

**INVER GROVE HEIGHTS
PLANNING COMMISSION AGENDA
TUESDAY, OCTOBER 5, 2021 - 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue**

1. CALL TO ORDER

2. APPROVAL OF THE PLANNING COMMISSION MINUTES FOR SEPTEMBER 21, 2021

3. APPLICANT REQUESTS AND PUBLIC HEARINGS

3.01 JAMES LESLIE - CASE NO. 21-55V

Consider a variance from the front setback requirement for an addition to the home located at 7974 Blanchard Court.

Planning Commission Action _____

3.02 UNITED PROPERTIES - CASE NO. 21-56C

Consider a conditional use permit to allow manufacturing in a 96,000 square foot building located at Lot 2, Block 1, Inver Point Business Park 2nd Addition.

Planning Commission Action _____

3.03 AT HOME APARTMENTS - CASE NO. 21-45PUD

Consider the following requests for the property located at the Northwest quadrant of Hwy 3 and 70th Street:

- a) A rezoning of the western portion of the property from A, Agricultural District to R-3C/PUD, Multiple Family Residential Planned Unit Development.

Planning Commission Action _____

- b) A preliminary plat and preliminary PUD for a three lot, four outlot multiple family project consisting of 553 residential units and 16,000 square feet of commercial development.

Planning Commission Action _____

4. OTHER BUSINESS

5. ADJOURN

PLANNING COMMISSION MINUTES - CITY OF INVER GROVE HEIGHTS

Tuesday, September 21, 2021 - 7:00 p.m.
City Council Chambers - 8150 Barbara Avenue

1. CALL TO ORDER

Chair Niemioja called the Planning Commission Meeting to order at 7:00 p.m. The Pledge of Allegiance was recited.

Commissioners Present: Elizabeth Niemioja
Robert Heidenreich
Dennis Wippermann
Pat Simon
Joan Robertson
Anthony Scales
Kate Challeen

Commissioner's Absent: Jonathan Weber (excused)

Staff Present: Allan Hunting, City Planner
Heather Botten, Associate Planner
Kim Fox, Community Development Specialist

2. APPROVAL OF THE PLANNING COMMISSION MINUTES FOR AUGUST 4, 2021 AND AUGUST 17, 2021

The Planning Commission Meeting Minutes for August 4, 2021 and August 17, 2021 were approved as submitted.

3. APPLICANT REQUESTS AND PUBLIC HEARINGS:

TEXAS REPUBLIC SIGNS - CASE NO. 21-52V

Reading of Public Notice

Commissioner Simon read the public hearing notice to consider the request for Texas Republic Signs - Case Number 21-52V. The request involves property located at 11650 Courthouse Boulevard. The request consists of a variance from the maximum size and height of a free-standing sign and any other variances related. Notices were mailed to 7 property owners on September 8th, 2021.

Presentation of Request

Allan Hunting, City Planner, discussed the Pilot Travel Center located on the east side of Highway 52/55 north of 117th Street. The Applicant is proposing to construct a new pilon sign to increase their visibility primarily for northbound traffic since the site caters to semi-trucks. Those trucks need time to see the sign and be able to exit with the proper reaction time. The site currently has two pilon signs identified in the diagram as "A and B". The proposed sign would be located next to "A", with "A" being removed. If the variance is approved as proposed, the Applicant would offer to remove the "B" pilon sign. The proposal is for a sign 75 feet tall and 309 square feet in size. The maximum height for this location in I-1 is to be no higher than 10 feet higher than building height. The building height is 28 feet, maximum height would be 38 feet. The maximum size for a free-standing sign is 100 square feet, the Applicant proposes 300.

The site has a bigger history of signage/sign permits over the years due to name changes. Inventory found from the early 90's identified there had been a pylon sign up to 240 square feet. There was not a history or record of any variances. He stated the Applicant must have been removing and replacing signage as it went along. The two current signs are both larger than allowed. One is taller than allowed. He said with the request, Staff likes to take a conservative approach with thoughts of a precedence. Staff believes 75 feet would be the tallest in the city. With the size of 300, there could be one or two signs that might have been approved, are still around, or no longer in existence.

Mr. Hunting stated Staff reviewed the request and drove out to the site to get an idea of visibility. Staff believes the Pilot sign to be most important heading northbound over the overpass. When that intersection was reconstructed, taking out the stoplight and building the overpass road, it clearly impacted visibility to this location when heading northbound. Staff believes if taking Pilot as the most important sign and lowering it so the Subway and gas pricing signage would be lower and hitting about 62-63 feet, they would still have visibility. For sign size, Staff believes 300 to be large, not a common size in the city. Since there has been a history of signage of at least 240 feet, Staff felt that would be one to follow and consistent with what has occurred in this location over the years. Staff recognizes that the overpass has an impact on visibility and believes a variance is warranted, but not at the size and height proposed. Staff recommends denial of the Application as presented but would support a variance of 62-63 feet high and 240 square feet due to that being at the location previously. He stated it was important for truckers to see the gas pricing sign and that there is a restaurant at the location.

Commissioner Wippermann stated the building to the east of this is a distribution center. On the south wall there is a Pilot sign on top. He asked if that enters into any considerations.

Mr. Hunting responded that was approved with another variance. He believed it was there for additional visibility. The Applicant is trying to add more information and sign visibility than what was approved and put on the distribution center.

Commissioner Robertson stated a few years ago a variance was granted to A&W due to difficult visibility. She asked what was approved.

Mr. Hunting responded he believed it was a 40-foot sign, less than 200 square feet in area. The biggest sign he can recall from the mid-90's was for Best Buy that had a 60-foot tall pylon with a sign surface of 300 square feet. The store/sign are no longer there.

Opening of Public Hearing

Michael Everett, Texas Republic Signs, 2211 Pech Road, Houston, Texas, stated he has read and understands the report. He said he has Mr. Ross Shaver on the phone from Pilot Travel Centers.

Ross Shaver, 5508 Lonas Drive, Knoxville, Tennessee, 37909, introduced himself via phone and apologized for not being in attendance due to Covid travel restrictions. He said they have reviewed the Staff report. He stated he agrees that a variance should be approved and that there is a hardship due to the overpass. He was aware that Mr. Hunting said there be emphasis on the Pilot sign. He requested there be equal emphasis on all three signs because of the price being important to truck drivers. He said Covid has changed the trucking industry. There is so much turnover in the trucking industry, Pilot used to have a majority of their trucking companies under Contract. Trucks would have to come and fill for gas at a Pilot or Flying J. Due to Covid and truck driver turnover, the companies have stopped the Contracts with Pilot/Flying J and told

their drivers that they can fill up everywhere. Drivers are paying more attention to the price so they get the cheapest fuel possible. Drivers are not just pricing in a local area; they are pricing regionally or State by State. He said it was super important they communicate what the price is and the restaurant concept to the driver. He stated they have 700 locations around North America and are the #1 Travel Center Company. They know with history, the driver understanding the price of fuel and the restaurant associated with it, is what is most important. The reason they have the sign height chosen is because they did a flagging study that clearly shows 75 feet is needed for all three signs. The signs are extremely expensive, they cost about \$2,000 per lineal height per foot a sign. They don't want to put up more signage or use more height than what is required due to expense, but know they need this from a business standpoint and the return on the investment is worth it.

Commissioner Simon asked if there was a reason, they would go for a sign like this rather than using a billboard further down the road saying the exit number for gas. She said she realizes unless it's a digital sign, they won't be able to have Pilot, the restaurant, and the price of gas on the billboard.

Mr. Shaver responded they try to utilize billboards wherever they can but there are restrictions. Most are on leases. Once the lease is up, they are not guaranteed the signage. He said it is their protocol to make sure they have the appropriate signage on site. They try to do billboards as well but the first priority is the high sign marking their site. He said they understand as a company there is also a digital age. There is a percentage of people that use each category on a high-rise sign with visibility. He said they believe because of Covid that percentage of people has grown because of the way the trucking industry has changed.

Chair Niemioja stated she drives this section of highway frequently. She said she felt it hits fast when that exit is needed. She understands that trucks need to get in the correct exit lane. When she traveled the highway, it was hard for her to gauge. She commented if there was growth, or plants, or a tree at the exit, she asked how many feet of clearance they have from the bridge.

Mr. Shaver responded anytime they do a variance they try to find middle ground. They recognize the city is trying to uphold a Sign Ordinance. At the same time, the company is trying to overcome a hardship. One of the problems they usually encounter would be vehicles parked on the overpass. As future development occurs and there is more traffic, vehicles park on the overpass and can park "over" the lower signage. They don't try to go to the bottom of the sign because they know in the future it could be blocked.

Chair Niemioja referenced one of the photos the Applicant provided that showed a bus on the overpass. If the bus had actually been in front of the sign at his proposal, it could possibly cut off the Subway sign. The Pilot sign would be visible.

Mr. Shaver responded they are trying to find the middle balance. They don't want to ask for too much and have no opportunity to have an appropriate variance, and they don't want to ask for too little.

Chair Niemioja closed the public hearing.

Planning Commission Discussion

Commissioner Clancy stated in his opinion, given the practical difficulty of having the unique situation of having 117th Street blocking the clear view, it gives him clear direction to say he feels

comfortable accepting everything proposed for the benefit of the business owner, based off of the unique opportunity. He said if someone were to propose something in the future that did not have this unique circumstance, he would feel comfortable explaining why he wouldn't vote yes. He said he would be willing to move forward with the height suggested and with the square footage as proposed by the Applicant given the further depth of view they now have.

Commissioner Scales stated he agrees with the analysis. He discussed the A&W sign stating that's the second try with A&W, he was unsure if it was because they were given a bigger sign, but they seem to be successful. He said he was willing to back the business owner in what they need for their business to be successful.

Commissioner Robertson stated she concurs with what Commissioner's Clancy and Scales have said. She drives that spot often, when she saw this proposal what struck her as valuable for truckers is the safety element. They are driving massive machines; they are not able to make a late decision about where to exit. She said she felt it was extremely important to have any advance information trucks can readily see within a safe timeframe. She commented there are new truckers out there due to turnover, it's known it is a heavily trucked stretch of highway. Anything that can be done to provide the tools needed to keep everyone safe, she is fully onboard with. She believes the height, size, price of fuel, and that they can stop and get something to eat are all essential pieces of information. She supports as presented.

Chair Niemioja said it sounds like there were two practical difficulties:

1. Safety
2. 117th Street Bridge

Planning Commission Recommendation

Motion by Commissioner Robertson, second by Commissioner Clancy, to approve the request as presented for Texas Republic Signs - Case Number 21-52V involving property located at 11650 Courthouse Boulevard, for the variance for maximum size and height and any conditions related to it with the practical difficulty being the overpass that creates a hinderance to sight, and that anything less visible has a negative impact on safety.

Motion carried (8/0). This item will go before the City Council on September 27, 2021.

RACHEL DEVELOPMENT - CASE NO. 21-53C

Reading of Public Notice

Commissioner Simon read the public hearing notice to consider the request for Rachel Development, Case Number 21-53C. The request involves property located at 7855 Cahill Avenue. The request consists of a Conditional Use Permit for a 40-unit multifamily development and a Conditional Use Permit to exceed the maximum impervious surface in a Shoreland District and any other variances related. Notices were mailed to 9 property owners on September 8, 2021.

Presentation of Request

Heather Botten, Associate Planner, discussed the request for property located on the west side of Cahill Avenue, across from Cub Foods, north of 80th Street. The property is zoned R-3C Multiple Family. Earlier this year the Applicant received approval for rezoning and a Comprehensive Plan Amendment for this site with the intention of building an Assisted Living

Facility. The property is 3.81 acres in size. The Applicant is proposing a 40-unit Assisted Living Memory Care Facility. The Multiple Family Assisted Living Facility is a Conditional Use in the R-3C District. The property is also located in the Shoreland Overlay District of Simley Lake which is south of the property. A Conditional Use Permit is being requested to exceed the maximum impervious surface within the Shoreland District. There would be one access point off of Cahill Avenue. The proposed building and parking lot meets and exceeds all of the required Permits or setbacks. Parking for the proposed use is for 37 parking stalls, compliant with Code requirements. The submitted Landscaping Plan and Reforestation Plan shows a mixture of overstory, coniferous, and ornamental trees along with numerous shrubs. The plan is short a few overstory and coniferous trees. The Applicant is working with City Staff to meet Code requirements. The Landscape Plan would be finalized prior to Council approval. The proposed one-story structure would be constructed of cultured stone, compliant with Code requirements.

She stated there would be 32% impervious surface on the site. Within the Shoreland District they are limited to 25%. With a Conditional Use Permit the Applicant can increase that provided the city has approved and implemented a Stormwater Management Plan for the site. Engineering and Barr Consulting Firm has been working with the Applicant on the design of the stormwater approvals. The approved plans would be consistent with the city's overall Stormwater Plan for the area. Engineering has made conditions of approval. She stated the use is consistent with the goals and policies of the Comprehensive Plan. The site layout takes advantage of the buildable area on the lot to the east and retains vegetation to the west. The proposed use is a low traffic generator and a good transitional use from the single family lots to the north and commercial lot to the south. Staff doesn't believe the proposed improvements would have any negative effects on city facilities or services. Staff recommends approval of the request with the conditions listed in the Staff report. Staff has not heard from any of the surrounding property owners.

Opening of Public Hearing

David Stradtman, Rachel Development, 7645 Paris Court Northeast, Otsego, Minnesota, stated he has read and understands the report. He said it has been a pleasure working with Heather and the rest of Staff. He said they are currently working through the landscape plan and stormwater management. The Shoreland for Simley Lake drains to the west and north, nothing from the site is going to go to Simley Lake. They will be putting piping under the park trail so it doesn't flood the trail. They want to manage the water efficiently. He said he has been in the development business for quite a while and through the Comprehensive Plan, he actually developed the Cub store across the street. He stated they feel good about what they are providing to communities with this product. This is being done in many communities because there is a gap for people that need a little bit more care, or memory or dementia care. These facilities are smaller, comfortable, and homey. The rooms are individual private rooms about 400 square feet with their own bathroom and mini kitchen. There is commercial dining space within so all meals are prepared on site. There is a salon on site for hair care. There are lots of seating areas within the facility. He said they feel it is a good addition to communities to fill a niche taking care of the most vulnerable members of the community.

Mr. Stradtman presented a drone and video tour of a facility that just recently opened in Prior Lake. They have one that just opened in Savage and are building in Apple Valley, Champlin, and Centerville. He said the photos and renderings do not do the facility justice. It is a comfortable, warm, inviting facility. They are proud and excited to bring one to Inver Grove Heights.

Commissioner Wippermann asked who manages the facility.

Mr. Stradtman responded this facility will be managed by Lifespark. They are currently constructing a facility in Apple Valley that will also be managed by Lifespark. They also work with Great Lakes Management under the brand NorBella. He said this would be branded Boden, Boden Senior Living. The word Boden is a Scandinavian term meaning "shelter".

Commissioner Robertson asked if Staff has already been identified or if they would be hiring within this geographic area. She asked how they find the qualified staffing needed.

Mr. Stradtman responded Lifespark manages the facility and staffing needs, they would look for people to work in the facility. Geography will be a consideration for them. He said he felt there would be residents from Inver Grove Heights working at this facility. It may not exclusively be residents from this city. There are Paras, Caregivers, Nurses, and Doctors on call. Staff in a facility like this has 25 or so total that would flow through shifts. There are about 8 occupants per Staff member in a care facility. There is access to get a Doctor on site, manage medications, and do two person transfers. He stated these are not independent seniors, they need care. None would drive vehicles, which is why parking needs are minimal and are for Staff and visitors.

Chair Niemioja closed the public hearing.

Planning Commission Recommendation

Motion by Commissioner Simon, second by Commissioner Scales, to approve the Conditional Use Permit for a 40-unit Assisted Living Facility located at 7855 Cahill Avenue, and a Conditional Use Permit to exceed the 25% maximum impervious surface allowed within the Shoreland District with the 10 conditions listed in the report.

Motion carried (8/0). This item will go before the City Council on October 11, 2021.

4. OTHER BUSINESS

5. ADJOURN

The meeting was unanimously adjourned at 7:38 p.m.

Respectfully submitted, Sheri Yourczek, Recording Clerk



PLANNING REPORT

CASE NO: 21-55V

APPLICANT & PROPERTY OWNER: James Leslie

REQUEST: Variance from the front yard setback

HEARING DATE: October 5, 2021

LOCATION: 7974 Blanchard Court

COMPREHENSIVE PLAN: LDR, Low Density Residential

ZONING: R-1C, Single Family Residential

REVIEWING DIVISIONS: Planning

PREPARED BY: Heather Botten
Associate Planner

BACKGROUND

The applicant is requesting a variance from the front setback to construct an entry overhang onto the existing home. The dimensions of the overhang would be 5' x 7'. The lot is .34 acres (14,670 square feet) in size. The house was built in 1895, with the plat creating the lot approved in 1988. A typical front setback on a local street is 30 feet, in this case, the home is located about 13 feet from the front property line. The addition would be about 15 feet from the property line and about 28 feet from the curb. The addition would not be any closer to the front property line than the existing setback of the home. All other zoning requirements such as side setbacks and impervious surface would be met.

SPECIFIC REQUESTS

The applicant is requesting the following:

- 1) A **variance** to allow a 15-foot front yard setback whereas 30 feet is required.

EVALUATION OF THE REQUEST

The following land uses, zoning districts and comprehensive plan designations surround the subject property:

North, West and East: Single family; zoned R-1C; guided LDR, Low Density Residential
South: 80th Street ROW

ENGINEERING

Engineering has reviewed the request take no exception to the request.

VARIANCE

City Code Title 10, Chapter 3. Variances, states that the City Council may grant variances when they are in harmony with the general purposes and intent of the zoning ordinance and consistent with the comprehensive plan and establishes that there are practical difficulties in complying with the official control. In order to grant the requested variances, City Code identifies criteria which are to be considered practical difficulties. The applicant's request is reviewed below against those criteria.

1. *The variance request is in harmony with the general purpose and intent of the city code and consistent with the comprehensive plan.*

Allowing a residential building addition would be in harmony with the general purpose and intent of the comprehensive plan which guides the property single family residential. The proposed addition would meet all other code requirements including impervious surface, exterior building material requirements, side and rear setbacks.

2. *The property owner proposes to use the property in a reasonable manner not permitted by the zoning ordinance.*

The applicant is proposing a large overhang within the front setback. The overhang is a reasonable home improvement that would not be any closer to the front setback than the existing home.

3. *The plight of the landowner is due to circumstances unique to the property not created by the landowner.*

The addition would be kept in-line with the existing home, not encroaching any closer to the street than the home. The property is unique in that the house was built in 1898, the setback of the existing home was established in 1988 when the lot was created.

4. *The variance will not alter the essential character of the locality.*

One of the functions of setback requirements is to maintain consistency of structure placement and aesthetic qualities from street and neighboring views. The proposed addition does not appear to alter the essential character of the area. The addition would not be located any closer to the curb than in the existing home so aesthetically the view from Blanchard Court and surrounding properties would not change and overall the essential character of the neighborhood would not be adversely affected.

5. *Economic considerations alone do not constitute an undue hardship.*

Economic considerations do not appear to be a basis or a sole basis for this request.

ALTERNATIVES

The Planning Commission has the following actions available on the following requests:

A. Approval. If the Planning Commission finds the application to be acceptable, the following action should be taken:

- Approval of the **Variance** to construct 35 +/- square foot overhang within the front yard setback subject to the following conditions:
 1. The site shall be developed in substantial conformance with the site plan on file with the Planning Department.

Rationale: The request is not out of character for the neighborhood and is consistent with the comprehensive plan. The addition does not appear to have an adverse impact on the neighboring properties. The property is unique in that the house was built in 1895 with the lot created in 1988 creating the established setback of the home. The addition would not encroach into the setback any closer than the established home setback.

B. Denial. If the Planning Commission does not favor the proposed variance, the above request should be recommended for denial. With a recommendation for denial, findings or the basis for the denial should be given.

RECOMMENDATION

Based on the information in the preceding report and the condition listed in Alternative A, staff is recommending approval of the requested variance.

Attachments: Zoning and Location Map
Narrative
Site Plan
Elevation



7974 Blanchard Court Case No. 21-55V

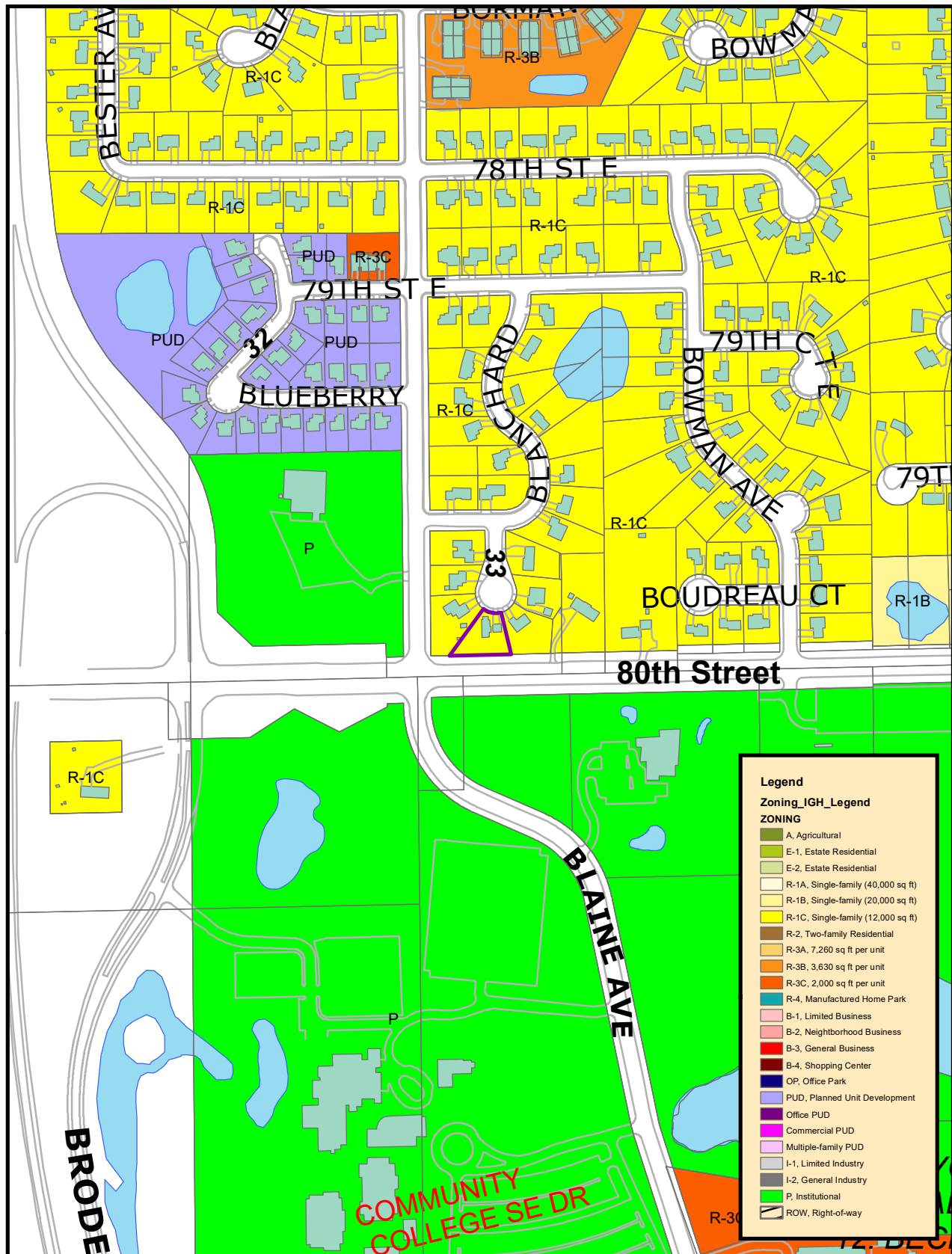


Exhibit A
Zoning and Location Map

Map not to scale

Neighbours

Ricky and Joan Wormer – 7980 Blanchard Court Inver Grove Heights MN 55076 – direct neighbours on the western side.

Jerry and Rebecca Bauer – 7968 Blanchard Court Inver Grove Heights MN 55076 – direct neighbours on the eastern side.

Christine Wilcox - 7962 Blanchard Court Inver Grove Heights MN 55076 – 2 houses to the east.

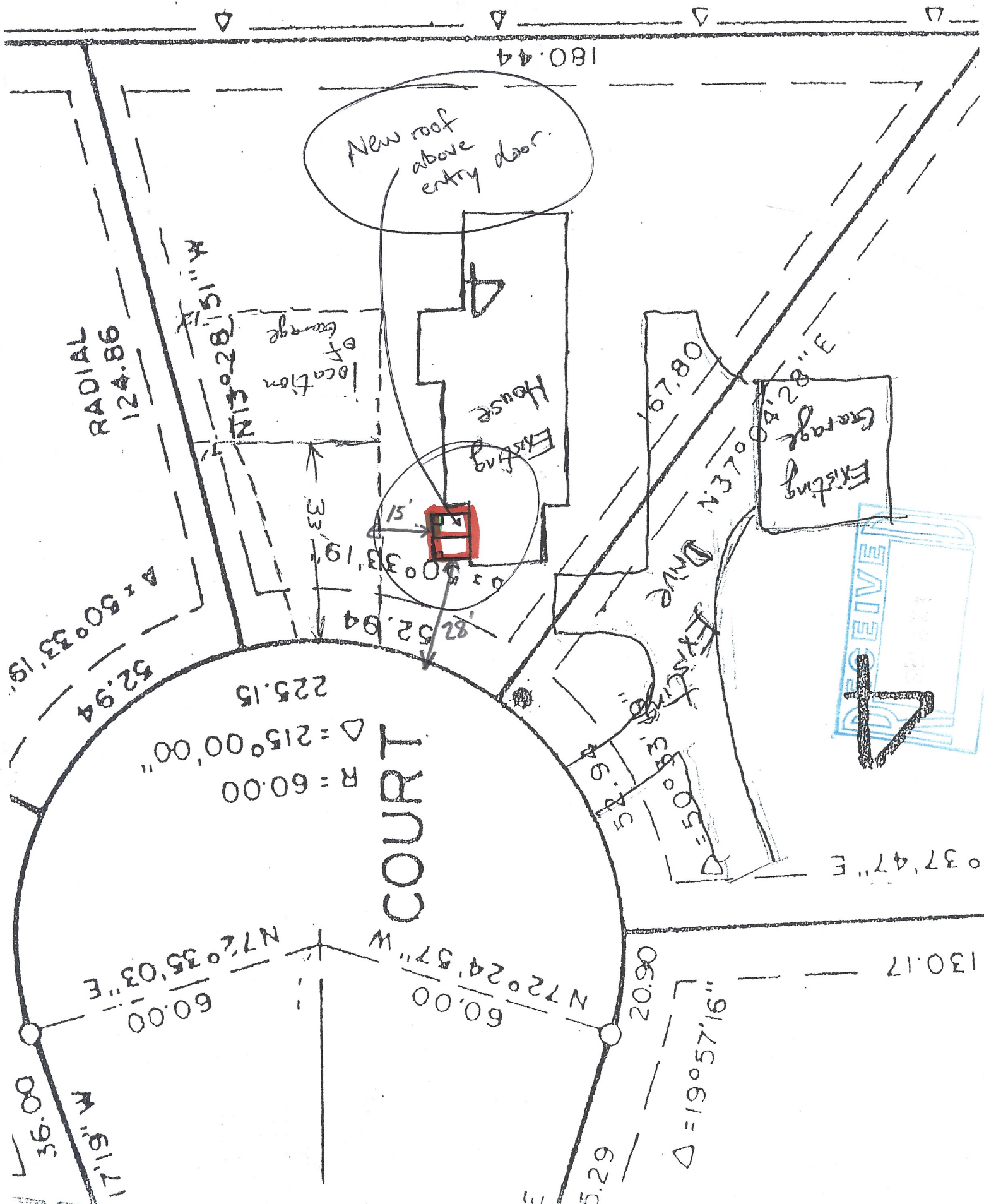
Robert and Judith Ahlberg – 7986 Blanchard Court Inver Grove Heights MN 55076 – 2 houses to the west.

(No opposite neighbours as we are in a cul de sac)

Job narrative

We have installed a front entrance door on the front of our house facing the driveway to the west, as our current point of entry is around the side of the house. You previously could not see any entry point from the street, so we wanted to make the entry point visible from the street and give the house more curb appeal. Now we have a new entry door we want to add a gabled awning above the door which will be built off the current roof above the door. It will also be designed to blend in and match the existing roof (same colour and style etc). This will not obstruct any view of any neighbour or prohibit any functionality of the current structure. This will greatly enhance the curb appeal of our house, making the whole street look nicer, as our house is one of the first ones you see as you turn the corner into our street.

Because we have submitted a permit, the structure will be designed and built to follow all codes and allow for all necessary inspections. The 2 footings for the project do not interfere with any underground services. All underground services have been identified and marked.



New roof above entry door.

House

Existing

Existing Garage

DRIVE

COURT

R = 60.00

$\Delta = 215^\circ 00' 00''$

$0^\circ 37' 47'' E$

130.17

$\Delta = 190^\circ 57' 16''$

20.00

5.29

60.00

$N 72^\circ 24' 57'' W$

60.00

$N 72^\circ 35' 03'' E$

36.00

$17^\circ 19' W$

52.94

$\Delta = 50^\circ 33' 19''$

225.15

82.52.94

33.19

33

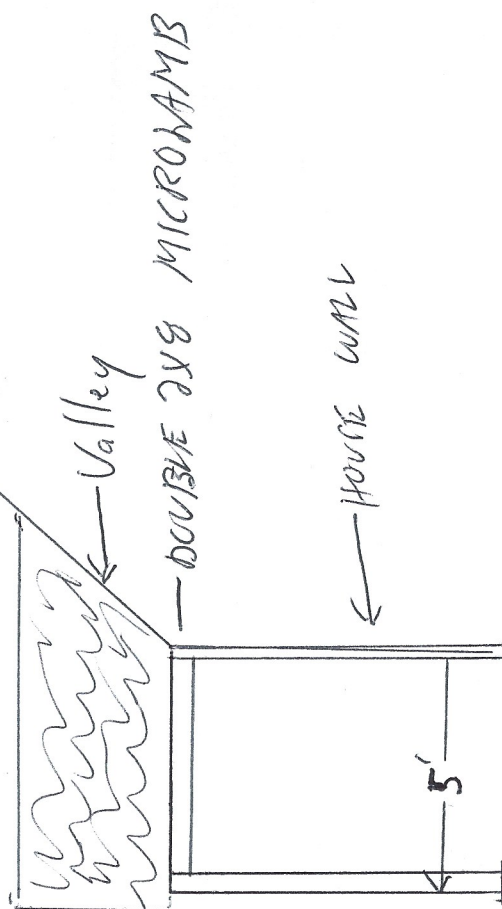
13.28' 51" W

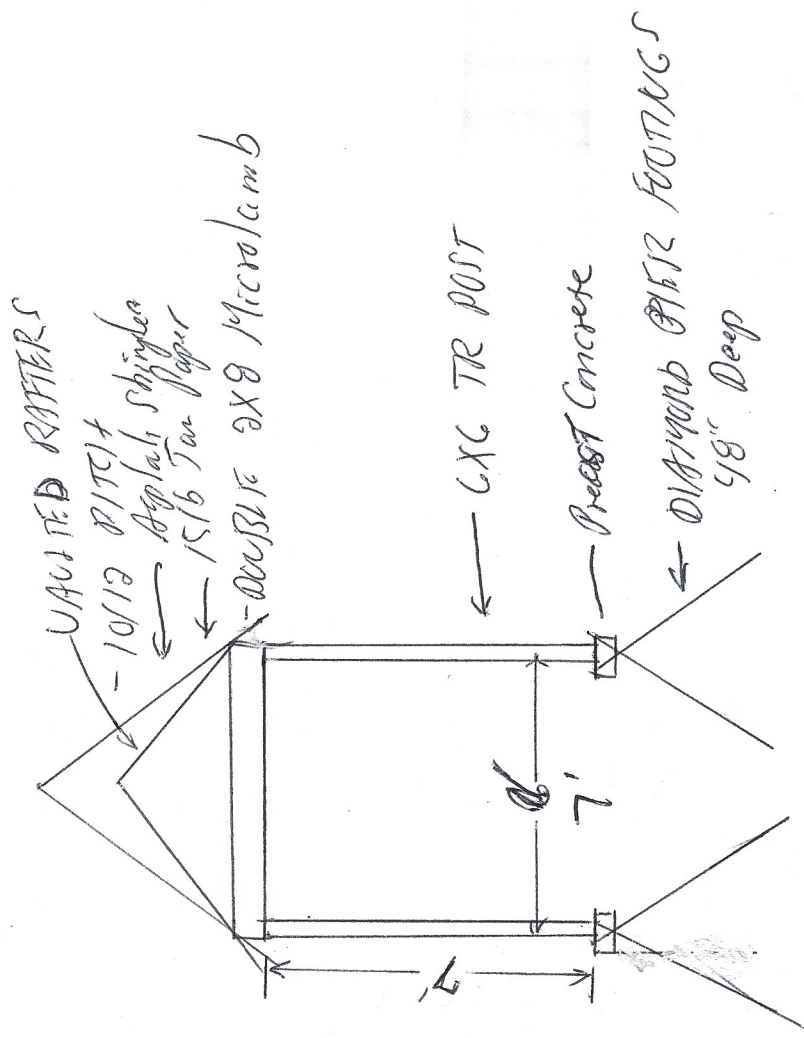
location of garage

124.86

180.44

MAIN IDIS





FRONT VIEW



CASE NO.: 21-56C

APPLICANT: United Properties

PROPERTY OWNER: United Properties

REQUEST: Conditional Use Permit

LOCATION: Courthouse Boulevard west of Barnes Avenue

HEARING DATE: October 5, 2021

COMPREHENSIVE PLAN: IOP, Industrial Office Park

ZONING: IOP, Industrial Office Park

REVIEWING DIVISIONS: Planning
Engineering
Fire Marshal

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

United Properties will soon be constructing building number 2 from the original final PUD approval granted in 2007. This would be the third building in a five building office warehouse complex. United Properties is requesting a conditional use permit to allow manufacturing in the building to match the type of users that currently occupy buildings 1 and 3. Separate CUP's for the entire building have been approved for these lots.

The users of the two existing buildings conduct light manufacturing and assembly as part of their business. United Properties plans on continuing to lease to this type of user in the buildings in this complex. United Properties has provided a narrative which provides some examples of the users they hope to lease space in the building.

EVALUATION OF THE REQUEST

Conditional Use Permit Review

The applicant is constructing the building as a spec building, meaning there is not a current tenant proposed. The applicant has indicated they intend to lease space to uses similar to the user in the current building which has a manufacturing component. The applicant is requesting a conditional use permit for manufacturing for the entire building so they will have more flexibility to lease to users. It is estimated that approximately 15 percent of the building would be used for manufacturing. The IOP, Industrial Office Park District identifies manufacturing as a conditional use. Therefore, the applicant has applied for a conditional use permit and a review is provided below.

The Fire Marshal has raised some concerns with allowing a CUP approval before users are known. He suggested adding a condition that the allowed CUP uses be the same as allowed in the I-1 district and any use containing hazardous materials be consistent with fire and building codes. This same condition was approved with the CUP in building #3.

This section reviews the plans against the CUP criteria in the Zoning Ordinance (Section 10-3A).

1. *The use is consistent with the goals, policies and plans of the City Comprehensive Plan, including future land uses, utilities, streets and parks.*

The use is consistent with the goals, policies, and plans of the Comprehensive Plan. All utilities and streets are in place.

2. *The use is consistent with the City Code, especially the Zoning Ordinance and the intent of the specific Zoning District in which the use is located.*

Manufacturing is a conditional use in the IOP district and would be consistent with the zoning. Adding the Fire Marshal's condition would make the use more consistent with intent of the IOP district and not an I-2 district.

3. *The use would not be materially injurious to existing or planned properties or improvements in the vicinity.*

Manufacturing located within these type of office parks are typically smaller scale and low impact. These are not the sole use of the property.

4. *The use does not have an undue adverse impact on existing or planned City facilities and services, including streets, utilities, parks, police and fire, and the reasonable ability of the City to provide such services in an orderly, timely manner.*

The proposed improvements do not appear to have any negative effects on City facilities or services. Fire, and Inspection Departments would review and approve any interior remodel building permits for code compliance.

5. *The use is generally compatible with existing and future uses of surrounding properties, including:*

- i. *Aesthetics/exterior appearance*

Would be all contained within the building. No outdoor storage is allowed in the IOP district.

- ii. *Noise*

The proposed use at its small scale would not be expected to generate noise beyond that of the site as a whole with office/warehousing truck operations.

- iii. *Fencing, landscaping and buffering*

No exterior changes proposed.

6. *The property is appropriate for the use considering: size and shape; topography, vegetation, and other natural and physical features; access, traffic volumes and flows; utilities; parking;*

setbacks; lot coverage and other zoning requirements; emergency access, fire lanes, hydrants, and other fire and building code requirements.

The site and building are designed with ample parking and the use would not create any traffic or access issues.

7. *The use does not have an undue adverse impact on the public health, safety or welfare.*

This use does not appear to have any negative effects on the public health, safety or welfare.

8. *The use does not have an undue adverse impact on the environment, including, but not limited to, surface water, groundwater and air quality.*

This use would not have an undue adverse impact on the environment. All operations would be contained in the new building.

ALTERNATIVES

A. Approval. If the Planning Commission finds the proposed request acceptable, the Commission should make the following recommendations:

- Approving the Conditional Use Permit for Lot 2, Block 1, Inverpoint Business Park Second Addition, subject to the following conditions:
 1. Development of the site shall also be regulated by the preliminary plat/PUD conditions of approval in Resolution #08-39 and as amended in Resolution #19-147.
 2. Allowed CUP uses to be the same as allowed in the I-1 district and any use containing hazardous materials be consistent with fire and building codes.

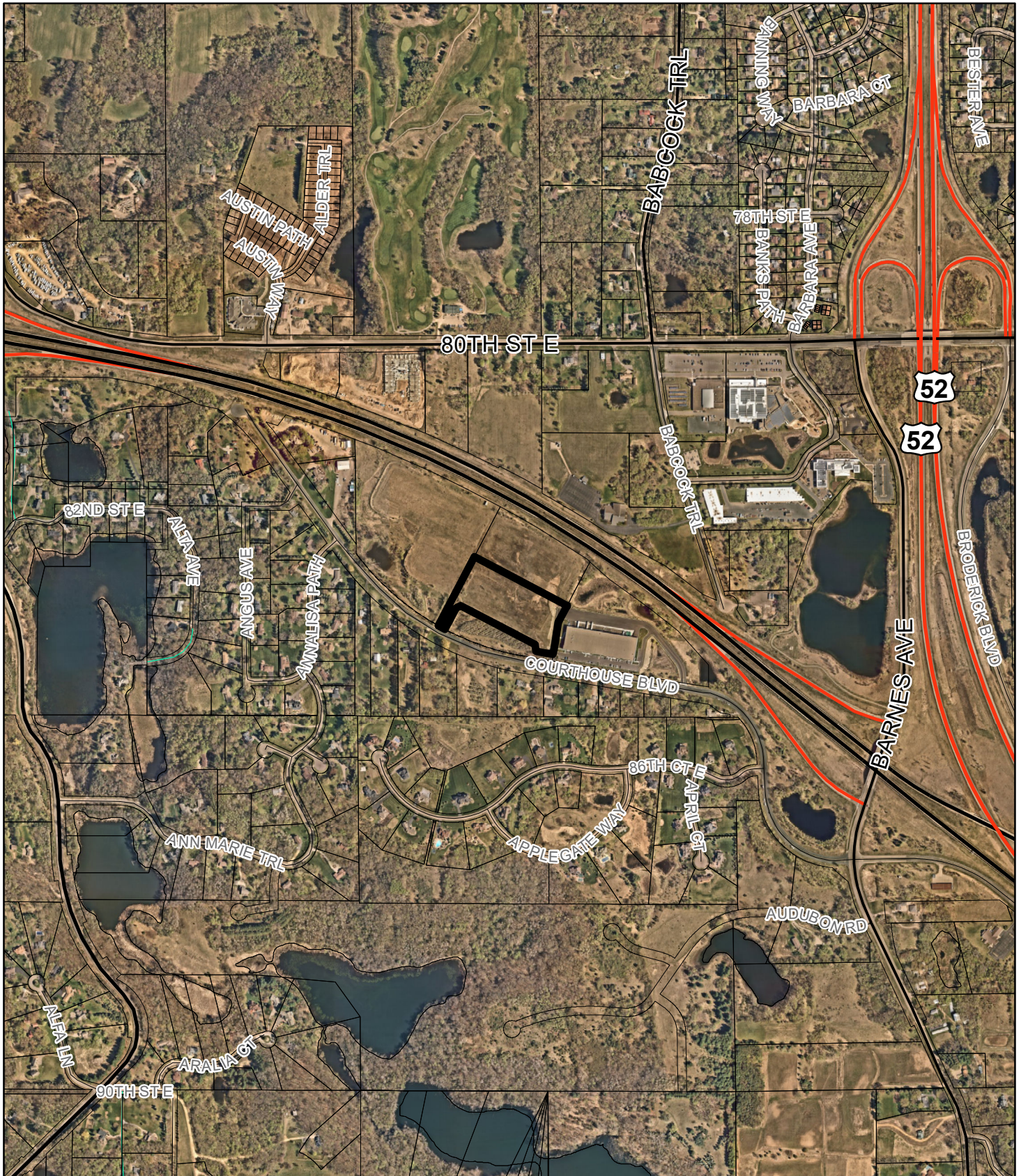
B. Denial. If the Planning Commission does not find the application to be acceptable, a recommendation of denial should be made. Specific findings supporting a basis for denial must be stated by the Commission if such a recommendation is made.

RECOMMENDATION

Based on this review, the Planning Division recommends approval of the conditional use permit for Lot 2, Block 1, Inverpoint Business Park Second Addition subject to the conditions stated above.

ATTACHMENTS:

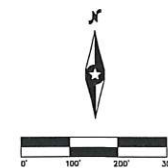
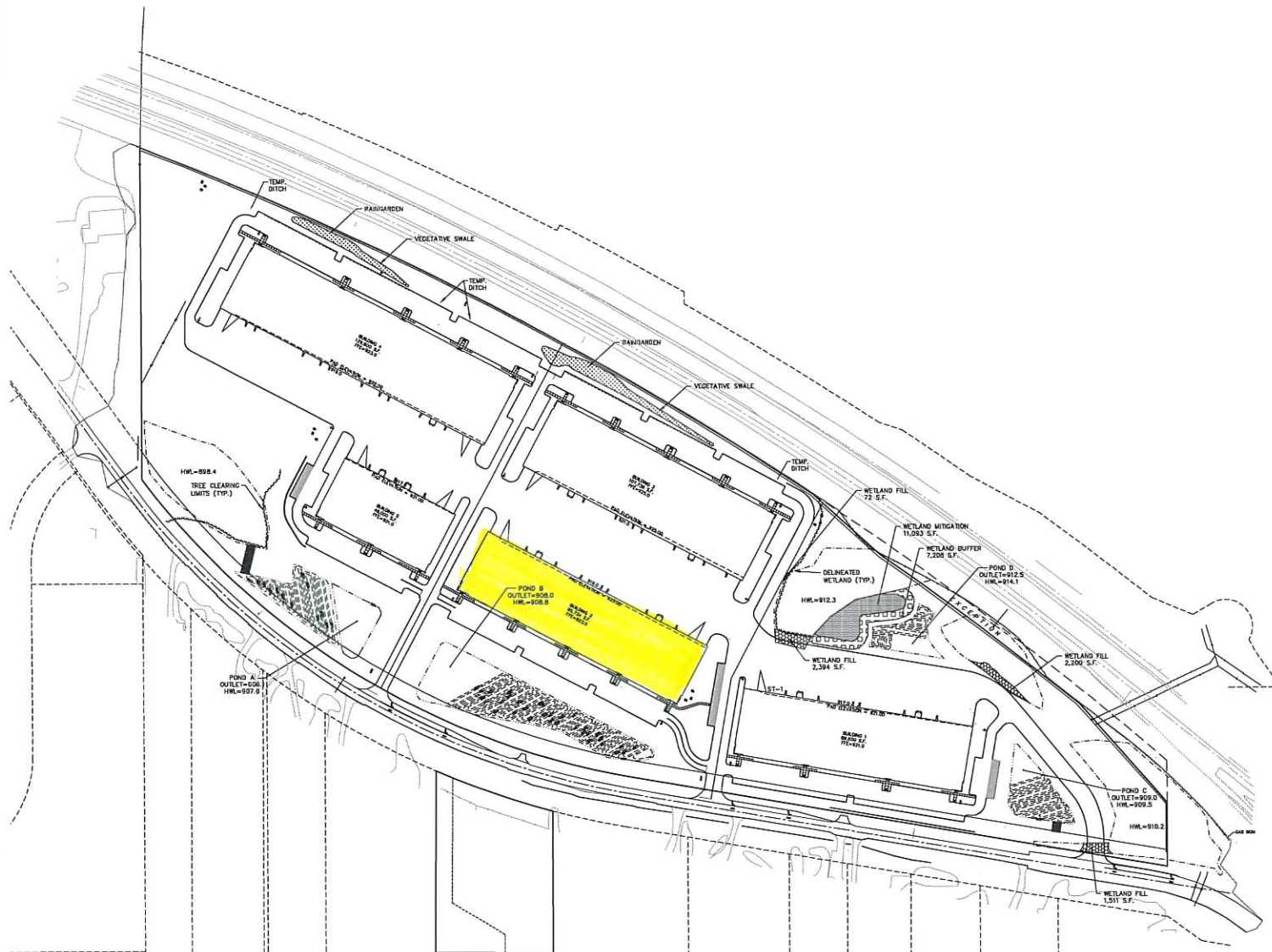
- Location Map
- 2008 Approved Site Plan with Building #2 highlighted
- Project Narrative
- Site Plan of Building #2



CONDITIONAL USE PERMIT – MANUFACTURING USE

INVERPOINT BUSINESS PARK INVER GROVE HEIGHTS, MINNESOTA October 1, 2021

United Properties seeks to develop phase three of the 45-acre, five building InverPoint Business Park. United Properties plans to develop its next phase as a 96,000 SF, 24'-28' clear building on a speculative basis, currently without a tenant. In our marketing efforts to secure tenant(s) for the building, we are requesting flexibility for manufacturing use within the building. A vast majority of office/warehouse tenants, which is our target tenant profile for this space, utilizes a portion of their space for manufacturing, assembly, or production. The purpose for this request of the conditional use permit is to allow flexibility in the search and negotiation with prospective tenants for this building, and efficiency to avoid recurring conversation with the city on prospective deals. United Properties' first two developments obtained this same conditional use permit. Our current two tenants at the business park serve as good examples for our request for a CUP – Simpson Strong Tie, a manufacturer of structural components such as metal plates and construction connectors, and Skyline Displays, a manufacturer of display & exhibit systems who assembles displays for conventions and retail settings. Both businesses, like many other high-quality businesses who lease office/warehouse space, operate some variation of assembly, manufacturing, production, or other active task within their space. It is understood that these operations should not cause a nuisance (smell, noise, etc.) to adjacent properties and that the building and interior drawings will be reviewed for permitting and all life safety matters. Simpson Strong Tie and Skyline Displays are solid examples of businesses that we market to for our proposed development project.



**INVERPARK
BUSINESS
CENTER**
INVER GROVE HEIGHTS, MINN.

Wissen und Bewusstsein

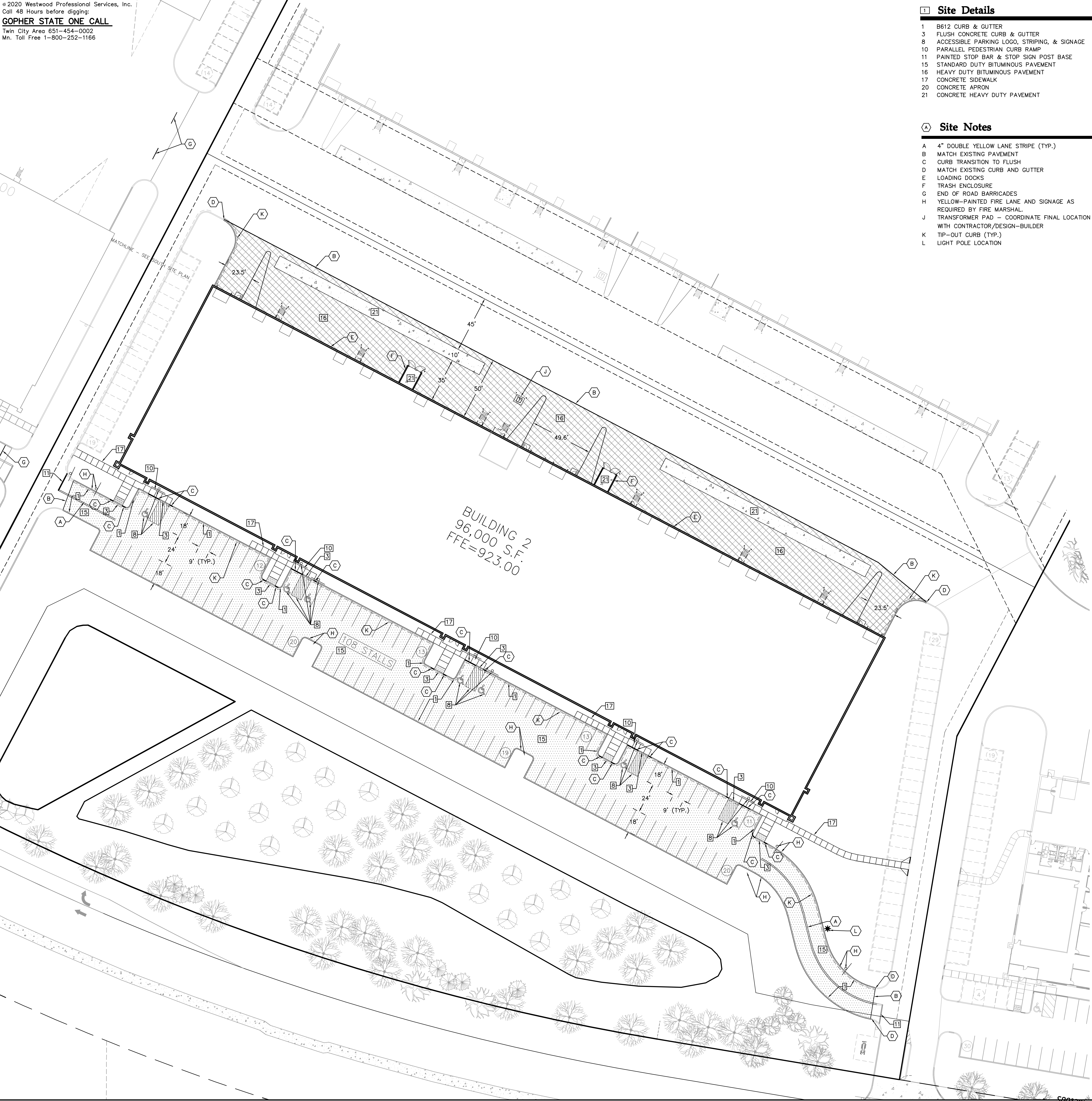
I hereby certify that this plan was prepared by me or under my
 direct supervision and that I am a duly Licensed PROFESSIONAL
 ENGINEER under the laws of the State of Minnesota.

Curtis R. Nyst
 Curtis R. Nyst

Deputy	W1
Chief	CR
Driver	W1
Rec'd Director In/Attn	

**Overall
Site & Grading**

Date: 02/11/08 Email: 1 of 1



Site Details

- 1 B612 CURB & GUTTER
- 3 FLUSH CONCRETE CURB & GUTTER
- 8 ACCESSIBLE PARKING LOGO, STRIPING, & SIGNAGE
- 10 PARALLEL PEDESTRIAN CURB RAMP
- 11 PAINTED STOP BAR & STOP SIGN POST BASE
- 15 STANDARD DUTY BITUMINOUS PAVEMENT
- 16 HEAVY DUTY BITUMINOUS PAVEMENT
- 17 CONCRETE SIDEWALK
- 20 CONCRETE APRON
- 21 CONCRETE HEAVY DUTY PAVEMENT

Site Notes

- A 4" DOUBLE YELLOW LANE STRIPE (TYP.)
- B MATCH EXISTING PAVEMENT
- C CURB TRANSITION TO FLUSH
- D MATCH EXISTING CURB AND GUTTER
- E LOADING DOCKS
- F TRASH ENCLOSURE
- G END OF ROAD BARRICADES
- H YELLOW-PAINTED FIRE LANE AND SIGNAGE AS REQUIRED BY FIRE MARSHAL
- J TRANSFORMER PAD - COORDINATE FINAL LOCATION WITH CONTRACTOR/DESIGN-BUILDER
- K TIP-OUT CURB (TYP.)
- L LIGHT POLE LOCATION

Site Legend

EXISTING	PROPOSED	
---	---	PROPERTY LINE
---	---	LOT LINE
---	---	SETBACK LINE
---	---	EASEMENT LINE
---	---	APPROXIMATE CONSTRUCTION LIMITS
---	---	CURB AND GUTTER
---	---	CURB TRANSITION
---	---	TIP-OUT CURB
---	---	CONCRETE PAVEMENT
---	---	HEAVY DUTY BITUMINOUS PAVEMENT
---	---	STANDARD DUTY BITUMINOUS PAVEMENT
---	---	SITE LIGHTING
---	---	TRAFFIC SIGN

Sign Legend

REFERENCE	SIZE	MnDOT DESIGNATION
S.1 STOP SIGN	30" X 30"	R1-1
S.2 HANDICAP ACCESSIBLE	12" X 18"	R7-BM
S.3 NO RIGHT TURN	24" X 24"	R3-1

General Site Notes

- BACKGROUND INFORMATION FOR THIS PROJECT PROVIDED BY WESTWOOD PROFESSIONAL SERVICES, MINNETONKA, MN, 2008.
- LOCATIONS AND ELEVATIONS OF EXISTING TOPOGRAPHY AND UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY SITE CONDITIONS AND UTILITY LOCATIONS PRIOR TO EXCAVATION/CONSTRUCTION. IF ANY DISCREPANCIES ARE FOUND, THE ENGINEER SHOULD BE NOTIFIED IMMEDIATELY.
- REFER TO BOUNDARY SURVEY FOR LOT BEARINGS, DIMENSIONS AND AREAS.
- ALL DIMENSIONS ARE TO FACE OF CURB OR EXTERIOR FACE OF BUILDING UNLESS OTHERWISE NOTED.
- REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS AND LOCATIONS OF EXITS, RAMPS, AND TRUCK DOCKS.
- ALL CURB RADIUS SHALL BE 3.0 FEET (TO FACE OF CURB) UNLESS OTHERWISE NOTED.
- ALL CURB AND GUTTER SHALL BE B612 UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND MAINTAINING TRAFFIC CONTROL DEVICES SUCH AS BARRICADES, WARNING SIGNS, DIRECTIONAL SIGNS, FLAGGERS AND LIGHTS TO CONTROL THE MOVEMENT OF TRAFFIC WHERE NECESSARY. PLACEMENT OF THESE DEVICES SHALL BE APPROVED BY THE CITY AND ENGINEER PRIOR TO PLACEMENT. TRAFFIC CONTROL DEVICES SHALL CONFORM TO APPROPRIATE MNDOT STANDARDS.
- BITUMINOUS PAVEMENT AND CONCRETE SECTIONS TO BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
- CONTRACTOR SHALL MAINTAIN FULL ACCESS TO ADJACENT PROPERTIES DURING CONSTRUCTION AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES.
- SITE LIGHTING SHOWN ON PLAN IS FOR REFERENCE ONLY. REFER TO LIGHTING PLAN PREPARED BY OTHERS FOR SITE LIGHTING DETAILS AND PHOTOMETRICS.

Site Development Summary

- EXISTING ZONING: PUD - PLANNED UNIT DEVELOPMENT
- PARCEL DESCRIPTION: LOT 2, BLOCK 1, INVERPOINT BUSINESS PARK SECOND ADDITION, DAKOTA COUNTY, MINNESOTA.
- PROPERTY AREA: 279,050 SF (6.41 AC)
- PERVIOUS SURFACE: 56,191 SF (20.1%)
- IMPERVIOUS SURFACE(RATIO): 222,859 SF (79.9%)
- BUILDING GROSS SIZE: 96,000 SF
- BUILDING SETBACK PER CODE: 96'=FRONT, 30'=SIDE / 30'=SIDE TO ROW, 30'=REAR
- PARKING SETBACK: 20'=FRONT AND ROW, 5'=SIDE AND REAR
- PARKING SPACE/DRIVE AISLE: 9' WIDE X 18' LONG, 24' AISLE
- PARKING REQUIREMENT FOR BUILDING 2 PER APPROVED INVERPOINT BUSINESS PARK SITE IMPROVEMENT PLANS (2008)
 - MAX. REQUIRED: 159 STALLS
 - MIN. REQUIRED: 119 STALLS
- PARKING PROVIDED: 108 STALLS
- PROOF PARKING PROVIDED: 29 STALLS
- TOTAL PARKING PROVIDED: 137 STALLS



1255 ENERGY PARK DRIVE
ST. PAUL, MN 55108-5118
PH. (651) 642-9200
FAX (651) 642-1101



**INVERPOINT
BUSINESS
CENTER**

INVER GROVE HEIGHTS, MINN.

Revisions:

01:	
02:	
03:	
04:	
05:	
06:	

I hereby certify that this plan 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.

David T. Bade
Date: 09/01/21 License No. 40409

Designed: _____
Checked: _____
Drawn: _____
Record Drawing by/date: _____

SITE PLAN

Date: 09/01/21 Sheet: C200



CASE NO: 21-45PUD

APPLICANT: At Home Apartments, L.L.C.

PROPERTY OWNER: Falcon Partners Limited Partnership & Oak Grove Properties of MN, LLLP

REQUEST: Rezoning, Preliminary Plat and Preliminary PUD Development Plan

HEARING DATE: October 5, 2021

LOCATION: 1285 70th Street, 6815 Robert Trail South and 1165 70th Street

COMPREHENSIVE PLAN: Mixed Use, MDR, HDR

ZONING: A, Agricultural

REVIEWING DIVISIONS: Planning
Engineering

PREPARED BY: Allan Hunting
City Planner

BACKGROUND

The applicant has submitted revised plans for preliminary plat and preliminary PUD development plan for a 47.51 net acre parcel. Based on discussions and public comment at both the Planning Commission meeting and City Council meeting, the applicant has submitted plans with the location of the apartment building being moved south so it fronts future Agate Trail and does not abut 67th Street. The western half of the project is generally in the same configuration as the previous plan. The types of buildings have been moved around but both neighborhoods are still served by a private road system connecting to future Agate Trail.

The project consists of a mix of townhome units, smaller attached unit buildings, apartment buildings and future retail development. The project would be accessed via the construction of Agate Trail with connection to 70th Street, 67th Street which will connect to Argenta Trail and Hwy 3, and retail in the southeast corner which will have access from Hwy 3 and possibly 70th Street. The project will be built in Phases, with the first phase consisting of twin home style units, large house style apartment units in four buildings (10 units each), four-plex units, six-plex units and a 95 unit apartment building. Future phases would include 300 apartment units in two buildings and approximately 16,000 square feet of future retail.

The preliminary PUD approval is for all phases of the development. The final PUD plans will reflect the phasing of construction of the housing units and street and storm water improvements. The project also contains a 4.08 acre public park that will be dedicated to the city.

REQUESTS

The specific requests for the development project include the following:

1. Rezoning of the western half of the property to R-3C/PUD Multiple Family Residential District.
2. Preliminary Plat approval of Agate Trail Apartments, consisting of three lots and three outlots.
3. Preliminary PUD approval of the Agate Trail PUD consisting of 42 twin home style units, 40 large house style apartments in four buildings (10 units each), 16 four-plex units, 60 six-plex units, a 95 unit apartment building (253 units total), two 150 unit apartment buildings and 16,000 square feet of retail use, plus dedication of public park land.

EVALUATION OF THE REQUEST

SURROUNDING USES

The subject property is surrounded by:

North: Settlers Ridge single family subdivisions; zoned R-1C/PUD; guided LDR

East: Hwy 3, Canvas multiple family development; zoned R-3C; guided Mixed Use and LMDR.

West: Settlers Ridge; zoned R-1C/PUD; guided LDR.

South: large lot residential, single family homes, Peltier Reserve (single family and multiple family); zoned R-3B and R-3C/PUD; guided LDR, MDR and Mixed Use.

COMPREHENSIVE PLAN

The subject property contains three different comprehensive land use designations. The west side of the site is guided Medium Density Residential (MDR) with a housing range of 8-12 units per acre. The central portion of the site is guided High Density Residential (HDR) with a housing range of 12-35 units per acre. The southeast corner of the site is guided Mixed Use which assumes a mix of housing and residential. Residential densities in the Mixed Use designation are 12-35 units per acre.

In general, the unit mix of Phase 1 would have a density of 8 units per acre and the higher density future apartments by Hwy 3 have a density of 19 units per acre. Based on acreage of existing land use categories, the land area would have an allowed density range of 536-974 units. The total project for both phases is 553 units.

IDENTIFICATION OF NATURAL RESOURCES

The site contains Oak Woodland Brushland called F-16. This is a Manage 3 area which is low quality and poor possibilities for restoration. There are no special requirements per the NRI for this area.

The site contains a Deep Marsh called F-21. This is a Manage 3 area which low quality and poor possibilities for restoration. There are no special requirements per the NRI for this area.

NET DEVELOPABLE AREA

Note: the numbers that are referenced within this staff report are approximate based on preliminary plan submittals. They will likely change slightly between preliminary and final plat. The numbers provided are sufficient for preliminary plat review.

Net developable area is defined as the area of a property remaining after excluding those portions that are either: a) encumbered by right-of-way for arterials roads as defined in the IGH Comprehensive Plan; or b) lying below the ordinary high water level of public waters; or c) lying within the boundaries of delineated wetlands; or d) bluffs in shoreland areas; or e) land to be dedicated for public park needs. Based on this definition, the proposed project area contains approximately 47.51 net developable acres. The request has been sent to Dakota County for their review on right-of-way needs. There will be some additional dedication along 70th Street (Co Rd 26).

General Project Data	Acres
Gross Project Area	56.96
Delineated Wetlands	1.37
Public Water Bodies (PWI)	0.00
Bluffs in Shoreland Area	0.00
Planned "Arterial" Road Right of Way	4.0
Public Parkland Dedication	4.08
Total Net Developable Area	47.51

NATURAL AREA/OPEN SPACE

Section 10-13J-5. D. establishes requirements for open space preservation within the Northwest Area Overlay. Based on the net developable area the project contains the following:

	Required Acres	Proposed Acres
<i>Total Net Developable Area</i>	<i>47.51</i>	<i>NA</i>
Minimum Open Space Required = 20% of net area	9.50	18.72 (39%)
Required contiguous area = 75% of required open space with a minimum 100 foot corridor width	7.13	6.77 (71%)
Area to be undisturbed = 50% of required open space	4.75	5.09 (54%)

The site design has prioritized the open space areas along the western boundary of the site to provide a green space buffer to the single family to the west, internal open space around

ponding areas, open space corridor between 70th Street and the park and open space between the apartment buildings and commercial on the east side of the site.

The open space proposed exceeds the required minimum 20% and exceeds the required undisturbed open space. The largest area of open space is just shy of the required 75% contiguous. This is the space on the eastern portion of the site that is 6.77 acres but this area leads to the park so there is a large contiguous open space. The intent of the requirement appears to be met with the large contiguous open spaces shown along the west boundary and on the eastern portion of the site.

The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. The final PUD plans must show the location of the marker posts.

DEVELOPMENT CAPACITY PLAN

Section 10-13J-5. E. of the Northwest Area Overlay Ordinance outlines a process by which a site's development capacity is determined as a means to allocate development across a site. This exercise only determines the number of units that would be permissible on the site and not the actual proposed development.

The development capacity plan was established for the proposed project utilizing the base zoning district of R-3C.

Base Zoning District	Net Acres*	Min Density (units per acre)	Max Density (based on lot size per zoning code)	Min Units	Max Units
R-3C	44.72	12	2,000	536	974

The proposed net density for phase 1 would be 8.58 units/acre and the proposed net density for phase 2 would be 19.82 units/acre.

PROPOSED DEVELOPMENT MAGNITUDE, DENSITY AND BULK STANDARDS

Building setbacks and separation.

The proposed setbacks for the project are listed on the plan sheet Overall Site Plan (Sheet C3.01).

The project complies with setback standards except in three locations.

1. Building separation between 19 and 20 is 18 feet where 20 feet is required.
2. Building 36 is only 14'2" at the corner whereas 20 feet is required.
3. Buildings along 70th Street are 40 feet from road right-of-way whereas 50 feet is required along arterial roads.

It appears there is room for 20 feet between buildings 19 and 20 with some slight changes to other building locations to meet requirement. Staff recommends plans be changed to meet requirement.

Building 36 is located at corner curve on a private road. The driveways for the building facing south and east at this corner meet a 20 foot setback. Staff would support this flexibility request.

The buildings along 70th Street were at the same setback on the original plans, they did not change with the revised plans. The Crossings project was approved with a 20 foot setback along 80th Street (arterial street) for the apartment building and setbacks in the 30 foot range for the townhomes. Projects with lesser setbacks have been approved in the past and staff feels an encroachment of 10 feet into the setback for backyards of buildings 32,33 and 34 should be supported based on past approvals.

Impervious surface coverage.

Impervious surface coverage standards are applied to give the city the authority to ensure sufficient areas for infiltration.

The applicant has provided impervious surface calculations for the entire project.

Impervious Surface	Maximum Allowed	Proposed
R-3C	65%	19.1%
B-3	70%	70% approx.

Building Coverage.

The applicant has provided building coverage calculations for the entire project.

Building Coverage	Maximum Allowed	Proposed
R-3C	20%	15.5%
B-3	25%	6.5%

PRELIMINARY PLAT

The applicant is proposing a preliminary plat which consists of three lots for the housing units, three outlots which would be for future commercial and storm water ponding.

The plat abuts Hwy 3 and 70th Street (Co Rd 26). Dakota County and MnDOT will review the plat and provide comment on right-of-way needs and access. The applicant has had meetings with both agencies prior to submitting the project. Dakota County will require a 75 foot half right away from 70th and we expect MnDOT will request to straighten out the current right-of-Way along Hwy 3. Approval of the final plat will be subject to the review and comment by Dakota County and MnDOT.

PARKS/TRAILS

The plans identify a city park to be dedicated over what is labeled as Outlot A on the plans. The Interim Parks and Recreation Director and Park and Recreation Commission will have to provide comment on what the park plans should be and what requirements will be the responsibility of the developer. The park would be accessed via Agate Trail and 67th Street when the whole segment is built. Trails along all public streets will provide walking access to the park. There is also an open space corridor shown along the west portions of Outlots B and C which could be used for a trail connection to the park from 70th Street. Those details would be worked out with the final plan approvals for those outlots.

STREETS & CONNECTIVITY

The project is designed with an extension of Alverno Avenue from its current end point in Argenta Hills through the project and up to 70th Street. Alverno is a collector street shown on the city's Northwest Area Collector Street Study. There would be a connection point at 72nd Street and Argenta Trail. This is currently designed as a three-way interchange. Since the planned alignment of 72nd Street heading east is off the property in question, the applicant is proposing a temporary roadway between lots 5 and 7 block 7. This will provide a second access point until land develops around the site and the other local streets can be connected.

WSB reviewed the street plans for the city to determine compliance with the 2012 Collector Street Study. WSB found the plans to be consistent except noted Agate as a collector does not need to be a 44 foot wide road but could function with a 36 foot wide road. Agate has been reduced to 36 feet on the plan set with this report.

The streets and right-of-way comply with city standards and the local streets provide a sidewalk on one side as required.

The main public street system is designed to be connected to 70th Street, Hwy 3 and Argenta Trail. The County is doing a large scale construction and reconstruction project on 70th and Argenta over the next 3 years. 65th Street will be extended westward to current Argenta Trail, 70th Street will be widened from Hwy 3 westward to Hwy 55 in Eagan and the round-a-bout at Argenta Trail/70th Street will be constructed. There will be times during this period that access to 70th Street will be blocked leaving access to the site through Alverno Court to the west and Agate Trail to the north.

PARKING

The applicant has provided a summary of the parking being proposed for the different unit types. Parking in all neighborhoods meet or exceed parking requirements. All have enclosed stalls and driveway parking. There are guest parking spaces shown on the private streets. The

width of the private streets as proposed would not allow parking on either side and would require to be posted no parking both sides. Parking for the apartment building is proposed with 107 below grade stalls and 63 surface stalls for a total of 170 spaces. By calculation, parking is seven spaces short. On-street parking would be allowed along Agate Trail and this additional parking would provide for the spaces short on-site. The code allows adjacent on-street parking to count towards off-street parking for a site.

Overall parking for Phase 1 would be satisfied with the proposed plans.

DAKOTA COUNT/MnDOT REVIEW

The Dakota County Plat Committee reviewed a concept plan of the project on April 16, 2021. They made comment on the need for a 75 foot half right-of-way for 70th and appears to be ok with the location of Agate Trail intersection with 70th. They are still concerned about the request by developer for a ¾ intersection on 70th for the future commercial site. The plat has been sent to Dakota County for their review and comment. Approval of the plat will be subject to the comments from the County.

The plans have also been sent to MnDOT for review. Approval of the plat will be subject to the comments from MnDOT.

LANDSCAPING/TREE PRESERVATION

Tree Preservation/Landscape Plan:

The developer provided a tree inventory of the site based on samples from three select areas. The majority of the trees are on the western portion of the site. The Code allows a tree removal of 40% for higher density. The code allows removal beyond the threshold and requires replacement for those trees over the limit.

Tree inventories based on sampling have been used and approved in the past. Concerns were raised by residents that a full tree inventory should be done on this site as required by code since there are a significant number of trees on site. A full inventory should be done so any reforestation is based on a full inventory.

The new tree inventory has not been submitted with the revised plan set. Staff therefore recommends a condition be added that a full inventory be submitted with the final PUD plan set so the reforestation number would be determined with that review. The condition should also include that no grading permits be issued until the final tree inventory has been reviewed and approved by City Council with the final plan set.

WETLANDS

The preliminary plans identify 3 wetlands on the site. The wetlands would not be impacted by this development.

GRADING, DRAINAGE, STORMWATER AND UTILITIES

Engineering has reviewed the plans and has also sent to other city consultants for review. Engineering review is ongoing at this point and any needed conditions should be part of the approval.

FIRE MARSHAL REVIEW

The Fire Marshal has reviewed the plans and makes notes on width of streets and parking/no parking. Streets less than 28 feet must be posted no parking both sides. Streets 28 feet to 36 feet must be posted no parking on at least one side. Streets 36 feet and greater may have parking both sides.

NORTHWEST AREA TRUNK UTILITY CHARGES

To fund the utility improvements in the Northwest Area, the Council adopted a funding resource of collecting connection fees at time of development rather than assess properties. To cover the cost of the sewer, water and storm water improvements, there are connection fees paid at time of final plat and connection fees paid at time of building permit. Plat connection fees are due at time of final plat release for each phase. A breakdown of the fees will be listed in the development contract. The building permit connection fees are due with building permit for each unit.

DEVELOPMENT CONTRACT

The Developer and Owner shall enter into a Development Contract and other associated agreements with the City. The list of agreements and details of the contract will be discussed with the applicant, city attorney and staff as part of the final PUD review. All of the agreements will be approved by the City Council as part of the final PUD review.

ALTERNATIVES

The Planning Commission has the following actions available on the proposed project:

A. Approval: If the proposed request is found to be acceptable, approval of the applicable following actions should be taken:

- Approval of the Preliminary Plat, Preliminary PUD and Rezoning subject to the following conditions:

1. The final plat and accompanying site plans shall be in substantial conformance with the following plans on file with the Planning Department except as may be modified by the conditions below.

Preliminary Plat	dated 6/7/21
Site Plan (5 sheets)	dated 9/24/21
Development Capacity Plan	dated 9/24/21
Natural Area/Open Space Plan	dated 9/24/21
Grading Plan (5 sheets)	dated 9/24/21
Erosion Control Plan (2 sheets)	dated 9/24/21
Utility Plans (5 sheets)	dated 9/24/21

Street Plans (6 sheets)
Landscape Plan (5 sheets)

dated 9/24/21
dated 9/24/21

***The final list of approved plans and date of plans shall be identified in the development contract.**

2. Prior to final plat and plan approval, the final grading, drainage and erosion control, street plans and utility plans shall be approved by the City Engineer and subject to all conditions noted by the City Engineer and consultants in their review memos.
3. Drainage and utility easements shall be provided on the final plat as required by the City Engineer.
4. The developer shall be responsible for installing marker posts at reasonable locations to define the boundary of the open space. This provides identification for future land owners to know boundaries of the open space areas. The final PUD plans must show the location of the marker posts.
5. Plan approval shall be subject to the recommendations of the Park and Recreation Commission. Park dedication shall include at least a 4.03 acres dedication for park land. Any additional dedication shall be made in the form of a cash contribution.
6. The final plan set shall be subject to the review of the city Fire Marshal.
7. The approval of the preliminary Plat and PUD development plans are subject to the review and comment from Dakota County and MnDOT.
8. Prior to execution of the plat by the City and prior to recording of the plat with the County, the Owner shall execute a Storm Water Facilities Maintenance Agreement with the City whereby the developer shall be responsible for the maintenance of storm water improvements on such lots.
9. The developer shall be responsible to ensure the undisturbed area shown on the Open Space Plan remains undisturbed through all construction grading.
10. In the Development Contract, the Developer and Owner shall agree that the following elements of the Planned Unit Development shall not be altered, changed or removed without first obtaining the following consents:

Site Plan Element	Consent Required By
Building Location	City Council
Driveways and Private Roads	Planning Department
Landscaping	Planning Department
Location of Utilities	Engineering Department

Location of Conservation Easement and Open Space	City Council
---	--------------

11. The Developer and Owner shall execute an Acknowledgement of Planned Unit Development Zoning. This Acknowledgement shall state that property within the plat is subject to the approved PUD plans and PUD zoning and that the development on the property must conform to the PUD plans and PUD zoning. This Acknowledgement shall be recorded when the plat is recorded.
12. The Developer and Owner shall enter into a Development Contract with the City.
13. Northwest Area plat connection fees are due at time of final plat release for each phase. The connection fees will be listed in the development contract. The Northwest Area building permit connection fees are due with building permit for each unit. Final details of the amounts to be paid shall be part of the final PUD plan review.
14. Street lighting shall be required along all public streets. The street lighting plans shall be approved by the City prior to installation.
15. A full tree inventory for the site shall be submitted with the final PUD plan set. No grading permits or tree removal shall occur until city council has reviewed and approved the final PUD plan set including any tree reforestation requirements.
16. Because there will be disruptions on the regional roadway network for the next 2-3 years, the project may be subject to final approval in phases to minimize residential traffic that would be using other routes while construction occurs on Co. Rds 63 and 26.
17. A traffic study shall be required to be submitted by the applicant and reviewed by the city to verify trip generation and traffic routing.
18. The required 20 foot separation between buildings 19 and 20 shall be met on the final plan set submittal.

B. Denial: Should the proposed request or portions thereof, not be found to be acceptable, the appropriate requests described above should be denied. The basis for denial must be stated in any such motion.

RECOMMENDATION

The project complies with all performance standards of the Northwest Area except for setbacks at three locations. The county road construction projects will have an impact on traffic flows for the next 2-3 years. This may or may not impact traffic in the development as construction of the project, construction of homes and occupancy also take time.

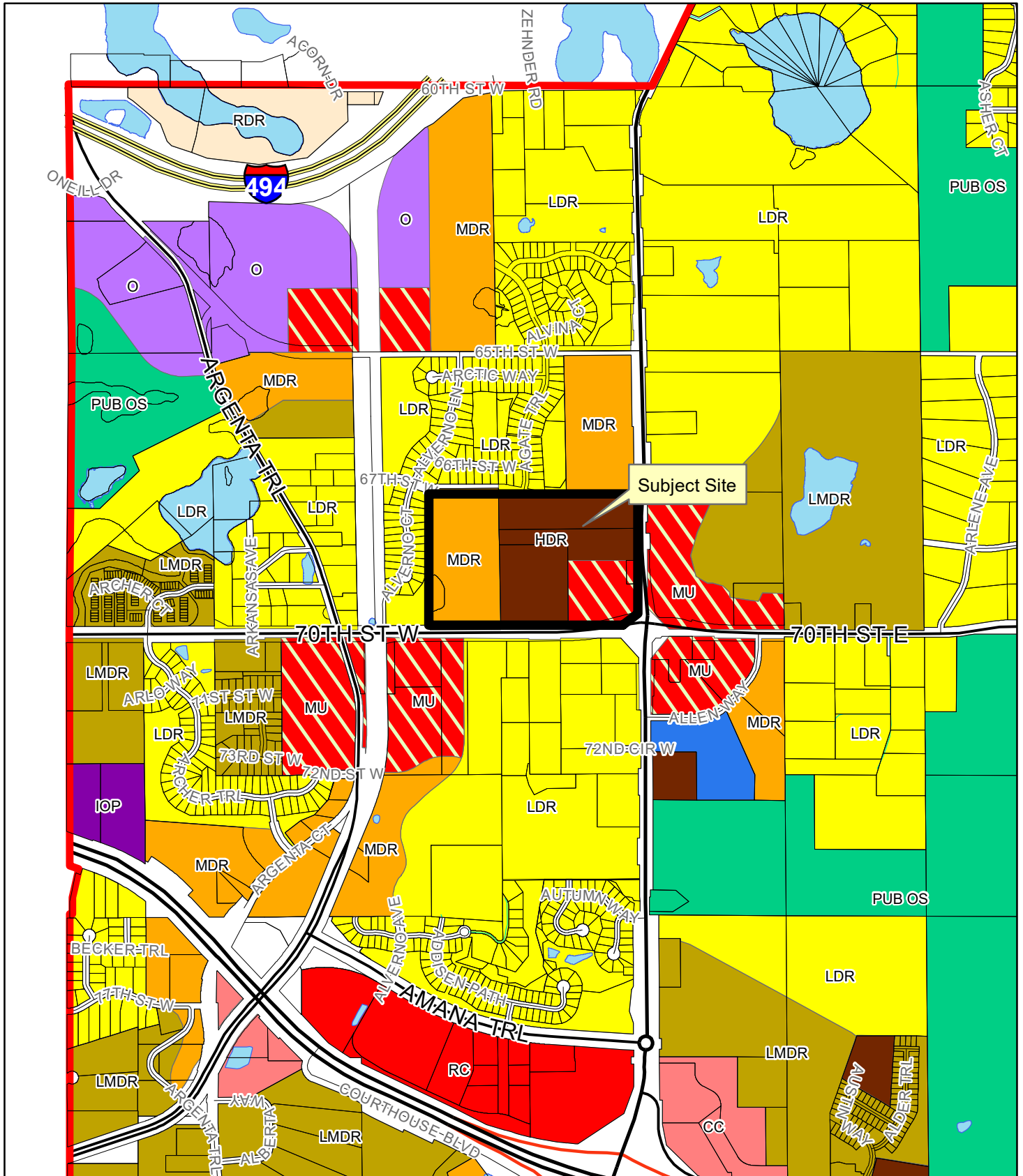
Staff would recommend approval of the requests as presented with the conditions listed.

Attachments:

Location Map
Applicant Narrative
Preliminary Plat
Site Plan (5 sheets)
Development Capacity Plan
Natural Area/Open Space Plan
Grading Plan (5 sheets)
Landscape Plan (5 sheets)
Resident e-mails



Location/Comprehensive Plan Map Case No. 21-45PUD





Preliminary Plat Application and Preliminary PUD Application: Narrative

At Home Apartments, L.L.C. and its related entity, Agate Trail Apartments, LLC (collectively, the “Applicant”) is submitting a Preliminary Plat Application for the replat and subdivision of the following parcels: 20-00600-78-012, 20-28500-01-012, 20-28500-01-011, and 20-28500-01-020 (collectively, the “Property”).

These parcels are currently owned by Falcon Partners Limited Partnership and Oak Grove Properties of MN, LLLP (collectively, the “Owners”) At Home Apartments and its assign, Agate Trail Apartments, LLC have an agreement with the Owners whereby Agate Trail Apartments, LLC will acquire title to these parcels for the purpose of redeveloping approximately 30 acres of the overall site into a multi-family rental community. The Applicant, pending approval from the City of Inver Grove Heights, intends to improve the property by developing a rental community with 259 housing units.

At Home Apartments, L.L.C. is a property management and development company based in St. Paul, Minnesota. At Home Apartments has a long history of owning, self managing and developing apartment communities throughout the Twin Cities metro, St. Cloud, and Kansas City. A copy of the At Home Apartments’ company profile has been included with this application. More information about At Home Apartments can also be found at www.athomeapartments.com

Project Description:

The proposed project development, which necessitates the preliminary plat and subdivision of the current parcels, is a 253 unit high-end rental community providing numerous housing options to create life cycle housing. This development is purposefully designed to provide housing options for various stages of a person’s life. Examples of the housing products that can be found within this community are: 42 twin home style units, 40 manor/large house style apartment units, 16 4-plex units, 60 6-plex units, and a 95 unit apartment building. By providing a variety of housing options within the site, we are able to utilize the contours of the land to preserve the natural beauty these parcels currently provide. Preserving as much green space as possible while dedicating a portion of the land back to the City for the future development of a public park are important features of this redevelopment.

Applications:

To begin the approval process for the Applicant’s proposed development project two applications are being submitted: the Preliminary Plat Application and Preliminary Planned Unit Development Application.

Subdivisions/PUD:

The proposed project meets the subdivision requirements as outlined in municipal code of Inver Grove Heights. Furthermore the subdivision and proposed project are in harmony with the city’s 2040 Comprehensive Plan as well as the additional requirements in the Northwest Area Plan initiative. Consistent with the requirements for developments in the Northwest Overlay District, we propose that

this project have the zoning classification of a Planned Unit Development (PUD) with land uses that are in alignment with the uses called for in the 2040 Comprehensive Plan.

Community Impact:

This proposed project is a benefit to the community because it allows for the redevelopment of the site in a manner that is consistent with the City's housing and density goals while balancing the needs of the surrounding neighborhoods. Our proposed project does not adversely impact the sensitive areas that currently exist within the site, rather it works to preserve the environmental uniqueness of the site. The proposed plan also considers the dedication of 4 acres of land to the City for public benefit.

In addition to the other stated benefits, the Applicant will be responsible for building the extension of Agate Trail as well as the extension of 67th street, both of which are public roads. With the extension of Agate Trail and 67th Street, and other access connections to city and county roads, the traffic generated by this site mirrors that of other nearby developments.

Additionally, the number of proposed units is lower than that identified in the AUAR, thus we believe the traffic study presented as a part of that report concludes that this development is consistent with the collector street plan and the capacities of the municipal roadway system to accommodate the traffic generated by this development.

Phasing:

The Applicant intends to develop Lot 1, Block 1 and Lot 1, Block 2 (27.95 acres total) in the initial phase of development. The schedule for future phases of development, Lot 2, Block 2 and Outlot C, (Future Development) are not known at this time. The Applicant is not requesting rezoning of the Future Development parcels at this time. It is understood that the existing uses within the Future Development parcels will remain as approved uses.

Parking Summary/Description:

The parking summary for the overall project has been separated into sections to demonstrate the parking supply based on the different housing product types for the site.

The Northwest Area AUAR allows for a decreased parking ratio using the formula as follows:

of Units multiplied by 2.5, multiplied by .75 = ____ REQUIRED STALLS).

The east side of the proposed development (east of the future Agate Trail extension) provides 88 units with parking stalls provided producing 283 stalls. Using the equation noted above, 165 stalls are required under code. In looking at the housing product type, the 88 units and parking stalls are broken down as follows:

- East side townhomes – 48 units: 81 enclosed stalls, 81 driveway stalls for a total of 162 parking stalls which equates to 3.35 stalls per unit. (90 stalls required under code).
- East side ten plex homes - 40 units: 56 enclosed stalls, 56 driveway stalls for a total of 112 stalls which equates to 2.8 stalls per unit (75 would be required under code).
- Guest Parking- Road C - 9

The west side of the proposed development (west of the future Agate Trail extension) provides 165 units with parking stalls provided producing 372 stalls. Using the equation noted above, stalls are required under code. In looking at the housing product type, the 165 units and parking stalls are broken down as follows:

- West side townhomes – 28 units: 47 enclosed stalls, 47 driveway stalls for a total of 94 parking stalls which equates to 3.35 stalls per unit. (53 stalls required under code).
- West side twin homes - 42 units: 42 enclosed stalls, 42 driveway stalls for a total of 84 stalls which equates to 2 stalls per unit (79 would be required under code).
- Apartment Building - 95 Units: 107 below grade stalls, 63 surface stalls for a total of 170 stalls. This equates to 1.78 stalls per unit (178 stalls would be required under code).
- Guest Parking- Road A - 24

Overall, the proposed development meets or exceeds the City's parking requirement. If you separated the parking ratios by product type, the apartment building (on its own) is light on parking, meaning that it is 8 stalls short of the City's code requirement. Given that this proposed development is within a PUD, we are asking the City to use its discretion to allow us to waive the parking requirement as it relates to the apartment building. As the City may be aware, many suburban municipalities have older parking code requirements (2 or more stalls per multifamily unit) which do not correspond with current housing trends specifically as it relates to multifamily buildings. Based on our experience of managing multifamily projects over the last 30 years and taking into consideration our new development projects throughout the Metro over the last 10 years, a parking ratio of 1.78 stalls per unit would be more than adequate for a development of this size. Increasing the amount of parking for the apartment building in order to meet current City requirements would result in underutilized land, create a potential eyesore of unused parking, and detract from the overall goal of maintaining a green and environmentally conscious site.

Tree Preservation:

The project team has made every effort to feasibly preserve trees on this site, in fact the trees are a significant reason this site was selected. The previous site plan allowed for more preservation of the trees due to the positioning of building types to optimize grading. The revised site plan impacts approximately 1,000 additional caliper inches.

The applicant is requesting relief from planting the additional 415 caliper inches on site, as a good faith effort had been made to design a site more sensitive to the trees and the Council had indicated the placement of the apartment building was of utmost importance.

Client
COLLAGE ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AT HOME APARTMENTS

Location
INVER GROVE HEIGHTS, MN
LOCATION ADDRESS

Certification
I hereby certify that this plan, specification or 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.

George D. Abernathy
Registration No. 43505 Date: MM/DD/2021
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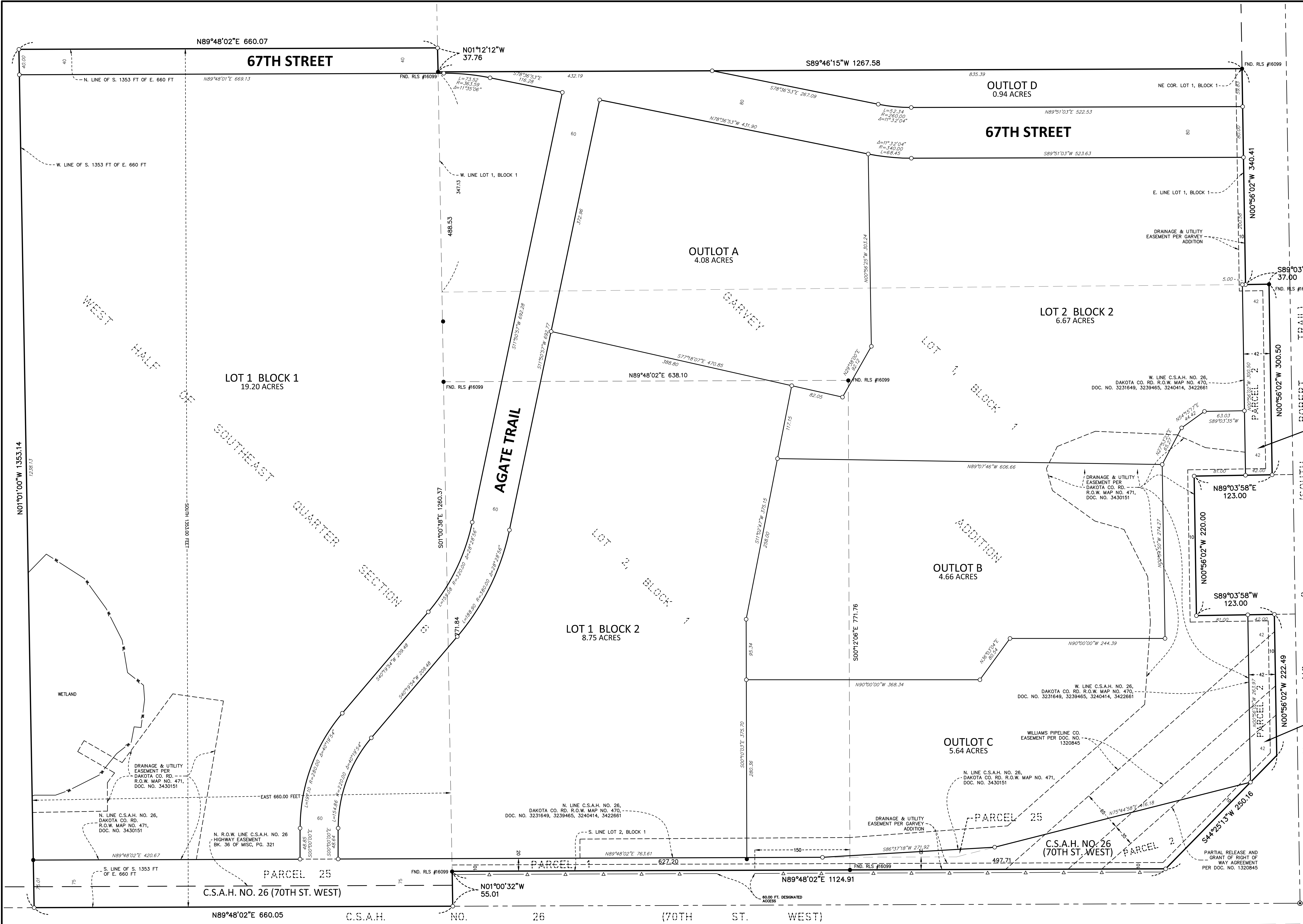
Summary
Designed: GDA Drawn: JGP
Approved: JMM Book / Page:
Phase: PRELIMINARY Initial Issued: MM/DD/2021

Revision History
No. Date By Submittal / Revision
A 6/7/21 Preliminary PUD Submittal

Sheet Title

Sheet No. Revision

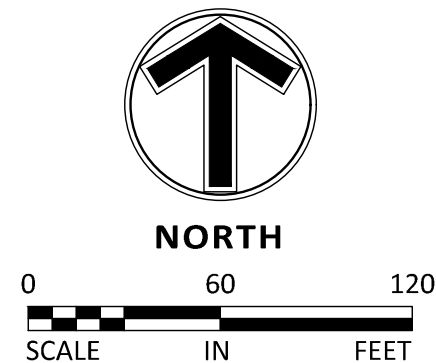
Project No. 22291.02

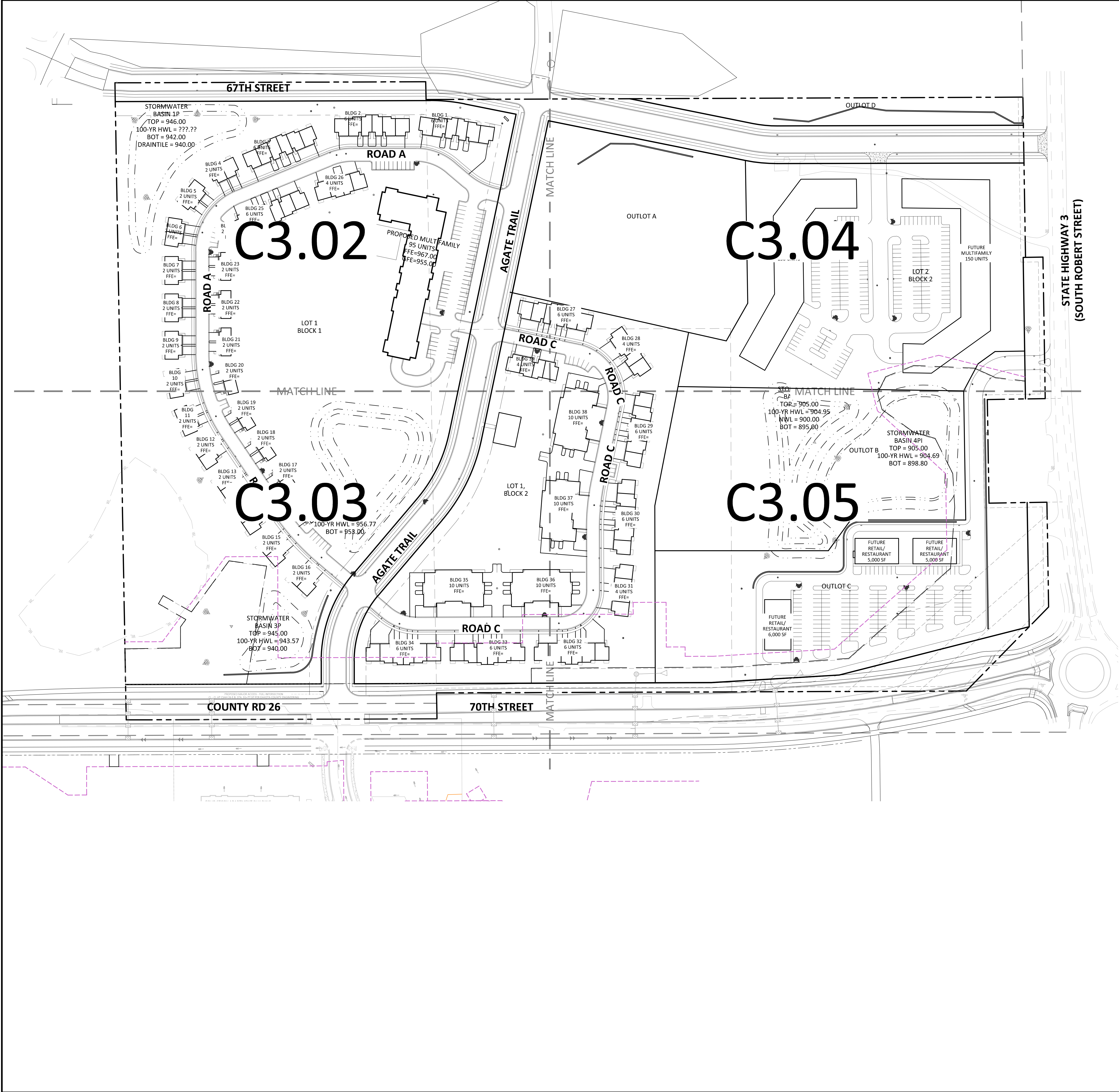


SUBJECT PROPERTY
Description from title commitment:
Parcel 1: The South 1353.00 feet of the East 660.00 feet of the West Half of the Southeast Quarter of Section 27, Range 22. Dakota County, Minnesota Abstract Property
Parcel 2: That part of Lot 1, Block 1, Garvey Addition, Dakota County, Minnesota which lies Northerly of a line described as follows: Commencing at the Northeast corner of said Lot 1; thence Southerly along the East line of said Lot 1, a distance of 340.41 feet to an angle point in said East line, said point being the point of beginning of the line to be described; thence Westerly a distance of 1267.06 feet to a point on the West line of said Lot 1 which is 347.13 feet South of the Northwest corner thereof, as measured along said West line, and there terminating.
Dakota County, Minnesota Abstract Property

PROPERTY SUMMARY
THE GROSS LAND AREA OF THE SUBJECT PROPERTY IS 56.96 ACRES OR 2,481,134 SQUARE FEET.
PROPOSED:
LOT 1, BLOCK 1 LOT 1, BLOCK 2 LOT 2, BLOCK 2 OUTLOT A OUTLOT B OUTLOT C OUTLOT D RIGHT -OF- WAY
836,239 SQ. FT. OR 19.20 ACRES 381,337 SQ. FT. OR 8.75 ACRES 290,707 SQ. FT. OR 6.67 ACRES 177,780 SQ. FT. OR 4.08 ACRES 203,039 SQ. FT. OR 4.66 ACRES 245,853 SQ. FT. OR 5.64 ACRES 41,060 SQ. FT. OR 0.94 ACRES 305,129 SQ. FT. OR 7.02 ACRES

DEVELOPMENT NOTES
1. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED.
2. THE BEARING SYSTEM IS BASED ON THE DAKOTA COUNTY COORDINATE SYSTEM, NAD83 (1986 ADJUST).
3. SUBJECT PROPERTY'S ADDRESSES & PID: 1285 70th Street West, Inver Grove Heights, MN. PID# 20-00600-78-012 (Parcel 1) 6815 Robert Trail South, Inver Grove Heights, MN. PID# 20-28500-01-012 (Parcel 2) 1165 70th Street West, Inver Grove Heights, MN. PID # 20-28500-01-020 (Parcel 4) The property address for Parcel 3 is unassigned. PID # 20-28500-01-011





DEVELOPMENT SUMMARY

AREA	2,481,134 SF	56.96 AC
GROSS SITE AREA	836,239 SF	19.20 AC
LOT 1, BLOCK 1	381,537 SF	8.75 AC
LOT 2, BLOCK 2	290,707 SF	6.67 AC
LESS OUTLOT A	177,780 SF	4.08 AC
LESS OUTLOT B	203,029 SF	4.68 AC
LESS OUTLOT C	245,853 SF	5.64 AC
LESS OUTLOT D	41,060 SF	0.94 AC
LESS RIGHT-OF-WAY	305,128 SF	7.02 AC
NET SITE AREA	1,508,283 SF	34.62 AC
UNIT TOTALS		
APARTMENT BUILDING	95 UNITS	
DUPLEX BUILDINGS (x21)	42 UNITS	
FOUR-PLEX BUILDINGS (x4)	16 UNITS	
SIX-PLEX BUILDINGS (x10)	60 UNITS	
TEN-PLEX BUILDINGS (x4)	40 UNITS	
TOTAL	253 UNITS	
PROPOSED BUILDING SETBACKS		
FRONT YARD	25 FEET	
REAR YARD	25 FEET	
SIDE YARD	10 FEET	
ZONING		
EXISTING ZONING	A-AGRICULTURAL	
PROPOSED ZONING	PUD, A-AGRICULTURAL	
PARKING SUMMARY - MULTIFAMILY SITE		
PARKING REQUIRED	178 STALLS	
PARKING PROVIDED	170 STALLS	
PARKING SUMMARY - TOWNHOME SITES		
PARKING REQUIRED	297 STALLS	
PARKING PROVIDED	485 STALLS	
PARKING SUMMARY - FUTURE MULTIFAMILY SITE		
PARKING REQUIRED	563 STALLS	
PARKING PROVIDED	450 STALLS	
IMPERVIOUS SURFACES		
AREA (R3-C)	245,590 SF	5.64 AC
PERCENT		19.1 %
BUILDING SURFACE COVERAGE		
AREA (R3-C)	199,597 SF	4.58 AC
PERCENT		15.5 %

DEVELOPMENT NOTES

1. ALL DIMENSIONS ARE ROUNDED TO THE NEAREST TENTH FOOT.
2. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL REVIEW PAVEMENT GRADIENT AND CONSTRUCT "GUTTER OUT" WHERE WATER DRAINS AWAY FROM CURB. ALL OTHER AREAS SHALL BE CONSTRUCTED AS "GUTTER IN" CURB. COORDINATE WITH GRADING CONTRACTOR.
4. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
5. ALL PARKING STALLS TO BE 9' IN WIDTH AND 18' IN LENGTH UNLESS OTHERWISE INDICATED.
6. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF EXIT PORCHES, RAMPS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS.
7. SEE ARCHITECTURAL PLANS FOR PYLON SIGN DETAILS.
8. LIGHT STANDARD LOCATIONS ARE FOR REFERENCE ONLY. SITE LIGHTING PLAN IS DESIGN BUILD BY CONTRACTOR. CONTRACTOR SHALL CONFIRM LIGHT STANDARD LOCATION WITH LIGHTING VENDOR, OR SEE ARCHITECTURAL PLANS FOR LIGHT POLE FOUNDATION DETAIL AND FOR EXACT LOCATIONS OF LIGHT POLE.
9. REFER TO FINAL PLAT FOR LOT BOUNDARIES, LOT NUMBERS, LOT AREAS, AND LOT DIMENSIONS.
10. ALL GRADIENTS ON SIDEWALKS ALONG THE ADA ROUTE HAVE BEEN DESIGNED WITH A MAXIMUM LONGITUDINAL SLOPE OF 4.5%, AND A MAXIMUM CROSS SLOPE OF 1.5%. THIS IS LESS THAN THE ADA CODE MAXIMUM LONGITUDINAL SLOPE OF 5% (1:20), EXCEPT AT CURB RAMPS (1:12), AND A MAXIMUM CROSS SLOPE OF 2.00% (1:50). THE MAXIMUM DESIGN SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE IS 1.5%, LESS THAN THE ADA CODE MAXIMUM SLOPE IN ANY DIRECTION ON AN ADA PARKING STALL OR ACCESS AISLE OF 3.00% (1:50). THE CONTRACTOR SHALL REVIEW AND VERIFY THE GRADIENT IN THE FIELD ALONG THE ADA ROUTES PRIOR TO PLACING CONCRETE OR BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IF THERE IS A DISCREPANCY BETWEEN THE GRADIENT IN THE FIELD VERSUS THE DESIGN GRADIENT AND COORDINATE WITH GRADING CONTRACTOR.
11. "NO PARKING" SIGNS SHALL BE PLACED ALONG ALL DRIVEWAYS AS REQUIRED BY CITY.
12. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.

CIVIL 3D MODEL LIMITATIONS
SAMBATEK'S DELIVERABLE AND GOVERNING DOCUMENTS FOR CONSTRUCTION SHALL BE A HARD COPY AND/OR PDF PLAN SHEETS. IF A CIVIL 3D MODEL IS GENERATED IN THE PROCESS OF PREPARING THE PLAN SHEETS, IT IS AS A DESIGN TOOL ONLY AND NOT AS A SEPARATE DELIVERABLE. AT THE OWNER'S REQUEST, WE WILL RELEASE OUR CIVIL 3D MODEL FOR THE CONTRACTOR'S USE. HOWEVER, ITS USE IS AT THE CONTRACTOR'S RISK AND SHALL NOT BE USED FOR STAKING OF CURB, SIDEWALK, OR OTHER HARD SURFACE IMPROVEMENTS. IF A CIVIL 3D MODEL FOR STAKING HARD SURFACE IMPROVEMENTS IS REQUIRED, WE CAN PROVIDE A SUPPLEMENTAL AGREEMENT FOR REFINEMENT AND PREPARATION OF THE CIVIL 3D MODEL.

Engineering | Surveying | Planning | Environmental

Client
**COLLAGE
ARCHITECTS**

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
**AGATE TRAIL
APARTMENTS**

Location
**INVER GROVE
HEIGHTS, MN**

Certification
I hereby certify that this plan, specification or 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.

George D. Abernathy
Registration No. 43505 Date: 06/07/2021
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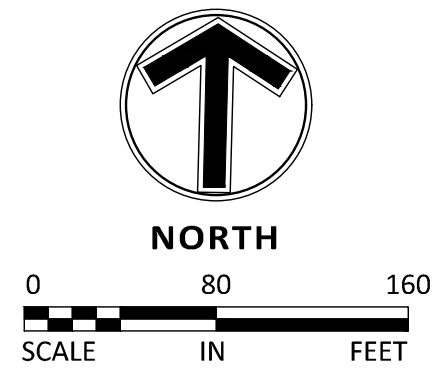
Summary
Designed: GOA Drawn: JGP
Approved: JMM Book / Page:
Phase: PRELIMINARY Initial Issued: 06/07/2021

No.	Date	By	Submittal / Revision
06/07/21			Preliminary PUD Submittal
09/03/21			Preliminary PUD Resubmittal
09/24/21			Preliminary PUD Comment Response

Sheet Title
**OVERALL SITE
PLAN**

Sheet No. Revision
C3.01

Project No. 22291.02



Client
COLLAGE ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL APARTMENTS

Location
INVER GROVE HEIGHTS, MN

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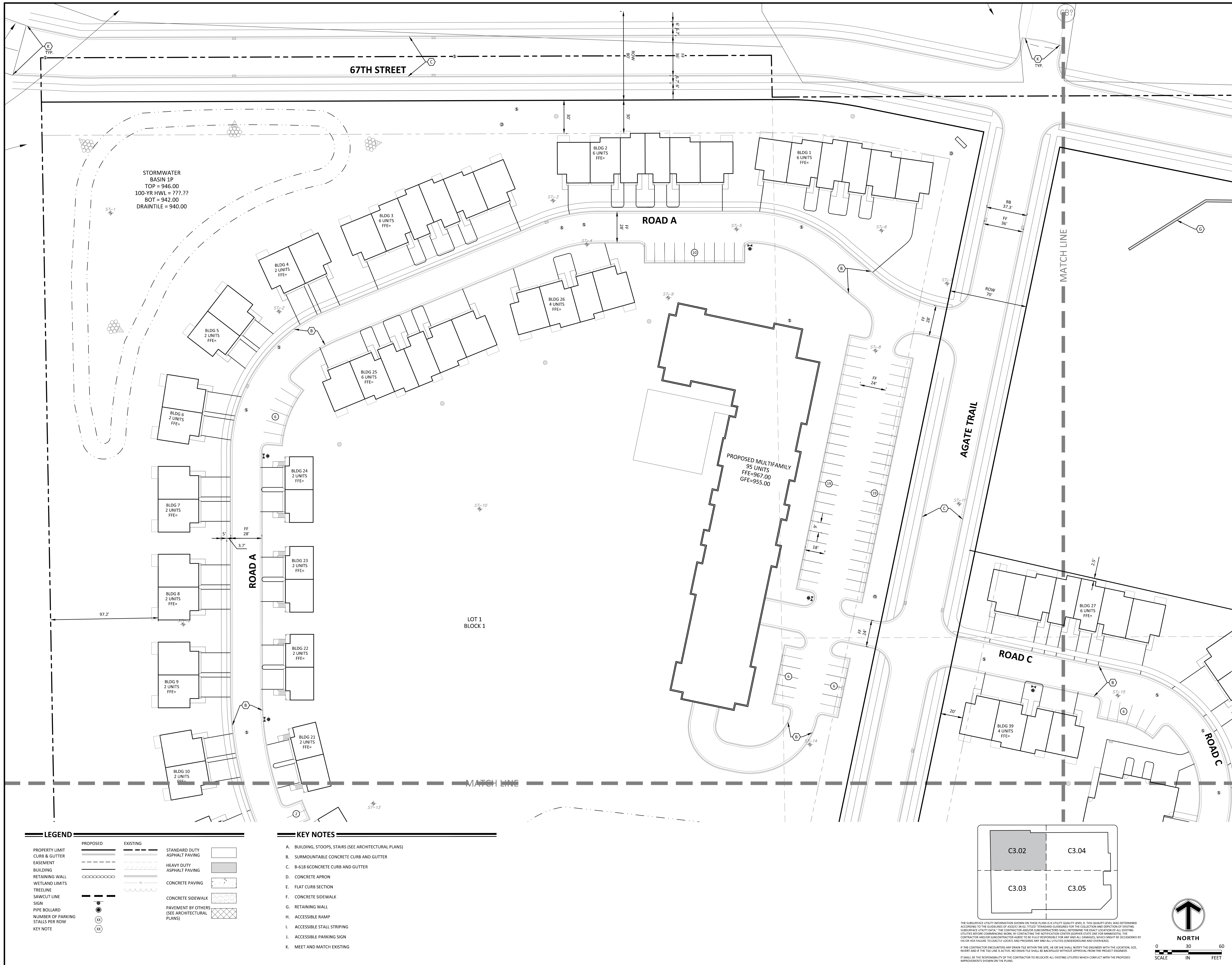
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09/03/21 Preliminary PUD Resubmittal
09/24/21 Preliminary PUD Comment Response

Sheet Title
SITE PLAN - NW

Sheet No. Revision
C3.02

Project No. 22291.02



Client
COLLAGE
ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL
APARTMENTS

Location
INVER GROVE
HEIGHTS, MN

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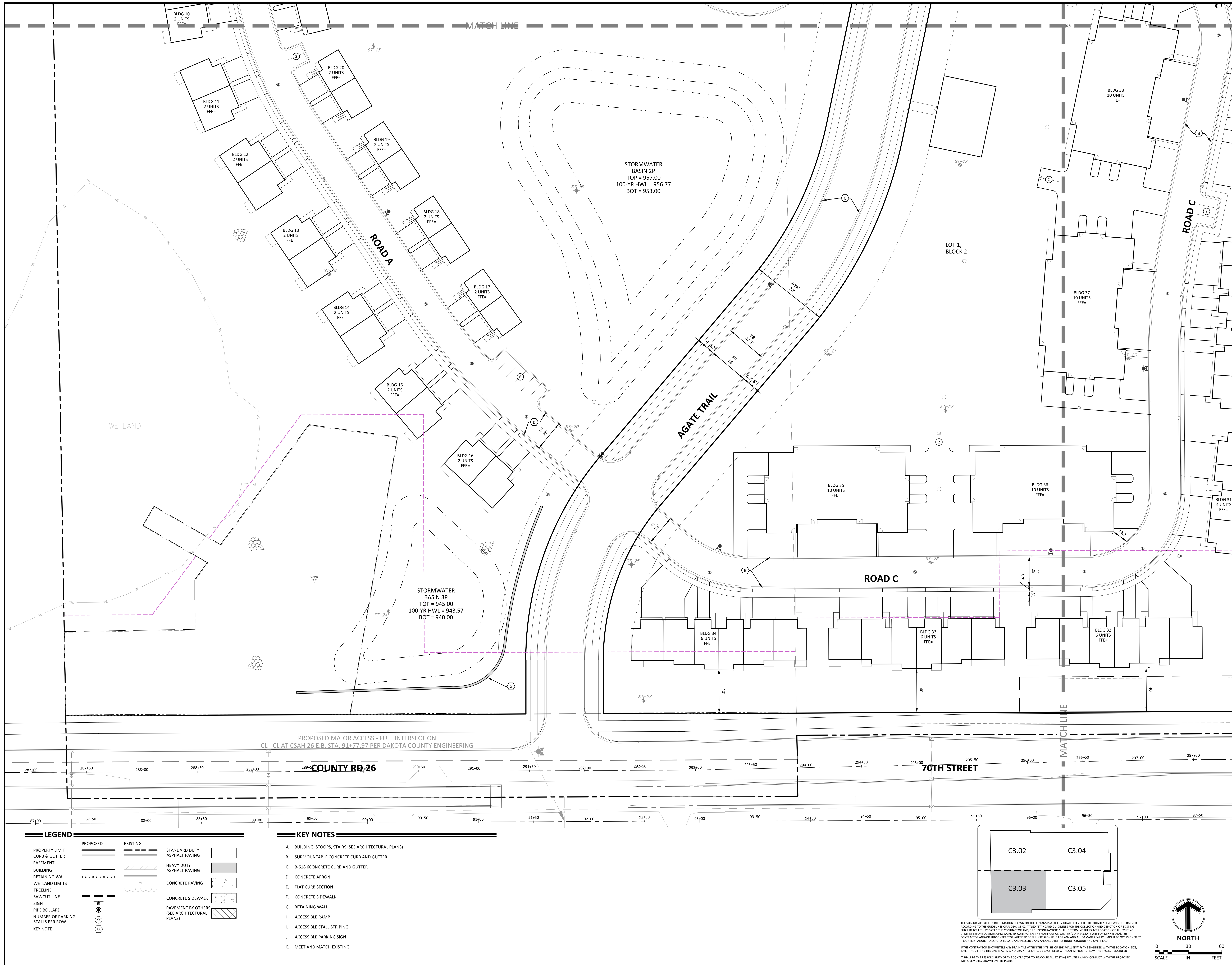
Revision History

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09/24/21			Preliminary PUD Comment Response

Sheet Title
SITE PLAN - SW

Sheet No. Revision
C3.03

Project No. 22291.02



Client
COLLAGE
ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL
APARTMENTS

Location
INVER GROVE
HEIGHTS, MN

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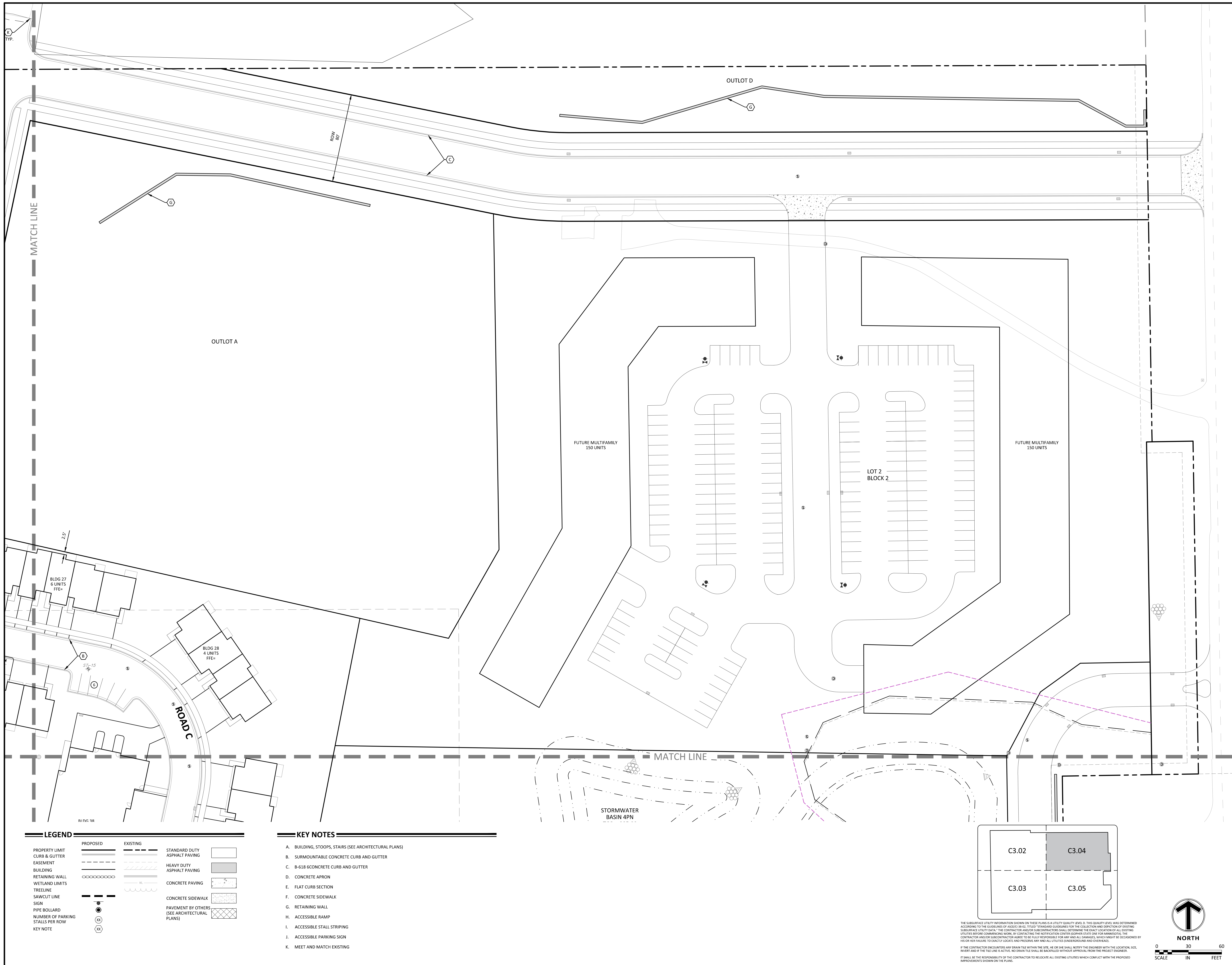
Revision History

No.	Date	By	Submittal / Revision
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09/24/21			Preliminary PUD Comment Response

Sheet Title
SITE PLAN - NE

Sheet No. Revision
C3.04

Project No. 22291.02



Client
COLLAGE
ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL
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Location
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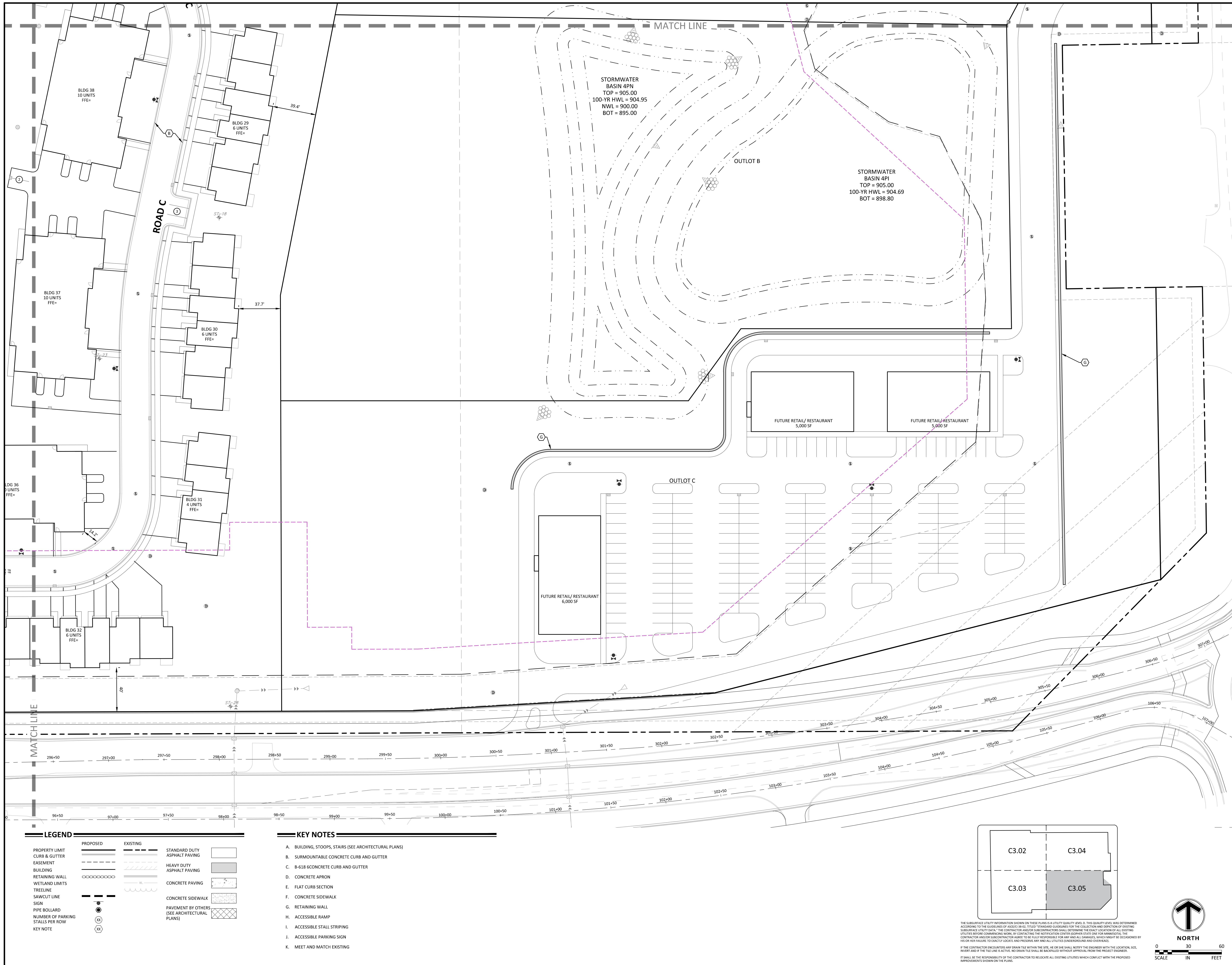
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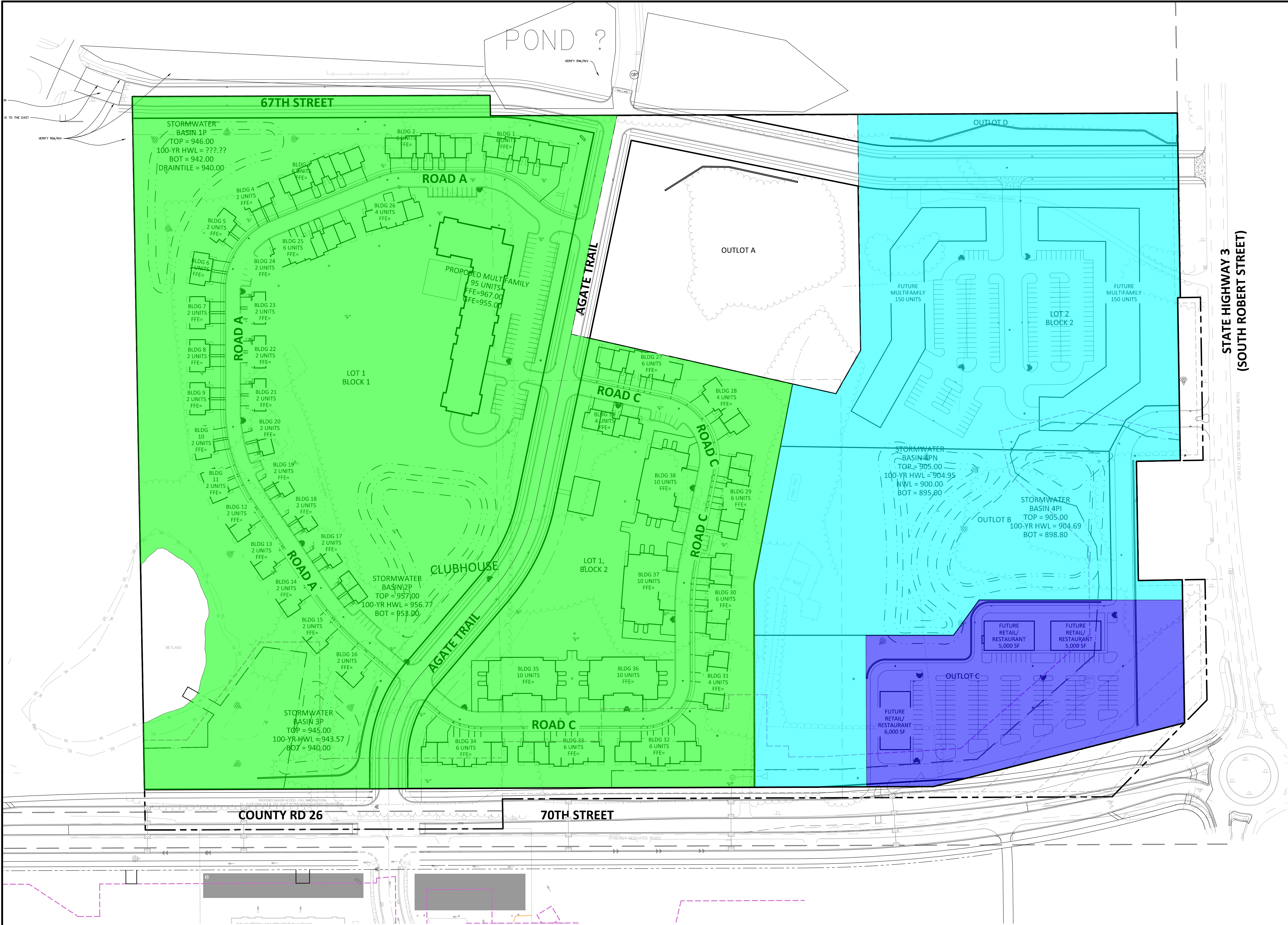
No.	Date	By	Submittal / Revision
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09/24/21			Preliminary PUD Comment Response

Sheet Title
SITE PLAN - SE

Sheet No. Revision
C3.05

Project No. 22291.02





LEGEND	
PROPERTY LIMIT	---
CURB & GUTTER	---
EASEMENT	---
BUILDING	---

RESIDENTIAL DEVELOPMENT SUMMARY

COMP. PLAN DESIGNATION	MULTI-FAMILY (R-3C)	MULTI-FAMILY (R-3C)
	MDR	HDR
AREA	29.48 AC	15.14 AC
MIN. LOT AREA	2,000 SF	12,000 SF
DENSITY RANGE (2040 LAND USE)	8-12 UNITS/AC	12-35 UNITS/AC
UNITS	253	300
PROPOSED DENSITY	8.6 UNITS/AC	19.82 UNITS/AC
MINIMUM DENSITY (NW AREA OVERLAY)	8 UNITS/AC	12 UNITS/AC

COMMERCIAL DEVELOPMENT SUMMARY

COMMERCIAL RETAIL (B-3)	MU	LOT AREA	BUILDING AREA	MINIMUM FAR	PROPOSED FAR
		3.73 AC	16,000 SF	0.25	0.10

Client

COLLAGE ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project

AGATE TRAIL APARTMENTS

Location

INVER GROVE HEIGHTS, MN

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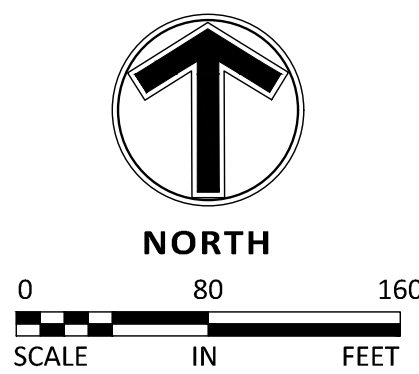
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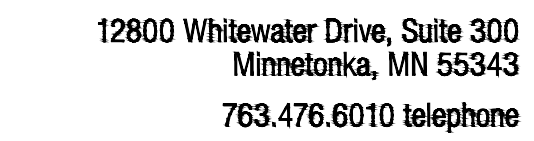
DEVELOPMENT CAPACITY PLAN

Sheet No. Revision

C3.06

Project No. 22291.02





Client
COLLAGE
ARCHITECTS

Project

AGATE TRAIL APARTMENTS

Location
MINNER GROVE
HEIGHTS, MN

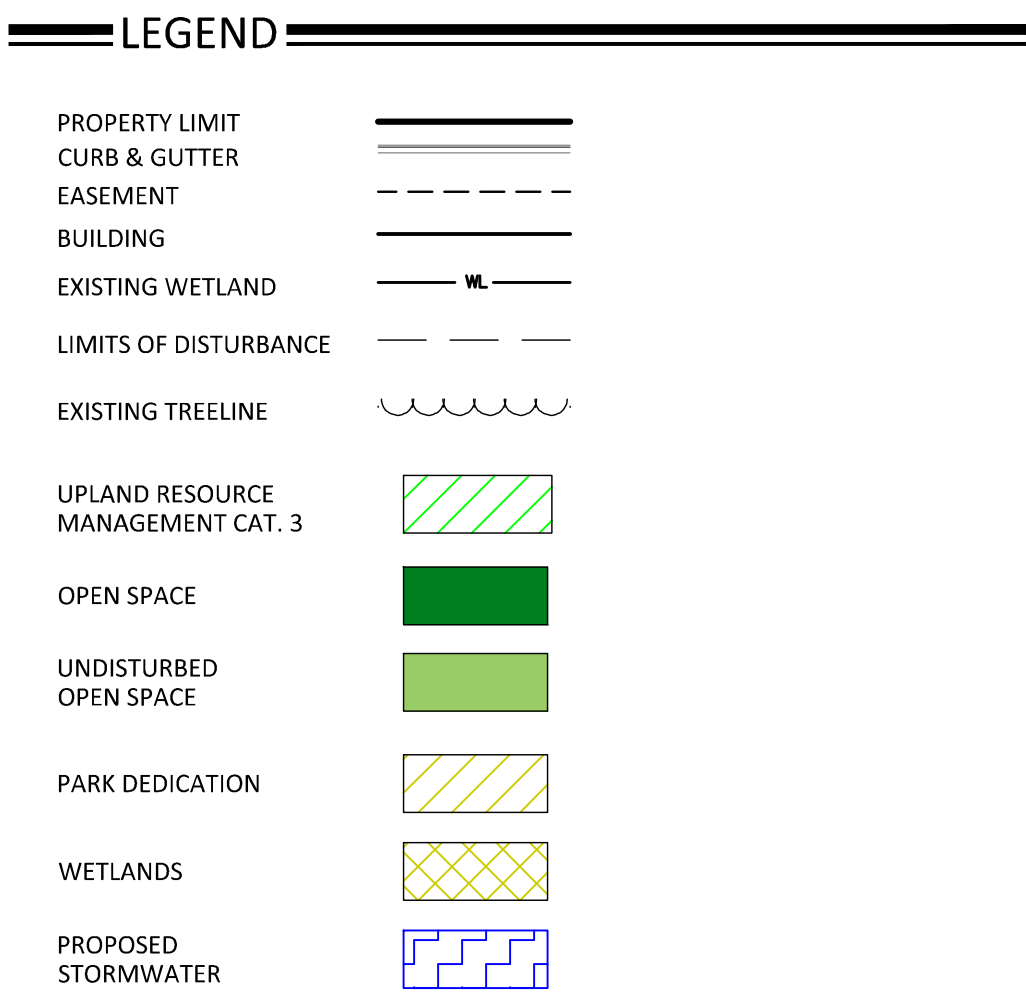
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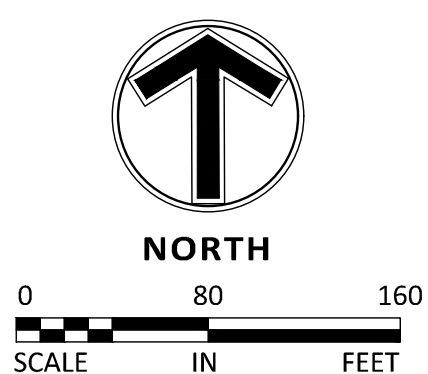
06/07/21	Preliminary PUD Submittal
09/03/21	Preliminary PUD Resubmittal
09/24/21	Preliminary PUD Comment Response

Sheet Title
**NATURAL &
OPEN SPACE
PLAN**

Sheet No. Revision
C3.07

Project No. 22291.02

DEVELOPMENT SUMMARY		
AREA		
GROSS SITE AREA	2,481,134 SF	56.96 AC
LESS WETLANDS	99,524 SF	1.37 AC
LESS P-O-W	174,305 SF	4.00 AC
LESS PARK	177,725 SF	4.08 AC
NET SITE AREA	2,155,023 SF	47.51 AC
OPEN SPACE SUMMARY	REQUIRED	PROPOSED
OPEN SPACE (20% NET DEVELOPABLE)	9.89 AC	18.72 AC
UNDISTURBED SPACE (50% OPEN SPACE)	4.95 AC	5.09 AC
CONTIGUOUS OPEN SPACE (75%, 100' MIN)	7.42 AC	12.00 AC





GRADING NOTES

INFILTRATION BASIN CONSTRUCTION NOTES

Client
**COLLAGE
ARCHITECTS**

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
**AGATE TRAIL
APARTMENTS**

Location
**INVER GROVE
HEIGHTS, MN**

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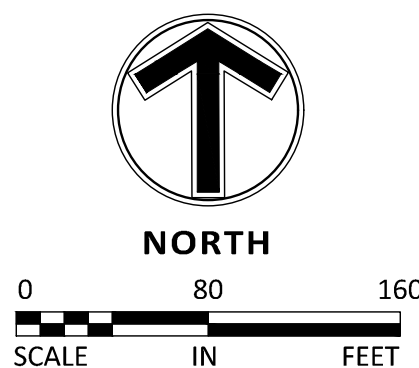
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No.	Date By Submittal / Revision
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Sheet Title
**OVERALL
GRADING PLAN**

Sheet No. Revision
C4.01

Project No. 22291.02



THE SURFACE UTILITY INFORMATION SHOWN ON THESE PLANS IS A UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF ASCE 91.30-02, TITLED "STANDARDS GUIDELINES FOR THE COLLECTION AND SELECTION OF EXISTING SUBSURFACE UTILITY DATA." THE CONTRACTOR AND/OR SUBCONTRACTORS SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. BY CONTACTING THE NOTIFICATION CENTER (800) 368-5808 FOR MINNESOTA, THE CONTRACTOR AND/OR SUBCONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY HIS OR HER FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES (UNDERGROUND AND OVERHEAD).
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Client
COLLAGE ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL APARTMENTS

Location
INVER GROVE HEIGHTS, MN

Certification
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George D. Abernathy
Registration No. 43505 Date: 06/07/2021
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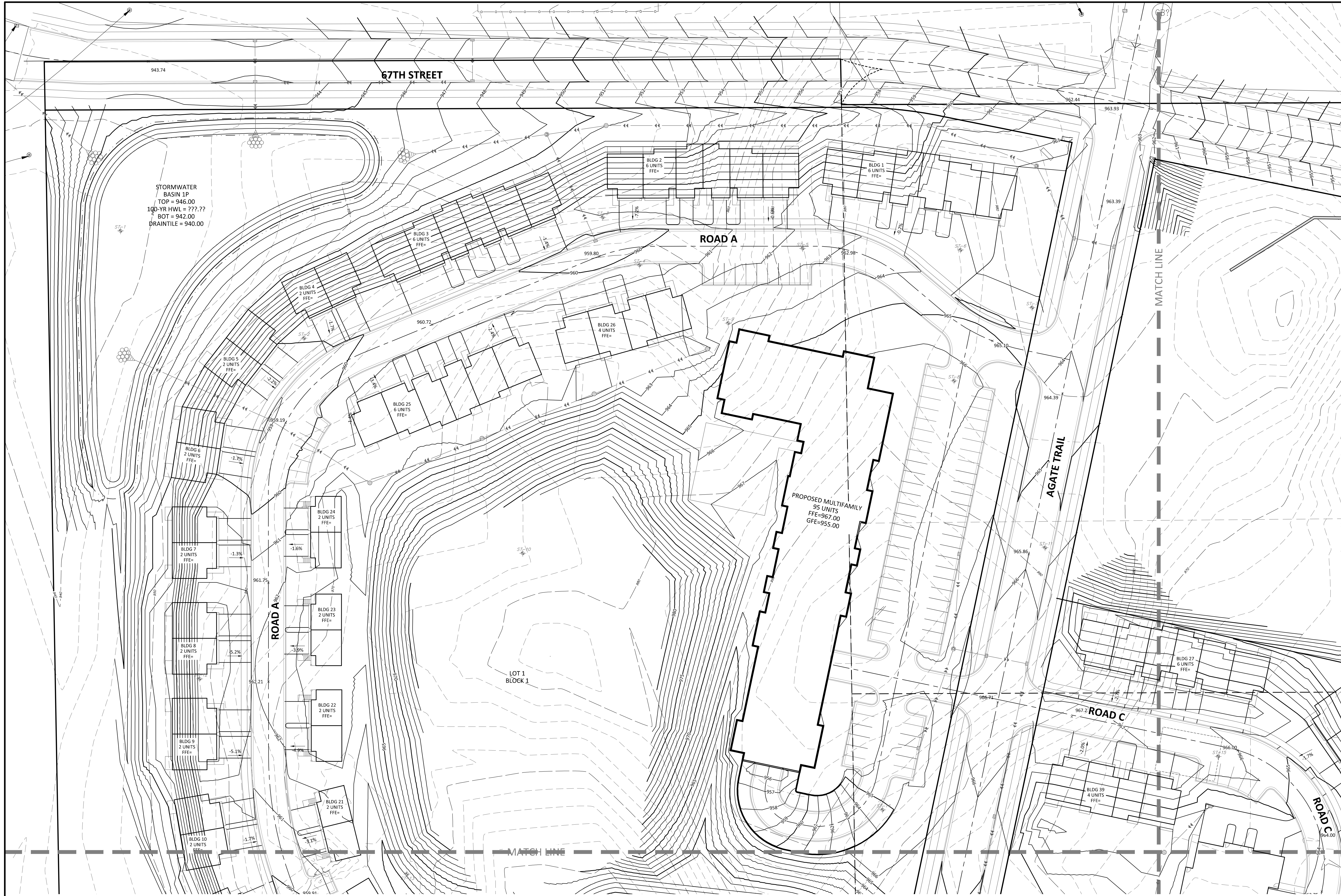
Summary
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Approved: JMM Book / Page:
Phase: PRELIMINARY Initial Issued: 06/07/2021

Revision History	
No.	Date By Submittal / Revision
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09/03/21	Preliminary PUD Resubmittal
09/24/21	Preliminary PUD Comment Response

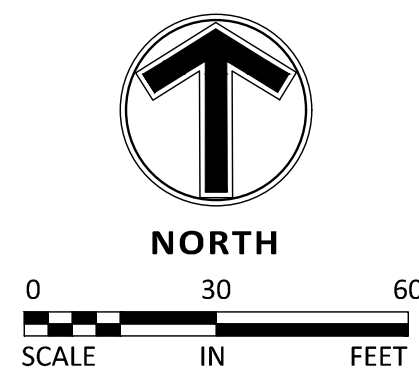
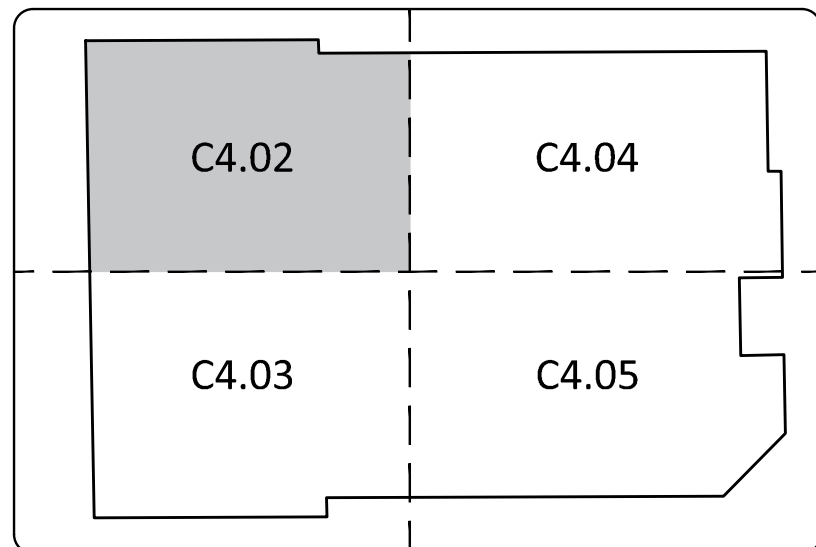
Sheet Title
GRADING PLAN - NW

Sheet No. Revision
C4.02

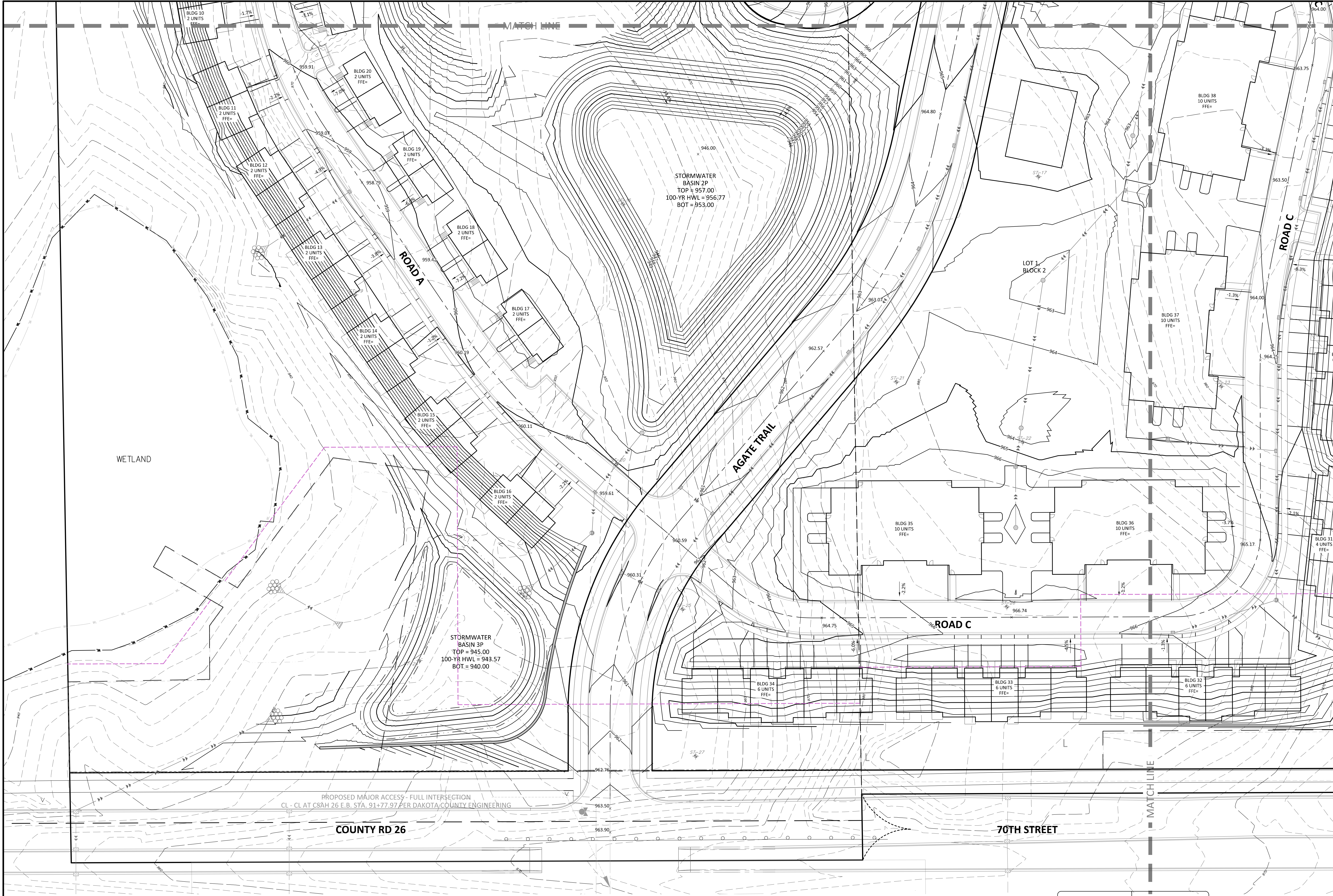
Project No. 22291.02



LEGEND	
PROPOSED	EXISTING
PROPERTY LIMIT	---
CURB & GUTTER	---
STORM SEWER	---
DRAINTILE	---
BUILDING	---
RETAINING WALL	---
WETLAND LIMITS	---
TREELINE	---
SPOT ELEVATION	---
CONTOUR	---
RIP RAP	---
OVERFLOW ELEV.	---
SOIL BORINGS	---



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LEGEND

PROPOSED

EXISTING

PROPERTY LIMIT

CURB & GUTTER

STORM SEWER

DRAIN TILE

BUILDING

RETAINING WALL

WETLAND LIMITS

TREELINE

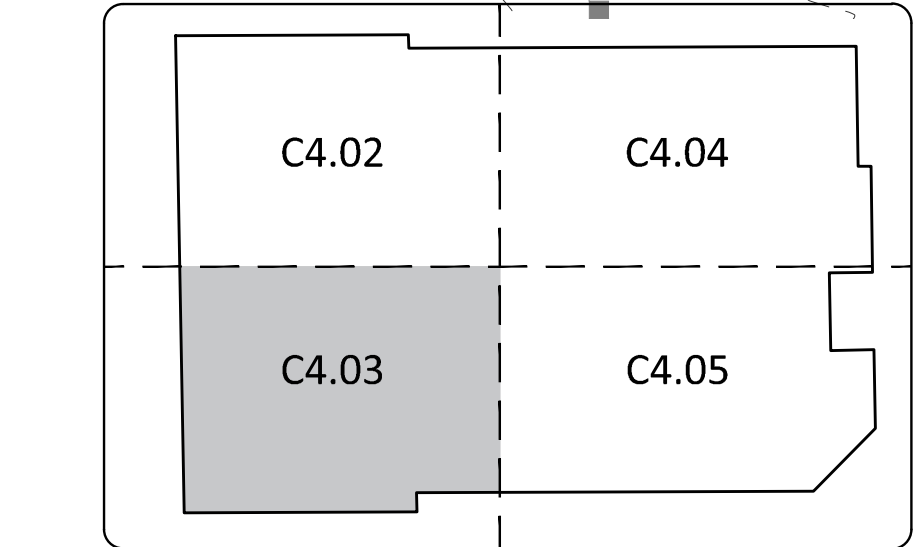
SPOT ELEVATION

CONTOUR

RIP RAP

OVERFLOW ELEV.

SOIL BORINGS



NORTH

03060

SCALE

INFEET

Client
COLLAGE ARCHITECTS

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MINNEAPOLIS, MN 55413

Project
AGATE TRAIL APARTMENTS

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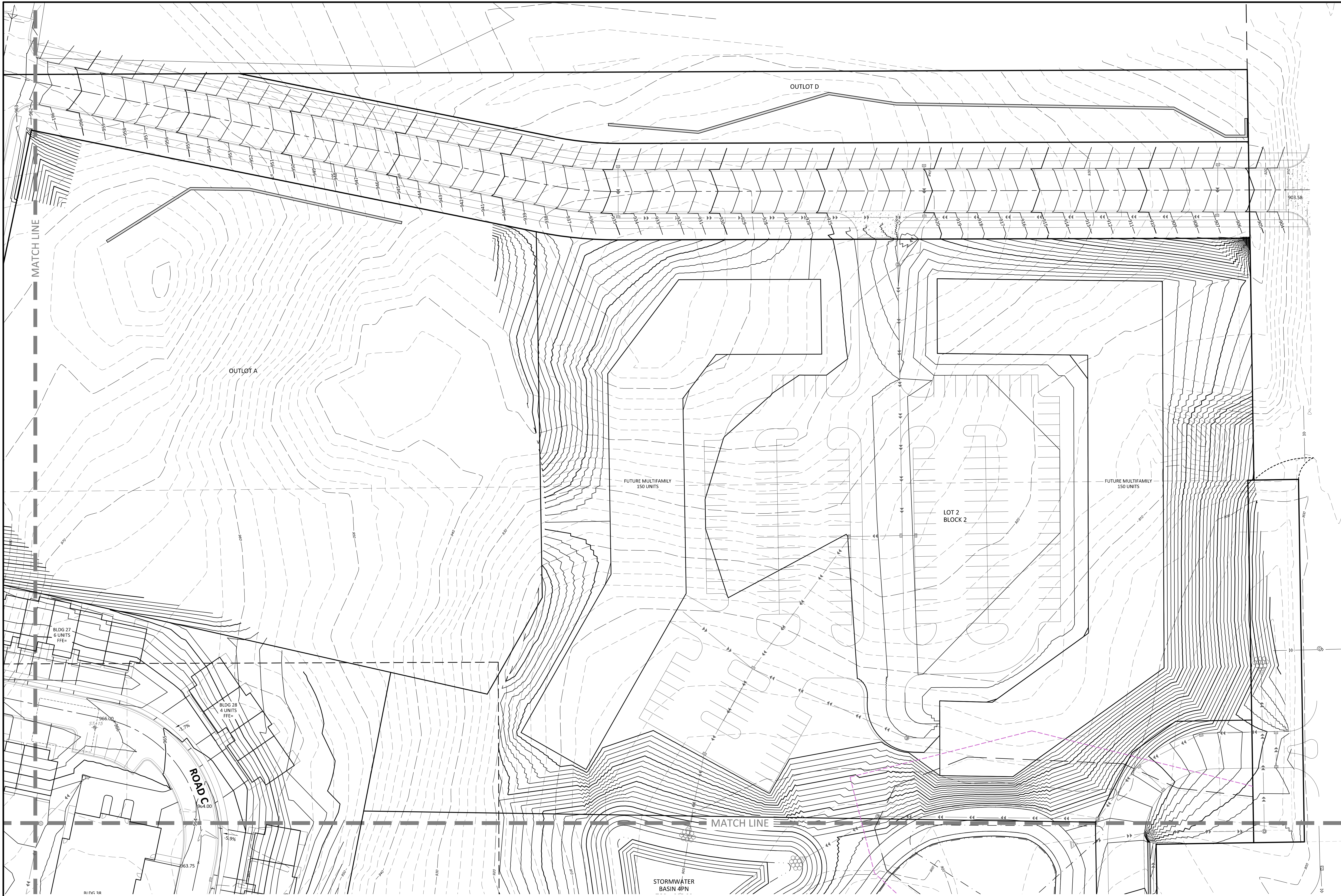
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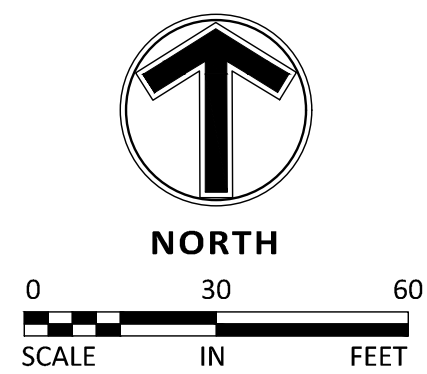
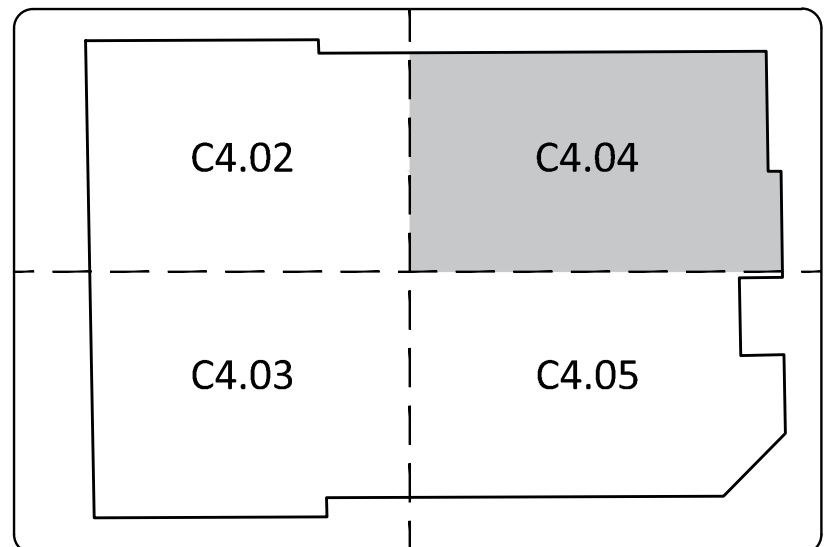
Sheet Title
GRADING PLAN - NE

Sheet No. Revision
C4.04

Project No. 22291.02



LEGEND	
PROPOSED	EXISTING
PROPERTY LIMIT	
CURB & GUTTER	
STORM SEWER	
DRAIN TILE	
BUILDING	
RETAINING WALL	
WETLAND LIMITS	
TREELINE	
SPOT ELEVATION	
CONTOUR	
RIP RAP	
OVERFLOW ELEV.	
SOIL BORINGS	

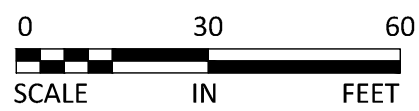
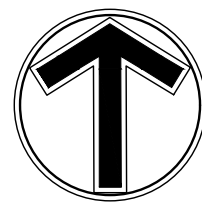
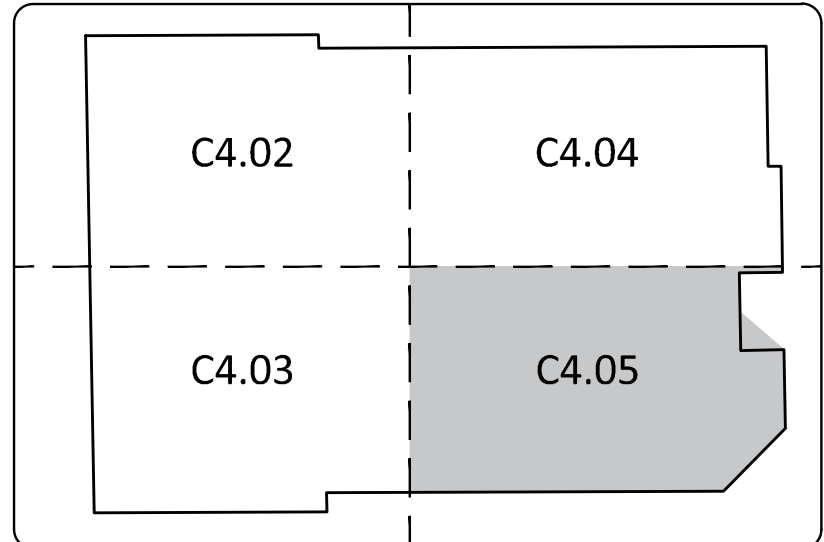


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LEGEND

PROPOSED	EXISTING
PROPERTY LIMIT	PROPERTY LIMIT
CURB & GUTTER	CURB & GUTTER
STORM SEWER	STORM SEWER
DRAIN TILE	DRAIN TILE
BUILDING	BUILDING
RETAINING WALL	RETAINING WALL
WETLAND LIMITS	WETLAND LIMITS
TREELINE	TREELINE
SPOT ELEVATION	SPOT ELEVATION
CONTOUR	CONTOUR
RIP RAP	RIP RAP
OVERFLOW ELEV.	OVERFLOW ELEV.
SOIL BORINGS	SOIL BORINGS



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708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Location
MINNER GROVE
HEIGHTS, MN

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Sheet No. Revision

Project No. 22291.02



INVER GROVE HEIGHTS LANDSCAPE CODE		
CALCULATIONS	REQUIRED	PROPOSED
ONE OVERSTORY TREE PER DWELLING UNIT	548	575
CONIFEROUS TREE	-	269
ORNAMENTAL TREE	-	120
SHRUB	tbd	tbd
REFORESTATION (SEE LO.01)	3,197	2,785

PLANT SCHEDULE						
TREES	CODE	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY
	SG	Acer freemanii 'Sienna Glen' / Sienna Glen Maple	0 & B	3'Cal.		54
	ARF	Acer rubrum 'Frankred' TM / Red Sunset Maple	0 & B	3'Cal.		32
	BE	Aesculus x armandiana 'Autumn Splendor' / Autumn Splendor Buckeye	0 & B	3'Cal.		30
	RB	Betula nigra 'Cully' TM / Heritage Birch	0 & B	3'Cal.		72
	HL	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	0 & B	3'Cal.		63
	KC	Gymnocladus dioica 'Espresso' / Kentucky Coffeetree	0 & B	3'Cal.		27
	QA	Populus tremuloides / Quaking Aspen	0 & B	3'Cal.		86
	SO	Quercus bicolor / Swamp White Oak	0 & B	3'Cal.		73
	RO	Quercus rubra / Red Oak	0 & B	3'Cal.		78
	SAN	Salix alba 'Niobe' / Niobe Weeping Willow	0 & B	3'Cal.		14
	PE	Ulmus americana 'Princeton' / American Elm	0 & B	3'Cal.		46
CONIFERS	CODE	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY
	NS	Picea abies / Norway Spruce	0 & B		7'	86
	BS	Picea glauca densata / Black Hills Spruce	0 & B		7'	56
	WP	Pinus strobus / White Pine	0 & B		7'	83
	SP	Pinus sylvestris / Scotch Pine	0 & B		7'	44
DRN. TREES	CODE	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	QTY
	SB	Aamelancher canadensis 'Autumn Brilliance' / Autumn Brilliance Serviceberry	0 & B	2"Cal.		49
	HT	Crataegus crus-galli 'Inermis' / Thornless Hawthorn	0 & B	2.5"Cal		26
	PF	Malus x 'Prairifire' / Prairifire Crab Apple	0 & B	2"Cal.		10
	IL	Syringa reticulata 'Ivory Silk' / Ivory Silk Japanese Tree Lilac	0 & B	2"Cal.		35

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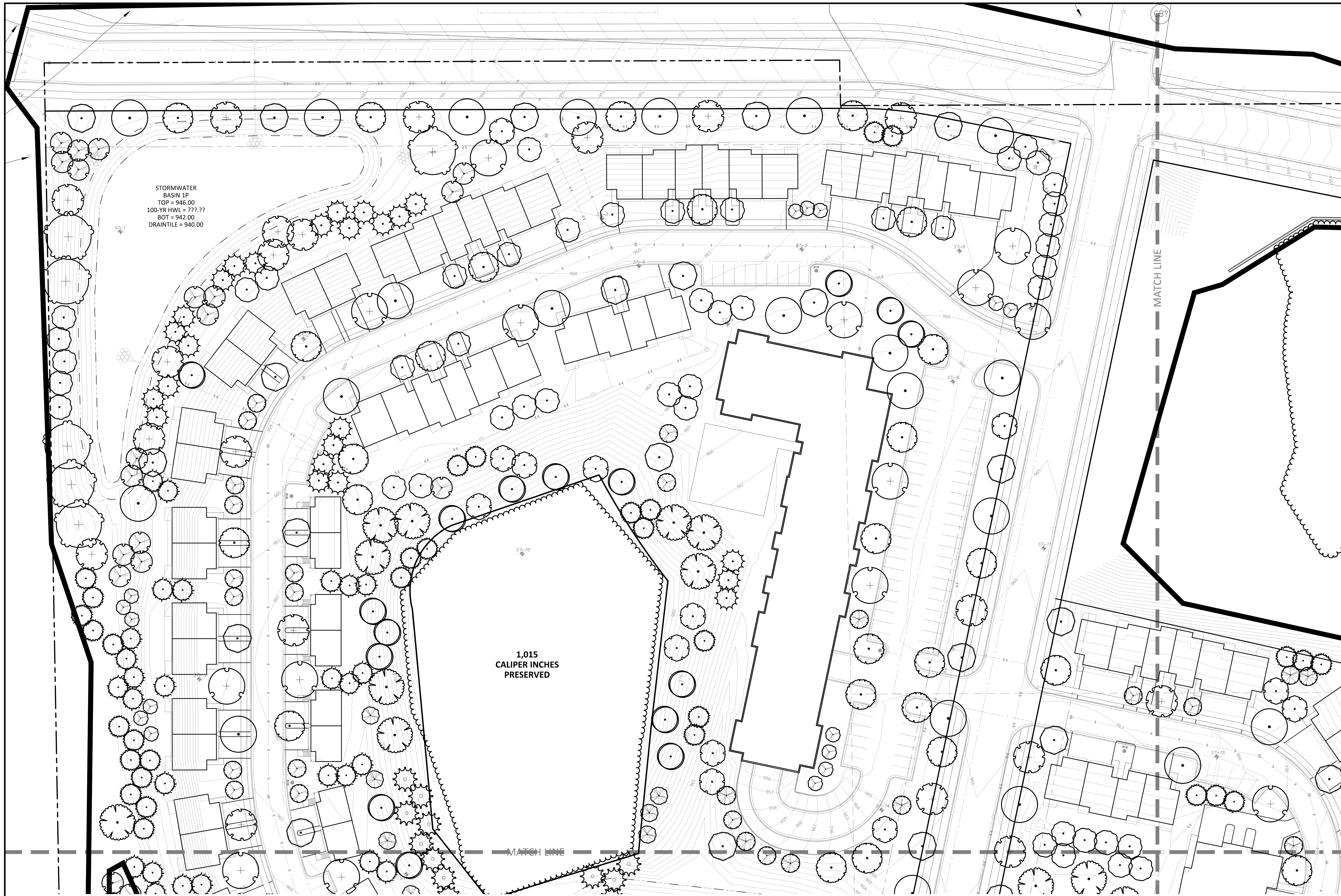
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Sheet Title
LANDSCAPE PLAN - NW

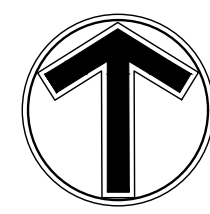
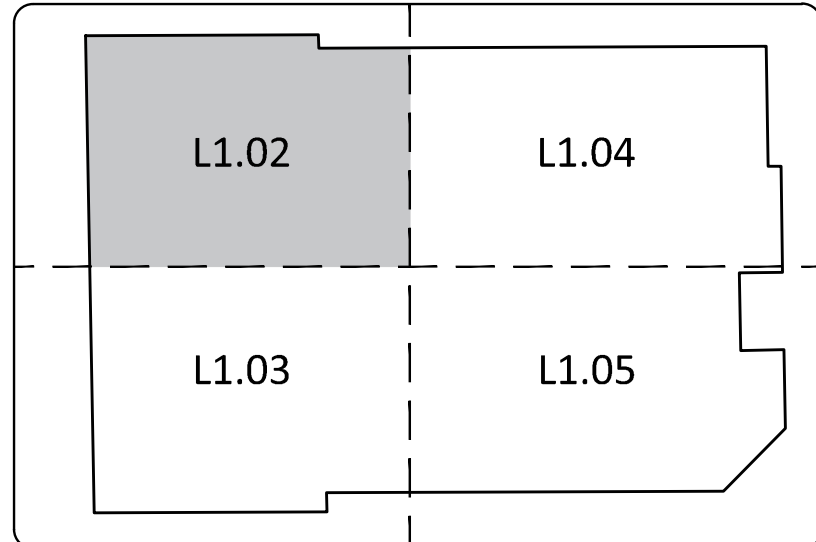
Sheet No. Revision
L1.02

Project No. 22291.02



LEGEND

PROPOSED	EXISTING	
PROPERTY LIMIT		STANDARD DUTY ASPHALT PAVING
CURB & GUTTER		HEAVY DUTY ASPHALT PAVING
EASEMENT		CONCRETE PAVING
BUILDING		CONCRETE SIDEWALK
RETAINING WALL		PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)
WETLAND LIMITS		
TREELINE		
SAWCUT LINE		
SIGN		
PIPE BOLLARD		
NUMBER OF PARKING STALLS PER ROW		
KEY NOTE		



0 30 60
SCALE IN FEET

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Client
COLLAGE
ARCHITECTS

708 NE 15TH AVE
MINNEAPOLIS, MN 55413

Project
AGATE TRAIL
APARTMENTS

Location
INVER GROVE
HEIGHTS, MN

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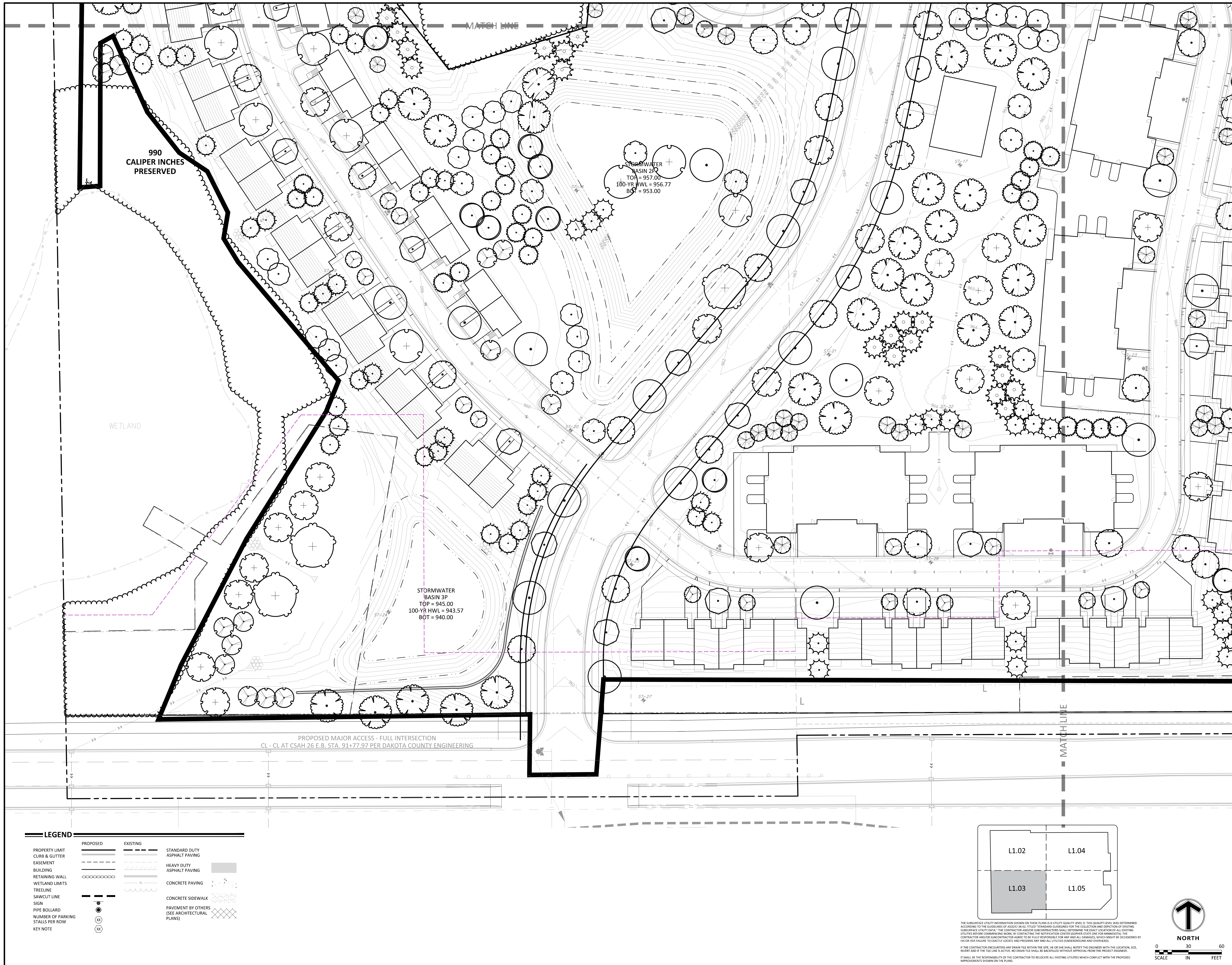
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Sheet Title
LANDSCAPE
PLAN - SW

Sheet No. Revision
L1.03

Project No. 22291.02



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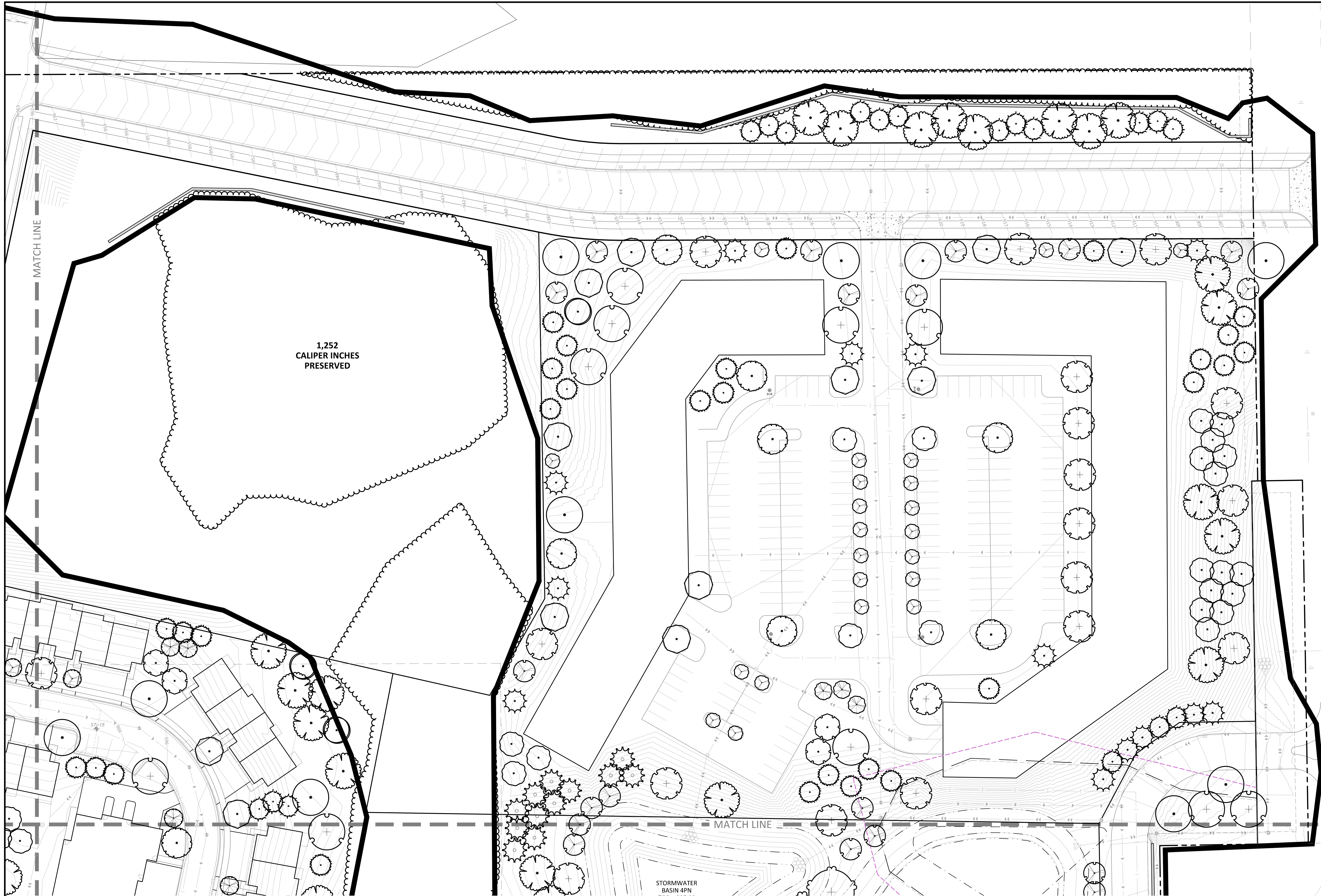
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Sheet Title
LANDSCAPE PLAN - NE

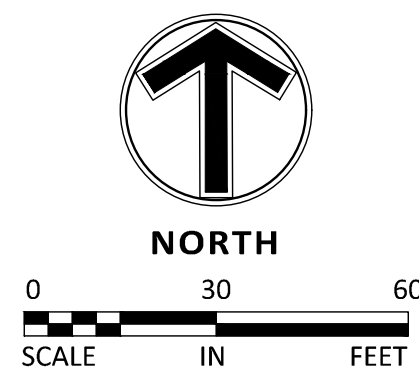
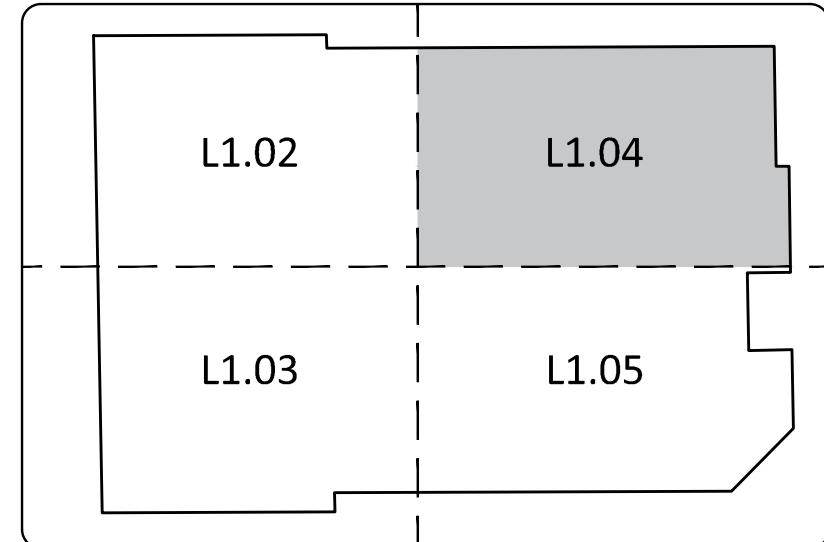
Sheet No. Revision
L1.04

Project No. 22291.02



LEGEND

PROPOSED	EXISTING	
PROPERTY LIMIT	STANDARD DUTY ASPHALT PAVING	
CURB & GUTTER	HEAVY DUTY ASPHALT PAVING	
EASEMENT	CONCRETE PAVING	
BUILDING	CONCRETE SIDEWALK	
RETAINING WALL	PAVEMENT BY OTHERS (SEE ARCHITECTURAL PLANS)	
WETLAND LIMITS		
TREELINE		
SAWCUT LINE		
SIGN		
PIPE BOLLARD		
NUMBER OF PARKING STALLS PER ROW		
KEY NOTE		



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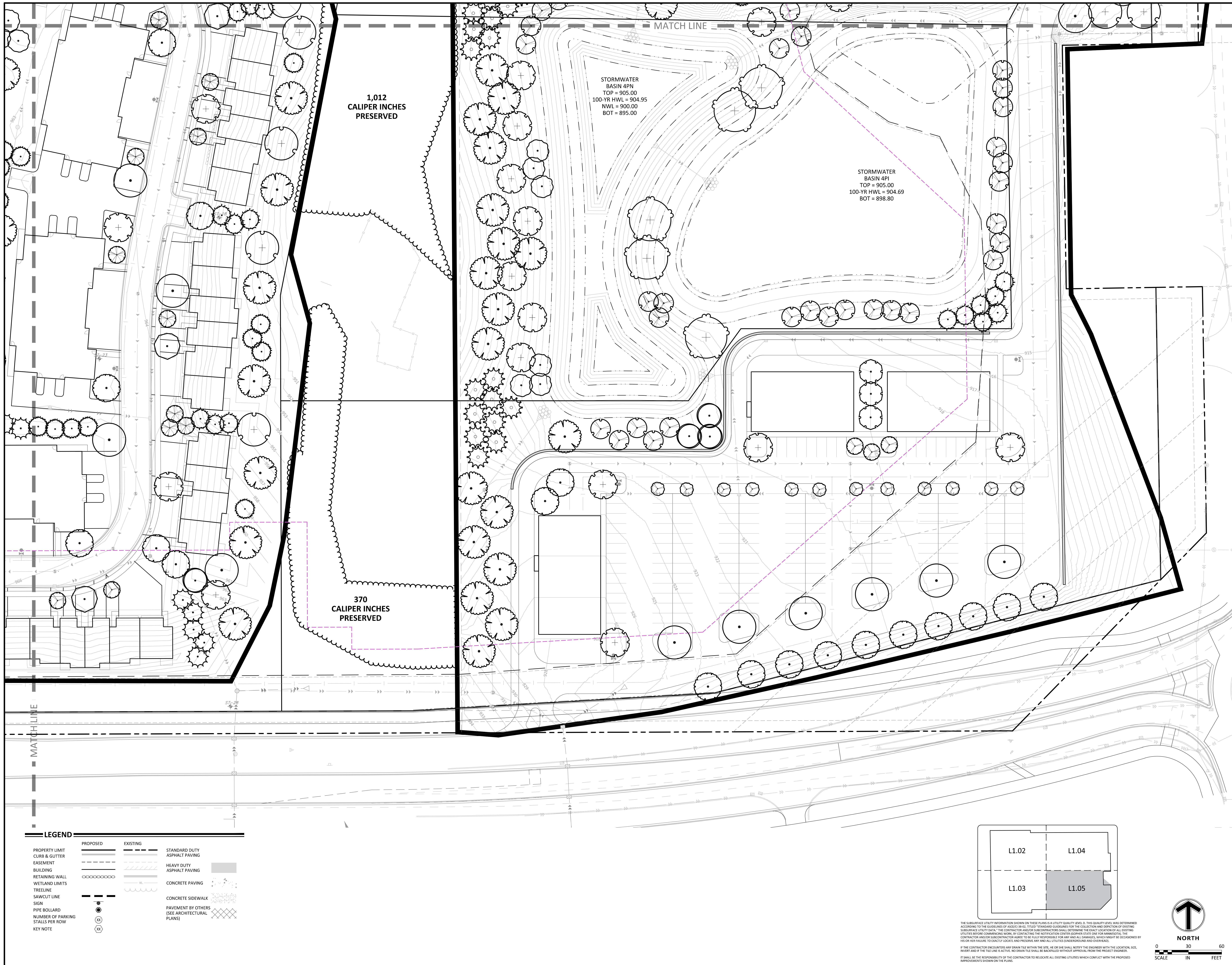
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Sheet Title
LANDSCAPE
PLAN - SE

Sheet No. Revision
L1.05

Project No. 22291.02



From: [patricia magnus](#)
To: [Kim Fox](#)
Subject: At home apartments-Case #21-45pud
Date: Tuesday, September 28, 2021 2:53:40 PM
Attachments: [IMG_3926.jpg](#)
[IMG_3924.jpg](#)
[IMG_3925.jpg](#)

Hi

I am submitting input for the Oct 5th meeting. I have attached the map from the proposal as well as the relevant pages from the 2040 Comprehensive plan. This is the data that many of Settlers Ridge residents including us had available to make a purchasing decision.(2017 for us). The 2040 comprehensive plan shows that the ONLY area of high density(R-3C) is at the corner of 70th & Hwy 3 and not further north and west closer to the Settler Ridge houses. I think the Planning Commission should follow the 2040 comprehensive plan and not modify At Home's request to change the location of where the high density R-3C is. The surrounding area just south and east of the Settlers ridge houses should stay either low medium density or medium density as documented in the 2040 plan.

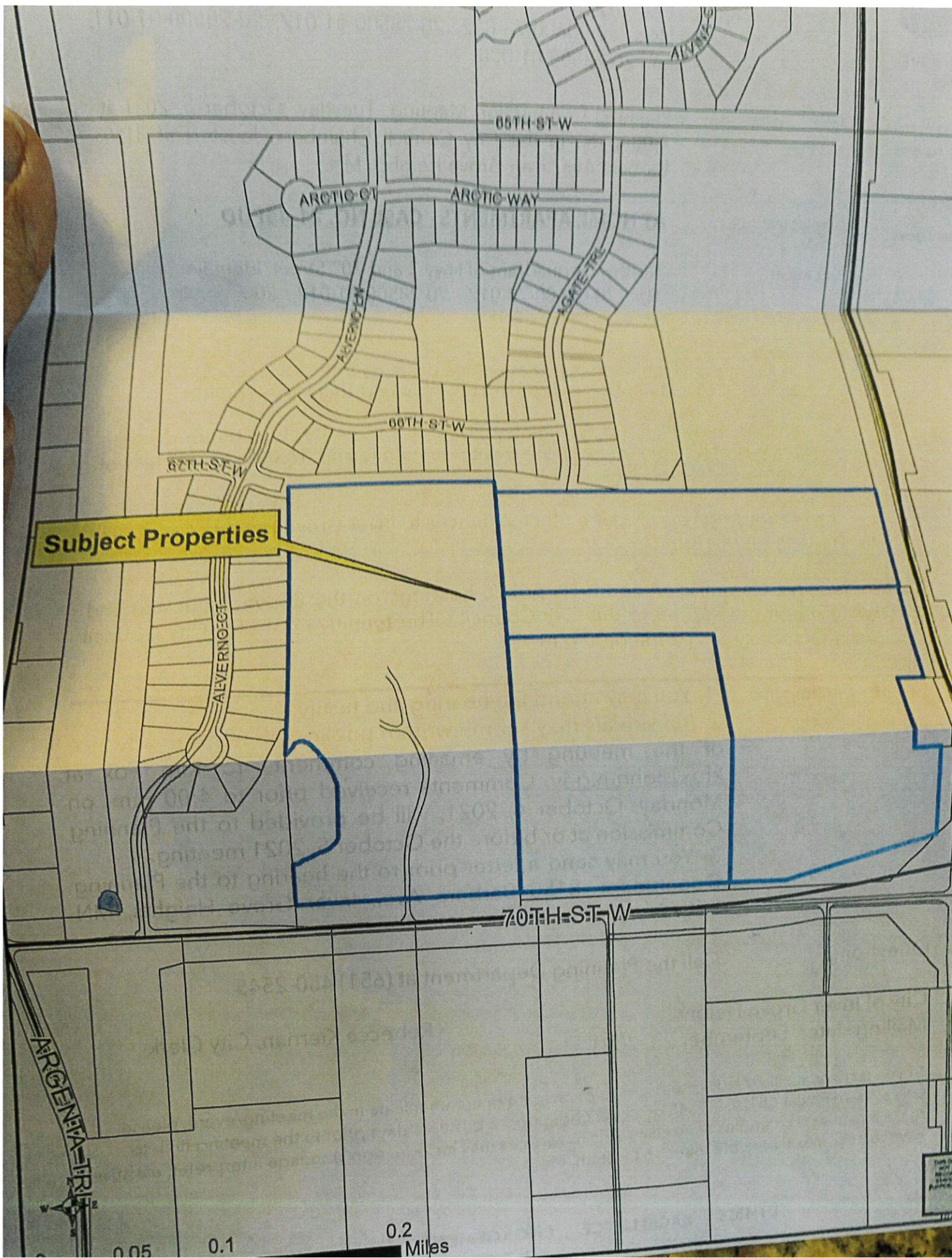
Thank you

Patti Magnus/1373 66th St W



Sent from my iPad

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ARGENTA TRL W

70TH ST W

YANKEE
DOODLE
RD

55

ROBERT



Low Density
Residential



Low-Medium
Density Residential



Medium Density
Residential



High Density
Residential



Neighborhood
Commercial