

# Cologne Area Transportation Study

Planning Commission and City Council Update

# Agenda

4/1/2022

## Agenda

- Study overview
- Open house materials/presentation
- Comments from meeting/on-line engagement and focus group meetings
- Commission/council – additional input
- Next steps

# Study Overview

4/1/2022

## Overview

- Purpose
- General timeline
- Key tasks/activities

## Study Area

The study area is generally within the red lines, but could extend to adjacent roadways to the west and east.



— Existing road for study  
- - - Future corridor for study

## Study Purpose

The purpose of this study is to better understand the transportation system in and around the city of Cologne to determine the long-term transportation system vision. The study will identify a set of short-, mid-, and long-term improvements that can be phased in as development occurs and funding is secured.

# Schedule

Phase/Task	2021												2022				
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Open House Meetings																	
City Council / County Board Meetings																	
Focus Group Meetings																	
Existing and Future Conditions																	
Roadway, Intersection, Pedestrian and Bridge Concept Development, Evaluation and Recommendations																	
Draft and Final Plan																	

# Draft Vision and Goals

## VISION

The future transportation network in the Cologne area will accommodate the continued development of the city of Cologne and surrounding areas as well as accommodate the safe and efficient movement of people and goods. The planned network will preserve important community and environmental resources that make this area a desirable place to live and conduct business.

## GOALS

The goals for the Cologne Area Transportation Plan are intended to guide development of a transportation network that:

Promotes traffic safety for motorists and non-motorists

Supports existing and future mobility at the local and regional level

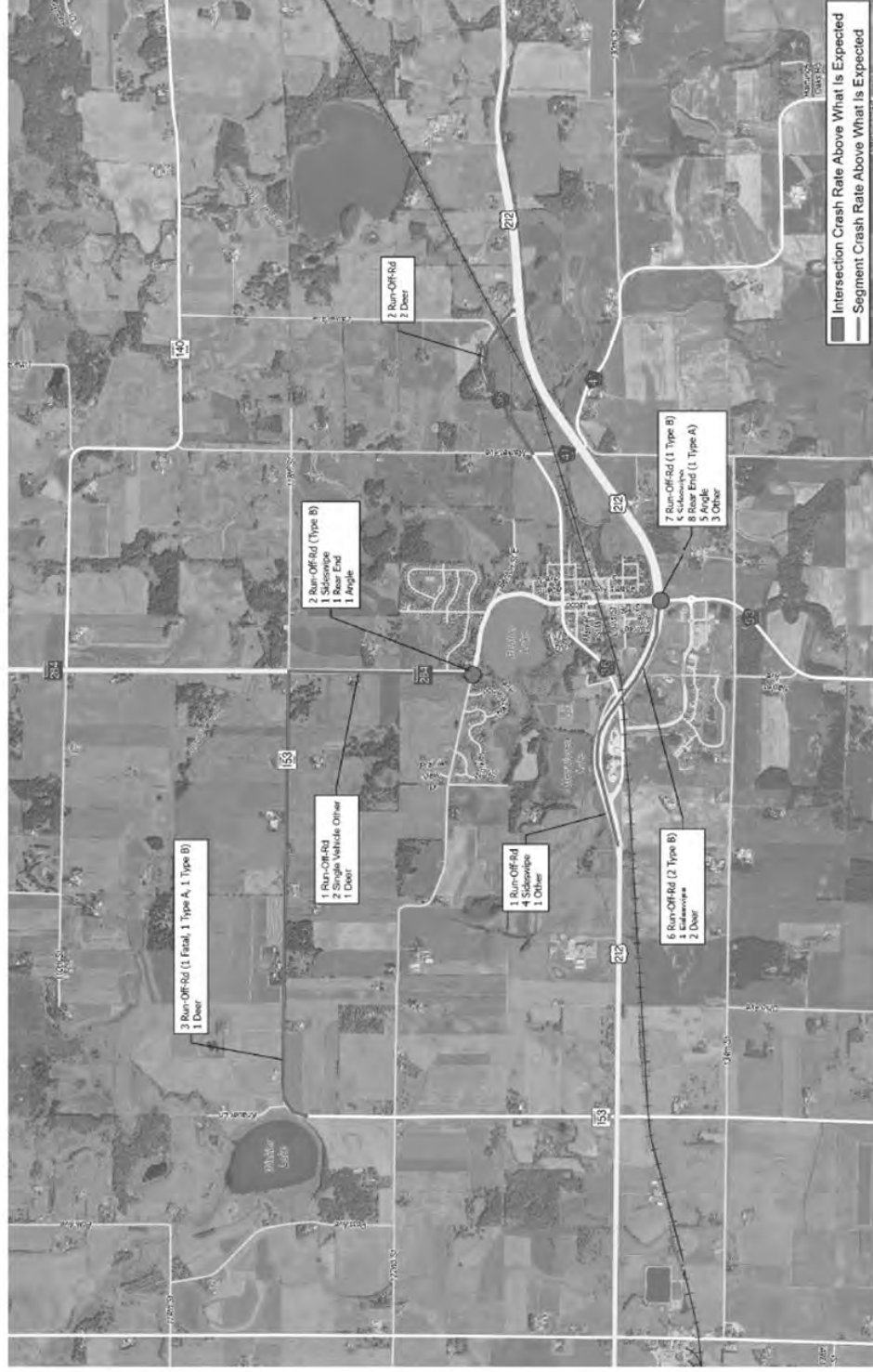
Provides a multimodal transportation network that supports healthy and livable communities

Supports local community and economic growth through the development and maintenance of the transportation network

Preserves important social, environmental, and economic resources

Uses sustainable funding sources to maintain and operate a transportation network that can be scaled and implemented based on the level and timing of future growth and development

# Safety

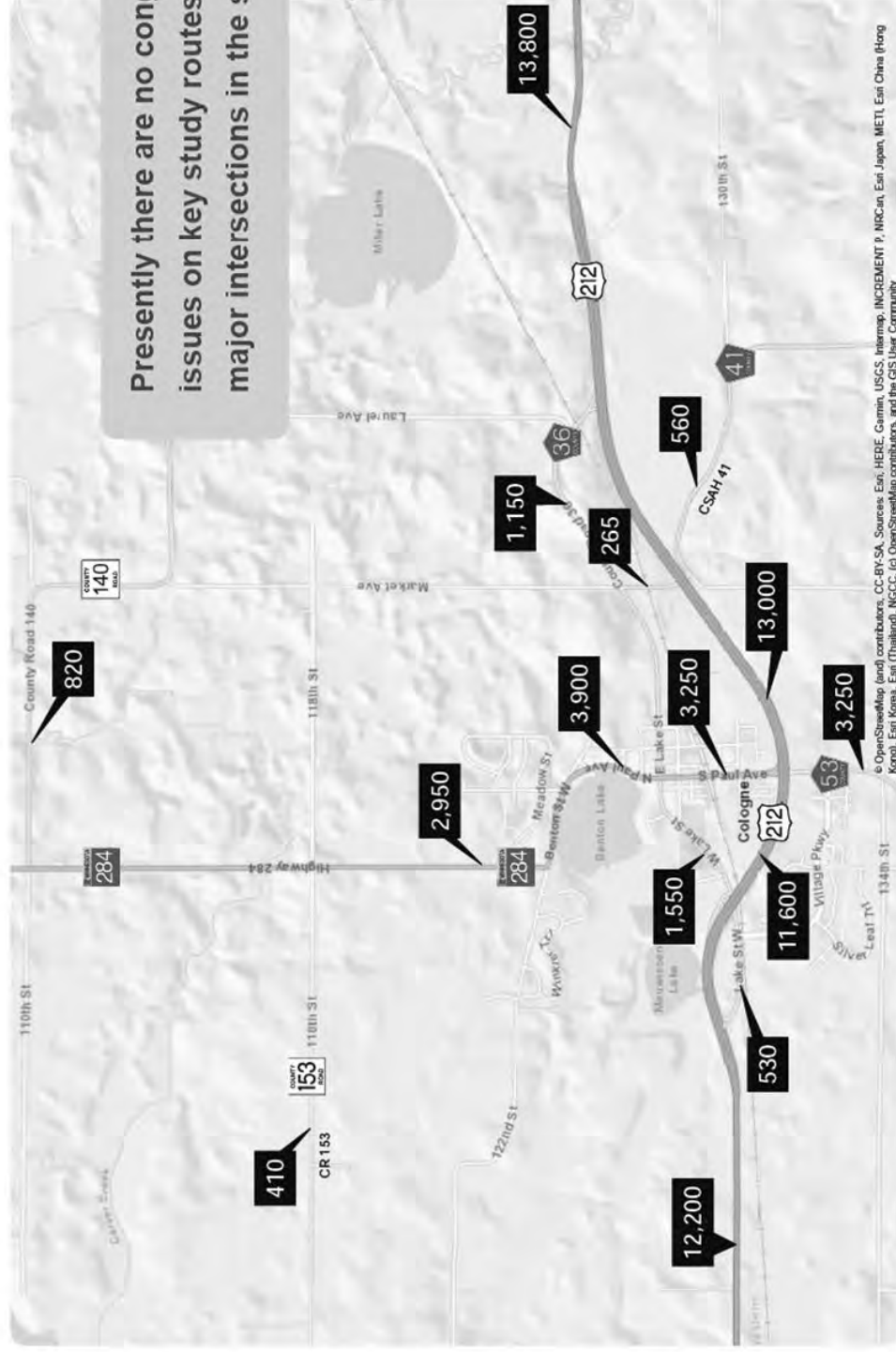


Type A = Incapacitating injury crash  
Type B = Injury crash

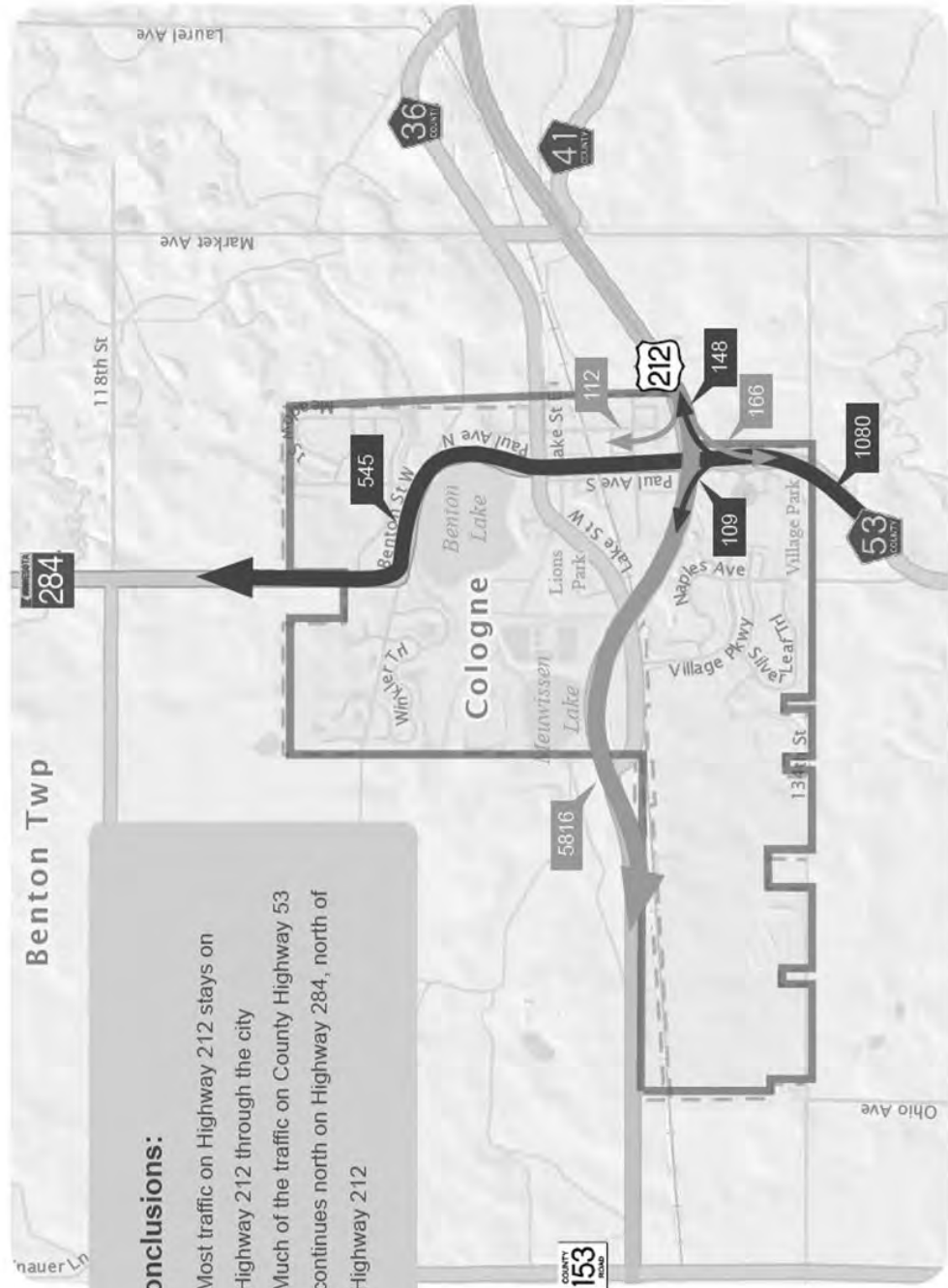


# Daily Traffic Volumes

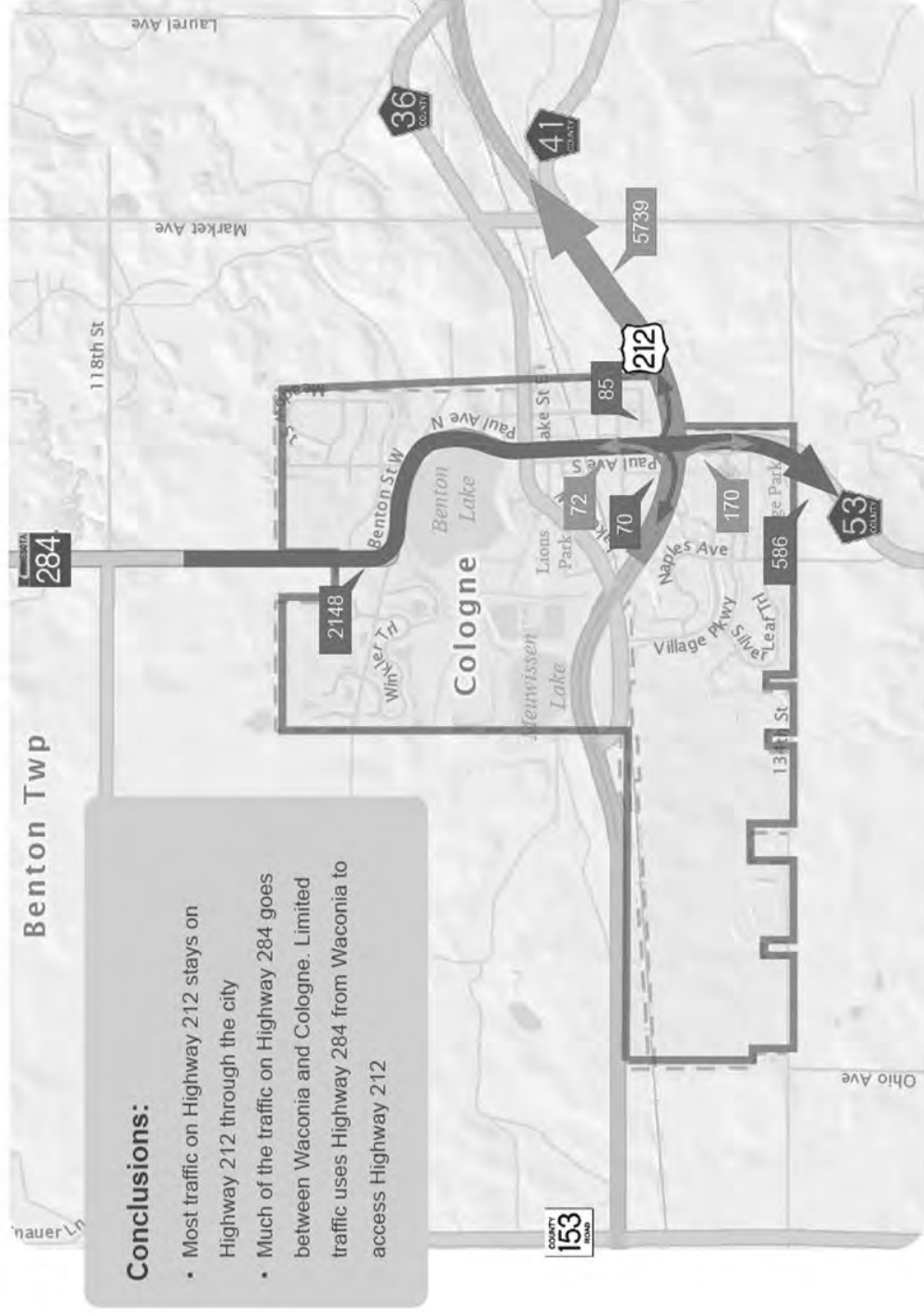
Presently there are no congestion issues on key study routes or at major intersections in the study area.



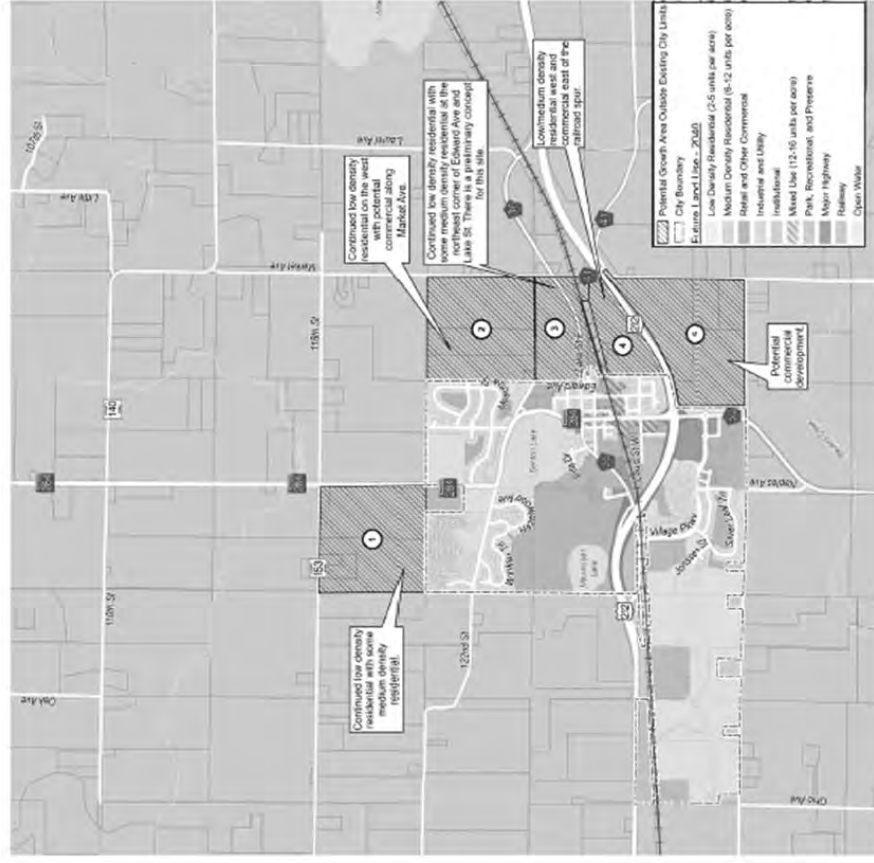
## Traffic Patterns | North & West



# Traffic Patterns | South & East

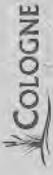


# Land Use Planned Land Use and Growth Areas



Source: City of Cologne Comprehensive Plan

# Existing and Planned Pedestrian and Bike Networks



\*Trail search area can be wider than what is shown – could be anywhere within the community – as the intent is to show best future connections

# Historic Resources and Cemeteries



# Ecological Areas





# Drainage | North





# Drainage | South



COLOGNE



## Next Steps

Continue to collect comments on information presented

Understand future traffic conditions based upon planned  
and potential growth

Concept development – roadways, railroad crossings,  
pedestrian/bicycle facilities

# Feedback and Input

- Project website: [Cologne Area Transportation Plan | Carver County, MN](#)
- Interactive map
- Survey
- Project manager: Angie Stenson  
[astenson@co.carver.mn.us](mailto:astenson@co.carver.mn.us)  
(612) 360 - 7422

# Open House Summary

3/28/2022

## Open House Overview

1. In person meeting:
  - 63 people signed in; approximately 80 in attendance
  - People stayed beyond the two-hour time frame
  - Generally positive feedback; interest in the study
2. On-line activity:
  - Open house boards compiled as a presentation
  - Interactive map to identify concerns, gaps, etc.
  - Survey questions
  - 10 responses to surveys

# Open House Summary

3/28/2022

## Open House – Summary Items/Topics

### 1. Traffic

- Future traffic on Market Blvd if owned by county rather than township
- Amount of traffic in downtown

### 2. Safety/speed

- Vertical curves on TH 284, especially near CR 153
- Condition of TH 284 is poor; creates safety problems
- Intersection at TH 284 and 122nd/Benton Streets
- All-way stop needed at TH 284 and CSAH 36
- Speeding on 122nd Street
- Vehicles travelling above speed limit on CSAH 36 and TH 284 (especially near the intersection)
- Traffic on TH 212 is not required to slow through town
- J-turns

# Open House Summary

# Open House Summary



# Open House Summary

3/28/2022

## Open House – Summary Items/Topics

### 3. Future roadway study corridors (continued)

- Benton Street
- West of study area by public works

### 4. General roadway comments/recommendations

- Keep access at CSAH 36 and Main Street
- Add a collector route parallel to Benton Street if development occurs
- Consider a grade separated crossing at TH 212 and TH 284/CSAH 53
- Provide an acceleration lane for eastbound TH 212 (TH 284/CSAH 53)
- Plan for CSAH 36 and TH 284 to provide a better connection to Waconia
- Upgrade routes adjacent to TH 212
- Extend Little Avenue to the south to connect to Waconia
- Provide another connection between Waconia and Cologne
- Add shoulders and turn lanes on TH 284

# Open House Summary

3/28/2022

## Open House – Summary Items/Topics

### 5. Maintenance

- TH 284
- TH 212
- CSAH 53

### 6. Noise

- Concern about highway noise on the south side of TH 212

### 7. Railroad

- Vertical clearance is an issue
- Sign is incorrect – it says it is taller than it is
- Important to keep a grade separated crossing



# Open House Summary

3/28/2022

## Open House – Summary Items/Topics

### 8. Non-motorized transportation

- Something needed on TH 284 and CSAH 53
- Provide a trail along the west side of Benton Lake or some other north-south route that connects Henry and Hazelwood Avenues
- A trail should be located along Playhouse Street W to provide access to Fritz Field

### 9. Draft vision and goals

- Add a goal related to quality of life – economics is covered, but not necessarily overall quality

### 10. Other

- Growth
- Impacts to regional resources
- Wayfinding at Village Parkway and CSAH 36
- Parking on Village Parkway
- 134th Street paving

# Commission and Council Input

4/1/2022

## Existing Conditions

- Did we miss anything of concern?

# Commission and Council Input

4/1/2022

## Future

- Any ideas you want explored?
- Any concerns?

# Next Steps

4/1/2022

## Next Steps

- Travel forecasts
- Future conditions (congestion) no build
- Concept development

# Collaborative Planning, LLC

## MEMORANDUM

To: Jesse Dickson, City Administrator

From: Cindy Nash, City Planner

Date: March 29, 2022

Subj: Planning Review Comments – STARS Early Learning Academy  
Plans dated March 4, 2022

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I have reviewed the final plat and plans dated March 4, 2022 and have the following comments:

### General

1. Engineering comments will be included within a separate memo.
2. A title commitment shall be provided prior to the Final Plat being released for recording.
3. A preliminary plat was not provided for review. Given the property consists of only one lot and associated easements, review of the final plat may be acceptable in place of a preliminary plat.

### Site Plan

4. Indicate the location of the drive-through menu board on the site plan, and demonstrate how many vehicles may stack within the drive-through lane. The Zoning Ordinance requires space for 5 cars to stack.
5. Customers of the coffee shop drive-through have potential to access the drive-through lane from three different directions, which may potentially result in congestion particularly at peak drop-off times for the daycare. Please demonstrate how the internal circulation of the parking lot and drive-through are proposed to flow. Include a signage/wayfinding plan.

6. Provide a description of the times of days when deliveries to the site would be made as compared to the operational hours of the coffee shop. It is unclear how deliveries can be provided to the northerly door labeled “Deliveries” on the floor plan when the drive-through is open. In addition, assuming most deliveries would be from the rear of a truck, the flow of a delivery vehicle through the drive-through area in order to back to the delivery door would be counter-clockwise as opposed to the clockwise flow of the customer traffic.
7. Parking requirements are difficult to calculate for the proposed site. The site plan identifies a total of 42 parking spaces plus an additional unknown amount of stacking spaces in the drive-through.
  - a. Parking for the coffee shop is most similar to a drive-up restaurant, which requires 5 stacking spaces plus 1 space for every 3 seats. The floor plan identifies 28 seats. This would be a total of 5 stacking spaces and 9.3 parking spaces.
  - b. The parking section of the zoning ordinance does not identify a specific parking requirement for daycare center. The “General Service” category requires 4 spaces per 1,000 gross square feet of floor area. The daycare portion of the building contains 14,936 square feet which under this category would require 59.74 parking spaces. If the “Other Industry” category were applied instead, it would require 1 parking space per 1,000 gross square feet of floor area or 44.8 parking spaces for the daycare portion of the building.
  - c. The total parking required between the two uses is estimated between 54.1 and 69.04 parking spaces plus at least 5 stacking spaces. The amount provided is deficient by between 12.1 and 27.04 parking spaces.
8. Consider adding a sidewalk from the trail to the end of the existing sidewalk near the building to provide pedestrian access to the front of the building.
9. The trail on the northwest corner of the intersection of Village Market Drive and School Street should be adjusted to provide for a pedestrian crossing from the northwest corner to the northeast corner of the intersection.
10. Trash and recycling storage areas should be identified on the site plan, and must be located within an enclosure that matches the principal building.

## **Landscape Plan**

11. The landscape plan does not identify a number of plants that are shown with a white outline. If these are existing trees/shrubs, please identify what they are on the plans and also verify that the trees/shrubs are healthy or identify a need to replace them on the plans.
12. The new trail segment is not shown on the landscape plan. Please include it, and adjust the location or types of plantings as necessary to accommodate the trail.

cc: Jake Saulsbury, Bolton and Menk  
Jake Saufley, Melchert Hubert Sjodin



**BOLTON  
& MENK**

Real People. Real Solutions.

2638 Shadow Lane  
Suite 200  
Chaska, MN 55318-1172

Ph: (952) 448-8838  
Fax: (952) 448-8805  
Bolton-Menk.com

March 23, 2022

City of Cologne  
Attn: Jesse Dickson  
1211 Village Parkway  
PO Box 120  
Cologne, MN 55322

RE: Stars Early Learning Academy  
Plan Review

Dear Mr. Dickson:

We have completed an engineering review of the information submitted for the above referenced project. Our review is based on the plans bearing the general title "Stars Early Learning Academy", dated March 4, 2022, prepared by Sathre - Berquist, Inc, for Community Asset Development Group.

We offer the following comments and recommendations for your consideration:

**General:**

- 1) This review assumes the watermain and storm sewer facilities will be owned operated and maintained by the City. In addition, water, sanitary, and storm sewer service lines will be owned and maintained by the property owner. If these assumptions are incorrect, additional review comments may be appropriate.
- 2) City Standard Details should be included in the plans for sanitary sewer manholes, storm sewer and watermain facilities. The plans reference details that are not included in the plan set. Details are available from our office.
- 3) The plans indicate CEAM specifications shall govern. The City of Cologne Standards shall also govern.
- 4) Several permits are required for the proposed improvements, including but not limited to MPCA, MDH, NPDES, CCWMO, Carver County, etc. Copies of all permits shall be submitted for the project files prior to construction.
- 5) The submitted information should be submitted to CCWMO, Carver County, and the Fire Chief for review and comment.



**Sanitary Sewer:**

- 1) The plans show the sewer service connected to the forcemain stub installed for future use from the east side of CSAH 53. Sewer service to the site is provided at the manhole located in the NW corner of the site. Relocate the proposed service.
- 2) Plan notes indicate coating the exterior of manholes. Coatings are not required.
- 3) Chimney seals used shall be in accordance with City Standards and details.

**Watermain:**

- 1) A gate valve shall be added at the connection to existing watermain in all locations for testing purposes.
- 2) All watermain Bolts shall be Cor-Blue Tee Bolts or approved equal.
- 3) All exposed bolts on hydrants and gate valves shall be stainless steel.
- 4) DIP fittings shall be fusion bonded epoxy coated.
- 5) The water connection on the north side of the building should be reconfigured to provide a separate building service line from the looped watermain. The reconfiguration should consist of straight south from the existing valve, a tee, a valve to the east and then service line to the building, and a valve to the west and then the looped connection to the existing watermain to the south.
- 6) Provide a profile of the proposed watermain to ensure no high points exist except at hydrant locations.
- 7) Insulate all watermain and storm sewer crossings with less than 3 feet of vertical separation.
- 8) Salvaged hydrants and valves should be delivered to the City Public Works Department, unless otherwise approved by the City.

**Grading, Drainage and Erosion Control:**

- 1) Storm sewer calculations shall be submitted.
- 2) Stormwater ponding was provided as part of the original development. Verify the proposed hard surface coverage is less than or equal to that which was planned in the original ponding design.
- 3) CCWMO water quality standards have changed since the original development. CCWMO may require on site water quality treatment features.

- 4) The plan notes have several references to ponds, infiltration areas, ravines, etc. There are no ponds, etc shown on the plans.
- 5) Plan note indicates installation of erosion control per City requirements. CCWMO requirements shall also be followed.
- 6) Plan notes indicate the use of onsite organic material as topsoil. CCWMO has specific topsoil requirements.
- 7) CB 8 shall be 48-inch diameter. The maximum depth for a 2x3 structure is 3 feet.
- 8) Revise notes to correspond the City Standard details regarding rings, etc.
- 9) Storm sewers should be deigned to match 0.8 points to the extent practicable.
- 10) The proposed flared end discharge into the ditch should be revised to connect to the existing manhole below grade. The invert and rim elevations should be verified, as well as the design of the structure, to ensure connection of the proposed pipe can be made. A new structure and/or raising of the rim along with moderate ditch grading may be required. Carver County permits will be required.
- 11) A SWPPP will be required and should be included in the plans.

#### **Ingress and Egress:**

- 1) There are concerns with traffic queuing on School Street, Village Market Drive and Village Pkwy during peak volume periods for the school and this facility. The plan appears to indicate the primary entrance to the site is from School St. There is no alternative access location from Village Pkwy due to the median, or from CSAH 53 due to intersection proximity, and a median. In addition, the access to School St is right in only from southbound CSAH 53.

We recommend consideration be given to the inclusion of signage on CSAH 53 directing southbound traffic to use School St., not Village Pkwy.

#### **Easements and Plat:**

- 1) All facilities on site to be owned and maintained by the City shall be located in easements with a minimum width of 1:1 from pipe invert to finished ground elevation, on each side of the pipe, plus 5'. (Example: utility at 10' deep, easement width = 25', 12.5' each side of the pipe). Said easements shall have a minimum width of 20'.

An agreement may be required regarding the responsibility for repair of surface features, etc in the event a City owned facility requires repair or maintenance

City of Cologne  
RE: Stars Early Learning Academy  
Plan Review

**Equivalent Residential Units (ERU):**

We calculated the ERUs for the proposed daycare and coffee shop facility based on the Metropolitan Council 2022 SAC Procedure Manual using the gross area parameter for coffee shop and daycare, as follows:

Daycare:	1 ERU/900sf	Total SF:14,930sf	$14930/900=$	16.59	17 ERU
Coffee Shop:	1 ERU/300 sf.	Total SF: 1486sf	$1486/300=$	4.95	5 ERU
Total:				21.54	<u>22 ERU</u>

The recommended ERUs for the proposed facility is 22.

Revised plans shall be submitted for review.

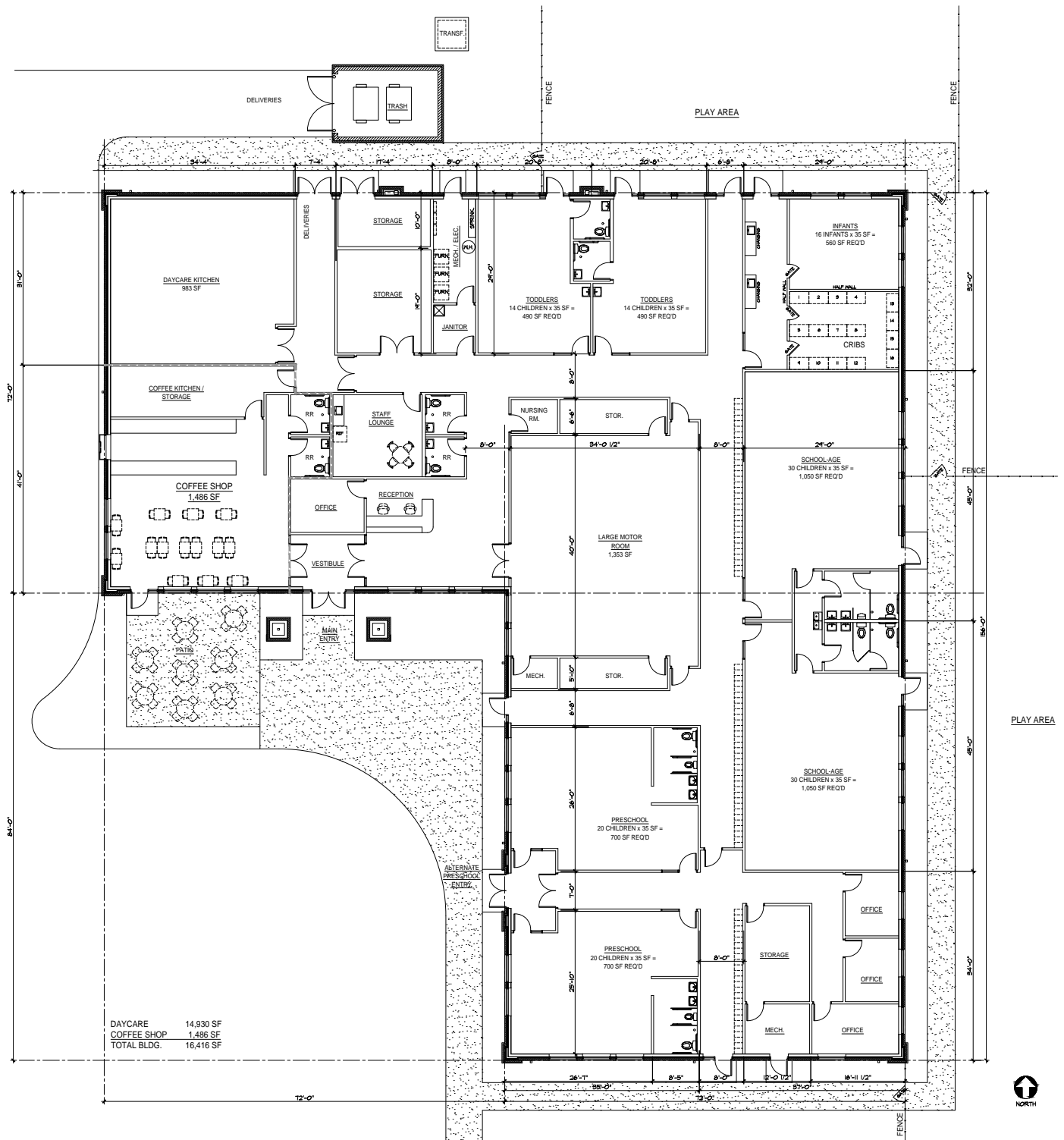
We are available to discuss this matter at your convenience.

Respectfully Submitted,  
**Bolton & Menk, Inc.**



John K. Swanson

cc: Jake Saulsbury, P.E.  
Cindy Nash, City Planner  
Jacob Saufley, City Atty



THE VILLAGE MARKET THIRD ADDITION

PLAT FILE NO.  
C.R. DOC. NO.

KNOW ALL PERSONS BY THESE PRESENTS, That STARS Early Learning Academy, a Minnesota non-profit corporation, owner of the following described property situated in the State of Minnesota, County of Carver, to wit:

Lot 1, THE VILLAGE OF MARKET SECOND ADDITION, Carver County, Minnesota.

And

OUTLOT A, THE VILLAGE OF MARKET SECOND ADDITION, Carver County, Minnesota.

Has caused the same to be surveyed and platted as THE VILLAGE MARKET THIRD ADDITION and does hereby dedicate to the public for public use forever the public ways and drainage and utility easements, as created herewith.

In witness whereof said STARS Early Learning Academy, a Minnesota non-profit corporation, has caused these presents to be signed by its proper officer this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

STARS Early Learning Academy

Lynn Peterson, President

STATE OF MINNESOTA

COUNTY OF \_\_\_\_\_

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by Lynn Peterson, President, of STARS Early Learning Academy, a Minnesota non-profit corporation, on behalf of the corporation.

Notary Public, \_\_\_\_\_ County, Minnesota

My Commission Expires: \_\_\_\_\_

Notary Printed Name

SURVEYORS CERTIFICATE

I, Daniel L. Schmitt, do hereby certify that this plat was prepared by me or under my direct supervision, that I am duly Licensed Land Surveyor in the State of Minnesota, that this plat is a correct representation of the boundary surveying data and measurements as shown on the plat, that all measurements and labels are correctly designated on this plat, that all monuments depicted on this plat have been or will be correctly set within one year as indicated on this plat, that all water boundaries and wet lands as defined in Minnesota Statutes, Section 505.01, Subdivision 3, existing as of the date of this certification are shown and labeled on this plat, and that all public ways are shown and labeled on this plat.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

Daniel L. Schmitt, Licensed Land Surveyor

Minnesota License No. 26147

STATE OF MINNESOTA

COUNTY OF HENNEPIN

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by Daniel L. Schmitt, Licensed Land Surveyor

Minnesota License No. 26147

Notary Public, Hennepin County, Minnesota

My Commission Expires: \_\_\_\_\_

Notary Printed Name

COLOGNE, MINNESOTA

This plat of THE VILLAGE MARKET THIRD ADDITION was approved and accepted by the City Council of the City of Cologne, Minnesota, at a regular meeting held this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, and is in compliance with the provisions of Minnesota Statutes, Section 505.01, Subdivision 2.

CITY COUNCIL OF THE CITY OF COLOGNE, MINNESOTA

By: \_\_\_\_\_ Mayor

By: \_\_\_\_\_ City Manager



The basis for the bearing system is the north line of the southwest quarter of Section 13, Township 115, Range 25, and is assumed to bear North 89.44 degrees East.

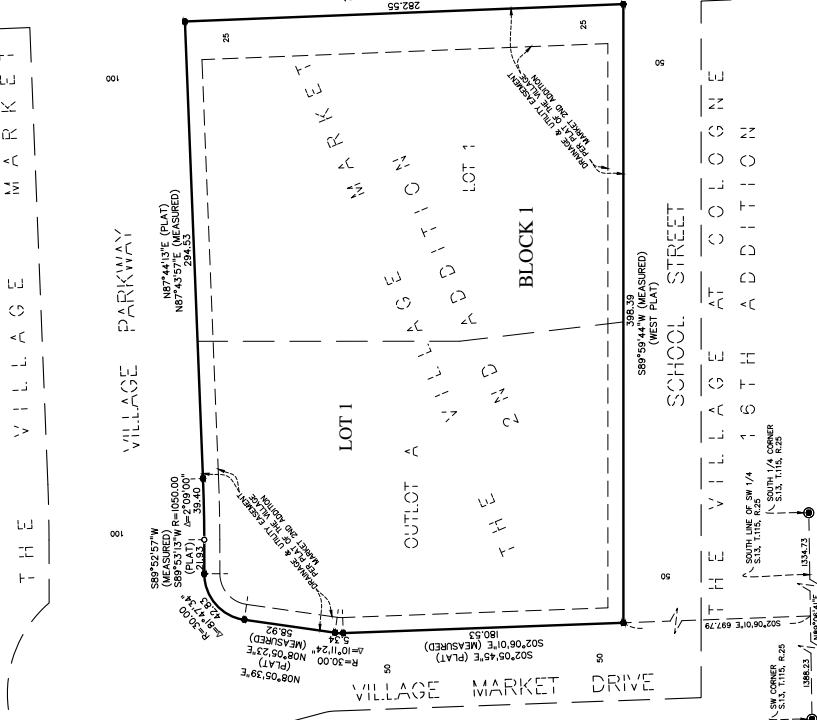
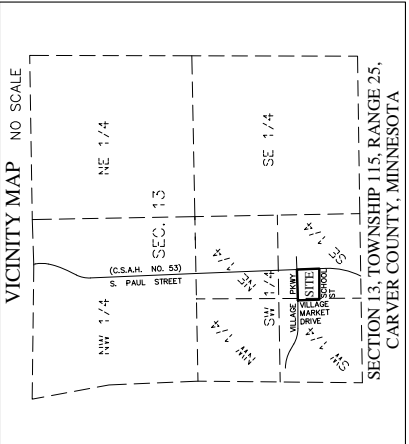
DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THERE.



Being 30 feet in width and adjoining right of way line, unless otherwise indicated, as shown on this plat.



SATHRE-BERGQUIST, INC.



- Drains are 1/2 inch pipe set and marked by License No. 26147.
- Drains are 1/2 inch pipe found and marked by License No. 2541, unless shown otherwise.
- Drains are found Carver County Cass-Iron Monument

