

North Maintenance Facility

Narrative

Application Submitted on January 21, 2022

Final Plat

Conditional Use Permit



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INTRODUCTION

The attached Application for **Final Plat** approval and **Conditional Use Permit** and supporting documents represent a key milestone in the redevelopment of a major industrial site located in the City of Shakopee. This next phase of development for the Hentges Industrial Park will include a new building and site improvements while maintaining the current I-2 (Heavy Industrial) zoning. This facility and operation will provide job growth and significant property tax base for the City, Shakopee Public Schools, and Scott County. In addition, the location and its operation will be **highly sustainable** by recycling concrete and asphalt for new projects and by reducing trip counts and reducing trip distances for dozens of large trucks every day.

*Every day our Hentges team is making
improvements for transportation and water quality
in Minnesota, Iowa, Nebraska, and Colorado.*

The development is being led by Steve and Jeanette Hentges and their real estate development company, Hentges Development. Steve was born and raised in Shakopee and, along with his wife Jeanette, started the SM Hentges and Sons business from the family home near Canterbury Park over forty years ago. The company started with a truck and a backhoe and now employs over 350 people providing heavy-highway construction including roads, bridges, trucking, sewer, and water. Our headquarters facilities, primary equipment maintenance, and construction yard will remain in Jordan, Minnesota. We will own and operate this facility as a satellite to provide additional capacity (repairs, maintenance, materials storage) and **to reduce our carbon footprint by making a major reduction in truck traffic between this site at the northeastern end of Shakopee and our headquarters in Jordan.**

What we call the “Hentges Way” has been the foundation of our growth and success and means simply that we work hard and safely, think creatively, promote sustainability, and conduct business with integrity.

1. SITE HISTORY

The site has a long history of heavy industrial use as the Cretex Concrete products company operated there for many years. More recently, Cretex sold the business and property to Forterra Concrete Products, a large precast concrete producer based in Texas. Forterra announced the closing of the Shakopee facility and sold the property to the Hentges family in 2019.

Hentges purchased the property in 2019 through a separate business entity called Cretex Industrial Park LLC. The intent of this purchase from the beginning has been to develop the property as currently proposed. The lot at the southeast portion of the site (Outlot B) was reserved for the Hentges operations consisting of equipment maintenance, material storage and handling, and crushing of recycled building materials (concrete and asphalt).

In 2021 the WPT REIT purchased and developed the western site of approximately 40 Acres. WPT recently completed construction of a 501,000 SF multi-tenant warehouse and distribution facility. The building incorporates a “cross dock” concept and is set up to serve the recent trend toward online shopping.

Also, during 2021, the new road (Hentges Way) and drainage improvements were constructed by the Developer. These improvements and the land they were constructed on represented a significant financial investment but more importantly, they resolved previous well-known shortcomings in traffic flow, safety, and stormwater management in the City of Shakopee.

The current proposal is to develop a portion of Outlot B on the south side of Hentges Way. This area is currently under an Interim Use Permit that is expiring. The proposal is to construct a new state of the art repair facility for large trucks and heavy equipment. The facility will incorporate a wash bay and an overhead bridge crane system. An attached office area will provide administrative space for site managers as well as meeting rooms and break room. In addition to repair and maintenance functions, the site will be utilized for staging materials for construction and landscaping contractors. These materials will include concrete rubble, crushed concrete, sand, topsoil, mulch, and other materials used in road building and landscaping. A large material crusher that has been in operation on the site as part of the Cretex building demolition and the Interim Use Permit will be relocated so that it is further away from the public street and closer to the railroad tracks.

2. TRAFFIC

The previous shortcomings in traffic for this area were corrected through the construction of the Stagecoach roundabout and the new Hentges Way. These improvements were built in 2021 and provided a reduction in traffic on West 70 Street which in turn reduced the number of vehicles entering and leaving County Road 101 at an uncontrolled intersection. In addition, safety and traffic flow issues at Stagecoach were improved by eliminating the curved approach to 101 and installing a large radius roundabout to improve traffic flow in the area.

As for the current proposal, the new facility will require good access from Hentges Way for large trucks hauling materials and heavy equipment in and out of the site, **It is imperative that a wider than standard driveway entrance be provided to accommodate long, multi axle “low boy” tractor trailer units coming and going from the site** in addition to the many daily trips of other “quad and quint” axles, side dumps, and end dump trucks. We have uploaded an engineering analysis showing the truck turning movements graphically for this. By providing the wider driveway entrance shown on our submittal package, we hope to eliminate (or at least greatly reduce) damage to curbs, sidewalks, and landscaping in the public boulevard area of Hentges Way. Also, the ability to have two-way traffic flow move through the intersection of our driveway and Hentges Way will reduce traffic jams in Hentges Way and improve safety for the vehicles traveling between the roundabout and the new WPT facility.

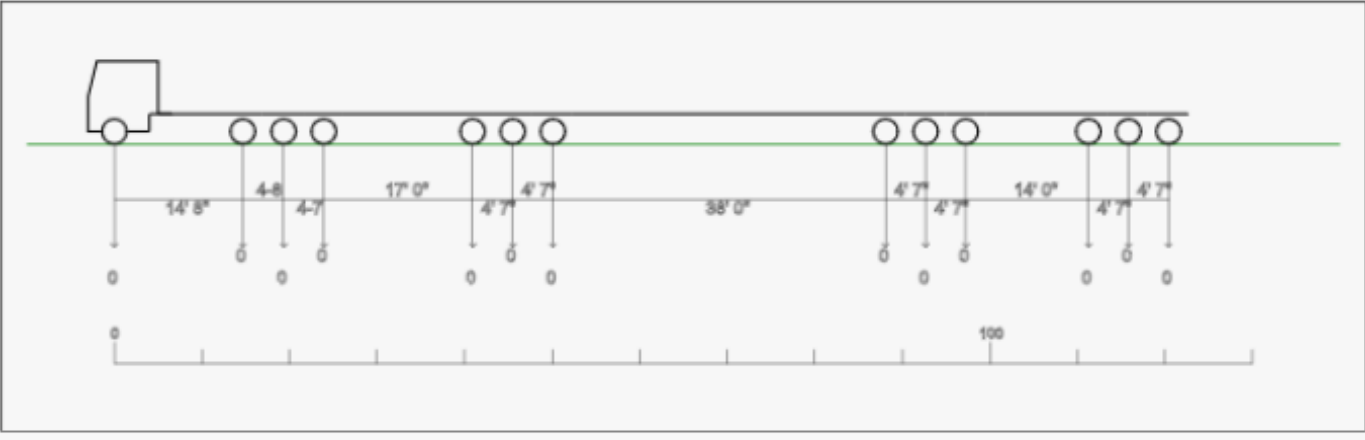


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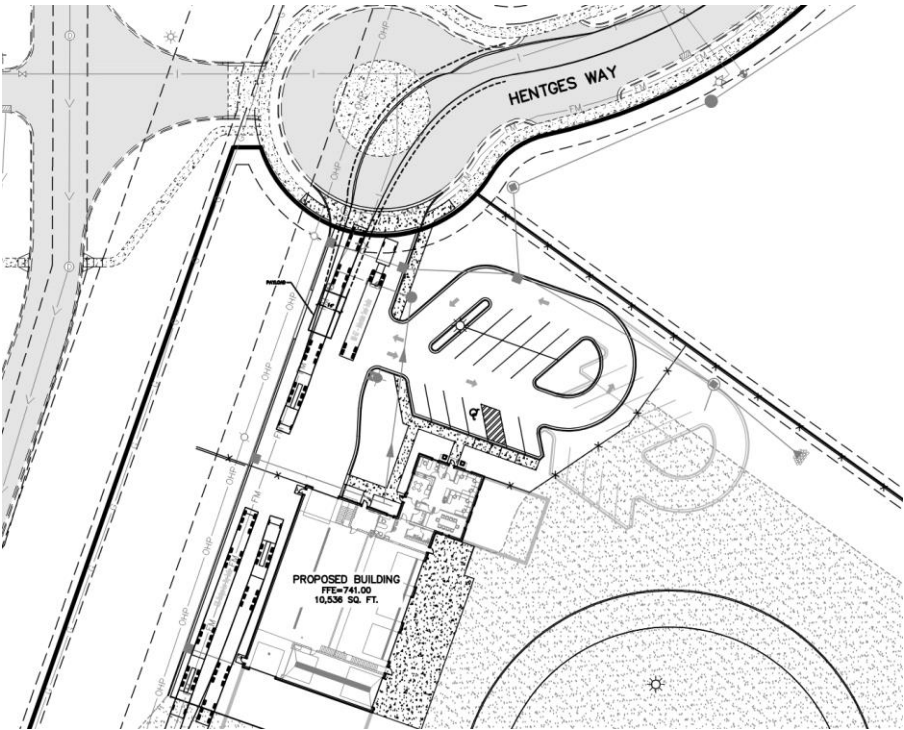
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Truck Display hide



AXLE NUMBER	1 (FRONT)	2	3	4	5	6	7	8	9	10	11	12	13
SPACING		14' 8"	4' 8"	4' 7"	17'	4' 7"	4' 7"	38'	4' 7"	4' 7"	14'	4' 7"	4' 7"
axle spacing	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"	8' 6"
# TIRES	2	4	4	4	4	4	4	4	4	4	4	4	4
TIRE SIZE	425	295	245	245	295	295	295	295	295	295	295	295	295
overall length 131' 10"													
overall width 15' 6"													
overall height 15' 6"													
gross weight 260,000 lbs													
with the other deck it could possibly be 10' longer													



3. STORMWATER MANAGEMENT

As mentioned previously, the previous issues with overall stormwater management for the area were corrected by the construction of the new storm water pond to the northeast of the new roundabout. In-depth analyses were completed previously by Wenck and WSB (EAW) for the area and provided the basis for design and construction of the new pond. With this application we have enlisted James R. Hill for a new and updated analysis of the stormwater for our project and the remaining outlots. The Hill study confirms previous studies by Wenck and WSB and demonstrates that the pond constructed in 2021 does provide capacity for this development and no additional storage capacity is required with this project or future projects on Outlot A and Outlot B.

During construction we will adhere to SWPPP requirements as required to meet City of Shakopee and local watershed requirements.



4. LANDSCAPING AND TREES

A tree survey of the entire sixty acre site was completed in accordance with City of Shakopee requirements and standards in 2019 by James R Hill.

The tree survey indicated substantial tree growth primarily on the easterly third of the site along with a significant grove of large white oak trees in the southwesterly portion of the site. Efforts were made with the WPT development to the west and with the current development of outlots A and B to work around and save many of the old, large white oak trees. Much of the other tree growth is more recent and is closely growing and unhealthy “volunteers”.

During 2021 construction operations, our team employed a large tree space to relocate eighteen existing trees on site that would otherwise have been cleared and removed. Some of these were moved to the neighbor’s property to the east to provide additional screening of their operations from the new roundabout. The remainder were moved to the north edge of Outlot A, between the existing utilities and the chain link fence on the north. These relocated trees were white pine, white oak, and red oak.

To date, tree removals have been completed and documented to a level just below the 60% allowable threshold for Outlot A and B. With the current proposal, we anticipate removal of the grove of trees by the railroad tracks. Submitted with this proposal is an updated tree analysis spreadsheet showing detailed tree calculations. Because many of the trees to be removed are unhealthy, closely spaced, and near end-of-life, we ask the City of Shakopee to walk the site with us and determine an agreed upon variance to the specified allowable removals.

The submitted landscaping plan meets all ordinance requirements and will help with screening the operations behind the building from the traveling public on Hentges Way. In addition, we are utilizing many native species for trees and plantings to minimize maintenance and watering requirements.

5. SCHEDULE

We are anxious to move forward with this phase of development. At the same time, the pandemic and the supply chain woes that our country is experiencing have created a serious challenge to our plans. While we have already finalized architectural and structural designs to facilitate procurement of structural steel and precast concrete panels for the building, we are not able to have those items delivered until January 2023. This lead time is unprecedented but is a reality we (and every other building project in the pipeline) will need to accommodate.

With this constraint, our goal is to move forward expeditiously with the CUP approval and platting process followed by building permits in early 2022. We hope to continue utilizing the site under the CUP application submitted herewith during summer and fall of 2022. In the summer of 2022, we will clear the south portion of the site and grade that area as shown on the submitted civil engineering plans. In late fall of 2022, we anticipate the balance of site grading, footing installation and site utility installation so that our building pad is ready to receive steel and precast in early 2023. Final completion and occupancy of the building will be in summer of 2023.

To accommodate the site work and building construction while simultaneously using the site for ongoing CUP activities, our plan is to utilize the eastern portion of the site for staging of materials and operations including crushing of materials.