

**Meeting Announcement and Agenda of the Cambridge Planning
Commission
City Hall Council Chambers
Regular Meeting, Tuesday, April 6, 2021, 7:00 pm**

300 Third Avenue Northeast, Cambridge, MN 55008
www.ci.cambridge.mn.us
(763) 689-3211

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
3. Approval of Minutes
 - A. March 2, 2021
4. Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each
5. New Business
 - A. **PUBLIC HEARING**-Variance request by CAT Properties for a parking lot and drive that will not meet setbacks at 645 Emerson St. N (p.5)
 - B. **PUBLIC HEARING**-Interim Use Permit Request to allow the use of Mini Storage at 315 Cleveland St. S. (due to an ownership change) (p.23)
 - C. **PUBLIC HEARING**-Interim Use Permit to allow storage pod containers at 503 Cleveland St. S (p.27)
 - D. **PUBLIC HEARING**-Preliminary Plat request of Kwik Trip (4000 Main St. S) (p.40)
 - E. Final Plat request of Kwik Trip (4000 Main St. S.) (p.46)
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, March 2, 2021**

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.

Members Present: Commissioners Aaron Berg (Chair), Robert Boese (Vice Chair), Arianna Weiler, Joe Morin, David Redfield.

Members Absent: Jessica Kluck and Bob Shogren

Staff Present: City Planner Marcia Westover.

Call to Order and Pledge of Allegiance

Berg called the meeting to order at 7:00 pm and led the Commissioners in the Pledge of Allegiance.

Approval of Agenda

Morin moved, seconded by Redfield to approve the agenda. Upon call of the roll, Morin, Redfield, Boese, Weiler, Berg and voted aye, no nays. Motion carried 5/0.

Approval of Minutes

February 2, 2021 Regular Meeting Minutes

Boese moved, seconded by Morin to approve the February 2, 2021 meeting minutes. Upon call of the roll, Morin, Redfield, Boese, Weiler, and Berg all voted aye, no nays. Motion carried 5/0.

Public Comment

Berg opened the public comment at 7:03 pm and, without any comments, closed the public meeting at 7:03pm.

New Business

PUBLIC HEARING – 5A- Conditional Use Permit J. Rettenmaier for a fence over 8' high.

Westover explained J. Rettenmaier, 1001 Cleveland St. S., has requested to add on five (5) feet to the height of the existing fence on the west side of the property. The existing fence is 18.6' high and has no Conditional Use Permit (CUP) on record. The fence was built in approximately 1991. According to city code Section 156.083 Fences, any fence over eight (8) feet high requires issuance of a Conditional Use Permit.

Westover stated, the fence was built to shield the baghouse (mechanical) area from view and to help form a sound barrier. In the photo, the baghouses are still visible. The additional five (5) feet requested should fully shield the baghouses from the westerly view and add additional sound protection. According to Chapter 156.065 Landscaping and Screening of the city code, all mechanical utilities shall be completely screened from view.

Westover explained this request will lawfully enable the existing fence with a CUP along with adding the five (5) feet as requested. If approved, the CUP will allow a 23.6' fence. J. Rettenmaier plans to match the new fence material with the existing wood material. Staff has placed a condition that the fence must be maintained and meet Section 156.083 Fences of the city code at all times.

Morin asked about encroaching on telephone poles and if there are any easements on the utilities. Westover suggested having each utility company submit written approval which will be added as a condition to the Resolution.

Motion made by Morin and seconded by Berg to recommend approval of the attached draft Resolution, with the added condition of having all utility companies affected approve the height of the fence in writing. Upon call of the roll, Morin, Redfield, Boese, Weiler, and Berg all voted aye. Motion carried 5/0.

Public Hearing – 5B – Variance for accessory structure

Westover explained Patricia Koljonen owns two adjacent parcels, 849 and 831 11th Ave SW. The property at 849 11th Ave SW is occupied, and the adjacent 831 11th Ave SW parcel is vacant. Patricia would like to install an accessory structure on the vacant lot.

Westover stated City Code does not allow an accessory structure on a vacant parcel. Staff recommended the parcels be combined through a lot combination process, then the accessory structure could be built. Patricia would like to keep the parcels separate for resale and has requested the variance instead of a lot combination.

Westover stated Patricia has no intention of selling the parcel with the accessory structure on it. She would take the structure with her when she moves. A condition of approval on the Resolution is the accessory structure must be removed when the property sells. Staff see no issues as long as she owns both parcels, and removes the structure when she moves out of 849 11th Ave SW or when she sells 831 11th Ave SW.

Westover explained that Patricia has also worked with staff to make the accessory structure conform to city code design standards. The structure will match the house with color, materials, and roof pitch.

Westover explained a variance procedure is intended to provide a means by which relief may be granted from unforeseen applications of the city code that create practical difficulties. Westover noted all standards reviewed for a variance can be met.

Berg opened the public hearing @ 7:11pm.

Patty Koljonen, 849 11th Ave SW stated she spoke with city Building Inspector and has agreed to place the shed on Class 5 and have tie downs on the building. It was also noted that neighbors were notified of the potential building of the shed with no one responding.

Berg closed the public hearing @ 7:13pm hearing no others in attendance.

Boese made a Motion seconded by Redfield to approve a variance for a 16' x 32' accessory structure to be placed on the vacant parcel, 831 11th Ave SW, as presented. Upon call of the roll, Morin, Redfield, Boese, Weiler, and Berg all vote aye. Motion carried 5/0.

Public Hearing 5C Variance Request-Accessory Structure

Westover noted this request has been withdrawn by the applicant/owner and is publicly removed from the Agenda. There was no discussion.

Other Business/Miscellaneous

City Council Update

Westover stated there were no updates to report to the Commission on the previous City Council meeting.

Parks, Trails, and Recreation Commission Update

Westover gave an update on Council's discussion on the .67 acre park at Cambridge Cove.

Adjournment

Being no further business before the Commission, Weiller moved, seconded by Boese to adjourn the regular meeting at 7:17 p.m. Upon call of the roll, the motion passed 5/0.

Aaron Berg, Chair
Cambridge Planning Commissioner

ATTEST:

Marcia Westover
City Planner

DRAFT

PUBLIC HEARING...VARIANCE...645 Emerson St. N...Parking lot and Drive Aisle setbacks...

Background

Corrie and Tom Johnson (CAT Properties, LLC.) are working on plans to remodel the existing building into a multi-tenant space. The remodel project includes an addition on the northeast side of the building and a new parking area on the east. An additional remodel/addition is proposed to occur on the southwest side of the building as well. The focus of this variance request is only the parking lot/drive needed for the northeast addition.

The proposed addition includes new public entrances and restrooms. According to the applicant/designer, Larry Fredlund, the current configuration of the building has been added onto several times over the years and does not create a useful, welcoming, multi-tenant use. The new addition, along with the parking area, will bring new life to the building and visible/accessible parking for visitors. The new addition will include exterior materials that are favorable and will dress up the building considerably.

This property is zoned I-3, General Industrial zoning district. The area along Emerson St. N. has mix of uses including heavy industrial but also office spaces. Both heavy industrial and offices are permitted uses in the I-3 district.

The proposed parking lot and drive will not meet city code setback regulations. City code requires a 10' setback (landscaped area) from the property line to any parking area. In addition, all driveways are required to be five (5) feet from the property line. The request is to build the parking lot and drive aisle up to the property line, with a zero-foot setback.

Emerson street is actually an Isanti County right-of-way; it is not the city's street. However, the city does have utilities in this right-of-way. The sketch prepared by the applicant shows a second option to allow the driveway in the right-of-way, then seven (7) more parking stalls could be built. Even though the city does not have jurisdiction with the right-of-way, staff would not allow the parking lot to extend into the right-of-way due to the existing utilities.

The parking/drive extending to the property line with a zero-foot setback is acceptable in this case since it does not interfere with utilities, the parking will not back out onto the right-of-way, and will create user friendly parking area for the new multi-tenant use. In addition, the applicant/owner proposes additional landscape features to enhance the property. The standards test for variance review are identified herein.

Variance Review

A variance procedure is intended to provide a means by which relief may be granted from unforeseen applications of the city code that create practical difficulties. The Planning Commission shall recommend approval of the variance only upon finding the application complies with the following:

(1) *General standard.* No variance shall be granted unless the applicant shall establish that conforming to the strict letter of the provisions of this chapter would create practical difficulties.

Staff find a reasonable, more favorable, and less intrusive option with the variance request. The existing parking lot is not conducive for the proposed multi-tenant use. The existing property was set-up as strictly industrial with parking and loading in the rear. Staff agree that the proposed addition and new parking area will bring new life to this building and the parking in front will be more accessible for all users.

(2) "Practical difficulties", as used in conjunction with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance; the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the area.

Staff find the property will be used in a reasonable manner, and the parking area will greatly benefit users of the building. The proposed exterior materials and landscaping around the perimeter of the building and parking area will further enhance the essential character of the area. The circumstances unique to the property include a railroad spur in the rear, and several unconventional additions to the existing building over the past 35+ years.

(3) *Harmony.* Variances shall only be permitted if they are in harmony with the general purposes and intent of the City's Ordinances and Comprehensive Plan.

Staff find the request is in harmony with the general purposes and intent of the city's ordinances and comprehensive plan. Specifically, the parking will provide a safe, visible, and accessible area that will benefit all users of the building. No additional driveways are proposed, the existing curb cuts onto Emerson St. N. will be used. Additional landscaping will be provided around the building.

The Comprehensive Plan specifically identifies Goal 3 in Chapter 8; "Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base". Policy 3.3 states "Work with existing businesses that want to expand in Cambridge to develop funding packages, find suitable land and otherwise encourage their continued location in Cambridge".

(4) *Economic Considerations.* Economic considerations alone shall not constitute a practical difficulty; The alleged hardship shall not include the inability of the property owner to realize a greater profit than if the variance were not granted.

Staff find that the request is not due to economic considerations alone but to enhance the quality and use of the property.

(5) *No other remedy.* There are no less intrusive means other than the requested variance by which the alleged hardship can be avoided or remedied to a degree sufficient to permit a reasonable use of the lot.

Staff find there is no less intrusive means to provide quality, accessible, responsive parking for the building.

(6) *Variance less than requested.* A variance less than or different from that requested may be granted when the record supports the applicant's right to some relief but not to the relief requested.

The applicant/owner did want to expand the drive into the right-of-way to obtain seven (7) additional parking spaces, however staff cannot allow this since city utilities are in place and the right-of-way belongs to Isanti County. The lesser request for nine (9) stalls with the drive up to the property line (zero-foot setback) is the lesser request and is reasonable.

(7) *Essential character of the area.* In considering whether a proposed variance will have an effect on the essential character of the area, the following factors shall be considered:

(a) Would the variance be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development or value of property or improvements permitted in the vicinity;

(b) Would the variance materially impair an adequate supply of light and air to the properties and improvements in the vicinity;

(c) Would the variance substantially increase congestion in the public streets due to traffic or parking;

(d) Would the variance unduly increase the danger of flood or fire;

(e) Would the variance unduly tax public utilities and facilities in the area; and

(f) Would the variance endanger the public health or safety.

Staff find the request will not have an effect on public health or safety, will not cause any undue congestion, nor will be materially detrimental to overall public welfare.

Planning Commission Action

Motion on the attached draft Resolution approving a Variance for a parking lot and drive to include 9 stalls at a 45-degree angle and a 12' drive aisle with a zero-foot setback to the easterly property line.

Attachments

1. Draft Resolution
2. Applicant submittal (written response, proposed site concept plan, industrial park aerial site plan, photos/renderings)

Resolution No. R21-XXX

RESOLUTION APPROVING THE APPLICATION FOR A VARIANCE FOR A PARKING
LOT AND DRIVE AISLE WITH A ZERO LOT LINE SETBACK
FINDINGS OF FACT
(645 EMERSON ST. N)

WHEREAS, CAT Properties, LLC., Emerson St. N., Cambridge, MN 55008, has applied for a Variance from the provisions of City Code Chapter 156, Section 156.060 Off-Street Parking Requirements, on the lot legally described below; and

Lot 3, Cambridge Industrial Park, Isanti County, Minnesota EXCEPT all that part thereof lying Westerly of the following describe line: Commencing at a point on the North line of said Lot 3 distant 48.08 feet East from the Northwest corner of said lot 3; thence Southwesterly deflecting 111 degrees, 54 minutes, 20 seconds from said North line as measured from East to Southwest for a distance of 131.54 feet; thence Southwesterly in a straight line a distance of 114.61 feet, more or less, to a point on the West line of said Lot 3 distant 175.46 feet Northerly as measured along said West line from the Southwest corner of said Lot 3 and there terminating.

Subject to easements for railroad spur track, drainage purposes, utility purposes, and any other easements of record or on the record plat, and also subject to any reservations or restrictions of record, if any.

WHEREAS, CAT Properties, LLC., had requested to build a new parking lot and drive aisle that will not meet the city code requirements; and

WHEREAS, City Code Section 153.060 states that parking lots and driveways shall be designed and constructed as prescribed in the Appendices to the chapter; and

WHEREAS, Appendix A requires a 10' setback from the front property line to a drive (landscape area); and

WHEREAS, City staff have completed a review of the application and have 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 April, 2021, following proper notice, held a public hearing and following said public hearing, adopted a recommendation that the request for Variance be approved; and

WHEREAS, The City Council, on the 19th day of April, 2021, held a regular meeting and discussed this request; and

WHEREAS, The City Council finds the seven (7) required standards to approve a variance request have been satisfied and provide the following Findings of Facts for approval of the request:

(1) *General standard.* No variance shall be granted unless the applicant shall establish that conforming to the strict letter of the provisions of this chapter would create practical difficulties.

Staff find a reasonable, more favorable, and less intrusive option with the variance request. The existing parking lot is not conducive for the proposed multi-tenant use. The existing property was set-up as strictly industrial with parking and loading in the rear. Staff agree that the proposed addition and new parking area will bring new life to this building and the parking in front will be more accessible for all users.

(2) **“Practical difficulties”, as used in conjunction with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance; the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the area.**

Staff find the property will be used in a reasonable manner, and the parking area will greatly benefit users of the building. The proposed exterior materials and landscaping around the perimeter of the building and parking area will further enhance the essential character of the area. The circumstances unique to the property include a railroad spur in the rear, and several unconventional additions to the existing building over the past 35+ years.

(3) *Harmony.* **Variances shall only be permitted if they are in harmony with the general purposes and intent of the City’s Ordinances and Comprehensive Plan.**

Staff find the request is in harmony with the general purposes and intent of the city’s ordinances and comprehensive plan. Specifically, the parking will provide a safe, visible, and accessible area that will benefit all users of the building. No additional driveways are proposed, the existing curb cuts onto Emerson St. N. will be used. Additional landscaping will be provided around the building.

The Comprehensive Plan specifically identifies Goal 3 in Chapter 8; “Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base”. Policy 3.3 states “Work with existing businesses that want to expand in Cambridge to develop funding packages, find suitable land and otherwise encourage their continued location in Cambridge”.

(4) *Economic Considerations.* **Economic considerations alone shall not constitute a practical difficulty; The alleged hardship shall not include the inability of the property owner to realize a greater profit than if the variance were not granted.**

Staff find that the request is not due to economic considerations alone but to enhance the quality and use of the property.

(5) *No other remedy.* **There are no less intrusive means other than the requested variance by which the alleged hardship can be avoided or remedied to a degree sufficient to permit a reasonable use of the lot.**

Staff find there is no less intrusive means to provide quality, accessible, responsive parking for the building.

(6) *Variance less than requested.* A variance less than or different from that requested may be granted when the record supports the applicant's right to some relief but not to the relief requested.

The applicant/owner did want to expand the drive into the right-of-way to obtain seven (7) additional parking spaces, however staff cannot allow this since city utilities are in place and the right-of-way belongs to Isanti County. The lesser request for nine (9) stalls with the drive up to the property line (zero-foot setback) is the lesser request and is reasonable.

(7) *Essential character of the area.* In considering whether a proposed variance will have an effect on the essential character of the area, the following factors shall be considered:

- (a) Would the variance be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development or value of property or improvements permitted in the vicinity;
- (b) Would the variance materially impair an adequate supply of light and air to the properties and improvements in the vicinity;
- (c) Would the variance substantially increase congestion in the public streets due to traffic or parking;
- (d) Would the variance unduly increase the danger of flood or fire;
- (e) Would the variance unduly tax public utilities and facilities in the area; and
- (f) Would the variance endanger the public health or safety.

Staff find the request will not have an effect on public health or safety, will not cause any undue congestion, nor will be materially detrimental to overall public welfare.

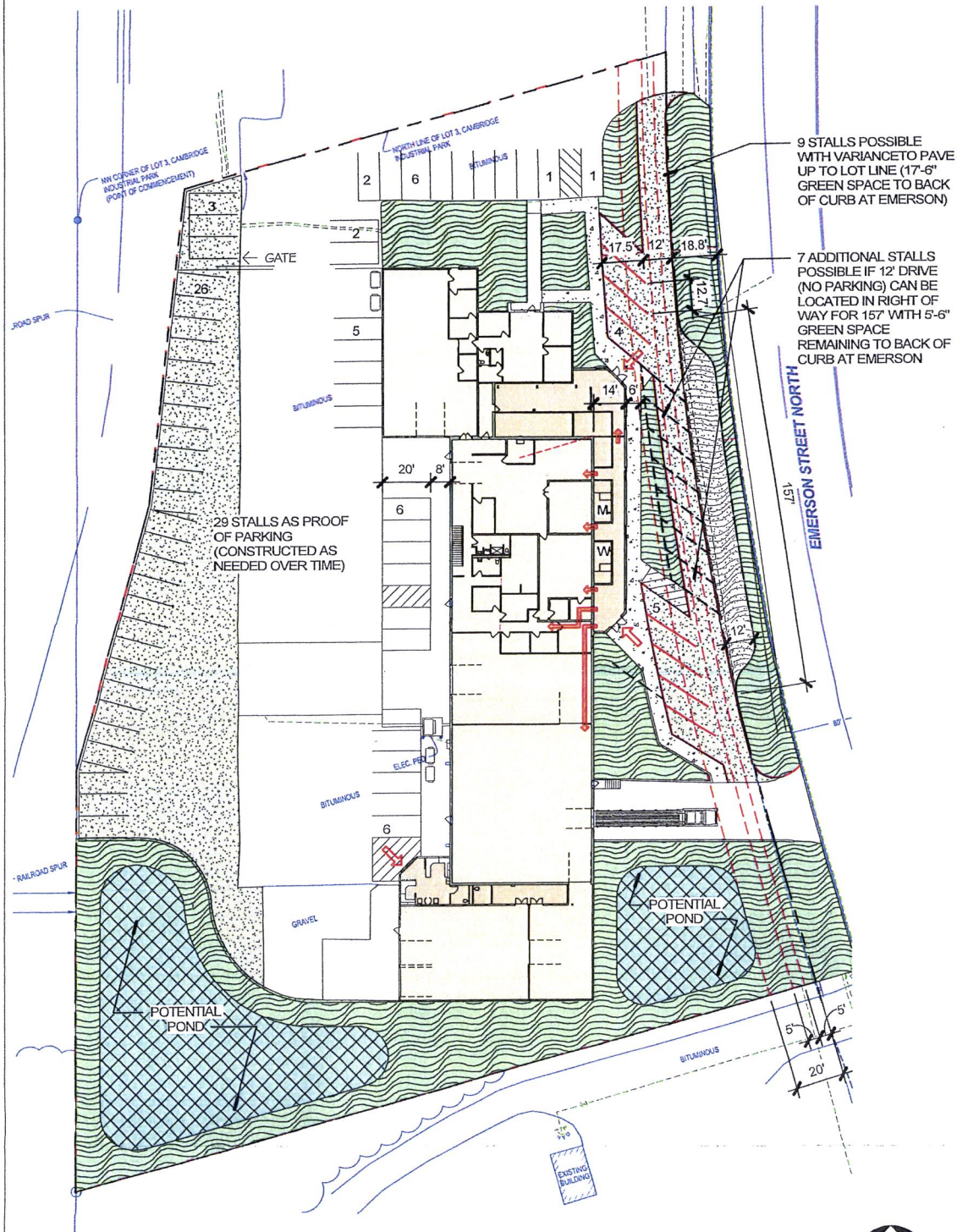
NOW, THEREFORE, BE IT RESOLVED, the City Council of Cambridge, Minnesota, approves the variance request of CAT Properties, LLC., for a parking lot and drive to include nine (9) stalls at a 45-degree angle and a 12' drive aisle with a zero-foot setback to the easterly most property line.

Adopted by the Cambridge City Council
this 19th day of April, 2021.

James A. Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator



1 SITE PLAN
V-1 1" = 40'-0"

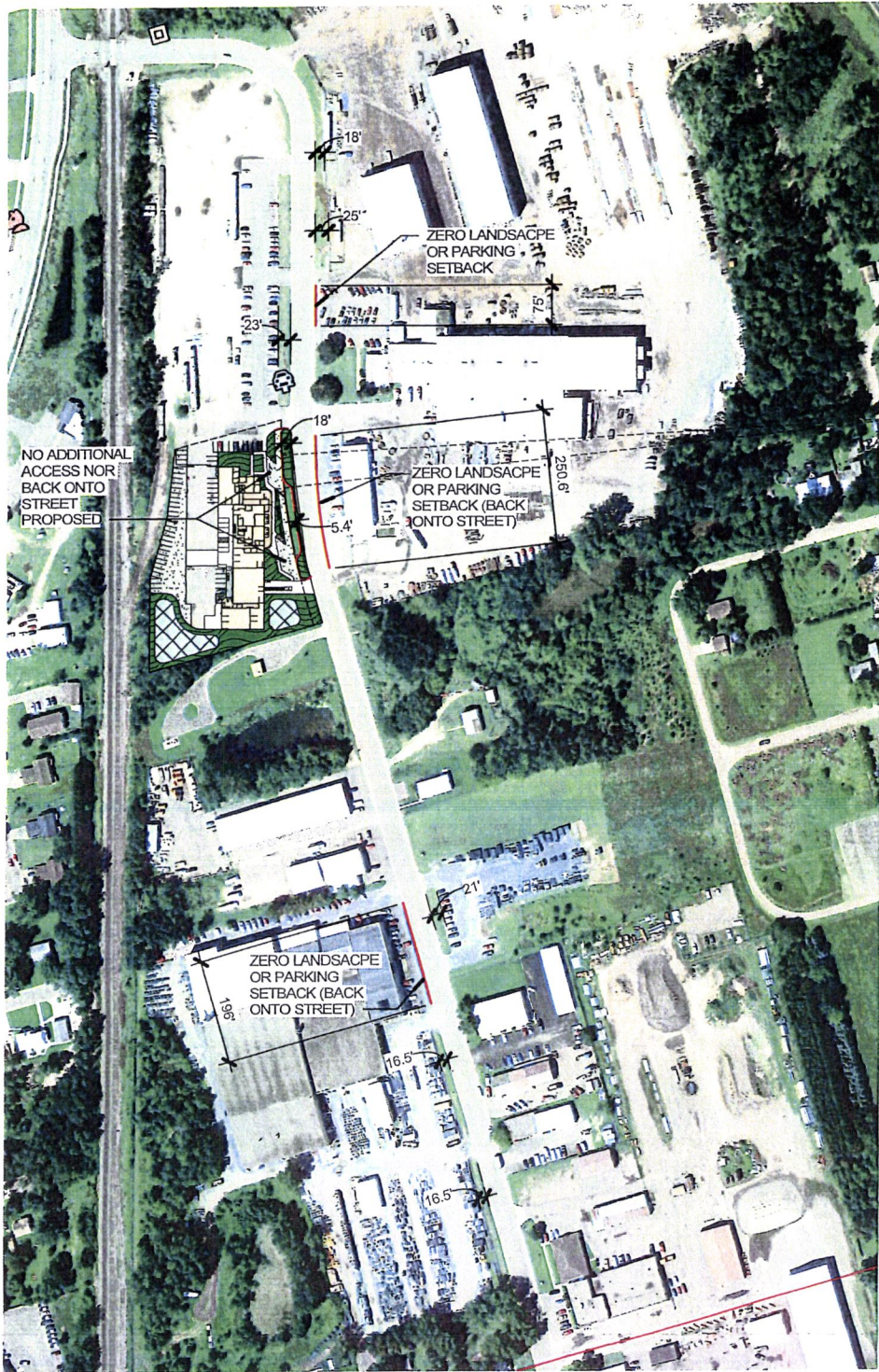


3/11/2021 4:19:46 PM
**645 EMERSON
2021 ADDITION**

645 EMERSON ST N
CAMBRIDGE, MN 55008

V-1
PROPOSED SITE
PLAN CONCEPT

LSF Design
28351 Durant St NE
Isanti, MN 55040
Larry Fredlund
763-732-3548
larryfredlund@yahoo.com



1 INDUSTRIAL PARK SITE PLAN
 V-2 1" = 200'-0"

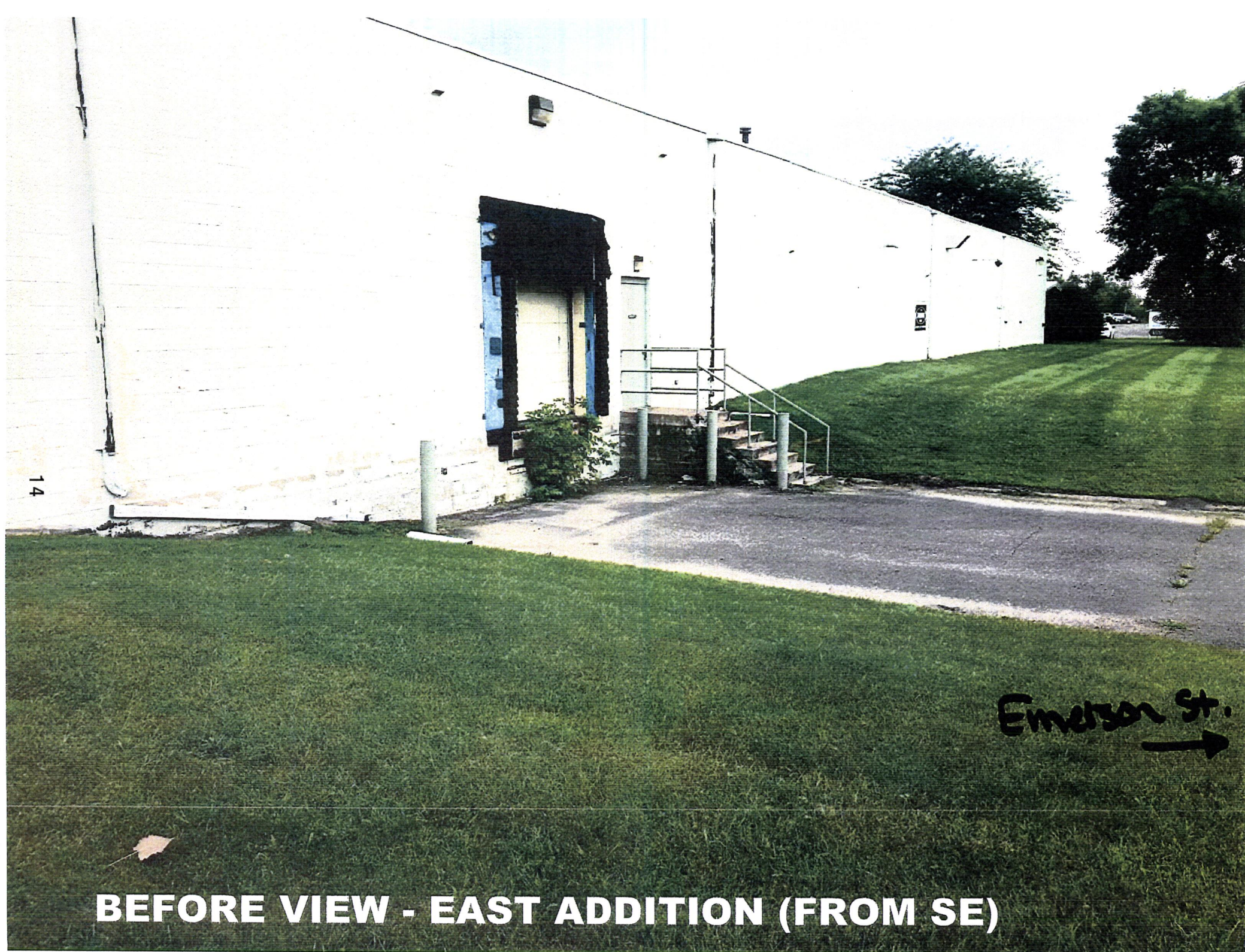


PROJECT NORTH

3/11/2021 4:19:48 PM
**645 EMERSON
 2021 ADDITION**
 645 EMERSON ST N
 CAMBRIDGE, MN 55008

V-2
 INDUSTRIAL PARK
 SITE PLAN

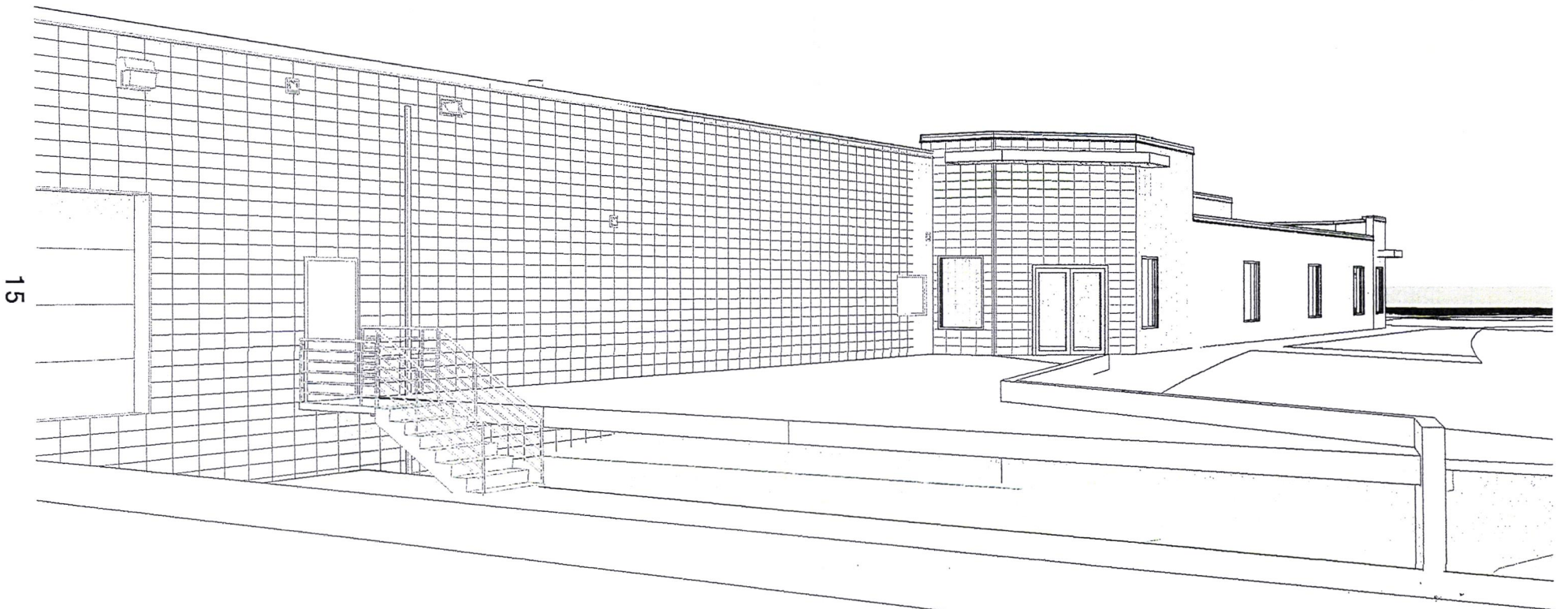
LSF Design
 28351 Durant St NE
 Isanti, MN 55040
 Larry Fredlund
 763-732-3548
 larryfredlund@yahoo.com



14

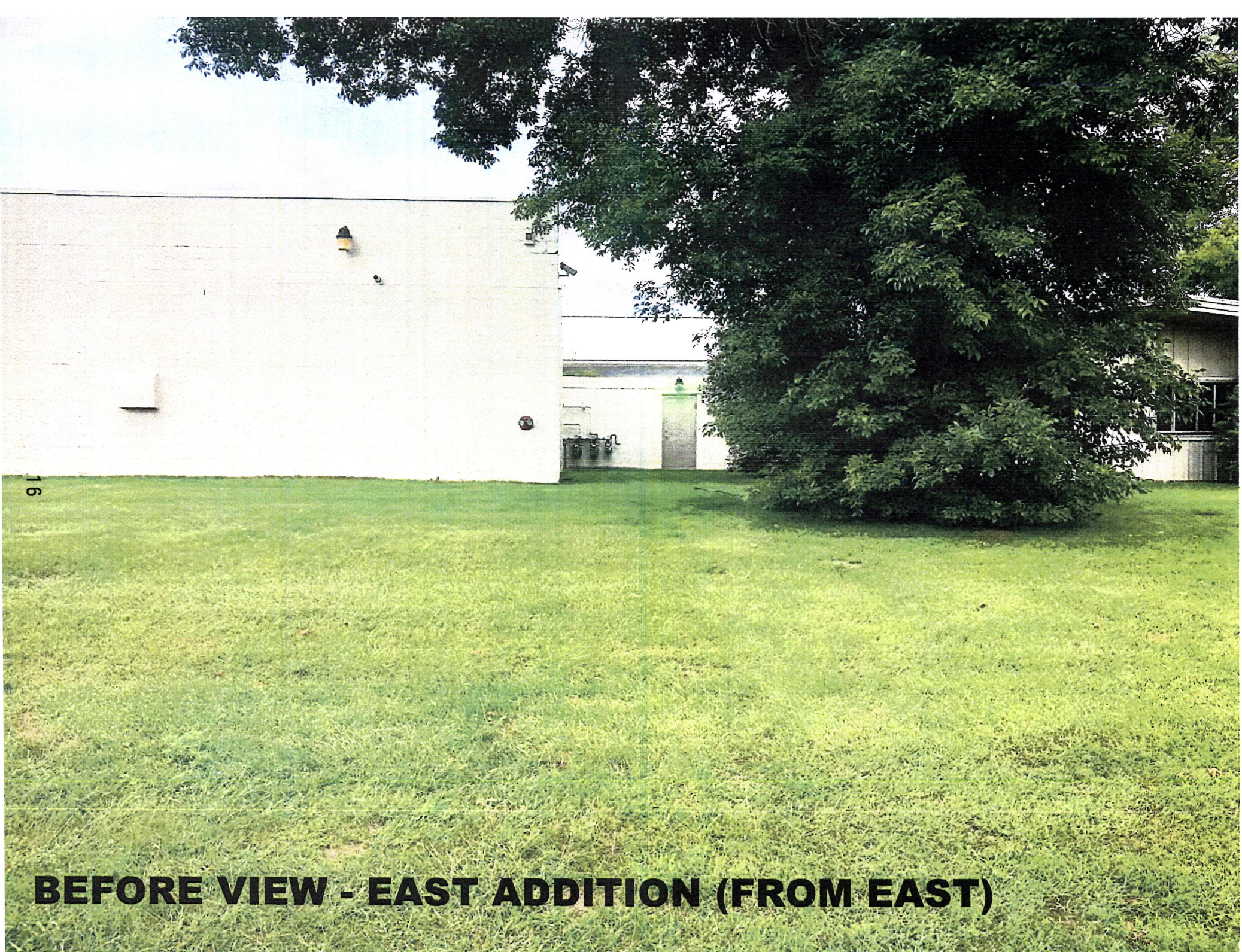
Emerson St.
→

BEFORE VIEW - EAST ADDITION (FROM SE)



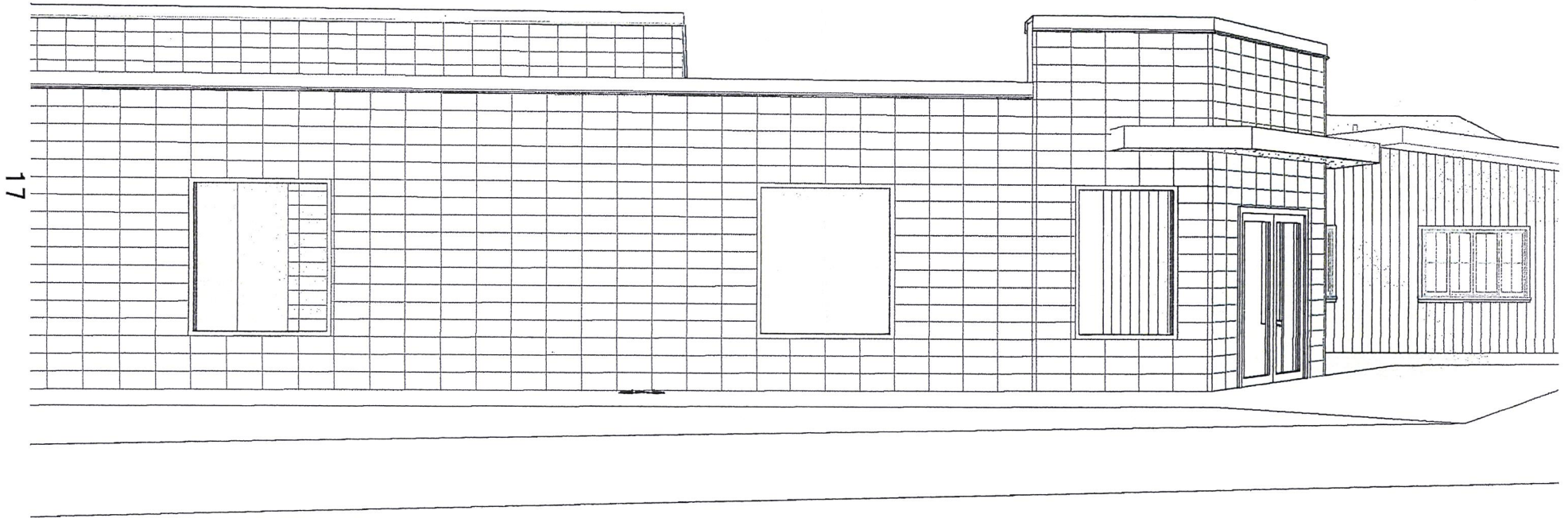
Emerson St.
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AFTER VIEW - EAST ADDITION (FROM SE)



16

BEFORE VIEW - EAST ADDITION (FROM EAST)



AFTER VIEW - EAST ADDITION (FROM EAST)

March 12, 2021

Variance Request – CAT Properties of Cambridge LLC
645 Emerson Street North, Cambridge, MN 55008

Project Description:

Corrie and Tom Johnson (CAT Properties of Cambridge LLC) who own the building and operate their business T M Johnson Bros, Inc. out of most of the building with the remainder rented by two current tenants, would like to build two additions to provide required space and amenities needed for the current tenants, and prepare the building to accommodate dividing the building up to serve multiple tenants.

The north-east addition will include two new public entrances with a common hall and toilets accessible to all but the southernmost tenant. Parking at the front (east side) of the building is crucial to the success of this multiple tenant building so customers can easily park near, and enter the new public front of the building. Interior remodeling will occur over time as the various spaces are leased out, a concept plan of how this might work-out is included with this application. T M Johnson Bros. will continue to operate until they retire, at which time the conversion to multiple tenants may begin. Accessible parking near the new entrances must be part of this addition.

The south-west addition creates a much needed reception, waiting and office space, with new accessible toilets for the current tenant. Accessible parking adjacent to this entrance would be part of the addition.

To accommodate a safe drive and parking spaces on the east front of the building, while maintaining just enough width for the new entrances, common hall and toilets, a variance is required to provide relief from the following two ordinances contained in this I-3 (Industrial) zoning district:

- 1) Reduce the ten foot (10') landscape buffer from lot-line to parking lot to zero feet (0'). With the back of curb on the lot line, there would still be about 18 feet of green space to Emerson St. N.
- 2) Reduce the five foot (5') setback from lot-line to parking lot to zero feet (0').

By approving the above variance(s), nine (9) new parking stalls could be created with no new vehicular access required to Emerson St. N. One of these would be an accessible parking stall as shown on the attached 11x17 site plan V-1 Proposed Site Plan Concept.

We volunteer the following conditions be considered in approving the variance request, that would further improve the appearance of the project and mitigate the decreased width of green space and the reduced proximity of parking lot to lot line:

- A. The I-3 zoning district permits additions to be made to a structure with exterior materials that match the existing. The existing building is comprised of multiple additions with different materials, corrugated painted metal panels and painted concrete masonry block. We proposed to build the addition along Emerson (NE addition) with integrally colored rock-face block, with aluminum framed windows and storefront entrances. The appearance would be similar to what Schlage, Inc. addition south of this project site. The SW addition is not visible from Emerson and would extend the pole-barn appearance of the southernmost part of the existing building.
- B. We propose to concentrate the required landscaping at the north and south ends of the NE addition, with some low bushes or native grasses along the narrow strip between the proposed parking and Emerson.

March 12, 2021

Variance Request – CAT Properties of Cambridge LLC

645 Emerson Street North, Cambridge, MN 55008

Comments on the seven (7) standards that must be met to approve the requested variance(s):

1) General standard. No variance shall be granted unless the applicant shall establish that conforming to the strict letter of the provisions of this chapter would create practical difficulties.

1: The current configuration of this building with current tenant entrances on the north or back, west, side of the building, does not permit the owner to utilize the building long-term as a multi-tenant leasable building. By creating a new front of the building visible from Emerson St N with common toilets and shared entrances the building can have a renewed life. But without visible, convenient and accessible parking for visitors and customers the building will not work. Due to the odd configuration of the existing building (added on to over many years), and the proximity to the road there is no solution that works to provide the needed building and site layout without significant interior demolition and remodel of already finished spaces. The structural, mechanical, electrical and plumbing modifications required would prevent the project from moving forward. The narrowest possible addition that will accommodate toilets and a public corridor combined, with one-way drive serving 45 degree angled parking has been shown, and still requires the requested variance(s). There is no practical way to provide stalls at the SE corner of the site, it is very far from the new entrances, would have to cross the loading dock area, and that area is likely needed for storm water ponding as the bulk of the site currently directs all runoff to Emerson St. N.

2) “Practical difficulties”, as used in conjunction with the granting of a variance, means that the property owner proposes to use the property in a reasonable manner not permitted by the Zoning Ordinance; the plight of the landowner is due to circumstances unique to the property not created by the landowner, and the variance, if granted, will not alter the essential character of the area.

2: The current configuration of the building and site existed prior to purchase by the current owners. There is a railroad spur that pinches down the width of the north end of the site. The proposed modest additions are reasonable and much needed. The east addition will permit the current tenants to grow-in-place and thus remain in the building. New tenants will be drawn to the more attractive and better functioning building created with the east addition. The east addition will greatly enhance the look and feel of the building and the industrial park area. Approving the variance request will provide the parking at the new front of the building, does not required another vehicle access onto Emerson, and the Owner would accept, as a condition of approving the variance, upgrading the wall finish at the east addition from either the metal siding or the painted concrete block, to an integrally colored split-face concrete masonry wall, similar to what was used at Schlagel, Inc. further south on Emerson St. N.

3) Harmony. Variances shall only be permitted if they are in harmony with the general purposes and intent of the Zoning Ordinance and Comprehensive Plan.

3: The current and proposed building with additions meets all building codes and zoning codes, provides safe vehicle access and parking, does not required cars to back out onto a public road, does not require additional drives onto Emerson St. N. and is supported by a number of comprehensive policies for goals 3 and 5 – see bold items below.

March 12, 2021

Variance Request – CAT Properties of Cambridge LLC
645 Emerson Street North, Cambridge, MN 55008

Goal 3 - *Maintain a favorable climate for ongoing business activities and continue the development of a strong, diversified and balanced economic base.*

- ***Policy 3.2: Promote and market Cambridge to attract commercial and industrial development and redevelopment within the City, including the use of financial incentives, with particular emphasis on attracting businesses that provide livable wage jobs.***
- ***Policy 3.3: Work with existing businesses that want to expand in Cambridge to develop funding packages, find suitable land and otherwise encourage their continued location in Cambridge.***
- ***Policy 3.4: Encourage both public and private investment in facilities and infrastructure.***
- ***Policy 3.6: Encourage the development of targeted industry clusters.***

Goal 5 - *Support the continued growth of appropriate commercial and industrial areas outside of the central business district.*

- ***Policy 5.1: Maintain fully serviced industrial parks with suitable transportation access.***

4) Economic Considerations. Economic considerations alone shall not constitute a practical difficulty; The alleged hardship shall not include the inability of the property owner to realize a greater profit than if the variance were not granted.

4: The proposed additions with related drive and parking are to improve and enhance the current use and appearance of the existing building which will also encourage long-term use of the facility and improve the attractiveness of the industrial park. It is the close proximity of the existing building to the road that drives the need to reduce (eliminate) the landscape and parking setbacks. We are only asking for enough room to construct the required common hallway, with shared public restrooms and modest entries. The thinnest possible parking layout (one-way 45 degree angled parking) is proposed, and there is NO other place to create a new front of the building with visible parking.

5) No other remedy. There are no less intrusive means other than the requested variance by which the alleged hardship can be avoided or remedied to a degree sufficient to permit a reasonable use of the lot.

5: As noted in item 4 above, the applicant and owner cannot think of a less intrusive means to provide the required space.

Please note that we are also, as a separate requested, asking the planning commission and city council to consider permitting a portion of the the 12' wide drive, no parking, to occur over the right-of-way of Emerson St. N. This is similar, but considerably safer, than what many adjacent properties are currently doing or have been approved in the past. But our solution would still maintains a 5' wide green space, between the curbs with no vehicle access or backing out onto the street.

See attachment showing how many other properties use the right-of-way for both multiple vehicle access, wide-open vehicle access without designated drives, or even 90 degree parking that permits backing out onto the street. What is proposed (zero setback) will provide 9 parking stalls which is considerably less than desired. If the "bump-out" drive is approved as well, an additional 7 stalls can be provided, further enhancing the safety and utility of the facility, and we request your consideration to approve that in addition to the straight drive and 7 stalls.

March 12, 2021

Variance Request – CAT Properties of Cambridge LLC

645 Emerson Street North, Cambridge, MN 55008

6) Variance less than requested. A variance less than or different from that requested may be granted when the record supports the applicant's right to some relief but not to the relief requested.

6: Any reduction in the width of the east addition, or eliminating of parking on the east side of the building would likely kill the project. As noted above, interior demolition and remodeling for toilets, common corridor would be difficult if not impossible, and creating one or two shared entrances without public parking would not serve a purpose. This building is fully utilized at all times, and any "down-time" to demolish and remodel would not be acceptable to any of the three current tenants. There is not a "skinnier" addition or parking/drive solution that would work with any reduction of the requested relief from 10' landscape or 5' drive setbacks from the property line other than the requested zero (0) feet. The request to place a portion of the 12' drive on the right-of-way further enhances the likelihood of the success of this project by almost doubling the parking we are able to provide.

7) Essential character of the area. In considering whether a proposed variance will have an effect on the essential character of the area, the following factors shall be considered:

- a) Would the variance be materially detrimental to the public welfare or materially injurious to the enjoyment, use, development or value of property or improvements permitted in the vicinity;**
- b) Would the variance materially impair an adequate supply of light and air to the properties and improvements in the vicinity;**
- c) Would the variance substantially increase congestion in the public streets due to traffic or parking;**
- d) Would the variance unduly increase the danger of flood or fire;**
- e) Would the variance unduly tax public utilities and facilities in the area; and**
- f) Would the variance endanger the public health or safety?**

7:

- a. No: Granting of the requested variance, including the bump-out drive to provide the sixteen (16) parking stalls would, along with the offered conditions of higher-quality integrally colored rock-face block and landscaping enhancements, and the new parking drive would, along with the two new entry towers would vastly improve the look and feel of the area likely improving adjacent land values and attractiveness of the industrial park.*
- b. No, there would be no negative effect on light or air to any adjacent properties. There is lots of open space.*
- c. No: There are no additional vehicle accesses onto Emerson, no backing out of cars onto Emerson St. N. There would be no additional vehicles or trips generated by placing needed parking on the east, rather than on the west side of the building,*

March 12, 2021

Variance Request – CAT Properties of Cambridge LLC

645 Emerson Street North, Cambridge, MN 55008

- d. No:
- **Flood:** *The addition of building and parking will necessitate the need to address storm water run-off and multiple concepts are being developed by the civil engineer and will be submitted with the site plan review. As noted on the concept site plan, potential pond locations have been identified, and some method of underground storage below the proposed parking and drive (on-site only, not in the right-of-way) could happen (shredded tires, or storm water vaults) could be provided, but only if surface ponding cannot be made to work. Existing storm water drainage will be maintained at minimum, and improved most likely. Approving the variance would permit the project to proceed, and in the course of its construction would comply with current storm water ordinances.*
 - **Fire:** *The existing building is, and the additions would be, fully sprinkled, and there is no negative impact on fire-fighting in the building. In fact, with the fire-department connection will be relocated east of its current location to the NE corner of the NE addition. With two new entrances into the building with doors to each area of the building fire-fighting is likely vastly improved.*
- e. *No The owner is willing to sign a maintenance agreement, and/or create a maintenance easement if required by the City, permitting private or city maintenance of underground storm, water or other utilities where the proposed parking, drive and related improvements would be constructed over or in the area needed to perform said maintenance. The creation of the new accessible toilets will permit removal of quite old existing restrooms in the building that are sub-standard, non-accessible and likely don't meet the water-saving requirements of new plumbing fixtures, thus reducing both water use and waste water.*
- f. *No. As noted above, improved vehicle, pedestrian, first-responder and fire-fighter access to the building from the front is likely to improve. As far as site access there are no additional vehicle entrances, we are preventing automobiles from backing out onto the street with this configuration, we are providing customer and visitor parking in a publically visible location rather than behind the building where it would be less supervised.*

**PUBLIC HEARING...INTERIM USE PERMITMINNESOTA BUILT HARRIS, LLC
d/b/a GOPHER STATE STORAGE....315 CLEVELAND STREET S....**

Applicant

A request by Minnesota Built Harris, LLC d/b/a Gopher State Storage, 26515 Arbor Creek Lane, Shorewood, MN 55331 for an Interim Use Permit.

Review

On March 16, 2020, Council approved an Interim Use Permit for mini storage at 315 Cleveland St. S. to Mr. Craig Rabenberg with The Farm Mini Storage. Mr. Rabenberg is selling the property and the Interim Use Permit is not transferrable. Gopher State Storage is in the process of buying the property and has requested the Interim Use Permit.

The property is zoned I-2 Light Industrial District. Mini storage is allowed with an Interim Use Permit (IUP) in the I-2 Light Industrial and I-3 General Industrial districts. The purpose of the IUP is to allow a use that reasonably utilizes the property for a limited period of time or allow a use that is presently acceptable but with anticipated development or other changes will not be acceptable in the future. IUP's terminate upon a specific date, but can be extended upon reapplication before the Planning Commission and City Council.

Staff find mini storage reasonably utilizes this property and staff do not anticipate any development or other changes to this area in the near future. Staff find the proposed mini storage facility is free from objectionable features. Industrial districts are preferred locations for mini-storage and no outdoor storage is proposed. All storage will be housed within the buildings. The general site plan has been approved and is attached. Gopher State Storage intends to continue development of this site plan.

As with all Interim Use Permits, a timeline and other conditions need to be met. This allows the city to review the use and determine if any unexpected concerns arise from the use and to determine if the area has gone through significant changes to signify the end of the use as mini storage. The following are the conditions identified:

1. The Interim Use Permit shall discontinue after five (5) years from the date of approval. The applicant must re-apply for an extension prior to the expiration date.
2. The Interim Use Permit for mini-storage is not transferrable and shall only be used by Minnesota Built Harris, LLC d/b/a Gopher State Storage.
3. The Site Plan, grading and drainage plan, SWPPP, and all local, state, and federal regulations and codes must be met.
4. No outdoor storage is allowed.

Planning Commission Action

Hold the Public Hearing. Recommend approval of the attached Resolution as presented to allow an Interim Use Permit for Minnesota Built Harris, LLC d/b/a Gopher State Storage located at 315 Cleveland Street S.

Attachments

1. Resolution
2. General Location Map
3. Site plan

Resolution No. R21-XXX

**RESOLUTION APPROVING AN INTERIM USE PERMIT
MINNESOTA BUILT HARRIS LLC., D/B/A GOPHER STATE STORAGE
TO ALLOW MINI STORAGE IN THE I-2 ZONING DISTRICT
(SITE ADDRESS-315 CLEVELAND STREET S)**

WHEREAS, Minnesota Built Harris, LLD d/b/a Gopher State Storage, representative of the property located at:

All that Part of Lot 1, Block 1, except the South 160' of Lot 1, Block 1, Southeast Cambridge Industrial Area 3rd Addition, Isanti County, Minnesota

has applied for an Interim Use Permit to allow mini storage in the I-2 zoning district; 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 April, 2021, following proper notice, held a public hearing to review the request and adopted a recommendation that the Interim Use Permit be approved; and

WHEREAS, the City Council, on the 19th day of April, 2021, reviewed the Planning Commission's recommendation and the information prepared by the Planning Agency of the City and finds that the proposed Interim Use is compatible with the City's Comprehensive Plan.

WHEREAS, The City Council finds that the Interim Use Permit for mini storage shall only be allowed for Minnesota Built Harris, LLC d/b/a Gopher State Storage, and shall not be transferrable.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the Interim Use Permit to allow mini storage in the I-2 zoning district at the location listed above, upon satisfying the conditions listed below:

1. The Interim Use Permit shall discontinue after five (5) years from the date of approval. The applicant must re-apply for an extension prior to the expiration date.
2. The Interim Use Permit for mini-storage is not transferrable and shall only be used by Minnesota Built Harris, LLC d/b/a Gopher State Storage.
3. The Site Plan, grading and drainage plan, SWPPP, and all local, state, and federal regulations and codes must be met.
4. No outdoor storage is allowed.

Adopted by the Cambridge City Council
This 19th day of April, 2021

James A. Godfrey, Mayor

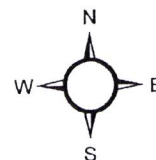
ATTEST:

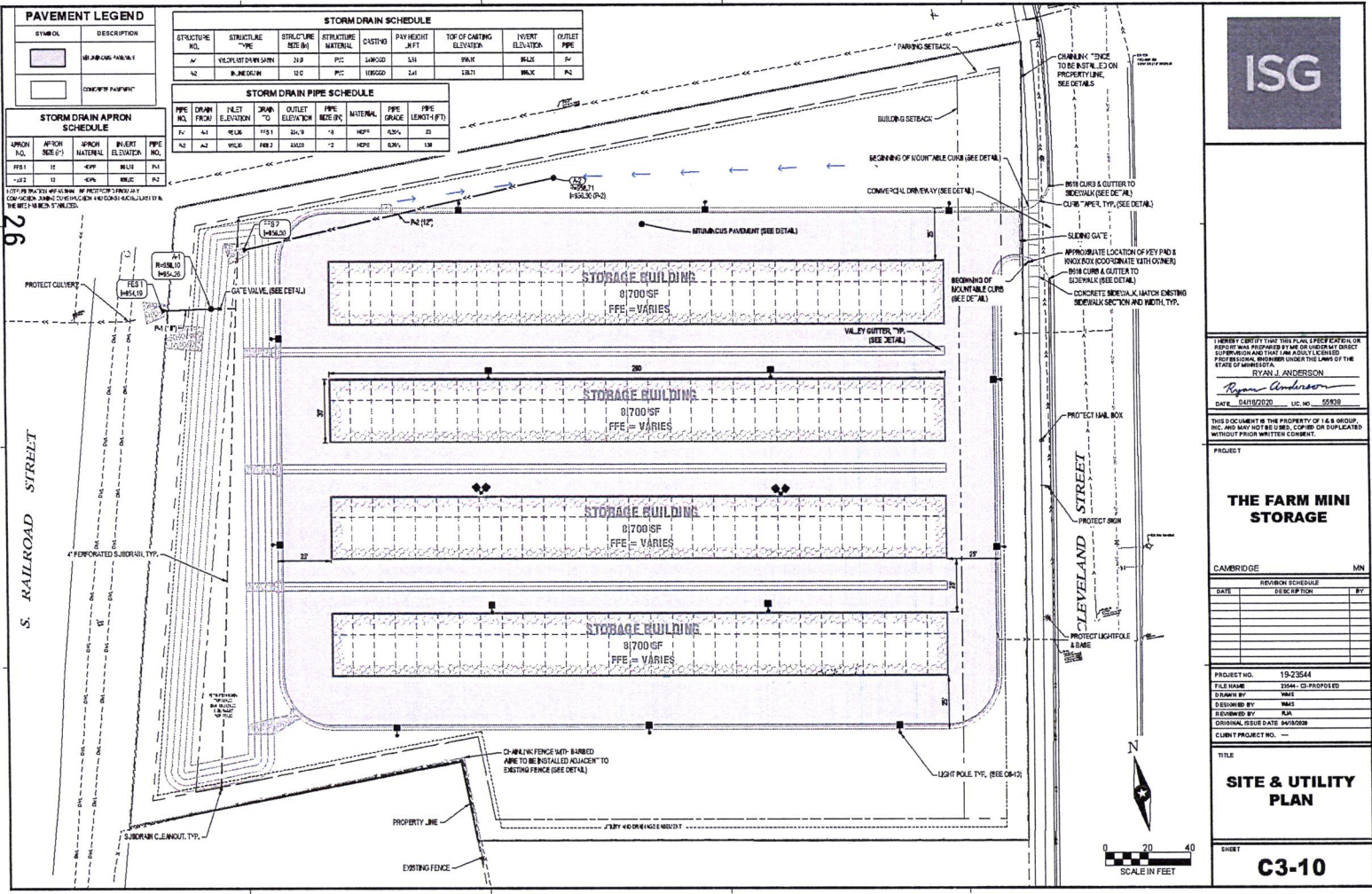
Linda J. Woulfe, City Administrator

Interim Use Permit
Mini Storage
315 Cleveland St. S.



A request by Minnesota built Harris, LLC.,
d/b/a Gopher State Storage, for an Interim
Use Permit to allow mini storage. The previous
owner is selling and the existing Interim Use
Permit is not transferrable.





SYMBOL	DESCRIPTION
[Symbol]	REBAR ON FINISH
[Symbol]	CONCRETE FINISH

STRUCTURE NO.	STRUCTURE TYPE	STRUCTURE SIZE (IN)	STRUCTURE MATERIAL	CASTING	PAV. HEIGHT - FT.	TOP OF CASTING ELEVATION	INVERT ELEVATION	OUTLET PIPE
N1	VALVE/STORM DRN	24"	PC	180020	3.31	96.42	88.24	4"
N2	B. JUNCTION	12"	PC	180020	2.41	128.71	88.24	4"

PIPE NO.	DRAIN FROM	INLET ELEVATION	DRAIN TO ELEVATION	OUTLET ELEVATION	PIPE SIZE (IN)	MATERIAL	PIPE GRADE	PIPE LENGTH (FT.)
N1	N1	96.42	92.9	88.24	18"	HDPE	0.37%	33'
N2	N2	128.71	125.2	88.24	12"	HDPE	0.20%	138'

APRON NO.	APRON SIZE (FT)	APRON MATERIAL	INLET ELEVATION	PIPE NO.
FFS1	12	40%	88.24	N1
FFS2	12	40%	88.24	N2

1.075" PER INCHES OF ALLOWABLE DEFLECTION PER INCH OF CONCRETE SLAB. CONSTRUCTION TOLERANCES ARE AS SHOWN UNLESS OTHERWISE SPECIFIED.



THESE CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A QUALIFIED LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

RYAN J. ANDERSON
Ryan Anderson
 DATE: 04/12/2020 LIC. NO. 55810

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PROJECT

THE FARM MINI STORAGE

CAMBRIDGE MN

DATE	REVISION SCHEDULE	DESCRIPTION	BY

PROJECT NO. 19-23544
 FILE NAME: 2344 - CI-PROPOSED
 DRAWN BY: WAJ
 DESIGNED BY: WAJ
 REVIEWED BY: RJA
 ORIGINAL ISSUE DATE: 04/08/20
 CLIENT PROJECT NO.:

TITLE

SITE & UTILITY PLAN

SHEET

C3-10

Prepared by: Marcia Westover

PUBLIC HEARING...INTERIM USE PERMIT...STORAGE POD CONTAINERS...503 CLEVELAND ST S...

Background

The property owner, Nate Hansen of PRC-CSS RE, LLC., is requesting an Interim Use Permit to keep the existing portable storage units (storage pod containers) on site at 503 Cleveland St. S. Seventy-five storage pods have been placed on the property in the past seven (7) years. This property has been used for mini storage since 1992. However, the property changed hands in 2012, and in 2014, according to the applicant, is when the storage pods were brought in.

In the owner's letter submitted with the application, it is explained the storage pods were brought in to meet the critical demand and offer a different effective means of storage for residents. The letter explains the quality of the pods (doors/locks, extra sealant for the elements, elevated on wooden bases on leveled class-5 ground to prevent sinking and seepage into the unit, and painted with a rust preventing coat). The applicant explains the property previously had random vehicles and equipment stored outside. These storage pods were an effective means to clean up the outdoor storage and provide more security.

Staff Review

The property at 503 Cleveland St. S. is zoned I-2 Light Industrial District. City Code is silent on storage pod containers. According to our City Attorney, when the code is silent, it means it is not permitted.

When staff received the complaint regarding the storage pod containers, we cited Section 156.085 of the city code. According to Section 156.085, outdoor storage can only be allowed through an Interim Use Permit, but prohibits certain storage.

156.085 Outdoor Storage

(B) *Industrial districts.*

(2) In the I-2, Light Industrial District, materials, supplies, products or other similar matter not offered for sale to the public shall be stored within a completely enclosed building, except by issuance of an interim use permit. The interim use permit may impose requirements for screening, location, mitigating impacts on adjacent properties and uses, height and other standards relating to the outdoor storage.

(D) *Prohibited storage.* Storage shall not be allowed in trucks, trailers or similar containers, unless they are located in a commercial or industrial district and the truck/trailer is in a roadworthy condition as determined by the Zoning Administrator and the storage is short term in nature.

In addition to the code being silent on storage pod containers, it is staff's interpretation that storage pods are not permitted based on the city code section above. Staff consider storage pods prohibited storage ("Storage shall not be allowed in trucks,

trailers or similar containers...”). Also, staff do not consider a storage pod a building. A building is a structure, which is required to have permanent location on the ground. Below are the city’s definitions of building and structure for reference.

§ 156.007 DEFINITIONS

Building. A structure having a roof supported by columns or walls. When separated by division walls without openings, each portion of such building shall be deemed a separate building.

Structure. Anything constructed or erected, the use of which requires more or less permanent location on the ground or attachment to something having a permanent location on the ground. When a structure is divided into separate parts by an unpierced wall, the part shall be deemed a separate structure.

Storage pod containers are interpreted by staff as temporary since they are moveable. Temporary uses and structures are not allowed. An Interim Use Permit can be allowed for such outdoor storage, in temporary containers, if the Planning Commission agrees, but there must be an end date for the use. This request appears to imply a more or less permanent situation based on the number of storage containers (75) that have been placed on the property and the description provided by the applicant explaining the difficulty in moving the containers.

Staff must also consider Section 156.088 Exterior Building Wall and Roof Finishes of the city code. Permanent structures are not allowed to have sheet metal as an exterior material. The storage pod containers are made from metal. These containers would not be permitted by city code based on the exterior materials.

§ 156.088 EXTERIOR BUILDING WALL AND ROOF FINISHES

(2) Industrial buildings.

(a) Major exterior surfaces on all walls shall be face brick, rock face block, cementitious siding, stone, finished precast panels, glass, stucco, synthetic stucco or cast in place and/or precast panels.

(b) Under no circumstances shall sheet plywood, sheet metal, corrugated metal, metal/steel or aluminum, asbestos, iron, or plain concrete block (whether painted or color-integrated or not) be deemed acceptable as exterior wall materials on buildings.

Research of other Cities

Staff reached out to several cities to determine how they are handling storage pod containers. Below is a brief explanation of what these cities have done, allow, or don’t allow:

City

Northfield-has a definition for ‘Temporary Storage in a Portable Shipping Container’ and allows them for 30 days per site, but they must be on a paved surface

North Branch-prohibits portable containers

Lindstrom-does not permit portable containers (and they do not permit any outside storage in conjunction with their mini storage facilities)

Ramsey-would not permit portable containers serving a self-storage (mini storage) facility

Maple Grove-does not classify portable storage containers as a building and thus does not allow them, and would not allow them based on exterior material requirement (metal is prohibited)

Hutchinson-do not allow portable storage containers, they are not structures

New Brighton-have not had a request from their mini storage sites, but would require approval (Conditional Use Permit or Interim Use Permit)

Monticello-does not allow storage in portable storage containers by right or by a Conditional Use Permit. However, they did allow one self-storage facility to receive an Interim Use Permit for 12-24 temporary storage containers as part of their overall Planned Unit Development.

Becker-nothing specific in their industrial or commercial code regarding storage containers. They allow mini storage in an industrial zoning district but have strict architectural controls.

Staff Recommendation

Staff recommends denial of the Interim Use Permit based on the following interpretations of the city code and comprehensive plan:

- The request does not meet Goal 4, Policy 4.3 in Chapter 7, Land Use, of the City's Comprehensive Plan that says "Expand and enforce architectural and site-planning standards included in the zoning code that support and promote community standards"
- Storage pod containers specifically are silent in the city code and thus not permitted
- The storage containers on this property are not considered buildings according to city code definitions
- Storage pod containers are interpreted as temporary
- Staff interprets storage pod containers are "similar containers" and are prohibited as in Section 156.085 Outdoor Storage (D) *Prohibited storage*. Storage shall not be allowed in trucks, trailers or similar containers
- The storage pod containers do not meet the exterior materials requirements

Planning Commission Action

Motion on the attached draft Resolution denying the Interim Use Permit request to allow portable storage units (or storage pod containers) at 503 Cleveland St. S.

Attachments

1. Draft Resolution
2. General Location Map
3. Applicant submittals
4. City Code Enforcement letter

Resolution No. R21-XXX

**RESOLUTION OF FINDINGS OF FACT DENYING THE APPLICATION FOR AN
INTERIM USE PERMIT FOR STORAGE POD CONTAINERS AT
503 CLEVELAND ST S
PIN:15.270.0020, 15.270.0030, and 15.270.0012**

WHEREAS, Nate Hansen, PRC-CSS RE, LLC, owner of the properties, has applied for an Interim Use Permit to allow storage pod containers (portable storage units); and

WHEREAS, The Planning Agency of the City has completed a review of the application and city staff has 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 April, 2021, following proper notice, held a public hearing regarding the request, and following said public hearing, the Commission recommended denial of the application request for the Interim Use Permit since it does not comply with the Zoning Code and Comprehensive Plan; and

WHEREAS, The City Council met at its regularly scheduled meeting on the 19th day of April, 2021 and finds that the request does not comply with the Comprehensive Plan and the Zoning Code based on the following:

1. The request does not meet Goal 4, Policy 4.3 in Chapter 7, Land Use, of the City's Comprehensive Plan that says "Expand and enforce architectural and site-planning standards included in the zoning code that support and promote community standards"; and
2. The city code is silent specifically on storage pod containers (or portable storage units), and thus they are not permitted by right; and

3. Section 156.085 Outdoor Storage, subsection (D) Prohibited storage of the city code says “Storage shall not be allowed in trucks, trailers or similar containers...”, and storage pod containers are considered similar containers; and
4. Section 156.007 Definitions of the city code further defines Building and Structure. Based on the definitions, a building is a structure and structures must have more or less permanent location on the ground or attachment to something having a permanent location on the ground.
5. Storage pod containers are considered temporary and temporary uses such as this are not a permitted in the I-2 district.
6. Storage pod containers are typically made of metal, and sheet metal is not an approved exterior material in the I-2 zoning district.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, denies the application for an Interim Use Permit for storage pod containers (or portable storage units).

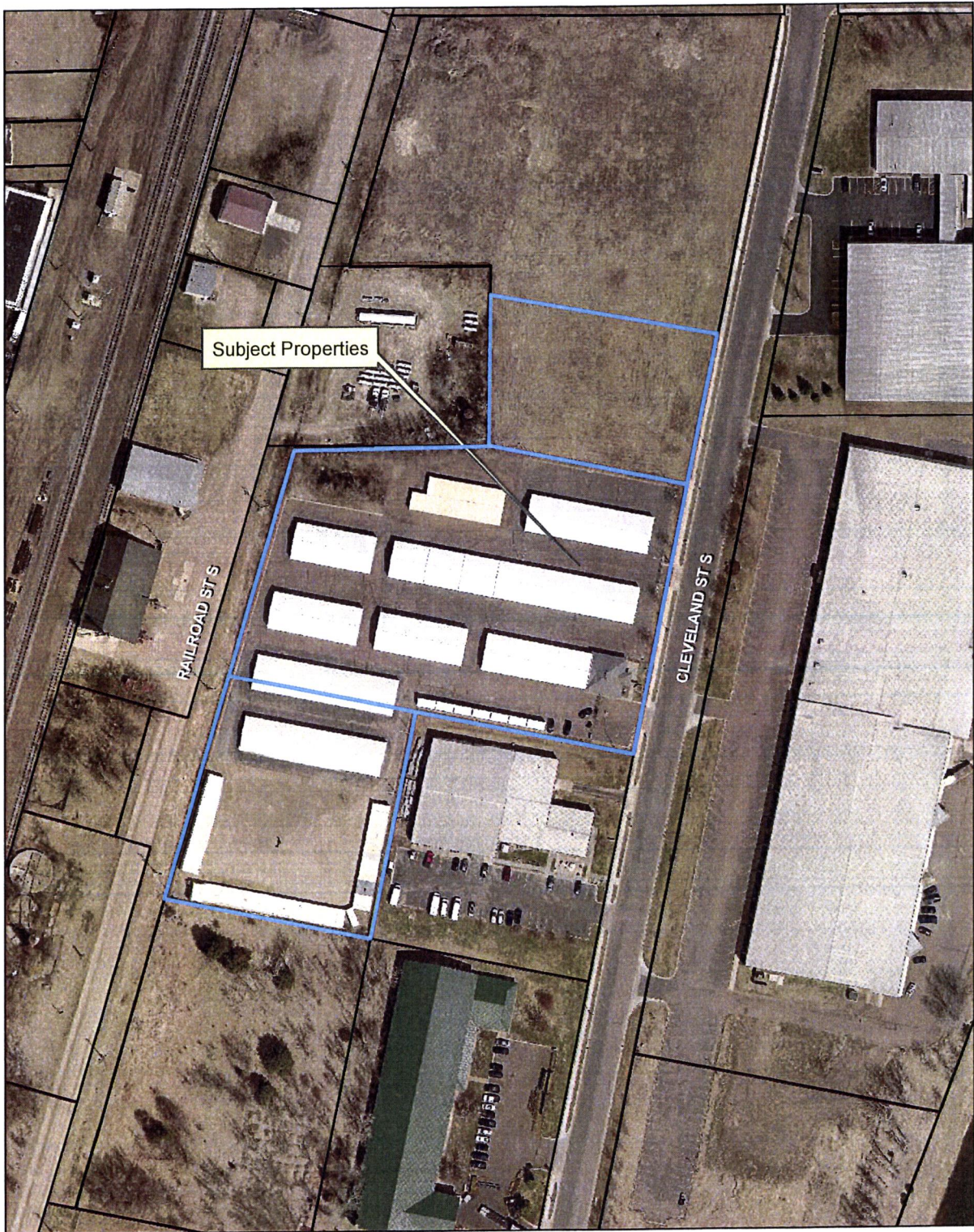
Adopted by the Cambridge City Council
this 19th day of April, 2021.

James A. Godfrey, Mayor

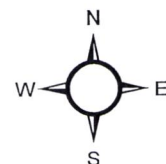
ATTEST:

Linda J. Woulfe, City Administrator

Interim Use Permt 503 Cleveland St. S



A request by Nate Hansen, PRC-CSS RE, LLC,
for an Interim Use Permit to allow temporary storage
pod containers in addition to the main storage buildings.



March 11, 2021

City of Cambridge
Attn: Carri Levitski
300 3rd Ave NE
Cambridge, MN 55008

**RE: Cambridge Self Storage, 503 Cleveland Street South, Cambridge, MN 55008
Parcel Identification Number 15.270.0020
Interim Use Permit Application for Portable Storage Units**

Ms. Levitski,

Enclosed with this letter please find a Zoning Application Summary Form from PRC-CSS RE, LLC ("PRC"), the owner of the real property located at 503 Cleveland Street South, Cambridge, Minnesota 55008 (the "Real Property"), which requests an interim use permit pursuant to section 156.118 of the Cambridge City Code to allow PRC to maintain seventy-five portable storage units ("PSUs") as part of its business, Cambridge Self Storage ("CSS"), on that Real Property.

The purpose of this letter is to provide you with additional background and information for the Planning Commission's decision on that request. CSS is a storage facility that has served the Cambridge community since the early 1990s. The facility was previously owned and operated for many years by B&C Properties, LLC, ("B&C") and PRC purchased it in January 2018. PRC operates similar facilities in Isanti and Ham Lake, and its owners were excited for the opportunity to extend that business into the city of Cambridge. Demand for self-storage has increased in recent years, and that trend has unequivocally been true as well in Cambridge. As with PRC's other facilities, the use of PSUs has been critical to meet this demand. Indeed, B&C was the first to install PSUs in 2014, and they did so in large part to fulfill local demand for storage and to offer a different, effective means of storage for residents. This continues to be the case, as Cambridge grows and residents continue to request PSUs to store of their personal belongings. Exhibit "A" to this letter depicts an aerial photo of CSS from late 2020 that demarcates the outlines and dimensions of the PSUs on the Real Property.

The Real Property is zoned limited industrial (I-2). As such, it must remain "free from objectionable features." (Cambridge City Code, § 156.041(A)(2)). Mini storage in that zone requires an interim use permit. (*Id.* at § 156.041(B)). "Mini storage" means facilities that are subdivided into self-storage spaces rented to tenants. (*Id.* at § 156.007).

PSUs are large, fully enclosed steel containers for storing personal effects and are frequently used to transport goods on large ships. One end contains access doors with a lock, very much like traditional storage garages; those doors, in fact, provide additional sealant from the elements. PSUs also come in different sizes. They offer a number of benefits to consumers for self-storage, as discussed below, and are movable, albeit with some challenge and great expense. They are not trucks or vehicles, as they do not contain wheels or motors. They are also not trailers, as they

cannot be connected to any moving vehicle for hauling. (See Cambridge City Code, § 156.085(D) (“[s]torage shall not be allowed in trucks, trailers or similar containers . . .”). Relocating a PSU requires the use of a specialized truck containing a crane that lifts the container onto a flatbed for transport. A truck can carry only one PSU at a time. As of today, CSS has seventy-five PSUs on the Real Property, each of which measures 8-feet by 20-feet, or 160 square feet.

The City of Cambridge Zoning Code requires that “materials, supplies, products or other similar matter not offered for sale to the public shall be stored within a completely enclosed building.” (Cambridge City Code, § 156.085(B)). A “building” is a structure having a roof supported by columns or walls. (*Id.* at § 156.007). Each of the PSUs on the Real Property is fully enclosed. The structures are comprised of steel that is sealed to prevent the introduction of moisture and effects from fluctuations in temperature. No portion of the PSUs are exposed to the elements. They are covered by a roof and have four walls enclosing the entire interior space. PSUs are therefore “buildings” as defined by the Cambridge City Code, and they are likewise completely enclosed to comply with section 156.085(B).

The Real Property is secured and bounded by a chain-link fence intended to keep trespassers out and away from lessees’ valuable belongings. Before the PSUs were installed, some tenants had been storing movable items in the open on the rear of Real Property—away from Cleveland Street—such as boats, recreational vehicles, commercial equipment, and automobiles. Despite its barrier and security systems, the facility experienced frequent vandalism and theft from trespassers who infiltrated that fence, often after damaging it. They shattered windows of vehicles stored in the open and took possessions left inside. The vehicles and other equipment were also subject to harm from the elements.

During B&C’s ownership of the Real Property, BJ Baas Builders, Inc. (“BJ Baas”), a reputable construction firm based in Cambridge, and whose president was also a member of B&C, installed numerous PSUs to combat the issues of vandalism, theft, and damage. BJ Baas situated nearly all the PSUs in the rear of the lot, away from the vantage of Cleveland Street. As a construction company, BJ Baas was able to incorporate several amenities that enhanced the durability and security of the PSUs. It leveled the ground along the rear of the Real Property and placed class-5 gravel to keep the structures level. It also installed wooden bases below each PSU for that same purpose. These actions prevent the PSUs from sinking into the ground and facilitate better access for people with disabilities. BJ Baas also painted the PSUs with a uniform color of a certain quality that will prevent them from rusting despite being outdoors and subject to the elements. The integrity of the PSUs has not reduced at all since PRC purchased the Real Property, as BJ Baas did excellent work to maintain their sound configuration and visual appeal.

The installation of the PSUs has nearly eliminated theft and vandalism on the Real Property. B&C situated them in a line along the western line of the lot, which creates a stronger barrier to unlawful entry upon the Real Property by fortifying the fencing with a large steel structure that trespassers cannot easily climb over. While this obviously benefits PRC, the decreased criminal activity has been of critical importance for renters. Locks on garages and PSUs can be cut with special tools, but thieves are deprived of the opportunity to do this when these steel structures

prevent their access to the facility altogether. The hundreds of tenants are therefore better protected and served by these structures.

The PSUs have also made the Real Property more visually appealing. Instead of using the space to store random vehicles and equipment out in the open, CSS now contains seventy-five PSUs that in all material respects match the traditional garages in both makeup and color. The whole Real Property presents as a collection of protective steel storage units rather than a hodgepodge of large personal effects scattered along the western boundary. Though the PSUs are somewhat removed from the vantage of Cleveland Street in general, their appearance is so uniform to the garages that even an astute observer would struggle to notice any appreciable difference from other structures. Since the PSUs conform with the general intent of I-2 land and, for the reasons provided above, do not present any objectionable features, they comply with the purposes of the light industrial district.

Cambridge residents are particularly eager to rent PSUs because of the added protection they provide to personal property. It is well known by renters that moisture can seep through the slabs under traditional storage garages, which prompts many to place their property on wooden pallets lofted above the concrete. Because PSUs are comprised almost entirely of steel, moisture cannot seep through to damage renters' personal effects. This is especially true because, again, BJ Baas fortified the ground underneath and laid wooden bases to level the PSUs. The steel of PSUs also helps to regulate temperatures since it provides a better sealant than in traditional garages, so tenants are less worried about weather damage.

The demand for PSU-storage is high. In large part because of their added protection to personal property, renters often seek them out, and CSS currently has no vacant PSU space. If CSS is required to remove them and construct traditional storage garages in their place, the significant cost of doing so will cause rent for space to increase materially for Cambridge residents. This is true even though permanent garages would not offer the same defense against moisture and temperature fluctuations as PSUs.

Brian Baas, the owner of B&C, has offered to speak with representatives of the City to answer any additional questions it may have about the PSUs and their assembly on the Real Property. Mr. Baas can be reached at (763) 691-0444.

For these reasons, PRC requests the City of Cambridge Planning Commission to approve its application for an Interim Use Permit if it believes the PSUs on the Real Property may violate section 156.085 of city code.

Thank you for considering the Interim Use Permit for the PSUs at Cambridge Self Storage. Please do not hesitate to contact us with any follow-up questions.

Sincerely,

PRC-CSS RE, LLC

Exhibit A



January 22, 2021

Prc-Css Re LLC
4530 W 77th St, Suite 345
Edina, MN 55435

RE: PIN: 15.270.0020, 503 Cleveland St. S., Cambridge, Minnesota 55008

To Whom it May Concern,

The City of Cambridge is contacting you in regards to a code compliance violation in need of correction. We understand that no one enjoys receiving a city code violation letter but city codes help keep our community safe, welcoming, and attractive.

In addition, we hope you understand that property maintenance inspections are conducted on a complaint-only basis. Policy also directs staff to cite properties that are in violation around the vicinity of the property that a code violation exists. Please understand a complainant's identity is protected by Minnesota State Statute §13.44, Subdivision. 1. For your reference, we have included the following code sections for your review regarding your violation:

§156.085 OUTDOOR STORAGE

(B) Industrial Districts.

(2) In the I-2, Light Industrial District, materials, supplies, products or other similar matter not offered for sale to the public shall be stored within a completely enclosed building, except by issuance of an interim use permit. The conditional use permit may impose requirements for screening, location, mitigating impacts on adjacent properties and uses, height and other standards relating to the outdoor storage.

(D) *Prohibited storage.* Storage shall not be allowed in trucks, trailer, or similar containers, unless they are located in a commercial or industrial district and the truck/trailer is in a roadworthy condition as determined by the Zoning Administrator and the storage is short term in nature.

To help preserve the character and appeal of the City of Cambridge, **please either remove all the PODS being stored on the property or apply for an Interim Use Permit. I have enclosed the Zoning Application for your review along with the Planning Commission schedule.**

Typically, property owners are given 10 days to correct violations from the date of this letter, reasonable extensions are granted beyond compliance dates for extenuating circumstances. Policy requires a request for an extension be made in writing or via email.

The compliance date to correct this violation is by **Friday, February 5, 2021**. If the violations are not corrected by this date, an administrative citation will be issued for **\$200.00** and you will be required to pay the fines and come into compliance or request a hearing within 10 days after issuance of the citation. If the violation is corrected by **February 5th**, no citation will be issued and you will not have to pay any fines. Please note that each day a violation exists, constitutes a separate offense and fines can be charged each day.

If you feel there has been an error, or you are unable to make the corrections in the required time or you need help understanding how to return your property into compliance, please call me at 763-552-3257 or email clevitski@ci.cambridge.mn.us. Thank you in advance for your cooperation.

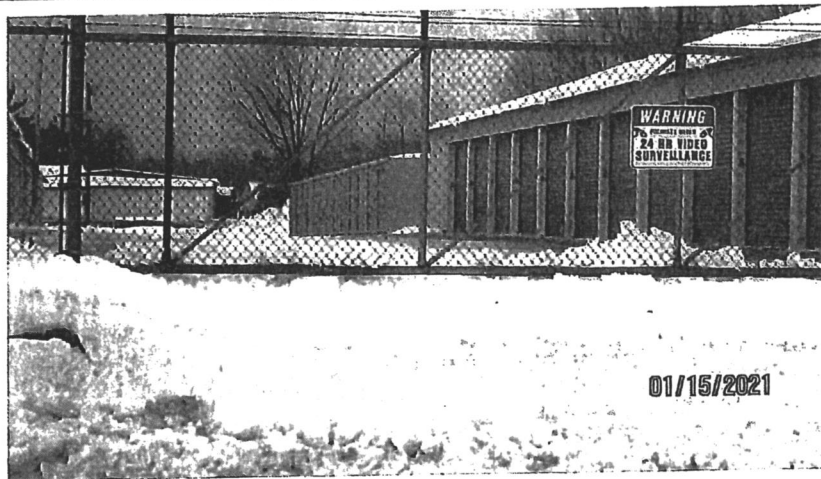
Respectfully,



Carri Levitski
Community Development Specialist

c: Marcia Westover, City Planner





PUBLIC HEARING...PRELIMINARY PLAT. . . . KWIK TRIP 1177...

Applicant

The request of Steven Lowe, Kwik Trip, Inc. 1626 Oak Street, La Crosse, WI 54602 for a Preliminary Plat of Kwik Trip 1177. The location is 4000 Main Street S.

Review

Kwik Trip, Inc., is in the process of purchasing the vacant gas station property at 4000 Main St. S. along with the two parcels to the north. The request is to combine all three (3) parcels into one lot and block.

The proposed lot will have 7.01 acres. The properties are all zoned B-2 Highway Business district and the use as proposed is permitted.

The parcels are being combined for the purposes of an entirely new 9,200 sq. ft. convenience store, new gas canopy, new diesel canopy and new on-site septic system. The plan also provides semi-truck parking stalls.

Two access points into the site are allowed according to previous plats. Some slight modifications have been proposed to the location of these access points to allow better movement with semi-truck traffic. The access points have been reviewed and approved by the City Engineer, and the driveway widths will meet city requirements.

Since this plat is combining three existing parcels into one lot, the old drainage and utility easements along the lot lines will need to be vacated. The easement vacation requires a public hearing and will be heard in May 2021. The easements will need to be vacated and then this plat recorded. I have placed the easement vacation as a condition of plat approval.

Staff have reviewed the preliminary and final plat and find they are consistent. Since no new infrastructure is required, the preliminary and final plat can be reviewed simultaneously. Site Plan Review is also currently taking place. This is done administratively to review all city code requirements, utilities, grading and drainage, and storm pond requirements.

Planning Commission Action

Hold the Public Hearing. Motion to approve the preliminary plat as on the attached draft Resolution as long as the condition listed below is met:

1. Vacate all public drainage and utility easements that are no longer necessary due to this plat.

Attachments

1. Draft Resolution
2. General Location Map
3. Preliminary Plat
4. Applicant letter

Resolution No. R21-XXX

**RESOLUTION APPROVING A PRELIMINARY PLAT
KWIK TRIP 1177
(PIN: 15.136.0010, 15.142.0010, AND 15.142.0020)
(4000 MAIN ST. S)**

WHEREAS, Kwik Trip, Inc., 1626 Oak Street, La Crosse, WI 54602 is the owner of the property located at:

Outlot A or Rearrangement of Outlot A, Johnson's South Addition, Isanti County, Minnesota; and

Lot 1, Block One, Johnson's South Addition, Isanti County, Minnesota; and

Outlot B, Rearrangement of Outlot A Johnson's South Addition, Isanti County, Minnesota

Is requesting a Preliminary 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 April, 2021, following proper notice, held a public hearing to review the request; and

WHEREAS, the Planning Commission made a recommendation to approve said request, and it was brought forward for City Council consideration as long as the following conditions can be met:

1. Vacate all public drainage and utility easements that are no longer necessary due to this plat.

WHEREAS, the City Council, on the 19th day of April, 2021, held a regular meeting and discussed this request.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Cambridge, Minnesota, approves the proposed Preliminary Plat as long as the condition listed above is met.

Adopted by the Cambridge City Council

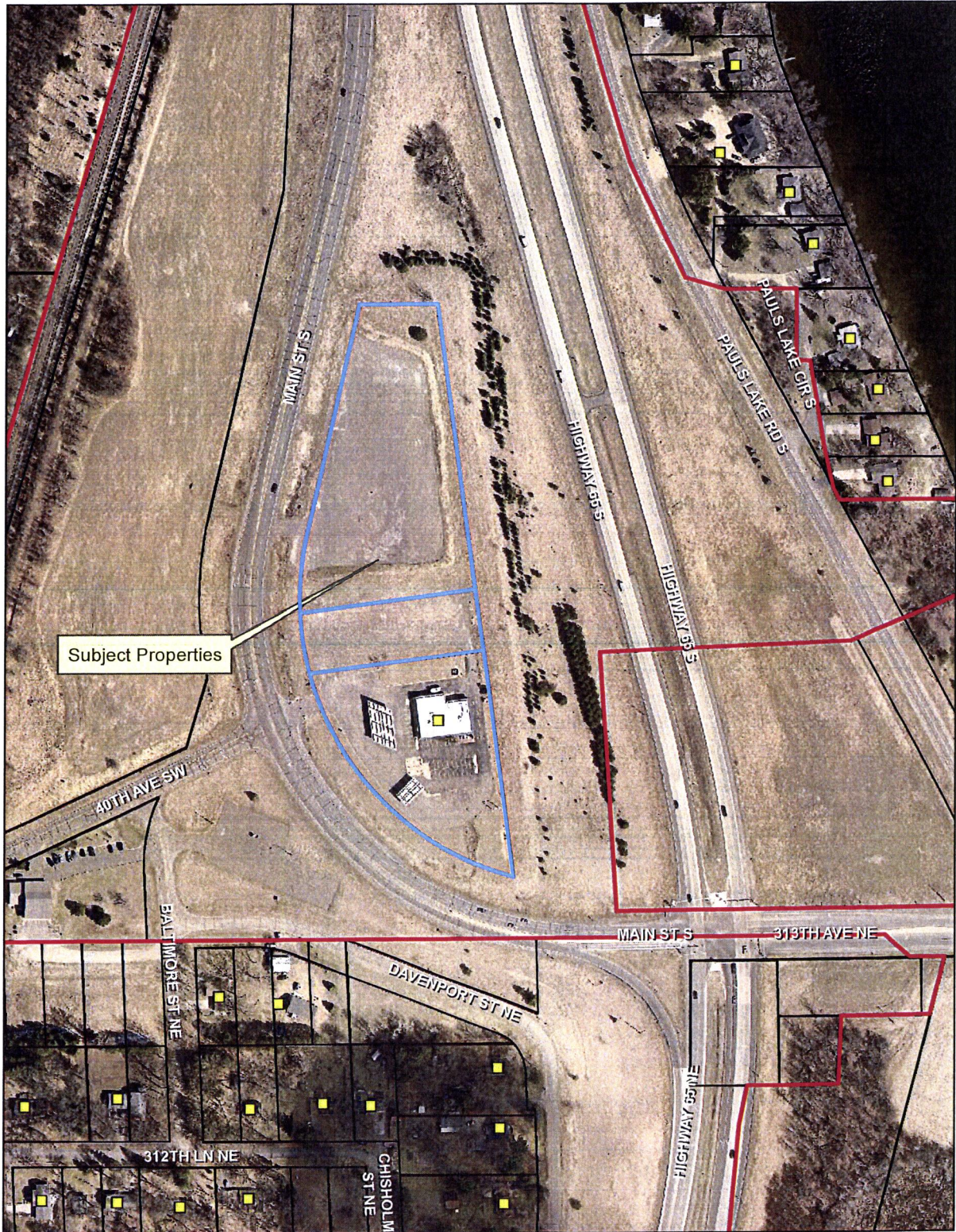
This 19th day of April 2021

James A. Godfrey, Mayor

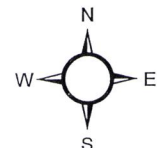
ATTEST:

Linda J. Woulfe, City Administrator

Preliminary and Final Plat
Kwik Trip
4000 Main St. S.



A request by Kwik Trip for a Preliminary and Final Plat. The plat will combine three lots into one lot and block for future development purposes.



PRELIMINARY PLAT ~of~ KWIK TRIP 1171

KWIK TRIP, INC.
1808 OAK STREET
LA CROSSE, WI 54602-2107

-ENGINEER- CARLSON MCCAIN
2808 PRESIDENT RIDGE DRIVE, SUITE 100
BLAINE, MN 55416

LEGAL DESCRIPTION

- Parcel A:
Outlot A of Rearrangement of Outlot A, Johnson's South Addition, Isanti County, Minnesota.
- Parcel B:
Lot 1, Block One, Johnson's South Addition, Isanti County, Minnesota.
- Outlot B, Rearrangement of Outlot A Johnson's South Addition, Isanti County, Minnesota.

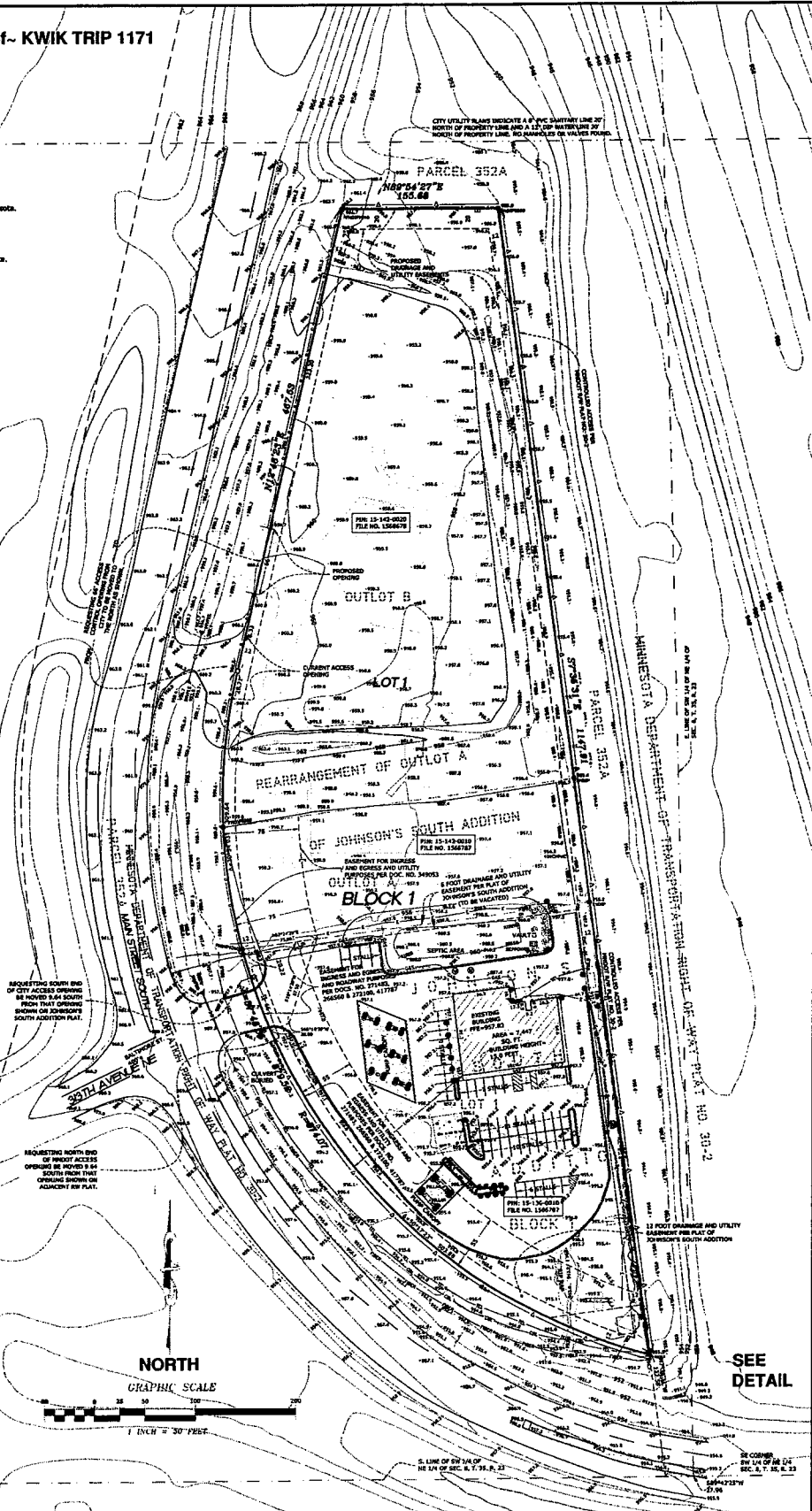
GENERAL NOTES:

- Fee ownership is vested in Royal Credit Union (File No. 1566787) and Impact Foundation of Minnesota (File No. 1568678).
- Address of the surveyed premises (File No. 1566787): 4000 Main Street South, Cambridge, Minnesota. Parcel ID: 15-142-0010 and 15-136-0010. Address of the surveyed premises (File No. 1568678): Unsurveyed. Parcel ID: 15-142-0020.
- Bearings shown herein are based on the Isanti County Coordinate System. Benchmark: MH007 "SPRUCE" #12587. Elevation=946.18 (NAVD 88)
- Surveyed premises shown on this survey map is in Flood Zone X (Areas determined to be outside the 0.2% annual chance floodplain) as shown to Flood Insurance Rate Map Community No. 270194 Panel No. 019A Surfs. D by the Federal Emergency Management Agency, effective date November 5, 2003.
- Boundary area of the surveyed premises: 305,394 sq. ft. (7.01 acres). Above Parcel A and B to be combined into one lot.
- A zoning endorsement letter from the City of Cambridge dated October 23, 2020 states the following:
The properties listed above are currently zoned B-2 Highway Business District. A portion of the parcels has a Shortland Overlay district, however the primary zoning district for review purposes will be B-2 Highway Business District.
The setback requirements in the B-2 zoning district are as follows:
Front: 20'
Side: 10'
Side incl. to street: 15'
Rear: 15'
The maximum height for structures in the B-2 zoning district is 30'. No more than 50% of the parcel can be covered by buildings, and a minimum of 20% of the property must be landscaped.

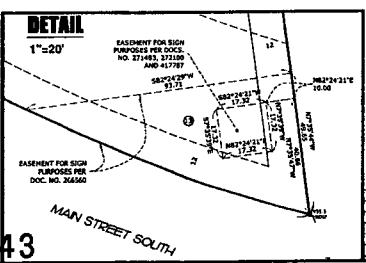
- For additional information contact the Community Development Director at the City of Cambridge at 783-933-3207.
- There are 47 marked or striped parking areas on-site. (46 regular, 1 handicapped)
 - The surveyed premises has access to Main Street South, a public street.
 - Location of utilities existing on or serving the surveyed property determined by:
- Observed evidence collected pursuant to Section 5.0.6.
- Markings requested by E.G. Ruid and Sons, Inc. per Gopher State One Call Ticket Nos. 203161732, 203161733 and 203161734.
- Record drawings provided by the City of Cambridge's engineering department. Excavations were not made during the process of this survey to locate underground utilities and/or structures. The location of underground utilities and/or structures may vary from locations shown hereon and additional underground utilities and/or structures may be encountered. Contact Gopher State One Call Notification Center at (651) 454-0007 for verification of utility type and field location, prior to excavation.
 - Subsurface and environmental conditions were not examined or considered during the process of this survey. No statement is made concerning the existence of underground or overhead containers or facilities that may affect the use or development of the surveyed premises.
 - The surveyor is unaware of any proposed changes to right of way lines. There was no observed evidence of recent street or sidewalk construction or repairs.
 - There were no wetland delineation markers observed in the process of conducting the fieldwork.
 - First American Title Insurance Company, File No. 1566787, Schedule B-II Survey Related Exceptions:

- Drainage and utility easements as shown and dedicated, and right of access as dedicated to the City of Cambridge in the plat of Johnson's South Addition, recorded July 28, 1999, as Document No. 265915. [Surveyor's note: shown on survey]
- Matters arising, if any, of the discrepancy created by an apparent typographical error in the dedication description contained on the plat of Johnson's South Addition recorded July 28, 1999, as Document No. 265915, wherein 476.53 feet was incorrectly stated. It is hereby declared as shown on survey. [Surveyor's note: It is the surveyor's opinion that said typographical error does not affect the boundary of this survey. Said call of 476.53 feet is a call out between actual corners 847 and 848 on the MINNESOTA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY PLAT NO. 30-2 and the distance on said Right of Way Plat is correct at 467.53 feet.]
- Existing Minnesota Department of Transportation controlled access as shown on the plat of Johnson's South Addition recorded July 28, 1999, as Document No. 265915 and on the plat of Rearrangement of Outlot A of Johnson's South Addition recorded April 10, 2000, as Document No. 273161, and as indicated on the Minnesota Department of Transportation Right of Way Plat No. 30-2 recorded September 5, 1991, as Document No. 201761. [Surveyor's note: shown on survey]
- Existing controlled access dedicated to the City of Cambridge, as shown on the plat of Rearrangement of Outlot A of Johnson's South Addition recorded April 10, 2000, as Document No. 273161. [Surveyor's note: shown on survey]
- Non-exclusive easement for ingress, egress and utilities, together with any incidental rights thereto, as reserved in the Warranty Deed dated April 27, 2005, recorded April 27, 2005, as Document No. 349053. [Surveyor's note: shown on survey]
- Easements, together with any rights incidental thereto, as reserved in the following:
a.) Warranty Deed dated July 23, 1999, recorded August 17, 1999, as Document No. 266560. [Surveyor's note: shown on survey]
b.) Quit Claim Deed dated February 25, 2000, recorded February 29, 2000, as Document No. 272100. [Surveyor's note: shown on survey]
c.) Warranty Deed dated January 14, 2000, recorded January 31, 2000, as Document No. 271483. [Surveyor's note: shown on survey]
d.) Quit Claim Deed dated June 22, 2011, recorded June 29, 2011, as Document No. 4417787. [Surveyor's note: shown on survey]

- First American Title Insurance Company, File No. 1568678, Schedule B-II Survey Related Exceptions:
a. A document entitled "Notice of Lis Pendens in the matter of Condemnation of Lands for Highway Purposes" recorded January 24, 1992 as Doc. No. 202895 of Official Records. [Surveyor's note: Parcel 352A is shown on the survey. Right of way access is controlled by RUD along the north and east lines of the surveyed property. The temporary easement for Highway purposes on said Parcel expired on December 1, 1996.]
- See site plan by Carlson McCain for proposed improvements. (Said improvements are shaded on this plan.)
- Underlying drainage and utility easements on the plat of JOHNSON'S SOUTH ADDITION to be vacated. See final plat for proposed drainage and utility easements.



- ### LEGEND
- DENOTES IRON MONUMENT FOUND AS LABELED
 - DENOTES IRON MONUMENT SET, MARKED RLS# 25341
 - DENOTES SIGN
 - ⊙ DENOTES MISCELLANEOUS MANHOLE
 - ⊕ DENOTES SEPTIC MANHOLE
 - ⊖ DENOTES ELECTRIC METER
 - ⊗ DENOTES ELECTRIC BOX
 - ⊘ DENOTES GAS METER
 - ⊙ DENOTES CABLE PEDESTAL
 - ⊕ DENOTES GAS METER
 - ⊖ DENOTES LIGHT POLE
 - ⊗ DENOTES WELL
 - ⊘ DENOTES GUARDPOST
 - ⊙ DENOTES BOLLARD
 - ⊕ DENOTES GASOLINE MANHOLE/HANDHOLE
 - ⊖ DENOTES FUEL PUMP
 - ⊗ DENOTES WOVEN WIRE FENCE
 - ⊘ DENOTES RESTRICTED ACCESS IN FAVOR OF MH007
 - ⊙ DENOTES RESTRICTED ACCESS IN FAVOR OF THE CITY OF CAMBRIDGE
 - ⊕ DENOTES CONCRETE SURFACE
 - ⊖ DENOTES BITUMINOUS SURFACE
 - ⊗ DENOTES GRAVEL SURFACE



I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a duly Registered Land Surveyor under the laws of the State of Minnesota.

Daniel W. Obermiller
DANIEL W. OBERMILLER
Date: 3/11/2021 License No. 25241

E. G. RUD & SONS, INC.
Professional Land Surveyors
6776 Lake Drive NE, Suite 110
Lino Lakes, MN 55014
Tel. (651) 361-8200 Fax (651) 361-8701

DRAWN BY: BPH	CON. NO: 201171A	DATE: 03/11/2021
CHECK BY: FWG	FIELD CREW: ST/CT	
1		
2		
3		
NO.	DATE	DESCRIPTION
BY		



Store Engineering

PHONE 608-793-5555

FAX 608-781-8960

1626 Oak St., P.O. Box 2107

La Crosse, WI 54602

www.kwiktrip.com

March 10, 2021

City of Cambridge MN
Marcia Westover – Community Development Director
300 3rd Ave NE
Cambridge, MN 55008

RE: Kwik Trip Store 1177 at 4000 Main St S

Dear Ms. Westover:

This letter is intended to accompany the submittal for our application to the City of Cambridge for the requested Site Plan Review and Preliminary and Final Plat Review.

Kwik Trip, Inc. is proposing the construction of a 9,200 square foot Convenience Store with a 10-dispenser main fueling canopy as well as a 3-lane side diesel canopy. This site will be accessed from two full access movements from Main St S. Included with the applications in the submittal are 3-full size 24x36 and 1-11x17 copies of the Site Improvement Plans as well as the Preliminary and Final Plat. I have also included the ALTA Survey, Building and Canopy Elevation Renderings, Signage Plans and the Storm Water Management Plan.

Operations

The requested hours of operation will be 24 hours for all uses. The type of products that will be sold will be similar to that of our existing stores throughout the mid-west: fresh produce, bakery and dairy, hot and cold food and beverages, fresh meat and groceries, tobacco products, lottery, convenience store merchandise, alcohol, gasoline, diesel, ice and propane. The outside merchandising of products is being requested next to the store (two ice chests and one propane

OUR MISSION

To serve our customers and community more effectively than anyone else by treating our customers, co-workers and suppliers as we, personally, would like to be treated, and to make a difference in someone's life.

cage) and underneath the proposed main canopy. To ensure that the freshest products are sold in our stores, we request that daily deliveries be allowed.

Buildings, Architecture and Site Design

The architectural elements in this state-of-the-art building consist of a full brick cladding, standing seam metal roof, store front aluminum openings and stucco accents. Extensive landscaping, modern storm water facilities, pylon and wall signage, customer and employee parking, concrete paving with curb and gutter are also included in the overall site design.

Investment in the City

This project will be a multi-million-dollar investment in the City of Cambridge. Not only in the physical improvements and development of a vacant parcel, but also an investment of approximately 25 to 30 new permanent jobs in the City. The projected payroll here is estimated to be nearly \$500,000 annually.

Community Partner

We pride ourselves in being an asset in the communities where we are located. Families can walk or ride their bikes to our stores. Retirees on fixed income can access fresh groceries like milk, eggs, bread and fruit just steps from their car. We take pride in giving back to the communities we serve with charitable donations and by partnering with local non-profits. Kwik Trip would be happy to provide any additional information or answer any questions or concerns the City of Cambridge may have with our submittal. Please feel free to call or email with any questions you may have.

Sincerely,

Steven L. Lowe

Digitally signed by Steven L. Lowe
DN: CN=Steven L. Lowe
Date: 2021.03.09 11:11:02-06'00'

Steven Lowe
Development/Construction Manager
Store Engineering
slowe@kwiktrip.com
608-793-5954

Applicant

The request of Steven Lowe, Kwik Trip, Inc. 1626 Oak Street, La Crosse, WI 54602 for a Final Plat of Kwik Trip 1177. The location is 4000 Main Street S.

Review

Kwik Trip, Inc., is in the process of purchasing the vacant gas station property at 4000 Main St. S. along with the two parcels to the north. The request is to combine all three (3) parcels into one lot and block.

The proposed lot will have 7.01 acres. The preliminary plat is being reviewed concurrently and more information can be found in that staff report. Staff find the preliminary and final plat are consistent and can be reviewed simultaneously.

Since this plat is combining three existing parcels into one lot, the old drainage and utility easements along the lot lines will need to be vacated. The easement vacation requires a public hearing and will be heard in May 2021. The easements will need to be vacated and then this plat recorded. I have placed the easement vacation as a condition of plat approval.

Planning Commission Action

Motion to approve the final plat as on the attached draft Resolution as long as the condition listed below is met:

1. Vacate all public drainage and utility easements that are no longer necessary due to this plat.

Attachments

1. Draft Resolution
2. Final Plat

Resolution No. R21-XXX

**RESOLUTION APPROVING A FINAL PLAT
KWIK TRIP 1177
(PIN: 15.136.0010, 15.142.0010, AND 15.142.0020)
(4000 MAIN ST. S)**

WHEREAS, Kwik Trip, Inc., 1626 Oak Street, La Crosse, WI 54602 is the owner of the property located at:

Outlot A or Rearrangement of Outlot A, Johnson's South Addition, Isanti County, Minnesota; and

Lot 1, Block One, Johnson's South Addition, Isanti County, Minnesota; and

Outlot B, Rearrangement of Outlot A Johnson's South Addition, 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 April, 2021, following proper notice, held a public hearing to review the request; and

WHEREAS, the Planning Commission made a recommendation to approve said request, and it was brought forward for City Council consideration as long as the following conditions can be met:

1. Vacate all public drainage and utility easements that are no longer necessary due to this plat.

WHEREAS, the City Council, on the 19th day of April, 2021, held a regular meeting and discussed this request.

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

Adopted by the Cambridge City Council

This 19th day of April 2021

James A. Godfrey, Mayor

ATTEST:

Linda J. Woulfe, City Administrator

