
Meeting Announcement and Agenda of the Cambridge Planning Commission
City Hall Council Chambers
Regular Meeting, Tuesday, January 5, 2021, 7:00 pm

Members of the audience are encouraged to follow the agenda. When addressing the Commission, please state your name and address for the official record.

AGENDA

1. Call to Order and Pledge of Allegiance
2. Approval of Agenda (p. 1)
3. Approval of Minutes
 - A. December 1, 2020 Minutes (p. 3)
4. Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each.
5. New Business
 - A. **PUBLIC HEARING** – PUD Rezoning for Cambridge Cove (p. 8)
 - B. **PUBLIC HEARING** – Amend Title XV Land Usage, Chapter 156 Zoning, 156.065 (M) Landscaping and Screening (p. 39)
 - C. Resolution R20-077A – Amendment to the conditions of approval for Schumacher Addition (p. 42)
6. Other Business/Miscellaneous
 - A. City Council Update
 - B. Parks, Trails, and Recreation Commission (PTRC) Update
7. Adjourn

Notice to the hearing impaired: Upon request to City staff, assisted hearing devices are available for public use. Accommodations for wheelchair access, Braille, large print, etc. can be made by calling City Hall at 763-689-3211 at least three days prior to the meeting.

**Cambridge Planning Commission Meeting Minutes
Tuesday, December 1, 2020**

Pursuant to due call and notice thereof, a regular meeting of the Cambridge Planning Commission was held at Cambridge City Hall, 300 – 3rd Avenue NE, Cambridge, Minnesota.

Members Present: Commissioners Aaron Berg (Chair), Robert Boese (Vice Chair), Arianna Weiler, Jessica Kluck, Monte Dybvig, and David Redfield. Bob Shogren (City Council Representative) joined the meeting at 7:06 pm.

Members Absent: None.

Staff Present: Community Development Director Marcia Westover and Assistant City Administrator Evan Vogel (via Zoom).

Call To Order and Pledge of Allegiance

Berg called the meeting to order at 7:03 p.m. and led the Commissioners in the Pledge of Allegiance.

Berg wanted to recognize and express appreciation to Lola Nisley, Community Development Administrative Assistant, for her 9 years of service to the City of Cambridge as this would be her last Planning Commission meeting as she will be leaving at the end of this year. Nisley thanked Berg and the Commissioners for their service and stated she has enjoyed working with all of them.

Approval of Agenda

Boese moved, seconded by Redfield to approve the agenda. Upon call of the roll, Boese, Dybvig, Redfield, Kluck, Weiler, and Berg all voted aye, no nays. Motion carried 6/0.

Approval of Minutes

November 4, 2020 Regular Meeting Minutes

Boese moved, seconded by Kluck to approve the November 4, 2020 meeting minutes. Boese stated he is greatly concerned that the minutes will deteriorate after the administrative assistant leaves and asked about who would be taking over this task. Westover stated there is a plan in place for another staff member to assume this responsibility. Upon roll call, Boese, Dybvig, Redfield, Kluck, Weiler, Berg and Shogren all voted aye, no nays. Motion carried 7/0.

Public Comment

Berg opened the public comment at 7:10 p.m. and, without any comments, closed the public comment period at 7:12 p.m. Westover stated although the meeting is being held via zoom, the doors at City Hall are open for anyone wishing to comment since the public notice sent to the newspaper was submitted before the Governor's new mandate. There was no one in attendance at the meeting and no written comments have been received.

***PUBLIC HEARING – Planned Unit Development (PUD) Amendment for JJE Commercial Plat 3
205 Opportunity Blvd. N.***

Westover stated the City received a request from Mark Anderson, JE Benk, LLC., 725 3rd Ave SE, Suite 113, Cambridge, MN 55008 for a Planned Unit Development (PUD) amendment. The location is 205 Opportunity Blvd. N. (Cambridge Mixed Martial Arts Building).

Westover stated the subject property maintains a General Commercial land use designation but is formally zoned a PUD zoning district. The request is to amend the PUD and subdivide a parcel to be used exclusively for shared parking for all users of the PUD (including Cambridge State Bank, Culvers, Arthur's Court, and the Sedation Dentistry clinic). Westover explained any change of use or change in lots and blocks requires a formal amendment to the original PUD Development plan.

Westover stated the owners of the PUD area have realized a need for additional shared parking since originally developing in 2002 and they would like to retain a parcel for this purpose. The Sedation Dentistry clinic is interested in purchasing Lot 1, Block 1, JJE Commercial Plat 2 (the proposed Lot 1, Block 1 JJE Commercial Plat 3). Westover pointed out that prior to selling the land, now is the time to secure this parcel for parking purposes. The Declaration Concerning Easements, Covenants, and Restrictions will be updated to include language regarding this shared parking lot. The preliminary plat which accompanies this request, identifies Lot 1, Block 1 with 1.5 acres and the Outlot with 7,281 sq. ft. The Sedation Dentistry clinic would purchase the 1.5 acres, and the Outlot would be owned by JE Benk, LLC., and used as a shared parking lot for the entire PUD.

Westover stated this property is part of the Johnson's Commercial Area Planned Unit Development (PUD) created in 2002. Under the PUD development option, an applicant has the right to deviate from the standards of the code to provide more efficient developments. The properties involved with this PUD have overall shared access, shared ingress/egress, and shared ponding. Westover said rather than requiring each lot follow the zoning code requirements, the PUD allowed use of shared common drive aisles between the parcels to save space and help drive/parking patterns flow between the lots.

Westover stated in review of Sections 156.116 Amendments and 156.049 Planned Unit Development, staff find that this amendment will coincide with the overall goals and policies of the Comprehensive Plan to minimize land use conflicts. The owners have shown responsible planning and requested the additional parking as needed for their specific use. The parking lot is small, will be beneficial for the future, and does not negate the overall general commercial aspects of this Planned Unit Development. The parking lot is compatible with the surrounding commercial uses.

Berg opened the public comment at 7:13 p.m. and hearing no comments, closed the public hearing at 7:15 p.m.

The commissioners discussed this proposed amendment to the PUD. Dybvig asked whether these businesses were landlocked by easements on all sides.

Matt Anderson and Mark Anderson, representatives of RIC Property Management and JE Benk, LLC, were present via Zoom and explained the Sedation Dentistry Clinic would be purchasing the parcel and they would have access off of Opportunity Boulevard if and when they ever developed it. JJE would be splitting off a small 0.2 acres parcel to be used as overflow parking for Arthur's Court (the Caribou Coffee and Domino's Pizza) that struggle with parking especially in the winter when snow has to be piled

somewhere. Matt Anderson stated there are no plans to develop it just yet but the Sedation Dentistry Clinic would potentially develop down the road and they would like to secure that property so they can control it for possible future plans. Matt Anderson stated the easements are still within the PUD that has been amended at this point that services the three or four owners to the south and west so they can all utilize it.

Westover added that is one of the conditions because the City wants to make sure there is an additional easement for all of the shared owners so they can come and go into that parking lot. There would be access from 2nd Avenue on the south side into that parking lot.

Matt Anderson stated the septic tank is still present on the property and is operational. Anderson explained at the point of sale, a compliance test will need to be completed. If the septic system passes, then the tank can stay. If it fails, it would have to be upgraded to City sewer and water at that point. The City will draft a document that the buyers will have to agree to before closing on the property.

Dybvig moved, seconded by Boese, to recommend City Council approve the draft ordinance approving an amendment to a previously approved PUD zoning request in accordance with the Development Plans as amended as long as the conditions are met. Upon call of the roll, the commissioners voted all ayes, no nays. Motion passed unanimously.

***PUBLIC HEARING – Preliminary Plat for JJE Commercial Plat 3
Final Plat for JJE Commercial Plat 3
205 Opportunity Blvd. N.***

Westover stated the request of Mark Anderson, JE Bank, LLC., 725 3rd Ave SE, Suite 113, Cambridge, MN 55008 for a Preliminary Plat of JJE Commercial Plat 3. The location is 205 Opportunity Blvd. N. (Cambridge Mixed Martial Arts Building)

Westover stated the request is to subdivide the parcel into two lots, keeping one lot for a shared parking area. Lot 1, Block 1, JJE Commercial Plat 2 is currently one large parcel with the Cambridge Mixed Martial Arts building. The proposed plat will carve out a small parcel to be used exclusively for a shared parking area for the owners tied to the Planned Unit Development (Culvers, Cambridge State Bank, Arthur's Court, and the Sedation Dentistry Clinic). The proposed Lot 1, Block 1, JJE Commercial Plat 3, will have 1.5 acres (Mixed Martial Arts site), and Outlot A will have 7,281 sq. ft. (parking lot). The property is zoned through a Planned Unit Development (PUD), however, a General Commercial land use designation is maintained.

Westover stated staff have reviewed the preliminary plat and final plat along with the concept plan and have several comments that need to be addressed prior to approval of the plat. Staff are currently working with the applicant on those items and they are listed as conditions of approval.

Westover stated the Commission needs to hold a public hearing for the preliminary plat. Westover stated the Commission can approve the preliminary and final plats together. The owners are present at the meeting via Zoom and are available for any questions.

Berg opened the public comment at 7:23 p.m. and hearing no public comments, closed the public hearing at 7:25 p.m.

Berg moved, seconded by Boese, to recommend the City Council approve the preliminary plat and the final plat of JJE Commercial Plat 3 on the draft Resolution as long as the conditions listed can be met. Upon call of the role, the commissioners voted all ayes, no nays. Motion passed unanimously.

***PUBLIC HEARING – Preliminary Plat for North Frontage Road Commercial Plat 6th Addition
Final Plat for North Frontage Road Commercial Plat 6th Addition***

Westover stated the City currently owns this parcel which is east of ALDI, Inc. The parcel is currently an Outlot and must be platted into a lot and block prior to development of the site. The City has been working with a prospective buyer and the City has agreed to platting prior to sale of the property.

Westover explained the plat will create one lot and consists of 4.4 acres. The zoning designation is Highway Business District and has a General Commercial land use designation.

Westover stated staff have reviewed the plat and find it satisfactory. A preliminary and final plat can be reviewed simultaneously as long as no new infrastructure is required. In this case, all city utilities are in place.

Westover stated she sent the plat in to MNDOT for review since this plat is adjacent to Highway 95. She just heard from MN DOT the day of this meeting and they hadn't had a chance to fully review with comments at this point. A condition will be added that MNDOT approval is required prior to platting the property.

Berg opened the public comment at 7:27 p.m. and hearing no comments, closed the public hearing at 7:29 p.m.

Dybvig moved, seconded by Redfield to recommend City Council approve the preliminary plat and final plat for North Frontage Road Commercial Plat 6th Addition as on the draft Resolutions with the addition of the condition stating the City must receive approval of the preliminary and final plat from MNDOT. Upon roll call, the votes were all ayes and no nays. Motion passed unanimously.

Approve 2021 Planning Commission Meeting Schedule

Westover reviewed the 2021 meeting schedule. Boese moved, seconded by Kluck, to approve the schedule. Upon call of the roll, the motion passed unanimously.

Other Business/Miscellaneous

City Council Update

City Council Representative Shogren updated the Commission on the previous City Council meeting.

Parks, Trails, and Recreation Commission Update

Westover explained the Parks, Trails, and Recreation Commission meetings have been suspended until further notice.

Adjournment

Being no further business before the Commission, Dybvig moved, seconded by Shogren to adjourn the regular meeting at 7:34 p.m. Upon call of the roll, the motion passed unanimously.

Aaron Berg, Chair
Cambridge Planning Commissioner

ATTEST:

Marcia Westover
Community Development Director

DRAFT

PUBLIC HEARING...PLANNED UNIT DEVELOPMENT REZONING . . . PAXMAR, LLC . . .

Request

The request by Paxmar, LLC., 2850 Cutters Grove Ave., Anoka, MN 55303, to request a rezoning to a Planned Unit Development (PUD). The general location of this request is 76.30 acres north of State Highway 95 along the west side of County Road 14 and south of 339th Avenue NE (12th Avenue NW).

History

In 2006, a previous developer, Woodland Development, proposed 170 new single-family homes for this area and named it Cambridge Trails. The proposal was approved by the City all the way to final plat in 2006. Grading was started by that developer, but the project was never completed. Paxmar, LLC., has now purchased the property.

In July, 2018, Paxmar brought forth a concept plan with 236 dwelling units for feedback from the Commission and Council. The Commission heard concerns at the public hearing; the minutes from the July 3, 2018 meeting are included with this report. Ultimately, the Commission agreed the developer should revise the plan with less density, more park space, and work with the appropriate parties to alleviate the traffic concerns. Council made a similar motion and the minutes from the July 16, 2018 meeting are included as well.

Current Overview

Density

Paxmar has reduced the density from the 2018 proposal. The current density proposed is 206 dwellings, or 2.7 units per acre. The density ratio for standard R-1 One Family lots is 3.96 units per acre. The development could have up to 4.6 units per acre under a Planned Unit Development PUD (PUD's allow 15% additional density). The development proposed has fewer units per acre than the standard and meets the intent of the ordinance. The dwellings will be a combination of single family and patio homes; no townhomes are being proposed. In 2018, Paxmar proposed 236 units, including townhomes.

Parkland

The parkland area dedicated on the plat is approximately .67 acres. In 2018, the Commission and Council felt that with the increased number of residents, more parkland should be provided. However, staff has discussed the increase to our current parks system, and current staffing levels are already stretched. It will be difficult to maintain additional parks. The City currently has 18 parks (including the dog park and community garden) and staff have a difficult time keeping up with the demands. Another way the developer can achieve park dedication is through building a trail or a monetary donation. In this case, the City would prefer a small park and the start of a walkable trail connection to lead these residents into the City. The trail would ultimately lead into the trail/sidewalk system on 2nd Avenue SW near the community college and City park. Or, a

monetary donation can be accepted and used toward a planned park as noted in the city's long-range plan that is in place.

Traffic

The traffic concerns have been addressed, in part, when the development was proposed in 2006. At that time, a traffic study was completed for the proposed 170-unit housing development. That traffic study did not warrant a signalized intersection at Highway 95. However, since then, a signal has been installed. The road and intersection at Highway 95 has the capacity for the traffic of this new 206 unit development.

The Isanti County Highway Engineer reviewed the plans in 2006. At that time there was one access point onto County Road 14. That same access point is proposed today. The County Engineer was requiring turn lanes to the existing roadway and some tree clearing activity. The County Engineer will again be involved and need to review and comment on today's proposal. Full review will happen during Site Plan Review and preliminary plat application. Staff did not feel full review was needed for this rezoning request since the access point is the same and a traffic signal was installed even though it was not warranted. Staff will continue to work with the necessary parties to achieve acceptance of the traffic concerns.

The GracePointe pedestrian crossing and parking lot on the west side of County Road 14 is not preferred and the City will continue to address this issue. This parking lot meets the requirements per city code, therefore can remain without enforcement. However, it is a concern now even without the new development. Being a County road, the City will continue discussions with the County and property owner to remedy the situation in the future.

The Minnesota Department of Transportation (MNDOT) has met with city representatives and GracePointe Crossing representatives. MNDOT is also aware of the proposed future housing development and they will be doing traffic counts and observing the operation of the traffic signal system. The original thought by MnDOT was that the review would end up with some adjustments to the traffic signal system operation.

Planned Unit Development (PUD)

A Planned Unit Development (PUD) may be allowed through a request to rezone a property. A PUD is a zoning district that can offer a variety of mixed land uses, housing types, and densities. A PUD can maximize the development potential of land while remaining sensitive to its unique and valuable natural characteristics. This is traditionally done by departing from the strict application of required setbacks, yard areas, lot sizes, minimum house sizes, and other performance standards. A PUD can allow a combination of mixed uses where both single family and multi-family dwellings can be built.

Current Use, Zoning and Future Land Use

The vacant property is currently classified as Low Density Residential on the City's Future Land

Use Map. The current zoning classification is R-1 One Family Residence District. The properties to the north, east, west and south of this proposed development are all predominantly designated on the City's Future Land Use Map as single family. The surrounding land uses include lower density County subdivisions to the south and west, to the north property is predominantly undeveloped with some single-family homes located adjacent to CR 14 and to the west property is predominantly undeveloped with some single-family homes located adjacent to CR 14. The majority of surrounding properties are located within Isanti County.

Project Summary

On September 19, 2005, City Council approved annexation of the subject parcel(s) into the City of Cambridge. This decision was based on the ability to serve the property with City sewer and water, its location within the Community College growth district and the Low Density Residential designation on the Future Land Use Map as identified in the City's Comprehensive Plan.

The proposed Concept Plan known as *Cambridge Cove* consists of 206 residential units. A summary of the project areas is as follows:

Total Project Area	76.30 acres
Total Number of Units	206 units
Total Density Per Acre	2.7 units
Park Area	.67 acres
Open Space	16%

The proposal is for a mixed-use development consisting of typical single-family lots and patio homes (villa homes). The developer is proposing smaller lot sizes and lesser side-yard setbacks than a traditional R-1 One Family residential lot. A typical R-1 lot size is 80' wide. The proposed lots vary from 42-60' wide for the patio style homes and 65-80' for the single-family homes.

Setbacks

The proposed setbacks for the PUD are as follows: 25' front, 7.5' side yard (single family lots), 6' side yard (one-level patio home lots), 5' side yard (patio home/multi-level lots), 15' corner side yard, and 30' rear yard. These setbacks are typical of other PUD's in the city and allows smaller lot sizes for this mixed-use proposal. Traditional R-1 One Family lots require a 10' side yard setback and 6' side yard for an attached garage, and 30' front yard setback.

Sewer and Water

The lift station and piping system has been oversized to accommodate the entire northwest area of the City. I have attached the City's Future Trunk Sanitary Sewer System map along with an explanation from the City's Comprehensive Plan. This northwest area of the city is called the Community College District. The area that can be served extends beyond the Cambridge Cove project. The sewer and water infrastructure has been installed up to GracePointe Crossing and will

need to be extended and brought across County Road 14 for the Cambridge Cove project.

Staff Recommendation

At this time, the rezoning request from R-1 One Family Residence district to a Planned Unit Development (PUD) is appropriate. It appears all zoning code requirements for a PUD have been met. If rezoning approval is given, the intention is to proceed with a complete Planned Unit Development review of the project. The full review will consist of scheduling of the development, open space provisions, covenants, grading and drainage plans, utility plans, environmental reviews, preliminary and final plats, rezoning, street plans, review by County Highway department, park dedication, development agreement and any other information required by ordinance, staff, Commissions, or Council.

Planning Commission Action

Motion to recommend Council approve the ordinance as presented to rezone the *Cambridge Cove* area from R-1 One Family Residence district to Planned Unit Development (PUD) District 4-2020.

Attachments

1. Draft Ordinance 728
2. Sketch Plans
3. Applicant Submittal
4. Future Land Use Map
5. Figure 5-2: Future Trunk Sanitary Sewer System map and information from the City's Comprehensive Plan
6. Figure 5-4: Revised urban Service Area from the City's Comprehensive Plan
7. Proposed Trail network from the City's Comprehensive Plan
8. Excerpts from the July 2018 Commission and Council meetings

ORDINANCE NO. 728

AN ORDINANCE REZONING CERTAIN REAL PROPERTY FROM R-1 ONE FAMILY RESIDENCE DISTRICT TO PUD DISTRICT 1-2021 (Cambridge Cove) (PIN'S: 15.030.0200, 15.030.0300, 15.030.0400, 15.030.0500)

WHEREAS, that tract of land, hereinafter called the "tract", lying and being in the City of Cambridge, County of Isanti, and State of Minnesota, described as follows, to wit:

Parcel 1:

The Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23) and the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), Isanti County, Minnesota, excepting therefrom the following 5 described tracts:

1. The East 210.38 feet of the North 363.00 feet of the Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section 30, Township 36, Range 23.
2. That part of said Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) and of the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) described as follows: Beginning at the southeast corner of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$; thence North, along the east line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$, a distance of 202 feet; thence west, parallel with the south line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$, a distance of 545 feet; thence south, parallel with the east line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$ and the southerly projection thereof, a distance of 400 feet to the south line of the North 12 rods of the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 30; thence east, along said south line, a distance of 543.55 feet to the east line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$; thence north, along said east line, a distance of 198 feet to the point of beginning.
3. That part of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$ contained within the following described tract: That part of the East one-half of Southeast Quarter (E $\frac{1}{2}$ of SE $\frac{1}{4}$) of Section 30, Township 36, Range 23, described by metes and bounds as follows: Commencing at a point on the East Section line 830 feet north of the Southeast corner of the SE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 30, Township 36, Range 23; thence West and parallel to the South section line to the West boundary of the county road there located for a point of beginning of the tract to be herein described; thence continuing west and parallel to the south section line a distance of 600 feet; thence north and parallel to the east section line of said Section, 600 feet; thence east and parallel to the south section line to the westerly boundary of the county road there located and established; thence south following the westerly boundary of the said county road to the point of beginning and there to terminate.
4. That part of said NE $\frac{1}{4}$ or SE $\frac{1}{4}$ described as follows: Commencing at the Southeast corner of the SE $\frac{1}{4}$ of Section 30, Township 36, Range 23; thence North along the East line of said SE $\frac{1}{4}$, a distance of 830 feet; thence Westerly parallel with the South line of said SE $\frac{1}{4}$, a distance of 49.13 feet to the West boundary of County State Aid Highway No. 14 as described on Highway Easement recorded in Book "M" of Miscellaneous, Page 549 on file in the Office of the County Recorder, Isanti County, Minnesota; thence continuing westerly parallel with the south line of said SE $\frac{1}{4}$, a distance of 600 feet; thence north parallel with the east line of said SE $\frac{1}{4}$, a distance of 50 feet and to a point hereinafter known as Point "A" (said point is on the north line of Lot 2, Block 7 of the recorded plat of Edblad's Addition, Isanti County, Minnesota); thence continuing North parallel with the east line of said SE $\frac{1}{4}$ to the south line of said NE $\frac{1}{4}$ or SE $\frac{1}{4}$ and to the actual point of beginning of the tract to be herein described; thence continuing north on an extension of the last described line to a point 550 feet North of Point "A" (as measured on said line); thence Westerly parallel with the South line of said SE $\frac{1}{4}$, a distance of 86.76 feet; thence Northwesterly deflecting to the right 14 degrees 37 minutes 45 seconds, a distance of 434.22 feet to the point of intersection with the Northerly projection of the East line of Tamarack Street, as dedicated on said plat of Edblad's Addition; thence South along said Northerly projection of the East line of Tamarack Street and/or the East line of said Tamarack Street to the South line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$; thence East along the South line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$ to the point of beginning and there to terminate.
5. That part of the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$), Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), Isanti County, Minnesota, described as follows: Commencing at the Southeast corner of the SE $\frac{1}{4}$ of Section 30; thence North, along the East line of said SE $\frac{1}{4}$, a distance of 830 feet; thence Westerly, parallel with the South line of said SE $\frac{1}{4}$, a distance of 49.13 feet to the West boundary of County State Aid Highway No. 14, as described on Highway Easement recorded in Book "M" of Miscellaneous, Page 549 on file in the Office of the County Recorder, Isanti County, Minnesota; thence continuing Westerly, parallel with the South line of said SE $\frac{1}{4}$, distance of 600 feet; thence North, parallel with the East line of said SE $\frac{1}{4}$, a distance of 50 feet (said point is on the North line of Lot 2, Block 7 of the recorded plat of Edblad's Addition, Isanti County, Minnesota); thence continuing North, parallel with the East line of said SE $\frac{1}{4}$, a distance of 550 feet to the point of beginning of the parcel to be herein described;

thence Westerly parallel with the South line of said SE¼ a distance of 86.76 feet; thence Northwesterly, deflecting to the right 14 degrees 37 minutes 45 seconds, a distance of 434.22 feet to the point of intersection with the Northerly projection of the East line of Tamarack Street, as dedicated on said plat of Edblad's Addition; thence Southeasterly on a straight line to the point of beginning and there to terminate.

Parcel 2:

That part of the East One-half of the Southeast Quarter (E ½ of SE¼), Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), described by metes and bounds as follows:

Commencing at a point on the East Section line 830 feet North of the Southeast corner of the SE¼ of the SE ¼, Section 30, Township 36, Range 23, thence West and parallel to the South Section line to the West boundary of the County Road there located for a point of beginning of the tract to be herein described. Thence continuing West and parallel to the South Section line a distance of 600 feet, thence North and parallel to the East Section line of said Section 600 feet, thence East and parallel to the South Section line to the westerly boundary of the County Road there located and established, thence South following the Westerly boundary of said County Road to the point of beginning and there to terminate, excepting therefrom that certain tract of land described as follows, to wit: All that part of the East Half of the Southeast Quarter (E one-half of SE one-quarter) of Section Thirty (30), Township Thirty-six (36) Range Twenty-three (23), described by metes and bounds as follows: Commencing at a point on the East Section line 830 feet North of the Southeast corner of the SE One-quarter of SE One-quarter of said Section, Township, Range; thence West and parallel with the South Section line to the West boundary of the County Road there located; thence continuing West and parallel with the South Section line a distance of 600 feet; thence North and parallel to the East Section line of said section 600 feet to the point of commencement; thence South retracing the last course a distance of 300 feet; thence East and parallel to the South Section line to the Westerly boundary of County Road there located; thence Northerly along said Westerly boundary line to a point where said Westerly boundary line intersects with a line drawn from the point of beginning and parallel to the South Section line; thence West and parallel to the South Section line to the point of beginning and there to terminate Isanti County, Minnesota.

Parcel 3:

All that part of the East Half of the Southeast Quarter (E ½ of SE¼) of Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), described by metes and bounds as follows:

Commencing at a point on the east section line 830 feet North of the Southeast corner of the SE¼ of SE ¼ of said Section, Township and Range; thence West and parallel with the South Section line to the West boundary of the County Road there located; thence continuing West and parallel with the South Section line a distance of 600 feet; thence North and parallel to the East Section line of said section 600 feet to the point of commencement; thence South retracing the last course a distance of 300 feet; thence east and parallel to the South Section line to the westerly boundary of County Road there located; thence Northerly along said Westerly boundary line to a point where said westerly boundary line intersects with a line drawn from the point of beginning and parallel to the South Section line; thence West and parallel to the South Section line to the point of beginning and there to terminate, Isanti County, Minnesota.

is currently zoned by the City of Cambridge, hereinafter called the "City", as R-1 One Family Residence District; and

WHEREAS, the owner and authorized agent, Paxmar LLC., has requested the rezoning of the tract from R-1 One Family Residence District to PUD District 1-2021; and

WHEREAS, the main purpose of the zoning change is for the proposed concept of Cambridge Cove that will create a mixed use housing development including 206 dwellings (single family, patio homes, and multi-level patio homes), and

WHEREAS, the Planning Commission of the City, on the 5th day of January, 2021, following proper notice, held and conducted a public hearing regarding the request, following which hearing such Planning Commission adopted a recommendation that such rezoning be approved; and

WHEREAS, the Sketch Plan has been reviewed and the PUD re-zoning request is in accordance with the attached Sketch Plan and is hereby presented to the City Council with the following conditions of

approval;

1. A preliminary and final plat must be reviewed and approved by the City.
2. A formal Site Plan Review is required and all of its components must be approved by the City.

WHEREAS, the City Council of Cambridge hereby finds that:

1. The PUD zoning in accordance with the attached sketch/concept plan conforms to the City Comprehensive Plan;

NOW, THEREFORE, the City Council of the City of Cambridge, Minnesota, ordains that the tract shall be and is hereby zoned and classified, pursuant to the provisions of the Zoning Ordinance of the City of Cambridge, as being in and constituting PUD district number 1-2021 to be developed in accordance with the Sketch Plan drawn by Carlson McCain with a revised date 12/8/2020 as long as the conditions of approval listed above are met.

This ordinance shall become effective the day following publication of notice of its adoption.

Adopted this 19th day of January, 2021

James A. Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator

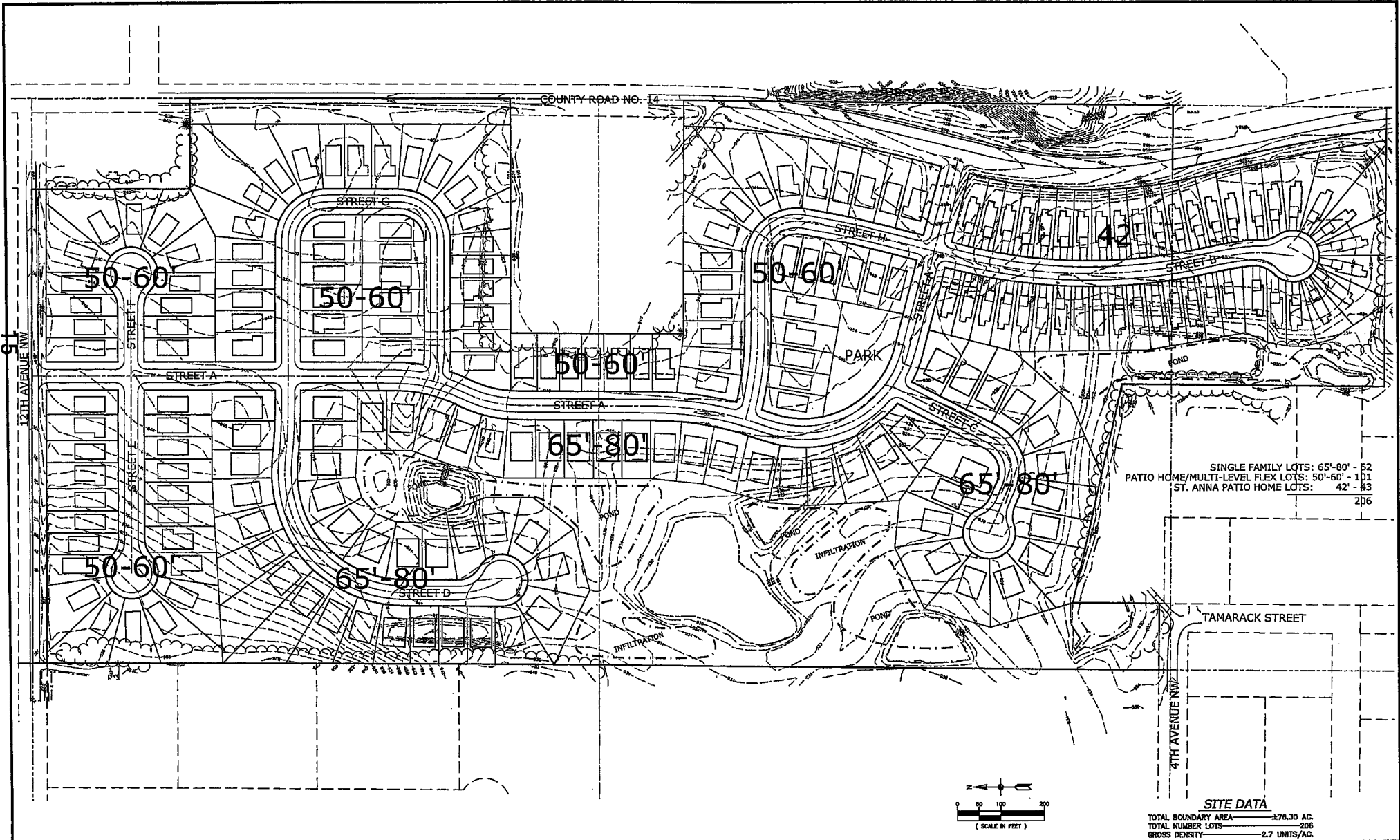
Date of Publication: January 28, 2021

Summary Publication

Ordinance 728 rezoned certain real property located in the northwest part of the City of Cambridge currently identified with PIN's 15.030.0200, 15.030.0300, 15.030.0400, and 15.030.0500. The properties were rezoned from R-1 One Family Residence District to PUD 1-2021 District. The PUD will include a mixed-use housing development to include single family homes and patio homes. These properties are located north of Highway 95 and west of County Road 14. A complete copy of the ordinance is available at City Hall, 300 3rd Avenue NE, Cambridge for inspection.

ATTEST:

Linda Woulfe
City Administrator



SINGLE FAMILY LOTS: 65'-80' - 52
 PATIO HOME/MULTI-LEVEL FLEX LOTS: 50'-60' - 101
 ST. ANNA PATIO HOME LOTS: 42' - 43
 206

SITE DATA

TOTAL BOUNDARY AREA: 276.30 AC.
 TOTAL NUMBER LOTS: 206
 GROSS DENSITY: 2.7 UNITS/AC.

Carlson McCain
 • environmental
 • engineering
 • surveying

3890 Phoenician Ridge Drive NE,
 Suite 500
 Maple, MN 55449
 Phone: (763) 489-7900
 Fax: (763) 489-7959
 www.carlsonmccain.com

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 Land Surveyor under
 the laws of the State of Minnesota

Print Name: _____
 Signature: _____
 Date: 06/15/18 License #: _____

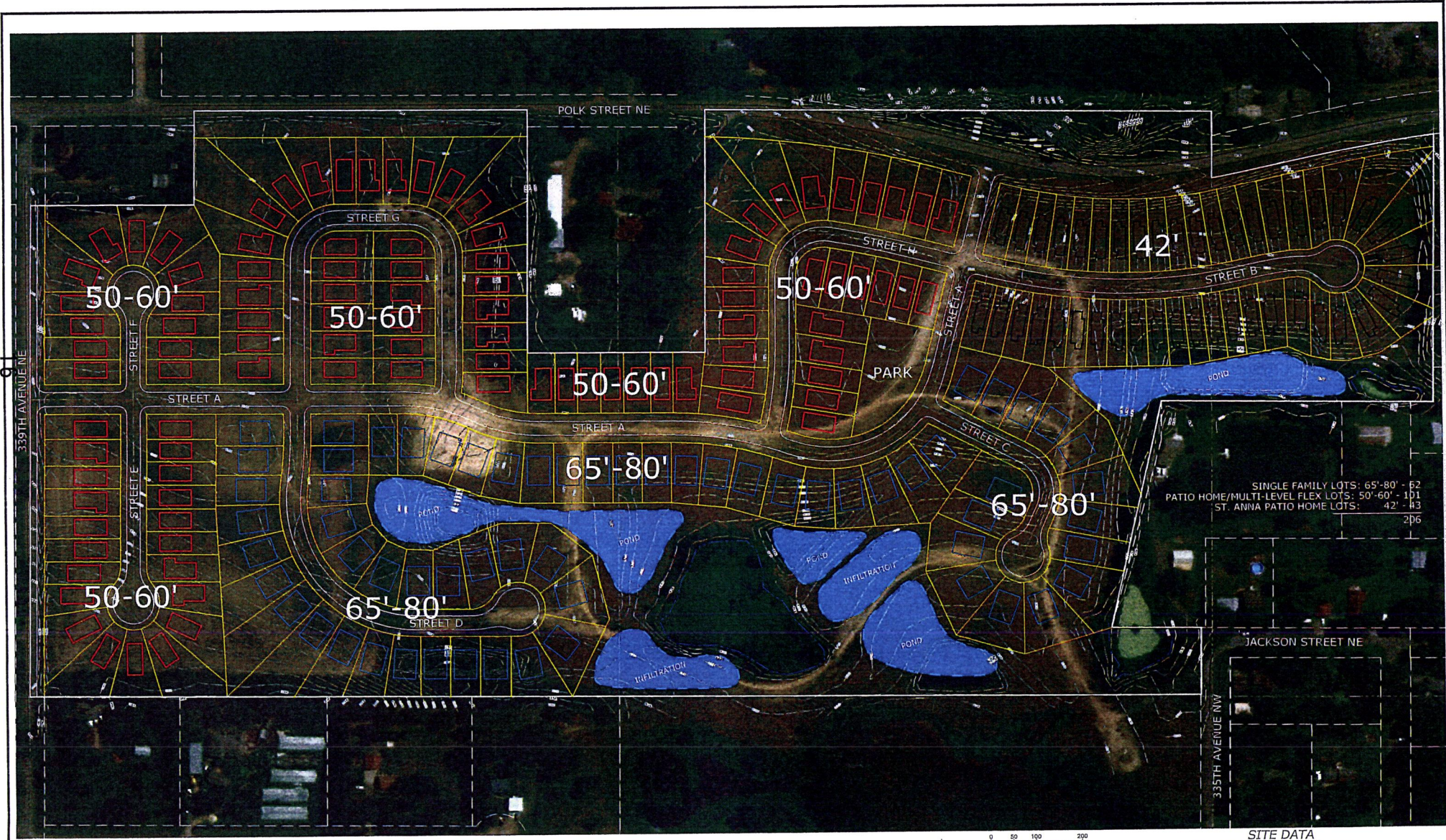
DRAWN BY: _____
 ISSUE DATE: 06/13/18
 FILE NO.: 308

Revisions:
 1. 09/20/2020 Add St. Anna Patio Lots.
 2. 10/25/2020 Revise 120'x40' lots.
 3. 12/04/2020 Revise plan & Site Data.

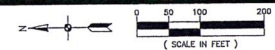
PAXMAR
 3495 Northdale, Suite 210
 Coon Rapids, Minnesota 55448

CAMBRIDGE COVE
 Cambridge, Minnesota

SKETCH PLAN



SINGLE FAMILY LOTS: 65'-80' - 62
 PATIO HOME/MULTI-LEVEL FLEX LOTS: 50'-60' - 101
 ST. ANNA PATIO HOME LOTS: 42' - #3
 206



SITE DATA

TOTAL BOUNDARY AREA: ±76.30 AC.
 TOTAL NUMBER LOTS: 206
 GROSS DENSITY: 2.7 UNITS/AC.

Site Status

Current Info

Acres: 76.30 +/-

Use: Vacant Land – Graded for a previous preliminary plan

Zoning: R-1, Single Family Residential

Adjacent Future Land Uses: Rural, Low and High Density Residential





Cambridge Cove Overview

December 2020

Gross Acreage:	76.30 acres
Status:	Vacant land, graded based on Preliminary Plat submitted by Woodland Development
Current Zoning:	R-1
Current Land Use:	Low Density Residential (<i>allowable density = 3 - 4 units/acre</i>)
Proposed Zoning:	PUD
Density:	Proposed density is 2.70 units/acre (<i>allowable density per PUD Ordinance is base land use density [3-4 units/ac.] x 15% = 3.45 - 4.6 units/ac.</i>)
Lot Types:	62 - Single Family Lots (65'- 80' wide) 101 - Patio Home/Multi-level Flex Lots (50' - 60' wide) <u>43 - One-Level Patio Home Lots (42' wide)</u> 206 Total Lots
Lot Depth:	120' minimum
Open Space:	12.18 acres (16% of site)
Park:	.67 acres
Setbacks:	Front: 25' Side: 7.5' (<i>single-family lots</i>); 6' (<i>one-level patio home lots</i>); 5' (<i>patio home/multi-level lots</i>) Corner Side: 15' Rear: 30'
Streets:	All Public

We are presenting this proposal with multiple house types, price points and buyers in mind. It will allow for a mix of housing types for buyers looking for affordability, move-up product and single-level/accessibility living. Our proposal is based on current market demands and we are confident of its success and added Community benefit.

2850 Cutters Grove Avenue
Suite 207
Anoka, MN 55303

PROJECT: **Cambridge Cove (76.3 acres)**
DEVELOPER: Paxmar
PIDs: 150300500, 150300400, 15300300 & 150300200

LEGAL DESCRIPTION OF PROPERTY:

Parcel 1:

The Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23) and the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) of said Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), Isanti County, Minnesota, excepting therefrom the following 5 described tracts:

1. The East 210.38 feet of the North 363.00 feet of the Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) of Section 30, Township 36, Range 23.

2. That part of said Southeast Quarter of the Northeast Quarter (SE $\frac{1}{4}$ of NE $\frac{1}{4}$) and of the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$) described as follows: Beginning at the southeast corner of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$; thence North, along the east line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$, a distance of 202 feet; thence west, parallel with the south line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$, a distance of 545 feet; thence south, parallel with the east line of said SE $\frac{1}{4}$ of NE $\frac{1}{4}$ and the southerly projection thereof, a distance of 400 feet to the south line of the North 12 rods of the NE $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 30; thence east, along said south line, a distance of 543.55 feet to the east line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$; thence north, along said east line, a distance of 198 feet to the point of beginning.

3. That part of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$ contained within the following described tract: That part of the East one-half of Southeast Quarter (E $\frac{1}{2}$ of SE $\frac{1}{4}$) of Section 30, Township 36, Range 23, described by metes and bounds as follows: Commencing at a point on the East Section line 830 feet north of the Southeast corner of the SE $\frac{1}{4}$ of SE $\frac{1}{4}$, Section 30, Township 36, Range 23; thence West and parallel to the South section line to the West boundary of the county road there located for a point of beginning of the tract to be herein described; thence continuing west and parallel to the south section line a distance of 600 feet; thence north and parallel to the east section line of said Section, 600 feet; thence east and parallel to the south section line to the westerly boundary of the county road there located and established; thence south following the westerly boundary of the said county road to the point of beginning and there to terminate.

4. That part of said NE $\frac{1}{4}$ or SE $\frac{1}{4}$ described as follows: Commencing at the Southeast corner of the SE $\frac{1}{4}$ of Section 30, Township 36, Range 23; thence North along the East line of said SE $\frac{1}{4}$, a distance of

830 feet; thence Westerly parallel with the South line of said SE $\frac{1}{4}$, a distance of 49.13 feet to the West boundary of County State Aid Highway No. 14 as described on Highway Easement recorded in Book "M" of Miscellaneous, Page 549 on file in the Office of the County Recorder, Isanti County, Minnesota; thence continuing westerly parallel with the south line of said SE $\frac{1}{4}$, a distance of 600 feet; thence north parallel with the east line of said SE $\frac{1}{4}$, a distance of 50 feet and to a point hereinafter known as Point "A" (said point is on the north line of Lot 2, Block 7 of the recorded plat of Edblad's Addition, Isanti County, Minnesota); thence continuing North parallel with the east line of said SE $\frac{1}{4}$ to the south line of said NE $\frac{1}{4}$ or SE $\frac{1}{4}$ and to the actual point of beginning of the tract to be herein described; thence continuing north on an extension of the last described line to a point 550 feet North of Point "A" (as measured on said line); thence Westerly parallel with the South line of said SE $\frac{1}{4}$, a distance of 86.76 feet; thence Northwesterly deflecting to the right 14 degrees 37 minutes 45 seconds, a distance of 434.22 feet to the point of intersection with the Northerly projection of the East line of Tamarack Street, as dedicated on said plat of Edblad's Addition; thence South along said Northerly projection of the East line of Tamarack Street and/or the East line of said Tamarack Street to the South line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$; thence East along the South line of said NE $\frac{1}{4}$ of SE $\frac{1}{4}$ to the point of beginning and there to terminate.

5. That part of the Northeast Quarter of the Southeast Quarter (NE $\frac{1}{4}$ of SE $\frac{1}{4}$), Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), Isanti County, Minnesota, described as follows: Commencing at the Southeast corner of the SE $\frac{1}{4}$ of Section 30; thence North, along the East line of said SE $\frac{1}{4}$, a distance of 830 feet; thence Westerly, parallel with the South line of said SE $\frac{1}{4}$, a distance of 49.13 feet to the West boundary of County State Aid Highway No. 14, as described on Highway Easement recorded in Book "M" of Miscellaneous, Page 549 on file in the Office of the County Recorder, Isanti County, Minnesota; thence continuing Westerly, parallel with the South line of said SE $\frac{1}{4}$, distance of 600 feet; thence North, parallel with the East line of said SE $\frac{1}{4}$, a distance of 50 feet (said point is on the North line of Lot 2, Block 7 of the recorded plat of Edblad's Addition, Isanti County, Minnesota); thence continuing North, parallel with the East line of said SE $\frac{1}{4}$, a distance of 550 feet to the point of beginning of the parcel to be herein described; thence Westerly parallel with the South line of said SE $\frac{1}{4}$ a distance of 86.76 feet; thence Northwesterly, deflecting to the right 14 degrees 37 minutes 45 seconds, a distance of 434.22 feet to the point of intersection with the Northerly projection of the East line of Tamarack Street, as dedicated on said plat of Edblad's Addition; thence Southeasterly on a straight line to the point of beginning and there to terminate.

Parcel 2:

That part of the East One-half of the Southeast Quarter (E $\frac{1}{2}$ of SE $\frac{1}{4}$), Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), described by metes and bounds as follows:

Commencing at a point on the East Section line 830 feet North of the Southeast corner of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$, Section 30, Township 36, Range 23, thence West and parallel to the South Section line to the West boundary of the County Road there located for a point of beginning of the tract to be herein described. Thence continuing West and parallel to the South Section line a distance of 600 feet, thence North and parallel to the East Section line of said Section 600 feet, thence East and parallel to the South Section line to the westerly boundary of the County Road there located and established, thence South following

the Westerly boundary of said County Road to the point of beginning and there to terminate, excepting therefrom that certain tract of land described as follows, to wit: All that part of the East Half of the Southeast Quarter (E one-half of SE one-quarter) of Section Thirty (30), Township Thirty-six (36) Range Twenty-three (23), described by metes and bounds as follows: Commencing at a point on the East Section line 830 feet North of the Southeast corner of the SE One-quarter of SE One-quarter of said Section, Township, Range; thence West and parallel with the South Section line to the West boundary of the County Road there located; thence continuing West and parallel with the South Section line a distance of 600 feet; thence North and parallel to the East Section line of said section 600 feet to the point of commencement; thence South retracing the last course a distance of 300 feet; thence East and parallel to the South Section line to the Westerly boundary of County Road there located; thence Northerly along said Westerly boundary line to a point where said Westerly boundary line intersects with a line drawn from the point of beginning and parallel to the South Section line; thence West and parallel to the South Section line to the point of beginning and there to terminate Isanti County, Minnesota.

Parcel 3:

All that part of the East Half of the Southeast Quarter (E ½ of SE¼) of Section Thirty (30), Township Thirty-six (36), Range Twenty-three (23), described by metes and bounds as follows:

Commencing at a point on the east section line 830 feet North of the Southeast corner of the SE¼ of SE ¼ of said Section, Township and Range; thence West and parallel with the South Section line to the West boundary of the County Road there located; thence continuing West and parallel with the South Section line a distance of 600 feet; thence North and parallel to the East Section line of said section 600 feet to the point of commencement; thence South retracing the last course a distance of 300 feet; thence east and parallel to the South Section line to the westerly boundary of County Road there located; thence Northerly along said Westerly boundary line to a point where said westerly boundary line intersects with a line drawn from the point of beginning and parallel to the South Section line; thence West and parallel to the South Section line to the point of beginning and there to terminate, Isanti County, Minnesota.

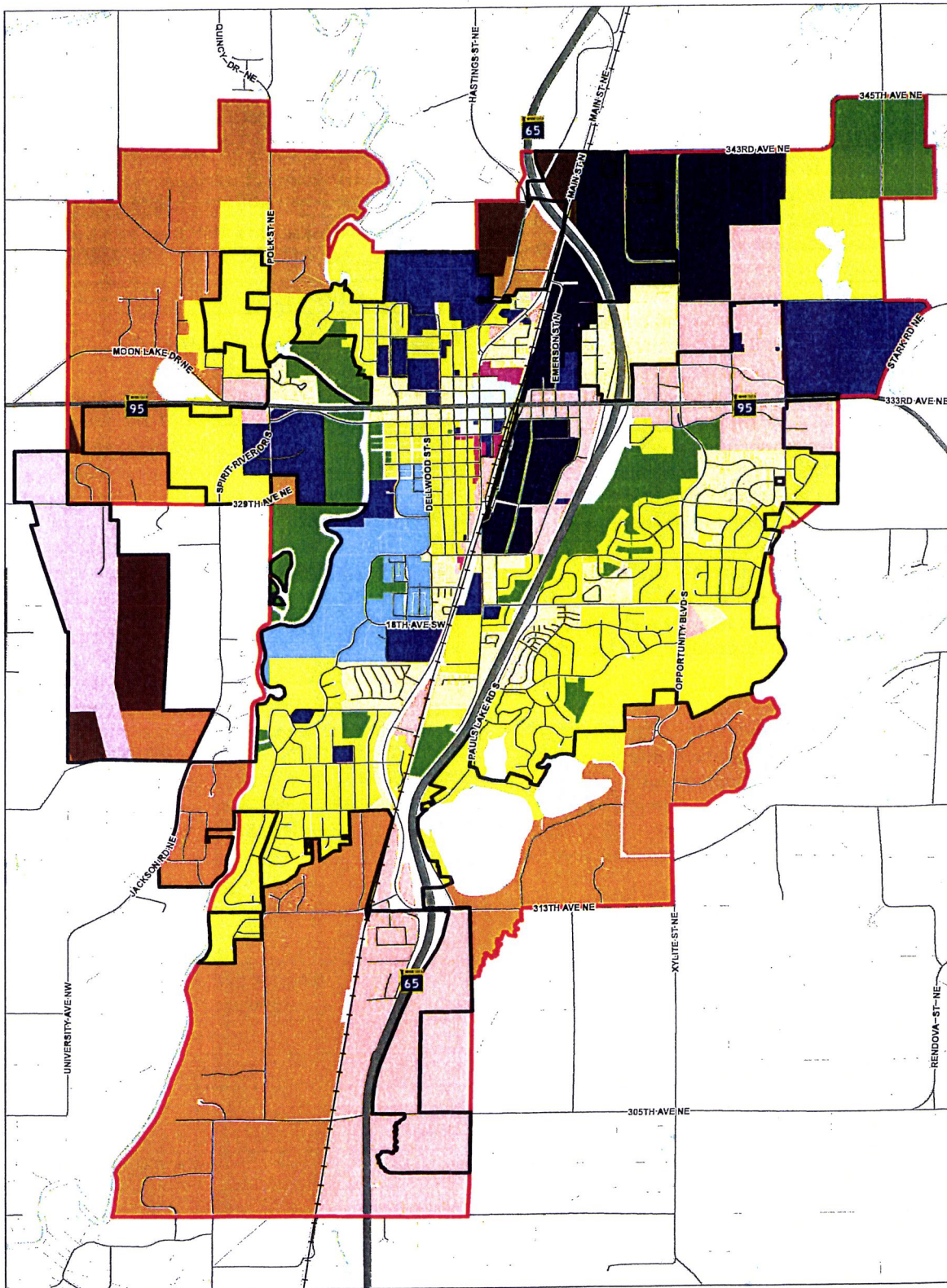
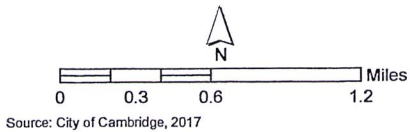


Figure 7-3
Future Land Use
 Cambridge, Minnesota



City Boundary	Industrial (556 ac)
USA I Boundary	Public/Quasi-Public (489 ac)
Future Land Use (Acres)	Professional/Medical (224 ac)
Agricultural (221 ac)	Airport (259 ac)
Rural Residential (2,369 ac)	General Commercial (1,010 ac)
High Density Residential (476 ac)	Downtown Commercial (28 ac)
Low Density Residential (1,820 ac)	Fringe/Transition Commercial (16 ac)
Park/Recreational (545 ac)	

Produced by Alysa Zimmerman
 January, 2017

x = Cambridge Cove

Figure 5-2: Future Trunk Sanitary Sewer System

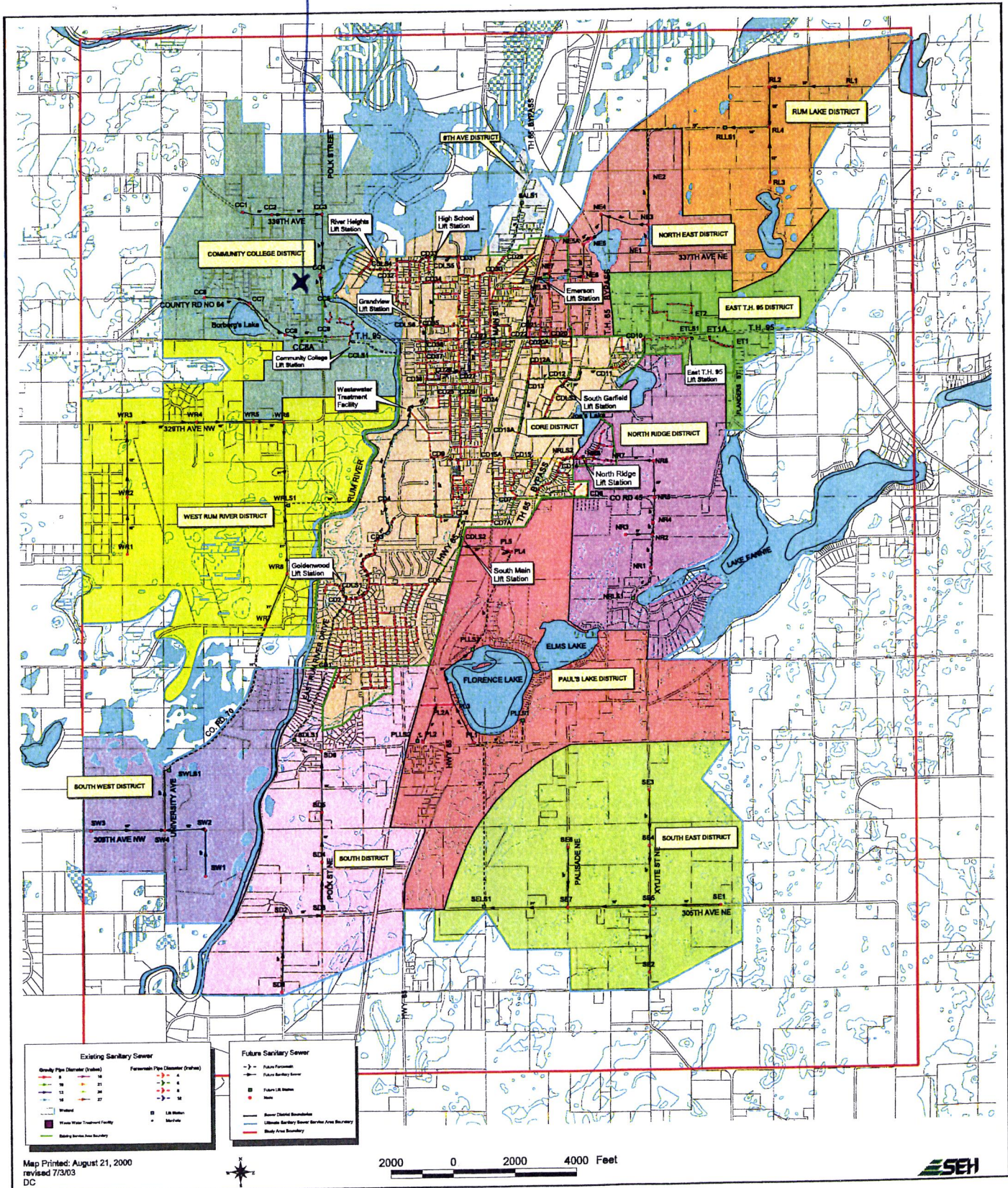
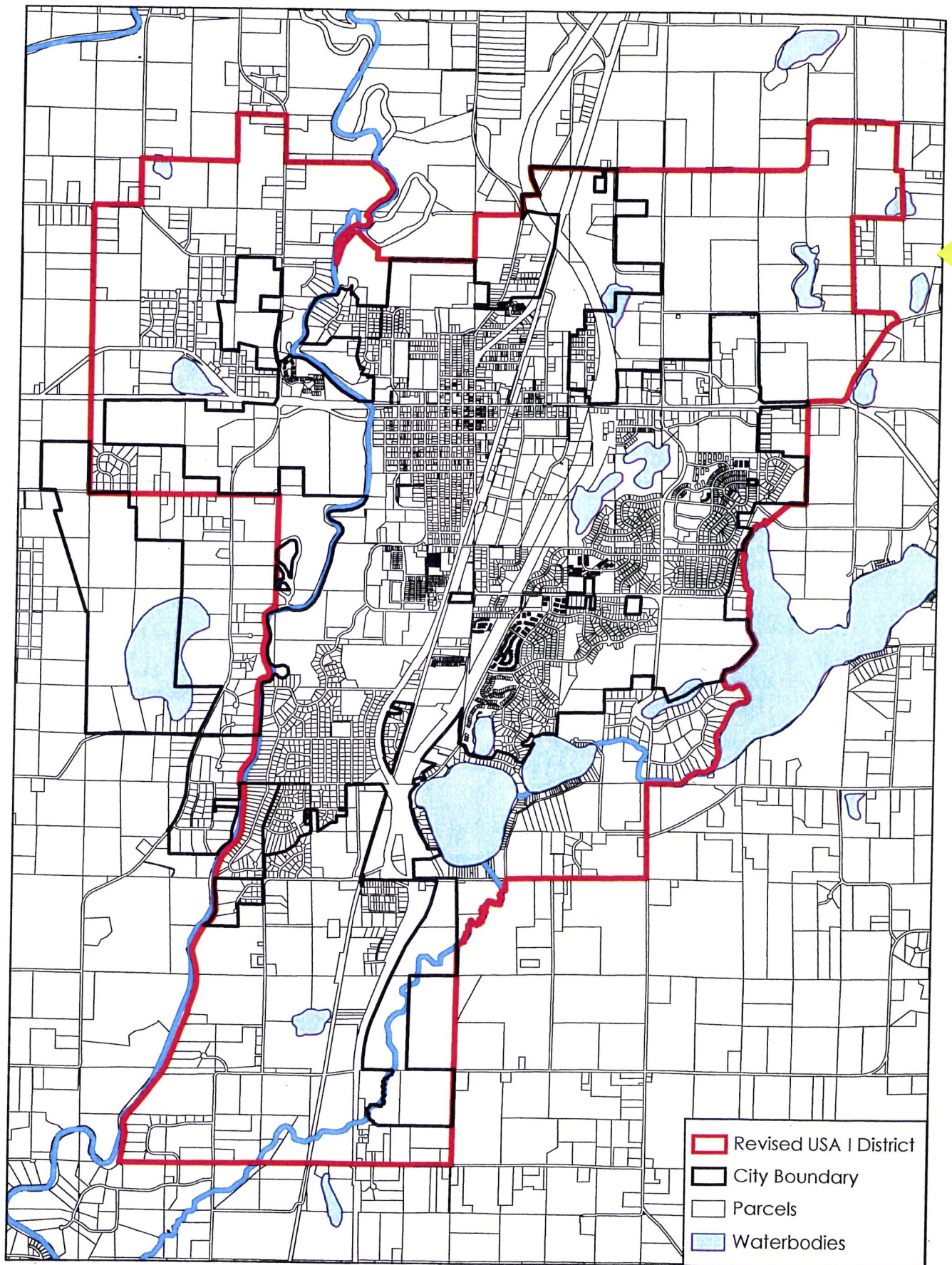
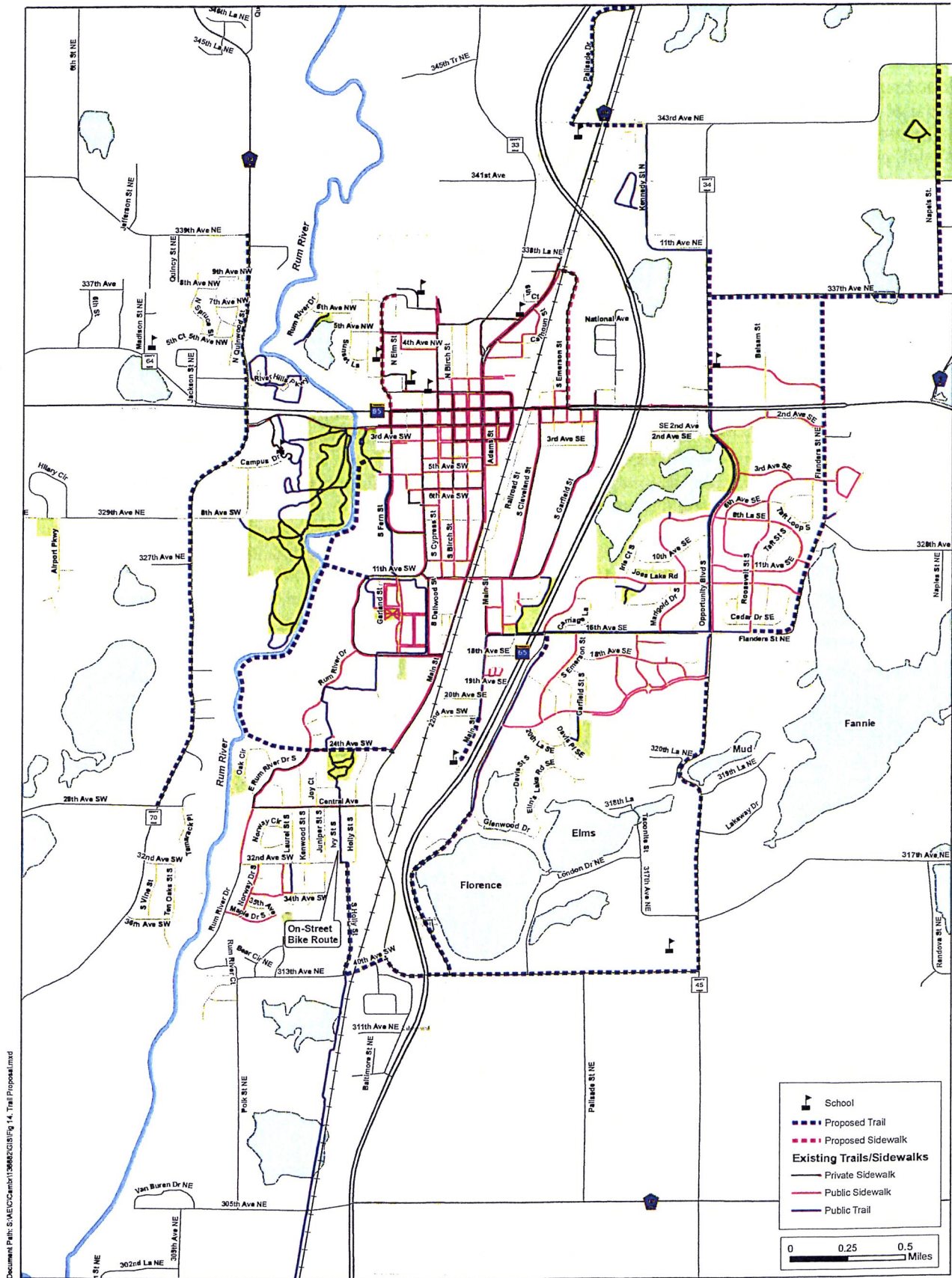


Figure 5-4: Revised Urban Service Area I





Document Path: S:\MISC\City\10862\GIS\Fig_14_Trial_Proposal.mxd



Project Number: MNT07 137843
 Print Date: 3/22/2017
 Map by: mawmaw@seh.com
 Projection: NAD_1983_HARN_Alt_MN_Land_Feet
 Source: MADDOT, ESRI, SEH

Proposed Trail Network

Cambridge, MN

FIGURE 5-10

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources (not on this map) and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) data used to prepare this map are error free, and SEH does not warrant that the GIS data can be used for navigation, tracking, or any other purpose requiring accurate measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH does not have the authority for any damages which arise out of the user's access or use of data provided.

Excerpt from:

Cambridge Planning Commission Meeting Minutes
Tuesday, July 3, 2018

Public Hearing: Concept Plan Review for Cambridge Cove (Paxmar)

Westover stated staff received a request by Paxmar, LLC (Alan Roessler), 3495 Northdale Blvd. NW; Suite 210, Coon Rapids, 55448, to present a Concept Plan for a proposed Planned Unit Development (PUD). The general location of this request is 76.30 acres north of State Highway 95 along the west side of County Road 14 and south of 339th Avenue NE (12th Avenue NW).

Westover explained that at this time, the developer is looking for feedback from the Commission and Council on the concept/sketch plan. If approval is given, the intention is to proceed with a complete Planned Unit Development (PUD) review of the project. Westover stated the full review will consist of scheduling of the development, open space provisions, covenants, grading and drainage plans, utility plans, environmental reviews, preliminary and final plats, rezoning,

street plans, review by County Highway department, park dedication, development agreement and any other information required by ordinance, staff, Commissions, or Council.

Westover said a Planned Unit Development (PUD) may be allowed through a request to rezone a property. A PUD is a zoning district that can offer a variety of mixed land uses, housing types, and densities. A PUD can maximize the development potential of land while remaining sensitive to its unique and valuable natural characteristics. Westover stated this is traditionally done by departing from the strict application of required setbacks, yard areas, lot sizes, minimum house sizes, and other performance standards. A PUD can allow a combination of mixed uses where both single family and multi-family dwellings can be built.

Westover reviewed the current use, zoning and future land use of the property. The vacant property is currently classified as Low Density Residential on the City's Future Land Use Map. The current zoning classification is R-1 One Family Residence District. The properties to the north, east, west and south of this proposed development are all predominantly designated on the City's Future Land Use Map as single family. The surrounding land uses include lower density County subdivisions to the south and west, to the north property is predominantly undeveloped with some single-family homes located adjacent to CR 14 and to the west property is predominantly undeveloped with some single family homes located adjacent to CR 14. The majority of surrounding properties are located within Isanti County.

Westover explained the Woodland developer started working with the City in 2005-2006 to complete a single-family development. The Final Plat was approved in June 2006. The developer seemed ready to begin and started grading a portion of the lots. However, development stopped and was never fully initiated. Woodland Development was approved for 170 single family residential lots at that time. The plan met the City's single-family lot area regulations and had an overall density (number of units per acre) of approximately 2%.

Westover stated on September 19, 2005, City Council approved annexation of the subject parcel(s) into the City of Cambridge. This decision was based on the ability to serve the property with City sewer and water, its location within the Community College growth district and the Low Density Residential designation on the Future Land Use Map as identified in the City's Comprehensive Plan.

Westover stated the proposed Concept Plan known as *Cambridge Cove* consists of 236 residential units. A summary of the project areas is as follows: Total Project Area: 76.30 acres; Total Number of Units: 236 units; Total Density Per Acre: 3.09 units; Park Area: .65 acres and Open Space: 15%.

Westover explained the proposal is for a mixed-use development consisting of single family homes, patio homes (villa homes), and townhomes. The developer is proposing smaller lot sizes and lesser side-yard setbacks than a traditional R-1 One Family residential lot. A typical R-1 lot size is 80' wide. The proposed lots vary from 40-60' wide for the patio style homes and 65-80' for the single-family homes.

Westover further explained the townhomes appear to be on a common lot that would require an Association. The developer has also suggested that an Association is provided for the patio homes. The developer explained that the market suggests there is a desire for owners to live in a low maintenance style home. The intent of this mixed-use PUD is to allow the buyer affordability, "move-up" product, and single level accessibility.

Westover noted all dwelling setbacks will be met with the exception of side yards. The developer is proposing 8' side yard setbacks. This is typical of other PUD's in the city and allows smaller lot sizes for this mixed-use proposal. Traditional R-1 One Family lots require a 10' side yard setback.

Westover noted the density ratio for standard R-1 One Family lots is 3.96 units per acre. The proposed density ratio for this development is 3.06 units per acre. The development proposed has fewer units per acre than the standard and meets the intent of the ordinance.

Westover further noted access to the development shall be provided from County Road 14 (CR 14) on the east and 12th Avenue NW on the north. An internal collector street (Street A) is shown that will serve the project delivering traffic from the proposed minor streets to CR 14 and 12th Avenue NW. Sidewalks will be provided on both sides of the street for Street A and one side of the street for the other local streets. This meets the City's ordinance requirements.

Westover stated staff has heard from several neighbors regarding the concern of additional traffic on County Road 14 and Highway 95. This also stems from the recent redevelopment of GracePointe Crossing and its additional traffic.

Westover stated when Woodland Development proposed their 170 units, a traffic study was done in 2006 at the request of the Isanti County Highway Department. That study was again reviewed in 2018 with the Traffic Operations Engineer (City's engineer consultant). Because Cambridge Cove is proposing more units, there will be more traffic, but slightly less trips per unit based on their calculations. Westover stated this is because of the type of home being proposing, a villa style home, will generally be a couple without children living in these homes. When the 2006 study was done, Highway 95 only had stop signs. Since then, MNDOT traffic signal lights have been installed alleviating some of the initial concerns. Westover stated the City Engineer stated the volumes of traffic can be handled with the traffic signals.

Westover stated the Minnesota Department of Transportation (MNDOT) has met with City representatives, County representatives and GracePointe Crossing representatives. MNDOT is also aware of the proposed future housing development and they will be doing traffic counts and observing the operation of the traffic signal system. The original thought by MndOT was that the review would end up with some adjustments to the traffic signal system operation.

Westover stated another traffic concern since GracePointe has been built is the parking across County Road 14. GracePointe employees are parking across the street at the Olson property. Westover has spoken to GracePointe representatives and found out the parking lots are full and

they need more parking due to more visitors than anticipated and possibly more employees than first estimated. GracePointe is working with City staff on resolving this problem.

Westover stated there have been sewer and water concerns as well. The lift station and piping system has been oversized to accommodate the entire northwest area of the City. This northwest area of the City is called the Community College District. The area that can be served extends beyond the Cambridge Cove project. The sewer and water infrastructure has been installed up to GracePointe Crossing and will need to be extended and brought across County Road 14 for the Cambridge Cove project.

Alan Roessler, 2850 Cutters Grove, Anoka, MN, representative from Paxmar, gave a PowerPoint presentation to the Commissioners and audience members. Roessler stated Paxmar is a local family owned Land Development Company with over 30 years of experience and primarily focuses on taking raw ground through the development process to finished lots and selling lots to builders. Roessler shared a proposed layout of the development, listing the lot types as row townhomes, patio homes and single family homes. Roessler stated Paxmar is seeking approval from the Commission for the Concept Plan, which is based primarily on the lot types, lot sizes, overall density and setbacks. Roessler stated after receiving approval of the concept plan, the next step would be to request a PUD zoning change from the Commission. Roessler stated he would be happy to answer any questions the Commission might have.

Without any questions from the Commissioners, Stylski opened the public hearing at 7:25 pm.

Mike Hockert, 33700 Polk Street NE, Cambridge, MN, stated his property is encompassed on three sides of the development and is seeking assurance that a permanent easement for the south driveway on his property, which was part of the final approval of the Woodland Development in 2005, would remain intact and stays intact. Hockert shared his concerns regarding the high density of the homes, the small park area for the number of people moving in, the need for more green space, and enough storm runoff and holding ponds for the drainage.

Sue Redfield, 33713 Polk Street NE, Cambridge, MN, lives across the street from the development, and shared her concerns of not wanting her property to be annexed into the City which would require connecting to City sewer and water. Redfield stated she believes there needs to be more park area for the number of townhomes proposing to be built, the amount of proposed traffic has been minimized, and shared her concerns regarding the speed limits going to and coming from the intersection of Hwy. 95 and County Road 14 by the new GracePointe development.

Paul Anderson, 751 339th Ave NE, Cambridge, MN, has concerns with the proposed project densities to the area, stating in 2006, Woodland proposed 170 units and now, the proposed number is 236 units. Referencing the City's Comprehensive Plan, Anderson stated that low density residential areas should be developed in a manner that complements the nearby existing neighborhoods. The neighborhoods surrounding this area are single family homes.

These new proposals do not jive with what is existing. Anderson added traffic congestion is a concern as the site vision line is bad due to the road being on a curve and on a hill and looking at the vertical curve on 339th Avenue make this a bad place to add an entrance. Anderson urged the Commissioners to consider the density, the style of home matching what is existing now and take notice of the entrances.

Sonya Govednik, 33480 Jackson Street NE, Cambridge, MN, shared her concerns of traffic congestion due to the number of proposed homes being added to this area of Cambridge. Govednik stated there are parents taking their kids to school, traffic going to Anoka Ramsey College, GracePointe employee traffic, work traffic and school bus stops all happening in the morning. She also shared a concern regarding a potential entrance off of Tamarack Road and how that will quickly become a way to not have to go through the traffic lights on Hwy. 95 and County Road 14.

James Govednik, 33480 Jackson Street NE, Cambridge, MN, stated the GracePointe traffic issues have not been solved yet and a proposal to add 200 more homes would create a major traffic concern. Govednik's concerns included adequate green space around the historical schoolhouse site, the environmental impact of losing the large grassland areas and habitats for pollinators.

Jeff Benny, 33479 Polk Street NE, Cambridge, MN, lives just north of GracePointe and shared his concerns regarding vehicles passing in no passing zones, the speed of traffic on County Road 14, and the potential placement of the entrance into the development. He stated the density of the proposed development is just not compatible with the surrounding area and something needs to be done regarding the dangerous curves on County Road 14.

Without any further public comment, Stylski closed the public hearing at 7:42 pm.

Godfrey had some questions regarding the City limit boundaries, any proposed entrances off of Tamarack and Mr. Hockert's question regarding a permanent easement for his south driveway.

Westover reviewed the boundaries and responded that there is no proposed connection with Tamarack. The City will work with the Isanti County Highway Department on the traffic and access concerns.

Westover stated she has already spoken to Mr. Roessler of Paxmar regarding the permanent easement and the easement will need to be honored so the homeowner can still use his driveway.

Immel asked Mr. Roessler to address the comments regarding lack of green space, stormwater runoff and not enough park capacity in the proposed development.

Roessler stated Paxmar will have to bring this park issue before the Park Commission for approval and stated the proposed park is a good sized park for this amount of units. The PUD requires 15% of green space and the proposal is at 16% gross acreage and 19% of net acreage. Stormwater runoff is all calculated and will be checked by the City Engineer. Roessler stated Paxmar is not proposing an entrance to Tamarack as the wetlands would have to be mitigated in order to do that. The connections on the County Road are the connections that were approved with the Woodland grading. The County will direct where those accesses need to be placed due to spacing and lines of sight. City Engineer will review this as well.

Struss asked about the process when a City development comes off of a county road. How does that process work between the City Engineer and the County Highway Department?

Westover stated the developer would need to pull permits from the County for the road access. The City would secure written approval from the County.

Struss stated the City Engineer has recently reviewed the 2006 traffic study and asked if the County has reviewed this study.

Westover stated the County has not reviewed this study again in 2018 and stated all of this would need to be reviewed again if the concept plan review receives approval from the City Council.

Stylski asked Westover if the traffic issue by Mr. Benny's driveway was part of the flow of that road included in the 2006 traffic study?

Westover stated she is not aware if this was taken into account in the original study done in 2006. Westover will ask the City Engineer about this question. The intention would be to have a meeting with the City Engineer, the County Highway Engineer, GracePointe, MNDOT and everyone involved again to discuss this as the process goes on.

Immel asked about the City's requirements for green space to protect historical sites like the school house mentioned in tonight's discussions.

Westover said she does not know of any historical greenspace requirements and stated she had reviewed the original files and did not find any mention of this historical site.

Godfrey had a question regarding two homes per acre proposed by Woodland and a little over three homes proposed by Cambridge Cove and how this is allowed going from two to a little over three when adding 60 more units.

Westover stated Woodland Development had 10+ more acreage, which has now been sold to a private party. Paxmar has fewer acres to work with and is proposing more homes with less acreage through a PUD request.

Roessler stated the Woodland proposal featured a large section of land to the west side that was going to be dedicated as park but this land was sold. If this was pulled out of the Woodland proposal, their density would be much higher as well.

Harder-Chapman asked if the Woodland plan could potentially go forward without the Commission recommending anything at this point?

Westover stated the plan was already approved, but time has lapsed now and approval would need to be granted again. However, the Woodland developer could have recorded the plat and started pulling building permits.

Godfrey asked if Paxmar now owns this property?

Roessler responded yes, Paxmar owns the property.

Godfrey clarified the reason he asked about ownership is the City can only approve variances and PUDs for property owners.

Roessler pointed out this site has been available for many years with that preliminary and it hasn't gone anywhere. There are now market forces for development and it costs to put pipe in the ground.

Godfrey asked about the change from originally proposing 198 houses and then the proposal changed to 236 homes.

Roessler stated when Paxmar originally came in to discuss a possible concept plan review, the proposal included 198 units as a result of trying to match what the Woodland developers had already done. Paxmar did an estimation of costs and 236 is the number of units it would take to make sure it made sense to move forward. This number of units also allowed Paxmar to add an additional housing type focused on affordability with offering townhomes. The more housing types you can get, the faster velocity for the building, the quicker it is built out and the less chance that it stalls out midway through.

Harder-Chapman asked where Roessler would envision more parkland space existing in the present plan?

Roessler stated keeping the present park, another park could possibly be added in the north end. If a bigger park was added, this would require shifting around lots to make room for this change.

Harder-Chapman asked Westover if there are existing areas in our community, are any of these types of units currently lacking, and are there empty lots platted in a similar way to this proposal.

Westover stated both Bridgewater and Parkwood areas were at a standstill during the recession. Since building has increased again, builders have asked to slightly modify homes in PUDs and the villa type of home that Paxmar is proposing is what is selling right now. Cambridge is getting close to full build out in the developments, and builders have purchased the former tax forfeited lots. Cambridge is seeing a need for workforce housing and affordable homes. Westover stated she believes this proposed plan meets what Cambridge needs.

Roessler stated Paxmar tries to follow the market and shared that a recent study in Chisago County found they need more affordable housing and 55+ accessible housing. Roessler suggested a study done by Isanti County would probably mimic this study.

Dybvig stated these types of housing needs were talked about throughout the process of developing the Comprehensive Plan here in Cambridge.

Roessler stated there would be a \$60 million tax base when the project is entirely built out.

Stylski asked about where a park in the northern part of the development could be added.

Roessler said they would be open to any idea of where to place a park. The development would probably lose a lot to make more room for a park.

Struss asked if it would be appropriate to make a recommendation that this go back to the developer with input for additional information on traffic impacts and the potential for more green space. What is the proper process for a concept plan to come back with a revised concept after meeting with the County and the City Engineer?

Westover stated you could make that as part of your recommendation. The developer could come back with changes in the proposed concept plan but would need guidelines regarding the changes the Commission would like to see in order to bring back a revised concept plan.

The Commission discussed setbacks and spacing between buildings. Godfrey asked about the 16' space between buildings. Westover explained typically a 10' side yard setback is required and 6' allowed for a garage.

Roessler stated with the 6' garage setback and a 10' house setback, that is 16'. Westover concurred if each home in the city was built this way, there would be 16' between buildings. Therefore, the 8' sideyard setbacks being proposed (16' total) is just a different way to look at it. Westover added that an 8' sideyard setback is typical of other PUDs in the city.

Immel asked for a total number of residents living in this development with the thought of older couples without kids.

Roessler stated he does not have household numbers yet and this information would be flushed out in the preliminary plat stage.

Westover asked the Commission if they would like to approve the concept with a reduction in density and increased open space.

Struss asked about the parkland and open space and would like to see more park space fall within the PUD.

Westover stated the plan does meet open space requirements. Parks would be reviewed and if not enough parkland or trail area provided, then payment in lieu would be needed.

Godfrey confirmed more parkland should be added.

Immel stated she came up with a rough estimate of the number of residents and gets about 544 people. She expressed one park would not be suitable. More parks should be added.

The Commission further discussed traffic concerns and wanted more time to address the concerns. Westover stated the traffic review and approvals will take months. The developer is just looking for concept approval and the traffic issues can be a requirement of approval along with lower density and increased parkland.

Harder-Chapman asked about the environmental impact of the change in pollinators and open area around the pond. Does City code allow for that space to be unmown or maintained?

Westover explained this will be part of the stormwater maintenance review and she will check with the City Engineer.

Paxmar agreed they could look at planting for bees.

The Commission and staff discussed the PUD process and that more public hearings will be provided at preliminary plat.

Struss made a motion, seconded by Immel, to proceed with the development concept but revise the plan with slightly less density, more park space, and with the stipulation of working the appropriate parties to alleviate traffic concerns. Motion carried unanimously.

Excerpt from the July 16, 2018
Council minutes

Concept Plan Review Cambridge Cove

Westover stated at this time Paxmar, LLC is looking for feedback from the Commission and Council on the concept/sketch plan for a Planned Unit Development of Cambridge Cove. The developer will look at the feedback and determine whether or not it makes sense to move forward. If it makes sense, then a complete Planned Unit Development review of the project will take place including PUD rezoning, preliminary and final plat, traffic, environmental, stormwater, etc.

Westover explained a Planned Unit Development (PUD) may be allowed through a request to rezone a property. A PUD is a zoning district that can offer a variety of mixed land uses, housing types, and densities. A PUD can maximize the development potential of land while remaining sensitive to its unique and valuable natural characteristics. This is traditionally done by departing from the strict application of required setbacks, yard areas, lot sizes, minimum house sizes, and other performance standards. A PUD can allow a combination of mixed uses where both single family and multi-family dwellings can be built.

Westover reported the vacant property is currently classified as Low Density Residential on the City's Future Land Use Map and the current zoning classification is R-1 One Family Residence District.

Westover explained Woodland Development started working with the City in 2005-2006 to complete a single-family development and the Final Plat was approved in June 2006. The developer seemed ready to begin and started grading a portion of the lots. However, development stopped and was never fully initiated. Westover stated Woodland Development was approved for 170 single family residential lots at that time. The plan met the city's single-family lot area regulations and had an overall density of approximately 2 units per acre.

Westover described the proposed Concept Plan known as Cambridge Cove which consists of 236 residential units and explained the proposal is for a mixed-use development consisting of single family lots, patio homes (villa homes), and townhomes. The developer is proposing smaller lot sizes and lesser side-yard setbacks than a traditional R-1 One Family residential lot. A typical R-1 lot size is 80' wide. The proposed lots vary from 40-60' wide for the patio style homes and 65-80' for the single-family homes.

Westover stated all dwelling setbacks will be met with the exception of side yards and the developer is proposing 8' side yard setbacks which is typical of other PUD's in the city and allows smaller lot sizes for this mixed-use proposal. Westover noted traditional R-1 One Family lots require a 10' side yard setback.

Westover explained the density ratio for standard R-1 One Family lots is 3.96 units per acre and the proposed density ratio for this development is 3.06 units per acre. Westover stated the development proposed has fewer units per acre than the standard and meets the intent of the ordinance.

Westover stated access to the development shall be provided from County Road 14 (CR 14) on the east and 12th Avenue NW on the north and an internal collector street is shown that will serve the project delivering traffic from the proposed minor streets to CR 14 and 12th Avenue NW. Sidewalks will be provided on both sides of the street for Street A and one side of the street for the other local streets which meets the city's ordinance requirements.

Westover reported staff has heard from several neighbors regarding the concern of additional traffic on County Road 14 and Highway 95 which also stems from the recent redevelopment of GracePointe Crossing and its additional traffic. Westover stated when Woodland Development proposed their 170 units, a traffic study was done in 2006 at the request of the Isanti County Highway Department and that study was again reviewed in 2018 with the Traffic Operations Engineer. Because Cambridge

Cove is proposing more units, there will be more traffic, but slightly less trips per unit based on their calculations. When the 2006 study was done, Highway 95 only had stop signs. Since then, traffic signal lights have been installed alleviating some of the initial concerns.

Westover stated the Minnesota Department of Transportation (MNDOT) has met with city representatives and GracePointe Crossing representatives. MNDOT is also aware of the proposed future housing development and they will be doing traffic counts and observing the operation of the traffic signal system. The original thought by MnDOT was the review would end up with some adjustments to the traffic signal system operation.

Westover reported the Commission heard from several neighboring residents on concerns including, but not limited to, density, traffic, and parkland. Ultimately, the Commission recommended approval of the concept plan as long as density was reduced, more parkland added, and traffic concerns addressed.

Westover stated during public comment, a resident stressed language in the Comprehensive Plan, that residential neighborhoods should be compatible with adjacent uses. While this statement is true to Goal 2, Policy 2.6 (a), there are other goals addressing the need for mixed uses, encouraging development of a balance of housing types, and encouraging the location of a wide range of housing types throughout the city to avoid a concentration of high density.

Squires explained the purpose for this agenda item is to simply give feedback to the developer and no formal action would need to be made.

Alan Roessler from Paxmar Development is a local company based out of Anoka that currently focuses on developments in the counties of Anoka, Sherburne, Chisago, and Hennepin. They are looking to do work in Isanti County. Roessler reviewed their plans for the development. Roessler asked Council to comment on the initial proposal.

Palmer asked if there will be trails. Westover explained those details have not been discussed in detail yet but they have talked about a trail on the southeast side of the development that would tie into Highway 95.

Paul Anderson of 751 339th Ave NE, Cambridge Township, MN 55008 stated the initial notice that he received was of a different concept plan named Cambridge Trails that had only 198 units and that notice was dated June 13, 2018. When he attended the Planning Commission meeting what was proposed was Cambridge Cove with 236 units. Anderson questioned if there was an amended proposal that was filed with the City of Cambridge. Anderson voiced concern regarding access points to the development and the potential road upgrades to County Road 14. Anderson also voiced concern with limited park dedication. Anderson voiced concern with the mixed housing types and felt townhomes were not a good fit with the surrounding area homes.

Selena Mulder of 33499 Jackson St NE, Cambridge Township, MN 55008 moved to the area approximately a year ago and was not looking for a highly dense area to live. Mulder stated the high density does not fit the other homes in the area and raised concern with noise and privacy.

Paul Anderson raised concern about the developer changing the contours and filling in existing wetlands. Woulfe explained the City is responsible for approving grading and drainage plans and the wetlands can be changed it just has to go through the approval process. Squires explained this is a concept plan and everything else will be vetted through the approval process.

Morin stated he would like to see additional parkland and trails. Morin stated the County will control the access points and traffic. The lot size meets the requirements of a PUD and City standards and doesn't see a reason to tell the developer to lower the density.

Palmer stated although it meets the requirements, she would like to see the density a little lower so it better matches the surrounding area. However, this type of housing is needed in the City of Cambridge.

Iverson stated she would like to see trails that connect versus a large park and agrees that it meets the City's requirements for a PUD. Conley agreed.

Council consensus was to direct staff to work out concerns with the developer regarding traffic, parkland, etc. before coming back to the Planning Commission and City Council with a preliminary plat.

PUBLIC HEARING...ZONING AMENDMENT . . . TITLE XV LAND USE...CHAPTER 156 ZONING...SECTION 156.065 LANDSCAPING AND SCREENING . . .

Overview

City staff recently observed a situation where the current city code language may warrant an amendment. An existing building in an industrial zoning district is undergoing a major remodel. With this remodel, new mechanical equipment was installed. Under the current city code language, this equipment must be screened and/or painted to match the building. The equipment is on the rear of the building facing another existing industrial building. The owner contended that the equipment is mostly visible to another industry.

While the current language achieves aesthetically pleasing buildings and equipment, it may not be the intent for industrial zoning districts. Industrial zoning districts are generally allowed to have lesser aesthetic requirements than a commercial or residential zoning district due to the nature of the trade.

The language proposed is below. This amended language would remove the screening requirement from all industrial zoned buildings, unless the building is adjacent to a residential property.

§156.065 Landscaping and Screening

(M) *Rooftop and ground-level mechanical equipment.* ~~Except as used in conjunction with a one or two family dwelling,~~ The ground level view of all mechanical utilities shall be completely screened from contiguous properties and adjacent streets by a parapet wall or other screening structure constructed of similar materials as the principal structure, or be designed or painted to be compatible with the architectural treatment of the principal structure, except as provided below.

(1) Exceptions:

- a. When used in conjunction with a one or two family dwelling,
- b. When the subject property is located in an industrial zoning district and the equipment units are not visible from adjacent residential properties.

Planning Commission Acton

Hold the public hearing. Discuss the ordinance amendment and determine whether or not it should be recommended for approval, modified, or not approved.

If the Commission determines approval, the motion is to recommend Council approve Ordinance 729 as presented.

Attachments

1. Draft Ordinance 729
2. Map of industrial area

Ordinance 729

Amending Title XV Land Use, Chapter 156 Zoning, Chapter 156.065 Landscaping and Screening

The Cambridge City Council hereby amends the following City Code language in Title XV Land Use, Chapter 156 Zoning, Section 156.065 Landscaping and Screening:

§156.065 Landscaping and Screening

(M) *Rooftop and ground-level mechanical equipment.* ~~Except as used in conjunction with a one or two family dwelling,~~ The ground level view of all mechanical utilities shall be completely screened from contiguous properties and adjacent streets by a parapet wall or other screening structure constructed of similar materials as the principal structure, or be designed or painted to be compatible with the architectural treatment of the principal structure, except as provided below.

(1) Exceptions:

- a. When used in conjunction with a one or two family dwelling,
- b. When the subject property is located in an industrial zoning district and the equipment units are not visible from adjacent residential properties.

This ordinance shall be in full force and effect from and after its passage and publication according to law.

Adopted by the Cambridge City Council this 19th day of January, 2021, after complying with the statutory notice requirements contained in Minnesota Statutes §415.19.

James A. Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator

Publication Date: January 28, 2021

Example Industrial Area

Residential



Industrial Area

Mechanical Equipment

Overview

The Schumacher Addition preliminary and final plat were approved by the City last October. The Schumacher Addition is on the south side of 20th Ave SW (north of Maple Ridge townhomes and north of the Cambridge Christian School). When the infrastructure was installed for 20th Ave SW in 2005, Ordinance No. 452 was passed allowing the sanitary sewer and water area charges to be paid at the time of development.

Staff have had several conversations with the developer on the timing of payment for the special assessments. The developer has asked if the special assessment fees could be paid at the time of obtaining the first building permit rather than at the time of final plat. That would allow him to pay the fees with the construction draw. Staff agreed to payment at the time of first building permit.

The Resolution originally approved stated the special assessment fees must be paid at the time of final plat. That wording needs to be amended to allow the fees to be paid at the time of first building permit. The Resolution will be recorded at the Isanti County Recorder's office and the payment of the fees will be a requirement of any property owner prior to obtaining a building permit.

Planning Commission Acton

Motion is to recommend Council approve the amendment to Resolution R20-077A as presented.

Attachments

1. Draft Resolution R20-077A

Resolution No. R20-077A

**AMENDED RESOLUTION APPROVING A FINAL PLAT
SCHUMACHER ADDITION
(PIN: 15.005.1400 AND 15.005.1300)
(20TH AVE SW)**

WHEREAS, Brad Schumacher, Cantlin Lake Properties, 28551 127th Street NW, Zimmerman, MN 55398 is the owner of the property located at:

Parcel 1:

That part of the Southeast Quarter of the Northeast Quarter of Section 5, Township 35, Range 23, Isanti County, Minnesota, described as follows: Commencing at a point on the East section line at a point 12 rods South of the Northeast corner of the Southeast Quarter of the Northeast Quarter of Section 5, Township 35, Range 23; thence South on said East Section line 14 rods and 2 feet; thence West at a right angle to the East line of the Great Northern Railway Company right of way; thence Northeasterly along the East line of the Great Northern Railway Company right of way 15 rods, more or less; thence Easterly and parallel to the North 1/16 line aforesaid to the point of commencement.

EXCEPTING THEREFROM

Commencing at a point on the East Section line at a point 12 rods South of the Northeast corner of the Southeast Quarter of the Northeast Quarter of Section 5, Township 35, Range 23; thence South on said East Section line 14 rods and 2 feet; thence West at a right angle for a distance of 15 rods; thence North and parallel to the East Section line for a distance of 14 rods and 2 feet; thence East and parallel to the North 1/16 line for a distance of 15 rods to the point of commencement and there to terminate;

AND FURTHER EXCEPTING THEREFROM

That part of the Southeast Quarter of the Northeast Quarter of Section 5, Township 35, Range 23, described by metes and bounds as follows: Commencing at the Northeast corner of the Southeast Quarter of the Northeast Quarter of said Section, Township and Range; thence South following the East line of said Section a distance of 12 rods; thence West and parallel with the North 1/16 line to the East line of the Great Northern Railway Company Right-of-way for a point of beginning; thence East and parallel with the North 1/16th line a distance of 11 rods; thence South and parallel with the East line of said Section a distance of 14 rods and 2 feet; thence West at right angles from the East line of said Southeast Quarter of the Northeast Quarter to the East line of the Great Northern Railway Right-of-way; thence Northeast following the East line of the Great Northern Railway Right-of-way a distance of 15 rods to point of beginning and there to terminate.

Parcel 2:

That part of the Southeast Quarter of the Northeast Quarter of Section 5, Township 35, Range 23, Isanti County, Minnesota, described by metes and bounds as follows: Commencing at the Northeast corner of the Southeast Quarter of the Northeast Quarter of said said Section, Township and Range; thence South following the East line of said Section a distance of 12 rods; thence West and parallel with the North 1/16 line to the East line of the Great Northern Railway Company Right-of-way for a point beginning; thence East and parallel with the North 1/16th line a distance of 11 rods; thence South and parallel with the East line of said Section a distance of 14 rods and 2 feet; thence West at right angles from the East line of said Southeast Quarter of the Northeast Quarter to the East line of the Great Northern Railway Right-of-way; thence Northeast following the East line of the Great Northern Railway Right-of-way a distance of 15 rods to point of beginning and there to terminate.

EXCEPT

Outlot B, MAPLE RIDGE TOWNHOMES, according to the plat thereof on file and of record in the office of the County Recorder, Isanti County, Minnesota

Is requesting a Final Plat; and

WHEREAS, The Planning Agency of the City has completed a review of the application and made a report pertaining to said request, a copy of which has been presented to the City Council; and

WHEREAS, The Planning Commission of the City, on the 6th day of October 2020, discussed the request; and

WHEREAS, the Planning Commission made a recommendation to approve said request, and it was brought forward and approved by City Council on October 19th, 2020 with a condition that the supplemental connection charges for sanitary sewer and water area charges identified in Ordinance No. 452 in the amount of \$49,615 must be paid at the time of final plat; and

WHEREAS, the developer has requested an amendment to pay the supplemental connection charges for sanitary sewer and water area charges identified in Ordinance No. 452 in the amount of \$49,615 at the time of issuance of the first building permit; and

WHEREAS, the Planning Commission, on the 5th day of January, 2021, made a recommendation to approve said request and allow the amendment to the resolution; and

WHEREAS, the Planning Commission made a recommendation of approval, and it was brought forward for City Council consideration as long as the following conditions are met; and

1. The supplemental connection charges for sanitary sewer and water area charges identified in Ordinance No. 452 in the amount of \$49,615 must be paid at the time of issuance of the first building permit.

Engineer Comments

1. Vacate the existing roadway easements at the 20th Ave SW Cul-de-sac once the final plat is approved. They are not necessary with the new dedicated ROW.
2. Show the existing services for proposed lot 8. They are shown on the City record plans previously provided. No new services are required to be installed.
3. A MPCA NPDES Stormwater construction permit must be obtained from the MPCA for this project. Provide a copy to the City prior to any work on site.
4. After site grading completion, provide an as-built survey showing that the site has been graded in conformance with the approved site grading plan. Include finished grade shots on all house pads, lot lines, swales and stormwater management facilities.
5. No building permits will be issued until the site grading survey and site restoration and erosion control are satisfactorily completed.

Building Comments

1. Verify that all proposed home foundations will be supported on undisturbed natural soil or engineered fill. Provide a soil compaction report confirming that fill soils have been adequately placed and compacted to be found adequate to support imposed loads if footings are proposed to be placed above fill elevations.

Planning Comments

1. Correct the deed overlap shown on the plat.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the proposed Final Plat as long as the conditions listed above are met.

Adopted by the Cambridge City Council

This 19th day of January 2021

Jim Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator

This document was drafted by:

The City of Cambridge
300 3rd Ave NE
Cambridge, MN 55008