**Corcoran City Council - Work Session Agenda**
**August 27, 2026**
**5:30 PM**

1. **Call to Order/Roll Call**
2. **Scheduled Items**
   a. Northeast District Planning
3. **Adjournment**

***Includes Materials** - *Materials relating to these agenda items can be found in the Council Chambers Agenda Packet book located by the entrance. The complete Council Agenda Packet is available electronically on the City website at [www.corcoranmn.gov](http://www.corcoranmn.gov).*

**STAFF REPORT** **Agenda Item: 2.a**

| | |
|---|---|
| **Council Meeting:**<br>August 27, 2026 | **Prepared By:**<br>Natalie Davis, Community Development Director |
| **Topic:**<br>Northeast District Planning | **Action Required:**<br>Discussion |

**Summary**

At the August 13, 2026, City Council meeting, Council expressed a desire to a hold a work session to hold a discussion with Planning staff and any active developments within the County Road 30 area. The discussion is expected to be focused on talking through the challenges and value of the Northeast District Plan, particularly as it relates to the Ebert property/Springs development at County Road 30 and County Road 101 and the Oswald Property immediately west.

It is also expected this will be an opportunity for the Springs Development to hear from Council on their requests related to infrastructure requirements for their development application.

It is expected that representatives for Ebert and The Springs will attend. For the Oswald property, the property owner and representatives for Hempel were invited to attend as their availability allows. As of August 20, 2026, City staff have not received confirmation someone representing that property or the recent concept plan will be able to attend.

**Council Action**

**Attachments**

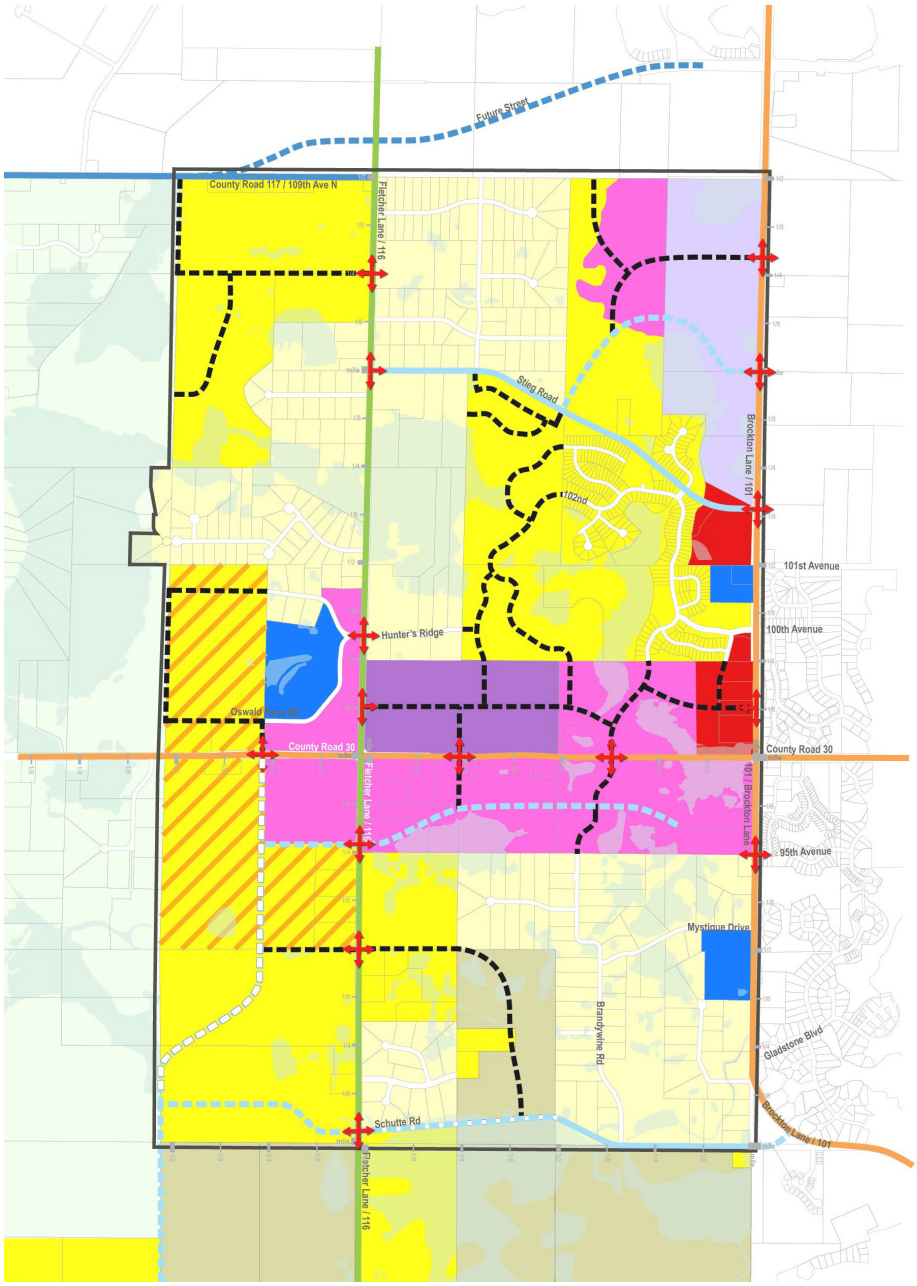
1. 2025-02-27 Corcoran NE District Plan.pdf
2. 2026-08-10 Email Request from Springs.pdf
3. Hennepin County Springs Correspondence.pdf
4. 2026-08-13 Staff Summary CR 30 Intersection for Springs.pdf
5. Springs at Corcoran Feasibility Study.pdf
6. Supplemental Traffic Operations Analysis.pdf
7. 2026-08-13 Springs Development Application Status Summary.pdf

# Appendix C

## Corcoran Northeast District Plan and Design Guidelines

Adopted May 26, 2022

Revised Febraury 27, 2025





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# District Overview and Purpose

## Purpose Statement

The purpose of the Northeast District Design Guidelines is to establish standards for this gateway to Corcoran. The area offers opportunities for expanded tax base, jobs and retail and service businesses to serve the existing and new residents in Corcoran and surrounding communities. The newly constructed Dayton Interchange and the planned Highway 610 extension provide a once in a lifetime opportunity to develop the area in a manner the reflects the unique Corcoran character as described in the Comprehensive Plan. The standards will ensure quality site design that will result in attractive business and residential development.

The district will allow development consistent with the primary zoning district and provide additional regulations and performance standards to accomplish the following goals:

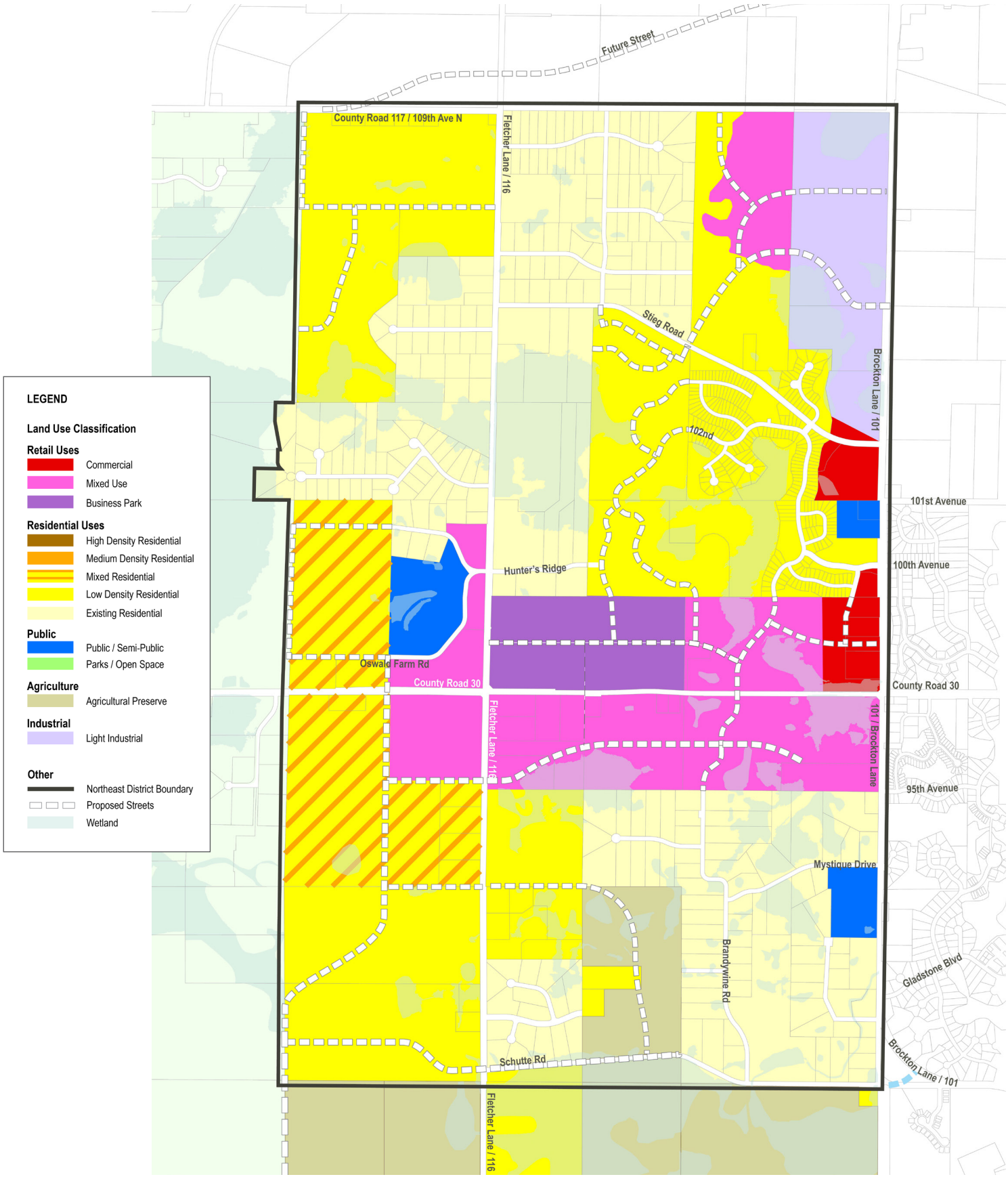
1. To allow for master planning and development of housing, employment and service uses through the use of unified developments that share common architectural schemes, landscape and site plan design, connected streets and pedestrian routes and green spaces.
2. To incentivize the development of high-quality industrial and business developments that will provide employment opportunities in Corcoran.
3. To encourage the use of sustainable, environmentally-friendly building and site development techniques.
4. To develop a transportation system that supports vehicles, bicyclists and pedestrians.
5. To promote master planned developments to increase the efficiency of infrastructure design.
6. To implement the land use goals of the 2040 Comprehensive Plan.

## Application

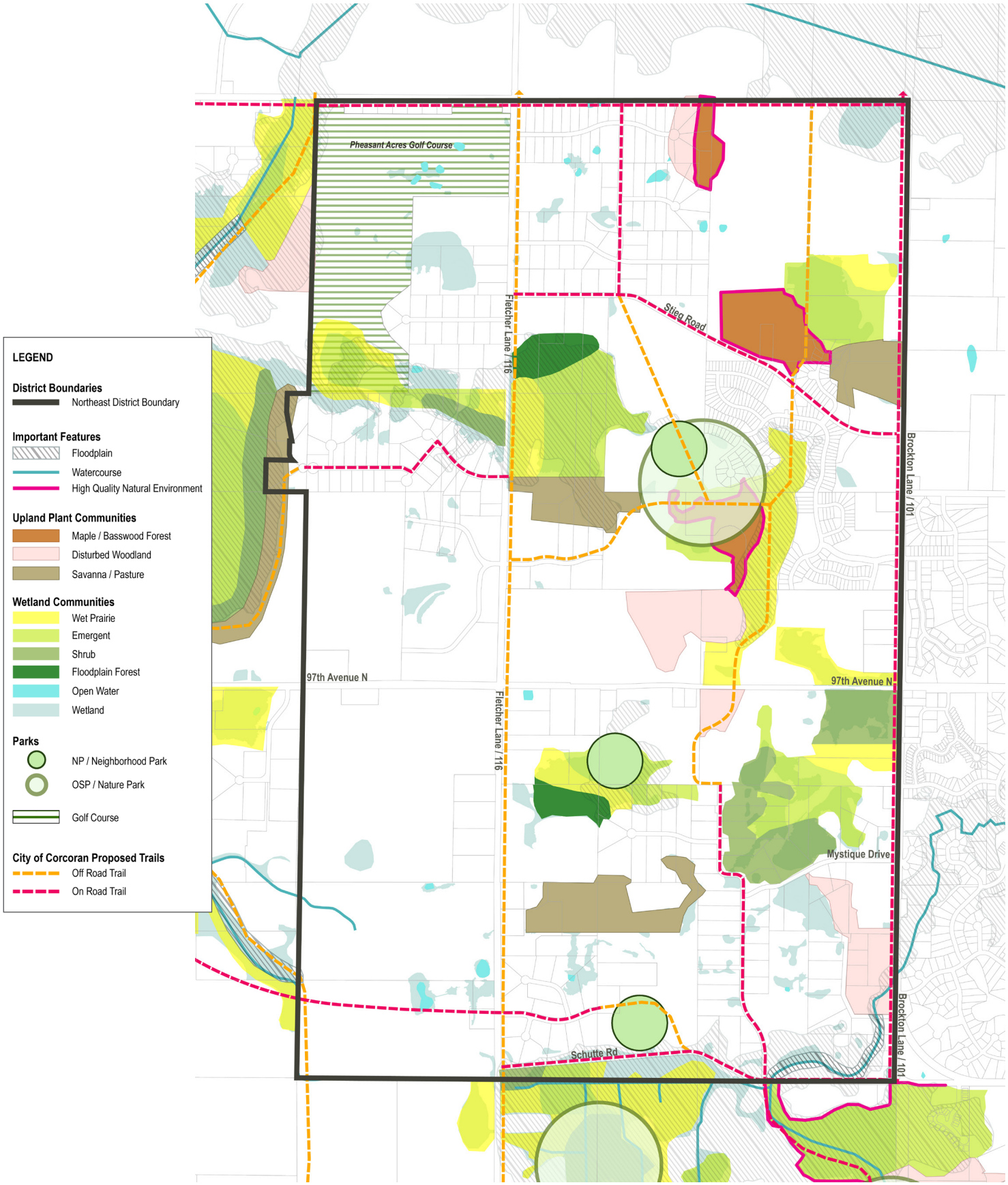
The format and content are specifically tailored for use as a supplement to the Zoning Ordinance. All provisions of the Zoning Ordinance shall apply to parcels in the Northeast District and these standards shall be in addition to those provisions. Where there is a conflict, the more restrictive provisions shall apply.

## Sustainable Design Framework

The vision of the Northeast Design Standards is to encourage sustainable development that meets the public demand and requires the responsible use of resources without unacceptable social, economic or environmental consequences. These guidelines are intended to provide a framework for meeting that goal.




**Northeast District Land Use Map**

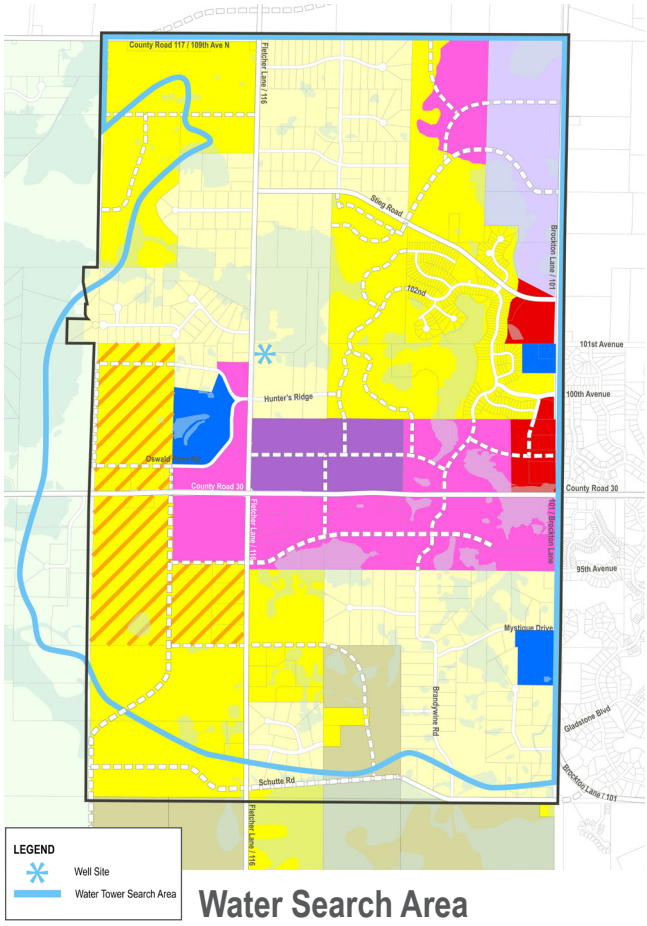



**Northeast District Analysis Map**

## Municipal Water and Sewer

The municipal sanitary sewer to serve the Northeast District exists and will generally flow north to the lift station at near County Road 101 at the City's north border.

Water is currently provided to the Northeast District from the City of Maple Grove. This agreement limits the area that can be served and requires landowners to pay the both the Maple Grove and Corcoran water fees. Developing a Corcoran water system has been a priority for the City. The City has identified a well and treatment site on County Road 116 north of Hunter Road. The City is in the planning stage, but hopes to have the well operational by 2023. However, at least one more well will be needed to serve the Northeast area and search area has been identified as shown on the Water Supply map. The well alone is insufficient and the City has been actively searching for a water tower site. The preferred tower site is also shown on the Water Supply map.




**Water Search Area**

## Street Hierarchy

The Dayton Interchange at County Road 101/Brockton Lane and I-94 and the planned extension of Highway 610 will increase traffic along the County Road 101 and County Road 30 corridors and providing opportunities for new businesses in the Northeast District.

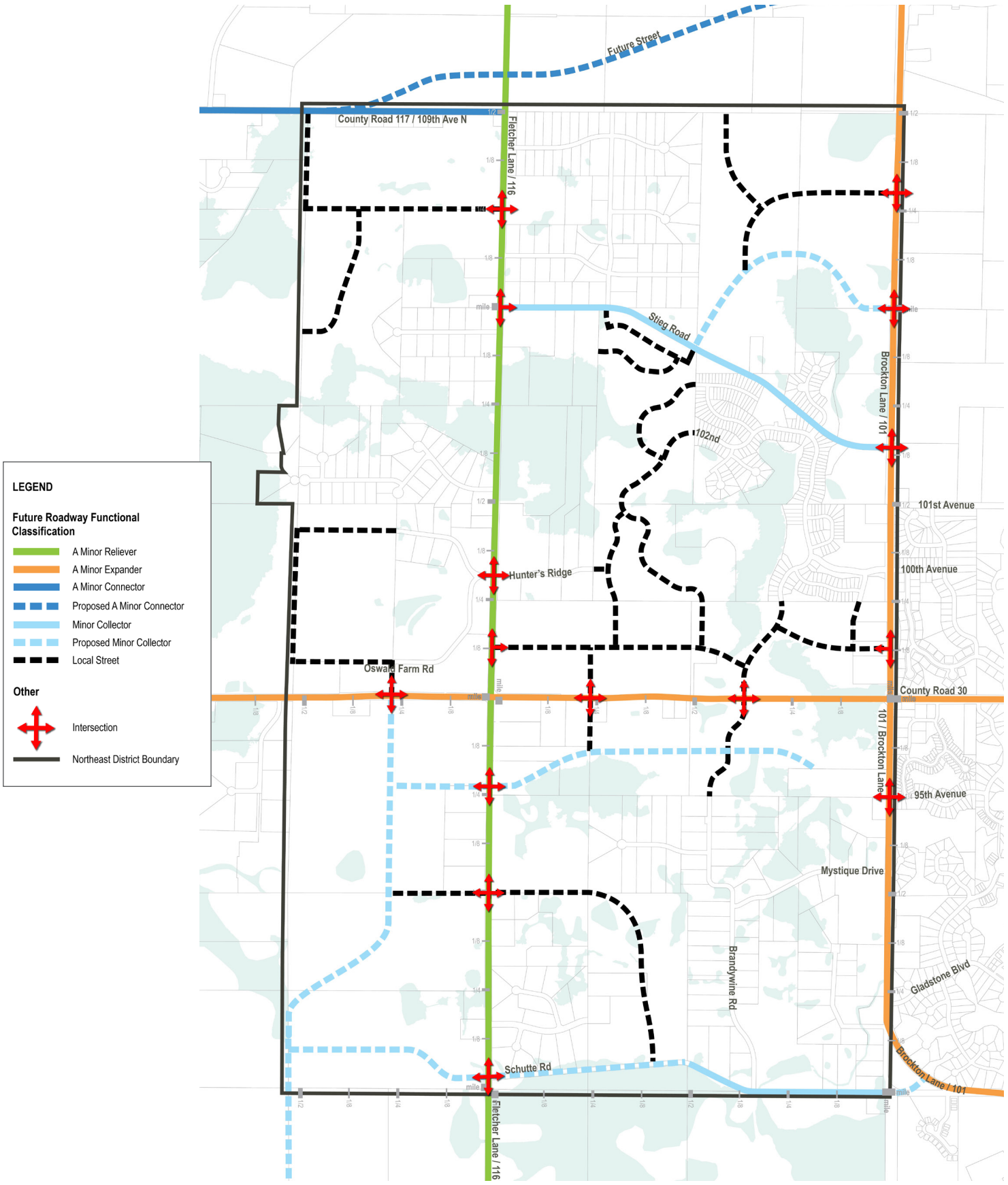
The Comprehensive Plan identified the major roadways as County Road 116, County Road 101, County Road 30, Stieg Road and Schutte Road. The street hierarchy map has been refined as part of this plan to provide more detail about street classifications and design.

The City will continue to work with Hennepin County to ensure that as improvements are made to the County streets in the Northeast District they reflect the City's goals. As improvements are made to these streets, emphasis should be placed on enhancements to traffic controls, pedestrian connections, lighting, gateway elements and landscaping at key intersections. As part of this vision, the City will look for opportunities to provide grade-separated pedestrian crossings in addition to the at-grade crossings.

The County road corridors should be designed with green boulevards on both sides and a landscaped median similar to the County Road 30 design. Final design will be coordinated with the County.

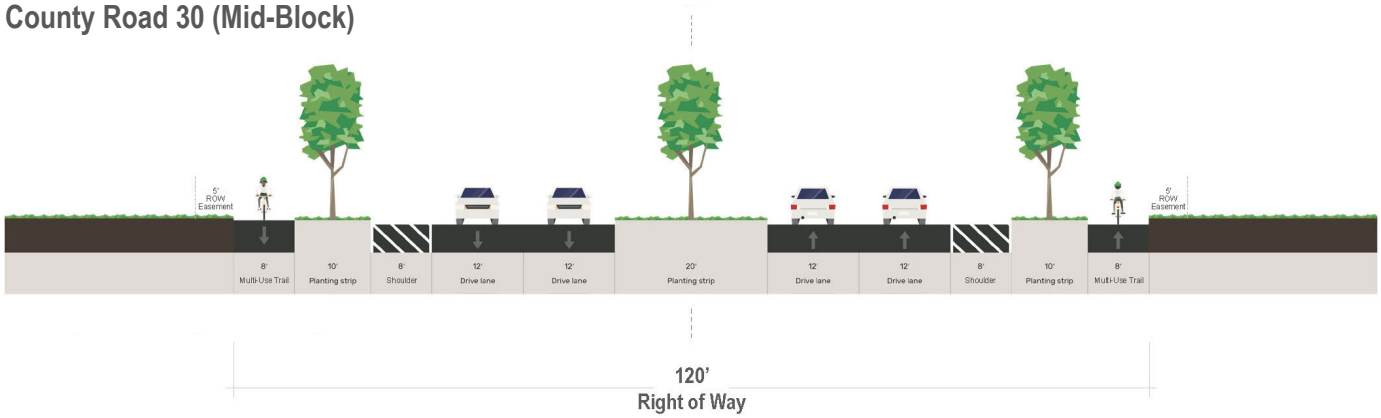
The existing road network should be maintained as a continuous network, with new connections where needed. Cul-de-sacs should be avoided in favor of connecting streets that will facilitate resilient multi-modal routes within the district.

The Northeast District has three main types of streets which are described and illustrated on the following pages. Each serves a specific function toward the creation of a well-connected and economically viable district. The developer shall be responsible for construction of all streetscape improvements along adjacent streets. These improvements include all hardscape, landscape and site amenities, such as trails, sidewalks, benches, bike racks, street trees and plantings.

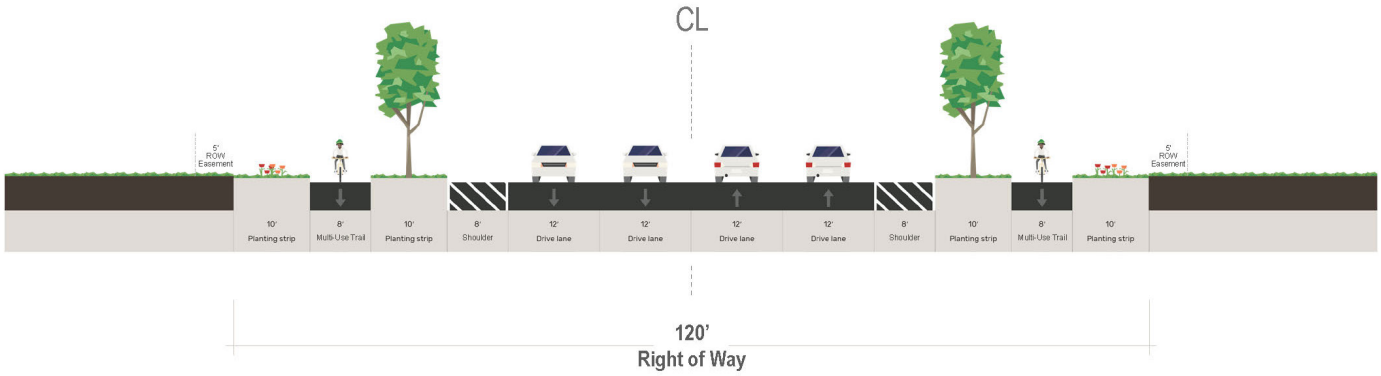



**Northeast District Street Classification Map**

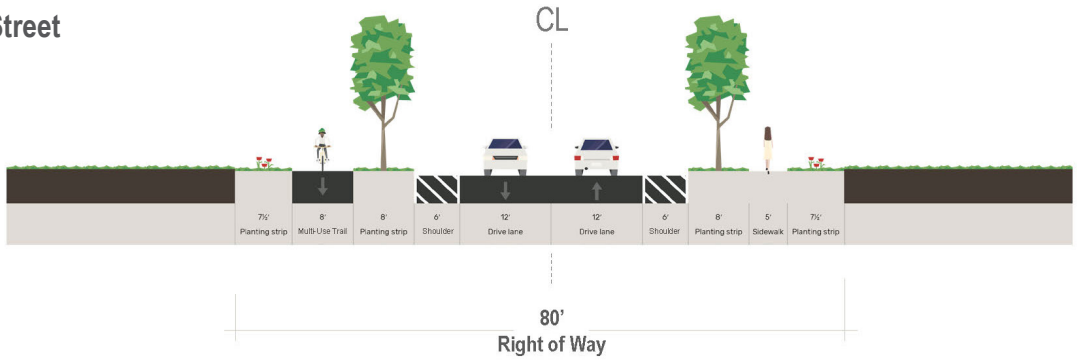
## County Road 30 (Mid-Block)



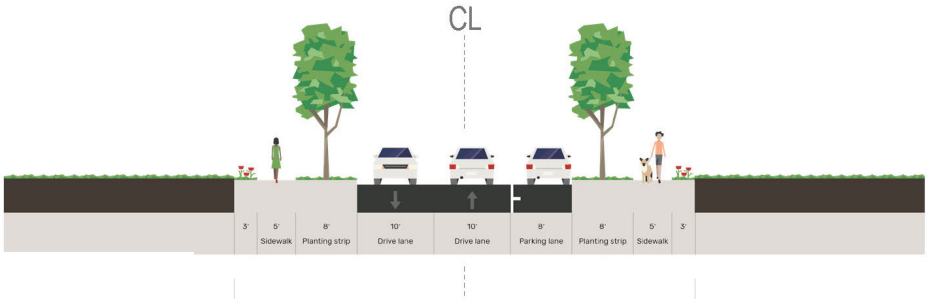

## County Road 101 & 116 (Mid-Block)




## Collector Street




## Local Street





# 02 Design Principles

The Northeast District should continue to provide a mix of residential, commercial, office and industrial uses as described in the Comprehensive Plan and Zoning Ordinance. The Design Guidelines for the district shall be the same as those described in the Zoning Ordinance for the zoning district in which the development is located and these Design Standards will provide an additional layer of standards.

## Allowable Uses

The Northeast District is a gateway to Corcoran and the uses in non-residential areas should be developed with new light industrial, office-industrial, high tech and professional services businesses to provide quality employment and wages.

To accomplish this goal, land uses in the Northeast District shall be all uses allowed in the underlying zoning district, except that the following uses are prohibited in the Northeast District, except those uses legally established prior to May 26, 2022:

1. Contractors operations
2. Equipment rental
3. Lumber yards/building material sales.
4. Mini Storage/Self Storage Facilities.
5. Motor Vehicle, Boat or Equipment Repair
6. Motor Vehicle, Boat or Equipment Sales

## Buildings

New development site and building design should provide a visual cue that you are in Corcoran. The use of regional building materials and native plants for all development is encouraged. Development in this district should be thoughtfully designed to reflect Corcoran's rural character. The use of natural materials (such wood siding, brick and stone) is encouraged. Buildings shall have architectural details, features and patterns to provide visual interest.

All structures shall comply with the building standards in Section 1060.050 and the additional standards in this section.

Single family detached homes shall comply with the Design Requirements in Section 1040.040, Subd. 8.

Attached homes shall comply with the Design Requirements in Section 1040.060, Subd. 9.

Properties in the Mixed Use, Commercial, Business Park and Industrial district shall comply with the following:

Exterior surface materials of buildings shall be installed and maintained in accordance with the adopted building code and the manufacturer's specifications and shall be subject to the regulations listed below. Products listed as "integral colored" shall continue its surface color consistently through the depth of the product as opposed to being colored, painted, or stained on the surface only.



*Class I materials: Single Family*



*Class I materials: Multifamily Apartment*



*Class I materials: Commercial / Mixed Use*




*Class I materials: Industrial (Smooth finished concrete panels)*

Materials shall be divided into class I, class II and class III categories as follows:

**Class I.** The following materials are considered class 1 materials as specified:

1. Brick
2. Marble, granite, or other natural stone
3. Integral colored cast stone (the stone is colored consistently through)
4. Textured cement stucco
5. Architectural wall cladding (Nichiha, Equitone and similar brands) Material must be through colored and at least 5/8 inches thick
6. Fiber-reinforced cement board siding with a minimum thickness of ¼ inch (for residential use only)
7. Copper
8. Porcelain
9. In the I-1 district only: Smooth finished concrete panels.
10. Glass
11. Other materials of similar quality as approved by the City Council.

**Class II.** The following materials are considered class II materials as specified:

1. Exposed aggregate concrete panels
2. Burnished concrete block
3. Integral colored split face (rock face) and exposed aggregate concrete block
4. Cast-in-place concrete
5. Insulated exterior wall panels (E.I.F.S., Drivit and similar brands)
6. Prefinished metal
7. Integral colored concrete panels other than smooth finished
8. Other materials of similar quality as approved by the City Council.



*Class I materials: Commercial*


*Class I materials: Office / Warehouse*


*Class I materials: Commercial / Office*


*Class I materials: Commercial / Retail*

**Class III.** The following materials are considered class III materials as specified:

1. Unpainted or surface painted concrete block (scored or unscored)
2. Unpainted or surface painted plain or ribbed concrete panels
3. Unfinished or surface painted metal
4. Smooth finished concrete panels
5. Brick, stone, or integral colored material which has been painted
6. Other materials of similar quality as approved by the City Council.

At least 60% of each building face visible from off the site must be of class I materials except as permitted by this section:

For buildings in the I-1 districts which are not located on a County Road or adjacent to or across from any residentially zoned property, class I materials may be reduced to a minimum of 25 percent provided that the architecture and site plan shall meet the following minimum criteria to be considered superior quality:

1. The exposed height of the building wall shall not exceed 15 feet.
2. The number of required plant units shall be increased by 20 percent or the size of 20 percent of the overstory trees installed shall be increased to 3 1/2 caliper inches.
3. A minimum of ten percent of the building facade must be windows or glass spandrels.

Not more than 10% of each building face visible from off the site may be of class III materials. Portions of buildings not visible from off the site may be constructed of greater percentages of class II or class III materials if the structure otherwise conforms to all city ordinances. The mixture of building materials must be compatible and integrated.

Large uninterrupted building elevations are not permitted. No wall may have an uninterrupted length exceeding 80 feet without including at least two of the following: changes in plane; changes in color, texture, materials or masonry pattern; windows; or an equivalent element that breaks up the elevation.

## Parking

Parking shall comply with the standards in Section 1060.060 of the ordinance and the additional standards in this section. Parking lot design shall include provisions for cross easements and stubbed access drives to the property line for the use of adjacent properties so that residents and customers do not need to return to the public street system to access adjacent developments. Parking facilities on separate lots in a development with a common lot line separating two or more parking lot areas are not required to comply with the parking/drive aisle setback from the common lot line. Sites utilizing the zero-foot setback shall be limited to 60% impervious surface for the site.

Bicycle racks shall be provided for all multi-family and non-residential uses and may be placed near the entrance if a minimum 5-foot wide pedestrian access to the building entrance is maintained. Bicycle parking may occupy a maximum of two required parking stalls without requiring additional parking.

Parking bays shall have landscape islands at each end of the parking bay and bays in excess of 15 spaces in length shall be divided by intermediate islands. Trees shall be located in the islands to shade the parking lot to reduce the heat island effect. These end landscape islands shall provide at least 360 square feet of area for planting trees, shrubs and/or groundcovers. Intermediate landscape islands shall provide at least 180 square feet of planting area. Parcels zoned I-1 and developed with large truck/trailer parking areas shall be exempt from the intermediate landscape island requirement for the dedicated truck/trailer parking bays but must provide landscaped islands at end of the parking bays. The green space and trees that would have been included in the intermediate landscape islands shall be provided in the end landscape islands or as additional green space outside of the required setbacks.

A landscape buffer shall be provided between all parking areas and the public sidewalk. The buffer shall consist of shade trees, low shrubs or perennial flowers and a decorative fence or masonry wall. Plantings and parking lot screen walls or fences shall be no less than three feet and no more than four feet in height to allow views into and out of parking areas

Parking lots should incorporate stormwater management into the parking lot as an amenity feature. These features when appropriately designed can be used to meet the landscape island requirements.

Any lighting used to illuminate an off-street parking area shall be so arranged as to reflect glare away from adjoining property,



*Bike Parking*



*Parking Lot Islands*



*Parking Lot Screening*



*Parking Lot Stormwater*

adjacent residential uses and public rights-of-way and be in compliance with Section 1060.040 of this Chapter.

## Screening

In addition to the standards in Section 1060.030, the additional standards in this section are intended to preserve the rural character of Corcoran while allowing new development to bring jobs and homes to the community.

Loading docks or overhead doors shall be oriented away from County Roads or residential property wherever reasonable, as determined by the City. If not reasonable and the loading docks or overhead doors are visible from County Roads or residential property, they shall be screened to 80% opacity year-round consistent with Section 1060.070 Subd. 2(J) of the City Code.

The visual impact of rooftop equipment shall be minimized using one of the following methods:

1. A parapet wall.
2. A fence the height of which extends at least one foot above the top of the rooftop equipment and incorporates the architectural features of the building.
3. The rooftop equipment shall be painted to match the roof or the sky, whichever is most effective.

Loading areas must be screened as required by Section 1060.060 Subd. 3.B.9. Utility service structures (such as utility meters, utility lines, transformers, aboveground tanks) and ground mounted mechanical equipment must be screened from off-site views utilizing a double row of landscaping, a privacy fence or a wall that is at the same height as the structure it is screening or six feet, whichever is less to screen from off-site views. A chain link fence with slats shall not be accepted as screening.

All utility services shall be underground except as provided in Section 1060 of the Zoning Ordinance.

## Landscape Standards

Site design and landscaping should be designed to work with the existing topography of the area, wooded areas, wetlands and natural viewsheds and corridors. Sustainability, in terms of the landscape, is the ability of plant species to maintain healthy growth with minimal human assistance. Selecting plants suited for a specific condition is key to their sustainability over time. Benefits of utilizing sustainable plant species include less time spent towards maintenance, less maintenance costs, and positive contributions to the larger environment and its ability to perpetuate itself.

Development landscaping shall include a full complement of overstory, ornamental and evergreen trees, shrubbery





and ground covers which are hardy and appropriate for the locations in which they are planted and provide year-long color and interest. Development in the Northeast District shall select from the following list of preferred trees and shrubs that suit unique conditions and environments found in Corcoran. The following plant materials shall be used in the Northeast District:

## Ground Cover

All land area not occupied by buildings, parking, driveways, sidewalks or other hard surfaces shall be sodded or mulched and landscaped with approved ground cover, flowers, shrubbery and trees. Traditional lawns of mown Kentucky bluegrass are the most common groundcover in the area and have their place in new development. However, they are not conducive to sustainable practices desired in the Northeast District as they require large amounts of water and maintenance. Alternatives to traditional lawns are available and appropriate as part of a sustainable environment.

Native prairie plantings and bee lawns, which includes low growing flowers and turf grasses, are viable options to traditional lawns in Corcoran. The plant composition of these alternatives are widely varied and can be tailored to suit specific conditions and aesthetics. The overriding concept is that they provide habitat, food and shelter for a variety of animals, birds and insects and they are sustainable with minimal intervention. An overlooked benefit of prairies and bee lawns is that they visually change with the seasons, providing a changing view throughout the year. The City supports the use of these ground covers when a maintenance plan is provided for review and approval by the City.



*Site Design and Landscaping*



*Site Design and Street Trees*



*Conservation Development*

| Coniferous Trees | Common Name |
|---|---|
| Abies balsamea | Balsam Fir* |
| Abies concolor | White Fir |
| Abies fraseri | Fraser Fir |
| Juniperus virginiana | Red Cedar* |
| Larix laricina | American Larch* |
| Picea abies | Norway Spruce |
| Picea glauca | White Spruce* |
| Picea glauca var. densata | Black Hills Spruce |
| Picea mariana | Black Spruce* |
| Pinus banksiana | Jack Pine* |
| Pinus ponderosa | Ponderosa Pine |
| Pinus resinosa | Red Pine (Norway Pine)* |
| Pinus strobus | Eastern White Pine* |
| Pinus sylvestris | Scots Pine |
| Pinus cembra | Swiss Pine |

| Deciduous Trees | Common Name |
|---|---|
| Acer x freemanii | Freeman's Maple |
| Acer x freemanii 'Sienna' | Sienna Glen Maple |
| Acer rubrum | Red Maple* |
| Acer saccharum | Sugar Maple* |
| Aesculus glabra | Ohio Buckeye |
| Betula nigra 'Cully' | Heritage River Birch* |
| Betula papyrifera | Paper Birch* |
| Betula populifolia | Grey Birch |
| Carpinus caroliniana | American Hornbeam |
| Carya ovata | Shagbark Hickory* |
| Carya cordiformis | Bitternut Hickory* |
| Catalpa speciosa | Northern Catalpa |
| Celtis occidentalis | Common Hackberry* |
| Cercis canadensis | Eastern Redbud |
| Crataegus crus-galli var. inermis | Thornless Cockspur Hawthorne |
| Crataegus mollis | Downy Hawthorne |
| Gingko biloba | Gingko (male only) |
| Gleditsia tricanthos var. inermis | Thornless Honeylocust* |
| Gymnocladus dioicus | Kentucky Coffeetree (male only), 'Espresso', 'Stately Manor' |
| Malus spp. | Crabapple, 'Adams', 'Calocarpa', 'David', 'Donald Wyman', 'Dolgo', 'Harvest Gold', 'Prairifire', 'Professor Sprenger' |
| Malus ioensis | Prairie Crabapple |
| Ostrya virginiana | Ironwood* |
| Populus tremuloides | Quaking Aspen* |
| Prunus serotina | Black Cherry* |
| Prunus virginiana | Chokecherry |
| Quecus alba | White Oak* |
| Quercus bicolor | Swamp White Oak* |
| Quercus elllipsoidalis | Northern Pin Oak* |
| Quercus macrocarpa | Burr Oak* |
| Quercus rubra | Red Oak* |
| Quercus velutina | Black Oak* |
| Salix alba | Weeping Willow |
| Salix nigra | Black Willow* |
| Sorbus americana | American Mountain Ash |
| Sorbus decora | Showy Mountain Ash* |
| Tilia americana | American Linden (Basswood)* |
| Tilia americana 'Redmond' | Redmond Linden |
| Tilia cordata | Littleleaf Linden, 'Morden', 'Shamrock', 'Norlin' |
| Ulmus americana 'Princeton' | Princeton Elm* |
| Ulmus americana 'Valley Forge' | Valley Forge Elm* |
| Ulmus pumila 'New Horizon' | New Horizon Elm |
| Ulmus wilsoniana 'Patriot' | Patriot Elm |



*Celtis occidentalis / Hackberry Tree*



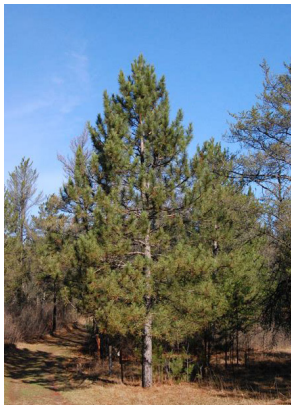
*Gleditsia tricanthos / Honeylocust*



*Quercus alba / White Oak*



*Picea mariana / Black Spruce*



*Pinus resinosa / Red Pine*



*Prunus virginiana / Chokecherry Tree*

| Shrubs | Common Name |
|---|---|
| Alnus incana | Speckled Alder |
| Amelanchier alnifolia 'Regent' | Regent Serviceberry |
| Amelanchier interior | Inland Serviceberry |
| Aronia melanocarpa var. elata | Glossy Black Chokeberry* |
| Betula pumila | Bog Birch* |
| Cornus alternifolia | Pagoda Dogwood* |
| Cornus amomum | Silky Dogwood* |
| Cornus racemose | Gray Dogwood* |
| Cornus rugosa | Round-leaved Dogwood |
| Cornus sericea | Red-osier Dogwood* |
| Corylus americana | American Hazelnut* |
| Corylus cornuta | Beaked Hazelnut* |
| Crataegus chrysocarpa | Fireberry Hawthorn* |
| Crataegus macrosperma | Large-seeded Hawthorn |
| Diervilla lonicera | Bush Honeysuckle* |
| Euonymus atropurpureus | Easter Wahoo |
| Ilex verticillata | Winterberry |
| Juniperus communis | Common Juniper* |
| Physocarpus opulifolius | Ninebark* |
| Ribes americanum | Wild Black Currant* |
| Ribes aureum | Golden Currant |
| Ribes cynosbati | Prickly Gooseberry |
| Ribes missouriense | Missouri Gooseberry |
| Rosa blanda | Smooth Wild Rose* |
| Salix bebbiana | Bebb's Willow* |
| Salix discolor | Pussy Willow* |
| Salix pedicellaris | Bog Willow |
| Sambucus canadensis | Common Elderberry* |
| Sambucus racemose | Red-berried Elder* |
| Staphylea trifolia | Bladdernut |
| Symphoricarpos albus | Snowberry* |
| Symphoricarpos occidentalis | Wolfberry* |
| Viburnum dentatum | Arrowwood Viburnum |
| Viburnum lentago | Nannyberry* |
| Viburnum opulus var. Americanum | American Highbush Cranberry |

** indicates plant native to Minnesota*

## Resiliency Options

The City encourages the use of special design features such as xeriscaping, rain gardens/bioretention systems, landscaping with native species, green rooftops, heat island reduction and aesthetic design. All new development must include three of the following resiliency options:

**Xeriscaping:** Xeriscaping is landscaping which uses plants that have low water requirements, making them able to withstand extended periods of drought. Xeriscaping landscapes are a conscious attempt to develop plantings which are compatible with the environment and make a conscious effort to minimize use of water.

**Rain Gardens/Bioretention Systems:** Bioretention systems can be described as shallow, landscaped depressions commonly located in parking lot islands or within areas that receive stormwater runoff. For credit under this section, the rain garden/bioretention system shall be above ground and a visible part of the green or landscaped area. Stormwater flows into the bioretention area, ponds on the surface, and gradually infiltrates into the soil bed. Pollutants are removed by a number of processes including absorption, filtration, volatilization, ion exchange, and decomposition. Filtered runoff can either be allowed to infiltrate into the surrounding soil (functioning as an infiltration basin or rainwater garden), or discharged to the storm sewer or directly to receiving waters (functioning like a surface filter). The use of under drain systems are discouraged unless where infiltration is prohibited by the water resources management plan. Runoff from larger storms is generally diverted past the area to the storm drainage system.

**Landscaping With Native Species:** Fifty percent (50%) of the plantings used in the landscape plan shall be native plant communities as identified in the landscaping tables provided above. The landscape plan shall be approved by City staff.

**Green Rooftops:** Green rooftops are veneers of living vegetation installed atop buildings, from small garages to large industrial structures. Green rooftops help manage stormwater by mimicking a variety of hydrologic processes normally associated with open space. Plants capture rainwater on their foliage and absorb it in their root zone, encouraging evapotranspiration and preventing much stormwater from ever entering runoff streams. What water does leave the roof is slowed and kept cooler, a benefit for downstream water bodies. Green roofs are especially effective in controlling intense, short duration storms and have been shown to reduce cumulative annual runoff by fifty percent (50%) in temperate climates.



*Xeriscape*



*Pollinator Lawn*



*Rain Garden / Bioretention*



*Green Roof*

**Aesthetic Design:** Sites shall be designed to include three (3) of the following: public art, fountains, plazas, perennial beds, entrance landscaping, or other amenities reviewed and approved by the Development Review Committee (DRC).

Gateway signage is desired at the County Road 101 at the north Corcoran border and at the County Road 101/ County Road 30 intersection. Developers of property at those intersections will work with the City install this gateway signage and related landscaping. This would satisfy part of the aesthetic design requirement for those properties.

**Urban Garden:** Small-scale urban gardens that produce food crops are found to have beneficial outcomes for food security, the environment, physical health, and social wellbeing. For this section, an accessory outdoor garden can satisfy one of the resiliency options as long as it serves as a community garden, institutional garden, and or a chef's/kitchen garden for a business such as a restaurant. Raised garden beds may be utilized. Additionally, an accessible urban garden can be part of the design for public plazas or private open spaces as required elsewhere in this Appendix.

**Alternative Energy:** New developments may use solar energy systems (SES) to support the development. Building Integrated SES and Building or Roof Mounted SES is encouraged in the Northeast District as allowed by Section 1060.110 of the Zoning Ordinance. While the Ordinance does not currently allow wind energy conversion systems (WECS) as an allowed use, the City shall consider the amending the Zoning Ordinance to allow small WECS as an accessory use.

**Electric Vehicles:** New developments may provide parking and services for electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle infrastructure. To receive credit as a resiliency option the following standards shall be met:

Parking structures or lots with at least 100 parking spaces shall provide services for electric vehicles (EV) as required below.

1. Multiple-family residential land uses shall have 5% of required parking as Level 1 stations for resident parking, and one Level 2 station for guest parking. At least one handicapped accessible parking space shall have access to an electric vehicle charging station (EVCS).
2. Non-residential land uses with parking spaces available for use by the general public shall have at least 1% of required parking as Level 2 stations with a minimum of two spaces served by Level 2 charging, with at least one station adjacent to an accessible parking space. In non-residential zoned districts, DC charging stations may be installed to satisfy the EVCS requirements described above on a one-for-one basis.



*Native Species*



*Urban Garden*



*Entry Design*



*Alternative Energy*

Notwithstanding the requirements above, all new or reconstructed motor fuel stations as defined in Section 36-142(d)(20) shall be required to install at least one additional Level 2 charging station. A DC charging station may be installed to meet this requirement.

In addition to the number of required EVCSs, the following accommodations shall be required for the anticipated future growth in market demand for electric vehicles:

1. Multiple-Family Residential Land Uses: all new, expanded and reconstructed parking areas shall provide the electrical capacity necessary to accommodate the future hardwire installation of Level 2 EVCSs for a minimum of 10% of required parking spaces.
2. Non-Residential Land Uses: all new, expanded and reconstructed parking areas shall provide the electrical capacity necessary to accommodate the future hardwire installation of Level 2 or DC EVCSs for a minimum of 10% of required parking spaces.

These requirements may be revised upward or downward by the City Council as part of an application for a conditional use permit or planned unit development based on verifiable information pertaining to parking.

## Parks, Trails and Open Space

There are two existing parks in the northeast district: the Community Park and the Neighborhood Park. Both parks were dedicated to the City as part of the Bellwether development and are open to the public. Parking lots are planned in the northwest corner of the neighborhood park and southwest corner of the community open space park. The Parks and Trails plan adopted in the 2040 Comprehensive Plan anticipates a second Neighborhood Park south of County Road 30.

The City parks will connect to homes and businesses through a series of trails and sidewalks. On- and off-road trails are planned along all County roads. The City plans a number of on- and off-road trails throughout the district. Additionally, Three Rivers Park District plans for the Diamond Lake Regional trail to connect through the Northeast District, including a connection to the Community Park.

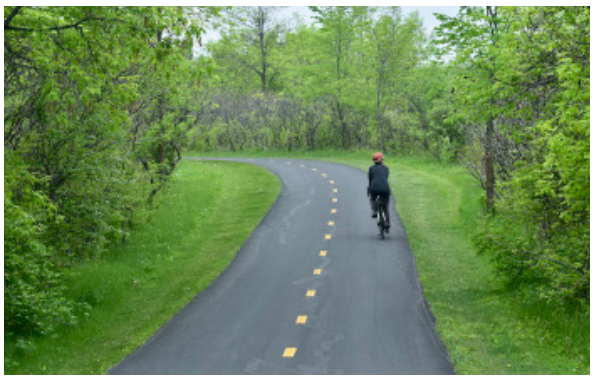
As development occurs open space will transition to homes and businesses. In order to ensure that opportunities to gather outside, maintain viewsheds and retain same of the character of Corcoran's rural beginnings, all non-residential properties with principal buildings in excess of 100,000 square feet of floor area shall be required to have a public plaza space.

The public plaza space shall include benches, bike racks trash receptacles, lighting fixtures and other amenities to create a welcoming space for tenants of the building and members of the public. These plaza spaces should be visible from the public street and maintained by the landowner.

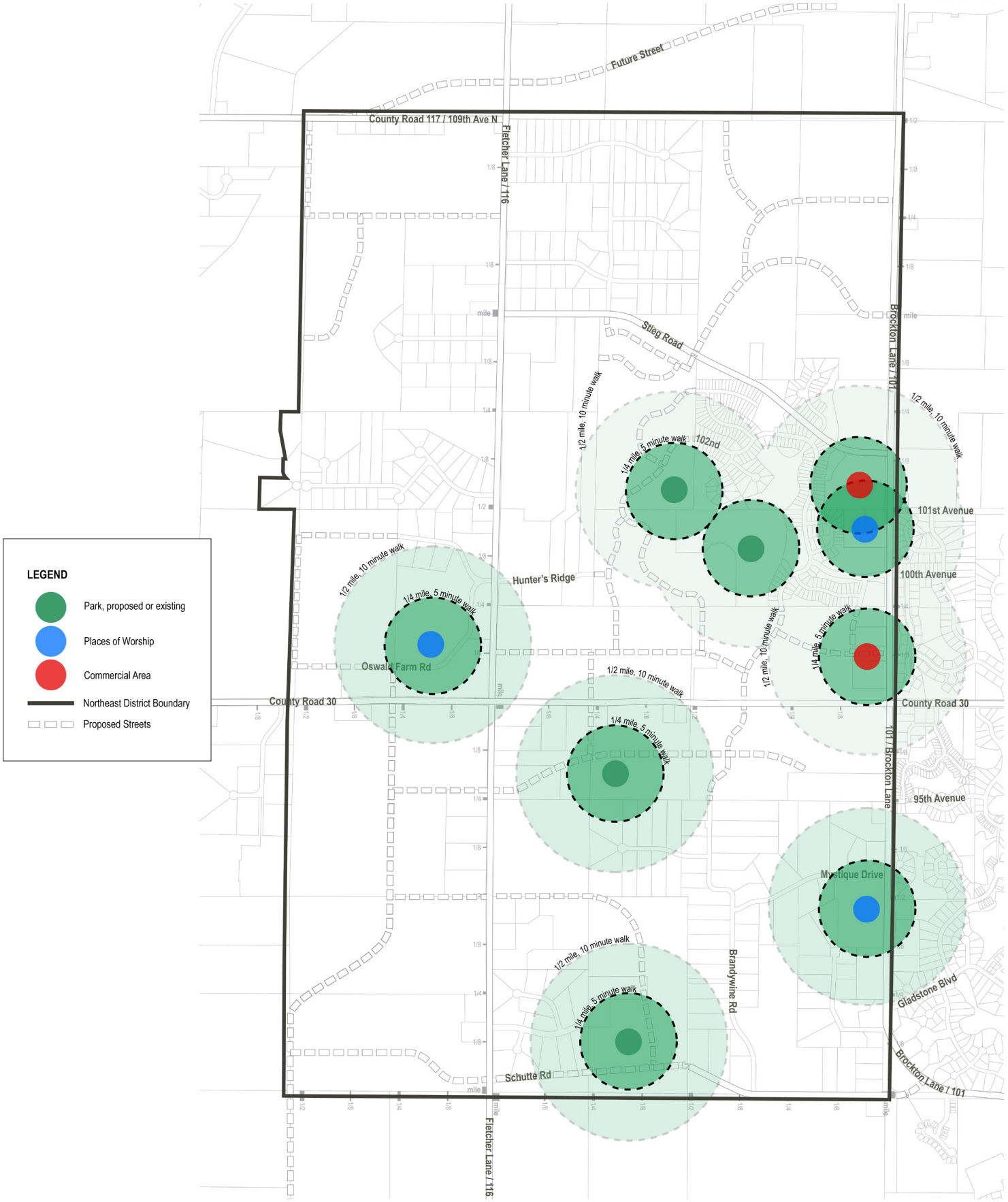
Multi-family residential developments shall be required to provide landscaped private open space for their residents. This open space shall be designed and landscaped for outdoor recreation.



*Electric Vehicle*

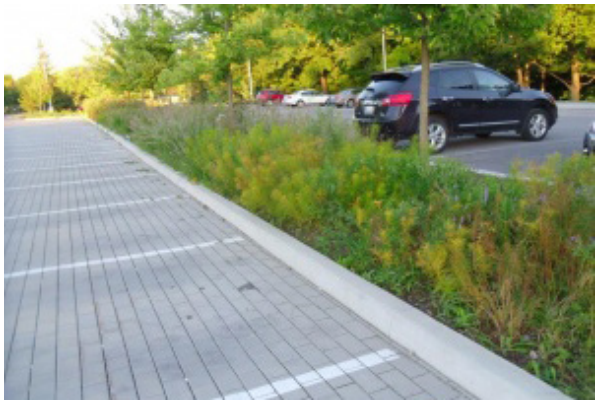


*Trails*




## Walkable Destinations Map

A five or ten minute walk - 1/4 or 1/2 mile radius - is a common measure of walkability.



*Pervious Pavers*



*Silva Cells*



*Underground Stormwater*



*Green Roof*

## Stormwater Management

Water features and drainage systems are essential components of development in the district. A mix of ponds, fountains and other water elements provide focal amenities and year round activities within the framework of an environmentally responsible, visually pleasing strategy to manage stormwater. Each site has a responsibility to utilize best management practices (BMP) to pretreat run-off, reduce erosion and encourage infiltration in compliance with City and Elm Creek Watershed Management Commission standards. Water and landscape should be utilized within multipurpose areas that accommodate both active and passive recreational use – the following examples illustrate only a few of many possibilities:

1. Pervious pavements, underground storage and other creative techniques should be used to meet BMP standards, particularly in areas where more density is expected.
2. Stormwater reuse
3. Green architecture, expressed through green roofs, gray water recycling and other techniques should be included to reduce the impact of new development on stormwater systems.
4. Water feature design should include both formal elements (such as reflecting pools or fountains) and natural/informal forms (such as ponds or fountains) and should explore creative ways to integrate wet landscapes with active, urban spaces.

The City and the watershed are working to reduce chloride in our water system. All multifamily and non-residential developments are required to provide a Chloride Management Plan. Studies (see MCES publication regarding Nine Mile Creek, March 2021) show that chloride (or salt) found in surface waters and shallow aquifers has been increasing over the past 20 years. One source of the river's chloride is the salt applied to our streets, parking lots, driveways and sidewalks in the winter and results in peak chloride values between March and May. Due to the chloride's toxicity on the environment, watershed organizations and regulatory agencies have increased their focus on the urban sources and some watersheds are implementing practices for reducing salt applications. Rush Creek (the receiving water for the Northeast District) is at high risk for being impaired according to State's data base. Chloride Management Plans will be regulated under the City's MS4 permit.



# 03 Implementation

The design guidelines will be administered by staff as part of the development review process. Staff will incorporate design review to ensure compliance with the design guidelines as a standard step in the development review process.

**From:** Sara Johnson <SJOHNSON@cproperties.com>
**Sent:** Monday, August 10, 2026 8:18 AM
**To:** Jay Tobin <jtobin@corcoranmn.gov>
**Cc:** Erik Hahn <EHAHN@cproperties.com>; Connor Nett <cnett@cproperties.com>; Greg Hayes <ghayes@ebertcompanies.com>
**Subject:** Springs at Corcoran – Follow-Up on Public Infrastructure Cost Discussion

Good morning, Jay-

Thank you for the continued collaboration on the Springs at Corcoran project. We remain confident that Corcoran is an excellent location for this community, and we are grateful for the City's engagement as we have worked through engineering and site plan review together.

I am writing to follow up on the off-site infrastructure cost discussion from our previous conversation. Since that time, we have continued to evaluate the overall project's financial feasibility along with Ebert, and we want to be transparent that we have reached the maximum capacity the project can bear. Absent a collaborative path forward, the project as currently designed is at risk of not proceeding.

It is important to note that this feasibility challenge comes in addition to the significant onsite infrastructure investment Continental has already committed to as part of this project. We have not raised concerns about those onsite obligations, and we remain fully committed to delivering them as agreed. However, that commitment leaves very little remaining capacity to absorb additional offsite scope, and it is the combination of the two (onsite obligations already locked in, plus the offsite intersection discussion at Elm Lane) that has pushed the project's financials underwater.

To illustrate the full financial picture, the Springs project's cost structure currently breaks down as follows:

- **Impact fees:** $4.2M
- **Onsite site work budget:** $6.5M
- **Offsite site work budget:** $5.3M, including
    - 102nd connection to Bellwether
    - Road A (east-west connection from the west property line to newly constructed Elm Lane)
    - Elm Lane, running from 97th Ave north to connect into the Bellwether community

    - County Road 30 landscape buffer
    - County Road 30 turn lanes at Elm Lane
    - Corcoran Gateway Signage
- **Total onsite vertical construction costs:** $46.7M
- **Soft costs**: $4.0M

Taken together, these costs represent the full extent of the project's budget capacity. Further increases to the overall budget would cause the project costs to exceed the market value of the proposed development. We are open to reallocating the offsite earmarked funds toward other priorities, including intersection improvements. However, with the addition of a signalized intersection or roundabout at County Road 30 & Elm Lane, the project is overburdened beyond what these funds and the project's feasibility can support.

As Ebert advances the future commercial development, several undefined costs remain unresolved, including contemplated improvements at 101, roadway contributions from the Mama G's property development, and street connection scope. More significantly, the current access configuration is a real constraint. Restricting northbound movement onto 101 and forcing traffic west to Elm Lane or south to County Road 30, combined with limited internal drive aisle options at this preliminary design stage, will make it difficult to attract the commercial users the municipality wants for the site. Ebert would respectfully like to work through access and layout strategy now, before further design commitments narrow future options.

We would like to work with the City on creative, collaborative solutions, and have outlined several ideas we believe could help create capacity for the County Road 30 & Elm Lane intersection improvements:

- Reducing the internal roadway network: removing 102nd Street, Road A (east-west connection), and Elm Lane, and providing only the utility connections necessary to serve the site
    - Consolidating the Springs site into a continuous, unbisected site not divided by public roadways is advantageous for our onsite residential amenities
    - Eliminating the public ROW connections would address concerns expressed by Bellwether residents

    - We recognize the Northeast District Plan depicts the current road network, but these roadways create significant installation costs for both Continental and Ebert future commercial development without corresponding revenue to support them.
- Reducing applicable impact fees to help create additional capacity for the County Road 30 & Elm Lane intersection improvements

We want to be direct about where this leaves the project. Based on current cost estimates, the total public infrastructure obligation (inclusive of both the onsite commitments already made and the offsite improvements under discussion) exceeds what the project's budget can absorb. Absent a modification to the public infrastructure costs commensurate with the value they provide to the project, Continental will need to rescind its application. We do not raise this lightly, and it is not our preferred outcome; we would much rather find a collaborative path that allows the project to proceed. However, we owe the City a clear and honest picture of where the numbers currently stand.

We remain fully committed to delivering a high-quality multifamily community in Corcoran and supporting the City's long-term vision for the area, including future commercial development. We also want to highlight that Continental has been actively coordinating with Ebert, who is leading the future commercial component in this area, to ensure our respective site plans and infrastructure approaches are complementary rather than duplicative. We believe this collaboration can help the City achieve a more cohesive outcome across the broader district.

That said, we need a collaborative approach to right-size the off-site infrastructure obligations against the realities of project feasibility.

We would welcome the opportunity to meet again in the near future, along with City Council feedback, to discuss these ideas further and work toward a path that allows the project to move forward.

Sara L. Johnson

Vice President of Development

W134N8675 Executive Parkway

Menomonee Falls, WI 53051

P: 262.532.9309 | C: 262.227.8291

CONTINENTAL PROPERTIES

2026 NMHC 50 TOP DEVELOPERS

2026 NMHC 50 TOP OWNERS

TOP WORK PLACES 2013-2026 journal sentinel

TOP WORK PLACES 2026 USA

BEST PLACES TO WORK IN MULTIFAMILY

YOU BELONG HERE

HENNEPIN COUNTY
MINNESOTA

March 16, 2026 (updated March 25, 2026)

Dwight Klingbeil, Planner
City of Corcoran
8200 County Road 116
Corcoran, MN 55340

Re: Preliminary Plat Review — Springs at Corcoran (received February 17, 2026)
County State Aid Highways (CSAHs) 30 and 101
Hennepin County Plat Review ID #4148

Mr. Klingbeil:

Please consider the following comments for the Springs at Corcoran preliminary plat, to develop 14 multi-family residential buildings (294 units) on a 67.2-acre agricultural parcel located on CSAHs 30 and 101 (Brockton Lane N) in Corcoran (PID 1211923130007).

Access: Staff support the proposed access on CSAH 30 with full turn lanes. The turn lane designs need to be reviewed and approved by county staff. Staff also support the connection to the local roadway network to the north. Please note that any access changes proposed on CSAH 101 with the ghost platting shown for Outlot C will need to be approved separately.

Right-of-Way: To accommodate future transportation needs, staff request right-of-way dedication along CSAH 30 for a 65-foot half right-of-way. Alternatively, staff support a 60-foot half right-of-way with an additional 5-foot trail/sidewalk easement. Given the development traffic expected at the new CSAH 30 access, we recommend further discussion with county staff to reserve right-of-way for future traffic control needs. In addition, right-of-way needs along CSAH 101 may be requested through a future plat of Outlot C.

Drainage: The existing drainage patterns shall not be altered unless approved by Hennepin County. Watershed district approval and drainage calculations are required if the work alters existing patterns. The drainage, overland or through pipes, shall not exceed pre-construction rates for the two, 10 and 100-year events. Please ensure ordinance 22 is met: https://www.hennepin.us/your-government/ordinances/ordinance-22.

Permits: Please inform the developer that all construction within county right-of-way requires an approved Hennepin County permit prior to beginning construction. This includes, but is not limited to, driveway and street access, drainage and utility construction, trail development and landscaping. *Contact: Doug Heidemann, Permits Coordinator at 612-596-0336 or douglas.heidemann@hennepin.us*.

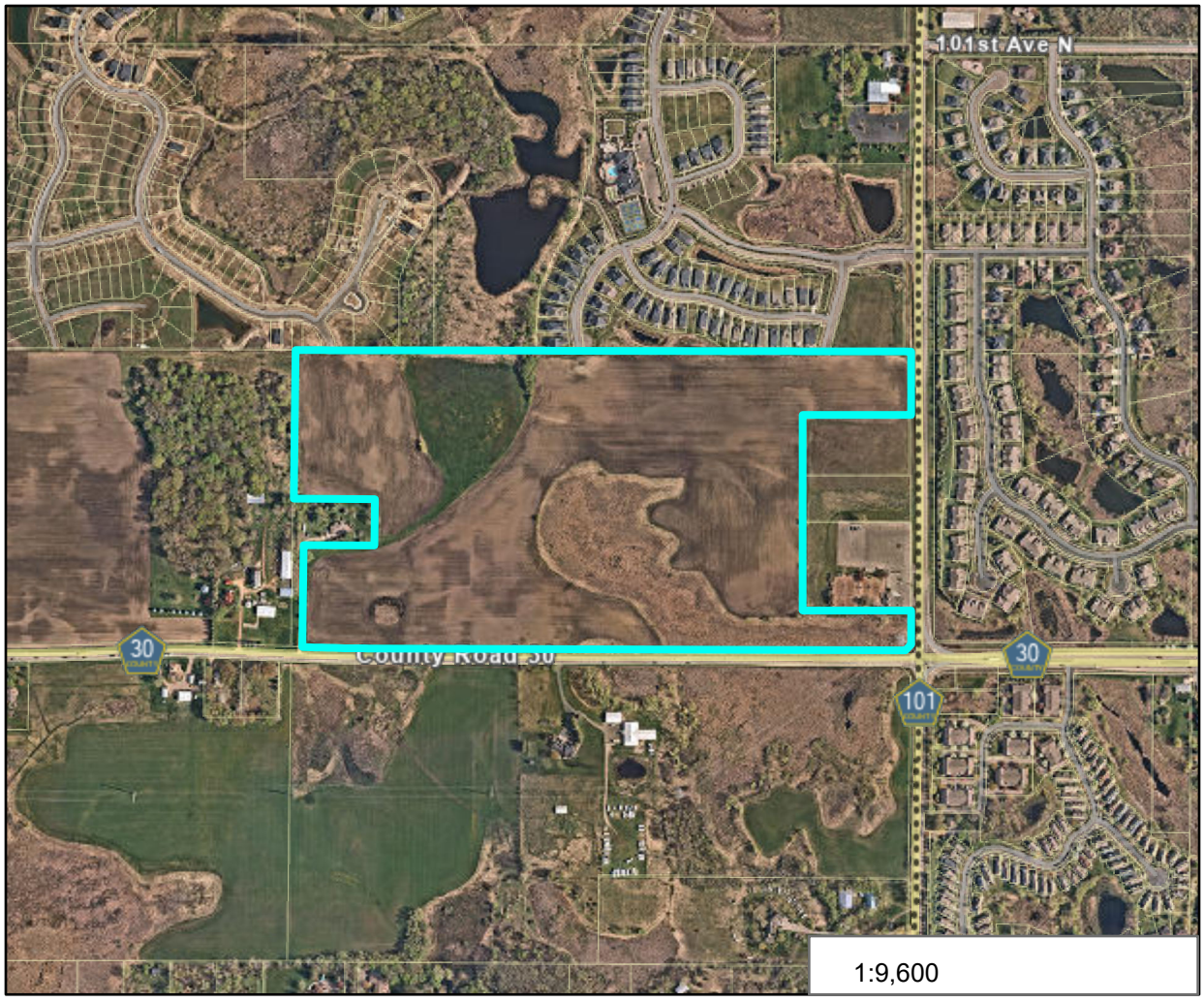
Please contact Christina Neel at christina.neel@hennepin.us or 612-596-0244 for any further discussion.

Sincerely,

Carla Stueve, PE
County Highway Engineer

# Hennepin County Property Map

Date: 3/16/2026




PARCEL ID: 1211923130007

OWNER NAME: G R Ebert & D A Mccormick

PARCEL ADDRESS: 19330 Co Rd No 30,Corcoran MN 55340

PARCEL AREA: 67.21 acres, 2,927,470 sq ft

A-T-B: Abstract

SALE PRICE: $1,450,000

SALE DATE: 08/2009

SALE CODE: Other

ASSESSED 2025, PAYABLE 2026
PROPERTY TYPE: Farm
HOMESTEAD: Homestead
MARKET VALUE: $537,400
TAX TOTAL: $4,721.34

ASSESSED 2026, PAYABLE 2027
PROPERTY TYPE: Farm
HOMESTEAD: Homestead
MARKET VALUE: $559,400

**Comments:**

This data (i) is furnished 'AS IS' with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this data.

COPYRIGHT © HENNEPIN COUNTY 2026

FILE LOCATION: Q:\Projects\24000\24500\24533 Corcoran\MN 169330CR30\Property\CAD\CSD\Survey\24533_Plat-P.dwg

# PRELIMINARY PLAT OF SPRINGS AT CORCORAN

PART OF THE S1/2 OF THE NW1/4 OF SEC. 12, TWP. 119, RNG. 23, CITY OF CORCORAN HENNEPIN COUNTY, MINNESOTA

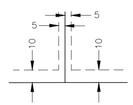
## LEGEND

- IRON MONUMENT SET AND MARKED WITH LAND SURVEYOR NO. 54139
- IRON MONUMENT FOUND
- BENCHMARK
- ELECTRICAL TRANSFORMER
- ELECTRICAL MANHOLE
- COMMUNICATIONS MANHOLE
- UTILITY PEDESTAL
- UTILITY VAULT
- POWER POLE
- GUY WIRE
- MAILBOX
- SIGN
- SHRUB
- CONIFEROUS TREE
- DECIDUOUS TREE
- WATER HYDRANT
- GATE VALVE
- WELL
- CURBSTOP
- SANITARY SEWER MANHOLE
- STORM SEWER MANHOLE
- STORM CATCH BASIN
- OHP — OVERHEAD POWER LINE
- FIELD — UNDERGROUND ELECTRIC LINE
- F — UNDERGROUND FIBER LINE
- G — UNDERGROUND GAS LINE
- X — FENCE
- SS — SANITARY SEWER LINE
- ST — STORM SEWER LINE
- W — WATER LINE
- F.E.M.A. ZONE "A"
- DELINEATED WET LAND

## PROPERTY OWNER

PROPERTY OWNER & PROPERTY ADDRESS:
EBERT CONSTRUCTION
ATTN: GREG EBERT
23350 CO. ROAD 10
CORCORAN, MN

DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:




Being 5 feet in width and adjoining lot lines, and being 10 feet in width and adjoining public ways unless otherwise indicated on this plat.

## NOTES

1. EXISTING CONTOURS SHOWN ARE BASED ON A GROUND SURVEY BY MOORE ENGINEERING IN APRIL, 2025.
2. WETLAND DELINEATION IS BASED ON DELINEATION BY KJOLHAUG ENVIRONMENTAL SERVICES COMPANY, INC. ON SEPTEMBER 14, 2022.
3. ALL LOTS WILL BE SERVICED BY THE CITY OF CORCORAN SEWER AND WATER TO BE DESIGNED AS PART OF THE SITE IMPROVEMENTS.
4. FOR CITY STORMWATER, SANITARY, & WATER UTILITY INFORMATION, SEE RECORD PLANS FOR ELM LANE AND 102ND PLACE IMPROVEMENTS.
5. INFORMATION SHOWN ON OUTLOT C IS FOR ILLUSTRATIVE PURPOSES ONLY OF WHAT MAY HAPPEN ON A FUTURE PLAT.
6. OUTLOT A AND OUTLOT B ARE DRAINAGE EASEMENTS FOR STORMWATER PONDS.

## AREAS

BLOCK 1, LOT 1: 2.41 AC. (104,970 SQ. FT.)
BLOCK 2, LOT 1: 9.77 AC. (425,617 SQ. FT.)
BLOCK 3, LOT 1: 12.03 AC. (524,229 SQ. FT.)
OUTLOT A: 2.18 AC. (94,892 SQ. FT.)
OUTLOT B: 34.46 AC. (1,501,294 SQ. FT.)
OUTLOT C: 2.34 AC. (101,944 SQ. FT.)
AREA OF DEDICATED ROAD: 6.23 AC. (271,414 SQ. FT.)

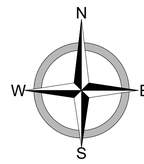
TOTAL PLAT AREA: 69.43 ACRES (3,024,360 SQ. FT.)

## CERTIFICATION

I hereby certify that this survey, specification, plan or report was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the state of Minnesota.

Aaron Skattum, Minnesota License No. 54139

Date signed: February 17, 2026

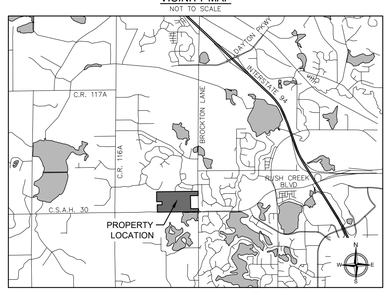



BEARINGS ARE BASED ON THE HENNEPIN COUNTY COORDINATE SYSTEM (2011 ADJ.)

ELEVATIONS ARE NAVD 88 DATUM

## VICINITY MAP

NOT TO SCALE




| | | |
|---|---|---|
| DRAWN ON: | 02.17.2026 | PROJECT NO. |
| DRAWN BY: | AJS | 24533 |
| CHECKED BY: | CDH | |
| PROJECT MANAGER: | LM | |
| FIELD BOOK: | -- | V-101 |
| PAGE: | -- | |
| LAST DAY ON SITE: | -- | |
| REVISED: | -- | SHEET 1 OF 1 |


moore engineering, inc.
Consulting Engineering • Land Surveying
2 Carlson Parkway North, Suite 110 • Plymouth, Minnesota
www.mooreengineeringinc.com

Monday, February 16, 2026, 1:29:40 PM

## LEGEND

| | |
|---|---|
| 1 | DOUBLE SIDED MONUMENT SIGN |
| 2 | MAIL KIOSK |
| 3 | CLUBHOUSE |
| 4 | GROUNDS BUILDING |
| 5 | SYNTHETIC TURF PET PLAYGROUND 3,963 SF |
| 6 | TRASH ENCLOSURE |
| 7 | DOUBLE SIDED MONUMENT SIGN |
| 8 | 10' POTENTIAL TRAIL EASEMENT |
| 9 | RETAINING WALL |
| 10 | SYNTHETIC TURF PET PLAYGROUND 3,010 SF |

EV CHARGING

102ND PL

BELLWETHER BY DEL WEBB

99TH PLACE

ELM LN

BELLWETHER BY DEL WEBB

CEDAR AVE

FUTURE COMMERCIAL

FUTURE COMMERCIAL

BLDG #13

BLDG #12

BLDG #14

BLDG #11

EXISTING WETLAND

DETENTION ±1.46 AC.

FUTURE COMMERCIAL

FUTURE COMMERCIAL

EXISTING DISTURBED WETLAND ±0.38 AC.

BLDG #10

BLDG #5

BLDG #3

BLDG #9

BLDG #4

EXISTING WETLAND

FUTURE COMMERCIAL

BROCKTON LANE N

MAMA G'S

BLDG #8

BLDG #7

BLDG #6

BLDG #2

BLDG #1

EXISTING UNDISTURBED WETLAND ±0.02 AC.

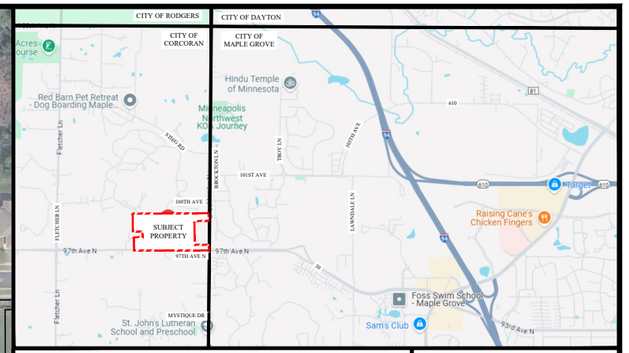
DETENTION ±0.94 AC.

EXISTING UNDISTURBED WETLAND ±0.34 AC.

EXISTING DISTURBED WETLAND ±0.52 AC.

97TH AVE N

OHP




VICINITY MAP
SCALE: NTS

### SITE INFORMATION

| | | |
|---|---|---|
| DEVELOPED AREA | | |
| MULTIFAMILY LOTS | 22.84 ACRES | |
| FUTURE ROW | 4.01 ACRES | |
| **SUBTOTAL** | 26.85 ACRES | |
| UNDEVELOPED AREA | | |
| UNDISTURBED WETLANDS | 5.95 ACRES | |
| **TOTAL SITE AREA** | 32.80 ACRES | |
| DENSITY | 10.95 D.U. / ACRES | |
| BUILDING / LANDSCAPE SETBACKS | NORTH | 25' |
| | SOUTH | 60' |
| | EAST | 0' |
| | WEST | 0' |

### BUILDING INFORMATION

| | | |
|---|---|---|
| CLUBHOUSE | 2015 SCH-B (4,639 SF) | |
| **RESIDENT BUILDINGS SPRINGS** | QUANTITY | HEIGHT |
| (12)-1-121 D.U. / BUILDING) | 14 | 2-STORY / 35' |
| **TOTAL SPRINGS BUILDINGS** | 14 | |
| **TOTAL RESIDENT BUILDINGS** | 14 | |
| GENERAL HOME MIX | HOMES | PERCENTAGE |
| STUDIO | 42 | 14% |
| 1-BEDROOM | 112 | 38% |
| 2-BEDROOM | 112 | 38% |
| 3-BEDROOM | 28 | 10% |
| **TOTAL HOMES** | 294 | 100% |

### PARKING INFORMATION

| | | |
|---|---|---|
| PARKING | QUANTITY | |
| SPRINGS ATTACHED GARAGES (INCLUDES 14 TANDEM SPACES) | 112 | |
| *ATTACHED TO HOME (INCLUDES 14 TANDEM SPACES)* | 98 | |
| *FLOATER (INCLUDES 0 TANDEM SPACES)* | 14 | |
| DETACHED GARAGES | 44 | |
| *8G (8-BAY)* | 1 | |
| *12G (12-BAY)* | 2 | |
| *12GS (12-BAY WITH STORAGE)* | 1 | |
| GROUNDS BUILDING SGB-P | 1 | |
| TOTAL COVERED PARKING (INCLUDES 14 TANDEM SPACES) | 157 | |
| SURFACE PARKING ON-SITE | 324 | |
| SURFACE PARKING OFF-SITE (NOT INCLUDED IN PARKING RATIOS) | 94 | |
| APRON SPACES (INCLUDED IN PARKING RATIOS) | 84 | |
| TOTAL UNCOVERED PARKING (INCLUDES 84 APRON SPACES) | 408 | |
| **TOTAL PARKING (INCLUDES 14 TANDEM SPACES, 84 APRON SPACES)** | **665** | |
| PARKING REQUIRED PER CODE | 2.2 | |
| HOME PARKING RATIO TOTAL | 1.92 | |
| OVERALL GARAGES / HOME | 0.53 | |
| COVERED PARKING RATIO | 0.28 | |
| CLUBHOUSE PARKING | 17 | |
| ADA PARKING | 18 | |
| PARKING DIMENSIONS | | |
| STANDARD STALL | 9'w x 18.5'd | |
| ADA STALL | 9'w x 18.5'd | |
| COMPACT STALL | N/A | |
| DRIVE WIDTH | 26'w | |

### SITE AMENITIES

| AMENITY | QTY / SF / NOTES |
|---|---|
| SWIMMING POOL | INCLUDED |
| FITNESS CENTER | INCLUDED |
| CAR CARE CENTER | INCLUDED |
| PET PLAYGROUND TYPE A | 3,891 SF |
| PET PLAYGROUND TYPE C | 3,010 SF |
| ENCLOSED YARDS | 24 |
| STORAGE LOCKERS | 7 |
| PARCEL PICKUP | INCLUDED |
| GRILLING AREA | INCLUDED |
| PROPERTY BOUNDARY | SURVEY |

0 125 250 500
SCALE 1" = 250'
NORTH


CONTINENTAL PROPERTIES
W134 N8675 EXECUTIVE PARKWAY
MENOMONEE FALLS, WI 53051
262.502.5500 * FAX 262.502.5522
ON BEHALF OF
CONTINENTAL 928 FUND LLC


PROJECT INFORMATION

**SPRINGS AT CORCORAN**
N 97TH AVE - N BROCKTON LN - NWC | CORCORAN, MN

CONTINENTAL 928 FUND LLC

SHEET INFORMATION

**EXHIBIT D**
**SITE PLAN**

DRAWN DATE: 02/15/2026
DRAWN BY: JWG

SHEET NUMBER

**D1-2.3**

C:\Users\jgust\Continental Properties\CAD - Documents\Minnesota\Corcoran\97thAve_Brockton_NW\Civil\dwg\CP_draw\04_D1\97th Ave_Brockton Ln_NWC_D1-2.3.dwg

Outlook

**RE: [External] Re: [External] 26-001 Springs at Corcoran Distribution**

**From** Christina Neel <Christina.Neel@hennepin.us>
**Date** Fri 6/12/2026 12:43 PM
**To** Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Natalie Davis <ndavis@corcoranmn.gov>
**Cc** steven.hegland@stantec.com <steven.hegland@stantec.com>; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Kendra Lindahl Forwarding <klindahl@landform.net>; Dan Patterson <Dan.Patterson@hennepin.us>; Chad D Ellos <Chad.Ellos@hennepin.us>; Seth Gellman <SGellman@corcoranmn.gov>

Good afternoon,

Thank you for providing the additional traffic analysis for County Road 30 in relation to the proposed Springs at Corcoran development. After reviewing the updated information including the site plans, average daily traffic volumes, existing roadway speeds, and the broader context of rapid growth in the area, county staff are supportive of near-term enhanced traffic control at the proposed Elm Lane and County Road 30 intersection as part of the development. Based on current conditions and projected peak-hour needs from the traffic analysis, a roundabout appears to be the most appropriate enhanced traffic control option to improve safety and manage traffic operations. County staff do not recommend constructing and operating a traffic signal at this location currently. Traffic levels, operational considerations, and the planned reconstruction of County Road 30 in the mid-term all point toward alternative solutions being a better fit at this time.

This segment of County Road 30 is being considered for reconstruction within the next 10 or so years. As part of the future project development process, county staff will re-evaluate traffic control at major intersections, including the existing signals at County Road 116 and County Road 101.

We would welcome the opportunity to discuss traffic control options, next steps, and the scope of potential near-term improvements associated with the Springs at Corcoran development. We understand there are right-of-way and wetland constraints that may influence near-term design feasibility and want to ensure any interim improvements can integrate effectively with future projects.

Our availability next week is as follows:
Monday 6/15: 11-1
Tuesday 6/16: 9-11am, 12:30-2
Wednesday 6/17: 9-11am, 12:30-2
Thursday 6/18: 10-1

Thank you,

Christina Neel (she/her)
Development Review Coordinator
Transportation Project Delivery
Office: 612-596-0244
christina.neel@hennepin.us | hennepin.us

---

**From:** Dwight Klingbeil <DKlingbeil@corcoranmn.gov>
**Sent:** Wednesday, June 3, 2026 2:45 PM
**To:** Chad D Ellos <Chad.Ellos@hennepin.us>
**Cc:** steven.hegland@stantec.com; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Kendra Lindahl <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>; Dan Patterson <Dan.Patterson@hennepin.us>; Christina Neel <Christina.Neel@hennepin.us>; Natalie Davis <ndavis@corcoranmn.gov>
**Subject:** [External] Re: [External] 26-001 Springs at Corcoran Distribution

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Chad,

Attached are the requested traffic analysis details.

As for the development status south of CSAH 30, the City has not received any applications for development proposals anywhere along the southside of CSAH 30. The resident who reached out to you is likely referring to the Springs at Corcoran application, which is rezoning 19330 CSAH 30 from General Mixed Use to Planned Unit Development.

Thank you,

CORCORAN
*Dwight Klingbeil*
*Planner*
Direct: 763-338-9290 | Main: 763-420-2288
www.corcoranmn.gov

---

**From:** Chad D Ellos <Chad.Ellos@hennepin.us>
**Sent:** Tuesday, June 2, 2026 2:53 PM
**To:** Natalie Davis <ndavis@corcoranmn.gov>
**Cc:** steven.hegland@stantec.com <steven.hegland@stantec.com>; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche

<LLetsche@corcoranmn.gov>; Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Kendra Lindahl Forwarding <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>; Dan Patterson <Dan.Patterson@hennepin.us>; Christina Neel <Christina.Neel@hennepin.us>
**Subject:** RE: [External] 26-001 Springs at Corcoran Distribution

Good afternoon Natalie,

Thank you for the follow up regarding the Springs at Corcoran development. We are aware of the feasibility study and its findings, but our staff would like to review more of the traffic analysis details before providing a determination on the appropriate intersection control at the proposed access on CSAH 30 upon build-out of the Springs at Corcoran.

Specifically, we'd like to review the underlying traffic count data and methods that led to the summarized traffic analysis, warrant analysis, and findings within the Transportation section of the feasibility study. If available, please provide the traffic counts, delays and queues by movement, and the full signal warrant analysis form, charts, and tables used to support the feasibility study's findings.

Additionally, please provide a development status update on the land on the south side of CSAH 30. A potential development on the south side will likely influence intersection operations, create additional traffic demand, and may provide an opportunity to dedicate land for a traffic signal or roundabout at this location (we received an email from a resident mentioning that there was a rezoning request hearing in the works for south of CSAH 30).

Once we have reviewed this additional information, details, and clarity on adjacent development assumptions, the County will be able to provide direction on the appropriate intersection control and any improvements that may be supported in the near term.

Thank you,

## Chad Ellos, P.E.

Transportation Planning Manager
Office: 612-596-0395
chad.ellos@hennepin.us | hennepin.us

---

**From:** Natalie Davis <ndavis@corcoranmn.gov>
**Sent:** Monday, June 1, 2026 9:05 AM
**To:** Christina Neel <Christina.Neel@hennepin.us>
**Cc:** steven.hegland@stantec.com; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Kendra Lindahl <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>; Chad D Ellos <Chad.Ellos@hennepin.us>; Dan Patterson <Dan.Patterson@hennepin.us>
**Subject:** RE: [External] 26-001 Springs at Corcoran Distribution

Good morning Christina,

I received your voicemail last week regarding questions you are receiving about the Springs at Corcoran development. The City continues to work through traffic and access issues associated with the project, specifically regarding access to County Road 30. While I received the County's official comment letter dated March 26, 2026, I wanted to follow up regarding the February 11, 2026 meeting between City staff and County staff, including Chad Ellos and Dan Patterson. During that meeting, there was discussion regarding a potential roundabout at the proposed access location; however, City staff was specifically seeking direction regarding signalization of the intersection. At that time, County staff indicated that additional analysis was needed regarding the appropriate intersection control. Prior to that meeting, the City had provided the County with a copy of the traffic feasibility study completed as part of the Springs development review.

The feasibility study completed by the City indicated a failing level of service for southbound traffic exiting the development, and it projected that peak-hour signal warrants would be met at full buildout of the development. Based on these findings, the City has required the developer to construct full turn lanes and install signalization at the intersection.

Given these findings, will Hennepin County allow and support signalization of this intersection as part of the development application?

If not, what level of intersection improvement will Hennepin County permit to ensure that adequate and safe access is provided to the development? If the County's preferred alternative is a roundabout or another form of intersection control, please identify that improvement so the City can provide clear direction to the developer and evaluate any associated right-of-way and implementation impacts.

The March 26 comment letter leaves the question of ultimate intersection control unresolved. The City needs a final determination at this time so that we can effectively work with the developer and communicate clear expectations to the public regarding the improvements that will be required.

Thank you for your assistance, and I look forward to your response.

Thank you,

***Natalie Davis McKeown,*** *AICP*
***Community Development Director***
Direct: 763-338-9288 | Main: 763-420-2288
www.corcoranmn.gov

---

**From:** Christina Neel <Christina.Neel@hennepin.us>
**Sent:** Thursday, March 26, 2026 12:04 PM
**To:** Natalie Davis <ndavis@corcoranmn.gov>
**Cc:** Hegland, Steven <steven.hegland@stantec.com>; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Kendra Lindahl Forwarding <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>; Transportation.Plats <Transportation.Plats@hennepin.us>
**Subject:** RE: [External] 26-001 Springs at Corcoran Distribution

Good afternoon,

Please see the attached, corrected letter regarding the 65’ half ROW (or combination of ROW and trail easement to get to 65’).

65’ half ROW would meet minimum requirements for traffic control measures for the intersection, including a potential single lane roundabout.
Thank you and we look forward to seeing the updated preliminary plat soon,

Christina Neel (she/her)
Development Review Coordinator
Transportation Project Delivery
Office: 612-596-0244
christina.neel@hennepin.us | hennepin.us

---

**From:** Natalie Davis <ndavis@corcoranmn.gov>
**Sent:** Friday, March 20, 2026 9:23 AM
**To:** Christina Neel <Christina.Neel@hennepin.us>
**Cc:** Hegland, Steven <steven.hegland@stantec.com>; Kevin Mattson <kmattson@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Kendra Lindahl <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>; Transportation.Plats <Transportation.Plats@hennepin.us>
**Subject:** RE: [External] 26-001 Springs at Corcoran Distribution

Good morning Christina,

I want to follow-up on a few items in this memo. We have been communicating the options as a 65’ half ROW along CR 30 or a 60’ half ROW with a 5’ trail easement. We believe the development team is moving forward with the 60’ half ROW and 5’ trail easement. The letter says the alternative to a 65’ half ROW is a 50’ half ROW with a 10’ trail easement, which would not get to an equivalent of 65’ nor is it consistent with the requirements for recent projects in this area such as Kwik Trip and Hope Community. Was this a typo? If so, can the letter be corrected to avoid confusion with the development team?

We are expecting an updated preliminary plat that would have the future commercial area preliminary platted for the area that is currently called out as Outlot C, so I have been communicating with the applicant the same 65’ half ROW or equivalent through ROW/trail easement along CR 101 (similar to what was required for Kwik Trip). The intent is for the access on CR 101 to match what was approved as part of the Kwik Trip preliminary plat last year. We will forward the updated preliminary plat once it has been received from the development team.

Finally, I noted that there is a desire to continue discussing additional ROW of needs for traffic control at the new intersection at CR 30. What is needed to get a final decision on the needed ROW in excess of the 65’ half ROW? The City has to identify the required ROW with the preliminary plat approval to obtain it as part of the plat. The application is anticipated to go to Planning Commission and City Council in May.

Thank you,

***Natalie Davis McKeown,*** *AICP*
***Community Development Director***
Direct: 763-338-9288 | Main: 763-420-2288
www.corcoranmn.gov

---

**From:** Christina Neel <Christina.Neel@hennepin.us>
**Sent:** Monday, March 16, 2026 4:52 PM
**To:** Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Natalie Davis <ndavis@corcoranmn.gov>; Kendra Lindahl Forwarding <klindahl@landform.net>; Kevin Mattson <kmattson@corcoranmn.gov>; Hegland, Steven <steven.hegland@stantec.com>; Lauren Letsche <LLetsche@corcoranmn.gov>; Matt Gottschalk <mgottschalk@corcoranmn.gov>; Ryan Burns <rburns@corcoranmn.gov>
**Cc:** Seth Gellman <SGellman@corcoranmn.gov>; Transportation.Plats <Transportation.Plats@hennepin.us>
**Subject:** RE: [External] 26-001 Springs at Corcoran Distribution

This message was sent from outside of the organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe.

Good afternoon all,
Attached is our comment letter for Springs at Corcoran preliminary plat on CSAH 30 (and CSAH 101).

Please reach out with any questions,

Christina Neel (she/her)
Development Review Coordinator
Transportation Project Delivery
Office: 612-596-0244
christina.neel@hennepin.us | hennepin.us

---

**From:** Dwight Klingbeil <DKlingbeil@corcoranmn.gov>
**Sent:** Tuesday, February 17, 2026 4:26 PM
**To:** Natalie Davis <ndavis@corcoranmn.gov>; Kendra Lindahl <klindahl@landform.net>; Kevin Mattson <kmattson@corcoranmn.gov>; Hegland, Steven <steven.hegland@stantec.com>; Lauren Letsche <LLetsche@corcoranmn.gov>; Matt Gottschalk <mgottschalk@corcoranmn.gov>; Ryan Burns <rburns@corcoranmn.gov>; Transportation.Plats <Transportation.Plats@hennepin.us>; wes.saunders-pearce@state.mn.us
**Cc:** Seth Gellman <SGellman@corcoranmn.gov>
**Subject:** [External] 26-001 Springs at Corcoran Distribution

Hello all,

**CAUTION:** This email was sent from outside of Hennepin County. Unless you recognize the sender and know the content, do not click links or open attachments.

The City received a Preliminary Plat, Preliminary Planned Unit Development, and Rezoning request for the Springs at Corcoran. Please use the link below to access the application materials. We would appreciate all comments be returned by March 23, 2026.

26-001 Springs at Corcoran Pre-Plat, Pre-PUD, Rezoning

Thank you,

**Dwight Klingbeil**
*Planner*
Direct: 763-338-9290 | Main: 763-420-2288
www.corcoranmn.gov

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Outlook

## Springs at Corcoran - enhanced traffic control on County Road 30

**From** Chad D Ellos <Chad.Ellos@hennepin.us>
**Date** Fri 6/26/2026 5:16 PM
**To** Kevin Mattson <kmattson@corcoranmn.gov>; Steve Hegland <SteveH@HAA-inc.com>
**Cc** Dan Patterson <Dan.Patterson@hennepin.us>; Christina Neel <Christina.Neel@hennepin.us>; Steven Mosing <Steven.Mosing@hennepin.us>; Natalie Davis <ndavis@corcoranmn.gov>; Dwight Klingbeil <DKlingbeil@corcoranmn.gov>; Lauren Letsche <LLetsche@corcoranmn.gov>; Kendra Lindahl Forwarding <klindahl@landform.net>; Seth Gellman <SGellman@corcoranmn.gov>

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Kevin and Steve,

We were able to connect with County staff to clarify expectations and gather additional guidance regarding enhanced traffic control at the new access on County Road 30 serving the Springs at Corcoran development. Initially, the County required right and left turn lanes on County Road 30 at the new access assuming side street stop control. Based on our review of the feasibility study, site plans, forecast traffic volumes, existing speeds, and the broader context of rapid growth in the area, the County supports enhanced traffic control at this intersection.

Given these factors and considering broader regional experience and trends, we believe a roundabout is the preferred option for improving safety, intersection operations, and controlling speeds along the corridor. Similar intersections in Corcoran, Rogers, and neighboring communities have successfully used roundabouts and Wright County has implemented them extensively on comparable corridors. From both a corridor and regional standpoint, roundabouts have demonstrated clear operational and safety benefits.

While the County is not opposed to evaluating a traffic signal, County staff expressed that support for a signal at this location is unlikely unless analysis shows a clear operational advantage over a roundabout. To fully assess this, a complete traffic signal warrant analysis (including all way stop warrants) and the County's supplemental priority factor assessment is needed. David Sheen in our Traffic Operations division can assist with the priority factor assessment and review of the warrant analysis assumptions and interpretation of the results.

If a traffic signal is justified and determined to be an appropriate option, the city and county can further discuss ownership and maintenance responsibilities. If the analysis shows that a traffic signal is not an appropriate option at this time, further discussions with the County Traffic Operations Manager / Traffic Engineer will be necessary to explore the possibility of a City maintained traffic signal through a maintenance agreement where the County would perform the maintenance work at the City's expense.

Please let us know if you have any questions or would like to discuss next steps.

Thanks,

Chad Ellos, P.E.
Transportation Planning Manager
Office: 612-596-0395
chad.ellos@hennepin.us | hennepin.us

-----Original Appointment-----
**From:** Natalie Davis <ndavis@corcoranmn.gov>
**Sent:** Monday, June 15, 2026 11:04 AM
**To:** Natalie Davis; Dwight Klingbeil; Steve Hegland; Kevin Mattson; Lauren Letsche; Kendra Lindahl; Dan Patterson; Chad D Ellos; Christina Neel; Seth Gellman
**Subject:** [External] City/County Springs at Corcoran
**When:** Wednesday, June 17, 2026 10:00 AM-11:00 AM (UTC-06:00) Central Time (US & Canada).
**Where:** Microsoft Teams Meeting

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## Microsoft Teams meeting

**Join:** https://teams.microsoft.com/meet/286750056722642?p=z2Q6BpCB5rwPOE3zVY

Meeting ID: 286 750 056 722 642

Passcode: Jw92r5wn

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Need help? | System reference

For organizers: Meeting options

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**2026-08-13 Staff Summary County Road 30 Intersection Requirements for Springs**

The City conducted an infrastructure feasibility study in January 2026 which identified that, at full buildout of the project—including both the apartment and commercial components—the intersection is projected to operate at a failing level of service for vehicles exiting the development onto County Road 30. The study also identified that the intersection would meet one of the engineering criteria evaluated for signalization. A failing level of service means vehicles exiting the development could experience significant delays during peak periods, resulting in intersection congestion.

Based on the projected conditions identified by the study, the City has identified the need to address the future operation of the intersection as development occurs. The potential intersection enhancement could be either a traffic signal or a roundabout.

Hennepin County's current requirements for the new access to County Road 30 include right- and left-turn lanes. Because the intersection is within County right-of-way, any additional intersection improvement is also subject to County review and approval.

After reviewing the feasibility study, site plans, forecast traffic volumes, existing speeds, and anticipated growth in the area, it is the City's understanding that County staff supports enhanced traffic control at the intersection and considers a roundabout the preferred enhancement based on the information currently available.

Additional information and analysis are required before the County can determine whether a traffic signal would be permissible as an alternative to a roundabout. This includes a traffic signal warrant analysis and completion of the County's supplemental priority factor assessment. The analysis would evaluate signal warrants 1 (8-hour), 2 (4-hour), and 3 (peak-hour), as well as crash history.

The additional studies have not been initiated because authorization to proceed has not been received from the applicant. Accordingly, whether a traffic signal would be permissible as an alternative to a roundabout remains unresolved.

Stantec

# Springs at Corcoran Feasibility Study

February 2, 2026

Prepared for:

**City of Corcoran**
8200 County Road 116
Corcoran, MN 55340

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# 1.0 INTRODUCTION

The proposed project will involve the development of approximately 67 acres of land into a mixed use development. Continental Properties is proposing a mixed use development consisting of a 294 unit market-rate apartment community with an additional 34 acres of commercial development broken up into 5 proposed lots. Continental Properties is proposed to lead the apartment community portion of the development with the commercial portion being undefined at this time. A copy of the Development Site Plan is provided as Figure 1.

The proposed development is located generally along the northwest corner of County State Aid Highway (CSAH) 30 and CSAH 101.

This Feasibility Study is the basis for identifying infrastructure improvements necessary to support the development.

# 2.0 TRANSPORTATION

## 2.1 BACKGROUND

This study examined weekday A.M. and P.M. peak hour traffic impacts of the proposed development at the following intersections:

- CR 116/CSAH 30
- CSAH 101/CSAH 30
- CSAH 30/access (future)
- CSAH 101/access (future)

## 2.2 PROPOSED DEVELOPMENT CHARACTERISTICS

For purpose of the traffic impact analysis, the proposed development is assumed to consist of the following uses:

- Apartment homes – 294 dwelling units
- General office – 28,400 square feet
- Retail – 45,100 square feet
- Daycare – 10,000 square feet

Access will be provided via a new connection to CSAH 30 and a planned connection to CSAH 101 as well as local connections to the adjacent Bellwether neighborhood.

## 2.3 EXISTING CONDITIONS

The proposed project site is currently utilized for agricultural purposes. The site is bounded by CSAH 30 on the south, CSAH 101 on the east, agricultural land on the west, and existing residential uses on the north. Near the site location, CSAH 30 and CSAH 101 are two lane undivided roadways with turn lanes and traffic signal control at major intersections.

Existing conditions near the proposed project location are described below.

CR 116/CSAH 30 - This four-way intersection is controlled with a traffic signal. The eastbound, northbound, and southbound approaches provide one left turn lane, one through lane, and one right turn lane. The westbound approach provides one left turn lane and one through/right turn lane with a channelized right turn island.

CSAH 101/CSAH 30 - This four-way intersection is controlled with a traffic signal. The eastbound approach provides one left turn lane and one through/right turn lane. The westbound approach provides one left turn lane, one through lane, and one right turn lane with a channelized right turn island. The northbound approach provides one left turn lane and one through/right turn lane with a channelized right turn island. The southbound approach provides one left turn lane and one through/right turn lane.

Weekday traffic volume data was recorded at the existing intersections in December, 2025. Existing traffic volume data is presented later in this report.

## 2.4 TRAFFIC FORECASTS

To adequately assess the impacts of the proposed project, forecasts and analyses were completed for both a no-build and build scenario with a buildout assumed through 2032. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2025 Existing*. Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.

- *2032 No-Build*. Existing volumes at the subject intersections were increased by 1.1 percent per year to determine 2032 No-Build volumes. The 1.1 percent per year growth rate was calculated based on historic traffic volume growth in the project area and traffic forecast information presented in the Corcoran Comprehensive Plan. In addition, trips generated from the Hope Church and Kwik Trip development were also included in the 2032 No-Build volumes.

- *2032 Build*. Trips generated by the proposed development were added to the 2032 No-Build volumes to determine 2032 Build volumes.

The expected new development trips were calculated based on data presented in Trip Generation, Twelfth Edition, published by the Institute of Transportation Engineers. These calculations represent total trips that will be generated by the proposed development. The resultant trip generation estimates are shown in Table 1.

**Table 1: Weekday Trip Generation for Proposed Project**

| Land Use (ITE Code) | Size | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Weekday Daily |
|---|---|---|---|---|---|---|---|---|
| | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **Total** |
| Apartment homes (220) | 294 DU | 29 | 92 | 121 | 95 | 58 | 153 | 1826 |
| General Office (710) | 28,400 SF | 31 | 4 | 35 | 5 | 28 | 33 | 222 |
| Retail (822) | 45,100 SF | 98 | 79 | 177 | 141 | 143 | 284 | 2457 |
| Daycare | 10,000 SF | 58 | 51 | 109 | 51 | 57 | 108 | 393 |
| **Totals** | | **216** | **226** | **442** | **292** | **286** | **578** | **4898** |

Notes: SF=square feet and DU=dwelling units

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for trips generated by the proposed development are described below:

- 15 percent to/from the north on CSAH 101
- 51 percent to/from the east on CSAH 30
- 10 percent to/from the south on CSAH 101
- 5 percent to/from the west on CSAH 30
- 10 percent to/from the south on CR 116

- 5 percent to/from the north on CR 116
- 2 percent to/from the north on Hunters Ridge
- 2 percent to/from the north on Elm Lane

Development trips from Table 1 were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant peak hour volumes are shown in Tables 2 and 3.

**Table 2: Weekday A.M. Peak Hour Traffic Volumes**

| **CR 116/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | 8 | 425 | 26 | 106 | 169 | 27 | 10 | 58 | 88 | 79 | 345 | 5 |
| 2032 No-Build | 9 | 546 | 39 | 137 | 302 | 160 | 27 | 80 | 117 | 211 | 388 | 5 |
| 2032 Build | 9 | 556 | 39 | 159 | 314 | 171 | 27 | 80 | 139 | 221 | 388 | 5 |
| **CSAH 101/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | 38 | 501 | 29 | 39 | 253 | 55 | 16 | 119 | 81 | 120 | 210 | 51 |
| 2032 No-Build | 117 | 674 | 57 | 42 | 432 | 177 | 48 | 151 | 87 | 247 | 248 | 138 |
| 2032 Build | 117 | 755 | 72 | 42 | 494 | 225 | 60 | 161 | 87 | 281 | 255 | 138 |
| **CSAH 30/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | - | 568 | - | - | 320 | - | - | - | - | - | - | - |
| 2032 No-Build | - | 848 | - | - | 618 | - | - | - | - | - | - | - |
| 2032 Build | 42 | 848 | - | - | 618 | 74 | - | - | - | 96 | - | 45 |
| **CSAH 101/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | - | - | - | - | - | - | - | 212 | - | - | 381 | - |
| 2032 No-Build | 35 | - | 88 | - | - | - | 176 | 268 | - | - | 456 | 35 |
| 2032 Build | 69 | - | 129 | - | - | - | 234 | 268 | - | - | 456 | 67 |

**Table 3: Weekday P.M. Peak Hour Traffic Volumes**

| **CR 116/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | 14 | 305 | 14 | 91 | 498 | 61 | 31 | 266 | 191 | 58 | 80 | 21 |
| 2032 No-Build | 15 | 448 | 31 | 119 | 623 | 196 | 44 | 304 | 226 | 210 | 107 | 23 |
| 2032 Build | 15 | 463 | 31 | 148 | 637 | 210 | 44 | 304 | 255 | 225 | 107 | 23 |
| **CSAH 101/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | 68 | 483 | 15 | 94 | 550 | 204 | 32 | 223 | 61 | 96 | 126 | 49 |
| 2032 No-Build | 156 | 692 | 49 | 101 | 731 | 327 | 61 | 260 | 65 | 211 | 156 | 126 |
| 2032 Build | 156 | 780 | 66 | 101 | 829 | 377 | 81 | 270 | 65 | 269 | 168 | 126 |
| **CSAH 30/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | - | 566 | - | - | 631 | - | - | - | - | - | - | - |
| 2032 No-Build | - | 897 | - | - | 918 | - | - | - | - | - | - | - |
| 2032 Build | 59 | 897 | - | - | 918 | 118 | - | - | - | 105 | - | 57 |
| **CSAH 101/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** |
| 2025 Existing | - | - | - | - | - | - | - | 495 | - | - | 271 | - |
| 2032 No-Build | 32 | - | 80 | - | - | - | 160 | 586 | - | - | 335 | 32 |
| 2032 Build | 74 | - | 150 | - | - | - | 220 | 586 | - | - | 335 | 76 |

## 2.5 TRAFFIC ANALYSIS

Traffic analyses were completed for the subject intersections for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The following is a detailed description of the conditions described by each LOS designation:

- Level of service A corresponds to a free flow condition with motorists virtually unaffected by the intersection control mechanism. For a signalized or an unsignalized intersection, the average delay per vehicle would be approximately 10 seconds or less.

- Level of service B represents stable flow with a high degree of freedom, but with some influence from the intersection control device and the traffic volumes. For a signalized intersection, the average delay ranges from 10 to 20 seconds. An unsignalized intersection would have delays ranging from 10 to 15 seconds for this level.

- Level of service C depicts a restricted flow which remains stable, but with significant influence from the intersection control device and the traffic volumes. The general level of comfort and convenience changes noticeably at this level. The delay ranges from 20 to 35 seconds for a signalized intersection and from 15 to 25 seconds for an unsignalized intersection at this level.

- Level of service D corresponds to high-density flow in which speed and freedom are significantly restricted. Though traffic flow remains stable, reductions in comfort and convenience are experienced. The control delay for this level is 35 to 55 seconds for a signalized intersection and 25 to 35 seconds for an unsignalized intersection.

- Level of service E represents unstable flow of traffic at or near the capacity of the intersection with poor levels of comfort and convenience. The delay ranges from 55 to 80 seconds for a signalized intersection and from 35 to 50 seconds for an unsignalized intersection at this level.

- Level of service F represents forced flow in which the volume of traffic approaching the intersection exceeds the volume that can be served. Characteristics often experienced include long queues, stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure. Delays over 80 seconds for a signalized intersection and over 50 seconds for an unsignalized intersection correspond to this level of service.

The LOS results for the study intersections are presented in Tables 4 and 5.

**Table 4: Weekday A.M. Peak Hour Level of Service Results**

| CR 116/CSAH 30 | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | Intersection |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | B | C | B | B | B | A | B | B | B | B | C | B | B |
| 2032 No-Build | B | C | B | C | B | A | C | C | C | C | C | C | C |
| 2032 Build | B | C | B | C | B | A | C | C | D | C | C | C | C |
| **CSAH 101/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2025 Existing | A | A | A | B | B | A | B | C | A | B | C | C | B |
| 2032 No-Build | B | A | B | C | C | A | C | D | A | C | A | D | C |
| 2032 Build | B | A | D | C | C | A | D | D | A | D | A | E | D |
| **CSAH 30/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2032 Build | A | A | - | - | A | A | - | - | - | F | - | B | B |
| **CSAH 101/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2032 No-Build | D | | B | | | | A | A | | | A | A | A |
| 2032 Build | F | | B | | | | A | A | | | A | A | A |

**Table 5: Weekday P.M. Peak Hour Level of Service Results**

| CR 116/CSAH 30 | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | Intersection |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | B | B | B | B | B | A | B | B | B | B | B | B | B |
| 2032 No-Build | B | C | B | B | C | A | C | C | C | C | B | B | C |
| 2032 Build | B | C | B | B | C | A | C | C | C | C | B | B | C |
| **CSAH 101/CSAH 30** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2025 Existing | B | A | B | B | B | A | B | C | A | B | A | C | B |
| 2032 No-Build | C | A | C | C | C | A | C | D | A | C | A | C | C |
| 2032 Build | D | A | D | D | D | A | D | E | A | D | A | D | D |
| **CSAH 30/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2032 Build | B | A | - | - | A | A | - | - | - | F | - | C | D |
| **CSAH 101/access** | **EBL** | **EBT** | **EBR** | **WBL** | **WBT** | **WBR** | **NBL** | **NBT** | **NBR** | **SBL** | **SBT** | **SBR** | **Intersection** |
| 2032 No-Build | D | | B | | | | A | A | | | A | A | A |
| 2032 Build | F | | B | | | | A | A | | | A | A | A |

Under 2025 existing and 2032 No-Build conditions, all movements and intersections operate at LOS D or better during the a.m. and p.m. peak hours.

Under 2032 Build conditions, the following operations occur:

- The southbound left turn at the CSAH 30/access intersection operates at LOS F during the a.m. and p.m. peak hours. The overall intersection operates at LOS B during the a.m. peak hour and LOS D during the p.m. peak hour.
- The eastbound left turn at the CSAH 101/access intersection operates at LOS F during the a.m. and p.m. peak hours. The overall intersection operates at LOS A during both the a.m. and p.m. peak hours.
- All other movements and intersections operate at LOS E or better during the a.m. and p.m. peak hours.

Traffic Signal Warrant Review at CSAH 30/Proposed Access

As shown above, the southbound left turn movement operates at LOS F during the 2032 Build scenario at the CSAH 30/Proposed Access intersection. In order to accommodate traffic generated by the proposed development, traffic signal control was considered at this location. The traffic forecasts for the 2032 Build scenario were used to analyze the peak hour traffic signal warrant. These volumes include trips from the proposed project as well as other background traffic.

The traffic volume forecasts were used to determine if the specific warrant is satisfied based on published criteria outlined in the Minnesota Manual of Uniform Traffic Control Devices (MMUTCD). Warrant 3 (Peak Hour Volume) was assessed. The results of the signal warrant analysis for the 2032 Build condition indicate the warrant is met at the intersection for intersection control at this location. Any changes to the intersection control must be reviewed and approved by Hennepin County.

Traffic Signal Warrant Review at CSAH 101/Proposed Access

As shown above, the eastbound left turn movement operates at LOS F during the 2032 Build scenario at the CSAH 101/Proposed Access intersection. Once again, the traffic volume forecasts were used to assess Warrant 3 (Peak Hour Volume). The results of the signal warrant analysis for the 2032 Build condition indicate the warrant is not met at the intersection.

## 2.6 ACCESS

The initial concept plan identifies multiple vehicular access points intended to support phased development of the proposed mixed-use site and long-term connectivity with adjacent properties and the surrounding roadway network, as is shown in the City's Northeast District Plan. These include three roadway connections to the adjacent Bellwether residential development, a future roadway stub extending west to an adjacent parcel guided for Business Park use, and two access points to the county roadway system.

The three connections to the Bellwether development align with roadway stubs that were constructed as part of the approved Bellwether plats. These connections are consistent with the roadway network anticipated in the City's Northeast District Plan. From a feasibility standpoint, these connections provide established neighborhood access and allow flexibility in internal circulation.

A roadway stub is proposed along the western edge of the site to accommodate future access to the adjacent parcel guided for Business Park use. The proposed alignment is located slightly south of the access location shown on the concept plans that were previously developed for the adjacent business park. Those earlier layouts were conceptual, and the revised alignment remains generally consistent with the Northeast District Plan. The proposed stub is situated immediately north of an existing residential parcel, which may provide a future access opportunity should that property redevelop, given that Hennepin County access policy would not support continued direct access to CSAH 30 for redevelopment of that lot. The proposed location avoids known environmental constraints, including wetlands, floodplain areas, and topographic limitations, supporting its long-term feasibility.

An eastern access connection is shown consistent with the alignment approved through the Preliminary Plat for the adjacent Kwik Trip development. That approval included dedication of a 40-foot half right-of-way within the Kwik Trip development centered on the shared property line. If the Kwik Trip or related commercial development does not proceed, the access alignment would require reevaluation. In that scenario, the mixed-use development would need to secure appropriate easements or propose an alternative access location, subject to Hennepin County review and approval.

The concept plan also proposes a full-movement access to CSAH 30 approximately 1,640 feet west of CSAH 101. The City's Northeast District Plan, developed in coordination with Hennepin County, identifies two full-movement access locations along CSAH 30 between CSAH 116 and CSAH 101. While the proposed access location is slightly east of the guideline spacing distance of approximately 1,760 feet, it remains generally consistent with county access management objectives. No known environmental constraints on adjacent properties would limit the ability to align the proposed access.

Final approval of all access locations is subject to Hennepin County permitting and review. Hennepin County has provided initial feedback on the access location indicating it would be feasible.

## 2.7 TRAIL/PEDESTRIAN ACCESS

The concept plan identifies sidewalk access throughout the development. Through the concept plan process, a connected trail network through the site has been identified. The development shall work with City staff to finalize the trail alignment and connection locations to adjacent parcels.

A crossing of CSAH 30 at the development access is likely to be necessary to provide future trail connectivity to the parcels to the south as well as trail network along the County Roadway. The crossing of this trail should be incorporated into intersection improvements at the southern development access and CSAH 30.

In their initial review of the concept plan, the development noted that the 2040 Comp Plan had indicated on-road bike facilities for CSAH 30 but noted that the county has been switching from on-road to off-road trails which should be anticipated along CSAH 30.

At the time of preliminary plat, the trail and sidewalk network shall be reviewed to ensure compliance with the City's Pedestrian Crosswalk Policy.

## 2.8 FINDINGS

Based on the traffic forecasts, operational analysis, and system review, the following improvements are recommended to accommodate the development and mitigate impacts on the transportation system.

- CSAH 30 and development access
    - Full turn lanes on CSAH 30 from the eastbound and westbound directions including southbound right and left turn lanes from the development.
    - Signal control of the improved intersection subject to Hennepin County review and approval.
    - If Hennepin County does not approve of signal control, other alternatives for intersection control should be provided.

- CSAH 101 and development access
    - Full turn lanes on CSAH 101 from the southbound and northbound directions including eastbound right and left turn lanes from the development is requirement of access. Development shall be responsible for turn lane construction if not in place at time of access.

- Incorporate approved trail crossing into access improvements at CSAH 30.
- Comply with City of Corcoran Pedestrian Crosswalk Policy.

# 3.0 WATER

The development plan was reviewed for conformance with the Comprehensive Water Plan and NE Pressure Zone pipe network. Figure 1 of Appendix A shows the proposed pipe routing of the Springs of Corcoran development along with the required pipe sizing required of the development. The development area watermains are proposed to include 12-inch and 16-inch trunk water mains along with 8-inch local water mains. The trunk main diameters and relative locations were determined in accordance with previous planning studies and are recommended for supporting future growth and development to the south and west of the current development and are consistent with the Comprehensive Water Plan and planning of the NE Water System.

In 2025, Corcoran completed the construction and commissioning of a new municipal well, water treatment plant (WTP), and elevated water storage tank (tower) which provide water service to the Northeast Water Service Area (NE Zone). As part of the commissioning of this infrastructure, the existing 16-inch water supply interconnection with Maple Grove has been closed by a valve located at the municipal boundary.

For the purposes of this report, the analysis was performed with the WTP and tower operational, with the tower providing the controlling hydraulic grade line within the distribution system. The Maple Grove interconnection has been modeled as closed, to reflect current operating conditions.

## 3.1 DEMANDS

The demands for the proposed development were estimated using data from the developer-provided site plan. Average demands for residential uses were calculated based on the number of units and relative residential densities in accordance with previous Corcoran water studies. Demand estimates for commercial uses were based on occupied square footage and type of use in accordance with the MCES SAC Manual. The calculated demand for each building shown on the concept site plan was assigned a model node.

The table below presents the average and maximum day demands calculated for each building and assigned to each node within the development. A factor of 3.0 was used to calculate maximum day demands from average day demands. Peak hour demands were calculated using a factor of 2.0 multiplied by maximum day demands.

| Lot # | Building Type | Avg Day Flow | Node | Avg Day Demand | Max Day Demand | Peak Hour Demand |
|---|---|---|---|---|---|---|
| | | gal/day | | gal/min | gal/min | Gal/min |
| NA | Multi-Fam Housing | 25,700 | J-85 | 17.8 | 53.4 | 106.9 |
| NA | Multi-Fam Housing | 9,400 | J-103 | 6.5 | 19.4 | 38.9 |
| NA | Multi-Fam Housing | 21,800 | J-316 | 15.1 | 45.4 | 90.8 |
| Lot 1 | Commercial-Office | 2,700 | J-317 | 3.3 | 9.8 | 19.7 |
| Lot 3 | Commercial-Retail | 2,100 | | | | |
| Lot 1 | Commercia-Office | 2,700 | J-84 | 1.8 | 5.5 | 11.1 |
| Lot 2 | Commercial-Retail | 2,100 | J-318 | 1.4 | 4.2 | 8.5 |
| Lot 4 | Commercial-Retail | 3,400 | J-320 | 2.4 | 7.1 | 14.2 |
| Lot 5 | Commercia-Retail | 4,400 | J-319 | 3.0 | 9.1 | 18.2 |

The total current NE Zone system wide demands used for each scenario are shown below.

- Average Day – 0.48 MGD
- Maximum Day – 1.45 MGD
- Peak Hour – 1,938 gal/min

## Scenario Descriptions

Scenario 1 evaluated predicted pressures and available fire flows within the NE Zone with the future 16-inch and 20-inch trunk water main looping from the development back to the water tower along 97th Avenue N (CR 30). Scenario 2 evaluated predicted pressures and available fire flows within the NE Zone without the 16-inch and 20-inch line looping back to the water tower.

The assumed water levels in the tower were 5 ft below overflow for average day and 10 ft below overflow for maximum day and peak hour demand conditions. The WTP high service pumps were off for the Average Day Demand scenario and one WTP high service pump was on for Maximum Day and Peak Hour Demand scenarios.

## Level of Service Criteria

Municipal water distribution systems are typically designed with a minimum pressure of 35 psi at all locations in the service area under normal operating conditions, including during peak hour demands. Minnesota Administrative Rules require minimum pressures be available to plumbing fixtures within buildings. When water distribution system pressures exceed 80 psi, the Minnesota Plumbing Code requires installation of a pressure reducing valve on individual water services.

For fire flow analyses, an industry standard minimum residual pressure of 20 psi was used. For residential areas, a target fire flow of 1,500 gpm is assumed. For commercial/industrial areas, a higher target fire flow of 3,000 gpm is typical. New commercial/industrial buildings may be sprinklered and, as such, most of these buildings may ultimately have a lower acceptable target. However, 3,000 gpm is deemed a

reasonable overall target, and allows for some conservatism in this safety-driven parameter. These targets are only estimates for planning purposes and do not represent a rating for the site.

## Scenario 1 – Loop to Water Tower

The results for this scenario for the nodes within the proposed development are shown in the table below. The full results for all nodes in the NE Zone with the trunk water main loop in place are shown in Appendix A, Table 1. Additionally, the average day pressure results and maximum day available fire flow results for this scenario are mapped in Figures 2 and 3 of Appendix A, respectively.

| Node | Elevation (ft) | Average Day Demand (gpm) | Average Day Pressure (psi) | Max Day Fire Flow (Available) (gpm) |
|---|---|---|---|---|
| J-84 | 940.4 | 1.8 | 71.2 | 3,601 |
| J-85 | 958.0 | 17.8 | 63.6 | >5,000 |
| J-103 | 946.0 | 6.5 | 68.8 | >5,000 |
| J-316 | 950.0 | 15.1 | 67.0 | 4,185 |
| J-317 | 945.0 | 10.3 | 69.2 | >5,000 |
| J-318 | 940.0 | 4.8 | 71.4 | 3,044 |
| J-319 | 940.5 | 5.4 | 71.1 | 3,289 |
| J-320 | 946.0 | 5.4 | 68.8 | 3,230 |

As shown above, average day pressures are within a range of 63-72 psi. Modeling also indicates that during the peak hour (of maximum day, a condition of rare occurrence), pressure in the development area drop by approximately 2-3 psi. This means the lowest expected pressure within the development is approximately 61.2 psi, which is above the recommended minimum of 35 psi.

The maximum available fire flows along the 16-inch trunk main are over 5,000 gpm. J-318, J-319, J-320, which would supply water to offices, retail, and a childcare facility, exceed the recommended 3,000 gpm fire flow by a small amount. As users for these commercial lots are identified, these results should be reviewed based on their anticipated demands to ensure upsizing of pipes is not necessary to support those uses.

## Scenario 2 – No Loop

The results for this scenario for the nodes within the proposed development are shown in the table below. The full results for all nodes in the NE Zone without the trunk water main loop in place are shown in Appendix A, Table 2. Additionally, the average day pressure results and maximum day available fire flow results for this scenario are mapped in Figures 4 and 5 of Appendix A, respectively.

| Node | Elevation (ft) | Average Day Demand (gpm) | Average Day Pressure (psi) | Max Day Fire Flow (Available) (gpm) |
|---|---|---|---|---|
| J-84 | 940.4 | 1.8 | 71.2 | 3,593 |
| J-85 | 958.0 | 17.8 | 63.5 | >5,000 |
| J-103 | 946.0 | 6.5 | 68.7 | >5,000 |
| J-316 | 950.0 | 15.1 | 67.0 | 4,185 |
| J-317 | 945.0 | 10.3 | 69.2 | >5,000 |
| J-318 | 940.0 | 4.8 | 71.3 | 3,036 |
| J-319 | 940.5 | 5.4 | 71.1 | 3,281 |
| J-320 | 946.0 | 5.4 | 68.7 | 3,221 |

As shown above, average day pressures are within the 63-72 psi range, largely unchanged from Scenario 1. Modeling also indicates that during the peak hour (of maximum day, a condition of rare occurrence), pressures in the development area drop by approximately 2-3 psi. This means the lowest expected pressure within the development is approximately 60.5 psi, which is above the recommended minimum of 35 psi.

The maximum available fire flows along the 16-inch trunk main are over 5,000 gpm. J-318, J-319, J-320, which would supply offices, retail, and a childcare facility, exceed the recommended 3,000 gpm fire flow by a small amount. Again, these results are largely unchanged compared to Scenario 1. As users for these commercial lots are identified, these results should be reviewed based on their anticipated demands to ensure upsizing of pipes is not necessary to support those uses.

## 3.2 FINDINGS

- The system can supply the proposed development with average day pressure in the water mains within an ideal range of 60-75 psi. The water pressure will remain above 60 psi under peak hour demand conditions, which exceeds the recommended minimum of 35 psi.
- The system can meet the minimum fire requirements for both residential and commercial areas. If commercial users of significant water use are proposed within these areas, the water models should be updated to ensure adequate fire flow can be provided or if upsizing of infrastructure is necessary to support that demand.
- Adding the trunk main loop back to the water tower is not required for providing acceptable system pressures and fire flow availability in the proposed development. However, future trunk main looping (including the proposed 16-inch stub to the west, and 12-inch stub to the south) is necessary for the future long-term development of Corcoran's NE Zone.
- The development shall connect to all three water stubs provided with the Bellwether development and provided a looped service through the commercial areas.

# 4.0 SEWER

## 4.1 SEWER LAYOUT

Sanitary sewer service for the proposed development is planned through connection to the existing 15-inch trunk sewer located along Elm Lane at the northern edge of the site. As part of the adjacent Bellwether development, a trunk sewer stub was extended approximately 80 feet into the property. The location and elevation of this stub are generally consistent with the City's 2040 Comprehensive Plan and provide a feasible connection point for the proposed development.

The City's Comprehensive Sewer Plan identifies the 15-inch trunk sewer as a planned extension to the southern boundary of the site to support future system expansion. The trunk sewer extension is anticipated to be constructed at a minimum slope of 0.25 percent, which is consistent with the Ten States Standards for sanitary sewer design and City requirements. At a planning level, the proposed extension appears feasible and does not present known conflicts with existing infrastructure or site constraints. Included in Appendix B is a figure showing the existing sanitary sewer infrastructure along with the trunk sanitary sewer information from the 2040 Comprehensive Plan.

The development will be responsible for constructing internal sewer mains and providing lateral connections to serve adjacent properties to both the east and west. Sewer service to the commercial parcels east of the site, which abut County Road 101, is anticipated to be provided through a sewer manhole proposed near the northwest corner of the approved Kwik Trip preliminary plat. If the Kwik Trip development or related commercial redevelopment does not proceed as approved, the mixed-use development would be responsible for installing the sewer main within public roadway corridors to ensure future service availability to those parcels.

An 8-inch sanitary sewer stub is proposed at the western property line to accommodate future service to the adjacent parcel guided for Business Park use. The stub elevation is proposed not to exceed 925.0 to provide adequate gravity service potential. Based on available planning-level information, this elevation is feasible and appropriate for long-term service to the adjacent property.

Because specific commercial tenants have not yet been identified, wastewater generation from the site will depend on the sewer demands of future occupants. The City's Comprehensive Sewer Plan allocates approximately 0.157 million gallons per day (MGD) of average design flow to serve the combined mixed-use development, the business park land to the west, and the commercial parcels to the east. Development planning should remain consistent with this allocation to ensure adequate system capacity. Any request for sewer capacity beyond the planned allocation would be subject to City review to determine whether sufficient system capacity is available.

**Easements**

Permanent sanitary sewer easements will be dedicated to the City for all trunk and lateral sewer infrastructure. Where sanitary sewer and potable water mains are installed in parallel, easements must be

sized to accommodate required separation distances. Easement width is anticipated to be based on a minimum 1:1 side slope from ground surface to pipe invert (for example, a sewer installed at a depth of 20 feet would require a minimum easement width of 40 feet), consistent with City standards.

## 4.2 FINDINGS

The following key findings and recommendations are made:

- Developer to connect to existing trunk at the 15-inch stub along Elm Lane which was provided with the Bellwether Development.
- Developer to construct the 15-inch trunk sewer stub to the southern property boundary.
- Developer to provide an eastern sewer stub to provide service to the adjacent commercial properties.
- Developer to provide a western sewer stub at a maximum elevation of 925.0.
- Permanent easements for the trunk and lateral sewers will be dedicated to the City.

# 5.0 WATER RESOURCES

## 5.1 REGULATORY OVERVIEW

Stormwater management regulations in the proposed project area would be guided or directed by Corcoran's Local Surface Water Management Plan (Local Plan) the City's Guidelines, Stormwater Pollution Prevention Plan (SWPPP) and MS4 requirements. Each of these documents has a larger regulatory context:

The Local Plan reflects the goals, policies and rules of the Elm Creek Watershed Management Commission's Third Generation Watershed Management Plan (Commission's WMP).

The SWPPP is a requirement of the City's stormwater permit, also known as the Municipal Separate Storm Sewer System (MS4) permit. The MS4 permit is issued by the Minnesota Pollution Control Agency (MPCA) which was reissued in October of 2021.

Among other goals, both documents include plans to meet pollutant load reductions calculated in the Elm Creek Watershed Total Maximum Daily Load (TMDL) study. TMDL studies are required for surface waters that are designated as impaired – in other words, those that do not meet one or more state water quality standards.

City guidelines lay out the required modeling parameters, preferred BMPs and some construction materials. City approval is required prior to application for the WMO approval process. Further City review occurs with construction plan approval process.

## 5.2 WATERSHED SETTING

The proposed development is situated in the Rush Creek watershed with two primary drainage areas. The northern and western portions of the site drain to the northwest to a large wetland/floodplain located in the NW corner of the development. The southern and eastern portions of the site drain to the southeast to a large wetland complex which ultimately discharges to the southeast to the south fork of Rush Creek.

The site is generally used for agricultural purposes with the exception of the two large wetland complexes.

Offsite Conveyances

Discharge locations from the onsite BMPs will be reviewed for impact on offsite conveyances due to the volume of runoff from the development. It will be necessary to manage the volume of discharge to the northwest discharge location to ensure that the large wetland complex does not create additional downstream discharge through the outlet installed with the Bellwether development.

Floodplain

To the north of the site is the Bellwether development which shares the large wetland and floodplain complex with the development. Through the entitlement process for the Bellwether development, the elevation of the large floodplain complex was determined to be 933.4. They will be finalizing remapping of the floodplain with the closeout of the development. The large wetland complex is used for irrigation reuse of the development. The wetland complex does have an outlet that discharges during significant rainfall events.

Development shall be required to meet all regulatory requirements associated with the floodplain and any modifications to it.

## 5.3 STORMWATER MANAGEMENT

The development modifying the parcel from agricultural use to urban reduces the pervious open space and increases impervious surfacesthat will impact stormwater runoff characteristics.

Although elimination of agriculture can benefit water quality by reducing export of nutrients and sediments through onsite ponding and filtration (Best Management Practices or BMPs), construction of additional impervious surfaces, such as the roads, driveways, rooftops, and sidewalks increase the volume to nearby conveyances and surface waters.

Mitigation is accomplished by aligning development plans with City requirements and ECWMC/MS4 stormwater regulations. Corcoran's Local Plan, in agreement with the Watershed's WMP, requires that development plans over 1-acre disturbed area be submitted to the City and the Watershed for review. The purpose of the review is to ensure that the developer's plans for stormwater management during and after construction meet the Watershed's rules regarding the rate, volume and pollutant load of stormwater runoff, along with other rules regarding wetland alteration, erosion and sediment control and other aspects of surface water protection. The City focuses on rates of discharge, downstream impacts and long-term construction sustainability.

This adherence to Watershed's rules on water quality (BMPs) and abstraction is one of the strategies Corcoran has chosen to also meet its TMDL obligations to reduce nutrients. The implementation plan calls on Corcoran to apply these standards when land use changes, a strategy that is predicted to have the net result of improving, or not further degrading, the water quality of stormwater runoff. Stormwater modeling guidelines are in Appendix C and may be updated prior to development's final construction plan approval.

Complementing the Local Plan, Corcoran's SWPPP requires plan review, construction site erosion and sediment control, and post-construction stormwater management. Construction site inspections by the City will begin with land-disturbing activity and end with final stabilization of exposed soils and City acceptance of the development.

## 5.4 FINDINGS

Onsite

- Stormwater improvements are necessary within the development to meet City guidelines and in accordance with regulations of the WMO. A copy of the City Stormwater Guidelines for development is attached in Appendix C.
- To move towards meeting load reduction goals, the City's Local Surface Water Plan identifies that improvements to water resources will occur with development.
- Floodplain exists in the northwestern portion of the development. An elevation for the floodplain was determined with the adjacent Bellwether development and will be remapped with the development closeout. This floodplain elevation and mapping shall be incorporated into the development application.

Offsite

- BMP design and hydrology review such as subwatershed contributing areas to discharge locations will be closely reviewed for potential impact to adjacent properties during platting and construction plan process. Notably, the discharge to the northwest shall incorporate the existing hydrology into the wetland and shall not create impacts do to the discharge downstream from the large wetland complex.

# 6.0 FUNDING RESPONSIBILITY/INFRASTRUCTURE APPROACH

The funding responsibility of the development and infrastructure necessary to mitigate impacts typically follow the approach of:

- On-site infrastructure is designed, funded and constructed by the development.
- Offsite infrastructure improvements are typically designed as a City Project with the development responsible for the project funding. This responsibility includes any required offsite easements and all design costs required to complete these improvement.
- All trunk sewer, water fees (TLAC), and potentially stormwater area charge will be due at the time of final platting.

The financial obligations of the development will be further detailed as the project moves forward and culminates in the Developer Agreement with the overall preliminary plat approval which is updated for each phase of the development.

# 7.0 CONCLUSIONS AND RECOMMENDATIONS

The following infrastructure improvements are feasible and necessary to manage the development. These improvements are consistent with similar requirements for other developments in Corcoran.

Transportation

Based on the traffic forecasts, operational analysis, and system review, the following improvements are recommended to accommodate the development and mitigate impacts on the transportation system.

- CSAH 30 and development access
    - Full turn lanes on CSAH 30 from the eastbound and westbound directions including southbound right and left turn lanes from the development.
    - Signal control of the improved intersection subject to Hennepin County review and approval.
    - If Hennepin County does not approve of signal control, other alternatives for intersection control should be provided.
- CSAH 101 and development access
    - Full turn lanes on CSAH 101 from the southbound and northbound directions including eastbound right and left turn lanes from the development is requirement of access. Development shall be responsible for turn lane construction if not in place at time of access.
- Incorporate approved trail crossing into access improvements at CSAH 30.
- Comply with City of Corcoran Pedestrian Crosswalk Policy.

Watermain

- The system can supply the proposed development with average day pressure in the water mains within an ideal range of 60-75 psi. The water pressure will remain above 60 psi under peak hour demand conditions, which exceeds the recommended minimum of 35 psi.
- The system can meet the minimum fire requirements for both residential and commercial areas. If commercial users of significant water use are proposed within these areas, the water models should be updated to ensure adequate fire flow can be provided or if upsizing of infrastructure is necessary to support that demand.
- Adding the trunk main loop back to the water tower is not required for providing acceptable system pressures and fire flow availability in the proposed development. However, future trunk main looping (including the proposed 16-inch stub to the west, and 12-inch stub to the south) is necessary for the future long-term development of Corcoran's NE Zone.
- The development shall connect to all three water stubs provided with the Bellwether development and provided a looped service through the commercial areas.

Sewer

- Developer to connect to existing trunk at the 15-inch stub along Elm Lane which was provided with the Bellwether Development.
- Developer to construct the 15-inch trunk sewer stub to the southern property boundary.
- Developer to provide an eastern sewer stub to provide service to the adjacent commercial properties.
- Developer to provide a western sewer stub at a maximum elevation of 925.0.
- Permanent easements for the trunk and lateral sewers will be dedicated to the City.

Water Resources

Onsite

- Stormwater improvements are necessary within the development to meet City guidelines and in accordance with regulations of the WMO. A copy of the City Stormwater Guidelines for development is attached in Appendix C.
- To move towards meeting load reduction goals, the City's Local Surface Water Plan identifies that improvements to water resources will occur with development.
- Floodplain exists in the northwestern portion of the development. An elevation for the floodplain was determined with the adjacent Bellwether development and will be remapped with the development closeout. This floodplain elevation and mapping shall be incorporated into the development application.

Offsite

- BMP design and hydrology review such as subwatershed contributing areas to discharge locations will be closely reviewed for potential impact to adjacent properties during platting and construction plan process. Notably, the discharge to the northwest shall incorporate the existing hydrology into the wetland and shall not create impacts do to the discharge downstream from the large wetland complex.

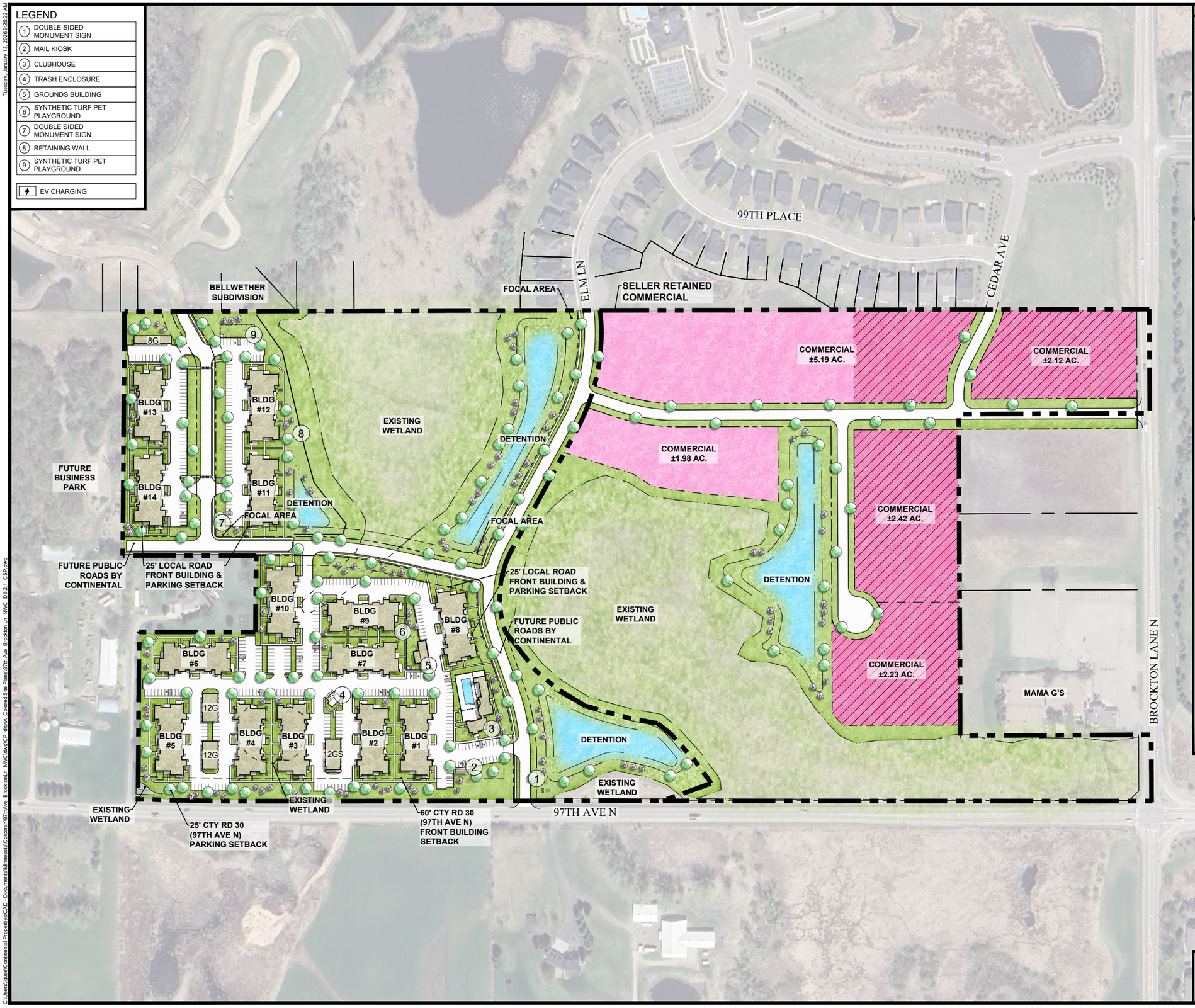
# FIGURES

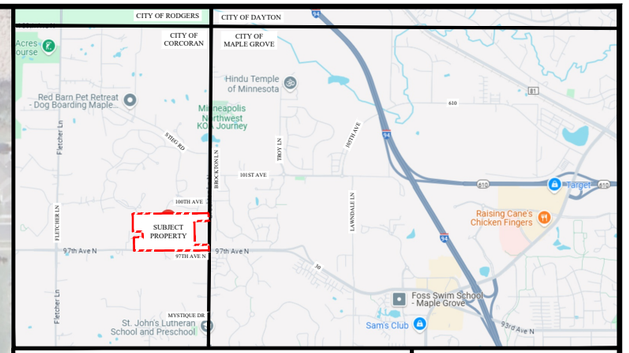
Tuesday, January 13, 2026 9:25:22 AM

## LEGEND

| | |
|---|---|
| 1 | DOUBLE SIDED MONUMENT SIGN |
| 2 | MAIL KIOSK |
| 3 | CLUBHOUSE |
| 4 | TRASH ENCLOSURE |
| 5 | GROUNDS BUILDING |
| 6 | SYNTHETIC TURF PET PLAYGROUND |
| 7 | DOUBLE SIDED MONUMENT SIGN |
| 8 | RETAINING WALL |
| 9 | SYNTHETIC TURF PET PLAYGROUND |

EV CHARGING




## SITE INFORMATION

| | | |
|---|---|---|
| DEVELOPED AREA | | |
| MULTFAMILY LOTS | | 21.76 ACRES |
| FUTURE ROW | | 3.64 ACRES |
| **SUBTOTAL** | | 25.40 ACRES |
| UNDEVELOPED AREA | | |
| UNDISTURNED WETLANDS | | 7.19 ACRES |
| **TOTAL SITE AREA** | | 32.59 ACRES |
| DENSITY | | 11.57 D.U. / ACRES |
| BUILDING / LANDSCAPE SETBACKS | NORTH | 25' |
| | SOUTH | 60' |
| | EAST | 0' |
| | WEST | 0' |

## BUILDING INFORMATION

| | | |
|---|---|---|
| CLUBHOUSE | 2015 SCH-B (4,630 SF) | |
| RESIDENT BUILDINGS | QUANTITY | HEIGHT |
| S21-7 (21 D.U. / BUILDING) | 14 | 2-STORY / 35' |
| **TOTAL RESIDENT BUILDINGS** | 14 | |
| GENERAL HOME MIX | HOMES | PERCENTAGE |
| STUDIO | 42 | 14% |
| 1-BEDROOM | 112 | 38% |
| 2-BEDROOM | 112 | 38% |
| 3-BEDROOM | 28 | 10% |
| **TOTAL HOMES** | 294 | 100% |

## PARKING INFORMATION

| PARKING | QUANTITY |
|---|---|
| ATTACHED GARAGES | 98 |
| *ATTACHED TO HOME* | 84 |
| *FLOATER* | 14 |
| ATTACHED GARAGES (INCLUDING TANDEM) | 112 |
| *ATTACHED TO HOME* | 91 |
| *FLOATER* | 21 |
| TANDEM SPACES | 14 |
| DETACHED GARAGES | 44 |
| *8G (8-BAY)* | 1 |
| *12G (12-BAY)* | 2 |
| *12GS (12-BAY WITH STORAGE)* | 1 |
| GROUNDS BUILDING SGB-1 | 1 |
| TOTAL COVERED PARKING | 143 |
| TOTAL COVERED PARKING (INCLUDING TANDEM) | 157 |
| SURFACE PARKING | 336 |
| OFF SITE PARALLEL PARKING | 98 |
| APRON SPACES | 84 |
| TOTAL UNCOVERED PARKING | 420 |
| TOTAL UNCOVERED PARKING (INCLUDES ROW PARKING) | 518 |
| **TOTAL PARKING PROVIDED** | **563** |
| **TOTAL PARKING PROVIDED (INCLUDES CLUBHOUSE PARKING)** | **580** |
| **TOTAL PARKING PROVIDED (INCLUDES TANDEM)** | **577** |
| **TOTAL PARKING PROVIDED (INCLUDES ROW PARKING)** | **661** |
| **TOTAL PARKING PROVIDED (INCLUDES TANDEM & ROW PARKING)** | **675** |
| PARKING REQUIRED PER CODE | 2.2 |
| HOME PARKING RATIO | 1.91 |
| HOME PARKING RATIO (NCLUDES CLUBHOUSE PARKING) | 1.97 |
| HOME PARKING RATIO (INCLUDES TANDEM) | 1.96 |
| HOME PARKING RATIO (INCLUDES ROW PARKING) | 2.25 |
| HOME PARKING RATIO (INCLUDES TANDEM & ROW PARKING) | 2.30 |
| OVERALL GARAGES / HOME | 0.49 |
| COVERED PARKING RATIO | 0.22 |
| COVERED PARKING RATIO (INCLUDES ROW PARKING) | 0.21 |
| CLUBHOUSE PARKING | 17 |
| ADA PARKING | 18 |
| PARKING DIMENSIONS | |
| STANDARD STALL | 9w x18.5'd |
| ADA STALL | 9w x18.5'd |
| COMPACT STALL | N/A |
| DRIVE WIDTH | 28w |

## SITE AMENITIES

| AMENITY | QTY / SF / NOTES |
|---|---|
| SWIMMING POOL | INCLUDED |
| FITNESS CENTER | INCLUDED |
| CAR CARE CENTER | INCLUDED |
| PET PLAYGROUND TYPE A | 4,510 SF |
| PET PLAYGROUND TYPE C | 3,010 SF |
| ENCLOSED YARDS | 24 |
| STORAGE LOCKERS | 7 |
| PARCEL PICKUP | INCLUDED |

VICINITY MAP
SCALE: NTS


CONTINENTAL PROPERTIES
W134 N8675 EXECUTIVE PARKWAY
MENOMONEE FALLS, WI 53051
262.502.5500 * FAX 262.502.5522

ON BEHALF OF
CONTINENTAL 928 FUND LLC


PROJECT INFORMATION

**SPRINGS AT CORCORAN**
N 97TH AVE - N BROCKTON LN - NWC | CORCORAN, MN
CONTINENTAL 928 FUND LLC

SHEET INFORMATION

**SITE PLAN**

DRAWN DATE: 11/13/2025
DRAWN BY: JWG

SHEET NUMBER

**D1-2.0**

0 125 250 500
SCALE 1" = 250'
NORTH

C:\Users\mpuch\Continental Properties\CAD - Documents\Minnesota\Corcoran\97thAve_Brockton\Ln_NW\Civil\sig\CP_dmwk_Colored Site Plans\97th Ave_Brockton Ln_NWC_D1-2.1_CSP.dwg

# APPENDIX A

## Water Distribution System Modeling

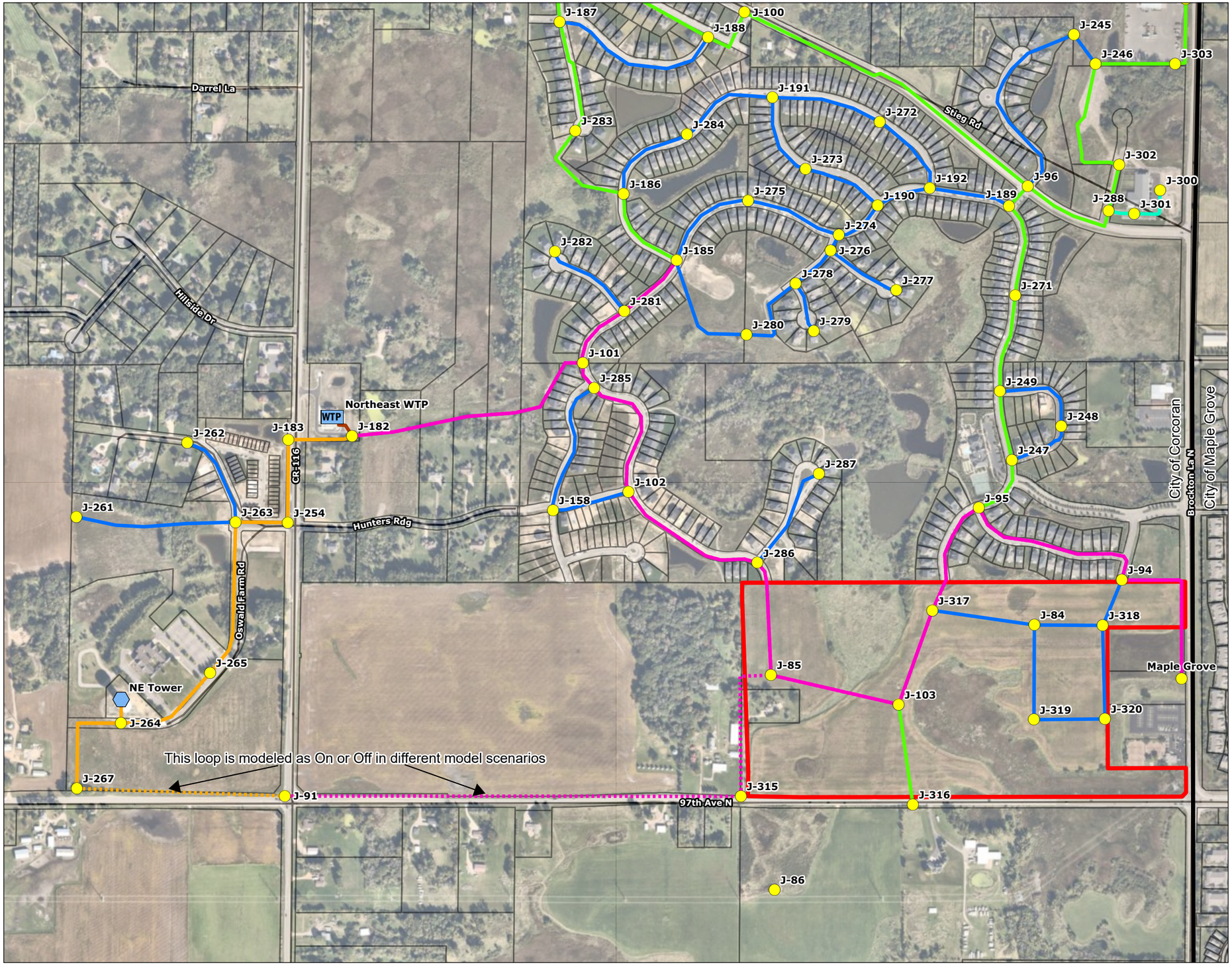



*Figure No.*
**1**

*Title*
**Pipe Network**

*Client/Project*
City of Corcoran
Corcoran Continental Concept

193806190

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-09

N

0 300 600 Feet
(At original document size of 11x17)
1:7,200

## Legend

- County Parcels
- Municipal Boundaries
- Continental Development

Water System Facility

- WTP Water Treatment Plant
- Storage Tank
- Junction

Water Main Diameter

- 6
- 8
- 12
- 16
- 18
- 20
- 24

| City of Rogers | City of Dayton |
|---|---|
| City of Corcoran | City of Maple Grove |

***Notes***
**1.** Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
**2.** Data Sources: Hennepin County
**3.** Background: Hennepin County 2025 Imagery

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Appendix B

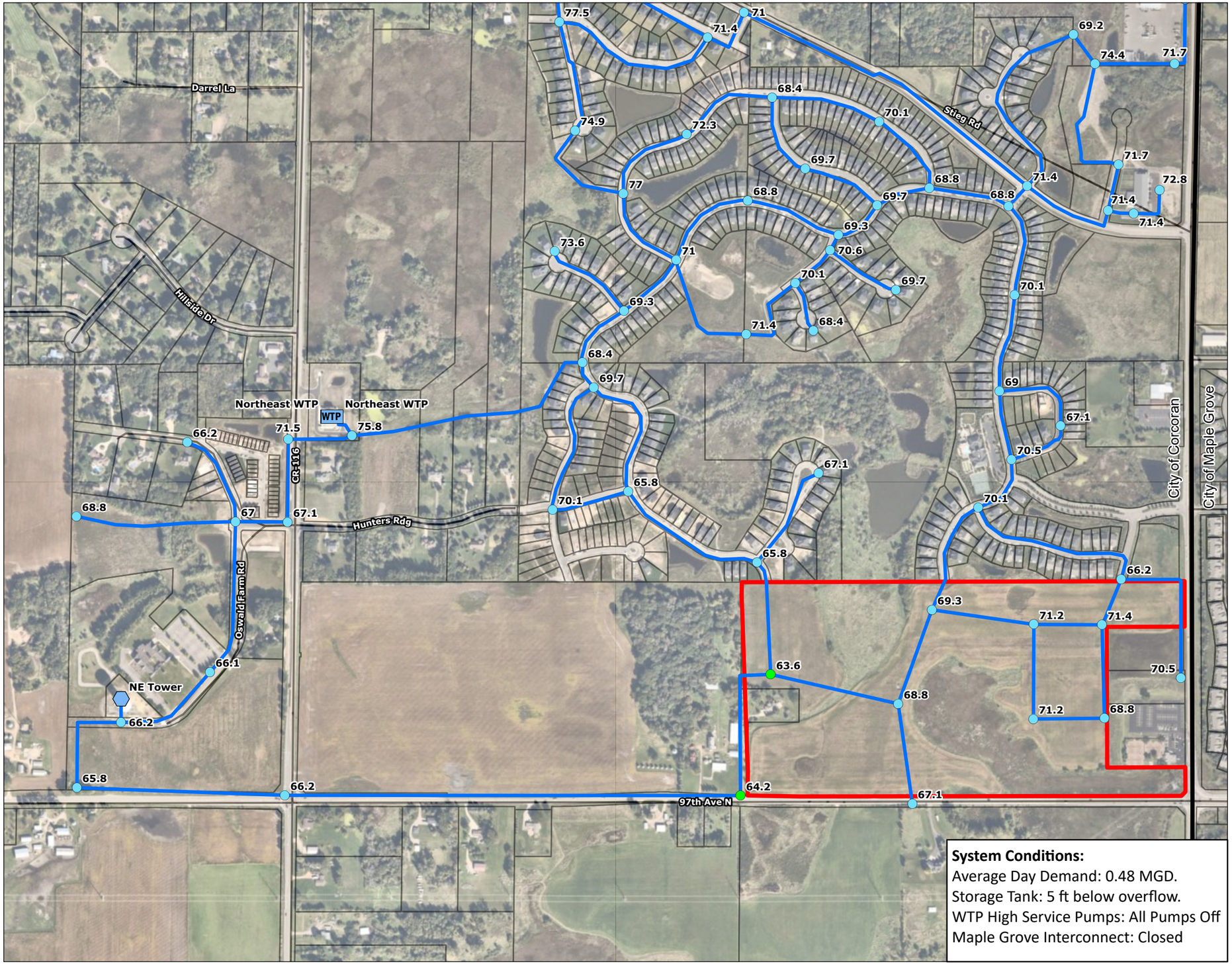
Table 1. Scenario 1 - With Loop - Full Results for All Nodes in the NE Zone

| Node | Elevation (ft) | Average Day Demand (gpm) | Average Day Pressure (psi) | Max Day Fire Flow (Available) (gpm) | Peak Hour Pressure (psi) |
|---|---|---|---|---|---|
| J-84 | 940.36 | 1.8 | 71.2 | 3,601.00 | 68.7 |
| J-85 | 958 | 17.8 | 63.6 | >5000.00 | 61.1 |
| J-86 | 954 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-87 | 942 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-88 | 940 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-90 | 932 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-91 | 952 | 0 | 66.2 | >5000.00 | 64 |
| J-92 | 972 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-93 | 937 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-94 | 952 | 3.4 | 66.2 | >5000.00 | 63.6 |
| J-95 | 943 | 3.6 | 70.1 | >5000.00 | 67.5 |
| J-96 | 940 | 1.6 | 71.4 | >5000.00 | 68.7 |
| J-100 | 941 | 0 | 70.9 | >5000.00 | 68.3 |
| J-101 | 947 | 0 | 68.3 | >5000.00 | 65.9 |
| J-102 | 953 | 4.8 | 65.7 | >5000.00 | 63.3 |
| J-103 | 946 | 6.5 | 68.8 | >5000.00 | 66.3 |
| J-158 | 943 | 4.2 | 70.1 | 3,254.30 | 67.6 |
| J-182 | 930 | 0 | 75.7 | >5000.00 | 73.5 |
| J-183 | 940 | 0 | 71.4 | >5000.00 | 69.2 |
| J-185 | 941 | 3.4 | 70.9 | >5000.00 | 68.5 |
| J-186 | 927 | 3 | 77 | >5000.00 | 74.5 |
| J-187 | 926 | 0 | 77.4 | >5000.00 | 74.9 |
| J-188 | 940 | 0 | 71.4 | >5000.00 | 68.8 |
| J-189 | 946 | 4.2 | 68.8 | >5000.00 | 66.1 |
| J-190 | 944 | 2.8 | 69.6 | 4,421.10 | 67 |
| J-191 | 947 | 5.2 | 68.3 | 4,989.60 | 65.7 |
| J-192 | 946 | 3.2 | 68.8 | 4,165.40 | 66.1 |
| J-245 | 945 | 4.2 | 69.2 | 3,002.80 | 66.4 |
| J-246 | 933.11 | 0 | 74.3 | >5000.00 | 71.6 |
| J-247 | 942 | 1.8 | 70.5 | >5000.00 | 67.9 |
| J-248 | 950 | 3.2 | 67 | 3,432.10 | 64.5 |
| J-249 | 945.5 | 2.2 | 69 | >5000.00 | 66.4 |
| J-254 | 950 | 0 | 67.1 | >5000.00 | 64.9 |
| J-261 | 946 | 22.1 | 68.8 | 1,813.90 | 66.4 |
| J-262 | 952 | 8.6 | 66.2 | 1,854.30 | 64 |
| J-263 | 950.3 | 56.8 | 66.9 | >5000.00 | 64.7 |
| J-264 | 952 | 25.8 | 66.2 | >5000.00 | 64 |
| J-265 | 952.2 | 9.2 | 66.1 | >5000.00 | 63.9 |
| J-267 | 953 | 0 | 65.8 | >5000.00 | 63.6 |
| J-271 | 943 | 5 | 70.1 | >5000.00 | 67.4 |
| J-272 | 943 | 4.4 | 70.1 | 3,388.20 | 67.4 |
| J-273 | 944 | 3.8 | 69.6 | 3,486.80 | 67 |
| J-274 | 945 | 3 | 69.2 | 4,445.10 | 66.6 |
| J-275 | 946 | 3.8 | 68.8 | 3,411.50 | 66.2 |
| J-276 | 942 | 0 | 70.5 | 2,721.40 | 67.9 |
| J-277 | 944 | 2.2 | 69.6 | 1,873.50 | 67.1 |
| J-278 | 943 | 0 | 70.1 | 3,168.50 | 67.5 |
| J-279 | 947 | 2 | 68.3 | 1,874.10 | 65.8 |
| J-280 | 940 | 0 | 71.4 | 3,300.20 | 68.9 |

Appendix B

Table 1. Scenario 1 - With Loop - Full Results for All Nodes in the NE Zone

| | | | | | |
|---|---|---|---|---|---|
| J-281 | 945 | 3.6 | 69.2 | >5000.00 | 66.8 |
| J-282 | 935 | 2.6 | 73.5 | 1,872.30 | 71.1 |
| J-283 | 932 | 0 | 74.8 | >5000.00 | 72.3 |
| J-284 | 938 | 5 | 72.2 | 3,235.30 | 69.7 |
| J-285 | 944 | 4.6 | 69.6 | >5000.00 | 67.2 |
| J-286 | 953 | 3.2 | 65.7 | >5000.00 | 63.3 |
| J-287 | 950 | 2.8 | 67 | 1,871.70 | 64.6 |
| J-288 | 940 | 0 | 71.4 | 4,892.20 | 68.7 |
| J-290 | 936.67 | 0 | 72.8 | (N/A) | 70.7 |
| J-291 | 936.67 | 0 | 72.8 | (N/A) | 70.7 |
| J-292 | 936.67 | 0 | 72.8 | (N/A) | 70.7 |
| J-296 | 905 | 0 | 1.4 | (N/A) | 1.4 |
| J-297 | 936.67 | 0 | 72.8 | (N/A) | 70.7 |
| J-298 | 936.67 | 0 | 72.8 | (N/A) | 70.7 |
| J-300 | 936.79 | 0 | 72.7 | 1,047.90 | 70 |
| J-301 | 939.95 | 3.2 | 71.4 | 1,047.90 | 68.7 |
| J-302 | 939.34 | 0 | 71.6 | >5000.00 | 68.9 |
| J-303 | 939.24 | 0 | 71.7 | 4,041.50 | 68.9 |
| J-304 | 944.92 | 0 | 69.2 | 4,041.50 | 66.3 |
| J-305 | 944.37 | 3.9 | 69.5 | 3,954.00 | 66.5 |
| J-306 | 938.33 | 0 | 72.1 | 3,917.30 | 69.1 |
| J-307 | 934.2 | 0 | 73.8 | 3,429.90 | 70.8 |
| J-308 | 934.07 | 0 | 73.9 | 3,416.30 | 70.9 |
| J-309 | 940.37 | 0 | 71.2 | 2,871.80 | 68.2 |
| J-310 | 934 | 0 | 73.9 | 3,189.00 | 70.9 |
| J-311 | 934 | 0 | 73.9 | 3,276.60 | 70.9 |
| J-312 | 938.18 | 0 | 72.1 | 2,703.70 | 69.1 |
| J-313 | 934 | 0 | 73.9 | 2,904.40 | 70.9 |
| J-314 | 936.29 | 59 | 72.9 | 3,296.70 | 69.9 |
| J-315 | 956.57 | 0 | 64.2 | (N/A) | 61.8 |
| J-316 | 950 | 15.1 | 67 | 4,184.70 | 64.5 |
| J-317 | 944.95 | 3.3 | 69.2 | >5000.00 | 66.7 |
| J-318 | 940 | 1.4 | 71.4 | 3,043.80 | 68.8 |
| J-319 | 940.53 | 3 | 71.1 | 3,289.10 | 68.6 |
| J-320 | 945.99 | 2.4 | 68.8 | 3,229.80 | 66.2 |
| J-C1 | 990 | (N/A) | (N/A) | (N/A) | (N/A) |
| Maple Grove | 942 | 0 | 70.5 | >5000.00 | 68 |
| WTP | 998 | (N/A) | (N/A) | (N/A) | (N/A) |




**System Conditions:**
Average Day Demand: 0.48 MGD.
Storage Tank: 5 ft below overflow.
WTP High Service Pumps: All Pumps Off
Maple Grove Interconnect: Closed

*Figure No.*
**2**

*Title*
**Average Day Pressures with Loop**

*Client/Project* 193806190
City of Corcoran
Corcoran Continental Concept

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-09

N

0 300 600 Feet
(At original document size of 11x17)
1:7,200

## Legend

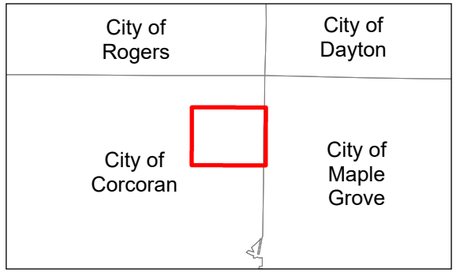
- County Parcels
- Municipal Boundaries
- Continental Development

Water System Facility

- WTP Water Treatment Plant
- Storage Tank
- Water Main

Water System Pressure

- < 35 PSI
- 35-50 PSI
- 50-65 PSI
- 65-80 PSI
- 80-95 PSI
- >95 PSI



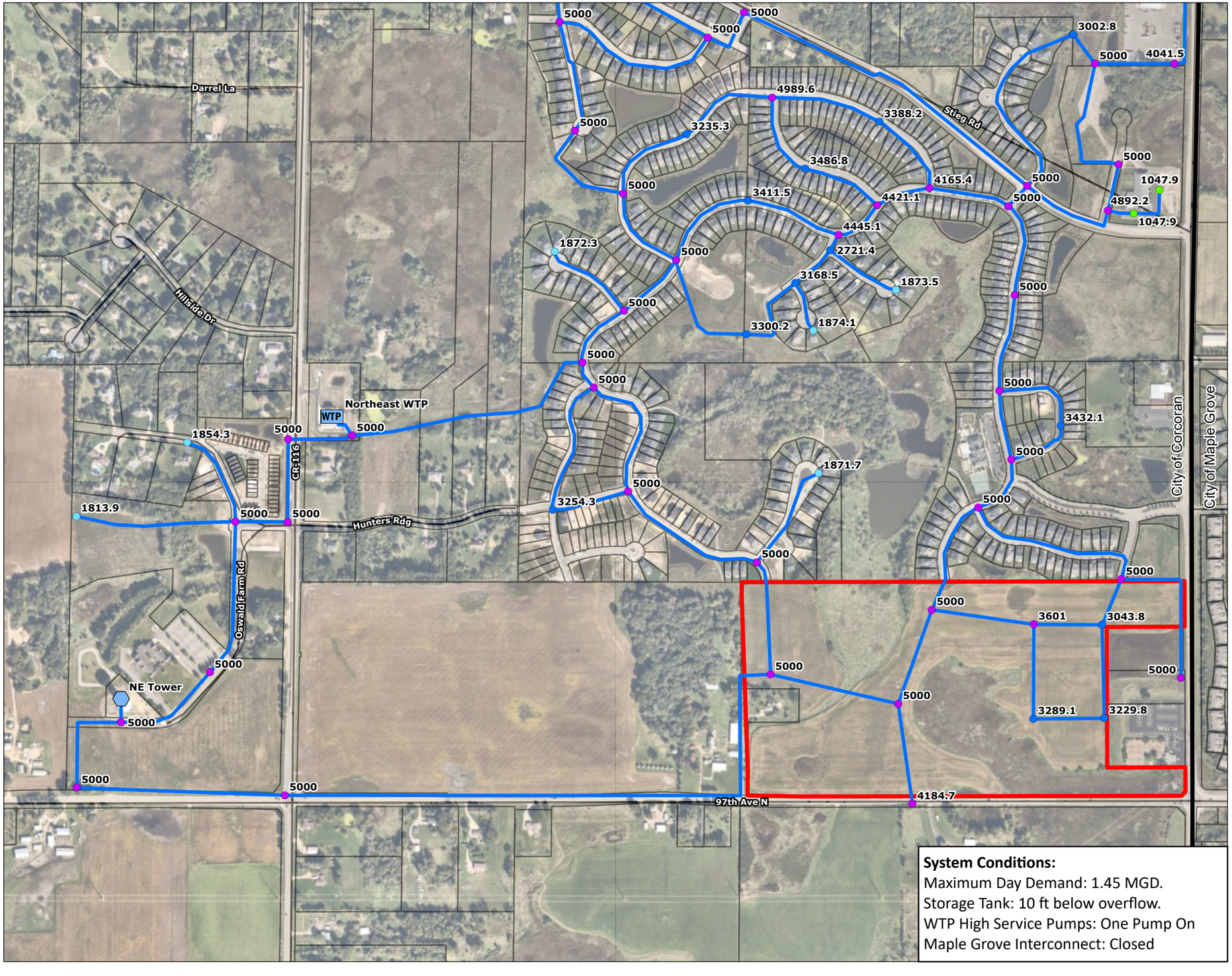

***Notes***
1. Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
2. Data Sources: Hennepin County
3. Background: Hennepin County 2025 Imagery

Stantec



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**System Conditions:**
Maximum Day Demand: 1.45 MGD.
Storage Tank: 10 ft below overflow.
WTP High Service Pumps: One Pump On
Maple Grove Interconnect: Closed

*Figure No.*
**3**

*Title*
**Maximum Day Available Fire Flow with Loop**

*Client/Project* 193806190
City of Corcoran
Corcoran Continental Concept

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-09

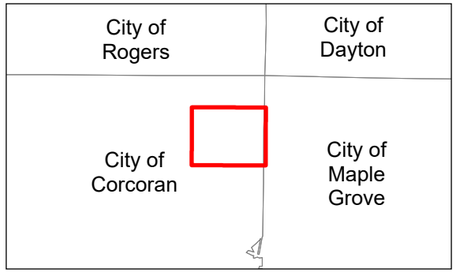
N

0 300 600 Feet
(At original document size of 11x17)
1:7,200

Legend
- County Parcels
- Municipal Boundaries
- Continental Development

Water System Facility
- WTP Water Treatment Plant
- Storage Tank
- Water Main

Maximum Day Available
- <500 GPM
- 500 - 1,000 GPM
- 1,000 - 1,500 GPM
- 1,500 - 2,500 GPM
- 2,500 - 3,500 GPM
- >3,500 GPM




***Notes***
1. Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
2. Data Sources: Hennepin County
3. Background: Hennepin County 2025 Imagery

Stantec



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Appendix B

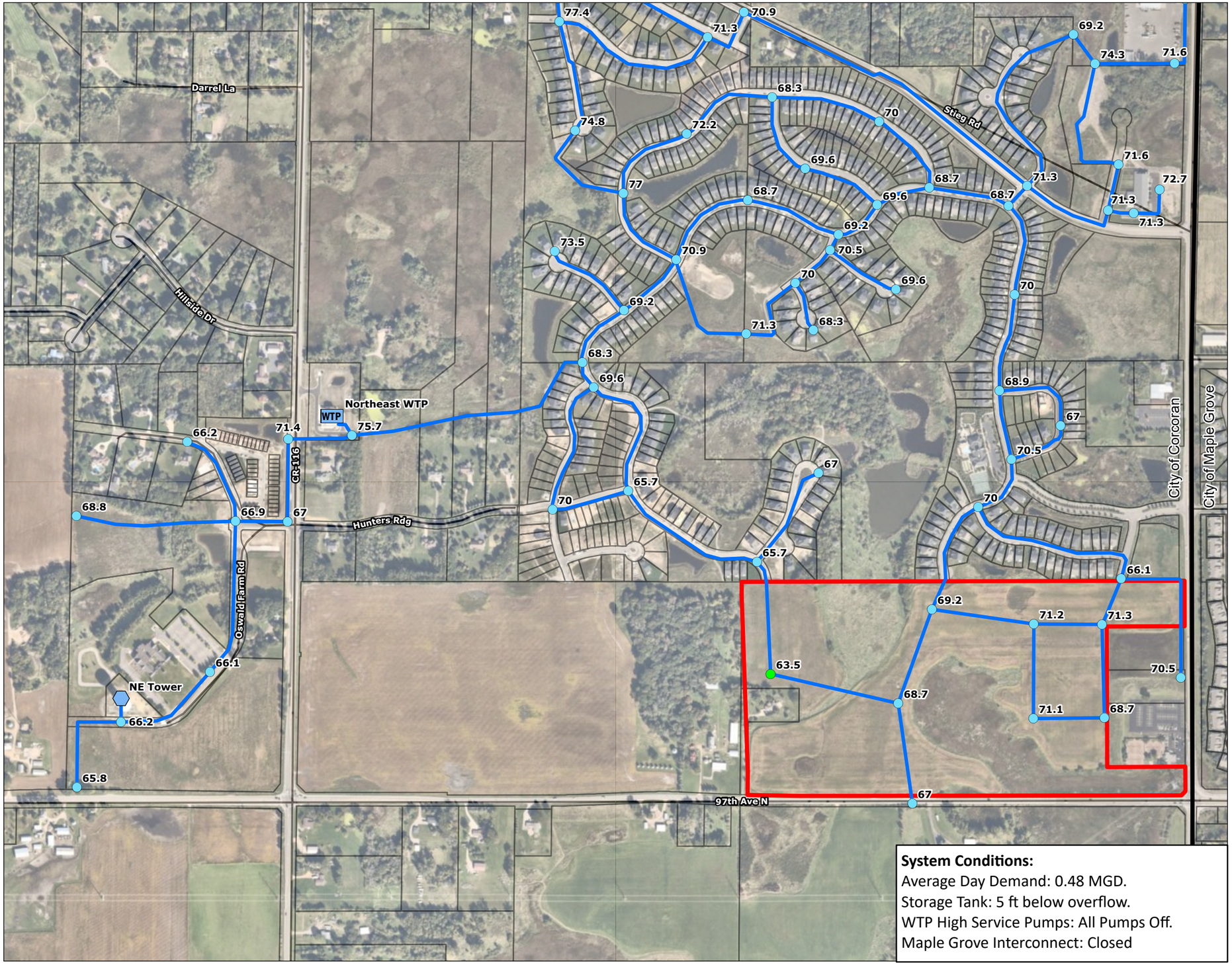
Table 2. Scenario 2 - No Loop - Full Results for All Nodes in the NE Zone

| Node | Elevation (ft) | Average Day Demand (gpm) | Average Day Pressure (psi) | Max Day Fire Flow (Available) (gpm) | Peak Hour Pressure (psi) |
|---|---|---|---|---|---|
| J-84 | 940.36 | 1.8 | 71.2 | 3,593.60 | 68.1 |
| J-85 | 958 | 17.8 | 63.5 | >5000.00 | 60.5 |
| J-86 | 954 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-87 | 942 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-88 | 940 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-90 | 932 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-91 | 952 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-92 | 972 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-93 | 937 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-94 | 952 | 3.4 | 66.1 | >5000.00 | 63 |
| J-95 | 943 | 3.6 | 70 | >5000.00 | 66.9 |
| J-96 | 940 | 1.6 | 71.3 | >5000.00 | 68.2 |
| J-100 | 941 | 0 | 70.9 | >5000.00 | 67.8 |
| J-101 | 947 | 0 | 68.3 | >5000.00 | 65.5 |
| J-102 | 953 | 4.8 | 65.7 | >5000.00 | 62.8 |
| J-103 | 946 | 6.5 | 68.7 | >5000.00 | 65.7 |
| J-158 | 943 | 4.2 | 70 | 3,285.70 | 67.1 |
| J-182 | 930 | 0 | 75.7 | >5000.00 | 73.4 |
| J-183 | 940 | 0 | 71.4 | >5000.00 | 69.1 |
| J-185 | 941 | 3.4 | 70.9 | >5000.00 | 68 |
| J-186 | 927 | 3 | 77 | >5000.00 | 74 |
| J-187 | 926 | 0 | 77.4 | >5000.00 | 74.4 |
| J-188 | 940 | 0 | 71.3 | >5000.00 | 68.3 |
| J-189 | 946 | 4.2 | 68.7 | >5000.00 | 65.6 |
| J-190 | 944 | 2.8 | 69.6 | 4,383.30 | 66.5 |
| J-191 | 947 | 5.2 | 68.3 | 4,711.40 | 65.2 |
| J-192 | 946 | 3.2 | 68.7 | 4,226.40 | 65.6 |
| J-245 | 945 | 4.2 | 69.2 | 3,002.80 | 65.9 |
| J-246 | 933.11 | 0 | 74.3 | 4,582.20 | 71 |
| J-247 | 942 | 1.8 | 70.5 | >5000.00 | 67.3 |
| J-248 | 950 | 3.2 | 67 | 3,438.50 | 63.9 |
| J-249 | 945.5 | 2.2 | 68.9 | >5000.00 | 65.8 |
| J-254 | 950 | 0 | 67 | >5000.00 | 64.8 |
| J-261 | 946 | 22.1 | 68.8 | 1,813.90 | 66.3 |
| J-262 | 952 | 8.6 | 66.2 | 1,854.30 | 63.9 |
| J-263 | 950.3 | 56.8 | 66.9 | >5000.00 | 64.7 |
| J-264 | 952 | 25.8 | 66.2 | >5000.00 | 64 |
| J-265 | 952.2 | 9.2 | 66.1 | >5000.00 | 63.9 |
| J-267 | 953 | 0 | 65.8 | >5000.00 | 63.6 |
| J-271 | 943 | 5 | 70 | >5000.00 | 66.9 |
| J-272 | 943 | 4.4 | 70 | 3,393.10 | 66.9 |
| J-273 | 944 | 3.8 | 69.6 | 3,486.80 | 66.5 |
| J-274 | 945 | 3 | 69.2 | 4,472.60 | 66.1 |
| J-275 | 946 | 3.8 | 68.7 | 3,406.80 | 65.8 |
| J-276 | 942 | 0 | 70.5 | 2,726.30 | 67.4 |
| J-277 | 944 | 2.2 | 69.6 | 1,873.50 | 66.6 |
| J-278 | 943 | 0 | 70 | 3,172.80 | 67 |
| J-279 | 947 | 2 | 68.3 | 1,874.10 | 65.3 |
| J-280 | 940 | 0 | 71.3 | 3,297.60 | 68.4 |

Appendix B

Table 2. Scenario 2 - No Loop - Full Results for All Nodes in the NE Zone

| | | | | | |
|---|---|---|---|---|---|
| J-281 | 945 | 3.6 | 69.2 | >5000.00 | 66.3 |
| J-282 | 935 | 2.6 | 73.5 | 1,872.30 | 70.6 |
| J-283 | 932 | 0 | 74.8 | >5000.00 | 71.8 |
| J-284 | 938 | 5 | 72.2 | 3,234.70 | 69.2 |
| J-285 | 944 | 4.6 | 69.6 | >5000.00 | 66.8 |
| J-286 | 953 | 3.2 | 65.7 | >5000.00 | 62.7 |
| J-287 | 950 | 2.8 | 67 | 1,871.70 | 64 |
| J-288 | 940 | 0 | 71.3 | 4,892.20 | 68.1 |
| J-290 | 936.67 | 0 | 72.8 | (N/A) | 70.6 |
| J-291 | 936.67 | 0 | 72.8 | (N/A) | 70.6 |
| J-292 | 936.67 | 0 | 72.8 | (N/A) | 70.6 |
| J-296 | 905 | 0 | 1.4 | (N/A) | 1.4 |
| J-297 | 936.67 | 0 | 72.8 | (N/A) | 70.6 |
| J-298 | 936.67 | 0 | 72.8 | (N/A) | 70.6 |
| J-300 | 936.79 | 0 | 72.7 | 1,047.90 | 69.5 |
| J-301 | 939.95 | 3.2 | 71.3 | 1,047.90 | 68.1 |
| J-302 | 939.34 | 0 | 71.6 | >5000.00 | 68.4 |
| J-303 | 939.24 | 0 | 71.6 | 4,041.50 | 68.3 |
| J-304 | 944.92 | 0 | 69.2 | 3,802.20 | 65.8 |
| J-305 | 944.37 | 3.9 | 69.4 | 3,629.70 | 66 |
| J-306 | 938.33 | 0 | 72 | 3,610.30 | 68.6 |
| J-307 | 934.2 | 0 | 73.8 | 3,208.90 | 70.3 |
| J-308 | 934.07 | 0 | 73.9 | 3,197.50 | 70.3 |
| J-309 | 940.37 | 0 | 71.1 | 2,731.20 | 67.6 |
| J-310 | 934 | 0 | 73.9 | 3,014.50 | 70.3 |
| J-311 | 934 | 0 | 73.9 | 3,089.60 | 70.3 |
| J-312 | 938.18 | 0 | 72.1 | 2,703.70 | 68.5 |
| J-313 | 934 | 0 | 73.9 | 2,767.20 | 70.3 |
| J-314 | 936.29 | 59 | 72.9 | 3,102.80 | 69.3 |
| J-315 | 956.57 | (N/A) | (N/A) | (N/A) | (N/A) |
| J-316 | 950 | 15.1 | 67 | 4,184.70 | 63.9 |
| J-317 | 944.95 | 3.3 | 69.2 | >5000.00 | 66.1 |
| J-318 | 940 | 1.4 | 71.3 | 3,036.30 | 68.2 |
| J-319 | 940.53 | 3 | 71.1 | 3,281.20 | 68 |
| J-320 | 945.99 | 2.4 | 68.7 | 3,220.90 | 65.6 |
| J-C1 | 990 | (N/A) | (N/A) | (N/A) | (N/A) |
| Maple Grove | 942 | 0 | 70.5 | >5000.00 | 67.4 |
| WTP | 998 | (N/A) | (N/A) | (N/A) | (N/A) |




**System Conditions:**
Average Day Demand: 0.48 MGD.
Storage Tank: 5 ft below overflow.
WTP High Service Pumps: All Pumps Off.
Maple Grove Interconnect: Closed

*Figure No.*
**4**

*Title*
**Average Day Pressures No Loop**

*Client/Project* 193806190
City of Corcoran
Corcoran Continental Concept

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-09

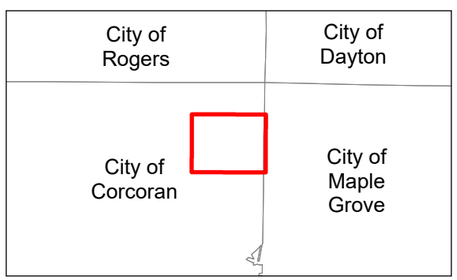
N

0 300 600 Feet
(At original document size of 11x17)
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Legend
- County Parcels
- Municipal Boundaries
- Continental Development

Water System Facility
- WTP Water Treatment Plant
- Storage Tank
- Water Main

Water System Pressure
- < 35 PSI
- 35-50 PSI
- 50-65 PSI
- 65-80 PSI
- 80-95 PSI
- >95 PSI



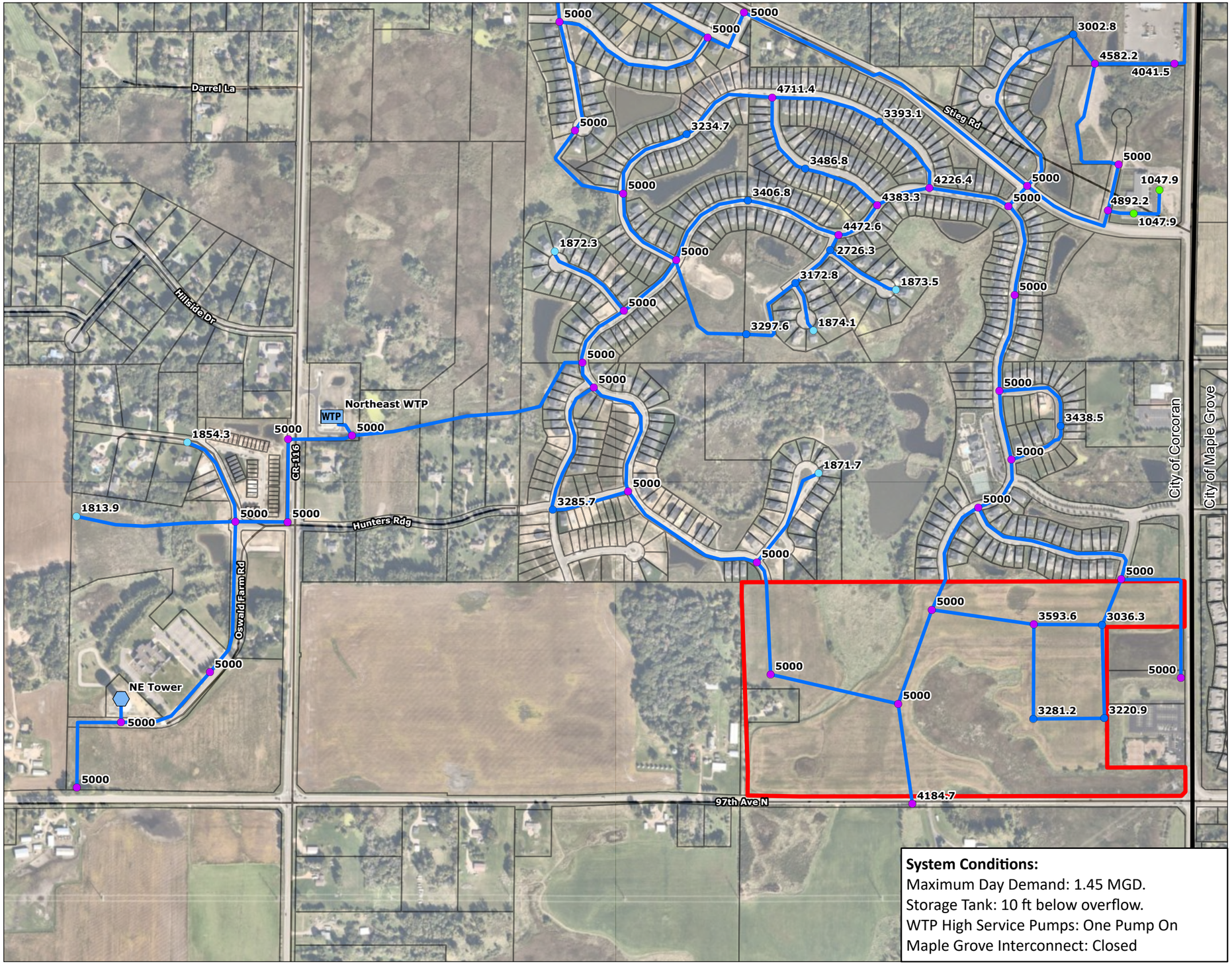

***Notes***
1. Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
2. Data Sources: Hennepin County
3. Background: Hennepin County 2025 Imagery

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**System Conditions:**
Maximum Day Demand: 1.45 MGD.
Storage Tank: 10 ft below overflow.
WTP High Service Pumps: One Pump On
Maple Grove Interconnect: Closed

*Figure No.*
**5**

*Title*
**Maximum Day Available Fire Flow No Loop**

*Client/Project* 193806190
City of Corcoran
Corcoran Continental Concept

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-09

N

0 300 600 Feet
(At original document size of 11x17)
1:7,200

## Legend

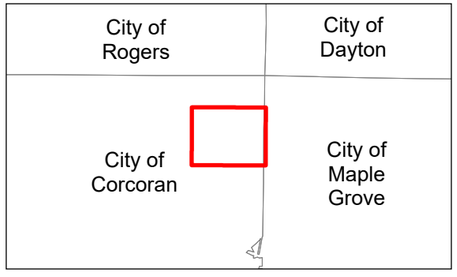
- County Parcels
- Municipal Boundaries
- Continental Development

Water System Facility

- WTP Water Treatment Plant
- Storage Tank
- Water Main

Maximum Day Available

- <500 GPM
- 500 - 1,000 GPM
- 1,000 - 1,500 GPM
- 1,500 - 2,500 GPM
- 2,500 - 3,500 GPM
- >3,500 GPM




***Notes***
1. Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
2. Data Sources: Hennepin County
3. Background: Hennepin County 2025 Imagery

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Page 1 of 1

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# APPENDIX B

## Sanitary Sewer System

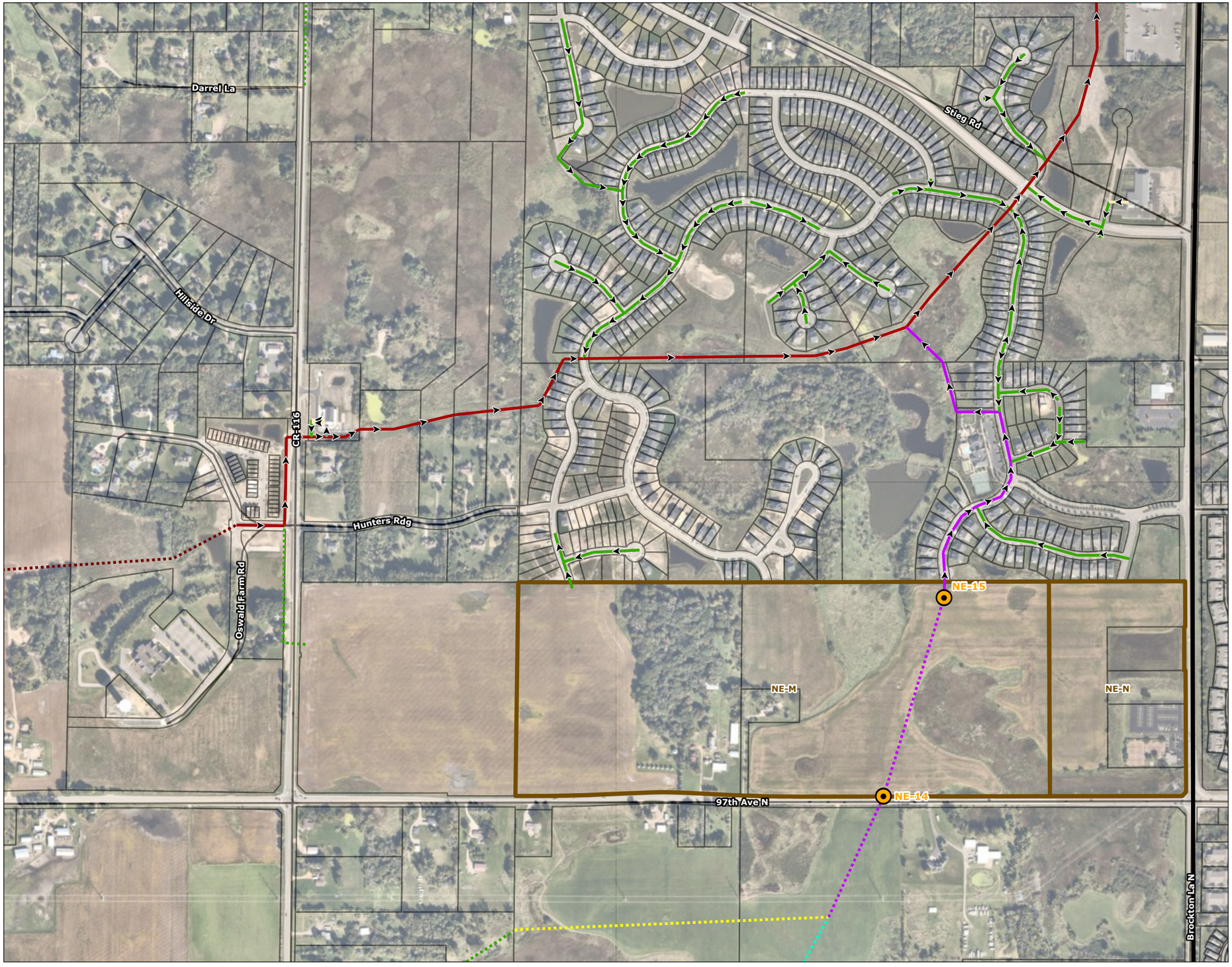



*Figure No.*
**1**

*Title*
**Sanitary Sewer Pipe Network**

*Client/Project* 193806190
City of Corcoran
Corcoran Continental Concept

*Project Location*
T119N, R23W, S11
Corcoran, Hennepin Co., MN

Prepared by DME on 2026-01-29

N

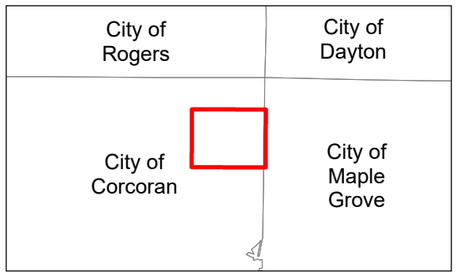
0 500 1,000 Feet
(At original document size of 11x17)
1:7,200

Legend

- Sewer Nodes (LS) = Lift Station

Proposed Sanitary Sewer
- Proposed 6"
- Proposed 8"
- Proposed 10"
- Proposed 15"
- Proposed 30"

Sanitary Sewer
- 4"
- 6"
- 8"
- 15"
- 30"
- Unknown Size




***Notes***
**1.** Coordinate System: NAD 1983 HARN Adj MN Hennepin Feet
**2.** Data Sources: Hennepin County
**3.** Background: Hennepin County 2025 Imagery

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# APPENDIX C

## Stormwater Modeling Guidelines

**Stormwater Guidelines for Development**
**March 2019**

## Issue

Cities changing from rural to urban development are challenged by the additional stormwater generated due to construction of impervious surfaces, along with the offsite infrastructure, or lack thereof, to manage effectively. To standardize the modeling and review process, the guidelines below were created for efficiency.

Note: A watershed approval is required per Elm Creek WMO rules, which also reviews flow rates, water quality and volume management.

## Modeling

### Watershed Information

- Provide an aerial photo of the development that includes the overall watershed and subwatershed boundaries
- Provide a summary of the acreage to each discharge point leaving the site. Any increase (or decrease) shall be identified.
- Show any floodplain adjacent to project or within the project
- Show downstream water bodies and flow paths
    - Downstream flow paths and water bodies typically need to have elevations, inverts, and condition identified.

### Subwatersheds

A HydroCAD model (typically used) has inputs that can vary by user. To minimize resubmittals, review time and effort, the following data shall be utilized.

- Electronic model shall be submitted
- Hydrologic Soil Group (HSG) shall be lowered one category due to the mass grading and compaction of the soils. For example, an existing B soil, shall be modeled as a proposed C soil (unless it remains undisturbed)
- Wetlands, filtration basins, and ponds shall be modeled at CN of 98
- Identify peak rates for storm events and proposed shall be equal or less than existing rates.
    - Note: There are certain conditions where at City's discretion the off-site conditions require a reduction in flow rate from existing rates.
- SWMM (i.e. EPA-, XP-, or PC-) models can be submitted for review, however these increase review time.

### Model Setup for Outlet Control Structures, NWLs and Infiltration

- The model's flow control structures (OCS, culverts, etc.) shall match the construction plan information. During the plan and model review both may be modified and revised
- Individual detail plates are required for each OCS, and individual plates shall have inverts identified
- A pond or wetland NWL (and model starting elevation) shall be set at the constructed outlet control elevation.
    - No live storage shall be utilized below the controlling OCS elevation.
    - No live storage shall be used for filtration shelves on ponds below controlling OCS elevation
- If a pond or wetland has an NWL (wet surface), infiltration shall not be used in flood routing.
- If a pond has filtration BMP causing drawdown below the NWL, this drawdown elevation shall not be used as the NWL for flood routing. (Filtration has a slower release time and during wet periods is not available as live storage).

## Construction Plans

### Catch Basins

- Street drainage shall be sufficient to manage the 10-year event

- Typical a CB inlet capacity is 2 to 2.5 CFS, and CBs shall be spaced accordingly
- Three inches (0.25 feet) of head on a CB will inundate a street centerline (2% slope).
- Spacing is 200 to 250 feet using longitudinal street dimensions of 40 feet from road centerline to half the house footprint (assumes rear half of house drains to rear yard). Dimensions equal 10,000 SF.
- CBs may be required on both sides of ped ramps to capture flows

**Natural Drainage Features**

- Waterbodies receiving urban drainage (wetlands, ditches, gullies) may need to have OCS installed, erosion protection, or reduced flow rates to allow the feature to function over the long term due to more consistent flows from increased impervious via development
- Offsite work may be necessary and City will assist with coordination, easements, etc.

**HWLs and EOFs**

- The freeboard requirements are:
    - Low Opening is a minimum of two feet above the HWL
    - Low Opening is a minimum of two feet above the EOF
- EOFs shall be accurately shown and as builts are required. The highest point shall be the EOF (for example top of curb) since this is the controlling elevation
    - In certain instances, channel calculations of the swale may be required to show the EOF has capacity to manage estimated flow
- Overland EOFs are preferred, however if a second pipe serves as an EOF then modeling will include a 100-year event using the second pipe (EOF) as the only outlet (primary outlet plugged).

**Rear Yards**

- Rear yards or swales less than 2% shall have draintile. Typically, every two to three lots will require rear yard CBs.

**Sump Connections**

- Houses adjoining a wetland or pond do not need individual sump connection
- Others will have access to rear yard stormsewer.

## Offsite Impacts

**Adjacent Parcels**

- City will review adjacent parcels (downstream and upstream) for impacts from volume, point discharge, etc. and may require off site improvements. City will assist in coordination of any off site work.
- Off site water quality improvement projects may be determined by the City for assistance with compliance with City's TMDL approach of implementing improvements upon development.
- FEMA modifications may be necessary due to development and implemented by City.

Stantec

# Memo

| | | | |
|---|---|---|---|
| To: | Steve Hegland, PE | From: | Ed Terhaar, PE |
| File: | 193806190 136.1 | Date: | February 19, 2026 |

**Reference: Supplemental Traffic Operations Analysis for Springs at Corcoran**

This memo presents supplemental traffic analysis information for the following scenario:

- Development consisting of 294 residential dwelling units with access on CSAH 30 completed in 2029.

**Traffic Forecasts**

To adequately address the impacts of the proposed project, forecasts and analyses were completed for the year 2029. Specifically, weekday a.m. and p.m. peak hour traffic forecasts were completed for the following scenarios:

- *2025 Existing*. Existing volumes were determined through traffic counts at the subject intersections. The existing volume information includes trips generated by the uses near the project site.
- *2029 No-Build*. Existing volumes at the subject intersections were increased by 1.1 percent per year to determine 2032 No-Build volumes. The 1.1 percent per year growth rate was calculated based on historic traffic volume growth in the project area and traffic forecast information presented in the Corcoran Comprehensive Plan. In addition, trips generated from the Hope Church and Kwik Trip developments were also included in the 2029 No-Build volumes.
- *2029 Build*. Trips generated by the proposed development were added to the 2029 No-Build volumes to determine 2029 Build volumes.

The expected new development trips were calculated based on data presented in Trip Generation, Twelfth Edition, published by the Institute of Transportation Engineers. The resultant trip generation estimates are shown in Table 1.

**Table 1: Weekday Trip Generation for Proposed Project**

| Land Use (ITE Code) | Size | Weekday AM Peak Hour | | | Weekday PM Peak Hour | | | Weekday Daily |
|---|---|---|---|---|---|---|---|---|
| | | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **Total** |
| Apartment homes (220) | 294 DU | 29 | 92 | 121 | 95 | 58 | 153 | 1826 |

Notes: SF=square feet and DU=dwelling units

Trip distribution percentages for the subject development trips were established based on the nearby roadway network, existing and expected future traffic patterns, and location of the subject development in relation to major attractions and population concentrations.

The distribution percentages for trips generated by the proposed development are described below:

- 15 percent to/from the north on CSAH 101
- 51 percent to/from the east on CSAH 30
- 10 percent to/from the south on CSAH 101

- 5 percent to/from the west on CSAH 30
- 10 percent to/from the south on CR 116
- 5 percent to/from the north on CR 116
- 2 percent to/from the north on Hunters Ridge
- 2 percent to/from the north on Elm Lane

Development trips from Table 1 were assigned to the surrounding roadway network using the preceding trip distribution percentages. Traffic volumes were established for all the forecasting scenarios described earlier during the weekday a.m. and p.m. peak hours. The resultant peak hour volumes are shown in Tables 2 and 3.

**Table 2: Weekday A.M. Peak Hour Traffic Volumes**

| CSAH 30/access | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | - | 568 | - | - | 320 | - | - | - | - | - | - | - |
| 2029 No-Build | - | 830 | - | - | 608 | - | - | - | - | - | - | - |
| 2029 Build | 5 | 830 | - | - | 608 | 22 | - | - | - | 70 | - | 18 |

**Table 3: Weekday P.M. Peak Hour Traffic Volumes**

| CSAH 30/access | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2025 Existing | - | 566 | - | - | 631 | - | - | - | - | - | - | - |
| 2029 No-Build | - | 879 | - | - | 898 | - | - | - | - | - | - | - |
| 2029 Build | 19 | 879 | - | - | 898 | 72 | - | - | - | 44 | - | 12 |

**Traffic Analysis**

Traffic analyses were completed for the subject intersection for all scenarios described earlier during the weekday a.m. and p.m. peak hours using Synchro software. Initial analysis was completed using existing geometrics and intersection control.

Capacity analysis results are presented in terms of level of service (LOS), which is defined in terms of traffic delay at the intersection. LOS ranges from A to F. LOS A represents the best intersection operation, with little delay for each vehicle using the intersection. LOS F represents the worst intersection operation with excessive delay. The LOS results for the study intersections are presented in Tables 4 and 5.

**Table 4: Weekday A.M. Peak Hour Level of Service Results**

| CSAH 30/access | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | Intersection |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2029 Build | A | A | - | - | A | A | - | - | - | F | - | B | A |

**Table 5: Weekday P.M. Peak Hour Level of Service Results**

| CSAH 30/access | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | Intersection |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2029 Build | A | A | - | - | A | A | - | - | - | F | - | C | A |

Under 2029 Build conditions, the following operations occur:

- The southbound left turn at the CSAH 30/access intersection operates at LOS F during the a.m. and p.m. peak hours. The overall intersection operates at LOS A during the a.m. peak hour and p.m. peak hours.

**Traffic Signal Warrants**

As shown above, the southbound left turn movement operates at LOS F during the 2029 Build scenario at the CSAH 30/Proposed Access intersection. In order to accommodate traffic generated by the proposed development, traffic signal control was considered at this location. The traffic forecasts for the 2029 Build scenario were used to analyze the peak hour traffic signal warrant. These volumes include trips from the proposed project as well as other background traffic.

The traffic volume forecasts were used to determine if the specific warrant is satisfied based on published criteria outlined in the Minnesota Manual of Uniform Traffic Control Devices (MMUTCD). Warrant 3 (Peak Hour Volume) was assessed. The results of the signal warrant analysis for the 2029 Build condition indicate the warrant is not met at the intersection. Any changes to the intersection control must be reviewed and approved by Hennepin County.

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



_____ DATE: February 19, 2026
Edward Terhaar
License No. 24441

**2026-08-13 Staff Summary Springs Development Application Status**

During preliminary review of the application materials, staff identified several items requiring clarification, revision, or additional information before staff can complete its review and make a recommendation. These include stormwater modeling and management, grading, erosion control, transportation, watermain and sanitary sewer design, wetland buffers, and other related components.

The application was initially scheduled for the June 6, 2026, Planning Commission meeting. Revised materials were not received in time for staff to complete the necessary review, and the public hearing was tabled to the September 3, 2026, Planning Commission meeting.

Revised materials have not yet been submitted. At this point, there is insufficient time for staff to receive the revised materials and complete the necessary review before the September 3 meeting. Staff therefore anticipates the application will need to be tabled again.