

Mark Noble

Subject:

FW: Phasing concept for Hentges Industrial Park

Mark and Micah

Our goal is to gain City approvals to plat two large outlots as shown in addition to platting Lot 1 Block 1 at the south easterly side of our development. Lot 1, Block 1 will be built out first and we anticipate submitting for site plan approvals and permits for an industrial building that will be within the allowable square footage imposed by the traffic limitations of Phase 1 (per WSB traffic study, total building area not to exceed 100,000 SF). During phase one of our development, we want to construct the new street as far east as practical without getting into the boundary of the "future" roundabout that will connect Hentges Way to Stagecoach and 101. We have shown a blue circle indicating a temporary turnaround at the desired end location of Hentges Way in Phase 1.

We understand the City of Shakopee Design Guide allows a maximum length of dead end street to be 750 feet. We know this would not be allowed for a permanent design or for a fully developed project and staff has expressed reluctance for even a temporary exception. The City's guide indicates that the City Engineer has discretion to deviate from the guidelines at any time based on individual project criteria. Based on the following, we ask the City Engineer to recommend this temporary condition to the City Council for their approval based on the following:

1. The limitation on building square footage due to traffic study recommendations will ensure the City of Shakopee that the phase one traffic impacts to this area will be minimal.
2. Since we are asking the City to proceed concurrently with a 429 process to acquire land and build the roundabout, the duration that this temporary condition would exist should be minimal.
3. We understand the length limitation is based on public safety and we will provide a temporary turnaround to accommodate public safety vehicles at the (temporary) end of Hentges Way and an additional temporary turnaround midway along Hentges Way.
4. Keeping the remaining property as outlets provides flexibility to meet the needs of the market for industrial property. We don't know at this time if lots will be sold as smaller parcels indicated or larger, combined parcels. Getting most of the street, utilities, and on site ponding constructed in Phase 1 allows completion of Phase 2 work to be completed faster and with less disruption to existing users of Phase 1. This will allow us to deliver buildable sites on Outlots A and B faster when Phase 2 is commenced. Platting of additional lots and securing of building permits could be done concurrently with construction of the Phase 2 work.
5. Our proposed development, upon completion of Phase 1 and Phase 2 in this manner, will provide a significant increase in tax base sooner and improves overall traffic and stormwater management for the benefit of the surrounding area.

Thanks for your time to review and comment on this information.

Todd Christopherson, P.E., LEED AP

**Chief Operating Officer
S.M. Hentges & Sons**