



PLANNING COMMISSION

City Hall—Council Chambers, 3989 Central Ave NE

Wednesday, November 06, 2024

6:00 PM

AMENDED AGENDA

AGENDA AMENDED ON 11/06/2024 TO

REMOVE ITEMS 3 AND 4 AFTER

APPLICANT WITHDRAWAL

ATTENDANCE INFORMATION FOR THE PUBLIC

Members of the public who wish to attend may do so in-person, or by using Microsoft Teams Meeting at columbiaheightsmn.gov/joinameeting: ID 252 586 988 371, Passcode ugquG3. For questions, please contact Administration at 763-706-3610.

Auxiliary aids or other accommodations for individuals with disabilities are available upon request when the request is made at least 72 hours in advance. Please contact Administration at 763-706-3610 to make arrangements.

CALL TO ORDER/ROLL CALL

APPROVE MINUTES

1. Accept October 1, 2024 Planning Commission Meeting Minutes

PUBLIC HEARINGS

2. Zoning Ordinance Amendment to amend Chapter 9 – Land Use:
9.104 Administration and Enforcement

MOTION: Move to waive the reading of draft Ordinance amendment No. 1708, there being ample copies available to the public.

MOTION: Move to recommend City Council to approve draft Zoning Ordinance Amendment No. 1708 as presented.

- ~~3. Site Plan Review for 999 50th Avenue NE~~

~~**MOTION:** Move to waive the reading of draft Resolution No. 2024-069, a Site Plan Review for 999 50th Avenue NE, there being ample copies available to the public.~~

~~**MOTION:** Move to recommend approval of draft Resolution No. 2024-069, a Site Plan Review for 999 50th Avenue NE, as presented and subject to the conditions of approval listed in the draft resolution.~~

~~4. Conditional Use Permit for Over-Height Sound Barrier (Fence) at 999 50th Avenue NE~~

~~MOTION: Move to close the public hearing and waive the reading of Draft Resolution No. 2024-068, there being ample copies available to the public.~~

~~MOTION: Move to recommend City Council approve the Conditional Use Permit as presented, subject to the conditions of approval as presented.~~

OTHER BUSINESS

ADJOURNMENT

Auxiliary aids or other accommodations for individuals with disabilities are available upon request when the request is made at least 72 hours in advance. Please contact Administration at 763-706-3610 to make arrangements.

**MINUTES
CITY OF COLUMBIA HEIGHTS
PLANNING COMMISSION MEETING
TUESDAY, OCTOBER 01, 2024**

Item 1.

The meeting was called to order at 6:00 pm by Chair Wolfe.

CALL TO ORDER/ROLL CALL

Commissioners present: Eric Sahnaw, Tom Kaiser, Paul Moses, Laurel Deneen, Clara Wolfe, Ahmed Maameri, and John Gianoulis

Also present: Andrew Boucher, City Planner; Sarah LaVoi, Administrative Assistant; Mitch Forney, Community Development Coordinator; Connie Buesgens, Council Liaison.

APPROVAL OF MINUTES

1. Approval of August 7, 2024 Planning Commission Meeting Minutes

Motion by Sahnaw, seconded by Deneen, to approve the minutes from the meeting of August 7, 2024. All ayes. MOTION PASSED.

PUBLIC HEARINGS

2. Site Plan Review for 999 50th Avenue NE

Introduction: Boucher stated Civil Site Group on behalf of Tsunami Express Car Wash has requested approval of a site plan review proposing the demolition of the existing vacant office building in preparation for the new construction of a car wash (between the intersection of 50th Avenue NE and Tyler Street NE off Central Avenue NE). The Site Plan Review only requires Planning Commission approval.

Boucher mentioned the applicant is proposing to demolish the existing approximately 7,000 sq. ft. vacant building on the 0.83-acre parcel and construct a new single-story 4,300 sq. ft. building containing the car wash bay, mechanical room, storage, office, and a restroom as well as two accessory buildings including a 100 sq. ft. employee sales booth and 100 sq. ft. vacuum pump house serving 10 vacuums along the parking stalls. The subject site is located towards the northern end of the municipal boundary along Central Avenue. The surrounding adjacent properties to the immediate north, west, and south are all zoned for Commercial use through the General Business District. The property also abuts several residential neighborhoods to the north, east, and south containing multi-family, duplexes, and single-family residential zoning adjacent to Central Avenue. The subject site is zoned, General Business District, and the use as a car wash is a permitted use in the district subject to Specific Development Standards 9.107 (10) for a car wash.

Boucher noted the noise impact study that was required has recommended an eight-foot tall sound barrier which will require the Conditional Use Permit. City Code 9.106E3A specifies that any fence that is over seven feet high requires a conditional use permit.

Boucher mentioned Section 9.104 (N) of the Zoning Ordinance outlines certain findings of fact tha

must be met in order for the City to approve a site plan review. The findings are as follows:

- a) ***The site plan conforms to all applicable requirements of this article.***
Upon approval of the Site Plan Review, as conditioned, the proposed site plan will conform to all applicable requirements of the General Business (GB) District as well as City Code 9.106 General Development Standards.
- b) ***The site plan is consistent with the applicable provisions of the City's comprehensive plan.***
The use and site plan is consistent with the applicable provisions of the City's comprehensive plan.
- c) ***The site plan is consistent with any applicable area plan.***
With conditions imposed to ensure compatibility, the site plan will be consistent with the applicable Design Guidelines of the Highway District.
- d) ***The site plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.***
As conditioned, the site plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

Boucher stated the building is currently vacant and has not been fully used since 2012. The last occupants were the Turkish American Society of Minnesota which only occupied a portion of the building. The applicant is proposing a complete teardown. Many people have been interested in using the existing building but there are accessibility issues related to installing an elevator, as well as fire suppression requirements. This has made it expensive for anyone who would want to use the existing building which is why the applicant is proposing to demolish the building.

Boucher explained the City's 2040 Comprehensive Plan guides the subject site, as well as properties to the north and east for "commercial land use" with additional "commercial land use" to the south as well as "medium density and low density residential" further to the south and east of the commercial parcels. The Plan describes the "commercial" designation as follows: The Commercial land use designation is primarily located along major transportation corridors and includes a variety of retail uses, services, and office uses.

Boucher added the subject site also lies within "Opportunity Area #2B" of the Comprehensive Plan which overlays the segment of Central Avenue from 37th Avenue NE to the Fridley Border, specifically between Central Avenue NE and 49th Avenue NE. In this regard, the Plan identifies the area as having development potential for future commercial use. Some of the guiding principles for redevelopment include commercial uses with appropriate parking and pedestrian access to Central Avenue and emphasizing businesses that provide goods or services that appeal to the community at large as well as the adjacent neighborhoods. This area is described as having an emphasis on providing sidewalks, four-season landscaping, and lighting.

Boucher stated the applicant is proposing 26 feet for the front yard setback and 45 feet from the Aldi side. The rear is 60 feet and the residential side is 35 feet for parking. The proposed setbacks

meet the standards for the general zoning district. Two accesses to the site are proposed from the south via 50th Avenue NE, a 60-foot wide public right-of-way with a road width of 35 feet back of curb to back of curb, through an existing 24-foot wide driveway with directional markings for vehicles exiting the car wash and entering to use the vacuums with an additional access point at the southeastern corner of the property which has directional markings showing an entrance only for the car wash accommodating the vehicle stacking. As a condition of approval, a 24-foot fire access lane must be maintained for emergency vehicle access.

Boucher reviewed the parking for the site plan. The submitted site plan illustrates a total of 18 off-street parking stalls. The Zoning Ordinance requires two spaces per bay plus four stacking spaces for the one car wash bay including one stacking space at the exit. The Zoning Ordinance also specifies that that employee parking is only required when the parking requirements are based on employee counts, as such, the parking requirements for car washes are determined by the number of service bays and stacking spaces, not employee counts. Appropriately, one off-street parking space on the site has been designated as a disability stall (in accordance with the American Disability Act) along with an access aisle striped with "No Parking". The proposed site plan has more off-street parking than required and can accommodate any employee parking needs as presented.

Boucher noted there were a number of concerns from residents regarding parking stacking. A traffic study was commissioned by the applicant and prepared by a licensed independent engineering firm which shows the anticipated traffic using trip generation estimates for trips during weekday a.m. and p.m. peak hours as well as on a daily basis. The Trip Generation Summary provides estimates demonstrating the in/out traffic for the a.m. and p.m. peak hours as well as the daily trips between the proposed car wash and the previous office use. Trips were routed to the adjacent roadway network using the following distribution based on existing area travel patterns and engineering judgment:

- Central Avenue (Highway 65) North and South: 35% each
- Tyler Street: 15%
- 50th Avenue West, 50th Avenue East, and Polk Place: 5% each

Boucher explained the traffic study indicates that all applicable intersections will continue to operate at Level-of-Service C or better and all approaches will continue to operate near the Level-of-Service D/E threshold or better during the peak hours. Minimal changes in queuing are expected nor are any impacts to the proposed development driveways expected. The daily traffic volume changes along Polk Place, 50th Avenue, and Tyler Street are minimal and within a typical daily variation of most roadways. The provided vehicle stacking distance is adequate and no impacts to 50th Avenue are expected.

Boucher reviewed that some recommendations the traffic study urges the City to consider are locating signage and landscaping to avoid any sight distance issues, reviewing truck maneuverability to limit internal circulation conflicts, and adding a stop or yield sign along Tyler Street at 50th Avenue to better define the right-of-way for motorists and reduce potential conflicts. As conditioned, the proposed site plan shall meet vehicle access, stacking, and parking requirements in accordance with the City Code.

Boucher stated In addition to the building and parking setbacks, car washes have specific development standards requiring that the vacuum facilities must be located in an enclosed structure or located 50 feet from any residential property lines, which will be a condition of approval. The proposed site plan as presented will have building and parking lot setbacks that conform with 9.110 Commercial Districts (C) Lot dimension, height, and bulk requirements. The lot area, setback, height, and lot coverage are proposed to satisfy these requirements. The vacuums, as conditioned, will meet the specific development standard setback of 50 feet from residential property lines and/or be enclosed. As a condition of approval, two spaces shall be designated for employee use and an area shall be designated for snow storage if snowfall exceeds the storage of that area, then it shall be required to be removed from the property. The proposed site plan, as presented, meets the parking and stacking requirements. As conditioned, the proposed site plan shall accommodate vehicle access and stacking in accordance with the City Code.

Boucher mentioned it is understood that the car wash is proposing 7 AM – 8 PM hours of operation, Monday – Sunday, and any vacuum use shall be limited to hours of operation as a condition of approval. A trash enclosure is shown on the site plan on the western side of the property alongside the parking lot and in the architectural renderings as being 6 feet, 11 inches from the slab and surrounded by at least three sides with screening walls that are similar to the construction material used on the new building. The open side of the enclosure shall not face any public street or the front yard of any adjacent property. Garbage pickup is expected to occur outside of business hours.

Boucher explained the applicant has submitted drawings for on-site signage which will require a building permit and are subject to review for compliance by City Staff. As a condition of approval, all signage shall be reviewed by the City for approval. The fire lane shall be marked with yellow curb paint and signage that states “No Parking – Fire Lane”. As a condition of approval, this will be required to remain.

Boucher stated the site does not have pedestrian or bicycle access along 50th Avenue NE and that access ends at the Aldi property in alignment with Central Avenue. The applicant is proposing a sidewalk from the edge of the western access to the site and connecting the sidewalk to the access on the eastern side of the property continuing the connection from the Aldi property and ending before the residential neighborhood. The 2040 Comprehensive Plan land use goals state that sites should have pedestrian and bicycle access. Pedestrian access is satisfied, but the site should incorporate a bicycle parking area to satisfy this goal. Staff is recommending that a bicycle rack capable of accommodating two to four bicycles be a condition of approval.

Boucher noted the applicant has provided a lighting plan and specifications for the proposed lighting fixtures satisfying the requirements of 9.106 General Development Standards (K) and addresses potential security concerns from Public Safety. One of the SCM-LED-08L-SC-40 lighting fixtures shall be relocated so there are no more than 0.5 footcandles along the eastern property line as a condition of approval.

Boucher mentioned the applicant is not proposing any discernable loading areas and the code

requirements for off-street loading spaces apply to non-residential uses receiving or distributing materials or merchandise by trucks or similar vehicles and has a gross floor area of 5,000 sq. ft. or more are not applicable to this proposal. The loading area requirements are satisfied per 9.106 General Development Standards (L) (12) as there are no deliveries beyond standard commercial delivery vehicles (UPS, Fed-Ex, and USPS) occurring at the front door. A truck turning diagram has been provided showing that garbage trucks can make the appropriate turns and maneuvers within the site.

Boucher stated the applicant meets the Tree Preservation and Replanting Standards in 9.106 General Development Standards (M) and has provided both a tree preservation and landscaping plan showing the location, size, quantity, and species of all existing and proposed plant materials subject to design standards and considerations reviewed by the Urban Forester. The Urban Forester is satisfied with the proposed preservation and landscaping plan but recommends and encourages the applicant to work with Aldi to remove undesirable weed trees from the north of the property that leans heavily over the property line. The tree preservation identifies 15 trees to be removed, one of which is considered a protected tree, and is proposing to preserve four of the existing trees. The applicant is required to provide one tree for every 50 feet of street frontage and the property has 224 feet of frontage for a total of four trees, a minimum of four trees per one acre of lot coverage, and five replacement trees per the replacement standards for a total of 13 trees proposed. Additionally, the applicant is proposing landscaping containing native plantings and pollinator-friendly habitats for the majority of the trees, shrubs, and grasses used.

Boucher added as a condition of approval, the applicant is required to provide a letter of credit or other security as acceptable to the City and shall be deposited with the Zoning Administrator, in an amount equal to 100% of the estimated cost of landscaping and/or screening. The letter of credit or other security as acceptable to the City, or portions thereof, shall be forfeited to maintain and/or replace materials for a period of time to include at least two growing seasons. A portion of the letter of credit or other security as acceptable may be released after one growing season as determined by the Zoning Administrator. The property owner shall be responsible for continued maintenance of landscaping and screening materials to remain in compliance with the requirements of this section. Plant materials that show signs of disease or damage shall be promptly removed and replaced within the next planting season.

Boucher mentioned the applicant shows a 5-foot retaining wall along the eastern property line as the site is 5 feet lower in elevation than the residential property adjacent to the site. The applicant has provided information on the proposed lighting plan showing photo metrics, the reclaim system and equipment as well as safety data sheets for all chemicals used for operations. As a condition of approval, the applicant is required to implement the recommendations of a noise impact study to minimize the impact that the car wash and vacuum operations are going to have on the adjacent residential properties.

Boucher stated the applicant was required to provide a noise impact study and implement the recommendations to minimize the impact that the car wash and vacuum operations are going to have on the adjacent residential properties. The Minnesota Pollution Control Agency defined the noise limit for Residential zones at the property lines at 60 dB(A), decibels, and A-weighting of the

sound pressure level for the purpose of determining the human response to sound through MN Statute § 7030 Noise Pollution Control.

Boucher added the noise study indicates that the carwash-related noise levels will not exceed the residential limits with the addition of an 8' tall sound barrier (which requires a Conditional Use Permit) along the east and north property lines on top of the planned retaining wall with the combined height extending 2 feet above the top of the car wash entry doors. There are minimum acoustical requirements for the sound barrier wall: constructed from a material with a minimum acoustical rating of STC 22 or a mass of no less than 2 pounds per square foot. An example of a suitable material would be overlapping, 1" (nominal thickness) cedar or pine planks, assembled so the total, actual thickness of the wall is at least 1-1/2" along the entire length of the wall. These need to be screwed together so the natural warping over time does not cause the planks to pull apart and create gaps; the wall must be constructed tight to the ground and must be inspected, maintained, and kept up over time. Post-construction sound testing will be required to confirm the barrier was built to the recommendations specified. Other operational requirements include the installation of a muffler on the vacuum pump house and the blowers set to turn off when the exit doors open.

Boucher explained as required, neighborhood notification of the site plan review applications has been provided to property owners within 350 feet of the subject property and that list of property owners is attached. At the time of this report, City Staff has received 15 written comments and one verbal phone call from a resident as well as a few in-person visits; 6 of the written comments are from residents within the mailing radius. Staff concern and the public comments that were made influenced the need for additional review including noise and traffic studies to examine the impact that the car wash operations would have on the neighboring properties.

Boucher noted Linda Rogers at 1057 Polk Place provided the written comment attached as she is opposed to the proposed site plan citing concerns with the existing traffic increases from Aldi, additional cars entering and exiting the car wash, and noise from both the car wash and vacuum operations. Dana Alexon at 1035 Lincoln Terrace provided the written comments attached and had initial comments on traffic increasing, how the existing area handles traffic, and concerns over the sight lines considering the vehicle queuing and topography. Other remarks were made on the traffic lights and traffic lane arrangement at 50th and Central Avenue regarding marking, striping, and signage that is not being maintained, used incorrectly, and the signal timing is not effective enough to give adequate time for certain turns and contributes to risky decision-making by drivers. An additional written comment identified more specific concerns such as sight lines on the hill serving nearby residential streets, room for potential expansion in the future, employee parking, and other concerns related to overflow and queuing access onto adjacent streets.

Boucher added Steve and Janine Ess at 5030 Mulcare Drive, provided the written comment attached as they are concerned about the heavy traffic trying to get onto Central Avenue and 50th Avenue NE from the existing businesses. Samantha Koshiol at 1240 Lincoln Terrace provided the written comment attached as she is opposed to the proposed site plan and has concerns that the intersection cannot currently support the existing vehicle traffic from the businesses and school traffic along with concerns about noise. Garedew Ergette at 5000 Fillmore Street NE provided the

written comment attached as they have concerns about the intersection and traffic from the existing businesses such as ALDI, Heights Bakery, and Jimmy John's, safety concerns for multi-modal transportation users citing the lack of sidewalks, traffic backup, and concerns over the impact on property values and noise/emissions. Carrie Gille at 3956 Reservoir Boulevard provided the written comment attached as she has concerns about noise, pollution, traffic, safety for school children, and light pollution as she states that there are traffic issues on Central Avenue already.

Boucher stated Bob and Sue Koponen at 1035 Polk Place provided the written comment attached as they are opposed to the proposed site plan with specific concerns about the sound pollution from the car wash, vacuums, and the effectiveness of the sound barrier wall as well as concerns with the exterior lighting spilling over into their back yard and traffic at the intersection at 50th Avenue NE and Central Avenue. Tom and Cathy Kehrwald at 1060 50th Avenue NE provided the written comments attached as they are opposed to the proposed site plan with concerns over safety in regards to a lack of sidewalk facilities and concerns over the sidewalk being maintained during the winter as well as traffic concerns on Central Avenue and 50th Avenue NE. Other concerns identified are noise and light pollution impacts.

Boucher explained Tyler Whitney at 4922 Tyler Street NE provided the written comment attached as he is concerned about the additional traffic that will be generated by the business and worries about the through traffic and the effect that would have on families with small children as well as feedback on the possibility of a sound barrier wall facing Tyler Street NE on the south side of the proposed car wash noting that the sound barrier wall on another property is in disrepair and does not deter noise pollution. Gerri Moeller at 5000 Johnson Street NE provided the written comment attached as she is concerned about the traffic and safety needs of the neighborhood and that the intersection cannot handle additional traffic.

Boucher added Jennifer and Dirk DeWester at 1200 50th Avenue NE provided the written comment attached as they are opposed to the proposed site plan and cited concerns regarding additional traffic and sight lines over the hill as well as concern in relation to noise pollution from the Speedway Gas Station and how the sound affects properties surrounding them. Joe Pagliolo and Margaret Hare at 1180 50th Avenue NE provided the written comment attached as they are opposed to the proposed site plan and cited concerns regarding the existing traffic congestion from surrounding businesses. Mark Colombo at 1105 50th Avenue NE provided the written comment attached as he is opposed to the proposed site plan and has concerns about the traffic intersection congestion from existing businesses with issues identified with the turn lane and additional traffic during the school year.

Boucher mentioned Ardell and Jon Schmidt at 1105 Polk Place provided the written comment attached as they are opposed to the proposed site plan and have concerns about water from the cars dripping and causing icy slopes, traffic and safety from the existing businesses causing backups, and the safety of pedestrians. Nancy Sartor at 1498 Lincoln Terrace provided the written comment attached as they are opposed to the proposed site plan and have concerns about the traffic, safety, noise, and exhaust pollution.

Boucher explained the Public Works Department, Police Department, and Fire Department have

been provided copies of the application materials. The Police Department was satisfied with the proposed site plan and had no concerns. The Fire Department had a few comments regarding the fire lane, key box, and other fire-related items that are conditions of approval. In a review of the application materials, Public Works/Engineering provided their department's requirements and comments on the proposed site plan in a memo dated August 22, 2024.

Recommendation: Staff recommends the following to the Planning Commission:

A. Approval of the Site Plan Review for property located at 999 50th Avenue NE (PID: 25-30-24-23-0002) subject to the following conditions:

1. The building and site plans adhere to the building and site plans dated August 5, 2024, as conditioned.
2. Contingent upon successful application for a Conditional Use Permit for an over-height sound barrier that is intended to be heard at the City Council meeting on October 14, 2024. An eight (8') foot tall sound barrier is required to be constructed in the manner specified in the Noise Impact Study dated August 23, 2024, with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot, the panels screwed together so there is an overlapping, 1" (nominal thickness) assembled so that the total actual thickness of the wall is at least 1-1/2" along the entire length of the wall.
3. The applicant shall adhere to the requirements and comments provided by the City Public Works and Engineering Departments in a memo dated August 22, 2024. The applicant is responsible for filing and recording any proposed easements with the Anoka County Recorder's Office.
4. Two parking spaces for employees shall be identified and an on-site area shall be designated for snow storage if snowfall exceeds the storage of that area, then it shall be required to be removed from the property.
5. Relocate one of the SCM-LED-08L-SC-40 lighting fixtures so there are no more than 0.5 footcandles along the eastern property line.
6. The applicant shall be responsible for conducting routine inspections to ensure that the sound barrier wall/fence is maintained and kept up.
7. Post-construction sound testing is required to demonstrate compliance with the recommendations made in the Noise Impact Study.
8. The applicant is required to maintain a 24-foot fire lane and shall be striped with "No Parking – Fire Lane".
9. The vacuums are required to be setback of 50 feet from residential property lines and/or be enclosed. Vacuum use shall be limited to the hours of operation, 7 AM – 8 PM, Monday – Sunday, and a muffler installed on the vacuum pump house as well as setting the blowers in the car wash to turn off whenever the exit doors open.
10. The open side of the enclosure shall not face any public street or the front yard of any adjacent property.
11. A letter of credit or other security as acceptable to the City and shall be deposited with the Zoning Administrator, in an amount equal to 100% of the estimated cost of landscaping and/or screening. The letter of credit or other security as acceptable to the City, or portions thereof, shall be forfeited to maintain and/or replace materials for a period of time to include at least two growing seasons. A portion of the letter of credit

- or other security as acceptable may be released after one growing season as determined by the Zoning Administrator. The property owner shall be responsible for continued maintenance of landscaping and screening materials to remain in compliance with the requirements of this section. Plant materials that show signs of disease or damage shall be promptly removed and replaced within the next planting season.
12. All rooftop or mechanical equipment shall be screened in a manner that minimizes the visual impact on adjacent properties and from public streets as a condition of approval.
 13. The building and site shall be meet all requirements found in the Fire Code and the Building Code.
 14. All new site signage shall require sign permits.
 15. Provide a bicycle rack capable of accommodating two-four bicycles.
 16. The applicant is required to receive final approval by the Fire Department or Authority Having Jurisdiction for the location of the key box, fire alarm panel, fire annunciator, and FDC connection.
 17. All required state and local codes, permits, licenses, and inspections will be met and in full compliance.

Questions/Comments from Members:

Kaiser explained that the City needs to examine how it found itself in this situation and how to prevent it from happening to neighbors again. He added that a car wash is a “bad neighbor” in a residential area. He added that he spoke with his neighbors and they would be greatly impacted by the car wash. He mentioned that a car wash should go through a unique process when going through the general business zoning requirements. Boucher replied that through the general business zoning district, there are permitted uses, conditional uses, and accessory uses. The zoning code describes car washes as a permitted use outright so there is not an additional use approval. Anything that is not in addition to one or two-family residential requires a site plan review. If all of the requirements are met, then the City has to recommend approval.

Kaiser appreciated Boucher’s responses during the process and mentioned that the problem is that this type of use should be conditional so that the Planning Commission is not looking at just a site plan review because it limits the options. He added that the City should examine how this happened and take action. Boucher replied that Staff can look into this, but the Planning Commission cannot apply future Code amendments to the current project.

Kaiser mentioned one of the statements of fact included minimizing adverse effects to the neighbors. That is not possible depending on what direction the property would be from the proposed car wash. There are single-family homes and duplexes that are directly facing the car wash and are not protected by the sound barrier. He added that the focus of the discussion should be on the properties that are impacted by sound, lighting, and traffic flow. He stated it was not an appropriate use for the location. Boucher mentioned that almost all of the commercial properties in the City are residential properties.

Deneen explained that drivers coming out of Aldi or Heights Bakery have to wait for multiple traffic signals in order to get onto 50th Avenue currently. She expressed her concerns about what the

impact could truly be or the validity of the numbers since the current office space is not at full capacity. She added that she understands there is room to look into traffic striping or signal lengths and thinks it would be worth looking into. She added that part of the traffic study was conducted on a Sunday. Boucher clarified that it was Thursday through Saturday. Deneen explained that it is not equitable for some neighbors to be blocked by the noise while others do not have that option. She noted that while it is a condition to not allow patrons to play music, but wondered how it would be enforced. Boucher replied that it would be on the applicant to enforce. If the City receives noise complaints, there are methods for the City to be able to inspect it.

Forney explained that the traffic study was conducted at the current capacity. The numbers proposed state that the addition of the car wash, would not add a lot more traffic.

Wolfe noted the last paragraph of the sound study referenced that the south properties would exceed 60 decibels if all of the vacuums were being used and wondered if there could be one less vacuum. Boucher explained that the applicant is required to designate two spots for employee parking and was not sure if it was appropriate to remove the vacuums in order to designate the parking spots on the south to minimize the spillover noise.

Sahnaw mentioned that once the site plan is approved by the Planning Commission it goes to the City Council. Boucher agreed and noted that the site plan review only goes to the Planning Commission and they will provide a recommendation on the conditional use permit for the fence and the City Council will take action on the fence.

Sahnaw noted there would be many comments from the commissioners and residents regarding the sound barrier and wondered if questions should be about the conditional use permit or the site plan. Boucher replied that it would be appropriate to talk about the sound barrier.

Moses asked if there has been a review and analysis to compare the different car washes and what the impact will be. Boucher replied that they have not conducted comparison studies with Mister Car Wash and the proposed car wash.

Moses asked if there was data to see the peak hours with Aldi and potential peak hours with the car wash. Boucher replied that he did not have that data and it would be in the archives of when Aldi was constructed, but he would look into that. Forney added that the traffic study takes into consideration the current Aldi peak hours. The applicant did a comparison study to other car washes to see what they would need to do to be sustainable.

Deneen asked where there were other car washes that were similar. Forney replied that there is a similar one in Roseville and one in Wisconsin.

Gianoulis mentioned a major concern for residents is lighting and asked what .5-foot candles mean in practical terms means. Forney replied that foot candles are a way to measure the amount of light that is spilling over into another property. There is a sensor that can measure the amount of light that is spilling over. The City Code determines how much light is allowed to spill over. Boucher added that the conditions required a photometric plan to be included, which shows where the

lights would be. Gianoulis asked if there was a practical reference to what .5-foot candles looked like.

Gianoulis asked Kaiser if he could elaborate on how a car wash would be equivalent to a porn shop or gun shop in the neighborhood. Kaiser replied that during the last Planning Commission meeting, the commissioners provided a vast number of updates to the City Code. He noted that during the process he realized that he had not seen a firearms plan during his time on the Planning Commission.

Boucher explained that the applicant was available online to answer questions regarding foot candles and what 60 decibels would be comparable to. Gianoulis replied that it would be good to know.

Sahnow asked if the ADA parking stall was also an employee parking stall. Boucher replied that the applicant is required to install two employee parking stalls that are apart from the ADA parking stall. Sahnow asked if they were missing an employee parking stall on the site plan currently. Boucher agreed and added that it is a condition for the applicant to designate one of the 18 parking stalls as an employee parking stall.

Kaiser asked what would happen if the applicant was not granted the conditional use permit for the over-height fence. Boucher replied that he would need to consult the City Attorney, but the conditional use permit for the fence is specifically to alleviate the zoning requirement that says fences over seven feet height require a conditional use permit.

Kaiser explained that it seems like there are a lot of reasons why the City cannot prevent something like this from happening. He added that there is an awful lot of common sense that says that this is not the right location for a car wash. Boucher stated that the Planning Commission is not approving the conditional use permit for the car wash since it meets the requirements, but instead, the Planning Commission is approving the conditional use permit for the fence.

Deneen explained that it is a difficult position to be in since the project meets the City Code. She added that her concern is the lack of equity in being able to protect the neighborhood from sound. She expressed her understanding that the function of the Planning Commission is to review plans. She agreed with Kaiser's comments regarding the City looking into the City Code in the future. Boucher mentioned that the Planning Commission has the ability to tweak the conditions.

Sahnow noted that if all the vacuums were going at the same time and there was a sound wall, it would not keep the sound at 60 decibels. He expressed his concern that there are a lot of assumptions that this project will work on this site. Boucher replied that it would keep the sound to 60 decibels if two of the vacuums were removed. Sahnow asked how many vacuums would need to be removed to ensure that they never hit 60 decibels on the other side of the fence.

Forney noted that page 138 of the Agenda Packet goes over the suggestions for the sound study.

Maameri asked the applicant if there has been a similar construction like this that has been built by

residential homes. Dave Knaeble, Applicant, replied that this is the first Tsunami Car Wash project he is doing as an engineer and does not have a response to the question. Maameri asked the applicant if he had built car washes before, or if it was just the Tsunami Car Wash. Mr. Knaeble replied he is the engineer who does site design and is not the architect. Maameri agreed with the concerns the other commissioners expressed. He asked if there was a way to acquire data on similar situations where a car wash is in a residential area. He added it would be good to know if the requirements of those kinds of car washes were held to the standard or not. Forney replied that it would be good data to look into in the future. He added that it is helpful for the Planning Commission to discuss the items so that conditions can be placed in the future.

Boucher explained that there have been issues with enforcement within the City and is currently working on a program that would help with enforcement. He added that the City has the ability to request additional information such as a noise or traffic study.

Moses expressed his concern about the amount of variables that are unknown, and that once the structure is built it is too late. Boucher disagreed since there are conditions in place that allow the City to enforce what was approved and how it was approved.

Kaiser mentioned he assumed that the business would like to visually look “loud” since it is not facing Central Avenue. He added that he understood that the City would not approve a project with an animated sign that would keep neighbors awake at night. Boucher noted that the applicant was proposing a monument sign and wall signage.

Kaiser expressed his concern regarding the hours of operation and noted that 7 a.m. is early to be woken up by the car wash and thought the hours could be radically changed.

Wolfe explained that the City wants any business coming in to be successful. She mentioned that there should be a contingency plan in case the case wash surpasses the 300-car count or the volume. She wondered what could be done to ensure the noise level does not surpass what the noise study entails. She wondered if there was a way to have a sound barrier on 50th Avenue. Boucher replied that a sound barrier would not be able to go on the south side of 50th Avenue because it would create sight line issues. Forney added that the issue is more about the traffic since the noise will not change because the vacuums are not going to change. With a site plan review, the City can plan for traffic. The City is looking at what is proposed, what the site plan is meeting, and does it meet the requirements. Right now, the site plan is meeting all of the requirements.

Sahnaw asked if there needed to be blockage of vehicle lights as they were leaving the car wash. Boucher replied that there would be practical difficulties. Sahnaw noted in the winter it gets dark early in the evening and surrounding residential homes could have vehicle headlights shining in their homes. He asked if there could be a condition included that requires vegetation surrounding the area to block headlights. Boucher replied that it would be possible and would need to work with the applicant to understand what the maximum height of the vegetation could be.

Sahnaw asked if the STC rating of the wall could be modified as a condition of approval. Boucher replied that he did not know but believed it could potentially be increased but would make sure

that the material could allow for that. Sahnaw asked what material for the wall the applicant was proposing. Boucher replied they are proposing a wood sound wall made with eight eight-foot fence board and one-inch nominal cedar planking.

Sahnaw mentioned that STC ratings are great in a vacuum but are directly impacted by the atmosphere. He recommended an STC rating of 49. It is a typical STC number for a lot of public buildings. It is readily met by common building materials. It can be a combination of plantings and mass on the wall. It should not be prohibitive to the applicant and could make the conditions better for the residents on the east and north side. Boucher asked if Sahnaw had an example. Sahnaw replied that he has done it in a number of ways including mass concrete, wood, and dense landscaping. Boucher replied that the Planning Commission could amend that condition. Forney agreed and added that Staff would like to review the amended condition with the applicant.

Boucher asked the applicant if there was any feedback on the proposed amendment. Mr. Knaeble replied that he would need to coordinate with the sound engineer to determine an appropriate sound level.

Gianoulis explained that he is intrigued by the proposed change in the STC rating. He asked how loud noises in cars pulling into the car wash would be enforced. Boucher replied that the applicant would be the enforcer, but if there was loud music being played, residents would be able to contact the City with complaints.

Deneen explained that it would be good to think about changing some of the conditions like moving the vacuums towards the south entrance the changing the STC rating. Forney clarified that the Planning Commission would like to consider changing the STC rating, addressing the headlights, and the number of vacuums that are allowed.

Kaiser asked the Planning Commission if they had any interest in changing the hours of operation and asked what an appropriate start time would be. Boucher added that legal would need to weigh in as well on if it was allowed to change the hours of operation. Forney replied that Staff would circle back if it was possible.

Public Hearing Opened.

Bob Koponen, City resident at 1035 Polk Place, stated that he is the closest resident to the proposed car wash. He explained he does not like the idea of a car wash because it is not a good business to put in a residential area. He expressed his concern regarding sound and noted that if he sits on the back deck he can hear the traffic on 694. He explained that he visited the other Tsunami Car Washes and spoke with a resident who lived near the Roseville location. The resident noted that he is 600 feet from the exit of the car wash and can hear them in his apartment with the doors and windows closed. He agreed with the Planning Commission's comments regarding not being able to stop the project since it is a permitted use. He agreed with the proposed conditions and to limit the hours of operation. He stated he is opposed to the car wash.

Tom Kehrwald, City resident at 1060 50th Avenue NE, explained that Tsunami Car Wash is anticipating to wash 300-400 cars daily but the traffic study only included 150 cars a day. He asked where the 150 number came from and how the traffic report provided the Planning Commission with enough data to see what the impact of traffic would be. He noted the report mentions the conclusion that 150 would be the maximum of cars. He noted that the only public walkway on the street is to walk up the driveway of the proposed car wash. He added that there needs to be a solution to the sidewalk so that people can safely walk in the area.

Mary Lou Stover, City resident at 1040 50th Avenue NE, expressed her concern about the increase in traffic on 50th Avenue. Her mailbox is across the street from her home and she is 89 years old and needs to cross the street to get her mail. She noted that there is currently traffic from Aldi, schools, kids walking in the street due to no sidewalks, etc. The car wash would be dangerous for residents living in the area. She added that her son was killed by a car on 42nd Avenue and Central Avenue. Kaiser mentioned that the post office would work with Ms. Stover to move her mailbox to a safer area.

Anne Scanlon, City resident at 715 50th Avenue NE, stated she opposed the car wash and mentioned that the City neglected to notify the residents on the west side of 50th Avenue. She explained she has lived in the area since 2006 and the surrounding businesses have greatly increased traffic in the area. She added in the last six months she has seen 23 drivers almost hit pedestrians, including kids having to move from the side of the road to get away from cars. She mentioned that the dryers are even louder than the vacuums. There are 10-15 car washes in a five-mile radius from Aldi. It does not seem like a good business move to add another car wash. She pointed out the 2040 Comprehensive Plan identifies strengthening the identity and the image of the community as a desirable place to live, work, and play, as well as preserving and enhancing the existing viable commercial and industrial areas within the community. She asked if this car would meet that need and what citizens would want. She answered no.

Wolfe asked if adding the car would create a saturation of business types in the area. Boucher explained that the City does not get to decide what comes in since it is a permitted use. The City cannot control how many car washes come into the City.

Maameri noted in Fridley there is a limit to the amount of car lots because there are so many in the area. He asked if there was a validity to that for the City. Boucher replied that Fridley's code is different than the City's and would not be able to speak into that. The Columbia Heights Code does not have anything that limits the amount of car washes in the City.

Wolfe mentioned there was a time when the City had a moratorium on the amount of auto repair or auto parts stores in the City. Forney replied that he did not know if there was a moratorium in place, but the City established one-acre size minimums. Councilmember Liaison Buesgens stated she was the one who asked for the moratorium. There was an auto repair shop that wanted to move into a small lot. There are 22 homes on Central Avenue. She mentioned that she asked for a moratorium so that there were not a lot of small auto repair shops on small lots. Forney added that the moratorium was added after the fact, not during the process.

Deneen asked if the noise study took the dryers into account. Forney replied that it did.

Sahnaw asked if the car wash system is capable of having the dryers shut off when the door opens. Boucher replied that the dryers shutting off when the doors open is a recommendation from the noise study and it would be capable.

Leigh Herrick, City resident, noted she agrees with many of the public comments. She asked what the dates were when the traffic study was conducted and wondered if the dates were before school was in session. She added that some of the comments seemed disingenuous such as not being able to do anything about the stacking at Mister Car Wash. She mentioned that it is not the same stacking scenario because Mister Car Wash is on a two-lane street that runs one way. She explained that sound travels based on temperature and that when it is warmer, the sound is more suppressed. Therefore, it can be expected that sound would carry more in the winter. Mister Car Wash's hours are 7:30 a.m. until 7 p.m. She explained that she would like the condition of the dryers shutting off when the doors opened defined. She added that at Mister Car Wash, the dryers are not completely off when the doors open. She asked who was going to pay for the street to be widened.

Boucher replied that the traffic study was conducted after Labor Day so school was in session. There is a condition that the dryer turns off when the doors open. There is no proposal to widen the streets. Staff are working on a Transportation Safety Action Plan. Forney pointed out page 142 of the Agenda Packet which reviews how sound is traveled.

Deneen asked how the plan takes into consideration safe pathways to schools. Boucher replied that the design standards call for the installation of sidewalks wherever there are not any, anytime there is a new project. The City does not have the means to require the applicant to build out on property that is not there. The City does not have the budget to include sidewalks. It may occur through the street rehabilitation program. The other option is for residents to have a petition that would be approved by the City Council to install the sidewalks.

Deneen asked if the traffic would create more of a danger to children who are walking to school. Boucher replied that it is dangerous to cut the street regardless, but this project would at least add some sidewalks.

Wolfe asked if some sort of ADA would be added to the sidewalk. Boucher replied that any sidewalk that is added needs to be ADA-compliant.

Mr. Koponen mentioned that he went to the other Tsunami Car Wash locations. It took 2 minutes 50 seconds to get through the car wash which is about 20 cars per hour. He added that if the dryers need to turn off before the doors open, the car will only be half-dried. He anticipated that once the car wash gets going, they will not keep the doors closed once the dryers get going. Boucher explained that there will be some conditions that may be ongoing, and if broken, it could potentially be grounds to revoke the approval.

Moses asked if the dryers being off when the doors are opened would be an automated process. Boucher replied that it is an operational requirement and would need to be in place during installation. It needs to be designed so that the blowers are off when the doors are opened, instead of having someone control the door.

Kaiser mentioned that the blowers can be loud as they are powering down and still spinning. He suggested examining every possible tool before mandating it so it can be dealt with after the fact.

Ms. Scanlon mentioned that including the sidewalk will not affect her area on 50th Avenue. She asked if vehicles would enter and exit on 50th Avenue. Forney replied that there was stacking before 50th Avenue.

Ashley Sigcha Farez, City resident at 1085 50th Avenue NE, stated she is a high school student and is representing the kids that go to the school. She explained that she walks from the high school to her house. She sees many children walking by the proposed car wash site and there is already a lot of traffic because there are many cars going through the neighborhoods. She asked to consider the students who are walking to school. She added that there are a lot of noise issues too.

Mr. Kehrwald noted someone had suggested that 20 cars going through the car wash in an hour was the maximum. The maximum for modern equipment is 80-110 cars an hour because there are three or four cars in the tunnel at the same time. A simple number would be 1 car entering and 1 car exiting a minute.

Public Hearing Closed.

Sahnaw asked the Commissioners if they would like to entertain any specific modifications to the conditions of approval.

Deneen replied that she would like to consider removing two of the vacuums that are closest to the exit and entrance of the property. Sahnaw agreed.

Wolfe asked what the process was to add conditions. Forney replied that the best way would be to gather the suggestions and bring them to legal to formulate them. He added that there could be a motion to move the public hearing to the next meeting in order to present the new conditions.

Boucher stated it sounds like the modifications would be hours of operation, the STC rating, adding to the landscape plan in order to prevent headlights from affecting the residents on 50th Avenue, designating two employee parking spaces, and removing the two vacuums. Kaiser added to have clarification on the doors being open versus the blowers being off. He explained that he would like to have the motors off when the doors open, not powering down when the doors open.

Moses asked if the 60-decibel requirement was continuous and if it was tested at 8 feet from the property. Boucher replied that he would need to review the process for testing sound to give a definitive answer. Moses explained that he would like it to be clear how the sound would be tested moving forward. Forney replied that the requirement would be continuous but Staff will need to

better understand how it will continue to be measured.

Sahnow mentioned that Legal would be taking a look at the suggestions by the Planning Commission and asked if they would be taking action on the site plan during the meeting. Forney replied that they would not take action and instead move it to the next Planning Commission meeting. Staff will circle back on the amended conditions. The next item will also shift to the next meeting since it is contingent on the site plan.

Motion by Wolfe, seconded by Deneen, to continue the Site Plan Review for 999 50th Avenue NE public hearing to the next Planning Commission meeting.

Kaiser asked if there was a way for the City to enforce the sound coming from the patrons. Forney replied that the enforcement would be similar to any other business going into the space. If someone is playing loud music in the Jimmy John's parking lot, the enforcement would be the same. The Noise Nuisance Ordinance would be in violation in that case.

Sahnow asked what the process looked like if there was a noise nuisance violation and what power the City had to do anything about it. Forney replied that the Police Department enforces the Ordinance and would need to discuss the topic with them. Deneen replied that she believed people get a ticket.

All ayes. MOTION PASSED.

3. Conditional Use Permit for Over-Height Sound Barrier (Fence) at 999 50th Avenue NE

Motion by Sahnow, seconded by Moses, to continue the public hearing for the conditional use permit for Over-Height Sound Barrier (Fence) at 999 50th Avenue NE to the next Planning Commission meeting. All ayes. MOTION PASSED.

OTHER BUSINESS

ADJOURNMENT

Wolfe adjourned the meeting at 8:10 pm.

Respectfully submitted,

Sarah LaVoie, Administrative Assistant

AGENDA SECTION	PUBLIC HEARINGS
MEETING DATE	NOVEMBER 6, 2024

ITEM:	Zoning Ordinance Amendment to amend Chapter 9 – Land Use: 9.104 Administration and Enforcement		
DEPARTMENT:	Community Development	BY/DATE:	Andrew Boucher, City Planner October 25, 2024

CASE NUMBER: 2024-PZ07
APPLICANT: The City of Columbia Heights
LOCATION: Citywide
REQUEST: Zoning Ordinance Amendment
PREPARED BY: Andrew Boucher, City Planner

INTRODUCTION:

At the August Work Session, City Council discussed code enforcements and updates to City Code to allow for administrative code enforcement. This is based on observations, feedback, and recommendations from staff and community members to provide a more timely and informal resolution to code enforcement violations of the Zoning Code. Minnesota Statute 462.362 – Enforcement and Penalty enables a municipality to, by ordinance, provide for the enforcement of ordinances or regulations adopted; Chapter 6 – Administration of City Affairs in the City Charter explicitly states that the City Manager has the authority to prepare and submit to the Council for adoption an administrative code incorporating the details of administrative procedure and suggest amendments to the same.

At the first and second meetings in September 2024, the City Council approved the readings of an amendment to Chapter 3: Administrative Code to allow for administrative citations and at the first meeting in October 2024, the City Council approved an amendment to the fee schedule setting the fees for the levels of citation and Hearing Examiner compensation.

Staff proposes updating the existing ordinance, Chapter 9 – Land Use: 9.104 Administration and Enforcement (P)(3) *Violations and penalties* with the following amendment:

1. Amend (P)(3) to allow for the use of administrative citations as an alternative to enforcement of a misdemeanor processed through the Anoka County Criminal Court System

Staff Review

Staff has consulted with the Public Works and Engineering, Fire, and Police Departments and received no comments on the proposed zoning text amendment.

ZONING ORDINANCE AMENDMENT

FINDINGS OF FACT

Section 9.104 (F) of the Zoning Ordinance outlines certain findings of fact that must be met in order for the City to grant approval for a zoning amendment. The findings are as follows:

(a) The amendment is consistent with the comprehensive plan.

The City's 2040 Comprehensive Plan identifies strengthening the identify and image of the community as a desirable place to live, work, and play as well as preserving and enhancing the existing viable residential, commercial and industrial areas within the community. The zoning code amendment proposed will help achieve more consistency with the 2040 Comprehensive Plan.

(b) The amendment is in the public interest and is not solely for the benefit of a single property owner.

The zoning text amendments allows for a more timely resolution of concerns and compliant by creating a standardized process and remove certain barriers to enforcement of the zoning code by ensuring consistency across the city.

(c) Where the amendment is to change the zoning classification of a particular property, the existing use of the property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification.

The amendment is not to change the zoning classification of a particular property.

(d) Where the amendment is to change the zoning classification of a particular property, there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its current zoning classification.

The amendment is not to change the zoning classification of a particular property.

RECOMMENDATION

Staff recommends that the Planning Commission recommend the following to the City Council:

- A. Approval of Draft Zoning Ordinance Amendment No. 1708 amending City Code 9.104 Administration and Enforcement as presented.

RECOMMENDED MOTION(S):

MOTION: Move to waive the reading of draft Ordinance amendment No. 1708, there being ample copies available to the public.

MOTION: Move to recommend City Council to approve draft Zoning Ordinance Amendment No. 1708 as presented.

ATTACHMENT(S):

Work Session Memo from August 5, 2024
Draft Ordinance No. 1708

Public Hearing Notice

**CITY COUNCIL WORK SESSION MEETING**

AGENDA SECTION	WORK SESSION ITEM
MEETING DATE	AUGUST 5, 2024

ITEM:	Discussion on Administrative Citations (20 minutes)	
DEPARTMENT: Community Development		BY/DATE: Andrew Boucher, City Planner; August 2, 2024
CORE CITY STRATEGIES: <i>(please indicate areas that apply by adding an "X" in front of the selected text below)</i>		
X Healthy and Safe Community		_ Thriving and Vibrant Destination Community
_ Equitable, Diverse, Inclusive, and Friendly		X Strong Infrastructure and Public Services
_ Trusted and Engaged Leadership		X Sustainable

BACKGROUND:

Staff responded to feedback regarding usage of criminal citations and examined Administrative Citation processes and fines ordinances to provide an alternative means to achieving compliance with code enforcement cases in a more informal, less intimidating, and more effective method than the Anoka County Court System. Minnesota Statute 462.362 – Enforcement and Penalty enables a municipality to, by ordinance, provide for the enforcement of ordinances or regulations adopted; Chapter 6 – Administration of City Affairs in the City Charter explicitly states that the City Manager has the authority to prepare and submit to the Council for adoption an administrative code incorporating the details of administrative procedure and suggest amendments to the same.

The Cities of Crystal, Fridley, Hopkins, New Hope and Richfield and their administrative enforcement processes were examined. Each of these cities that have implemented administrative enforcement of ordinance violations have several common components that the City Council should address in a draft ordinance such as: purpose; general provisions defining administrative offense, exemptions, civil penalties, and schedule of fines and fees; procedures for administrative citations and hearings, and payments/recovery of civil penalties. The City Manager will need to provide a list of lawyers for the City Council to approve as hearing officers, these officers cannot be city employees, and the fee schedule will need to either address fines based on the type of offense or whether a flat consistent fee is desired.

SUMMARY OF CURRENT STATUS:

Current city code Chapter 3 – Administrative Code addressing administrative citations through Article V: Administrative Offenses; this section of code contains a definition for administrative offense, noticing, payment, failure to pay, disposition of penalties, powers and duties of finance director, and scheduled penalties. However, the existing code does not establish a procedure for noticing, nor does it set compliance deadlines, or include a procedure for appealing the citation.

STAFF RECOMMENDATION:

Staff recommends updating the existing ordinance, Chapter 3 – Administrative Code: Article V – Administrative Offenses with the following amendments:

1. Adding a purpose section to 3.501 identifying that the City Council has the ability to provide an alternative means for the enforcement of ordinances or regulations adopted through Minnesota Statute 462.362 and Chapter 6 of the City Charter.
2. Removing the Definitions section from 3.502 and establishing General Provisions for Administrative offenses including exemptions, civil penalties, schedule of fines and fees, and abatement procedures.
3. Revising 3.503 to read as Administrative Citation Application specifying who may conduct enforcement; set procedures for how to issue citations; the required contents of a citation including the nature, date, and time of the violation, name of the official issuing the notice, amount of the scheduled initial penalty, and the right of the recipient to contest the citation. The City shall appoint a neutral third party to hear and rule on such challenges. Additional items are the failure to pay and administration of any fines assessed pursuant to Minnesota Statute 169.999.
4. Amending 3.504 to read as Administrative Hearing detailing the necessary components to a lawful administrative hearing including: requesting a hearing, confirmation of the hearing, extensions, file transmittal requirements, presentation of the case, decision, right to appeal, failure to appeal, and means for judicial review as provided in state law and administrative review before the City Council.
5. Amending 3.504 Failure to Pay to 3.506 Failure to Pay and Recovery of Civil Penalties establishing procedures for collecting nonpayment including through liens, personal obligation, assessing of late fees/charges, license revocation or suspension, and criminal penalties in accordance with state law.
6. Amending 3.507 to read as Abatement of Public Nuisances or Other Code Violations Including Removal and Impoundment of Vehicles or Recreational Vehicles From Private Property to reflect the abatement process through periodic inspections, setting an abatement order and procedure for removing public nuisances and other code violations with a specific section for removal and impoundment of vehicles or recreational vehicles from private property.

ATTACHMENT(S):

Existing City Code

Draft Ordinance

City of New Hope Ordinance

City of Crystal Ordinance

City of Fridley Ordinance

ORDINANCE NO. 1708

**AN ORDINANCE AMENDING CHAPTER 9 – LAND USE OF THE CITY CODE OF 2005
TO AMEND 9.104 ADMINISTRATION AND ENFORCEMENT.**

The City of Columbia Heights does ordain:

Section 1

The following administrative processes are amended or deleted as provided in Section 9.104 of the City Code of 2005, is hereby established to read as follows:

(P) Enforcement.

(1) Complaints. The Zoning Administrator shall have the authority to investigate any complaint alleging a violation of this article or the conditions of any zoning or plat approval, and take such action as is warranted in accordance with the provisions set forth in this article.

(2) Procedure.

(a) Notice of violation. The Zoning Administrator shall provide a written notice to the property owner or to any person responsible for such violation, identifying the property in question, indicating the nature of the violation, and ordering the action necessary to remedy the violation, including a reasonable time period for action. Additional written notices may be provided at the Zoning Administrator's discretion.

(b) Enforcement without notice. Whenever the Zoning Administrator finds that an emergency exists in relation to the enforcement of the provisions of this article, which requires immediate action to protect the health, safety or welfare of the occupants of any structure, or the public, the Zoning Administrator may seek immediate enforcement without prior written notice.

(3) Violation and penalties. Any person, firm or corporation **determined to be in** violation any of the provisions of this article or any amendments **may be subject to penalties such as liens, personal obligations, late fees and charges, administrative citations, abatement, and found guilty of a** misdemeanor. Each day that a violation is permitted to exist shall constitute a separate offense.

Offered by:

Seconded by:

Roll Call:

Second Reading:

Offered by:

Seconded by:

Roll Call:

Date of Passage:

Attest:

Amáda Márquez Simula, Mayor

Sara Ion, City Clerk/Council Secretary

**CITY OF COLUMBIA HEIGHTS
PLANNING COMMISSION**

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Columbia Heights will conduct a public hearing in the City Council Chambers of City Hall at 3989 Central Avenue NE on Wednesday, November 6, 2024, at 6:00 p.m. The order of business is as follows:

A request for a Zoning Text Amendment from the City of Columbia Heights proposing to amend City Code Chapter 9 – Land Use, 9.104 Administration and Enforcement to allow administrative citations under (P) Enforcement (3) Violation and penalties. Section 9.104 (F) of the Zoning Ordinance requires the Planning Commission to hold a public hearing on the zoning amendment and make findings before submitting a recommendation to City Council.

Notice is hereby given that all persons having an interest will be given an opportunity to be heard. For questions and a full description of the zoning amendments being proposed, please contact Andrew Boucher, City Planner, at (763) 706-3673.



AGENDA SECTION	PUBLIC HEARINGS
MEETING DATE	NOVEMBER 6, 2024

ITEM:	Site Plan Review for 999 50 th Avenue NE	
DEPARTMENT:	Community Development	BY/DATE: Andrew Boucher, City Planner; 11/1/24

CASE NUMBER: 2024-0904

APPLICANT: Civil Site Group on behalf of Tsunami Express Car Wash

DEVELOPMENT: Site Plan Review proposing demolition of the existing building at (999 50th Avenue NE) in preparation for a new car wash facility.

LOCATION: 999 50th Avenue NE

REQUEST: Site Plan Review

PREPARED BY: Andrew Boucher, City Planner

INTRODUCTION:

Civil Site Group on behalf of Tsunami Express Car Wash has requested approval of a Site Plan Review proposing demolition of the existing vacant office building in preparation for new construction of a car wash (between the intersection of 50th Avenue NE and Tyler Street NE off Central Avenue NE). The Site Plan Review only requires Planning Commission approval.

The applicant is proposing to demolish the existing approximately 7,000 sq. ft. vacant building on the 0.83-acre parcel and construct a new single-story 4,300 sq. ft. building containing the car wash bay, mechanical room, storage, office, and restroom as well as two accessory buildings including a 100 sq. ft. employee sales booth and 100 sq. ft. vacuum pump house serving 12 vacuums along the parking stalls; 8 on the north side and 4 on the south side. The subject site is located towards the northern end of the municipal boundary along Central Avenue and the surrounding adjacent properties to the immediate north, west, and south are all zoned for Commercial use through the General Business District. The property also abuts several residential neighborhoods to the north, east, and south containing multi-family, duplexes, and single-family residential zoning adjacent to Central Avenue.

The proposed site plan that was presented at the October 1, 2024 Planning Commission incorporated feedback from staff, members of the public, and the Planning Commission. The applicant has removed six of the vacuums so there are eight along the north side and four along the south side of the parking lot. Other changes include 3-6 foot shrubs along the south side of the parking lot as well as a 5.5 foot tall barrier to mitigate noise and prevent headlights from affecting the adjacent residential properties to the south. A 12-foot tall "wing-wall" connected to the south side of the car wash exit. The sound study was prepared under the worst-case scenario reflecting that the blowers will be on when the exit doors are open.

The subject site is zoned, General Business District, and the use as a car wash is a permitted use in the district subject to Specific Development Standards 9.107 (10) for a car wash. The proposed site plan, as conditioned,

shall meet the specific developments applying to car washes including:

- (a) Water from the car wash shall not drain across any sidewalk or into any public right-of-way;
- (b) Vacuum facilities shall be located in an enclosed structure or located at least 50 feet from any residential property line to avoid noise impacts.
- (c) The premises, all adjacent streets, sidewalks, and alleys, and all sidewalks and alleys within 100 feet of the use shall be inspected regularly for the purposes of removing litter found thereon.

The proposed site plan shows 18 parking stalls and four (4) stacking spaces in two (2) lanes for a total lane queue length of eight (8) total vehicles at the entrance. The required parking and vehicle stacking for an automobile washing facility is two (2) spaces per bay, plus four (4) stacking spaces per bay with one (1) space at the bay exit.

COMPREHENSIVE PLAN

The City's 2040 Comprehensive Plan guides the subject site, as well as properties to the north and east for "commercial land use" with additional "commercial land use" to the south as well as "medium density and low density residential" further to the south and east of the commercial parcels. The Plan describes the "commercial" designation as follows:

The Commercial land use designation is primarily located along major transportation corridors and includes a variety of retail uses, services, and office uses.

The subject site also lies within "Opportunity Area #2B" of the Comprehensive Plan which overlays the segment of the Central Avenue from 37th Avenue NE to the Fridley Border, specifically between Central Avenue NE and 49th Avenue NE. In this regard, the Plan identifies the area as having development potential for future commercial use. Some of the guiding principles for redevelopment include commercial uses with appropriate parking and pedestrian accesses to Central Avenue and emphasizing on businesses that provide goods or services that appeal to the community at large as well as the adjacent neighborhoods. This area is described as having an emphasis on providing sidewalks, four season landscaping, and lighting.

SITE PLAN REVIEW

1. Access

Two accesses to the site are proposed from the south via 50th Avenue NE, a 60-foot wide public right of way with a road width of 35 feet back of curb to back of curb, through an existing 24 foot wide driveway with directional markings for vehicles exiting the car wash and entering to use the vacuums with an additional access point at the southeastern corner of the property which has directional markings showing an entrance only for the car wash accommodating the vehicle stacking. As a condition of approval, a 24 foot fire access lane must be maintained for emergency vehicle access.

2. Off-Street Parking

Supply Requirements. The submitted site plan illustrates a total of 18 off-street parking stalls. The Zoning Ordinance requires two (2) spaces per bay plus four (4) stacking spaces for the one (1) car wash bay including

one (1) stacking space at the exit. The Zoning Ordinance also specifies that that employee parking is only required when the parking requirements are based on employee counts, as such, the parking requirements for car washes are determined by the number of service bays and stacking spaces, not employee counts. Appropriately, one off-street parking spaces on the site has been designated as a disability stall (in accordance with the American Disability Act) along with an access aisle striped with “No Parking”. The proposed site plan has more off-street parking than required and has accounted for employee parking needs.

Use	Ratio	Required Parking Stalls	Provided Parking
Car Wash	Two (2) parking spaces per bay	2	18 (+16)
Automobile washing facility–automatic	Four (4) stacking spaces per bay with one (1) space at the bay exit	4 stacking spaces at entrance; 1 stacking space at exit.	8 stacking spaces at entrance; 1 stacking space at exit
Total		2 spaces	18 spaces (+16)

A traffic study was commissioned by the applicant and prepared by a licensed independent engineering firm which shows the anticipated traffic using trip generation estimates for trips during weekday a.m. and p.m. peak hours as well as a daily basis. The Trip Generation Summary provides estimates demonstrates on the in/out traffic for the a.m. and p.m. peak hours as well as the daily trips between the proposed car wash and the previous office use with the following trip estimates as shown:

Land Use Type (ITE Codes)	Size	AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
Proposed Development						
Automated Car Wash (947-949)	1 – Tunnel/4,500 SF	15	15	30	30	300
Former Land Use						
Office (710)	12,500 SF	25	3	3	25	190
Overall Site Change (+/-)		-10	+12	+27	+5	+110

Trips were routed to the adjacent roadway network using the following distribution based on existing area travel patterns and engineering judgement:

- Central Avenue (Highway 65) North and South: 35% each
- Tyler Street: 15%
- 50th Avenue West, 50th Avenue East, and Polk Place: 5% each

The traffic study indicates that all applicable intersections will continue to operate at Level-of-Service C or better and all approaches will continue to operate near the Level-of-Service D/E threshold or better during the peak hours. Minimal changes in queuing are expected nor any impacts to the proposed development driveways are expected. The daily traffic volume changes along Polk Place, 50th Avenue, and Tyler Street

are minimal and within a typical daily variation of most roadways. The provided vehicle stacking distance is adequate and no impacts to 50th Avenue are expected.

Some recommendations the traffic study urges the City to consider are locating signage and landscaping to avoid any sight distance issues, review truck maneuverability to limit internal circulation conflicts, and adding a stop or yield sign along Tyler Street at 50th Avenue to better define the right-of-way for motorists and reduce potential conflicts. As conditioned, the proposed site plan shall meet vehicle access, stacking, and parking requirements in accordance with City Code.

Dimensional Requirements. The proposed off-street parking stalls meet the minimum dimensional requirements of the Ordinance (9 feet in width and 20 feet in depth, 18 feet for stalls which abut curbs) and the provided 24 foot-wide drive aisle is the minimum width required by the Ordinance.

Building, Parking, and Vacuum Area Setbacks. Within GB zoning districts, the following setbacks are imposed:

Parking Setbacks:				Building Setbacks:			
Front: 15 feet	Side: 5 feet	Rear: 5 feet	Side: 5 feet	Front: 15 feet	Side: 0 feet	Rear: 20 feet	Side: 0 feet

The proposed site plan configuration would result in the following setbacks for Tsunami Express Car Wash:

Parking Setbacks:				Building Setbacks:			
Front: 26 feet	Side (Aldi): 45 feet	Rear: Approx. 60 feet	Side (Residential): 35 feet	Front: Approx. 70 feet	Side (Aldi): 49.5 feet	Rear: 28.6 feet	Side (Residential): 40 feet

In addition to the building and parking setbacks, car washes have specific development standards requiring that the vacuum facilities must be located in an enclosed structure or located 50 feet from any residential property lines, which will be a condition of approval. The proposed site plan as presented will have building and parking lot setbacks that conform with 9.110 Commercial Districts (C) Lot dimension, height, and bulk requirements. The lot area, setback, height and lot coverage proposed satisfy these requirements. The vacuums, as conditioned, will meet the specific development standard setback of 50 feet from residential property lines and/or be enclosed.

If snowfall exceeds the storage of the designated area, then it shall be required to be removed from the property. The proposed site plan, as presented, meets the parking and stacking requirements. As conditioned, the proposed site plan shall accommodate vehicle access and stacking in accordance with City Code.

3. Business Hours

It is understood that the car wash is proposing 7AM – 8PM hours of operation, Monday – Sunday, and any vacuum use shall be limited to hours of operation as a condition of approval.

4. Trash

A trash enclosure is shown on the site plan on the western side of the property alongside the parking lot and

in the architectural renderings as being 6 feet, 11 inches from the slab and surrounded by at least three sides with screening walls that are similar to the construction material used on the new building. The open side of the enclosure shall not face any public street or the front yard of any adjacent property. Garbage pickup is expected to occur outside of business hours.

5. Signage

The applicant has submitted drawings for on-site signage which will require a building permit and are subject to review for compliance by City Staff. As a condition of approval, all signage shall be reviewed by the City for approval.

6. Fire Access

The fire lane shall be marked with yellow curb paint and signage that states “No Parking – Fire Lane”. As a condition of approval, this will be required to remain.

7. Pedestrian and Bicycle Access

The site does not have pedestrian or bicycle access along 50th Avenue NE and that access ends at the Aldi property in alignment with Central Ave. The applicant is proposing sidewalk from the edge of the western access to the site and connecting the sidewalk to the access on the eastern side of the property continuing the connection from the Aldi property and ending before the residential neighborhood. The 2040 Comprehensive Plan land use goals state that sites should have pedestrian and bicycle access. Pedestrian access is satisfied, but the site should incorporate a bicycle parking area to satisfy this goal. Staff is recommending that a bicycle rack capable of accommodating two to four bicycles be a condition of approval.

8. Exterior Lighting

The applicant has provided a lighting plan and specifications for the proposed lighting fixtures satisfying the requirements of 9.106 General Development Standards (K) and addresses potential security concerns from Public Safety. One of the SCM-LED-08L-SC-40 lighting fixtures was relocated so there is no more than 0.5 footcandles along the eastern property line.

9. Loading Area

The applicant is not proposing any discernable loading areas and the code requirements for off-street loading spaces apply to non-residential uses receiving or distributing materials or merchandise by trucks or similar vehicles and has a gross floor area of 5,000 sq. ft. or more are not applicable to this proposal. The loading area requirements are satisfied per 9.106 General Development Standards (L) (12) as there are no deliveries beyond standard commercial delivery vehicles (UPS, Fed-Ex, and USPS) occurring at the front door. A truck turning diagram has been provided showing that garbage trucks can make the appropriate turns and maneuvers within the site.

10. Tree Preservation and Replanting Standards

The applicant meets the Tree Preservation and Replanting Standards in 9.106 General Development Standards (M) and has provided both a tree preservation and landscaping plan showing location, size, quantity, and species of all existing and proposed plant materials subject to design standards and considerations reviewed by the Urban Forester. The Urban Forester is satisfied with the proposed preservation and landscaping plan, but recommends and encourages the applicant to work with Aldi to remove undesirable weed trees from the north of the property that leaning heavily over the property line. The tree preservation identifies 15 trees to be removed, one of which is considered a protected tree, and is proposing to preserve four (4) of the existing trees. The applicant is required to provide one tree for every 50 feet of street frontage and the property has 224 feet of street frontage.

of frontage for a total of four (4) trees, a minimum of four (4) trees per one acre of lot coverage, and five (5) replacement trees per the replacement standards for a total of 13 trees proposed. Additionally, the applicant is proposing landscaping containing native plantings and pollinator friendly habitats for the majority of the trees, shrubs, and grasses used. The applicant is showing 3-6 foot tall shrubs along the south side of the parking lot facing 50th Avenue NE to serve as a buffer and minimize any headlight spillover from vehicles onto the adjacent residential property.

As a condition of approval, the applicant is required to provide a letter of credit or other security as acceptable to the City and shall be deposited with the Zoning Administrator, in an amount equal to 100% of the estimated cost of landscaping and/or screening. The letter of credit or other security as acceptable to the City, or portions thereof, shall be forfeited to maintain and/or replace materials for a period of time to include at least two growing seasons. A portion of the letter of credit or other security as acceptable may be released after one growing season as determined by the Zoning Administrator. The property owner shall be responsible for continued maintenance of landscaping and screening materials to remain in compliance with the requirements of this section. Plant materials that show signs of disease or damage shall be promptly removed and replaced within the next planting season.

11. Building Design

The proposed site is considered part of the Highway District in the City Design Guidelines and is subject to the standards and requirements of that design district. The proposed site plan demonstrates compliance with the design objectives of the Highway District, the building is set back from the street behind a parking lot and along a frontage road. The architectural renderings and site plan, as conditioned, show compliance with building configuration, façade and roof treatments, window and door openings, building equipment, drive-through facilities, landscaping and parking meet the design guidelines. Any proposed signage will be subject to the design standards as a condition of approval.

12. Performance Standards

The applicant shows a 5' retaining wall along the eastern property line as the site is 5 feet lower in elevation than the residential property adjacent to the site. The applicant has provided information on the proposed lighting plan showing photometrics, the reclaim system and equipment as well as safety data sheets for all chemicals used for operations. The applicant also shows a series of proposed shrubs along the southern parking spaces facing 50th Avenue NE with an anticipated mature height of between three to six feet as a means of minimizing any spillover lighting from cars using the vacuums onto residential properties. As a condition of approval, the applicant is required to implement the recommendations of a noise impact study to minimize the impact that the car wash and vacuum operations are going to have on the adjacent residential properties.

13. Noise Mitigation

The applicant was required to provide a noise impact study and implement the recommendations to minimize the impact that the car wash and vacuum operations are going to have on the adjacent residential properties. The Minnesota Pollution Control Agency defined the noise limit for Residential zones at the property lines at 60 dB(A), decibels and A-weighting of the sound pressure level for the purpose of determining the human response to sound through MN Statute § 7030 Noise Pollution Control.

The noise study indicates that the carwash-related noise levels will not exceed the residential limits with the addition of an 8' tall sound barrier (which requires a Conditional Use Permit) along the east and north property lines on top of the planned retaining wall with the combined height extending 4' above the top of the car wash entry doors. There are minimum acoustic requirements for the sound barrier wall: constructed from a material

with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot. An example of a suitable material would be overlapping, 1" (nominal thickness) cedar or pine planks, assembled so the total, actual thickness of the wall is at least 1-1/2" along the entire length of the wall. These need to be screwed together so the natural warping over time does not cause the planks to pull apart and create gaps; the wall must be constructed tight to the ground and must be inspected, maintained, and upkeep over time. Post-construction sound testing will be required to confirm the barrier was built to the recommendations specified. Other operational requirements include a muffler on the vacuum pump house, increasing the height of the retaining wall, removal of 6 vacuums along with the installation of a 12-foot "wing wall" on the south side of the carwash exit.

14. Neighborhood Notification

As required, neighborhood notification of the site plan review applications have been provided to property owners within 350 feet of the subject property and that list of property owners is attached. At the time of this report, City Staff has received the following written comments and one verbal phone call from a resident as well as a few in-person visits; 6 of the written comments are from residents within the mailing radius.

Linda Rogers at 1057 Polk Place provided the written comment attached as she is opposed to the proposed site plan citing concerns with the existing traffic increases from Aldi, additional cars entering and exiting the car wash, and noise from both the car wash and vacuum operations.

Dana Alexon at 1035 Lincoln Terrace provided the written comments attached and had initial comments on traffic increasing, how the existing area handles traffic, and concerns over the sight lines considering the vehicle queuing and topography. Other remarks were made on the traffic lights and traffic lane arrangement at 50th and Central regarding marking, striping, and signage that is not being maintained, used incorrectly, and the signal timing is not effective enough to give adequate time for certain turns and contributes to risky decision-making by drivers. An additional written comment identified more specific concerns such as sight lines on the hill serving nearby residential streets, room for potential expansion in the future, employee parking, and other concerns related to overflow and queuing access onto adjacent streets.

Steve and Janine Ess at 5030 Mulcare Drive provided the written comment attached as they are concerned about the heavy traffic trying to get onto Central Avenue and 50th Avenue NE from the existing businesses.

Samantha Koshiol at 1240 Lincoln Terrace provided the written comment attached as she is opposed to the proposed site plan and has concerns that the intersection cannot currently support the existing vehicle traffic from the businesses and school traffic along with concerns about noise.

Garedew Ergette at 5000 Fillmore Street NE provided the written comment attached as they have concerns about the intersection and traffic from the existing businesses such as ALDI, Heights Bakery, Jimmy John's, safety concerns for multi-modal transportation users citing the lack of sidewalks, traffic backup, and concerns over the impact on property values and noise/emissions.

Carrie Gille at 3956 Reservoir Boulevard provided the written comment attached as she has concerns about noise, pollution, traffic and safety for school children, and light pollution as she states that there are traffic issues on Central Avenue already.

Bob and Sue Koponen at 1035 Polk Place provided the written comment attached as they are opposed to the proposed site plan with specific concerns about the sound pollution from the car wash, vacuums, and

effectiveness of the sound barrier wall as well as concerns with the exterior lighting spilling over into their back yard and traffic at the intersection at 50th Avenue NE and Central Avenue.

Tom and Cathy Kehrwald at 1060 50th Avenue NE provided the written comments attached as they are opposed to the proposed site plan with concerns over safety in regards to a lack of sidewalk facilities and concerns over the sidewalk being maintained during the winter as well as traffic concerns on Central Avenue and 50th Avenue NE. Other concerns identified are noise and light pollution impacts as well as potential for a platform for pedestrians and liability.

Tyler Whitney at 4922 Tyler Street NE provided the written comment attached as he is concerned about the additional traffic that will be generated by the business and worries about the through traffic and the effect that would have on families with small children as well as feedback on the possibility of a sound barrier wall facing Tyler Street NE on the south side of the proposed car wash noting that the sound barrier wall on another property is in disrepair and does not deter noise pollution.

Gerri Moeller at 5000 Johnson Street NE provided the written comment attached as she is concerned about the traffic and safety needs of the neighborhood and that the intersection cannot handle additional traffic.

Jennifer and Dirk DeWester at 1200 50th Avenue NE provided the written comment attached as they are opposed to the proposed site plan and cited concerns regarding additional traffic and sight lines over the hill as well as concern in relation to noise pollution from the Speedway Gas Station and how the sound affects properties surrounding them.

Joe Pagliolo and Margaret Hare at 1180 50th Avenue NE provided the written comment attached as they are opposed to the proposed site plan and cited concerns regarding the existing traffic congestion from surrounding businesses.

Mark Colombo at 1105 50th Avenue NE provided the written comment attached as he is opposed to the proposed site plan and has concerns about the traffic intersection congestion from existing businesses with issues identified with the turn lane and additional traffic during the school year.

Ardell and Jon Schmidt at 1105 Polk Place provided the written comment attached as they are opposed to the proposed site plan and has concerns about water from the cars dripping and causing icy slopes, traffic and safety from the existing businesses causing backups, and the safety of pedestrians.

Nancy Sartor at 1498 Lincoln Terrace provided the written comment attached as they are opposed to the proposed site plan and has concerns about the traffic, safety, noise, and exhaust pollution.

15. Staff Review

The Public Works Department, Police Department, and Fire Department have been provided copies of the application materials. The Police Department was satisfied with the proposed site plan and had no concerns. The Fire Department had a few comments regarding the fire lane, keybox, and other fire related items that are conditions of approval.

In review of the application materials, Public Works/Engineering provided their department's requirements and comments on the proposed site plan in a memo dated August 22, 2024. General comments and requirements are in the memo attached to this report and are referenced in the site plan approval language as conditions

approval.

FINDINGS OF FACT

Section 9.104 (N) of the Zoning Ordinance outlines certain findings of fact that must be met in order for the City to approve a site plan review. The findings are as follows:

(a) The site plan conforms to all applicable requirements of this article.

Upon approval of the Site Plan Review, as conditioned, the proposed site plan will conform to all applicable requirements of the General Business (GB) District as well as City Code 9.106 General Development Standards.

(b) The site plan is consistent with the applicable provisions of the City's comprehensive plan.

The use and site plan is consistent with the applicable provisions of the City's comprehensive plan.

(c) The site plan is consistent with any applicable area plan.

With conditions imposed to ensure compatibility, the site plan will be consistent with the applicable Design Guidelines of the Highway District.

(d) The site plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

As conditioned, the site plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

RECOMMENDATION

Staff recommends the following to the Planning Commission:

- A. Approval of the Site Plan Review for property located at 999 50th Avenue NE (PID: 25-30-24-23-0002) subject to the following conditions:
 1. The building and site plans adhere to the building and site plans dated October 25, 2024 as conditioned.
 2. Contingent upon successful application for a Conditional Use Permit for an over-height sound barrier that is intended to be heard at the City Council meeting on November 12, 2024. An eight (8') foot tall sound barrier is required to be constructed in the manner specified in the Noise Impact Study dated October 30, 2024 with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot, the panels screwed together so there is an overlapping, 1" (nominal thickness) assembled so that the total actual thickness of the wall is at least 1-1/2" along the entire length of the wall.

3. The applicant shall adhere to the requirements and comments provided by the City Public Works and Engineering Departments in a memo dated August 22, 2024. The applicant is responsible for filing and recording any proposed easements with Anoka County Recorder's Office.
4. An on-site area shall be designated for snow storage and if snowfall exceeds the storage of that area, then it shall be required to be removed from the property.
5. The applicant shall be responsible for conducting routine inspections to ensure that the sound barrier wall/fence is maintained and upkept.
6. Post-construction sound testing is required to demonstrate compliance with the recommendations made in the Noise Impact Study.
7. The applicant is required to maintain a 24 foot fire lane and shall be stripped with "No Parking – Fire Lane".
8. The vacuums are required to be setback of 50 feet from residential property lines and/or be enclosed. Vacuum use shall be limited to the hours of operation, 7AM – 8PM, Monday – Sunday, and a muffler installed on the vacuum pump house.
9. The open side of the enclosure shall not face any public street or the front yard of any adjacent property.
10. A letter of credit or other security as acceptable to the City and shall be deposited with the Zoning Administrator, in an amount equal to 100% of the estimated cost of landscaping and/or screening. The letter of credit or other security as acceptable to the City, or portions thereof, shall be forfeited to maintain and/or replace materials for a period of time to include at least two growing seasons. A portion of the letter of credit or other security as acceptable may be released after one growing season as determined by the Zoning Administrator. The property owner shall be responsible for continued maintenance of landscaping and screening materials to remain in compliance with the requirements of this section. Plant materials that show signs of disease or damage shall be promptly removed and replaced within the next planting season.
11. All rooftop or mechanical equipment shall be screened in a manner that minimizes the visual impact on adjacent properties and from public streets as a condition of approval.
12. The building and site shall be meet all requirements found in the Fire Code and the Building Code.
13. All new site signage shall require sign permits.
14. Provide a bicycle rack capable of accommodating two-four bicycles.
15. The applicant is required to receive final approval by the Fire Department or Authority Having Jurisdiction for the location of the keybox, fire alarm panel, fire annunciator, and FDC connection.

16. All required state and local codes, permits, licenses, and inspections will be met and in full compliance.
17. No loudspeakers may be used or loud music from customers.

RECOMMENDED MOTION(S):

- MOTION:** Move to waive the reading of draft Resolution No. 2024-069, a Site Plan Review for 999 50th Avenue NE, there being ample copies available to the public.
- MOTION:** Move to recommend approval of draft Resolution No. 2024-069, a Site Plan Review for 999 50th Avenue NE, as presented and subject to the conditions of approval listed in the draft resolution.

ATTACHMENT(S):

- Draft Resolution
- Application
- Narrative
- Plan Set
- Fence Specifications
- Noise Impact Study
- Traffic Study
- Truck Turning Diagram
- Notice of Public Hearing to Newspaper
- Notice of Public Hearing to Neighborhood
- Mailing List
- Written Public Comments

RESOLUTION NO. 2024-069

A resolution of the Planning Commission for the City of Columbia Heights, Minnesota, recommending approval of a Site Plan Review for property located at 999 50th Avenue NE in the City of Columbia Heights, MN;

Whereas, a proposal (Planning Case # 2024-0904) has been submitted by Civil Site Group on behalf of Tsunami Express Car Wash to the Planning Commission requesting approval of a Site Plan Review at the following location:

ADDRESS: 999 50th Avenue NE

LEGAL DESCRIPTION: (999 50th Avenue NE)

THAT PART OF LOTS 8 & 9 AUDITORS SUBDIVISION NO 153 LYG ELY & SLY OF ALDI ADDITION, WLY OF MATHAIRE ADDITION & NELY OF 50TH AVE NE

THE APPLICANT SEEKS THE FOLLOWING:

1. Approval of a Site Plan Review for a new construction drive-through car wash on a 0.83 acre parcel in accordance with City Code Section 9.104 (N).

Whereas, the Planning Commission held a public hearing as required by the City Zoning Code on November 6, 2024;

Whereas, the Planning Commission has considered the advice and recommendations of the Planning Commission regarding the effect of the proposed site plan upon the health, safety, and welfare of the community and its Comprehensive Plan, as well as any concern related to traffic, property values, light, air, danger of fire, and risk to public safety, in the surrounding area;

Now, therefore, in accordance with the foregoing, and all ordinances and regulations of the City of Columbia Heights, the City of Columbia Heights Planning Commission makes the following:

FINDINGS OF FACT

1. The site plan conforms to all applicable requirements of this article.
2. The site plan is consistent with the applicable provisions of the City's comprehensive plan.
3. The site plan is consistent with any applicable area plan.
4. The site plan minimizes any adverse impacts on property in the immediate vicinity and the public right-of-way.

CONDITIONS

1. The building and site plans adhere to the building and site plans dated October 25, 2024 as conditioned.
2. Contingent upon successful application for a Conditional Use Permit for an over-height sound barrier that is intended to be heard at the City Council meeting on November 12, 2024. An eight (8') foot tall sound barrier is required to be constructed in the manner specified in the Noise Impact Study dated October 30, 2024 with a minimum acoustical rating of STC 22.
3. The applicant shall adhere to the requirements and comments provided by the City Public Works and Engineering Departments in a memo dated August 22, 2024. The applicant is responsible for filing and recording any proposed easements with Anoka County Recorder's Office.
4. An on-site area shall be designated for snow storage and if snowfall exceeds the storage of that area, then it shall be required to be removed from the property.
5. The applicant shall be responsible for conducting routine inspections to ensure that the sound barrier wall/fence is maintained and upkeep.
6. Post-construction sound testing is required to demonstrate compliance with the recommendations made in the Noise Impact Study.
7. The applicant is required to maintain a 24 foot fire lane and shall be striped with "No Parking – Fire Lane".
8. The vacuums are required to be setback of 50 feet from residential property lines and/or be enclosed. Vacuum use shall be limited to the hours of operation, 7AM – 8PM, Monday – Sunday, and a muffler installed on the vacuum pump house as well as setting the blowers in the car wash to turn off whenever the exit doors open.
9. The open side of the enclosure shall not face any public street or the front yard of any adjacent property.
10. A letter of credit or other security as acceptable to the City and shall be deposited with the Zoning Administrator, in an amount equal to 100% of the estimated cost of landscaping and/or screening. The letter of credit or other security as acceptable to the City, or portions thereof, shall be forfeited to maintain and/or replace materials for a period of time to include at least two growing seasons. A portion of the letter of credit or other security as acceptable may be released after one growing season as determined by the Zoning Administrator. The property owner shall be responsible for continued maintenance of landscaping and screening materials to remain in

compliance with the requirements of this section. Plant materials that show signs of disease or damage shall be promptly removed and replaced within the next planting season.

11. All rooftop or mechanical equipment shall be screened in a manner that minimizes the visual impact on adjacent properties and from public streets as a condition of approval.
12. The building and site shall be meet all requirements found in the Fire Code and the Building Code.
13. All new site signage shall require sign permits.
14. Provide a bicycle rack capable of accommodating two-four bicycles.
15. The applicant is required to receive final approval by the Fire Department or Authority Having Jurisdiction for the location of the keybox, fire alarm panel, fire annunciator, and FDC connection.
16. All required state and local codes, permits, licenses, and inspections will be met and in full compliance.
17. No loudspeakers may be used or loud music from customers.

Passed this 6th day of November, 2024

Offered by:

Seconded

by:

Roll Call:

Clara Wolfe, Chair

Attest:

Andrew Boucher, City Planner

COLUMBIA HEIGHTS

Community Development Department
590 40th Ave. NE, Columbia Heights, MN 55421

SITE PLAN APPLICATION (UNDER 1 ACRE) ORDINANCE NO. 9.104 (N)

This application is subject to review and acceptance by the City. Applications will be processed only if all required items are submitted.

PROPERTY INFORMATION

Proposed name of development: Tsunami Express Car Wash
Project Address/Location: 999 50th Ave. NE, Columbia Heights, MN 55421
Legal Description of property involved: See Attached Word Document

Present use of property Office Building
Proposed use of property Car Wash

PROPERTY OWNER (As it appears on property title):

Name: Tsunami Car Wash Intermediate Holdco, LLC / Blake Ketner
Mailing Address: 4800 Meadows Road, Suite 300
City: Lake Oswego State: OR Zip: 97305
Daytime Phone: 920-744-9882 Cell Phone: _____
E-mail Address: blake.ketner@tsunamiexpress.com
Signature/Date: Blake Ketner 07/31/2024

APPLICANT:

Company Name (please print): Civil Site Group
Contact Person (please print): Dave Knaeble
Mailing Address: 5000 Glenwood Ave
City: Golden Valley State: MN Zip: 55422
Daytime Phone: 612-615-0060 Cell Phone: _____
Email Address: dknaeble@civilsitegroup.com
Signature/Date: Dave J Knaeble

Disclaimer: Information submitted, including contact information shall be made available to the public, unless otherwise noted.

COLUMBIA HEIGHTS

REASON FOR REQUEST (please attach a written narrative describing your proposal, the intended use of the property and justification for your request.)

FOR OFFICE USE ONLY

CASE NO: _____

APPLICATION REC'D BY: _____

\$500 APPLICATION FEE REC'D: _____

DATE APPLICATION REC'D: _____

RECEIPT NUMBER: _____

31 July 2024

Community Development Department – City of Columbia Heights
590 40th Ave. NE
Columbia Heights, MN 55421

RE: Tsunami Express Carwash –

To Whom It May Concern,

Tsunami Express Carwash (“Tsunami”) is proudly presenting the proposed development plans for a state-of-the-art facility that will serve Columbia Heights (the “City”) and the surrounding communities.

Introduction

The proposed development is located directly South of the Aldi located on Central Ave NE, and the parcel number is 25-30-24-23-0002. The property is a 0.83 acre site currently occupied by an abandoned building. The site is currently zoned as GB “General Business.” The GB zoning district allows a car wash as a permitted use. The proposed facility is a single-story 4,300 SF building including the car wash bay, mechanical room, storage, office, and restroom. Accessory buildings include a 100 SF employee sales booth, 100 SF vacuum pump house, and dumpster enclosure.

Business Operations

Tsunami Express Carwash (“Tsunami”) is a high-quality express car wash that uses state-of-the-art equipment and provides customers with a wide variety of services. For washes, Tsunami offers several levels of memberships, or customers can pay for a single wash at every visit. The wash cycles are offered at varying price points to suit the needs of each customer.

The site will house 10 vacuums to serve 18 parking stalls. These stalls will be 13’-0” wide and 18’-0” deep. This is wider than the average parking stall to allow for more maneuverability around the vehicle. The vacuums will be available to customers for free regardless of whether they go through the wash. The free vacuums will only be available for use during regular business hours.

In addition to regular business operations, Tsunami also fosters community connections and is an advocate for supporting local organizations. They offer an opportunity to host fundraisers, giving a modern spin on the famous “community car wash” that was once a popular method of raising funds for various community organizations. Supporters of the organizations will receive a high-quality car wash, and the organization receives 50% of the proceeds from every wash donated back to them.

Regular business hours extend from 7:00 am to 8:00 pm daily. There will be attendants on duty for the full duration of the operating hours to assist customers and maintain the cleanliness of the site. Each shift will employ 2-3 employees with a total staff of approximately 8-10 employees. During these hours, Tsunami expects to service 200-400 customers per day.

Tsunami currently has five (5) facilities in the Milwaukee area including: Oak Creek, Greenfield, Waukesha, on Fond du Lac Avenue. They are excited to expand into and invest in the communities in Minnesota.

Entitlement Strategy & Timeline

Tsunami will comply with the local approval process by submitting a Site Plan Application for Plan Commission consideration. They anticipate receiving municipal approvals in Fall of 2024 with single-phase construction beginning in the Spring of 2025 thereafter. The facility is anticipated to be open and operational in early Fall of 2025.

Site Plan

The site is arranged such that the main car wash building is located on the north side of the site and is oriented to be parallel to 50th Ave NE. Tsunami strives to place themselves in areas that make access to their services convenient, allowing their customers to easily incorporate a car wash into their weekly errands.

- Layout: The plan shows (20) parking stalls with (2) being dedicated ADA spaces. The entrance to the wash includes (2) pay stations that allow space for the stacking of up to (8) vehicles – (4) per lane.
- Vacuum Design & Placement: The vacuums are aligned along both sides of the parking lot with one vacuum post serving two parking stalls. Each vacuum has (2) hoses that are attached to a central vacuum system that routes to either the main building or the detached pump house at the southeast corner of the site. Each vacuum station is also equipped with a trash bin, a mat clip for easy vacuuming, and a central blower system to help clean those hard-to-reach places.
- Landscaping/Screening: There is ample landscaping throughout the site that has been designed by a professional landscape architect. The dumpster is screened by an enclosure constructed of materials that match the main building, and the pump house is a fully-enclosed secondary building also constructed of similar materials. There is a retaining wall along the East property line, and the site sits 5 feet lower than the residential property to the east. There will be a fence installed at the top of the retaining wall to provide visual screening and safety.
- Access: There are two entrances to the site. The curb cut located on the east end of the site allows customers to access the pay stations to enter the wash tunnel. After exiting the wash tunnel, vehicles can continue on straight to exit the site or turn left to access the free vacuums. The curb cut on the west end of the site allows vehicles to exit the site and/or access the free vacuums without going through the wash tunnel
- Signage: A full signage package complying with all code standards will be submitted for approval. There will be signage on the building as well as one monument sign on the west end of the site directly east of the site access lane.
- Lighting: The proposed lighting plan includes general pole lighting, wall packs, and canopy lighting that provide an average illumination of 2.0 footcandles.

Architecture

The design of the building consists of beige split-faced concrete block, gray masonry, clear anodized aluminum storefront windows, and a blue standing seam metal roof. The long façade

is broken up with brick accent piers. The windows located in the mechanical room will be spandrel glazing.

The main structure of the building consists of structural CMU walls, precast hollow core planks for the roof of the wash tunnel, steel joists and metal deck for the roof of the mechanical/support rooms and poured-in-place concrete foundation walls.

The tunnel contains dual overhead doors at both the entrance and the exit. The interior door will be insulated metal with vision lites to provide thermal protection and security during non-operational hours; the exterior overhead door will be vinyl roll-up doors that will correspond with Tsunami's blue and yellow branding. These vinyl doors are intended to provide protection from the elements in the winter months when the metal doors are open.

Conclusion

Tsunami Express Carwash is excited for the opportunity to submit their state-of-the-art facility to the Plan Commission to be considered for this site. They will prove to be a valuable addition to the Columbia Heights community.

Documents

Accompanying this narrative are all the documents required for the City to review and consider the project for approval. Also included are supplemental documents that provide additional information that may be of use to the Plan Commission while reviewing our submittal. These supplemental documents include:

- **Exhibit 1: Lighting Cut Sheets** Specific information on all proposed lighting fixtures to supplement the site photometric plan. *(Included in digital submittal only to conserve paper.)*
- **Exhibit 2: Reclaim System & Equipment** Information regarding the reclaim system and equipment.

Other documents are available upon request. These documents include a geotechnical survey and safety data sheets for all chemicals used for operations.

A sound study is planned be conducted for this site specifically to show the car wash's noise impact on the adjacent properties. The final report will be available and shared with the city as soon as it is received.

Please do not hesitate to contact us with any additional questions.

Sincerely,



Miranda R. Seals, AIA, NCARB
Architect
The Redmond Company

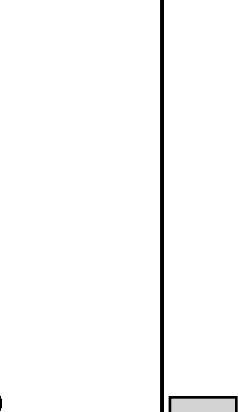
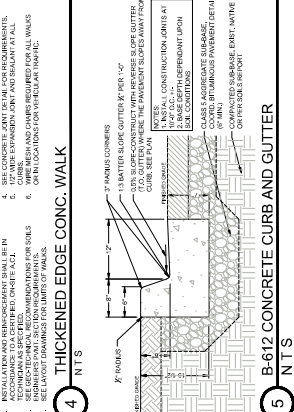
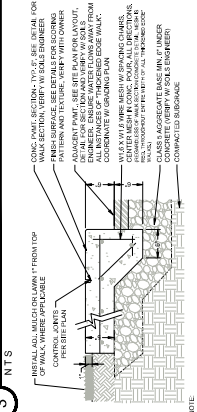
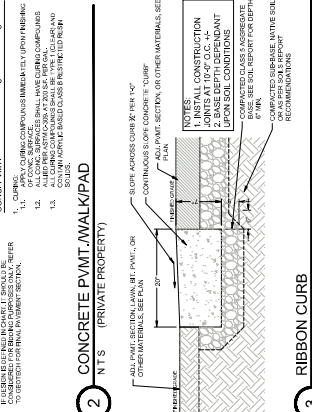
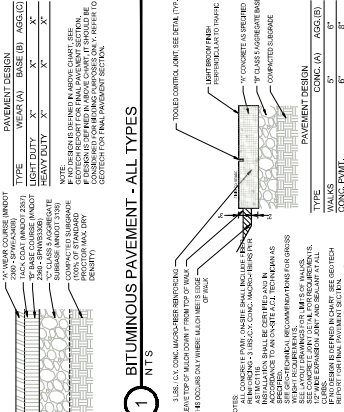
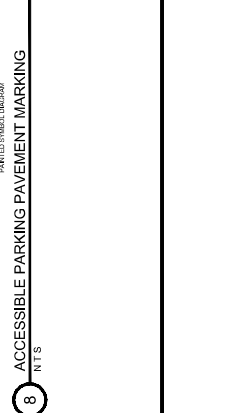
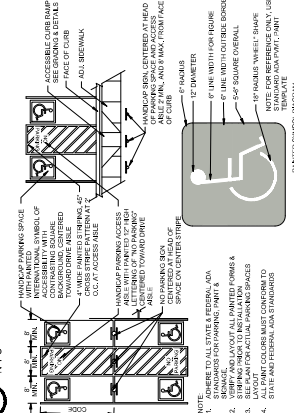
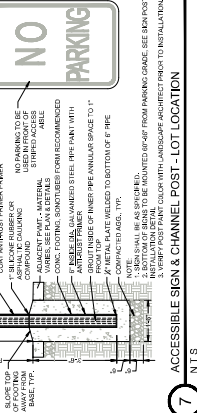
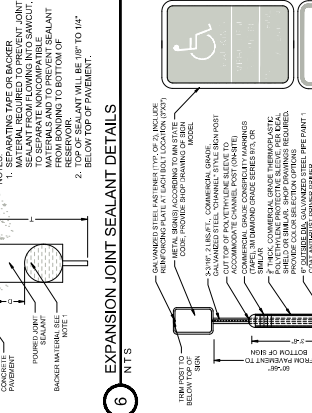
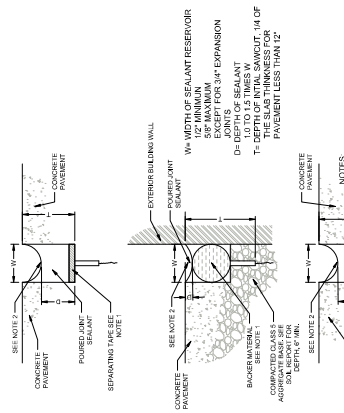
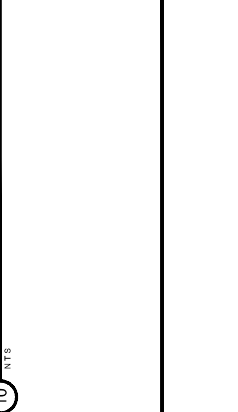
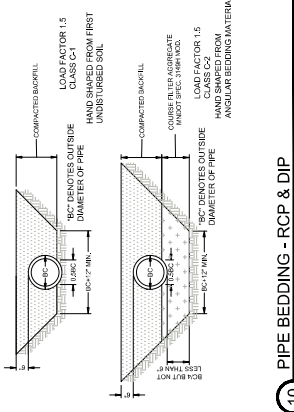
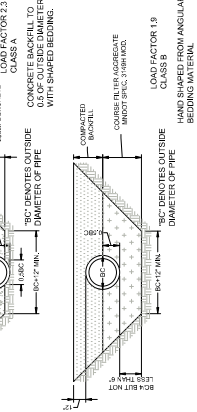
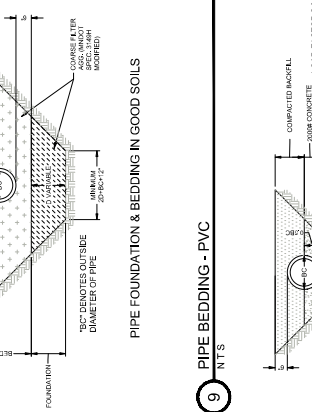
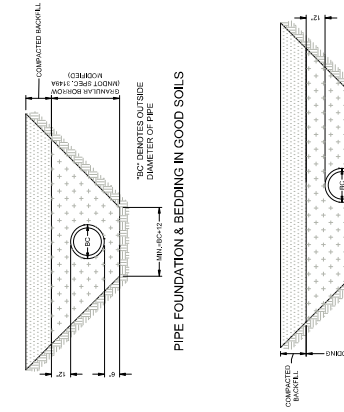
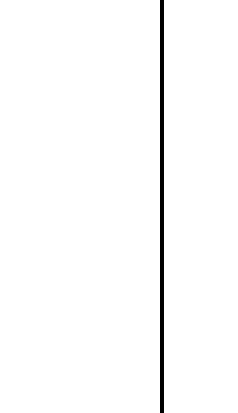
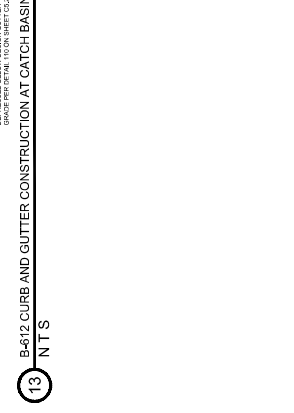
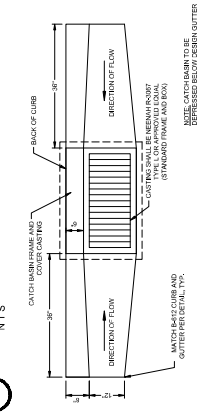
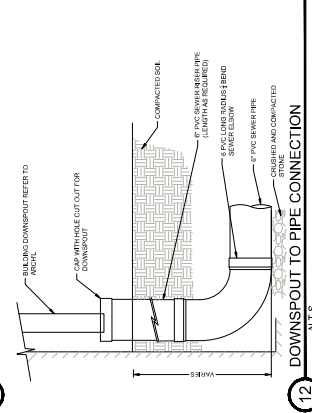
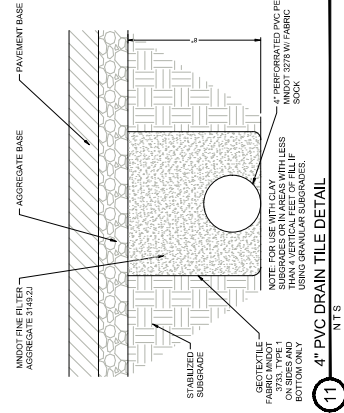


PRELIMINARY: NOT FOR CONSTRUCTION

PROJECT
 TSUNAMI EXPRESS CAR WASH
 999 50TH AVE. NE, COLUMBIA HEIGHTS, MN 55421
OWNER
 TSUNAMI EXPRESS CAR WASH, LLC.
 4000 MEADOWS ROAD, LANE 100, CHISHOLM, MN 55520

DESIGNER
 CIVIL SITE
 5000 GLENWOOD AVENUE
 MINNEAPOLIS, MN 55412
 DATE: 10/20/2024
 DRAWN BY: J. K. LEE
 CHECKED BY: J. K. LEE
 REVISION SUMMARY

NO.	DATE	DESCRIPTION
1	10/20/2024	ISSUE FOR SUBMITTAL
2	10/20/2024	ISSUE FOR SUBMITTAL
3	10/20/2024	ISSUE FOR SUBMITTAL
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5	10/20/2024	ISSUE FOR SUBMITTAL
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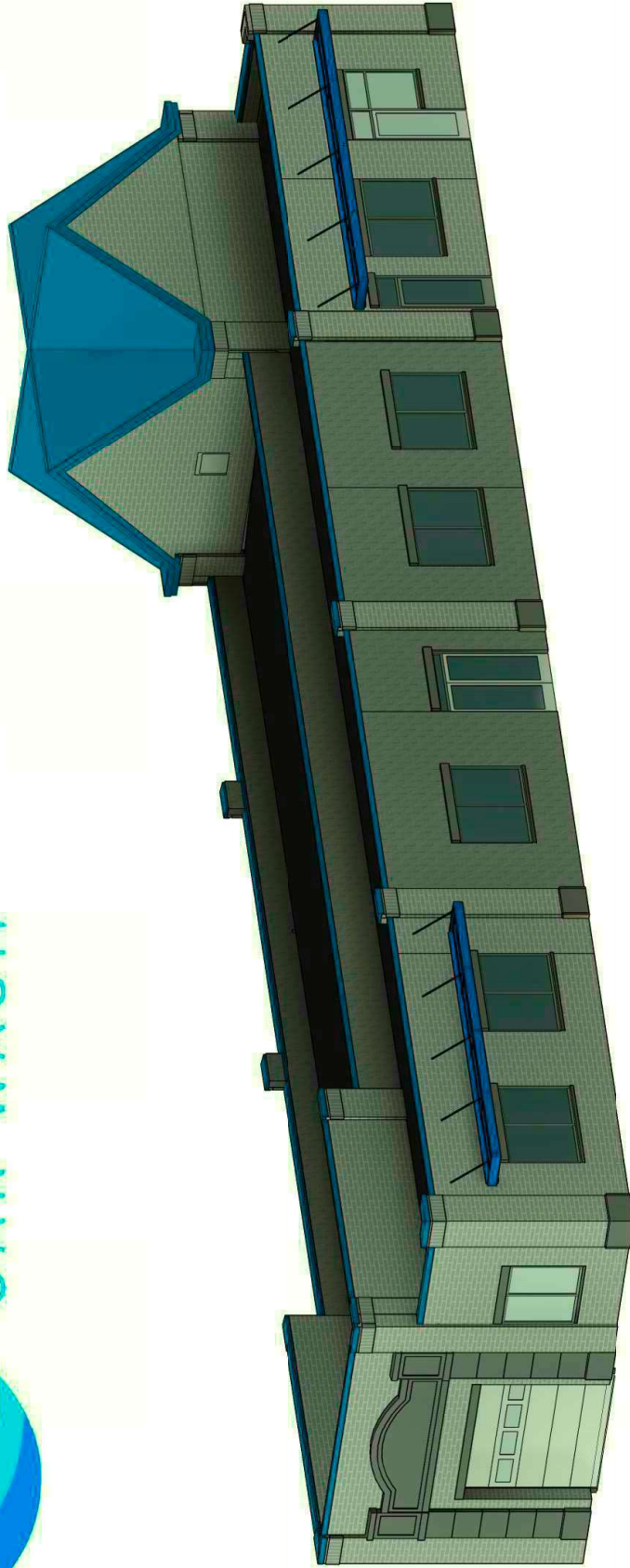
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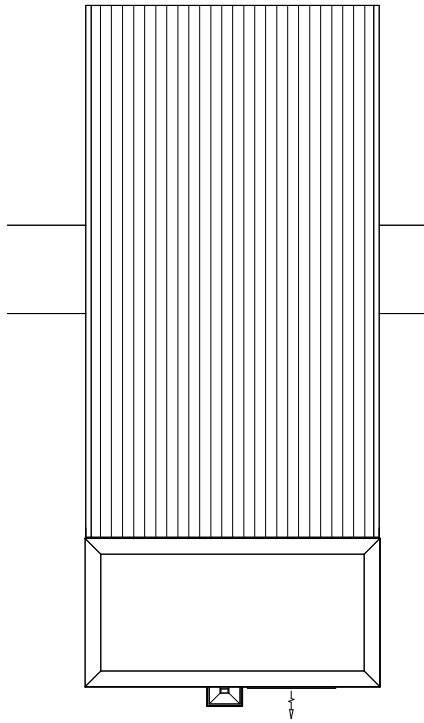
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LANDSCAPE NOTES & LEGEND

Know what's below.
Call before you dig.

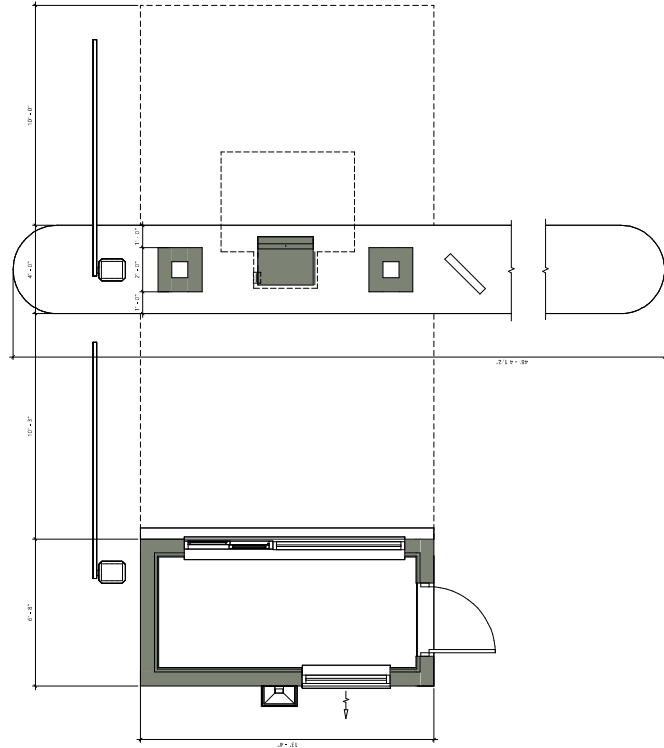
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PERENNIAL BED PLANTING





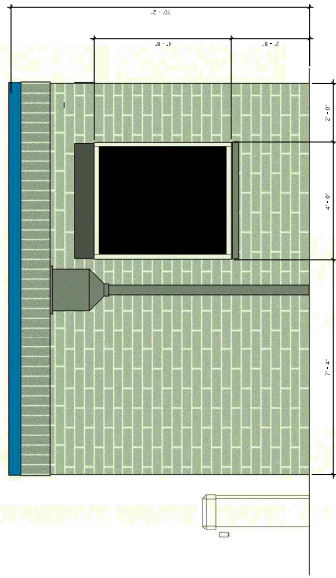
2 SALES BOOTH - ROOF PLAN
3/8" = 1'-0"



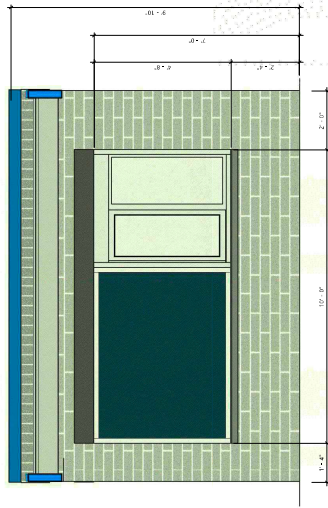
1 SALES BOOTH - FLOOR PLAN
3/8" = 1'-0"

Tsunami Express Car Wash

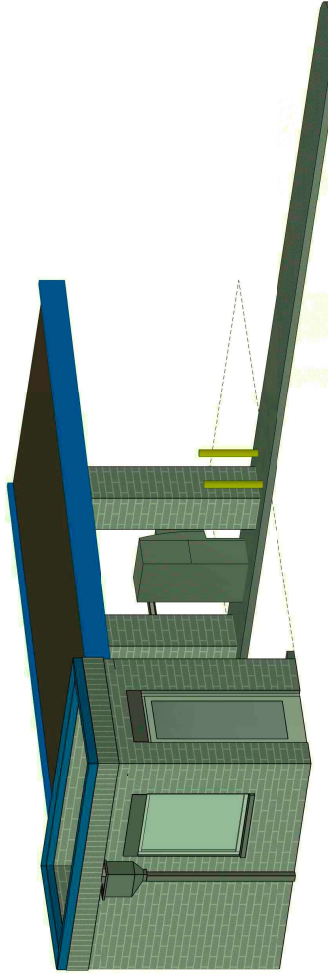
DE Sales Booth - 2 Lane_Presentation



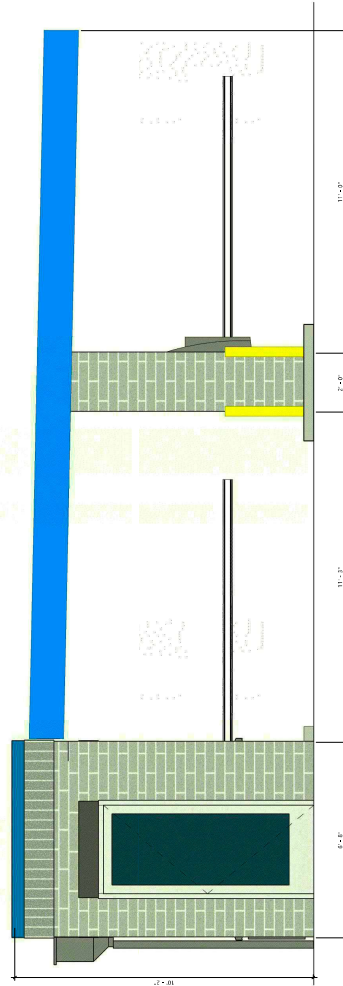
4 SALES 2 LANE - BACK ELEV
1/2" = 1'-0"



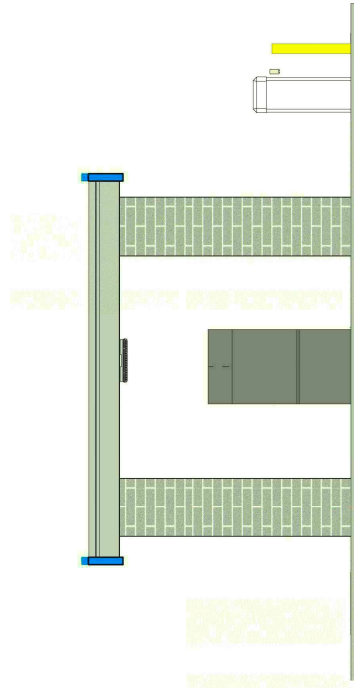
3 SALES - 2 LANE FRONT ELEV
1/2" = 1'-0"



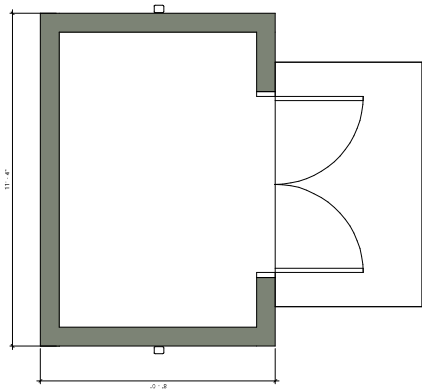
5 SALES BOOTH - 3D VIEW



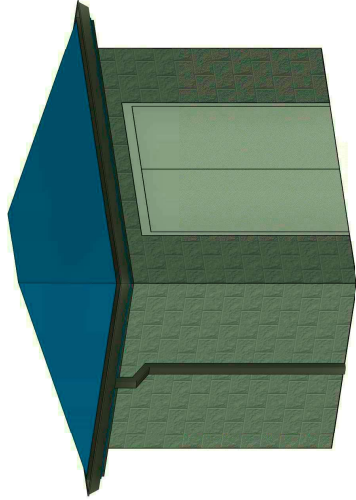
1 SALES 2 LANE - APPROACH
1/2" = 1'-0"



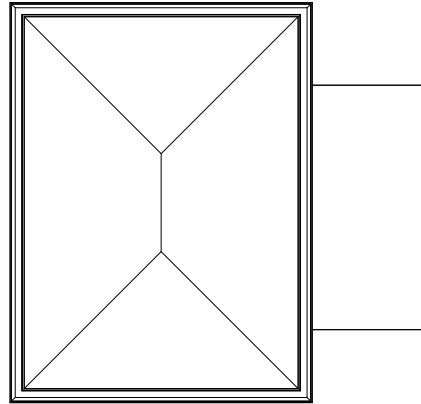
2 SALES BOOTH - SALES LANE ELEVATION
1/2" = 1'-0"



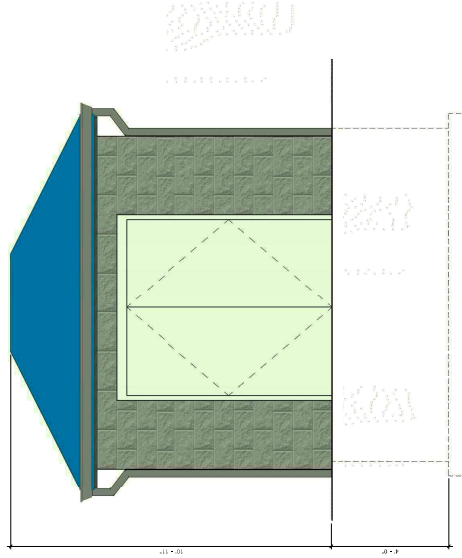
3 H. PUMP HOUSE - FLOOR PLAN PRESENTATION
1/2" = 1'-0"



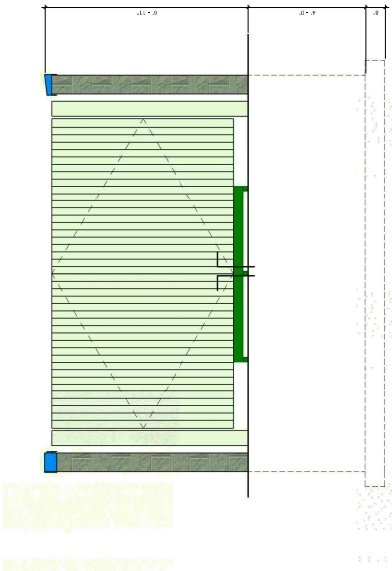
4 3D - PUMP ONLY



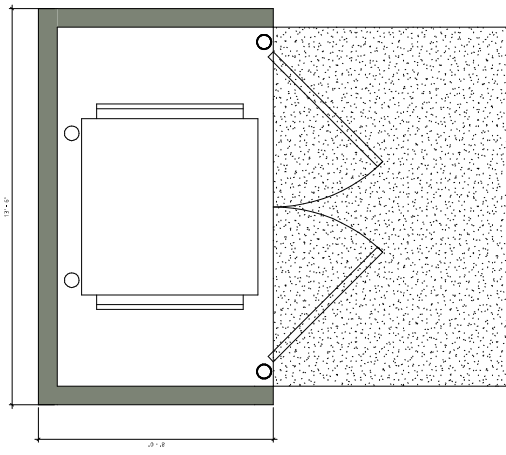
1 H. PUMP HOUSE - ROOF PLAN PRESENTATION
1/2" = 1'-0"



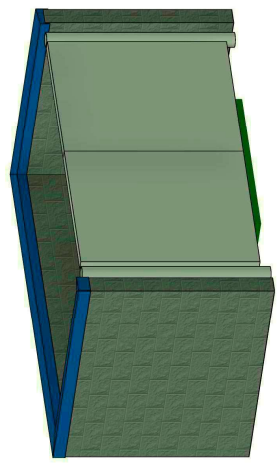
2 H. PUMP HOUSE - FRONT ELEVATION PRESENTATION
1/2" = 1'-0"



2 H-TRASH ENCLOSURE - FRONT ELEVATION PRESENTATION



1 H-TRASH ENCLOSURE - PLAN PRESENTATION



3 3D - TRASH ONLY

LOGOS

TSUNAMI EXPRESS CAR WASH

(VERTICAL VERSION)

TSUNAMI EXPRESS CAR WASH

(HORIZONTAL VERSION)

ARROWS



TYPOGRAPHY

T-01

Aa

UNIVA PRO BLACK

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890!@#\$%^&*()?'"/":;.,-

T-02

Aa

MONTERRAT REGULAR

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890!@#\$%^&*()?'"/":;.,-

FINISHES

P-01

- TO MATCH PMS BLACK C

P-02

- WHITE. SATIN FINISH

P-03

- TO MATCH PMS 2382 C (BLUE)

P-04

- TO MATCH PMS 915 U (LT. BLUE)

P-05

- TO MATCH PMS 7548 XGC (YELLOW)

P-06

- TO MATCH PMS 2420 C (GREEN)

P-07

- TO MATCH EXISTING BUILDING (TBD)

P-08

- TO MATCH PMS 4715 C (DK BRICK RED)

VINYL

V-01

- 3M 7725-12 BLACK

V-02

- 3M 7725-10 WHITE

V-03

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 2382 C (BLUE)

V-04

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 915 U (LT. BLUE)

V-05

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 7548 XGC (YELLOW)

V-06

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 2420 C (GREEN)

V-07

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 33% OF PMS 915 U (LT. BLUE)

V-08

- DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 10% OF PMS 915 U (LT. BLUE)

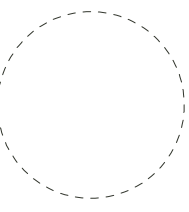
V-09

- DIGITALLY PRINTED ON 3M 3635-210 PERFORATED WHITE VINYL



PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:



ENGINEER OF RECORD SIGNATURE DATE

REVISION HISTORY

NO.	DATE	PREV. DRAWING	DESCRIPTION

PRODUCT TYPE:
PROJECT LOGO(S), TYPOGRAPHY,
ARROWS, FINISHES, & VINYL

DRAWING TYPE:
CONCEPTUAL

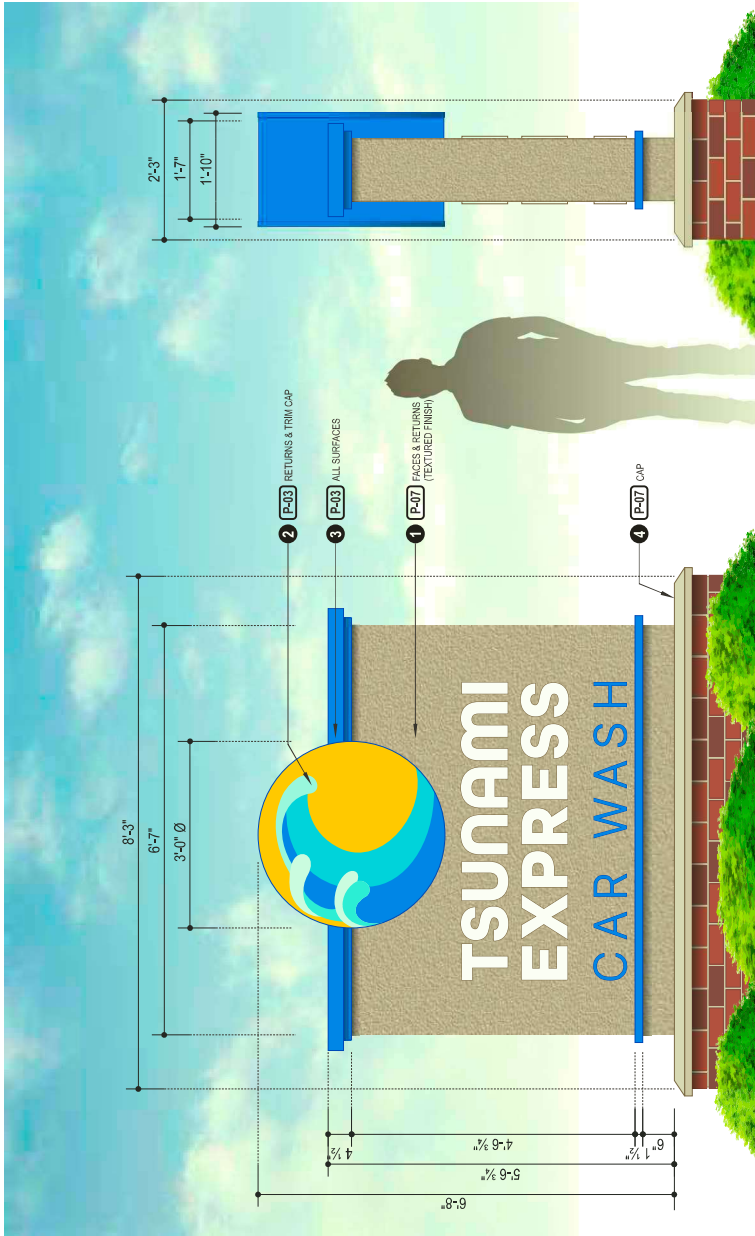
PROJECT NO.	TASK NO.	QTY.
93745	233633	-
DWG. NO.	SHEET	PLAT. NO.
13323CH		

GENERAL NOTES:

ILLUMINATED: YES
S/F OR D/F: D/F
EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.
ELECTRIC TO INSTALL LOCATION TO BE COORDINATED
WITH E.C. AND TO BE PROVIDED BY THE E.C.

NOTES:

- 1** CABINET: D/F INTERNALLY ILLUMINATED CABINET. 1'-0" DEEP. ALUMINUM FACES & RETURNS OVER ALUMINUM ANGLE FRAME. FACES & OUTER RETURN TO HAVE A PAINTED TEXTURED FINISH. FACES TO HAVE ROUTED OUT W/ PUSHED THRU ACRYLIC COPY GRAPHICS. PUSHED THRU ACRYLIC TO BE CLEAR W/ APPLIED TRANS. VINYL OVERLAD ONTO THE FACES. INTERNAL ILLUMINATION TO BE WHITE LED'S. CABINET MOUNTED TO INSIDE OF BRICK COLUMN & BOTTOM CABINET VIA INTERNAL MAIN STEEL SUPPORT.
- 2** LOGO CABINETS: (2) S/F INTERNALLY ILLUMINATED 5' DEEP FAB'D CHANNEL CABINET. RETURNS & BACKS TO BE ALUMINUM & TO HAVE A PAINTED FINISH. FACES TO BE TRANS. WHITE ACRYLIC WITH APPLIED VINYL GRAPHICS. FACES ATTACHED TO RETURNS VIA 1" PLASTIC TRIM CAP. TRIM CAP FINISH TO MATCH RETURNS FINISH. INTERNALLY ILLUMINATED VIA WHITE LED'S. MOUNTED TO TOP CABINET.
- 3** ACCENT MOLDING: ALUMINUM TUBE DIMENSIONAL MOLDING. MOLDING TO HAVE A PAINTED FINISH. MOLDING MOUNTED TO CABINET FACE & OUTER RETURNS.
- 4** BRICK BASE: FAB'D STEEL FRAME WITH CEMENT BOARD CLADDING & BRICK VENEER W/ MORTAR. MOUNTED TO TOP OF BRICK BASE. BRICK VENEER TO MATCH BRICK ON EXISTING BUILDING. CAP TO BE FAB'D ALUMINUM WITH A PAINTED FINISH.
- 5** BRICK COLUMN: FAB'D STEEL FRAME WITH CEMENT BOARD CLADDING & BRICK VENEER W/ MORTAR. MOUNTED TO TOP OF BRICK BASE. INTERIOR OF COLUMN TO HAVE A STEEL TUBE SUPPORT. BRICK VENEER TO MATCH BRICK ON EXISTING BUILDING.



ELEVATION VIEW

SCALE: 1/2" = 1'-0"

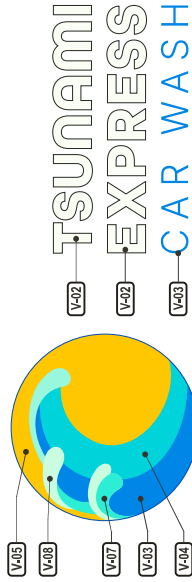
PAINTED FINISHES:

- P-03** - TO MATCH PMS 2382 C (BLUE)
- P-07** - TO MATCH EXISTING BUILDING (TBD)

VINYLS:

- V-02** - 3M 7725-10 WHITE
- V-03** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 2382 C (BLUE)
- V-04** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 915 U (LT. BLUE)
- V-05** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 7548 XGC (YELLOW)

- V-07** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 33% OF PMS 915 U (LT. BLUE)
- V-08** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 10% OF PMS 915 U (LT. BLUE)



VINYL CALL OUTS

SCALE: 1/2" = 1'-0"

3

FAST SIGNS
of KANNAKEE

PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE:

REVISION HISTORY

NO. DATE PREV. DRAWING DESCRIPTION

PRODUCT TYPE:
SECONDARY MONUMENT SIGN

DRAWING TYPE:
CONCEPTUAL

PROJECT NO. 93745

TASK NO. 233633

QTY. 1

DWG. NO. 13323CH

SHEET 1

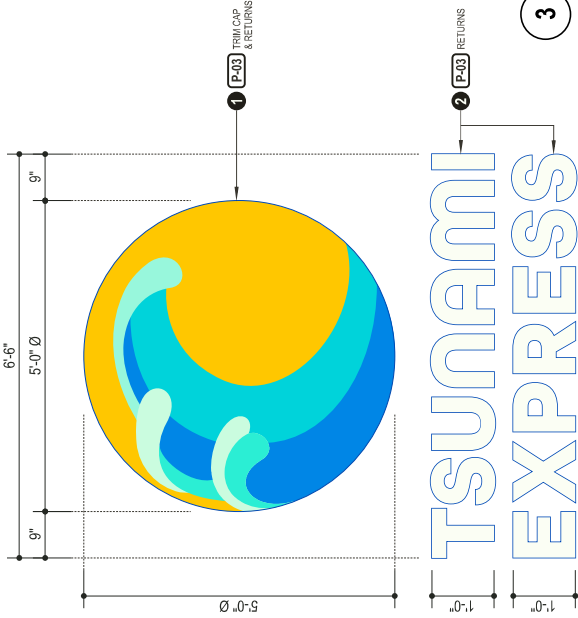
Item 3.

GENERAL NOTES:

ILLUMINATED: YES
 S/F OR D/F: S/F
 EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.
 ELECTRIC TO INSTALL LOCATION TO BE COORDINATED
 WITH E.C. AND TO BE PROVIDED BY THE E.C.

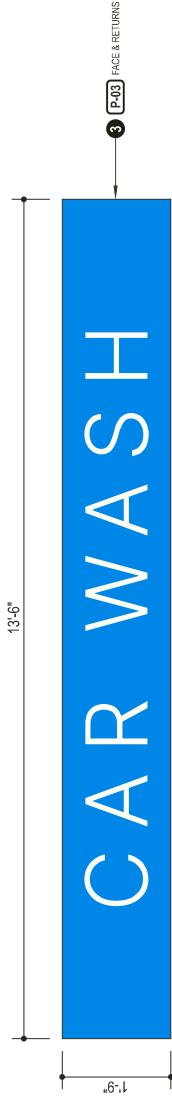
NOTES:

- 1
- LOGO CABINET: S/F INTERNALLY ILLUMINATED 5" DEEP FAB'D CHANNEL CABINET. RETURNS & BACK TO BE ALUMINUM & TO HAVE A PAINTED FINISH. FACE TO BE TRANS. WHITE ACRYLIC W/ APPLIED VINYL GRAPHICS. FACE ATTACHED TO RETURNS VIA 1" PLASTIC TRIM CAP. TRIM CAP FINISH TO MATCH RETURNS FINISH. INTERNALLY ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO EXISTING BRICK BUILDING.
- 2
- CHANNEL LETTERS: INTERNALLY ILLUMINATED 5" DEEP FAB'D CHANNEL LETTERS. RETURNS & BACKS TO BE ALUMINUM & TO HAVE A PAINTED FINISH. FACES TO BE TRANS. WHITE ACRYLIC. FACES ARE ATTACHED TO RETURNS VIA 1" PLASTIC TRIM CAP. TRIM CAP FINISH TO MATCH RETURNS FINISH. INTERNALLY ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO EXISTING BRICK BUILDING.
- 3
- CAR WASH CABINET: S/F INTERNALLY ILLUMINATED 5" DEEP FAB'D CABINET. RETURNS & BACK TO BE ALUMINUM & TO HAVE A PAINTED FINISH. FACE TO BE ALUMINUM - FAB'D ALUMINUM "SHOE BOX" STYLE W/ 1 1/2" WELDED ALUMINUM RETURNS. FACE AND WELDED RETURNS TO HAVE A PAINTED FINISH. COPY TO BE ROUTED OUT OF ALUMINUM FACE. THE ROUTED OPENINGS TO BE BACKED W/ TRANS. WHITE ACRYLIC. FACE ATTACHED TO CABINET RETURNS VIA 1 1/2" WELDED ALUMINUM RETURNS. INTERNALLY ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO EXISTING BRICK BUILDING.



3 PROPOSED ELEVATION VIEW
 SCALE: NTS

1 ELEVATION DETAIL
 SCALE: 1/2" = 1'-0"



2 ELEVATION DETAIL
 SCALE: 1/2" = 1'-0"

PAINTED FINISHES:

P-03 - TO MATCH PMS 2382 C (BLUE)

VINYL'S:

- V-03 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 2382 C (BLUE)
- V-04 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 915 U (LT. BLUE)
- V-05 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 7548 XGC (YELLOW)
- V-07 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 33% OF PMS 915 U (LT. BLUE)
- V-08 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH 10% OF PMS 915 U (LT. BLUE)



PROJECT TITLE:
 TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE:

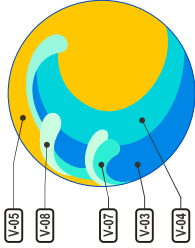
REVISION HISTORY	
NO.	DATE PREV. DRWG. DESCRIPTION

PRODUCT TYPE:
 SECONDARY MONUMENT SIGN

DRAWING TYPE:
 CONCEPTUAL

PROJECT NO.	TASK NO.	QTY.
93745	233633	1 SET
DWG. NO.	SHEET	
13323CH	1 OF 3	

Item 3.



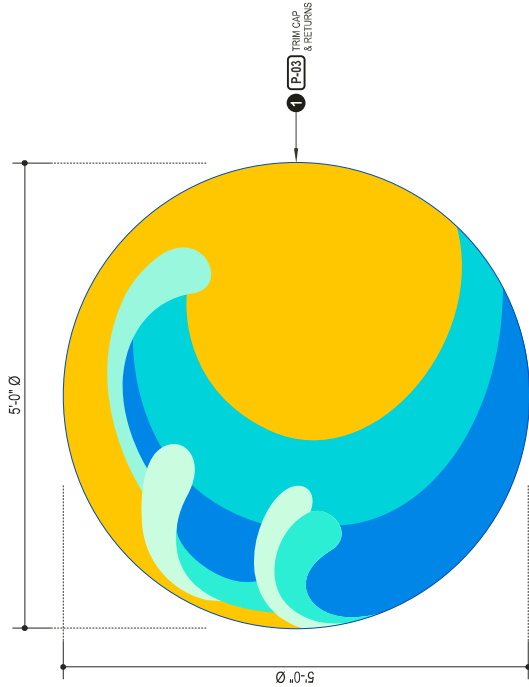
4 VINYL CALL OUTS
 SCALE: NTS

GENERAL NOTES:

ILLUMINATED: YES
 S/F OR D/F: S/F
 EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.
 ELECTRIC TO INSTALL LOCATION TO BE COORDINATED
 WITH E.C. AND TO BE PROVIDED BY THE E.C.

NOTES:

- 1** LOGO CABINET: S/F INTERNALLY ILLUMINATED 5" DEEP
 FAB'D CHANNEL CABINET. RETURNS & BACK TO BE
 ALUMINUM & TO HAVE A PAINTED FINISH. FACE TO BE
 TRANS. WHITE ACRYLIC WITH APPLIED VINYL GRAPHICS.
 FACE ATTACHED TO RETURNS VIA 1" PLASTIC TRIM CAP.
 TRIM CAP FINISH TO MATCH RETURNS FINISH. INTERNALLY
 ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO
 EXISTING BRICK BUILDING.








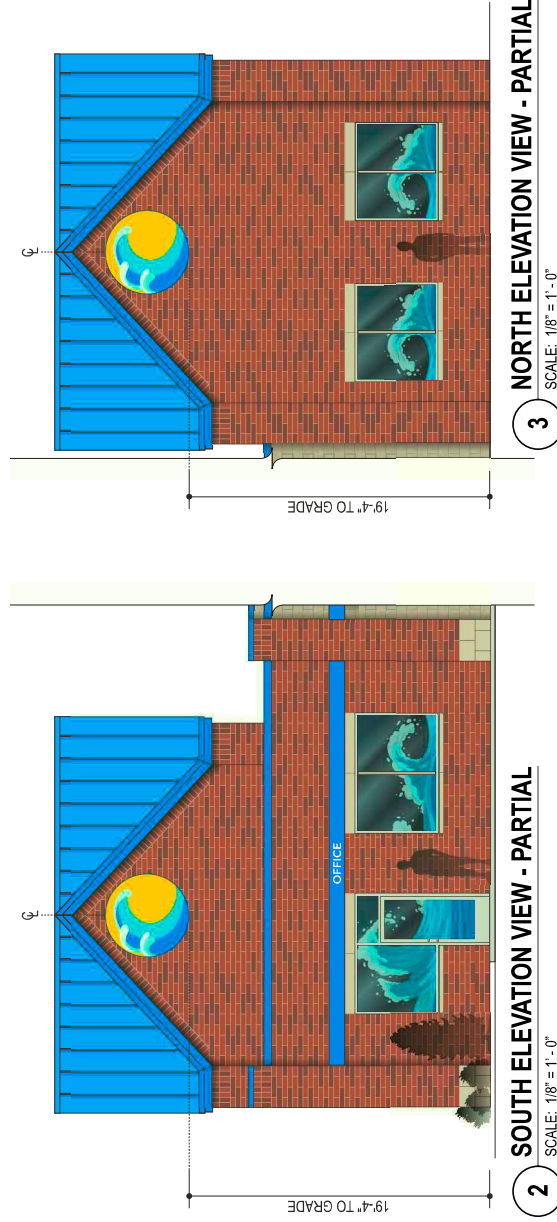
1 ELEVATION DETAIL
 SCALE: 3/4" = 1'-0"

PAINTED FINISHES:

 **P-03** - TO MATCH PMS 2382 C (BLUE)

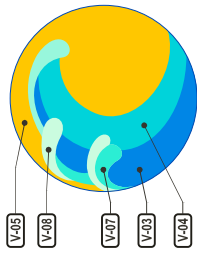
VINYL S:

-  **V-03** - DIGITALLY PRINTED ON 3M 7725-10 WHITE
 VINYL TO MATCH PMS 2382 C (BLUE)
 **V-04** - DIGITALLY PRINTED ON 3M 7725-10 WHITE
 VINYL TO MATCH PMS 915 U (LT. BLUE)
 **V-05** - DIGITALLY PRINTED ON 3M 7725-10 WHITE
 VINYL TO MATCH PMS 7548 XGC (YELLOW)
 **V-07** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL
 TO MATCH 33% OF PMS 915 U (LT. BLUE)
 **V-08** - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL
 TO MATCH 10% OF PMS 915 U (LT. BLUE)



2 SOUTH ELEVATION VIEW - PARTIAL
 SCALE: 1/8" = 1'-0"

3 NORTH ELEVATION VIEW - PARTIAL
 SCALE: 1/8" = 1'-0"



4 VINYL CALL OUTS
 SCALE: NTS



PROJECT TITLE:
 TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE

REVISION HISTORY	
NO.	DATE PREV. DRWG. DESCRIPTION

PRODUCT TYPE:
 SECONDARY MONUMENT SIGN

DRAWING TYPE	
CONCEPTUAL	
PROJECT NO.	93745
TASK NO.	233633
QTY.	2
DWG. NO.	13323CH
SHEET	
PLAT. NO.	

PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE

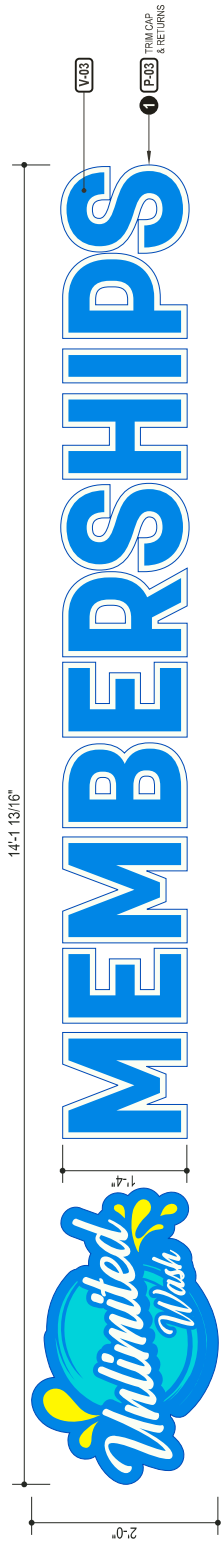
REVISION HISTORY	
NO.	DATE PREV. DRWG DESCRIPTION

PRODUCT TYPE:
CHANNEL LETTERS

DRAWING TYPE:
CONCEPTUAL

TASK NO.	QTY.
PROJECT NO.	1 SET
DWG. NO.	SHEET
13323CH	13323CH

Item 3.



1 ELEVATION DETAIL
SCALE: 3/4" = 1' - 0"

GENERAL NOTES:

ILLUMINATED: YES
S/F OR D/F: S/F
EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.
ELECTRIC TO INSTALL LOCATION TO BE COORDINATED
WITH E.C. AND TO BE PROVIDED BY THE E.C.

NOTES:

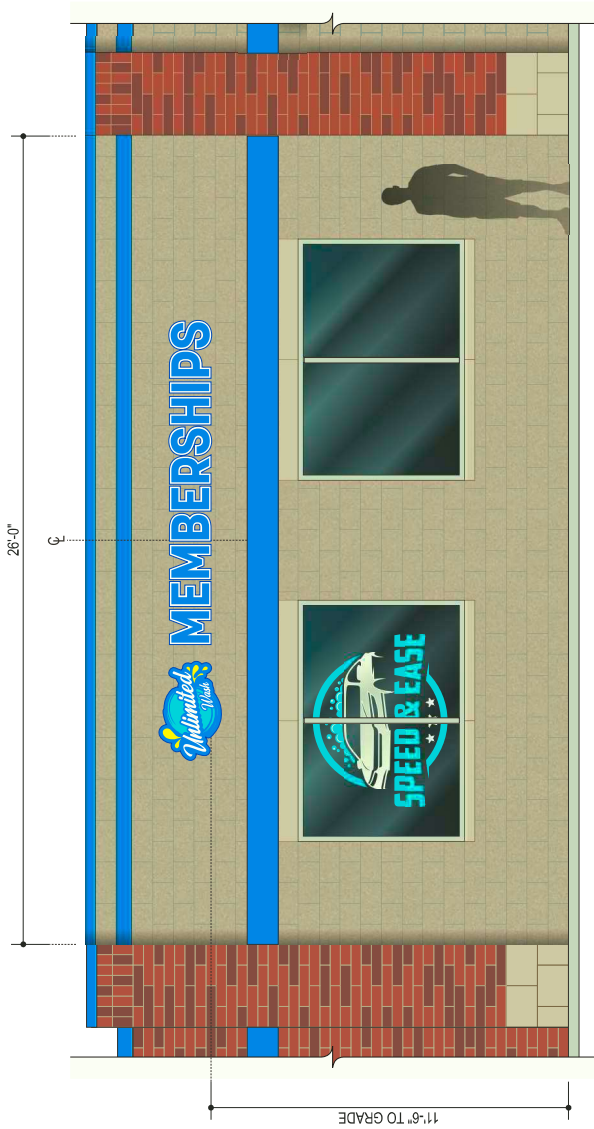
1 CHANNEL LETTERS: INTERNALLY ILLUMINATED, 5" DEEP FAB'D
CHANNEL LETTERS. RETURNS & BACKS TO BE ALUMINUM & TO
HAVE A PAINTED FINISH. FACES TO BE TRANS. WHITE ACRYLIC
W/ APPLIED VINYL INLAYS. FACES ARE ATTACHED TO RETURNS
VIA 1" PLASTIC TRIM CAP. TRIM CAP FINISH TO MATCH RETURNS
FINISH. INTERNALLY ILLUMINATED VIA WHITE LEDS. FLUSH
MOUNTED TO CMU BLOCK OF EXISTING BUILDING.

PAINTED FINISHES:

 P-03 - TO MATCH PMS 2382 C (BLUE)

VINYLS:

 V-03 - DIGITALLY PRINTED ON 3M 7725-10 WHITE
VINYL TO MATCH PMS 2382 C (BLUE)



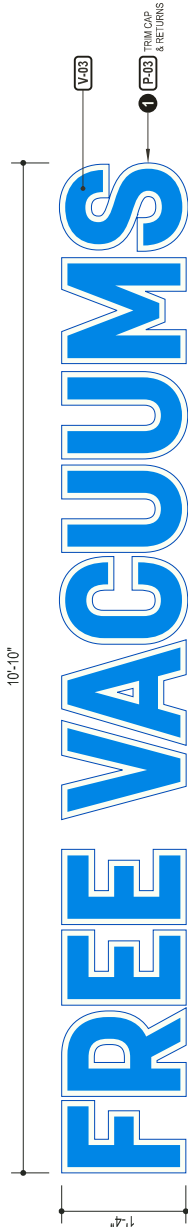
2 SOUTH ELEVATION VIEW - PARTIAL
SCALE: 1/4" = 1' - 0"

GENERAL NOTES:

ILLUMINATED: YES
S/F OR D/F: S/F
EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.
ELECTRIC TO INSTALL LOCATION TO BE COORDINATED
WITH E.C. AND TO BE PROVIDED BY THE E.C.

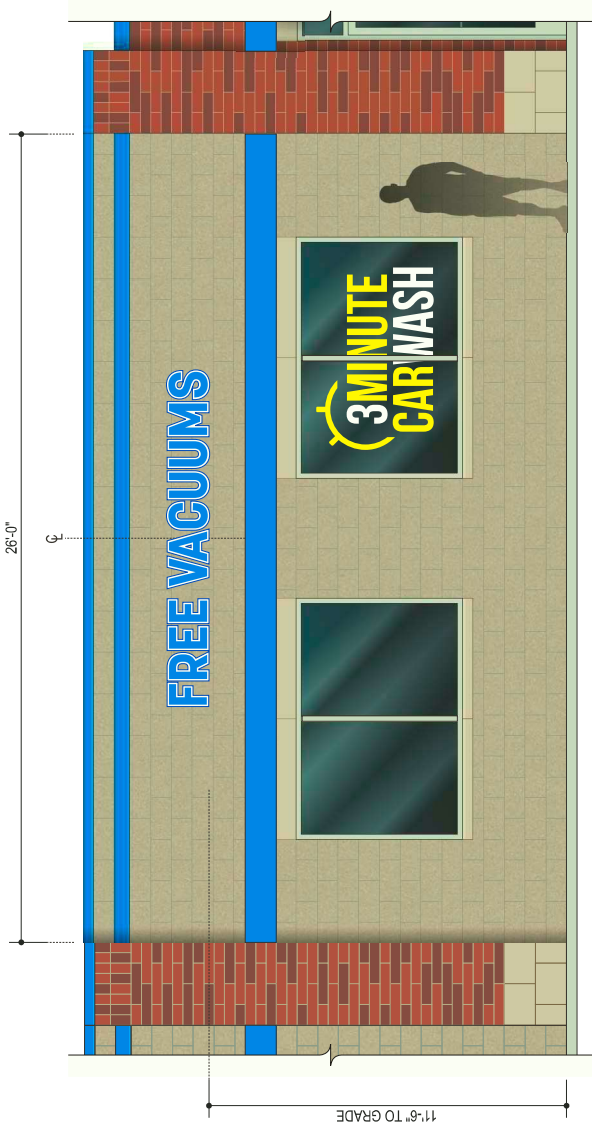
NOTES:

1 CHANNEL LETTERS: INTERNALLY ILLUMINATED 5" DEEP FAB'D CHANNEL LETTERS. RETURNS & BACKS TO BE ALUMINUM & TO HAVE A PAINTED FINISH. FACES TO BE TRANS. WHITE ACRYLIC W/ APPLIED VINYL INLAYS. FACES ARE ATTACHED TO RETURNS VIA 1" PLASTIC TRIM CAP. TRIM CAP FINISH TO MATCH RETURNS FINISH. INTERNALLY ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO CMU BLOCK OF EXISTING BUILDING.



1 ELEVATION DETAIL

SCALE: 3/4" = 1' - 0"



2 SOUTH ELEVATION VIEW - PARTIAL

SCALE: 1/4" = 1' - 0"

PAINTED FINISHES:



P-03 - TO MATCH PMS 2382 C (BLUE)

VINYLS:



V-03 - DIGITALLY PRINTED ON 3M 7725-10 WHITE VINYL TO MATCH PMS 2382 C (BLUE)

REVISION HISTORY	
NO.	DATE PREV. DRWG. DESCRIPTION

DRAWING TYPE:	
CONCEPTUAL	
PROJECT NO.	TASK NO.
93745	233633
DWG. NO.	QTY.
13323CH	1 SET
	SHEET

LB-1 LIGHT BANDS

GENERAL NOTES:

ILLUMINATED: YES

S/F OR D/F: S/F

EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.

ELECTRIC TO INSTALL LOCATION TO BE COORDINATED WITH E.C. AND TO BE PROVIDED BY THE E.C.

NOTES:

1

LIGHT BAND: INTERNALLY ILLUMINATED 6" DEEP FAB'D ALUMINUM TUBE FRAME. TOPS & BACKS TO HAVE ALUMINUM CLADDING. CLADDING TO HAVE A PAINTED FINISH. FACE TO BE #5025 REFLEX BLUE COOLEY BRITE®. COPY ON THE TWO OUTER LIGHT BANDS TO BE ERADICATED FROM COOLEY MATERIAL. BOTTOM OF LIGHT BAND CABINET TO HAVE TRANS WHITE ACRYLIC LENS. INTERNALLY ILLUMINATED VIA WHITE LED'S. FLUSH MOUNTED TO CMU BLOCK OF EXISTING BUILDING.

1

ELEVATION DETAIL

SCALE: 3/8" = 1'-0"

QTY: 1

2

ELEVATION DETAIL

SCALE: 3/8" = 1'-0"

QTY: 4

26'-0"

OFFICE

1

P-02

P-03

INTERIOR OF CABINET
BACKS & FRAME
EXPOSED FRAME & TOP
ALUMINUM CLADDING

26'-0"

1

P-02

P-03

INTERIOR OF CABINET
BACKS & FRAME
EXPOSED FRAME & TOP
ALUMINUM CLADDING

FAST SIGNS

OF KANKAKEE

PROJECT TITLE:

TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE:

REVISION HISTORY

NO.	DATE	PREV. DWG.	DESCRIPTION

PRODUCT TYPE:

LIGHT BANDS

DRAWING TYPE:

CONCEPTUAL

PROJECT NO.	TASK NO.	QTY.
93745	233633	AS NOTED

DWG. NO.	SHEET
13323CH	144 OF 200

3

SOUTH ELEVATION VIEW

SCALE: 3/32" = 1'-0"

PAINTED FINISHES:

P-02

- WHITE, SATIN FINISH

P-03

- TO MATCH PMS 2382 C (BLUE)

Item 3.

77

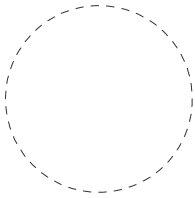


1 SOUTH ELEVATION VIEW - EVENING VIEW
SCALE: 3/32" = 1' - 0"

FAST SIGNS
OF KANKAKEE

PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:



ENGINEER OF RECORD SIGNATURE/DATE

REVISION HISTORY		
NO.	DATE	DESCRIPTION

PRODUCT TYPE:
LIGHT BANDS

DRAWING TYPE:		
CONCEPTUAL		
PROJECT NO.	TASK NO.	QTY.
93745	233633	AS NOTED
DWG. NO.	SHEET	
13323CH	13323CH	

Item 3.

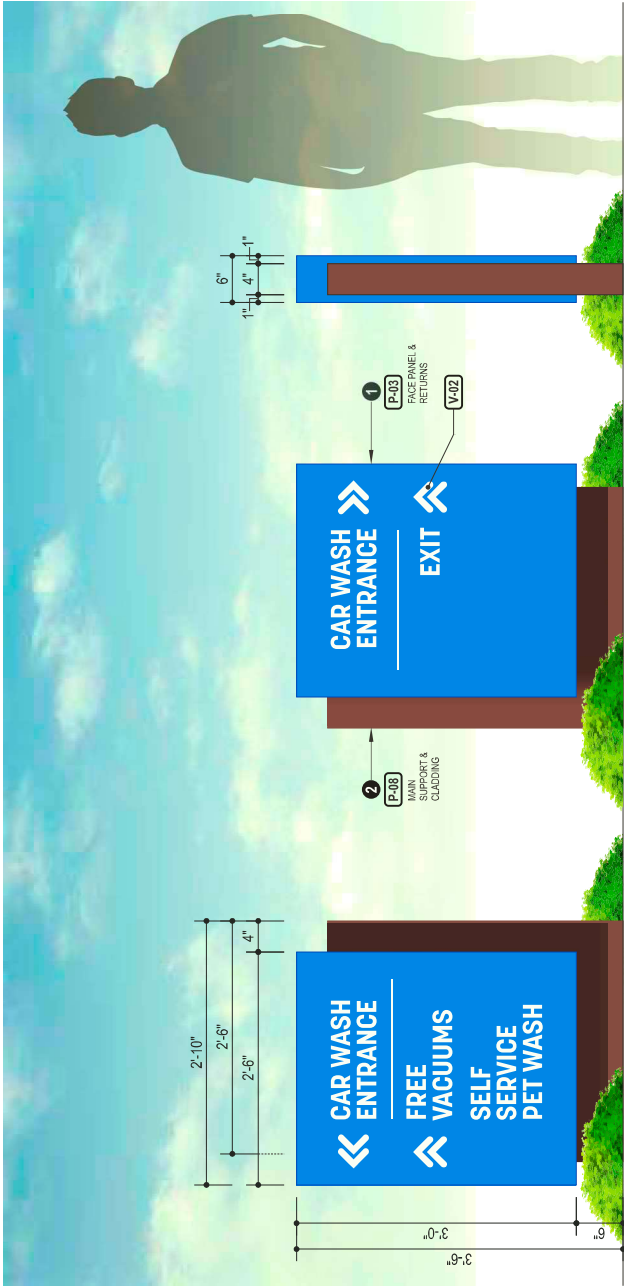
DIR-1 DIRECTIONAL SIGN

GENERAL NOTES:

ILLUMINATED: NO
S/F OR D/F: D/F
EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.

NOTES:

- 1** FACE PANEL: D/F 6" DEEP FAST ALUMINUM PANEL. PANEL TO HAVE A PAINTED FINISH. WHITE VINYL GRAPHICS APPLIED TO FACE. FLAG MOUNTED TO MAIN SUPPORT.
- 2** MAIN SUPPORT: (1) ALUMINUM TUBE SUPPORT W/ ALUMINUM CLADDING TO WRAP UNDER FACE PANEL TO GRADE. CLADDING TO HAVE A PAINTED FINISH. MAIN SUPPORT TO BE MOUNTED TO GROUND VIA CONCRETE FOOTER. MAIN SUPPORT TO BE DIRECTLY BURIED INTO CONCRETE FOOTER.



1 TYPICAL ELEVATION VIEW
SCALE: 3/4" = 1' - 0"

2 SIDE VIEW
SCALE: 3/4" = 1' - 0"

PAINTED FINISHES:

P-03 - TO MATCH PMS 2382 C (BLUE)

P-08 - TO MATCH PMS 4715 C (DK BRICK RED)

VINYLS:

V-02 - 3M 7725-10 WHITE

FAST SIGNS
OF KANKAKEE

PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:

ENGINEER OF RECORD SIGNATURE/DATE

REVISION HISTORY	
NO.	DATE PREV. DRWG DESCRIPTION

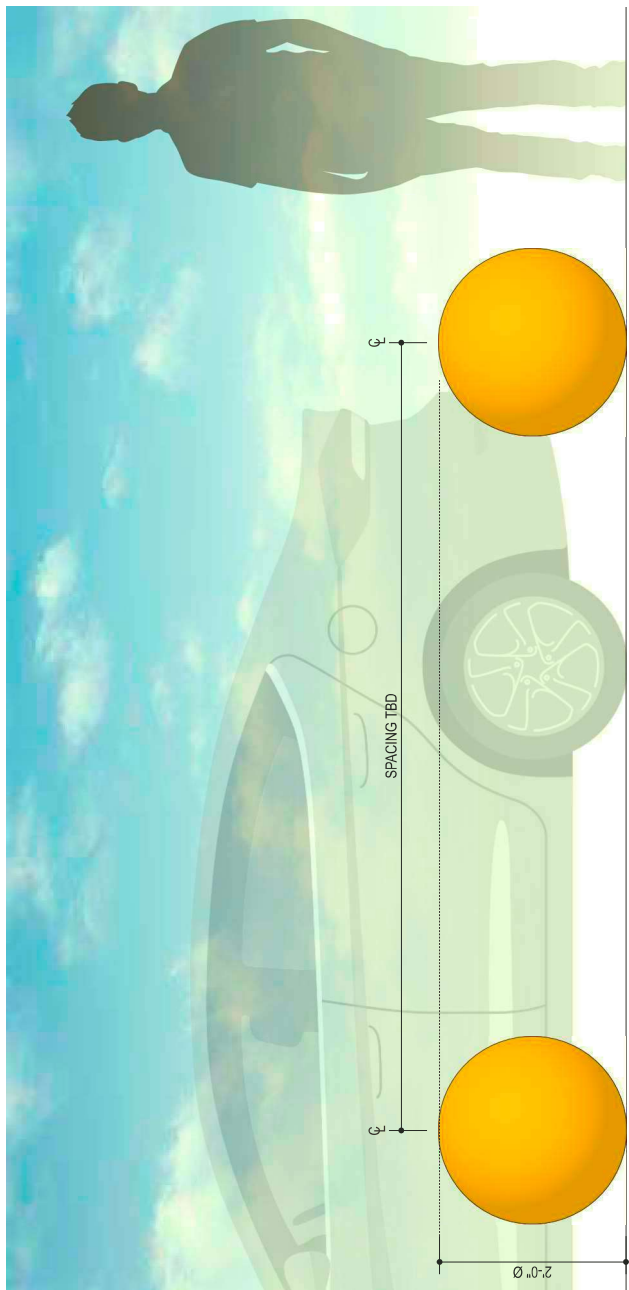
PRODUCT TYPE:
DIRECTIONAL SIGN

DRAWING TYPE: CONCEPTUAL	
PROJECT NO.	TASK NO.
93745	233633
DWG. NO.	SHEET
13323CH	13323CH

BOL-1 CONCRETE SPHERE BOLLARDS

GENERAL NOTES:
ILLUMINATED: NO
S/F OR D/F: N/A
EXACT INSTALL LOCATION TO BE COORDINATED WITH G.C.

- NOTES:
- 1 CONCRETE BOLLARDS: 2'-0" PRE-CAST CONCRETE SPHERES. BOLLARDS TO HAVE A STAINED FINISH. BOLLARDS ARE PLACED ON OUTSIDE PERIMETER OF PATH TO THE CAR WASH IN THE GRASS AREA.



1 TYPICAL ELEVATION VIEW
SCALE: 3/4" = 1'-0"



2 EXAMPLES OF CONCRETE SPHERE BOLLARDS
SCALE: NTS

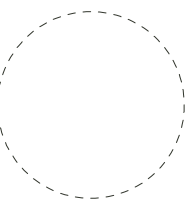
PAINTED FINISHES:

P-05 - TO MATCH PMS 7548 YGC (YELLOW)



PROJECT TITLE:
TSUNAMI CAR WASH

ENGINEER OF RECORD SEAL:



ENGINEER OF RECORD SIGNATURE/DATE

REVISION HISTORY	
NO.	DATE PREV. DRWG DESCRIPTION

PRODUCT TYPE:
CONCRETE SPHERE BOLLARDS

DRAWING TYPE:	
CONCEPTUAL	
PROJECT NO.	TASK NO.
93745	233633
DWG. NO.	QTY.
13323CH	14
	SHEET
	14 OF 20

Item 3.

Columbia Heights

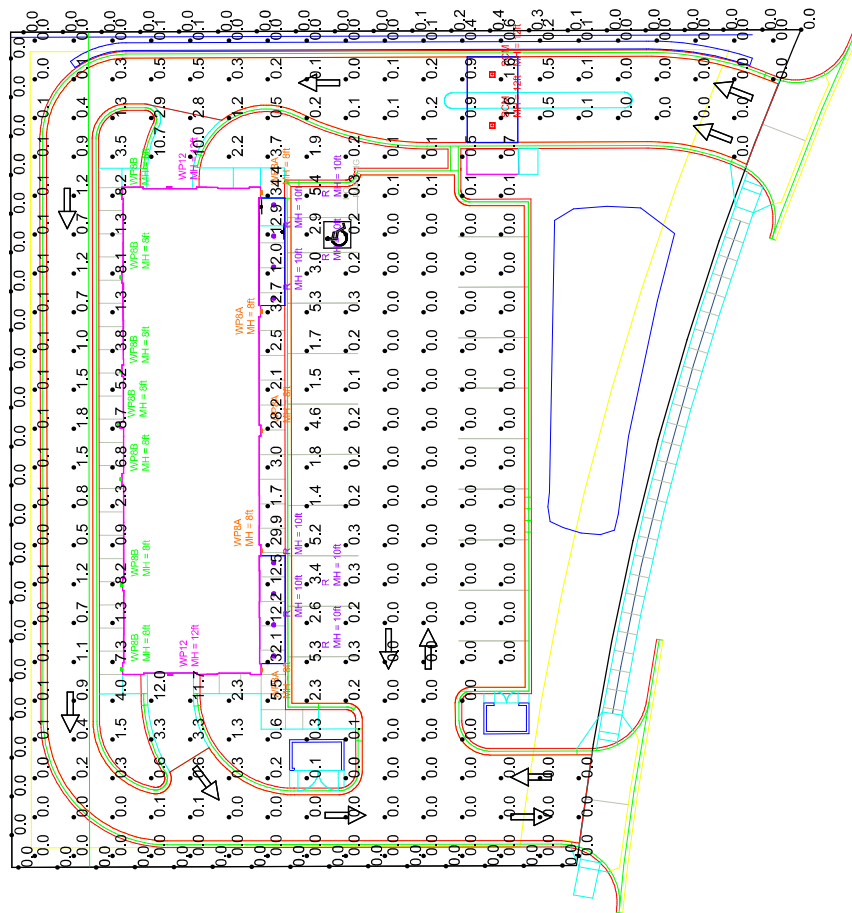
Date: 10/9/2024

Date: 10/9/2024

Sales Agent: Steve Hahn

Drawn By: Joe Frey
Date: 10/9/2024
Sales Agent: Steve Hahn
Scale: 1" = 16'

Revisions			
#	Date	Comments	

[illegible]

Calculation Summary						
Scenario: Entry						
Label	CalcType	Units	Avg	Max	Min	Max/Min
CalcRts 1	illumance	FC	0.65	24.4	0.0	N.A.

scale: 1 inch=16 ft.

These drawings are for conceptual use only and are not intended for construction. Fixture runs and quantities should be verified prior to order. Values represented are an approximation generated from manufacturers photometric inhouse or independent lab tests with data supplied by lamp manufacturers.

Stormwater Management Memo

Developer:

Tsunami Express Car Wash
4800 Meadows Road, Suite #300
Lake Oswego, OR 97035

Project:

Tsunami Express Car Wash - Mankato
999 50th Avenue NE
Columbia Heights, MN 55421

Engineer's Certification:

All plans and supporting Documentation contained in this report have been reviewed by me and it is hereby certified that to the best of my knowledge the plans comply with the requirements of the ordinance.

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.



David J. Knaeble P.E.

Registration Number: 48776

Date:

8/5/2024

Table of Contents:

1.0	Cover Sheet, Engineer's Certification
2.0	Summary Analysis / Narrative
2.1	Introduction
2.2	Existing Site Conditions
2.3	Proposed Site Conditions
2.4	Stormwater Requirements – City
2.5	Stormwater Requirements – Watershed District
2.6	Stormwater Requirements – MPCA / NPDES
3.0	Stormwater Calculations
3.1	Proposed Stormwater Management Strategy & Facilities Description
3.2	Rate Control
3.3	Volume Control
3.4	Water Quality
4.0	Conclusions

Figures:

Figure 1 – Drainage Calculations Summary Table
 Figure 2 – Existing Conditions Drainage Area Map
 Figure 3 – Proposed Conditions Drainage Area Map

Appendices:

- HydroCAD
 - Existing Conditions HydroCAD Modeling
 - Proposed Conditions HydroCAD Modeling
- Storm Sewer Sizing [TO BE PROVIDED AT A FUTURE DATE]
 - Storm Sewer Sizing Map
 - Storm Sewer Sizing Spreadsheet
- Geotechnical Report (On File at the Office of the Engineer)

2.0 Summary Analysis / Narrative:

2.1 Introduction:

This stormwater management report accompanies the Civil Engineering Plans prepared by Civil Site Group for the subject project dated 8/5/24. This report includes a summary of the existing and proposed site conditions, the stormwater requirements of relevant regulatory agencies, and proposed design calculations and data to meet the requirements.

2.2 Existing Site Conditions :

Site Description:

The existing site is an office building and parking lot. Below is the existing surface area tabulation.

Existing Conditions						
Drainage Area	Impervious Area		Pervious Area		Total Area	
	Area [SF]	CN Value	Area [SF]	CN Value	Area [SF]	CN Value
EX1	24929	98	11339	61	36268	86

Existing Soils:

A geotechnical evaluation report has not been completed yet for this project. Based on the soils report from the neighboring ALDI site directly west of the project site, soils in this region are typically silts sands (SM) hydrologic soil group "B" designation.

Groundwater:

Groundwater has not been analyzed yet for this site and information will be provided once a geotechnical report has been completed.

2.3 Proposed Site Conditions:

Site Description:

The proposed site is a commercial car wash building with associated parking, landscaping and utility improvements. Below is the proposed surface area tabulation.

The proposed site surface coverage areas are shown in the table below:

Proposed Conditions						
Drainage Area	Impervious Area		Pervious Area		Total Area	
	Area [SF]	CN Value	Area [SF]	CN Value	Area [SF]	CN Value
PR1A	15948	98	6368	61	22316	87
PR1B	9743	98	4208	61	13951	87

2.4 Stormwater Requirements City (Columbia Heights):

Requirement threshold - Projects that either create or disturb 1 acre or greater of new impervious will require the submittal of a Stormwater Management Plan. Projects that disturb less than 1 acre and down to 10,000 SF are only required to develop an erosion control plan.

Rate Control – Limit peak runoff flow rates to existing conditions for 2-YR, 10-YR, and 100-YR frequency storms (utilize Atlas 14 rainfall data).

Water Quality – The water quality control standard shall be considered satisfied if the volume control standard has been satisfied.

Volume Control – A proposed development shall capture and retain on site 1.0 inches of runoff from the net new impervious surfaces in post-construction conditions and at a minimum as per the requirements of the NPDES Construction General Permit.

This project will not be disturbing over 1.0 acre, so permanent stormwater management is not required per the City Requirements. Per discussions with the City of Columbia Heights Engineering Staff, rate control will still be required.

2.5 Stormwater Requirements Watershed District – (Mississippi Water Management Organization):

Requirement threshold – Any project creating greater than one acre of land disturbance.

Rate Control – Limit peak runoff flow rates to existing conditions for 2-YR, 10-YR, and 100-YR frequency storms (utilize Atlas 14 rainfall data).

Water Quality – The water quality control standard shall be considered satisfied if the volume control standard has been satisfied.

Volume Control – For projects without limitations that disturb one or more acre of land, 1.1 inches of runoff from the new and fully reconstructed impervious surfaces shall be captured and retained on site. For projects on sites with limitations, the MWMO Design Sequence Flow Chart shall be used.

This project will not be disturbing over 1.0 acre, so permanent stormwater management is not required per the MWMO.

2.6 Stormwater Requirements - Minnesota Pollution Control Agency – NPPDES permit (MPCA):

Requirement threshold - A permit is required for projects with a disturbed area over 1 acre in size, Stormwater management is required for a project adding 1-acre of more of NEW impervious surface (reconstructed impervious is not included).

Rate Control – No specific regulation, may not degrade downstream facilities.

Water Quality – Stormwater water quality treatment volume must be provided equal to 1.0” over all new impervious surfaces (includes all newly constructed impervious surfaces only, re-constructed impervious surfaces are not included).

Volume Control – Must consider volume reduction if feasible and not prohibited on site. The required infiltration volume is equal to the water quality volume described above.

This project will not be increasing the impervious surface area by over 1.0 acre, so permanent stormwater management is not required per the MPCA.

3.0 Stormwater Calculations:

3.1 Proposed Stormwater Management Strategy & Facilities Description

This project is disturbing approximately 0.9 acres of land. The project will be constructing approximately 0.6 acres of new/reconstructed impervious surfaces. This land disturbance and creation of impervious surfaces will not trigger stormwater management requirements from the City of Columbia Heights, the MWMP and for the MPCA NPDES Permit.

Per discussions with the City of Columbia Heights Engineering Staff, rate control will still be required.

This project is proposing to use an aboveground detention basin to meet the rate control requirements.

3.2 Rate Control

Limit peak runoff flow rates to existing conditions for 2-YR, 10-YR, and 100-YR frequency storms (utilize Atlas 14 rainfall data).

Rate control is provided by live storage within the proposed aboveground detention basin. This information was derived using HydroCAD stormwater modeling software. The existing and proposed runoff rates are shown in the summary table below.

Stormwater Rate Summary			
Drainage Area	Existing Rate (cfs)		
	2-YR [2.84"]	10-YR [4.26"]	100-YR [7.38"]
EX1	2.47	4.00	7.60
TOTAL	2.47	4.00	7.60
Drainage Area	Proposed Conditions Rate (cfs)		
	2-YR [2.84"]	10-YR [4.26"]	100-YR [7.38"]
PR1A	1.58	2.55	4.84
1P (PR1B)	0.74	1.01	1.47
TOTAL	2.32	3.56	6.31
Overall Stormwater Rate Summary			
	Existing Conditions Rate (cfs)	Proposed Conditions Rate (cfs)	
2-Year Event	2.47	2.32	
10-Year Event	4.00	3.56	
100-Year Event	7.60	6.31	

The existing project site discharges to 50th Avenue NE. The overall discharge rates from the proposed site will be less than the existing discharge rates in all events.

The overall proposed runoff rates are less than the existing peak runoff rates. – REQUIREMENT SATISFIED

3.3 Volume Control

Since this project is not disturbing over 1.0 acres of land, volume control is not required.

3.4 Water Quality

Since this project is not disturbing over 1.0 acres of land, water quality control is not required.

4.0 Conclusions:

To the best of our knowledge, this project meets all State, City and Watershed District stormwater management requirements.

Tsunami Express Car Wash - Columbia Heights
Civil Site Group - Stormwater Calculations

Existing Conditions

Drainage Area	Impervious Area		Pervious Area		Total Area	
	Area [SF]	CN Value	Area [SF]	CN Value	Area [SF]	CN Value
EX1	24929	98	11339	61	36268	86

Proposed Conditions

Drainage Area	Impervious Area		Pervious Area		Total Area	
	Area [SF]	CN Value	Area [SF]	CN Value	Area [SF]	CN Value
PR1A	15948	98	6368	61	22316	87
PR1B	9743	98	4208	61	13951	87

Site Area Summary

	Impervious [SF]	Impervious [AC]	Pervious [SF]	Pervious [AC]	Total [SF]	Total [AC]
Existing Site	24929	0.57	11339	0.26	36268	0.83
Proposed Site	25691	0.59	10576	0.24	36267	0.83

Stormwater Rate Summary

Drainage Area	Existing Rate (cfs)		
	2-YR [2.84"]	10-YR [4.26"]	100-YR [7.38"]
EX1	2.47	4.00	7.60
TOTAL	2.47	4.00	7.60

Drainage Area	Proposed Conditions Rate (cfs)		
	2-YR [2.84"]	10-YR [4.26"]	100-YR [7.38"]
PR1A	1.58	2.55	4.84
1P (PR1B)	0.74	1.01	1.47
TOTAL	2.32	3.56	6.31

Overall Stormwater Rate Summary

	Existing Conditions Rate (cfs)	Proposed Conditions Rate (cfs)
2-Year Event	2.47	2.32
10-Year Event	4.00	3.56
100-Year Event	7.60	6.31



24289	Revision Number:	.
29/24	Revision Date:	.

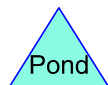
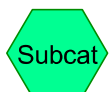
DA 1

Civil Site

Item 3.



**EX1 - DRAINS SOUTH
TO 50TH AVE.**



Routing Diagram for 24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Page 2

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	2.84	2
2	10y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	4.26	2
3	100y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	7.38	2

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Page 3

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.234	61	>75% Grass cover, Good, HSG B (EX1)
0.572	98	Paved parking, HSG B (EX1)
0.806	87	TOTAL AREA

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Printed 7/29/2024

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Page 4

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.806	HSG B	EX1
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.806		TOTAL AREA

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Page 5

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.234	0.000	0.000	0.000	0.234	>75% Grass cover, Good	EX1
0.000	0.572	0.000	0.000	0.000	0.572	Paved parking	EX1
0.000	0.806	0.000	0.000	0.000	0.806	TOTAL AREA	

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 6

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
 Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

SubcatchmentEX1: EX1 - DRAINS SOUTH Runoff Area=35,104 sf 71.01% Impervious Runoff Depth=1.94"
 Tc=6.0 min CN=WQ Runoff=2.47 cfs 0.130 af

Total Runoff Area = 0.806 ac Runoff Volume = 0.130 af Average Runoff Depth = 1.94"
28.99% Pervious = 0.234 ac 71.01% Impervious = 0.572 ac

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 7

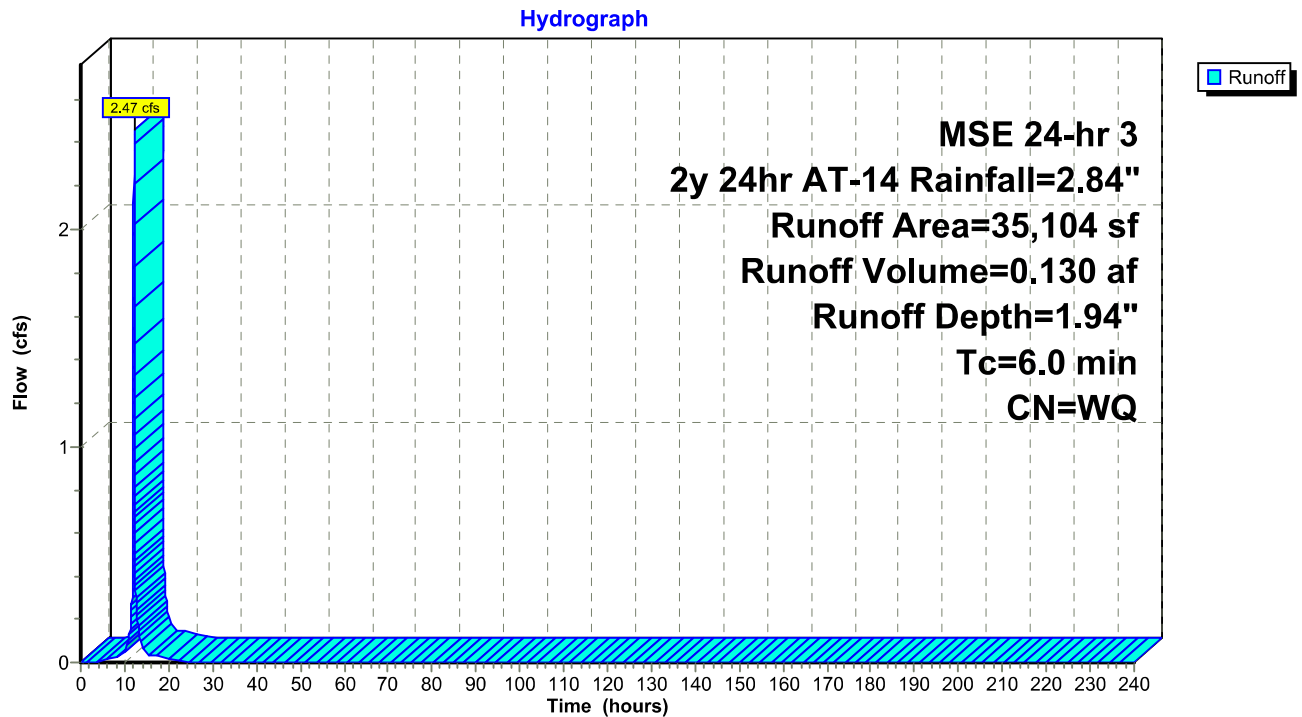
Summary for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Runoff = 2.47 cfs @ 12.13 hrs, Volume= 0.130 af, Depth= 1.94"
 Routed to nonexistent node EX-DA 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

Area (sf)	CN	Description
24,929	98	Paved parking, HSG B
10,175	61	>75% Grass cover, Good, HSG B
35,104		Weighted Average
10,175		28.99% Pervious Area
24,929		71.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Page 8

Hydrograph for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.11	0.00	0.01
10.00	0.39	0.01	0.05
15.00	2.55	1.35	0.06
20.00	2.77	1.54	0.02
25.00	2.84	1.60	0.00
30.00	2.84	1.60	0.00
35.00	2.84	1.60	0.00
40.00	2.84	1.60	0.00
45.00	2.84	1.60	0.00
50.00	2.84	1.60	0.00
55.00	2.84	1.60	0.00
60.00	2.84	1.60	0.00
65.00	2.84	1.60	0.00
70.00	2.84	1.60	0.00
75.00	2.84	1.60	0.00
80.00	2.84	1.60	0.00
85.00	2.84	1.60	0.00
90.00	2.84	1.60	0.00
95.00	2.84	1.60	0.00
100.00	2.84	1.60	0.00
105.00	2.84	1.60	0.00
110.00	2.84	1.60	0.00
115.00	2.84	1.60	0.00
120.00	2.84	1.60	0.00
125.00	2.84	1.60	0.00
130.00	2.84	1.60	0.00
135.00	2.84	1.60	0.00
140.00	2.84	1.60	0.00
145.00	2.84	1.60	0.00
150.00	2.84	1.60	0.00
155.00	2.84	1.60	0.00
160.00	2.84	1.60	0.00
165.00	2.84	1.60	0.00
170.00	2.84	1.60	0.00
175.00	2.84	1.60	0.00
180.00	2.84	1.60	0.00
185.00	2.84	1.60	0.00
190.00	2.84	1.60	0.00
195.00	2.84	1.60	0.00
200.00	2.84	1.60	0.00
205.00	2.84	1.60	0.00
210.00	2.84	1.60	0.00
215.00	2.84	1.60	0.00
220.00	2.84	1.60	0.00
225.00	2.84	1.60	0.00
230.00	2.84	1.60	0.00
235.00	2.84	1.60	0.00
240.00	2.84	1.60	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING MSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 9

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment EX1: EX1 - DRAINS SOUTH Runoff Area=35,104 sf 71.01% Impervious Runoff Depth=3.13"

Tc=6.0 min CN=WQ Runoff=4.00 cfs 0.210 af

Total Runoff Area = 0.806 ac Runoff Volume = 0.210 af Average Runoff Depth = 3.13"**28.99% Pervious = 0.234 ac 71.01% Impervious = 0.572 ac**

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

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Page 10

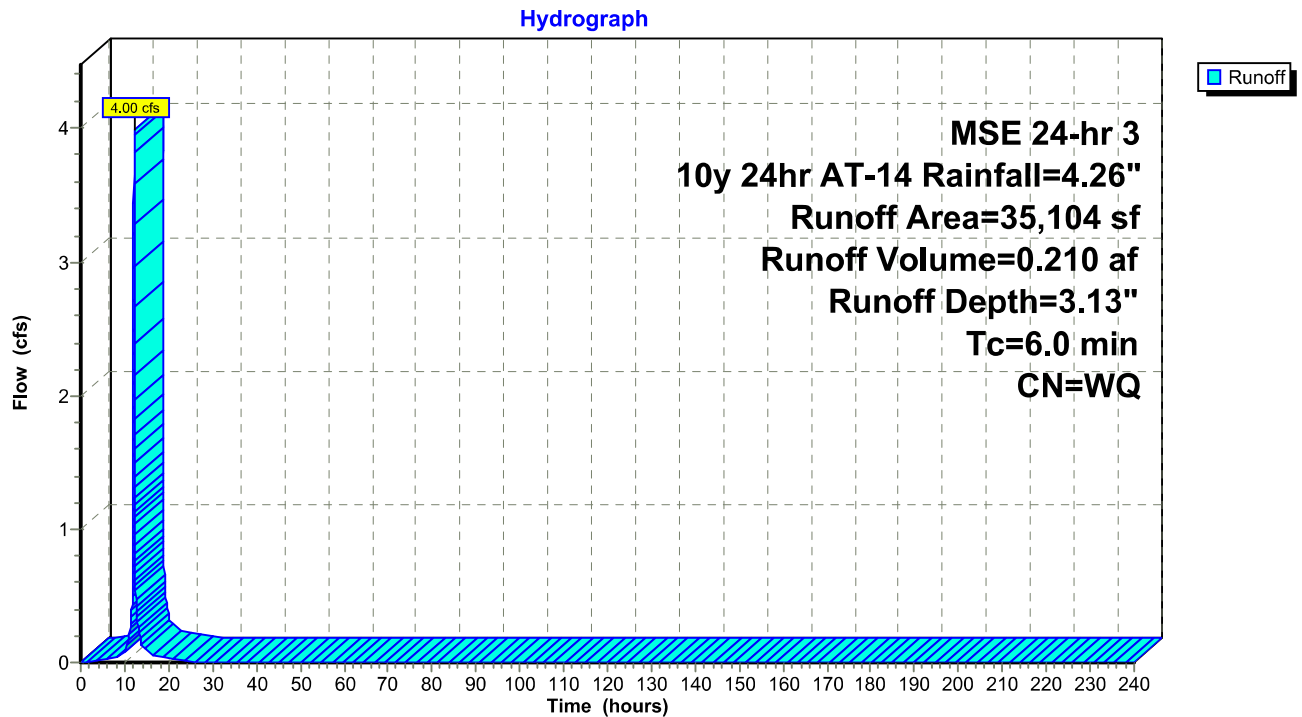
Summary for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Runoff = 4.00 cfs @ 12.13 hrs, Volume= 0.210 af, Depth= 3.13"
 Routed to nonexistent node EX-DA 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 MSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

Area (sf)	CN	Description
24,929	98	Paved parking, HSG B
10,175	61	>75% Grass cover, Good, HSG B
35,104		Weighted Average
10,175		28.99% Pervious Area
24,929		71.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING

MSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 11

Hydrograph for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.16	0.00	0.02
10.00	0.59	0.05	0.08
15.00	3.82	2.47	0.10
20.00	4.15	2.77	0.03
25.00	4.26	2.88	0.00
30.00	4.26	2.88	0.00
35.00	4.26	2.88	0.00
40.00	4.26	2.88	0.00
45.00	4.26	2.88	0.00
50.00	4.26	2.88	0.00
55.00	4.26	2.88	0.00
60.00	4.26	2.88	0.00
65.00	4.26	2.88	0.00
70.00	4.26	2.88	0.00
75.00	4.26	2.88	0.00
80.00	4.26	2.88	0.00
85.00	4.26	2.88	0.00
90.00	4.26	2.88	0.00
95.00	4.26	2.88	0.00
100.00	4.26	2.88	0.00
105.00	4.26	2.88	0.00
110.00	4.26	2.88	0.00
115.00	4.26	2.88	0.00
120.00	4.26	2.88	0.00
125.00	4.26	2.88	0.00
130.00	4.26	2.88	0.00
135.00	4.26	2.88	0.00
140.00	4.26	2.88	0.00
145.00	4.26	2.88	0.00
150.00	4.26	2.88	0.00
155.00	4.26	2.88	0.00
160.00	4.26	2.88	0.00
165.00	4.26	2.88	0.00
170.00	4.26	2.88	0.00
175.00	4.26	2.88	0.00
180.00	4.26	2.88	0.00
185.00	4.26	2.88	0.00
190.00	4.26	2.88	0.00
195.00	4.26	2.88	0.00
200.00	4.26	2.88	0.00
205.00	4.26	2.88	0.00
210.00	4.26	2.88	0.00
215.00	4.26	2.88	0.00
220.00	4.26	2.88	0.00
225.00	4.26	2.88	0.00
230.00	4.26	2.88	0.00
235.00	4.26	2.88	0.00
240.00	4.26	2.88	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTING MSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Prepared by Civil Site Group

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Page 12

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment EX1: EX1 - DRAINS SOUTH Runoff Area=35,104 sf 71.01% Impervious Runoff Depth=5.93"

Tc=6.0 min CN=WQ Runoff=7.60 cfs 0.399 af

Total Runoff Area = 0.806 ac Runoff Volume = 0.399 af Average Runoff Depth = 5.93"**28.99% Pervious = 0.234 ac 71.01% Impervious = 0.572 ac**

24289 - TSUNAMI COLUMBIA HEIGHTS EXISTMSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

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Page 13

Summary for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Runoff = 7.60 cfs @ 12.13 hrs, Volume= 0.399 af, Depth= 5.93"
 Routed to nonexistent node EX-DA 1

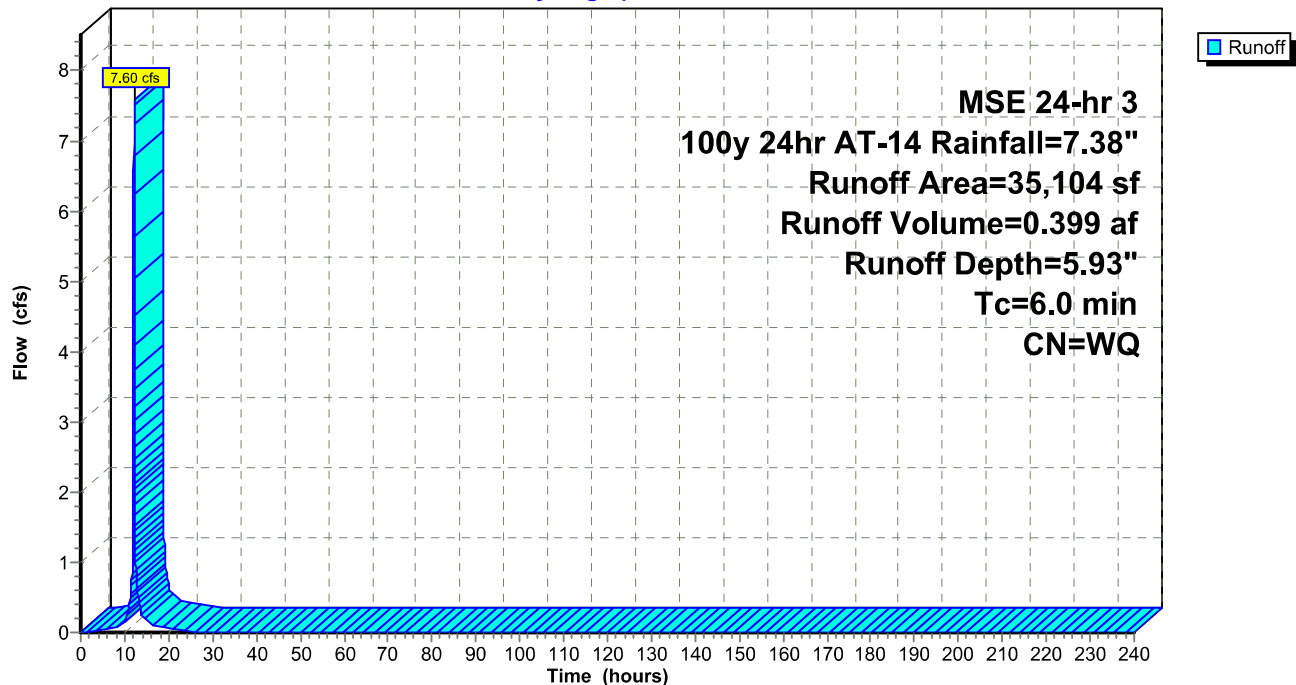
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 MSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Area (sf)	CN	Description
24,929	98	Paved parking, HSG B
10,175	61	>75% Grass cover, Good, HSG B
35,104		Weighted Average
10,175		28.99% Pervious Area
24,929		71.01% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

Hydrograph



24289 - TSUNAMI COLUMBIA HEIGHTS EXISTMSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

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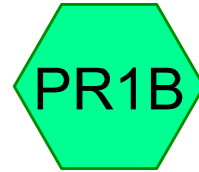
Page 14

Hydrograph for Subcatchment EX1: EX1 - DRAINS SOUTH TO 50TH AVE.

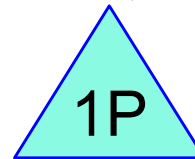
Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.28	0.00	0.04
10.00	1.01	0.23	0.15
15.00	6.62	5.11	0.18
20.00	7.19	5.66	0.06
25.00	7.38	5.85	0.00
30.00	7.38	5.85	0.00
35.00	7.38	5.85	0.00
40.00	7.38	5.85	0.00
45.00	7.38	5.85	0.00
50.00	7.38	5.85	0.00
55.00	7.38	5.85	0.00
60.00	7.38	5.85	0.00
65.00	7.38	5.85	0.00
70.00	7.38	5.85	0.00
75.00	7.38	5.85	0.00
80.00	7.38	5.85	0.00
85.00	7.38	5.85	0.00
90.00	7.38	5.85	0.00
95.00	7.38	5.85	0.00
100.00	7.38	5.85	0.00
105.00	7.38	5.85	0.00
110.00	7.38	5.85	0.00
115.00	7.38	5.85	0.00
120.00	7.38	5.85	0.00
125.00	7.38	5.85	0.00
130.00	7.38	5.85	0.00
135.00	7.38	5.85	0.00
140.00	7.38	5.85	0.00
145.00	7.38	5.85	0.00
150.00	7.38	5.85	0.00
155.00	7.38	5.85	0.00
160.00	7.38	5.85	0.00
165.00	7.38	5.85	0.00
170.00	7.38	5.85	0.00
175.00	7.38	5.85	0.00
180.00	7.38	5.85	0.00
185.00	7.38	5.85	0.00
190.00	7.38	5.85	0.00
195.00	7.38	5.85	0.00
200.00	7.38	5.85	0.00
205.00	7.38	5.85	0.00
210.00	7.38	5.85	0.00
215.00	7.38	5.85	0.00
220.00	7.38	5.85	0.00
225.00	7.38	5.85	0.00
230.00	7.38	5.85	0.00
235.00	7.38	5.85	0.00
240.00	7.38	5.85	0.00



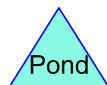
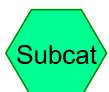
PR1A - DRAINS
SOUTH TO 50TH AVE



PR1B - DRAINS TO
DETENTION BASIN
THEN SOUTH TO
50TH AVE



1P - DETENTION
BASIN



Routing Diagram for 24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

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24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

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Page 2

Rainfall Events Listing

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	2y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	2.84	2
2	10y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	4.26	2
3	100y 24hr AT-14	MSE 24-hr	3	Default	24.00	1	7.38	2

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

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Page 3

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
0.243	61	>75% Grass cover, Good, HSG B (PR1A, PR1B)
0.590	98	Paved parking, HSG B (PR1A, PR1B)
0.833	87	TOTAL AREA

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

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Page 4

Soil Listing (all nodes)

Area (acres)	Soil Group	Subcatchment Numbers
0.000	HSG A	
0.833	HSG B	PR1A, PR1B
0.000	HSG C	
0.000	HSG D	
0.000	Other	
0.833		TOTAL AREA

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

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Page 5

Ground Covers (all nodes)

HSG-A (acres)	HSG-B (acres)	HSG-C (acres)	HSG-D (acres)	Other (acres)	Total (acres)	Ground Cover	Subcatchment Numbers
0.000	0.243	0.000	0.000	0.000	0.243	>75% Grass cover, Good	PR1A, PR1B
0.000	0.590	0.000	0.000	0.000	0.590	Paved parking	PR1A, PR1B
0.000	0.833	0.000	0.000	0.000	0.833	TOTAL AREA	

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSAL MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

Prepared by Civil Site Group

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Page 6

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
 Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment PR1A: PR1A - DRAINS Runoff Area=22,316 sf 71.46% Impervious Runoff Depth=1.95"
 Tc=6.0 min CN=WQ Runoff=1.58 cfs 0.083 af

Subcatchment PR1B: PR1B - DRAINS TO Runoff Area=13,951 sf 69.84% Impervious Runoff Depth=1.91"
 Tc=6.0 min CN=WQ Runoff=0.97 cfs 0.051 af

Pond 1P: 1P - DETENTION BASIN Peak Elev=930.23' Storage=321 cf Inflow=0.97 cfs 0.051 af
 Outflow=0.74 cfs 0.051 af

Total Runoff Area = 0.833 ac Runoff Volume = 0.134 af Average Runoff Depth = 1.94"
29.16% Pervious = 0.243 ac 70.84% Impervious = 0.590 ac

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSAL

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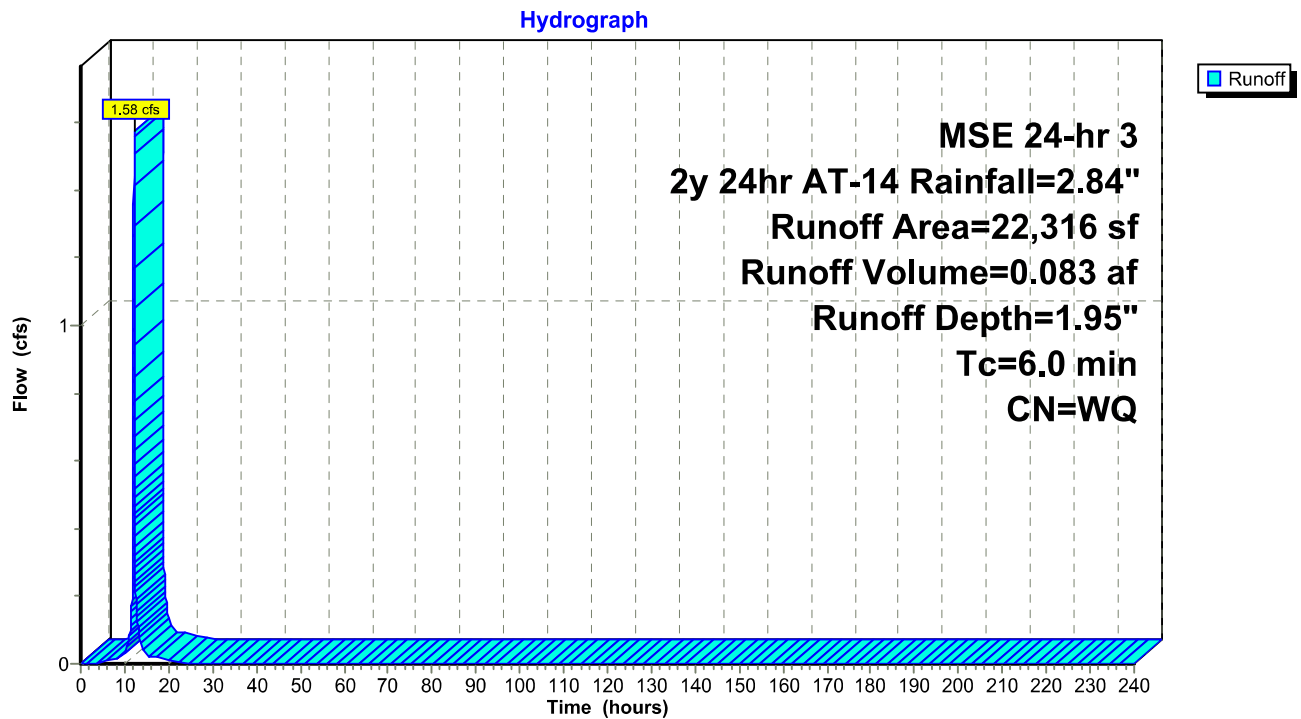
Summary for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Runoff = 1.58 cfs @ 12.13 hrs, Volume= 0.083 af, Depth= 1.95"

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

Area (sf)	CN	Description
15,948	98	Paved parking, HSG B
6,368	61	>75% Grass cover, Good, HSG B
22,316		Weighted Average
6,368		28.54% Pervious Area
15,948		71.46% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

Prepared by Civil Site Group

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Page 8

Hydrograph for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.11	0.00	0.01
10.00	0.39	0.01	0.03
15.00	2.55	1.35	0.04
20.00	2.77	1.54	0.01
25.00	2.84	1.60	0.00
30.00	2.84	1.60	0.00
35.00	2.84	1.60	0.00
40.00	2.84	1.60	0.00
45.00	2.84	1.60	0.00
50.00	2.84	1.60	0.00
55.00	2.84	1.60	0.00
60.00	2.84	1.60	0.00
65.00	2.84	1.60	0.00
70.00	2.84	1.60	0.00
75.00	2.84	1.60	0.00
80.00	2.84	1.60	0.00
85.00	2.84	1.60	0.00
90.00	2.84	1.60	0.00
95.00	2.84	1.60	0.00
100.00	2.84	1.60	0.00
105.00	2.84	1.60	0.00
110.00	2.84	1.60	0.00
115.00	2.84	1.60	0.00
120.00	2.84	1.60	0.00
125.00	2.84	1.60	0.00
130.00	2.84	1.60	0.00
135.00	2.84	1.60	0.00
140.00	2.84	1.60	0.00
145.00	2.84	1.60	0.00
150.00	2.84	1.60	0.00
155.00	2.84	1.60	0.00
160.00	2.84	1.60	0.00
165.00	2.84	1.60	0.00
170.00	2.84	1.60	0.00
175.00	2.84	1.60	0.00
180.00	2.84	1.60	0.00
185.00	2.84	1.60	0.00
190.00	2.84	1.60	0.00
195.00	2.84	1.60	0.00
200.00	2.84	1.60	0.00
205.00	2.84	1.60	0.00
210.00	2.84	1.60	0.00
215.00	2.84	1.60	0.00
220.00	2.84	1.60	0.00
225.00	2.84	1.60	0.00
230.00	2.84	1.60	0.00
235.00	2.84	1.60	0.00
240.00	2.84	1.60	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSAL

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Page 9

Summary for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

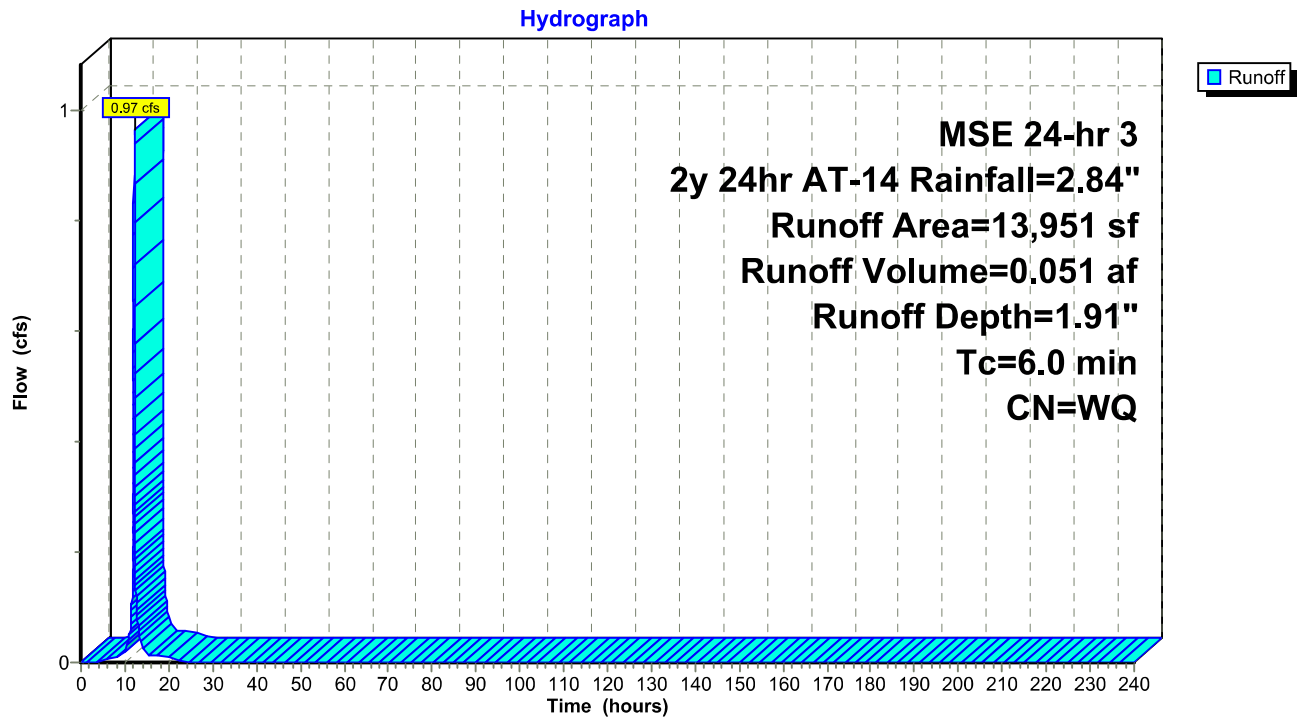
Runoff = 0.97 cfs @ 12.13 hrs, Volume= 0.051 af, Depth= 1.91"

Routed to Pond 1P : 1P - DETENTION BASIN

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

Area (sf)	CN	Description
9,743	98	Paved parking, HSG B
4,208	61	>75% Grass cover, Good, HSG B
13,951		Weighted Average
4,208		30.16% Pervious Area
9,743		69.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 10

Hydrograph for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.11	0.00	0.00
10.00	0.39	0.01	0.02
15.00	2.55	1.35	0.02
20.00	2.77	1.54	0.01
25.00	2.84	1.60	0.00
30.00	2.84	1.60	0.00
35.00	2.84	1.60	0.00
40.00	2.84	1.60	0.00
45.00	2.84	1.60	0.00
50.00	2.84	1.60	0.00
55.00	2.84	1.60	0.00
60.00	2.84	1.60	0.00
65.00	2.84	1.60	0.00
70.00	2.84	1.60	0.00
75.00	2.84	1.60	0.00
80.00	2.84	1.60	0.00
85.00	2.84	1.60	0.00
90.00	2.84	1.60	0.00
95.00	2.84	1.60	0.00
100.00	2.84	1.60	0.00
105.00	2.84	1.60	0.00
110.00	2.84	1.60	0.00
115.00	2.84	1.60	0.00
120.00	2.84	1.60	0.00
125.00	2.84	1.60	0.00
130.00	2.84	1.60	0.00
135.00	2.84	1.60	0.00
140.00	2.84	1.60	0.00
145.00	2.84	1.60	0.00
150.00	2.84	1.60	0.00
155.00	2.84	1.60	0.00
160.00	2.84	1.60	0.00
165.00	2.84	1.60	0.00
170.00	2.84	1.60	0.00
175.00	2.84	1.60	0.00
180.00	2.84	1.60	0.00
185.00	2.84	1.60	0.00
190.00	2.84	1.60	0.00
195.00	2.84	1.60	0.00
200.00	2.84	1.60	0.00
205.00	2.84	1.60	0.00
210.00	2.84	1.60	0.00
215.00	2.84	1.60	0.00
220.00	2.84	1.60	0.00
225.00	2.84	1.60	0.00
230.00	2.84	1.60	0.00
235.00	2.84	1.60	0.00
240.00	2.84	1.60	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 11

Summary for Pond 1P: 1P - DETENTION BASIN

Inflow Area = 0.320 ac, 69.84% Impervious, Inflow Depth = 1.91" for 2y 24hr AT-14 event
 Inflow = 0.97 cfs @ 12.13 hrs, Volume= 0.051 af
 Outflow = 0.74 cfs @ 12.18 hrs, Volume= 0.051 af, Atten= 23%, Lag= 2.8 min
 Primary = 0.74 cfs @ 12.18 hrs, Volume= 0.051 af

Routing by Stor-Ind method, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 Peak Elev= 930.23' @ 12.18 hrs Surf.Area= 1,478 sf Storage= 321 cf

Plug-Flow detention time= 14.2 min calculated for 0.051 af (100% of inflow)

Center-of-Mass det. time= 14.2 min (774.3 - 760.1)

Volume	Invert	Avail.Storage	Storage Description
#1	930.00'	3,950 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
930.00	1,347	0	0
930.50	1,634	745	745
931.00	1,937	893	1,638
931.50	2,323	1,065	2,703
932.00	2,665	1,247	3,950

Device	Routing	Invert	Outlet Devices
#1	Primary	930.00'	8.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=0.74 cfs @ 12.18 hrs HW=930.23' (Free Discharge)

↑ **1=Orifice/Grate** (Weir Controls 0.74 cfs @ 1.56 fps)

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOS

MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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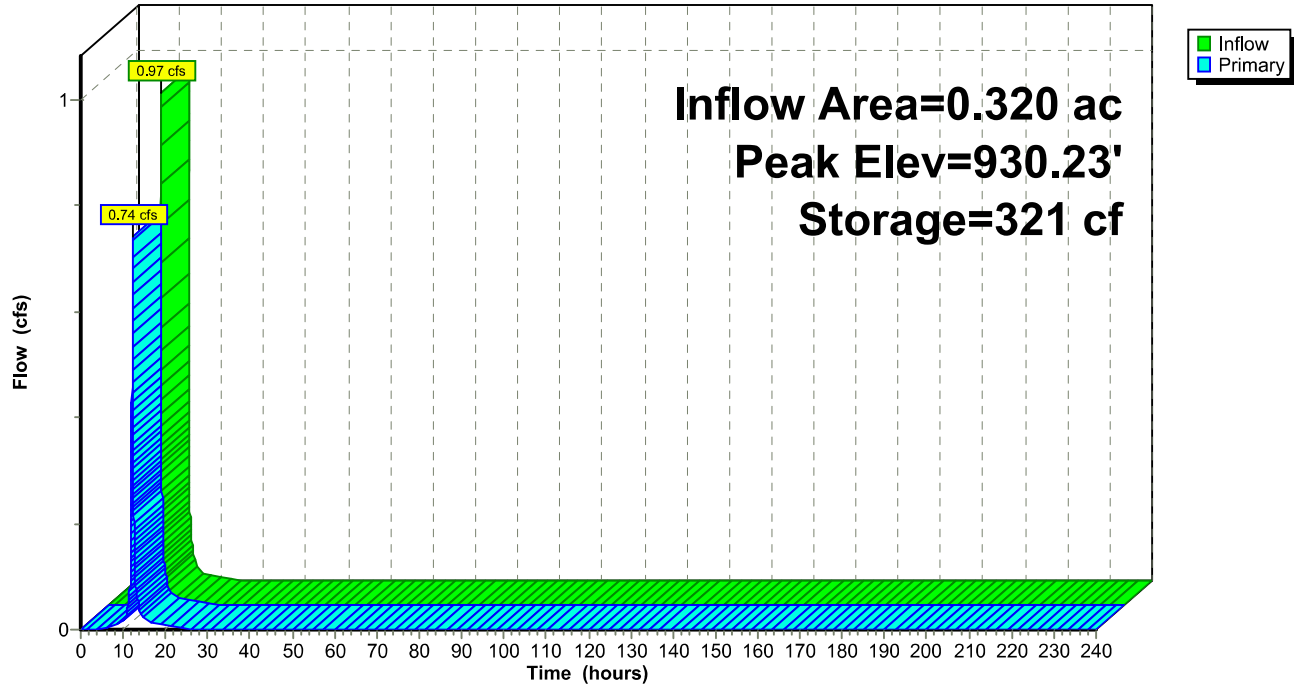
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Page 12

Pond 1P: 1P - DETENTION BASIN

Hydrograph



24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 13

Hydrograph for Pond 1P: 1P - DETENTION BASIN

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Primary (cfs)
0.00	0.00	0	930.00	0.00
5.00	0.00	4	930.00	0.00
10.00	0.02	25	930.02	0.02
15.00	0.02	31	930.02	0.02
20.00	0.01	12	930.01	0.01
25.00	0.00	0	930.00	0.00
30.00	0.00	0	930.00	0.00
35.00	0.00	0	930.00	0.00
40.00	0.00	0	930.00	0.00
45.00	0.00	0	930.00	0.00
50.00	0.00	0	930.00	0.00
55.00	0.00	0	930.00	0.00
60.00	0.00	0	930.00	0.00
65.00	0.00	0	930.00	0.00
70.00	0.00	0	930.00	0.00
75.00	0.00	0	930.00	0.00
80.00	0.00	0	930.00	0.00
85.00	0.00	0	930.00	0.00
90.00	0.00	0	930.00	0.00
95.00	0.00	0	930.00	0.00
100.00	0.00	0	930.00	0.00
105.00	0.00	0	930.00	0.00
110.00	0.00	0	930.00	0.00
115.00	0.00	0	930.00	0.00
120.00	0.00	0	930.00	0.00
125.00	0.00	0	930.00	0.00
130.00	0.00	0	930.00	0.00
135.00	0.00	0	930.00	0.00
140.00	0.00	0	930.00	0.00
145.00	0.00	0	930.00	0.00
150.00	0.00	0	930.00	0.00
155.00	0.00	0	930.00	0.00
160.00	0.00	0	930.00	0.00
165.00	0.00	0	930.00	0.00
170.00	0.00	0	930.00	0.00
175.00	0.00	0	930.00	0.00
180.00	0.00	0	930.00	0.00
185.00	0.00	0	930.00	0.00
190.00	0.00	0	930.00	0.00
195.00	0.00	0	930.00	0.00
200.00	0.00	0	930.00	0.00
205.00	0.00	0	930.00	0.00
210.00	0.00	0	930.00	0.00
215.00	0.00	0	930.00	0.00
220.00	0.00	0	930.00	0.00
225.00	0.00	0	930.00	0.00
230.00	0.00	0	930.00	0.00
235.00	0.00	0	930.00	0.00
240.00	0.00	0	930.00	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED MSE 24-hr 3 2y 24hr AT-14 Rainfall=2.84"

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Page 14

Stage-Area-Storage for Pond 1P: 1P - DETENTION BASIN

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)	Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
930.00	1,347	0	931.04	1,968	1,716
930.02	1,358	27	931.06	1,983	1,756
930.04	1,370	54	931.08	1,999	1,795
930.06	1,381	82	931.10	2,014	1,836
930.08	1,393	110	931.12	2,030	1,876
930.10	1,404	138	931.14	2,045	1,917
930.12	1,416	166	931.16	2,061	1,958
930.14	1,427	194	931.18	2,076	1,999
930.16	1,439	223	931.20	2,091	2,041
930.18	1,450	252	931.22	2,107	2,083
930.20	1,462	281	931.24	2,122	2,125
930.22	1,473	310	931.26	2,138	2,168
930.24	1,485	340	931.28	2,153	2,211
930.26	1,496	370	931.30	2,169	2,254
930.28	1,508	400	931.32	2,184	2,297
930.30	1,519	430	931.34	2,199	2,341
930.32	1,531	460	931.36	2,215	2,385
930.34	1,542	491	931.38	2,230	2,430
930.36	1,554	522	931.40	2,246	2,475
930.38	1,565	553	931.42	2,261	2,520
930.40	1,577	585	931.44	2,277	2,565
930.42	1,588	616	931.46	2,292	2,611
930.44	1,600	648	931.48	2,308	2,657
930.46	1,611	680	931.50	2,323	2,703
930.48	1,623	713	931.52	2,337	2,750
930.50	1,634	745	931.54	2,350	2,796
930.52	1,646	778	931.56	2,364	2,844
930.54	1,658	811	931.58	2,378	2,891
930.56	1,670	844	931.60	2,391	2,939
930.58	1,682	878	931.62	2,405	2,987
930.60	1,695	912	931.64	2,419	3,035
930.62	1,707	946	931.66	2,432	3,083
930.64	1,719	980	931.68	2,446	3,132
930.66	1,731	1,014	931.70	2,460	3,181
930.68	1,743	1,049	931.72	2,473	3,231
930.70	1,755	1,084	931.74	2,487	3,280
930.72	1,767	1,119	931.76	2,501	3,330
930.74	1,779	1,155	931.78	2,515	3,380
930.76	1,792	1,191	931.80	2,528	3,431
930.78	1,804	1,227	931.82	2,542	3,481
930.80	1,816	1,263	931.84	2,556	3,532
930.82	1,828	1,299	931.86	2,569	3,584
930.84	1,840	1,336	931.88	2,583	3,635
930.86	1,852	1,373	931.90	2,597	3,687
930.88	1,864	1,410	931.92	2,610	3,739
930.90	1,876	1,447	931.94	2,624	3,791
930.92	1,889	1,485	931.96	2,638	3,844
930.94	1,901	1,523	931.98	2,651	3,897
930.96	1,913	1,561	932.00	2,665	3,950
930.98	1,925	1,599			
931.00	1,937	1,638			
931.02	1,952	1,677			

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

Prepared by Civil Site Group

Printed 7/29/2024

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Page 15

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
 Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

SubcatchmentPR1A: PR1A - DRAINS Runoff Area=22,316 sf 71.46% Impervious Runoff Depth=3.15"
 Tc=6.0 min CN=WQ Runoff=2.55 cfs 0.134 af

SubcatchmentPR1B: PR1B - DRAINS TO Runoff Area=13,951 sf 69.84% Impervious Runoff Depth=3.10"
 Tc=6.0 min CN=WQ Runoff=1.57 cfs 0.083 af

Pond 1P: 1P - DETENTION BASIN Peak Elev=930.36' Storage=522 cf Inflow=1.57 cfs 0.083 af
 Outflow=1.01 cfs 0.083 af

Total Runoff Area = 0.833 ac Runoff Volume = 0.217 af Average Runoff Depth = 3.13"
29.16% Pervious = 0.243 ac 70.84% Impervious = 0.590 ac

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 16

Summary for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Runoff = 2.55 cfs @ 12.13 hrs, Volume= 0.134 af, Depth= 3.15"

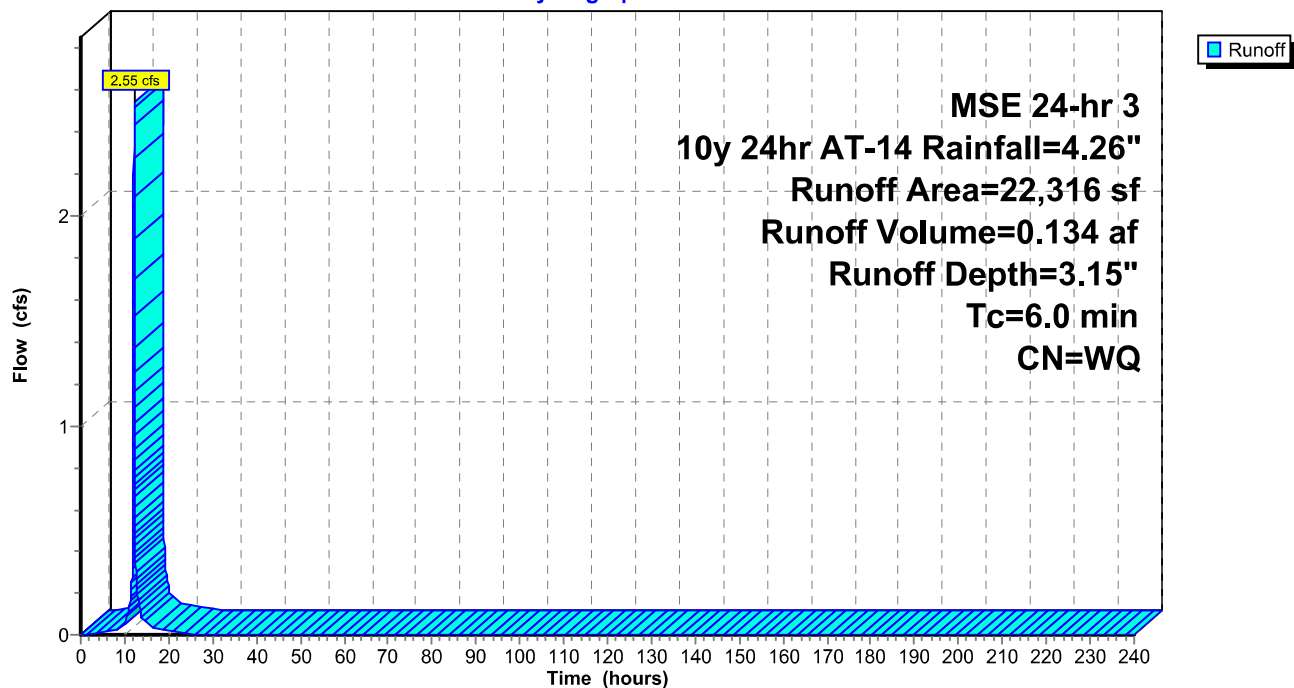
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

Area (sf)	CN	Description
15,948	98	Paved parking, HSG B
6,368	61	>75% Grass cover, Good, HSG B
22,316		Weighted Average
6,368		28.54% Pervious Area
15,948		71.46% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Hydrograph



24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 17

Hydrograph for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.16	0.00	0.01
10.00	0.59	0.05	0.05
15.00	3.82	2.47	0.06
20.00	4.15	2.77	0.02
25.00	4.26	2.88	0.00
30.00	4.26	2.88	0.00
35.00	4.26	2.88	0.00
40.00	4.26	2.88	0.00
45.00	4.26	2.88	0.00
50.00	4.26	2.88	0.00
55.00	4.26	2.88	0.00
60.00	4.26	2.88	0.00
65.00	4.26	2.88	0.00
70.00	4.26	2.88	0.00
75.00	4.26	2.88	0.00
80.00	4.26	2.88	0.00
85.00	4.26	2.88	0.00
90.00	4.26	2.88	0.00
95.00	4.26	2.88	0.00
100.00	4.26	2.88	0.00
105.00	4.26	2.88	0.00
110.00	4.26	2.88	0.00
115.00	4.26	2.88	0.00
120.00	4.26	2.88	0.00
125.00	4.26	2.88	0.00
130.00	4.26	2.88	0.00
135.00	4.26	2.88	0.00
140.00	4.26	2.88	0.00
145.00	4.26	2.88	0.00
150.00	4.26	2.88	0.00
155.00	4.26	2.88	0.00
160.00	4.26	2.88	0.00
165.00	4.26	2.88	0.00
170.00	4.26	2.88	0.00
175.00	4.26	2.88	0.00
180.00	4.26	2.88	0.00
185.00	4.26	2.88	0.00
190.00	4.26	2.88	0.00
195.00	4.26	2.88	0.00
200.00	4.26	2.88	0.00
205.00	4.26	2.88	0.00
210.00	4.26	2.88	0.00
215.00	4.26	2.88	0.00
220.00	4.26	2.88	0.00
225.00	4.26	2.88	0.00
230.00	4.26	2.88	0.00
235.00	4.26	2.88	0.00
240.00	4.26	2.88	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 18

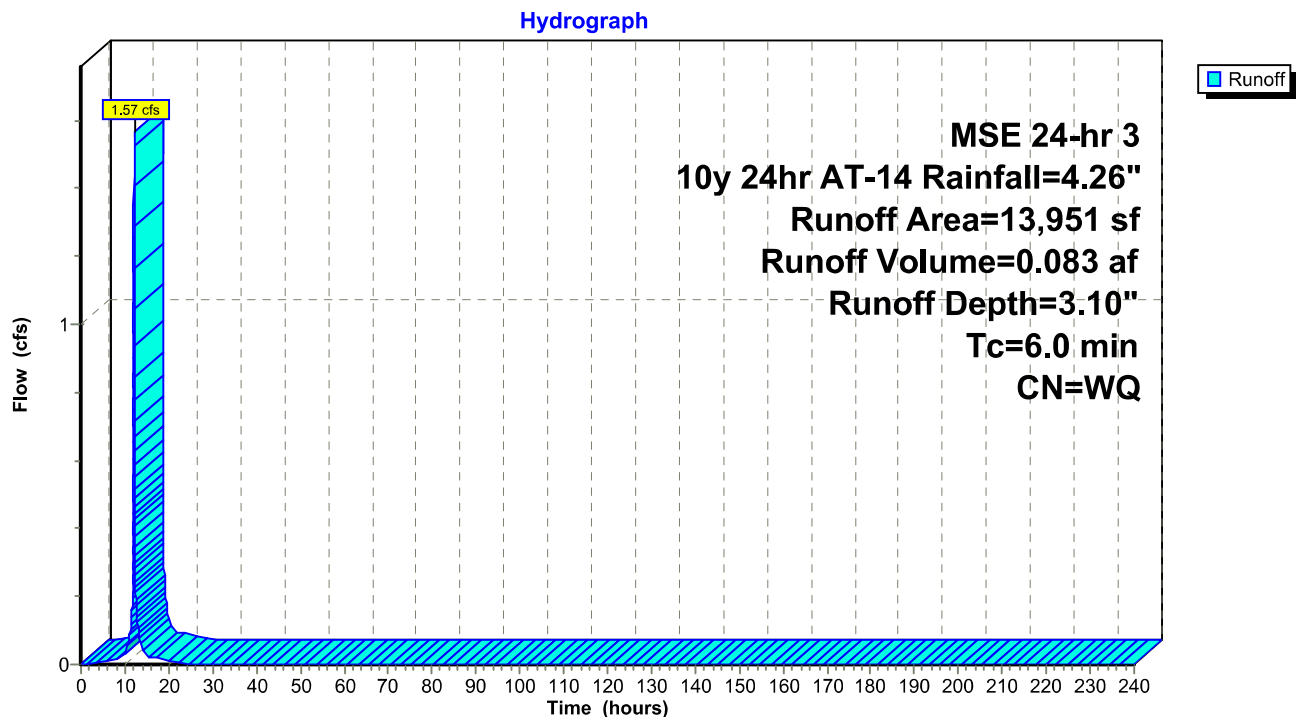
Summary for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

Runoff = 1.57 cfs @ 12.13 hrs, Volume= 0.083 af, Depth= 3.10"
 Routed to Pond 1P : 1P - DETENTION BASIN

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 MSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

Area (sf)	CN	Description
9,743	98	Paved parking, HSG B
4,208	61	>75% Grass cover, Good, HSG B
13,951		Weighted Average
4,208		30.16% Pervious Area
9,743		69.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 19

Hydrograph for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.16	0.00	0.01
10.00	0.59	0.05	0.03
15.00	3.82	2.47	0.04
20.00	4.15	2.77	0.01
25.00	4.26	2.88	0.00
30.00	4.26	2.88	0.00
35.00	4.26	2.88	0.00
40.00	4.26	2.88	0.00
45.00	4.26	2.88	0.00
50.00	4.26	2.88	0.00
55.00	4.26	2.88	0.00
60.00	4.26	2.88	0.00
65.00	4.26	2.88	0.00
70.00	4.26	2.88	0.00
75.00	4.26	2.88	0.00
80.00	4.26	2.88	0.00
85.00	4.26	2.88	0.00
90.00	4.26	2.88	0.00
95.00	4.26	2.88	0.00
100.00	4.26	2.88	0.00
105.00	4.26	2.88	0.00
110.00	4.26	2.88	0.00
115.00	4.26	2.88	0.00
120.00	4.26	2.88	0.00
125.00	4.26	2.88	0.00
130.00	4.26	2.88	0.00
135.00	4.26	2.88	0.00
140.00	4.26	2.88	0.00
145.00	4.26	2.88	0.00
150.00	4.26	2.88	0.00
155.00	4.26	2.88	0.00
160.00	4.26	2.88	0.00
165.00	4.26	2.88	0.00
170.00	4.26	2.88	0.00
175.00	4.26	2.88	0.00
180.00	4.26	2.88	0.00
185.00	4.26	2.88	0.00
190.00	4.26	2.88	0.00
195.00	4.26	2.88	0.00
200.00	4.26	2.88	0.00
205.00	4.26	2.88	0.00
210.00	4.26	2.88	0.00
215.00	4.26	2.88	0.00
220.00	4.26	2.88	0.00
225.00	4.26	2.88	0.00
230.00	4.26	2.88	0.00
235.00	4.26	2.88	0.00
240.00	4.26	2.88	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

Prepared by Civil Site Group

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Page 20

Summary for Pond 1P: 1P - DETENTION BASIN

Inflow Area = 0.320 ac, 69.84% Impervious, Inflow Depth = 3.10" for 10y 24hr AT-14 event
 Inflow = 1.57 cfs @ 12.13 hrs, Volume= 0.083 af
 Outflow = 1.01 cfs @ 12.19 hrs, Volume= 0.083 af, Atten= 36%, Lag= 3.8 min
 Primary = 1.01 cfs @ 12.19 hrs, Volume= 0.083 af

Routing by Stor-Ind method, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 Peak Elev= 930.36' @ 12.19 hrs Surf.Area= 1,553 sf Storage= 522 cf

Plug-Flow detention time= 13.1 min calculated for 0.083 af (100% of inflow)

Center-of-Mass det. time= 13.1 min (769.6 - 756.5)

Volume	Invert	Avail.Storage	Storage Description
#1	930.00'	3,950 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
930.00	1,347	0	0
930.50	1,634	745	745
931.00	1,937	893	1,638
931.50	2,323	1,065	2,703
932.00	2,665	1,247	3,950

Device	Routing	Invert	Outlet Devices
#1	Primary	930.00'	8.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.01 cfs @ 12.19 hrs HW=930.36' (Free Discharge)

↑ **1=Orifice/Grate** (Orifice Controls 1.01 cfs @ 2.89 fps)

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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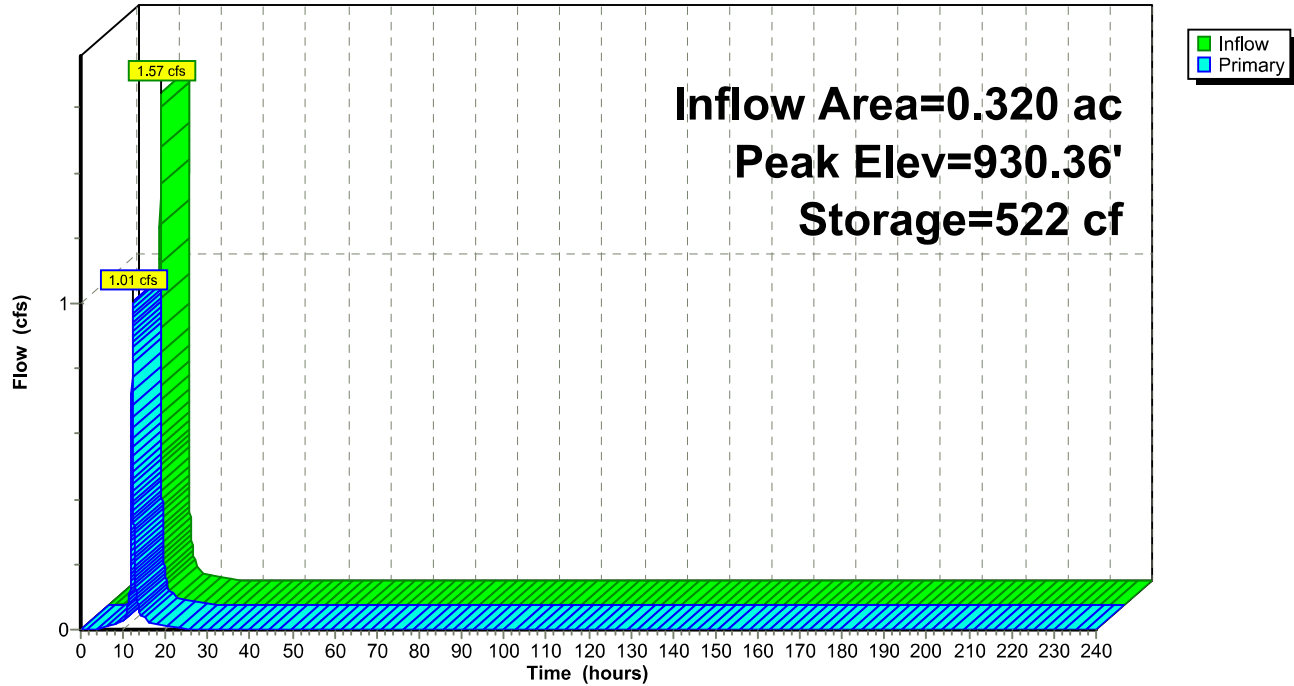
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Page 21

Pond 1P: 1P - DETENTION BASIN

Hydrograph



24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 22

Hydrograph for Pond 1P: 1P - DETENTION BASIN

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Primary (cfs)
0.00	0.00	0	930.00	0.00
5.00	0.01	8	930.01	0.01
10.00	0.03	36	930.03	0.03
15.00	0.04	42	930.03	0.04
20.00	0.01	19	930.01	0.01
25.00	0.00	1	930.00	0.00
30.00	0.00	0	930.00	0.00
35.00	0.00	0	930.00	0.00
40.00	0.00	0	930.00	0.00
45.00	0.00	0	930.00	0.00
50.00	0.00	0	930.00	0.00
55.00	0.00	0	930.00	0.00
60.00	0.00	0	930.00	0.00
65.00	0.00	0	930.00	0.00
70.00	0.00	0	930.00	0.00
75.00	0.00	0	930.00	0.00
80.00	0.00	0	930.00	0.00
85.00	0.00	0	930.00	0.00
90.00	0.00	0	930.00	0.00
95.00	0.00	0	930.00	0.00
100.00	0.00	0	930.00	0.00
105.00	0.00	0	930.00	0.00
110.00	0.00	0	930.00	0.00
115.00	0.00	0	930.00	0.00
120.00	0.00	0	930.00	0.00
125.00	0.00	0	930.00	0.00
130.00	0.00	0	930.00	0.00
135.00	0.00	0	930.00	0.00
140.00	0.00	0	930.00	0.00
145.00	0.00	0	930.00	0.00
150.00	0.00	0	930.00	0.00
155.00	0.00	0	930.00	0.00
160.00	0.00	0	930.00	0.00
165.00	0.00	0	930.00	0.00
170.00	0.00	0	930.00	0.00
175.00	0.00	0	930.00	0.00
180.00	0.00	0	930.00	0.00
185.00	0.00	0	930.00	0.00
190.00	0.00	0	930.00	0.00
195.00	0.00	0	930.00	0.00
200.00	0.00	0	930.00	0.00
205.00	0.00	0	930.00	0.00
210.00	0.00	0	930.00	0.00
215.00	0.00	0	930.00	0.00
220.00	0.00	0	930.00	0.00
225.00	0.00	0	930.00	0.00
230.00	0.00	0	930.00	0.00
235.00	0.00	0	930.00	0.00
240.00	0.00	0	930.00	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOMSE 24-hr 3 10y 24hr AT-14 Rainfall=4.26"

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Page 23

Stage-Area-Storage for Pond 1P: 1P - DETENTION BASIN

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)	Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
930.00	1,347	0	931.04	1,968	1,716
930.02	1,358	27	931.06	1,983	1,756
930.04	1,370	54	931.08	1,999	1,795
930.06	1,381	82	931.10	2,014	1,836
930.08	1,393	110	931.12	2,030	1,876
930.10	1,404	138	931.14	2,045	1,917
930.12	1,416	166	931.16	2,061	1,958
930.14	1,427	194	931.18	2,076	1,999
930.16	1,439	223	931.20	2,091	2,041
930.18	1,450	252	931.22	2,107	2,083
930.20	1,462	281	931.24	2,122	2,125
930.22	1,473	310	931.26	2,138	2,168
930.24	1,485	340	931.28	2,153	2,211
930.26	1,496	370	931.30	2,169	2,254
930.28	1,508	400	931.32	2,184	2,297
930.30	1,519	430	931.34	2,199	2,341
930.32	1,531	460	931.36	2,215	2,385
930.34	1,542	491	931.38	2,230	2,430
930.36	1,554	522	931.40	2,246	2,475
930.38	1,565	553	931.42	2,261	2,520
930.40	1,577	585	931.44	2,277	2,565
930.42	1,588	616	931.46	2,292	2,611
930.44	1,600	648	931.48	2,308	2,657
930.46	1,611	680	931.50	2,323	2,703
930.48	1,623	713	931.52	2,337	2,750
930.50	1,634	745	931.54	2,350	2,796
930.52	1,646	778	931.56	2,364	2,844
930.54	1,658	811	931.58	2,378	2,891
930.56	1,670	844	931.60	2,391	2,939
930.58	1,682	878	931.62	2,405	2,987
930.60	1,695	912	931.64	2,419	3,035
930.62	1,707	946	931.66	2,432	3,083
930.64	1,719	980	931.68	2,446	3,132
930.66	1,731	1,014	931.70	2,460	3,181
930.68	1,743	1,049	931.72	2,473	3,231
930.70	1,755	1,084	931.74	2,487	3,280
930.72	1,767	1,119	931.76	2,501	3,330
930.74	1,779	1,155	931.78	2,515	3,380
930.76	1,792	1,191	931.80	2,528	3,431
930.78	1,804	1,227	931.82	2,542	3,481
930.80	1,816	1,263	931.84	2,556	3,532
930.82	1,828	1,299	931.86	2,569	3,584
930.84	1,840	1,336	931.88	2,583	3,635
930.86	1,852	1,373	931.90	2,597	3,687
930.88	1,864	1,410	931.92	2,610	3,739
930.90	1,876	1,447	931.94	2,624	3,791
930.92	1,889	1,485	931.96	2,638	3,844
930.94	1,901	1,523	931.98	2,651	3,897
930.96	1,913	1,561	932.00	2,665	3,950
930.98	1,925	1,599			
931.00	1,937	1,638			
931.02	1,952	1,677			

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED SE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Prepared by Civil Site Group

Printed 7/29/2024

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Page 24

Time span=0.00-240.00 hrs, dt=0.01 hrs, 24001 points
 Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
 Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

SubcatchmentPR1A: PR1A - DRAINS Runoff Area=22,316 sf 71.46% Impervious Runoff Depth=5.95"
 Tc=6.0 min CN=WQ Runoff=4.84 cfs 0.254 af

SubcatchmentPR1B: PR1B - DRAINS TO Runoff Area=13,951 sf 69.84% Impervious Runoff Depth=5.89"
 Tc=6.0 min CN=WQ Runoff=3.00 cfs 0.157 af

Pond 1P: 1P - DETENTION BASIN Peak Elev=930.77' Storage=1,201 cf Inflow=3.00 cfs 0.157 af
 Outflow=1.47 cfs 0.157 af

Total Runoff Area = 0.833 ac Runoff Volume = 0.411 af Average Runoff Depth = 5.93"
29.16% Pervious = 0.243 ac 70.84% Impervious = 0.590 ac

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED

Prepared by Civil Site Group

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Page 25

Summary for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Runoff = 4.84 cfs @ 12.13 hrs, Volume= 0.254 af, Depth= 5.95"

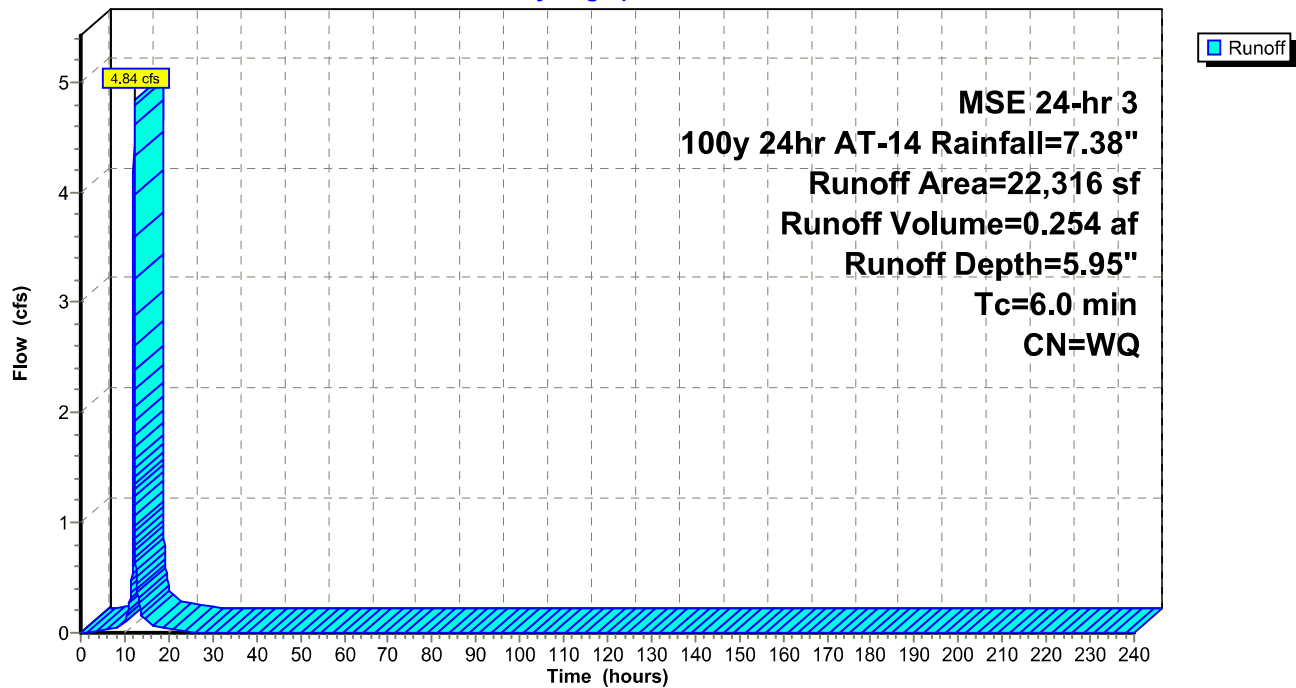
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Area (sf)	CN	Description
15,948	98	Paved parking, HSG B
6,368	61	>75% Grass cover, Good, HSG B
22,316		Weighted Average
6,368		28.54% Pervious Area
15,948		71.46% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Hydrograph



24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED *24-hr 3 100y 24hr AT-14 Rainfall=7.38"*

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Page 26

Hydrograph for Subcatchment PR1A: PR1A - DRAINS SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.28	0.00	0.03
10.00	1.01	0.23	0.10
15.00	6.62	5.11	0.11
20.00	7.19	5.66	0.04
25.00	7.38	5.85	0.00
30.00	7.38	5.85	0.00
35.00	7.38	5.85	0.00
40.00	7.38	5.85	0.00
45.00	7.38	5.85	0.00
50.00	7.38	5.85	0.00
55.00	7.38	5.85	0.00
60.00	7.38	5.85	0.00
65.00	7.38	5.85	0.00
70.00	7.38	5.85	0.00
75.00	7.38	5.85	0.00
80.00	7.38	5.85	0.00
85.00	7.38	5.85	0.00
90.00	7.38	5.85	0.00
95.00	7.38	5.85	0.00
100.00	7.38	5.85	0.00
105.00	7.38	5.85	0.00
110.00	7.38	5.85	0.00
115.00	7.38	5.85	0.00
120.00	7.38	5.85	0.00
125.00	7.38	5.85	0.00
130.00	7.38	5.85	0.00
135.00	7.38	5.85	0.00
140.00	7.38	5.85	0.00
145.00	7.38	5.85	0.00
150.00	7.38	5.85	0.00
155.00	7.38	5.85	0.00
160.00	7.38	5.85	0.00
165.00	7.38	5.85	0.00
170.00	7.38	5.85	0.00
175.00	7.38	5.85	0.00
180.00	7.38	5.85	0.00
185.00	7.38	5.85	0.00
190.00	7.38	5.85	0.00
195.00	7.38	5.85	0.00
200.00	7.38	5.85	0.00
205.00	7.38	5.85	0.00
210.00	7.38	5.85	0.00
215.00	7.38	5.85	0.00
220.00	7.38	5.85	0.00
225.00	7.38	5.85	0.00
230.00	7.38	5.85	0.00
235.00	7.38	5.85	0.00
240.00	7.38	5.85	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED MSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

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Page 27

Summary for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

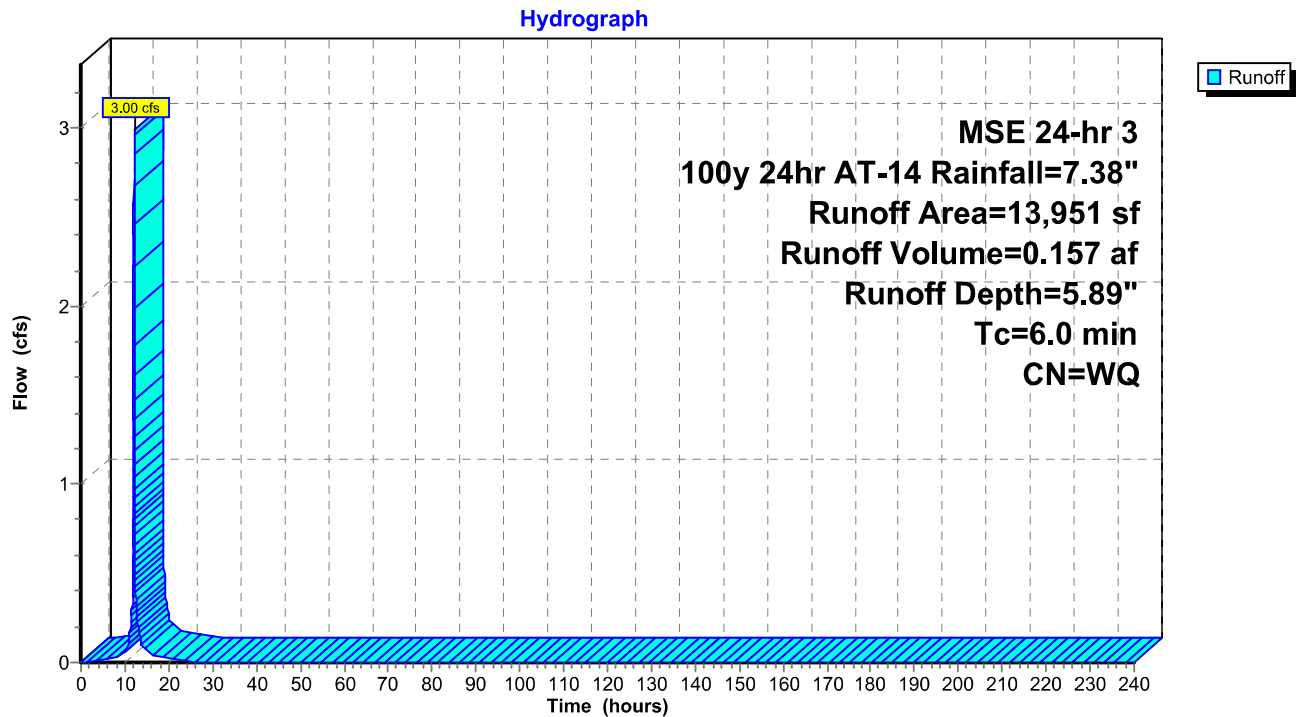
Runoff = 3.00 cfs @ 12.13 hrs, Volume= 0.157 af, Depth= 5.89"

Routed to Pond 1P : 1P - DETENTION BASIN

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Area (sf)	CN	Description
9,743	98	Paved parking, HSG B
4,208	61	>75% Grass cover, Good, HSG B
13,951		Weighted Average
4,208		30.16% Pervious Area
9,743		69.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					Direct Entry,

Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED *24-hr 3 100y 24hr AT-14 Rainfall=7.38"*

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Page 28

Hydrograph for Subcatchment PR1B: PR1B - DRAINS TO DETENTION BASIN THEN SOUTH TO 50TH AVE

Time (hours)	Precip. (inches)	Excess (inches)	Runoff (cfs)
0.00	0.00	0.00	0.00
5.00	0.28	0.00	0.02
10.00	1.01	0.23	0.06
15.00	6.62	5.11	0.07
20.00	7.19	5.66	0.02
25.00	7.38	5.85	0.00
30.00	7.38	5.85	0.00
35.00	7.38	5.85	0.00
40.00	7.38	5.85	0.00
45.00	7.38	5.85	0.00
50.00	7.38	5.85	0.00
55.00	7.38	5.85	0.00
60.00	7.38	5.85	0.00
65.00	7.38	5.85	0.00
70.00	7.38	5.85	0.00
75.00	7.38	5.85	0.00
80.00	7.38	5.85	0.00
85.00	7.38	5.85	0.00
90.00	7.38	5.85	0.00
95.00	7.38	5.85	0.00
100.00	7.38	5.85	0.00
105.00	7.38	5.85	0.00
110.00	7.38	5.85	0.00
115.00	7.38	5.85	0.00
120.00	7.38	5.85	0.00
125.00	7.38	5.85	0.00
130.00	7.38	5.85	0.00
135.00	7.38	5.85	0.00
140.00	7.38	5.85	0.00
145.00	7.38	5.85	0.00
150.00	7.38	5.85	0.00
155.00	7.38	5.85	0.00
160.00	7.38	5.85	0.00
165.00	7.38	5.85	0.00
170.00	7.38	5.85	0.00
175.00	7.38	5.85	0.00
180.00	7.38	5.85	0.00
185.00	7.38	5.85	0.00
190.00	7.38	5.85	0.00
195.00	7.38	5.85	0.00
200.00	7.38	5.85	0.00
205.00	7.38	5.85	0.00
210.00	7.38	5.85	0.00
215.00	7.38	5.85	0.00
220.00	7.38	5.85	0.00
225.00	7.38	5.85	0.00
230.00	7.38	5.85	0.00
235.00	7.38	5.85	0.00
240.00	7.38	5.85	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED **SE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"**

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Page 29

Summary for Pond 1P: 1P - DETENTION BASIN

Inflow Area = 0.320 ac, 69.84% Impervious, Inflow Depth = 5.89" for 100y 24hr AT-14 event
 Inflow = 3.00 cfs @ 12.13 hrs, Volume= 0.157 af
 Outflow = 1.47 cfs @ 12.22 hrs, Volume= 0.157 af, Atten= 51%, Lag= 5.4 min
 Primary = 1.47 cfs @ 12.22 hrs, Volume= 0.157 af

Routing by Stor-Ind method, Time Span= 0.00-240.00 hrs, dt= 0.01 hrs
 Peak Elev= 930.77' @ 12.22 hrs Surf.Area= 1,795 sf Storage= 1,201 cf

Plug-Flow detention time= 12.9 min calculated for 0.157 af (100% of inflow)
 Center-of-Mass det. time= 12.9 min (765.3 - 752.3)

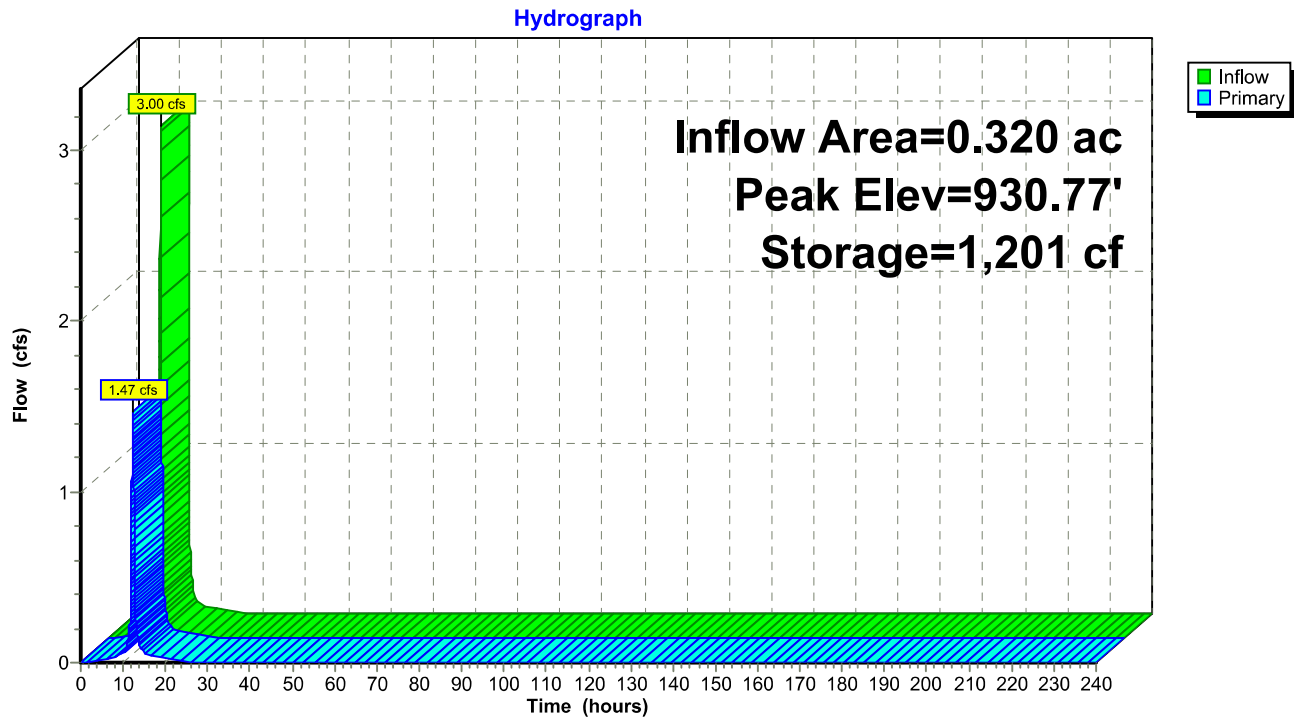
Volume	Invert	Avail.Storage	Storage Description
#1	930.00'	3,950 cf	Custom Stage Data (Prismatic) Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
930.00	1,347	0	0
930.50	1,634	745	745
931.00	1,937	893	1,638
931.50	2,323	1,065	2,703
932.00	2,665	1,247	3,950

Device	Routing	Invert	Outlet Devices
#1	Primary	930.00'	8.0" Horiz. Orifice/Grate C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.47 cfs @ 12.22 hrs HW=930.77' (Free Discharge)
 ↑ **1=Orifice/Grate** (Orifice Controls 1.47 cfs @ 4.21 fps)

Pond 1P: 1P - DETENTION BASIN



24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED SE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

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Page 31

Hydrograph for Pond 1P: 1P - DETENTION BASIN

Time (hours)	Inflow (cfs)	Storage (cubic-feet)	Elevation (feet)	Primary (cfs)
0.00	0.00	0	930.00	0.00
5.00	0.02	20	930.01	0.01
10.00	0.06	55	930.04	0.06
15.00	0.07	65	930.05	0.07
20.00	0.02	31	930.02	0.02
25.00	0.00	1	930.00	0.00
30.00	0.00	0	930.00	0.00
35.00	0.00	0	930.00	0.00
40.00	0.00	0	930.00	0.00
45.00	0.00	0	930.00	0.00
50.00	0.00	0	930.00	0.00
55.00	0.00	0	930.00	0.00
60.00	0.00	0	930.00	0.00
65.00	0.00	0	930.00	0.00
70.00	0.00	0	930.00	0.00
75.00	0.00	0	930.00	0.00
80.00	0.00	0	930.00	0.00
85.00	0.00	0	930.00	0.00
90.00	0.00	0	930.00	0.00
95.00	0.00	0	930.00	0.00
100.00	0.00	0	930.00	0.00
105.00	0.00	0	930.00	0.00
110.00	0.00	0	930.00	0.00
115.00	0.00	0	930.00	0.00
120.00	0.00	0	930.00	0.00
125.00	0.00	0	930.00	0.00
130.00	0.00	0	930.00	0.00
135.00	0.00	0	930.00	0.00
140.00	0.00	0	930.00	0.00
145.00	0.00	0	930.00	0.00
150.00	0.00	0	930.00	0.00
155.00	0.00	0	930.00	0.00
160.00	0.00	0	930.00	0.00
165.00	0.00	0	930.00	0.00
170.00	0.00	0	930.00	0.00
175.00	0.00	0	930.00	0.00
180.00	0.00	0	930.00	0.00
185.00	0.00	0	930.00	0.00
190.00	0.00	0	930.00	0.00
195.00	0.00	0	930.00	0.00
200.00	0.00	0	930.00	0.00
205.00	0.00	0	930.00	0.00
210.00	0.00	0	930.00	0.00
215.00	0.00	0	930.00	0.00
220.00	0.00	0	930.00	0.00
225.00	0.00	0	930.00	0.00
230.00	0.00	0	930.00	0.00
235.00	0.00	0	930.00	0.00
240.00	0.00	0	930.00	0.00

24289 - TSUNAMI COLUMBIA HEIGHTS PROPOSED SE 24-hr 3 100y 24hr AT-14 Rainfall=7.38"

Prepared by Civil Site Group

Printed 7/29/2024

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Page 32

Stage-Area-Storage for Pond 1P: 1P - DETENTION BASIN

Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)	Elevation (feet)	Surface (sq-ft)	Storage (cubic-feet)
930.00	1,347	0	931.04	1,968	1,716
930.02	1,358	27	931.06	1,983	1,756
930.04	1,370	54	931.08	1,999	1,795
930.06	1,381	82	931.10	2,014	1,836
930.08	1,393	110	931.12	2,030	1,876
930.10	1,404	138	931.14	2,045	1,917
930.12	1,416	166	931.16	2,061	1,958
930.14	1,427	194	931.18	2,076	1,999
930.16	1,439	223	931.20	2,091	2,041
930.18	1,450	252	931.22	2,107	2,083
930.20	1,462	281	931.24	2,122	2,125
930.22	1,473	310	931.26	2,138	2,168
930.24	1,485	340	931.28	2,153	2,211
930.26	1,496	370	931.30	2,169	2,254
930.28	1,508	400	931.32	2,184	2,297
930.30	1,519	430	931.34	2,199	2,341
930.32	1,531	460	931.36	2,215	2,385
930.34	1,542	491	931.38	2,230	2,430
930.36	1,554	522	931.40	2,246	2,475
930.38	1,565	553	931.42	2,261	2,520
930.40	1,577	585	931.44	2,277	2,565
930.42	1,588	616	931.46	2,292	2,611
930.44	1,600	648	931.48	2,308	2,657
930.46	1,611	680	931.50	2,323	2,703
930.48	1,623	713	931.52	2,337	2,750
930.50	1,634	745	931.54	2,350	2,796
930.52	1,646	778	931.56	2,364	2,844
930.54	1,658	811	931.58	2,378	2,891
930.56	1,670	844	931.60	2,391	2,939
930.58	1,682	878	931.62	2,405	2,987
930.60	1,695	912	931.64	2,419	3,035
930.62	1,707	946	931.66	2,432	3,083
930.64	1,719	980	931.68	2,446	3,132
930.66	1,731	1,014	931.70	2,460	3,181
930.68	1,743	1,049	931.72	2,473	3,231
930.70	1,755	1,084	931.74	2,487	3,280
930.72	1,767	1,119	931.76	2,501	3,330
930.74	1,779	1,155	931.78	2,515	3,380
930.76	1,792	1,191	931.80	2,528	3,431
930.78	1,804	1,227	931.82	2,542	3,481
930.80	1,816	1,263	931.84	2,556	3,532
930.82	1,828	1,299	931.86	2,569	3,584
930.84	1,840	1,336	931.88	2,583	3,635
930.86	1,852	1,373	931.90	2,597	3,687
930.88	1,864	1,410	931.92	2,610	3,739
930.90	1,876	1,447	931.94	2,624	3,791
930.92	1,889	1,485	931.96	2,638	3,844
930.94	1,901	1,523	931.98	2,651	3,897
930.96	1,913	1,561	932.00	2,665	3,950
930.98	1,925	1,599			
931.00	1,937	1,638			
931.02	1,952	1,677			

Noise Impact Analysis for Proposed Tsunami Car Wash - Revised, Columbia Heights, Minnesota

Prepared By:

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30 October 2024

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Executive Summary

The proposed Tsunami Car in Columbia Heights, Minnesota is planned to operate from 7:00 am and 8:00 pm daily. The Minnesota noise ordinance defines the daytime (7:00 am to 10:00 pm) noise limit for Residential zones at 60 dBA at the property lines. Our calculations indicate that the carwash-related noise levels with the planned layout will meet the residential limits at 5 feet above grade at all nearby residential properties with the following modifications:

- Instead of a 6' tall standard fence, install an 8' tall solid fence along the east and north property lines on top of the planned retaining wall (with the combined height extending 2' above the top of the car wash entry doors)
- Install a 12-foot tall "wing wall" on the south side of the carwash exit
- Install a 5.5-foot tall barrier along the south side of the vacuums
- Reduce the number of vacuums from 18 to 12.

Optionally, the sound barrier to the east and north of the property lines may be increased to 10' tall (with the combined height extending 4' above the top of the car wash entry doors). This will provide better protection to the elevated decks of the homes to the east, decreasing the sound levels from approximately 63 dBA to 60 dBA.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
LIST OF ABBREVIATED TERMS.....	5
1.0 INTRODUCTION	6
2.0 MEASUREMENTS	7
2.1 INSTRUMENTATION.....	7
2.2 AMBIENT MEASUREMENTS	7
2.3 EQUIPMENT MEASUREMENTS	10
3.0 ORDINANCE AND CRITERIA	12
4.0 COMPUTER MODEL CALCULATION OF SOUND LEVELS AROUND CARWASH	13
5.0 RECOMMENDATIONS	14
6.0 CONCLUSION.....	18
APPENDIX A: ACOUSTICAL TERMINOLOGY	19

LIST OF FIGURES

Figure 1: Proposed Tsunami Express Car Wash, Columbia Heights, Minnesota	6
Figure 2: Ambient Sound Levels (dBA) Measured at Proposed Car Wash Site	8
Figure 3: Photos of Sound Level Meter at Two of the Measurement Locations On-Site	9
Figure 4: Waukesha Tsunami Car Wash Exit.....	10
Figure 5: Waukesha Tsunami Car Wash Layout	11
Figure 6: Vacuum Pump House.....	11
Figure 7: Minnesota Noise Ordinance	12
Figure 8: 3D Model View	13
Figure 9: Sound Contour Map – Current Design.....	14
Figure 10: Sound Contour Map – Tsunami Car Wash Exit Doors Open with Sound Barriers	16
Figure 11: Sound Barrier Fence Location.....	17

LIST OF TABLES

Table 1: Sound Measurement Equipment.....	7
Table 2: Sound levels Measured at a Waukesha Tsunami Carwash (dB)	10
Table 3: Measured Vacuum Related Sound Levels at Waukesha Location	11

List of Abbreviated Terms

dB	Decibel
dBA	A-weighted Decibels
Leq	Equivalent Sound Level

1.0 Introduction

Soundscape Engineering has completed a sound study for a proposed Tsunami Express Carwash to be located at 999 50th Avenue NE, Columbia Heights, Minnesota. The proposed building will be a 5,000 SF car wash with 18 vacuums, a sales booth, and vacuum pump house. It is our understanding that the car wash will be open 7 days per week from 7:00 am to 8:00 pm.

We have collected sound data from past projects with Tsunami, specifically the Tsunami Car Wash in Waukesha, Wisconsin. The loudest noise sources are the blowers inside the car wash and the vacuums/pump house in the parking lot area. We assume that this location will use the same blowers as the Waukesha location.

The design is complete and you provided us with a copy of the city-submitted design dated 08-05-2024. The Columbia Heights Tsunami Car Wash is bordered by an Aldi Grocery Store and single-family residences. The project plans to lower the grade of the building site. A new retaining wall is planned on the east side of the site with a 6-foot fence on top of the wall.

According to the Waukesha car wash operation manager, a busy hour by industry standards would be 100+ cars per hour. An earlier version of this report relied upon the car wash doors being closed when the blowers were operational. We now understand that the blowers will be on when the exit doors are open for approximately 30 seconds per car. The analysis has been updated to assume the exit doors are open continually, which represents the worst-case conditions.

For your reference, there is a brief glossary of pertinent acoustics terminology in Appendix A.

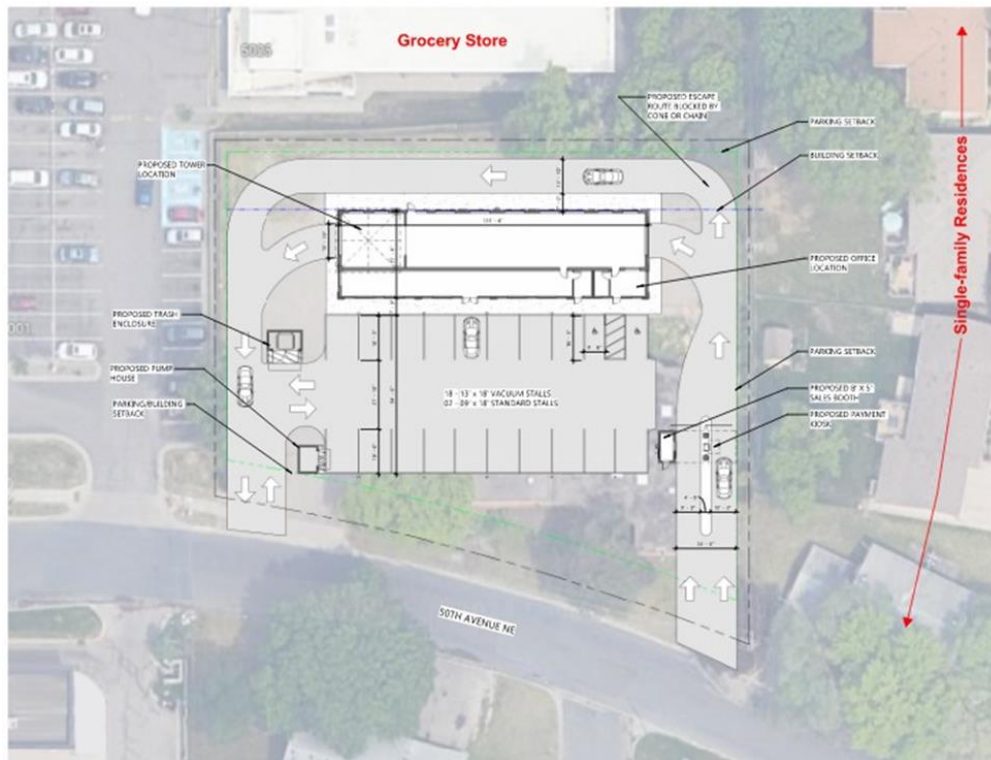


Figure 1: Proposed Tsunami Express Car Wash, Columbia Heights, Minnesota

2.0 Measurements

The following describes the ambient measurements at the proposed Columbia Heights location and the existing equipment measurements at the Tsunami Car Wash in Waukesha, Wisconsin.

2.1 Instrumentation

An NTi Audio model XL2-TA acoustic analyzer with model MC230 microphone and model MA220 preamp was used for all measurements reported here. This system is Class 1 Type Approved, meeting the requirements of IEC 61672 and ANSI S1.4.

Table 1: Sound Measurement Equipment

Instrument - Location	Make	Model No.	Serial No.	Cal Date
Sound Level Meter (SLM) - Position 1	NTi	XL2-TA	A2A-11159-E0	8/10/2023
SLM Microphone	NTi	MC230	9538	8/10/2023
SLM Preamp	NTi	MA220 (M2230)	2923	8/10/2023
Sound Level Calibrator	Larsen Davis	CAL200	10152	03/23/2023

2.2 Ambient Measurements

Soundscape visited the proposed Tsunami Car Wash in Columbia Heights, Minnesota on Sunday, August 11th, 2024. A series of 15-minute spot measurements were taken around the proposed Columbia Heights property. Measurements were taken between 4:00 – 5:30 pm. The overall levels at each measurement location are shown in Figure 2. Photos of the onsite measurements are shown in Figure 3.

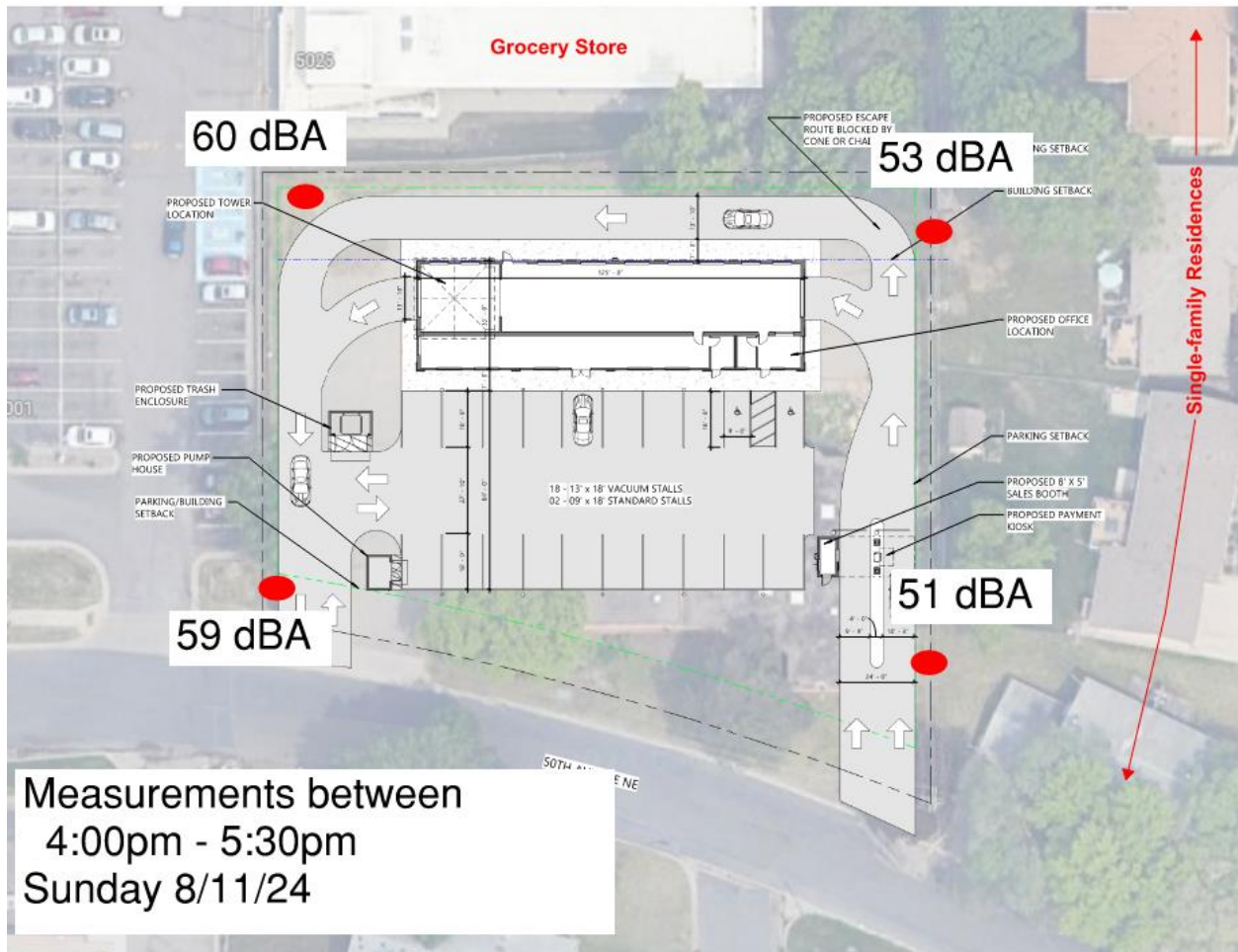


Figure 2: Ambient Sound Levels (dBA) Measured at Proposed Car Wash Site



Figure 3: Photos of Sound Level Meter at Two of the Measurement Locations On-Site

2.3 Equipment Measurements

To determine the equipment sound levels, we measured the sound level produced by equipment at the existing Tsunami Car Wash located at 300 W. Sunset Drive in Waukesha, Wisconsin. We understand that the Columbia Heights location will install the same blower system as the Waukesha location. The measured octave band sound levels at the car wash entry and exit are shown in Table 2.

Table 2: Sound levels Measured at a Waukesha Tsunami Carwash (dB)

	Sound Pressure Levels (dB at a 20-foot distance ¹⁾ per Octave Band Center Frequency, Hz									Overall Level (dBA)
	31.5	63	125	250	500	1000	2000	4000	8000	
Wash Exit, Blowers On, Doors Open	78	80	80	81	89	88	86	82	74	93
Wash Exit, Blowers On, Doors Closed	74	79	77	77	79	73	69	63	53	79
Wash Entrance, Doors Open	73	74	72	69	71	72	71	66	56	76

1) These measurements were made directly in front of the entrance or exit, at a distance of 20 feet.



Figure 4: Waukesha Tsunami Car Wash Exit



Figure 5: Waukesha Tsunami Car Wash Layout

Measurements were also taken outside the vacuum pump house and near a car being vacuumed (Figure 6). The pump house is constructed of masonry block and has steel doors with perimeter seals. This construction is advantageous for noise control. We are not aware if the existing vacuum system has a muffler. These measured levels are presented in Table 3.

Table 3: Measured Vacuum Related Sound Levels at Waukesha Location

	Sound Pressure Levels (dB) per Octave Band Center Frequency, Hz									Overall level (dBA)
	31.5	63	125	250	500	1000	2000	4000	8000	
Vacuum Pump House at 3' Distance	71	75	67	64	60	59	58	55	51	65
Car Vacuuming at Approx. 6' Distance	70	72	70	66	64	64	68	69	62	74



Figure 6: Vacuum Pump House

3.0 Ordinance and Criteria

The project is required to meet the State of Minnesota's Administrative Rules Section 7030.0040 Noise Standards, which we understand to be the City of Columbia Heights' ordinance:

7030.0040 NOISE STANDARDS.				
Subpart 1. Scope. These standards describe the limiting levels of sound established on the basis of present knowledge for the preservation of public health and welfare. These standards are consistent with speech, sleep, annoyance, and hearing conservation requirements for receivers within areas grouped according to land activities by the noise area classification (NAC) system established in part 7030.0050 . However, these standards do not, by themselves, identify the limiting levels of impulsive noise needed for the preservation of public health and welfare. Noise standards in subpart 2 apply to all sources.				
Subp. 2. Noise standards.				
Noise Area Classification	Daytime		Nighttime	
	L ₅₀	L ₁₀	L ₅₀	L ₁₀
1	60	65	50	55
2	65	70	65	70
3	75	80	75	80
Statutory Authority: <i>MS s 116.07</i>				
History: <i>11 SR 43; 18 SR 614</i>				
Published Electronically: <i>December 12, 2003</i>				

Figure 7: Minnesota Noise Ordinance

Residential properties fit into “Noise Area Classification 1” and commercial properties fall into the “Noise Area Classification 2”. The L₅₀ represents the level exceeded 50% of the time, or the median sound level. During peak business hours, the car wash is expected to be in nearly continuous operation, so the L₅₀ is equivalent to the average sound level, or Leq. This means that the car wash measurement levels in Table 2 were used as source levels for Columbia Heights without applying a reduction related to duration of use. Similarly, the L₁₀ refers to the sound level during the loudest 10% of the time. Since the levels are nearly continuous, the L₁₀ and the L₅₀ are expected to be almost equal. Therefore, the L₅₀ criterion is the most stringent for this project, and will be referred to in this assessment.

4.0 Computer Model Calculation of Sound Levels Around Carwash

We modeled the Columbia Heights site and surrounding area in the commercial environmental noise modeling software, SoundPLAN. Site topography, existing and proposed buildings, sound sources, and receiver locations were inputted as elements into the computer model. A 3D view of the propagation model with proposed barriers is shown in Figure 8. Area sources were used to represent sound transmission out of the carwash doors. We modeled the worst-case scenario with all vacuum stations in use and the carwash entry and exit doors open. We understand that the car wash doors are planned to be open when cars are in the tunnel, which could be nearly continuous during the busiest hours of the week. Vacuum stations are indicated by the red asterisks below. Sound barriers needed to meet the city ordinance are shown in blue. The sources included in the model are based on measurements made at the Waukesha Tsunami and are as follows:

- Carwash Entry Door Open
- Carwash Exit Door Open – Blowers On
- Vacuum pump house with Sealed metal doors
- Car Vacuum Stations (red asterisks)

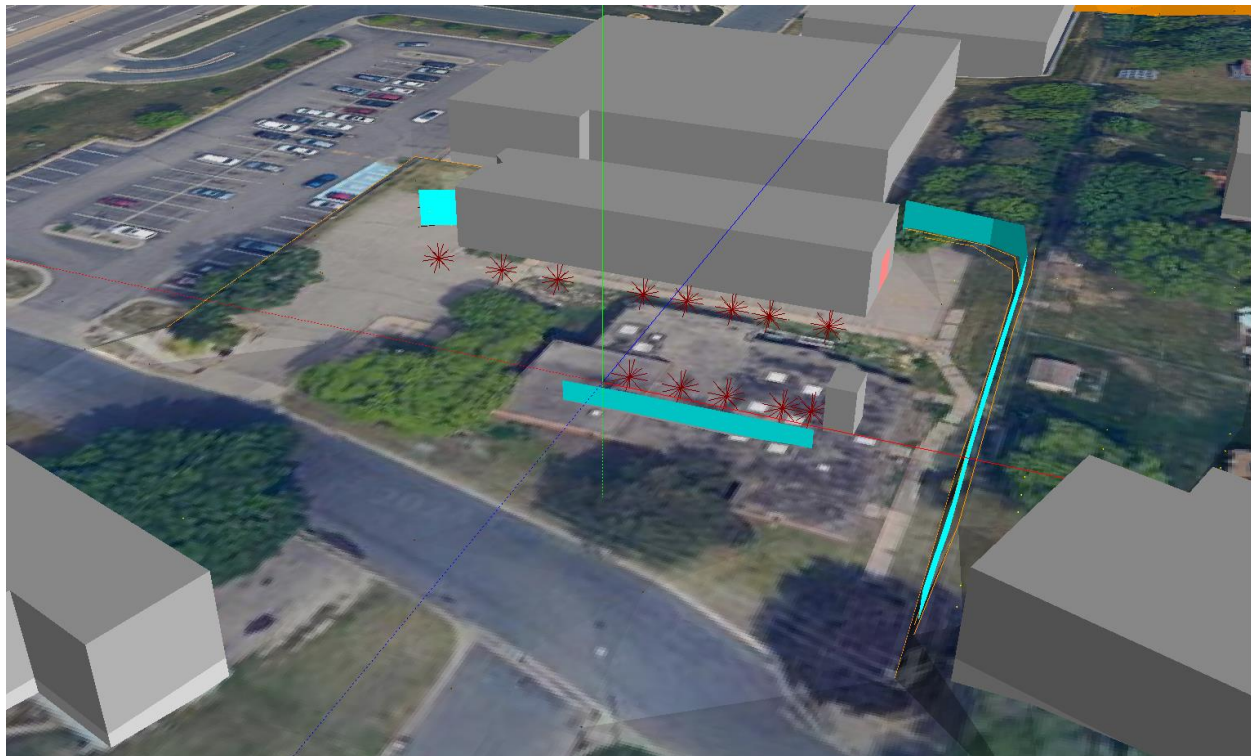


Figure 8: 3D Model View

Figure 9 presents the predicted radiated sound levels at an elevation of 5' above grade with to the current Tsunami Car Wash design. The darkest green shaded area represents areas where the sound levels are below the residential 60 dBA L50 noise ordinance limit. Without mitigation, the sound levels are predicted to exceed the ordinance limits at the nearest homes to the south and east of the site.

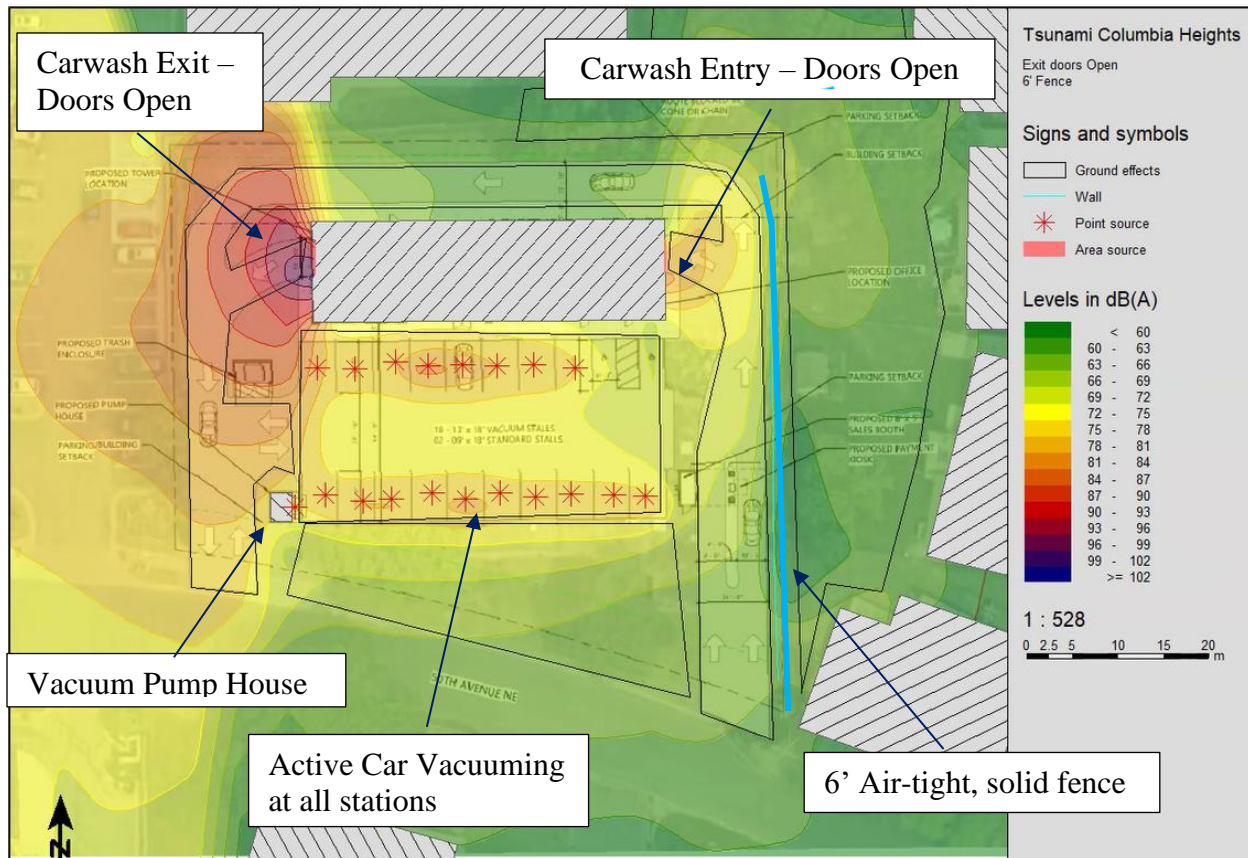


Figure 9: Sound Contour Map – Current Design

5.0 Recommendations

To prevent the sound level from exceeding the 60 dBA noise ordinance at the residential property lines at 5' above grade, the following mitigations are needed:

1. Extend and increase the sound barrier fence height to a height of 2' above the top of the car wash entry door opening (approximately 8' tall). The wall must extend around the northeast corner toward Aldi.
2. Install a 20-foot long, 12-foot tall wall on the south side of the exit opening along the driveway.
3. Reduce the number of vacuums to a total of 12 vacuums (8 on the north side and 4 on the south side) and install a 65-foot long, 5.5-foot tall wall on the south side of the vacuums.

The number and height of sound barriers were increased in this updated analysis in order to meet the noise ordinance with the exit doors open, and achieve stricter compliance at the closest residence on the south side of the car wash. Additionally, to provide greater protection to the elevated decks (reducing the predicted sound level from approximately 63 dBA to 60 dBA), increase the height of the east sound

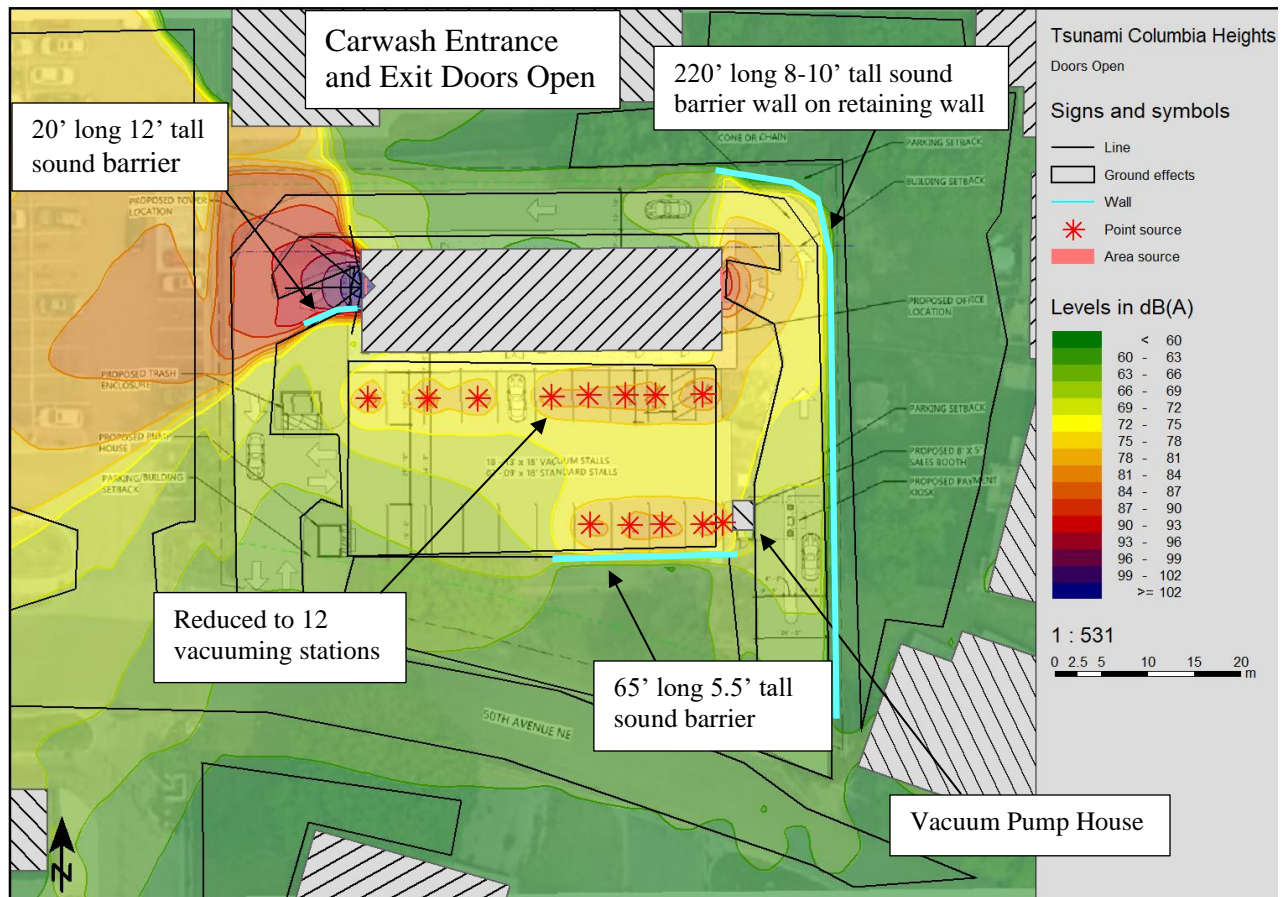
barrier wall to 10' above the height of the retaining wall (approximately 4' above the top of the car wash door opening).

Refer to Figure 10 for predicted sound levels at 5' above grade with the recommended sound barriers. Refer to Figure 11 for the barrier extents and modeled elevation heights for the base of the sound barriers.

There are minimum acoustical requirements for the sound barrier walls. They must be constructed from a material with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot. An example of a suitable material would be overlapping, 1" (nominal thickness) cedar or pine planks, assembled such that the total, actual thickness of the wall is at least 1-½" along the entire length of the wall. They would need to be screwed together rather than nailed so that the natural warping of the planks over time does not cause them to pull apart and create gaps between them. Because this is a "sound barrier wall" rather than a "fence," there must not be any gaps and it must be constructed tight to the ground.

In addition to the sound barriers, the acoustic analysis for this project depends upon the following design element:

- a. The central vacuum will be located in a masonry building with sealed steel doors. If a vacuum pump exhaust muffler was used at the Waukesha location then the vacuum pump at this location should also be fit with a muffler.





6.0 Conclusion

The proposed carwash design includes several elements that are beneficial in terms of noise transmission to the residential neighborhood. The carwash is oriented so that the loudest part of the building (the exit) is pointed away from residences. Airlift doors will be installed and the exit door will be kept closed when possible. The central vacuums will be located within a masonry building with sealed steel doors. Finally, three sound barriers will be installed, including a 12' tall exit "wing" wall, a 5.5' tall vacuum wall, and an 8' to 10' tall (2' to 4' above the top of the car wash entry door) wall along the eastern border on top of the planned retaining wall, allowing the carwash-related sound levels at the residential property lines to meet the Minnesota noise ordinance's residential threshold of 60 dBA at all nearby residential properties.

This concludes our assessment and recommendations. We will be happy to elaborate on anything contained within this report.

Appendix A: Acoustical Terminology

Sound level is measured in units called decibels (abbreviated dB). Decibels are logarithmic rather than linear quantities and thus a doubling of the sound level does not translate to a doubling of decibels. Also, the human ear does not interpret a doubling of sound energy as a doubling of loudness. For these reasons, the following approximate relationships should be kept in mind when reading this report.

The logarithmic nature of dB and the human subjective perception of relative sound levels result in the following approximate rules for judging increases in noise. A 3 dB sound level increase (or decrease) typically cannot be heard or is barely perceptible. A 5 dB sound level increase is perceptible and is often considered significant. A sound level which increases by 10 dB will be perceived as twice as loud. These perceived changes in the noise level are mostly independent of the absolute noise level. That is, a 35 dB noise will be perceived as twice as loud as a 25 dB noise, and a 60 dB noise will be perceived as twice as loud as a 50 dB noise.

Audible sound occurs over a wide frequency range, from low-pitched sounds at approximately 20 Hertz (Hz) to high-pitched sounds at 20,000 Hz. These frequencies are commonly grouped into octave bands or 1/3 octave bands. Building mechanical systems generally produce noise in the 63 Hz to 1000 Hz octave bands, with the lower frequency noise generated by large fans. Human speech is predominantly contained in the 250 Hz to 2000 Hz octave bands.

Humans do not hear equally well at all frequencies. We are especially poor at hearing low frequency sound and are best at hearing sound in the frequency range of human speech. A microphone does not have these same characteristics. Therefore, when sound is being measured to determine how well people will be able to hear it, a "weighting" is applied to the sound level measured using a microphone. The most common weighting is the "A-weighting" and the resulting sound level is expressed in A-weighted decibels (dBA). This weighting reduces the low frequency sound, slightly increases the sound at the dominant frequencies of human speech, and slightly lowers the sound level at high frequencies.

The ambient noise level is the existing level of noise in a space or at a specific location in the environment.

Direct Sound Level or Direct Noise Level is the result of sound that travels directly from the sound source to the listener's ears, without reflecting off of any surfaces.

Equivalent Sound Level (L_{eq}) is the average sound level in an environment where the sound level changes. However, the L_{eq} is not a simple arithmetic average of the sound level over time, but is a logarithmic average. L_{eq} is the "energy" average noise level over a period of time. L_{eq} can be measured for any time period, but is typically measured for some increment or fraction of an hour such as 15 minutes, 1 hour or 24-hours.

Sound Power and Sound Pressure Levels - Sound pressure can be directly measured by a microphone. Outdoor sound pressure levels are influenced by the distance and orientation of the receiver, obstructions and ground absorption between the source and receiver, the temperature, and wind gradients. Sound power is a physical property of the source alone and is not influenced by the external environment. It is an important parameter which is used for rating and comparing sound sources. The sound power is calculated by taking sound pressure or sound intensity measurements according to strict standards and calculation procedures. Conversely, the Sound Pressure Level at a particular location can be calculated

from the Sound Power Level for a given source and the environmental factors affecting the sound propagation path between the source and receiver.

The statistical sound levels, as they are most often called, quantify the sound level exceeded during a period of time. For example, the L_{90} sound level is the sound level exceeded during 90% of the measurement period. If the measurement period is 60 minutes long, then the L_{90} is the sound level exceeded during 54 minutes. The L_{90} is generally considered to be the “background” sound level, the baseline level that is present most of the time. Another commonly used statistical level is the L_{10} . The L_{10} is the sound level exceeded during only 10% of the measurement period. If the measurement period is 60 minutes long, then L_{10} is the sound level exceeded during only 6 minutes of the measurement period. L_{10} can be used to quantify the fluctuating sound levels in an environment. L_1 and L_5 are also sometimes used for this purpose.



REPORT

To: Miranda Seals, Architect
The Redmond Company

From: Matt Pacyna, PE, Principal
Transportation Collaborative & Consultants, LLC

Date: September 26, 2024

Subject: Tsunami Express Car Wash Traffic Review

INTRODUCTION

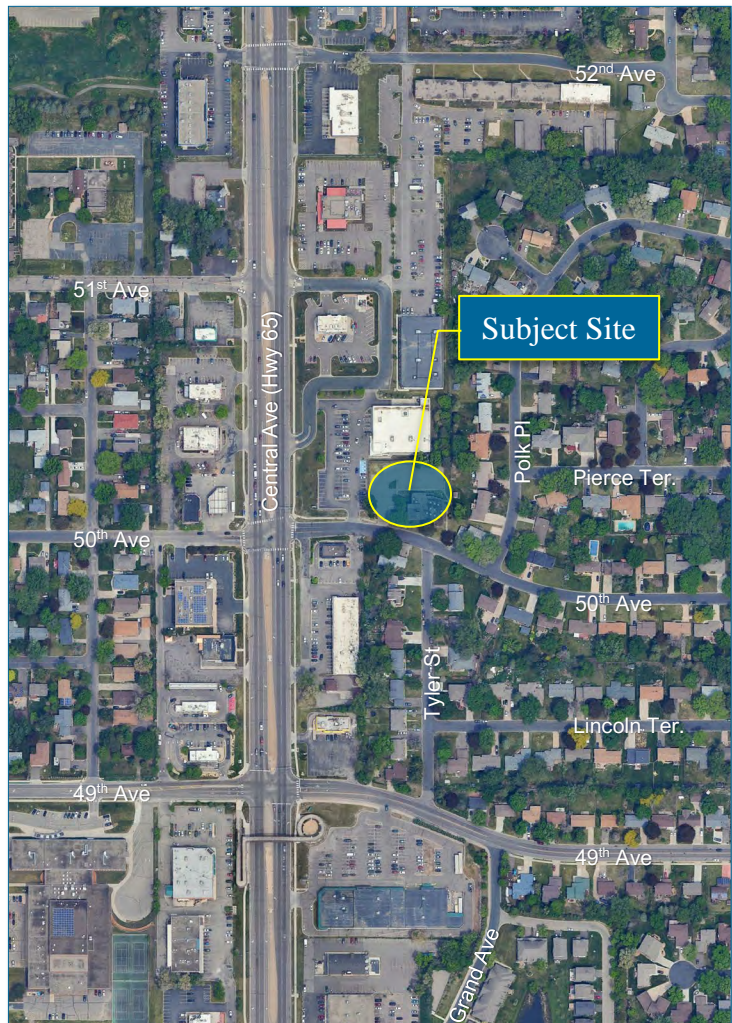
TC2 completed a traffic review of the proposed Tsunami Express Car Wash Development in the City of Columbia Heights. The subject site, as shown, is generally east of Central Avenue (Highway 65) and north of 50th Avenue. The main objectives of the study are to quantify existing traffic operations within the study area, evaluate potential impacts associated with the proposed development, and recommend improvements, if necessary, to ensure safe and efficient operations for all users. A review of internal site circulation, access, and operations is included as part of this review. The following study assumptions, methodology, and findings are offered for consideration.

EXISTING CONDITIONS

Existing conditions were reviewed within the study area to quantify current operations to help determine impacts associated with the proposed development. The evaluation of existing conditions included collecting traffic volumes, observing transportation characteristics, and analyzing intersection capacity, which are described in the following sections.

Traffic Volumes

Vehicular intersection turning movement and pedestrian / bicyclist counts were collected along 50th Avenue at Tyler Street and Polk Place on Tuesday, September 17, 2024. Historical traffic data at the Central Avenue (Highway 65) and 50th Avenue intersection was provided by MnDOT.



The counts included a combination of a.m. / p.m. peak period (i.e., 7 to 9 a.m. and 4 to 6 p.m.) and 13-hour (i.e., 6 a.m. to 7 p.m.) data. The a.m. and p.m. peak hours within the study area generally represent 7:30 to 8:30 a.m. and 4:45 to 5:45 p.m.; there is an additional afternoon p.m. peak period that occurs shortly after the nearby Columbia Heights High School lets out for the day around 3 p.m. Average daily traffic (ADT) volumes were provided by MnDOT or estimated based on the data collected.

Transportation Characteristics

Observations were conducted within the study area to identify various transportation characteristics such as roadway geometry, traffic controls, speed limits, and multimodal facilities. Within the study area, Central Avenue is a 4-lane divided minor arterial roadway with left- and right-lanes; there is a sidewalk along both sides of the roadway and the posted speed limit is 40-mph.

50th Avenue, Tyler Street, and Polk Place are local 2-lane roadways. These roadways do not have multimodal facilities within the study area, except for the north side of 50th Avenue between Central Avenue (Highway 65) and the subject site. The Central Avenue (Highway 65) / 50th Avenue intersection is signalized, while the other study intersections were assumed to operate similar to side-street stop control since the Tyler Street approach is uncontrolled and the Polk Place approach has yield control. Existing geometrics, traffic controls, and volumes within the study area are shown in [Figure 2](#).

Intersection Capacity

Intersection capacity was evaluated using Synchro / SimTraffic Software (version 11), which uses methods outlined in the *Highway Capacity Manual, 6th Edition*. The software is used to develop calibrated models that simulate observed traffic operations, account for peaking characteristics, and identify key metrics such as intersection Level of Service (LOS) and queues. These models incorporate collected traffic, pedestrian, and bicyclist volumes, traffic controls, heavy commercial vehicle activity (i.e., buses and trucks), and driver behavior factors. Existing signal timing was obtained from MnDOT.

Level of Service (LOS) quantifies how an intersection is operating. Intersections are graded from LOS A to LOS F, which corresponds to the average delay per vehicle values shown. An overall intersection LOS A through LOS D is generally considered acceptable in the study area. LOS A indicates the best traffic operation, while LOS F indicates an intersection where demand exceeds capacity.

Level of Service	Average Delay / Vehicles	
	Stop, Yield, and Roundabout	Signalized Intersections
A	< 10 seconds	< 10 seconds
B	10 to 15 seconds	10 to 20 seconds
C	15 to 25 seconds	20 to 35 seconds
D	25 to 35 seconds	35 to 55 seconds
E	35 to 50 seconds	55 to 80 seconds
F	> 50 seconds	> 80 seconds

For side-street stop-controlled intersections, special emphasis is given to providing an estimate for the level of service of the side-street approach. Traffic operations at an unsignalized intersection with side-street stop control can be described in two ways. First, consideration is given to the overall intersection level of service, which takes into account the total number of vehicles entering the intersection and the capability of the intersection to support the volumes. Second, it is important to consider the delay on the minor approach. Since the mainline does not have to stop, most delay is attributed to the side-street approaches. It is typical of intersections with higher mainline traffic volumes to experience high-levels of delay (i.e., poor levels of service) on the side-street approaches, but an acceptable overall intersection level of service during peak hour conditions.



Tsunami Express Car Wash Traffic Review

The existing intersection capacity analysis results, summarized in [Table 1](#), indicate that all study intersections operate at an acceptable overall LOS C or better and all approaches operate near the LOS D / LOS E threshold or better during the typical weekday a.m. and p.m. peak hours. Existing 95th percentile queues are generally maintained within the current turn lanes, however, westbound queues along 50th Avenue from Central Avenue (Highway 65) occasionally extend to the existing Aldi / Jimmy John's driveway during the p.m. peak hour. Peak queues at the 50th Avenue intersections with Tyler Street and Polk Place are approximately one (1) vehicle. Thus, there are no significant existing operational issues from an intersection capacity perspective.

Table 1 Existing Intersection Capacity

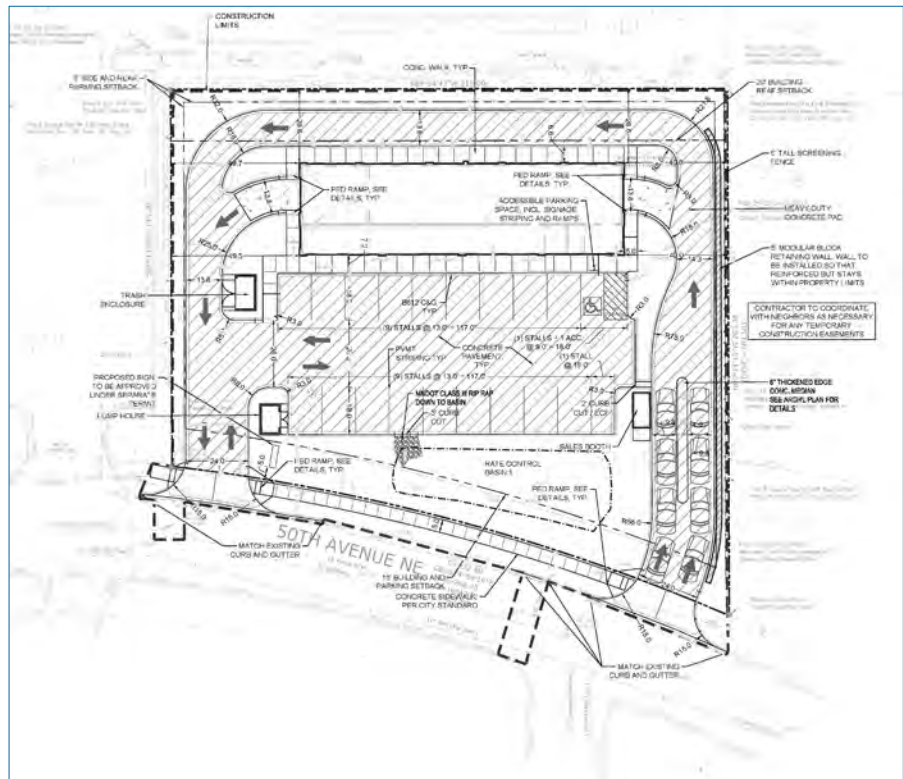
Study Intersection	Traffic Control	Level of Service (Delay)	
		AM Peak Hour	PM Peak Hour
50 th Avenue and Central Avenue (Hwy 65)	Signal	B (14)	C (28)
50 th Avenue and Tyler Street	Yield / SSS	A / B (10)	A / B (10)
50 th Avenue and Polk Place	Yield / SSS	A / A (9)	A / A (9)

SSS – Side-Street-Stop

PROPOSED DEVELOPMENT

The proposed development is generally east of Central Avenue (Highway 65) and north of 50th Avenue. As proposed, the Tsunami Express Car Wash is a single-tunnel automated drive-thru car wash that is approximately 4,500 square feet. The development would replace the existing 12,500 square foot professional office building that is currently vacant. About 20-parking spaces are proposed, as well as the extension of the existing sidewalk along the north side of 50th Avenue to the eastern site driveway. For study purposes, the proposed development was assumed to be fully operational by the year 2027.

Access to the site is planned at two locations; the existing office driveway would remain in its general location and provide two-way operations, while a new two-lane entrance-only access is proposed along 50th Avenue across from Tyler Street. The two-lane entrance provides accommodations for eight (8) vehicles to queue at the sales booth before proceeding to the car wash tunnel.



TRAFFIC FORECASTS

Traffic forecasts were developed for year 2027 build conditions. The traffic forecasts account for general background growth and trip generation from the proposed development. A year 2027 no build condition was not reviewed given the limited area growth between existing and year 2027 conditions. The following information summarizes the traffic forecast development process.

Background Growth

To account for general background growth in the study area, an annual growth rate of one (1) percent was applied to the existing traffic volumes to develop year 2027 background traffic forecasts. This growth rate is higher than historical ADT volumes in the study area over the past 20-years and represents a conservative approach. This rate accounts for growth outside the study area and is not related to the proposed development.

Proposed Development Trip Generation

A trip generation estimate for the proposed development was created using a combination of the *ITE Trip Generation Manual, 11th Edition*, historical data from the project team, and site observations at other similar car washes. The trip generation estimate includes trips for weekday a.m. and p.m. peak hours, as well as a daily basis. A trip generation estimate for the former professional office land use was also developed for comparison purposes. As shown in [Table 2](#), the proposed car wash is estimated to generate approximately 30 a.m. peak hour, 60 p.m. peak hour, and 300 daily trips during its busiest days. When compared to the former office use, the site would generate a similar amount of a.m. peak hour trips, but more p.m. peak hour and daily trips. Note that the trip generation estimate for the proposed car wash represents an active day as opposed to a rainy day, for example.

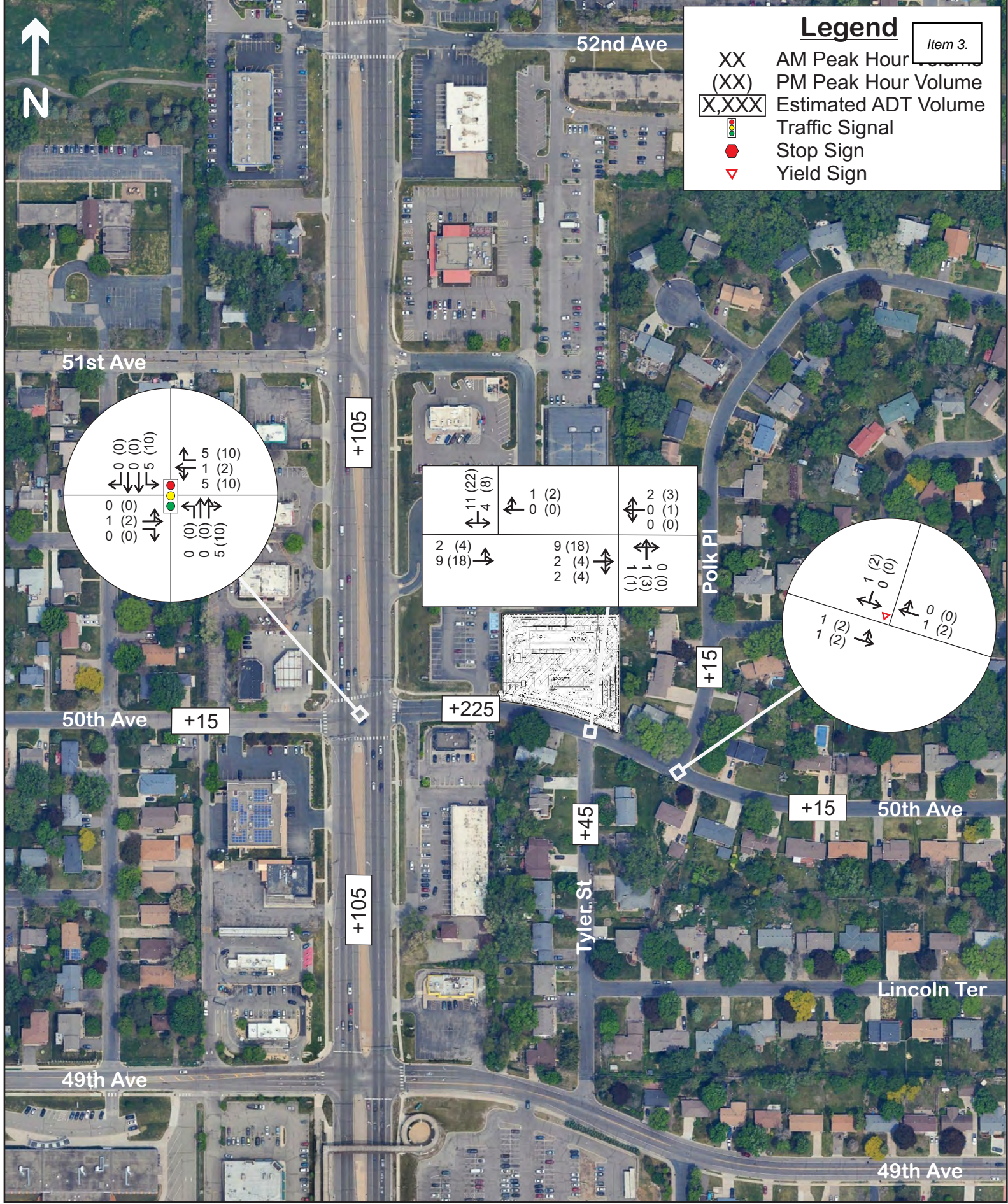
[Table 2 Trip Generation Summary](#)

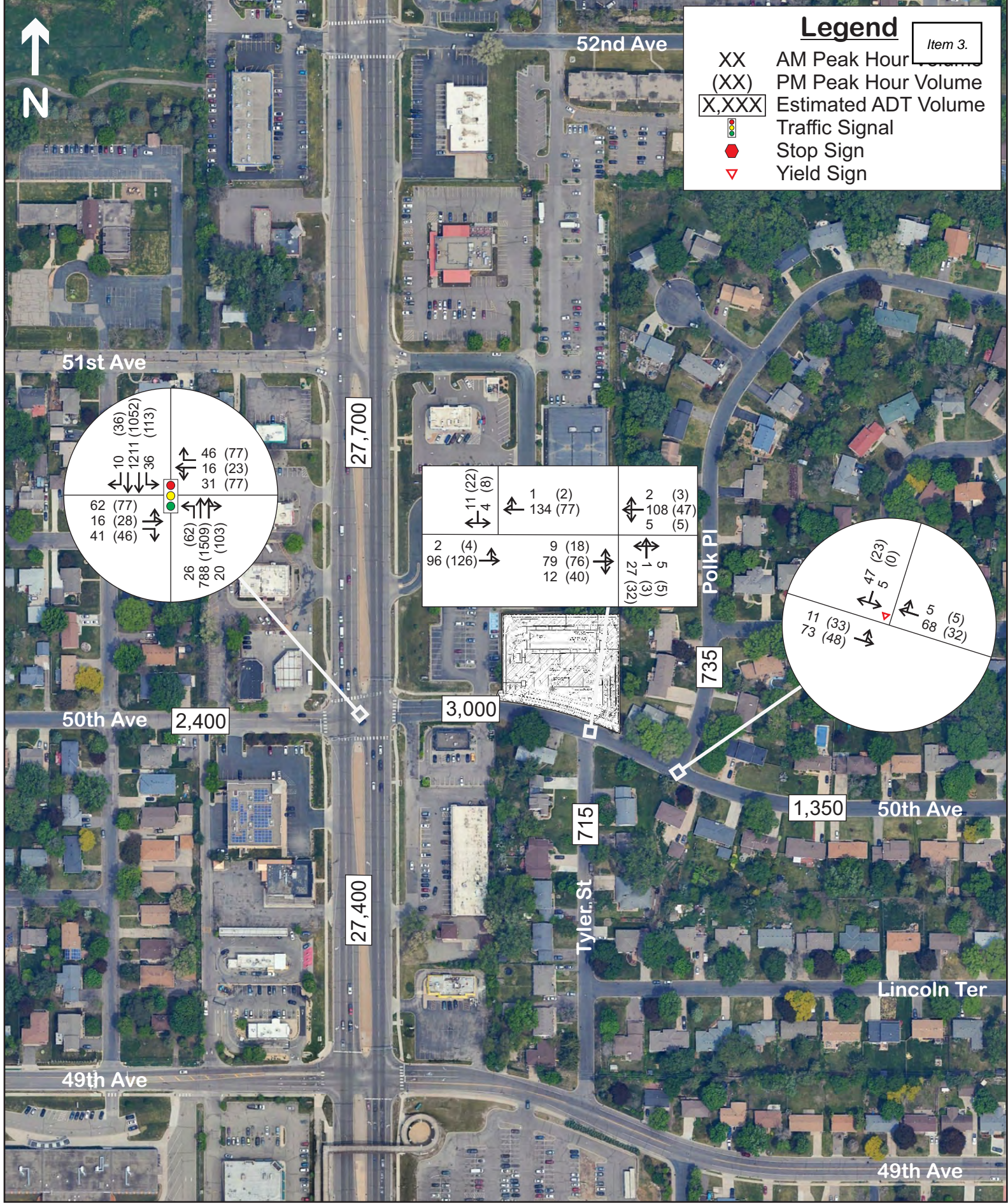
Land Use Type (ITE Codes)	Size	AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
<u>Proposed Development</u>						
Automated Car Wash (947-949)	1-Tunnel / 4,500 SF	15	15	30	30	300
<u>Former Land Use</u>						
Office (710)	12,500 SF	25	3	3	25	190
Overall Site Change (+ / -)		-10	+12	+27	+5	+110

Trips from the proposed development were routed to the adjacent roadway network using the following distribution, which is based on existing area travel patterns and engineering judgement.

- Central Avenue (Highway 65) North and South: 35% each
- Tyler Street: 15%
- 50th Avenue West, 50th Avenue East, and Polk Place: 5% each

A summary of the site generated trips is shown in [Figure 2](#). The resultant year 2027 build conditions, which accounts for the general background growth and the proposed development is illustrated in [Figure 3](#).





YEAR 2027 CONDITIONS

To understand impacts associated with the proposed development, a future intersection capacity analysis was completed for year 2027 build conditions. [Table 3](#) provides a summary of the year 2027 intersection capacity analysis, as well as a comparison to existing conditions. Results of the future analysis indicate that all study intersections will continue to operate at an acceptable overall LOS C or better and all approaches will continue to operate near the LOS D / LOS E threshold or better during the typical weekday a.m. and p.m. peak hours. Minimal changes in queuing are expected and no impacts to the proposed development driveways are expected. The daily traffic volume changes along Polk Place, 50th Avenue, and Tyler Street are minimal and within a typical daily variation of most roadways. Thus, there are no significant impacts expected because of the proposed development from an intersection capacity perspective.

Table 3 Year 2027 Intersection Capacity Summary

Study Intersection	Traffic Control	Level of Service (Delay)			
		AM Peak Hour		PM Peak Hour	
		Existing	Build	Existing	Build
50 th Avenue and Central Avenue (Hwy 65)	Signal	B (14)	B (15)	C (28)	C (30)
50 th Avenue and West Site Access	SSS	---	A / B (10)	---	A / A (9)
50 th Avenue and Tyler Street / East Site Access	SSS	A / B (10)	A / B (11)	A / B (10)	A / B (11)
50 th Avenue and Polk Place	SSS	A / A (9)	A / A (9)	A / A (9)	A / A (9)

SSS – Side-Street-Stop

SITE PLAN REVIEW / CONSIDERATIONS

The proposed driveway for the car wash tunnel provides for eight (8) vehicles to queue within two-lanes before any impacts to 50th Avenue would occur. This driveway includes a member lane for quicker access. Typical service times once a vehicle enters the car wash is approximately two (2) minutes. Therefore, based on the level of trip generation and expected service rates of the sales booth and car wash tunnel, the provided vehicle stacking distance is adequate and no impacts to 50th Avenue are expected.

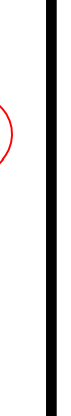
A review of the proposed site plan does not indicate any major issues. However, the following items are offered for further consideration and / or discussion between the City and / or project team.

- Locate signage and landscaping to avoid creating any sight distance issues.
- Review truck maneuverability to limit potential internal circulation conflicts.
- Add a stop or yield sign along Tyler Street at 50th Avenue to better define the right-of-way for motorists and reduce potential conflicts.
- Shift the east driveway to the west to better align with Tyler Street, if possible.

CONCLUSIONS

Based on the findings of the study, the following conclusions are offered for consideration.

- 1) All study intersections currently operate at an acceptable overall LOS C or better and all approaches operate near the LOS D / LOS E threshold or better during typical weekday a.m. / p.m. peak hours.
- 2) The development is a single-tunnel automated drive-thru car wash that is approximately 4,500 square feet and would replace an existing 12,500 square foot professional office building.
 - a. The proposed car wash is estimated to generate approximately 30 a.m. peak hour, 60 p.m. peak hour, and 300 daily trips during its busiest days.
- 3) Traffic forecasts were developed for year 2027 build conditions, which included a one (1) percent annual background growth and trip generation from the proposed development.
- 4) Results of the year 2027 build analysis indicates that all study intersections will continue to operate at an acceptable overall LOS C or better and all approaches will continue to operate near the LOS D / LOS E threshold or better during the typical weekday a.m. and p.m. peak hours.
 - a. Minimal changes in queuing and no impacts to the proposed development driveways are expected; the daily traffic volume changes along Polk Place, 50th Avenue, and Tyler Street are minimal and within a typical daily variation of most roadways.
 - b. No significant impacts expected because of the proposed development from an intersection capacity perspective.
- 5) Based on the level of trip generation and expected service rates of the sales booth and car wash tunnel, the provided vehicle stacking distance is adequate and no impacts to 50th Avenue are expected.
- 6) The following items are offered for further consideration and / or discussion between the City and / or project team.
 - a. Locate signage and landscaping to avoid creating any sight distance issues.
 - b. Review truck maneuverability to limit potential internal circulation conflicts.
 - c. Add a stop or yield sign along Tyler Street at 50th Avenue to better define the right-of-way for motorists and reduce potential conflicts.
 - d. Shift the east driveway to the west to better align with Tyler Street, if possible.



[illegible][illegible]

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**CITY OF COLUMBIA HEIGHTS
PLANNING COMMISSION**

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Columbia Heights will conduct a public hearing in the City Council Chambers of City Hall at 3989 Central Avenue NE on Wednesday, November 6th, 2024, at 6:00 p.m. The order of business is as follows:

A request for a Site Plan Review (under one acre) was made proposing demolition of the existing office building in preparation for a new construction car wash and a Conditional Use Permit for an over-height sound barrier at 999 50th Avenue NE. Section 9.104 (N) of the Zoning Ordinance requires the Planning Commission to hold a public hearing on the Site Plan Review and make findings before approving or denying the application. The Planning Commission will provide a recommendation on the Conditional Use Permit for the over-height sound barrier to the City Council for consideration at the November 12, 2024 Council meeting.

Notice is hereby given that all persons having an interest will be given an opportunity to be heard. For questions and a full description of the proposals, please contact Andrew Boucher, City Planner, at (763) 706-3673.

City of Columbia Heights | Community Development Department

3989 Central Avenue NE, Columbia Heights, MN 55421 ▪ Ph: 763-706-3670 ▪ Fax: 763-706-3671 ▪
www.columbiaheightsmn.gov

NOTICE OF PUBLIC HEARING – NOVEMBER 6, 2024

2015-3 IH2 BORROWER LP
1717 MAIN ST STE 2000
DALLAS, TX 75201

Date of Hearing: November 6, 2024

Subject: Public Hearing Notice – Site Plan Review proposing demolition of an existing vacant building in preparation for a new construction car wash; Conditional Use Permit for an over-height sound barrier.

Subject Property: 999 50th Avenue NE
Columbia Heights, MN 55421

Dear Resident/Affected Property Owner:

The City of Columbia Heights has received an application for a Site Plan Review proposing demolition of the existing office building at 999 50th Avenue NE in preparation for a new construction car wash and a Conditional Use Permit for an over-height sound barrier. Section 9.104 of the Zoning Ordinance requires the Planning Commission to hold a public hearing to approve the Site Plan Review for the car wash and provide a recommendation to the City Council on the Conditional Use Permit for the over-height sound barrier.

You are receiving this notice because the property that you own (Affected Property), and/or reside in, is located within 350 feet of the Subject Property. The Planning Commission of the City of Columbia Heights will hold a Public Hearing on this matter on Wednesday, November 6, 2024 at 6:00 p.m. in the City Council Chambers of Columbia Heights City Hall, located at 3989 Central Avenue NE. A map of the Subject Property is attached. A full copy of the application is on file at City Hall and is available for review upon request.

You are welcomed and encouraged to participate in the Public Hearing for this matter by attending the November 6, 2024 Planning Commission meeting. If you cannot attend the meeting, but would like to provide input, you can submit correspondence via email to aboucher@columbiaheightsmn.gov or by mail at:

City of Columbia Heights
Attn: Community Development
3989 Central Avenue NE
Columbia Heights, MN 55421

You can participate in the meeting live and online by using Microsoft Teams at the login link below or call-in:

Join Microsoft Teams Meeting Online

Meeting ID: 252 58 988 371
Passcode: ugquG3

Dial-in for Microsoft Teams Meeting
+1-312-626-6799

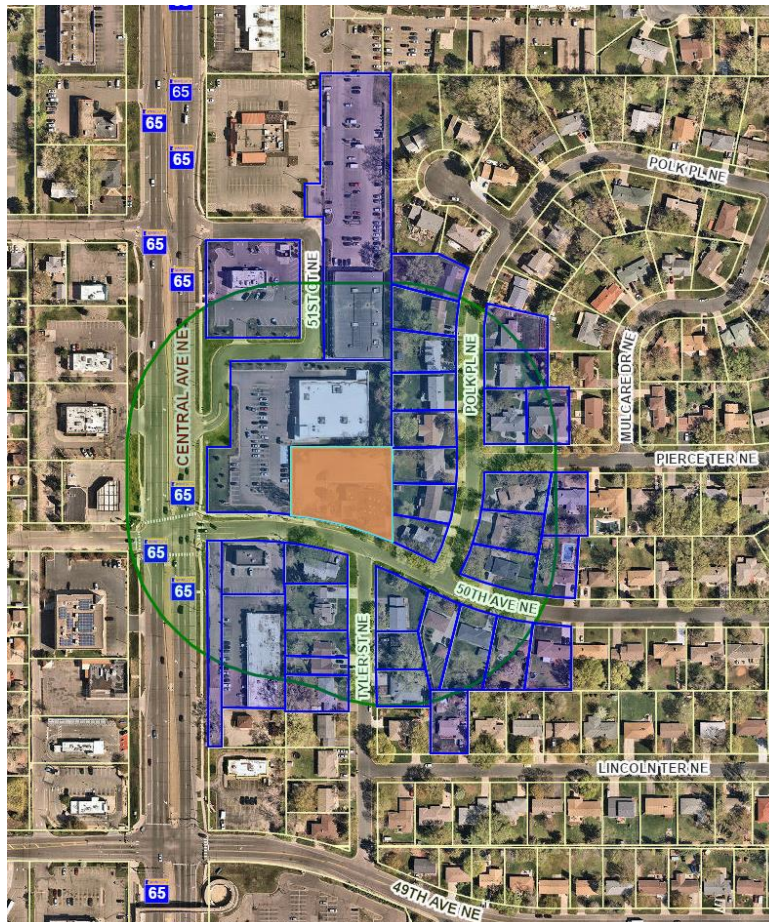
If you have any questions about this proposal, please do not hesitate to contact the City of Columbia Heights Community Development Division at (763) 706-3673.

Sincerely,

Andrew Boucher
Community Development Planner, City of Columbia Heights

**** Landowners (Commercial and Residential):** If you do not reside on the Affected Property, located 350 feet from the Subject Property, it is your responsibility to share this notice with your tenants. This notice should be posted in a public place on your property or mailed directly to the tenants residing or leasing space on the Affected Property.

-SUBJECT PROPERTY LOCATION-
(Highlighted in orange)



Name	Address	City
2015-3 IH2 BORROWER LP	1717 MAIN ST STE 2000	DALLAS, TX 75201
A AND A PROPERTIES LLP	527 PARK PL	VADNAIS HEIGHTS, MN 55127
ALDI INC (MINNESOTA)	PO BOX 460049 DEPT 501	HOUSTON, TX 77056
ALEXON DANA A & SHARI	1035 LINCOLN TER NE	COLUMBIA HGTS, MN 55421
ALI, FADUMO MOHAMOUD	4920 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
ALVARADO, JAIME R	1100 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
BERG PAULA ELIZABETH	1100 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
CANTOS MARCO A ROJAS	700 N MORGAN AVE	MINNEAPOLIS, MN 55411
COLOMBO TRUSTEE MARK R	1105 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
CORNELIUS, CHRISTOPHER S	7890 QUEENSLAND LN N	MAPLE GROVE, MN 55311
DAHL STREET PROPERTIES LP	526 HAWTHORNE WOOD DR	EAGAN, MN 55123
HOLKESTAD PAIGE LORELLE	1060 POLK PL	COLUMBIA HEIGHTS, MN 55421
JAY'S PROPERTIES LLC	16600 86TH AVE N	MAPLE GROVE, MN 55311
KEHRWALD TRUSTEE THOMAS L	1060 50TH AVE NE	MINNEAPOLIS, MN 55421
KNUDTSON MARLENE S	1070 POLK PL NE	COLUMBIA HGTS, MN 55421
KOPONEN TRUSTEE, ROBERT H	1035 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
LEMA, MARIA ELVIA	4924 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
LHAMO, SANGYAL	1020 50TH AVE NE	COLUMBIA HGTS, MN 55421
OLSON DEAN M ETAL	1775 15TH AVE NW	NEW BRIGHTON, MN 55112
P&L REAL ESTATE 3 LLC	3312 HIGHLAND DR	BURNSVILLE, MN 55337
PATEL, ANITA M	1101 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
PETERSON R M & PODANY S R	1120 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
PRECISION PROPERTIES LLC	3800 N WASHINGTON AVE	MINNEAPOLIS, MN 55412
RIFAI, SAMIHA	608 37TH AVE NE	MINNEAPOLIS, MN 55421
ROGERS LINDA R	1057 POLK PL NE	COLUMBIA HGTS, MN 55421
SANCHEZ LOPEZ CRISTOBAL	1051 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
SANCHEZ QUEVEDO LORENA	4918 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
SIGCHA AYORA SANDRO NESTORIO	1085 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
STOVER, MARY LOUISE	1040 50TH AVE NE	COLUMBIA HGTS, MN 55421
STURDEVANT JOSEPH A	6182 HEATHER CIR NE	FRIDLEY, MN 55432
THIRD STREET INDUSTRIES LLC	3429 EDWARD ST NE	ST ANTHONY, MN 55418
TOBASI PROPERTIES LLC	10869 BENTWATER LN	WOODBURY, MN 55129
VANGSGARD, JOEL M	1061 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
VUE MIHOKO KUATUKNUE	1085 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
WHITE CASTLE SYSTEM INC	PO BOX 1498	COLUMBUS, OH 43216
WHITNEY, TYLER J	4922 Tyler Street NE	COLUMBIA HEIGHTS, MN 55421

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9/22/24

Proposed Tsunami Express Car Wash

We are Bob and Sue Koponen – we live at 1035 Polk Place; our property is directly behind the proposed car wash.

We visited the Roseville Tsunami car wash and gathered this information:

We talked to a neighbour that lived in the nearby condo, which is approximately 650 feet from the car wash. She shared that the noise from the car wash dryer & vacuums can be heard inside her residence **with the windows and doors shut**. We live directly behind the proposed car and are very concerned about the noise of this business. Will we be able to sit on our deck or use the backyard without hearing the 13 hours a day of noise from the dryer & vacuums? **We are very concerned about the sound pollution!**

The Roseville facility washes approximately 300 cars a day or about 23 cars per hour. We were told that the dryer shuts off after 6 minutes of non-use. That being stated, we are concerned that the noise from the dryer & vacuums be a constant source of sound pollution. **We are very concerned about the sound pollution!**

Regarding the over-height sound barrier, what will prevent the noise from just going up and above the sound barrier wall? Our property sits higher than current grade on the existing proposed property. **We are very concerned about the sound pollution!**

Traffic:

The intersection at 50th Ave. & Central is busy and congested with most of the businesses entrances and exits happening at that location. How can it possibly handle another 150-300 cars a day safely? Fiftieth avenue is a main entrance into many of the surrounding neighborhoods! It is very busy with traffic from home residences, school buses, service businesses for the home residences and bicycles. There aren't any sidewalks for citizens that walk this street which include many children walking to and from school. **We are very concerned about the traffic!**

Light:

We have a problem with the existing lighting on the current building. The lights on the back of the that building adjoins to our property and are so bright that it illuminates our backyard/deck also, as far away as the house across the street. **We are very concerned about the lighting!**

As long time Columbia Heights residents, we ask the you please take our concerns into consideration and address the noise, traffic and light concerns, prior to approving this business.

Thank you and please reach out with questions. Bob Koponen @ 612-709-2700.

Andrew Boucher

From: Carrie Gille <carriegille@icloud.com>
Sent: Thursday, August 22, 2024 3:51 PM
To: Andrew Boucher
Subject: Car wash next to ALDIs

Hi Andrew,

There's a post on the Heights neighborhood Facebook site about a potential car wash going in between ALDIs and Jimmy John's on 50th and central. Your name was mentioned for feedback.

In short, so far there are over 40 comments on the post and none are positive. Concerns about noise, pollution, traffic, safety for school children using that road, light pollution, noise pollution. Also, lots of "do we really need another car wash?!". I mean—there are SO many car focused businesses on central and we already have traffic issues on that road. This is not a Facebook group prone to hysterics—it's a group that generally has thoughtful and community focused concerns. Also, with hopefully safely improvements coming to Central, adding yet another car-centric business seems premature.

Carrie Gille
Heights resident

Andrew Boucher

From: dana.alexon@q.com
Sent: Saturday, September 21, 2024 12:17 PM
To: Andrew Boucher
Cc: Sulmaan Khan
Subject: RE: Comments re Proposed 999 50th Car Wash

Thank you for sharing the full plans submitted by Tsunami!

I have reviewed the plans submitted by the Tsunami car wash and have the following comments:

1. The project is 'shoehorned' onto the property, with very little free space. While property lines in Columbia Heights are often smaller, this means that the facilities that can be built must be smaller to fit the available space. I believe a business that fills the available space fully from the beginning leaves no room for expansion in the future. Assuming this business becomes highly successful, what options would exist for expansion on this site?
2. There does not appear to be any space for employee parking, yet the proposal states that employees would be staffing the site during all open hours. In my visits to the 'Mister' facility on Central Avenue, it is common to see at least 4 employees on site there and they often park on Tyler Place near the rear of their facility since there is no on-site employee parking available. I believe a new facility should be self-sufficient and that employees should not need to park off-site. Parking on the street in the area would exacerbate the anticipated traffic issues. At the proposed Tsunami facility, where will these employees park?
3. The design drawing for the property shows space for 8 vehicles in line within the property. As a customer at Mister, I have frequently seen twice this many cars in 2 lanes waiting for washes on nice days, especially in the winter, with cars waiting to enter the facility backing up on northbound Central Avenue. Where would the overflow vehicles wait for their turn to enter the facility and what provisions for managing traffic on 50th Avenue would the Tsunami staff have during these overflow events?
4. Once a car has entered the east entrance and another pulls in behind it, there is no provision for escape in the event the driver decides not to get a wash, except for waiting until they are first in line then driving all the way around the facility. There should be a more convenient 'out' for drivers that change their minds, but the property doesn't allow the space for it.
5. Proximity of the east entrance to the intersection of 50th Avenue and Tyler Street seems problematic. Cars waiting to turn into the entrance potentially from 3 directions could easily cause a traffic jam on streets that are not designed for such events. The path around such traffic jams does not exist.
6. Plans do not show the driveway exit from 1002 50th Avenue. This is a duplex home, and it is common for the residents of this property to park 2 cars in tandem on this driveway. When this happens, the rear car extends to within about a foot of the curb cut causing a dangerous lack of visibility for drivers on northbound Tyler Street wishing to turn either direction onto 50th Avenue; these drivers often cannot see

beyond the parked vehicle in this driveway. I have had more than one close call at this intersection as a result of this situation, despite using extreme caution. The added traffic for the car wash would likely make this situation even more dangerous.

7. The 2-way traffic at the west entrance to the facility seems like it will cause additional traffic problems. I understand the desire to allow use of the vacuums without having to be a wash customer, but the current design of the property does not seem conducive to that without causing traffic issues. The number of stalls for vacuums does seem adequate, and I like the 13-foot width which allows for movement around the vehicle on both sides.

8. I would be concerned with how much noise escapes this property during operational hours. Typically the noise from the vacuums is most significant and this noise will be directed to the south, into the residential neighborhood across 50th Avenue and along the north end of the 4900 block of Tyler Street. It does appear there is a wall proposed on the east side of the Tsunami property, but that will not mitigate the sound coming to the south. I certainly would not want that sound all day every day if I lived closer to this proposed facility.

9. The color scheme and overall branding of the facility seems reasonable and having a working and active business in place of an empty office building would be a positive development.

Unrelated to this proposed facility, I recently noticed a competitor building a new full-service car wash facility near the corner of 85th Avenue and Springbrook Drive in Coon Rapids. I can't compare the site size, but two key differences stood out immediately to me as I drove past the Coon Rapids facility: the surrounding roads are designed for commercial traffic volume and the surrounding properties are all commercial. I think these are key components to success of such a new development.

I remain skeptical that the proposed facility will be a positive addition to the surrounding residential neighborhood and am therefore not in favor of continuing with this development.

On Thu, 22 Aug, 2024 at 8:52 AM, Andrew Boucher <ABoucher@columbiaheightsmn.gov> wrote:

To: dana.alexon@q.com

Cc: SKhan@columbiaheightsmn.gov

Dana,

Thank you for reaching out and providing initial comments. I've attached their full application containing:

- Applicant narrative (pgs. 4-5),
- Existing conditions (pg. 7)
- Demolition and tree preservation plan (pgs. 8-10)
- Proposed site plan on (pg. 11)
- Civil plan set showing grading, stormwater design and SWPPP plans, civil details, and landscaping plan (pgs. 11-22)
- Elevations and signage (pgs. 23-39)
- Photometric plan (pg. 40)
- The remaining pages (pgs. 41-94) are stormwater calculations.

I appreciate the comments you've made in regards to the existing traffic and safety issues surrounding your neighborhood with the existing commercial activity. Staff shares these concerns as well and have been working to address some of these components with the applicant and MNDOT about the traffic and safety issues at that location if I can share some of those actions with you.

1/2. The proposed project does not meet the scale of intensity to trigger a traffic impact study, which is going to be required for both of the redevelopment sites at 44th and Central as well as the former Medtronic site as these are containing multiple commercial properties and high density residential. However, I've discussed the issue of vehicle stacking and queueing with our Public Works/Engineering Department because there is concern with the applicant anticipating between 200-400 customers per day (approximately 30 per hour) that their proposed site plan can accommodate the amount of traffic without the stacking spilling into the street and impeding levels of service, especially with the concerns you're raising with the hills and sight lines. As a condition of approval and part of the development review, the City is requiring the applicant to provide a queue length analysis to project how many vehicles are expected to queue at the entrance during peak times and whether this could cause backups into the street. This analysis will be helpful in determining when they anticipate those peak demands so the City can better understand if the peak demands are occurring the same time as other businesses in the immediate area.

3/4. Staff has had conversations internally about the traffic lights in that area in particular and the practical difficulties in trying to make legal left turns from the location you described. This seems like it consistently comes up as a problem location and the City is working with MNDOT to address the traffic light signal at 50th Avenue and Central because it does seem to be one of the direct causes of those traffic backups/chokepoints.

As far as traffic goes, I think from staff's perspective, the most immediate traffic concerns are going to be from the vehicle stacking at the entrance primarily with the exit being largely controlled and limited to the one vehicle leaving the car wash bay as well as any individuals using the vacuums independent of the car wash. Once we receive the queue length analysis, that will quantify the extent of the impact this proposal would have on the existing streets. I am also waiting for the Fire Department to provide their review comments to determine whether they have any concerns regarding emergency vehicle access to the site.

In the context of the larger transportation, traffic, and safety issues in the City, I would strongly recommend that you make these comments on [Columbia Heights Transportation Safety Action Plan \(arcgis.com\)](https://arcgis.com). These are all valid and significant concerns that fit a general trend that I have been hearing about this area as residents have been commenting on this project, so I think you should definitely look at the study and timeline as well as leave your comments on those specific intersections/streets, especially considering the future redevelopment of Central Avenue.

Please let me know if you have any other questions or would like to discuss the project further after you've reviewed the site plan.

Thanks,
Andrew



Andrew Boucher, AICP | City Planner (he/him)

[City of Columbia Heights](#) | Community Development Department

3989 Central Avenue NE | Columbia Heights, MN 55421

aboucher@columbiaheightsmn.gov

Direct: 763-706-3673 | Main: 763-706-3670

From: dana.alexon@q.com <dana.alexon@q.com>

Sent: Wednesday, August 21, 2024 4:15 PM

To: Andrew Boucher <ABoucher@columbiaheightsmn.gov>

Subject: Comments re Proposed 999 50th Car Wash

I am not in overall opposition to the concept of a high-quality, full-service car wash in Columbia Heights however I would like to make the following comments regarding traffic and access in our neighborhood. Unfortunately, I have a work commitment at the same time as the public hearing, so I am submitting my thoughts ahead of time without being able to view the site plan or hear the proposal.

1. Hills in the area make sight lines shorter than would otherwise be expected. Traffic on Tyler Street between 49th and 50th Avenue is frequent and often at speeds higher than prudent. The multi-family homes on this street mean many parked cars on the street, making it often a single travel lane. The hill that peaks at the intersection of Lincoln Terrace definitely affects the distance that drivers on Tyler Street can see. Conditions on this street are often near the capacity of what it can handle safely. There are several children living in this block of Tyler Street and often they play in or near the street, whether they should or not.

2. Traffic on 50th Avenue is very heavy east of Central Avenue, primarily because of the success being enjoyed by Aldi. Most eastbound traffic comes off Central Avenue and turns left into the Aldi lot, but certain times of the day there is a fair amount of traffic that continues east on 50th, either straight up the hill or turning right onto Tyler Street. Westbound traffic converges into the intersection of 50th and Central which is not fit to handle as much traffic as it does. The convergence of westbound traffic from Aldi, the Jimmy John's east exit, and the service road west of Jimmy John's often backs up into each of those lots, with a few residential cars coming down 50th or north on Tyler turning to 50th adding on.

3. The traffic lights at Central Avenue are heavily timed to keep Central Avenue moving, and the traffic light allowing 50th Avenue traffic often does not clear the intersection, meaning that drivers become impatient and take chances.

4. The traffic lane arrangement on 50th Avenue east of Central is not well marked. There is a sign to westbound traffic indicating the right lane is a turn lane but often motorists wait in that lane to cross Central Avenue, meaning that drivers wanting to make the legal right turn on red must wait the full traffic light cycle. This backs up westbound traffic further than it otherwise would need to. The peak of this backup tends to be late afternoon and early evening when Aldi, Jimmy John's and several businesses in the strip mall south of 50th are all at their peaks. The worst tends to be on school days when traffic coming from the high school comes down 50th Avenue or uses Tyler Street to avoid backups on 49th Avenue.

The success of all the current local businesses is wonderful, and I hope it continues! However adding another high traffic business that, by its very nature, is car-centric clearly means a major reconfiguration of traffic in this area is of critical importance if this project is approved. For example, I am a customer of Mister Car Wash in the 4400 block of Central and that business is an example of how a busy day can cause a major traffic problem in a business of this type.

I am very concerned that providing proper access to a business such as that proposed in an area that is already backed up during several hours of the day is not possible.

If possible, can you share an electronic version of the proposed site plan as a .pdf file?

Respectfully,

Dana Alexon

1035 Lincoln Terrace

763-807-6565

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Andrew Boucher

From: dana.alexon@q.com
Sent: Wednesday, August 21, 2024 4:15 PM
To: Andrew Boucher
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I am very concerned that providing proper access to a business such as that proposed in an area that is already backed up during several hours of the day is not possible.

If possible, can you share an electronic version of the proposed site plan as a .pdf file?

Respectfully,

Dana Alexon
1035 Lincoln Terrace
763-807-6565

Andrew Boucher

From: Garedew A Ergette <garedew.ergette@cummins.com>
Sent: Thursday, August 22, 2024 3:22 PM
To: Andrew Boucher
Cc: Garedew Ergette; Leeha Allison
Subject: Against proposed car wash on 50th/central

Hello Andrew,

I hope all is well and I do not believe we have met. My name is Garedew, and I reside in Columbia Heights. I am writing to express my concerns about the proposed car wash at the intersection of *Central* and *50th Street*. This area is already quite busy, primarily due to the presence of ALDI and other small businesses in the vicinity.

As someone who works from home, I regularly observe the traffic flow on Fillmore and 50th Street, and I believe there are several important factors to consider:

- **Heavy Traffic:** The intersection is already congested, with multiple businesses in the area, including ALDI, Heights Bakery, and Jimmy John's.
- **Safety Concerns:** Children from nearby schools, whether walking, biking, or being driven, could be at risk of accidents. The lack of sidewalks only exacerbates this danger, potentially making students late to class or, worse, causing injuries.
- **Seasonal Congestion:** During peak seasons, the traffic congestion could worsen significantly, similar to what is observed at the car wash on Central and 44th.
- **Competition:** The proposed car wash may struggle to succeed due to existing competition from other car washes nearby.
- **Traffic Backup:** The flow of traffic on Central Avenue may be further obstructed by vehicles turning into the ALDI, the car wash, and other businesses.
- **Impact on Property Values:** The increased traffic and noise could lead to a decrease in property values, potentially forcing neighbors to relocate.
- **Environmental Concerns:** The proposed car wash could raise noise and emission levels in our neighborhood, impacting our quality of life.

I can provide additional reasons why I am opposed to this development, but I wanted to start by sharing these concerns with you. I look forward to hearing your thoughts and will be attending the upcoming hearing on this matter.

Thank you for your time and consideration.



Sincerely,
Garedew

Garedew A Ergette
Supplier Recovery Manager

garedew.ergette@cummins.com

Cummins Inc.
3850 Victoria Street North
Shoreview, Minnesota 55126
United States

Andrew Boucher

From: info
Sent: Thursday, August 22, 2024 3:54 PM
To: Andrew Boucher
Subject: FW: Opposing car wash by Aldi for the city planner

-----Original Message-----

From: Gerri <gerri.moeller@gmail.com>
Sent: Thursday, August 22, 2024 10:26 AM
To: info <Columbia.HeightsInfo@ci.columbia-heights.mn.us>
Subject: Opposing car wash by Aldi for the city planner

I just heard on Facebook that an application for a car wash to replace the dental office behind Aldi is being considered. Please do not approve! While I don't live in the neighborhood, that neighborhood and intersection do not need the additional traffic a car wash would entail. It is already a dangerous traffic area. Additionally, CH does not need more car washes.

-Gerri Moeller
5000 Johnson St NE

P.S. If this is a rumor, please disregard and my apologies. :)

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Andrew Boucher

From: Jennifer DeWester <jenniferdewester@yahoo.com>
Sent: Friday, August 23, 2024 1:13 PM
To: Andrew Boucher
Subject: Re: Planned Car Wash on 50th Ave

If I understand the stacking and queuing the concern is cars backing up into road and blocking traffic as they attempt to access the business. I also have concerns about vehicles exiting business assuming they dump onto 50th. Vehicles seem to fight each other and block traffic trying to make left onto Central coming from Aldi and going right on Central coming from bakery road. I think any increase in traffic volume would make this problem even worse. That intersection is just not built as is to handle that volume of traffic especially considering long waits for green light onto Central. Also I think people turn left from Aldi to avoid intersection. I think that path would be blocked by traffic backed up waiting at light with addition of car wash.

Thanks,
 Jennifer DeWester

On Aug 23, 2024, at 12:33 PM, Andrew Boucher <ABoucher@columbiaheightsmn.gov> wrote:

Jennifer and Dirk,

Thank you for reaching out to discuss the proposed project at 999 50th Avenue NE, I am aware of the Facebook group and had a fairly in-depth conversation in-person with the person who posted it and they shared similar concerns to yours. I appreciate that you're taking the time to put your comments and concerns in writing as this allows me to maximize the leverage in my position when negotiating with applicants and developers by setting specific metrics for them to reach, which includes several of the components you've raised in your comments, but I also want to address what the existing zoning allows and how the Site Plan Review process works.

The car wash use is currently a permitted use in the district, so the City is legally obligated to consider their proposal. The proposal must adhere to all applicable zoning standards, and if so, it is approved by right. If the City wanted to consider limiting car wash uses in the district in the future, a code amendment would be required. In the case of the car wash being proposed, the only land-use action needed is a site plan approval. According to City Code, site plan approvals stop at the Planning Commission level and are not reviewed by City Council. The public hearing on this matter is scheduled to take place at the September 4th Planning Commission meeting.

Staff shares the same concerns that have been consistent with the feedback and comments we are receiving from residents, like yourself, and they are related to what we expected, predominantly, noise, safety, and traffic. To address these concerns, staff are requiring the completion of a 3rd party sound study to ensure compliance with required sound levels designated by the Minnesota Pollution Control Agency, and a 3rd party traffic/queuing analysis to ensure that there is adequate on-site vehicle stacking to accommodate peak demands. The City cannot approve any proposal or project that causes a decrease in the levels of service for public infrastructure, specifically streets. As far as the vehicle stacking goes, here is the City Code section identifying stacking requirements for uses that typically experience stacking:

<image001.png>

Just to put this review into context for how the City reviewed a similar use in the same area. Earlier this summer, the City processed, reviewed, and approved a minor subdivision and site plan review for a Chase Bank location on a portion of La Casita's parking lot that was subdivided in preparation for new construction of a banking facility. The bank was able to meet the City Code stacking requirements and the use, even with a drive-through component, because the anticipated business traffic and vehicle stacking did not rise to the level where there was concern regarding whether this proposed project would diminish levels of service for the streets servicing that property. The car wash is similar in the case that the vehicle stacking meets City Code and provides 8 stacking spaces for the one service bay, but staff shares the concerns that the public, including yourself, have expressed. With the level of business the car wash is anticipating, the applicant needs to show through an independent 3rd party what the peak demand hours of the business operation are, how many vehicles they would expect to be queued at the greatest peak demand, and that the vehicle stacking will not spill over into the street because that would be considered to diminish the levels of service for that street.

The City is taking the position that the sound study and vehicle queue length analysis need to be provided prior to the public meeting on September 4, 2024. If those items are still pending by next Thursday, then I have consulted with the City Manager and staff would recommend tabling the item and/or continuing the public meeting until the October 1, 2024 Planning Commission meeting.

I wanted to provide the full application package to discuss this further in case you had other concerns, but will also share the sound study and vehicle queue analysis with you as soon as I receive them because I think those are two critical components that will actually quantify what the potential noise/sound and traffic/safety impacts are in a way that would significantly impact whether the project meets City Code requirements.

Please let me know if you have any questions or would like to discuss this further,

Thanks,
Andrew

Andrew Boucher, AICP | City Planner (he/him)

[City of Columbia Heights | Community Development Department](#)

<image002.png> 3989 Central Avenue NE | Columbia Heights, MN 55421

aboucher@columbiaheightsmn.gov

Direct: 763-706-3673 | Main: 763-706-3670

-----Original Message-----

From: Jennifer DeWester <jenniferdewester@yahoo.com>

Sent: Thursday, August 22, 2024 8:26 PM

To: Andrew Boucher <ABoucher@columbiaheightsmn.gov>

Subject: Planned Car Wash on 50th Ave

Hello,

I saw the Facebook post regarding the planned car wash. We are strongly against building a car wash at this location. We have lived at 1200 50th Ave NE for the last 30 years (top of hill up from 50th). We

have seen how much worse the traffic has gotten at this corner since Aldi was added. It was already awkward with access to bakery, but this corner is a real problem spot. Additional traffic that a business like a car wash would bring would result in a chaotic dangerous mess. Every week we are either involved or witness near misses or actual accidents. The near misses are not just vehicles, but often the pedestrians as there are many including school kids.

I also would mention we hear the noise from the speedway gas station very clearly at our house. The noise seems to run right up the hill. I think the noise from a car wash would adversely impact a large number of houses in the neighborhood.

Please do not authorize the construction of a car wash at this location!

Thanks,

Jennifer and Dirk DeWester

Feel free to contact me if you have any questions.

763-233-9217

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<24289 - TSUNAMI EXPRESS CAR WASH - COLUMBIA HEIGHTS - CITY SUBMITTAL - 8-5-24 (1).pdf>

Andrew Boucher

From: jpagliolo@comcast.net
Sent: Wednesday, September 4, 2024 6:13 PM
To: Andrew Boucher
Subject: proposed car wash at 50th and Central

We are home owners on 50th Ave NE up the hill from Central Ave.
The traffic congestion at this intersection is already a problem (heights strip mall, jimmy johns, and ALDI).
Adding a car wash, if it's even practical, would make the situation much worse.
Please don't approve the car wash!

Joe Pagliolo, Margaret Hare
1180 50th Ave NE
Columbia Heights, MN 55421

Andrew Boucher

From: Linda Rogers <roger009@umn.edu>
Sent: Monday, August 19, 2024 8:14 AM
To: Andrew Boucher
Subject: car wash public hearing

I am unable to attend the hearing because I will be in Duluth. I am opposed to having a car wash in this location. The traffic has significantly increased with Aldi and at many times is already backed up turning on to 50th from Central. Adding more vehicles entering and exiting a car wash would be a nightmare. Car washes are also quite loud. Adding more noise to the already noisy Central is also not ideal. Thirdly, we don't need car washes on every other block. There is already a car wash at the Holiday station and another one 2 blocks further between 44th and 45th. I reside at 1057 Polk Place and therefore received a letter about this hearing. Let me know if you need anything further from me. Thank you for your time.

—

Linda Rogers

Manager, Minnesota Statewide Testing Program (MSTP)

Phone: 612-626-1803
Website: mstp.umn.edu
Address: [103 University Stores South](#)
 879 29th Avenue S.E.
 Minneapolis, MN 55414
Campus Delivery Code: 5703

[illegible]

Andrew Boucher

From: Mark Colombo <markcolombo55421@gmail.com>
Sent: Saturday, August 24, 2024 8:42 AM
To: Andrew Boucher
Subject: site plan,Tsunami Express

Sir,I reside at 1105 50th Ave NE, My concern concerning the proposed car wash at 999 50th Av NE is primarily about the effect on an already congested intersection . Not only is the turn lane very narrow,with Aldi,, Jimmy Johns ,and a strip mall at the intersection. But when school starts ,50th Av is a main route to the High School. Living here for 30 years ,I have seen many potential accidents almost happen with people pulling in and out of these busienesses.
also,there is many a time that traffic entering and leaving the intersection is backed up.
please voice my concerns at the hearing ,since I will not be able to attend.

Thank you,
Mark Colombo

Andrew Boucher

From: Samantha Koshiol <samkosho@gmail.com>
Sent: Friday, August 23, 2024 10:01 AM
To: Andrew Boucher
Subject: 50th and Central Development

Hello!

I'm writing you as a neighbor of this area (we live on Lincoln Terrace) and witness numerous close call accidents at the 50th and Central intersection already.

With the strip mall on the south end, and Aldi on the north end, that intersection can not currently support the vehicle traffic there.

Not to mention, during the school year, there's an even bigger increase in those close calls. I don't believe adding a business that will add that much vehicle traffic is a smart idea. I believe it will decrease property value, add unnecessary noise to the neighborhood and most importantly, lead to many traffic accidents.

Personally, I'd like to see a business that isn't based on cars in that space. With it being so close to Central, it does not have to be a "destination". It's so accessible and this idea actually decreases accessibility of the neighborhood.

Thanks for considering my thoughts.

Andrew Boucher

From: Steven Ess <steveess1958@gmail.com>
Sent: Wednesday, August 28, 2024 1:01 AM
To: Andrew Boucher
Subject: 50th and Central Carwash

Dear Andrew,

My family has lived at 5030 Mulcare Drive for over 30 years.

Every day we currently deal with heavy traffic trying to get onto Central Ave and 50th Street. Traffic coming in and out of Aldi's is super crazy. Plus all the traffic from Jimmy Johns, and the rest of the strip mall on the east side.

A car wash at this intersection is just asking for more trouble.

Otherwise, I'm very happy with the city of Columbia Heights.

Please contact me if you have any questions.

Sincerely,

Steve and Janine Ess

Proposed Tsunami Express Car Wash

Public hearing: 6:00 pm Wednesday, Sept 4, 2024 – Site Plan Review

Available online via Microsoft Teams Meeting:

Meeting ID 252 58 988 371 **Passcode** ugquG3 **dial-in** +1-312-626-6799

You can submit your own comments to CH City Planner, Andrew Boucher
aboucher@columbiaheightsmn.gov

Introduction. I am Tom Kehrwald. My wife, Cathy, and I bought our house on 50th Ave NE in July of 1975. During the time since then we have seen many changes in the area and we have stayed, not least because of our wonderful neighbors. About a week ago we learned of plans to tear down the brick building at 999 50th Ave NE and build a car wash there. This note collects some of our thoughts on the issue.

Besides 49 years of experience on 50th, Cathy and I frequently deal with the intersection of 50th Ave NE and Central Ave as motorists, as pedestrians and myself as a bike rider. We have a lot of first-hand experience.

This note is divided into two sections: comments on the site plan for the proposed Tsunami Car Wash and comments on how the proposed car wash will affect (mainly worsen) existing problems with the stretch of 50th Ave NE between Central and Polk Place NE.

The Proposed Site Plan: The existing building at 999 will be torn down and the site leveled and prepared. Tsunami proposes to build on the site an express car wash and 10 vacuums serving 18 parking stalls. Regular business hours are 7 am to 8 pm daily. "Tsunami expects to service 200-400 customers per day." "Vacuums are available for free regardless of whether they go through the car wash."

The express car wash building would be built toward the back of the lot, roughly parallel to 50th, so cars enter on the east and exit the tunnel at the west side. A parking lot between the building and the street would contain 18 parking stalls with 10 vacuums, each vacuum serving 2 cars.

Two curb cuts would handle entry and exit to/from 50th Ave. The curb cuts would be close to the edges of the lot, especially on the east. Cars would enter from 50th through the east curb cut where two cars could come in side by side. After the pay station there is room for 8 cars (2 columns of 4 cars each) before entrance to the tunnel. All cars exit to 50th via the west curb cut. In addition, the west curb cut allows entrance to cars only using the vacuums.

A sidewalk would extend the existing walk from Aldi's lot, up to the east edge of the lot.

Comments on the site plan. (These comments are based on a copy of the official site plan) The comments in both sections here are grouped into four sections: Safety, Traffic, Noise Pollution and Light Pollution.

Safety:

- An increasing number of pedestrians walk 50th (to go to school, to ride buses, to shop at Aldi, etc). The site plan includes a partial sidewalk but it is not adequate to protect walkers, and does not provide access for wheelchairs or mobility devices.
 - The sidewalk ends at the beginning of the east entrance. At an absolute minimum there needs to be a space to get safely out of the way of cars BEFORE and AFTER walking past the driveways.
 - Does a sidewalk that ends mid-block require ADA access? My reading of the guidance says yes, since otherwise one must step up on a curb. See section F of <https://archive.ada.gov/pcatoolkit/chap6toolkit.htm>
 - The sidewalk really needs to go to the corner at Polk Place, but this is covered in the next set of comments.
 - It goes without saying that the sidewalk must be kept clear of snow, ice and debris at all times. Since cars drip water in winter, special care is needed then. Why not bury heating cables for winter use?

Traffic:

- It is reasonable to expect that most cars will approach the car wash from Central Ave, just as the majority of cars enter Aldi from there. But unlike Aldi, there is no alternative entrance. Such cars will have to make left turns to enter the car wash – by Tsunami’s numbers 150 to 300 cars per day, assuming 3 of 4 come via Central.
- If my visualization is correct, the left turns will occur right where Tyler enters 50th. Trying to make a left turn from Tyler will be like trying to make a left turn exiting from Jimmy John.
- Presumably parking on 50th in front of 1000 50th will have to be prohibited?
- If Tsunami is a successful business, customers, frustrated by congestion at 50th and Central, will look for ways to approach it easier. The only two that exist are then via Tyler or via 50th down the hill.

Sound Pollution:

- Sound pollution from car washes is an industry issue. When a car wash is sited with people’s homes on two sides the potential problems become worse. The two major sources of noise are the dryers and the vacuums. For a good overview see this industry article: <https://www.carwash.com/reducing-carwash-noise/>
- Tsunami’s proposal twice claims it is presenting a “state-of-the-art facility”. Information, like the article above, point to the best available sound containment. Tsunami must present details on exactly which equipment they will use for dryers and vacuums and what additional construction for sound muffling they will include (e.g. sound-deadening spray on walls).
- Tsunami offers “free vacuums”. Perhaps they view that as a marketing advantage. But for nearby residents that will only make a noise problem worse!

- “A sound study is planned [to] be conducted for this site specifically to show the car wash’s noise impact on the adjacent properties.” The quote is from the site plan. This kind of sound study is important and must show conformance to regulations. But it is at best a projection of what might happen. Residents need sound readings to be taken after a car wash is in operation to record what really happens and to enforce sound containment where it is merited.
- An excellent reference for residents is **A Guide to Noise Control in Minnesota**, <https://www.pca.state.mn.us/sites/default/files/p-gen6-01.pdf> Some key points which might pertain to this case:
 - MN Pollution Control Agency has set state-wide standards and requires local enforcement.
 - Local jurisdictions may have additional or more restrictive standards.
 - “They [Local Agencies] are also responsible for not allowing land uses that would immediately violate the state noise standard.”
 - Noise limits are set for levels as heard in “noise area classification”, (NAC), not by limits recorded at the noise source. Residential NAC is 1, the lowest allowed noise.
 - “For residential locations (NAC 1), the limits are L10 = 65 dBA and L50 = 60 dBA during the daytime (7:00 a.m. – 10:00 p.m.) and L10 = 55 dBA and L50 = 50 dBA during the nighttime (10:00 p.m. – 7:00 a.m.) (Minn. R. 7030.0040). This means that during a one-hour period of monitoring, daytime noise levels cannot exceed 65 dBA for more than 10 percent of the time (six minutes) and cannot exceed 60 dBA more than 50 percent of the time (30 minutes).”
 - dBA levels are not linear. 70 dBA is twice as loud as 60 dBA; +/- 10 is double (half) the sound.
 - P8 has a chart showing 60-65 dBA as normal speech volume at 1 meter, whereas a vacuum cleaner at 3 meters (10 feet) is 70 dBA.
 - If one vacuum at the car wash produces 70 dBA, then 10 operating together produce 79+ dBA. Doubling the number of noise producers of the same type produces 3 dBA more sound.

Light Pollutions:

- The site plan creates a large open asphalt ground. The site plan identifies in detail horizontal lighting and wall mounted lighting. It also talks about downward facing pole lighting. That seems appropriate, although I cannot see what is intended as “general pole lighting”.
- There is a huge hole in the site plan. “A full signage package complying with all code standards will be submitted for approval.” Surely we can see this before the site plan might be approved?

Comments on existing problems worsened by the 999 site plan:

Safety:

- All 4 crosswalks at 50th and Central are dangerous for pedestrians and bikes now. This is already recognized by MN Dot and by the City of CH. Adding traffic, especially turning vehicles, will only make a bad scene worse.
 - In our opinion the white poles and street markings help pedestrians by making them more visible to drivers.
 - Nevertheless, right turners on red concentrate on looking over their left shoulders for oncoming cars, and do not notice that the pedestrian walk signal has come on.
 - Right turners who approach the intersection showing a green light do not look hard enough to spot pedestrians partway across.
 - Left turners try to beat the pedestrian by driving in front of them or behind them while the pedestrian is in the crosswalk.
 - Left turners are so glad to finally get a green light that they fail to look for pedestrians.
 - We have experienced ALL of these and more.
- There is only one sidewalk along the congested part of 50th. It needs to be extended to Polk Place to give minimum safety to pedestrians and others who need it. This must include a safe ADA access.

Traffic:

- I don't have numbers but my feeling is that most drivers on 50th who approach the intersection want to turn right or left. The exception is when parents are taking kids to school or bringing them home. Turning left is chaotic.
- 50th is striped for three lanes, and barely wide enough for that.
- Cars in the center lane of 50th face each other head-on across Central. When they get a green light, left turners have to judge whether the car coming at them wants to go straight or turn left – plus the car behind that one. This is accident-prone and time consuming.
- Green lights on 50th are short and far between during rush hours.
- It's harder to turn right from Central onto 50th going east with the white poles (but safer for walkers).
- There are cars coming from all directions in the first hundred yards of 50th now.
- ALL of the above will be more problematic with more traffic and 2 more driveways. Winters ice add to the chaos.
- Tsunami's range of 200-400 cars serviced per day is a way to specify a "normal" range. On a rainy day or when it's too cold, the number may be zero. A peak day may be 600 or more.
- There is no obvious way to add separate left and right turn lanes without total re-design of the intersection. Will the car volume of the 999 plan force the city into major collateral costs?

Noise Pollution:

- While studying the 999 site plan, my wife and I were made aware of a lot of discontent over noise in residential areas near the other CH car wash. What methods do residents have to obtain sound measurement data for their own property case? This data can then document when noise pollution violations occur and substantiate corrective action. Section 3.1 of A Guide to Noise Control in Minnesota, contains standards for gathering such data. The equipment required is only moderately costly. Is there a city employee who already does this service? It is needed.

Andrew Boucher

From: Tom Kehrwald <t.kehrwald@live.com>
Sent: Monday, August 26, 2024 1:03 PM
To: Aaron Chirpich; Andrew Boucher; Mitchell Forney
Cc: Cathy Kehrwald; 'Tom Kehrwald'
Subject: Comments on site plan proposed for 999 50th Ave NE
Attachments: Comments on 999 50th site plan.pdf

To: Aaron Chirpich, City Manager

8/26/2024

Mitchell Forney, Community Development Director

Andrew Boucher, City Planner

Here are my comments on the proposed Tsunami site plan at 999 50th Ave NE. Neither my wife nor I believe the plan's conclusion. Rather, we feel strongly that it will NOT be a valuable addition to the Columbia Heights community if built at that location.

Our thinking about the site proposal made us realize that some of the issues of our street are broader than just the site proposal. So the attachment has a site-specific section and a section on problems it would worsen.

SAFETY has the highest priority, but NOISE is likely to be the most aggravating issue long term for residents.

Next to safety, my key input for the site review is this: An ounce of prevention is worth a pound of cure.

- **Noise Producer.** Tsunami's site proposal is based on the fact that 999 50th is zoned for general business and that includes car washes. Car washes make noise from dryers [think giant leaf blowers], pumps, vacuums and general machinery. They are allowed to make this noise up to Minnesota Pollution Control Agency (MPCA) limits.
- **Noise Receivers.** Residential zoning begins across the fence (east) and across the street (south). By my guesses from the site plan, that is 45 feet from 2 vacuums (east) and as little as 57 feet from the first row of vacuums (south). At the borders of residential land, MPCA residential noise pollution limits apply.
- **Officials in charge** of the proposed site review have a legal obligation, (**Minn. R. 7030.0030**), "to take reasonable measures to prevent the approval of land use activities that will violate the state noise standard immediately upon establishment of the land use." I believe that a sound study by a professional 3rd party is necessary for the site review, but remains only an educated guess, unless supplemented by actual readings and experiences. Tsunami has two car washes in operation in the Twin Cities and there is experience from the other car wash on Central.

If the site plan were to be approved, it raises questions about monitoring, enforcement and balance of power.

1. What burden of time, cost and disturbance of peace is being laid upon residents? For example, someone who likes to sleep in on Sunday might be surprised to learn that even a sound as loud as that of TV in the other room or a dog barking down the block could be allowed after 7 a.m,

2. Who monitors the business/residential sound border? Is this responsibility dumped on residents? Would it be a requirement on Tsunami? Does the city do this?
3. PCA clearly defines methods for collecting data and reporting monitoring sessions.
4. Local law enforcement agencies are empowered to enforce Minnesota state rules and laws relating to the prevention and control of pollution (**Minn. Stat. 115.071**).
5. If noise pollution is detected at the residential border, what is the legal remedy?

The attachment contains details and is intended also for neighbors; ignore what is clearly just background for them.

Thank you for your attention.

Tom Kehrwald 1060 50th Ave NE 763-572-040

Andrew Boucher

From: Cathy Kehrwald <cathy.kehrwald@gmail.com>
Sent: Monday, August 26, 2024 10:39 AM
To: Andrew Boucher
Cc: Amáda Márquez Simula; Aaron Chirpich
Subject: Here are my two primary concerns with a car wash being built on 999...

Here are my two primary concerns with a car wash being built on 999 50th Ave. N.E. : **Safety and Noise.**

Safety

As a resident who lives in close proximity to the proposed car wash on 50th Ave. N.E. I have daily experience with the existing traffic/pedestrian/biking congestion around the proposed site. I walk that stretch of 50th Ave. to shop at the strip mall, the liquor store and also Target. I take the southbound #10 bus several days a week. I confront the lack space for a pedestrian on the south side of 50th and am forced to walk in the Jimmy John drive-through lane. In spite of the barriers protecting pedestrians on the corners of 50th and Central , the crosswalk is hazardous. Drivers are looking for other cars, not for pedestrians, when they enter that intersection. (I wear bright clothes and wave an orange bag to get their attention when I cross.) Tsunami would be adding several hundred more cars to the mix. To make a profit, it would try to attract as many as 500/day. In addition, I would think the congestion entering and exiting the car wash would be a deterrent for Tsunami to choose this site.

Noise

The car wash would border residential homes which would be affected by noise from increased traffic and and noise from the pump house, dryer, the machinery and the vacuums. I know Tsunami has to respect the amount of noise permitted by the city but for any resident within 350 feet, the accumulative noises even in those guidelines would be intolerable and detrimental to physical and emotional health. I would hope the car wash will find a more suitable site. The other two Tsunami sites in the Twin Cities are not in as invasive a spot as this one would be.

Thank you Andrew for listening attentively to my husband and I for nearly an hour last week and for clearly explaining the issues. We will be at the public hearing and I have and will continue to alert residents about this proposal. Hopefully you have heard from some of them.

Cathy Kehrwald
 1060 50th Ave NE
 763 572 0407

Andrew Boucher

From: Tyler Whitney <mrtylewhitney@gmail.com>
Sent: Friday, September 13, 2024 4:00 PM
To: Andrew Boucher
Cc: Aaron Chirpich; Mitchell Forney
Subject: Concerns about Car Wash on 50th

Follow Up Flag: Follow up
Flag Status: Flagged

Andrew Boucher, I live at 4922 Tyler St NE and I have several questions/concerns about the proposed car wash that may be built on 50th Ave.

1. Our main concern is the additional traffic that will be generated. Living on Tyler St NE, our residential street seems to be a major "shortcut" for many people driving to Aldi's, Jimmy Johns, Savers, the schools, etc. The through traffic on our street is concerning already, considering there are many families with young children living on our street (including my family). Building a car wash with the entrance very near to the intersection of Tyler St NE & 50th Ave will generate even more through traffic than already! I realize that building a new business is good for tax revenue, but would it be possible to change this section of Tyler St NE into an "exit only" type of street (blocking the entrance route on our street from 49th & 50th, and only allowing entrance from Lincoln Terrace)? This would help ensure the residential zoned neighborhood's traffic safety would not be burdened by the additional traffic generated by the adjacent commercially zoned properties.

2. I understand there is the possibility of a sound barrier wall being constructed on the east side of the proposed property, but all the residents on Tyler St NE are on the south side of the proposed car wash. Would there also be a sound barrier wall constructed on the south side of the carwash for our neighborhood also? We currently have a "sound barrier wall" on the west side of our property between the Jerusalem Market and it is simply a dilapidated wooden fence that does (almost) nothing to deter noise pollution. Additionally, there seems to be no requirement for the commercial property to provide any upkeep or maintenance of the "sound barrier" fence, as the wall is literally falling apart and is a major safety concern. What is the proposed construction method of the carwash sound barrier wall? Would the wall have any periodic inspections to ensure safety, effectiveness, and maintenance are upkept?

I look forward to your response, thanks,

Tyler Whitney
 4922 Tyler St NE
 316-227-9622

Andrew Boucher

From: Ardell Schmidt <ardellschmidt@gmail.com>
Sent: Friday, September 27, 2024 8:49 AM
To: Andrew Boucher
Subject: Car Wash Proposal

I was informed that there is a proposal to demolish the office building next to Aldi's and construct a car wash. In my opinion, this does not make sense. In the Winter cars will be coming down the street dripping water which will turn into ice on the slope. Exiting from Central Avenue to 50th is awfully slow. That intersection is already VERY BUSY with our bakery, Jimmy Johns and Aldi's. We live on Polk Place. Coming off Central Avenue the traffic flow is most often at a standstill waiting for cars to enter or exit that intersection's busy businesses. I am a neighborhood walker and the cars coming down 50th are fast and do not watch who is at the side of the road. Will you be widening the street? 2. Make it more safe for walkers 2. Will you allow for a vehicle to have more room to occupy the sides of 50th? 3. Or, do you plan on having Aldi's MOVE their 'in and out' driveway elsewhere? 4. Why aren't the businesses informed of this proposal?

Please reconsider this business adventure. Wouldn't it be more realistic to have a car wash down central like on 40th?

I hope to see you at the meeting.

Ardell & Jon Schmidt
1105 Polk Place NE
Columbia Heights, MN 55421
763-571-4224

Andrew Boucher

From: Nancy Sartor <nancy.sartor@gmail.com>
Sent: Tuesday, October 1, 2024 3:46 PM
To: Mitchell Forney; Andrew Boucher
Subject: Proposed car wash on 50th & Central

Good afternoon,
I'm not sure if you are the right recipients for this email, but I wanted to share my thoughts on the car wash development being proposed at 50th and Central Ave NE, behind the Aldi supermarket.

My husband and I bought a house in the Malthaire neighborhood in 2009, and have loved living in Columbia Heights. We've watched the area come alive with young families, new leadership in the city council and school board, and diverse businesses that have added value to our community.

But when we heard about the possibility of a car wash at 50th & Central, our hearts sank and our ire swelled for what we believe will be a disaster for our neighborhood. Firstly, there are multiple car washes located nearby--including one just six blocks away at 44th & Central, one at Bobby & Steve's at 37th & Central, and others north along Central and University Aves. Do we really need another one? Like the over-abundance of car parts stores, a car wash seems like more of what is already part of our business community.

More importantly, the area behind Aldi is all residential, so adding a car wash on that parcel is a terrible idea! Not only will it increase what is already a highly congested traffic intersection, but it will decrease the safety of neighbors, pedestrians, bicyclists and motorists. At present, getting into Aldi, or worse, the strip mall across 50th, is a mess. A car wash would exponentially increase noise and exhaust pollution--from idling cars, the car wash itself, vacuums, etc; and will decrease property values at nearby residences.

I will attend the city council meeting tonight to learn more, but I hope this isn't a done deal. We love Columbia Heights and want to see it thrive.

Thank you for the work you do serving Columbia Heights.

Regards,
Nancy

Andrew Boucher

From: noreply@revize.com
Sent: Wednesday, October 23, 2024 9:55 PM
To: Andrew Boucher
Subject: Planning Commission Inquiry

first_name = Cathy Kehrwald

email = cathy.kehrwald@gmail.com

phone = 7635720407

text-1709577136625 = 1060 50th Ave NE

issue = I am a pedestrian who walks from my house at 1060 50th to shop at Aldi, Jerusalem Market, Heights Bakery, and Target. I often take the #10 bus. Speaking from first hand experience, it is a dangerous walk. Adding a car wash will make it even more precarious because of additional traffic and because there would be no place for a pedestrian to stand before crossing busy driveways. The car wash entrance is adjacent to a private residence. We pedestrians would be forced to stand in the street or in their entrance driveway. I am not the only pedestrian on 50th. From our picture window we see parents with children, high schoolers, elderly people, couples, a woman on an electric cart, and bikers. In other words, a wide variety, all heading down to Central Ave and back home again. We are all at risk. The perils of adding 2 more business driveways in addition to the existing 3 within 1/2 a city block increases the dangers enormously. 200 to 400 more cars will be entering and exiting the car wash daily if Tsunami is to make a profit. If the car wash is indeed to come it MUST move its entry at least 6 feet to the west so that a pad can be built for pedestrians to stand. Otherwise walkers will be forced to stand in the street, in the driveway, or on private property. I invite everyone reading my analysis to walk west on 50th Ave. to Central Ave. cross the street to the bus stop and then retrace your steps on the south side of 50th going east. Otherwise you won't know the problems. Then imagine the increased problems caused by the addition of a carwash. I foresee terrible accidents and lawsuits not only against Tsunami but against the city for refusing to take the necessary safety measures. Please take time to walk this dangerous path, and be sure to wear a reflective vest, even in broad daylight, because your life will be at risk. Then imagine 200-400 more cars entering the car wash. Please put safety first for the walkers on 50th Ave. Tell Tsunami they MUST move the entrance west and provide a safe place for pedestrians to stand.

preferred_contact = Yes

radio-group-1709577359766 = email

Client IP = 63.231.154.51

Andrew Boucher

From: Tom Kehrwald <t.kehrwald@live.com>
Sent: Friday, November 1, 2024 3:02 PM
To: Andrew Boucher
Cc: Aaron Chirpich; Mitchell Forney; Cathy Kehrwald; Amáda Márquez Simula; Connie Buesgens
Subject: Requesting City Attorney Legal Opinion on 999 sidewalk liability

Hi Andrew.

I respectfully request that the City Attorney be asked for a legal opinion on potential liability to the City that might arise from an unfortunate injury to a pedestrian attempting to get from 50th Ave. NE to the new sidewalk which is part of the site plan for 999 50th Ave NE. This legal opinion should be entered in the minutes of the Planning Commission who are considering that plan now.

As the plan now stands, as I understand it, the site plan applicant, Tsunami Car Wash, will have two driveways connecting to 50th Ave NE. The west curb cut already exists, though it is currently unused. A new east curb cut is proposed, right up to the east boundary of the lot. The site plan adds a sidewalk extension from the existing sidewalk (which comes from the corner of 50th and Central and ends at the existing west driveway of 999) across the Tsunami lot and ending at the east driveway.

However many cars the Tsunami Car Wash brings, the vast majority make a left turn into the east driveway. All other cars make a right turn into the east driveway. (Numbers range from a max of 150 an hour from the traffic report to 400 per hour requested by the applicant).

Pedestrians now walk down Central in the street. If the site plan is approved as it stands, the only practical way for pedestrians to reach the sidewalk, especially in winter, is to go between the street and the sidewalk using the east driveway. This is especially true for rolling vehicles such a families with strollers, mobility vehicles, but also kids going to/from Central Academy, people with limited vision, or persons hindered with canes or grocery bags.

How is this different from the current situation? Presently any pedestrian can now walk in relative safety to the unused driveway of 999 and be off the street before the busy driveway at Aldi.

Accepting the current site plan de facto acknowledges that the public will walk from 50th Ave NE to/from the sidewalk using a Tsunami driveway because they have no other choice. This point has been repeatedly brought to the attention of the Planning Department, the Planning Commission and the City.

I further request that this fact [public pedestrian use of driveways] be communicated to Tsunami management.

Thank you,

Tom Kehrwald 763-572-0407 1060 50th Ave NE CH



AGENDA SECTION	PUBLIC HEARING
MEETING DATE	NOVEMBER 6, 2024

ITEM:	Conditional Use Permit for Over-Height Sound Barrier (Fence) at 999 50 th Avenue NE		
DEPARTMENT: Community Development		BY/DATE: Andrew Boucher, City Planner; 11/1/24	

CASE NUMBER: 2024-0905

APPLICANT: Civil Site Group on behalf of Tsunami Express Car Wash

DEVELOPMENT: Conditional Use Permit for an Over-Height sound barrier (fence) at (999 50th Avenue NE).

LOCATION: 999 50th Avenue NE

REQUEST: Conditional Use Permit

PREPARED BY: Andrew Boucher, City Planner

INTRODUCTION

The City of Columbia Heights has received an application for a Conditional Use Permit for the property located at 999 50th Avenue NE. The project site currently contains a vacant office building which has a Site Plan Review proposing to demolish the existing building and construct a new car wash. The applicant was required to provide a Noise Impact Study which recommended installing an eight (8) foot tall sound barrier fence to mitigate any noise from the car wash that would affect the adjacent residential properties. The proposed fencing on the northern and eastern property lines will be located on top of a planned retaining wall and composed of a material with a minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot, such as overlapping, 1" (nominal thickness) cedar or pine planks. The fence must be constructed in such a way that the total, actual thickness of the wall is at least 1-1/2" along the entire length of the wall and screwed together rather than nailed so that the natural warping of the planks over time does not cause them to pull apart and create gaps between them. Because this is a "sound barrier wall" rather than a "fence", there must not be any gaps and it must be constructed tight to the ground. The fence will be oriented so that it will be 2' above the top of the car wash entry door.

No fencing is proposed along the site's front property line.

ZONING ORDINANCE

The subject property is located in the General Business Zoning District. The surrounding adjacent properties to the immediate north, west, and south are all zoned for Commercial use through the General Business District. The property also abuts several residential neighborhoods to the north, east, and south containing multi-family, duplexes, and single-family residential zoning adjacent to Central Avenue.

Per City Code §9.106(E)(3)(a), fences exceeding seven feet in height shall be deemed structures and shall require a Conditional Use Permit. The Zoning Ordinance requires the Planning Commission to hold a public hearing on

the applications for a Conditional Use Permit submit its recommendation to the City Council for final determination.

COMPREHENSIVE PLAN

The Comprehensive Plan guides this area for Commercial Use, which is consistent with its current zoning as General Business. The proposed sound barrier wall is compatible with the commercial use guided for this site by the Comprehensive Plan.

FINDINGS OF FACT

Section 9.104 (H) of the Zoning Code outlines nine conditions that must be met in order for the City to grant a Conditional Use Permit. They are as follows:

- (a) **The use is one of the conditional uses listed for the zoning district in which the property is located, or is a substantially similar use as determined by the Zoning Administrator.**

City Code §9.106(E)(3) stipulates that commercial fences that exceed seven feet in height shall require a Conditional Use Permit. This application is consistent with the requirements of the Code.

- (b) **The use is in harmony with the general purpose and intent of the comprehensive plan.**

The Comprehensive Plan guides this property for commercial use. Installing a sound barrier wall intends to separate the commercial use from the adjacent residential properties and is in harmony with the purpose and intent of the Comprehensive Plan.

- (c) **The use will not impose hazards or disturbing influences on neighboring properties.**

The proposed 8-foot height sound barrier wall should not cause hazards or disturbing influences on neighboring properties.

- (d) **The use will not substantially diminish the use of property in the immediate vicinity.**

The proposed project should not diminish the use of the property in the immediate vicinity.

- (e) **The use will be designed, constructed, operated and maintained in a manner that is compatible with the appearance of the existing or intended character of the surrounding area.**

The proposed sound barrier detail contains high-quality wood material that is design to be air-tight and have no gaps, which will contribute to preserving the current appearance and character of the neighborhood.

- (f) **The use and property upon which the use is located are adequately served by essential public facilities and services.**

This is correct.

- (g) **Adequate measures have been or will be taken to minimize traffic congestion on the public streets and to provide for appropriate on-site circulation of traffic.**

This is correct. The fencing should not affect traffic congestion on public streets or on-site traffic circulation.

- (h) **The use will not cause a negative cumulative effect, when considered in conjunction with the cumulative effect of other uses in the immediate vicinity.**

This is correct. The fencing should not cause a negative cumulative effect.

- (i) **The use complies with all other applicable regulations for the district in which it is located.**

This is correct. The fence will be constructed of approved fencing materials per the Zoning Ordinance and State Building Code.

RECOMMENDATION

Staff recommends that the Planning Commission recommend approval of the proposed Conditional Use Permit for the property located at 999 50th Avenue NE, subject to certain conditions.

RECOMMENDED MOTION(S):
<p>MOTION: Move to close the public hearing and waive the reading of Draft Resolution No. 2024-068, there being ample copies available to the public.</p> <p>MOTION: Move to recommend City Council approve the Conditional Use Permit as presented, subject to the following conditions of approval:</p> <ol style="list-style-type: none"> 1. The site plan included in this submittal shall become part of this approval. 2. The applicant shall submit a building permit application for review and approval prior to construction. 3. Fences greater than seven feet in height shall be of an engineered design and capable of withstanding the applicable wind loads in the Minnesota State Building Code. 4. The sound barrier wall/fence shall be constructed in the manner specified in the Noise Impact Study recommendations dated October 30, 2024 including construction requirements that the barrier meet the minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot, the panels screwed together instead of nailed, and that there is an overlapping, 1” (nominal thickness) assembled so that the total actual thickness of the wall is at least 1-1/2” along the entire length of the wall. 5. The applicant shall be responsible for conducting routine inspections to ensure that the sound barrier wall/fence is maintained and upkept. 6. Post-construction sound testing is required to demonstrate compliance with the recommendations made in the Noise Impact Study. 7. All other applicable local, state, and federal requirements shall be met at all times.

ATTACHMENTS:

- Draft Resolution
- Applications
- Site Plan
- Fence Specifications
- Noise Impact Study
- Notice of Public Hearing to Newspaper
- Notice of Public Hearing to Neighborhood
- Mailing List

RESOLUTION NO. 2024-068

A resolution of the Planning Commission for the City of Columbia Heights, Minnesota, recommending approval of a Conditional Use Permit for the property located at 999 50th Avenue NE (PID: 25-30-24-23-0002) in the City of Columbia Heights, MN;

Whereas, a proposal (Planning Case # 2024-0905) has been submitted by Civil Site Group on behalf of Tsunami Express Car Wash as the property owner to the Planning Commission requesting approval of a Conditional Use Permit at the following location:

ADDRESS: 999 50th Avenue NE (PID: 25-30-24-23-0002)

EXISTING LEGAL DESCRIPTION:

That part of Lots 8 and 9, Auditors Subdivision No. 153 LYG, Anoka County, Minnesota, lying Westerly of a line described as follows:

THAT PART OF LOTS 8 & 9 AUDITORS SUBDIVISION NO 153 LYG ELY & SLY OF ALDI ADDITION, WLY OF MATHAIRE ADDITION & NELY OF 50TH AVE NE

THE APPLICANT SEEKS THE FOLLOWING:

1. Conditional Use Permit to allow an eight (8') foot tall over-height sound barrier along the eastern/northern property line of the lot at 999 50th Avenue NE in accordance with City Code Section 9.106 (E)(3)(a).

Whereas, the Planning Commission held a public hearing as required by the City Zoning Code on November 6, 2024;

Whereas, the Planning Commission has considered the advice and recommendations of the Planning Commission regarding the effect of the proposed Conditional Use Permit upon the health, safety, and welfare of the community and its Comprehensive Plan, as well as any concern related to traffic, property values, light, air, danger of fire, and risk to public safety, in the surrounding area;

Now, therefore, in accordance with the foregoing, and all ordinances and regulations of the City of Columbia Heights, the City of Columbia Heights Planning Commission makes the following:

FINDINGS OF FACT

1. The use is one of the conditional uses listed for the zoning district in which the property is located, or is a substantially similar use as determined by the Zoning Administrator.
2. The use is in harmony with the general purpose and intent of the comprehensive plan.

3. The use will not impose hazards or disturbing influences on neighboring properties.
4. The use will not substantially diminish the use of property in the immediate vicinity.
5. The use will be designed, constructed, operated and maintained in a manner that is compatible with the appearance of the existing or intended character of the surrounding area.
6. The use and property upon which the use is located are adequately served by essential public facilities and services.
7. Adequate measures have been or will be taken to minimize traffic congestion on the public streets and to provide for appropriate on-site circulation of traffic.
8. The use will not cause a negative cumulative effect, when considered in conjunction with the cumulative effect of other uses in the immediate vicinity.
9. The use complies with all other applicable regulations for the district in which it is located.

CONDITIONS

1. The site plan included in this submittal shall become part of this approval.
2. The applicant shall submit a building permit application for review and approval prior to construction.
3. Fences greater than seven feet in height shall be of an engineered design and capable of withstanding the applicable wind loads in the Minnesota State Building Code.
4. The sound barrier wall/fence shall be constructed in the manner specified in the Noise Impact Study recommendations dated October 30, 2024 including construction requirements that the barrier meet the minimum acoustical rating of STC 22 or a mass no less than 2 pounds per square foot, the panels screwed together instead of nailed, and that there is an overlapping, 1" (nominal thickness) assembled so that the total actual thickness of the wall is at least 1-1/2" along the entire length of the wall.
5. The applicant shall be responsible for conducting routine inspections to ensure that the sound barrier wall/fence is maintained and upkeep.
6. Post-construction sound testing is required to demonstrate compliance with the recommendations made in the Noise Impact Study and ensure that the wall meets the MPCA standards for noise.
7. All other applicable local, state, and federal requirements shall be met at all times.

Passed this 6th day of November, 2024

Offered by:

Seconded

by:

Roll Call:

Clara Wolfe, Chair

Attest:

Andrew Boucher, City Planner

COLUMBIA HEIGHTS

Community Development Department
590 40th Ave. NE, Columbia Heights, MN 55421

NON-RESIDENTIAL - CONDITIONAL USE PERMIT APPLICATION ORDINANCE NO. 9.104 (H)

This application is subject to review and acceptance by the City. Applications will be processed only if all required items are submitted.

PROPERTY INFORMATION

Project Address/Location: 999 50th Ave. NE., Columbia Heights, MN 55421

Legal Description of property: See attached word document.

Present use of property: Office Building

Proposed conditional use of property: Express Car Wash

PROPERTY OWNER (As it appears on property title):

Company/Individual (please print): Tsunami Car Was Intermediate Holdco, LLC

Contact Person (please print): Blake Ketner

Mailing Address: 4800 Meadows Road, Suite 300

City: Lake Oswego State: OR Zip: 97305

Daytime Phone: 920-744-9882 Cell Phone: _____

E-mail Address: blake@tsunamiexpress.com

Signature/Date: Blake Ketner 09/05/2024

APPLICANT:

Company/Individual (please print): Civil Site Group

Contact Person (please print): David Knaeble

Mailing Address: 5000 Glenwood Ave

City: Golden Valley State: MN Zip: 55422

Daytime Phone: 612-615-0060 Cell Phone: _____

E-mail Address: dknaeble@civilsitegroup.com

Signature/Date: DAVID KNAEBLE

Digitally signed by DAVID KNAEBLE
DN: C=US,
E=DKNAEBLE@CIVILSITEGROUP.COM,
CN=DAVID KNAEBLE
Date: 2024.09.06 12:19:38 -0500

COLUMBIA HEIGHTS

REASON FOR REQUEST *(please attach a written narrative describing the intended use of the property and justification for your request. Describe any modifications and/or limitations of the use that have been made to insure its compatibility with surrounding uses and with the purpose and intent of the Zoning Ordinance and the Comprehensive Plan.)*

FOR OFFICE USE ONLY

CASE NO: _____

APPLICATION REC'D BY: _____

DATE APPLICATION REC'D: _____

\$500 APPLICATION FEE REC'D: _____

RECEIPT NUMBER: _____

Approved by Planning & Zoning Commission on _____

Approved by City Council on _____

Revised June 2017

**CITY OF COLUMBIA HEIGHTS
PLANNING COMMISSION**

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Columbia Heights will conduct a public hearing in the City Council Chambers of City Hall at 3989 Central Avenue NE on Wednesday, November 6th, 2024, at 6:00 p.m. The order of business is as follows:

A request for a Site Plan Review (under one acre) was made proposing demolition of the existing office building in preparation for a new construction car wash and a Conditional Use Permit for an over-height sound barrier at 999 50th Avenue NE. Section 9.104 (N) of the Zoning Ordinance requires the Planning Commission to hold a public hearing on the Site Plan Review and make findings before approving or denying the application. The Planning Commission will provide a recommendation on the Conditional Use Permit for the over-height sound barrier to the City Council for consideration at the November 12, 2024 Council meeting.

Notice is hereby given that all persons having an interest will be given an opportunity to be heard. For questions and a full description of the proposals, please contact Andrew Boucher, City Planner, at (763) 706-3673.

City of Columbia Heights | Community Development Department

3989 Central Avenue NE, Columbia Heights, MN 55421 ▪ Ph: 763-706-3670 ▪ Fax: 763-706-3671 ▪
www.columbiaheightsmn.gov

NOTICE OF PUBLIC HEARING – NOVEMBER 6, 2024

2015-3 IH2 BORROWER LP
1717 MAIN ST STE 2000
DALLAS, TX 75201

Date of Hearing: November 6, 2024

Subject: Public Hearing Notice – Site Plan Review proposing demolition of an existing vacant building in preparation for a new construction car wash; Conditional Use Permit for an over-height sound barrier.

Subject Property: 999 50th Avenue NE
Columbia Heights, MN 55421

Dear Resident/Affected Property Owner:

The City of Columbia Heights has received an application for a Site Plan Review proposing demolition of the existing office building at 999 50th Avenue NE in preparation for a new construction car wash and a Conditional Use Permit for an over-height sound barrier. Section 9.104 of the Zoning Ordinance requires the Planning Commission to hold a public hearing to approve the Site Plan Review for the car wash and provide a recommendation to the City Council on the Conditional Use Permit for the over-height sound barrier.

You are receiving this notice because the property that you own (Affected Property), and/or reside in, is located within 350 feet of the Subject Property. The Planning Commission of the City of Columbia Heights will hold a Public Hearing on this matter on Wednesday, November 6, 2024 at 6:00 p.m. in the City Council Chambers of Columbia Heights City Hall, located at 3989 Central Avenue NE. A map of the Subject Property is attached. A full copy of the application is on file at City Hall and is available for review upon request.

You are welcomed and encouraged to participate in the Public Hearing for this matter by attending the November 6, 2024 Planning Commission meeting. If you cannot attend the meeting, but would like to provide input, you can submit correspondence via email to aboucher@columbiaheightsmn.gov or by mail at:

City of Columbia Heights
Attn: Community Development
3989 Central Avenue NE
Columbia Heights, MN 55421

You can participate in the meeting live and online by using Microsoft Teams at the login link below or call-in:

Join Microsoft Teams Meeting Online

Meeting ID: 252 58 988 371
Passcode: ugquG3

Dial-in for Microsoft Teams Meeting
+1-312-626-6799

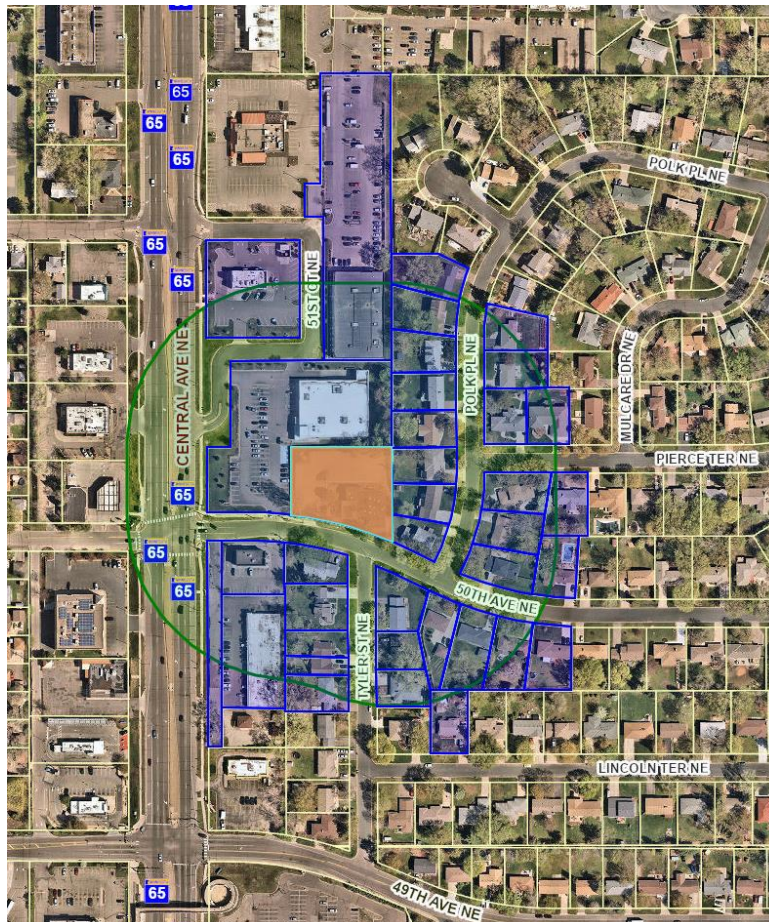
If you have any questions about this proposal, please do not hesitate to contact the City of Columbia Heights Community Development Division at (763) 706-3673.

Sincerely,

Andrew Boucher
Community Development Planner, City of Columbia Heights

**** Landowners (Commercial and Residential):** If you do not reside on the Affected Property, located 350 feet from the Subject Property, it is your responsibility to share this notice with your tenants. This notice should be posted in a public place on your property or mailed directly to the tenants residing or leasing space on the Affected Property.

-SUBJECT PROPERTY LOCATION-
(Highlighted in orange)



Name	Address	City
2015-3 IH2 BORROWER LP	1717 MAIN ST STE 2000	DALLAS, TX 75201
A AND A PROPERTIES LLP	527 PARK PL	VADNAIS HEIGHTS, MN 55127
ALDI INC (MINNESOTA)	PO BOX 460049 DEPT 501	HOUSTON, TX 77056
ALEXON DANA A & SHARI	1035 LINCOLN TER NE	COLUMBIA HGTS, MN 55421
ALI, FADUMO MOHAMOUD	4920 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
ALVARADO, JAIME R	1100 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
BERG PAULA ELIZABETH	1100 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
CANTOS MARCO A ROJAS	700 N MORGAN AVE	MINNEAPOLIS, MN 55411
COLOMBO TRUSTEE MARK R	1105 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
CORNELIUS, CHRISTOPHER S	7890 QUEENSLAND LN N	MAPLE GROVE, MN 55311
DAHL STREET PROPERTIES LP	526 HAWTHORNE WOOD DR	EAGAN, MN 55123
HOLKESTAD PAIGE LORELLE	1060 POLK PL	COLUMBIA HEIGHTS, MN 55421
JAY'S PROPERTIES LLC	16600 86TH AVE N	MAPLE GROVE, MN 55311
KEHRWALD TRUSTEE THOMAS L	1060 50TH AVE NE	MINNEAPOLIS, MN 55421
KNUDTSON MARLENE S	1070 POLK PL NE	COLUMBIA HGTS, MN 55421
KOPONEN TRUSTEE, ROBERT H	1035 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
LEMA, MARIA ELVIA	4924 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
LHAMO, SANGYAL	1020 50TH AVE NE	COLUMBIA HGTS, MN 55421
OLSON DEAN M ETAL	1775 15TH AVE NW	NEW BRIGHTON, MN 55112
P&L REAL ESTATE 3 LLC	3312 HIGHLAND DR	BURNSVILLE, MN 55337
PATEL, ANITA M	1101 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
PETERSON R M & PODANY S R	1120 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
PRECISION PROPERTIES LLC	3800 N WASHINGTON AVE	MINNEAPOLIS, MN 55412
RIFAI, SAMIHA	608 37TH AVE NE	MINNEAPOLIS, MN 55421
ROGERS LINDA R	1057 POLK PL NE	COLUMBIA HGTS, MN 55421
SANCHEZ LOPEZ CRISTOBAL	1051 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
SANCHEZ QUEVEDO LORENA	4918 TYLER ST NE	COLUMBIA HEIGHTS, MN 55421
SIGCHA AYORA SANDRO NESTORIO	1085 50TH AVE NE	COLUMBIA HEIGHTS, MN 55421
STOVER, MARY LOUISE	1040 50TH AVE NE	COLUMBIA HGTS, MN 55421
STURDEVANT JOSEPH A	6182 HEATHER CIR NE	FRIDLEY, MN 55432
THIRD STREET INDUSTRIES LLC	3429 EDWARD ST NE	ST ANTHONY, MN 55418
TOBASI PROPERTIES LLC	10869 BENTWATER LN	WOODBURY, MN 55129
VANGSGARD, JOEL M	1061 POLK PL NE	COLUMBIA HEIGHTS, MN 55421
VUE MIHOKO KUATUKNUE	1085 PIERCE TER NE	COLUMBIA HEIGHTS, MN 55421
WHITE CASTLE SYSTEM INC	PO BOX 1498	COLUMBUS, OH 43216
WHITNEY, TYLER J	4922 Tyler Street NE	COLUMBIA HEIGHTS, MN 55421

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