

ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Form-A-Feed **FILE #** 14-193-483
 2. **APPLICANT:** Form-A-Feed **HEARING DATE:** April 24, 2014
 3. **TYPE OF APPLICATION:** Conditional Use Permit
 4. **LOCATION:** 0 Eaton St, north and west of the barge channel
 5. **PIN & LEGAL DESCRIPTION:** 092822310012, 092822310002; see file for legal description
 6. **PLANNING DISTRICT:** 3 **PRESENT ZONING:** I2, RC2, FF
 7. **ZONING CODE REFERENCE:** §72.73; §72.74; §61.501
 8. **STAFF REPORT DATE:** April 16, 2014 **BY:** Josh Williams
 9. **DATE RECEIVED:** April 4, 2014 **60-DAY DEADLINE FOR ACTION:** June 3, 2014
-

- A. **PURPOSE:** Conditional use permit for equipment pits below the regulatory flood protection elevation and motor control shed elevated using an alternative to fill, in the flood fringe district
- B. **PARCEL SIZE:** 19.04 acres
- C. **EXISTING LAND USE:** Vacant industrial
- D. **SURROUNDING LAND USE:**
 - North: Airport (I1)
 - East: Vacant industrial (I2)
 - South: Barge channel; industrial (I2)
 - West: Industrial (I2)
- E. **ZONING CODE CITATION:** §72.73 states that any structure in the FF flood fringe district not elevated on fill requires a conditional use permit; §72.74 lists standards for conditional uses in the FF flood fringe district; §61.501 lists general conditions that must be met by all conditional uses.
- F. **HISTORY/DISCUSSION:** There is no zoning history for the property. The conditional use permit application is tied to two of three parcels portions of which the proposed barge unloading and transfer facility will occupy. The Saint Paul Port Authority owns the land, and will be replatting the area to create a single parcel for the proposed facility. A description of the portion of the parcels being leased to Form-A-Feed is included with this report.
- G. **DISTRICT COUNCIL RECOMMENDATION:** The District 3 Council had not made a recommendation as of the writing of this report.
- H. **FINDINGS:**
 1. The applicant is proposing the construction of a new building and associated structures for the unloading of bulk agricultural materials from barges. The building will be elevated on fill above the regulatory flood protection elevation (RFPE), with the exception of pits where conveyance equipment will be located. The pits will be floodproofed in accordance with the Minnesota State Building Code. The facility will also include a small building elevated by means other than fill which will house motor controls for the unloading equipment.
 2. §72.74 lists standards for conditional uses in the FF flood fringe district. Subsections (a) through (d) are applicable to the proposed project:
 - (a) *Alternative elevation methods other than the use of fill may be utilized to elevate a structure's lowest floor above the regulatory flood protection elevation. These alternative methods may include the use of stilts, pilings, parallel walls or above grade, enclosed areas such as crawl spaces or tuck-under garages. The base or floor of an enclosed area shall be considered above grade and not a structure's basement or lowest floor if: 1) the enclosed area is above grade on at least one (1) side of the structure; 2) is designed to internally flood and is constructed with flood-resistant materials; and 3) is used solely for parking of vehicles, building access or storage. The above-noted alternative elevation methods are subject to the following additional standards:*

- (1) *Design and certification. The structure's design and as-built condition must be certified by a registered professional engineer or architect as being in compliance with the general design standards of the Minnesota State Building Code and, specifically, that all electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities must be at or above the regulatory flood protection elevation or be designed to prevent floodwater from entering or accumulating within these components during times of flooding.*
 - (2) *Specific standards for above grade, enclosed areas. Above grade, fully enclosed areas such as crawl spaces or tuck-under garages must be designed to internally flood and the design plans must stipulate:*
 - a. *A minimum area of "automatic" openings in the walls where internal flooding is to be used as a floodproofing technique. There shall be a minimum of two (2) openings on at least two (2) sides of the structure and the bottom of all openings shall be no higher than one (1) foot above grade. The automatic openings shall have a minimum net area of not less than one (1) square inch for every square foot of enclosed area subject to flooding unless a registered professional engineer or architect certifies that a smaller net area would suffice. The automatic openings may be equipped with screens, louvers, valves or other coverings or devices, provided that they permit the automatic entry and exit of floodwaters without any form of intervention.*
 - b. *That the enclosed area will be designed of flood-resistant materials in accordance with the FP-3 or FP-4 classifications in the Minnesota State Building Code and shall be used solely for building access, parking of vehicles or storage.*
- (b) *Basements, as defined in §72.14, shall be subject to the following:*
- (1) *Residential basement construction shall not be allowed below the regulatory flood protection elevation except as authorized in subsection (e) of this section.*
 - (2) *Nonresidential basements may be allowed below the regulatory flood-protection elevation, provided the basement is protected in accordance with subsection (c) or (e) of this section.*
- (c) *All areas of nonresidential structures including basements to be placed below the regulatory flood protection elevation shall be structurally dry floodproofed in accordance with the FP-1 or FP-2 floodproofing classifications in the Minnesota State Building Code. This shall require making the structure watertight, with the walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy. Structures floodproofed to the FP-3 or FP-4 classification shall not be permitted.*
- (d) *The storage or processing of materials that are, in times of flooding, flammable, explosive or potentially injurious to human, animal or plant life is prohibited. Storage of other materials or equipment may be allowed if readily removable from the area within the time available after a flood warning and in accordance with a plan approved by the planning commission, or if elevated above the regulatory flood protection elevation by alternative methods which meet the requirements of subsection (a) above. Storage of bulk materials may be allowed provided an erosion/sedimentation control plan is submitted which clearly specifies methods to be used to stabilize the materials on site for a regional flood event. The plan must be prepared and certified by a registered professional engineer or other qualified individual acceptable to the planning commission.*
- (e) *When the Federal Emergency Management Agency has issued a letter of map revision-fill (LOMR-F) for vacant parcels of land elevated by fill to the one (1) percent chance flood elevation, the area elevated by fill remains subject to the provisions of this chapter. A structure may be placed on the area elevated by fill with the lowest floor below the regulatory flood protection elevation provided the structure meets the following provisions:*
- (1) *No floor level or portion of a structure that is below the regulatory flood protection elevation shall be used as habitable space or for storage of any property, materials, or*

equipment that might constitute a safety hazard when contacted by floodwaters. Habitable space shall be defined as any space in a structure used for living, sleeping, eating or cooking. Bathrooms, toilet compartments, closets, halls, storage rooms, laundry or utility space, and similar areas are not considered habitable space.

(2) For residential and nonresidential structures, the basement floor may be placed below the regulatory flood protection elevation subject to the following standards:

- a. The top of the immediate floor above any basement area shall be placed at or above the regulatory flood protection elevation..*
- b. Any area of the structure placed below the regulatory flood protection elevation shall meet the "reasonably safe from flooding" standards in the Federal Emergency Management Agency (FEMA) publication entitled "Ensuring that Structures Built on Fill In or Near Special Flood Hazard Areas Are Reasonably Safe From Flooding," Technical Bulletin 10-01, a copy of which is hereby adopted by reference and made part of this chapter. In accordance with the provisions of this chapter, and specifically section 72.33(g), the applicant shall submit documentation that the structure is designed and built in accordance with either the "Simplified Approach" or "Engineered Basement Option" found in FEMA Technical Bulletin 10-01.*
- c. If the ground surrounding the lowest adjacent grade to the structure is not at or above the regulatory flood protection elevation, then any portion of the structure that is below the regulatory flood protection elevation must be floodproofed consistent with any of the FP-1 through FP-4 floodproofing classifications found in the Minnesota State Building Code.*

These standards can be met. The applicant has stated that the lowest finished floor of the motor control building will be located above the RFPE, and elevated on an open structure constructed of flood-proof materials which allow flood waters to flow through the structure. Power supply lines will be disconnected at times of flooding. The applicant has stated that the equipment pits will be floodproofed in accordance with the FP-1 or FP-2 floodproofing classifications of the Minnesota State Building Code. At high flood stages, conveyance equipment and materials will be removed from the pits, and the pits will be filled with clear water to equalize hydrostatic pressure. As a condition of approval, the applicant should provide building and foundation plans and record of as-built condition for both the motor control center elevation structure and the conveyance equipment pits signed by a registered professional engineer or architect and verifying consistency with the requirements of §72.74.

3. §72.32 lists thirteen (13) factors to be considered in evaluating applications for conditional use permits in the FF flood fringe district:

- (a) The relationship of the proposed use to the comprehensive plan and floodplain management program for the city. Subject to meeting the standards listed in §72.74, this proposed use is in compliance with the Saint Paul Comprehensive Plan and the city's floodplain management program. Policy 5.1.3 of the river corridor chapter of the comprehensive plan supports continuation of and additions to industrial uses in the Southport industrial area if said additions will not have significant adverse impacts on air or water quality nor impair river valley views. The proposed additions are in an existing industrial area, and will not significantly alter river valley views. The project will not significantly impact air quality, and subject to adherence to the flood response plan and storm water pollution prevention plan (SWPPP) required as part of site plan approval and on file with the Department of Safety and Inspections, the project will not have a significant adverse impact on water quality. Adherence to the flood response plan and SWPPP should be a condition of approval.*
- (b) The importance of the services provided by the proposed facility to the community. The proposed facilities will put vacant industrial land to use. The primary importance of the facility to the community is economic activity and tax base.*
- (c) The ability of the existing topography, soils, and geology to support and accommodate the proposed use. The topography, soils, and geology of the site are similar to those of the*

general Southport industrial area, and are sufficient to support and accommodate the proposed use.

- (d) *The compatibility of the proposed use with existing characteristics of biologic and other natural communities.* The area of the proposed use is industrial in character, and does not contain significant biological communities; impacts of the proposed use will not extend beyond the immediate area.
- (e) *The proposed water supply and sanitation systems and the ability of those to prevent disease, contamination, and unsanitary conditions.* The area is already served by adequate water supply and sanitation systems. The proposed addition will not create significant additional demand for water supply or sanitation capability.
- (f) *The requirements of the facility for a river-dependent location, if applicable.* The purpose of the facility is for transfer of materials from barges, and is therefore dependent on a river location.
- (g) *The safety of access to the property for ordinary vehicles.* Safe access to the site is available by private road accessed via Barge Channel Road.
- (h) *The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.* The proposed motor control center elevation structure will be of open construction and built of flood resistant materials. Control equipment will be removed in times of flooding. The proposed equipment pits will be built to floodproofing specifications of the Minnesota State Building Code. Equipment will be removed from the pits in times of flooding.
- (i) *The dangers to life and property due to increased flood heights or velocities caused by encroachments.* The proposed encroachments are of limited footprint and located in the flood fringe where impacts on flood flows are negligible.
- (j) *The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters expected at the site.* The proposed facility is located in the flood fringe, where the velocity of flood flow is generally minimal.
- (k) *The danger that materials may be swept onto other lands or downstream to the injury of others.* The proposed facility will be located in the flood fringe, where water velocities are generally minimal. The equipment pits will be located inside a structure that is otherwise elevated on fill above the RFPE. The motor control center elevation structure will be of open construction using flood resistant materials, and will be anchored to a sub-grade foundation.
- (l) *The availability of alternative locations or configurations for the proposed use.* The motor control center elevation structure is an integral part of barge unloading equipment, and must be located at the edge of the barge channel. The creation of pits for conveyance equipment supports efficient operations and minimizes wear and tear on equipment; the floodproofing and locating of these pits inside a building raised above the RFPE minimizes any flood-related risk thereby created.
- (m) *Such other factors as are relevant to the purposes of this chapter.* The factors and findings enumerated and described herein adequately evaluate the proposed use for the purposes of this chapter.

4. §61.501 lists five standards that all conditional uses must satisfy:

- (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. Subject to meeting the standards listed in §72.74, this proposed use is in compliance with the Saint Paul Comprehensive Plan and the city's floodplain management program. Policy 5.1.3 of the river corridor chapter of the comprehensive plan supports continuation of and additions to industrial uses in the Southport industrial area if said additions will not have significant adverse impacts on air or water quality nor impair river valley

views. The proposed additions are in an existing industrial area, and will not significantly alter river valley views. The project will not significantly impact air quality, and subject to the requirements of a flood response plan and a storm water pollution prevention plan required as part of site plan approval, the project will not have a significant adverse impact on water quality.

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. The proposed facility will be served by a private road accessed via Barge Channel Road. During site plan review, Saint Paul Public Works staff did not identify any adverse impacts associated with increased truck traffic on Barge Channel Road.
- (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The proposed facility is consistent with the existing industrial character of the immediate neighborhood.
- (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The use is industrial in nature, and will not impeded improvement of surrounding properties for allowed uses.
- (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition can be met. Subject to adherence to the flood response plan and SWPPP required as part of site plan approval and on file with the Department of Safety and Inspections, the use conforms to all applicable regulations of the I2 general industrial district, RC2 river corridor district, and the FF flood fringe district. Adherence to the flood response plan and SWPPP should be a condition of approval.

- I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for equipment pits below the regulatory flood protection elevation and motor control center elevated using an alternative to fill, subject to the following additional condition(s):
- 1. The applicant shall provide building and foundation plans and record of as-built condition for both the motor control center elevation structure and the conveyance equipment pits signed by a registered professional engineer or architect and verifying consistency with the requirements of §72.74.
 - 2. The applicant shall adhere to all provisions of the flood response plan and SWPPP on file with the Department of Safety and Inspections.



CONDITIONAL USE PERMIT APPLICATION

Department of Planning and Economic Development
Zoning Section
1400 City Hall Annex
25 West Fourth Street
Saint Paul, MN 55102-1634
(651) 266-6589

Zoning office use only

File #

Fee:

Tentative Hearing Date:

14-193483
PD=3
4-24-14

APPLICANT

Name Form-A-Feed (Contact: Steve Nelson)
Address P.O. Box 9
City Stewart St. MN Zip 55385 Daytime Phone 320-562-2413
Name of Owner (if different) Saint Paul Port Authority
Contact Person (if different) Nicholas Mannel Phone 763-496-6757

PROPERTY LOCATION

Address / Location 637 Barge Channel Road
Legal Description See attached.
(attach additional sheet if necessary) Current Zoning I2

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of
Chapter 72, Section 74, Paragraph a of the Zoning Code.

SUPPORTING INFORMATION: Explain how the use will meet all of the applicable standards and conditions. If you are requesting modification of any special conditions or standards for a conditional use, explain why the modification is needed and how it meets the requirements for modification of special conditions in Section 61.502 of the Zoning Code. Attach additional sheets if necessary.

See attached.

RECEIVED

APR 03 2014

Per _____

☒ Required site plan is attached

Applicant's Signature

ST 1 ML
Date 3-28-14

City Agent 4/3/14

The proposed project requires a Conditional Use Permit for two reasons:

1. The Form-A-Feed building is proposed to include mechanical equipment pits that will have a floor elevation below the Regulatory Flood Protection Elevation (RFPE).
2. The loading equipment is proposed to have a motor control center (MCC) shed that will be elevated above the RFPE by an alternate method allowed by conditional use in the FF Flood Fringe District.

Through discussion with City staff we understand the following applicable standards and conditions will be considered when reviewing this Conditional Use Permit Application:

- Sec. 72.74. - Standards for conditional uses in the FF Flood Fringe District
- Sec. 72.75 – Standards for all FF Flood Fringe uses.

The following discussion presents a narrative of the project and an applicant comment on applicable zoning code.

Narrative

The Form-A-Feed project is a fertilizer and agricultural feed terminal proposed to be constructed at the Southport Terminal on Barge Channel Road. The final facility will serve to unload barges and transfer the material directly to trucks or to the building for storage and then transfer to trucks for shipment to area customers. Loading directly to trucks will take place at the equipment tower immediately adjacent to the channel. Loading out trucks with material that had been stored in the building will take place from a loading tower in the building.

In March 2014, the proposed project received St. Paul Department of Safety and Inspections Site Plan Review approval with a site and building design that does not require a CUP. The approved Site Plan is shown on sheet C2-1 in the attached plans. The site plan includes a building that will be raised on fill above the RFPE, which is a permitted use in the FF Flood Fringe Overlay District. The RFPE for the site is 708.2'. The proposed use is consistent with adjacent properties. There is a similar facility located on the opposite side of the channel. The site is located within the RC2 Flood Fringe. The site will have an approved flood evacuation plan detailing flood preparation activities that the operator will conduct prior to flood events.

To improve facility efficiency the project is pursuing two modifications to that approved plan to include mechanical equipment pits in the building and a motor control center (MCC) shed near the loading equipment. These modifications require the CUP.

The mechanical equipment pits will be located inside the building and flood proofed as required by the City. The mechanical pits allow the internal material handling to operate more efficiently and will reduce wear and tear on the equipment that will be located in the mechanical pits. The pits are proposed to house bins into which material will be placed for conveyance to the loading tower. Housing the bins in the pits creates a more efficient movement for loading them and reduces contact between the loader and bin.

The proposed MCC shed will contain equipment used to control the loading equipment that will be placed near the channel. The proposed MCC shed will be constructed to allow flood waters to pass beneath the lowest finished floor without compromising the structural integrity of the structure. The MCC near the loading equipment will improve efficiency of the direct truck loading operation.

APPLICANT COMMENT ON APPLICABLE FF FLOOD FRINGE DIST. ZONING CODE

Sec. 72.74. - Standards for conditional uses in the FF flood fringe district

(a) Alternative elevation methods...

Applicant Comment: The lowest floor of the proposed MCC structure will be raised above the regulatory flood protection elevation utilizing a raised foundation system of piers as shown in the attached drawings (see plan sheet XX). The area under the building will be open to flood on all four sides of the structure. The support columns will be constructed such that flood waters can pass beneath the lowest finished floor without compromising the structural integrity of the structure. The structure engineer will provide a certification that the building and foundation design and as-built condition is consistent with the Minnesota Building Code and the flood factors of the area.

(c) All areas of nonresidential structures...shall be structurally dry floodproofed...

Applicant Comment: The mechanical equipment pits will dry floodproofed in accordance with the FP-1 or FP-2 floodproofing classifications in the Minnesota State Building Code as required by code. This will be accomplished using a combination of concrete admixture and a waterproofing membrane. The walls of the pits will be a minimum of 8" thick concrete with waterproof caulking at any joints. The use of these methods in combination results in a structure that is substantially impermeable to the passage of water and structurally capable of resisting hydrostatic and hydrodynamic loads and the effects of buoyancy as required by code.

Sec. 72.75. - Standards for all FF flood fringe uses.

(e) Developments not to affect hydraulic capacities.

Applicant Comment: The proposed project is located within the flood fringe and not in the floodway. No filling will take place within the floodway. The floodway is the part of the floodplain necessary to allow passage of 100-year flood waters without increasing the water surface and where velocities of flowing floodwaters are of concern. Fill within the flood fringe for the project will not affect the hydraulic capacities of the channel.

DISCLOSED AND PROVIDED IN FURTHER DETAIL ON THE ARCHITECTURAL AND LANDSCAPE PLANS. THIS INCLUDES LANDSCAPING, LIGHTING AND OTHER FEATURES.

- [illegible]

1. I am aware that I am entering into a contract with the City of San Francisco and that I am responsible for obtaining all necessary permits and licenses for the construction of the project.
2. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
3. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
4. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
5. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
6. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
7. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
8. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
9. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.
10. I understand that the City of San Francisco is not responsible for obtaining permits and licenses for the construction of the project.

[illegible]

CONCRETE DRIVEWAY APRON
SEE EVALUATION SECTION ON SHEET CD-11

RETAINMENT WALL
SEE EVALUATION SECTION ON SHEET CD-11

LEAST AREA = 1.28 AC

GRADE

EXISTING GRADE



WARNING: THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES THAT SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND AVOID REDUCTION OF LINE.



1. ALL PAVERS, CONCRETE CURB, GUTTERS AND SIDEWALKS SHALL BE UNIFORMED AND INSTALLED IN ACCORDANCE WITH THE DETAIL SHOWN ON SHEET C-4.
2. THE CITY ENGINEER SHALL REVIEW AND APPROVE ALL ARCHITECTURAL AND MECHANICAL ANY ADDITIONAL, HANDMADE APPLICATIONS.
3. THE CITY ENGINEER, INSPECTOR, BUILDING INSPECTION DEPARTMENT AND THE CONSTRUCTION INSPECTOR SHALL BE NOTIFIED 24 HOURS AHEAD OF ANY COMMENCEMENT OF WORK.
4. MANHOLES SHALL BE SEALS BY BISHOP'S NOTIFICATION BY E-MAIL TO THE CITY ENGINEER TO COMMENCE ANY CHANGING, DEMOLITION OR UNDERGROUND WORK.
5. ANY POLE OR UTILITY SUPPORTED WITH IN THE BIDGE OR ANY OF ITS PARTS OF THE BRIDGE SHALL BE REMOVED OR REINFORCED TO BE IN ACCORDANCE WITH THE CITY REQUIREMENTS. THE CONSTRUCTION SHALL BE PRESENT, AND ADEQUATE AND STAFFING SHALL BE PROVIDED TO THE CITY ENGINEER FOR THE PROTECTION OF THE CITY.
6. THE CITY ENGINEER SHALL REVIEW AND APPROVE ALL ARCHITECTURAL AND MECHANICAL ANY ADDITIONAL, HANDMADE APPLICATIONS.

- [illegible]

1. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
2. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
3. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
4. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
5. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
6. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
7. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
8. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
9. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
10. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.

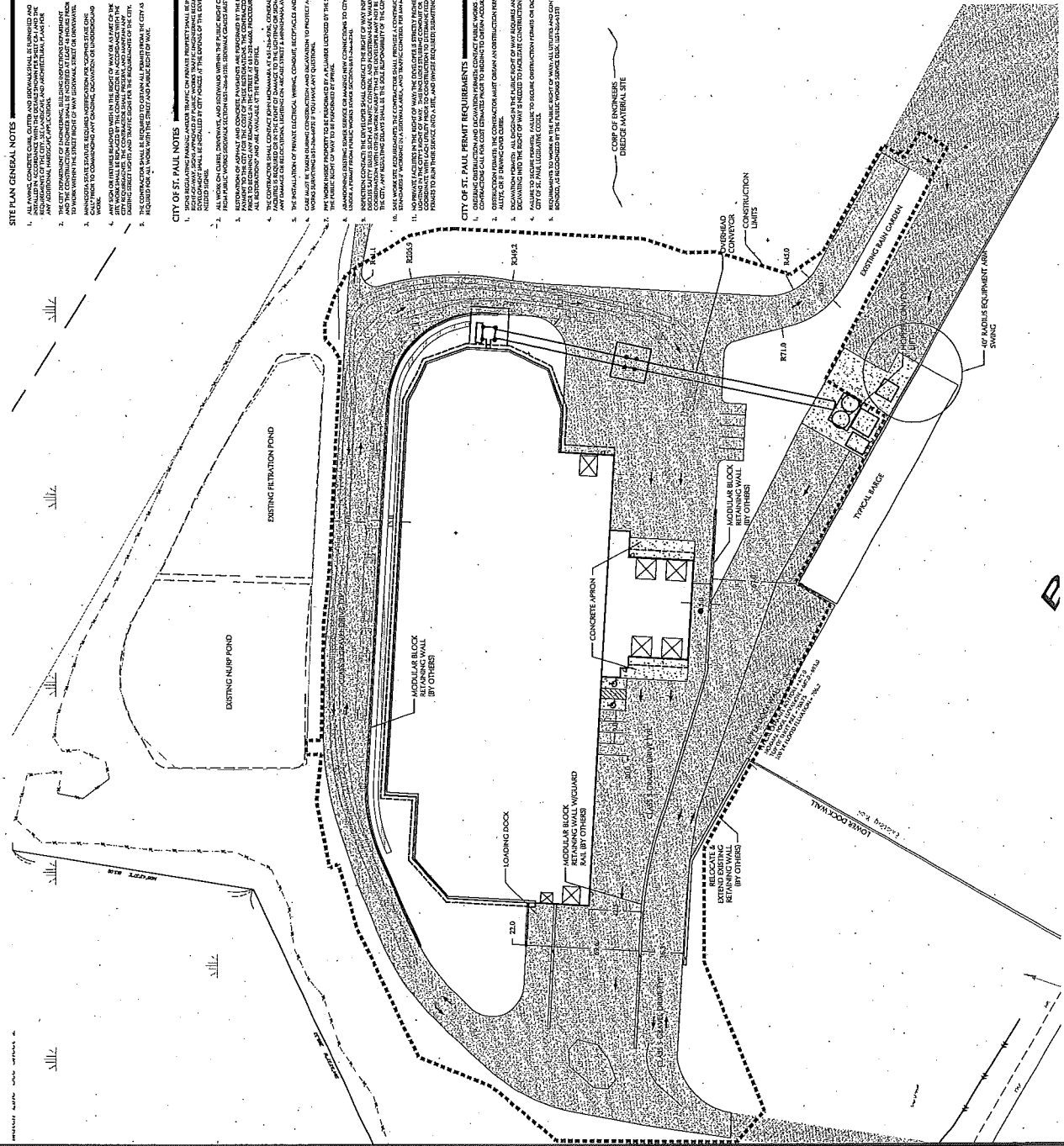
1. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
2. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
3. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
4. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
5. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
6. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
7. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
8. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
9. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.
10. THE CITY OF WASHINGTON IS HEREBY AUTHORIZED TO ENTER INTO AN AGREEMENT WITH THE DISTRICT OF COLUMBIA AND THE DISTRICT OF COLUMBIA METRO RAILROAD AUTHORITY TO CONSTRUCT AND OPERATE A LIGHT RAIL TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA.


1. CONTRACTOR SHALL FOR COST ESTIMATE PRIOR TO REQUESTING OFFER, ACCURATE COST ESTIMATE.
2. CONTRACTOR SHALL OBTAIN AN OBSTRUCTION PERMIT IF CONSTRUCTION INCLUDING IN-TRENCH WORK BLOCK CITY STREETS, SIDEWALKS OR DRIVEWAYS OR A DRAINING CURB.
3. OBSTRUCTION PERMITS, ALL OCCURRING IN THE PUBLIC RIGHT OF WAY REQUIRING AN OCCUPATION PERMIT, IF THE PROPOSED OBSTRUCTION IS CLOSE TO THE HEIGHT OF WAY, AND NEARBY TRAFFIC.
4. DETERMINING THE RIGHT OF WAY IS REQUIRED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY PERMITS.
5. DETERMINING THE RIGHT OF WAY IS REQUIRED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY PERMITS.
6. VALUING TO SECURE PERMITS, FAILURE TO SECURE OBSTRUCTION PERMITS OR OCCUPATION PERMITS WILL RESULT IN A DOUBLE PENALTY (1) AND OTHER FEES REQUIRED UNDER THE CITY OF ST. PAUL LEGISLATIVE CODES.
7. REQUIREMENTS TO WORK IN THE PUBLIC RIGHT OF WAY: ALL UTILITIES AND CONSTRUCTION WORKING IN THE PUBLIC RIGHT OF WAY MUST BE RECORDED, INSURED AND

1. CONTRACTOR SHALL FOR COST ESTIMATE PRIOR TO REQUESTING OFFER, ACCURATE COST ESTIMATE.
2. CONTRACTOR SHALL OBTAIN AN OBSTRUCTION PERMIT IF CONSTRUCTION INCLUDING IN-TRENCH WORK BLOCK CITY STREETS, SIDEWALKS OR DRIVEWAYS OR A DRAINING CURB.
3. OBSTRUCTION PERMITS, ALL OCCURRING IN THE PUBLIC RIGHT OF WAY REQUIRING AN OCCUPATION PERMIT, IF THE PROPOSED OBSTRUCTION IS CLOSE TO THE HEIGHT OF WAY, AND NEARBY TRAFFIC.
4. DETERMINING THE RIGHT OF WAY IS REQUIRED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY PERMITS.
5. DETERMINING THE RIGHT OF WAY IS REQUIRED TO FACILITATE CONSTRUCTION, CONTACT THE UTILITY PERMITS.
6. VALUING TO SECURE PERMITS, FAILURE TO SECURE OBSTRUCTION PERMITS OR OCCUPATION PERMITS WILL RESULT IN A DOUBLE PENALTY (1) AND OTHER FEES REQUIRED UNDER THE CITY OF ST. PAUL LEGISLATIVE CODES.
7. REQUIREMENTS TO WORK IN THE PUBLIC RIGHT OF WAY: ALL UTILITIES AND CONSTRUCTION WORKING IN THE PUBLIC RIGHT OF WAY MUST BE RECORDED, INSURED AND

The diagram shows a vertical cross-section of a road structure. From top to bottom, the layers are:

- CONCRETE SLABWAY APRON**: Represented by a rectangular block with a stippled pattern.
- BITUMAST SECTION (ON SLUIT Q-1)**: Represented by a thin horizontal line.
- CONSTRUCTION JOINTS**: Indicated by two vertical dashed lines.
- GRAVEL**: Represented by a rectangular block with a diagonal hatching pattern.
- EXISTING GRAVEL**: Represented by a rectangular block with a cross-hatching pattern.



 **CALL BEFORE YOU GO**
Gopher State One Call
TOWN CITY AREA: 414-464-6001
TOLL FREE: 1-800-353-5484

WARNING:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COORDINATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND FOR RELOCATION OF LINES.
THE CONTRACTOR SHALL CONTACT GEORGETOWN STATE ONE CALL AT 681-654-0662 AT LEAST 14 DAYS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WATER, GAS, CABLES, CONDUITS, PPTL MANHOLE VALVES OR OTHER BURIED STRUCTURES BEFORE BEGINNING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

Form-A-Feed Flood Evacuation Plan

Form-A-Feed Terminal
637 Barge Channel Road
St. Paul, MN 55104
Phone: TBD

The following items must be completed in preparation for flooding of the site as described below. The Form-A-Feed Site Manager will be responsible for monitoring flood conditions and river elevations. This information is posted on the National Oceanic and Atmospheric Administration's website: <http://water.weather.gov/ahps2/hydrograph.php?wfo=mpx&gage=stpm5>. The City of St. Paul website for flood information is: <http://www.stpaul.gov/index.aspx?NID=3742>. The City maintains a Daily Flood Update email notification that shall be monitored for additional information. This email subscription is accessible through the above City website.

The following actions are to be taken at the site in preparation for a flood event. The elevation listed is the trigger for the events shown. When the river reaches these elevations the activities shall be completed. The Form-A-Feed Site Manager will provide notice to the City Water Resource Coordinator (651-266-9112) that listed activities have commenced. The Regulatory Flood Protection Elevation (RFPE) for this site is 708.2' (NAVD 88). The River Elevations shown below in the NWS Stage column reference the river stage elevation as reported on the above websites. The River Elevations shown below in the NAVD 88 column indicate the elevation above sea level on the North American Vertical Datum 1988. The NAVD 88 is the datum utilized for the RFPE and the site design documents.

The City will notify the Saint Paul Port Authority and Form-A-Feed of sanitary sewer lift station shut down. Shut down of the lift station includes draining the sewer main, filling the lift station wet wells with clear water, and if necessary pulling out the electrical panels by City personnel. At an approximate river elevation of 701.0' (NAVD 88), site access may be restricted due to flooding of low areas on Barge Channel Road.

Form-A-Feed Activity	River Elevation (NWS Stage)	River Elevation (NAVD 88)
<ul style="list-style-type: none">• Inspect site and clean any spilled material.• Remove trash, debris and floatables from rain gardens, vegetated swales, and stormwater ponds.• Inspect vegetated swales, and stormwater pond slopes for stability deficiencies that could be exacerbated by flood waters. Perform any necessary repairs.• Remove trash, debris and floatables from remainder of site.	10' Gauge Height	Elevation 693.78'

<ul style="list-style-type: none"> • Inspect site and clean any spilled material. • Removed any loose material from interior mechanical equipment pits. • Disconnect electrical equipment at dockside loading tower. 	14' Gauge Height – Flood Stage	Elevation 697.78'
<ul style="list-style-type: none"> • Move excavator equipment to area next to the building adjacent to truck loading doors. (Elevation 708') 	16' Gauge Height	Elevation 699.78'

Prepared by:
Nicholas Mannel, P.E.
Loucks Associates
April 16, 2014

Loucks Associates Project No. 12178

Williams, Josh (CI-StPaul)

From: Dubruiel, Paul (CI-StPaul)
Sent: Thursday, April 17, 2014 11:56 AM
To: Williams, Josh (CI-StPaul)
Subject: Parks response FW: Zoning File #14-193483 FW: Message from "RNP00267373360E"

4-17-14

Joshua,

Take note .

ped staff

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

From: Kimble, Mike (CI-StPaul)
Sent: Wednesday, April 16, 2014 3:17 PM
To: Dubruiel, Paul (CI-StPaul)
Subject: FW: Zoning File #14-193483 FW: Message from "RNP00267373360E"

Paul,

Please see comments below and include parks in any meeting notices or other information.

Thanks,

Mike

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

From: Varney, Don (CI-StPaul)
Sent: Wednesday, April 16, 2014 3:15 PM
To: Martinez, Jody (CI-StPaul)
Cc: Kimble, Mike (CI-StPaul)
Subject: RE: Zoning File #14-193483FW: Message from "RNP00267373360E"

The building changes will not affect the trail but the likely increase in truck traffic due to increased loading efficiency will potentially impact the design of the trail crossing where trucks enter this property. Some type of safety measures will need to be considered, Stop signals, bike pedestrian alert flashers, something to provide safety warnings to truck drivers, bicyclists and pedestrians. We should be included in the discussions with the CUP applicant to make them aware of the changes in the use of Barge Channel Rd.

DV

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

From: Martinez, Jody (CI-StPaul)

Sent: Wednesday, April 16, 2014 3:07 PM
To: Varney, Don (CI-StPaul)
Subject: FW: Zoning File #14-193483FW: Message from "RNP00267373360E"

Don- please advise?

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

From: Kimble, Mike (CI-StPaul)
Sent: Thursday, April 10, 2014 1:34 PM
To: Martinez, Jody (CI-StPaul)
Subject: FW: Zoning File #14-193483FW: Message from "RNP00267373360E"

Jody,
Please see Don's response to this project below. Do we want to take any action?
Thanks,
Mike

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

From: Varney, Don (CI-StPaul)
Sent: Thursday, April 10, 2014 8:22 AM
To: Kimble, Mike (CI-StPaul)
Subject: RE: Zoning File #14-193483FW: Message from "RNP00267373360E"

Mike,
The trail is proposed to use Port Authority land that is adjacent and running along the SW property lines of parcels 637 and 701. Access to both of these lots since they both seem to be from the Barge Channel Rd. RR crossing location, will potentially have impacts on the trail.

Don

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

From: Kimble, Mike (CI-StPaul)
Sent: Thursday, April 10, 2014 8:06 AM
To: Varney, Don (CI-StPaul)
Subject: FW: Zoning File #14-193483FW: Message from "RNP00267373360E"

Don,
Will this project have any effect on the Harriet Is. - SSP trail? Looks like all the surrounding land is owned by the airport or the Port, according to Ramsey GIS.
Thanks,
Mike

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

From: Dubruiel, Paul (CI-StPaul)
Sent: Wednesday, April 09, 2014 5:53 PM
To: Kimble, Mike (CI-StPaul); mason@wsco.org; Shodeen, Molly (DNR)
Subject: Zoning File #14-193483FW: Message from "RNP00267373360E"

4-9-14

I am forwarding the attached zoning matter which pertains to or is near your planning district or may impact your department.

If you have any questions or comments concerning the application, please direct them to my attention as soon as possible.

You will receive notification when a public hearing date has been established. I may be reached at (651) 266-6583.

Community Organizer please copy the District President.

Conditional Use Permit
Form-A- Feed
637 Barge Channe Road et al
Zoning File #14-193483

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

From: scanner
Sent: Wednesday, April 09, 2014 5:24 PM
To: Dubruiel, Paul (CI-StPaul)
Subject: Message from "RNP00267373360E"

This E-mail was sent from "RNP00267373360E" (Aficio MP 4002).

Scan Date: 04.09.2014 17:23:35 (-0500)
Queries to: scanner

SOUTHPORT TERMINAL

Form A Feed Inc. Proposed Lease Area

Legal Description (November 1, 2012)

That part of Government Lots 7 and 15, Section 9, T. 28N., R. 22W., Ramsey County, Minnesota and of Tract C, Registered Land Survey No. 446, said Ramsey County, described as follows:

Commencing at the southwest corner of said Section 9; thence North 56 degrees 50 minutes 44 seconds East (assuming the south line of the Southwest Quarter of said Section 9 has a bearing of North 89 degrees 28 minutes 04 seconds East) a distance of 2782.67 feet, to the point of beginning of the parcel to be described; thence North 29 degrees 00 minutes 00 seconds East a distance of 90.00 feet; thence North 61 degrees 00 minutes 00 seconds West a distance of 437.61 feet; thence North 02 degrees 48 minutes 36 seconds East a distance of 293.91 feet; thence northwesterly, along a 45.00 foot radius tangential curve, concave to the southwest, central angle 86 degrees 58 minutes 55 seconds, a distance of 68.32 feet; thence North 84 degrees 10 minutes 19 seconds West, tangent to the last described curve, a distance of 219.45 feet; thence northwesterly, along a 180.00 foot radius tangential curve, concave to the south, central angle 04 degrees 39 minutes 43 seconds, a distance of 14.65 feet; thence North 88 degrees 50 minutes 02 seconds West, tangent to the last described curve, a distance of 51.72 feet; thence northwesterly, along a 220.00 foot radius tangential curve, concave to the north, central angle 04 degrees 32 minutes 07 seconds, a distance of 17.41 feet; thence southwesterly, along a 223.92 foot radius reverse curve, concave to the southeast, central angle 25 degrees 57 minutes 53 seconds, a distance of 101.47 feet; thence South 69 degrees 44 minutes 12 seconds West, tangent to the last described curve, a distance of 28.95 feet; thence southwesterly, along a 250.00 foot radius tangential curve, concave to the southeast, central angle 29 degrees 58 minutes 59 seconds, a distance of 130.83 feet; thence South 39 degrees 45 minutes 13 seconds West, tangent to the last described curve, a distance of 35.11 feet; thence southwesterly, along a 150.00 foot radius tangential curve, concave to the southeast, central angle 30 degrees 39 minutes 22 seconds, a distance of 80.26 feet; thence South 09 degrees 05 minutes 51 seconds West, tangent to the last described curve, a distance of 106.13 feet; thence North 23 degrees 30 minutes 44 seconds East a distance of 30.08 feet; thence North 67 degrees 11 minutes 56 seconds East a distance of 38.90; thence South 84 degrees 46 minutes 01 seconds East a distance of 70.97 feet; thence South 87 degrees 11 minutes 24 seconds East a distance of 82.17 feet; thence South 61 degrees 00 minutes 00 seconds East a distance of 237.23 feet; thence North 29 degrees 00 minutes 00 seconds East a distance of 35.00 feet; thence South 61 degrees 00 minutes 00 seconds East a distance of 625.00 feet to the point of beginning and there terminating.