to approval of the development:

1.1.1. WisDOT must approve the submitted ICE, and the Applicant must make any modifications to the ICE required by WisDOT.

1.1.2. The recommended intersection control alternative (traffic signals unless WisDOT requires a different alternative) shall be in place before a Certificate of Occupancy is issued for the Kwik Trip development.

1.1.3. The full cost of design and construction of the intersection improvements shall be borne by the applicant.

1.1.4. The intersection design shall include accommodations for bikes and pedestrians to cross Knowles Avenue as well as North Shore Drive.

1.1.5. All components of the intersection design are subject to the review and approval of the City and WisDOT.

1.2. <u>Knowles Avenue Access</u>

The applicant has proposed a driveway accessing Knowles Avenue near the south property line of the proposed development. The attached MSA memo (Exhibit C) discusses this access point. Based on the analysis by DOT and MSA, staff recommends the following conditions to approval of the development:

1.2.1. Left turns directly onto Knowles Avenue from the Kwik Trip driveway shall be prohibited, with on-site signage indicating this restriction.

1.2.2. Left turns from Knowles Avenue into the Kwik Trip driveway may be restricted if it is determined necessary by the City and WisDOT – this issue will be further discussed as part of the ongoing Knowles Avenue corridor study.

1.3. <u>North Shore Drive Access</u>

The applicant is proposing two driveways on North Shore Drive – a right-in only access on the west side of the site, and a full access near the middle of the site. The attached MSA memo (Exhibit C) discusses these access points as well. Based on the analysis by DOT and MSA, staff recommends the following conditions to approval of the development:

1.3.1. The right-in access shall be shifted to the east, to provide additional distance from the Knowles Avenue intersection.

1.3.2. The right-in access shall include signage for "No Trucks" entering at that location, as well as "Do Not Enter" for vehicles exiting the site.

1.3.3. The width of the right-in access shall be increased to 16' to provide adequate space for turning vehicles.

1.3.4. The applicant shall verify that their snow removal equipment can accommodate the 16'-wide entrance.

1.4. <u>Access Impacts on Adjacent Businesses</u>

Pete's Pizza currently has its primary access on North Shore Drive, approximately 50' east of the stop sign at the Knowles Avenue intersection. While this access is far from ideal in its current context, the installation of a traffic signal, and the increased traffic from the proposed development, would likely render it unusable. A line of three cars at the signal would block the driveway, and an eastbound motorist waiting to turn into the driveway would have the potential to back up traffic onto Knowles Avenue, thus blocking the intersection. WisDOT discusses this access in their memo as well, attached as Exhibit F. Staff recommends the following conditions to approval of the development:

1.4.1. As part of the intersection design, the access to the Pete's Pizza site shall be redesigned. The design costs shall be borne by the applicant, and the construction costs may be assessed to the applicant as part of the development agreement.

1.5. <u>Bike/Pedestrian Access</u>

Currently, there is a sidewalk that runs on the east side of Knowles Avenue, adjacent to the proposed development. This sidewalk will be reconstructed as part of the development, ensuring that this sidewalk network remains connected. Furthermore, there is a multi-use path on the north side of North Shore Drive across the street from the proposed development. Additionally, there is a conceptual plan for a future riverwalk trail that would run along the river from this location south to the Knowles Avenue bridge. Staff recommends the following conditions to approval of the development:

1.5.1. The applicant shall be required to grant an easement, and construct a trail along the river on the east side of the property. In the future, this would connect to the rest of the riverwalk when it is constructed to the south, but would also be connected along the south lot line to the Knowles Ave sidewalk to provide direct bike/pedestrian access to the convenience store. To enable the future connection of the riverwalk trail, the applicant shall place $125,000 in escrow for that project.

1.6. <u>Impacts on Adjacent Residential Streets</u>

Some residents have raised concerns about the possibility of traffic exiting the Kwik Trip site heading eastbound on North Shore Drive as an alternate route to STH 64 via Johnson Drive. Staff has analyzed this concern, and presents the following findings.

First, it should be noted that North Shore Drive and Johnson Drive, while they are classified as local streets, are public streets, which are open to all motorists, regardless of their destination. With that said, it is in the best interest of the City and its residents to concentrate traffic on collector and arterial streets to the extent possible, and it is on this principle that the City's transportation network has been built. The way to concentrate traffic is to make those

collectors and arterials (such as Knowles Avenue and STH 64) the most convenient and efficient routes for motorists.

The map in Exhibit N shows three potential routes from the Kwik Trip site to eastbound STH 64, with actual distance, and travel time from field testing of the routes by City staff. The route via Knowles Avenue and STH 64 is the shortest and fastest route, with an alternate route along the commercial corridor (which is not necessarily undesirable, particularly for the businesses located on the route) on Deere Drive taking an additional 10 seconds. The route through the residential area takes an additional 50 seconds, making it unlikely that a significant number of motorists would choose it.

Staff is currently collecting traffic data on the residential segment of North Shore Drive to establish a baseline to compare against future data. The street currently operates at a Level of Service "A", meaning that traffic moves freely, with average spacing of 550 feet between vehicles. The street would continue to operate at an "A" Level of Service up to a peak hour traffic volume of 240 vehicles per hour. Staff will continue to monitor traffic volumes in this area, and bring the results and any recommended modifications, should the current Level of Service seem in jeopardy.

2. Utilities

The City currently has a sanitary sewer main that runs through the proposed development site, and watermain that parallels the site boundaries on the west and north. The SEH memo, attached as Exhibit D, discusses the impact of the proposed development on the City's utility infrastructure. Based on the internal and external review by City Staff and SEH, Staff recommends the following conditions to approval of the development:

2.1. The sewer main and manhole on the site shall be reconstructed to ensure constructability and future accessibility for excavation.

2.2. The watermain and service laterals shall be placed at a minimum 8' bury, which will require dewatering.

2.3. A 4" flushing hydrant shall be installed on the site to allow for cleaning the water service at an adequate scouring velocity.

2.4. The existing water services that will not be used for the development shall be abandoned at the corporation stop to avoid future leaks.

2.5. The sanitary sewer shall be insulated as needed, in accordance with WI Administrative Code SPS 382.30.

3. Environmental

3.1. <u>Shoreland</u>

The SEH memo (Exhibit D) discusses the shoreland implications of the development. Based on SEH's review, Staff recommend the following conditions to approval of the development:

3.1.1. The plans shall be modified to show the Ordinary High Water Mark (OHWM), the 35-foot vegetative buffer, and the 75-foot building setback.

3.1.2. The portions of the site within 35 feet of the OHWM shall be restored with native seeding or plantings.

3.2. <u>Wetland</u>

As part of the site survey, the applicant performed a wetland delineation, showing a small wetland on the southeast corner of the property. This wetland is subject to the requirements of the City's Shoreland-Wetland Zoning Ordinance (109-255), but since no disturbance of said wetland is proposed as part of the project, the requirements of that ordinance are met. DNR has preliminarily reviewed the proposed project, and their review comments are attached as Exhibit E. Based on the DNR's comments, Staff recommend the following conditions to approval of the development:

3.2.1. The applicant shall work with DNR to conduct a Natural Heritage Inventory of the proposed site, and comply with any DNR requirements that arise from that inventory.

3.2.2. ***Direct and indirect impacts to area wetland hydrology should be explored with coordination from the DNR wetland and waterways program.***

3.3. <u>Floodplain</u>

A portion of the site lies within the flooplain of the Willow River. The SEH memo (Exhibit D) discusses the floodplain implications in detail. Based on SEH's review, Staff recommend the following conditions to approval of the development:

3.3.1. While the existing boundary of the floodplain is shown on the survey for the proposed development, both the existing and proposed boundaries should be shown and clearly labeled on the site plans.

3.3.2. The plans shall be modified to bring the car wash building and adjacent grading into compliance with City Ordinance 109-190(d).

3.3.3. The applicant shall comply with the requirements of City Ordinance 109-59(b), and secure a Land Use Permit prior to issuance of a building permit.

3.3.4. The applicant shall submit a copy of an approved Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA) prior to issuance of a Land Use Permit.

3.3.5. The applicant shall submit a copy of an approved Letter of Map Revision (LOMR) prior to receiving a Certificate of Compliance.

3.3.6. The applicant shall comply with the requirements of City Ordinance 109-59(c), and secure a Certificate of Compliance prior to any buildings on the site being granted occupancy.

3.3.7. *The applicant shall provide a plan, in accordance with Section 109-62, certified by a registered professional engineer or architect that the floodproofing measures will protect the proposed underground tanks to the flood protection elevation.*

3.3.8. The applicant shall be responsible to secure any permits that may be required by the United States Army Corps of Engineers (USACE), or any other state or federal regulatory agencies.

3.4. <u>Underground Tanks</u>

It should be noted that the design/installation and ongoing maintenance of the proposed underground gasoline storage tanks on the site will be regulated by the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) under Chapter ATCP 93 and Wis. Stats. 168. Staff recommend the following conditions to approval of the development:

3.4.1. Approval of the application is contingent on approval of the construction and ongoing maintenance plans by DATCP.

3.4.2. The applicant shall develop and maintain a spill containment plan (with contact information), and have spill containment materials on hand at all times. A copy of the plan shall be filed with the City prior to issuance of occupancy.

3.4.3. The applicant shall coordinate with the DNR's wastewater program with regard to the state's general permit addressing discharge of petroleum contaminated water.

4. Stormwater Management

The site is subject to the City's Ordinance 109, Article IV, regulating erosion control and post construction stormwater management. The SEH memo (Exhibit D), and DNR Review Comments (Exhibit E) discuss the stormwater management plan in detail. Based on SEH's review, Staff recommend the following conditions to approval of the development:

4.1. The applicant shall submit and as-built confirming the constructed embankment top elevation.

4.2. The applicant shall secure a DNR permit if the dewatering pumping rate exceeds 70 gallons per minute.

4.3. The plans shall be modified to show reinforced concrete pipe (RCP) within the street right-of-way.

4.4. The plans shall be modified to resolve the elevation conflict related to the pipe between Apron #13 and Outlet Structure #12.

4.5. The plans shall be modified to show the 2-year storm elevation on the detail for the wet detention basin liner.

4.6. The applicant shall consider the use of sediment forebays at inlets to ease maintenance efforts.

4.7. The applicant shall submit a long-term maintenance agreement that addresses the submerged outlets, catch basin snouts, inlets, pipes, and wet detention basin.

4.8. The use of trench drains around the car wash draining to the wet pond shall be confirmed with DSPS code.

4.9. The length to width ratio of the stormwater pond flow path shall be maximized with a goal of 3:1 or greater to prevent short-circuiting.

4.10. The applicant shall confirm that any storm up to the 10-yr, 24-hour design storm shall not flow backward through the principal outlet.

4.11. The applicant shall adjust the invert elevation of the submerged outlet as needed to maximize sediment removal efficiency.

4.12. The applicant shall submit a copy of their approved Wisconsin Pollution Discharge Elimination System (WPDES) Notice of Intent (NOI) permit prior to issuance of a building permit.

Exhibit C

MSA Memo

To: Jeremiah Wendt, PE, Director of Public Works

From: Erin Jordan, EIT, MSA Professional Services, Inc.

Cc: Kevin Ruhland, PE, MSA Professional Services, Inc.

Subject: Kwik Trip Development Review Memo

Date: October 31, 2018

The City of New Richmond has requested MSA review the Traffic Impact Analysis (TIA) and site plan for a proposed Kwik Trip development to be constructed at the southeast quadrant of Knowles Avenue and North Shore Drive. This memo provides MSA's feedback and recommendations.

The comments in this memo are categorized into "On-Site Review" and "Off-Site Review." "On-Site Review" will provide discussion and feedback involving components within the Kwik Trip development site. Discussion involving review and feedback outside of the Kwik Trip right-of-way is considered "Off-Site Review."

On-Site Review

Access

The three proposed access locations to the Kwik Trip site include one full access from Knowles Avenue, one restricted right-in only access on North Shore Drive near Knowles Avenue, and one full access on North Shore Drive east of the right-in access.

Knowles Avenue Full Access

MSA considers the full access to raise potential safety concerns with conflicting movements and mainline traffic, particularly for left-out, exiting traffic from the site.

Additionally, the review of preferred geometrics at Knowles Avenue & North Shore Drive and the overall vision for the Knowles Avenue Corridor may dictate a change to the cross section on Knowles Avenue at this location.

To mitigate safety concerns, MSA recommends a tiered approach for restricting movements at the Knowles Avenue access. In the short-term, the City may require that signage be installed to restrict left-turns exiting the site. However, it is our experience that the signage rarely enforces the desired behaviors and restrictions. As such, MSA recommends a channelizing island be installed at the access that restricts exiting traffic to left-out only movements. While a full median on Knowles Avenue is the best way to enforce the restriction, the island and signage combined will do a better job informing and enforcing the restriction in the short term than signage alone.

As the Knowles Avenue corridor plan is developed, long-term solutions for access management and multimodal safety may allow for improvements within the right-of-way to help address the safety needs at the access.

North Shore Drive Right-In Access

The access is approximately 30 feet from the Knowles Avenue intersection. MSA is concerned that the location is within the intersection's functional area and closer than desirable to a major intersection. MSA recommends the right-in access be shifted to the east to be centered between the east Kwik Trip access and the Knowles Avenue intersection to provide more distance for drivers to maneuver and improve the overall safety of the site.

MSA recommends maintaining the proposed angled entrance as shown in the site plan. Any modifications to the entrance geometry, such as a perpendicular realignment, may encourage drivers to perceive the driveway as a two-way access and create confusion and safety concerns. One site plan shows the right-in access with a 12 foot total width, from face-of-curb to face-of-curb. MSA recommends the entrance is at least 12 feet plus the curb pan (16 feet total) to provide adequate space for turning vehicle paths. The City should confirm that the width will accommodate Kwik Trip's planned equipment for snow removal on the site.

Lastly, MSA recommends reinforcing the geometry and restrictions of the accesses with "No Trucks" signage for vehicles entering the site and "Do Not Enter" signs for vehicles exiting the site. By maintaining the angled entry to the site, the addition of "No Turn" signage on North Shore Drive should not be necessary, and cannot be located in the appropriate locations given the street configuration at this site.

North Shore Drive Full Access

The full access on North Shore Drive is approximately 120 feet west of Deere Drive, as currently aligned. Currently, it is proposed to be offset from both the existing driveway access on the north side of North Shore Drive and Deere Drive. Ideally, it would be recommended to align the driveway with Deere Drive. However, the realignment to the east is likely not feasible due to the on-site stormwater requirements. Therefore, MSA recommends that the City consolidate the accesses for the north property and to require Kwik Trip to align the east driveway with the adjusted access on the north side of the road. Improvements to the north side's access may be the responsibility of Kwik Trip to provide appropriate safety and access spacing on the corridor.

Site Circulation

The site circulation plan shows only passenger vehicles utilizing the western right-in only access. Trucks are assumed to be limited to using the eastern full access to enter/exit the site. The site circulation plan does not show trucks utilizing the access on Knowles Avenue.

If the City wishes to limit streets from which trucks (including deliveries) enter and exit the site, MSA recommends that they coordinate any restrictions through the project agreements, and ensure the site access locations can accommodate the necessary movements. Signage could be added, particularly for the right-in access to further indicate any large vehicle restrictions to the site.

Off-Site Review

Traffic

A new traffic signal is proposed at the intersection of North Shore Drive and Knowles Avenue. MSA recommends that with the installation of the signal, the City adjust the crosswalks in concert with the intersection control and improvements, ensuring ADA compliance at the curb ramps. In addition to improving the crosswalk locations, MSA strongly recommends implementing a median on the north side of Knowles Avenue to allow for two-stage crossing and pedestrian refuge across the wide pavement section. Lastly, MSA recommends the site includes bicycle and pedestrian connectivity. MSA is aware that the City has developed a future plan for a riverwalk trail that will connect the downtown area with the trail networks surrounding the Kwik Trip site. MSA recommends the City coordinates through the project agreement to implement their feasible plan for trail connectivity in the area, including easements or right-of-way for the future facilities as appropriate.

MSA highly recommends that a coordinated signal system along Knowles Avenue between STH 64 and N 4th Street be evaluated. Coordinating this stretch of the corridor will likely improve mobility and operations at the signalized intersections. WisDOT operates and maintains the signal at STH 64. Coordination with WisDOT will be required to understand any limitations and provide maximum benefit to the traveling public.

Additional Review

In addition to the recommendations made for the Kwik Trip site plan, the following additional concerns have been identified and will be considered in concert with this review and the Knowles Avenue Corridor Study.

- Trip distribution patterns to and from the site
- Traffic operations and lane configuration for a 4-lane section and a 3-lane section at Knowles Avenue & North Shore Drive

Exhibit D

October 26, 2018

RE: City of New Richmond
Kwik Trip Engineering Review
SEH No. NEWRI 132154 14.00

Jeremiah Wendt
Director of Public Works
City of New Richmond
156 East First Street
New Richmond, WI 54017

Dear Mr. Wendt:

As per your request, we have reviewed the plans dated September 6, 2018 for the proposed Kwik Trip site in the southeast quadrant of the intersection of Knowles Avenue (STH 65) and North Shore Drive with respect to Floodplain, Environmental, Stormwater Management, Erosion Control, Utilities and Landscaping.

We offer the following comments:

FLOODPLAIN

1. A portion of the proposed Kwik Trip site is below the floodplain elevation of the Willow River, which is approximately 979 in this vicinity. The proposed Kwik Trip site is located within the flood fringe section which is standing rather than flowing water. The existing and proposed floodplain boundaries should be shown on the plans. The proposed Kwik Trip site will be regulated by Wisconsin Department of Natural Resources (WisDNR) under NR 116 and the Federal Emergency Management Agency (FEMA) and the applicant will be required to obtain a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) for any changes to the floodplain boundary. We recommend that the Land Use Permit be contingent upon the applicant submitting a copy of the approved CLOMR and that the Certificate of Compliance be contingent upon the applicant submitting a copy of the approved LOMR.

2. City Code 109-190(d) requires that commercial buildings “shall be placed on fill with the finished surface of the lowest floor at or above the flood protection elevation”, which at this location is just below 981. Further, it states that the fill “shall not be less than one foot above the regional flood elevation” and “shall extend at such elevation at least 15 feet beyond the limits of the structure. Finally, it states that “dryland access shall be provided”. The convenience store building appears to meet these requirements (finished floor = 981.6 and pedestrian access above 980.0 to Knowles Avenue), but the car wash building (finished floor = 979.84) does not. As such, the applicant should revise the car wash and adjacent grading to comply with City Code.

3. City Code 109-190(f) says “Materials that are buoyant, flammable, explosive, or injurious to property, water quality or human, animal, plant, fish or aquatic life shall be stored at or above the flood protection elevation or floodproofed in accordance with City Code 109-62. Adequate measures shall be taken to ensure that such materials will not enter the water body during flooding.” The underground gasoline storage tanks proposed for the proposed Kwik Trip site would lie, at least in part, below the flood protection elevation. As such, the applicant should provide a plan, in accordance with Section 109-62, certified by a registered professional engineer or architect that the floodproofing measures will protect these structures to the flood protection elevation.

4. The procedure for approvals related to floodplain zoning are contained in City Code 109-59.

ENVIRONMENTAL

5. The proposed Kwik Trip site is situated with its south property line abutting the Willow River. As such, it is governed by City Code 109-255.5, which requires impervious surfaces to be setback 75 feet from the Ordinary High Water Mark (OHWM), and limits removal of vegetation within 35 feet of the OHWM. The OHWM is not shown on the developer’s plans, but is known to be elevation 974.5. The plans should be modified to show the OHWM, the 35-foot vegetative buffer, and the 75-foot impervious setback. The proposed impervious areas appear to comply with the 75-foot building setback for the Shoreland Zoning district. However, the requirements of City Code 109-255.5(g) which requires that property owners must maintain a natural vegetative buffer zone along the entire shoreline of the property and extending 35 feet inland from the OHWM, do not appear to be met. See **Landscaping**, below.

6. The proposed underground gasoline storage tanks on the proposed Kwik Trip site will be regulated by the Wisconsin Department of Agriculture, Trade and Consumer Protection (WisDATCP) under Wis. Stats 168 and ATCP 93. We note that the proposed underground gasoline storage tanks will likely be in groundwater, therefore additional review by WisDATCP is expected.

7. WisDNR could require, under NR 150, an environmental analysis and review as part of the WPDES Permit review if WisDNR determines that the project exceeded the definition of a “minor action”.

8. City Code 30-19 requires prevention, notice and cleanup of any spills or accidental release of hazardous materials or substances. It is recommended that the applicant develop and maintain a spill containment plan (with notice contact information) and have spill containment materials on hand at all times.

STORMWATER MANAGEMENT

9. Sheet SP2 (Grading Plan) shows the embankment top to be 4-feet wide. This meets code, but is easily misconstructed by rounding which lowers the effective embankment elevation. The City should require an as-built confirming the constructed embankment top elevation.

10. Sheet SP2 (Grading Plan) shows the bottom of the wet detention basin at or below lake level (and therefore groundwater level) and thus dewatering will be required during basin construction. Additional steps may be required to prevent uplift of the liner after dewatering has ended. Kwik Trip should be advised that a DNR permit would be required If the dewatering pumping rate exceeds 70 gallons per minute.

11. Sheet SP3 (Storm Sewer Plan) shows high density polyethylene (HDPE) between Outlet Structure #12 and the existing catch basin in North Shore Drive. The City should require reinforced concrete pipe (RCP) within the street right-of-way.

12. There is a conflict between SP3 (Storm Sewer Plan) and Sheet SP4.1 (Utility Notes and Details) with respect to the pipe between Apron #13 and Outlet Structure #12. SP3 shows it to be 970.08 (970.00 + 27 LF @ -0.3%) whereas SP4.1 shows the invert to be 973.5.

13. Sheet SP6 (Site Plan Details) provides a detail for the wet detention basin liner. Wisconsin Department of Natural Resources (WisDNR) requires liners to extend to the 2-year storm elevation which, according to the stormwater report, is 974.50. This should be noted on the plans.

14. The submerged outlet (as shown on SP3) is desired for oil/water separation but will require periodic maintenance. Sheet SP4.1 (Utility Notes and Details) shows a "Snout" in Catch Basin #8 for oil/water separation (as required by City Code 109-290-D), which will also require periodic maintenance. Ordinance 109-289 requires the developer to submit a long-term maintenance agreement that addresses these items, along with the inlets, pipes, and wet detention basin.

15. The proposed Kwik Trip site exceeds 1.0 acres, therefore the site is regulated by WisDNR, under NR 151, and the applicant will be required to obtain a Wisconsin Pollution Discharge Elimination System (WPDES) Notice of Intent Permit. We recommend that any City approvals be contingent upon the applicant submitting a copy of the approved WPDES Permit.

EROSION CONTROL

16. The erosion control plans shows silt fence encircling the site. We recommend double row silt fence adjacent to the Willow River.

17. The erosion control plan shows extensive areas of erosion mat. We recommend non-entrapping mat within the shoreland buffer area (i.e. within 35 feet of the OHWM).

18. We note that the erosion control plan (and grading plan) shows work encroaching onto the property to the south. We recommend that a temporary construction easement be obtained from the adjacent landowner.

UTILITIES

19. The plans show abandonment of four existing water laterals. We recommend that the City consider abandonment requirements. Some communities require water laterals be abandoned at the corporation stop to avoid future leaks, however this would require several street openings in Knowles Avenue (STH 65). At a minimum, curb stops should be closed and curb boxes removed.

20. The plans show reuse of the existing manhole near the northeast corner of the fuel canopy. The notes direct the contractor to plug the existing invert south and then core drill a new invert in close proximity to the plug which may prove problematic. In addition, the rim elevation is shown to be lowered. We would suggest simply replacing the manhole.

21. The sanitary sewer is very shallow. We recommend insulating it to provide proper frost protection.

22. We have reviewed the anticipated sewer and water usage for the car wash. It is our understanding that the car wash will use approximately 58 gallons of water per five minute wash cycle (not including recycled water). It is our opinion that the water distribution and sanitary sewer collection systems can accommodate these flows.

LANDSCAPING

23. Landscape Plan shows extensive tree plantings which would meet the requirements City Code 121-55 except that it does not account for the replacement of existing trees to be removed on a 1:1 basis, as required by City Code 121-55-C-2. Existing trees were not shown on the topographical survey, but it there appear to be at least 40 existing trees on the property. We note that code allows for a fee of $100 for any un-replaced tree.

24. Landscape Plan shows areas of sod south and east of car wash. Those portions of the site within 35 feet of the OHWM of the Willow River should be restored with native seeding or plantings. See **Environmental**, above.

25. Landscape plan labeling has several errors. There are 5 Skyline Locust Trees shown near the southwest corner of the parking lot but plan note says 2. There are at least 39 Little Bluestem shown but plant schedule says 28. There are at least 32 Fragrant Sumac but plant schedule says 25.

I will be on hand at your November 5th Plan Commission Meeting to answer any questions that the Commission might have with respect to these items. If there are any questions prior to the Meeting please do not hesitate to contact me.

Respectfully Submitted,

David Schofield, PE

David Schofield, PE
Sr. Professional Engineer

DAS

cc: Dave Simons, SEH

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Exhibit E

Hello Noah,

I've taken a preliminary look at the Kwik Trip plans for the proposed development in New Richmond and below are my findings.

1. I performed an initial screening of the site location. It does not appear that there will be any rare species or special community NHI concerns. There appears to be a potential historical hit, but the area was not put through full screening at this time to confirm or deny impacts.
2. The pond liner specifications appear to be consistent with the technical standard liner requirements. It was hard to decipher on the plans the full extent of the liner but it should be noted that the liner needs to extend above the 2-yr 24-hr event pool elevation.
3. Additional considerations for the pond that could assist in maintenance and performance:
    a. Sediment forebays could be incorporated at inlets to ease maintenance efforts.
    b. The length to width ratio of the flow path should be maximized with a goal of 3:1 or greater to prevent short-circuiting.
    c. Any storm up to the 10-yr., 24-hour design storm shall not flow backward through the principal outlet; elevations should be confirmed.
    d. It appears a submerged outlet is proposed. Submerged outlets can provide many benefits, but there is a potential trade off in sediment removal efficiency if the outlet is too low. The outlet invert appears to be right at the top of the sediment storage depth. Efficiencies should be maximized.
4. An oil skimmer is proposed to intercept the drainage from the fueling areas. The effectiveness of such devices is dependent on proper maintenance so maintenance provisions should be made. Additionally, coordination with the wastewater program should be made regarding the following permit: https://dnr.wi.gov/topic/wastewater/documents/46531permit.pdf
5. Direct and indirect impacts to area wetland hydrology should be looked into with coordination from the wetland and waterways program.
6. The use of trench drains around the car wash draining to the wet pond should be confirmed with DSPS code.

Thanks,

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Teagan Seneczko
Water Resources Engineer
Wisconsin Department of Natural Resources
1300 W Clairemont Ave, Eau Claire, WI 54701
Phone: (715) 839-3724
Teagan.Seneczko@Wisconsin.gov

dnr.wi.gov

Exhibit F

Division of Transportation Systems Development
Northwest Region – Spooner Office
W7102 Green Valley Road
Spooner, WI 54801

Scott Walker, Governor
Dave Ross, Secretary
www.dot.wisconsin.gov

Telephone: (715) 635-5059
FAX: (715) 635-2309
E-mail: daniel.anderson@dot.wi.gov

October 30, 2018

City of New Richmond
Jeremiah Wendt
156 east First Street
New Richmond, WI 54017

Subject: Kwik Trip development
Knowles Avenue and North Shore Drive Intersection

Mr. Wendt

WisDOT has reviewed the TIA for the Kwik Trip development in the SE quadrant of Knowles Avenue and North Shore Drive. In general, the overall proposed improvements recommended in the TIA of the installation of a traffic signal, turn lanes and the orientation of the store would provide a reasonable accommodation of the additional traffic generated by the development.

Since Knowles Avenue is a connecting highway for State Hwy 65, the City will need DOT approval of the installation of the signal. As part of the approval process there are a few items that the DOT will require to be addressed.

1) The commercial driveway on North Shore Drive in the NE quadrant closest to the intersection will pose safety issues if left to remain as a full movement access. At a minimum, if it could be restricted to a right in/right out driveway, safety would be increased.

2) Kwik Trip's proposed southern access to Knowles Avenue may pose a safety concern in the future and a plan of addressing those should be in place if crashes occur in the future.

3) Evaluation of the interaction of the proposed signal with the existing signal at State Hwy 64 and Knowles Avenue to determine if need for interconnect is required.

We look forward to continuing to work with the City on this project. If you have any questions I can be contacted at 715-635-4975 or via email at marc.bowker@dot.wi.gov

Sincerely,

Marc Bowker

Marc Bowker, PE

Planning Engineer

WisDOT NW Region - Spooner

Exhibit G

MEMORANDUM

TO: Plan Commission and City Council

FROM: Weston Arndt, Electric Superintendent

DATE: October 31, 2018

SUBJECT: Kwik Trip Development

The plans submitted by Kwik Trip, Inc. will impact multiple electric facilities. Per the Wisconsin Administrative Code: Public Service Commission 113.1008, when responsibility is determined to be the customer's for relocation and rebuilding of existing distribution facilities, the responsible customer shall pay a contribution equal to the full estimated cost of construction. Credits are available for the accumulated depreciation and salvage value of removed assets. The following facilities are expected to be in conflict with the submitted plans:

1. Three-phase feeders – New Richmond Utilities has two underground feeders in the east right-of-way along North Knowles Avenue that serve the North Shore Drive, Johnson Drive, Deere Drive, and Noble Road areas. There are six conductors buried that will be impacted by changes in the grade. The lines are expected to be under the proposed sidewalk. The recommended action is to lower the feeders while grading work on the site is completed. Additional actions such as splicing additional wire will be determined when grading and excavation work is underway.
2. Street lights – Multiple street lights will need to be relocated due to the addition of the right turn lane for northbound traffic on N. Knowles Ave.

An estimate for the cost of the facility relocation and an invoice will be provided to Kwik Trip, Inc. at a later date.

Exhibit H

Meeting Notes – Proposed Kwik Trip on North Knowles and North Shore Drive
Friday, October 12, 2018 at 11:00 a.m.

Questions, Concerns, Etc. from the Neighborhood about the Project – Answers in red and on the attached maps.

1. Concern about City's ability to provide enough water to Kwik Trip. Could use up to 4 million gallons of water per year. Will the City's water infrastructure be able to accommodate this demand?

   The water infrastructure adjacent to the site consists of a 12-inch watermain along Knowles Avenue and an 8-inch watermain along North Shore Drive. The site would be served by a 4-inch service off of the 8-inch North Shore Drive main. Based on the City's water model, the available static pressure at the site is 55-60 pounds per square inch (psi), and the available fire protection flow at the site is approximately 3,500 gallons per minute (gpm) at a residual pressure of 20 psi. For reference, an average automatic car wash is estimated to use 70-80 gallons per wash over the course of a 7 minute time frame. This volume would be easily accommodated, and would not impact available pressure or flow in the system. We have reached out to Kwik Trip to confirm their projected water usage, and will have SEH insert this information into the water model to further analyze the feasibility at this site and the impacts on the rest of the system.

2. Doesn't think the traffic counts in this area warrant stoplights; who would pay for stoplights?

   Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD) outlines the standards for determining the need for traffic signals at a particular location. For a traffic signal to be installed, at least one of the following warrants must be satisfied:
   1. Eight-hour vehicular volume
   2. Four-hour vehicular volume
   3. Peak Hour
   4. Pedestrian Hour
   5. School Crossing
   6. Coordinated Signal System
   7. Crash Experience
   8. Roadway Network
   9. Intersection Near a Grade Crossing

   Based on the traffic projections with the Kwik Trip in place, Warrants 1 and 2 are met. Additionally, without the installation of traffic signals, the level of service at the intersection would drop to an unacceptable level once the Kwik Trip is in place. The cost of the signals would be borne by the developer.

3. Does combining five parcels into one parcel mean less property tax revenue?

Current land and improvement values are:

PID	Land	Improvement	Total Value
261-1206-30-000	$33,700	$87,300	$121,000
261-1206-10-150	$2,800	$0	$2,800
261-1206-10-050	$35,200	$94,600	$129,800
261-1205-95-000	$30,700	$68,400	$99,100
261-1205-90-000	$32,600	$119,300	$151,900
Total	$135,000	$369,600	$504,600

$504,600 in tax base generates $4,500 ($504,600 x .008919449) in tax revenue to the City of New Richmond.

Combining the five parcels into one parcel and building an improvement valued at $2,000,000 would increase the tax base by $1,495,400 and generate and additional $13,339 in tax revenue. The table below illustrates the impact on tax base and revenue:

	Current State	Future State	Difference
Tax Base	$504,600	$2,000,000	$1,495,400
City of New Richmond Mill Rate (2017 Mill Rate)	$0.008919449	$0.008919449	
Tax Revenue to City of New Richmond	$4,500	$17,839	$13,339

4. How does the size of the proposed building compare to the existing Kwik Trip on the south end of the city?

Kwik Trip
124 Paperjack Drive (year built 2007)
Convenience Store Size: 6,608 sq. ft.
Car Wash Size: 1,764 sq. ft.

Proposed Kwik Trip
North Knowles Avenue / North Shore Drive
Convenience Store Size: 7,298 sq. ft.
Car Wash Size: 1,949 sq. ft.

5. One of the goals of the North Shore Drive redesign was to reduce truck traffic, improve safety for bicyclists/pedestrians, etc. Concern that the amount of vehicle traffic by the project will have negative consequences to the neighborhood on North Shore Drive, Johnson Drive, etc. Feels like Kwik Trip's plan is good for them, but not good for the city as a whole. Concern that Deere Drive and Johnson Drive could become shortcuts and see increases in traffic because of the project. Is there a way that Kwik Trip can only have driveways on STH 65 and not on North Shore Drive?

   Kwik Trip is not proposing a diesel canopy for this site, so the primary increase in truck traffic will be for delivery vehicles to the site, and is not expected to increase beyond the North Shore/Knowles intersection and the Kwik Trip site itself. The off-street trail in this location keeps the truck/vehicle traffic separated from bikes and pedestrians. The signalization of this intersection is expected to improve safety for bikes/pedestrians crossing Knowles, and provide greater predictability for traffic, which may help reduce the instances of vehicles taking a shortcut via Deere Drive or Johnson Drive. A shortcut via Deere Drive would add approximately 35% to the distance travelled from the 64/Johnson intersection to the Knowles/North Shore intersection. A shortcut via Johnson Drive would add approximately 100% to the distance travelled from the 64/Johnson intersection to the Knowles/North Shore intersection. Based on the additional distance and travel times, the bulk of traffic is expected to use Knowles Avenue and STH 64.

   Access control, particularly with regard to accessing STH 65, is very important to the safety of this project and this corridor. In general, based on the volume of traffic, and the benefit of having turning movements to and from Knowles Avenue occur at a signalized intersection, the preferred primary access location is on North Shore Drive.

6. Groundwater is 2-4 feet deep, tanks need to be down 17 feet. Questions about the DNR, EPA regulations, etc.

   Ordinance 109-190(f) says "Materials that are buoyant, flammable, explosive, or injurious to property, water quality or human, animal, plant, fish or aquatic life shall be stored at or above the flood protection elevation or floodproofed in accordance with Section 109-62. Adequate measures shall be taken to ensure that such materials will not enter the water body during flooding." The underground gasoline storage tanks proposed for the site would lie, at least in part, below the flood protection elevation. As such, the developer must provide a plan, in accordance with Section 109-62, certified by a registered professional engineer or architect that the floodproofing measures will protect these structures to the flood protection elevation.

   It should be noted that the design/installation and ongoing maintenance of the proposed underground gasoline storage tanks on the site will be regulated by the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) under

Chapter ATCP 93 and Wis. Stats. 168. Any approvals by the City should be made contingent on approval of the plans by the DATCP.

The DNR's role in the project would be to approve the stormwater management and erosion control plans since the project will disturb more than 1 acre of land. While these plans address runoff from the site, DNR does not directly review the gasoline storage aspect of the project, as that falls to DATCP as noted above.

7. Does the City own the wide spread? Has the proximity of Kwik Trip to the water been considered?

   Wisconsin lakes and rivers are public resources, owned in common by all Wisconsin citizens under the state's Public Trust Doctrine. Based on the state constitution, this doctrine has been further defined by case law and statute. It declares that all navigable waters are "common highways and forever free", and held in trust by the Department of Natural Resources. As a part of our review, we will have the DNR and our independent consultant review the site plan and, if necessary, provide recommendations.

8. Adjacent property owner concerned that the Kwik Trip project will de-value the homeowner's property. Concerned about lighting and noise.

   There are similar developments within the City of New Richmond where residential homes are adjacent to commercial gas stations (see attached map). The municipal assessor noted that residential property values have not been affected based upon proximity to gas stations.

   Staff contacted the City of Barron, WI which has a Kwik Trip located in close proximity to residential housing. According, to the municipal assessor for Barron, this Kwik Trip which was built around 2008/2009, has had a neutral impact on residential property values.

9. Concerns about water table, depth of fuel tanks, contamination problems, oil run-off.

   As part of our application review, we will be in contact with the Department of Natural Resources related to this request. Each of the concerns highlighted above will be addressed. In addition to the DNR review, our engineering consultant will provide an independent evaluation of the site to ensure that best management practices are being followed as part of this application.

10. Can the City simply deny the project?

    Under Wis. Stat. §62.23(7)(de)2.a., "If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or

those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence." Substantial evidence is defined as meaning "facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion."

The Plan Commission should review the standards as provided herein, in conjunction with the performance standards outlined in Section 121-50.D and Section 121-50.H. In accordance with Wisconsin law, if the applicant meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Provided conditions are desired to be included in the conditional use permit, all conditions imposed must be related to the purpose of the ordinances cited and must be based upon facts and information directly pertaining to the requirements and conditions the applicant must meet to obtain the conditional use permit.

11. If a developer wanted to construct something like a strip club, could the City reject that?

Adult-oriented businesses are covered under Ordinance Section 50-166 through 50-233. They are allowed in Z3 – Multi-Use Corridor with the approval of a Conditional Use Permit. These establishments cannot be located within 500 feet of a business serving alcohol. Pete's Pizza is within that 500 feet and has a Class "B" beer license. They also cannot be located within 500 feet of a school, church, playground, daycare facility or library.

12. Concern about alcohol/wine/beer license.

At this time, Kwik Trip representatives stated they will not be putting in a liquor store at the proposed location on North Knowles and North Shore Drive.

13. Are there regulations about alcohol license being allowed within a certain distance of a church?

Below is a section from our ordinance on Alcohol license restrictions:
Location restrictions. No retail Class "A", Class "B", license shall be issued for premises, the main entrance of which is less than 300 feet from the main entrance of any established public school, parochial school, hospital or church. A temporary Class "B" license may be issued to a premises, the main entrance of which is less than 300 feet from the main entrance of any established public school, parochial school, hospital or church. Such distance shall be measured by the shortest route along the highway from

the closest point of the maintenance entrance of such school, church or hospital to the main entrance to such premises. This subsection shall not apply to premises licensed as such on June 30, 1947, nor shall it apply to any premises licensed as such prior to the occupation of real property within 300 feet thereof by any school building, hospital building or church building. This subsection does not apply to any restaurant located within 300 feet of a church or school; this sentence applies only to restaurants in which the sale of alcohol beverages accounts for less than 50 percent of their gross receipts.

14. What is the zoning of the property?

The proposed property is Z3 Multi-Use/Corridor District. The purpose of this district as defined in the zoning ordinance is as follows:
"The purpose of the Z3 Multi-Use/Corridor District is to provide a mixture of regional, commercial, retail, office, lodging and residential uses in a mixture of building forms. Other complementary uses such as schools, churches and parks will be allowed. These neighborhoods will generally be located along arterial streets. Developments will include landscaped surface parking lots and interconnected sidewalks or multi-use trails."

15. It comes down to fairness. Kwik Trip has deep pockets. Neighborhood isn't asking for anything besides "don't put it here" as it takes stuff away from the residents. What ideas do City staff have to fight the project? Should there be a referendum or petition?

A referendum is not required for development within the City of New Richmond, nor is it mandated by State Statute. Under Wis. Stat. §62.23(7)(de)2.a., "If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the city ordinance or those imposed by the city zoning board, the city shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance and be based on substantial evidence." Substantial evidence is defined as meaning "facts and information, <u>other than merely personal preferences</u> or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion."

16. Peak hours of operation is 725 trips, which seems very substantial. Motorists want to take the shortest, fastest route. Additional traffic will look to use North Shore Drive, N 4th Street, Johnson Drive.

The signalization of this intersection is expected to provide greater predictability for traffic, which may help reduce the instances of vehicles taking a shortcut via Deere

Drive, Johnson Drive, or N 4th Street. A shortcut via Deere Drive would add approximately 35% to the distance travelled from the 64/Johnson intersection to the Knowles/North Shore intersection. A shortcut via Johnson Drive would add approximately 100% to the distance travelled from the 64/Johnson intersection to the Knowles/North Shore intersection. A shortcut via N 4th Street to the west would reduce the distance travelled to the intersection of N 4th/STH 64 by approximately 11%, but based on the difference in speed limits, the travel time would increase by approximately 60%. Based on the additional distance and travel times, the bulk of traffic is expected to use Knowles Avenue and STH 64.

17. North Shore Drive turned out very nice. The bike trail ends at Johnson Drive, with no sidewalks or trails further down in the neighborhood. Concerns about safety for bicyclists and pedestrians and increased traffic on Johnson Drive.

    The bike trail does extend to the eastern edge of the neighborhood, near the intersection of North Shore Drive, but does not loop back to the north along Johnson Drive to the end of the Deere Drive trail. The City could consider adding this loop to the Bike and Pedestrian Master Plan. However, the traffic on Johnson Drive is not expected to increase as a result of the project.

18. Concern for what the high water mark is for the property, and 35-foot buffer from the high water mark. Is the requirement 75 feet or 35 feet by ordinance/state statute?

    The site is situated with its south property line abutting the New Richmond Flowage of the Willow River. As such, it is governed by the City's Shoreland Zoning ordinance (109-255.5), which requires buildings to be setback 75 feet from the Ordinary High Water Mark (OHWM), and places limits removal of vegetation within 35 feet of the OHWM. The OHWM is not shown on the developer's plans, but is known to be elevation 974.5. The development will be required to comply with Ordinance 109-255.5(g) which requires that property owners must maintain that vegetation in a vegetative buffer zone along the entire shoreline of the property and extending 35 feet inland from the OHWM, either by maintaining vegetation in the vegetative buffer zone, by showing that said vegetation is invasive, dead or diseased and developing a plan to replace the vegetation, or by limiting vegetation removal to a viewing or access corridor no greater than 30 feet for every 100 feet of shoreline frontage.

19. Can you make sure all questions are answered before the project is approved by the Plan Commission?

    The City of New Richmond is focused on this process being very transparent. The first community meeting was held on October 12th at 11:00 a.m. and all questions, comments, and concerns were recorded and will be addressed by the second

community meeting held on October 18, at 5:00 p.m. Any further questions will be answered or addressed by the Public Hearing that will be held on November 8th at 5:00 p.m.

20. There needs to be more transparency to provide the public copies of reports and studies, and that representatives from the DOT and DNR are available to respond to questions from residents.

    All reports from the City, DNR, DOT and others will be available a week prior to the public hearing.

21. Does the City of New Richmond own property on the north side of the wide spread between the first and second properties on North Shore Drive (south side)?

    This lot is outside of the scope of the Kwik Trip application and is not being proposed as a part of this site. The City does own land along North Shore Drive.

22. What is the process moving forward? Questions aren't answered today, and won't all be answered next week at the public meeting. How do these questions get answered?

    City process moving forward:
    Answering community concerns from the October 12, 2018 meeting – this will be completed on or before the October 18, 2018 meeting.
    Neighborhood meeting – October 18, 2018 at 5:00 p.m. in the City Council Chambers.
    All recommendations and memos will be completed by November 1, 2018.
    Planning Commission meeting with the Public Hearing – November 8, 2018 in the City Council Chambers.

23. If there are conditions put in place for Kwik Trip, who enforces it? For example, if there are hours for the car wash and they're not being followed, are there fines? Kwik Trip is a multi-million dollar business.

    The City would be in charge of enforcement. There is a section in our Zoning Ordinance that allows the City to enforce all conditional use conditions and any zoning type conditions such as setbacks, parking, lighting, noise, etc.

24. Thinks the former Johnson Ford location would be a better location for Kwik Trip since it's on STH 64 and since it's not near a residential neighborhood or body of water.

    This is a question for the owners to address. One exhibit that the City has provided is the distance between current gas stations and residential dwellings (see attached map). The proposed Kwik Trip, in terms of distance to adjacent uses, are consistent with other gas stations.

25. Are there other Kwik Trip locations in the state that are near a residential neighborhood or an otherwise similar location?

    Please see attached map for other locations in residential neighborhoods.

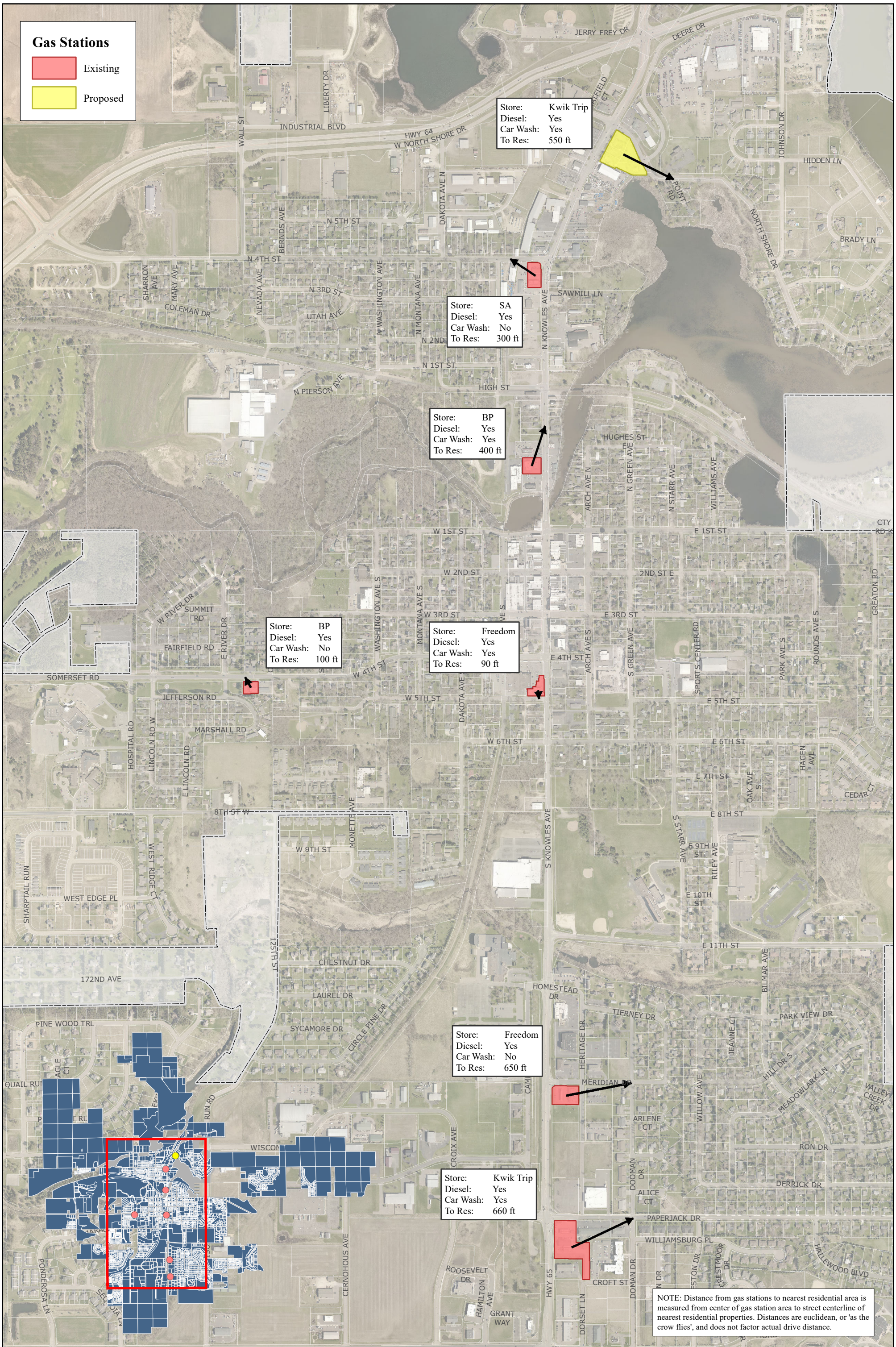
26. How do we make the Kwik Trip look aesthetically appealing in regards to the design of the building and landscaping?

    The City has landscaping and façade requirements for commercial buildings. As part of our review, we will highlight what is being proposed by Kwik Trip and, if necessary, provide recommendations for additional enhancements.

27. Concerns about the condition of the red stamped concrete at the intersection of STH 64/STH 65 that is deteriorating.

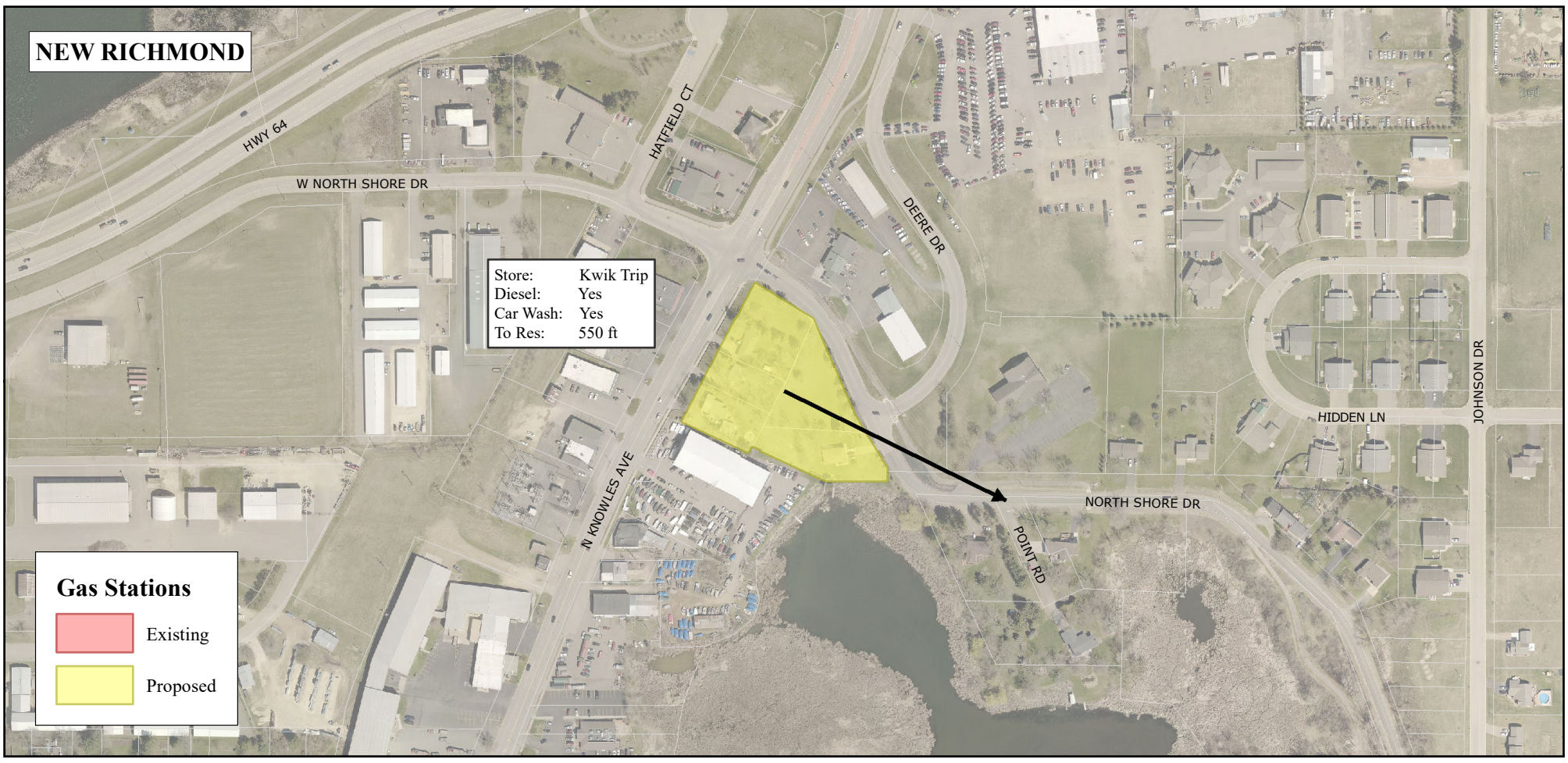
    While this isn't a part of the Kwik Trip application, we are aware of this issue and will provide an update to the Public Works Committee.

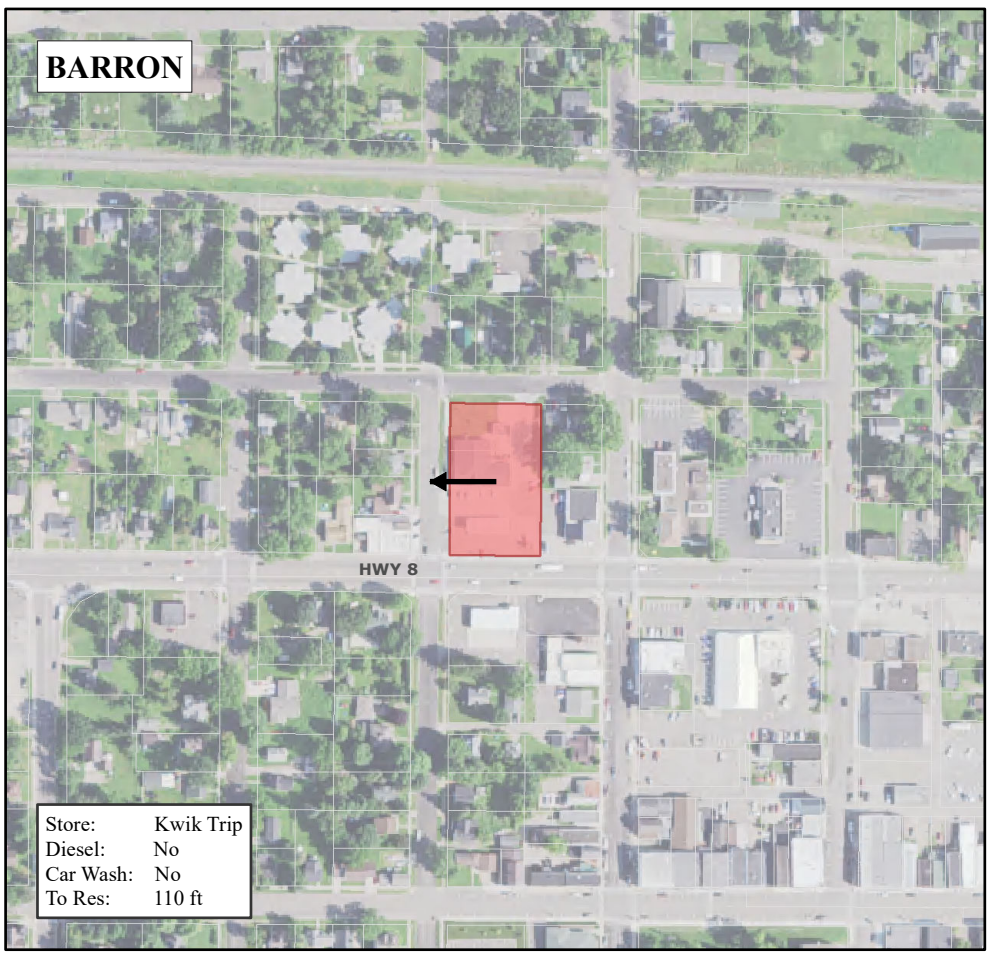
Exhibit I

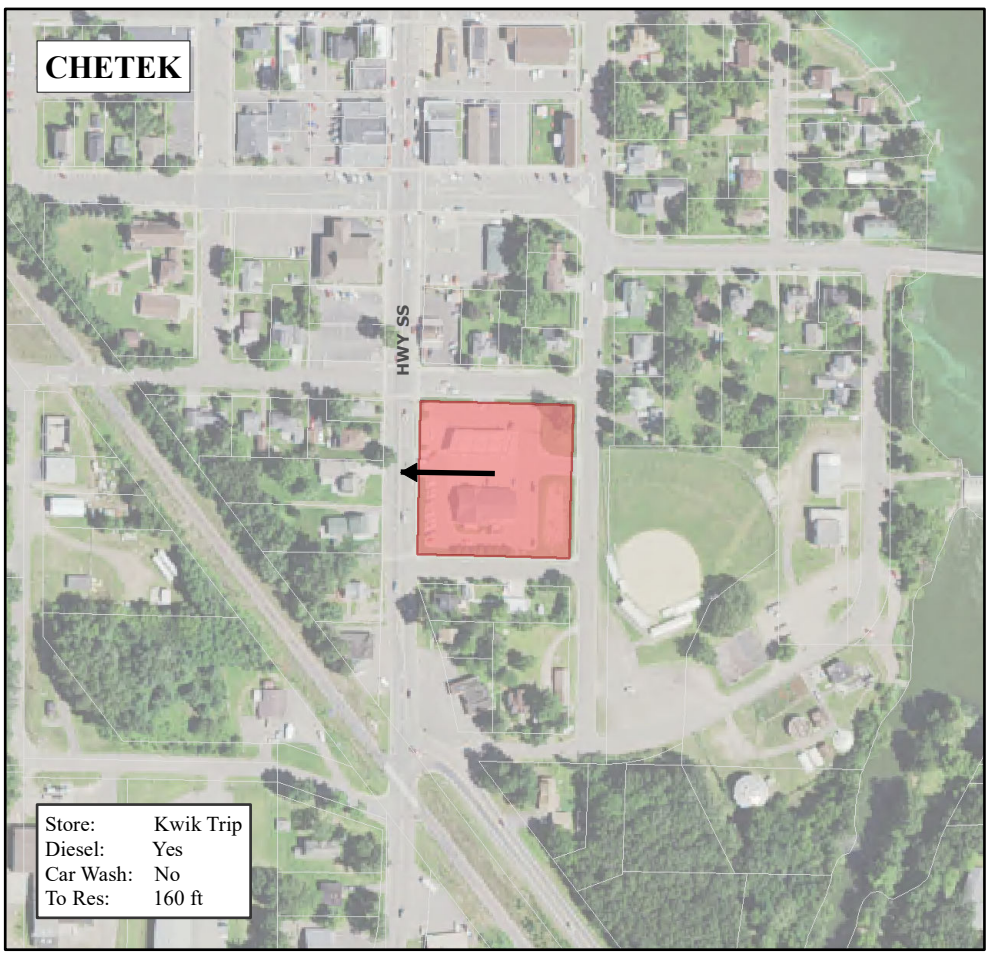


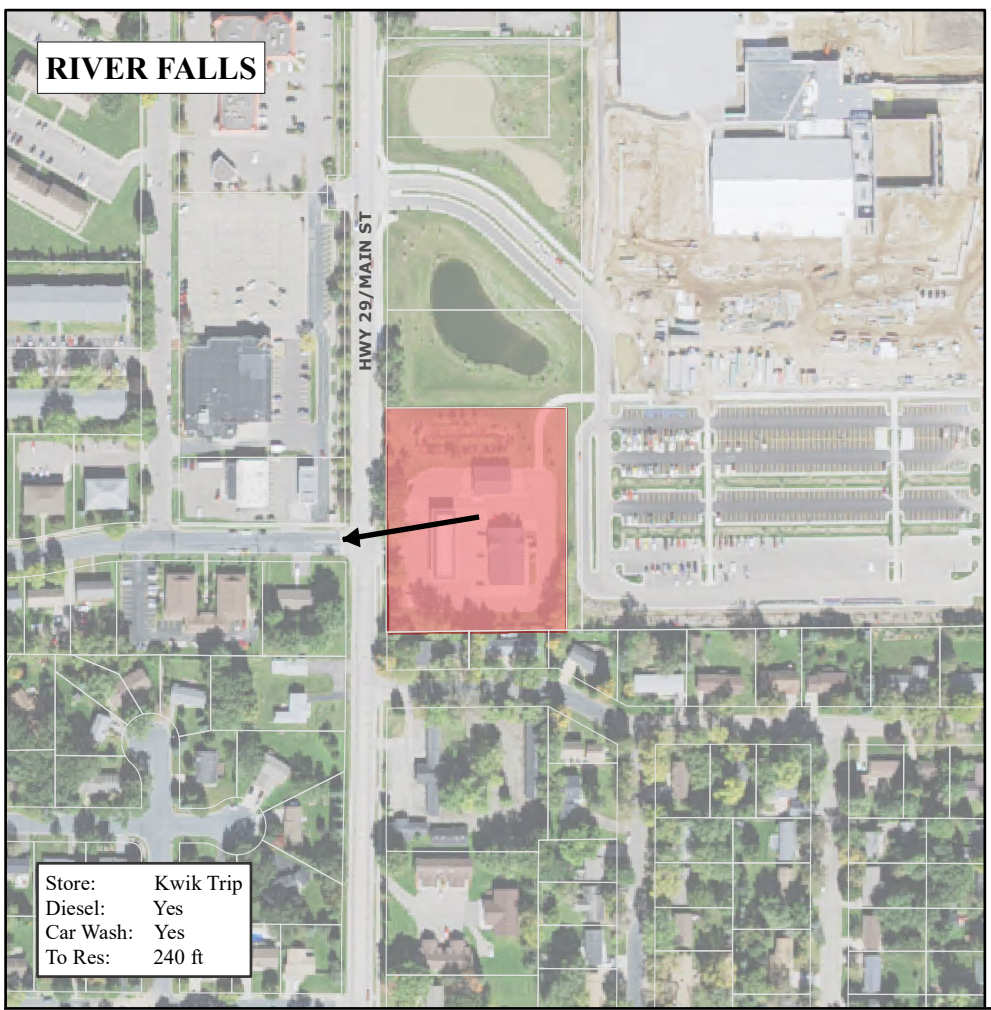
GAS STATIONS IN NEW RICHMOND

Exhibit J









KWIK TRIP LOCATIONS

NEW RICHMOND
BARRON - CHETEK
RIVER FALLS - SPOONER

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

N W E S

0 100 200 400 Feet

NOTE: Distance from gas stations to nearest residential area is measured from center of gas station area to street centerline of nearest residential properties. Distances are euclidean, or 'as the crow flies', and does not factor actual drive distance.

Exhibit K

City of New Richmond
PUBLIC HEARING NOTICE

Notice is hereby given that there will be a Public Hearing on Thursday, November 8, 2018 at 5:00 p.m. at the Plan Commission Meeting in the Civic Center, 156 East First Street, City of New Richmond, WI:

1) Public Hearing to consider the following:

a) Application for Conditional Use Permit to allow a car wash subject to 121-50.D of the Zoning Ordinance and a convenience gas station subject to Section 121-50.H of the Zoning Ordinance. Property is located at 1048 - 1132 North Knowles Avenue and 312 North Shore Drive and described as: OUTLOT 454 & N 17.5 FT OF W 165 FT OF OL 452; OUTLOT 455; OUTLOT 456 & LOT 4 OF CSM 1/23 BEING PART OF OUT- LOT 457 EXC PT TO HWY PROJ 1559-08-24; LOT 1 CSM V1, P23 OUTLOT 457 DOC. #272654 RECORDED 6-7-63.

b) Application for Zoning map amendment rezoning property from Z3 District to Z7 District in accordance with the Comprehensive Plan, certified survey map, and site plan review for expansion of an existing office/warehouse building. Property is located at 1433 Cernohous Avenue and described as: SEC 10 T30N R18W PT SW NE & PT CSM 9-2430 LOT 1; BEING CSM 21-5248 LOT 16 (2.16 AC) & INC COMM SW COR SD LOT 16; TH N 89' W 106.00FT; TH N 00' W 304.56FT; TH E ALNG S LN LOT 12 CSM 21-5248 106.00FT TO NW COR SD LOT 16; TH S 304.56FT TO POB.

c) Petition for Annexation for the following properties:

1) ANNEXATION DESCRIPTION - PARCEL 1 - SOUTH SIDE OF PAPERJACK - Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; being that parcel described in Document Number 674372 and Document Number 674776, described as follows: Beginning at the northeast corner of Lot 1 of Certified Survey Map recorded in Volume 9, Page 2430, Document Number 476885 at the St. Croix County Register of Deeds Office, said point being on the south line of the plat of New Richmond Business and Technical Park; thence westerly, along the south line of said plat, 182 feet; thence southerly 33 feet; thence easterly 182 feet to the east line of said Lot 1; thence northerly, along said east line, 33 feet to the point of beginning. Parcel contains approximately 0.14 Acres (6,006 Sq. Ft.). Above described parcel was excepted from Parcel 1 described in Ordinance #418.

2) West Side of HWY "65" – South of Paperjack Drive Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows: Beginning at the E1/4 Corner of Section 10; thence North, along the east line of the NE1/4 of said section, 1319 feet more or less; thence West, 75 feet more or less to the west right-of-way of Highway "65" as described in Document Number 290618 at the St. Croix County Register of Deeds Office; thence South, along said west line, 446 feet more or less to a north line of Parcel Number 5 described in Document Number 916885; thence East, along said north line, 42 feet more or less to the east line of said parcel; thence South, along said east line, 202 feet more or less to a south line of said parcel ; thence West, along said south line, 42 feet more or less to previously described west right-of-way line; thence South, along said west line, 670 feet to the east - west 1/4 line of said section; thence East, along said east - west 1/4 line, 75 feet more or less to the point of beginning. Parcel contains approximately 2.08 Acres (90,573 Sq. Ft.).

3) East Side of HWY "65" – South of Richmond Way
Located in the NW1/4 of the SW1/4 of Section 11, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows: Beginning at the W1/4 Corner of Section 11; thence S00°01'31"E, along the west line of the SW1/4 of said section, 589.86 feet to the westerly extension of the south line of a Certified Survey Map recorded in Volume 15, Page 4129, Document Number 651735 at the St. Croix County Register of Deeds Office; thence S89°51'41"E, along said westerly extension, 40.00 feet; thence N00°01'31"W 589.86 feet to the east-west 1/4 line; thence S89°58'20"W, along said east-west 1/4 line 40.00 feet to the point of beginning. Parcel contains approximately 0.54 Acres (23,592 Sq. Ft.).

2) Action on Public Hearing Agenda.

Tanya Batchelor, City Clerk

(Pub. 10/18/18) WNAXLP

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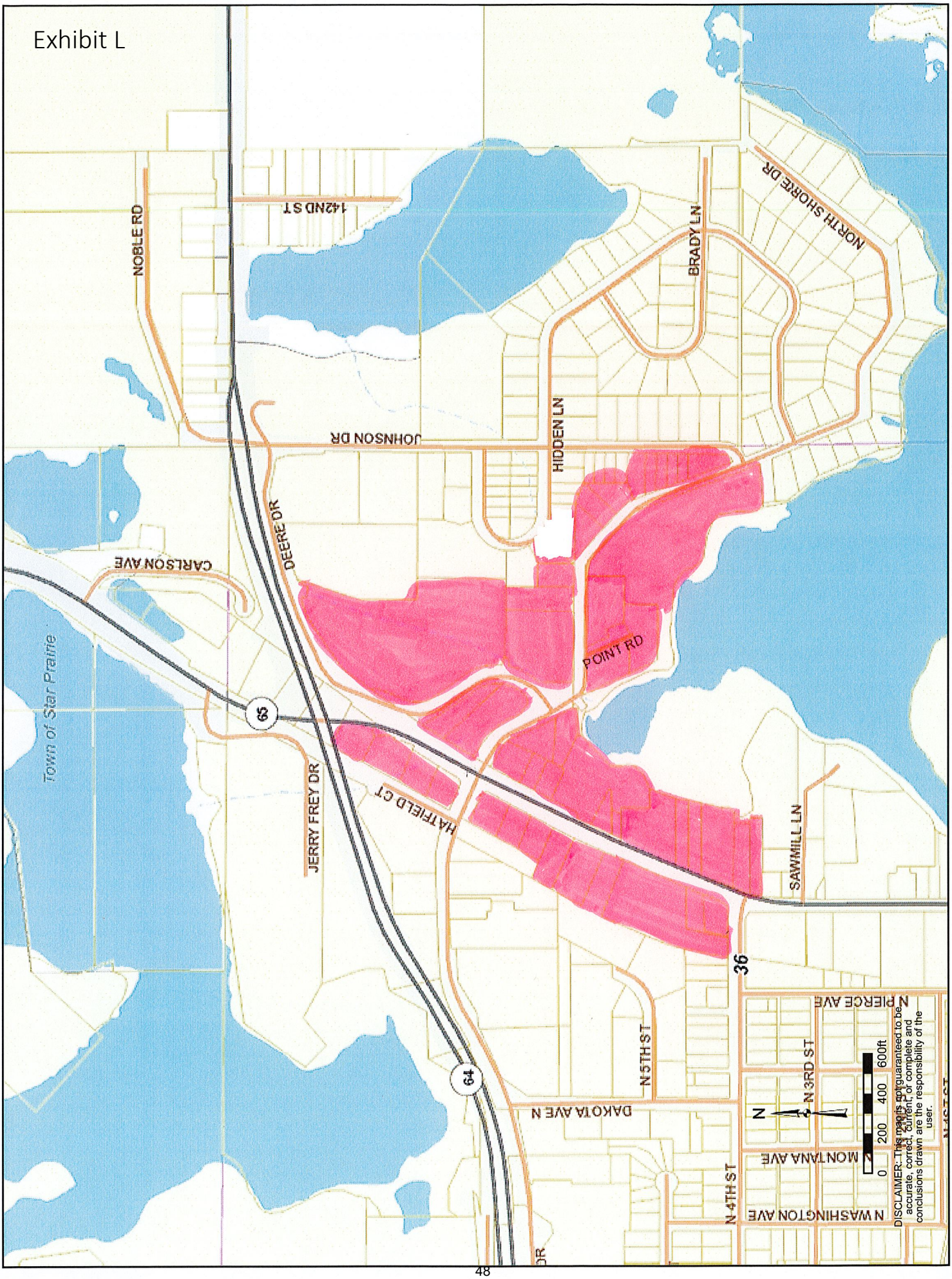
2) Action on Public Hearing Agenda.

Tanya Batchelor, City Clerk

(Pub. 10/18/18, 10/25/18) WNAXLP

Exhibit L


NOBLE RD
142ND ST
BRADY LN
NORTH SHORE DR
JOHNSON DR
HIDDEN LN
DEERE DR
CARLSON AVE
POINT RD
Town of Star Prairie
65
JERRY FREY DR
HATFIELD CT
SAWMILL LN
36
N PIERCE AVE
N 5TH ST
N 3RD ST
64
DAKOTA AVE N
N
MONTANA AVE
N 4TH ST
N WASHINGTON AVE
0 200 400 600ft
DISCLAIMER: This map is not guaranteed to be accurate, correct, current, or complete and conclusions drawn are the responsibility of the user.

101 LAND HOLDINGS
101 N FOURTH ST
NEW RICHMOND, WI 54017

MICHAEL & ALICIA CYPHER
464 PARK AVENUE
NEW RICHMOND, WI 54017

MPOC LLC
E6545 836TH AVE
COLFASX, WI 54730

NEW RICHMOND LAND HOLDINGS
21877 IDEN AVE CT N
FOREST LAKE, MN 55025

CEDAR LAKE PROPERTIES
620 DEERE DRIVE
NEW RICHMOND, WI 54017

WENDY TEMPEL
376 N SHORE DRIVE
NEW RICHMOND, WI 54017

AARON HEILLE
312 NORTH SHORE DR
NEW RICHMOND, WI 54017

SUSAN AFFELDT
1337 216TH AVE
NEW RICHMOND, WI 54017

CR VENTURES
P.O. BOX 270
NEW RICHMOND, WI 54017

DAN CASEY
1428 FALCON PLACE
NEW RICHMOND, WI 54017

SIMMA PROPERTIES
111 N KNOWLES AVE
NEW RICHMOND, WI 54017

GRASSLAND PROPERTIES
P.O. BOX 47
CLEAR LAKE, WI 54005

JOHN SWINGLE
1231 N KNOWLES AVE
NEW RICHMOND, WI 54017

BJS PROPERTY
510 DEERE DRIVE
NEW RICHMOND, WI 54017

FIRST BAPTIST CHURCH
341 N SHORE DR
NEW RICHMOND, WI 54017

DONALD GIESE
410 POINT ROAD
NEW RICHMOND, WI 54017

TIM RIEMENSCHNEIDER
775 150TH AVENUE
NEW RICHMOND, WI 54017

WARNER HOLDINGS
1020 N KNOWLES AVE
NEW RICHMOND, WI 54017

NOT JUSTA CAFÉ INC
850 N KNOWLES AVE
NEW RICHMOND, WI 54017

RHONDA BIERBRAUER
523 NORTH SHORE DR
NEW RICHMOND, WI 54017

NORTHERN STATES POWER
414 NICOLLETT MALL
MINNEAPOLIS, MN 55401

RICHARD & JACQUELINE HANSEN
1245 NORTH KNOWLES AVE
NEW RICHMOND, WI 54017

1237 LAND HOLDINGS
2529 WHITE BEAR AVE
MAPLEWOOD, MN 55109

STEVEN & TERESA MONTPETIT
1369 PARK VIEW DR
NEW RICHMOND, WI 54017

GENE & JANICE THOMAS
461 N SHORE DRIVE
NEW RICHMOND, WI 50417

LARRY & NANCY REINHARDT
340 N SHORE DRIVE
NEW RICHMOND, WI 54017

BREANNA SIMON
1060 N KNOWLES AVE
NEW RICHMOND, WI 54017

DAVID KRUEGER
1356 EGARD ST
HOULTON, WI 54082

RIVERFRONT ESTATES
814 NORTH KNOWLES AVE
NEW RICHMOND, WI 54017

JESSICA BERHOW
543 NORTH SHORE DR
NEW RICHMOND, WI 54017

SS SPARK INC
163 RIVERVIEW ACRES RD
HUDSON, WI 54016

CITYWIDE DEVELOPMENT
10500 BREN ROAD NO 100
MINNETONKA, MN 55343

Exhibit M

National Flood Hazard Layer FIRMette

FEMA

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- B 20.2 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

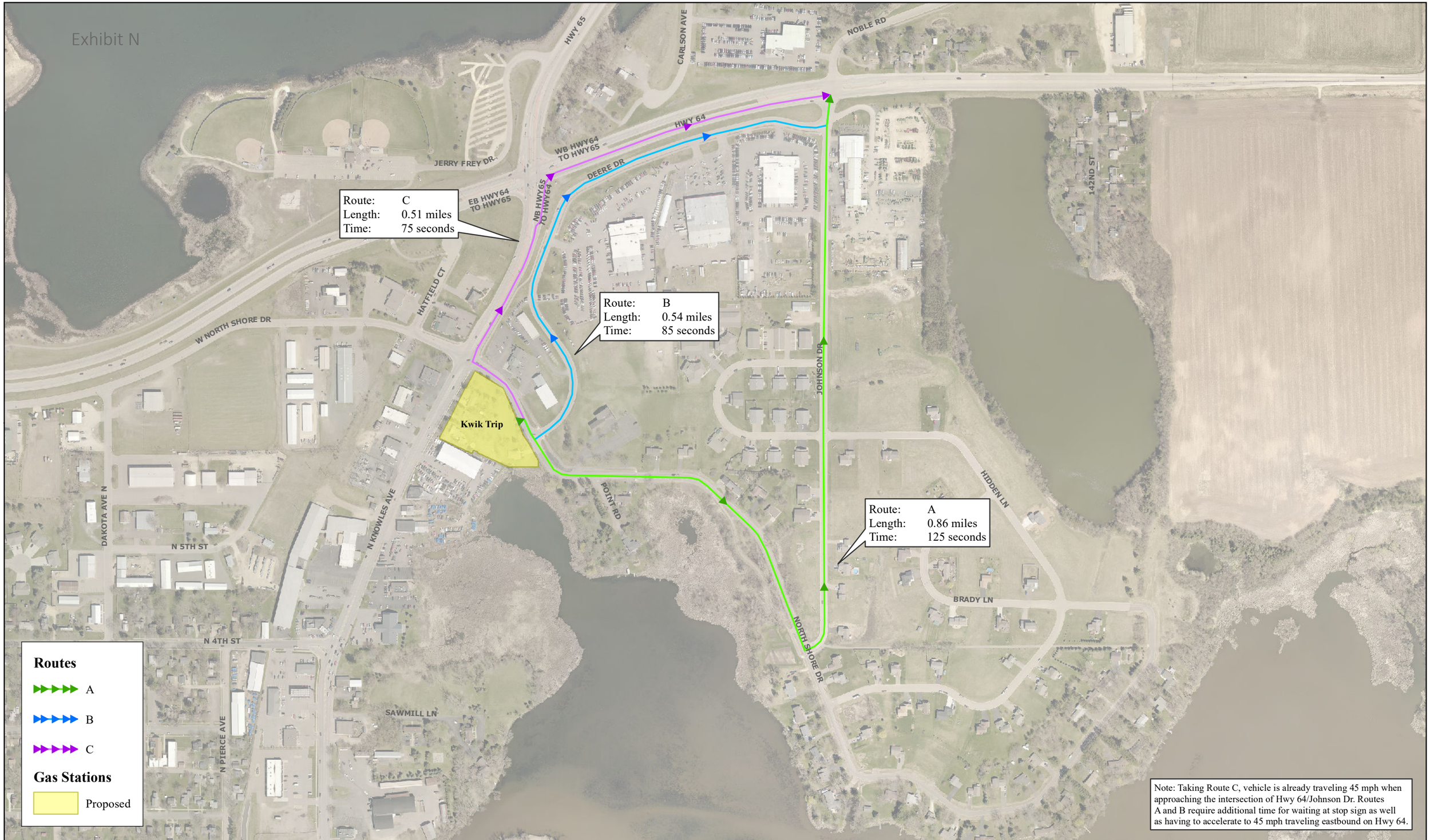
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/15/2018 at 12:10:53 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Exhibit N



CITY of NEW RICHMOND
THE CITY BEAUTIFUL

0 125 250 500 750 1,000 Feet

KWIK TRIP
DRIVE TIMES & DISTANCES

N W E S

Grid: WI CRS St. Croix (Feet)
Projection: Transverse Mercator
Datum: NAD 83
Date: 30 October 2018

Exhibit O

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

TIMELINE FOR ZONING ORDINANCE/ZONING MAP UPDATE

February 13, 2014	Published notice requesting public input on zoning ordinance rewrite
February 13, 2014	Open House on Zoning held at City Hall
March 27, 2014	Published notice about zoning roundtable held with developers and residents on March 18, 2018
April 17, 2014	Published notice of zoning subcommittee meeting on 4-21-14
April 28, 2014	City Council had first draft of new zoning map
May 1, 2014	Published notice of zoning subcommittee meeting on 5-5-14
May 8, 2014	Published update on zoning rewrite
June 26, 2014	Article about progress on Zoning Ordinance Rewrite
July 3, 2014	Published within Council minutes from June 9, 2014 Update on Zoning Ordinance
July 10, 2014	Published notice for July 14 Zoning Subcommittee Meeting
August 7, 2014	Plan Commission received a draft of the new zoning ordinance and requested feedback
August 21, 2014	Notice Published 2 times for Public Hearing at Plan Commission meeting On 9-2-14
August 21, 2014	Published large article about the zoning rewrite
August 28, 2014	Published second notice of Public Hearing on September 8th
September 4, 2014	Published within Council minutes from 8-11-14 – Zoning Update

September 8, 2014	Plan Commission had Public Hearing about New Zoning ordinance & map
December 2, 2014	Plan Commission recommended approval of the New Zoning ordinance & map
December 8, 2014	City Council approved the resolution and ordinances adopting the New Zoning Ordinance and Zoning Map
December 18, 2014	Published Ordinance #471 & 472 adopting new Zoning Ordinance & Zoning Map
December 18, 2014	Also published within the Council minutes from December 8th Resolution approving the zoning amendments and approval of the ordinances

Effective Date for the Zoning Ordinance and Zoning Map – January 1, 2015

Exhibit P

Existing Conditions: Proposed Site

DEERE

STOP

Exhibit Q

Photos of Recently-Constructed Kwik Trips in Other Communities

Cumberland, WI

Amery, WI

Superior, WI

Exhibit R

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

October 31, 2018

To Whom It May Concern:

Kwik Trip, Inc. representatives met with City of New Richmond staff on Wednesday, October 31, 2018 to discuss the recommendations and conditions prepared by the Development Review Committee in regards to our applications for certified survey map review and conditional use permit for the gas station/convenience store and car wash at the southeast corner of STH 65 and North Shore Drive. Kwik Trip, Inc. has reviewed and agrees to all of the recommendations and conditions as presented.

Sincerely,

Scott Teigen – Vice President
Kwik Trip, Inc.

Exhibit S

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

City of New Richmond
156 East First Street ❖ New Richmond, WI 54017
Phone: (715) 246-4268 ❖ Fax: (715) 246-7129

CITY ORDINANCE SECTION 117 & 121
www.newrichmondwi.gov

☑ SITE PLAN/STORM WATER REVIEW FEE:	**$250.00**	**ESCROW: $1,500.00**
☐ CONCEPT PLAN FEE:	**$150.00**	**ESCROW: $1,500.00**
☒ CERTIFIED SURVEY MAP FEE:	**$200.00**	**ESCROW: $1,500.00**
☐ AMENDED CERTIFIED SURVEY FEE:	**$200.00**	**ESCROW: $1,500.00**

Application fees should be made payable to City of New Richmond upon submittal of completed application. Escrow funds will be drawn to cover project-related costs. Additional funds may be required; surplus funds will be returned.

Please complete the application by typing or printing in ink. Use additional paper if necessary.

1. **Property Owner Information:**

   Company name: Kwik Trip, Inc. - (under contract)

   Last name: Byom *First name:* Nathan

   Address: 1626 Oak St., P.O. box 2107 *City/State/Zip:* La Crosse, WI 54602

   Phone number: 608-791-7448 *Email address:* nbyom@kwiktrip.com

2. **Applicant Information:** *(if different from above)*

   Company name: _____

   Last name: _____ *First name:* _____

   Address: _____ *City/State/Zip:* _____

   Phone number: _____ *Email address:* _____

3. **Address(es) of Property Involved:** *(if different from above)*

   1048 Knowles Ave, 1060 Knowles Ave, 1132 Knowles Ave, 312 North Shore Drive.

4. **Zoning Designation:** Z-3 Muli-use/Corridor

5. **Statement of Intent:** Briefly describe what will be done on or with the property:

   Construction of a convenience store with a detached carwash.

6. **Additional Required Information:**

   a. **Legal Description and PIN:** Provide the Parcel Identification Number(s) and the complete legal description(s) of the property involved. – Shown on Alta Survey

   b. **Consultant Fees:** Whenever third party consultants are utilized in the preparation of application materials (e.g., a traffic study) or the City's review of an application (e.g., traffic study analysis), the applicant shall be responsible for paying the entirety of those costs.

   c. **Other Information:** In addition to a full size site plan and an 11" x 17" copy, topographic survey, landscape plan, grading and drainage plan, exterior building elevation drawings, and other information may also be required if deemed necessary by City Staff. Please refer to Sec. 121-31 for further information on Site Plans.

7. **Signature(s):** By signing below, you attest that the information above and attached is true and correct to the best of your knowledge.

Property Owner: [signature] (Project Manager) *Date:* 9/10/18

Applicant: _____ *Date:* _____

Fee Paid: $200 **Date:** 9/12/18 **Receipt #** 68108

Escrow Paid: $1500 **Date:** 9/12/18 **Receipt #** 68108

Zoning change applications must be received by the first Thursday of each month; applications received after this date cannot be heard at the Planning Commission meeting the following month.

CONDITIONAL USE APPLICATION

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

City of New Richmond
156 East First Street ❖ New Richmond, WI 54017
Phone: (715) 246-4268 ❖ Fax: (715) 246-7129

CITY ORDINANCE SECTION 121-32
www.newrichmondwi.gov

APPLICATION FEE: $250 **ESCROW ~~$500~~** $500.00 bt

Application fee should be made payable to City of New Richmond upon submittal of completed application. Escrow funds will be drawn to cover project-related costs. Additional funds may be required; surplus funds will be returned.

Please complete the application by typing or printing in ink. Use additional paper if necessary.

1. **Property Owner Information:**

   Company name: Kwik Trip, Inc

   Last name: Byom *First name:* Nathan

   Address: 1626 Oak St. PO Box 2107 *City/State/Zip:* La Crosse, WI 54603

   Phone number: 608-791-7448 *Email address:* NByom@~~[illegible]~~ KwikTrip.com

2. **Applicant Information:** *(if different from above)*

   Company name: _____

   Last name: _____ *First name:* _____

   Address: _____ *City/State/Zip:* _____

   Phone number: _____ *Email address:* _____

3. **Address(es) of Property Involved:** *(if different from above)*

   1048 Knowles Ave, 1060 Knowles Ave, 1132 Knowles Ave, 312 North Shore Dr

4. **Zoning Designation:** Z-3 multi-use/corridor

5. **Comprehensive Plan Designation:** Mixed Use

6. **Statement of Intent:** Briefly describe what will be done on or with the property requiring the conditional use approval.

   Construction of a convience store with a detached carwash.

7. **Additional Required Information:**

   a. **Legal Description and PIN:** Provide the Parcel Identification Number(s) and the complete legal description(s) of the property involved.

   b. **Consultant Fees:** Whenever third party consultants are utilized in the preparation of application materials (e.g., a traffic study) or the City's review of an application (e.g. traffic study analysis), the applicant shall be responsible for paying the entirety of those costs.

   c. **Proposed Plans:** In addition to a scaled site plan, the following documentation may be requested: a landscape plan, grading and drainage plan, photometric plan, traffic study, and exterior building elevation drawings showing building materials may also be required if deemed necessary by City Staff. Plans for residential applications may be on 8½"x 11" or 11"x 17" paper; full size plans and digital copies must be submitted for commercial applications.

   d. **Written Narrative:** The written narrative should thoroughly address the following general items in addition to any specific requirements pertaining to the proposed use, which Section 121-259 (Conditional Uses) of the City Code directs the City Council to evaluate during consideration of conditional use applications:

      1) The proposed use is not in conflict with the Comprehensive Plan;

      2) The proposed use is not in conflict with any Regulating Maps or other adopted plans;

      3) The proposed use is not in conflict with any City Ordinance requirements;

      4) The proposed use will not create an excessive burden on parks, streets and other public facilities; and

      5) The proposed use will not be injurious to the surrounding neighborhood, will not negatively impact traffic or property values, and will not otherwise harm the public health, safety, and general welfare.

8. **Signature(s):** By signing below, you attest that the information above and attached is true and correct to the best of your knowledge.

Property Owner: Paul D Bem (Project Manager) *Date:* 9/12/18

Applicant: _____ *Date:* _____

Fee Paid: $250 **Date:** 9/12/18 **Receipt #** 68108

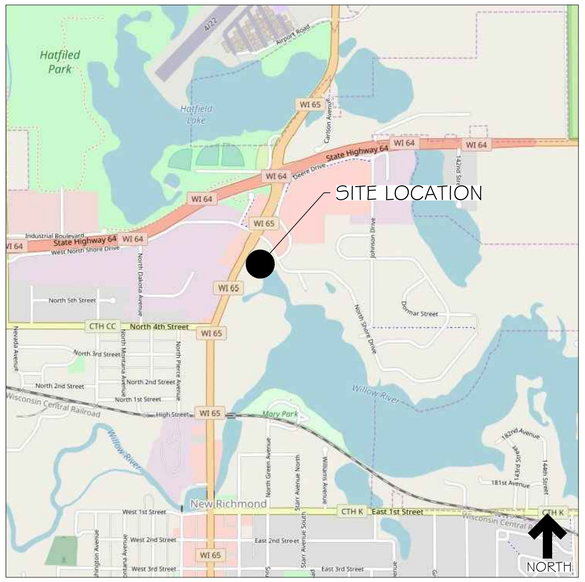
Escrow Paid: ~~$500~~ $1,500 **Date:** 9/12/18 **Receipt #** 68108

Applications for conditional use approval must be received by the first Thursday of each month; applications received after this date cannot be heard at the Planning Commission meeting the following month.

SITE IMPROVEMENT PLANS FOR:

KWIK TRIP #1040
NEW RICHMOND, WI

SITE LOCATION MAP:



SITE AERIAL MAP:

DRAWING INDEX	
T1	TITLE SHEET
ALTA	ALTA SURVEY
SP0	SITE CIRCULATION PLAN
SP1	SITE DIMENSION PLAN
SP1.1	SITE KEYNOTE PLAN
SP2	GRADE PLAN
SP3	STORM SEWER PLAN
SP4	UTILITY PLAN
SP4.1	UTILITY NOTES & DETAILS
SP5	SITE PLAN DETAILS
SP6	SITE PLAN DETAILS
SWP1	EROSION CONTROL PLAN
SWP2	EROSION CONTROL NOTES
SWP3	EROSION CONTROL DETAILS
SWP4	EROSION CONTROL DETAILS
L1	LANDSCAPE PLAN
E1	PHOTOMETRIC SITE PLAN

OWNER:
KWIK TRIP INC.
1626 OAK STREET
LA CROSSE, WI 54602
NATE BYOM
(608)791-7448
NByom@kwiktrip.com

SITE PLANNER:
INSITES SITE PLANNING
3030 HARBOR LN N, SUITE 131
PLYMOUTH, MN 55447
BOB MUELLER
763-383-8400
Bob@InsitesInc.net

CIVIL ENGINEER:
SUNDE ENGINEERING
10830 NESBITT AVE SOUTH
BLOOMINGTON, MN 55437
(952)881-3344

ARCHITECT:
VANTAGE ARCHITECTS
750 3RD ST N, SUITE F
LA CROSSE, WI 54601
(608)784-2729

SURVEYOR:
REAL LAND SURVEYING
1360 INTERNATIONAL DRIVE
EAU CLAIRE, WI 54701
(715) 514-4116

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE:
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
Fax 763.383.8440

REGISTERED STATE OF WISCONSIN LANDSCAPE ARCHITECT
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
06SEP2018

TITLE SHEET

CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

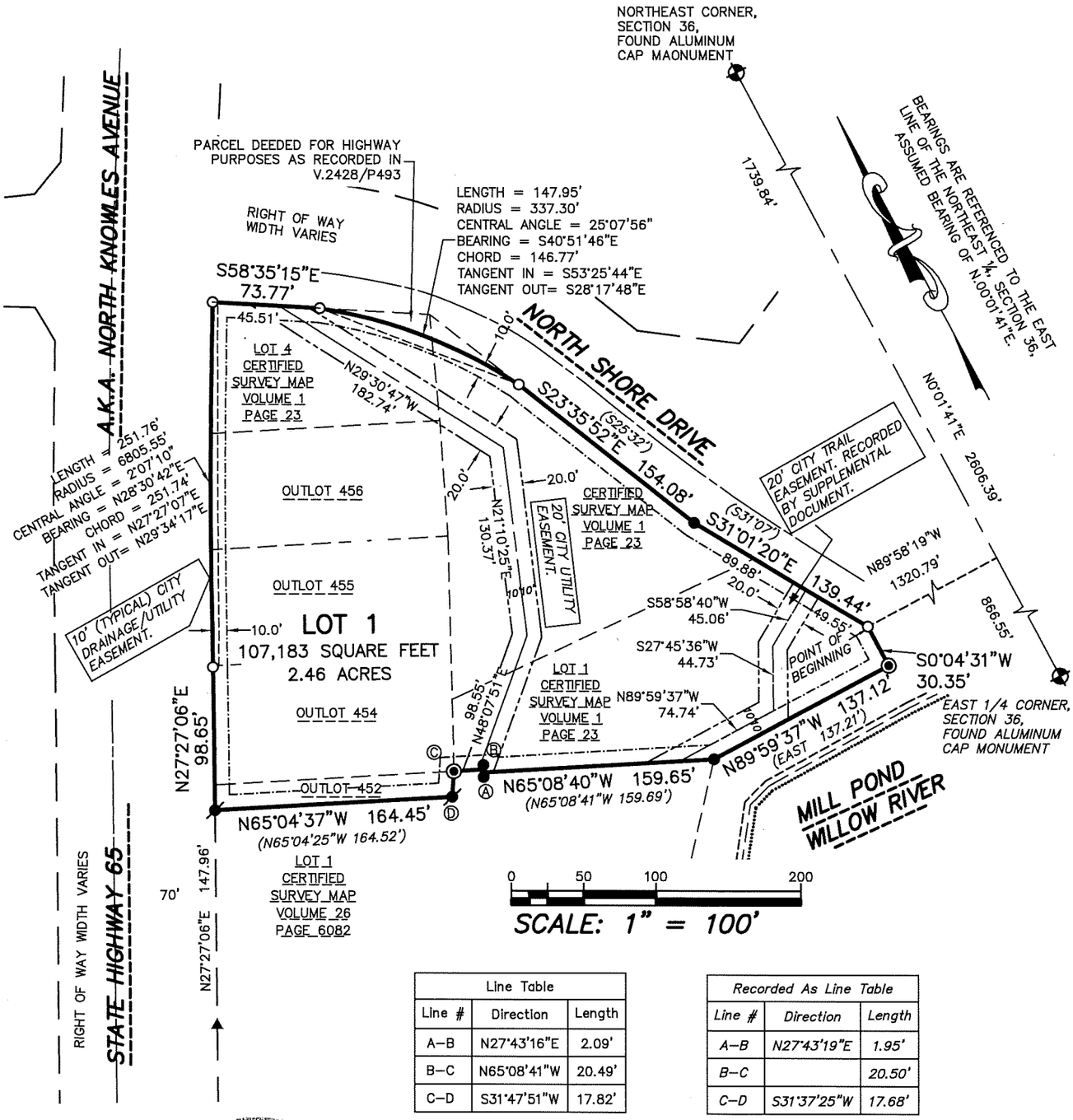
DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	**T1**

INSITES 18-026 PM N.B.

CERTIFIED SURVEY MAP

LOCATED IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼, SECTION 36, TOWNSHIP 31 NORTH, RANGE 18 WEST, CITY OF NEW RICHMOND, ST. CROIX COUNTY, WISCONSIN

INCLUDING LOTS 1–4 OF CERTIFIED SURVEY MAP, VOLUME 1 OF CERTIFIED SURVEY MAP, PAGE 23 AND INCLUDING OUTLOTS 456–454 AND PART OF OUTLOT 452 OF THE ASSESSOR'S PLAT OF THE CITY OF NEW RICHMOND



Line Table		
Line #	Direction	Length
A–B	N27°43'16"E	2.09'
B–C	N65°08'41"W	20.49'
C–D	S31°47'51"W	17.82'

Recorded As Line Table		
Line #	Direction	Length
A–B	N27°43'19"E	1.95'
B–C		20.50'
C–D	S31°37'25"W	17.68'

WISCONSIN
PETER J. CARTMANN
S 2279
KNAPP
WI
LAND SURVEYOR

LEGEND

- ▲ ---- FOUND PK NAIL
- ⚲ ---- FOUND 3/4" REBAR
- ◉ ---- FOUND 1–1/4" OUTSIDE DIAMETER IRON PIPE
- ○ ---- SET 1" OUTSIDE DIAMETER x 18" IRON PIPE WEIGHING 1.13 POUNDS PER LINEAR FOOT
- ( ) ---- RECORDED AS

REAL LAND SURVEYING, LLC
1360 INTERNATIONAL DRIVE
EAU CLAIRE, WI 54701
(715)514–4116
CADD No. 18276

FIELD WORK WAS COMPLETED ON NOVEMBER 1, 2018

SHEET 1 OF 3 SHEETS

CERTIFIED SURVEY MAP

LOCATED IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼,
SECTION 36, TOWNSHIP 31 NORTH, RANGE 18 WEST,
CITY OF NEW RICHMOND, ST. CROIX COUNTY, WISCONSIN
INCLUDING LOTS 1-4 OF CERTIFIED SURVEY MAP, VOLUME 1 OF
CERTIFIED SURVEY MAP, PAGE 23 AS DOCUMENT No. 272654 AND
INCLUDING OUTLOTS 456-454 AND PART OF OUTLOT
452 OF THE ASSESSOR'S PLAT OF THE
CITY OF NEW RICHMOND

SURVEYOR'S CERTIFICATE:

I, PETER J. GARTMANN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY:
THAT BY THE DIRECTION OF KWIK TRIP INC., I HAVE SURVEYED, DIVIDED AND MAPPED THE LAND PARCEL WHICH IS REPRESENTED BY THIS CERTIFIED SURVEY MAP.

THAT THE EXTERIOR BOUNDARY OF THE LAND PARCEL SURVEYED AND MAPPED IS AS FOLLOWS: A PARCEL OF LAND LOCATED IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼, SECTION 36, TOWNSHIP 31 NORTH, RANGE 18 WEST, CITY OF NEW RICHMOND, ST. CROIX COUNTY, WISCONSIN, INCLUDING LOTS 1-4 OF CERTIFIED SURVEY MAP, VOLUME 1 OF CERTIFIED SURVEY MAP, PAGE 23 AS DOCUMENT No. 272654 AND INCLUDING OUTLOTS 456-454 AND PART OF OUTLOT 452 OF THE ASSESSOR'S PLAT OF THE CITY OF NEW RICHMOND, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

- COMMENCING AT THE EAST ¼ CORNER OF SECTION 36;
- THENCE N.00°01'41"E., ALONG THE EAST LINE OF THE NORTHEAST ¼ OF SECTION 36, A DISTANCE OF 866.55 FEET;
- THENCE N.89°58'19"W., A DISTANCE OF 1320.79 FEET TO THE POINT OF BEGINNING;
- THENCE S.00°04'31"W., A DISTANCE OF 30.35 FEET;
- THENCE N.89°59'37"W., A DISTANCE OF 137.12 FEET;
- THENCE N.65°08'40"W., A DISTANCE OF 159.65 FEET;
- THENCE N.27°43'16"E., A DISTANCE OF 2.09 FEET;
- THENCE N.65°08'41"W., A DISTANCE OF 20.49 FEET;
- THENCE S.31°47'51"W., A DISTANCE OF 17.82 FEET;
- THENCE N.65°04'37"W., A DISTANCE OF 164.45 FEET TO THE EASTERLY RIGHT OF WAY LINE OF NORTH KNOWLES AVENUE;
- THENCE N.27°27'06"E., ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 98.65 FEET;
- THENCE 251.76 FEET ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY, RADIUS OF 6805.55 FEET, CENTRAL ANGLE 002°07'10", AND A CHORD BEARING AND DISTANCE OF N.28°30'42"E., 251.74 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF NORTH KNOWLES AVENUE;
- THENCE S.58°35'15"E., ALONG SAID THE SOUTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 73.77 FEET;
- THENCE 147.95 FEET ALONG THE ARC OF A CURVE CONCAVE SOUTHWESTERLY, RADIUS OF 337.30 FEET, CENTRAL ANGLE 025°07'56", AND A CHORD BEARING AND DISTANCE OF S.40°51'46"E., 146.77 FEET;
- THENCE S.23°35'52"E., ALONG SAID THE SOUTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 154.08 FEET;
- THENCE S.31°01'20"E., ALONG SAID THE SOUTHWESTERLY RIGHT OF WAY LINE, A DISTANCE OF 139.44 FEET TO THE POINT OF BEGINNING.

AND BEING SUBJECT TO EXISTING EASEMENTS.

THAT THIS CERTIFIED SURVEY MAP IS A CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARY SURVEYED AND DESCRIBED, AND THE DIVISION OF IT. THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF CHAPTER 236.34 OF THE WISCONSIN STATUTES, AE-7 OF THE WISCONSIN ADMINISTRATIVE CODE, AND THE SUBDIVISION REGULATIONS OF THE CITY OF NEW RICHMOND, ST. CROIX COUNTY, WISCONSIN IN SURVEYING AND MAPPING THE SAME.

WISCONSIN PETER J. GARTMANN S 2279 KNAPP WI LAND SURVEYOR

_____ DATED THIS 2nd DAY OF Nov, 2018
PETER J. GARTMANN, P.L.S. NO. 2279

CITY COUNCIL RESOLUTION:

RESOLVED, THAT THIS CERTIFIED SURVEY MAP IN THE CITY OF NEW RICHMOND, KWIK TRIP INC, OWNER, IS HEREBY APPROVED BY THE CITY COUNCIL.

_____ DATED THIS _____ DAY OF _____, 2018
MAYOR

_____ DATED THIS _____ DAY OF _____, 2018
CLERK-TREASURER & FINANCE

SHEET 2 OF 3 SHEETS

CERTIFIED SURVEY MAP

LOCATED IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼,
SECTION 36, TOWNSHIP 31 NORTH, RANGE 18 WEST,
CITY OF NEW RICHMOND, ST. CROIX COUNTY, WISCONSIN
INCLUDING LOTS 1-4 OF CERTIFIED SURVEY MAP, VOLUME 1 OF
CERTIFIED SURVEY MAP, PAGE 23 AS DOCUMENT No. 272654 AND
INCLUDING OUTLOTS 456-454 AND PART OF OUTLOT
452 OF THE ASSESSOR'S PLAT OF THE
CITY OF NEW RICHMOND

CORPORATE CERTIFICATE OF DEDICATION:

AS A REPRESENTITIVE OF KWIK TRIP, INC. I HEREBY CERTIFY THAT WE CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, MAPPED AND A 10' CITY UTILITY/DRAINAGE EASEMENT AND A 20' CITY UTILITY EASEMENT AS SHOWN AND DEDICATED TO CITY OF NEW RICHMOND AS REPRESENTED ON THE CERTIFIED SURVEY MAP.

WITNESS THE HAND AND SEAL OF SAID OWNERS THIS _____ DAY OF _____, 2018.

_____ _____

STATE OF _____
COUNTY OF _____

PERSONALLY APPEARED BEFORE ME THIS _____ DAY OF _____ 2018,

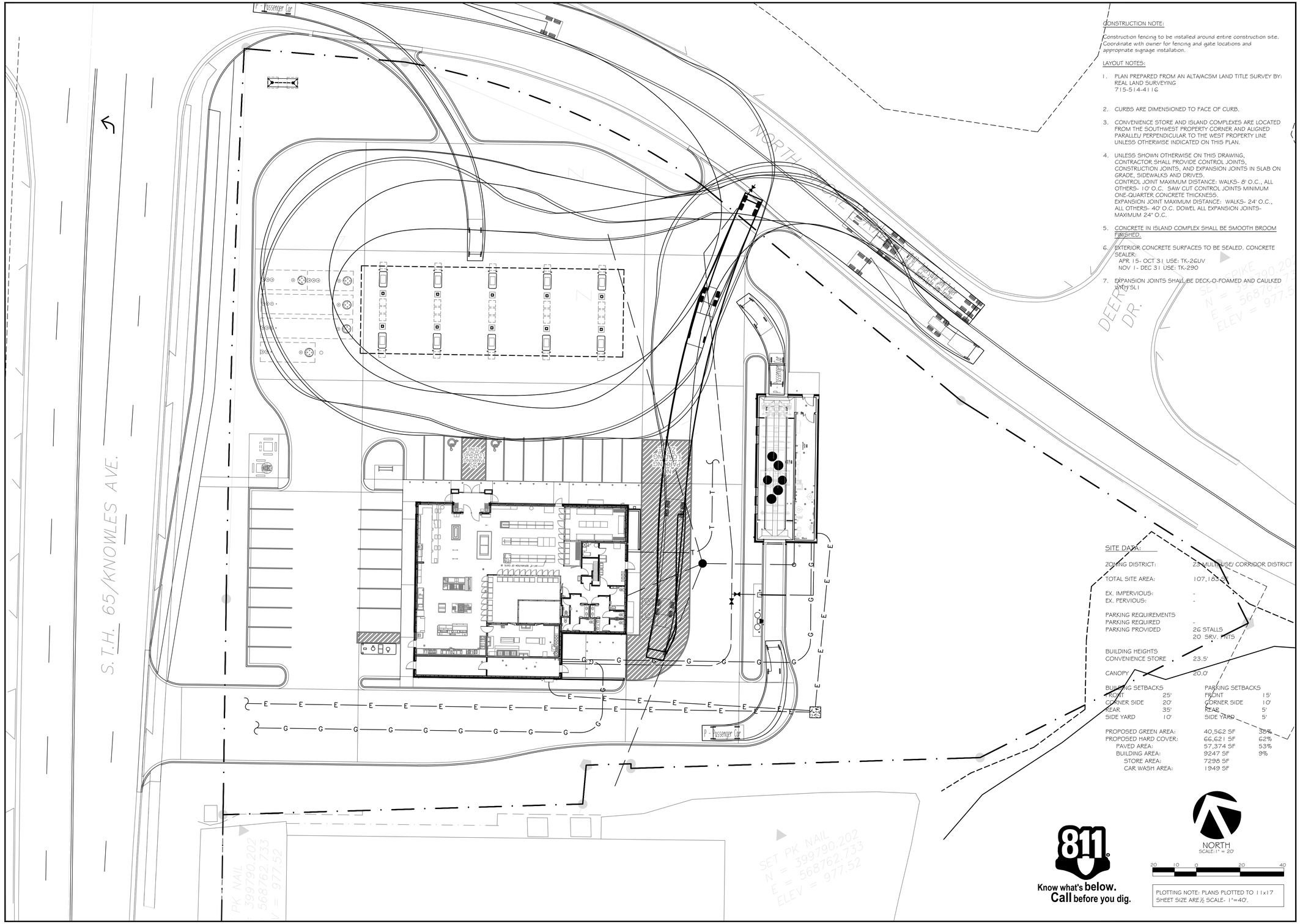
THE ABOVE NAMED_____

TO ME KNOWN TO BE THE PERSONS WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGED THE SAME TO BE THEIR OWN FREE ACT AND DEED.

_____, NOTARY PUBLIC

MY COMMISSION EXPIRES:_____

WISCONSIN
PETER J. GARTMANN
S 2279
KNAPP
WI
LAND SURVEYOR



CONSTRUCTION NOTE:

Construction fencing to be installed around entire construction site. Coordinate with owner for fencing and gate locations and appropriate signage installation.

LAYOUT NOTES:

1. PLAN PREPARED FROM AN ALTA/ACSM LAND TITLE SURVEY BY: REAL LAND SURVEYING 715-514-4116
2. CURBS ARE DIMENSIONED TO FACE OF CURB.
3. CONVENIENCE STORE AND ISLAND COMPLEXES ARE LOCATED FROM THE SOUTHWEST PROPERTY CORNER AND ALIGNED PARALLEL PERPENDICULAR TO THE WEST PROPERTY LINE UNLESS OTHERWISE INDICATED ON THIS PLAN.
4. UNLESS SHOWN OTHERWISE ON THIS DRAWING, CONTRACTOR SHALL PROVIDE CONTROL JOINTS, CONSTRUCTION JOINTS, AND EXPANSION JOINTS IN SLAB ON GRADE, SIDEWALKS AND DRIVES.
   CONTROL JOINT MAXIMUM DISTANCE: WALKS- 8' O.C., ALL OTHERS- 10' O.C. SAW CUT CONTROL JOINTS MINIMUM ONE-QUARTER CONCRETE THICKNESS.
   EXPANSION JOINT MAXIMUM DISTANCE: WALKS- 24' O.C., ALL OTHERS- 40' O.C. DOWEL ALL EXPANSION JOINTS- MAXIMUM 24" O.C.
5. CONCRETE IN ISLAND COMPLEX SHALL BE SMOOTH BROOM FINISHED.
6. EXTERIOR CONCRETE SURFACES TO BE SEALED. CONCRETE SEALER:
   APR 15- OCT 31 USE: TK-26UV
   NOV 1- DEC 31 USE: TK-290
7. EXPANSION JOINTS SHALL BE DECK-O-FOAMED AND CAULKED WITH SL1

SITE DATA:

ZONING DISTRICT:	23 MULTI USE/ CORRIDOR DISTRICT
TOTAL SITE AREA:	107,183 SF
EX. IMPERVIOUS:	-
EX. PERVIOUS:	-
PARKING REQUIREMENTS	
PARKING REQUIRED	-
PARKING PROVIDED	26 STALLS 20 SRV. PNTS
BUILDING HEIGHTS	
CONVENIENCE STORE	23.5'
CANOPY	20.0'

BUILDING SETBACKS		PARKING SETBACKS	
FRONT	25'	FRONT	15'
CORNER SIDE	20'	CORNER SIDE	10'
REAR	35'	REAR	5'
SIDE YARD	10'	SIDE YARD	5'

PROPOSED GREEN AREA:	40,562 SF	38%
PROPOSED HARD COVER:	66,621 SF	62%
PAVED AREA:	57,374 SF	53%
BUILDING AREA:	9247 SF	9%
STORE AREA:	7298 SF	
CAR WASH AREA:	1949 SF	

811 Know what's below. Call before you dig.

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE:
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

SITE CIRCULATION PLAN

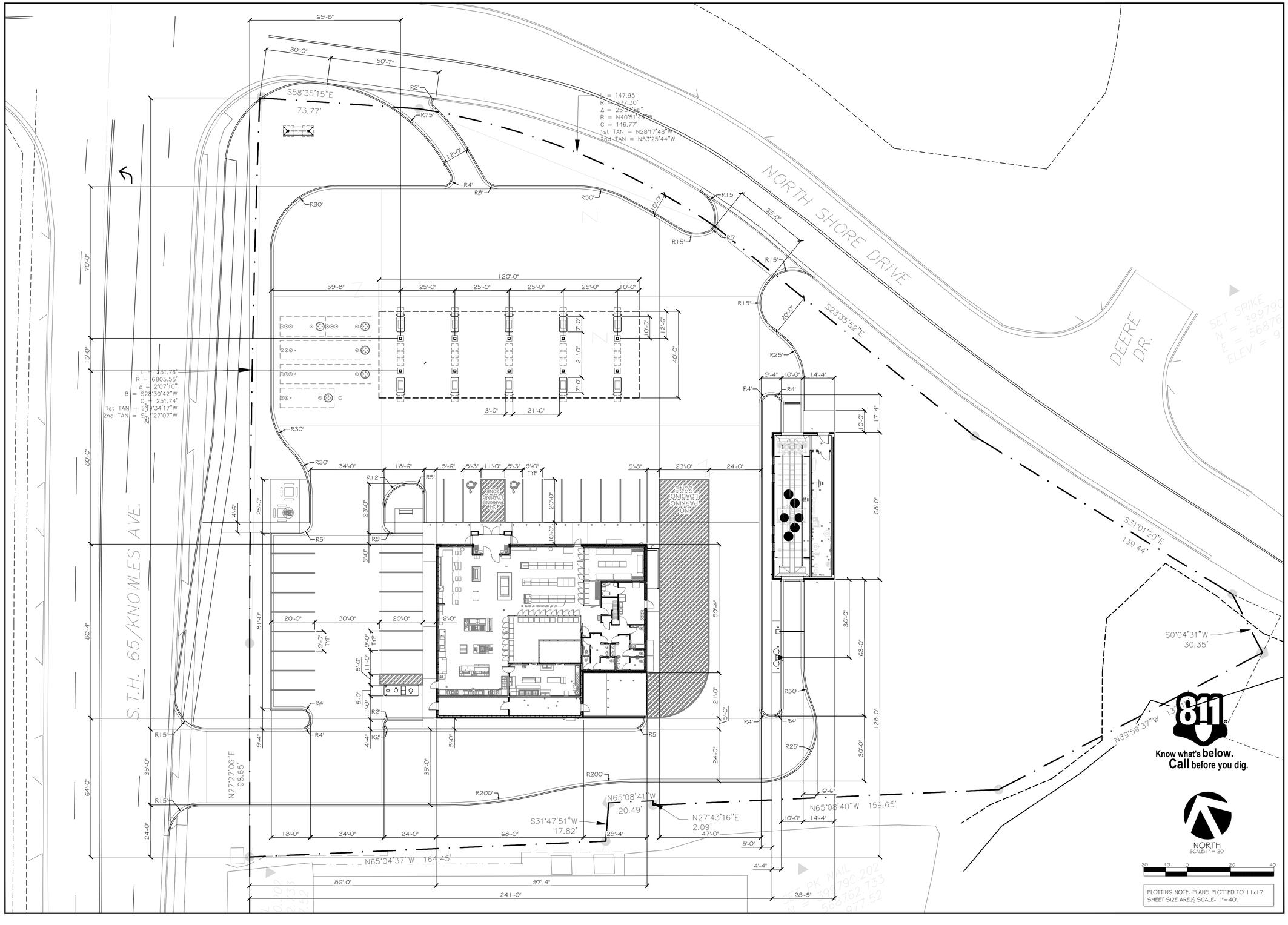
CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP0

INSITES 18-026 PM N.B.



KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE:
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

SITE DIMENSION PLAN

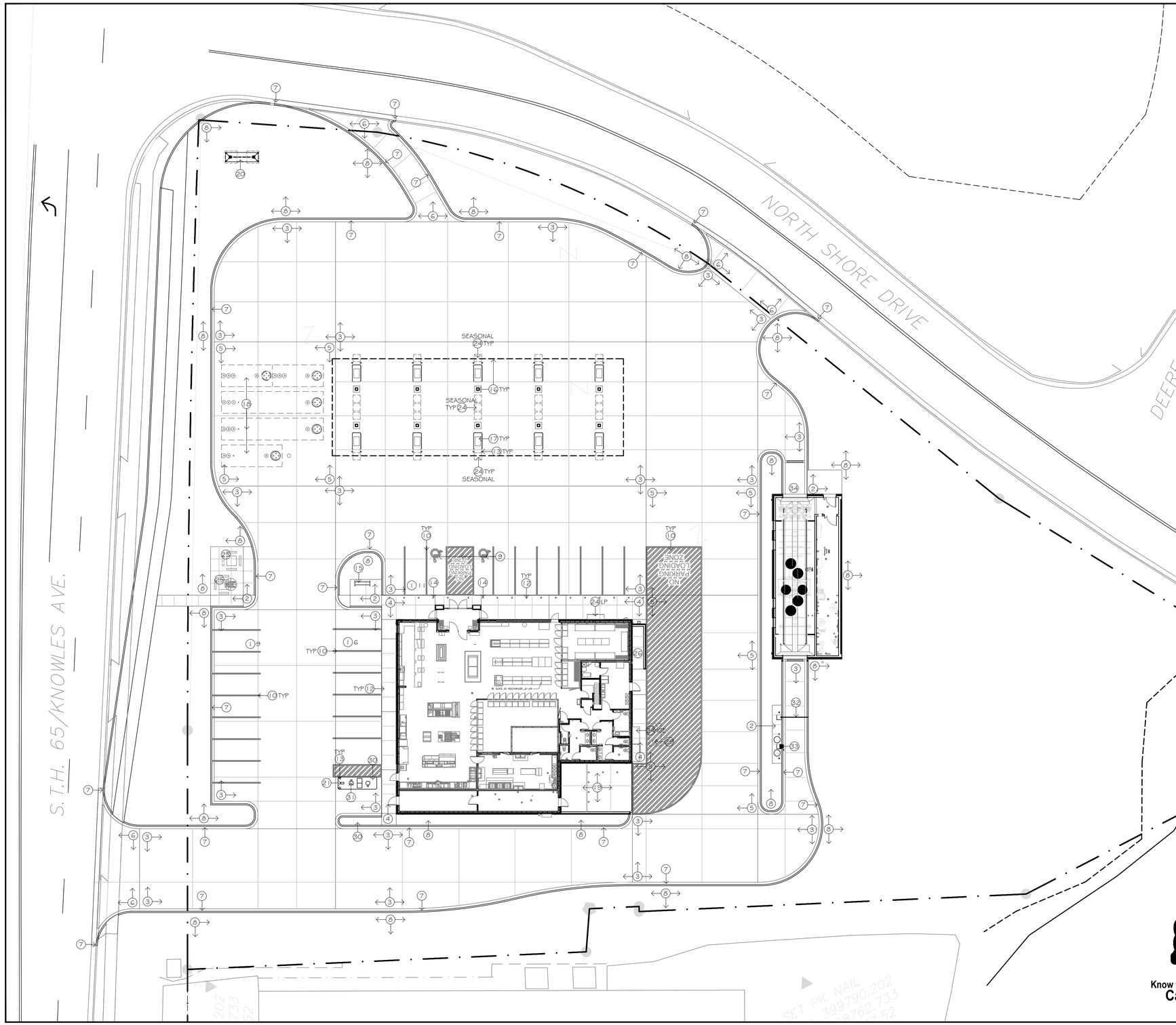
CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP1

INSITES 18-026 PM N.B.



SITE PLAN KEYNOTES

1. OFF-STREET PARKING STALLS
   STRIPING - 4" WIDE STALL LINES, USE HIGH VISIBILITY WHITE PAINT.
   SPACES PROVIDED
   (20) SERVICE POINTS
   (24) 9'-0"x 20'-0"(MIN.) GENERAL PARKING
   (2)9'-0"x 20'-0" ACCESSIBLE PARKING WITH
   (1) 11'-0"x 20'-0" LOADING ZONE
2. 4" DEPTH CONCRETE WALK PER DETAIL 3/SP5
3. 6" DEPTH (MIN.) CONCRETE SLAB-ON-GRADE WITH #3 REBAR, 3' O.C. CONCRETE SEALER: TK-2GUV
4. 6" INTEGRAL CONCRETE CURB/ WALK. SEE DETAIL 7/SP5 FOR NON-FLUSH SECTIONS. CONCRETE SEALER: TK-2GUV
5. 8" DEPTH (MIN.) CONCRETE SLAB-ON-GRADE WITH #4 REBAR, 3' O.C. CONCRETE SEALER: TK-2GUV
6. 8" DEPTH CONCRETE APPROACH PER DETAIL
7. BG-12 CONCRETE CURB AND GUTTER PER DETAIL 11/SP5.
8. LANDSCAPE AREA. SEE SHEET L1.
9. A.D.A. ACCESSIBLE PARKING SPACE WITH LOADING ZONE. PROVIDE APPROPRIATE STRIPING AND PAVEMENT MARKINGS.
10. 4" WIDE, HIGH VISIBILITY, PAVEMENT STRIPING, LANE MARKINGS AND TEXT. COLOR: HC MARKINGS- BLUE, ALL OTHERS- YELLOW.
11. STORM STRUCTURE. SEE SHEETS SP2-SP4 FOR FURTHER STORM SEWER INFORMATION.
    A. CATCH BASIN CURB INLET PER DETAIL ON SHEET SP4.2
    B. MANHOLE, FRAME AND COVER PER DETAIL ON SHEET SP4.2
    C. TRENCH DRAIN PER DETAIL 6/SP6
    D. OIL SKIMMER CATCH BASIN PER DETAIL ON SHEET SP4.2
    E. OUTLET CONTROL STRUCTURE PER DETAIL ON SHEET SP4.2
    F. FLARED END SECTION PER DETAIL 2/SP6
    G. RIP RAP PER DETAIL 3/SP6
12. 30" HT., 6" DIA. CONCRETE FILLED PIPE BOLLARD PER DETAIL 9/SP5.
13. 36" HT., 6" DIA. CONCRETE FILLED PIPE BOLLARD PER DETAIL 8/SP5.
14. HC PVC BOLLARD SLEEVE PER OWNER. VAN ACCESS SIGNAGE AT 48" HT. STALL PARKING AT 60" HT.
15. 8 STALL BIKE RACK WITH 4" CONCRETE PAD
    (BRP 300 TRADITIONAL BIKE RACK-SINGLE SIDE, PORTABLE/ SURFACE MOUNT ENDS, FUSION COATINGS - A DIVISION OF RTM INC. (TO BE PROVIDED BY OWNER)
16. 40'-0"x 120'-0" DISPENSER ISLAND CANOPY. VERIFY SIZE, PLACEMENT, COLUMN AND FOOTING SIZE WITH CANOPY AND STRUCTURAL PLANS. COLUMNS TO BE BRICKED FROM GRADE TO CANOPY DECK. CANOPY GRAPHICS PER OWNER.
17. 3'-6"x 7'-0" CONCRETE ISLANDS W/ 6" EXPOSURE WITH FUEL DISPENSERS. DISPENSER PER OWNER.
18. UNDERGROUND FUEL STORAGE TANKS PER OWNER. PROVIDE PIPING AND VENTING PER OWNER'S SPECIFICATIONS.
19. EXTERNAL TRASH ENCLOSURE TO MATCH BUILDING. SEE ARCHITECTURAL DETAILS.
20. KWIK TRIP TRADEMARK SIGN (VERIFY LOCATION WITH SIGN PERMIT)
21. 'FREE AIR' COMPRESSOR. PROVIDE SIGNAGE PER OWNER.
22. SITE AREA LIGHT WITH CONCRETE BASE PER DETAIL 12/SP5
23. PVC IRRIGATION SLEEVE UNDER PAVEMENT. VERIFY W/ IRRIGATION PLAN FOR EXACT SIZE AND LOCATION BEFORE INSTALLATION.
24. OUTDOOR MERCHANDISING AREA
25. PICNIC TABLE PER OWNER. PROVIDE 1 HC. ACCESS TABLE SPACE. PROVIDE TRASH CONTAINER PER OWNER.
26. EXTERIOR DELIVERY 'TOTE' STORAGE WITH SCREEN WALL
27. ELECTRICAL TRANSFORMER
28. ELECTRIC CAR CHARGER
29. GREASE INTERCEPTOR
30. CONCRETE CURB ISLAND
31. VACUUM PER MANUFACTURE'S SPECIFICATIONS
32. GATE ARM
33. CAR WASH KEY PAD/ CONTROLLER. PROVIDE TRASH CONTAINER
34. 6" CONCRETE PAD WITH SNOW MELT PER MECHANICAL PLANS

811 Know what's **below.** **Call** before you dig.

NORTH
SCALE: 1" = 20'

20 10 0 20 40

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE½ SCALE- 1"=40'.

KWIK TRIP

KWIK STAR

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STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

SITE KEYNOTE PLAN

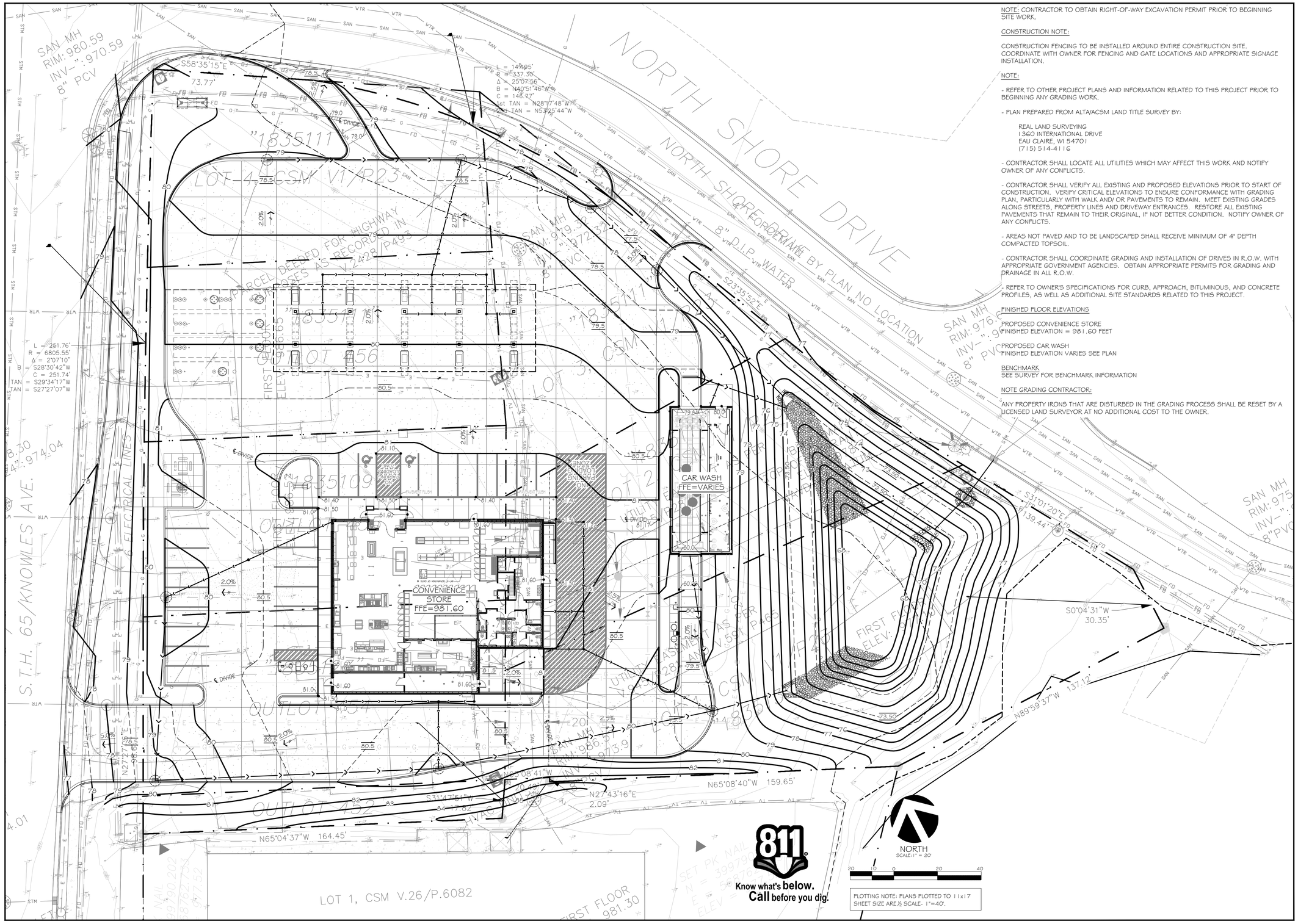
CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	**SP1.1**

INSITES 18-026 PM N.B.



NOTE: CONTRACTOR TO OBTAIN RIGHT-OF-WAY EXCAVATION PERMIT PRIOR TO BEGINNING SITE WORK.

CONSTRUCTION NOTE:

CONSTRUCTION FENCING TO BE INSTALLED AROUND ENTIRE CONSTRUCTION SITE. COORDINATE WITH OWNER FOR FENCING AND GATE LOCATIONS AND APPROPRIATE SIGNAGE INSTALLATION.

NOTE:

- REFER TO OTHER PROJECT PLANS AND INFORMATION RELATED TO THIS PROJECT PRIOR TO BEGINNING ANY GRADING WORK.

- PLAN PREPARED FROM ALTA/ACSM LAND TITLE SURVEY BY:

REAL LAND SURVEYING
1360 INTERNATIONAL DRIVE
EAU CLAIRE, WI 54701
(715) 514-4116

- CONTRACTOR SHALL LOCATE ALL UTILITIES WHICH MAY AFFECT THIS WORK AND NOTIFY OWNER OF ANY CONFLICTS.

- CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED ELEVATIONS PRIOR TO START OF CONSTRUCTION. VERIFY CRITICAL ELEVATIONS TO ENSURE CONFORMANCE WITH GRADING PLAN, PARTICULARLY WITH WALK AND/ OR PAVEMENTS TO REMAIN. MEET EXISTING GRADES ALONG STREETS, PROPERTY LINES AND DRIVEWAY ENTRANCES. RESTORE ALL EXISTING PAVEMENTS THAT REMAIN TO THEIR ORIGINAL, IF NOT BETTER CONDITION. NOTIFY OWNER OF ANY CONFLICTS.

- AREAS NOT PAVED AND TO BE LANDSCAPED SHALL RECEIVE MINIMUM OF 4" DEPTH COMPACTED TOPSOIL.

- CONTRACTOR SHALL COORDINATE GRADING AND INSTALLATION OF DRIVES IN R.O.W. WITH APPROPRIATE GOVERNMENT AGENCIES. OBTAIN APPROPRIATE PERMITS FOR GRADING AND DRAINAGE IN ALL R.O.W.

- REFER TO OWNER'S SPECIFICATIONS FOR CURB, APPROACH, BITUMINOUS, AND CONCRETE PROFILES, AS WELL AS ADDITIONAL SITE STANDARDS RELATED TO THIS PROJECT.

FINISHED FLOOR ELEVATIONS

PROPOSED CONVENIENCE STORE
FINISHED ELEVATION = 981.60 FEET

PROPOSED CAR WASH
FINISHED ELEVATION VARIES SEE PLAN

BENCHMARK
SEE SURVEY FOR BENCHMARK INFORMATION

NOTE GRADING CONTRACTOR:

ANY PROPERTY IRONS THAT ARE DISTURBED IN THE GRADING PROCESS SHALL BE RESET BY A LICENSED LAND SURVEYOR AT NO ADDITIONAL COST TO THE OWNER.

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

KWIK TRIP

KWIK STAR

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INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE:
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-376
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

GRADE PLAN

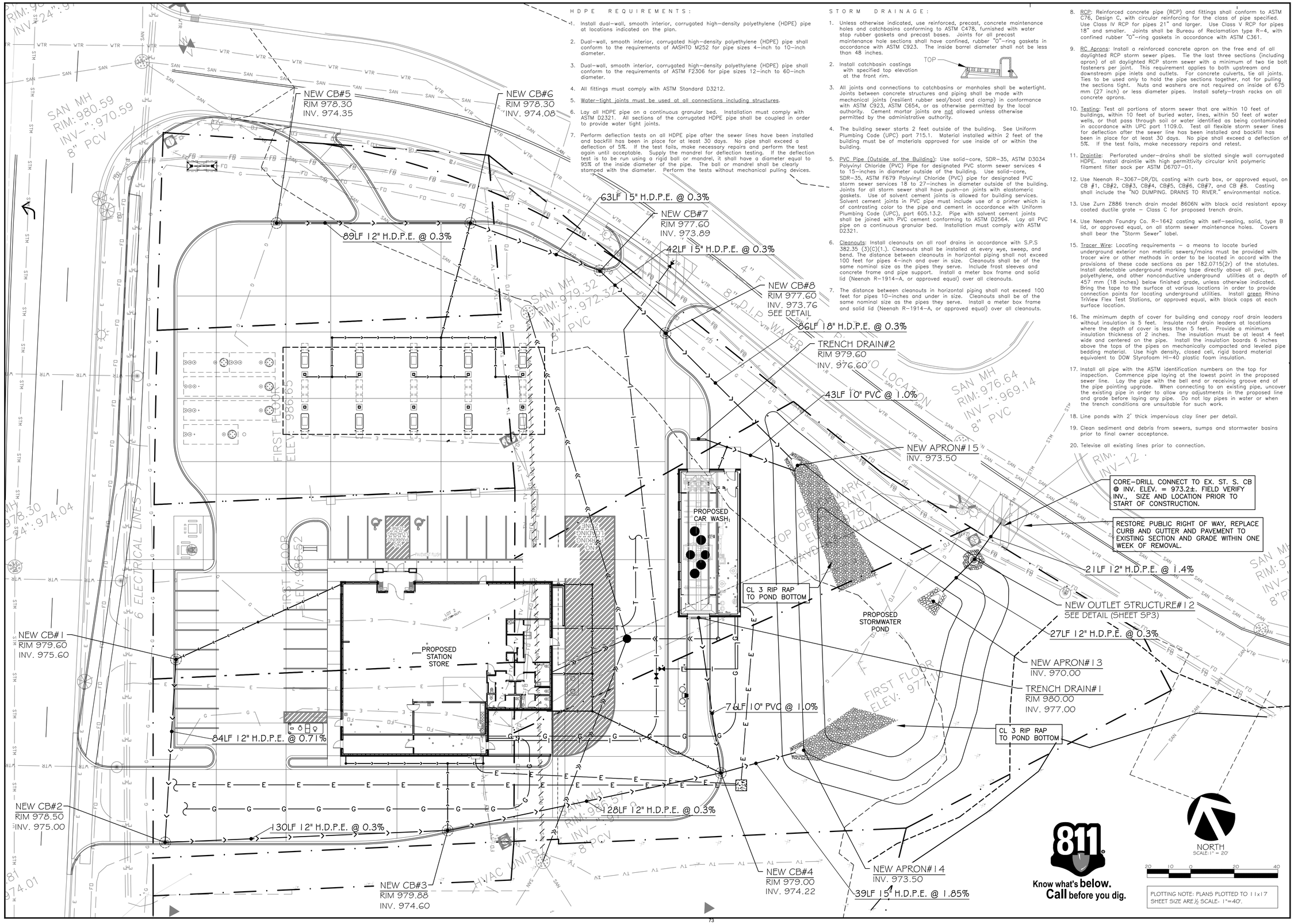
CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	**SP2**

INSITES 18-026 PM N.B.



PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

HDPE REQUIREMENTS:

1. Install dual-wall, smooth interior, corrugated high-density polyethylene (HDPE) pipe at locations indicated on the plan.
2. Dual-wall, smooth interior, corrugated high-density polyethylene (HDPE) pipe shall conform to the requirements of AASHTO M252 for pipe sizes 4-inch to 10-inch diameter.
3. Dual-wall, smooth interior, corrugated high-density polyethylene (HDPE) pipe shall conform to the requirements of ASTM F2306 for pipe sizes 12-inch to 60-inch diameter.
4. All fittings must comply with ASTM Standard D3212.
5. Water-tight joints must be used at all connections including structures.
6. Lay all HDPE pipe on a continuous granular bed. Installation must comply with ASTM D2321. All sections of the corrugated HDPE pipe shall be coupled in order to provide water tight joints.
7. Perform deflection tests on all HDPE pipe after the sewer lines have been installed and backfill has been in place for at least 30 days. No pipe shall exceed a deflection of 5%. If the test fails, make necessary repairs and perform the test again until acceptable. Supply the mandrel for deflection testing. If the deflection test is to be run using a rigid ball or mandrel, it shall have a diameter equal to 95% of the inside diameter of the pipe. The ball or mandrel shall be clearly stamped with the diameter. Perform the tests without mechanical pulling devices.

STORM DRAINAGE:

1. Unless otherwise indicated, use reinforced, precast, concrete maintenance holes and catchbasins conforming to ASTM C478, furnished with water stop rubber gaskets and precast bases. Joints for all precast maintenance hole sections shall have confined, rubber "O"-ring gaskets in accordance with ASTM C923. The inside barrel diameter shall not be less than 48 inches.
2. Install catchbasin castings with specified top elevation at the front rim.

3. All joints and connections to catchbasins or manholes shall be watertight. Joints between concrete structures and piping shall be made with mechanical joints (resilient rubber seal/boot and clamp) in conformance with ASTM C923, ASTM C654, or as otherwise permitted by the local authority. Cement mortar joints are not allowed unless otherwise permitted by the administrative authority.
4. The building sewer starts 2 feet outside of the building. See Uniform Plumbing Code (UPC) part 715.1. Material installed within 2 feet of the building must be of materials approved for use inside of or within the building.
5. PVC Pipe (Outside of the Building): Use solid-core, SDR-35, ASTM D3034 Polyvinyl Chloride (PVC) Pipe for designated PVC storm sewer services 4 to 15-inches in diameter outside of the building. Use solid-core, SDR-35, ASTM F679 Polyvinyl Chloride (PVC) pipe for designated PVC storm sewer services 18 to 27-inches in diameter outside of the building. Joints for all storm sewer shall have push-on joints with elastomeric gaskets. Use of solvent cement joints is allowed for building services. Solvent cement joints in PVC pipe must include use of a primer which is of contrasting color to the pipe and cement in accordance with Uniform Plumbing Code (UPC), part 605.13.2. Pipe with solvent cement joints shall be joined with PVC cement conforming to ASTM D2564. Lay all PVC pipe on a continuous granular bed. Installation must comply with ASTM D2321.
6. Cleanouts: Install cleanouts on all roof drains in accordance with S.P.S 382.35 (3)(C)(1.). Cleanouts shall be installed at every wye, sweep, and bend. The distance between cleanouts in horizontal piping shall not exceed 100 feet for pipes 4-inch and over in size. Cleanouts shall be of the same nominal size as the pipes they serve. Include frost sleeves and concrete frame and pipe support. Install a meter box frame and solid lid (Neenah R-1914-A, or approved equal) over all cleanouts.
7. The distance between cleanouts in horizontal piping shall not exceed 100 feet for pipes 10-inches and under in size. Cleanouts shall be of the same nominal size as the pipes they serve. Install a meter box frame and solid lid (Neenah R-1914-A, or approved equal) over all cleanouts.
8. RCP: Reinforced concrete pipe (RCP) and fittings shall conform to ASTM C76, Design C, with circular reinforcing for the class of pipe specified. Use Class IV RCP for pipes 21" and larger. Use Class V RCP for pipes 18" and smaller. Joints shall be Bureau of Reclamation type R-4, with confined rubber "O"-ring gaskets in accordance with ASTM C361.
9. RC Aprons: Install a reinforced concrete apron on the free end of all daylighted RCP storm sewer pipes. Tie the last three sections (including apron) of all daylighted RCP storm sewer with a minimum of two tie bolt fasteners per joint. This requirement applies to both upstream and downstream pipe inlets and outlets. For concrete culverts, tie all joints. Ties to be used only to hold the pipe sections together, not for pulling the sections tight. Nuts and washers are not required on inside of 675 mm (27 inch) or less diameter pipes. Install safety-trash racks on all concrete aprons.
10. Testing: Test all portions of storm sewer that are within 10 feet of buildings, within 10 feet of buried water, lines, within 50 feet of water wells, or that pass through soil or water identified as being contaminated in accordance with UPC part 1109.0. Test all flexible storm sewer lines for deflection after the sewer line has been installed and backfill has been in place for at least 30 days. No pipe shall exceed a deflection of 5%. If the test fails, make necessary repairs and retest.
11. Draintile: Perforated under-drains shall be slotted single wall corrugated HDPE. Install draintile with high permittivity circular knit polymeric filament filter sock per ASTM D6707-01.
12. Use Neenah R-3067-DR/DL casting with curb box, or approved equal, on CB #1, CB#2, CB#3, CB#4, CB#5, CB#6, CB#7, and CB #8. Casting shall include the "NO DUMPING. DRAINS TO RIVER." environmental notice.
13. Use Zurn Z886 trench drain model 8606N with black acid resistant epoxy coated ductile grate – Class C for proposed trench drain.
14. Use Neenah Foundry Co. R-1642 casting with self-sealing, solid, type B lid, or approved equal, on all storm sewer maintenance holes. Covers shall bear the "Storm Sewer" label.
15. Tracer Wire: Locating requirements – a means to locate buried underground exterior non metallic sewers/mains must be provided with tracer wire or other methods in order to be located in accord with the provisions of these code sections as per 182.0715(2r) of the statutes. Install detectable underground marking tape directly above all pvc, polyethylene, and other nonconductive underground utilities at a depth of 457 mm (18 inches) below finished grade, unless otherwise indicated. Bring the tape to the surface at various locations in order to provide connection points for locating underground utilities. Install green Rhino TriView Flex Test Stations, or approved equal, with black caps at each surface location.
16. The minimum depth of cover for building and canopy roof drain leaders without insulation is 5 feet. Insulate roof drain leaders at locations where the depth of cover is less than 5 feet. Provide a minimum insulation thickness of 2 inches. The insulation must be at least 4 feet wide and centered on the pipe. Install the insulation boards 6 inches above the tops of the pipes on mechanically compacted and leveled pipe bedding material. Use high density, closed cell, rigid board material equivalent to DOW Styrofoam HI-40 plastic foam insulation.
17. Install all pipe with the ASTM identification numbers on the top for inspection. Commence pipe laying at the lowest point in the proposed sewer line. Lay the pipe with the bell end or receiving groove end of the pipe pointing upgrade. When connecting to an existing pipe, uncover the existing pipe in order to allow any adjustments in the proposed line and grade before laying any pipe. Do not lay pipes in water or when the trench conditions are unsuitable for such work.
18. Line ponds with 2' thick impervious clay liner per detail.
19. Clean sediment and debris from sewers, sumps and stormwater basins prior to final owner acceptance.
20. Televise all existing lines prior to connection.

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BRIAN H. MUNDSTOCK
E-34859
BLOOMINGTON, MN

STORM SEWER PLAN

CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP3

INSITES 18-026 PM N.B.

CALL BEFORE YOU DIG

811 Know what's below. Call before you dig.

The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38-02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

KEYNOTES:

1 – LOWER WATERMAIN TO PROVIDE 18" MINIMUM CLEARANCE BETWEEN SEWER AND WATER AT CROSSING.

COORDINATE WITH TELEPHONE, TV, FO PROVIDERS TO REMOVE LINES FROM SITE.

RESTORE PUBLIC RIGHT OF WAY AND REPLACE PAVEMENT TO EXISTING SECTION AND GRADE WITHIN ONE WEEK OF REMOVAL.

PRESSURE TAP CONNECT TO EX. 8" WATERMAIN. FIELD VERIFY SIZE AND LOCATION PRIOR TO START OF CONSTRUCTION.

4" GATEVALVE

EX. SAN. S. MH TO REMAIN. PLUG EX. SOUTH INVERT. ADJUST TOP OF MH TO NEW GRADE. NEW TOP ELEV. = 979.10. FIELD VERIFY LOCATION AND ELEV. PRIOR TO CONSTRUCTION.

CORE-DRILL CONNECT TO EX. SAN. S. MH. @ INV. ELEV. = 972.3±. FIELD VERIFY LOCATION AND INV. ELEV. PRIOR TO CONSTRUCTION.

157 LF 8" PVC SAN. S. @ 0.5%

4" C900 WATER

REMOVE SANITARY SEWER AFTER NEW SANITARY SEWER ROUTE IS INSTALLED AND OPERATIONAL.

A SAN. S. MH
TOP = 980.83
INV. = 973.10

21LF 4" PVC SAN. S. @ 9.5%

TELEPHONE SERVICE

PROPOSED STATION STORE

4" PVC SAN. S. SERVICE INV. @ BLDG = 975.10

GREASE TRAP. REFER TO PLUMBING PLANS.

GAS SERVICE AND METER LOCATION

2" WATER SERVICE AND METER LOCATION.

ELECTRIC SERVICE AND METER LOCATION

COORDINATE NEW UG ELECTRIC SERVICE WITH UTILITY COMPANY

2" COPPER WATER (OR APPROVED EQUAL)

109 LF 8" PVC SAN. S. @ 0.73%

COORDINATE NEW UG TELEPHONE SERVICE WITH UTILITY COMPANY

PROPOSED CAR WASH

GAS SERVICE AND METER LOCATION

4" WATER SERVICE AND METER LOCATION.

ELECTRIC SERVICE AND METER LOCATION

6" PVC SAN. S. SERVICE INV. @ BLDG = 973.62

10LF 6" PVC SAN. S. @ 1.0%

4" C900 WATER

SAN. S. CLEANOUT INV. = 973.52

42LF 6" PVC SAN. S. @ 1.0%

4" GATEVALVE

2" CURB STOP AND VALVEBOX

TRANSFORMER PAD LOCATION

COORDINATE NEW UG GAS SERVICE WITH UTILITY COMPANY

CORE-DRILL CONNECT TO EX. SAN. S. MH. @ INV. ELEV. = 973.9±. FIELD VERIFY LOCATION AND INV. ELEV. PRIOR TO CONSTRUCTION.

EX. SAN. S. MH TO REMAIN. PLUG EX. NORTH INVERT. ADJUST TOP OF MH TO NEW GRADE. NEW TOP ELEV. = 985.10. FIELD VERIFY LOCATION AND ELEV. PRIOR TO CONSTRUCTION.

4" FORCEMAIN BY PLAN NO LOCATION

8" D.I.P. WATER

SAN MH RIM: 980.66 INV-": 969.51

SAN MH RIM: 980.59 INV-": 970.59 8" PCV

SAN MH RIM: 979.32 INV-": 972.32 8" PVC

SAN MH RIM: 976.64 INV-": 969.14 8" PVC

INLET RIM: 975.85 INV-12": 97

STM MH RIM: 978.30 INV-24": 974.04

SAN MH RIM: 976.81 INV-": 974.01

SAN MH RIM: 986.57 INV-": 973.9 8" PCV

FIRST FLOOR ELEV: 986.65

FIRST FLOOR ELEV: 986.52

FIRST FLOOR ELEV: 977.10

6 ELECTRICAL LINES

8" SAN 12" DIP

HVAC UNITS

NORTH
SCALE: 1" = 20'

20 10 0 20 40

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

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BRIAN H. MUNDSTOCK
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BLOOMINGTON, MN

UTILITY PLAN

CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP4

INSITES 18-026 PM N.B.

G E N E R A L :

1. Existing boundary, location, topographic, and utility information shown on this plan is from a field survey by Paragon Associates dated 05/23/18. The Engineer is not responsible for inaccuracies related to the survey information.

2. Perform all construction work in accordance with State and Local requirements.

3. Comply with all applicable local, state, and federal safety regulations. Comply with the work safety practices specified by the Occupational Safety and Health Administration (OSHA). OSHA prohibits entry into "confined spaces," such as manholes and inlets (see 29 CFR Section 1910.146), without undertaking certain specific practices and procedures. Perform excavations in accordance with the requirements of O.S.H.A. 29 CFR, Part 1926, Subpart P, Excavations. Sloping or benching for excavations greater than 20 feet deep must be approved by a registered professional engineer (www.osha.gov).

4. Safety is solely the responsibility of the Contractor, who is also solely responsible for the construction means, methods, techniques, sequences or procedures, and for safety precautions and programs in connection with the Work.

5. The Engineer shall not have control over, charge of, or responsibility for the construction means, methods, techniques, sequences or procedures, or for safety precautions and programs in connection with the Work. The Engineer's review shall not constitute approval of safety precautions or of any construction means, methods, techniques, sequences, or procedures.

6. Examine all local conditions at the site, and assume responsibility as to the grades, contours, and the character of the earth, existing conditions, and other items that may be encountered during excavation work above or below the existing grades. Review the drawings, specifications, and geotechnical report covering this work and become familiar with the anticipated site conditions.

7. Refer to the architectural plans for building and stoop dimensions, site layout and dimensions, pavement sections and details, striping, and other site features.

8. A licensed surveyor shall perform construction staking. The Contractor shall provide and be responsible for the staking. Verify all plan and detail dimensions prior to construction staking. Stake the limits of walkways and curbing prior to valvebox, maintenance hole, and catchbasin installation. Adjust valvebox and maintenance hole locations in order to avoid conflicts with curb and gutter. Adjust catchbasin locations in order to align properly with curb and gutter.

9. Provide temporary fences, barricades, coverings, and other protections in order to preserve existing items to remain, and to prevent injury or damage to person or property.

10. Provide all traffic control required in order to construct the proposed improvements. Traffic control design and associated government approvals are the responsibility of the Contractor. Comply with local authorities, the latest version of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), and the Wisconsin Manual on Uniform Traffic Control Devices Supplement to the MUTCD.

11. Connect to existing sanitary sewer MH's by coredrilling. Connect to existing storm sewer MH's by either sawcutting or coredrilling. Use saws or drills that provide water to the blade. Meet all City standards and specifications for the the connection. Reconstruct inverts after installation. Use water stop gaskets in order to provide watertight seals when penetrating a structure wall with a pipe. Take measurements before beginning construction to ensure that service connections do not cut into maintenance access structure joints or pipe barrel joints.

12. Completely remove existing concrete and masonry structures that are located within the proposed building and future building expansion areas. All other existing sewer and watermain pipes that are to be abandoned shall either be removed, or completely filled with sand or lean mix grout.

13. Coordinate building utility connection locations at 2 feet out from the proposed building with the with the interior Plumbing Contractor prior to construction. Verify water and sewer service locations, sizes, and elevations with the Mechanical Engineer prior to construction. Coordinate construction and connections with the Mechanical Contractor.

14. The subsurface utility information shown on this plan is utility Quality Level D. This quality level was determined according to the guidelines of CI/ASCE 38–02, entitled "Standard Guideline for the Collection and Depiction of Existing Subsurface Utility Data."

15. The locations of existing utilities shown on this plan are from record information. The Engineer does not guarantee that all existing utilities are shown or, if shown, exist in the locations indicated on the plan. It is the Contractor's responsibility to ascertain the final vertical and horizontal location of all existing utilities (including water and sewer lines and appurtenances). Notify the Engineer of any discrepancies.

16. The Contractor is solely responsible for all utility locates. Contact utility companies for locations of all public and private utilities within the work area prior to beginning construction. Contact Digger's Hotline at (414) 259–1181 in the Milwaukee Metro Area, or 1–800–242–8511 elsewhere in Wisconsin for exact locations of existing utilities at least 72 hours (not including weekends and holidays) before beginning any construction. Obtain ticket number and meet with representatives of the various utilities at the site. Provide the Owner with the ticket number information. Digger's Hotline is a free service that locates municipal and utility company lines, but does not locate private utility lines. Use an independent locator service or other means in order to obtain locations of private utility lines including, but not limited to, underground electric cables, telephone, TV, and lawn sprinkler lines.

17. Pothole to verify the positions of existing underground facilities at a sufficient number of locations in order to assure that no conflict with the proposed work exists and that sufficient clearance is available.

18. Where existing gas, electric, cable, or telephone utilities conflict with the Work, coordinate the abandonment, relocation, offset, or support of the existing utilities with the appropriate local utility companies. Coordinate new gas meter and gas line installation, electric meter and electric service installation, cable service, and telephone service installation with the local utility companies.

19. Arrange for and secure suitable disposal areas off–site. Dispose of all excess soil, waste material, debris, and all materials not designated for salvage. Waste material and debris includes trees, stumps, pipe, concrete, asphaltic concrete, cans, or other waste material from the construction operations. Obtain the rights to any waste area for disposal of unsuitable or surplus material either shown or not shown on the plans. All work in disposing of such material shall be considered incidental to the work. All disposal must conform to applicable solid waste disposal permit regulations. Obtain all necessary permits at no cost to the OWNER.

20. Straight line saw–cut existing bituminous or concrete surfacing at the perimeter of pavement removal areas. Use saws that provide water to the blade. Do not allow the slurry produced by this process to be tracked outside of the immediate work area or discharged into the sewer system. Tack and match all connections to existing bituminous pavement.

21. Relocate overhead power, telephone, and cable lines as required. Seal and report any existing unused on–site wells and septic systems.

22. All materials required for this work shall be new material conforming to the requirements for class, kind, grade, size, quality, and other details specified herein or as shown on the Plans. Do not use recycled or salvaged aggregate, asphaltic pavement, crushed concrete, or scrap shingles. Unless otherwise indicated, the Contractor shall furnish all required materials.

23. Reconstruct driveways and patch street to match existing pavement section and grade. Sod right–of–way. The work area shown is general and may need to be adjusted in the field.

24. Restore the public right–of–way at temporary construction entrance locations. Replace any concrete curb and gutter, bituminous pavement, sidewalk, or vegetative cover damaged by the construction activity. Restore damaged turf with sod within the public right–of–way. The work area shown is general and may need to be adjusted in the field.

25. Provide positive drainage away from buildings at all times. Provide and maintain temporary drainage throughout construction until the permanent drainage system and structures are in place and operational. Install temporary ditches, piping, pumps, or other means as necessary in order to insure proper drainage at all times. Provide low points at building pads or roadways with positive outfalls.

26. Protect sub grades from damage by surface water runoff.

27. Full design strength is not available in bituminous pavement areas until the final lift of asphalt is compacted into place. Protect pavement areas from overloading by delivery trucks, construction equipment, and other vehicles.

28. When sawing or drilling concrete or masonry, use saws that provide water to the blade. Do not allow the slurry produced by this process to be tracked outside of the immediate work area or discharged into the sewer system.

29. Adjust all curb stops, valve boxes, maintenance hole castings, catchbasin castings, cleanout covers, and similar items to finished grade.

30. Install all pipe with the ASTM identification numbers on the top for inspection. Commence pipe laying at the lowest point in the proposed sewer line. Lay the pipe with the bell end or receiving groove end of the pipe pointing upgrade. When connecting to an existing pipe, uncover the existing pipe in order to allow any adjustments in the proposed line and grade before laying any pipe. Do not lay pipes in water or when the trench conditions are unsuitable for such work.

31. Obtain and pay for all permits, tests, inspections, etc. required by agencies that have jurisdiction over the project including the NPDES permit from the State. The Contractor is responsible for all bonds, letters of credit, or cash sureties related to the work. Execute and inspect work in accordance with all local and state codes, rules, ordinances, or regulations pertaining to the particular type of work involved.

32. Obtain permits from the City for work in the public right–of–way.

33. Refer to the geotechnical report by the Soils Engineer for dewatering requirements.

34. The minimum depth of cover for building and canopy roof drain leaders without insulation is 5 feet. Insulate roof drain leaders at locations where the depth of cover is less than 5 feet. Provide a minimum insulation thickness of 2 inches. The insulation must be at least 4 feet wide and centered on the pipe. Install the insulation boards 6 inches above the tops of the pipes on mechanically compacted and leveled pipe bedding material. Use high density, closed cell, rigid board material equivalent to DOW Styrofoam HI–40 plastic foam insulation.

35. Insulate utility lines at locations indicated on the plans. Provide a minimum insulation thickness of 4 inches. The insulation must be at least 4 feet wide and centered on the pipe. Install the insulation boards 6 inches above the tops of the pipes on mechanically compacted and leveled pipe bedding material. Use high density, closed cell, rigid board material equivalent to DOW Styrofoam Highload 40 Polystyrene Insulation. Individual insulation board dimensions typically measure 4' wide by 8' long by 2" thk.

36. Construct sanitary sewer, watermain, and storm sewer utilities in accordance with the Standard Specifications for Sewer and Water Construction in Wisconsin, Sixth Edition, or the latest revised edition.

37. Tracer Wire: Locating requirements – a means to locate buried underground exterior non metallic sewers/mains must be provided with tracer wire or other methods in order to be located in accord with the provisions of these code sections as per 182.0715(2r) of the statutes.

38. See architectural for building waterproofing and foundation drainage.

39. Secure and deliver to the Owner as–built information showing locations, top, and invert elevations of maintenance holes, catchbasins, cleanouts, inlet and outlet pipes, valves, hydrants, and related structures. Location ties shall be to permanent landmarks or buildings.

40. Place #3 rebar at 3' on center in all 6" thick concrete pavement locations. Place #4 rebar at 3' on center in all 8" thick concrete pavement locations.

41. Place #4 x 2'–0" tie bar at 3' on center in all concrete curb and gutter.

W A T E R D I S T R I B U T I O N S Y S T E M :

1. Bring all site utilities to 2' outside of the building line with the exception of the water service. Extend water service into the building and up to the flange for the water meter.

2. Separation of Water and Sewer: Construct sewer and water services in accordance with Uniform Plumbing Code (UPC) parts 720.0 and 721.0. Provide a minimum horizontal separation of 10 feet between all water and sewer lines, including manholes, catch basins, storm sewer, sanitary sewer, draintile, or other potential sources for contamination. Measure the separation distance from the outer edge of the pipe to the outer edge of the contamination source (outer edge of structures, piping, etc.) At water and sewer crossings, the bottom of the water pipe located within ten feet of the point of crossing must be at least 12–inches above the top of the sewer. When this is not feasible, the sewer pipe material must be approved for use inside of or within a building in accordance with the requirements of UPC part 701.0. No joints or connections are allowed on the water line within 10–feet of the crossing.

3. Watermain Depth: Maintain 7.5–feet of cover over the top of the water lines to the finished grade. Verify elevation of proposed and existing water lines at all utility crossings. Install the water lines at greater depths in order to clear storm sewers, sanitary sewers, or other utilities as required. Include costs to lower water lines in the base bid.

4. Disinfection: Disinfect all completed watermains in accordance with AWWA Standard C651. If the tablet or continuous feed methods are used, disinfect using with water that contains at least 50 ppm of available chlorine in accordance with UPC part 609.9. Do not use the tablet method on solvent–welded plastic or on screwed–joint steel pipe because of the danger of fire or explosion from the reaction of the joint compounds with the calcium hypochlorite. Retain the treated water in the pipeline for at least 24 hours. Measure the chlorine residual at the end of the 24 hour period. The free chlorine residual must be at least 10 mg/l measured at any point in the line. Measurement of the chlorine concentration at regular intervals shall be in accordance with Standard Methods, AWWA M–12, or using appropriate chlorine test kits.

5. Testing: Pressure test and perform bacteriological tests on all water lines under the supervision of the City Public Works Department. Notify the City at least 24 working hours prior to any testing. Pressure test the water system in accordance with the UPC part 609.4. Pressurize the waterline to a water pressure of 1034–kPa (150–psi) gauge pressure (measured at the point of lowest elevation) by means of a pump connected to the pipe in a satisfactory manner. Do not add water to the watermain in order to maintain the required pressure during the water main pressure testing. The test section of pipe shall withstand the test without leaking for a period of not less than 15 minutes.

6. All water supply piping connected to municipal water main must have a 150 psi minimum pressure rating.

7. Copper water services must meet ASTM B88 and be type K soft temper or type L soft temper (see UPC part 604.0.)

8. Ductile iron pipe (DIP) water services must comply with AWWA C151/ANSI A21.51 or AWWA C115/ANSI A21.15 (See UPC part 604.0.). Use Thickness Class 52 DIP with push–on joints. Use only ANSI 304 stainless steel bolts and nuts on all watermain fittings, valves, and hydrants. Polyethylene encasement is required on all ductile iron pipe.

9. Polyvinyl Chloride (PVC) Building Water Services must comply with ASTM D1785, ASTM D2241, or AWWA C900; pressure rated for water (See UPC part 604.0.). Do not install PVC water service pipe under or within any building, structure, or part thereof.

10. Polyvinyl Chloride (PVC) Watermain: Use AWWA C900 for all PVC watermain furnished with integral elastomeric bell and spigot joints; minimum pressure Class 150; dimension ratio not greater than 18; laying length 20 feet. Use EBAA Iron, Inc., "Series 2000 PV Megalug," or approved equal for restraint on C900 PVC watermain. Lay trace wire with all C900 PVC watermain. Use #12 copper–insulated wire rated for underground service. Connect the wire to all fire hydrants by wrapping the ends three times around the hydrant barrels just below the break off flange and continue back down to the main line. Splice the trace wire by twisting the two ends and heat shrink–wrapping the splice. Do not make more than one splice per 250 feet. Wire nut splices are not allowed. Lay the trace wire below all watermain, fittings, and hydrants. Use only ANSI 304 stainless steel bolts and nuts on all watermain fittings, valves, and hydrants.

11. Use mechanical joint restraint devices for joint restraint on all watermain bends having a vertical or horizontal deflection of 22–1/2 degrees or greater, all valves, stubs, extensions, tees, crosses, plugs, all hydrant valves, and all hydrants in accordance with City requirements. Use "Series 1100 Megalug" manufactured by EBAA Iron Inc., Eastland, Texas, or approved equal, installed in accordance with manufacturer's recommendations for restraint on Ductile Iron Pipe. Restraining devices are to have epoxy coating or approved equivalent. Restraining device hardware shall be ANSI 304 stainless steel, or approved equivalent.

12. At all valve locations which require a 12" or smaller valve, install gate valves which are of the compression resilient seated (CRS) type. Use American Flow Control's Series 2500 Ductile Iron Resilient Wedge Gate Valve, or approved equal. Gate valves shall conform to AWWA C509. Install cast iron valve boxes conforming to ASTM A48 at each valve location. Valve boxes shall be the three–piece type with 5–1/4" shafts. Use Tyler 6860–G with No. 6 base, or equivalent. Valve boxes shall have at least 6" of adjustment above and below finished grade. Drop covers on valve boxes shall be round and bear the word "WATER" cast on the top. Use Tyler 6860–G "Stayput" covers with extended skirt, or equivalent. All valve hardware shall be ANSI 304 stainless steel, or approved equivalent.

13. Use Mueller H 10300 or Ford EM 2 7057, or approved equal, at all curb stop locations. Stationary rod is required on all curb stops.

14. Tracer Wire: Locating requirements – a means to locate buried underground exterior non metallic sewers/mains must be provided with tracer wire or other methods in order to be located in accord with the provisions of the Wisconsin Statutes 182.0175(2r) and the Wisconsin Department of Safety and Professional Services SPS 82.30(11)(h). Install detectable underground marking tape directly above all pvc, polyethylene, and other nonconductive underground utilities at a depth of 457 mm (18 inches) below finished grade, unless otherwise indicated. Bring the tape to the surface at various locations in order to provide connection points for locating underground utilities. Install blue Rhino TriView Flex Test Stations, or approved equal, with black caps at each surface location.

15. Threaded hose connections including hose bibbs and hydrants must include a back flow prevention device in accordance with UPC part 603.0.

16. All newly installed or replacement pipes, pipe fittings, plumbing fittings and fixtures, including backflow preventers, that are installed on potable water systems or systems that are designed to distribute water for potable use, are required to meet the Reduction of Lead in Drinking Water Act, which establishes a maximum lead content of 0.25 percent by weighted average of the wetted surfaces. See UPC part 604.11.

S A N I T A R Y S E W E R :

1. Unless otherwise indicated, use reinforced, precast, concrete maintenance holes conforming to ASTM C478, furnished with precast bases. Sanitary sewer maintenance holes shall be supplied with pre–formed inverts and flexible neoprene sleeve connections for all lateral lines 375 mm (15 inches) in diameter or less, unless otherwise indicated. Joints for all precast maintenance hole sections shall have confined, rubber "O"–ring gaskets in accordance with ASTM C923. The inside barrel diameter shall not be less than 48 inches.

2. All joints and connections in the sewer system shall be gastight or watertight. Joints between concrete structures and piping shall be made with mechanical joints (resilient rubber seal/boot and clamp) in conformance with ASTM C923, ASTM C654, or as otherwise permitted by the local authority. Cement mortar joints are not allowed unless otherwise permitted by the administrative authority.

3. The building sewer starts 2 feet outside of the building. See Uniform Plumbing Code (UPC) part 715.1. Material installed within 2 feet of the building must be of materials approved for use inside of or within the building.

4. Pipe: Use solid–core, Schedule 40, ASTM D2665 Polyvinyl Chloride (PVC) Plastic Pipe for all designated PVC sanitary sewer services outside of the building. Joints for all sanitary sewer shall have push–on joints with elastomeric gaskets. Use of solvent cement joints is allowed for building services. Solvent cement joints in PVC pipe must include use of a primer which is of contrasting color to the pipe and cement in accordance with Uniform Plumbing Code (UPC) part 605.13.2. Pipe with solvent cement joints shall be joined with PVC cement conforming to ASTM D2564. Lay all PVC pipe on a continuous granular bed. Installation must comply with ASTM D2321.

5. Cleanouts: Install cleanouts on all sanitary sewer services in accordance with UPC part 719.0 and 1101.12. The distance between cleanouts in horizontal piping shall not exceed 100 feet for pipes 4–inch and over in size. Cleanouts shall be of the same nominal size as the pipes they serve. Include frost sleeves and concrete frame and pipe support. Install a meter box frame and solid lid (Neenah R–1914–A, or approved equal) over all cleanouts.

6. Testing: Pressure test all sanitary sewer lines in accordance with the UPC parts 712.0 and 723.0. Test all flexible sanitary sewer lines for deflection after the sewer line has been installed and backfill has been in place for at least 30 days. No pipe shall exceed a deflection of 5%. If the test fails, make necessary repairs and retest.

7. Install flexible watertight frame/chimney seals on all sanitary sewer maintenance holes. Use either Manufactured Maintenance Hole Frame/Chimney Seals or Elastomeric Waterproofing Frame/Chimney Seals.

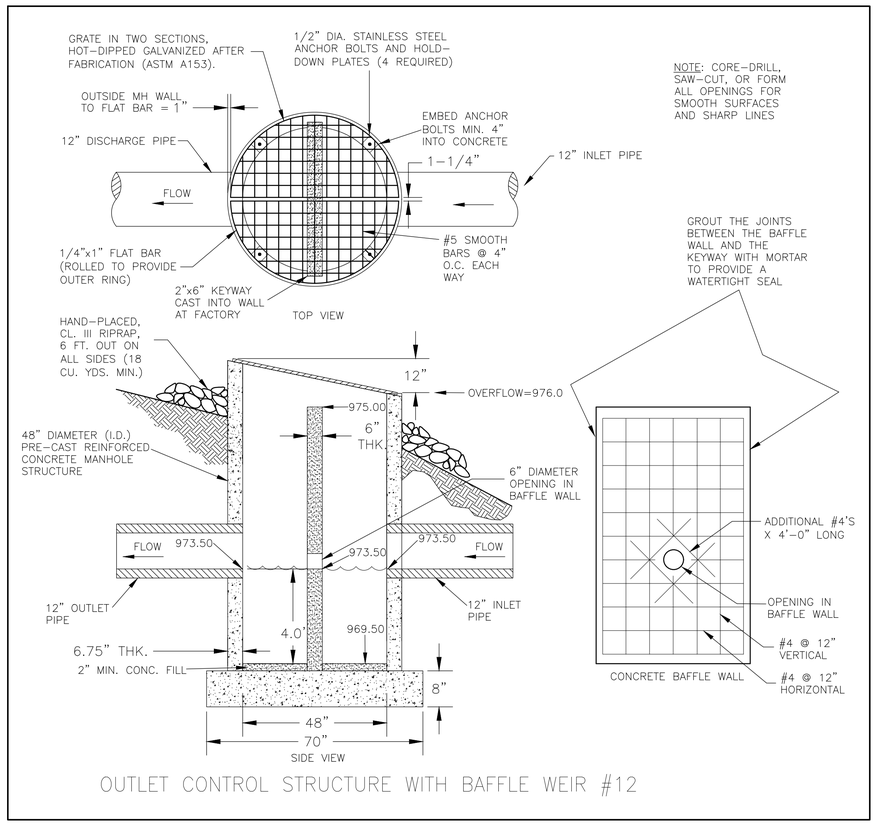
8. Use Neenah Foundry Co. R–1642 casting with self–sealing, solid, type B lid, or approved equal, on all sanitary sewer maintenance holes. Covers shall bear the "Sanitary Sewer" label.

9. Tracer Wire: Locating requirements – a means to locate buried underground exterior non metallic sewers/mains must be provided with tracer wire or other methods in order to be located in accord with the provisions of the Wisconsin Statutes 182.0175(2r) and the Wisconsin Department of Safety and Professional Services SPS 82.30(11)(h). Install detectable underground marking tape directly above all pvc, polyethylene, and other nonconductive underground utilities at a depth of 457 mm (18 inches) below finished grade, unless otherwise indicated. Bring the tape to the surface at various locations in order to provide connection points for locating underground utilities. Install green Rhino TriView Flex Test Stations, or approved equal, with black caps at each surface location.

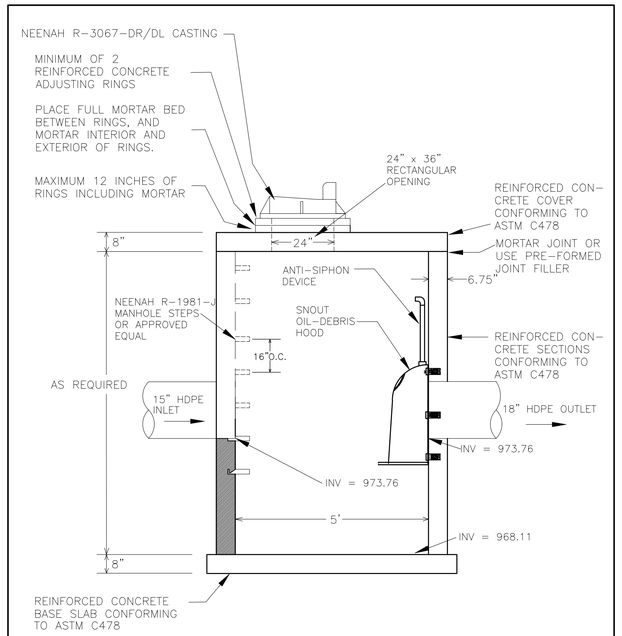
10. The minimum depth of cover for sanitary sewer without insulation is 5 feet. Insulate sanitary sewer services at locations where the depth of cover is less than 5 feet. Provide a minimum insulation thickness of 4 inches. The insulation must be at least 4 feet wide and centered on the pipe. Install the insulation boards 6 inches above the tops of the pipes on mechanically compacted and leveled pipe bedding material. Use high density, closed cell, rigid board material equivalent to DOW Styrofoam Highload 40 Polystyrene Insulation. Individual insulation board dimensions typically measure 4' wide by 8' long by 2" thk.

11. Install all pipe with the ASTM identification numbers on the top for inspection. Commence pipe laying at the lowest point in the proposed sewer line. Lay the pipe with the bell end or receiving groove end of the pipe pointing upgrade. When connecting to an existing pipe, uncover the existing pipe in order to allow any adjustments in the proposed line and grade before laying any pipe. Do not lay pipes in water or when the trench conditions are unsuitable for such work.

12. Televise all existing lines prior to connection.



OUTLET CONTROL STRUCTURE WITH BAFFLE WEIR #12



OIL SKIMMER CB #8

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
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Sunde Engineering, PLLC.
SUNDE ENGINEERING, PLLC.
10830 NESBITT AVENUE SOUTH
BLOOMINGTON, MINNESOTA 55437
(952) 881-3344 TELEPHONE
(952) 881-1913 FAX
www.sundecivil.com

WISCONSIN
BRIAN H. MUNDSTOCK
E–34859
BLOOMINGTON, MN

UTILITY NOTES AND DETAILS

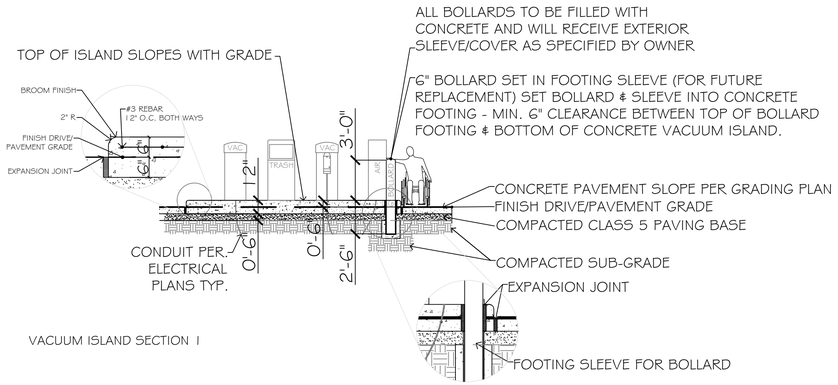
CONVENIENCE STORE 1040

--- NEW RICHMOND, WISCONSIN

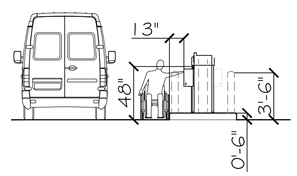
NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP4.1

INSITES 18-026 PM N.B.

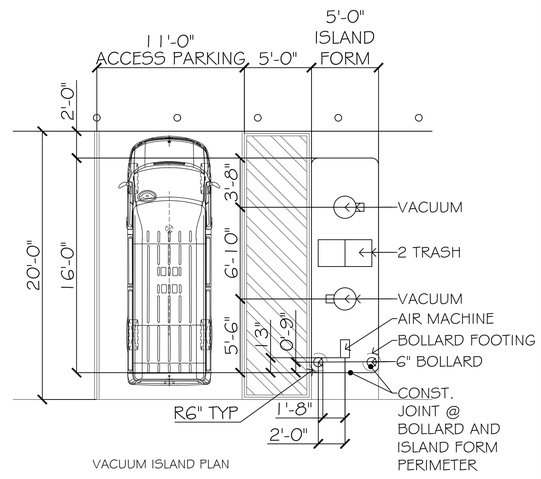


VACUUM ISLAND SECTION 1



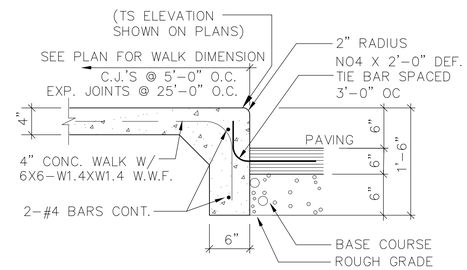
VACUUM ISLAND SECTION 2

NOTE: ACCESS PARKING FOR VACUUM AND AIR NEEDS TO CONFORM TO ADA DIMENSIONS AND MAXIMUM GRADE CROSS SLOPE BUT DOES NOT REQUIRE DESIGNATED ACCESSIBLE SPACE SIGNAGE SO ALL INDIVIDUALS CAN USE THE ISLAND COMPLEX

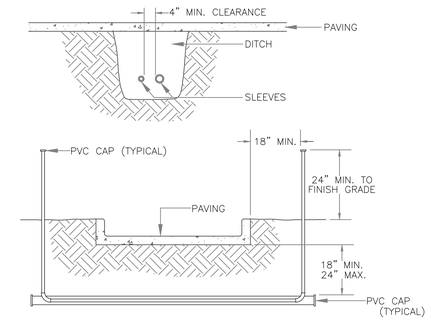


VACUUM ISLAND PLAN

VACUUM ISLAND DETAILS
NOT TO SCALE



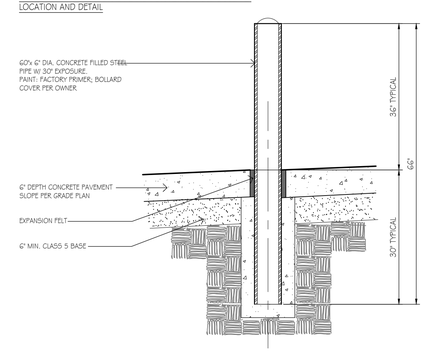
7 | SIDEWALK/ CURB DETAIL
SP5 | NOT TO SCALE



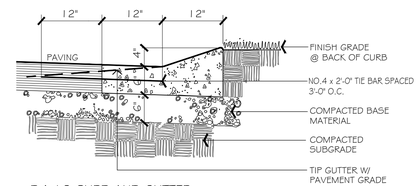
NOTES:
1. ALL PVC IRRIGATION SLEEVES TO BE SCH 40 PVC PIPE.
2. ALL JOINTS TO BE SOLVENT WELDED AND WATERTIGHT.
3. WHERE THERE IS MORE THAN ONE SLEEVE, EXTEND THE SMALLER SLEEVE TO 24-INCHES MINIMUM ABOVE FINISH GRADE.
4. MECHANICALLY TAMP TO 95% PROCTOR.

10 | TYPICAL SLEEVING
SP5 | NOT TO SCALE

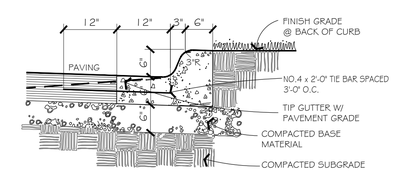
NOTE: SEE ARCHITECTURAL PLANS FOR REMOVABLE BOLLARD LOCATION AND DETAIL



8 | 66" x 6" DIAMETER PIPE BOLLARD
SP5 | SCALE - 3/8" = 1'-0"

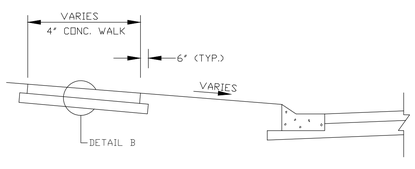


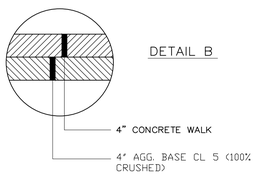
D4-12 CURB AND GUTTER



B6-12 CURB AND GUTTER

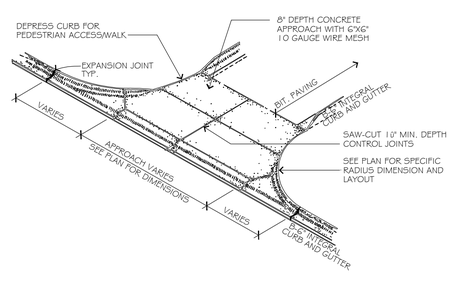
11 | CONCRETE CURB DETAIL
SP5 | SCALE - 3/4" = 1'-0"





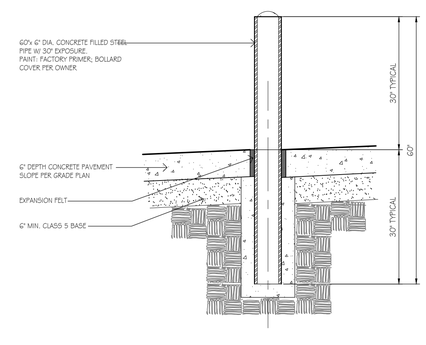
NOTES:
1. 8" THICK CONCRETE SIDEWALK AT ALL DRIVEWAYS
2. PLACE PEDESTRIAN CURB RAMPS AT ALL INTERSECTIONS.
3. PROVIDE EXPANSION JOINT MATERIAL AT MAX. 60 FOOT SPACING.
4. PROVIDE EXPANSION JOINT MATERIAL ALONG BOTH EDGES OF WALK, WHERE WALK IS CONTAINED BETWEEN FIXED OBJECTS.

3 | CONCRETE WALK/ PAD DETAIL
SP5 | NOT TO SCALE

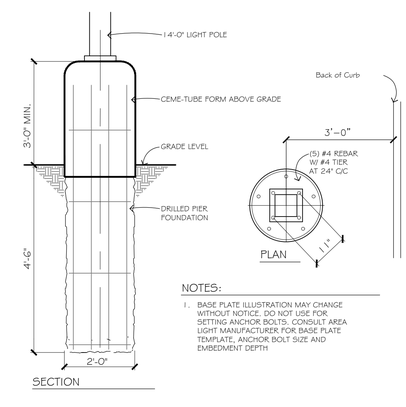


6 | CONCRETE APPROACH DETAIL
SP5 | NOT TO SCALE

NOTE: SEE ARCHITECTURAL PLANS FOR REMOVABLE BOLLARD LOCATION AND DETAIL



9 | 60"x 6" DIAMETER PIPE BOLLARD
SP5 | SCALE - 3/8" = 1'-0"



NOTES:
1. BASE PLATE ILLUSTRATION MAY CHANGE WITHOUT NOTICE. DO NOT USE FOR SETTING ANCHOR BOLTS. CONSULT AREA LIGHT MANUFACTURER FOR BASE PLATE TEMPLATE, ANCHOR BOLT SIZE AND EMBEDMENT DEPTH

12 | ROUND AREALIGHT FOUNDATION
SP5 | SCALE - 1/2"= 1'-0"

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
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INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

SITE PLAN DETAILS

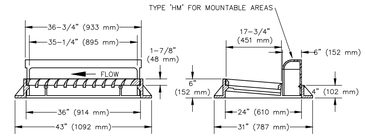
CONVENIENCE STORE 1040

--- NEW RICHMOND, WISCONSIN

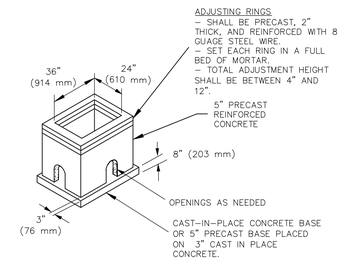
NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP5

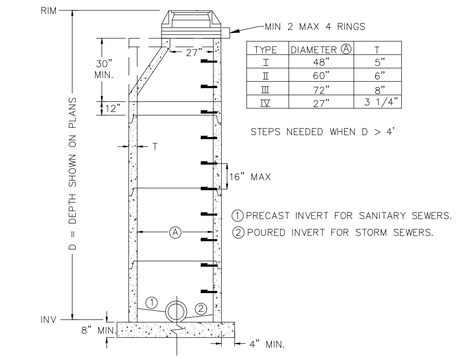
INSITES 18-026 PM N.B.



USE NEENAH R-3067 WITH TYPE V GRATE
OR APPROVED EQUAL



5	24"x 36" CURB INLET AND CASTING DETAIL
SP6	NOT TO SCALE

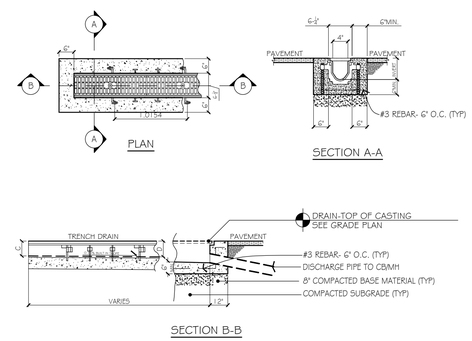


TYPE	DIAMETER (A)	T
I	48"	5"
II	60"	6"
III	72"	8"
IV	27"	3 1/4"

STEPS NEEDED WHEN D > 4'

(1) PRECAST INVERT FOR SANITARY SEWERS.
(2) POURED INVERT FOR STORM SEWERS.

8	PRECAST REINFORCE CONC. MANHOLE
SP6	NOT TO SCALE



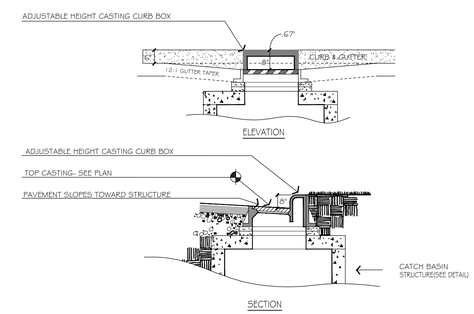
SECTION A-A

SECTION B-B

TRENCH SHALL BE "PERMA-TRENCH Z 886 SYSTEM- SERIES 860GN

6	Z 886 TRENCH DRAIN DETAIL
SP6	SCALE - 1/4"= 1'-0"

NOTE: THIS CURB CONSTRUCTION DETAIL IS TO BE USED AT LOW POINTS WHEN INDICATED ON PLAN. SEE GRADE PLAN FOR SPECIFIC CURB ELEVATIONS THAT REFLECT 8" DIFFERENCE FROM TOP OF CURB TO CASTING (SEE ACTUAL CB DETAILS FOR STRUCTURE INFO.)

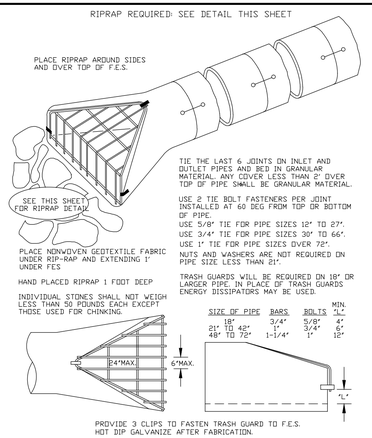


ELEVATION

SECTION

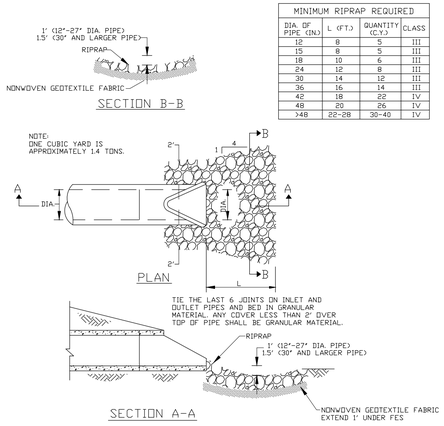
9	CURBLINE DETAIL AT CATCHBASIN CURB/PAVEMENT LOW POINTS (SPECIFIC LOCATIONS)
SP6	NOT TO SCALE

1	
SP6. 1	



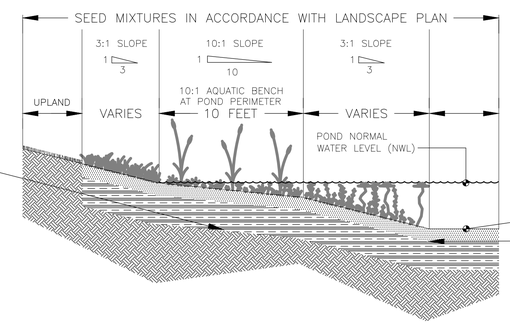
SIZE OF PIPE	BARS	BOLTS	MIN. "L"
18"	3/4"	5/8"	4"
21" TO 42"	1"	3/4"	6"
48" TO 72"	1-1/4"	1"	12"

2	FLARED END SECTION WITH TRASH GUARD
SP6	NOT TO SCALE



MINIMUM RIPRAP REQUIRED			
DIA. OF PIPE (IN.)	L (FT.)	QUANTITY (C.Y.)	CLASS
12	8	5	III
15	8	5	III
18	10	6	III
24	12	8	III
30	14	12	III
36	16	14	III
42	18	22	IV
48	20	26	IV
>48	22-28	30-40	IV

3	RIP RAP DETAIL FOR FLARED END SECTIONS
SP6	NOT TO SCALE



MIN. 2 FOOT THICK CLAY LINER:

CLAY FOR POND LINER SHALL BE INORGANIC COHESIVE SOIL WITH A UNIFIED SOIL CLASSIFICATION SYMBOL OF CL OR CH MEETING THE FOLLOWING CRITERIA:

- LIQUID LIMIT (LL): 50 > LL > 25.
- PLASTICITY INDEX (PI): PI > 12.
- PERCENT FINER THAN #200 SIEVE: > 50% (WET SIEVE).
- PERCENT FINER THAN 1 INCH: > 95%.
- MAXIMUM PARTICLE SIZE: 2 INCH (DRY SIEVE).
- LINER THICKNESS: 2.0 FEET MIN.
- COMPACTION REQUIREMENT: 95% OF STANDARD PROCTOR MAXIMUM DRY DENSITY.
- MAXIMUM HYDRAULIC CONDUCTIVITY OF COMPACTED SAMPLE AT 95% OF MAXIMUM DENSITY (ASTM D-698): 1x10E-7 CM/SEC.
- CLAY LINER IS TO BE INSTALLED/DOCUMENTED PER NRCS WISCONSIN CONSTRUCTION SPECIFICATION 300, CLAY LINERS.

SUBCUT 4 INCHES BELOW THE PROPOSED FINISHED GRADE. BACKFILL WITH HYDRIC/ORGANIC SOIL TO FINISHED GRADE. PREPARE AND SEED THE HYDRIC SOIL MATERIAL AS SOON AS PRACTICAL IN ORDER TO MINIMIZE THE NATURAL GERMINATION OF UNDESIRABLE REED CANARY GRASSES.

7	POND LINER CROSS-SECTION
SP6	NOT TO SCALE

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KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
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INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

SITE PLAN DETAILS

CONVENIENCE STORE 1040

NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SP6

INSITES 18-026 PM H.D.

-ALL SILT FENCE MUST BE INSTALLED BY THE CONTRACTOR AND INSPECTED BY THE CITY PRIOR TO ANY SITE WORK.

-SITE EROSION CONTROL MEASURES MUST BE IN PLACE AT ALL TIMES. SHOULD DEVICES BE REMOVED FOR WORK ACCESS, THEY SHALL BE REINSTALLED AT THE END OF EACH WORK DAY UNTIL PAVEMENTS HAVE BEEN INSTALLED AND ALL LANDSCAPE AREAS HAVE BEEN MULCHED AND SODDED. SEEDED AREAS MUST EXHIBIT MINIMUM OF 70% SOIL COVERAGE.

-REFER TO THE SWPPP PLAN NOTES AND DETAIL SHEETS SWP2-4 FOR MORE INFORMATION.

CONTACT NATE BYOM
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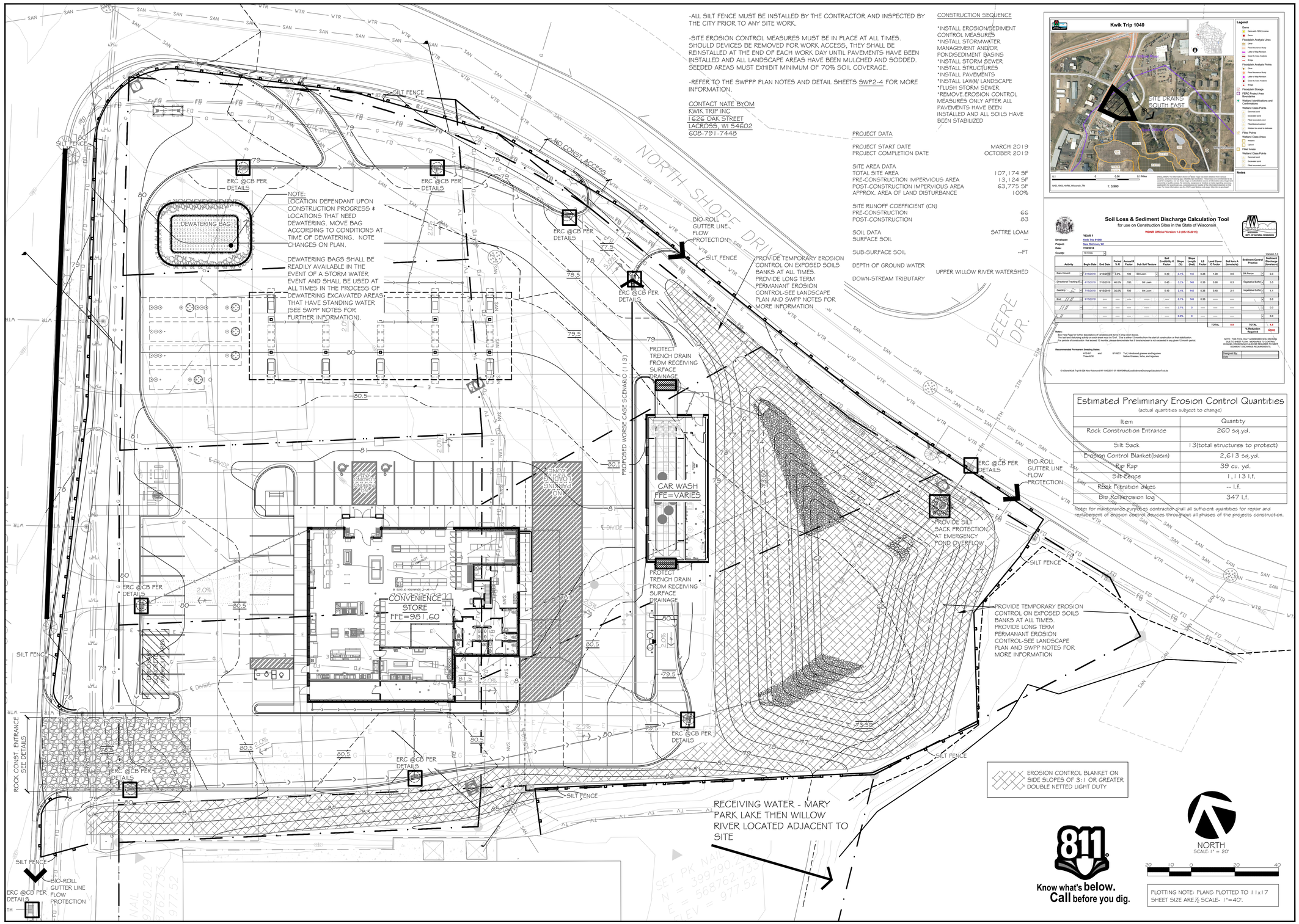
1626 OAK STREET
LACROSS, WI 54602
608-791-7448

CONSTRUCTION SEQUENCE

*INSTALL EROSION/SEDIMENT CONTROL MEASURES
*INSTALL STORMWATER MANAGEMENT AND/OR POND/SEDIMENT BASINS
*INSTALL STORM SEWER
*INSTALL STRUCTURES
*INSTALL PAVEMENTS
*INSTALL LAWN/ LANDSCAPE
*FLUSH STORM SEWER
*REMOVE EROSION CONTROL MEASURES ONLY AFTER ALL PAVEMENTS HAVE BEEN INSTALLED AND ALL SOILS HAVE BEEN STABILIZED

PROJECT DATA

PROJECT START DATE	MARCH 2019
PROJECT COMPLETION DATE	OCTOBER 2019
SITE AREA DATA	
TOTAL SITE AREA	107,174 SF
PRE-CONSTRUCTION IMPERVIOUS AREA	13,124 SF
POST-CONSTRUCTION IMPERVIOUS AREA	63,775 SF
APPROX. AREA OF LAND DISTURBANCE	100%
SITE RUNOFF COEFFICIENT (CN)	
PRE-CONSTRUCTION	66
POST-CONSTRUCTION	83
SOIL DATA	SATTRE LOAM
SURFACE SOIL	--
SUB-SURFACE SOIL	--FT
DEPTH OF GROUND WATER	
DOWN-STREAM TRIBUTARY	UPPER WILLOW RIVER WATERSHED



Soil Loss & Sediment Discharge Calculation Tool

for use on Construction Sites in the State of Wisconsin

WONR Official Version 1.0 (05-15-2015)

Developer: Kwik Trip #1040
Project: New Richmond, WI
Date: 7/05/2018
County: St Croix

YEAR 1

Activity	Begin Date	End Date	Partial % R	Annual R Factor	Sub Soil Texture	Soil Erodibility K Factor	Slope (%)	Slope Length (feet)	LS Factor	Land Cover C Factor	Soil loss A (tons/acre)	Sediment Control Practice	Sediment Discharge (tons/acre)
Bare Ground	4/15/2019	4/15/2019	3.0%	100	Silt Loam	0.43	3.1%	145	0.36	1.00	0.5	Silt Fence	0.3
Directional Tracking-Ø	4/15/2019	7/15/2019	46.0%	100	Silt Loam	0.43	3.1%	145	0.36	0.90	6.3	Vegetative Buffer	3.5
Seeding	7/15/2019	9/15/2019	35.0%	100	Silt Loam	0.43	3.1%	145	0.36	0.40	2.1	Vegetative Buffer	1.1
End	9/15/2019	----	----	----	----	----	3.1%	145	0.36	----	----		0.0
		----	----	----	----	----	3.1%	0	----	----	----		0.0
		----	----	----	----	----	0.0%	0	----	----	----		0.0
											TOTAL	8.9	TOTAL 4.9
													% Reduction required 45[illegible]

Note:
See Help Page for further descriptions of variables and items in drop-down boxes.
The last land disturbing activity on each sheet must be "End". This is either 12 months from the start of construction or final stabilization.
For periods of construction that exceed 12 months, please demonstrate that 0 tons/acre/year is not exceeded in any given 12 month period.

Recommended Permanent Seeding Dates:
4/15-5/15 and 8/1-9/21 Turf, introduced grasses and legumes
7/15-9/15 Native Grasses, forbs, and legumes

NOTE: THIS TOOL ONLY ADDRESSES SOIL EROSION DUE TO SHEET FLOW. MEASURES TO CONTROL CONCENTRATED FLOW MAY ALSO REQUIRE SEDIMENT DISCHARGE REQUIREMENTS.

Designed By:
Date:

C:\Users\kwik Trip\18-026 New Richmond WI 1040\2017 07-19\WQM\SoilLossBeforeAfterDischargeCalculationTool.xlk

Estimated Preliminary Erosion Control Quantities

(actual quantities subject to change)

Item	Quantity
Rock Construction Entrance	260 sq.yd.
Silt Sack	13(total structures to protect)
Erosion Control Blanket(basin)	2,613 sq.yd.
Rip Rap	39 cu. yd.
Silt Fence	1,113 l.f.
Rock Filtration dikes	-- l.f.
Bio Roll/erosion log	347 l.f.

Note: for maintenance purposes contractor shall all sufficient quantities for repair and replacement of erosion control devices throughout all phases of the projects construction.

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STATE OF WISCONSIN REGISTERED LANDSCAPE ARCHITECT ROBERT J. MUELLER LA-378 PLYMOUTH, MN
06SEP2018

EROSION CONTROL PLAN
CONVENIENCE STORE 1040
NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SWP1

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE ½ SCALE- 1"=40'.

INSITES 18-026 PM N.B.

GENERAL STORMWATER POLLUTION PREVENTION:

Apply for and obtain all necessary permits for Construction Activity.

Stormwater Pollution Prevention Plan (SWPPP): The SWPPP includes this narrative, Plan Sheets SP3, SP3.1 and SP3.2, and the Stormwater Management Calculations. Keep a copy of the SWPPP, all changes to it, and inspections and maintenance records at the site during the construction. During the construction process the SWPPP will have to be amended for all changes performed by the contractor. the owner shall be aware of the amendments prior to changes made to the SWPPP. All notes, photographs, recorded dates, sketches, references, and diagrams will have to be recorded and made available as part of the SWPPP permit.

Individual(s) preparing the SWPPP for the project, overseeing implementation of the SWPPP, revising and amending the SWPPP, and at least one individual on the project performing installation, inspection, maintenance, and repairs of BMP's must be trained. The training must be done by a local, state, federal agencies; professional organization; or other entities with expertise in erosion prevention, sediment control, or permanent stormwater management.

Responsible Parties: The contractor must designate a person knowledgeable and experienced in the application of erosion prevention and sediment control BMPs who will oversee the implementation of the SWPPP, and the installation, inspection, and maintenance of the erosion prevention and sediment control BMPs before and during construction.

The owner is responsible for identifying who will have responsibility for the long term operation and maintenance of the permanent stormwater management systems.

Owner contact:

CONTACT NATE BYOM
KWIK TRIP INC
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SITE INVESTIGATION, INSTALLATION, IMPLIMENTATION :

1. Prior to any work, contractor shall visit the site, document existing conditions as necessary(photos, notes, etc) and note existing drainage patterns on and off site that are related to the project. These notes shall be part of the SWPPP.

2. Install all temporary erosion and sediment control measures including silt fence, rock construction entrance(s), erosion control berms, rock filters, silt sacks, rock /earth berms, and sedimentation basins. Protect all receiving waters, catch basins, ditches, inlets etc. in and around the site. All protective and preventative measures must be in place and inspected prior to beginning site cleaning, grading, or other land-disturbing activity.

3. Prior to beginning site cleaning and grading, protect all storm sewer inlets that receive runoff from disturbed areas. In order to prevent sediment from leaving the site and entering the downstream storm sewer system, seal all storm sewer inlets that are not needed for site drainage during construction. Protect all other storm sewer inlets by installing sediment control devices, such as silt sacks, or rocked filtration logs/weirs. Straw bales or fabric under the grates are not acceptable forms of inlet protection. Protect new storm sewer inlets as they are completed. Maintain storm sewer inlet protection in place until all sources with potential for discharging to the inlets are stabilized.

4. Before beginning construction, install a TEMPORARY ROCK CONSTRUCTION ENTRANCE at each point where vehicles exit the construction site When at all possible contractor shall designate only one access point for vehicles entering and exiting the site. The rock on the entrance will have to be inspected daily and replaced or rock supplemented by the contractor when over 50% of the voids in the rock are filled. A cleaning station should be made available to drivers and visibly signed as such. Provide shovels, brooms and/or hose with a wash out area so soils can be removed from vehicles on site.

5. Avoid entire removal of trees and surface vegetation all at once whenever possible as this limits the amount of site susceptible to erosion. Schedule construction zones and note this on the SWPPP in order to expose the smallest practical area of soil at any given time. Utilize vegetation removed by on site grinding and mulching and using this material to protect the soil from erosion.

6. Following initial soil disturbance or re-disturbance, complete permanent or temporary stabilization against erosion due to rain, wind, and running water within 7 calendar days on all disturbed or graded areas. This requirement does not apply to those areas that are currently being used for material storage on a daily basis or for those areas on which grading, site building, or other construction activities are actively underway. Provide temporary cover on all stacked topsoil piles, and other areas of stockpiled excavated material in order to prevent soil erosion and rapid runoff during the construction period. Stockpiles can be mulched,covered with poly or fabric, and or seeded during prolonged exposure. Prolonged periods of open, bare earth without grass cover will not be permitted. Stabilize all disturbed greenspace areas with a minimum of 4" topsoil immediately after final subgrade completion. Seed and mulch, or sod and protect these areas within 48 hours after completion of final grading work (weather permitting). Stabilize all disturbed areas to be paved using early application of gravel base. Stabilize the normal wetted perimeter of any temporary or permanent drainage ditch that conveys water from the construction site, or diverts water around the construction site, within 200 lineal feet from the property edge, or within 200 feet from the point of discharge to any surface water. Stabilize temporary or permanent drainage ditches within 24 hours of connecting to a surface water. Protect outfalls minimum of 200feet down stream and to the side of the discharge point. Additional settling "pots" achieved by filter logs or filtered stick bales staked in the channel will dissipate the water energy. Provide pipe outlets with temporary or permanent energy dissipation within 24 hours of connection to a surface water.

7. Receiving Waters - It is the contractors responsibility to inspect the site discharge point as well as downstream to the receiving body of water(pond, lake, stream, etc.) on a regular basis including after each storm event and document if any differences or changes in normal in discharge and if material is leaving the construction site. If so it shall be documented and removed immediately.

NOTE: ALL EROSION AND SEDIMENT CONTROL DEVICES WILL BE CHECKED BY THE CONTRACTOR AFTER EACH STORM EVENT AND BE MAINTAINED, OR IMPROVED UPON AFTER EVERY STORM EVENT TO ENSURE ADEQUATE PERFORMANCE.

POLLUTION CONTROL:

1. Designate a Concrete Wash-out and truck wash area:
   Make it visible in the field to vehicle operators and note this on the SWPP plan.

   a. When washouts occur on the site, concrete washout water must be contained in a leak-proof containment facility or impermeable liner. Liquid and solid wastes may not touch the ground and there must not be runoff from the concrete washout operations or areas.

   b. On sites where Concrete Washout areas are not feasible as shown on the Detail Sheet, above ground methods and/or off-site methods can be utilized as approved by Owner.

   c. Concrete washout may be provided off-site by Concrete Contractor or Concrete Supplier, at an approved washout disposal area. Concrete Supplier may provide Concrete Washout Areas on-board their transports for disposal off-site. Concrete Contractor shall verify with Supplier in regards to provided Concrete Washout areas on and off-site, as necessary.

   d. Limit external washing of trucks and other construction vehicles to a defined area preferably before the construction access/exit point. Wash vehicles only on an area stabilized with stone that drains into an approved sediment trapping device. Contain runoff and properly dispose of waste. Engine degreasing is prohibited.

2. Solid Waste: Properly dispose of collected sediment, asphalt and concrete millings, floating debris, paper, plastic, fabric, construction and demolition debris, and other wastes in compliance with State requirements.

3. Hazardous Materials: Properly dispose of all waste and unused building materials (including garbage debris, cleaning wastes, oil, gasoline, paint, wastewater, toxic materials, and hazardous materials) off-site. Do not allow waste and unused building materials to be carried by runoff into a receiving channel or storm sewer system. Properly store oil, gasoline, paint, and other hazardous materials in order to prevent spills, leaks, or other discharge. Include secondary containment. Restrict access to storage areas in order to prevent vandalism. Storage and disposal of hazardous materials must be in compliance with regulations.

4. Machinery: and mechanized equipment that leaks waste shall have a protective barrier or containment under the device adequate to contain the waste. Properly dispose of the waste.

5. Emergency spill station: Contractor shall locate and sign an emergency spill station that has necessary containment or cleanup devices for all workers to access.

EROSION CONTROL :

Apply necessary moisture to the construction area and haul roads to prevent the spread of dust.

Contractor shall utilize coarsely ground wood and tree mulches to cover exposed soils. Mulches shall be stored on site to supplement and use in problem areas during all phases of the construction project.

Contractor shall uses star tack or other organic substances in situations to prevent soil from eroding away by wind or rain.

Whenever possible contractor shall grade areas of soil to limit potential of erosion, to include tracking perpendicular to fall line of grades as well as diverting water flows from problematic areas on the site.

Seeding, fiber blankets, poly/tarps or cover mulches, disked mulches and compost can be used to cover temporarily exposed areas from wind and rain. Other methods by the contractor shall be documented in the SWPPP.

SEDIMENT CONTROL:

Inlet Sediment Control Protection Devices:
The following are approved Inlet Sediment Control Devices:

a. Road Drain Top Slab Model RD 23 (fits rough opening for 2x3' inlet), Road Drain Top Slab Model RD 27 (fits rough opening for 27" inlet), or Road Drain Top Slab Model CG 3067 (fits Neenah Casting with 35-1/4"x17-3/4" dimensions) manufactured by:
WIMCO
799 Theis Drive
Shakopee, MN, 55379
Phone (952) 233-3055
or approved equal

b. Silt Sack manufactured by:
ACF ENVIRONMENTAL
2831 Cardwell Road
Richmond, VA, 23234
Phone (800) 448-3636
or approved equal

c. InfraSafe Sediment Control Barrier. Install geotextile sock on the outside of the barrier in order to trap additional fines. Standard frames are available to fit 24" to 30" diameter and 2'x3' openings.
Distributed by:
ROYAL ENTERPRISES AMERICA
30622 Forest Boulevard
Stacy, MN, 55079
Phone (651) 462-2130
or approved equal

d. Ridge Bag Rock Log. Use rock logs only for curb inlets after pavement is in place.
Manufactured by RED BARN RIDGE, 3135
County Road 136, Saint Cloud, MN, 35301
Phone (320) 253-3744
or approved equal

e. Inflatable drain plugs by Interstate Products www.interstateproducts.com or approved equal

Riprap:
Place a 450 mm (18 inch) thick layer of riprap onto a 225 mm (9 inch) thick layer of granular filter material at locations indicated on the plan in accordance with WIDOT Specification 606. Install two layers of medium duty Geotextile fabric (WIDOT MR, section 645.3.7) beneath the granular filter material. At pipe outfalls configure the installation as shown on detail sheet for the size of pipe indicated and extend the geotextile fabric under the culvert apron a minimum of 3 feet. For pipe sizes smaller than 300 mm (12 inch) diameter, the minimum quantity of riprap and filter blanket shall be no less than that required for 300 mm (12 inch) diameter pipes.

Silt Fence:
Install and maintain per WDNR Conservation Practice Standard 1056.

Install silt fence along the contour (on a level horizontal plane) with the ends turned up (J-hooks) in order to help pond water behind the fence. Install the silt fence on the uphill side of the support posts. Provide a post spacing of 1.2 m (4 feet) or less. Drive posts at least 0.6 m (2 feet) into the ground. Anchor the silt fence fabric in a trench at least 152 mm (6 inches) deep and 152 mm (6 inches) wide dug on the upslope side of the support posts. Lay the fabric in the trench and then backfill and compact with a vibratory plate compactor. Make any splices in the fabric at a fence post. At splices, overlap the fabric at least 152 mm (6 inches), fold it over, and securely fasten it to the fence post. Silt fence supporting posts shall be 51 mm (2 inch) square or larger hardwood, pine, or standard T- or U-section steel posts. T- or U-section steel posts shall weigh not less than 1.8602 kg per meter (1.25 lb per lineal foot). Posts shall have a minimum length of 1524 mm (5 feet). Posts shall have projections to facilitate fastening the fabric and prevent slippage. Geotextile fabric shall meet the requirements of WIDOT Standard Specification 628 for preassembled silt fence, furnished in a continuous roll in order to avoid splices. Geotextile fabric shall be uniform in texture and appearance and have no defects, flaws, or tears. The fabric shall contain sufficient ultraviolet (UV) ray inhibitor and stabilizers to provide a minimum two-year service life outdoors. Fabric color shall be international orange. In high traffic areas contractor shall reinforce silt fence with wire fencing and metal posts. extreme circumstances will require temporary concrete median sections to support material backing of stock piled soil or filled earth.

Install silt fence, or other effective sediment controls, around all temporary soil stockpiles. Locate soil or dirt stockpiles containing more than 10 cubic yards of material such that the downslope drainage length is no less than 8 m (25 feet) from the toe of the pile to a roadway or drainage channel. If remaining for more than seven days, stabilize the stockpiles by mulching, vegetative cover, tarps, or other means. Control erosion from all stockpiles by placing silt fence barriers around the piles. During street repair, cover construction soil or dirt stockpiles located closer than 8 m (25 feet) to a roadway or drainage channel with tarps, and protect storm sewer inlets with silt sacks or staked silt fence. Do not stock pile soil or material near catch basins or drainage ways.

Stone Tracking Pad (Temporary Rock Construction Entrance:
Install and maintain per WDNR Conservation Practice Standard 1057. Use 3inch to 6" diameter rock. Place the aggregate in a layer at least 300 mm (12 inches) thick across the entire width of the entrance. Extend the rock entrance at least 15 m (50 feet) into the construction zone. Use a WIDOT Type R permeable geotextile fabric material beneath the aggregate in order to prevent migration of soil into the rock from below. Maintain the entrance in a condition that will prevent tracking or flowing of sediment onto paved roadways. Provide periodic top dressing with additional stone as required. Close entrances not protected by temporary rock construction entrances to all construction traffic.

Temporary Sediment Basins:
In the construction process or if noted on the plan the contractor shall construct temporary sediment basin(s). As per general rule the sediment basin shall be sized appropriately to a capacity related to the drainage area on a ratio of 3,600 cubic feet per acre of drainage zone entering the basin. Basins shall be inspected after every rainfall event, material removed and stabilized. If changes to the basin are made, document and amend the SWPP plan.

Dewatering:
If dewatering is required and sump pumps are used, all pumped water must be discharged through an erosion control facility (temporary sedimentation basin, grit chamber, sand filter, upflow chamber, hydro-cyclone, swirl concentrator, dewatering bag or other appropriate facility) prior to leaving the construction site. Proper energy dissipation must be provided at the outlet of the pump system. Discharge clear water only. To achieve better separation of the material suspended in the water a biodegradable not toxic flocculant agent may be required.

For more information and materials go to by Interstate Products www.interstateproducts.com

INSPECTIONS-MAINTENANCE-DAILY RECORD-AMEND THE SWPP PLAN

1. Contractor shall inspect all erosion and sediment control devices, stabilized areas, and infiltration areas on a daily basis until land-disturbing activity has ceased. Thereafter, inspect at least on a weekly basis until vegetative cover is established. Inspect all erosion and sediment control devices, stabilized areas, and infiltration areas within 24 hours after a rainfall event greater than 0.5 inches in 24 hours. Remove accumulated sediment deposits from behind erosion and sediment control devices as needed. Do not allow sediment to accumulate to a depth of more than one-third of the height of the erosion and sediment control devices. Immediately replace deteriorated, damaged, rotted, or missing erosion control devices. Document inspections and dates of rainfall events. Maintain a written log of all inspection, maintenance, and repair activities related to erosion and sediment control facilities. All nonfunctional BMPs must be repaired, replaced, or supplemented with functional BMPs within 24 hours after discovery, or as soon as field conditions allow access.

2. All inspections and maintenance activities must be recorded in writing DAILY in a detailed record(notes, photographs, sketches, etc, and kept with the SWPPP by the contractor.

3. Contractor shall remove all soils and sediments tracked or otherwise deposited onto adjacent property, pavement areas, sidewalks, streets, and alleys. Removal shall be on a daily basis throughout the duration of the construction and/or as directed by the City. Clean paved roadways by shoveling or wet-sweeping. Do not dry sweep. If necessary, scrape paved surfaces in order to loosen compacted sediment material prior to sweeping. Haul sediment material to a suitable disposal area. Street washing is allowed only after sediment has been removed by shoveling or sweeping.

4. All soil hauled from the site shall be accounted for and documented in the SWPPP by the contractor. Its final destination and how the soil has been stored and stabilized.

5. Contractor shall maintain all temporary erosion and sediment control devices in place until the contributing drainage area has been stabilized (hard-surfaced areas paved and vegetation established in greenspace). Repair any rilling, gully formation, or washouts. After final establishment of permanent stabilization, remove all temporary synthetic, structural, and non-biodegradable erosion and sediment control devices and any accumulated sediments. Dispose-of off site. Restore permanent sedimentation basins to their design condition immediately following stabilization of the site.

6. Contractor shall clean sedimentation basins, storm sewer catch basins, ditches, and other drainage facilities as required in order to maintain their effectiveness. Temporary and permanent sedimentation basins must be drained and the sediment removed when the depth of sediment collected in the basin reaches 1/2 of the storage volume. Drainage and removal must be completed within 72 hours, or as soon as field conditions allow access.

7. Contractor shall inspect infiltration areas to ensure that no sediment from ongoing construction activities is accumulating. Remove sediment immediately ensuring subsoils are not compacted by machinery.

8. Every vehicle shall not track material off-site. Clean the wheels of construction vehicles in order to remove soils before the vehicles leave the construction site. Wash vehicles only on an area stabilized with stone that drains into an approved sediment trapping device.

9. Contractor shall reinforce erosion control facilities in areas where concentrated flows occur (such as swales, ditches, and areas in front of culverts and catch basins) by backing them with snow fence, wire mesh, or stiff plastic mesh reinforcement until paving and turf establishment operations have been completed. Posts for the reinforcing fence shall be 100 mm (4 inch) diameter wood posts, or standard steel fence posts weighing not less than 0.59 kg (1.3 lbs) per lineal foot, with a minimum length of 762 mm (30 inches) plus burial depth. Space posts for the reinforcing fence at intervals of 3 m (10 feet) or less. Drive posts for the reinforcing fence at least 0.6 m (2 feet) into the ground.

GENERAL SOIL STABILIZATION:
(SEE LANDSCAPE PLAN FOR MORE INFORMATION)

Establishment of lawn, prairie/wildflower and/or plant bed areas will be noted on the landscape plan

to ensure stabilization of soils, restaking of sod where applicable, proper watering and mulch maintenance will be required. Inspect seeded or sodded areas on a timely day-to-day basis. In the event of a seeding failure, reseed and remulch the areas where the original seed has failed to grow and perform additional watering as necessary at no additional cost to the Owner. Special maintenance provisions for wild and prairie grass seeded areas as noted in the landscape plan. Promptly replace all sod that dries out to the point where it is presumed dead and all sod that has been damaged, displaced, weakened, or heavily infested with weeds at no additional cost to the Owner. .

In areas to be temporarily seeded, use introduced seed mixture equivalent to WIDOT #10 or #20. Apply seed mixture per WIDOT 630.3.3.5. Incorporate a fertilizer (slow release type with 10 week residual) consisting of 23-0-30 (%N-P-K) into the soil at an application rate of 224 kg per hectare (200 lbs per acre) by disking prior to seeding. In problematic areas it may be necessary to use a low phosphorus organic fertilizer in cases where seeds may not germinate. If this is the case, seed and fertilizer shall be disked into the surface and mulched properly to ensure germination and uptake of the Phosphorus by the seed.

To ensure adequate germination of the seed the work will be performed as follows:
Spring- from April 1 through May 15.
Fall- from August 15 to September 20.
After September 20, wait until October 30 to perform dormant seeding. Dormant seeding will only be allowed if the maximum soil temperature at a depth of 25 mm (1 inch) does not exceed 4.44 degrees C (40 degrees F) in order to prevent germination.

In seeded areas with slopes steeper than 3:1 and lengths less than 15 meters (50 feet), install biodegradable erosion control blankets uniformly over the soil surface by hand within 24 hours after seeding in accordance with manufacturers recommendations. Use WIDOT Urban Type B or owner approved equal.

In areas where irrigation is to be installed, contractor shall work in zones to finish grade and install the system in zones. Note- Erosion control measures shall remain in place until soils have been stabilized with sod or seeded areas that exhibit minimum of 70% lawn vegetative coverage. If silt fence has to be removed to install the irrigation system, it shall be reinstalled at the end of each work day or use bio rolls to provide protection during the installation process until lawn areas have sod and/or plant beds are mulched.

In areas to be sodded, silt fence can be removed short term for working, but exposed soil areas shall be sodded or erosion control measures shall be reinstalled at the end of each work day.

NOTE: THE PROJECT'S LANDSCAPE PLAN IS PART OF THE SWPP FOR SOIL STABILIZATION. REFERENCES SHALL BE MADE TO THE APPROVED LANDSCAPE PLAN. AMENDMENTS TO THE LANDSCAPE PLAN SHALL BE APPROVED BY THE OWNER AND DOCUMENTED AS PART OF THE SWPP

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EROSION CONTROL NOTES

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--- NEW RICHMOND, WISCONSIN

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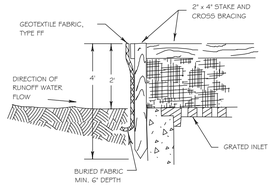
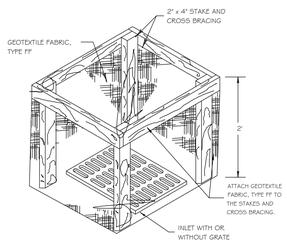
INSITES 18-026 PM N.B.

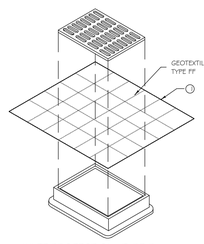
ALL EROSION CONTROL MEASURES TO BE
INSTALLED AND MAINTAINED PER WDNR STANDARDS

http://dnr.wi.gov/org/water/wm/nps/stormwater/techstds.htm

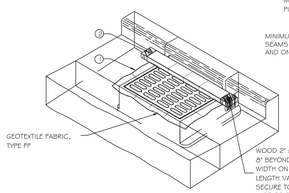




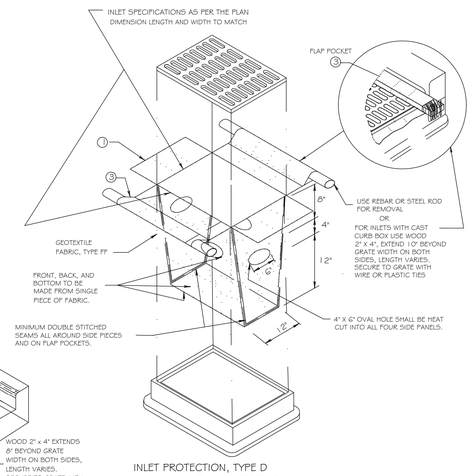
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE 1) 2

GENERAL NOTES

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENTS EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

1 FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 1.0' AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

2 FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 1.8' OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

3 FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

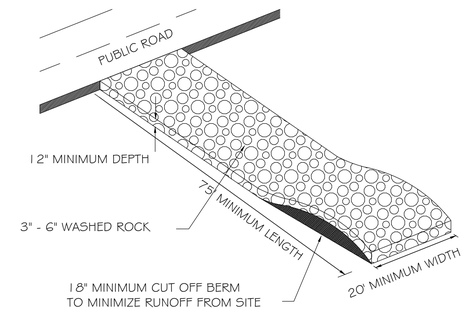
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 3.0', MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

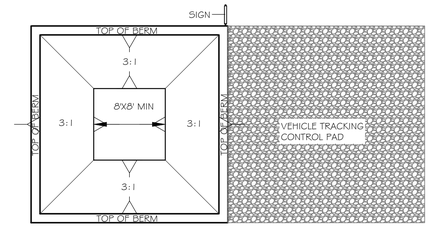
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 10-2.

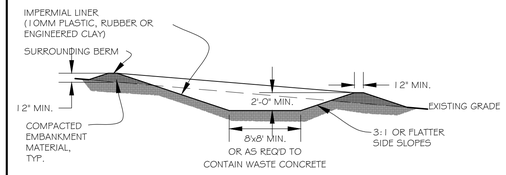
INLET PROTECTION
TYPE A, B, C, AND D



1 ROCK CONSTRUCTION ENTRANCE



PLAN
1/8"= 1'-0"



TYPICAL SECTION
1/8"= 1'-0"

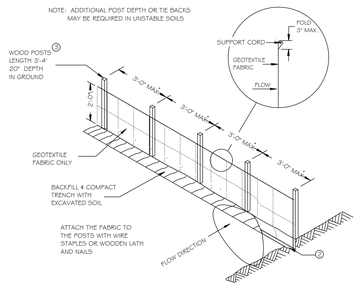
CONCRETE WASHOUT AREA INSTALLATION NOTES

1. SEE EROSION CONTROL PLAN FOR LOCATIONS OF CONCRETE WASHOUT AREA(S). TO BE PLACED A MIN. OF 50' FROM DRAINAGEWAYS, BODIES OF WATER, AND INLETS.)
2. THE CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
3. VEHICLE TRACKING CONTROL PAD IS REQ'D AT THE ACCESS POINT(S).
4. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE WASHOUT AREA(S), AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CONCRETE WASHOUT AREAS TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
5. EXCAVATED MATERIAL SHALL BE UTILIZED IN PERIMETER BERM CONSTRUCTION.

CONCRETE WASHOUT AREA MAINTENANCE NOTES

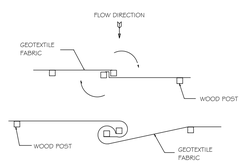
6. THE CONCRETE WASHOUT AREA SHALL BE REPAIRED AND ENLARGED OR CLEANED OUT AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE
7. AT THE END OF CONSTRUCTION, ALL CONCRETE SHALL BE REMOVED FROM SITE AND DISPOSED OF AT AN APPROVED WASTE SITE.
8. WHEN CONCRETE WASHOUT AREA(S) IS REMOVED, THE DISTURBED AREA SHALL BE STABILIZED PER SITE EROSION CONTROL MEASURES.
9. INSPECT WEEKLY AND DURING AND AFTER ALL STORM EVENTS. CLEAN-OUT OR COVER WASHOUT AREA PRIOR TO PREDICTED STORM EVENTS TO PREVENT OVER-FLOW.

2 CONCRETE WASHOUT AREA

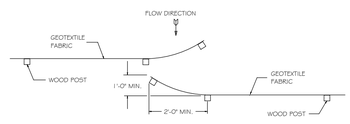


* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

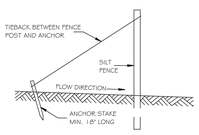


TWIST METHOD

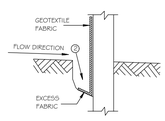


HOOK METHOD ("J"HOOK)

JOINING TWO LENGTHS OF SILT FENCE 3



SILT FENCE TIE BACK
(WHEN ADDITIONAL SUPPORT REQUIRED)



TRENCH DETAIL

GENERAL NOTES

1 HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

2 TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

3 WOOD POSTS SHALL BE A MINIMUM SIZE OF 1.5" X 1.5" OF OAK OR HICKORY.

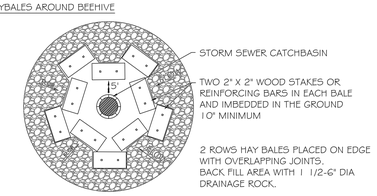
4 SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

5 CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

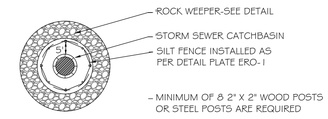
This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 9-6.

SILT FENCE

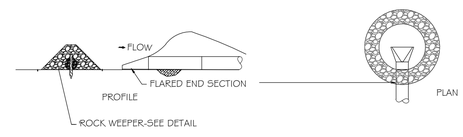
OPTION 1 - HAYBALES AROUND BEEHIVE



OPTION 2- SILT FENCE CONTROL AROUND BEEHIVE

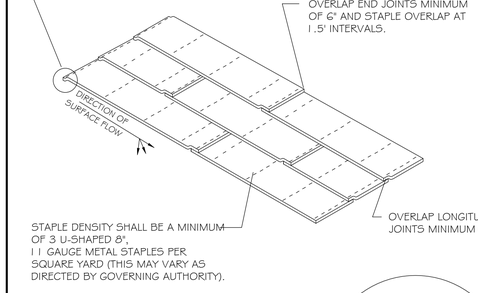


C. ROCK WEEPER PROTECTION AT FLARED END SECTION/OUTLET PIPE-
SEE ROCK WEEPER DETAIL FOR INSTALLATION
DIKE SHALL BE MIN. 6" HIGHER THAN DIAMETER OF PIPE

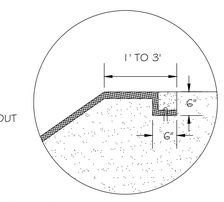


3 BEE-HIVE CASTING AND FLARED END SECTION EROSION/SEDIMENT CONTROL

EROSION CONTROL BLANKET(SEEDED AREAS) ON SIDE SLOPES OF 3:1 OR GREATER AND STORM WATER BASINS
BIO-DEGRADABLE, DOUBLE NETTED, LIGHT DUTY(HEAVY DUTY IN DRAINAGE SWALES)
(WisDOT CLASS 1 TYPE B)



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH



4 EROSION CONTROL BLANKET INSTALLATION

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

EROSION CONTROL DETAILS

CONVENIENCE STORE 1040

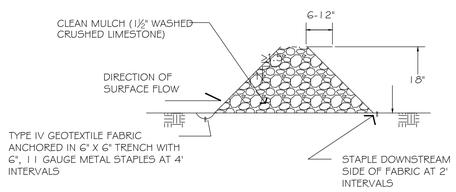
NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

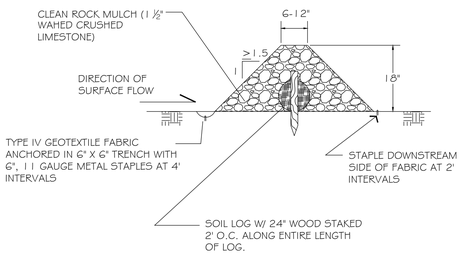
DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SWP3

INSITES 18-026 PM N.B.

I. ROCK WEEPER @ MINIMAL WATER FLOWS



II. BIO WEEPER @ CONCETRATED FLOWS



5 | DITCH CHECKS, ROCK WEEPERS, & ROCK BIO WEEPERS
EROSION CONTROL

Channel Erosion Mat
(1053)

Wisconsin Department of Natural Resources
Conservation Practice Standard

I. Definition

A protective soil cover of straw, wood, coconut fiber or other suitable plant residue, or plastic fibers formed into a mat, usually with a plastic or biodegradable mesh on one or both sides. Erosion mats are rolled products available in many varieties and combination of materials and with varying life spans.

II. Purpose

The purpose of this practice is to protect the channel from erosion or act as turf reinforcement during and after the establishment of grass or other vegetation in a channel. This practice applies to both *Erosion Control Revegetative Mats (ECRM*[1]) and *Turf-Reinforcement Mats (TRM)*.

III. Conditions Where Practice Applies

This standard applies where runoff channelizes in intermittent flow and vegetation is to be established. Some products may have limited applicability in projects adjacent to navigable waters.

IV. Federal, State, and Local Laws

Users of this standard shall be aware of applicable federal, state, and local laws, rules, regulations, or permit requirements governing the use and placement of erosion mat. This standard does not contain the text of federal, state, or local laws.

V. Criteria

This section establishes the minimum standards for design, installation and performance requirements. To complete the shear calculations, a 2 year, 24 hour storm event shall be used to calculate depth of flows for an ECRM. For sizing a TRM, use the depth of flow corresponding to the maximum design capacity of the channel.

Only mats listed in the Wisconsin Department of Transportation (WisDOT) Erosion Control Product Acceptability List (PAL) will be accepted for use in this standard.

To differentiate applications WisDOT organizes erosion mats into three classes of mats, which are further broken down into various Types.

A. **Class I**: A short-term duration (minimum of 6 months), light duty, organic ECRM with plastic or biodegradable netting.

1. **Type A** – Only suitable for slope applications, not channel applications.
2. **Type B** – Double netted product for use in channels where the calculated (design) shear stress is 1.5 lbs/ft^2 or less.

B. **Class II**: A long-term duration (three years or greater), organic ECRM.

1. **Type A** – Jute fiber only for use in channels to reinforce sod.
2. **Type B** – For use in channels where the calculated (design) shear stress is 2.0 lbs/ft^2 or less. Made with plastic or biodegradable mat.
3. **Type C** – A woven mat of 100% organic material for use in channels where the calculated (design) shear stress is 2.0 lbs/ft^2 or less. Applicable for use in environmentally sensitive areas where plastic netting is inappropriate.

C. **Class III**: A permanent 100% synthetic ECRM or TRM. Class I, Type B erosion mat or Class II, Type B or C erosion mat must be placed over a soil filled TRM.

1. **Type A** – An ECRM for use in channels where the calculated (design) shear stress of 2.0 lbs/ft^2 or less.
2. **Type B** – A TRM for use in channels where the calculated (design) shear stress of 2.0 lbs/ft^2 or less.
3. **Type C** – A TRM for use in channels where the calculated (design) shear stress of 3.5 lbs/ft^2 or less.
4. **Type D** – A TRM for use in channels where the calculated (design) shear stress of 5.0 lbs/ft^2 or less.

D. **Installation**

1. ECRM shall be installed after all topsoiling, fertilizing, liming, and seeding is complete.
2. Erosion mats shall extend for whichever is greater: upslope one-foot minimum vertically from the ditch bottom or 6 inches higher than the design flow depth.
3. The mat shall be in firm and continuous contact with the soil. It shall be anchored, overlapped, staked and entrenched per the manufacturer's recommendations.
4. TRM shall be installed in conjunction with the topsoiling operation and shall be followed by ECRM installation.
5. At time of installation, document the manufacturer and mat type by saving material labels and manufacturer's installation instructions. Retain this documentation until the site is stabilized.

VI. Considerations

A. Erosion mats shall be selected so that they last long enough for the grass or other vegetation to become densely established.

B. Consider using Class II, Type C mats adjacent to waterways where trapping small animals is to be avoided.

C. Class III TRM may be appropriate as a replacement for riprap as a channel liner. Check the shear stress criteria for the channel to determine mat applicability.

D. Once a gully has formed in a channel, it is difficult to stabilize due to loss of soil structure. Even when the gully is filled with topsoil and reseeded, the soil has a tendency to dislodge in the same pattern. If gully formation continues to be a problem the design should be reevaluated, including other mat classes or riprap.

E. It may be difficult to establish permanent vegetation and adequate erosion protection in a channel with continuous flow. Consider riprap or planting wetland species with an ECRM.

F. Documentation of materials used, monitoring logs, project diary, and weekly inspection forms including erosion and stormwater management plans, should be provided to the authority charged with long term maintenance of the site.

G. Channel cross sections may be parabolic, v-shaped or trapezoidal. The use of "V" channels is generally discouraged due to erosion problems experienced.

H. To help determine the appropriate channel liner, designers can refer to the design matrix in the back of the WisDOT PAL. However, for channels not conforming to the typical section shown in the channel matrix or having a depth of flow greater than 6 inches (150 mm), the designer will need to design for an appropriate channel liner. One way to do this is to use the "tractive force" method presented in FHWA's Hydraulic Engineering Circular (HEC) No. 15. This method requires that the calculated maximum shear stress of a channel is not to exceed the permissible shear stress of the channel liner. To use this method, permissible shear stress values are stated next to each device listed in the channel matrix.

VII. Plans and Specifications

A. Plans and specifications for installing erosion mat shall be in keeping with this standard and shall describe the requirements for applying the practice to achieve its intended purpose. The plans and specifications shall address the following:

1. Location of erosion mat
2. Installation sequence
3. Material specification conforming to standard

B. All plans, standard detail drawings, or specifications shall include schedule for installation, inspection, and maintenance. The responsible party shall be identified.

VIII. Operation and Maintenance

A. Erosion mats shall at a minimum be inspected weekly and within 24 hours after every precipitation event that produces 0.5 inches of rain or more during a 24-hour period.

B. If there are signs of rilling under the mat, install more staples or more frequent anchoring trenches. If rilling becomes severe enough to prevent establishment of vegetation, remove the section of mat where the damage has occurred. Fill the eroded area with topsoil, compact, reseed and replace the section of mat, trenching and overlapping ends per manufacturer's recommendations. Additional staking is recommended near where rilling was filled.

C. If the reinforcing plastic netting has separated from the mat, remove the plastic and if necessary replace the mat.

D. Maintenance shall be completed as soon as possible with consideration to site conditions.

IX. References

WisDOT "Erosion Control Product Acceptability List" is available online at http://www.dot.wisconsin.gov/business/engrserv/pal.htm.

X. Definitions

Channel Erosion: The deepening and widening of a channel due to soil loss caused by flowing water. As rills become larger and flows begin to concentrate, soil detachment occurs primarily as a result of shear.

Erosion Control Revegetative Mats (ECRM) (II): Erosion control revegetative mats are designed to be placed on top of soil.

Turf-Reinforcement Mats (TRM) (II): Turf-reinforcement mats are permanent devices constructed from various types of synthetic materials and buried below the surface to help stabilize the soil. TRMs must be used in conjunction with an ECRM or an approved soil stabilizer Type A (as classified in the WisDOT PAL)

Conservation Practice Standards are reviewed periodically and updated if needed. To obtain the current version of this standard, contact your local WDNR office or the Standards Oversight Council office in Madison. WDNR, WI 12/04

[1] Words in the standard that are shown in italics are described in X. Definitions. The words are italicized the first time they are used in the text.

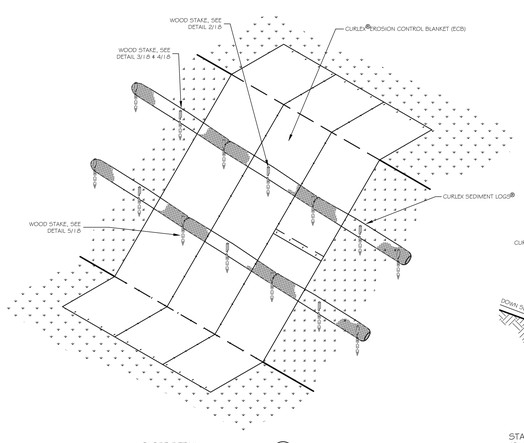
2 WDNR, WI 12/04

WDNR, WI 12/04 3

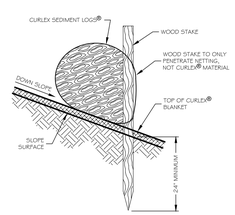
NOTE: SEDIMENT LOGS SHALL BE "CURLEX" BY AMERICAN EXCELSIOR COMPANY

www.americanexcelsior.com/erosioncontrol/

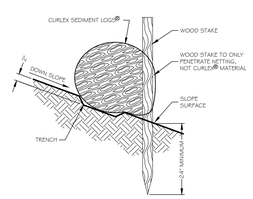
OR APPROVED EQUAL



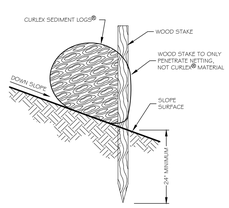
SLOPE DETAIL
NO SCALE
3/16



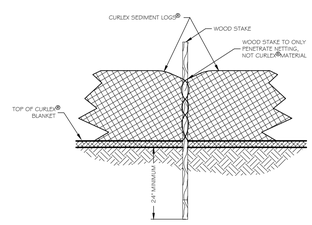
STAKE DETAILS
(ON TOP OF CURLEX® ECB)
NO SCALE
2/16



(OPTIONAL TRENCH
ON BARE SOIL)
NO SCALE
4/16

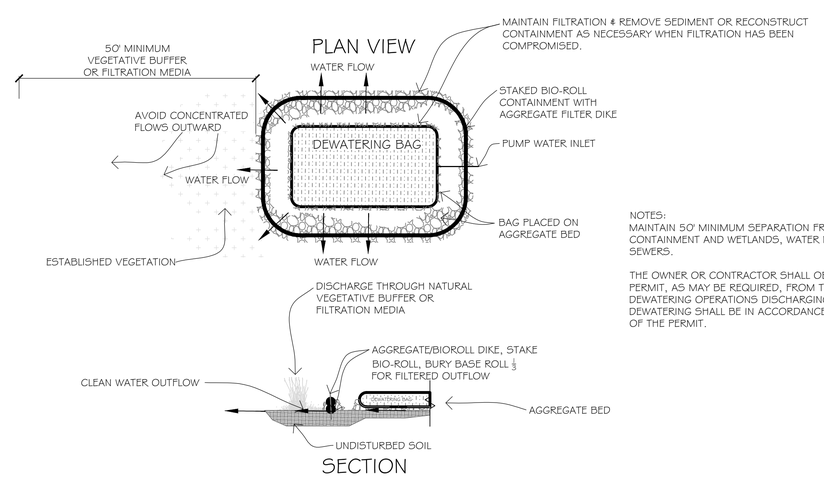


STAKE DETAILS
(ON BARE SOIL)
NO SCALE
3/16



STAKE DETAIL (FRONT VIEW)
NO SCALE
5/16

6 | BIO ROLL INSTALLATION ("LOG WEEPERS")
EROSION CONTROL



NOTES:
MAINTAIN 50' MINIMUM SEPARATION FROM DISCHARGE CONTAINMENT AND WETLANDS, WATER BODIES, OR STORM SEWERS.

THE OWNER OR CONTRACTOR SHALL OBTAIN DEWATERING PERMIT, AS MAY BE REQUIRED, FROM THE STATE PRIOR TO ANY DEWATERING OPERATIONS DISCHARGING FROM THE SITE. ALL DEWATERING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE PERMIT.

7 | DEWATERING BAG INSTALLATION, FOR DISCHARGING ERODED, SUSPENDED PARTICLES IN WATER
NOT TO SCALE

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
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LACROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

INSITES
SITE PLANNING LANDSCAPE ARCHITECTURE
3030 Harbor Lane North, STE 131
Plymouth Minnesota 55447
763.383.8400
fax 763.383.8440

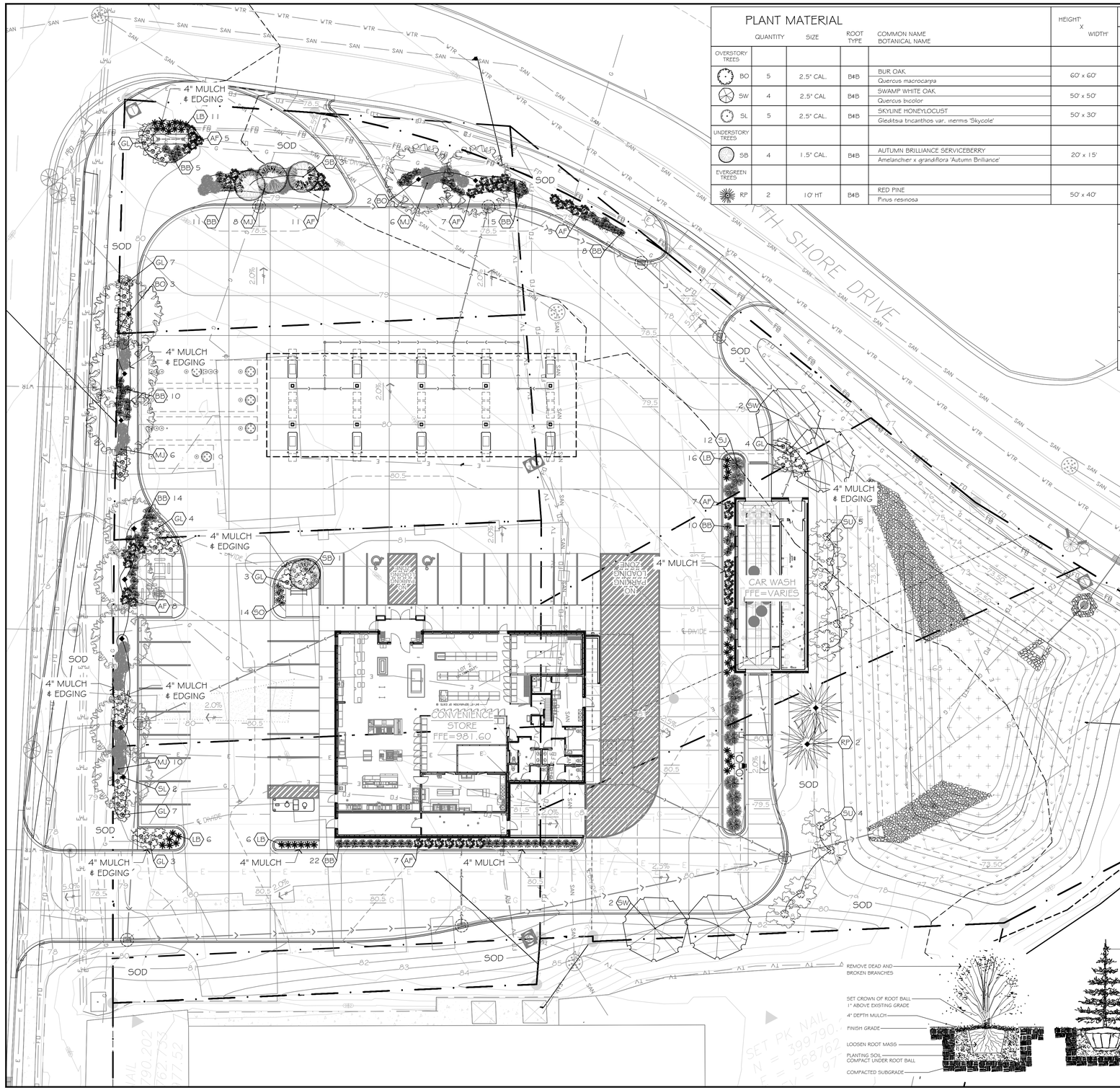
STATE OF WISCONSIN
ROBERT J. MUELLER
LA-378
PLYMOUTH, MN
REGISTERED LANDSCAPE ARCHITECT
06SEP2018

EROSION CONTROL DETAILS
CONVENIENCE STORE 1040
NEW RICHMOND, WISCONSIN

NO.	DATE	DESCRIPTION
-	17AUG18	SUBMITTAL
-	6SEP18	SITE ROTATION

DRAWN BY	
SCALE	GRAPHIC
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	SWP4

INSITES 18-026 PM N.B.



PLANT MATERIAL

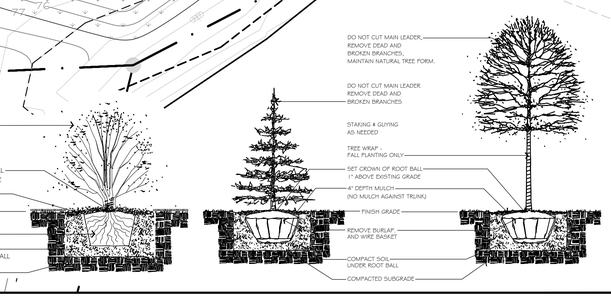
	QUANTITY	SIZE	ROOT TYPE	COMMON NAME / BOTANICAL NAME	HEIGHT X WIDTH
OVERSTORY TREES					
BO	5	2.5" CAL.	B&B	BUR OAK / Quercus macrocarpa	60' x 60'
SW	4	2.5" CAL	B&B	SWAMP WHITE OAK / Quercus bicolor	50' x 50'
SL	5	2.5" CAL.	B&B	SKYLINE HONEYLOCUST / Gleditsia tricanthos var. inermis 'Skycole'	50' x 30'
UNDERSTORY TREES					
SB	4	1.5" CAL.	B&B	AUTUMN BRILLIANCE SERVICEBERRY / Amelanchier x grandiflora 'Autumn Brilliance'	20' x 15'
EVERGREEN TREES					
RP	2	10' HT	B&B	RED PINE / Pinus resinosa	50' x 40'
SHRUBS					
SU	9	#5 CONT	pot	STAGHORN SUMAC / Rhus typhina	10' x 15'
MJ	30	#3 CONT	pot	MANEY JUNIPER / Juniperus chinensis 'Maney'	4' x 5'
AF	50	#3 CONT	pot	ARCTIC FIRE DOGWOOD / Cornus stolonifera 'Farrow'	4 X 4'
GL	25	#3 CONT	pot	GRO-LOW FRAGRANT SUMAC / Rhus aromatica 'Gro-Low'	2' x 7'
SJ	12	#3 CONT	pot	GREEN SARGENT JUNIPER / Juniperus chinensis Var. sargentii Viridis'	20" x 8'
PERENNIALS					
SO	14	#1 CONT	pot	STELLA DE ORO DAYLILY / Hemerocallis 'Stella de Oro'	2' x 3'
GRASSES					
BB	95	#1 CONT	pot	BIG BLUESTEM / Andropogon gerardii	5' x 6'
LB	28	#1 CONT	pot	LITTLE BLUE STEM / Schizachyrium scoparium	4' x 3'

SEED SPEC: NATIVE SPECIES SEED MIXES ARE FROM PRAIRIE NURSERY (WWW.PRAIRIENURSERY.COM, 1-800-GRO-WILD). CONTACT PRAIRIE NURSERY FOR SPECIFIC PLANTING INSTRUCTIONS. FALL SEEDING IS PREFERABLE (AUG. 20 TO OCT. 20). SPRING SEEDING SHOULD BE BETWEEN MARCH 15- MAY 15. NO SUMMER SEEDING.

	---- SY	PRAIRIE NURSERY , DETENTION BASIN, WET PRAIRIE SEED MIX (MIX #50062 OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.
	---- SY	PRAIRIE NURSERY , LAND RESTORATION MIX FOR MEDIUM SOILS (MIX #50047 OR APPROVED EQUAL). PROVIDE EROSION CONTROL BLANKET ON SIDE SLOPES.

EDGING - --- LF
MULCH - --- CY
SOD - --- SY

NOTES:
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS FOR PLANTING IN ALL R.O.W.
- LANDSCAPE CONTRACTOR SHALL VERIFY ALL UTILITIES WHICH MAY EFFECT HIS WORK.
- LANDSCAPE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHERS AT SITE AND COMPLETE HIS WORK PER OWNERS CONSTRUCTION SCHEDULE.
- ALL PLANT MATERIALS SHALL BE GUARANTEED ONE (1) FULL YEAR UPON TOTAL COMPLETION AND ACCEPTANCE BY OWNER, WITH ONE TIME REPLACEMENT AT APPROPRIATE TIME OR UPON REQUEST OF OWNER.
- REPLACEMENT TOPSOIL SHALL BE CLEAN, FREE OF STONES, WEEDS, AND OTHER UNDESIRABLE DEBRIS.
- PLANTING SOIL MIX (INCIDENTAL COST ITEM)
  1. MIX 1 LB. 5-20-20 COMMERCIAL FERTILIZER PER CU. YD. TOPSOIL
  2. THOROUGHLY MIX 1-PART SAND AND 1-PART PEAT MOSS WITH 5-PARTS FERTILIZER AND TOP SOIL.
- USE PLANTING SOIL AT ALL LOCATIONS PER DETAILS THIS SHEET.
- LANDSCAPE CONTRACTOR SHALL VERIFY TOPSOIL DEPTH AND NOTIFY OWNER OF ANY DEFICIENCY.
- SOD SHALL BE CULTURED WITH PREDOMINATELY KENTUCKY BLUEGRASS SEED OF RECENT DISEASE RESISTANT INTRODUCTIONS. NO GUARANTEE ON SOD EXCEPT ANY SOD NOT SATISFACTORY AT TIME OF COMPLETION INSPECTION SHALL BE PROMPTLY REPLACED PRIOR TO COMPLETION OF JOB. STAKE SOD ON SLOPES 3:1 AND GREATER.
- WHERE EXISTING CONCRETE/ ASPHALT AREAS ARE TO BE REPLACED WITH LANDSCAPING, PROVISIONS SHOULD BE TAKEN TO COORDINATE EXCAVATION OF SUBSOIL TO A DEPTH OF 2' WITH GRADING CONTRACTOR. REPLACE WITH COMPACTED TOPSOIL. ALL AREAS TO BE LANDSCAPED AND SODDED SHALL BE GRADED SMOOTH AND EVEN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR SODDING ALL AREAS WHICH ARE DISTURBED BY CONSTRUCTION INCLUDING ALL R.O.W. AND ADJACENT PROPERTIES.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING BLANKET ON ALL SEEDED AREAS THAT ARE SLOPED. MULCH APPLICATION FOR ALL OTHER SEEDED AREAS SHALL BE EITHER HYDROMULCH OR DISKED STRAW DEPENDING ON SEED TYPE, APPLICATION, AND OWNER REQUEST.
- LANDSCAPE CONTRACTOR TO INSTALL "VALLEY VIEW", "BLACK DIAMOND" EDGING AROUND ALL PLANTING BEDS AS SHOWN ON THIS PLAN.
- ALL MULCH TO BE FINELY SHREDDED HARDWOOD ORGANIC BARK MULCH. NO DYED MULCHES. INSTALL 4" DEPTH. NO FILTER FABRIC BENEATH ORGANIC MULCHES. NO EDGING AROUND ALL TREES OUTSIDE SHRUB BEDS.
- IF SPECIFIED; ALL GRAVEL MULCH SHALL BE 1"+ DIA. WASHED "RIVER ROCK". INSTALL 4" DEPTH WITH APPROVED WEED FABRIC BARRIER IF INDICATED PLAN.
- LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR IRRIGATION SYSTEM INSTALLATION PER SHEET 11. DESIGN SHALL BE APPROVED BY OWNER PRIOR TO INSTALLATION. IRRIGATION DESIGN SHOULD ENCOMPASS ALL LANDSCAPE AREAS WITH SOD AND/ OR PLANTINGS, FROM CURB TO CURB. R.O.W. SHOULD BE IRRIGATED FROM SPRINKLER HEADS LOCATED WITHIN PROPERTY BOUNDARY. CARE SHOULD BE TAKEN IN VICINITY OF ALL WALKS AND DRIVES TO MINIMIZE OVER SPRAY. COORDINATE INSTALLATION OF ALL PVC SLEEVE UNDER DRIVE AREAS WITH GENERAL CONTRACTOR.
- LANDSCAPE CONTRACTOR SHALL CLEAN ALL PAVEMENT AREAS AFTER ALL LANDSCAPE INSTALLATION IS COMPLETE AND ACCEPTED BY OWNER AND DAILY AS DEEMED NECESSARY BY THE CITY.
- GENERAL CONTRACTOR TO SWEEP PAVEMENT AREAS PRIOR TO TURN OVER TO OWNER.



Know what's below. Call before you dig.

NORTH
SCALE: 1" = 20

20 10 0 20 40

PLOTTING NOTE: PLANS PLOTTED TO 11x17 SHEET SIZE ARE½ SCALE- 1"=40'.

KWIK TRIP

KWIK STAR

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06SEP2018

LANDSCAPE PLAN
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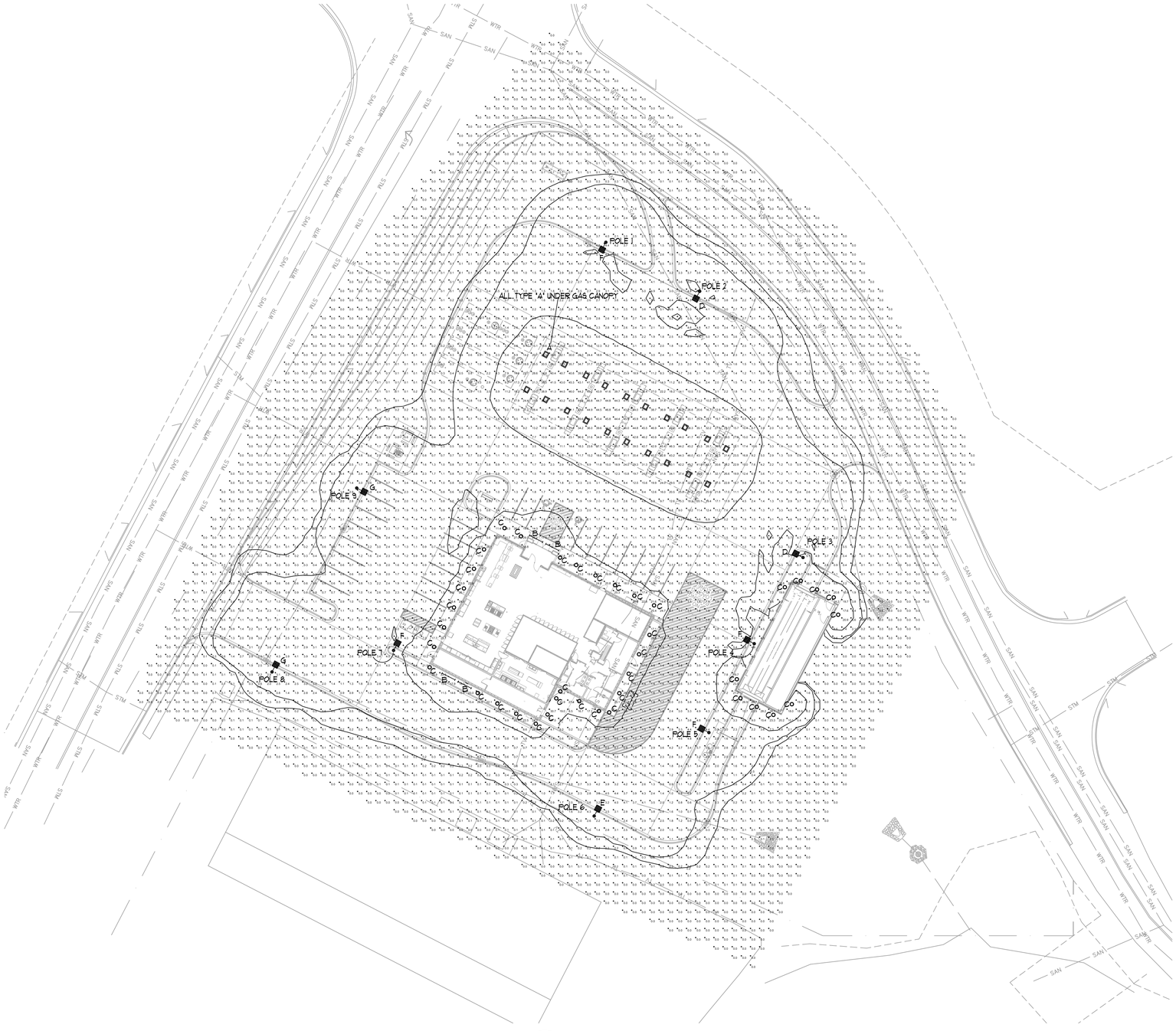
PROJ. NO.	18-1040
DATE	19JUL18
SHEET	L1

INSITES 18-026 PM N.B.



PHOTOMETRIC SITE PLAN

SCALE: 1" = 30'-0"

FIXTURE QUANTITIES

A - 20
B - 4
C - 39
D - 2
E - 1
F - 4
G - 2

PROVIDE (9) 15' POLES.

CALCULATION STATISTICS

AVERAGE: 3.5fc
MAXIMUM: 46.3fc
MINIMUM: 0.0fc

FIXTURE SYMBOLS:

A — RECESSED LED LIGHT MOUNTED UNDER FUEL CANOPY

B — LED STRIP LIGHT MOUNTED IN GABLE

C — RECESSED LED DOWNLIGHT

D, E, F & G — POLE MOUNTED LED FIXTURE

FIXTURE TYPES:

A - CREE LIGHTING: CAN-304-SL-RS-06-E-UL-WH-700
MOUNTED UNDER GAS CANOPY

B - LED STRIP LIGHT
LITHONIA - ZLI-L96-LB840
STRIP LIGHTS MOUNTED IN GABLE

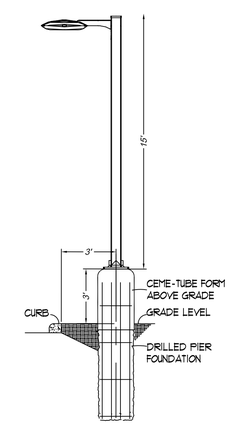
C - RECESSED LED DOWNLIGHT
GOTHAM EVO 4/29-8AR-120-TRW

D - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-N1-2ME-B-57K-UL-WH

E - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-N1-2ME-BLSMF-B-57K-UL-WH

F - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-N1-4ME-B-57K-UL-WH

G - CREE LIGHTING: MOUNT: OSQ-DA-WH
LUMINAIRE: OSQ-A-N1-4ME-BLSMF-B-57K-UL-WH



LOT LIGHT ELEVATION DETAIL

NOT TO SCALE

CZARNECKI ENGINEERING INCORPORATED
C18092
101 MARLIN COURT, SUITE B - WAUKESHA, WI 53186
VOICE: (262) 513-2010 FAX: (262) 513-2023
WEB PAGE: www.czeng.com

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PHOTOMETRIC SITE PLAN

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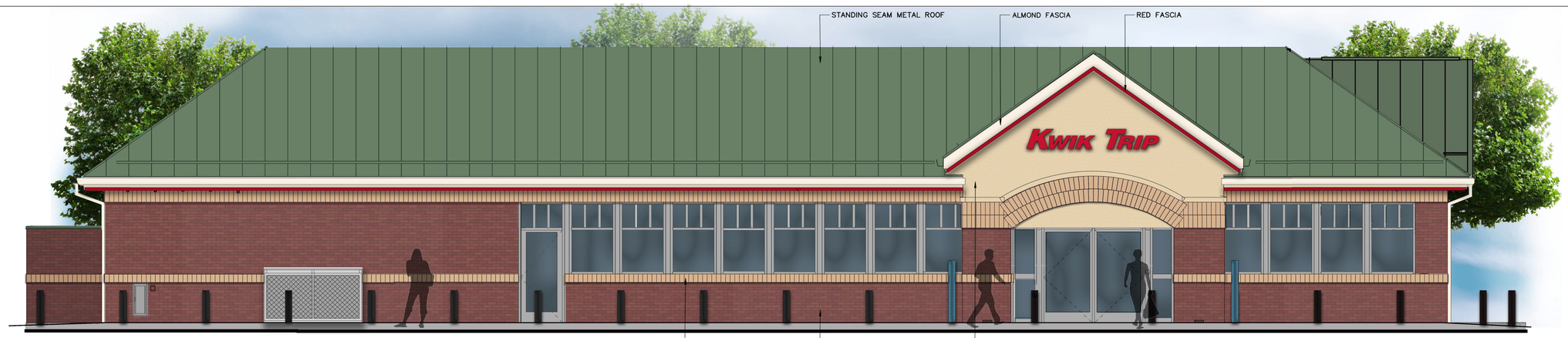
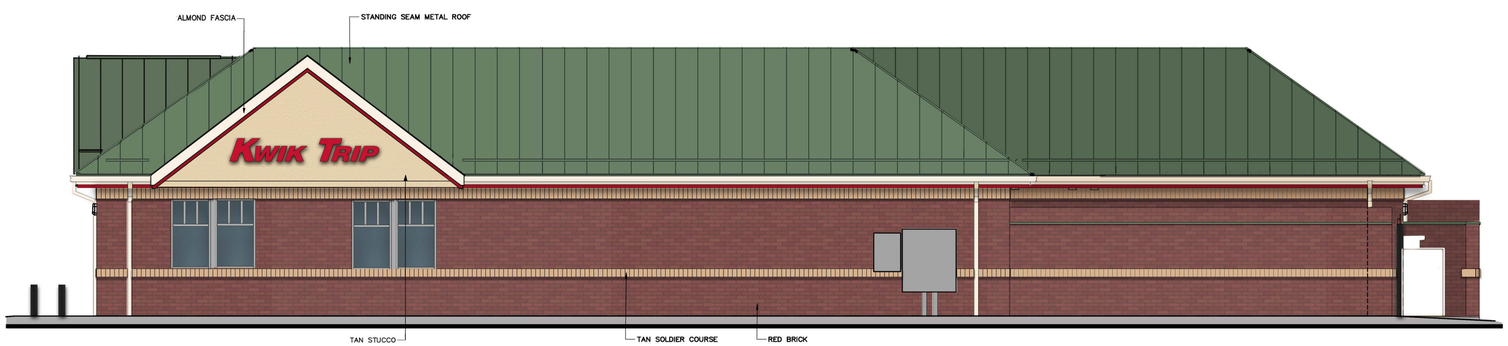
SHEET	E1

INSITES 18-026 PM N.D.

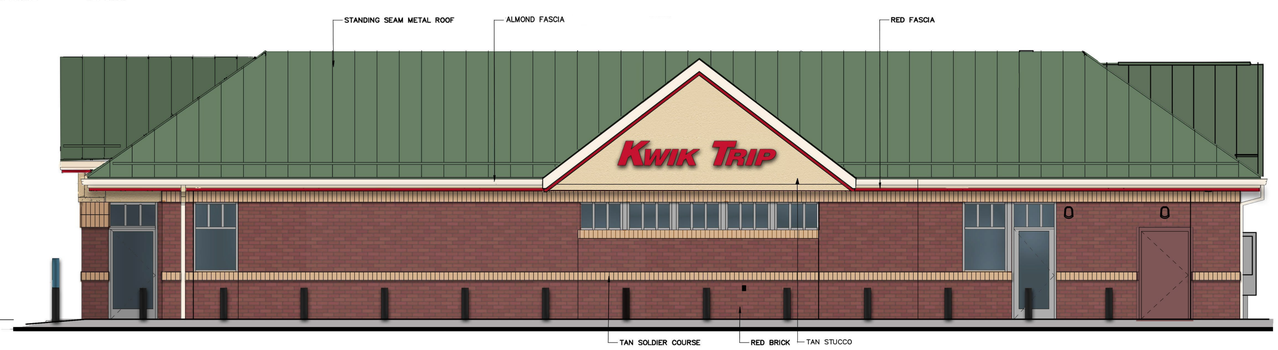


1 **FRONT ELEVATION**
1/4" = 1'-0"

2 **LEFT ELEVATION**
3/16" = 1'-0"



3 **REAR ELEVATION**
3/16" = 1'-0"



4 **RIGHT ELEVATION**
3/16" = 1'-0"

VANTAGE ARCHITECTS INC
750 N. Third Street ▼ La Crosse, WI 54601
Ph (608) 784-2729 Fax (608) 784-2826

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1 **FRONT ELEVATION**

2 **SIDE ELEVATION**

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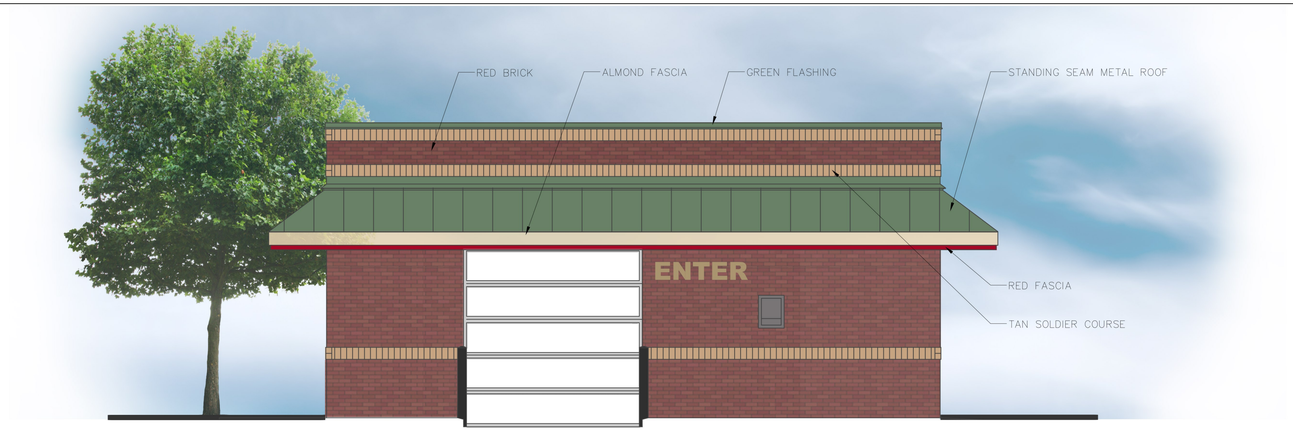
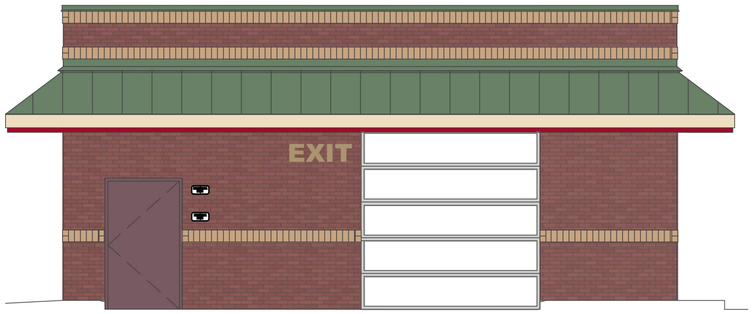
10 MPD



1 **FRONT ELEVATION**
1/4" = 1'-0"

2 **LEFT ELEVATION**
1/4" = 1'-0"



3 **REAR ELEVATION**
1/4" = 1'-0"

4 **RIGHT ELEVATION**
1/4" = 1'-0"

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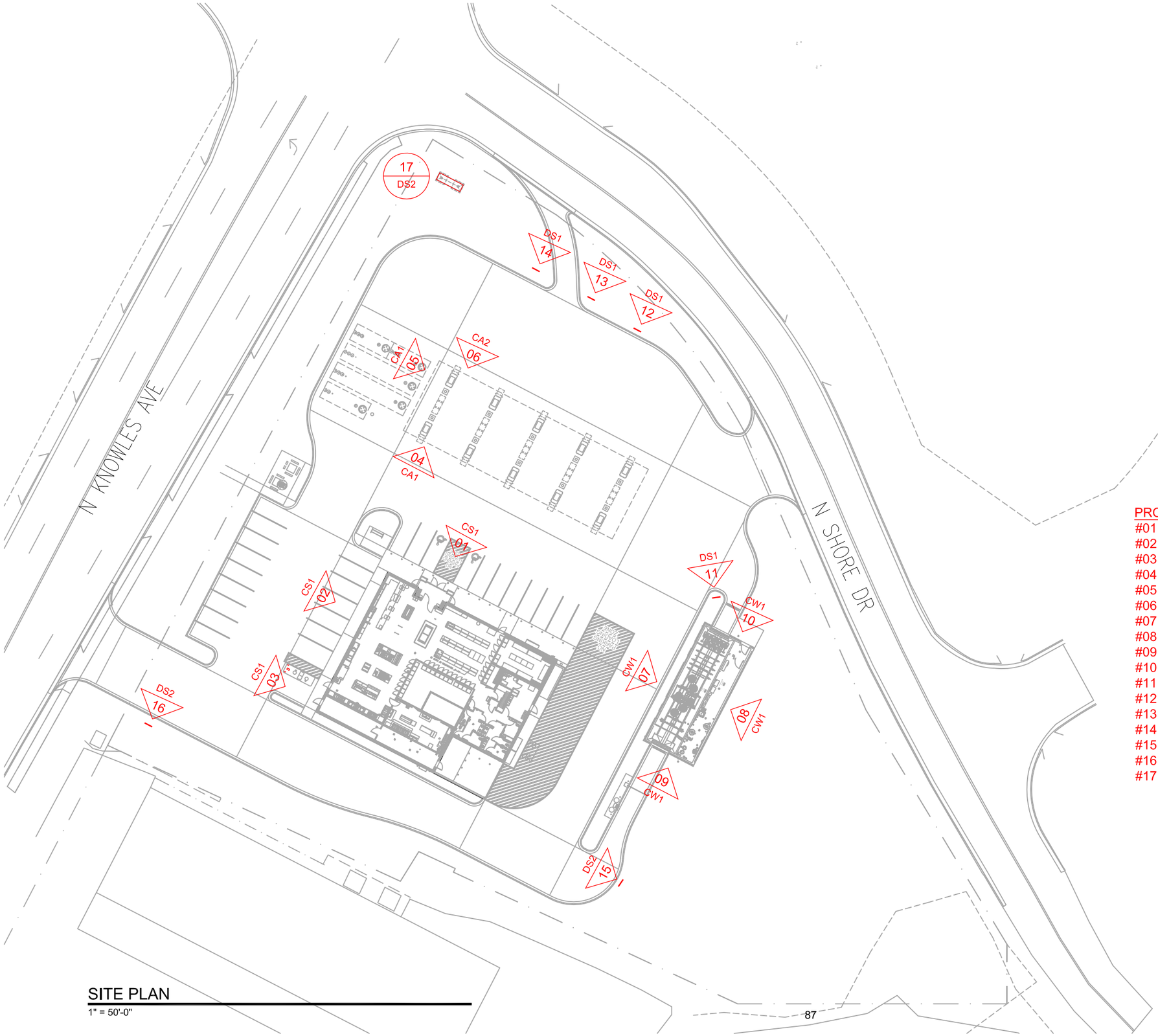

SITE PLAN
1" = 50'-0"

PROPOSED SIGNS:
#01 24" LED KWIK TRIP BUILDING LETTERS
#02 24" LED KWIK TRIP BUILDING LETTERS
#03 CARWASH DIRECTIONAL BUILDING SIGN
#04 24" LED KWIK TRIP CANOPY LETTERS
#05 24" LED KWIK TRIP CANOPY LETTERS
#06 24" LED KWIK TRIP CANOPY LETTERS
#07 24" LED CARWASH BUILDING LETTERS
#08 24" LED CARWASH BUILDING LETTERS
#09 ENTER SIGN
#10 EXIT SIGN
#11 DRIVEWAY DIRECTIONAL
#12 DRIVEWAY DIRECTIONAL
#13 DRIVEWAY DIRECTIONAL
#14 DRIVEWAY DIRECTIONAL
#15 DRIVEWAY DIRECTIONAL
#16 DRIVEWAY DIRECTIONAL
#17 FREESTANDING PYLON SIGN

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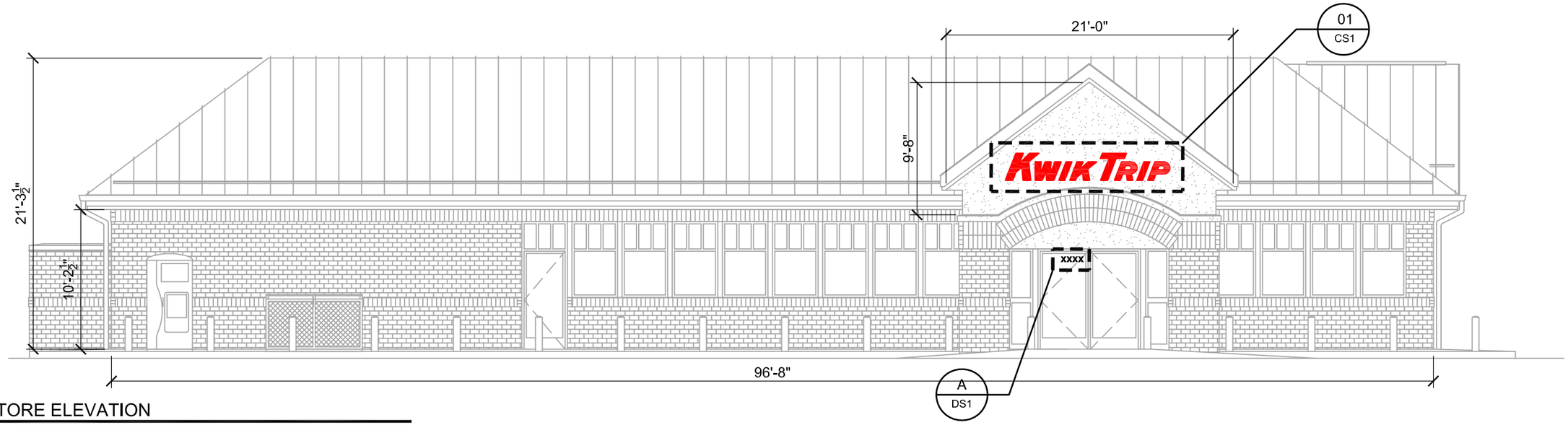
SITE PLAN

CONVENIENCE STORE #1040
WITH SIDE DIESEL

1060 N. KNOWLES AVE
NEW RICHMOND, WI

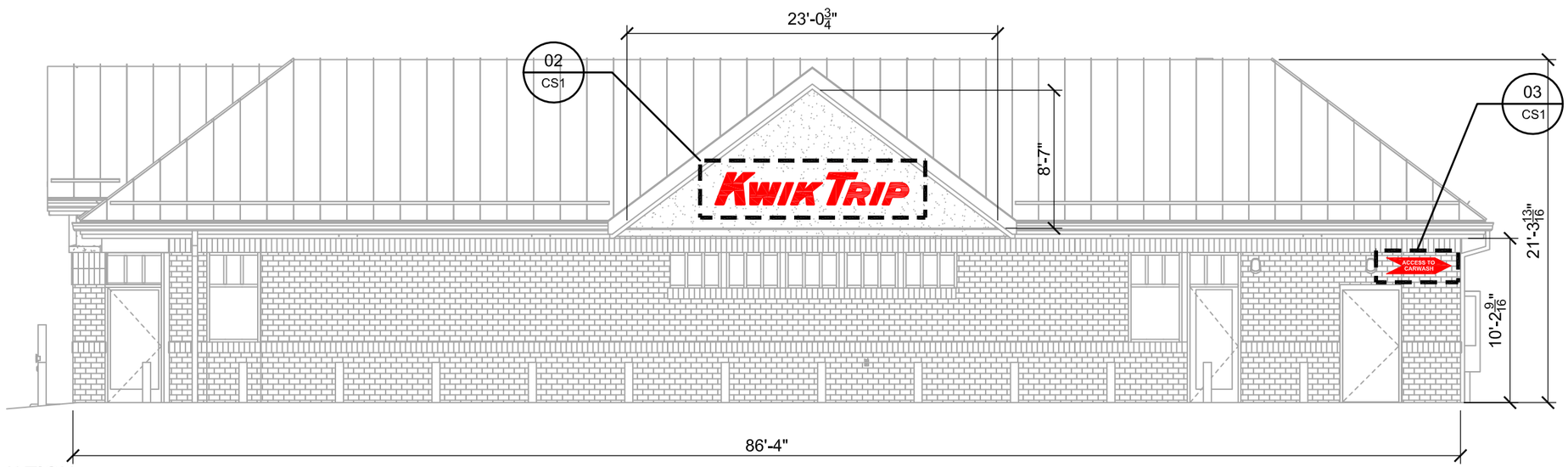
#	DATE	DESCRIPTION
1	09-19-18	REVISION #01

DRAWN BY	KMK
SCALE	MULTIPLE
PROJ. NO.	0001
DATE	2018-08-13
SHEET	SP1



STORE ELEVATION

SCALE: 1/8" = 1'-0"



STORE ELEVATION

SCALE: 1/8" = 1'-0"

LOGO DETAIL - SIGNS #01 & #02

SCALE: 1/2" = 1'-0"

NON-LIT DIRECTIONAL SIGN
WHITE VINYL ON RED ALUMINUM
1'-0"H X 4'-0"W = 4.0 SQ FT

DIRECTIONAL SIGN #03

SCALE: 3/4" = 1'-0"

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CONVENIENCE STORE SIGNAGE

CONVENIENCE STORE #1040
WITH SIDE DIESEL

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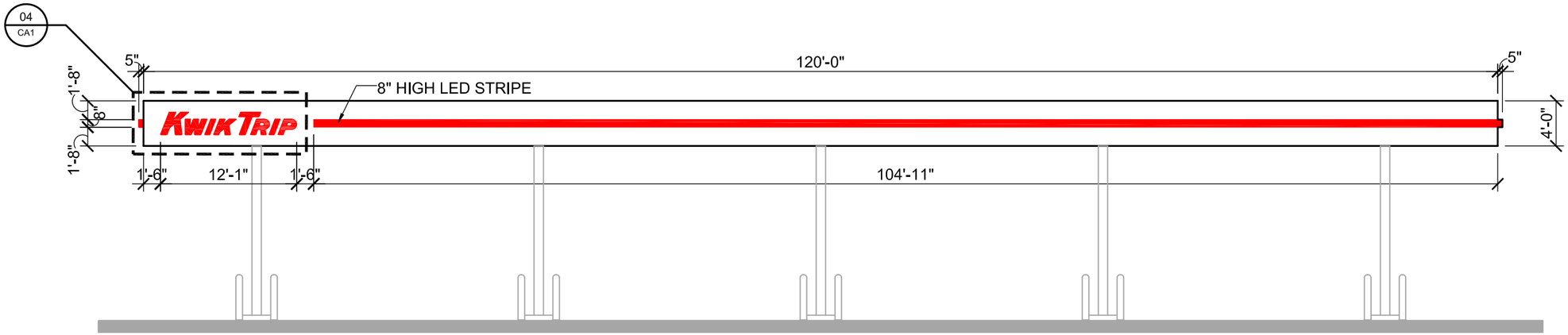
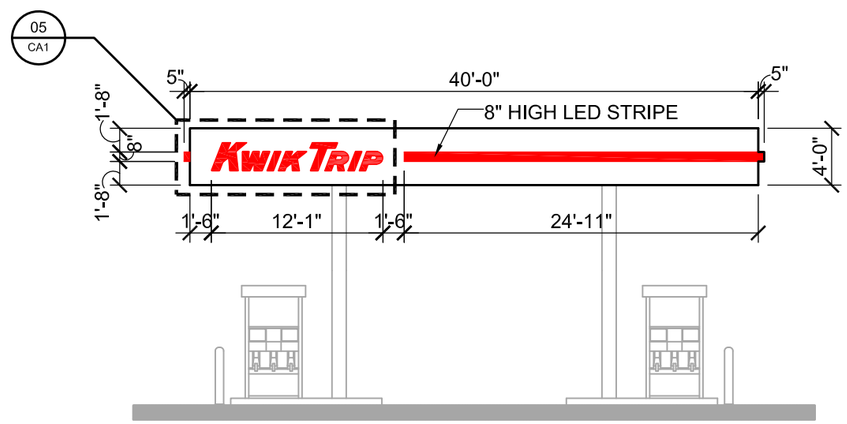


CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"

LOGO DETAIL - SIGNS #04 & #05

SCALE: 1/2" = 1'-0"

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CANOPY SIGNAGE

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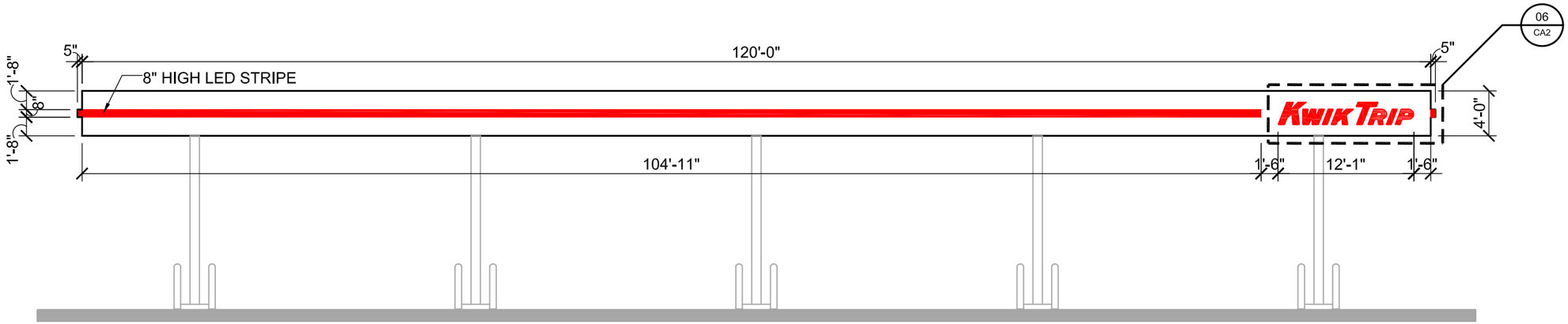
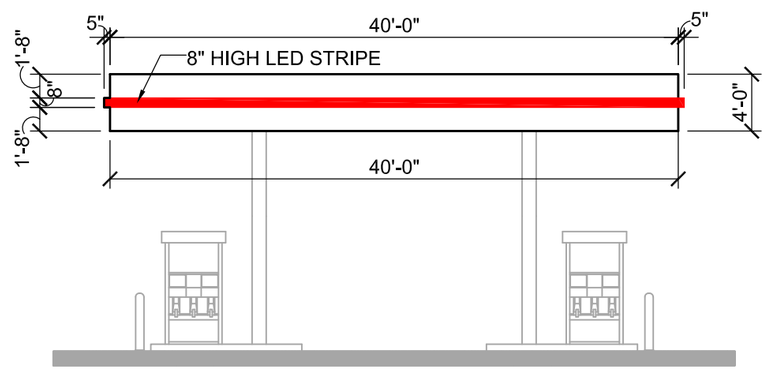
SHEET	CA1



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"



CANOPY ELEVATION

SCALE: 3/32" = 1'-0"

LOGO DETAIL - SIGN #06

SCALE: 1/2" = 1'-0"

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CANOPY SIGNAGE

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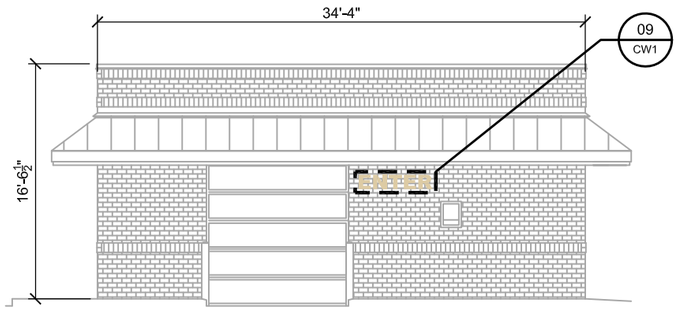
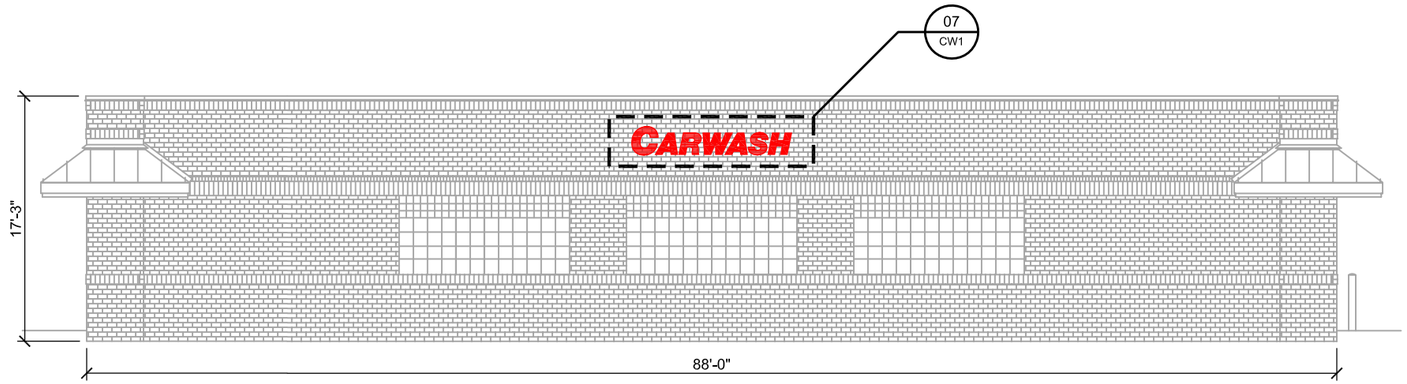
SHEET	CA2



ENTER: 12" TALL X 48" LONG
DESERT SAND (TAN) LETTERS

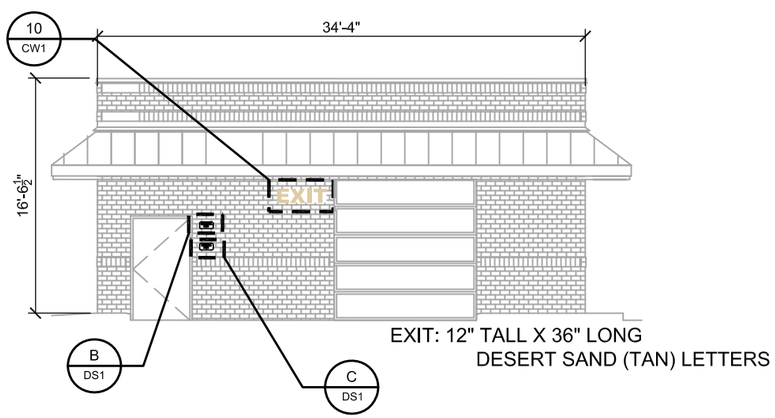
ENTER ELEVATION

SCALE: 3/32" = 1'-0"



SIDE ELEVATION

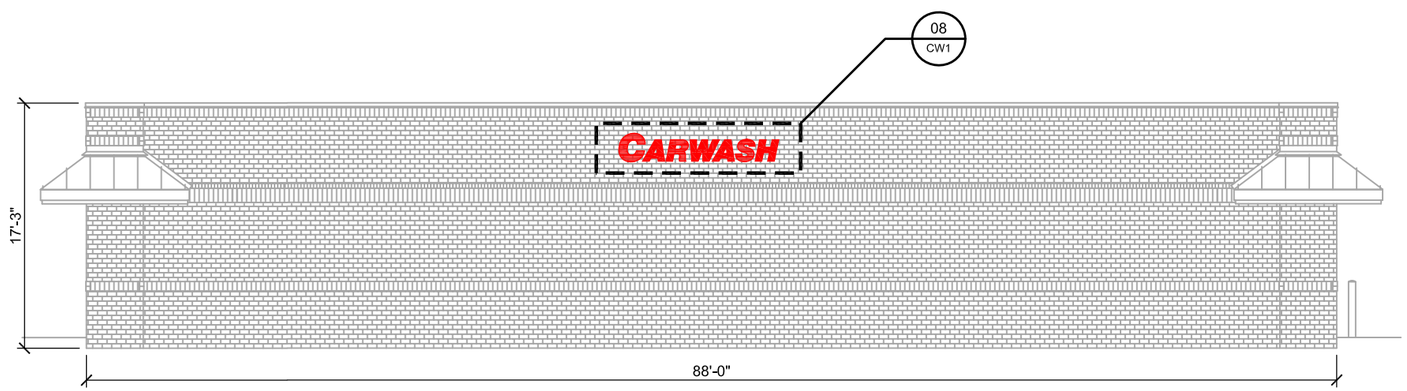
SCALE: 3/32" = 1'-0"



EXIT: 12" TALL X 36" LONG
DESERT SAND (TAN) LETTERS

EXIT ELEVATION

SCALE: 3/32" = 1'-0"



SIDE ELEVATION

SCALE: 3/32" = 1'-0"

22.48 S.F.

24" HIGH LED LETTERS

LOGO DETAIL - SIGNS #07 & #08

SCALE: 1/2" = 1'-0"

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CARWASH SIGNAGE

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SHEET	CW1

XXXX

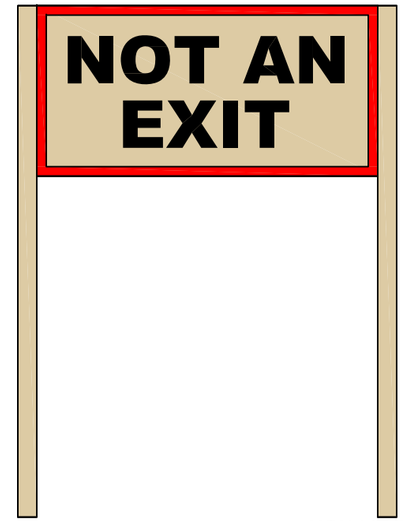
5" WHITE VINYL ADDRESS LETTERS
ON GLASS DOOR AS SHOWN ABOVE
(VERIFY ACTUAL NUMBERS WITH PROJECT MANAGER)

BUILDING ADDRESS SIGN A

SCALE: 3/4" = 1'-0"

DOUBLE SIDED DIRECTIONAL SIGN

NORTH WEST SIDE



SOUTH EAST SIDE

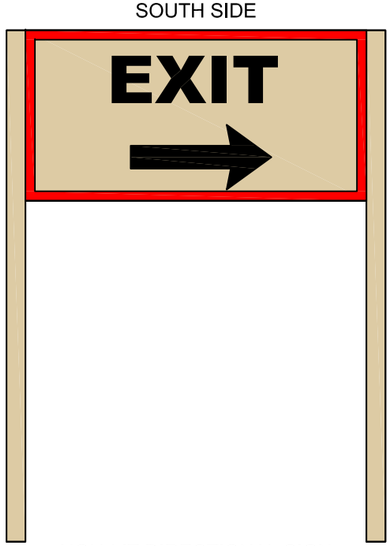
NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGN #11

SCALE: 3/4" = 1'-0"

SINGLE SIDED DIRECTIONAL SIGN

SOUTH SIDE



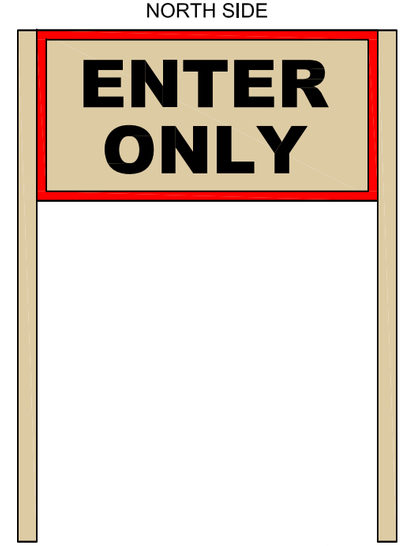
NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGN #12

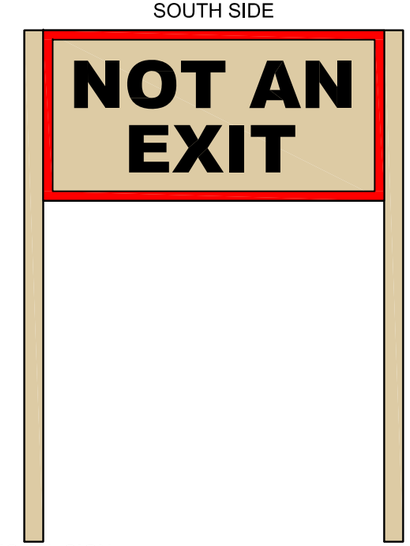
SCALE: 3/4" = 1'-0"

DOUBLE SIDED DIRECTIONAL SIGN

NORTH SIDE



SOUTH SIDE



NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGNS #13 & #14

SCALE: 3/4" = 1'-0"

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

DIRECTIONAL SIGNAGE

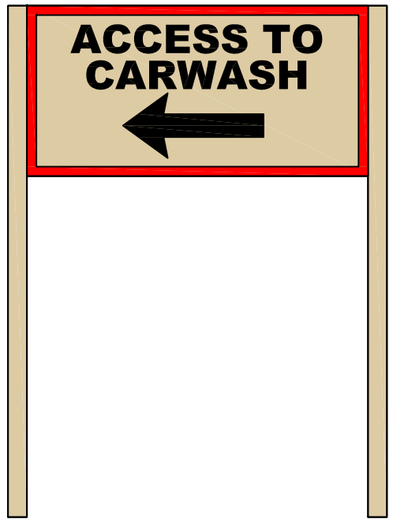
CONVENIENCE STORE #1040
WITH SIDE DIESEL

1060 N. KNOWLES AVE
NEW RICHMOND, WI

#	DATE	DESCRIPTION
1	09-19-18	REVISION #01

DRAWN BY	KMK
SCALE	MULTIPLE
PROJ. NO.	0001
DATE	2018-08-13
SHEET	DS1

SINGLE SIDED DIRECTIONAL SIGN



NON-LIT DIRECTIONAL SIGN
RED & BLACK VINYL ON LIGHT BEIGE ALUMINUM
1'-6"H X 3'-0"W X 4'-6"T= 4.50 SQ FT

DIRECTIONAL SIGNS #15 & #16

SCALE: 3/4" = 1'-0"

#17 KWIK TRIP FREESTANDING PYLON SIGN

SEE ATTACHMENT FROM LA CROSSE SIGN CO

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

DIRECTIONAL SIGNAGE

CONVENIENCE STORE #1040
WITH SIDE DIESEL

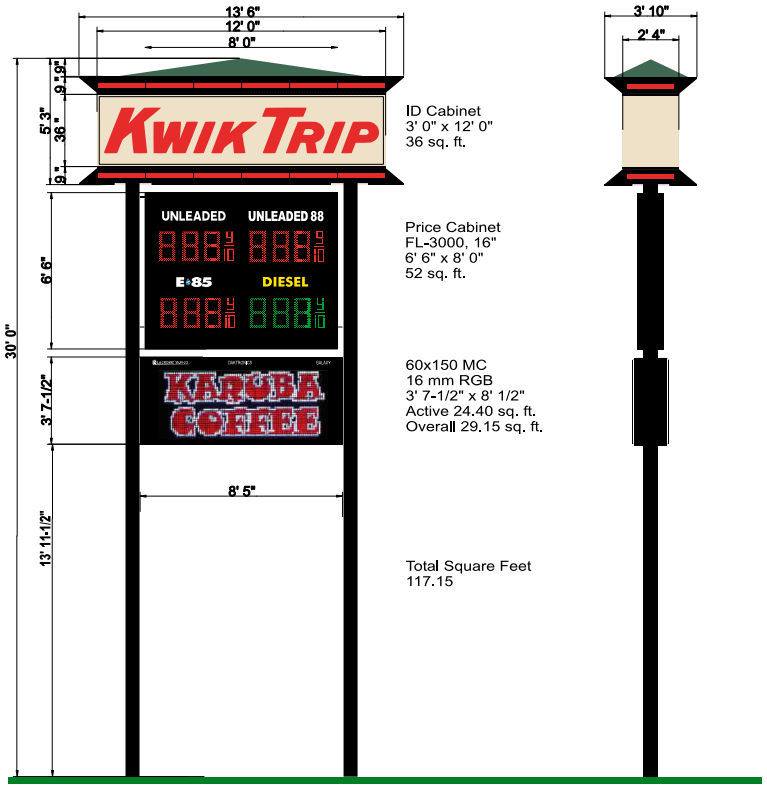
1060 N. KNOWLES AVE
NEW RICHMOND, WI

#	DATE	DESCRIPTION
1	09-19-18	REVISION #01

DRAWN BY	KMK
SCALE	MULTIPLE
PROJ. NO.	0001
DATE	2018-08-13
SHEET	DS2

DOUBLE FACED PYLON

1040 New Richmond, WI



ID Cabinet
3' 0" x 12' 0"
36 sq. ft.

Price Cabinet
FL-3000, 16"
6' 6" x 8' 0"
52 sq. ft.

60x150 MC
16 mm RGB
3' 7-1/2" x 8' 1/2"
Active 24.40 sq. ft.
Overall 29.15 sq. ft.

Total Square Feet
117.15

Approved by:_____ Date:_____ Landlord:_____ Date:_____

This artwork is copyrighted and may not be otherwise used without permission. It is the property of La Crosse Sign Co., inc., and must be returned to them.

LA CROSSE SIGN CO.
MAKE A STATEMENT!
1450 Oak Forest Drive • Onalaska, WI 54650 • 608-781-1450
2242 Mustang Way • Madison, WI 53718 • 608-222-5353
2502 Melby Street • Eau Claire, WI 54703 • 715-835-6189

DESIGN	SALES	FILE
Drawing by: Danielle Waas	Job Name: Kwik Trip	Revision Number:
Sign Type: Pylon	Job Address:	Job File Location:
Date Created: 10/29/2015	94	
Last Modified:	Salesperson: Cindy Bluske	
Scale: 1/8"=1'	Job Number:	

COLOR KEY

*COLORS ON SKETCH ARE ONLY A REPRESENTATION. ACTUAL COLOR OF FINISHED PRODUCT MAY DIFFER

1. NA 208080 Beige
2. Black S/G paint
3. #2283 Red Acrylic
4. White of Acrylic
5. Red LED
6. NA 307880 Hemlock Green
7. Green LED
8. Black (230-22)
9. Yellow (230-015)
10. Blue (230-167)

KWIK TRIP INC.

Store Engineering

FAX 608-793-6237

1626 Oak St., P.O. Box 2107
La Crosse, WI 54602

www.kwiktrip.com

City of New Richmond
156 East First Street
New Richmond, WI 54017

Letter of Intent

October 29th, 2018

To whom it may concern,

This letter is intended to address sound levels and car wash standards for our submittal for application to the City of New Richmond for the required Site Plan/Storm water review and Certified Survey Map applications for our proposed project at 1060 Knowles Ave (SE Corner of HWY 65 and N. Shore Drive).

The requested hours of operation for the carwash will be from 7am to 10pm. The carwash/siteplan is designed to accommodate up to fifteen vehicles before the stacking becomes a concern. The carwash is designed with a bypass lane that is directly West of the entrance and will allow customers to exit the que up until the time they pay for the wash. The carwash drainage system is comprised of a trench system and a sandtrap tank that is pumped based on sand level.

It is proposed that the sound levels will be below the city ordinance at the property line. Attached are various sound studies that provide background history on those levels.

Kwik Trip would be happy to provide any additional information or answer any questions or concerns you may have with our submission. Please feel free to call me with any questions.

Sincerely,

Nathan Byom
Kwik Trip, Inc - Store Engineering
Development/Project Manager
608-791-7448
nbyom@kwiktrip.com

OUR MISSION

To serve our customers and community more effectively than anyone else by treating our customers, co-workers and suppliers as we, personally, would like to be treated, and to make a difference in someone's life.

SBP Associates, Inc.

PO Box 16587
St. Louis Park, MN 55416
Phone: 952-920-1500

June 1, 2015

Mr. Mark Gretebeck
Braun Intertec
Via email

Dear Mr. Gretebeck:

Re: Kwik Trip Noise Study

This letter presents the SBP Associates, Inc. (SBP) noise study for the Otsego, Minnesota Kwik Trip facility.

A. Project Description

The City of Otsego has requested Kwik Trip to conduct a noise study to determine the potential noise impacts of a propose Kwik Trip facility on 70th Street just east of Highway 101. Potentially impacted land uses include some multi-familty homes north and east of the facility and a veterinary facility south of the facility.

SBP Associates, Inc. (SBP) has been contracted to conduct this study. In order to assess the potential impacts of the proposed Kwik Trip, SBP:

- Measured noise levels in the vicinity of an existing Quick Trip in Stacy, MN,
- Measured noise levels produced by a car wash at the Quik Trip facility in St.Michael, MN,
- Measured exiting noise levels near the proposed facility,
- Modeled noise the impact of the proposed facility on the nearest residences and the Veterinary facility,
- And compared the modeled impacts to the applicable Minnesota State standards.

Figure 1 shows the proposed facility location and the nearby residences and Veterinary facility.

B. Minnesota Noise Rules and Descriptors

Minnesota has noise standards that are designed to be consistent with sleep, speech, annoyance, and hearing conservation requirements for receivers within areas grouped according to land use activities. The Minnesota standards are as follows:

	7:00 AM to 10:00 PM		10:00 PM to 7:00 AM	
	L_{10}	L_{50}	L_{10}	L_{50}
NAC-1 (Residential)	65	60	55	50
NAC-2 (Commercial)	70	65	70	65
NAC-3 (Industrial)	80	75	80	75

L_{10} means the sound level which is exceeded for 10 percent of the time for a one-hour period. L_{50} means the sound level which is exceeded 50 percent of the time for a one-hour period. Sound levels are expressed in dBA. A dBA is a unit of sound level expressed in decibels and weighted for the purpose of approximating the human response to sound.

The impact of the Kwik Trip operations noise on the residential area is limited by the NAC-1 values, and for the Veterinary facility it is limited by NAC-2 values.

C. Stacy Kwik Trip Noise Measurements

According to Kwik Trip, the proposed Otsego Kwik Trip will be similar to the existing Kwik Trip in Stacy, Minnesota. Therefore, in order to define the expected noise impacts at Otsego, SBP conducted measurements on the perimeter of the Stacy facility. One-half hour measurements were taken at two locations. Measurements were taken after 10:00 pm to limit interference by local street traffic. The measurement locations for the Stacy facility are shown in the Figure in Attachment A. Results of the measurements are as follows:

Table 1
Stacy Kwik Trip Noise Monitoring Results

Location	Date	Time	Distance to Center of Truck Activity	L_{10}	L_{50}
M1	5/28/15	1038 pm to 1108 pm	200 feet	55 dBA	52 dBA
M2	5/28/15	1113 pm to 1143 pm	250 feet	58 dBA	52 DBA

Based on the measurement results at location M2 (the higher of the two measurements), the impact of the proposed Otsego Kwik Trip at the nearest residences and at the veterinary facility were calculated assuming spherical dispersion of the noise. Atmospheric affects and ground absorption were not considered. This methodology is conservative because all noise measured at the Stacy location was assumed to come from the Kwik Trip facility. The measurements were also impacted by I-35 and local traffic as well as significant animal (cricket/frog) noise from the adjacent swamp.

Table 2
Estimated Impact of Proposed Otsego Kwik Trip Based on Stacy Facility Noise Levels

	Existing Noise Levels*		Estimated Impact of Kwik Trip	
Location	L_{10}	L_{50}	L_{10}	L_{50}
Nearest Residences	**45**	**40**	**52**	**46**
Veterinary Facility	**56**	**43**	**53**	**47**

*Existing noise levels are based on measurements taken on a Sunday morning between 7:00 am and 8:13 am. These levels represent low traffic and noise level conditions for these areas.

The predicted noise level Impacts are within the State daytime and nighttime standards at each location.

D. Other Potential Noise Sources – Idling Refrigeration Trucks

Four trucks were parked in the long term parking areas at the Stacy Kwik Trip during the monitoring periods. None of them were idling and none had refrigeration units. Idling trucks, particularly those with refrigeration units can be significant noise sources at these types of facilities.

Using available data on truck idling noise and refrigeration unit noise, SBP predicted noise impacts at the residential area and the veterinary clinic under scenarios of one, two, four, eight, and sixteen trucks idling with refrigeration units operating. The following tables provide the results of this analysis.

Table 3
Modeled Impact of Refrigeration Trucks at Nearest Residences

Number of Operating Refrigeration Units.	Impact at 25 feet	Reduction due to Spherical Dispersion at 525 feet	Reduction due to Ground absorption	Impact of Refrigeration Units*
1	74.5	26.4	5	43.1
2	77.5	26.4	5	46.1
4	80.5	26.4	5	49.1
8	83.5	26.4	5	52.1
16	86.5	26.4	5	55.1

*Since these units may operate continuously, these impacts should be compared to the residential NAC-1 nighttime L_{50} standard of 50 dBA

Table 4
Modeled Impact of Refrigeration Trucks at Veterinary Facility

Number of Operating Refrigeration Units.	Impact at 25 feet	Reduction due to Spherical Dispersion at 750 feet	Reduction due to Ground absorption	Impact of Refrigeration Units
1	74.5	29.5	0	45
2	77.5	29.5	0	48
4	80.5	29.5	0	51
8	83.5	29.5	0	54
16	86.5	29.5	0	57

*Since these units may operate continuously, these impacts should be compared to the commercial NAC-2 nighttime L_{50} standard of 65 dBA.

The model results indicate that the operation of more than four refrigeration units on site may cause an exceedance of the nighttime L_{50} standard at the nearest residences. This analysis assumes the refrigeration units are operating simultaneously at high speed (based on Thermo King data) for 30 minutes in an hour. The analysis does not include reductions in impacts from barriers provided by the trucks or a fence. The parked trucks will most likely be facing away from the nearest residences providing shielding and additional noise reduction at the nearest residences. Finally, a 12 foot high fence is also planned that will further reduce noise impacts from these trucks at the nearest residences. Kwik Trip has indicated that four trucks operating simultaneously at high speed in one hour is unlikely to occur and represents a worst-case scenario.

E. Other Noise Sources - Car Wash Dryer

Table 4
Modeled Impact of Car Wash Dryer

Location	Measured Impact at 120 feet	Reduction due to Spherical Dispersion	Reduction due to Ground absorption	Impact of Refrigeration Units
Nearest Residences	63.0	18.4	5	39.6
Veterinary Facility	63.0	11.5	0	51.5

*Since these units may operate more than six minutes, but not likely more than 30 minutes in any one hour, the impacts should be compared to the commercial NAC-1 L_{10} nighttime standard of 55 dBA for the residential area and the NAC-2 nighttime L_{10} standard of 70 dBA for the Veterinary facility.

F. Conclusions

The analysis of the prosed Kwik Trip facility demonstrates that, when operating under similar conditions to those encountered during the monitoring at the Stacy, Minnesota Kwik Trip facility, the noise impacts will be below the Minnesota standards at the nearest residences and at the veterinary facility.

The modeling analysis indicates that the simultaneous long term idling and operation of refrigeration units on more than four refrigerated trucks could cause noise impacts at the nearest residential units that would exceed Minnesota nighttime standards.

The model results indicate that the operation of more than four refrigeration units on site may cause an exceedance of the nighttime L_{50} standard at the nearest residences. This analysis assumes the refrigeration units are operating simultaneously at high speed (based on Thermo King data) for 30 minutes in an hour. The analysis does not include reductions in impacts from barriers provided by the trucks or a fence. The parked trucks will most likely be facing away from the nearest residences providing shielding and additional noise reduction at the nearest residences. Finally, a 12 foot high fence is also planned that will further reduce noise impacts from these trucks at the nearest residences. Kwik Trip has indicated that four trucks operating simultaneously at high speed in one hour is unlikely to occur and represents a worst-case scenario.

Based on data collected at the Moniticello, Minnesota Kwik Trip, the operation of the car wash will not cause a violation of Minnesota standards at either the Veterinary facility or at the nearest residences.

Please feel free to contact me at 952-920-1500 with any questions you may have regarding this noise study.

Sincerely,

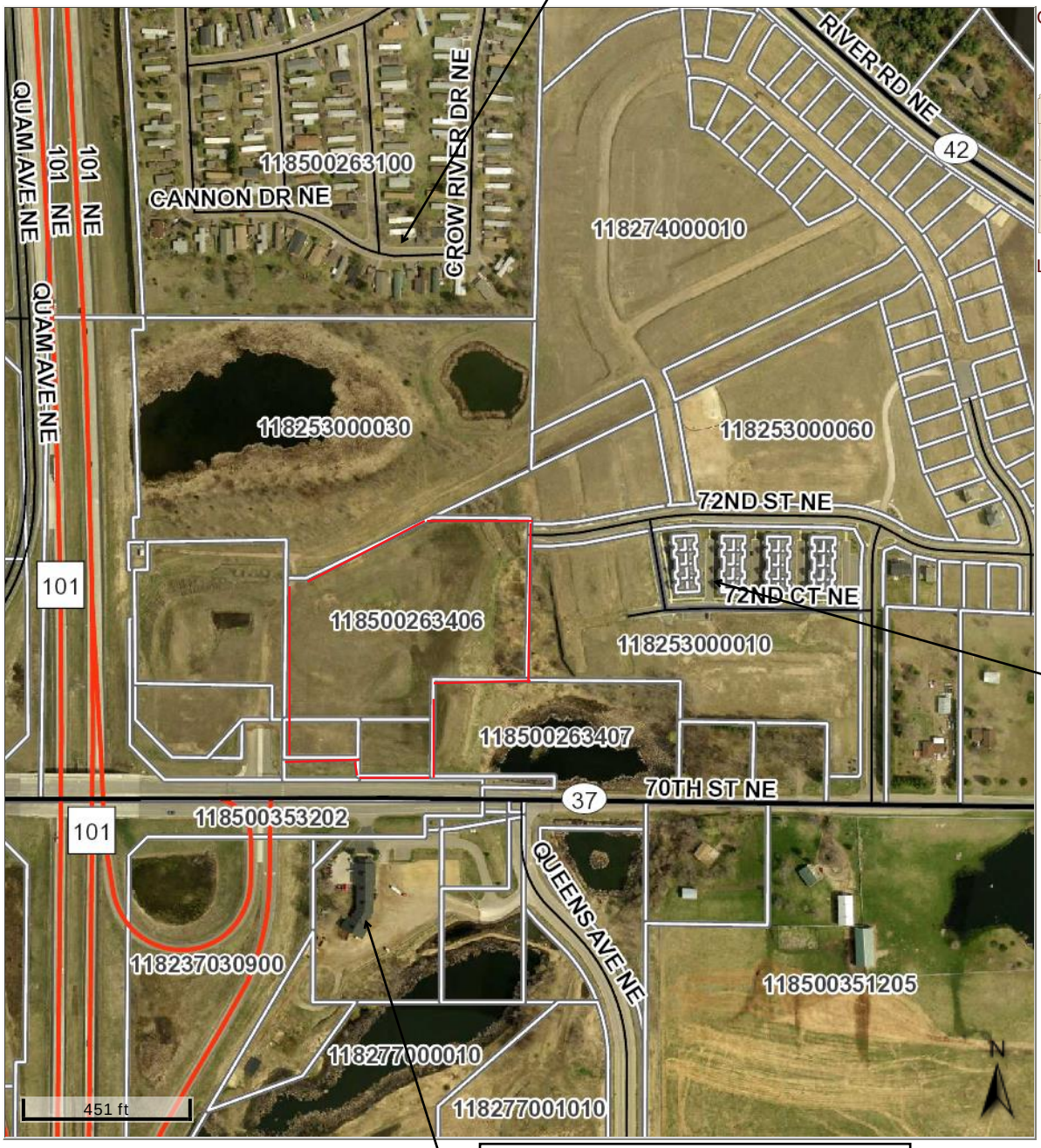
Stephen B. Platisha, P.E.

Wright County, MN

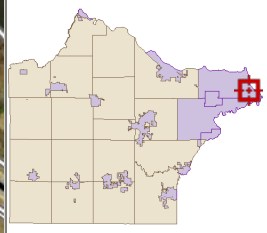
beacon™

Date Created: 5/22/2015

Residential



Overview



Legend

Roads
- CSAHCL
- CTYCL
- MUNICL
- PRIVATECL
- TWPCL

City/Township Limits
- c
- t

Parcels

Residential

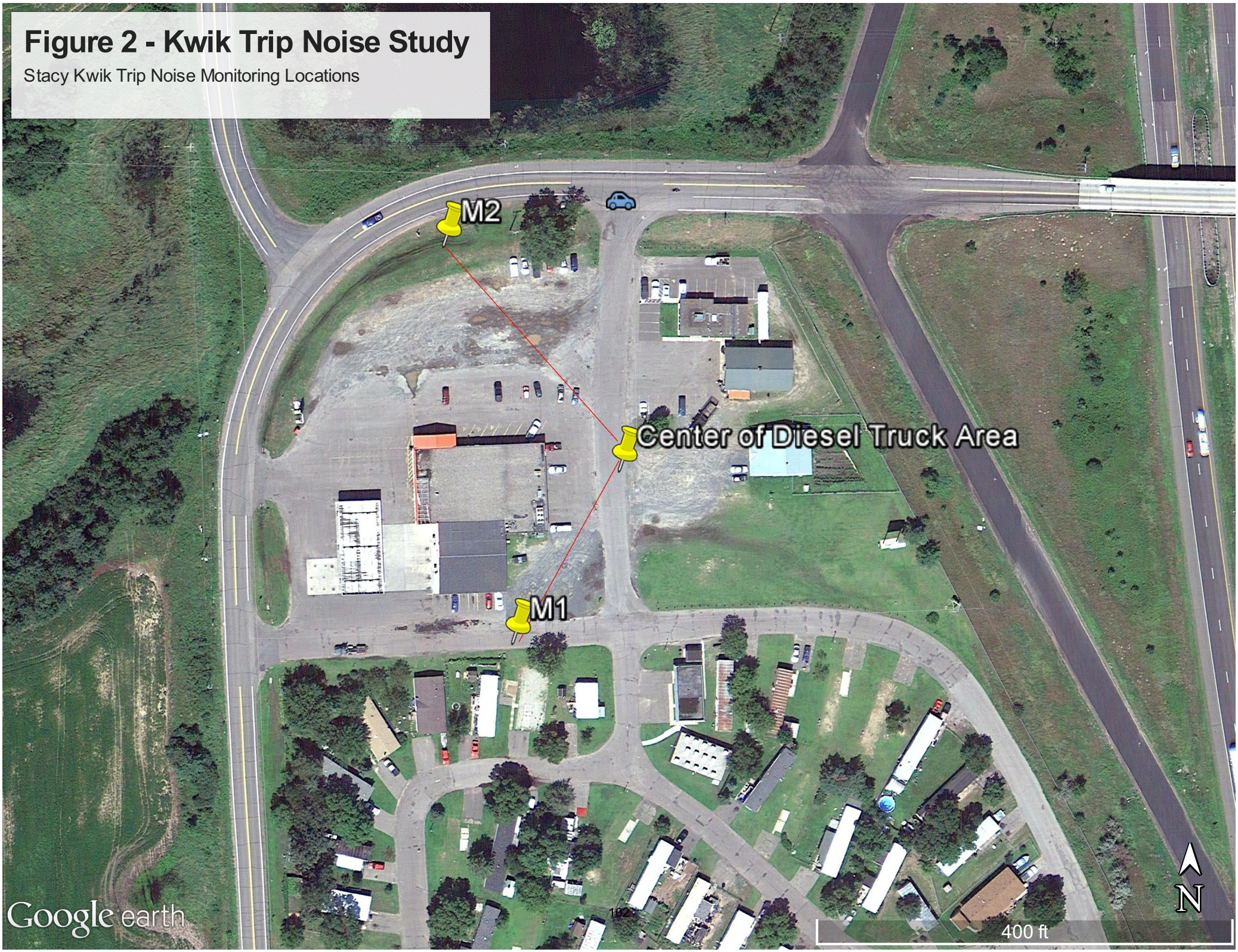
Anoka Equine Veterinary Service

Last Data Upload: 5/22/2015 10:15:23 AM

developed by
The Schneider Corporation
www.schneidercorp.com

Figure 2 - Kwik Trip Noise Study

Stacy Kwik Trip Noise Monitoring Locations



SBP ASSOCIATES, INC.

6524 Walker Street
Suite 215
St. Louis Park, MN 55426
Phone: 952-920-1500
Fax: 1-866-253-3328

May 6, 2009

City of St. Bonifacius
8535 Kennedy Memorial Drive
St. Bonifacius, MN 55375

Dear Sir/ Madam:

Re: Car Wash Noise Study - 8800 HWY. 7

This report contains the results of the noise testing conducted by SBP Associates, Inc. at the Holiday and Qwik Trip car washes in St. Bonifacius, Minnesota. The purpose of the testing was to determine the noise impact of the car wash operations relative to State and City standards. The report describes the noise standards, discusses car wash noise, and provides the results of the testing conducted at each of the car washes.

Minnesota Noise Standards

Minnesota has noise standards that are designed to be consistent with sleep, speech, annoyance, and hearing conservation requirements for receivers within areas grouped according to land use activities. The Minnesota standards for impacts at residential areas are as follows:

	7:00 AM to 10:00 PM		10:00 PM to 7:00 AM	
	L_{10}	L_{50}	L_{10}	L_{50}
NAC-1 (Residential)	65	60	55	50

L_{10} means the sound level which is exceeded for 10 percent of the time (6 minutes) for a one-hour period. L_{50} means the sound level which is exceeded 50 percent of the time (30 minutes) for a one-hour period. Sound levels are expressed in dBA. A dBA is a unit of sound level expressed in decibels and weighted for the purpose of approximating the human response to sound.

Car Wash Noise

The significant variables impacting car wash noise impacts are:

- The car washing noise level,
- The car drying noise level,

- Whether the car wash doors are open or closed during washing or drying
- Distance to the residential noise receiver location

The dryer is the loudest part of the car wash operation. In the case of Holiday and Qwik Trip, the dryer was about 10 dBA louder (i.e. about twice as loud) than the washer. However, the dryer only operates about one or two minutes per wash. Having the car wash door facing the residential area closed during the washing and/or drying cycles greatly reduces the noise impacts (around 10 or more dBA in the case of the Holiday and Qwik Trip.)

Noise Study Results

Car wash noise impacts were determined at the residential location nearest each facility. Figure 1 shows the location where the noise levels were assessed. The results are as follows:

Car Wash Noise Study Results

	Noise Impact Levels at Nearest Residential Receiver (dBA)		
Car Wash	**Door Open/Wash On**	**Door Closed/Wash On**	**Door Open/Dryer On**
Holiday	53	40	63
Qwik Trip	53	44	61

Potential Non-Compliance Scenarios

Based on the above noise levels, following is a discussion of the scenarios where the car washes could cause noise levels above the State standards.

A. Holiday

Nighttime

- Non-compliance if a south door is open with a dryer running for more than 6 minutes in any one hour.
- Non-compliance if a south door is open with a washer operating for more than 30 minutes in an hour.

Daytime

- Non-compliance with a south door open and a dryer running for more than 30 minutes in an hour.

B. Qwik Trip

Nighttime

- Non-compliance if a north door is open with a dryer running for more than 6 minute in any one hour.
- Non-compliance if a north door is open with a washer operating for more than 30 minutes in an hour.

Daytime

- Non-compliance with a north door open and a dryer running for more than 30 minutes in an hour.

C. Both Wash Bays Operating

- The above measurements are based on measurements from one wash bay at each of the car washes. If both bays are operating at the same time noise impacts could be expected to increase by 2-3 dBA. For both Holiday and Qwik Trip, this could result in noise levels above nighttime standards after just 6 minutes of operation in any one hour, if the doors are open during the washing and/or drying cycles.

Conclusions and Recommendations

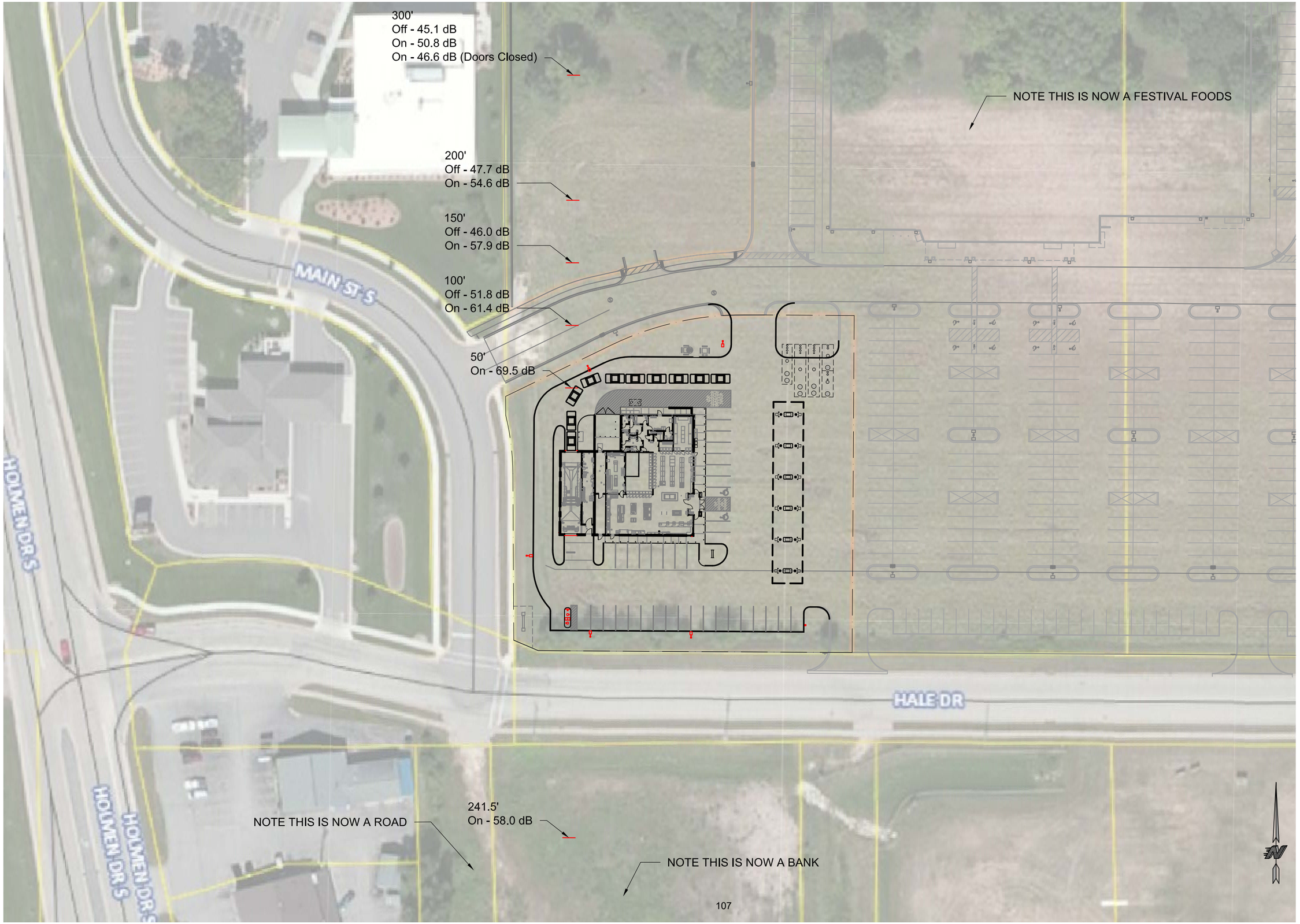
The results of the study indicate that the main potential for non-compliance with noise standards occur when the car washes are operating at night while the doors facing the residential areas are open. Daytime violations would be unlikely, since it would require the dryers to be operating for 30 minutes in an hour. Requiring the doors facing the residential areas to be closed during washing and drying during the nighttime would reduce the potential for any violations.

Thank you for the opportunity to work with you on this issue, and please feel free to contact me with any questions you may have regarding this report.

Sincerely,

Stephen B. Platisha, P.E.

Figure 1 - Noise Sensitive Receivers



KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

SITE PLAN

CARWASH NOISE LEVELS

HOLMEN, WI

#	DATE	DESCRIPTION

DRAWN BY	EJK
SCALE	1" = 70'-0"
PROJ. NO.	0001
DATE	2017-12-28
SHEET	SP1

KWIK TRIP

KWIK STAR

KWIK TRIP, Inc.
P.O. BOX 2107
1626 OAK STREET
LA CROSSE, WI 54602-2107
PH. (608) 781-8988
FAX (608) 781-8960

CARWASH NOISE LEVELS

CEDAR FALLS, IA

#	DATE	DESCRIPTION

DRAWN BY	EJK
SCALE	1" = 70'-0"
PROJ. NO.	0001
DATE	2017-12-28
SHEET	SP1

Distance	Reading	Dryers	Door
50	69.5	On	Open
100	51.8	Off	Open
100	61.4	On	Open
150	46	Off	Open
150	57.9	On	Open
200	47.7	Off	Open
200	54.6	On	Open
300	45.1	Off	Open
300	50.8	On	Open
300	46.6	On	Closed
241.5	**58.0	On	Open

**Note that the surrounding streets were to busy to get a lower reading.

156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

MEMORANDUM

TO: Mayor Horne and Plan Commission Members

FROM: Beth Thompson, Community Development Director

DATE: October 10, 2018

SUBJECT: Zoning Map Change

Background

Oevering Properties, LLC has submitted plans for an addition onto their existing building at 1433 Cernohous Avenue within the New Richmond Business and Technical Park. Oevering Properties, LLC will need to purchase 1.63 acres of land to the west of their current property to allow for the addition. The two properties in question will need to have one zoning designation. At this time the City owned property to the west is zoned Z7 and Oevering' s property is zoned Z3.

Section 121-29 Text Amendments and Rezoning:
The regulations, restrictions and boundaries set forth in the Ordinance may be amended from time to time pursuant to Wisconsin Statutes Chapters 66 and 68.

The City of New Richmond is bringing this zoning amendment forward for consideration for the following reasons:

1. When the ordinance and new zoning map was adopted in January of 2015 staff believes this may have been designated with the wrong zoning district; and
2. A development project is moving forward that necessitates the need for this lot to have the same zoning designation as the lot to the west.

A Zoning Map change or adjustment requires a class two notice in the newspaper along with a public hearing at a Plan Commission meeting and final approval from City Council. The Class two notice was in the New Richmond News on October 17th and October 24th.

The Development Review Committee (DRC) reviewed this application at their meeting on October 11, 2018 and recommended moving this amendment to the Plan Commission for consideration.

CITY OF NEW RICHMOND
THE CITY BEAUTIFUL

APPLICATION TO REZONE

City Ordinance Section 121-29
www.newrichmondwi.gov

City of New Richmond
156 East First Street ❖ New Richmond, WI 54017
Phone: (715) 246-4268 ❖ Fax: (715) 246-7129

APPLICATION FEE: $250 ESCROW: $500

Application fee should be made payable to City of New Richmond upon submittal of completed application Escrow funds will be drawn to cover project-related costs. Additional funds may be required; surplus funds will be returned.

Please complete the application by typing or printing in ink. Use additional paper if necessary.

1. **Property Owner Information:**

   Company name: Oevering Properties LLC

   Last name: Oevering *First name:* Oranzo

   Address: 1433 Cernohous Avenue *City/State/Zip:* New Richmond, WI 54017

   Phone number: _____ *Email address:* bthompson@newrichmondwi.gov

2. **Applicant Information:** *(if different from above)*

   Company name: City of New Richmond

   Last name: Thompson *First name:* Beth

   Address: 156 East First Street *City/State/Zip:* New Richmond, WI 54017

   Phone number: 715-243-4268 *Email address:* bthompson@newrichmondwi.gov

3. **Address(es) of Property Involved:** *(if different from above)*

   1433 Cernohous Drive

4. **Zoning Change Requested:** Complete item 5a and/or 5b as appropriate for your application.

   a. **Zoning Map Change:**

   Existing Designation(s): Z3-Multi-Use / Cor. Dist.

   Proposed Designation(s): Z7-Special Use /Indust.

5. **Reason for Zoning Change:** In approving a request for rezoning a property or amending the zoning text, one or both of the following circumstances must be evident; indicate which of the following best characterizes the reason that the intended use is not allowed by the existing zoning designation.

   ☐ *A mistake was made when the existing zoning text or map was approved.*

   ☐ *Circumstances have changed since the original zoning that now justifies a change.*

6. **Additional Required Information:**

   a. **Legal Description and PIN:** Provide the Parcel Identification Number(s) and the complete legal description(s) of the property involved.

   b. **Consultant Fees:** Whenever third party consultants are utilized in the preparation of application materials (e.g., a traffic study) or the City's review of an application (e.g., traffic study analysis) the applicant shall be responsible for paying the entirety of those costs.

   c. **Written Narrative:** The narrative should describe in detail the nature of the intended use, why you believe the use is not permitted by the existing zoning, and how the use would be permitted under the proposed rezoning or zoning text amendment. Narratives should also state whether any additional land use applications (e.g., conditional use Permit or variance) would be necessary to accommodate the intended use in compliance with the requirements of the proposed zoning change.

   d. **Consultant Fees:** Whenever third party consultants are utilized in the preparation of application materials (e.g., a traffic study) or the City's review of an application (e.g., traffic study analysis), the applicant shall be responsible for paying the entirety of those costs.

   e. **Other Information:** In addition to the written narrative, a full size site plan, topographic survey, landscape plan, grading and drainage plan, exterior building elevation drawings, and other information may also be required if deemed necessary by City Staff.

7. **Signature(s):** By signing below, you attest that the information above and attached is true and correct to the best of your knowledge.

Property Owner: Oranzo Oevering *Date:* 10/10/2018

Applicant: City of New Richmond *Date:* 10/10/2018

Fee Paid: $250 **Date:** _____ **Receipt #** N/A

Escrow Paid: $500 **Date:** _____ **Receipt #** N/A

Zoning change applications must be received by the first Thursday of each month; applications received after this date cannot be heard at the Planning Commission meeting the following month.

Search powered by GCS

ST. CROIX COUNTY Wisconsin
Innovation Through Cooperation

(http://www.sccwi.gov) (http://www.gcssoftware.com)

St. Croix County Web Portal

Tax Year	Prop Type	Parcel Number	Municipality	Property Address	Billing Address
2018 ▼	Real Estate	261-1070-45-017	261 - CITY OF NEW RICHMOND	1433 CERNOHOUS AVE	OEVERING PROPERTIES LLC 1433 CERNOHOUS AVE SUITE A NEW RICHMOND WI 54017

Tax Year Legend: = owes prior year taxes = not assessed = not taxed Delinquent Current

Property Summary

Parcel #:	261-1070-45-017
Alt. Parcel #:	
Parcel Status:	Current Description
Creation Date:	3/4/2009
Historical Date:	
Acres:	0.000

Property Addresses

Primary ▲	Address
✓	1433 CERNOHOUS AVE NEW RICHMOND 54017

Owners

Name	Status	Ownership Type	Interest
OEVERING PROPERTIES LLC	CURRENT OWNER		
CITY OF NEW RICHMOND	FORMER OWNER		

Parent Parcels

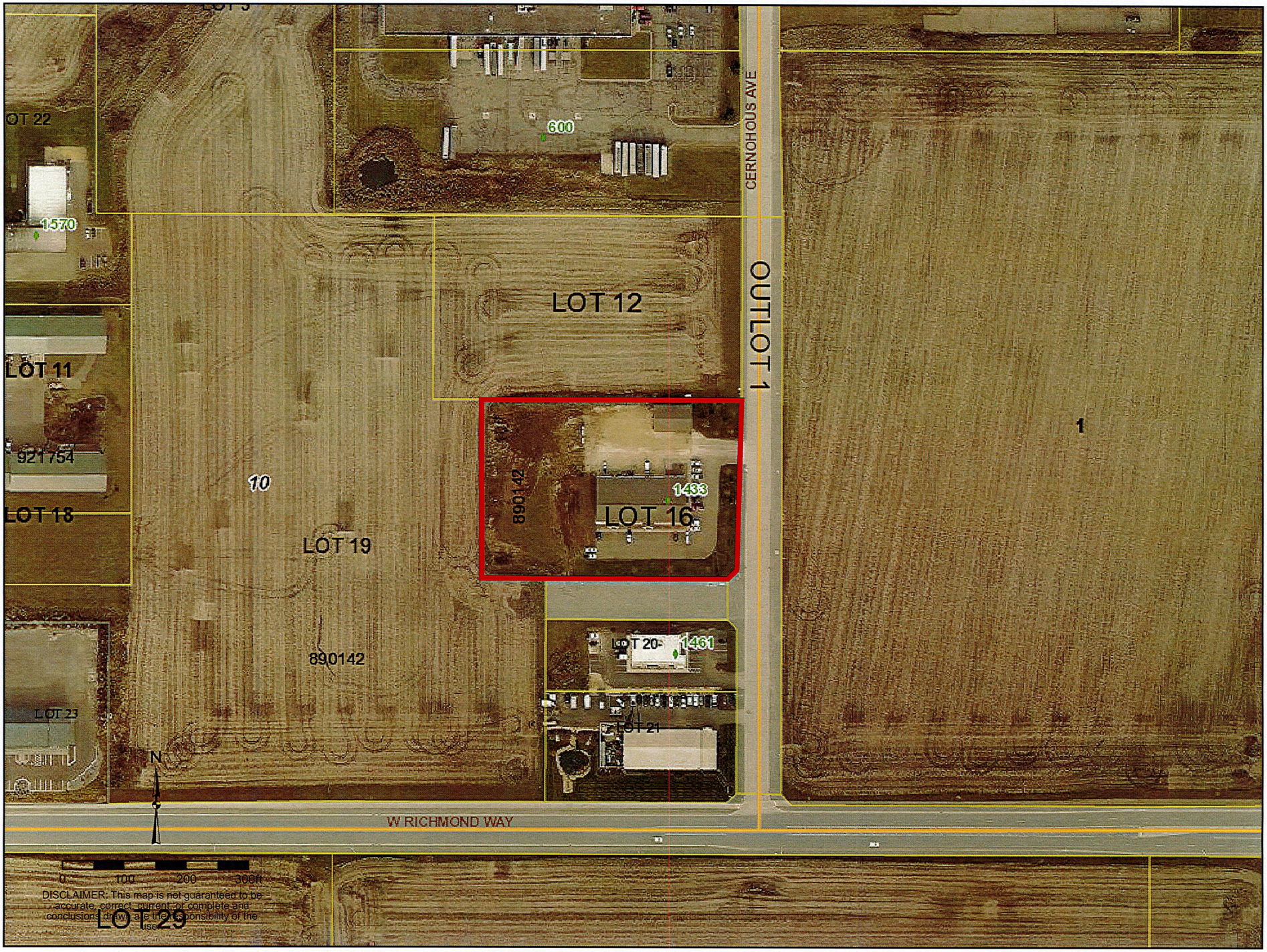
Parcel Number ▲	Creation Date
261-1070-44-950	8/20/2008
261-1070-45-016	7/26/2006

Child Parcels

No Child Parcels were found

Legal Description

SEC 10 T30N R18W PT SW NE & PT CSM 9-2430 LOT 1; BEING CSM 21-5248 LOT 16 (2.16 AC) & INC COMM SW COR SD LOT 16; TH N 89' W 106.00FT; TH N 00' W 304.56FT; TH E ALNG S LN LOT 12 CSM 21-5248 106.00FT TO NW COR SD LOT 16; TH S 304.56FT TO POB


LOT 22
1570
600
CERNOHOUS AVE
OUTLOT 1
LOT 12
LOT 11
921754
10
LOT 18
LOT 19
890142
1433
LOT 16
1
LOT 20
1461
LOT 21
LOT 23
N
W RICHMOND WAY
0 100 200 300ft
DISCLAIMER: This map is not guaranteed to be accurate, correct, current, or complete and conclusions drawn are the responsibility of the user.
LOT 29

156 East First Street
New Richmond, WI 54017
Ph 715-246-4268 Fax 715-246-7129
www.newrichmondwi.gov

CITY OF NEW RICHMOND
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MEMORANDUM

TO: Plan Commission

FROM: Noah Wiedenfeld, Director of Planning

DATE: November 2, 2018

SUBJECT: Annexation of WisDOT Right-of-Way

BACKGROUND

The City of New Richmond has received a petition to annex three areas of WisDOT right-of-way located near the southwest corner of the intersection of Paperjack Drive and Knowles Avenue. Legal descriptions and maps are included with this memo.

PROCESS

Wisconsin statutes authorize different annexation methods. They include:

1. Annexation by Unanimous Approval ***(applicable in this situation)***
2. Annexation by One-Half Approval
3. Annexation by Referendum
4. Annexation by City or Village Initiated Referendum
5. Annexation of Town Islands
6. Annexation of Territory Owned by a City or Village

Annexation petitions are subject to review by the Plan Commission and approval of the City Council. A public hearing to consider the annexation petitions has been noticed for the Plan Commission meeting on November 8, 2018. Approval of the annexation is contingent upon approval by the State of Wisconsin Department of Administration, which reviews annexation petitions when located in a county with a population of 50,000 or more persons.

ANALYSIS

The Future Land Use Plan comprehensively guides the community's land toward a desired land use pattern and identifies areas in the City for future growth. The Future Land Use Plan indicates that the annexation area is contiguous to property that is currently within City limits, located within the 1.5-mile extraterritorial jurisdiction, and does not expand the City's jurisdiction into a new county. The City of New Richmond has the ability to provide services to the property.

RECOMMENDATION

The Development Review Committee recommends approval of the petition for annexation.

ANNEXATION DESCRIPTION - PARCEL 1 SOUTH SIDE OF PAPERJACK

Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; being that parcel described in Document Number 674372 and Document Number 674776, described as follows:

Beginning at the northeast corner of Lot 1 of Certified Survey Map recorded in Volume 9, Page 2430, Document Number 476885 at the St. Croix County Register of Deeds Office, said point being on the south line of the plat of New Richmond Business and Technical Park; thence westerly, along the south line of said plat, 182 feet; thence southerly 33 feet; thence easterly 182 feet to the east line of said Lot 1; thence northerly, along said east line, 33 feet to the point of beginning. Parcel contains approximately 0.14 Acres (6,006 Sq. Ft.).

Above described parcel was excepted from Parcel 1 described in Ordinance #418.

ANNEXATION DESCRIPTION - PARCEL 2 WEST SIDE OF HIGHWAY "65" – SOUTH OF PAPERJACK DRIVE

Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows:

Beginning at the E1/4 Corner of Section 10; thence North, along the east line of the NE1/4 of said section, 1319 feet more or less; thence West, 75 feet more or less to the west right-of-way of Highway "65" as described in Document Number 290618 at the St. Croix County Register of Deeds Office; thence South, along said west line, 446 feet more or less to a north line of Parcel Number 5 described in Document Number 916885; thence East, along said north line, 42 feet more or less to the east line of said parcel; thence South, along said east line, 202 feet more or less to a south line of said parcel; thence West, along said south line, 42 feet more or less to previously described west right-of-way line; thence South, along said west line, 670 feet to the east - west 1/4 line of said section; thence East, along said east - west 1/4 line, 75 feet more or less to the point of beginning. Parcel contains approximately 2.08 Acres± (90,573 Sq. Ft.±).

ANNEXATION DESCRIPTION EAST SIDE OF HIGHWAY "65" – SOUTH OF RICHMOND WAY

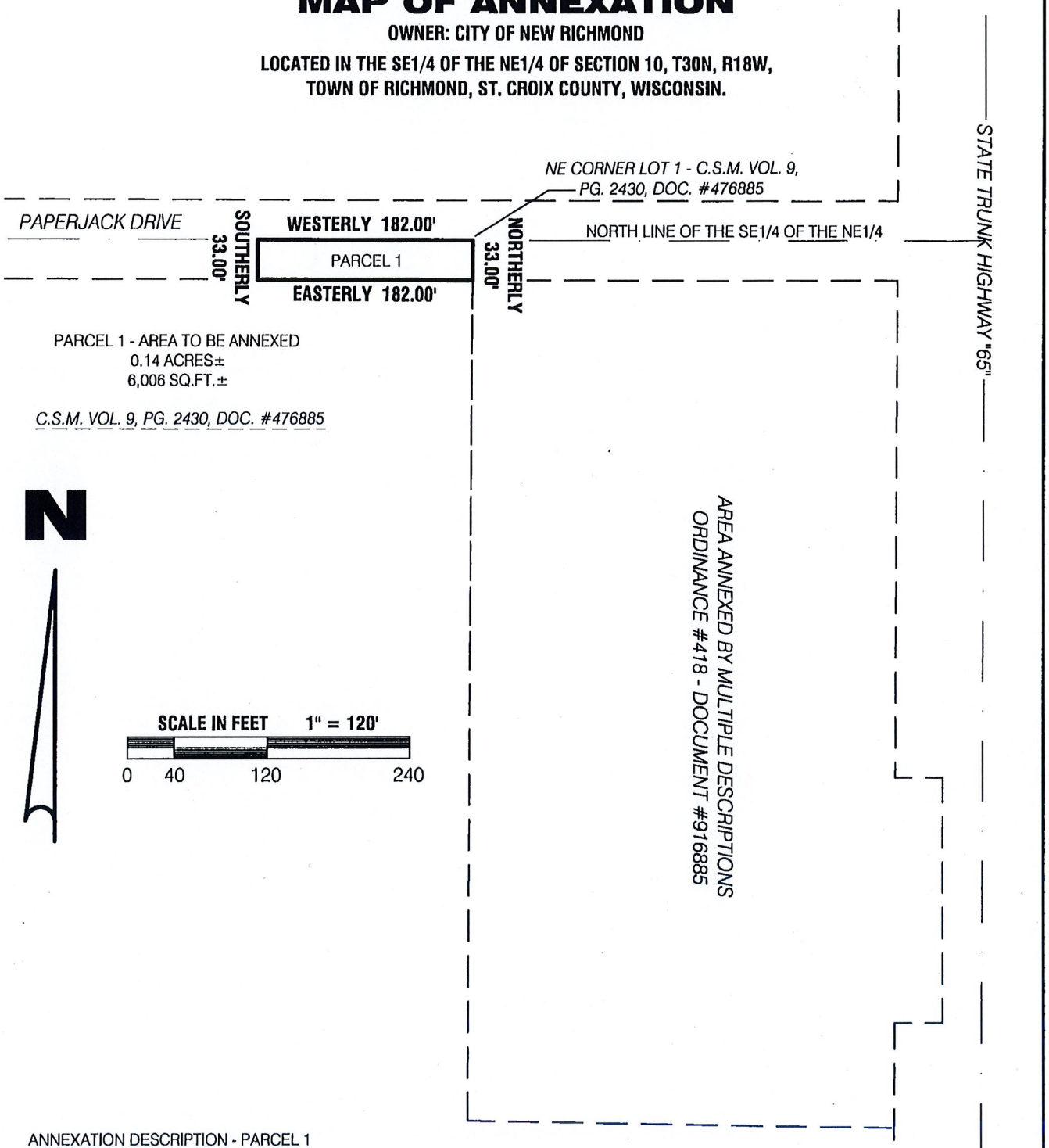
Located in the NW1/4 of the SW1/4 of Section 11, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows:

Beginning at the W1/4 Corner of Section 11; thence S00°01'31"E, along the west line of the SW1/4 of said section, 589.86 feet to the westerly extension of the south line of a Certified Survey Map recorded in Volume 15, Page 4129, Document Number 651735 at the St. Croix County Register of Deeds Office; thence S89°51'41"E, along said westerly extension, 40.00 feet; thence N00°01'31"W 589.86 feet to the east-west 1/4 line; thence S89°58'20"W, along said east-west 1/4 line 40.00 feet to the point of beginning. Parcel contains approximately 0.54 Acres (23,592 Sq. Ft.).

MAP OF ANNEXATION

OWNER: CITY OF NEW RICHMOND

LOCATED IN THE SE1/4 OF THE NE1/4 OF SECTION 10, T30N, R18W, TOWN OF RICHMOND, ST. CROIX COUNTY, WISCONSIN.



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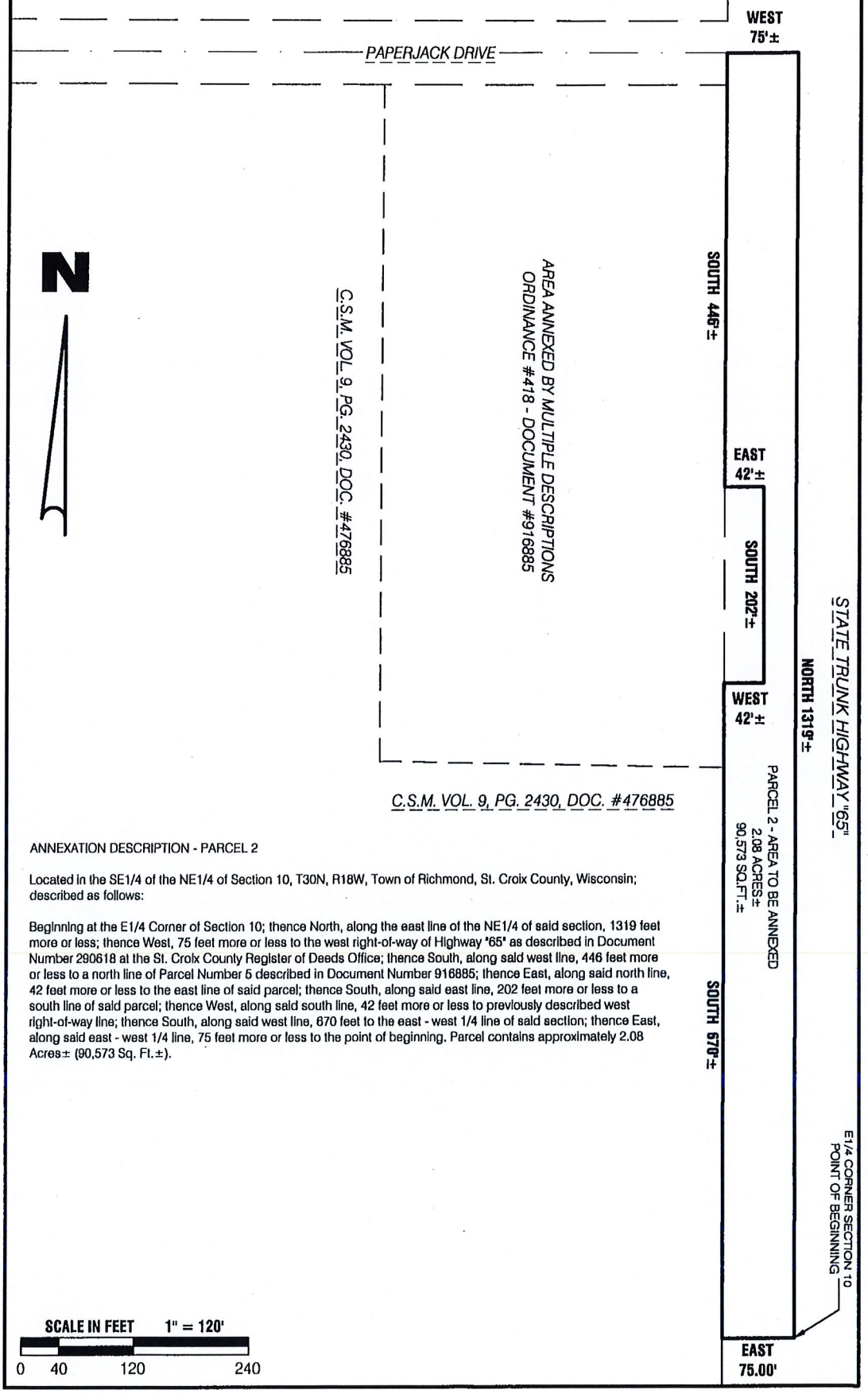
Above described parcel was excepted from Parcel 1 described in Ordinance #418.

MAP OF ANNEXATION

OWNER: WI-D.O.T.

LOCATED IN THE SE1/4 OF THE NE1/4 OF SECTION 10, T30N, R18W, TOWN OF RICHMOND, ST. CROIX COUNTY, WISCONSIN.



ANNEXATION DESCRIPTION - PARCEL 2

Located in the SE1/4 of the NE1/4 of Section 10, T30N, R18W, Town of Richmond, St. Croix County, Wisconsin; described as follows:

Beginning at the E1/4 Corner of Section 10; thence North, along the east line of the NE1/4 of said section, 1319 feet more or less; thence West, 75 feet more or less to the west right-of-way of Highway "65" as described in Document Number 290618 at the St. Croix County Register of Deeds Office; thence South, along said west line, 446 feet more or less to a north line of Parcel Number 5 described in Document Number 916885; thence East, along said north line, 42 feet more or less to the east line of said parcel; thence South, along said east line, 202 feet more or less to a south line of said parcel; thence West, along said south line, 42 feet more or less to previously described west right-of-way line; thence South, along said west line, 670 feet to the east - west 1/4 line of said section; thence East, along said east - west 1/4 line, 75 feet more or less to the point of beginning. Parcel contains approximately 2.08 Acres± (90,573 Sq. Ft.±).

MAP OF ANNEXATION

OWNER: WI-D.O.T.

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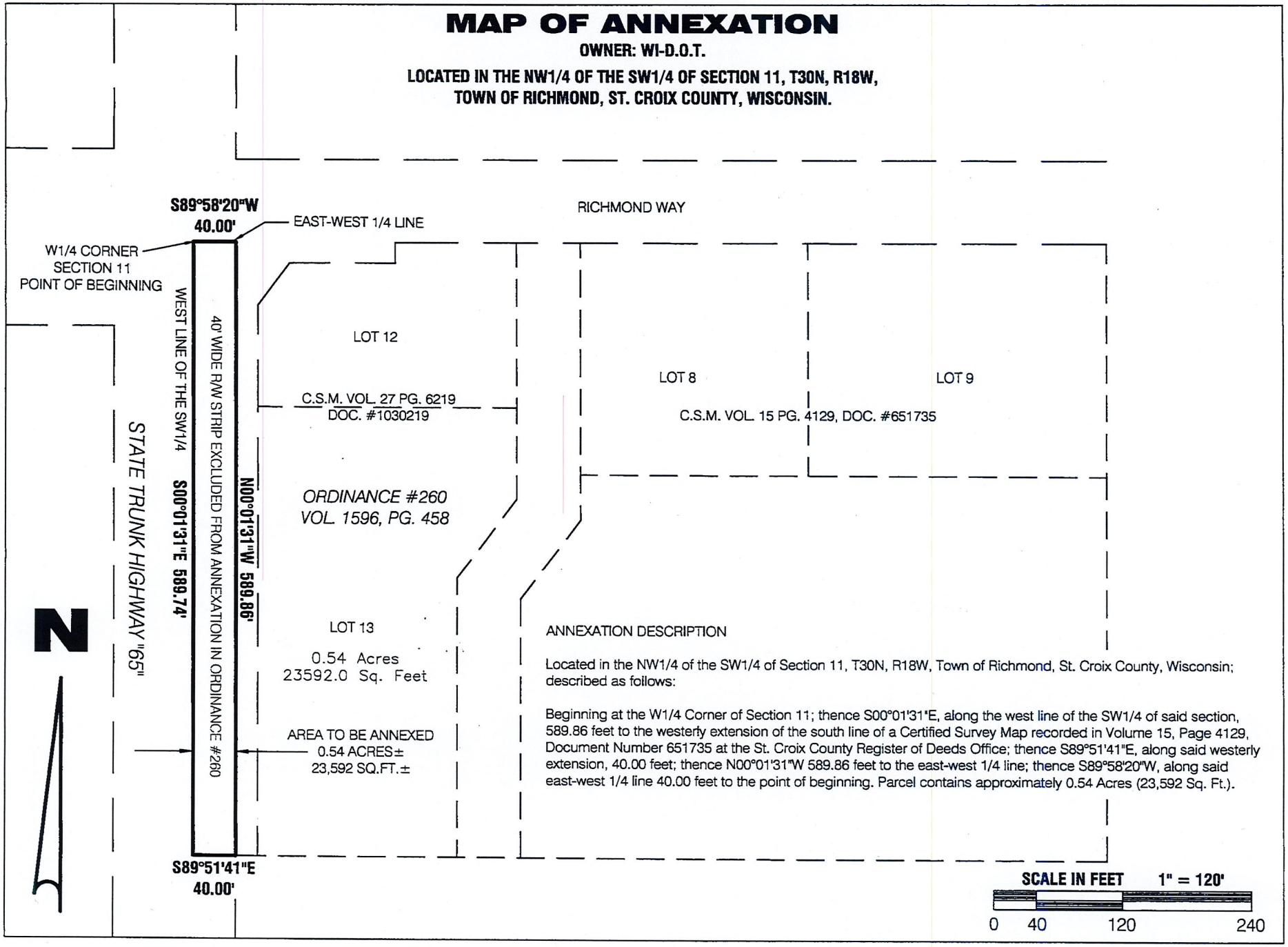

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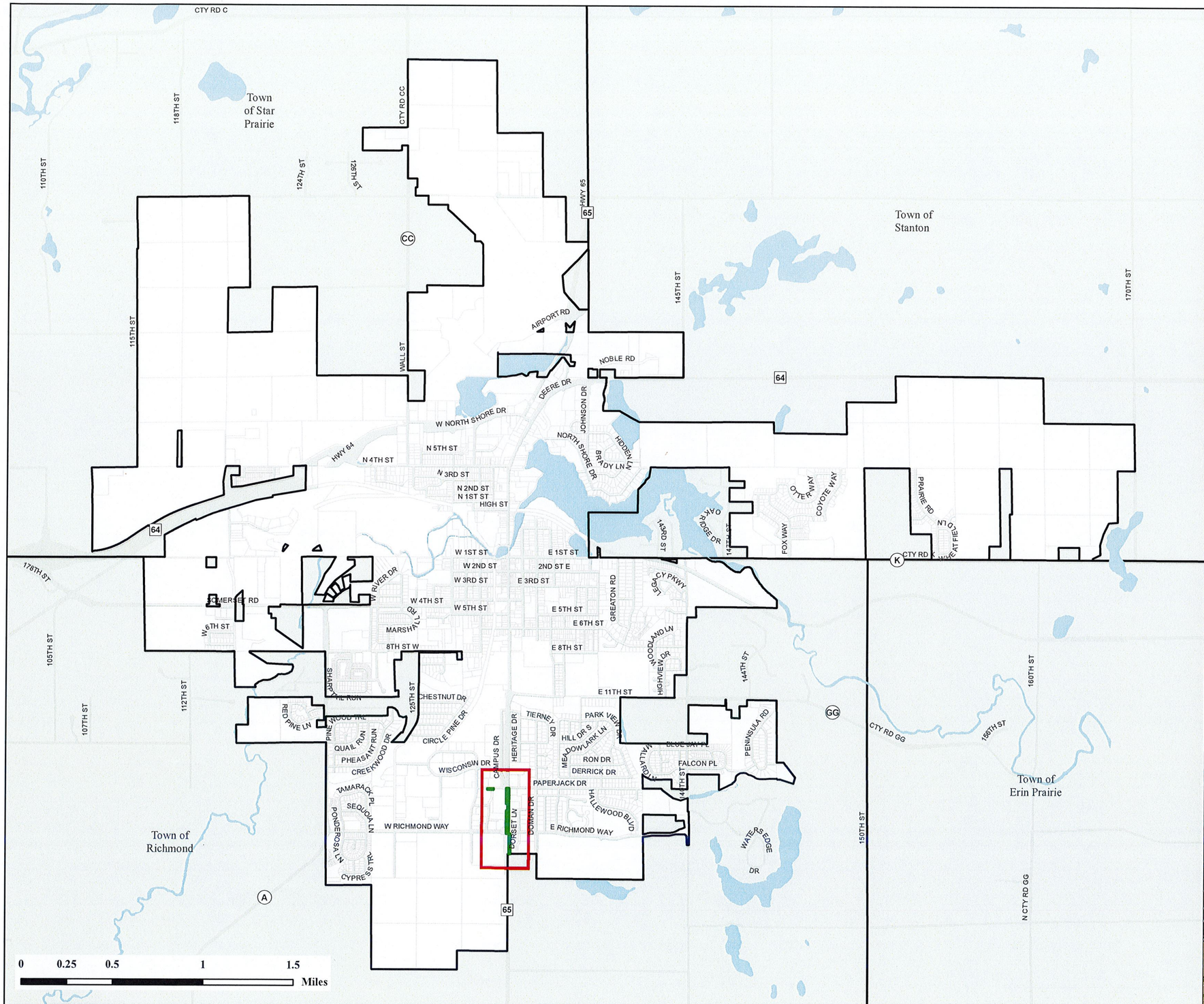

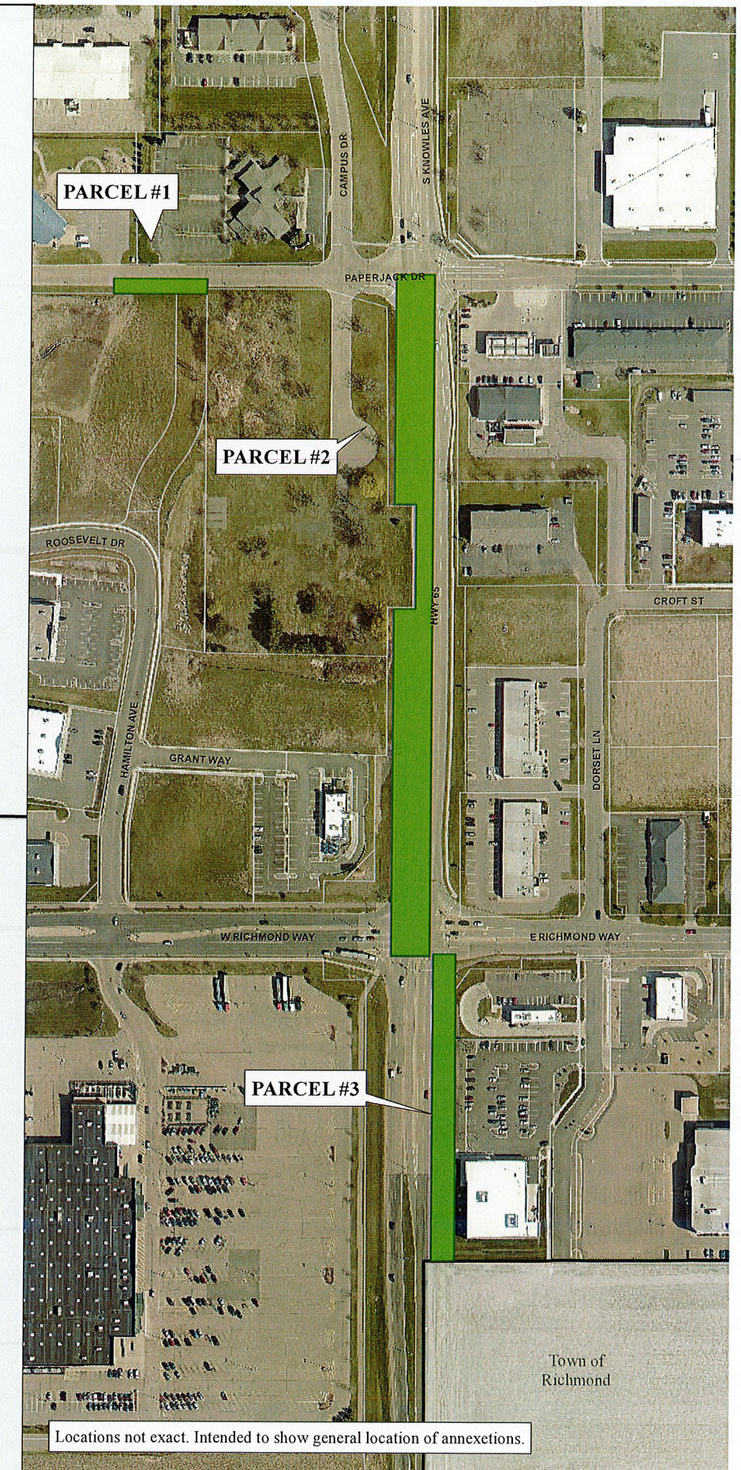

CITY OF NEW RICHMOND
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CITY OF NEW RICHMOND: ANNEXATIONS

N W E S

Grid: WI CRS St. Croix (Feet)
Projection: Transverse Mercator
Datum: NAD 83
Date: 26 October 2018