



COTTAGE GROVE PLANNING COMMISSION

12800 Ravine Parkway South
Cottage Grove, MN 55016

March 25, 2024

COUNCIL CHAMBER – 7:00 P.M.

The Regular Meeting of the Planning Commission was held in the Council Chamber and telecast on Local Government Cable Channel 16.

1. CALL TO ORDER

Frazier called the Planning Commission meeting to order at 7:00 p.m.

2. ROLL CALL

Pradeep Bhat-Here; Ken Brittain-Here; Jessica Fisher-Absent; Evan Frazier-Here; Eric Knable-Here; Derek Rasmussen-Here; Emily Stephens-Here

Members Absent: Jessica Fisher

Staff Present: Emily Schmitz, Community Development Director; Conner Jakes, Associate Planner; Amanda Meyer, City Engineer; Tony Khambata, City Council Liaison.

3. APPROVAL OF AGENDA

Brittain made a motion to approve the agenda. Rasmussen seconded. The motion was approved unanimously (6-to-0 vote).

4. OPEN FORUM

Frazier opened the open forum and asked if anyone wished to address the Planning Commission on any non-agenda item.

Dan Ohmann, 9680 Geneva Avenue South, St. Paul Park, stated that he is the Town Chair with Grey Cloud Island Township, and he came before you today with the Dunes development starting out, just curious if there's any provisions that the City has made for construction traffic. He is receiving calls nonstop for all the heavy equipment and everything is coming up, underneath the train bridge; so, it's all traveling through our township roads, not County roads but our township roads and through our private residences. We have a lot of mining trucks that go by and all that stuff, but we get compensated for that. So, I guess I'm just wondering what has been put in place or any of that as that development goes on to keep traffic off of our roads and all the housing and all that stuff, to not have to travel there or if we have to expect to see that go on.

Dick Polta, 9600 Geneva Avenue South, of the Grey Cloud Town Board, stated it's the same thing as Dan, we're going to get all the traffic. And all that I've heard from the 103rd Street bridge so far is when I was here before, and they said well, they're going to put in additional signage, Stop Ahead. Talking to Karla Bigham and looking at the County's plans, there's nothing in the plans for

that 103rd Street bridge, nothing finalized, nothing finished, and Karla agreed with that. I brought it up to her what you should do is this traffic affects us and St. Paul Park because you've got a 10-foot 4-inch clearance underneath that 103rd Street bridge. So, all your Ready Mix trucks, sand, gravel, building products, everything is going to come through our township and St. Paul Park. So, I suggested to her and this would help you guys out, why don't you make a County road all the way through St. Paul Park, all the way down; now, part of it is County road before you get to the Y down there. When you take a left at Grey Cloud Trail, make that a County road, at least up to the Cottage Grove border, and if you guys wanted it farther, pursue that. At the same time, going the other direction, it's County road halfway around Grey Cloud, two-thirds of the way, make the rest of it a County road. Then our problems would be alleviated, it would actually help you guys out, so I'd ask you guys to push it onto the powers that be to work with the County to make that a County road. I've taken a close look at different County roads, they start in a city and stay in a city, or in a township and stay in a township. There's other ones, like 19, that go all the way through Woodbury and down here. Okay, so that would be a perfect fit for a County road because it's a major arterial for St. Paul Park, Grey Cloud, and Cottage Grove's development, and development on the lower island when they have that park down there. So, I'd just ask you guys to push it along and try to put some pressure on our County Board to do it. Karla didn't give us an answer, she just said okay, okay. But, anyway, we'd appreciate it if you guys would help pursue that, too. It'd be to everybody's benefit. Thanks.

As no one else wished to speak, Frazier closed the Open Forum.

5. CHAIR'S EXPLANATION OF THE PUBLIC HEARING PROCESS

Frazier explained the purpose of the Planning Commission, which serves in an advisory capacity to the City Council, and that the City Council makes all final decisions. In addition, he explained the process of conducting a public hearing and requested that any person wishing to speak should go to the microphone and state their full name and address for the public record.

6. PUBLIC HEARINGS AND APPLICATIONS

6.1 SUMMER VALLEY – CASE ZA2024-008 & PP2024-008

Summergeate Development has applied for a zoning amendment to rezone 24.5 acres of land located south of the Woodbury Border, east of the Northwick Park development, west of the Rolling Meadows development, and north of the Parkview Pointe development, from AG-2, Agriculture, to R-3, Single Family Residential; and a preliminary plat for a residential subdivision to be called Summer Valley, which would consist of 71 single family lots and 2 outlots.

Jakes summarized the staff report and recommended approval subject to the conditions stipulated in the staff report.

Frazier asked if the applicant would like to add any additional information. Bryan Tucker with Summergeate Development, based out of Lakeville, stated with me is Christian Froemke from Westwood Professional Services, they're our engineer for the project. I don't really have too much to add to staff's presentation in terms of project details. If we're successful through the entitlement process, we would expect to start grading probably the end of June or early July, assuming weather cooperates here over the next few months. That being the case, then we'd look to hopefully have

infrastructure in by the end of this year, and our intent would be to develop this as a single phase to put in all the streets with the initial construction. As staff indicated, we are working with several different builders that are interested in this site. Once we make it through our due diligence process a little bit more, then we'll select a builder or a few builders to be working in this area. So, with that, we're happy to answer any questions. No questions were asked.

Frazier opened the public hearing.

Dee Shonkwiler, 6019 Jasmine Bay South, which is a cul-de-sac right behind the farm. We didn't receive the notice for the March 12 meeting, so we thought that was this one. However, we are a little concerned about, I know that you already said that the owners of the farm that's behind us said no to the road. Would we be notified if there's any road going in? Because our trees are on our property, kind of bend up to the farm. Would we be notified of any construction or if they just changed their mind and put the road through for this construction project? I mean, I don't have any objections to it; I'm just wondering if we'd be notified before that would happen since we have fencing, our neighbors have fencing, and our property is right on the line. So, if they do change their mind for whatever reason, things change in the course of a construction project, would we be notified, the residents that live right back behind, that back up to the farm? Frazier stated okay, so, you live abutting the City border there, and so that driveway that runs east-west, you are abutting that; so, your question is if there is a change and construction traffic starts to use that, are you going to get notified because of the concerns about your fence and trees and property there? Shonkwiler stated that is correct, and then if they damage our trees and our fence, will they be responsible for the replacement? That's kind of what we're looking at since it's kind of like when you look at that property, it is literally right on the line, and if they were to put their driveway through to accommodate any kind of construction, it's going to be a big deal. So, I know his combine comes right up to our fence. So, if they decide to use that, that would be something that I would hope that would be either notified or had some input on. Frazier stated okay, staff is taking notes, and they're going to discuss all the questions and concerns later.

Anthony Levine, 9440 63rd Street, so, just behind the pond that we were all seeing a second ago. I just figured I would take a moment to voice my overall support for the development of the current design. I'm happy that we're bringing more housing to Cottage Grove. The only things that I'm going to note, which have already kind of been spoken about, are the concerns regarding the traffic, especially at the corner of Jensen and 63rd; it's a school bus route, we get a stop right there with 20-30 kids lining up, so, we're always a little concerned, as there hasn't been a stop sign heading down Jensen. So, once this opens up eventually, and this is not so much towards Summergate, but once the roads are developed, we were hoping that perhaps there might be an idea of putting in an additional stop sign in that area. I'm not sure if that's within this body's ability to put forward, but a thought. Obviously, we've discussed at the Neighborhood Meeting, which we really appreciated, that we're hoping for proactive policing. We've been there since 2020, and we've seen the developments go in, a lot of speeding trucks, things like that; as we've said before, police have been very proactive, so we hope that continues. The second thing was just simply, and we've discussed this already with the Neighborhood Meeting, just having vibrational controls. Because I'm right behind the pond, there's a bit of concern that if you're riding back there with a large compactor, using oscillating equipment, that potentially you could damage some of the homes' foundations. The concern has been brought up to the City Engineer; they feel comfortable with it. We still have some concerns as neighbors, judging how we're going to have to be taking pictures of our foundations, things of that nature. So, one of the things through these discussions was that it doesn't seem that there are clear City guidelines for both the developers as well as the

homeowners for like notification of those things as well as when is this a problem; it's sort of left up to general engineering knowledge, which puts a lot of burden on the Public Works folks, I would think. So, just looking for some guidance potentially being developed in the future that might take away that gray area for everybody involved. But otherwise happy that it's getting developed, and again, adding more homes to Cottage Grove.

No one else spoke. Frazier closed the public hearing.

Frazier stated I'll have staff answer or talk about some of the things that were brought up.

Jakes stated just to touch on the northern access point along the border, in conversations with the applicant/developer, and they can touch on this as well, but in order for the project to be financially viable and to be a successful project, they would not pursue that access anymore with that property owner. So, the access is currently planned to travel through those existing neighborhoods within the City for those reasons. I'll defer the stop sign and bus stop questions to our City Engineer, Amanda Meyer.

Brittain stated I understand that that's the plan. I think the question was if some unforeseen thing changed and that plan changed, would the homeowners be notified? Jakes replied we would work to notify all property owners along that access route to ensure there's a plan in place and everybody knows dates and times of occurrences into that access route if it was to be utilized.

Meyer stated there are a couple of things to touch on regarding some of the comments and questions/concerns. So, again, related to the traffic, I know at the Neighborhood Meeting there was a lot of concern about Jeffery versus Jensen. We did take a look, so just some additional information: The difference in length is about 200 feet or so, both streets have bus stops on them, and both have quite a few kids from our understanding. To reiterate what Conner had mentioned in the presentation, it is really more about the communication, the coordination, and the emphasis with our developer and their contractor about safety, obeying traffic laws, being cognizant and respectful of those existing neighborhoods. As it relates to the stop sign, generally, yes, as we are creating more of a four-way intersection with traffic coming from all four directions, we would look to add a stop sign. This is similar to when Woodward Ponds was connected into I think Eastridge Woods to the south. That was an existing three-way intersection with a future connection; when we made that connection, we did add stop signs on the leg with the least amount of traffic. So, I think in this situation the stop signs would likely be placed on the 63rd Street leg, so the east-west; that would be something that would be addressed through an engineering memo and the plan adjustments through the City Engineer and the developer's engineer.

Meyer stated as related to vibrational controls, this is something as the resident mentioned, we've gone back and forth having some conversations on those. It's not something where as a City we've had any specific guidance on how developers complete their work; we have some guidance on how different levels of compaction need to be reached for various items within the development. With this being a private development, and I know the developer has been shared these concerns, I imagine that they'll be working with the contractor on those specific concerns. I will say in my years of construction experience, I haven't had a situation where we've had an adjacent property experience issues in their house with adjacent construction, whether it be new residential, road reconstruction, those sorts of things. But if there are specific concerns, we'd be coordinating with that developer to review those concerns with the resident.

Frazier asked one of the things I know that we read in here and obviously this has come up now tonight is the school bus stops and construction traffic going through. We had the two members of the Grey Cloud Island Township Board, who talked about construction traffic down there. I guess one of the things that concerns me I think a little more is the school bus stops, and now it sounds like there's stops on both of the main entries that would be used to this. Is there any thought to changing the times; I know Condition #29 in the proposed conditions says here's when construction can happen on this project, and we set specific hours. Is there any thought or discussion, from staff's point of view, of trying to adapt those hours to make it a little less likely that school bus traffic or times where there's going to be a high amount of traffic on those roads can kind of miss construction traffic? Meyer replied, yes, so the hours that you see in the staff report are actually set by City Ordinance. Those are hours that we generally haven't strayed from, whether it's a private development or a public road project. Obviously, there have been exceptions, but it's usually to go beyond those working hours if you've got one truckload of asphalt to put down and they need an extra 15 minutes, those sorts of things. With developer mentioning that they're looking to start June or July, we are in that timeframe where school is generally out, maybe with the exception of some summer school. That may give us a couple of months to evaluate how the construction traffic is routing if there are any concerns; so, as school is starting, come September, if it is something that we need to consider, we could definitely chat with staff and see if that's something we could do. But, generally, those working hours are set by City Ordinance.

Brittain stated you mentioned the 103rd Street bridge, so are the trucks going down to the development not being able to use the bridge because it's too short? Are they being diverted, or are there any complications; what's going on, I guess would be my question. Meyer replied unfortunately, I don't have a good answer for you right now. I haven't heard there being concerns about not being able to get under the bridge. I believe the Community Development Director and I will be chatting with some staff and also the developer to understand if there have been some issues getting vehicles under the bridge. At this point, the only work that's been occurring down there is the tree clearing; so, if it's other equipment, I would just need to ask more questions, and I believe we'd follow up with a memo in the next Planning Commission packet for you.

Brittain made a motion to approve the zoning amendment and preliminary plat for Summer Valley, subject to the conditions stipulated in the staff report. Stephens seconded. Motion passed unanimously (6-to-0 vote).

7. APPROVAL OF PLANNING COMMISSION MINUTES OF FEBRUARY 26, 2024

Rasmussen made a motion to approve the minutes of the February 26, 2024, Planning Commission meeting. Bhat seconded. Motion passed unanimously (6-to-0 vote).

8. REPORTS

8.1 RECAP OF MARCH CITY COUNCIL MEETINGS

Schmitz provided a summary of actions taken at the March 6 and 20, 2024, City Council meetings.

Khambata stated he thinks Schmitz covered it all. We had a couple busy meetings, and he is open to taking any questions from the commission. There were no questions asked.

Khambata stated I'd like to thank you guys again for your hard work and dedication. It's nice to have a couple quick meetings here.

8.2 RESPONSE TO PLANNING COMMISSION INQUIRIES – None.

8.3 PLANNING COMMISSION REQUESTS

Frazier stated I'll take Brittain's request for information about the bridge as one; do we have any other requests for staff?

Knable asked when starting the construction is starting on East Point Douglas Road and Jamaica? Meyer replied with East Point and Jamaica, the tentative startup date is April 8, depending on weather. There will be with the full closure of East Point Douglas, between the temporary signal and 92nd Street to construct the roundabout.

9. ANNUAL ORGANIZATIONAL MEETING

9.1 ADOPT 2024 PLANNING COMMISSION RULES

Frazier asked if there were any proposed modifications, additions, or deletions to the 2024 Planning Commission Rules for the next year. There were none.

Knable made a motion to adopt the 2024 Planning Commission Rules. Rasmussen seconded. Motion passed unanimously (6-to-0 vote).

9.2 ELECTION OF OFFICERS

Frazier asked if there were any nominations for Vice Chair and Secretary. Vice Chair would take over and run the meeting in the event that the Chair can't be here for the meeting. Currently, Brittain is Vice Chair.

Rasmussen made a motion to nominate Brittain for Vice Chair. Second by Stephens. Brittain accepted the nomination. Motion passed unanimously (6-to-0 vote).

Frazier asked if there were any nominations for Secretary; currently, Rasmussen is the Secretary. The Secretary does the Roll Call and then I think also takes over the meeting if both the Chair and the Vice Chair can't be here.

Brittain made a motion to nominate Rasmussen for Secretary. Second by Knable. Rasmussen accepted the nomination. Motion passed unanimously (6-to-0 vote).

10. ADJOURNMENT

Rasmussen made a motion to adjourn the meeting. Brittain seconded. Motion passed unanimously (6-to-0 vote). The meeting was adjourned at 7:32 p.m.