

City of Shakopee
Memorandum

TO: Kyle Sobota, Senior Planner

FROM: Micah Heckman, Project Engineer
Steve Lillehaug, City Engineer/Public Works Director

SUBJECT: BOAA Appeal – Valley View Business Park 3rd Addition
Public Works/Engineering Department Review

PID #: 27-444002-0

CASE #: SH092659

DATE: August 3, 2018

The purpose of this memo is to provide documentation of Public Works/Engineering staff review and recommendations pertaining to the proposed changes to the Valley View Business Park 3rd Addition site plan. The applicant has expressed the desire to reconfigure the site layout to provide access around the east side of the south building and also provide exterior trailer parking.

The applicant met with city staff to discuss the proposed changes and city staff shared the following concerns and positions:

- The conversion of the southeast site access that was to be personal vehicles only, revising the access to now include truck traffic is not supported by staff. Barenscheer Boulevard is planned to be reconstructed and transferred to the city as a public roadway in 2020 as part of the Canterbury Commons development. As part of this Barenscheer project, it is planned to have coordinated access points. The developer's proposed access point would not properly align with the proposed Canterbury driveways, which are ideally and evenly spaced. Aligning the driveways due to the possibility of installing a median on this section of Barenscheer is important and would cause design, safety, and maintenance issues if not aligned. While we do not expect to restrict truck traffic from using Barenscheer, it is not being designed as an industrial truck corridor and recommend not promoting it as such.
- While we do not necessarily have formal truck routes in the City of Shakopee, the general roadway layout in this area for industrial truck traffic is to use the collector and arterial roadways to the north (4th Avenue, County Road 83, Shenandoah north of 4th, and County Road 101). This goal helps minimize truck traffic south of 4th Avenue, avoiding residential areas and the redevelopment areas to the south that include the proposed landscaped

roadway of Shenandoah Drive and Barenscheer that will also not be set up as a primary truck corridor. 4th Avenue has been designed as the industrial truck route, extending east towards County Road 83 with a continuous two-way left turn lane in the center of the roadway that provides ample room for turning trucks, etc.

- If the developer's plan were approved to have a main truck ingress or egress on Barenscheer, it would be necessary to provide a different design for Barenscheer as it would most likely see notable truck traffic from the proposed loading docks and the trailer parking area, understanding that this notable truck traffic would also be traversing Shenandoah south of 4th Avenue along the residential neighborhoods routinely.
- We expect Barenscheer to be the primary access to and from Canterbury for event traffic. It is expected that during events throughout the summer, there will be certain temporary restrictive traffic flow and access conditions implemented on Barenscheer to assist with the event traffic. It is important to minimize truck traffic on Barenscheer during these events, especially routine truck traffic.
- The developer does have the option to route the truck traffic via a second internal access aisle to the east and north around the north building, then accessing 4th Avenue directly to the north. While also not ideal to route the truck traffic through a car parking area, it should be noted that the truck traffic must take extra caution while driving through this parking area.
- The applicant states that staff rejected the proposal based on stormwater concerns; however, the applicant was made aware that they would need to provide a revised stormwater plan that meets the city's stormwater rules. If the revised layout is approved, the developer will need to meet the stormwater rules and requirements – it appears this should be possible with minor revisions.

Recommendation

Public Works/Engineering staff recommends denial of the appeal requesting a change to the approved site plan.