

# **PLANNING COMMISSION**

**MAY 9, 2022**

**6:30 O'CLOCK P.M.**

1. Call to Order
2. 4<sup>th</sup> Ave Apartments
3. Golden Kernel Concept Plan
4. Wilker Pictures
5. Other
6. Adjourn



# MEMORANDUM

Hoisington Koegler Group Inc.



**To:** Kasson Planning Commission  
**From:** Brad Scheib, Consulting Planner  
**Subject:** May 9<sup>th</sup> 2022 PC Meeting – Thompson Addition Preliminary PUD Approval consideration – continued from April PC meeting  
**Date:** 05/04/2022

## Background

At the April PC meeting, a public hearing was held regarding the 4<sup>th</sup> Avenue Lane Apartments requesting an amendment to the existing PUD and a comprehensive plan amendment from low density to high density. A public hearing was open and closed at the meeting. Reopening the public hearing is at the discretion of the chair. At the April meeting, the PC moved the comprehensive plan amendment forward and City Council has approved the comprehensive plan amendment request. The preliminary PUD plan and zoning amendment was tabled by the PC to the May meeting. The following points address comments made at the meeting.

- Parking as proposed meets the zoning standard of 1.25 parking spaces per unit. In the event that parking becomes an issue, resolutions may include limiting vehicle ownership or exploring shared parking off site. Adjacent school uses create opportunities for sharing parking if property owners agree due to different peak parking period demands. Shared parking would require the property owner to enter into an agreement with nearby excess parking lot owners and for peak parking demands to vary. Parking along the main access street shall be signed to prohibit parking on both sides of the street so as to ensure adequate access for emergency vehicles.
- Traffic was expressed as concern on adjacent streets and particularly as it pertains to sidewalk and traffic conflicts and the safety of walkers/bikers. Trips generated by the proposed use can be accommodated with the design of the adjacent street infrastructure. Signage will be required as a condition of approval notifying drivers to be particularly aware of biker/walkers on sidewalks. Additional information will be provided about planned and programmed improvements based on Safe Routes to School planning.
- At the meeting, an Excel power line easement was discussed. The easement is located on the south side of 16<sup>th</sup> Street and has been added to the site plan exhibit and extends approximately 25 feet into the subject property. Staff will continue to work with the applicant to understand the impacts of the easement on the property.
- Open space is the final issue to discuss. Use of a PUD requires residential projects to meet a 30% open space requirement for the PUD site. The applicant has submitted the attached revised exhibit to reflect adherence to the 30% requirement. To achieve the 30% requirement consistent with the zoning code, the apartment building foot print and some hard surface areas were reduced and setback areas were removed from the calculations. The following table reflects the open space tabulations:



<u>4th Lane Apt</u>					
Green Space SF					
Main East				8,415	
Main West				3,658	
Apt Front #1				682	
Apt Front #2				520	
Apt Side #1				1,872	
Dr Island	3	x	530	1,590	
Island				205	
Island				400	
Outer Walk 1503 & 1501	2	x	102	203	
Outer Walk 1405 & 1406	5	x	56	280	
Outer Walk 1400				118	
				72	
Total SF				18,015	30.8%
Property SF				58,530	

### Action Considerations

Planning Commission recommended approval and Council affirmed approval of the Comprehensive Plan amendment from low density to high density residential. That leaves the consideration of the zoning amendment.

Staff recommends that the Planning and Zoning Commission discuss the application and consider a recommendation for the rezoning of 4th Avenue Lane NE to Planned Unit Development (PUD R-3) District.

In the event the Planning Commission finds the application consistent with the general intent and purpose of the PUD district a recommendation for approval can be made with the following conditions:

1. The applicant provide updated stormwater and erosion control plans with updates in consideration of the revised PUD to be approved by the City Engineer.
2. The applicant provide full civil site plan set with updates in consideration of the revised PUD to be approved by the City Engineer.
3. The applicant provide a landscape plan and sign plan consistent with 154.161 (G) and (H)
4. A sidewalk be developed and laid along 16th Street as was previously a condition of approval on the past PUD.
5. Adequate fire protection shall be demonstrated and approved by city fire officials.
6. Other conditions as deemed appropriate by the Planning Commission.

This recommendation is based on the following findings of fact:

1. With Conditions, the proposed zoning of Planned Unit Development complies with the overall guidance of the comprehensive plan as amended and the R-3 High Density Residential land use for the site; and
2. The proposed zoning will not have a negative impact on the function and character of the site and adjacent properties.



### **City Council Review**

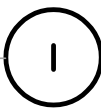
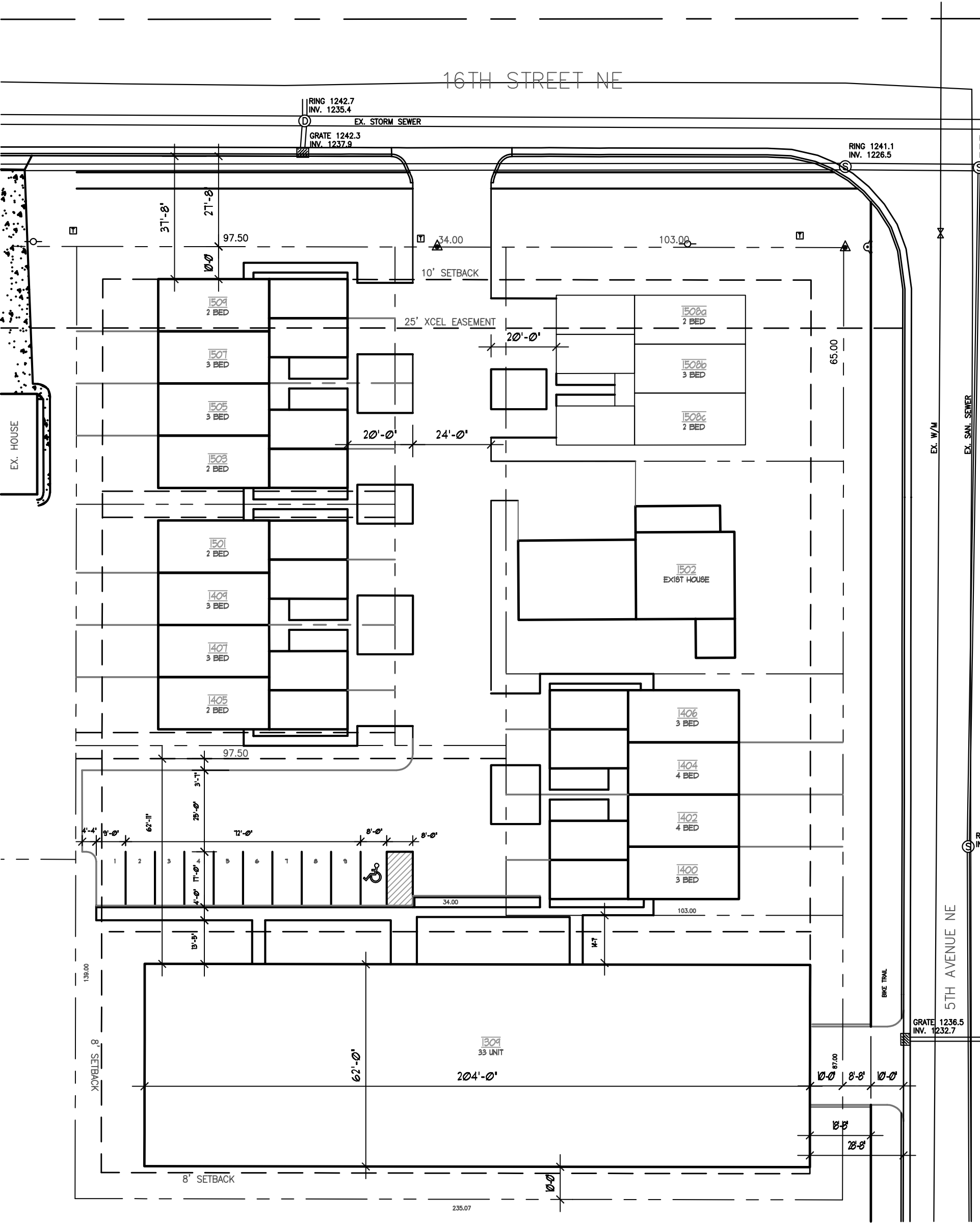
In the event a recommendation is received from the Planning and Zoning Commission and there are no significant outstanding issues or items to resolve, it will be forwarded to the City Council for action.

Approval of this Preliminary PUD Plan for the Thompson Addition will constitute rezoning. Consistent with city code 154.070, subpart (D) the applicant will need to file for Final PUD approval from the City Council.

### **Attachments**

- A. Revised PUD Site Plan (regulating plan C1.0)
- B. Revised Open Space Site Plan (Sheet C2.0)
- C. East elevation drawing
- D. PC Report from April 2022 (please refer to PC packet from April PC Meeting)





**SITE PLAN**  
SCALE: 1"=30'-0"



# THOMPSON FIRST SUBDIVISION

## 4TH LANE NE

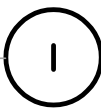
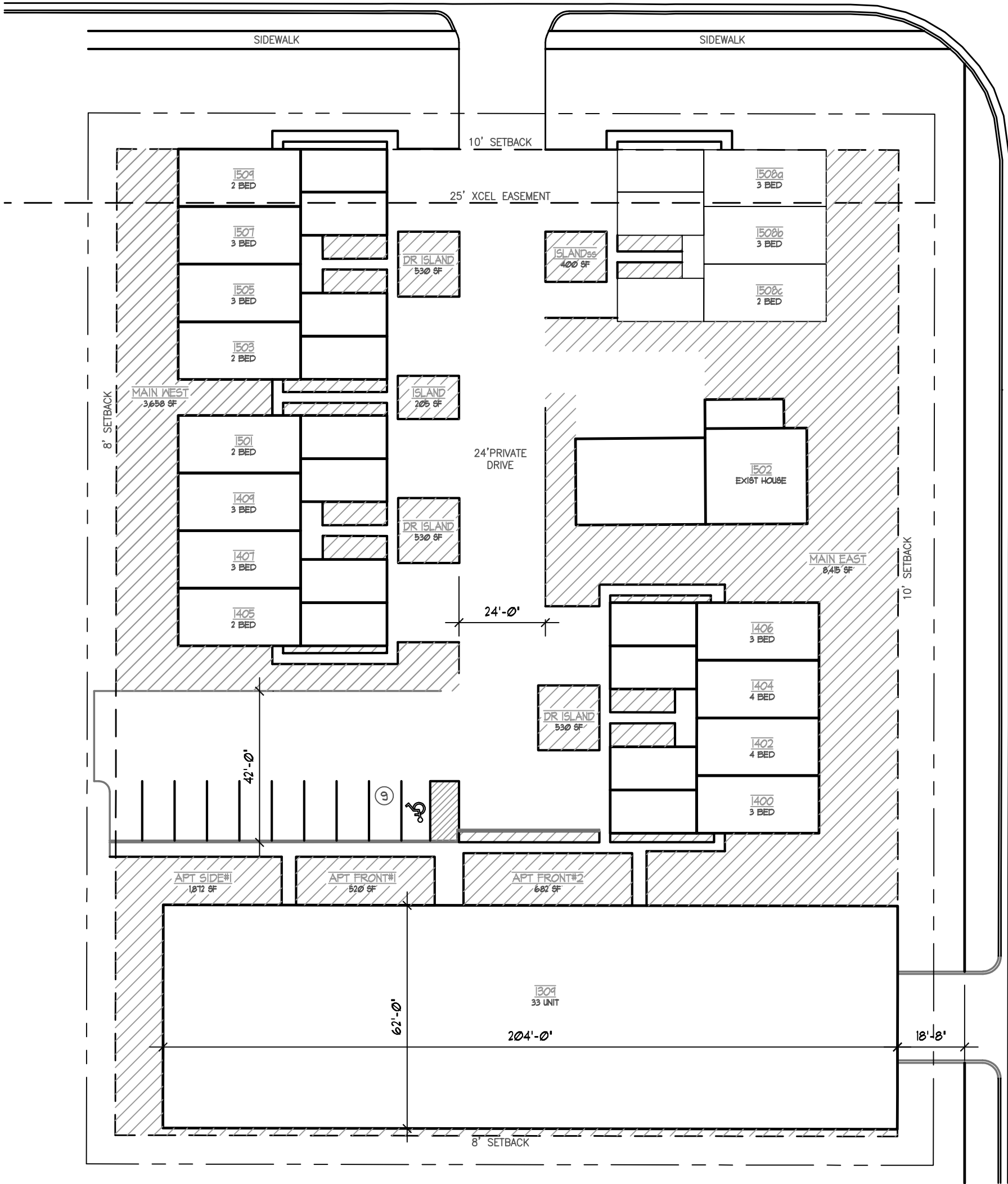
### KASSON, MINNESOTA

PROJECT #: 20150 / 17087  
DRAWN BY: AJT  
CHECKED BY: AJT  
REVIEW DATE: JUNE 15, 2019  
REVISION: MAY 05, 2022  
PRINTED: May 05, 2022

SITE  
PLAN

# C1.0





GREEN SPACE

SCALE: 1"=30'-0"



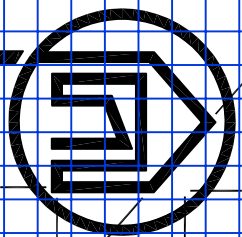
THOMPSON FIRST SUBDIVISION  
4TH LANE NE  
KASSON, MINNESOTA

PROJECT #: 17087  
DRAWN BY: AJT  
CHECKED BY: AJT  
REVIEW DATE: JUNE 15, 2019  
REVISION :  
PRINTED: Apr 25, 2022

GREEN SPACE  
SITE PLAN

C2.0





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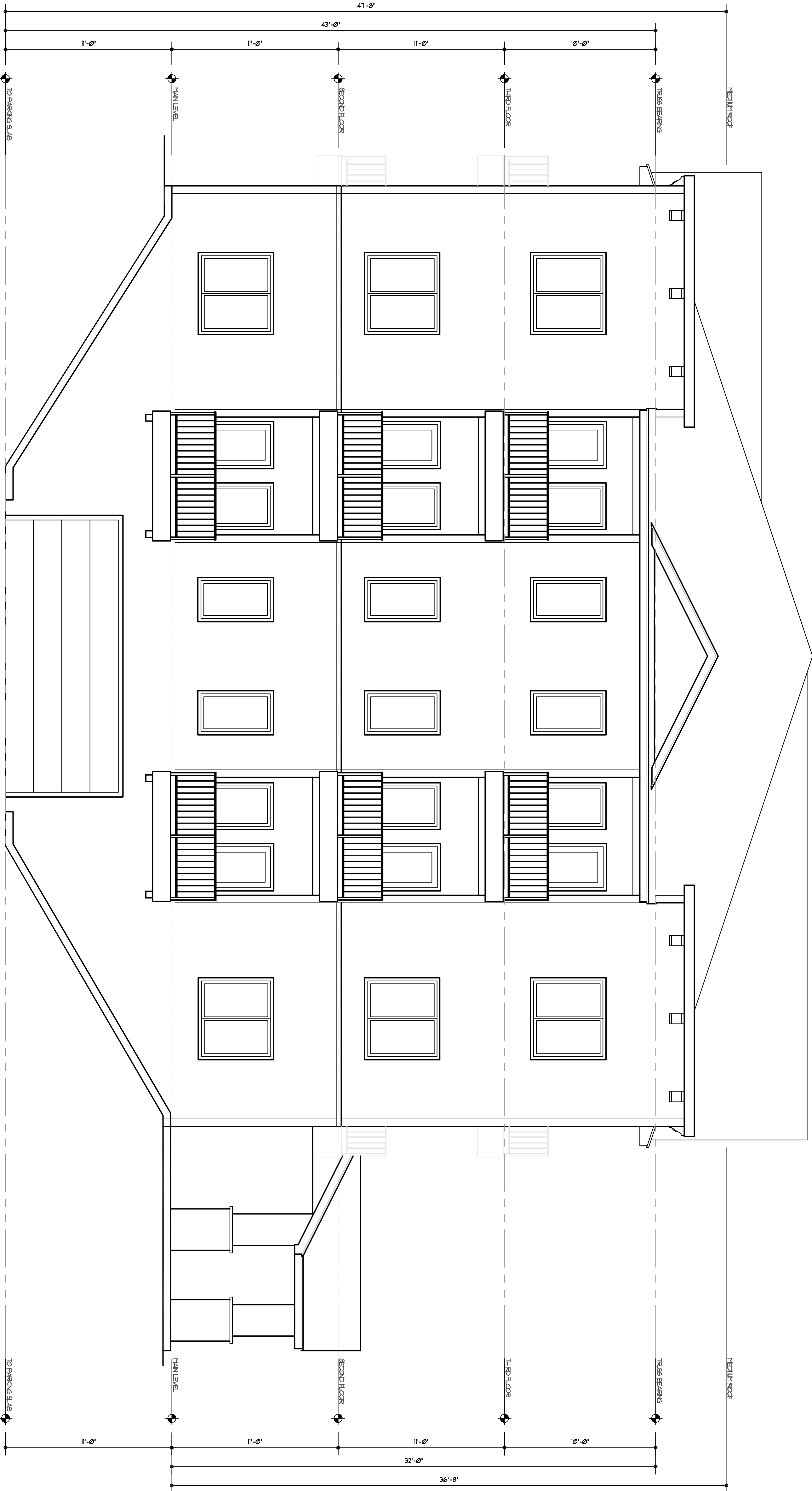
**4TH LANE APARTMENTS**  
3 STORY APARTMENT BUILDING  
XXXX 4th LANE  
KASSON  
MINNESOTA

PROJECT #	20150
DRAWN BY:	AT
CHECKED BY:	AT
PRELIM DATE:	APRIL 25, 2012
REVISED DATE:	
FINAL SET DATE:	
REVISION:	
PRINTED:	APR 25, 2012

SITE PLAN

**A1.0**

**1 SITE PLAN**  
SCALE: 3/32"=1'-0" (22" x 34")  
SCALE: HALF SCALE (11" x 17")







## STAFF REPORT

**TO:** Planning and Zoning Commission  
**FROM:** Brad Scheib & Trey Rouse, City Planner  
**DATE:** April 4<sup>th</sup>, 2022  
**SUBJECT:** Comprehensive Plan Amendment & PUD Rezoning  
**APPLICANT:** James Judisch, 504 Ventures LLC  
**OWNER:** 504 Development LLC  
**LOCATION:** 4<sup>th</sup> Avenue Lane NE, Kasson, MN  
**MEETING DATE:** 04/11/2022  
**COMPREHENSIVE PLAN:** Low-Density Residential  
**ZONING:** Planned Unit Development – Fixed District

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## OVERVIEW

The applicant, James Judisch, representing 504 Ventures LLC, has applied for the development of property located at the corner of 16<sup>th</sup> Street NE and 5<sup>th</sup> Avenue NE on behalf of the owner of the property 504 Development LLC. The application is requesting a comprehensive plan and PUD zoning amendment (rezoning) to accommodate an approximately 34 unit multi-family housing development as part of a previously approve PUD. The proposed structure would include three stories of housing over ground level parking.

The proposed development for the multi-family structure will occupy 0.59 acres of the total PUD area of 1.58 acres. The original PUD was approved with 12 townhomes and an existing single-family home. Some of the original 12 townhomes are currently under construction. The proposed amendment to the PUD includes three additional townhomes on Lot 15 Block 1. As amended the PUD will include 34 units of multi-family stacked housing, 15 attached townhomes, and 1 single family detached unit.

The applicant has gone through previous site plan, plat, and rezoning processes for this area. The Comprehensive Plan future land use designation was never revised as part of the original plan approval process. Therefore, the Comprehensive Plan land use designation needs to be amended from Low Density Residential to High Density Residential to accommodate the proposed use. The area is currently zoned as a Planned Unit Development-Flex District. The application is requesting to amend the existing PUD and therefore this amendment will result in a rezoning to PUD R-3. The existing PUD will be repealed replaced.





## REVIEW PROCEDURE

The applications submitted include the following requests:

- Comprehensive Plan amendment of future land use of property to High-Density Residential.
- Repeal of current Planned Unit Development and establishment of new amended Planned Unit Development
- Site Plan Review (only require administrative approvals)

### 60-Day Land Use Application Review Process

Pursuant to Minnesota State Statutes Section 15.99, local government agencies are required to approve or deny land use requests within 60 days. Within the 60-day period, an automatic extension of no more than 60 days can be obtained by providing the applicant written notice containing the reason for the extension and specifying how much additional time is needed. For the purpose of Minnesota Statutes Section 15.99, "Day 1" for the Comprehensive Plan amendment and Rezoning applications was determined to be March 23, 2022. The City's deadline for action or extension is on May 22, 2022.

### Public Hearing

City Code Section 30.034 requires the Planning and Zoning Commission hold a public hearing for any amendment to the Comprehensive Plan. Section 154.069 requires that a public hearing for a zoning amendment, including rezoning of parcels, be held by the Planning and Zoning Commission. The public hearing notices for the comprehensive plan amendment and the zoning amendment were published in the Dodge County Independent and posted on the City website. The public hearing notices were mailed to all affected property owners located within 350 feet of the subject property.



## COMPREHENSIVE PLAN AMENDMENT REVIEW

This land is currently guided for low-density residential by the Comprehensive Plan as it has single-family homes existing in this area. A Comprehensive Plan amendment is needed to re-guide the area to the High-Density Residential land use category. This designation allows a variety of residential development types with densities above 12 units per acre. The proposed development includes a single family home, attached townhomes, and multi-family building with a density of approximately 30 units per acre, which is consistent with the High-Density Residential land use category. Land to the north, west, and south of the site is guided for Public/Institutional use while to the east is Low-Density Residential. Higher density housing adjacent and proximate to School facilities provides walkable places of housing for employees and students and as such is an appropriate guiding.

## Future Land Use Map Amendment

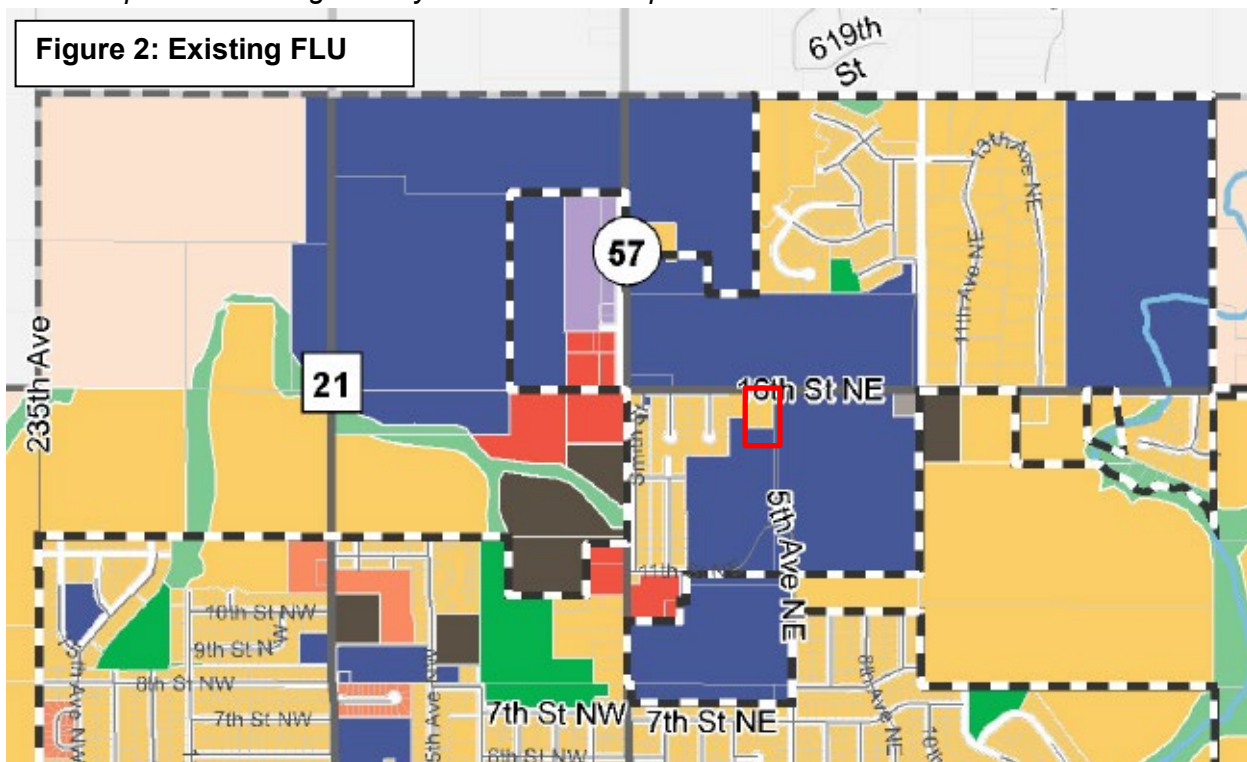
***Applicant Request:***

Change the Future Land Use category of the site from “Low Density Residential” to “High Density Residential”.

From the Comprehensive Plan:

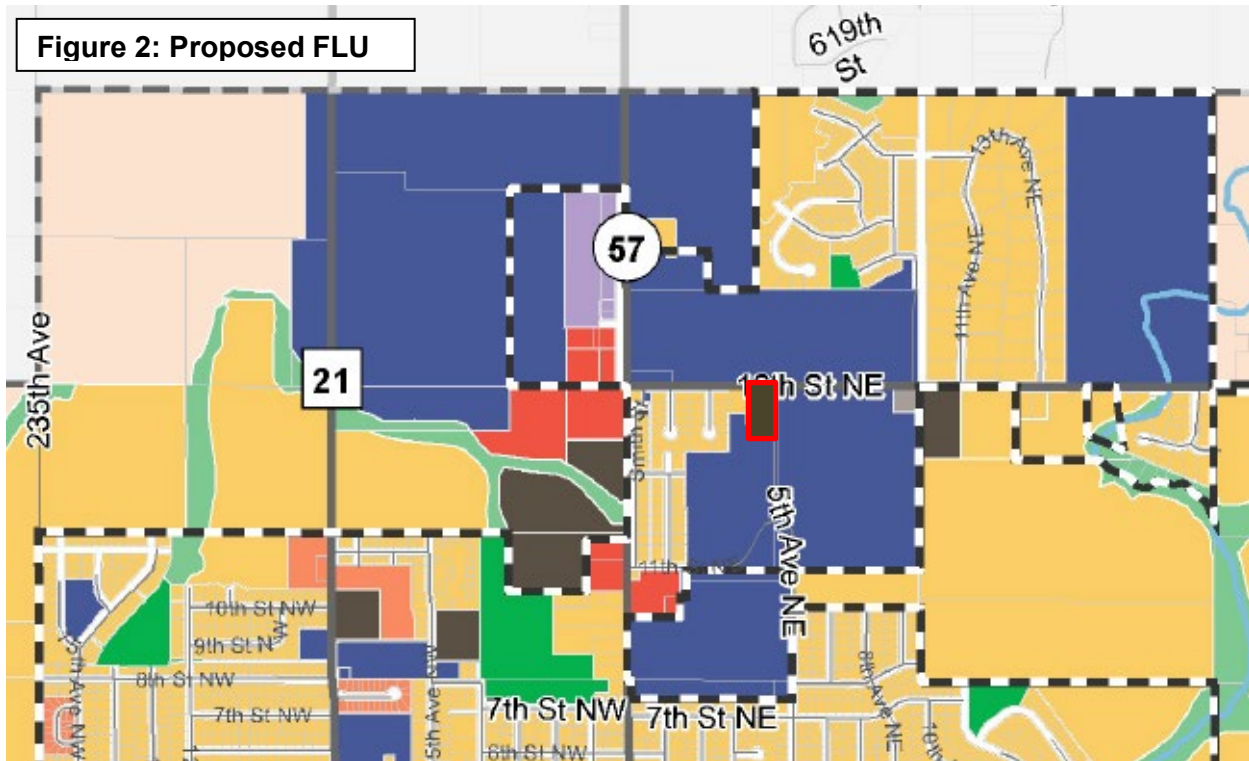
*High-Density Residential: Includes stacked orientation of multi-family housing such as apartments and condos. Generally, this land use category would not include any single family detached housing product type but could include attached side by side townhome or condominium type structures. Density in this land use pattern would generally exceed 12 units per acre.*

### Figure 2: Existing FLU





**Figure 2: Proposed FLU**



**Discussion:**

- This area was already previously approved (although no Comprehensive Plan Amendment was done) for a higher density residential development and is still suited to be able to include “High-Density” housing along with the proposed townhomes.

**REZONING and PUD REVIEW**

In 2020, the site was granted a conditional use permit for a Planned Unit Development within an R-1 zoning district. The city’s comprehensive rezoning completed at the end of 2020 established the PUD Flex District for all existing PUD’s. The applicant is proposing to amend the existing PUD. This amendment would result in a rezoning a Planned Unit Development utilizing the R-3 zoning district standards to allow for higher density residential development such as townhomes and an apartment building to be developed in the area. PUD districts are based off of the base City zoning district which most closely fits the proposed development which in this case is the R-3 district, as this district is intended for high density residential uses but can allow for higher density single family dwellings as well including townhomes.

**Density:** The overall density on the PUD is roughly 30 units per acre. This would be consistent with the land use category of high density residential (Comp Plan Amendment needed).

**Lot Area:** Overall the lot area per unit exceeds the standards of the R-3 District. The PUD would allow for lot area to be approximately 1,750 square feet per unit for the Townhomes proposed and 750 square feet per unit for the multi-family stacked structure.

**Setbacks:** The proposed multi-family structure does not meet the setbacks in the R-3 district based on what is proposed. Setbacks may vary through PUD. As the site is adjacent public open space as part of



the school district facilities the proposed setbacks of 20 feet on the west and 10 ½ feet on the south could be acceptable setbacks.

**Building Height:** The proposed building height of the multi-family structure is 3 stories of residential units over 1 story of parking for a 4 story structure. This may exceed the standards for R-3 district by a half story. Accommodating parking within the structure is a site amenity worthy of deviation of building height. Grading and landscaping will also help mitigate potential building height concerns. A 4 story structure is acceptable.

**Parking:** The proposed project includes both structured parking and surface parking spaces. The overall parking ratio is approximately 1.5 spaces per unit. Industry wide, 1.5 parking spaces per unit has been an acceptable parking ratio for multi-family projects. In the event a problem emerges, the applicant may be required to reduce vehicle ownership of residents or make other physical site improvements to correct any parking issues as there is no available space for proof of parking. 1.5 spaces per unit is an acceptable standard for the PUD.

**Streets, Access, Traffic, Utilities, and Drainage:** The site will be accessed via an existing private street extending north to 16<sup>th</sup> Street NE and a driveway to 5<sup>th</sup> Avenue NE. Concern has been expressed regarding traffic generally peak hours directly related to school drop off and pick up. The existing street capacity overall is adequate to accommodate the development. Traffic to and from the site will be distributed to 16<sup>th</sup> Street and 5<sup>th</sup> Avenue. Peak periods will need to continue to be monitored and managed in collaboration with school activities.

The applicant submitted a full set of civil drawings addressing drainage, erosion control and utility connections. These drawings will be required to be updated as part of the site plan approval process and adequate storm water management and construction standards shall be satisfied per the City engineer. There is adequate water and sewer capacity to serve the site and the site is in the city electric utility jurisdiction.

There is a potential issue with an excel energy transmission easement on the north side of the PUD along 16<sup>th</sup> Street. This issue is currently being evaluated. Additional information will be made available when known.

**Landscaping:** A landscaping plan has not been submitted as part of the applicant. Landscaping will be required and reviewed as part of the site plan approvals. Landscaping will help mitigate setbacks and other aesthetic concerns.

**Common Open Space:** PUDs shall include common open space as part of the plan. Enabling a PUD approach requires development projects to deviate from certain standards in exchange for other public benefits including enhanced aesthetics, pedestrian connectivity, preservation of natural features, creation of life cycle-housing (variety and affordability), and common open space. For Residential projects the threshold is 30%. This was identified as a condition of approval when originally approved. The application did not include specific plans for how this is to be achieved and in staff evaluation it appears that achieving the 30% threshold will be problematic. Staff recommends this be a discussion topic at the meeting and it either be a condition of approval that an open space plan be submitted to demonstrate the 30% threshold or action be tabled to determine an alternative course of action.

## RECOMMENDATIONS

### Comprehensive Plan Amendment

Staff recommends that the Planning and Zoning Commission recommend to the City Council the proposed change in the future land use map for the subject property from Low Density Residential to High Density Residential. Doing so will bring additional housing to Kasson and will allow for more life





cycle housing choices proximate to a concentration of public-school facilities supporting housing for jobs and students within close walking distance.

### Rezoning Amendment

Staff recommends that the Planning and Zoning Commission discuss the application and consider a recommendation for the rezoning of 4<sup>th</sup> Avenue Lane NE to Planned Unit Development (PUD R-3) District. In the event the Planning Commission finds the application consistent with the general intent and purpose of the PUD district a recommendation for approval can be made with the following conditions:

1. The applicant provide plan details for open space demonstrating consistency with the 30% open space provision as specified in 154.161 (F) (6) (d) 1.
2. The applicant provide updated stormwater and erosion control plans with updates in consideration of the revised PUD to be approved by the City Engineer.
3. The applicant provide full civil site plan set with updates in consideration of the revised PUD to be approved by the City Engineer.
4. The applicant provide a landscape plan and sign plan consistent with 154.161 (G) and (H)
5. A sidewalk be developed and laid along 16<sup>th</sup> Street as was previously a condition of approval on the past PUD.
6. Adequate fire protection shall be demonstrated and approved by city fire officials.
7. Other conditions as deemed appropriate by the Planning Commission.

 This recommendation is based on the following findings of fact: 

1. With Conditions, the proposed zoning of Planned Unit Development complies with the overall guidance of the comprehensive plan **as amended** and the R-3 High Density Residential land use for the site; and
2. The proposed zoning will not have a negative impact on the function and character of the site and adjacent properties.

In the event the Comprehensive Plan amendment is not approved, staff recommends denial of the rezoning request due to inconsistency with the Comprehensive Plan.

### CITY COUNCIL REVIEW

In the event a recommendation is received from the Planning and Zoning Commission and there are no significant outstanding issues or items to resolve, it will be forwarded to the City Council for action.

### ATTACHMENTS

- A. Applicant Narrative
- B. Thompson First Addition Subdivision Site Plan
- C. 4<sup>th</sup> Avenue Lane Apartment building sets (sheets T1, A1.1, A1.2, and A1.3)



4<sup>th</sup> Avenue Lane Apartment Building – as submitted by applicant 03/23/2022

### **Building Class and Unit Mix**

Market research performed by members of 504 Ventures, LLC and supported by housing studies in Southeastern Minnesota indicate that Kasson needs additional rental units, and that demand exists for a class A apartment building. Experience in communities surrounding Rochester indicates that 2-bedroom apartments in this product class are the unit type in the highest demand.

Preliminary plans are for a three-story building over underground parking. This basic layout will not change, however, variances and approval conditions could impact the building footprint which could affect the final unit count. As of now, the building is expected to have 34 units in total. 28 2-bedroom units and 6 – 1 bedroom units. 2-bedroom units are expected to average 950 square feet and the 1-bedroom units will average approximately 825 square feet.

### **Amenities**

A centrally located elevator will service the parking garage level and all three living floors. Two stairwells will be located on opposite ends of the structure and will also service additional access and emergency exits.

Inside of the main entrance of the building will be an office for the onsite manager, mailbox and package area, and an elevator lobby.

Building amenities include zero entry under building parking, large living units, granite or similar luxury counter tops, stainless steel appliances, in unit laundry, and private wifi for each unit. Private balconies are also being considered for the majority of the units. The entire building will be sprinkled for fire protection and safety.

Each unit will have independent control over heating and cooling through the use of a Magic Pak or similar system. These systems draw air directly from the outside and run through a filter so each unit gets clean air that hasn't run through other units in the building. Units will also have operable windows so tenants can have full control of the comfort in their space with lots of natural light and air flow.

Our hope is to be allowed to design a building with a pitched roof as these systems perform better over time with less maintenance, and we believe it will allow the building to better fit in with the character of the neighborhood.

### **Parking**

Three living levels over parking has been a successful formula with other projects as it allows good economies of scale and provides one under building parking spot per unit. In our experience, buildings in Rochester can get by with less than one parking spot per unit as not all residents elect to own a vehicle. However, outside of Rochester we have found that one underbuilding spot per unit is ideal. This building will also have at least a dozen surface parking spots near the front level and has the ability to achieve a total parking ratio of nearly 1.5 spots per unit.

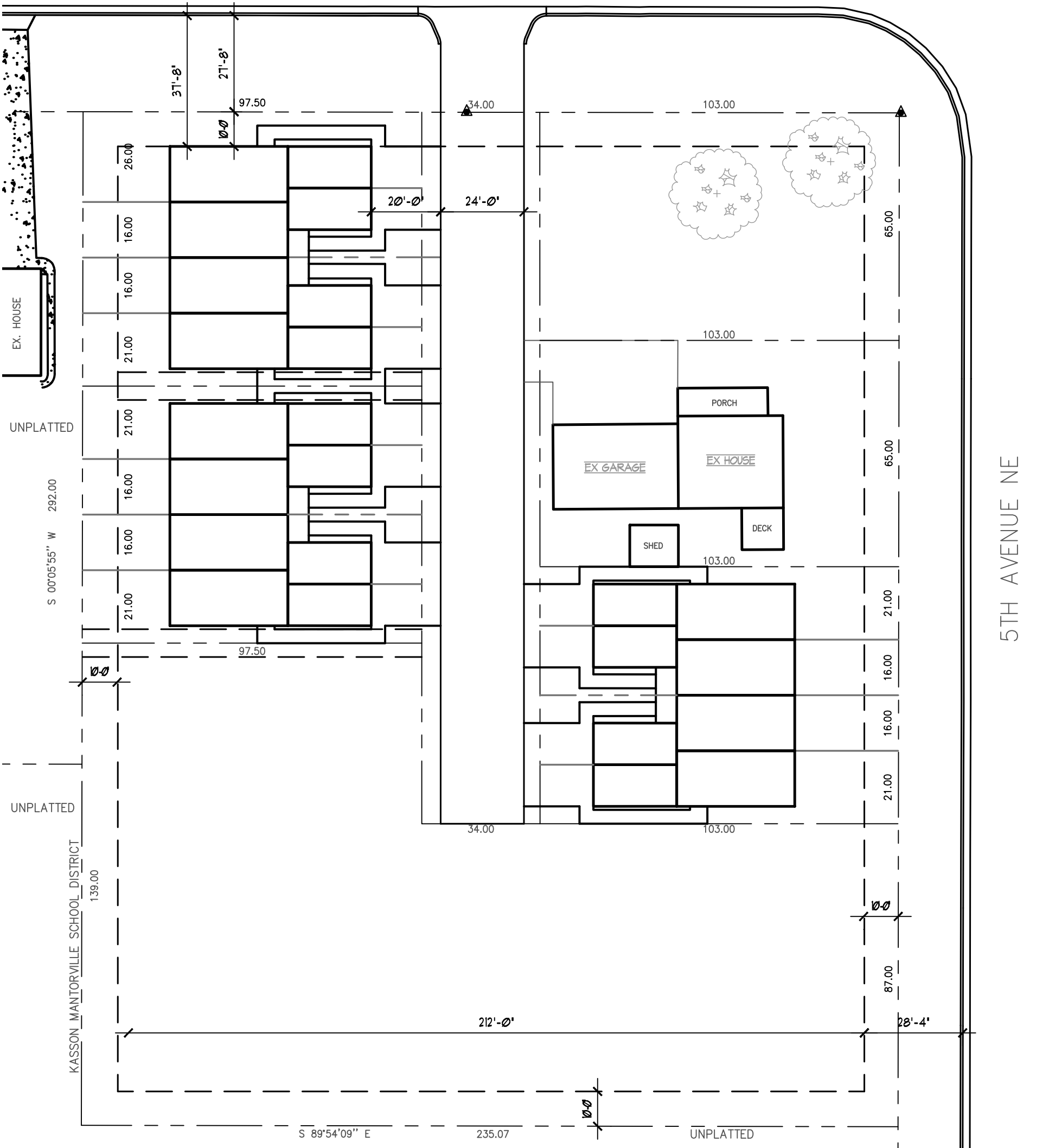
301 Main Apartments was built in 2018 in Pine Island, MN. This building is located downtown across the diagonally across main street from City Hall built on a 20,400 square foot lot. This building is 3 stories over underground parking with a total of 36 units (26 – 2 bed, 10 – 1 bed). The building has 36



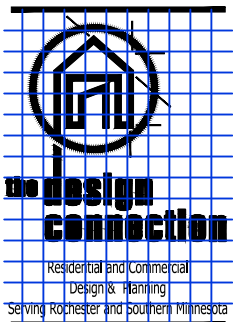
underbuilding parking spots, with 3 additional surface spots on site and eight reserved spots across 3<sup>rd</sup> Street to the North. Public parking is also available on the Street on the North side of the building. After nearly 3.5 years of operation, the building manager reports that visitors occasionally use the surface parking spots on site or park on the street. The reserved spots across the road are rarely used and never full. The manager noted that despite the size of the building on a downtown lot, parking around it is never an issue, and the building has had no impact on traffic patterns. She also noted that most tenants elect to have a parking spot under the building with very few who have not had vehicles.

Recently, the city of Pine Island contacted the building manager to see if there was a need to continue reserving the eight spots across the street in a city lot. It was determined that the spots are not required. The manager only asked that people visiting the building be allowed to leave their cars in the lot without moving them for up to 72 hours as visitors occasionally park there over a weekend, this request was granted. The city only allows others to park in the lot for a maximum of 24 hours. Despite adding significant density along the primary road leading to the community high school, the building has had virtually no impact on parking or traffic flows.





**SCALE: 1"=30'-0"**



THOMPSON FIRST SUBDIVISION  
4TH AVE LANE  
KASSON, MINNESOTA

PROJECT #:	17087
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CHECKED BY:	AJT
REVIEW DATE:	JUNE 15, 2019
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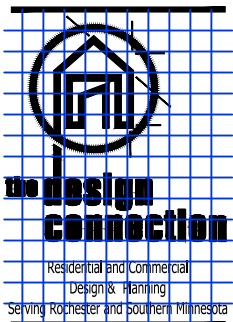
# SITE PLAN

# C1.0



The site plan illustrates the proposed development at 235.07. The proposed building is a large rectangular structure measuring 212'-0" by 68'-0". It is situated on a lot that is 235.07 units wide and 139.00 units deep. The plan shows the layout of the proposed building, existing structures (EX. HOUSE, EX. GARAGE, EX. HOUSE), and surrounding property lines (KASSON MANTORVILLE SCHOOL DISTRICT, UNPLATTED). The plan also shows the location of the proposed building relative to the existing structures and the surrounding property lines.

**SCALE: 1"=30'-0"**



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# SITE PLAN

# C1.A



# 4TH AVE LANE APARTMENTS

## KASSON, MN





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**4TH AVE LANE APARTMENTS**  
3 STORY APARTMENT BUILDING  
4th AVE LANE  
KASSON  
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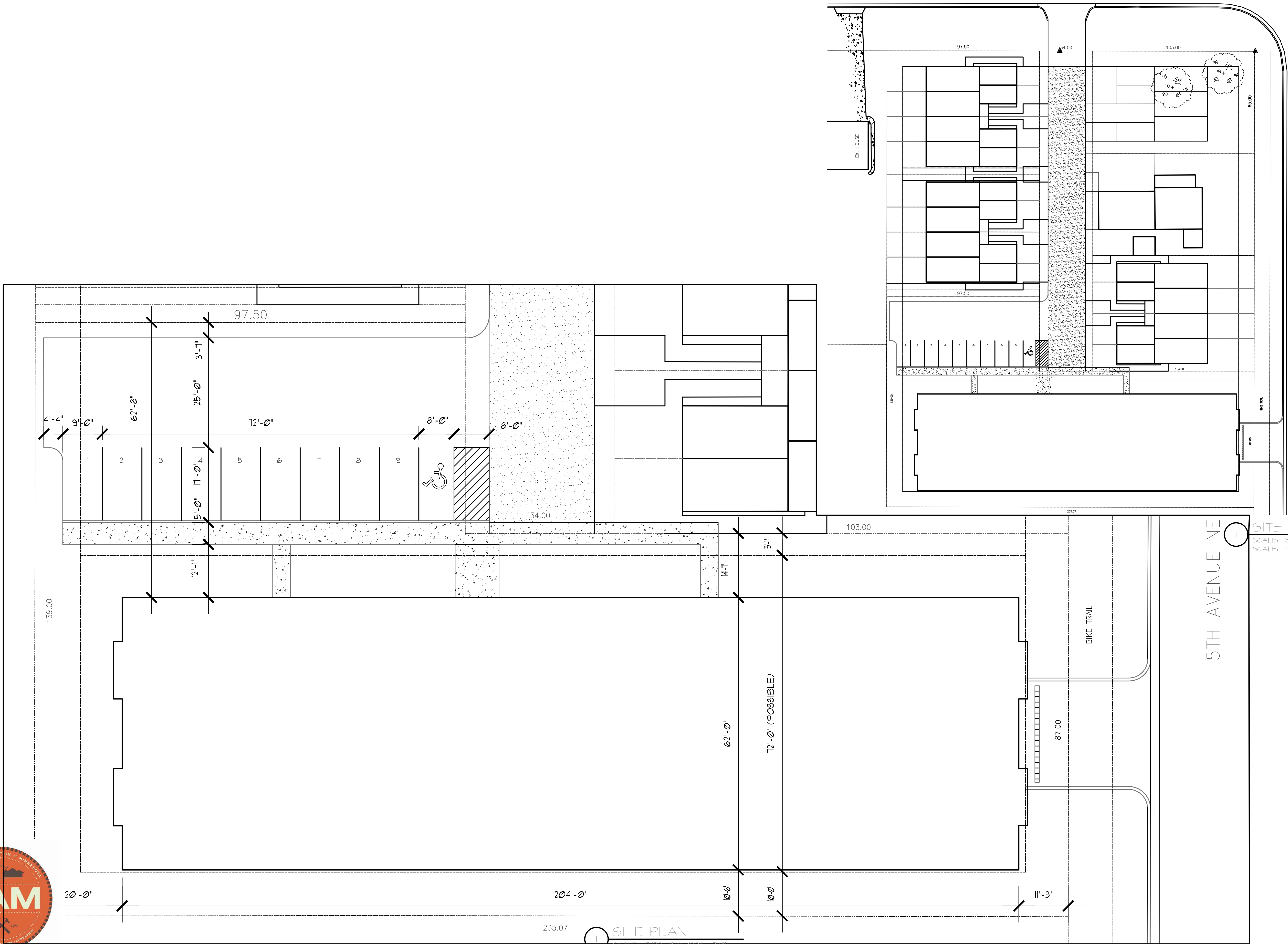
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FINAL SET DATE:	
REVISION:	
PRINTED:	Aug 23, 2021

TITLE SHEET

**T1.0**







**1 SITE PLAN**  
SCALE: HALF SCALE (11" x 17")

**2 SITE PLAN**  
SCALE: HALF SCALE (11" x 17")

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**PRELIMINARY  
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CONSTRUCTION**

**4TH AVE LANE APARTMENTS**  
3 STORY APARTMENT BUILDING  
4th AVE LANE  
KASSON  
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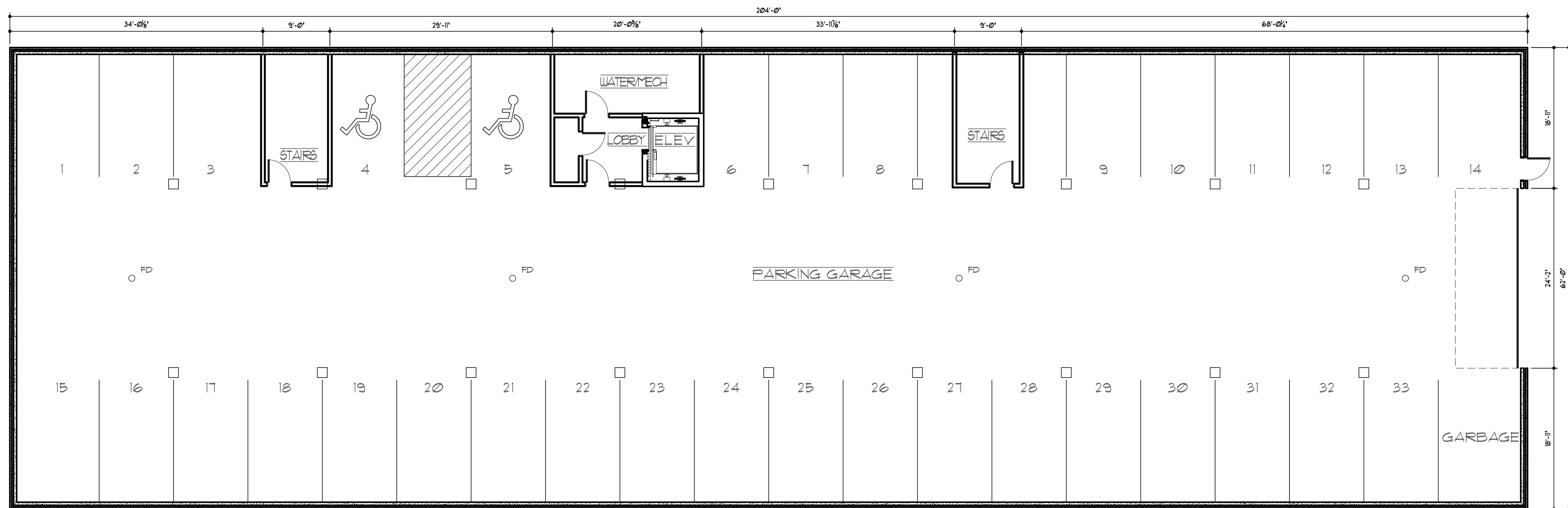
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PRELIM DATE:	8/20/2021
BID SET DATE:	
FINAL SET DATE:	
REVISION:	
PRINTED:	Aug 23, 2021

SITE PLAN





2 FIRST FLOOR LEVEL  
SCALE: 1/8"=1'-0" (22" x 34")  
SCALE: HALF SCALE (11" x 17")



1 PARKING LEVEL  
SCALE: 1/8"=1'-0" (22" x 34")  
SCALE: HALF SCALE (11" x 17")

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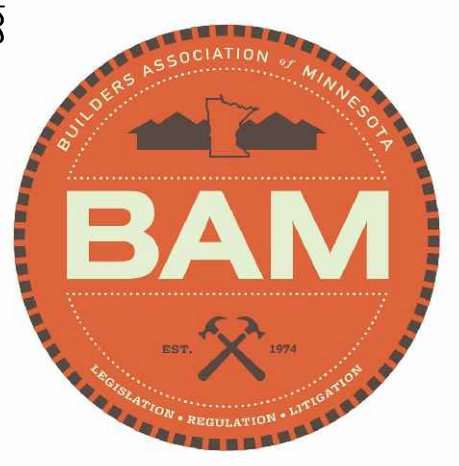
**4TH AVE LANE APARTMENTS**  
3 STORY APARTMENT BUILDING  
4th AVE LANE  
KASSON  
MINNESOTA

PROJECT #:	20150
DRAWN BY:	GFN
CHECKED BY:	AJT
PRELIM DATE:	8/20/2021
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GARAGE LEVEL AND  
FIRST LEVEL FLOOR PLANS

**A1.2**

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2 THIRD FLOOR LEVEL  
SCALE: 1/8"=1'-0" (22" x 34")  
SCALE: HALF SCALE (11" x 17")



1 SECOND FLOOR LEVEL  
SCALE: 1/8"=1'-0" (22" x 34")  
SCALE: HALF SCALE (11" x 17")

  
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SECOND AND THIRD  
FLOOR PLANS

**A1.3**

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# MEMORANDUM

Hoisington Koegler Group Inc.



**To:** Kasson Planning Commission  
**From:** Brad Scheib, Consulting Planner  
**Subject:** May 4<sup>th</sup> 2022 PC Meeting Concept Plan Review  
**Date:** 05/04/2022

## Background

Staff has requested a concept plan be developed as a precursor to splitting off an existing farmstead of a recently annexed parcel west of town off Highway 34. The concept plan review is for lands located owned by Golden Kernel Farms that are bounded by Highways 34 and US TH 14 and bisected by the railroad tracks. Concept reviews are stipulated in the subdivision code as process that enable applicants to understand key issues or concerns surrounding sometimes complex projects. In this case, because the applicant is planning to split off an existing farmstead from a larger parcel, the concept plan is necessary to ensure near term actions do not negate an orderly subdivision and extension of municipal infrastructure. In addition, the concept plan supports the recently approved annexation of the property. The Planning Commission's role in reviewing concepts is review and comment only.





In this case, the applicant requested the city (through its consultants) to assist with generating the concept. Because this is a concept only and does not grant any official entitlements, and it is at the request of the applicant, staff determined this does not represent a conflict of interest. The applicant is covering the cost of the concept development through an escrow fund. No official action is required.

### **Golden Kernel Farms Kasson Holdings**

Golden Kernel property includes five separate parcels comprising approximately 95 acres in area. The site is bounded by County Highway 34 on the north, 230<sup>th</sup> Avenue on the west, US Highway 14 on the south, and a combination of developed/undeveloped lands on the east including a private home/business site and parklands. The property is bisected by the railroad tracks and Masten Creek. The following discussion points are for PC consideration as it pertains to this concept:

- **Land use:** the land use for on the easterly side of the project is guided for medium density residential. The concept plan reflects this density. South of the railroad is guided as open space in the comprehensive plan. The concept plan shows residential; however, access to this site will depend on if the railroad grants access. Access is shown on the west side via an existing farm crossing and a new access on the east side of the development. The remaining lands are guided as “long term growth”. A logical development pattern in this area would be low density residential. The concept shows a greater depth of lots along County Highway 34 and abutting the railroad in order to offer greater buffer opportunities to constructed homes. Densities for low density would likely range in the 2-3 unit per acre range. In the Medium density areas, density could range from 6-10 units per acre consisting of small lot residential or townhome type development.
- **Park Land:** The City has an existing park, Lion’s Park, to the east and is planning park improvements at some point in the future. Access to the park area is constrained by the Railroad and Masten Creek. A small triangle of land would be a logical extension of the proposed future park improvements. This triangle could be part of required park dedication. As the area north of the railroad tracks develops, a small neighborhood park should be considered to provide public park opportunities within a reasonable walking distance and without having to cross a major barrier such as the railroad or creek. Additional park land maybe considered for the land area south of the tracks shown on the concept plan for low density residential. Access again is a challenge to this site and will require negotiations with the railroad and potential discussions with MnDOT for emergency access to TH 14.
- **West Main Street (Hwy 34)** is the main corridor that connects this area to the rest of the city. Local streets are designed to connect to Highway 34 following a spacing pattern consistent historical block patterns. Intersections will be reviewed by Dodge County.
- **Streets:** all streets within this development would be considered local streets. A connected street/block pattern is shown. The layout of streets could serve the two existing homestead areas should future redevelopment be desired. At that time, access would be directed to the local streets.
- **Stormwater:** Stormwater will be managed on site and will include typical storm water infrastructure.
- **Public and Private** Utilities and city services can generally be provided to the site.
- **Entitlement Process:** Will include an amendment to the comprehensive plan for the long term growth areas or open space land uses, platting and rezoning.

### **Attachment:**

- Concept Plan
- Future Land Use Plan















