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Norwood Young America Planning Commission

6:00 p.m., Tuesday, April 6, 2021

HYBRID MEETING

ZOOM LINK

<https://us02web.zoom.us/j/81204355983?pwd=UzR1ZkZQd3lIN0t3SjJlM0txVE1Xdz09>

Meeting ID: 812 0435 5983

AGENDA

1. Call to Order
Pledge of Allegiance
2. Adoption of Agenda
3. Approve Minutes of March 2, 2021 meeting
4. Introductions, Presentations, and Public Comment
(Citizens may address the Planning Commission about any non-agenda item of concern. Speakers must state their name, address, and limit their remarks to three minutes. The Planning Commission will take no official action on these items but may refer the matter to staff for a future report or direct that the matter be scheduled for a future meeting.)
5. Public Hearings
A. Variance: 13050 Stewart Avenue
6. New Business
A. Variance: 13050 Stewart Avenue
B. Future Land Use and Official Zoning Consistency
7. Old Business
8. Miscellaneous
A. March Building Permit Report
9. Commissioner's Reports
10. Adjourn

**Jerry
Barr**

**Mike
Eggers**

**Bill
Grundahl**

**Paul
Hallquist**

**Bob
Smith**

**Craig
Heher
Council
Liaison**

UPCOMING MEETINGS

April 12	City Council 6:00 p.m.
April 14	Economic Development Commission 6:00 p.m.
April 20	Parks & Recreation Commission 4:45 p.m.
April 26	EDA & City Council meetings; followed by Work Session 6:00 p.m.
May 4	Planning Commission 6:00 p.m.

***Norwood Young America
Planning Commission Minutes
March 2, 2021***

- Present:** Commissioners Jerry Barr, Mike Eggers, Bill Grundahl (6:04 p.m.), Paul Hallquist, Craig Heher, and Bob Smith.
- Absent:** None.
- Staff:** City of Norwood Young America City Administrator Steve Helget, and Planning Consultant Cynthia Smith Strack.
- Public:** Aaron Bean, Angie Bean, Justin Ryan, Troy Eiden, Jo Eiden, Arun Sabbiah, Roz Peterson, Laura Gill, Ryan Molnau, and Perry Forst.

1. Call to Order.

The meeting was called to order by Chair Heher at 6:00 pm. The meeting was held in virtual format. All present stood for the Pledge of Allegiance.

2. Adoption of Agenda.

Chairperson Heher introduced the agenda. No changes were proposed.

Motion – Eggers, seconded by Smith to approve the agenda as presented. The agenda was approved 5-0.

3. Approval of Minutes from the Regular Meeting February 2, 2021.

Heher introduced the minutes from the February 2, 2021 regular meeting. A request to amend page four, fourth paragraph from the bottom of the draft meeting minutes pertaining to testimony from Mr. Perry Forst was recommended. The meeting minutes were changed to reflect the request.

Motion – Eggers to approve the February 2, 2021 regular meeting minutes. Seconded by Barr. With all in favor the regular meeting minutes were approved 6-0.

4. Public Comment.

None.

5. Public Hearings.

- A. Zoning Code Amendment to Allow Indoor Self Storage Facilities in the C-2 General Commercial District.

Heher walked through the process the Commission would follow for all of the public hearing scheduled for the meeting.

Heher introduced the public hearing, explaining the hearing was opened at the February meeting and continued to this meeting. Heher summarized work session held with the City Council on February 22nd. Heher inquired if other Commissioner's had questions about the discussion at the work session.

Hallquist asked if the Council had indicated support for either amending or not amending. Heher noted based on comments for the work session it would appear there is a split in thinking. Nothing is set in stone but Heher noted it appeared two seemed for favor remaining opposed.

Heher inquired as to process. Strack noted it was appropriate to hear from the public. When comment was completed then the Commission could entertain a motion to close the hearing.

Heher read a letter received via email from Richard Stolz. Stolz objected to outdoor storage in general and storage adjacent to Highway 212.

Forst questioned whether or not Stolz's letter as read by Heher at this time was relative to the current hearing. Heher noted it touched on several topics.

Forst opined situations evolve in the city and different things come into play uses change. Forst opined it was acceptable for Planning Commission to evolve as new uses come into play.

Motion Smith, second by Grundahl to close the public hearing at 6:17 p.m. Motion carried unanimously.

B. Conditional Use Permit/Planned Unit Development Indoor Self-Storage at 640 and 710 Railroad Street East.

Heher introduced the agenda item and noted the hearing was continued from the February meeting.

Strack provided an overview of the request.

Heher inquired as to whether or not the proposed use would need to adhere to list of conditional use permit requirements contained in the proposed companion code amendment. Strack noted at this time public input was being heard. Action would be taken during the business portion of the meeting and by that time action on the C-2 amendment would be known.

Perry Forst commented on information submitted by the Applicant and included in the packet.

Motion Smith, second Barr to close the public hearing at 6:26 p.m. Motion carried unanimously.

C. Conditional Use Permit To Allow Outdoor Storage With A Marine Warehouse Operation at 13050 Stewart Avenue.

Chairperson Heher opened the public hearing at 6:27 p.m.

Strack stated that Aaron and Angie Bean, owners of Greenwood Marine have entered an agreement to purchase the property at 13050 Stewart Avenue for indoor/outdoor marine watercraft storage and repair.

Warehousing is a permitted use in the I-1 District. A CUP is required under Section 1230.12, Subd. 4, Accessory Use (A) for ancillary outdoor storage. Repair of watercraft may be conducted accessory and subordinate to the principal use of the property.

Strack stated the Applicant representations are included in the attached narrative description submitted by the Applicant with the CUP application. In general: the following are proposed: (1) indoor and outdoor storage of watercraft and watercraft trailers. Outdoor storage is to be limited to existing impervious surfaces. Outdoor storage will not be located on turf surfaces. (2) The Applicants plan to construct additional indoor storage space as demand dictates. (3) Watercraft repair as a subordinate use is also proposed with potential to increase over time. (4) Traffic to and from the site will peak in spring and fall. (5) No new impervious surface is proposed.

Strack noted traffic generated to the site is expected to be reduced from that currently generated in terms of volume and frequency of trips and types of vehicles. No additional impervious surface is proposed. The Applicants are aware of planned expansion of Highway 212.

Best practices to ensure fluid leaks are curtailed will be employed. A gate may be added for security purposes.

No changes to buildings are proposed at this time. The Building Official will have to approve the change in occupancy. New buildings as represented in the application materials will need site plan approval when proposed.

The Applicant is in attendance. Notice of public hearing has been published, posted, and mailed to adjacent property owners. No comment for or against the proposed use has been received.

Helget stated he received a phone call expressing concerns about outdoor storage uses.

Chairperson Heher invited Angie and Aaron Bean to address their conditional use permit application.

Aaron Bean stated they are the Owners of Greenwood Marine. The business is family owned and operated since 1974. They have approximately 110 boat slips on St. Albans Bay, Lake Minnetonka. They provide covered slips, a gas dock, a ship store, and pump out services among other items. Winter storage on site. Greenwood Marine has been searching for area to expand for winter storage and repair. Bean stated the Norwood Young America site is appealing and they are looking for a good home with the City. Bean noted the information included in the packet covered what was discussed with staff. Bean stated his intent is to build structures on site as demand for storage requires. Bean noted that once they have enough boats contracted for storage they will construct a storage building. Construction of the first building is envisioned in the first year or two.

Heher inquired in Planning Commissioners had questions of staff or the Applicant.

Smith thanked Bean for the narrative. Smith inquired if all boats would be shrink wrapped. Bean noted all boats, except wooden boats, would be shrink wrapped in white unless they have other means of protecting the structure. Bean noted shrink wrapping will be uniform and universal. Bean noted his goal is less shrink wrap and more buildings.

Smith inquired as to whether Bean envisioned single stacking or multiple stacking of boats in buildings. Bean noted single stack. He further stated stacking was not in short or long term goals and they are not

set up for stacking or planning on it.

Heher asked how boats were shrink wrapped. Bean explained the process.

Smith inquired as to typical size of boats at Greenwood Marine operation. Bean stated largest boat is about 34 feet. Bean noted larger boats can't pass under bridge to get into the bay. Bean noted average size of boats is 26-28 feet.

Heher asked if Bean would bring most boats to/from the site by pick-up or if the owners would bring them to/from the site. Bean noted a little of both. Bean stated that once the site was up and operating he expected more people bringing more boats to/from the site. Bean noted he is expecting a slow start to storage but growing over time.

Smith asked if Greenwood Marine had a mechanic on site at this time. Bean stated that their plan is to grow into that over time. He noted it is very difficult to hire mechanics at this time.

Smith opined most marinas have clubhouse and goodies area. He asked if Bean was going to have anything for sale at this Norwood Young America location. Bean stated no retail to start with just storage and light mechanical, he was undecided about long term but didn't anticipate any retail at this time.

Motion Smith, seconded by Eggers to close the public hearing at 6:44 p.m. Motion carried unanimously.

D. Ordinance Rezoning 710 Faxon Road from C-2 General Commercial to B-1 Business Industrial.

Chairperson Heher opened the public hearing at 6:44 p.m.

Strack stated Jo and Troy Eiden (Cologne Enterprises LLC) are purchasing 710 Faxon Road from Green Velvet Properties II LLC. The subject property is the former location of a grocery store and is proposed to be re-purposed as a cabinet manufacturing facility. The facility will complement the Eiden's Modern Design Cabinetry business in Cologne. An application, narrative describing the request submitted by the Applicants and a proposed floor plan are included in the packet.

No changes in the building footprint are proposed at this time. Interior changes include adding a spray booth, machinery and equipment. Any change in the building footprint in the future requires zoning and building code approval. At this time the Applicants propose: (1) The placement of a dust collector exterior to the south side of the building adjacent to Industrial Boulevard, (2) Adding an overhead door to west side of building (parking lot), and (3) Painting of structure (longer term).

The Applicants further represent the proposed use of the building will be (1) initially, cabinet assembly, with parts would be cut in Cologne and delivered to subject site on pallets; (2) assembled cabinets would be finished and hardware applied; (3) finished cabinets would be loaded in the back of the building from the loading docks into cube-trucks to be delivered to jobsites; and, (4) supplies including hardwood, hardware, paint, stain, and finish would be stored on site.

Hours of operation are proposed to be from 6 a.m. to 6 p.m. Hours of operation: 6 a.m. to 6 p.m. Initial employment is expected to be 7-10 with potential to increase to 25. The Applicants expect initially about six trucks per day will service the operation, mostly cube-trucks.

Existing B-I zoning abuts the subject parcels to the east; therefore, the rezoning will not constitute “spot zoning”. The Metropolitan Council indicates an amendment to the 2040 Comprehensive Plan is not necessary. The code does not specify review criteria or required standards for approving a rezoning request.

Strack stated there are currently 112 parking spaces at the site, including six handicap accessible spaces. There are striped pedestrian routes on site. City code requires manufacturing or processing plants provide one parking space for each employee on the major shift and one parking space for each motor vehicle customarily kept on the premises. The minimum code requirement appears to be exceeded.

Architectural standards contained in Section 1245.03, Subd. 4 of the code require screening of loading and refuse areas so as to shield views from public rights of way. The City should discuss how intended loading area and refuse collection described in the Applicant’s narrative relate to this requirement. Strack opined screening of the intended loading area would appear impractical while screening of refuse containers likely achievable.

No change in site lighting is included in the application. If exterior lighting is proposed the standards included in Section 1245.08 of the Code relating to placement, light intensity, glare, and cut-offs shall be met.

No change in the building footprint is proposed at this time. Any future expansion is subject to standards included in Section 1255.05 of the Code relating to landscaping standards for expansion of non-residential uses.

The standards of Section 1245.01 apply to the proposed use going forward, including but not specifically limited to: Subd. 2 (noise and vibration), Subd. 3, (smoke and particulate matter), and Subd. 4 (odor).

Any proposed signage requires issuance of an administrative permit.

The Building Official will have to approve the change in occupancy.

The Applicant is in attendance. Notice of public hearing has been published, posted, and mailed to adjacent property owners. No comment for or against the proposed rezoning has been received.

Helget stated he had not received comment for or against the request either.

Heher introduced the Applicants and invited them to speak.

Jo Eiden introduced herself and Troy Eiden. Jo Eiden provided a brief history of business which was started 1991 in rural Cologne. They purchased Cologne Lumber Yard in 2000. They mostly make residential cabinetry but do some commercial as well. They have completed five additions in Cologne and now operate 48,000 square feet there. They have 49 employees, including Jo and Troy Eiden.

T. Eiden stated they intend to use the property at 710 Faxon Road as a smaller version of their operation in Cologne. They will begin by putting a dust collector on south side of the building. Eiden explained vendor trips would likely be a couple a day, less than internal trips between locations. Long term Eiden anticipates the facility could house 20-30 employees.

Eiden stated he would like to know he could add onto the building and was looking for specific input on that.

Strack noted building addition would need separate site plan approval. She opined lot area seemed sufficient for addition but impervious surface coverage could be an issue. District maximum is 80 percent.

Heher asked Commissioners for comments and questions. Smith opined there was a large amount of underutilized area available to the Applicant which was previously used for parking. Smith inquired whether or not outdoor storage was envisioned. T. Eiden stated storage would occur inside. Eiden noted all doors stay shut as they use air conditioning. It is also a concrete structure. Eiden opined noise originating inside should be minimal outside.

Smith confirmed a proposed new overhead door location was not near existing loading dock. T. Eiden confirmed.

Heher noted work hours are 6 a.m. to 6 p.m. He inquired as to whether employees worked a split shift or other arrangement. T. Eiden confirmed some employees show up earlier, others a bit later so in essence a split or flex shift.

Heher asked where the garbage dumpster was to be located.

T. Eiden noted the dumpster was needed for waste materials and he was open to suggestions as to where it should be best located. He stated it could be a covered roll-off container and that in Cologne they use a grinder before putting materials in garbage.

Smith stated a preference for screening of dumpster and dust collector. Smith inquired about dust collector. T. Eiden noted in Cologne the dust collector and a wagon are on site. Sawdust is used as bedding by local farmer. Smith asked where the collector was proposed. Smith noted the middle of the grass area on south side of building.

Grundahl stated he had concerns about dust collector. He asked how noisy the system was. T. Eiden invited Commissioners to their Cologne location to listen to the dust collector. He stated the current dust collector in Cologne was relatively close to houses and seemed to function. T. Eiden noted a wall could be added if needed, he opined noise would not likely be an issue.

Smith asked if the dust collector had a decibel rating. T. Eiden said none available. Grundahl inquired as to whether odor or material escaped from the spray room. T. Eiden stated spray booth has to be OSHA approved and approved by the Building Official. He noted there may be a bit of odor detected, similar to a cabinet shop in Waconia.

Heher inquired if the dumpster could be closer to the dust collector. T. Eiden agreed. Heher asked if there would be one or two overhead doors added to front of building. One door is proposed at this time.

Heher confirmed the Eiden's were concerned about a building addition. T. Eiden noted the potential to add onto the building is an important consideration.

Heher asked for input from the public. Forst alluded to limited interest in the building for reuse as grocery store and asked Helget if that was the case. Helget noted the representatives of the building owner could better address that question.

Laura Gill, Realtor, spoke to outreach conducted to grocery store operators. She opined the numbers didn't work for a grocery store at 710 Faxon Road. She stated that based on her experience it was unlikely to reopen as a grocery store. She understood the City needs and wants a grocery store but in her opinion the most interest in the building has been for light industrial purposes.

T. Eiden stated Modern Design doesn't want to upset citizens in any way about use of the building for a grocery store. He stated if a grocery store is interested in the building he and Jo would rescind offer.

Heher inquired if a purchase agreement was signed. Gill confirmed.

Roz Peterson introduced herself as representing the seller of the building. She opined the existing building was a great amenity and grocery store but it was no longer located in a great location for a grocery store. She urged Commissioners to support the rezoning.

Motion Grundahl, second Smith to close the public hearing at 7:18 p.m. Motion carried unanimously.

E. Ordinance Amending Repealing and Replacing Section 1215 of the City Code Pertaining to Nonconformance Expansion.

Chairperson Heher opened the public hearing at 7:19 p.m.

Strack stated the Planning Commission is to hold a public hearing on a proposed ordinance repealing and replacing Section 1215 pertaining to Nonconforming Uses, Structures, and Lots. The ordinance is intended to provide more flexibility for non-conforming properties. The proposed amendment defines expansion of a nonconforming use, defines a process and review standards for administrative permits, and defines a process and review standards for issuance of nonconformance expansion permits. The proposed ordinance defines when administrative permits and nonconformance expansion permits may be issued. Draft language has been developed with input from the City Council, City Attorney, and the Planning Commission. The Planning Commission and Council have reviewed the proposed amendment in work session. A copy of the draft language is included in the packet.

Notice of public hearing has been published and posted. No comment for or against the proposed ordinance change has been received.

Motion Smith, second Eggers to close the public hearing at 7:22 p.m. Motion carried unanimously.

6. New Business.

A. Zoning Code Amendment to Allow Indoor Storage Facilities in the C-2 General Commercial District.

Heher introduced the agenda item.

Strack noted the list of proposed CUP conditions and/or code amendment to allow indoor self-storage in C-2 may be right for the City or may not be right for the City it was up to officials to decide. She noted recommended CUP conditions can be changed and the Planning Commission's recommendation can be different from that of the City Council.

Eggers inquired if a CUP could be issued for a single property or does it have to be entire building.

Strack stated conditional and permitted uses in code have to be approved if conditions are met, but the Council can increase standards like setbacks or landscaping required. Strack stated CUP and permitted uses must be applicable to entire district not just single property.

Smith opined cars could stack up in front of building. Smith opined that in this particular location at this particular time it would be difficult for him to support code amendment. He further opined if it is indoor self-storage then, any loading or unloading should be done inside.

Grundahl asked Commissioner Smith if he was referring to indoor storage in any C-2 location or just the Railroad Street project.

Smith stated he was referring to the Railroad Street project which was contingent on approval of this amendment. He restated his opinion that indoor storage is indoor storage not unloading in parking lot. He stated he wanted to be careful about changing zoning district for a particular situation.

Heher noted the text amendment has CUP conditions outlined and he read them into the record. He asked for input.

Hallquist stated he was struggling a bit with this item. He recalled when the building was constructed. He opined it hasn't reached the potential for which it was designed. Hallquist opined the City may need to consider zoning and this use. He stated he would like to see the City be able to accommodate self-storage, with appropriate conditions. He opined the change in zoning gives the mall property and other property some ability to be used over time. He stated buildings and properties have more value when they are occupied to fullest potential. He urged placing code into effect to allow the Applicant to move ahead. He noted the proposed project contained only about 50 storage units. Hallquist stated he was struggling with amount of foot traffic on a daily basis and asked if someone could speak to that. He noted he'd like to see amendment approved so a building that hasn't been fully used in 20 years could be used.

Eggers stated he agree with a lot of what Hallquist stated. He stated there could have walk in/drive in access from the rear of the building. Eggers supported opening up district uses a bit more noting the City would have control with CUP/PUD.

Barr expressed support for allowing indoor self-storage use and noted he didn't see the use generating a great deal of traffic. He stated it would be good to have the building used.

Grundahl expressed appreciation for Hallquist, Eggers, and Barr's views but noted he didn't support indoor self-storage in the C-2 District. He opined 212 should be retail and go from there.

Heher stated he understand need to be creative and opined the City is open minded about changes, but he opposed the indoor storage amendment.

Motion Smith, seconded by Hallquist to recommend the City Council approve the proposed Ordinance amendment as proposed to provide for indoor self-storage facilities in the C-2 General Commercial District. Commissioners Hallquist, Eggers, and Barr voted in favor of the motion. Smith, Grundahl and Heher opposed the motion. The motion failed due to a lack of majority vote in favor of the motion.

B. Conditional Use Permit/Planned Unit Development Indoor Self-Storage at 640 and 710 Railroad Street East.

Heher introduced the agenda topic.

Strack stated Stan Albrecht has applied for a CUP/PUD to provide for an indoor self-storage facility in the NYA mall. The proposed use will occupy approximately 9,200 square feet of the mall which occupies a portion of two lots: 640 Railroad Drive and 710 Railroad Street East. The Applicant represents: Approximately 9,200 square feet of the NYA Mall will be converted to an indoor self-storage facility. The proposed facility occupies portions of the existing structure at 640 Railroad Drive and 710 Railroad Street East. No changes in the building footprint are proposed. A sliding glass entry door or glass garage door may replace existing entry/building opening. The portion of the building interior to be used for indoor self-storage may be adjusted including demising walls. Storage partitions will be either steel or Oriented Strand Board (OSB). The Applicant's request includes adding a U-Haul Rental Franchise in the same building long term. Strack noted such a use would require a separate and independent interim use permit under Chapter 1230.09, Subd 5(A) of the City Code which relates to outdoor storage in the C-2 District. The standards for outdoor storage are included in Chapter 1210.06, Subd. 3(A) and 1210.06, Subd. 3(B)(18). As such this request was not included in the public hearing or request for CUP/PUD. The Applicant further represents: Hours of operation will be 6 a.m. to 10 p.m. Security and fire suppression systems are proposed. Maximum storage height is 12 feet. Hazardous items will not be stored on site.

Strack stated that after submitting the complete application the Applicant submitted an updated drawing including traditional outdoor mini-storage facilities located on the north side of the existing structure. The traditional outdoor mini-storage is not part of this CUP/PUD request and is not at this time permissible in the C-2 District.

Strack noted CUP requirements were reviewed in the staff memo as were PUD requirements. Strack noted the Commission may wish to address PUD standards individually.

Heher noted this is a unique situation two properties and other uses/occupants in building. The Commission discussed PUD standards.

Hallquist inquired if PUD would end with the property owner. Strack noted CUP/PUD were together and CUP ran with land, not property owner.

Heher inquired if U-Haul storage was excluded from request. Strack confirmed.

Helget noted the Applicant was in attendance and had not provided input.

Heher asked if Arun Sabbiah had comments on proposed CUP conditions. Sabbiah spoke to access from the south side of the building. He opined there is less demand for heated indoor self-storage than cold storage. He opined the use would not generate too much traffic. Sabbiah noted he could make access

work. He also noted there would be other uses in the structure and it would be easy to dismantle indoor self storage if another use was proposed.

Motion Hallquist to recommend the City Council conditionally approve a conditional use permit and planned unit development plan to provide for an indoor self-storage facility at 640 Railroad Drive and 710 Railroad Street East with conditions written. Seconded by Smith. Barr, Eggers, Grundahl, and Hallquist voted for the motion. Heher and Smith voted against the motion. Motion carried.

C. Conditional Use Permit To Allow Outdoor Storage With A Marine Warehouse Operation at 13050 Stewart Avenue.

Chairperson Heher introduced the agenda item.

Strack stated conditional use review for the marine warehouse included required conditions specifically related to outdoor storage and general review criteria applicable to all conditional use permits.

Section 1210.06, Subd. 3(B)(18) prescribes two conditions for outdoor storage. First, that outdoor storage yards be screened from roads or developed areas with a solid fence or wall 6 feet or more in height, maintained in good condition, and screened with suitable planting. Strack noted the proposed outdoor storage area is screened from Highway 212 by an existing berm with vegetative screening.

The second requirement under Section 1210.06, Subd. 3(B)(18) prohibits new outdoor storage yards closer than 100 feet to City streets and 500 feet from existing state and federal roads. Strack noted the storage area is pre-existing and not proposed for expansion.

An analysis of the general CUP criteria is included in the staff memo. If the Commission recommends approval Strack suggested the following conditions in addition to those typically assigned to CUP.

1. The "Use" is outdoor storage of watercraft related to principal use of the subject property for warehouse storage of watercraft. Ancillary repair of watercraft may occur indoors at the subject property addressed as 13050 Stewart Avenue, the "Property".
2. Outdoor storage is limited to watercraft and watercraft related trailers and shall only occur on existing impervious surfaces as identified in Attachment "A" at the close of this memo. Outdoor storage shall be screened by existing berm and vegetation on the berm shall be maintained for additional screening. Outdoor storage shall not occur on turf. Existing impervious surfaces including gravel surfaces shall not be expanded.
3. Watercraft stored on site shall be reasonably licensed and operable during suitable conditions. Junk watercraft and/or salvage storage is prohibited.
4. Watercraft stored outdoors shall be prepared to withstand Minnesota winters without fluid discharge onto impervious surfaces.
5. Review of building occupancy by the Building Official.
6. All signage shall require submittal of a sign permit application and approval by the Zoning Administrator and/or Building Official.

Motion Smith to recommend the City Council conditionally approve a conditional use permit to provide outdoor storage of watercraft and watercraft trailers in conjunction with a marine warehouse at 13050 Stewart Avenue with conditions presented in memo. Seconded by Barr. Barr, Eggers, Grundahl, Hallquist, and Smith voted for the motion. Heher opposed. Motion carried.

D. Ordinance Rezoning 710 Faxon Road from C-2 General Commercial to B-1 Business Industrial.

Chairperson Heher introduced the agenda item and spoke about rezoning process.

Strack stated the existing B-I zoning abuts the subject parcels to the east; therefore, the rezoning will not constitute "spot zoning". The Metropolitan Council indicates an amendment to the 2040 Comprehensive Plan is not necessary. The code does not specify review criteria or required standards for approving a rezoning request just that a two-thirds majority vote is required.

If the Commission considers a favorable recommendation the following conditions are proposed:

1. The standards of Section 1245.01 apply to the proposed use going forward, including but not specifically limited to: Subd. 2 (noise and vibration), Subd. 3, (smoke and particulate matter), and Subd. 4 (odor).
2. Review and approval of the proposed occupancy by the Building Official.
3. Future changes to the use of the property or changes to the building shall be approved by the City as required under applicable sections of the City Code.

Strack noted the Commission should have additional discussion on screening and perhaps impervious surface.

Smith clarified the Commission should address screening of the dumpster, surface access to the dust collector, and impervious surface. Heher agreed.

Eggers inquired if the dust collector could be moved closer to the parking lot. T. Eiden confirmed. Additional discussion about dust collector occurred. Dust collector will be taller than building.

Smith expressed support for screening the dust collector and the garbage dumpster. Barr supported screening. Other Commissioners concurred.

Strack noted impervious surface calculations would need to be run if new impervious was being added. She noted a potential additional condition to the rezoning recommendation could be submittal of a screening sketch for administrative approval.

Motion Smith, to recommend the City Council approve an Ordinance rezoning 710 Faxon Road from C-2 General Commercial to B-I Business Industrial with conditions proposed by staff and another condition providing for administrative review and approval of a screening plan for the dust collector and dumpster. Seconded by Eggers. Motion carried unanimously.

- E. Ordinance Amending Repealing and Replacing Section 1215 of the City Code Pertaining to Nonconformance Expansion.

Chairperson Heher announced the agenda topic.

Motion Eggers, seconded by Smith to recommend the City Council approve the proposed Ordinance repealing and replacing Section 1215 of the City Code pertaining to nonconformance expansion. Motion carried unanimously.

7. Old Business.

None.

8. Miscellaneous.

- A. February Building Permit Report.

The February building permit report was received.

9. Commissioner Reports.

Barr, Eggers, Grundahl, Hallquist, and Smith did not have reports.

Heher updated Commissioners on Council actions.

Helget noted in person meetings are resuming starting March 8th. The next Planning meeting will be held in person.

10. Adjourn

Motion – Grundahl, seconded by Hallquist to adjourn the meeting. With all in favor the meeting adjourned at 8:43 p.m.

Respectfully submitted,

Steve Helget
Zoning Administrator



To: Planning Chair Heher
Members of the Planning Commission
Administrator Helget

From: Cynthia Smith Strack, Consulting Planner

Date: April 6, 2021

Re: 1. Public Hearing: Greenwood Marine Variance Accessory Structure 13050 Stewart Avenue
2. Site Plan Approval

Applicant: AJB Properties (Aaron and Angie Bean)

Subject Address: 13050 Stewart Avenue

Legal Description: All that part of the East Half of the Southwest Quarter and the East Half of the West Half of the Southwest Quarter of Section 13, Township 115, Range 26, lying Northerly of the North right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railway Company, EXCEPTING THEREFROM the West ten (10) acres of the East Half of the West Half of said Southwest Quarter, all in carver County, Minnesota, and ALSO EXCEPTINGTHEREFROM Parcel 208B of the Minnesota Department of Transportation Right of Way Plat Numbered 10-32 as the same is on file and of record in the office of the County Recorder in and for Carver County, Minnesota.

Property ID: 580130300

Zoning Class: I-1 Light Industrial District

Request: 1. Variance accessory structure area and height (1245.04, Sbud. 2(B)(2).
2. Site plan approval.

Representative: Aaron Bean

Attachments: Application materials
Site aerial

BACKGROUND

Aaron and Angie Bean, owners of Greenwood Marine have entered an agreement to purchase the property at 13050 Stewart Avenue for indoor/outdoor marine watercraft warehousing, storage, and repair.

The Applicants propose the construction of a 174' X 68' (11,832 sf) cold storage accessory structure. The existing principal structure is 124' X 65' (8,060 sf). The principal building includes habitable space which qualifies it as the principal structure on the site. The Applicants request a variance and site plan approval to provide for the proposed structure.

A variance to accessory structure size and height is required as follows:

- Section 1245.04, Subd. 2(B)(2) limits the size of accessory structures in the I-1 District to a maximum of thirty (30) percent of the gross floor area of the principal use. The proposed accessory structure is 147% the size of the principal structure.
- Section 1245.04, Subd. 2(M) limits accessory sidewall height to 10' and overall accessory structure height to 18 feet. In addition Section 1230.12, Subd. 5 limits accessory structure height in the I-1 District to 25 feet. It is noted the most restrictive standard applies. Proposed sidewall height is 16' and overall height 28 feet.

Site plan review under Section 1210.08 is also required.

Notice of public hearing has been published, posted, and mailed to adjacent property owners. No comment for or against the proposed use has been received as of the drafting of this memorandum.

VARIANCE REVIEW

Section 1210.04 of the City Code pertains to issuance of variances.

A variance from the literal provisions of the Code may be approved where strict enforcement would cause practical difficulties. Practical difficulties when used in connection with the granting of a variance means:

1. The property owner proposes to use the property in a reasonable manner not permitted by the Code.
2. The plight of the landowner is due to circumstances unique to the property and not created by the landowner.
3. The variance, if granted will not alter the essential character of the locality.

Variances to allowable uses of property are not allowed, variances to performance standards such as setbacks may be considered. Economic considerations alone do not constitute a practical difficulty.

Potential Findings Supporting Variance Issuance

- The proposed development is consistent with the Comprehensive Plan in terms of future land use (industrial) and policies relating to industrial development.
- The property has previously been developed and used for industrial purposes with berming present on the perimeter of the property.
- The property is zoned for industrial use.
- The variance is not for the use of the property.
- A conditional use permit was issued to allow for outdoor storage at the site which is used for watercraft and watercraft trailer warehousing, storage, and repair.
- Construction of indoor cold storage will reduce the volume of outdoor storage present at the site and enhance the visual environment in the highway corridor.
- The proposed indoor cold storage facility will not increase the impervious surface coverage at the site.
- The cold storage structure is subordinate to the principal structure which is habitable space.

Potential Findings Opposing Variance Issuance

- The cold storage structure is not necessary for as outdoor storage has been approved under conditional use permit.
- The variance request Circumstance unique to the physical dimensions of the property, existing environmental conditions, or topographic limitations.

RECOMMENDATION:

After review and discussion, the Planning Commission may consider a MOTION to recommend approval or denial of the accessory structure size and height variance.

Staff recommends approval of the variance based on aforementioned findings and recognizing indoor cold storage as a means of enhancing the visual environment in the highway corridor and recommends the following conditions:

1. The variance is applicable to the property at 13050 Stewart Avenue.
2. Approval of a site plan for the proposed cold storage structure.
3. Initiation of construction shall begin within one-year of City Council approval of the variance. If construction has not been initiated within one year of Council approval the variance, said variance approval shall expire without further action by the Council.

EXAMINATION OF CODE REQUIREMENTS: SITE PLAN APPROVALDistrict and Use:

The property is zoned I-1 Light Industrial District. The principal use (watercraft warehousing, storage, and repair) is permitted within the subject district.

Site Plan Review:

Lot performance and building setback standards appear to have been met. Impervious surface coverage is not changing as the structure will be placed in an area that is currently considered impervious. Requests for variance from accessory structure size and height requirements have been submitted.

Parking, landscaping, and screening standards do not apply as this is an accessory and not a principal structure.

Design characteristics for accessory structures are included in Section 1245.04, Subd. 2(C)-(F) and require:

C. Detached accessory structures shall be constructed of material similar to the principal structure, and in character with the surrounding built environment. Design characteristics shall include, but not be limited to, the following:

- 1. Roof type (e.g. gabled, hipped, mansard), roof orientation, and roof pitch*
- 2. Eave, overhang depth, and fascia/soffit type and appearance.*
- 3. Exterior building material, and,*
- 4. Exterior color.*

D. Minimum Roof Pitch. The minimum accessory structure roof pitch shall be 4:12ths

E. Prohibited Roof Types. Rolled roofs and mono-sloped roofs are prohibited

F. Prohibited Exterior Materials. Galvanized and unpainted metal are prohibited as exterior building materials.

A color rendering of the proposed structure has been requested. The proposed structure appears to meet the required standard.

A building permits shall be required.

RECOMMENDATION

After review and discussion, the Planning Commission may consider a MOTION to recommend approval or denial of the site plan to the City Council.

If the Planning Commission recommends denial of the site plan appropriate findings of fact shall be issued.

If the Planning Commission recommends approval of the site plan the following conditions are recommended:

1. The "Use" is an 11, 832 square foot (approximate) indoor cold storage facility 13050 Stewart Avenue, the "Property".
2. The "Site Plan" is a site plan completed by RAM Building dated February 3, 2021.
3. Approval of a variance for accessory structure size and height.
4. Evidence of review and issuance of a permit, if required by the Carver County Water Management Organization.
5. Issuance of a building permit.
6. This approval is subject to all applicable codes, regulations and ordinances, and violation thereof shall be grounds for revocation.
7. This approval shall expire one year after date of approval unless the Applicants have commenced construction of the Use on the Property.
8. Approval of this site plan does not approve any future expansion or associated improvements on-site.
9. Any modifications not defined as "minor" pursuant to Section 1210.08, Subd. 4, shall require separate site plan approval.

ACTION

The PC shall hold a public hearing regarding the requested variances.

During the business portion of the meeting the PC shall consider variance and site plan approval requests. A separate and independent MOTION to recommend the Council to approve/deny each item is in order.

Sample MOTION to recommend approval would include approval of a variance to Sections 1245.04, Subd. 2(B)(2) and Section 1245.04, Subd. 2(M) of the City Code with proposed conditions to provide for an 11,832 square foot cold storage detached accessory structure at 13050 Stewart Avenue.

Sample MOTION to recommend denial would include denial of a variance to Sections 1245.04, Subd. 2(B)(2) and Section 1245.04, Subd. 2(M) of the City Code based on the findings included in the staff memo.

Sample MOTION to recommend site plan approval would be to recommend approval of a site plan for a 12,852 square foot cold storage detached accessory structure at 13050 Stewart Avenue with proposed conditions.



522 Jackson Drive
Woodbury, Minnesota 55389
763-938-5500
www.ramconstruction.com

NEW BUILDING FOR:
GREENWOOD MARINA, MN
NORWOOD-YOUNG AMERICA, MN

NO.	1
PLAN	1717A
BY	DATE
PROJECT	
DATE	02/29/2021
DRAWN	K.H.



1 Full Site Plan



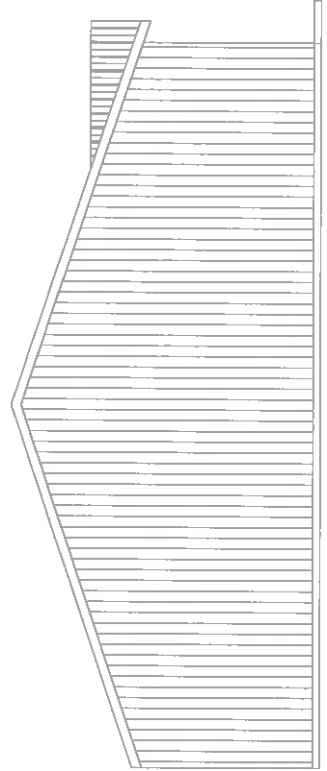
1 Enlarged Site Plan

ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS ARE GIVEN TO THE CENTERLINE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO BE VERIFIED BY THE FIELD ENGINEER. DIMENSIONS ARE TO BE VERIFIED BY THE FIELD ENGINEER. DIMENSIONS ARE TO BE VERIFIED BY THE FIELD ENGINEER.

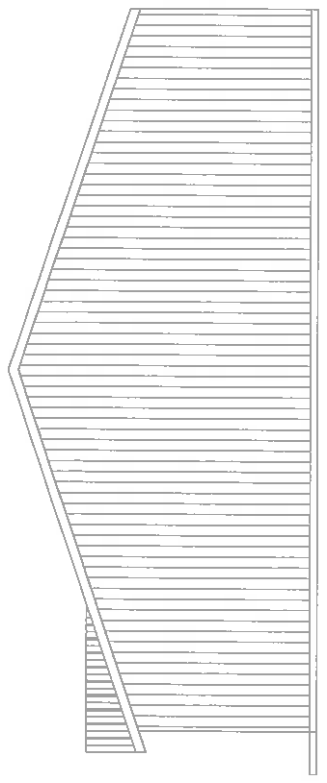
PROJECT	DATE	BY	DATE
MMWV	02/27/2021		
KVL			

NEW BUILDING FOR
GREENWOOD MARINA
 NORWOOD-YOUNG AMERICA, MN

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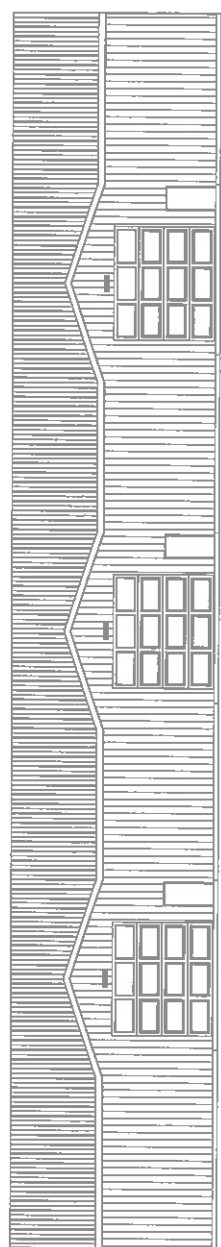
2 WEST ELEVATION
 SCALE: 1/8" = 1'-0"



1 EAST ELEVATION
 SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
 SCALE: 1/8" = 1'-0"



4 SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"

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Planning and Zoning Application

City of Norwood Young America
310 Elm St. W, PO Box 59
Norwood Young America, MN 55368
Phone: (952) 467-1800 Fax: (952) 467-1818

Applicant's Name AJB Properties		Telephone Home Work/Cell 952-474-7942			
Address (Street, City, State, ZIP) 13050 Stewart Ave. Norwood Young America 55368					
Property Owner's Name (If different from above) Aaron & Angie Bean		Telephone Home 952-870-8831/612-810-8350 Work/Cell 952-474-7942			
Location of Project 13050 Stewart Ave. Norwood Young America 55368					
Legal Description See Attached					
Description of Request (Attach separate sheet, if necessary) accessory structure size variance					
<p>Proposed Action(s): Check all that apply</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 33%;"> <input type="checkbox"/> Annexation \$300.00 <input type="checkbox"/> Application for Appeal \$150.00 <input type="checkbox"/> City Code Amendment \$250.00 <input type="checkbox"/> Parking Reduction \$100.00 <input type="checkbox"/> CUP/IUP \$200.00 (Residential) <input type="checkbox"/> CUP/IUP \$300.00 (Non Residential) <input type="checkbox"/> Variance \$150.00 (Residential) <input type="checkbox"/> Variance \$200.00 (Non Residential) <input type="checkbox"/> Lot Split \$200.00 <input checked="" type="checkbox"/> Public Hearing Notice \$75.00 </td> <td style="vertical-align: top; width: 33%;"> <input type="checkbox"/> Comp Plan Amendment \$500.00 + Escrow <input type="checkbox"/> Sketch Plat \$200.00 + Escrow <input checked="" type="checkbox"/> Site Plan \$300.00 + Escrow <input type="checkbox"/> PUD Sketch Plan \$200.00 + Escrow <input type="checkbox"/> PUD Plan Amendment \$300.00 + Escrow <input type="checkbox"/> PUD Final Plan \$300.00 + Escrow <input type="checkbox"/> PUD General Concept Plan \$400.00 + Escrow <input type="checkbox"/> Preliminary Plat \$350.00 + \$10.00/Lot + Escrow <input type="checkbox"/> Final Plat \$250.00 + \$10.00/Lot + Escrow <input type="checkbox"/> Wetland Mitigation Plan \$100.00 + Escrow </td> <td style="vertical-align: top; width: 33%;"> <input type="checkbox"/> Storm Water Plan \$250.00 <input type="checkbox"/> Rezoning \$350.00 <input type="checkbox"/> Street/Alley Vacation \$150.00 <input type="checkbox"/> Zoning Text Amendment \$300.00 <input checked="" type="checkbox"/> Recording Fee \$46.00 <input type="checkbox"/> Other _____ </td> </tr> </table>			<input type="checkbox"/> Annexation \$300.00 <input type="checkbox"/> Application for Appeal \$150.00 <input type="checkbox"/> City Code Amendment \$250.00 <input type="checkbox"/> Parking Reduction \$100.00 <input type="checkbox"/> CUP/IUP \$200.00 (Residential) <input type="checkbox"/> CUP/IUP \$300.00 (Non Residential) <input type="checkbox"/> Variance \$150.00 (Residential) <input type="checkbox"/> Variance \$200.00 (Non Residential) <input type="checkbox"/> Lot Split \$200.00 <input checked="" type="checkbox"/> Public Hearing Notice \$75.00	<input type="checkbox"/> Comp Plan Amendment \$500.00 + Escrow <input type="checkbox"/> Sketch Plat \$200.00 + Escrow <input checked="" type="checkbox"/> Site Plan \$300.00 + Escrow <input type="checkbox"/> PUD Sketch Plan \$200.00 + Escrow <input type="checkbox"/> PUD Plan Amendment \$300.00 + Escrow <input type="checkbox"/> PUD Final Plan \$300.00 + Escrow <input type="checkbox"/> PUD General Concept Plan \$400.00 + Escrow <input type="checkbox"/> Preliminary Plat \$350.00 + \$10.00/Lot + Escrow <input type="checkbox"/> Final Plat \$250.00 + \$10.00/Lot + Escrow <input type="checkbox"/> Wetland Mitigation Plan \$100.00 + Escrow	<input type="checkbox"/> Storm Water Plan \$250.00 <input type="checkbox"/> Rezoning \$350.00 <input type="checkbox"/> Street/Alley Vacation \$150.00 <input type="checkbox"/> Zoning Text Amendment \$300.00 <input checked="" type="checkbox"/> Recording Fee \$46.00 <input type="checkbox"/> Other _____
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<p>ALL ESCROW MUST BE PAID BY CERTIFIED CHECK</p> <p>Escrow Deposit \$2,000.00</p> <p>Escrow Deposit - Site Plan Review: \$7,500 (Tacoma West Industrial Park), \$5,000.00 (All other site plan reviews)</p> <p>Escrow Deposit - Development Review (paid at Sketch Plan): \$10,000.00</p>					
<p>ALL PLANNING & ZONING APPLICATION FEES ARE IN ADDITION TO LEGAL, ENGINEERING AND ASSOCIATED COSTS.</p>					
<p>*APPLICATIONS WILL BE PROCESSED ONLY IF ALL REQUIRED ITEMS ARE SUBMITTED*</p>					
<p>The undersigned certifies that they are familiar with application fees and other associated costs, and also with the procedural requirements of Chapter 11 and Chapter 12 of the City Code and other applicable ordinances.</p>					
Applicant's Signature: Aaron Bean	Date 3/18/01				
Fee Owner's Signature: Aaron Bean	Date 3/18/01				
Accepted By:	Amount	Date			



This map was created using Carver County's Geographic Information Systems (GIS), it is a compilation of information and data from various City, County, State, and Federal offices. This map is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

Map Date: 2/14/2021



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Fax: (952) 448-8805
Bolton-Menk.com

April 1, 2021

City of Norwood Young America
Attn: Steve Helget
310 W. Elm St.
P.O. Box 59
Norwood Young America, MN 55368

**RE: Greenwood Marina / Molnau Trucking Site
Preliminary Submittal Review
Project No.: 0C1.124187**

Dear Mr. Helget:

We have completed an engineering review of the submitted information for the above referenced project. Our review is based on plans bearing the general title "Greenwood Marina, Norwood Young America", dated February 3, 2021, prepared by Ram General Contracting Inc. We offer the following comments and recommendations for your consideration:

- 1) Permits may be required for this project, including but not limited to NPDES Storm Water, CCWMO, Carver County on site treatment systems, MnDOT, TC&W Railroad, and other permits relative to the use of the site as required by appropriate governing agencies, etc. Copies of all required permits shall be submitted.
- 2) The applicant shall submit the amount of additional impervious surface proposed, and verify the existing drainage facilities, including ponding and storm water treatment, on site are adequate to accommodate the proposed improvements. Calculations and verifications shall be submitted to the City and CCWMO.
- 3) Public sewer and water facilities are not available at the site, at this time. We assume the site is served by a private onsite septic system and well. The applicant should verify the existing septic system and well are adequate to serve the proposed improvements and are in compliance with all applicable regulations. Approval from Carver County, MPCA, MDH, etc. may be required.

City of Norwood Young America
Greenwood Marina / Molnau Trucking Site
April 1, 2021

- 4) The plans should include the following:
- a. Proposed contours, site grading and spot elevations.
 - b. Existing septic system, drain field and well locations to ensure required separations, and other regulatory requirements are being maintained.
 - c. Proposed erosion control and protection for the existing wetlands.
 - d. Existing and proposed finished surfaces, including but not limited to bituminous, aggregate, turf, concrete, etc.

Revised plans and information should be submitted as addressed herein. We are available to discuss this matter at your convenience.

Sincerely,

Bolton & Menk, Inc.



John K. Swanson

Cc: Cynthia Smith-Strack
Jake Saulsbury



To: Chairperson Heher
Members of the Planning Commission
Administrator Helget

From: Cynthia Smith Strack, Consulting Planner

Date: April 6, 2021

Re: Future Land Use and Official Zoning Consistency

BACKGROUND

The 2040 Comprehensive Plan has been placed into effect. There are a few items on which discussion is suggested. The table below is for Commissioner information. Red text and highlights are potential discussion or action items. Following this table are suggested updates to "Intent" statements included in zoning districts. The updates will help clarify what zoning districts correspond to what planned future land use classifications. Updating the zoning code intent statements is an alternative to updating the Comprehensive Plan.

Future Land Use Class	Corresponding Zoning Class(es) according to Comp Plan text	Minimum Density (du/net ac)	Notes
Low Density Residential	R-1, R-2, & R-3 Districts	1 to 7 du/ac (lot size 6,000 sf to 1 ac)	New developments to meet minimum 3 du/ac
Medium Density Residential	R-2 and R-3 Districts	8-12 du/ac (twin homes, townhomes, small apartments, manufactured home parks)	Large areas guided toward MDR south and west of Tacoma Industrial Park. Land within City limits is zoned Transitional Ag at this time. This should be rezoned (Kloth Property). If City plan is to expand industrial park a MAJOR amendment to the comprehensive plan will be needed which will need to provide for alternate areas zoned for medium density residential.
High Density Residential	R-4 District and residential components in Downtown Mixed Use District	12-18 du/ac (traditional apartment buildings)	All areas guided to HDR are existing built-out
Commercial	RC-1 and C-2 districts	No minimum, maximum intensity regulated by lot size	Discourage rezoning current C-2 areas adjacent to Hwy 212 to

			RC-1 which allowed under planned land use classifications. We can do this by specifying in zoning district purpose/intent where zoning district is appropriate. See proposed updates following this table.
Downtown Mixed Uses	C-3 Downtown Districts	Intended to accommodate mixed commercial and residential uses in same building or lot	Appears adequate
Industrial	B-1 and I-1 Districts	No minimum, maximum intensity is regulated by lot size	Industrial areas, including Tacoma Industrial park could be rezoned to B-1 is city interested in this?
Mixed Use Comm/Indust	B-1 District	No minimum, maximum intensity is regulated by lot size	Lots abutting Industrial Blvd currently zoned B-I must remain. NOTE if the lot south of 212 just west of Greenwood Marine site is annexed it should be zoned B-1.

PROPOSED ADJUSTMENTS TO ZONING DISTRICT INTENT STATEMENTS

1230.04 R-1 Low Density Single Family Residential District.

Subd. 1 Intent. The R-1, Low Density Single Family Residential District, is intended to provide and preserve areas within the City currently established or primarily designated for low-density residential development by the Comprehensive Plan. This District is suitable for areas planned for Low Density Residential Use in the Future Land Use Map as contained in the Comprehensive Plan.

1230.05 R-2 Medium Density Single Family Residential District.

Subd. 1 Intent. The R-2, Medium Density Single Family Residential District, is intended to provide and preserve areas within the City currently established for low-medium density residential development by the Comprehensive Plan at densities slightly higher than the R-1 District. This District is suitable for areas planned for Low Density Residential Use and Medium Density Residential Use in the Future Land Use Map as contained in the Comprehensive Plan.

1230.06 R-3 Medium Density Mixed Residential

Subd. 1 Intent. The R-3, Medium Density Mixed Residential District, is intended to preserve the residential areas established with the City's original plat and provide for a variety of housing types to be developed at densities slightly higher than the traditional single-family dwelling as guided by the Comprehensive Plan. This District is suitable for areas planned for Low Density Residential Use and Medium Density Residential Use in the Future Land Use Map as contained in the Comprehensive Plan.

1230.07 R-4 Multiple Family Residential District.

Subd. 1 Intent. The R-4, Multiple Family Residential District, is intended to provide for multifamily residential structures at a maximum net density of 18 dwelling units per acre on land guided for high density residential uses by the city comprehensive plan. **This District is suitable for areas planned for Medium Density Residential Use and High Density Residential Use in the Future Land Use Map as contained in the Comprehensive Plan.**

1230.08 RC-1 Residential/Neighborhood Commercial District

Subd. 1. Intent. The intent of the RC-1 District is to provide certain areas of the City for the development of specialty service and commercial focusing on neighborhood related business in areas where residential dwellings predominate. The District is intended to include primarily established residential areas where changing conditions have made certain commercial uses suitable and not incompatible with the basic residential character of the district. The district is also intended for certain residential areas which, by reason of proximity to existing commercial areas and major streets, would be suitable for limited office use. It is further the intention of this Section that the classification as RC-1 of an area will aid in the preservation and stabilization of property values. To this end, it is the intention that the conversion and alteration of existing residential structures or construction of new residential structures be compatible by means of landscaping, open space, and architectural treatment with neighboring residences and that new commercial buildings be compatible with the requirements set forth in Section 1245.02. **This District is suitable for areas planned for Mixed Commercial Use north of Railroad Street in the Future Land Use Map as contained in the Comprehensive Plan.**

1230.09 C-2 General Commercial District

Subd. 1 Intent. The C-2, General Commercial District is intended to recognize development opportunity and the need for commercial establishments fronting on or with direct access to major highways, a frontage road, or a major street intersecting a highway, serving area residents as well as vehicular traffic generated from the surrounding area. **This District is suitable for areas planned for pure Commercial Use in the Future Land Use Map as contained in the Comprehensive Plan.**

1230.10 C-3 Downtown Districts

Subd. 1 Intent. The C-3, Downtown Districts, which include the original Norwood downtown, known as "Downtown Business" and the original Young America downtown, known as "Community Uptown", is intended to serve as the specialized service, retail, employment, and public business district for the community. The specific intent of this district is:

- A. To be the focal point for specialty services and goods focusing on neighborhood service related businesses;
- B. To allow for mixed commercial and residential uses since the district offers convenient access to services.
- C. To promote pedestrian-friendly design and development and encourage gathering areas.

This District is suitable for areas planned for Downtown Mixed Use in the Future Land Use Map as contained in the Comprehensive Plan.

1230.11 B-1 Business Industrial District

Subd. 1 Intent. The B-1, Business Industrial District is intended to provide an area identified for light industrial and large-scale office-park development. **This District is suitable for areas planned for Mixed Use**

Commercial Industrial or Industrial Use in the Future Land Use Map as contained in the Comprehensive Plan.

1230.12 I-1 Light Industrial District

Subd. 1 Intent. The purpose of the I-1, Light Industrial District, is to create industrial areas within the City that will be acceptable and will not adversely affect adjacent business or residential neighborhoods. The overall character of the I-1 District is intended to have low-impact manufacturing/warehouse character. Industrial uses allowed within the District shall be either:

- A. Those whose operations are relatively free from objectionable influences; or
- B. Those whose objectionable features will be mitigated by design or appropriate devices.

This District is suitable for areas planned for Industrial Use in the Future Land Use Map as contained in the Comprehensive Plan.

ACTION

Discussion/direction.

Land Use Plan

The City of Norwood Young America contains a full range of land uses including residential, commercial, industrial and institutional uses with single-family residential being the dominant land use within the city. Planning for the location and density of future develop allows the city to adequately plan for the health, safety and welfare of current and future residents.

The Land Use Plan contains two components: text and a map. The text provides the policies, standards and principles to guide future land uses within the city and its planned growth areas. The Land Use Plan map illustrates the future growth areas through future land use designations for which the policies will apply. The city's existing orderly annexation boundary, as agreed upon with Carver County and Young America Township, was used to define a study area for the future land use plan (see Figure 12).

The 2040 future land use plan utilizes the existing land use patterns to plan for future develop in a manner that compliments existing uses and development patterns. This plan should be referred to on a regular basis as development is pursued throughout the city. It should be reviewed and updated as needed to reflect changes throughout Norwood Young America.

Future Land Use Categories

The future land use plan uses different land use categories to define growth areas in the city and its growth areas. This section describes the different future land use designations for the city and its growth areas. Ten land use categories have been identified to guide growth in Norwood Young America. Below, each land use designation category is described in detail, along with a description of the growth areas identified in Figure 12. It is recognized that not every parcel of land within each designation will be buildable due to wetlands, floodplains, soils, slopes and other natural site constraints.

Residential Categories

The three residential land use categories represent a majority of the areas where people live within Norwood Young America. These categories include residential development of many types, from single-family homes to multi-family apartments. Future growth of the residential land use categories provides the identified locations for housing growth through the community. The Low Density, Medium Density and High-Density categories provide for residential growth at different densities.

Low Density Residential

The Low Density Residential land use category provides the lowest density residential use within the future land use plan at 1 to 8 units per acre. This category allows for single family homes on a lot of approximately 6,000 square feet to 1 acre. A majority of the existing residential development within the City of Norwood Young America is classified as low density residential, including older single-family areas to the recently constructed Preserve development.

Norwood Young America

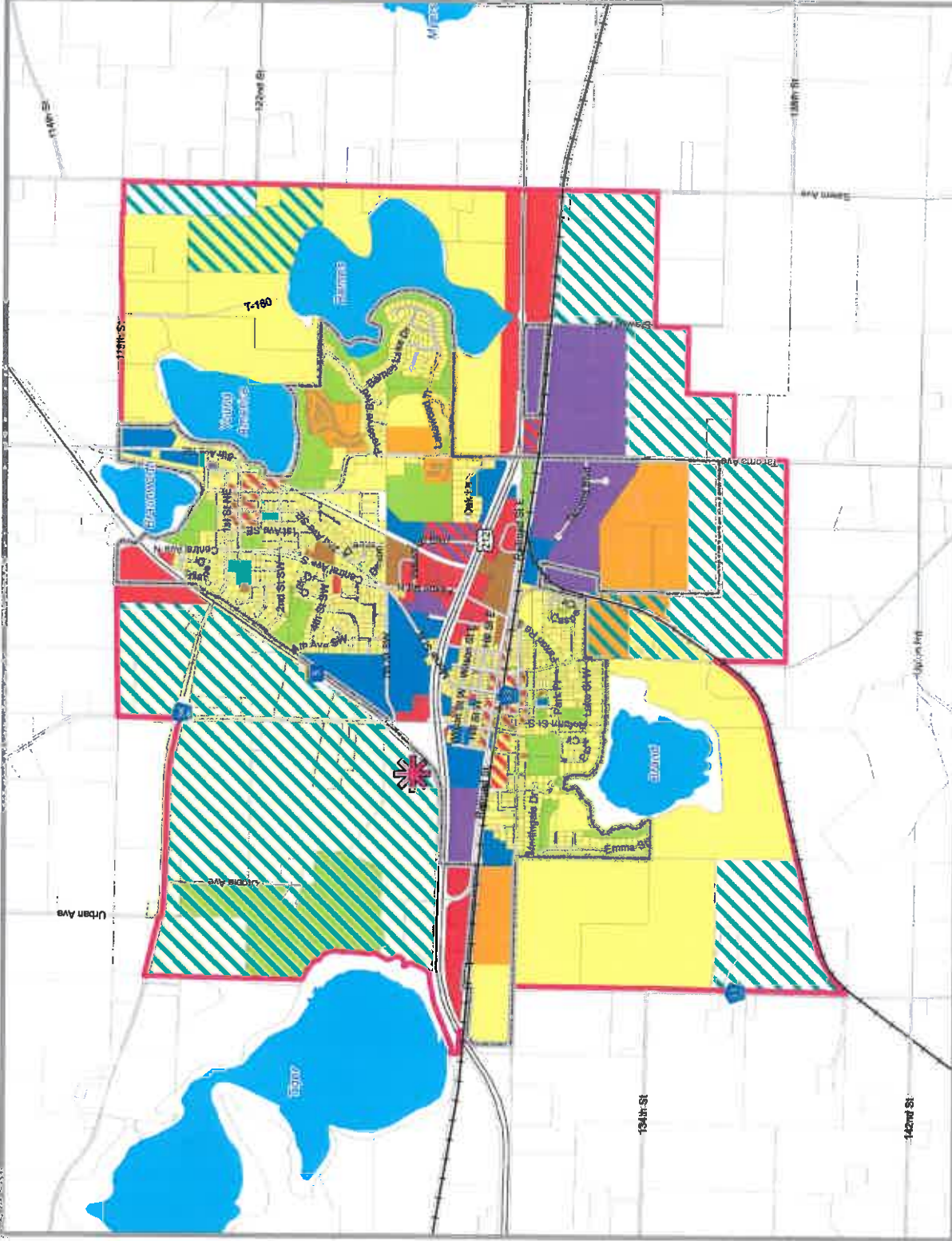
Figure 12:
Future Land Use Plan

Future Land Use

- Commercial
- Downtown Mixed-Use - 12 to 18 units/acre
- Mixed-Use Commercial/Industrial
- Industrial
- Public/Institutional
- Parks and Open Space
- Low Density Residential - 1 to 8 units/acre
- Medium Density Residential - 8 to 12 units/acre
- High Density Residential - 12 to 18 units/acre
- Planning Reserve
- Municipal Boundary
- Ordery Annexation Boundary



The city should monitor the land uses at this location as the US TH 212, MN TH 5, and CSAH 33 intersection improvement project is pursued. The proximity to existing commercial uses and the US TH 212 corridor make this a prime location for future commercial growth.



CHAPTER 4 – LAND USE

Within these areas, it is anticipated that the predominant housing types will be single-family, including single-family detached housing. The existing city zoning districts appropriate for this land use category include R-1, R-2, and R-3. These districts currently accommodate a very wide range of housing types and densities. When designed to meet a lower density, twin home development within the R-2 and R-3 district would also meet the density range of the Low Density Residential category.



There are three primary areas identified for future growth within this land use category: 1) infill development, 2) the northeast quadrant, and 3) the southwest quadrant. Within the existing city limits, there are platted residential lots that have access to utilities that are currently vacant, including recently platted developments. All vacant parcels platted for residential use are identified in the future land use plan within this category. Additionally, future low density residential growth is guided for the northeast and southwest quadrants of the city. These two areas are located near existing residential growth which supports future development of a similar use. The location of existing utilities and transportation infrastructure stubbed into the areas makes it a prime area for development.

Medium Density Residential



The Medium Density residential category provides for an important mix of housing types within the community. The category supports residential developments at a density of 8 to 12 units per acre. Within these areas, it is anticipated that the predominate housing types will be twinhomes, townhomes, smaller scale apartments, manufactured home parks, and other multi-family development. The current requirements for twinhomes within the R-2 and R-3 districts would be accommodated within this land use category. The existing townhomes located along Serenity Circle provide an example of Medium Density Development. This category also accommodates

multi-family development on a smaller scale within the R-3 and R-4 zoning districts. For example, a 4-unit apartment building within either district meets the requirements of this district.

There are three areas identified for future Medium Density Residential development within the future land use plan. The location of the growth areas can provide a transition between lower and higher intensity uses, but also benefits from proximity to commercial and industrial development for access to services

CHAPTER 4 – LAND USE

and employment. The first area is located to the east of County Highway 34, south of the Preserve. Medium Density growth is also identified along CSAH 31 to the west of the southern downtown. The designation of Medium Density growth in this area provides for diversified housing options, within close proximity to the downtown and recreational areas near Brand Lake. The final growth area is located to the south of the existing industrial park. This location is in close proximity to future jobs within the industrial park and a few blocks away from downtown uses.

High Density Residential



The High Density Residential land use category also plays an important role in housing diversity throughout the community and provides for the highest residential density development types. Residential development within this category should provide housing at 12 to 18 units per acre. According to the current zoning ordinance, the R-4 zoning district is the only district that allows for this density through the construction of apartment and condominium units. Therefore, the primary development type within this category is apartments and group living quarters. However, other multi-

family and higher density developments, including mobile home parks, could be accommodated within this category. The existing Country Cove Apartments and The Harbor at Peace Village are examples of existing High Density Residential development.

Limited areas of future High Density Residential development have been identified within the future land use plan. The first area is located to the east of Central Avenue and promotes the infill development of a vacant parcel that is adjacent the Young America Apartments. The second area is located to the west of downtown and the City Hall along Elm Street. This area provides well for this type of development due to the close proximity of existing services and access to Highway 212 via Reform Street. As development and growth occurs within the community, the city should assess the needs for additional high density land uses to support the needs of the growing residents.

Planned Unit Developments

Planned Unit Developments (PUD) are a tool that has been used in Norwood Young America to promote neighborhoods with a variety of housing types and densities within a single development. PUDs should be considered as a method of achieving a mix of housing types and densities within a single development. A PUD is a zoning tool, and areas have not been defined within the future land use plan as future PUD areas. As development is pursued within any of the three residential land use categories, the use a PUD can be explored to promote diversity within housing types and densities.

Commercial Categories

Commercial land use designations are a vital component of the city's development fabric, representing places people go to work, shop and play. This category includes a mixture of all retail, sales, and service uses within the community. Additionally, the Downtown Mixed-Use category allows for the inclusion of residential units with commercial development.

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Commercial



The Commercial land use category represents a majority of the general commercial development in Norwood Young America. This category includes typical retail and service-oriented uses, including highway-oriented businesses, limited office and service uses. There are two existing zoning districts

where commercial uses are primarily allowed are RC-1, Residential Neighborhood Commercial District and C-2, General Commercial District. The RC-1 district allows commercial that complement the surrounding residential uses within a neighborhood. The C-2 district allows a wide variety of commercial uses ranging from banks to hotels to restaurants. Commercial development can vary in size and intensity, dependent on the specific use. Future development in the commercial district shall abide by the city's requirements of a maximum 80 percent lot coverage for both the building footprint(s) and parking lot. The intensity of commercial development is anticipated to be an average of 40 percent of the lot area, using one-story structures.

The success of certain types of commercial development can be tied its visibility and access from major roadways. Much of the areas designated in the future land use plan for commercial development are located along the US TH 212 or MN TH 5 corridors. Development along these corridors are not likely to received direct access from either highway but will be visible to both residents and travelers through the community. Commercial growth is also shown in the core of the city through the infill of parcels that are currently vacant. The location of commercial land use along the highway corridors also places the development in gateways or entrances to the city. Therefore, the characteristics of this development play into the appearance and perception of the city for travelers moving through the city. Development standards for future development in these areas should be considered to promote the city's desired sense of place.

Transportation projects are being pursued near the intersection of US TH 212, MN TH 5 and CSAH 33 which could increase development potential in the area. As noted by the asterisk on Figure 11, the triangle parcel bordered by the three roadways is currently owned by MnDOT. The proposed transportation project would open this parcel for development with the removal of the MN TH 5 slip ramp. Should this project move forward, the city should identify this area for future commercial development due to its proximity to US TH 212 and existing commercial development.

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Downtown Mixed-Use



The Downtown Mixed-Use land use category allows for a variety of land uses that contribute to a downtown or town center. Norwood Young America has two traditional “town center” areas that have been designated as Downtown Mixed-Use. This category was not included within the existing land use plan; however, areas currently defined as the town center and zoned C-3 have been designated as Downtown Mixed-Use in the future land use plan. This category is intended to mix commercial and residential uses together into one structure or area, and can serve as centers for retail,

civic/government, office, and service establishments. Allowing residential with commercial uses helps to establish the town center or downtown by bringing people to the area.

The mix of both commercial and residential uses provides variety to the area and can create gathering spaces within the community. Currently the mix of uses includes ground floor commercial and office uses and upper floor residential. It is intended that this current mix of uses will remain as redevelopment occurs. Future development should strive for a combination of 60 percent commercial and office development and 40 percent residential. The residential development within this Mixed-Use district should mimic that of the High Density Residential district with a density of 12 to 18 units per acre.

The Downtown Mixed-Use category should be used to create uses which are compatible with pedestrian movement and generate pedestrian activity in a compact, high-density environment. The two downtown mixed-use areas are characterized by a grid-like street pattern, alleys and sidewalks. This development pattern should be continued.

The types, size, scale and other development standards such as setbacks, off-street parking requirements, etc., are often different for a downtown or town center area than a highway oriented commercial area. The city should encourage and/or require the following design elements within this land use category:

- Buildings to be constructed at or near the right-of-way line to preserve and enhance the main street character of these areas
- Mixed use of buildings
- Smaller parking lots at the side or rear of buildings as a means to minimize hard surface coverage and reduce the visual impact of parking lots
- Shared parking
- Buildings and signage to be in character, size, scale and density with the historical nature of these areas
- Development that is tied into the overall downtown area, and not as a separate element

The current composition of these downtown areas welcomes both traditional town center access and auto-oriented and industrial uses. The current mixture of these development types plays into the character of the downtown area but should be monitored as future redevelopment opportunities are explored.

Thus, continued and controlled expansion within the Downtown Mixed-Use category should be encouraged, but the City should discourage existing commercial, institutional or residential uses to be

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used, removed or replaced by industrial uses or additional auto-oriented uses. Existing auto-oriented and industrial uses may continue to operate within the downtown areas, but should they redevelop or expand, measures should be taken, where possible, to improve their appearance and compatibility with a downtown setting. Outdoor storage should not be increased, nor should they cause substantial noise, dust, odor or vibration.

The function of a downtown is more than just a place for retail and businesses; it often serves as the center of community activity and identity. As such, it provides a function different from that of shopping centers or modern highway commercial strips. The key to the continued viability of Norwood Young America's downtowns is to increase the activity in and around them. The downtowns will find it increasingly difficult to compete with the commercial areas along the highway, making their identification as a destination within the community a key to their future success. Norwood Young America should encourage visitor-oriented uses such as antique stores, restaurants, and small art or gallery spaces. Such activities draw pedestrians to the downtown, which bring life and activity. This, in turn, helps foster an active business climate. In addition, residential units and office space should be allowed to locate above storefronts, where possible.

Industrial Categories

The purpose of the Industrial categories is to provide centers for employment within the community that provide warehouse and manufacturing uses. There are two industrial land use categories within the future land use plan – Industrial and Mixed-Use Industrial/Commercial.

Industrial



The Industrial land use category includes both light and heavy uses. Light industrial uses include warehouse uses and less intensive manufacturing, and includes facilities where offices are a key element to the business or are free standing professional businesses and offices. They may also include limited retail and service uses in support of office uses and employees. Heavy industrial uses include manufacturing, warehousing, assembly, truck terminals, mining, quarries and other businesses that provide goods and services, but not directly to the public. Both types of industrial uses can produce heavier

truck volumes than commercial uses. The existing B-1 and I-I zoning districts align with the intent of this district.

Similar to the Commercial District, industrial development can vary in size and intensity, dependent on the specific use. Future development in the industrial district shall abide by the city's requirements of a maximum 80 percent lot coverage for both the building footprint(s) and parking lot. The intensity of industrial development is anticipated to be an average of 50 percent of the lot area, using one-story structures.

Industrial development can be associated with heavier truck volumes and the potential production of noise, smell or light pollution (as a result of manufacturing). Therefore, the location of future industrial development should be monitored to limit the impacts and potential conflicts with adjacent uses. Future industrial growth has been identified in the future land use plan within the existing industrial park. There

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are current six vacant lots that should be the first locations for industrial development. Additional industrial growth has been identified to the east of the industrial park, south of the railroad tracks. Expansion in this area maintains the use of Tacoma Avenue for industrial traffic and places industrial uses near the active rail line.

Mixed-Use Commercial/Industrial



The Mixed-Use Commercial/Industrial category provides a land use district that combines the allowed uses of the Commercial and Industrial uses into one district. The district is intended to provide flexibility for both the city, property owners and developers in an area that can support both use types within one general area. Commercial uses suitable for this category include those less dependent on drive-by traffic,

and light industrial uses may be more appropriate within this district. The Mixed-Use Commercial/Industrial category has been identified in two locations on the future land use map. The first is located along Industrial Blvd in a developed area that includes development of this nature. The second location is in the southeast quadrant of Tacoma Ave and US TH 212. The mixed-use designation in this area provides flexibility for a future developer, due to its location between the industrial park and existing commercial uses. Though a combination of zoning districts accommodates the intended use of this land use district, the B-1, Business Industrial District, provides for a mixture of uses that is similar to those described within this category.

Other Land Use Categories

The purpose of the remaining districts is to identify other land uses that generally provide key services to residents and visitors and are typically developed and owned by a public entity.

Parks / Open Space Category



The Parks and Open Space category identified existing municipal and other public parks and open spaces. This includes areas that are identified as a local park and includes other open spaces that should remain undeveloped. All uses of this district identify existing parks and open space uses. As development occurs the city should assess the needs for additional allocation of this use in cooperation with the findings of the Parks and Trails Chapter of this plan. One area within the Planning Reserve has been identified as Parks and Open Space within the future land use plan. This area was

recently purchased by Pheasants Forever, Inc. and donated to the Minnesota Department of Natural Resources for future recreational use.

This category not only identifies existing programmed park space but should also be used to identify areas of natural resource preservation. An example of the use of this district for preservation is the identification of the recently purchased area within the northwest quadrant of the city. As areas are encountered that the city wishes to preserve for recreational, environmental, or other purposes, this land use category should be used.

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Public / Institutional



The Public/Institutional category is used to identify publicly owned properties that provide a service to a public. These can include government buildings, schools, and churches. Existing community facilities are designated as this category within the future land use plan; however, no future Public/Institutional uses are identified. As the city continues to grow and change, the needs for additional public and institutional uses should be analyzed. Existing community facilities should continue to be maintained and preserved at their current location. If a public facility or institution ceases to exist or moves from its present site, that site should be designated as the same use, or the

predominate land use, that surrounds it. For example, if a church surrounded by Low to Medium Density Residential relocates, the church property should either house a new church, or be designated for low-density residential development. In addition, new development should incorporate appropriate public/institutional uses as they are developed.

Planning Reserve

The Future Land Use Plan identifies desired future land uses many years into the future. Many of these areas are currently undeveloped, and some are outside the existing city limits. Prior to urban development, such areas should be protected against development patterns that may hinder their ultimate transition to the intended urban use. The Planning Reserve area identifies future growth areas for the City of Norwood Young America that are not currently needed to meet future population forecasts. However, these areas are



located within the city's orderly annexation boundary, where growth should be closely monitored. At this time, agricultural and open space uses are the desired land uses within the Planning Reserve. Low intensity residential uses may be allowed within the area but should be developed in a manner that doesn't impact future growth.

Development in these areas must be minimized to limit impacts for future development. To comply with Minnesota State Law and the requirements of the Agricultural Preserves Program, residential development in this area should be limited to a maximum density of 1 unit per 40 acres. The current City zoning district appropriate for this designation is the T/A, Transition-Agricultural District. The current lot requirements for the district allow farmsteads of 1 unit per 40 acres. Additionally, single-family units are

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allowed on a lot size of 2.5 acres; however, only one unit is allowed per quarter, quarter section (40 acres). All properties currently enrolled in the agricultural preserves program are included within the planning reserve category. This category is used on the future land use plan as both a primary land use and as an overlay district. When used as an overlay, there is a second future land use category defined for the parcel. The overlay is only used on parcels with an identified expiration date within the 2040 plan horizon, as shown on Figure 9. In these cases, the planning reserve category must guide development decision while the program is enrolled in the agricultural preserves program. When the property has exited the program, the underlying future land use categories should be used to inform development decisions. If the property owner decides to re-enroll in the program, the Planning Reserve overlay continues to apply.

Though the city has identified future land uses within the Orderly Annexation Boundary agreed upon by the city, county and township, the city should actively monitor development occurring along the gateways to the city and areas adjacent to the annexation boundary. Development in these areas has the potential to result in future conflicts for development.

Redevelopment

Some existing land uses are shown as a different use on the Future Land Use Plan map. These designations are intended to guide future change and redevelopment of those parcels and are not intended to mean that the existing use must cease immediately. For example, an existing residence in a predominantly commercial area may be shown on the Future Land Use Plan map as a commercial use. This does not mean that the people who live in the existing homes would have to immediately move, nor does it mean that owners of these properties could not sell to another person who wants to maintain the property for a residential home. Only when a change in use is proposed does this land use guidance take effect. If a residential unit in these areas is eliminated or substantially altered, the site should be developed with the future planned use, as indicated on the Future Land Use Plan map.

BUILDING PERMIT REPORT - MARCH

PERMIT #	NAME	ADDRESS	PURPOSE	DATE	PERMIT FEE	PLAN CHECK FEE	SURCHARGE	VALUE
2021001	Kevin Harms	110 Railroad St. W.	Solar Array	1/5/2021	\$137.85	\$89.60	\$3.00	\$5,544.00
2021002	Ronald Kroells	403 5th St. Court	Solar Array	1/5/2021	\$307.25	\$199.71	\$8.50	\$16,500.00
2021003	Ryan Finnerly - Pour House	325 Elm St. W.	Alterations	1/8/2021	\$800.60	\$520.39	\$31.00	\$62,000.00
2021004	Duane Schrupp	411 4th Ave. SW	Fireplace/Stove	1/8/2021	\$60.00	\$0.00	\$1.00	\$0.00
2021005	Donald Knea	205 Washington St.	Furnace/AC	1/11/2021	\$120.00	\$0.00	\$1.00	\$7,200.00
2021006	Loomis Homes	855 Barnes Lake Dr.	Fireplace	1/12/2021	\$60.00	\$0.00	\$1.00	\$1,500.00
2021007	Mike & Lori Schmidt	412 Park Circle	Windows/patio door	1/12/2021	\$60.00	\$0.00	\$1.00	\$24,002.00
2021008	Ryan Kaiser	310 2nd Ave. SE	Windows	1/15/2021	\$60.00	\$0.00	\$1.00	\$9,992.00
2021009	Ross Schneider	410 Emma St.	Furnace/AC	1/15/2021	\$120.00	\$0.00	\$2.00	\$11,000.00
2021010	Fran Champion	412 Devonshire Dr.	Door replacement	1/27/2021	\$60.00	\$0.00	\$1.00	\$2,266.00
2021011	Renee & Alan Drews	301 4th St. SW	Windows	1/27/2021	\$60.00	\$0.00	\$1.00	\$2,913.00
2021012	Dominique Mitchell	132 Elm St. E.	Alterations	2/8/2021	\$977.70	\$535.51	\$43.50	\$85,000.00
2021013	Carolyn Jensen	231 Hill St. E.	Windows	2/3/2021	\$60.00	\$0.00	\$1.00	\$4,800.00
2021014	Ameriprise	510 Faxon Rd.	Replace Sign		\$42.65	\$0.00	\$0.50	\$300.00
2021015	Jencar Holdings	575 Marsh Path	Water Softner	1/29/2021	\$15.00	\$0.00	\$1.00	\$0.00
2021016	Mavis Oelfke	361 Emma St.	Furnace/AC	2/2/2021	\$120.00	\$0.00	\$1.00	\$0.00
2021017	Kristen Johnson	123 Muirfield Circle	Reside	2/2/2021	\$60.00	\$0.00	\$1.00	\$0.00
2021018	Carlie Cropp	930 Meadow Blvd.	Fireplace	2/4/2021	\$60.00	\$0.00	\$1.00	\$4,600.00
2021019	Karmen Dahl	210 Lake St. W.	Plumbing	2/5/2021	\$60.00	\$0.00	\$1.00	\$0.00
2021020	Loomis Homes	950 Lakewood Trail	Reside	2/11/2021	\$60.00	\$0.00	\$1.00	\$0.00
2021021	Mike Kimpling	423 Morse St. N.	Furnace	2/16/2021	\$60.00	\$0.00	\$1.00	\$0.00
2021022	Kwik Trip	520 Reform St.	Addition	2/25/2021	\$3,557.20	\$2,312.18	\$250.00	\$500,000.00
2021023	Jeff Debner	216 First St. SE.	Reroof	2/22/2021	\$60.00	\$0.00	\$1.00	\$7,500.00
2021024	Bob Verner	502 4th Ave. SW.	Windows	2/22/2021	\$60.00	\$0.00	\$1.00	\$10,000.00
2021025	Mike Barto	304 Main St. E.	Alterations	3/1/2021	\$430.45	\$279.79	\$12.50	\$25,000.00
2021026	Ben Schweer	1015 Barnes Lake Drive	Water heater	2/26/2021	\$15.00	\$0.00	\$1.00	\$0.00
2021027	Sharon Beneke	350 Meadow Lane	finish basement	3/2/2021	\$490.45	\$279.79	\$13.50	\$25,000.00
2021028	David Eischens	312 4th St SW	Water Softner	3/1/2021	\$15.00	\$0.00	\$1.00	\$1,649.00
2021029	Laufele Murphy	575 Marsh Path	Water Softner	3/1/2021	\$15.00	\$0.00	\$1.00	\$2,849.00
2021030	The Pour House Pub	325 Elm St W	Plumbing	3/8/2021	\$307.25	\$76.81	\$8.50	\$17,000.00
2021031	Loomis Homes	1015 Whitetail Path	Water Softner	3/8/2021	\$60.00	\$0.00	\$1.00	\$500.00
2021032	Loomis Homes	855 Barnes Lake Dr.	Water Softner	3/8/2021	\$60.00	\$0.00	\$1.00	\$500.00
2021033	Chris & Becky Grems	224 Union St N	repair basement wall	3/22/2021	\$168.65	\$109.62	\$4.00	\$8,000.00
2021034	Ron Smith	123 Park Place W	replace furnace	3/19/2021	\$60.00	\$0.00	\$1.00	\$2,800.00
2021035	Castle Gate	616 Shoreview Lane	New Twinhome	3/22/2021	\$15,927.71	\$1,426.30	\$141.50	\$278,645.00
2021036	Castle Gate	622 Shoreview Lane	New Twinhome	3/22/2021	\$15,927.71	\$1,426.30	\$141.50	\$278,645.00
2021037	Geoffrey Pearson	214 7th St SW	foundation repair				\$8.00	\$15,864.45
2021038	Marty Gregor	860 Lakewood Trail	finish basement	3/29/2021	\$634.88	\$373.67	\$20.00	\$38,000.00
2021039	Dominique Mitchell	132 Elm St. E.	remodeling	3/24/2021	\$977.70	\$635.51	\$42.50	\$85,000.00
2021040	Dominique Mitchell	132 Elm St. E.	Plumbing	3/26/2021	\$75.00	\$0.00	\$2.00	\$6,000.00
2021041	Kwik Trip	520 Reform St N	Plumbing	3/26/2021	\$384.25	\$96.06	\$11.00	\$22,000.00
2021042	Kim Olson	315 E Lake ST	reroof	3/30/2021	\$60.00	\$0.00	\$1.00	\$0.00

VOIDED