

Hentges Industrial Park

Preliminary Plat Application – Narrative

Submitted on June 5, 2020



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INTRODUCTION

The attached Application for Preliminary Plat approval and supporting documents represent a key milestone in the redevelopment of a major industrial site located in the City of Shakopee. The development of Hentges Industrial Park will provide for up to ten separate, buildable, highly desirable lots that will maintain the current I-2 (Heavy Industrial) zoning. The lots will range in size from about three acres up to sixteen acres and each will create an outstanding opportunity for new and growing businesses to be established and/or expand within the City of Shakopee. These businesses in turn will provide significant job growth and property tax base for the City, Shakopee Public Schools, and Scott County.

The development is being led by Steve and Jeanette Hentges and their real estate development company, JMH Land 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 forty years ago. The company started with a truck and a backhoe and now employs over 300 people providing heavy-highway construction including roads, bridges, trucking, sewer, and water. What we call the “Hentges Way” has been the foundation of our growth and success and means that we work hard and safely, think creatively, and conduct business with integrity.

The challenges to development of this property have been many and significant including:

- Large quantities of leftover concrete pipe and manholes from previous operations
- Buried gas main running diagonally through the site
- Overhead transmission power lines in multiple locations
- Existing buildings that are (were) functionally obsolete and/or difficult to demolish
- Large dedicated easements carrying public sewer and water utilities across the site
- Lack of adequate stormwater infrastructure
- Significant tree inventory including a grove of large majestic oak trees

To meet and overcome these challenges, the Hentges family has assembled a team of experts that are experienced in providing development services for similar projects.

- Wenck Associates – stormwater management design, wetland delineation, and traffic
- James R Hill – plat, survey, civil engineering, roadway design, and tree survey
- Cushman and Wakefield – real estate market study, marketing, and brokerage
- SM Hentges and Sons – Demolition, construction of building pads, utilities, and roads

1. SITE HISTORY

The site has 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 recently 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 (Lot 5, Block 2 of the proposed Hentges Industrial Park plat) is being reserved for the Hentges operations consisting of material storage and handling.

At the time of this submittal, all other lots are currently available for sale.

2. TRAFFIC

In preliminary meetings held with City planning and engineering staff, much input was received on the City's desire to improve traffic flow within and adjacent to this property as part of this proposed development. In addition to meeting with City engineering staff, the Scott County engineering team was involved in reviewing preliminary concepts and providing input. In response to this input, our team agreed to and paid for a City commissioned traffic study to be completed by the consulting engineering firm WSB. At the time of this Preliminary Plat application, the final report from WSB is not yet available. However, preliminary drafts of the report have been made available and recommendations therein have been incorporated into our proposed development, including:

- **Connection to Stagecoach Road** Our desire was to provide a new East-West street through the proposed development and connect it only at the West side to the existing West 70th Street. City input indicated that long term plans for development of the property would need to include a connection to Stagecoach Road. A connection to Stagecoach Road will require additional right away from the easterly neighboring property. While we have met several times with the local management team of Microsource, we believe acquisition of property from them would be challenging due to out of state ownership and not probable within our proposed development timeline. Our proposal therefore presumes that property necessary for this connection will be acquired by the City of Shakopee through a 429 process.
- **Roundabout** – Our desire was to initially connect our new East-West Street (Hentges Way) to Stagecoach Road by a 3 way (or 4 way) “T” intersection. As recommended by WSB and the City, we instead are proposing a three-legged roundabout so that traffic can move more efficiently through this area. We propose that the new Hentges Way street be constructed up to and including the roundabout on the east side of our development. The roundabout will serve as a temporary turnaround for Hentges Way until the longer 429 process and construction of the east and north legs of the roundabout are completed to make the connections to Stagecoach Road.
- **Connection to West 70th St** – Initially, we proposed that our new street – Hentges Way – would connect directly to West 70th by a “T” intersection with stop sign. As recommended by the City, we are now proposing a curvilinear design to allow better traffic movement. The connection to West 70th St will require additional public right of way to extend the current public street to the south. We have had discussions with the current owners of this property and believe we will be able to work out a timely agreement to allow this property to be conveyed directly to the City of Shakopee through the proposed plat.

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- **Right of Way and Street Design Standards** – Our team has worked with and sought input from City of Shakopee engineering staff in determining proposed street design. Width of Right of Ways shown as well as curve radii are based upon this input. There were some requirements for our new road to address trail connectivity as well. There are no current adjacent trails to tie into, however, we are providing a sidewalk along the south side of our new road to provide future trail access through this area.

Additional traffic related detail should be available soon with the recently completed traffic analysis and the submittal of the final WSB traffic study report that is anticipated to coincide with the submission of this preliminary plat application.

3. STORMWATER MANAGEMENT

The stormwater management design has been developed by Wenck Associates.

Historically, the rainwater on the site has sheet drained to the north with the naturally/gently sloping site. Much of the west side of the site itself is gravel surfaced. There are some buildings and limited concrete paved areas around the buildings. The easterly part of the site is naturally vegetated, undulating, and wooded land with no man-made impermeable surfaces existing. Some time ago, the Cretex Concrete operation excavated a small pond near the south part of the site and installed some local catch basins with drainpipe discharging into the pond. The pond has no outlet, so it is presumed that water entering the pond would evaporate and/or percolate into the ground.

At the north end of the site, the water that surface drains goes onto and across neighboring parcels before entering the southerly open ditch section of Highway 101. The ditch itself is relatively flat and slopes gently to the east. The City has indicated there are some drainage issues in this area, which is understandable as there are no culverts under either West 70th Street or Stagecoach Drive. Water must flood either roadway to reach a crossing culvert under CSAH 101 on its way to the Minnesota River.

The project proposes to correct the existing drainage concern by directing water under Stagecoach Drive at CSAH 101, and using on-site ponding and storm sewer to direct drainage away from the CSAH 101 ROW into a new regional pond located in the NE leg of the proposed roundabout. This regional pond will provide regional rate control and stormwater treatment for the tributary area and increase the level of flood protection to adjacent roadways.

The complete analysis is included with our submitted documents.

4. LANDSCAPING AND TREES

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

The tree survey indicates 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. Most of the large oak trees will be saved and an area of heavily wooded land along the southeast portion of the site will remain “as is” for the time being and for the purposes of initiating this development. The intent is to remove trees up to the threshold for mitigation as defined by the City Tree Ordinance without exceeding this threshold.

As part of our street design included with this application, a landscape plan has been designed including boulevard trees on both sides of the new street. The quantity of trees along this boulevard will be based upon an average spacing of forty (40) feet on center. There are many existing mature trees on site that will be considered for relocation on site by tree spade as part of the overall landscaping plan to be prepared. Final layout of trees including size, species will be based upon a combination of new and relocated trees and a plan will be submitted for City review and approval prior to installation.

In addition, the individual lots will be required to meet city landscaping and tree ordinance requirements as they are developed.

5. SCHEDULE

We are anxious to move forward with the development in order to secure lot sales and put this land to its highest and best use.

Our approach is to move forward expeditiously with the platting process followed by permits, site grading, utilities, and road construction of the proposed Hentges Way including connection to West 70th Street and building the roundabout that will serve as a temporary turnaround for traffic on Hentges Way. Our goal is to have this portion of the project completed by October 2020. We anticipate submitting for final plat approval within 30 to 60 days of this application.

While those steps are being taken, we ask that the City of Shakopee simultaneously move forward with the connection of Hentges Way to Stagecoach Road including property acquisition (429 process), design, and construction of the east and north legs from the roundabout to Stagecoach Road. We believe this process can be completed by June 2021.

It is likely that individual lot sales will take place in the coming months which would result in permit applications for new buildings as early as Fall 2020.

From June 2020 through June 2021, the property owner, Cretex Industrial Park LLC desires to continue current operations on the site per the previously approved Interim Condition Use Permit. These interim use operations may be scaled back as necessary to allow grading and road construction to proceed.