



## AGENDA PLANNING COMMISSION MEETING

December 4, 2025 - 6:00 PM  
City Hall Council Chambers

Members of the public can participate in person at Lakeville City Hall, 20195 Holyoke Avenue. Members of the public may join the meeting via [Teams Meeting](#), Meeting ID: 232 395 676 881, Passcode: Ud3c7QB2, or by calling Toll Number 1-323-433-2142; Conference ID: 856 313 272#. The Chair will allow for public comments and questions at the appropriate time.

The Planning Commission meeting can be viewed via web stream at [Lakevillemn.gov/LiveTV](https://lakevillemn.gov/LiveTV) or live on Spectrum cable channel 180. The Chair will allow for public comments and questions at the appropriate time.

1. Call to order and flag pledge
2. Roll Call
3. Approval of Minutes
  - a. November 20, 2025 Planning Commission minutes
4. Announcements
5. Public Hearing
  - a. CA Commercial Development - To be tabled to the December 18, 2025 Planning Commission meeting.  
Consider the application of CA Commercial Development for a conditional use permit for a convenience restaurant with a drive-through service window, located in the Heritage Commons development, north of 202nd Street (CSAH 50), south of Heritage Drive, and east of Idealic Avenue.
  - b. North Creek Second Addition  
Consider the application of KJ Walk, Inc. for a preliminary plat of 26 single family residential lots and 27 detached townhome lots to be known as North Creek Second Addition located east of Pilot Knob Road (CSAH 31) and south of 173rd Street.
  - c. Lennar - To be tabled to the January 15, 2026 Planning Commission meeting at the request of the applicant.  
Consider the following applications for three parcels:
    - 1) Comprehensive Plan amendment to re-guide property from Low Density Residential District to Medium Density Residential District
    - 2) Zoning Map amendment to rezone property from RS-3, Single-Family Residential District to RST-2, Single- and Two-Family Residential District.
  - d. Compass Rail Lakeville LLC  
Consider the application of Compass Rail Lakeville LLC for the following, located west of Highview Avenue and north of 225th Street:
    - 1) Comprehensive Plan amendment to bring approximately 33.31 acres of land into

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the current Municipal Urban Service Area (MUSA).

2) Comprehensive Plan amendment to re-guide properties from Rural Residential Density to Industrial and Airport.

3) Zoning Map amendment to rezone properties from RA, Rural/Agriculture District to I-2, General Industrial District and I-3 Airport Industrial District.

6. Staff Notices

- a. The City Council meeting at which the above items may be considered will be held on December 15, 2025.
- b. The next Planning Commission meeting is scheduled for December 18, 2025.
- c. Planning Manager's memo

7. Adjourn

**CITY OF LAKEVILLE**  
**PLANNING COMMISSION MEETING MINUTES**  
**November 20, 2025**

Chair Zimmer called the meeting to order at 6:00 p.m. in the Council Chambers at City Hall. The Pledge of Allegiance to the flag was given.

**Members Present:** Chair Christine Zimmer, Vice Chair Scott Einck, Pat Kaluza, John Swaney, Jason Swenson, Amanda Tinsley, Alternate Dylan Duckworth, Ex-Officio Jeff Hansen

**Members Absent:** Mark Traffas

**Staff Present:** Kris Jenson, Planning Manager; Tina Goodroad, Community Development Director; Jon Nelson, Assistant City Engineer; Dawn Erickson, Community Development Recorder

### **3. Approval of the Meeting Minutes**

The November 6, 2025 Planning Commission meeting minutes were approved as presented.

### **4. Announcements**

Planning Manager Kris Jenson stated that a revised landscape plan for Kyla Crossing Second Addition was submitted and distributed to the Commissioners.

#### **5a. Kyla Crossing Second Addition**

Chair Zimmer opened the public hearing to consider the application of Topaz, LLC for the following, located at the northwest corner of Ipava Avenue and Kenwood Trail (CSAH 50).

1. Preliminary plat of 18 single-family lots
2. Zoning Map Amendment to rezone property from RM-2, Medium Density Residential District to RST-2, Single and Two Family Residential District
3. Comprehensive Plan Amendment to re-guide property from Medium/High Density Residential District to Low Density Residential District

Rick Osberg from Hill Incorporated, the engineer for the project introduced the project. Bill Ryan, the developer and owner of OneTenTen Homes and Ryan Realty was also in attendance.

Ms. Jenson presented the staff report. Representatives of Topaz, LLC have applied for a preliminary plat, Zoning Map amendment, and Comprehensive Plan Amendment to allow the development of 18 single family home lots on 7.64 acres to be known as Kyla Crossing Second Addition.

The Kyla Crossing Second Addition preliminary plat area is currently zoned RM-2, Medium Density Residential District. The Developer has applied to rezone the property to RST-2, Single

and Two-Family Residential District to develop the site with single family homes. In conjunction with the rezoning, the Comprehensive Land Use plan must be amended to be consistent with the zoning of the property. The property is currently guided Medium/High Density Residential, which anticipates attached townhome development at a density of 5.0 to 9.0 units per acre. The proposed land use is Low Density Residential, with an anticipated density of 3.0 dwelling units per acre. Due to the number of units in the development and the proximity of the plat to neighboring jurisdictions, the comprehensive plan amendment meets the criteria for administrative review by the Metropolitan Council. Staff has contacted the local sector representative and will submit a complete application following City Council review.

The preliminary plat proposes 18 single family homes, which is consistent with the adjoining Kyla Crossing development. Iris Way will be extended to connect to Ipava Avenue with a sidewalk on one side of the street. Buffer yard plantings are required along the two lots adjacent to Ipava Avenue and is shown on the landscape plan. None of the lots directly abut Kenwood Trail, so buffer yard plantings are not required, but the Developer is proposing tree plantings along the rear of those lots to provide some buffer, given the proximity to Kenwood Trail. Stipulation 8 of the Planning report required the landscape plan to be revised to move trees out of Outlot B and onto the single-family lots as well as moving front yard trees out of the drainage and utility easements. The revised plan has been distributed to Planning Commissioners and staff confirms that Stipulation 8 can be removed as it has been satisfied by the revised landscape plan.

Community Development Department staff recommends approval of the Kyla Crossing Second Addition preliminary plat, Zoning Map Amendment, and Comprehensive Plan Amendment subject to the seven stipulations as amended and approval of the findings of fact.

Chair Zimmer opened the hearing to the public for comment.

There was one public comment.

*John Hawkinson, 9611 198<sup>th</sup> Street, asked if there was any discussion about pedestrian flow and traffic safety at the Iris Way intersection, across the street from Ames Arena. Mr. Hawkinson inquired if there is any idea of what will happen with the outlots south of lots 5-9.*

**Motion was made by Kaluza, seconded by Einck** to close the public hearing at 6:08 p.m.

**Voice vote was taken on the motion.**

**Ayes – unanimous**

Ms. Jenson stated that the four lots are where the ponding area for Kenwood Trail is, so they are not developable for the future. Mr. Osberg stated that two alternatives were considered for the design of the entrance/exit location of the street and the one that was chosen was the best option available. Jon Nelson, Assistant City Engineer, stated there will be a stop sign on the side street on the west side of Ipava Avenue.

Chair Zimmer asked for comments from the Planning Commission.

- Commissioner Swenson stated when he drove through Kyla Crossing all the streets had no parking signs on one side of the street. He inquired whether no parking signs will be continued

through this addition so it is signed the same. Ms. Jenson stated Engineering staff can be consulted and if recommended it could be done through a resolution approval by City Council with the final plat.

**Motion was made by Swenson, seconded by Kaluza** to recommend to City Council approval of the Kyla Crossing Second Addition preliminary plat of 18 single-family lots; the Zoning Map Amendment to rezone property from RM-2, Medium Density Residential District to RST-2, Single and Two Family Residential District; and the Comprehensive Plan Amendment to re-guide property from Medium/High Density Residential District to Low Density Residential District and approval of the findings of fact dated November 20, 2025, subject to the following stipulations:

1. Implementation of the recommendations listed in the November 10, 2025 engineering report.
2. The Comprehensive Plan Amendment is subject to review and approval by Metropolitan Council.
3. Park dedication shall be satisfied with a cash contribution paid with the final plat.
4. The Developer shall construct five-foot-wide concrete sidewalks as shown on the preliminary plat plans.
5. Outlots A, B, and C shall be deeded to the City with the final plat.
6. Driveway access from Lot 9, Block 1 and Lot 9, Block 2 to Ipava Avenue is prohibited.
7. All new local utilities shall be placed underground.

**Ayes: Duckworth, Kaluza, Zimmer, Einck, Swaney, Swenson, Tinsley**

**Nays: 0**

### **5b. Dakota Waste Solutions**

Chair Zimmer opened the public hearing to consider the application of Dakota Waste Solutions, LLC for the following, located at the southeast corner of 215<sup>th</sup> Street and Kaparia Avenue.

1. Preliminary plat of a two lot, one outlot subdivision
2. Zoning Map Amendment (Rezoning) from I-1, Light Industrial to PUD, Planned Unit Development
3. Planned Unit Development (PUD) Development Stage plan approval for a recycling and composting facility – including source-separated organic waste composting and wood processing and recycling capabilities

Mike Brandt with Kimley Horn, representing Dakota Waste Solutions, introduced the project and presented a project overview including a detailed explanation of the activities which are required to process the compost on-site and the timeline for development.

Tina Goodroad, Community Development Director, presented the staff report. The proposed development is located at the southeast corner of 215<sup>th</sup> Street and Kaparia Avenue. The site is 39.89

acres in area, including right-of-way, and currently used for agricultural purposes and semi-trailer storage in the northeast corner. Two natural gas pipelines cross diagonally through the northern part of the property. Dakota Waste Solutions is proposing an approximately 32-acre recycling and composting facility that will include source-separated organic material (SSOM). The proposed recycling uses will be moved from the property immediately north of 215<sup>th</sup> Street to this site, operating within structures and under more formal review and approvals than exist today.

The goal of the proposed development is to be a “zero-waste processing facility”. While some materials that enter the site will ultimately be discarded, the intent of the facility is to process all the materials that are brought to the site into useful products. This will ease the burden on landfills as many tons of materials that would otherwise be disposed of in a landfill will now be re-used after some processing at the facility.

The site contains food and yard waste processing facilities. Food waste that will be brought to this site will be sorted at the source and will be limited to certain types of material listed in the attached PUD ordinance. The list includes, but not limited to, items such as fruits, vegetables, garden waste, and cooked meat. The City and Minnesota Pollution Control Agency (MPCA) shall be notified a minimum of 30 days prior to any change to the list of accepted materials at this facility.

The Dakota Waste Solutions preliminary plat and PUD development plans have been reviewed by Community Development, Engineering, Environment Resources Division, and the City Forester, as well as Barr Engineering for stormwater review. In addition to needing approval from the city, the Dakota Waste Solutions facility shall obtain and maintain a Dakota County License for a Solid Waste Composting Facility and MPCA permits, including any required permit(s) for a Source-Separated Organic Material Compost Facility.

A final PUD plan, final plat and related agreements will be required before development activities begin. Community Development department staff recommend approval.

Chair Zimmer opened the hearing to the public for comment.

There was no public comment.

**Motion was made by Kaluza, seconded by Swenson** to close the public hearing at 6:46 p.m.

**Voice vote was taken on the motion.**

**Ayes – unanimous**

Chair Zimmer asked for comments from the Planning Commission.

- Commissioner Swaney expressed appreciation for the in-depth presentation.
- Commissioner Swenson expressed support for the project. He inquired about the reason why there cannot be any paving over the gas pipeline until it is replaced. Mr. Brandt stated the north line has been there since 1954 and the gas company stated the gas line will be replaced within two years, requesting that it not be paved over until the pipeline has been replaced. Commissioner Swenson asked if in the interim there would be gravel over the pipeline, and would that require a modification of the PUD to allow that timing and sequencing. Ms.

Goodroad stated some language can be added to that effect before this goes to City Council. Regarding fencing that can't go over the pipeline easement, will there be another set of gates at that access between the north access and the west. Mr. Brandt stated the MPCA requires compost facilities to be fenced.

- Commissioner Swenson inquired how the finished product, much of which will be compostable material, will be hauled out. Mr. Brandt stated there will be end users purchasing it and bagging it for sale.
- Commissioner Swenson asked if there are any restrictions on the color of the hoop structures. Ms. Goodroad stated that neutral colors could be added to the requirements.

**Motion was made by Swenson, seconded by Swaney** to recommend to City Council approval of the Zoning Map Amendment of the property from I-1, Light Industrial District to PUD, Planned Unit Development District based on the findings of fact dated November 20, 2025 subject to the recording of the final plat and final PUD Development Plan for Dakota Waste Solutions; and approval of the preliminary plat for a two-lot subdivision, and approval of a preliminary PUD Development Stage plan for a recycling and composting facility – including source-separated organic waste composting and wood processing and recycling capabilities subject to the following stipulations:

- Preliminary plat stipulations:
  1. All written and graphic materials officially submitted to the city shall be considered as a formal agreement between the developer and the city; once approved by the City Council, no changes, modifications, or alterations shall be made to any use, structure, plan, detail, specification, or standards without prior approval of the Zoning Administrator.
  2. An agreement for shared driveway access to Lots 1 and 2, Block 1 shall be established in conjunction with the recording of the final plat, subject to review and approval of the Zoning Administrator.
  3. All grading, drainage, wetland, and erosion control issues and plans shall be subject to review and approval of the City Engineer, including implementation of the recommendations listed in the November 13, 2025 engineering report.
  4. Execution of a Stormwater Maintenance Agreement shall be required between the Developer and the city for the maintenance of the stormwater system, subject to review and approval of the City Engineer.
  5. Outlot A shall be deeded to the City for stormwater management purposes.
  6. Park dedication requirements shall be satisfied by payment of a cash fee in lieu of land dedication at the time of final plat approval based on the fee schedule then in effect.
  7. The preliminary plat and PUD development stage plan shall be valid for one year from the date of City Council approval unless extended as provided for by the Subdivision Ordinance and Zoning Ordinance; prior to expiration of the preliminary plat and PUD development stage plan, the developer shall submit applications for final plat and PUD

final plan approval in accordance with the provisions of the Subdivision Ordinance and Zoning Ordinance.

- Preliminary Planned Unit Development (PUD) Development Stage plan stipulations:
  1. All written and graphic materials officially submitted to the city shall be considered as a formal agreement between the developer and the city; once approved by the City Council, no changes, modifications, or alterations shall be made to any use, structure, plan, detail, specification, or standards without prior approval of the Zoning Administrator.
  2. Lots 1 and 2, Block 1 shall comply with the PUD ordinance as approved by the City Council for the development and operation of the source-separated organics processing facility.
  3. Applicant shall comply with all applicable current and future Federal, State, County, and City laws, ordinances, rules, regulations, licenses and permits including, but not limited to, those of the Minnesota Pollution Control Agency (MPCA), County, and other regulations applicable to operations at the organic recycling facility.
  4. The facility operations shall be available for inspections by authorized City inspectors within normal company working hours upon reasonable advance notice to the Applicant.
  5. Plans for the type and construction of any permanent structures, including exterior materials, height, and use of hoop sheds as allowed by the PUD ordinance, shall be subject to Planning Commission review and City Council approval as part of the PUD final plan.
  6. Any building mechanical equipment shall be screened as required by Section 11-21-13 of the Zoning Ordinance, subject to approval of the Zoning Administrator.
  7. Landscaping shall be installed in accordance with the approved landscape plan, subject to review and approval of the City Forester.
  8. The Developer shall provide a security in an amount determined by the City Forester with the final plat and PUD final plat to guarantee installation of the landscaping.
  9. Construction of the screening berm shall begin at the time of site grading and installation of all plantings shall be completed prior to issuance of a Certificate of Occupancy.
  10. Prior to a final landscape inspection by the City Forester, an as-built landscape plan must be submitted to the city.
  11. Exterior lighting shall comply with Section 11-16-17 of the Zoning Ordinance.
  12. Any signs installed upon the property shall comply with Chapter 23 of the Zoning Ordinance and shall require a sign permit approved by the Zoning Administrator prior to placement.
  13. All fences shall comply with Section 11-21-5 of the Zoning Ordinance, including issuance of a fence permit or building permit prior to construction, as applicable.

14. All grading, drainage, wetland, and erosion control issues and plans shall be subject to review and approval of the City Engineer, including implementation of the recommendations listed in the November 13, 2025 engineering report.
15. Execution of a Stormwater Maintenance Agreement shall be required between the Developer and the city for the maintenance of the stormwater system, subject to review and approval of the City Engineer.
16. The site and buildings shall be developed in accordance with the following schedule:
  - a. April 2026: Begin construction of compost and food processing facility and wood processing facility.
  - b. September 2026: Start food processing and composting.
  - c. June 2027:
    - (1) Move wood processing use from PID 220360007013 and PID 220360006019 to the subject property.
    - (2) Begin cleanup of food processing, composting, wood processing, and all related outdoor storage on PID 220360007013 and PID 220360006019.
  - d. September 30, 2028: All wood processing, food processing, composting and all related outdoor storage and other activities shall have been removed and the site restored on PID 220360007013 and PID 220360006019).
17. Applicant shall enter into a PUD Development Contract and related agreements with the City subject to review by the City Attorney and approval of the City Council prior to approval of a final plat or PUD final plan.
18. The preliminary plat and PUD development stage plan shall be valid for one year from the date of City Council approval unless extended as provided for by the Subdivision Ordinance and Zoning Ordinance; prior to expiration of the preliminary plat and PUD development stage plan, the developer shall submit applications for final plat and PUD final plan approval in accordance with the provisions of the Subdivision Ordinance and Zoning Ordinance.

**Ayes: Kaluza, Zimmer, Einck, Swaney, Swenson, Tinsley, Duckworth**

**Nays: 0**

There being no further business, the meeting was adjourned at 6:54 p.m.

Respectfully submitted,

Dawn Erickson, Community Development Recorder



# Memorandum

**To:** Planning Commission  
**From:** Kris Jenson, Planning Manager  
**Date:** November 24, 2025  
**Subject:** Packet Material for the December 4, 2025 Planning Commission Meeting  
**Agenda Item:** North Creek Second Addition preliminary plat.  
**Action Deadline:** December 16, 2025

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## BACKGROUND

KJ Walk, Inc. has applied for a preliminary plat to allow the development plat of 26 single family residential lots and 27 detached townhome lots on 13.35 acres to be known as North Creek Second Addition. The preliminary plat is located east of Pilot Knob Road (CSAH 31) and south of 173<sup>rd</sup> Street.

The North Creek Second Addition preliminary plat plans have been distributed to Environmental Resources, Engineering Division, and Parks and Recreation Department staff.

## EXHIBITS

- A. Location Map
- B. Zoning Map
- C. Preliminary Plat
- D. Grading and Removals
- E. Tree Inventory Plan
- F. Erosion Control & Landscape Plan
- G. Sanitary Sewer & Water Main (2 pages)
- H. Storm Sewer Construction
- I. August 15, 2025 Plat Commission Letter

## PLANNING ANALYSIS

### PRELIMINARY PLAT

**Existing Conditions.** The development site consists of one parcel that was platted as Outlot E, North Creek. In 2019, a preliminary plat for the North Creek development was approved by the City Council, and later that year the North Creek final plat was approved and recorded. This parcel was intended to be developed as the second and final phase of the plat, but ultimately the preliminary plat approval expired, thus requiring a new preliminary plat application for the development of the site. The use on the property has been primarily undeveloped agricultural land as well as a house, fence, shed, well, and septic on the property, which must be removed with the development of the site.

**Consistency with the Comprehensive Plan.** The North Creek Second Addition plat area is located in Planning District 3 of the 2040 Comprehensive Plan, which guides the subject property for low/medium density residential development where city sewer is available.

**Zoning and Adjacent Land Uses.** The North Creek Second Addition preliminary plat area is currently zoned RST-2. The developer proposes to construct single-family homes and detached townhomes, both of which are a permitted use within the RST-2 District.

Adjacent land uses and zoning are as follows:

- North – Single family homes (RST-2), 173<sup>rd</sup> Street
- East – Ely Avenue, single-family homes (RST-2)
- South –North Creek (P/OS)
- West – Pilot Knob Road, Manufactured Home Park (RSMH)

**Consistency with the Capital Improvement Plan (CIP).** City streets, sanitary sewer and water improvements for the area of North Creek Second will be financed and constructed by the developer. The development costs associated with the North Creek Second development are not programmed in the 2025– 2029 CIP.

**Premature Subdivision Criteria.** A preliminary plat may be deemed premature if any of the criteria listed in Chapter 10-2-4-1 of the Subdivision Ordinance exist. Eligible criteria pertain to a lack of adequate: drainage, water, streets, sanitary sewer, and public service capacity (police and fire protection). The other pertinent criteria pertain to inconsistencies with the City Comprehensive Land Use and Capital Improvement Plans (discussed above). Staff review of the North Creek Second Addition preliminary plat against these criteria finds that it is not a premature subdivision.

**Density/Average Lot Size.** The North Creek Second Addition preliminary plat consists of 26 single family lots and 27 detached townhome lots on 13.35 acres. This results in a gross/net density of 3.97 units per acre.

## SINGLE FAMILY LOT REQUIREMENTS

**Lots/Blocks.** The following minimum single-family lot size requirements of the RST-2, Single- and Two-Family Residential District pertain to the North Creek Second Addition preliminary plat:

	Lot Area (Interior)	Lot Area (Corner)	Lot Width (Interior)	Lot Width (Corner)	Lot Depth (Abutting Pilot Knob Rd)
<b>RST-2</b>	7,500 s.f.	9,520 s.f.	55 feet	70 feet	150 feet

Single family lot sizes within the North Creek Second Addition preliminary plat range from 8,404 square feet to 11,464 square feet in area. All of the single family lots meet the lot area, width and depth requirements of the RST-2 District.

**Setbacks.** The following minimum requirements for single family building setbacks in the RST-2 District pertain to the North Creek Second Addition preliminary plat:

	Front Yard	Side Yard (Interior)	Side Yard (Corner)	Rear Yard	Rear Yard (Buffer)
<b>RST-2</b>	20 feet (house) 25 feet (garage)	7 feet	20 feet	30 feet	50 feet

The proposed house pads shown on the North Creek Second Addition grading, drainage and erosion control plans indicate that all 26 single-family lots have adequate building pad areas that meet setback requirements for principal structures.

## DETACHED TOWNHOME DEVELOPMENT STANDARDS

**Lot Requirements.** The following minimum requirements for detached townhome building setbacks in the RST-2 District pertain to the North Creek Second Addition preliminary plat:

	Base Lot	Between Buildings (Detached Units)	Front Yard (to ROW)
<b>RST-2</b>	10 feet	14 feet	20 feet (front) 25 feet (garage)

The proposed unit lots shown on the North Creek Second Addition preliminary plat have sufficient area to accommodate detached units. A homeowner's association will be required to be established for ownership and maintenance of Lot 23, Block 1 and Lot 22, Block 3. Homeowner's association documents must be reviewed and approved by the

City Attorney and proof of recording provided prior to issuance of any building permits for the detached townhomes.

The RST-2 District requires at least 5,000 square feet per unit. The North Creek Second Addition preliminary plat has an average of 7,886 square feet per unit for the detached townhomes area, which exceeds the minimum lot area per unit requirements of the RST-2 District.

**Exterior Materials.** Each unit must meet the requirements of Section 11-57-19.B.3, which addresses exterior materials of the detached townhomes. Earlier this year, the City Council approved an ordinance amendment that removed the requirement for stone, brick, and/or stucco on the front elevation. The ordinance still requires a variety of materials and ensures that any one material doesn't exceed 75% of one elevation. Variations in siding style, such as lap, shakes, and board and batten count as different materials to encourage variety. The Zoning Ordinance also deems the use of cement fiberboard material as satisfying the minimum masonry material requirement and is therefore also allowed to exceed the maximum area limit for non-masonry materials.

**Garage Width/Area.** Detached townhomes in the RST-2 District require garages to be a minimum of 20 feet in width and have an area of at least 440 square feet. All calculations are made with interior measurements.

**Landscaping.** Each detached townhome unit must provide landscaping at the immediate perimeter of the unit. All landscaped areas including common open space and public right of way, must have an inground irrigation system with an automatic controller. With the final plat, the Developer must provide information that the landscaping of the detached townhome units meets the requirements of Section 11-58-21K.

**Residential Buffer Yard Requirements.** Seven single family lots and a portion of a townhome common area abut Pilot Knob Road and require increased buffer yard lot sizes and setbacks in the North Creek Second Addition preliminary plat. Pilot Knob Road is classified as a minor arterial in the Comprehensive Transportation Plan. The landscape plan includes the installation of 38 eight-foot tall spruce, pine, and arborvitae trees along the rear yards of Lots 1-7, Block 1 and a portion of Lot 23, Block 1. Prior to City Council consideration of the preliminary plat, the landscape plan must be modified to include the specific species of spruce and pine to be planted, subject to the approval of the City Forester. Lots 1-7, Block 1 and Lot 23, Block 1 must install sod within the buffer area to the rear property line. A \$1,000 per lot security for Lots 1-7, Block 1 will be required with the building permit. A security for the plantings within the townhome common area lots must be provided with the final plat to guarantee the installation of the landscaping.

**Outlots.** There are no outlots proposed with the North Creek Second Addition preliminary plat.

**Phasing.** North Creek Second Addition will be developed in one phase.

**Signs.** No subdivision identification monument signs are proposed with the North Creek Second Addition preliminary plat.

**Streets.** The following is a summary of streets proposed with the North Creek Second Addition preliminary plat. Additional detailed information is outlined in the Engineering Division memorandum dated November 24, 2025.

Pilot Knob Road (CSAH 31) – Pilot Knob Road is west of and adjacent to the property and is classified as a minor arterial in the Comprehensive Transportation Plan. The required right of way for Pilot Knob Road was dedicated with the North Creek plat in 2019. No additional right of way is required to be dedicated.

174<sup>th</sup> Street – 174<sup>th</sup> Street will be a residential street constructed within a 60-foot right-of-way and a 32-foot-wide street with a five-foot-wide concrete sidewalk along one side of the street.

175<sup>th</sup> Street – 175<sup>th</sup> Street will be a residential street constructed within a 60-foot-wide right-of-way and a 32-foot-wide street between Encina Path and Ely Avenue. A five-foot-wide concrete sidewalk will be located on one side of the street.

Encina Path – Encina Path will be extended south from its current terminus at Ely Avenue and will be a 32-foot-wide residential street constructed within a 60-foot-wide right-of-way with a five-foot wide concrete sidewalk along the west side of the street. Driveway access to Pilot Knob Road is prohibited for Lots 1-7, Block 1.

All streets meet the minimum width and design requirements of the Subdivision Ordinance.

**Grading, Drainage, Erosion Control, and Utilities.** Proposed grading, drainage, erosion control, and utilities for the North Creek Second Addition preliminary plat is shown on the grading, drainage and erosion control and utility plans. All existing and new local utilities shall be placed underground.

Grading, drainage, erosion control, and utilities details are outlined in the November 24, 2025 engineering report prepared by Alanna Sobotka, Civil Engineer and Mac Cafferty, Environmental Resources Manager. The Engineering Division recommends approval of the preliminary plat.

**Tree Preservation.** Because the North Creek Second Addition preliminary plat application was submitted prior to the adoption of the new tree preservation ordinance, it is not subject to the new ordinance. The trees on site are primarily Boxelder, Cottonwood, Willow, and Spruce; the last of which were planted on site by the previous owner for screening purposes. The submitted plan is consistent with what was approved as part of the original North Creek preliminary plat. The tree plan indicates there are 168 trees on site; however nearly all of trees proposed to be saved are outside the plat boundary and within the Pilot Knob Road ROW or the adjacent city-owned outlot. Prior to City Council consideration of the preliminary plat, the plan must be updated to

remove the offsite trees from the inventory and revise the numbers of the total trees on site, to be saved, and to be removed, as well as indicating on the plan which trees are proposed to be removed.

**Wetlands.** A wetland delineation was completed and approved on 04/11/2018, as part of the original preliminary plat. No wetland impacts are proposed with the development. Mac Cafferty has reviewed the wetland delineation report and his comments are included in the November 24, 2025 engineering report.

**Park Dedication.** Land for North Creek Park was deeded to the City with the North Creek final plat in 2019, which satisfied a portion of the park dedication requirements for the original North Creek preliminary plat. Cash in lieu is required to be paid on 45.97 lots of the North Creek Second Addition plat and will be paid at the time of final plat.

**Sidewalks/Trails.** The developer will construct five-foot-wide concrete sidewalks along one side of all streets in the development. The City's 2015 Parks, Trail and Open Space Plan identifies bituminous trails along Pilot Knob Road. Per the Pheasant Run of Lakeville 7<sup>th</sup> Addition Development Contract, the developer is required to construct a 10-foot-wide trail along the east side of Pilot Knob Road, from 173<sup>rd</sup> Street to 179<sup>th</sup> Street. The trail has been constructed from the south side of the North Creek creek to 179<sup>th</sup> Street.

**MUSA.** The North Creek Second Addition preliminary plat area is located within the current MUSA.

**Overhead Utilities.** A private overhead electric line and pole are located along the west property boundary. The developer will be required to place these utilities underground as a part of the improvements on the site. A security will be required to guarantee that the work is completed.

**Plat Commission.** The Dakota County Plat Commission reviewed and approved the preliminary plat at their August 13, 2025 meeting. The Plat Commission letter is included as Exhibit I.

## **RECOMMENDATION**

Community Development Department staff recommends approval of the North Creek Second Addition preliminary plat subject to the following stipulations:

1. Implementation of the recommendations listed in the November 24, 2025 engineering report.
2. Park dedication shall be satisfied with a cash contribution paid with the final plat for each development phase.
3. The developer shall construct five-foot-wide concrete sidewalks along one side of all streets. The Developer shall construct a 10-foot wide bituminous trail along the east side of Pilot Knob Road, from 173<sup>rd</sup> Street to the current terminus of the

bituminous trail on the south side of the North Creek creek, per the Pheasant Run of Lakeville 7<sup>th</sup> Addition development contract.

4. Buffer yard landscaping shall be installed according to the approved landscape plan. A security for the buffer yard landscaping shall be submitted with the final plat.
5. Lots 1-7, Block 1 must sod the buffer yard to the rear property line. A \$1,000 per lot security for these lots will be required with the building permit.
6. All new local utilities and any existing overhead service utilities located on the property shall be placed underground.
7. The existing house, accessory structures, fence, well, and septic system must be removed with the development of this property.
8. A homeowner's association must be established for ownership and maintenance of Lot 23, Block 1 and Lot 22, Block 3.
9. Prior to City Council consideration of the preliminary plat, the tree inventory must be revised to remove all off-site trees and the counts for total trees, to be saved, and to be removed updated on the plan, and to indicate on the plan which trees are proposed to be removed.
10. Prior to City Council consideration of the preliminary plat, the landscape plan must be modified to include the specific species of spruce and pine to be planted, subject to the approval of the City Forester.



ENGINA PATH

172ND ST

173RD ST

ELY AVE

ELKWOOD AVE

175TH ST

North Creek  
Second Add.  
Plat area

PILOT KNOB RD (CSAH 31)

NORTH CREEK DR

176TH ST

177TH ST

EMPIRE TRL

City of Lakeville  
Site Location Map  
North Creek  
Second Add  
Preliminary Plat

**EXHIBIT A**



RS-2

RM-2

P/OS

ENCINA PATH

172ND ST

173RD ST

RSMH

ELY AVE

NORTH CREEK DR

North Creek  
Second Add.  
Plat area

ELKWOOD AVE

P/OS

PILOT KNOB RD (CSAH 31)

175TH ST

P/OS

176TH ST

177TH ST

RST-2

EMPIRE TRL

City of Lakeville  
Zoning Map  
North Creek  
Second Add  
Preliminary Plat

**EXHIBIT B**





LOT	BLOCK	SQ FT	ACRES
1	1	11,424	0.26
2	1	10,682	0.25
3	1	10,500	0.24
4	1	10,500	0.24
5	1	10,500	0.24
6	1	10,500	0.24
7	1	10,500	0.24
8	1	3,495	0.08
9	1	4,023	0.09
10	1	3,272	0.08
11	1	3,249	0.07
12	1	3,159	0.07
13	1	2,800	0.06
14	1	2,800	0.06
15	1	2,800	0.06
16	1	2,800	0.06
17	1	2,800	0.06
18	1	2,800	0.06
19	1	2,800	0.06
20	1	2,800	0.06
21	1	2,800	0.06
22	1	3,068	0.07
23	1	72,897	1.67
1	2	11,080	0.25
2	2	11,122	0.26
3	2	8,758	0.20
4	2	8,804	0.20
5	2	9,134	0.21
6	2	9,051	0.21
7	2	8,734	0.20
8	2	8,750	0.20
9	2	8,750	0.20
10	2	11,444	0.26
1	3	11,464	0.26
2	3	8,404	0.19
3	3	8,528	0.20
4	3	8,823	0.20
5	3	8,746	0.20
6	3	8,455	0.19
7	3	8,464	0.19
8	3	8,578	0.20
9	3	10,726	0.25
10	3	2,797	0.06
11	3	2,800	0.06
12	3	2,800	0.06
13	3	2,800	0.06
14	3	2,800	0.06
15	3	2,800	0.06
16	3	2,800	0.06
17	3	2,800	0.06
18	3	2,800	0.06
19	3	2,800	0.06
20	3	2,800	0.06
21	3	2,721	0.06
22	3	61,052	1.40

**LEGAL DESCRIPTION:**  
**OUTLOT E, NORTH CREEK, DAKOTA COUNTY, MINNESOTA**

**SITE DATA**  
TOTAL SITE AREA 581,319 SQ FT 13.345 AC.  
GROSS DEVELOPMENT AREA 13.345 AC.  
RIGHT OF WAY AREA (LOCAL STREET) 2.662 AC.  
NET DEVELOPABLE AREA (GROSS DEV. AREA - ROW - BUFFER) 10.475 AC.

SINGLE FAMILY LOTS 26 LOTS  
DETACHED TOWNHOUSE LOTS 27 LOTS

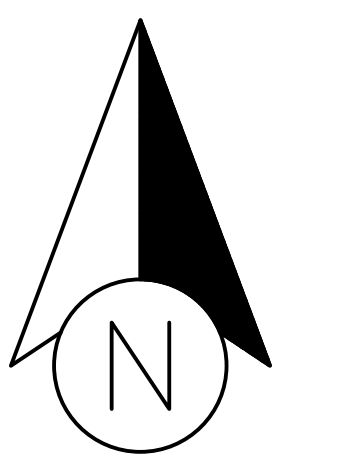
**UNIT DENSITY**  
GROSS 3.97 UNITS PER AC.  
NET 5.06 UNITS PER AC.

**ZONING CLASSIFICATION** RST-2

**SINGLE FAMILY LOT REQUIREMENTS (RST-2)**  
MIN. LOT AREA - INTERIOR LOTS 8,400 S.F.  
MIN. LOT WIDTH AT SETBACK - INTERIOR LOTS 70 FEET  
MIN. LOT AREA - CORNER LOTS 10,200 S.F.  
MIN. LOT WIDTH AT SETBACK - CORNER LOTS 85 FEET  
MIN. LOT DEPTH - DOUBLE FRONTAGE 150 FEET

**SINGLE FAMILY MINIMUM SETBACKS (RST-2)**  
FRONT (HOUSE/GARAGE) 20 FEET / 25 FEET  
SIDE 7 FEET  
SIDE (STREET) 20 FEET  
REAR 30 FEET  
REAR (Pilot Knob Road) 50 FEET

**TOWNHOMES MINIMUM SETBACKS (RM-1)**  
ROW TO FRONT 25 FEET  
BETWEEN BLDGS 14 FEET  
SIDE (STREET) 20 FEET  
REAR 30 FEET



6001 Egan Drive, Ste 100, Savage, MN 55378  
Phone: 952.226.3200 Web: www.kjwalk.com

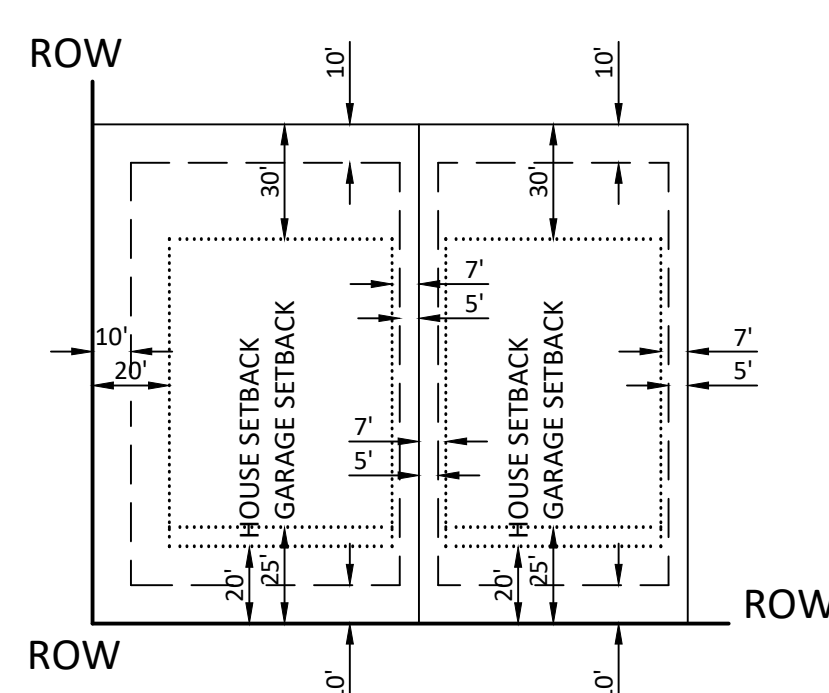
I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly registered engineer under the laws of the State of Minnesota.

*Signature*

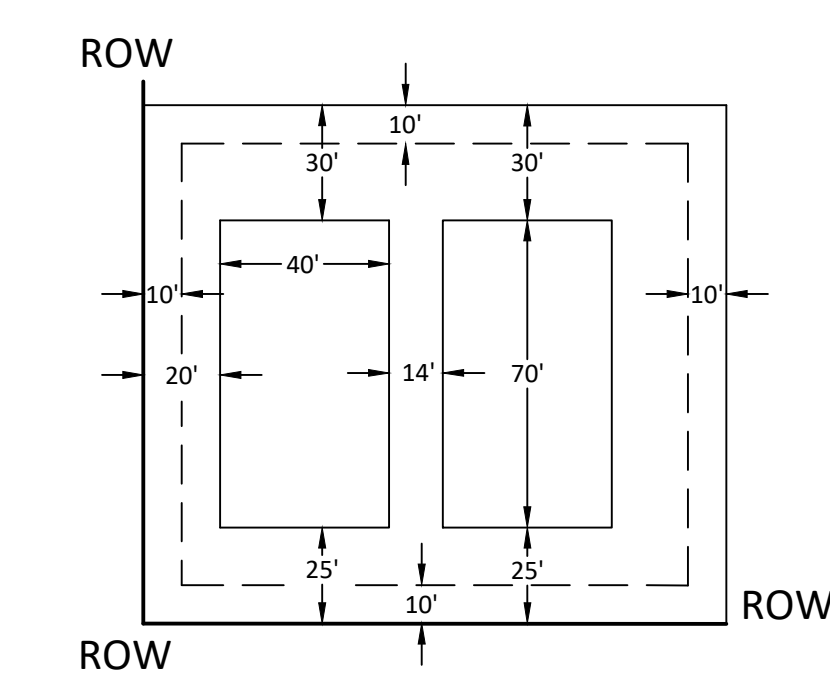
Luke Warren Israelson  
Registration #: 51362 Date: 9/17/2025

Date: 07/15/2025 Revision: Original  
09/17/2025 Revised Per City Comments

# EXHIBIT C



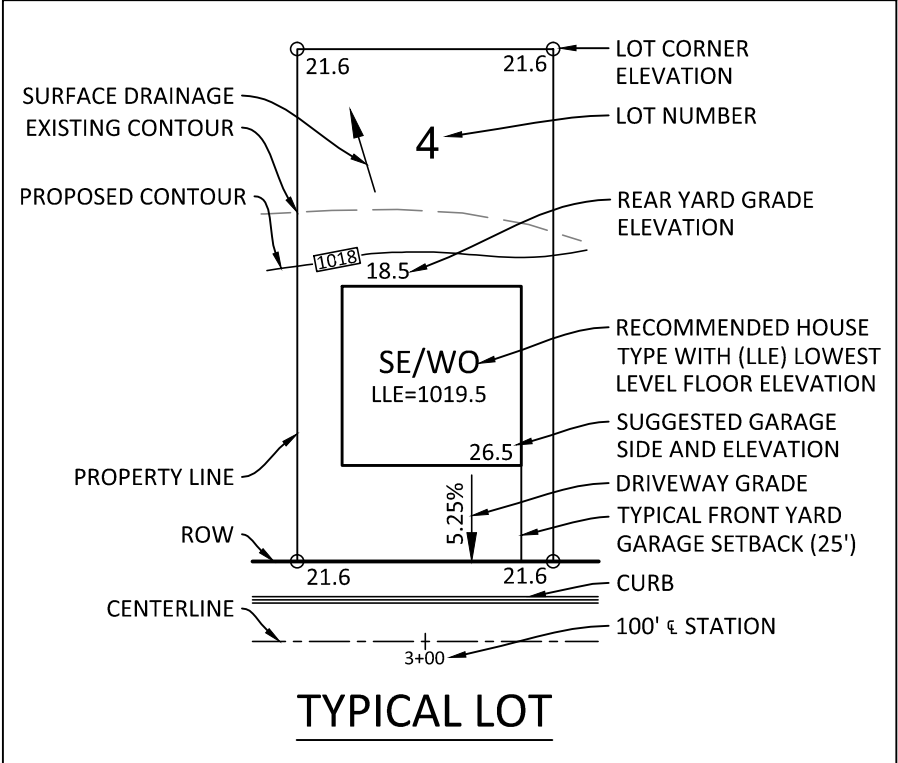
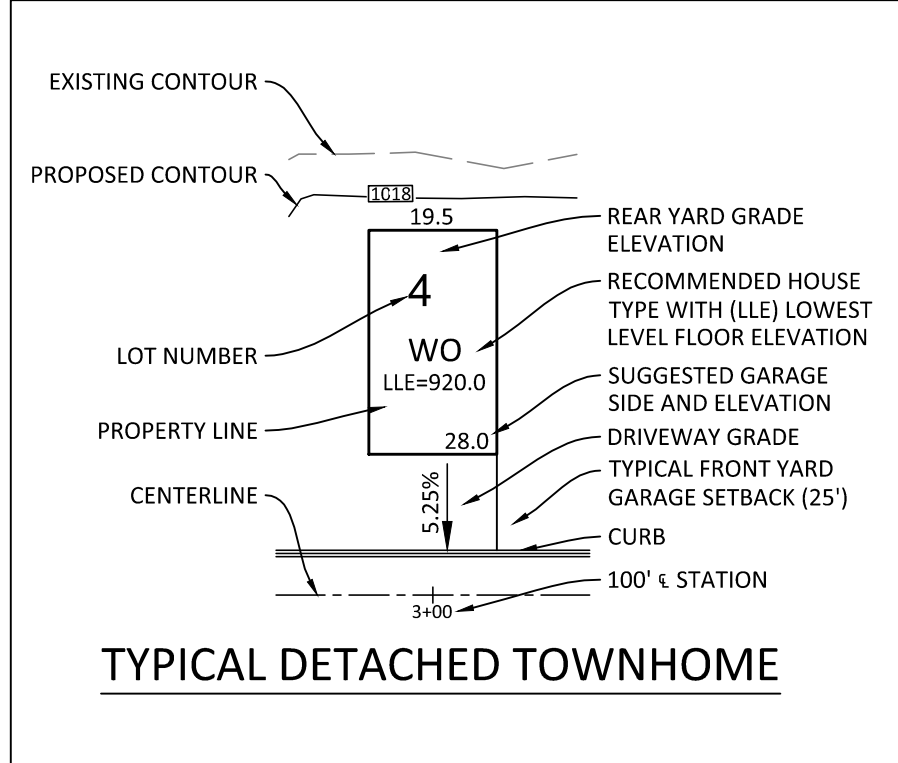
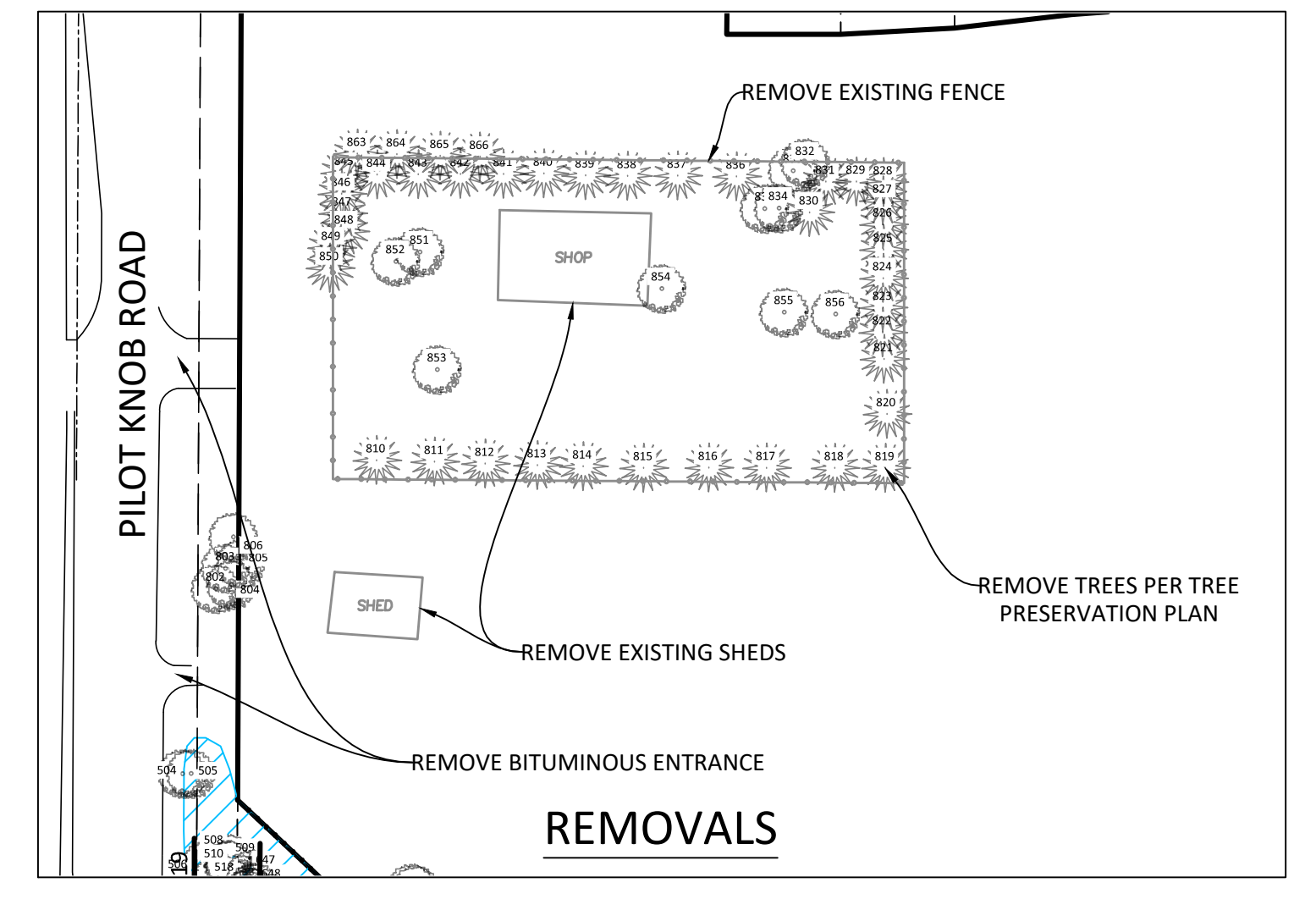
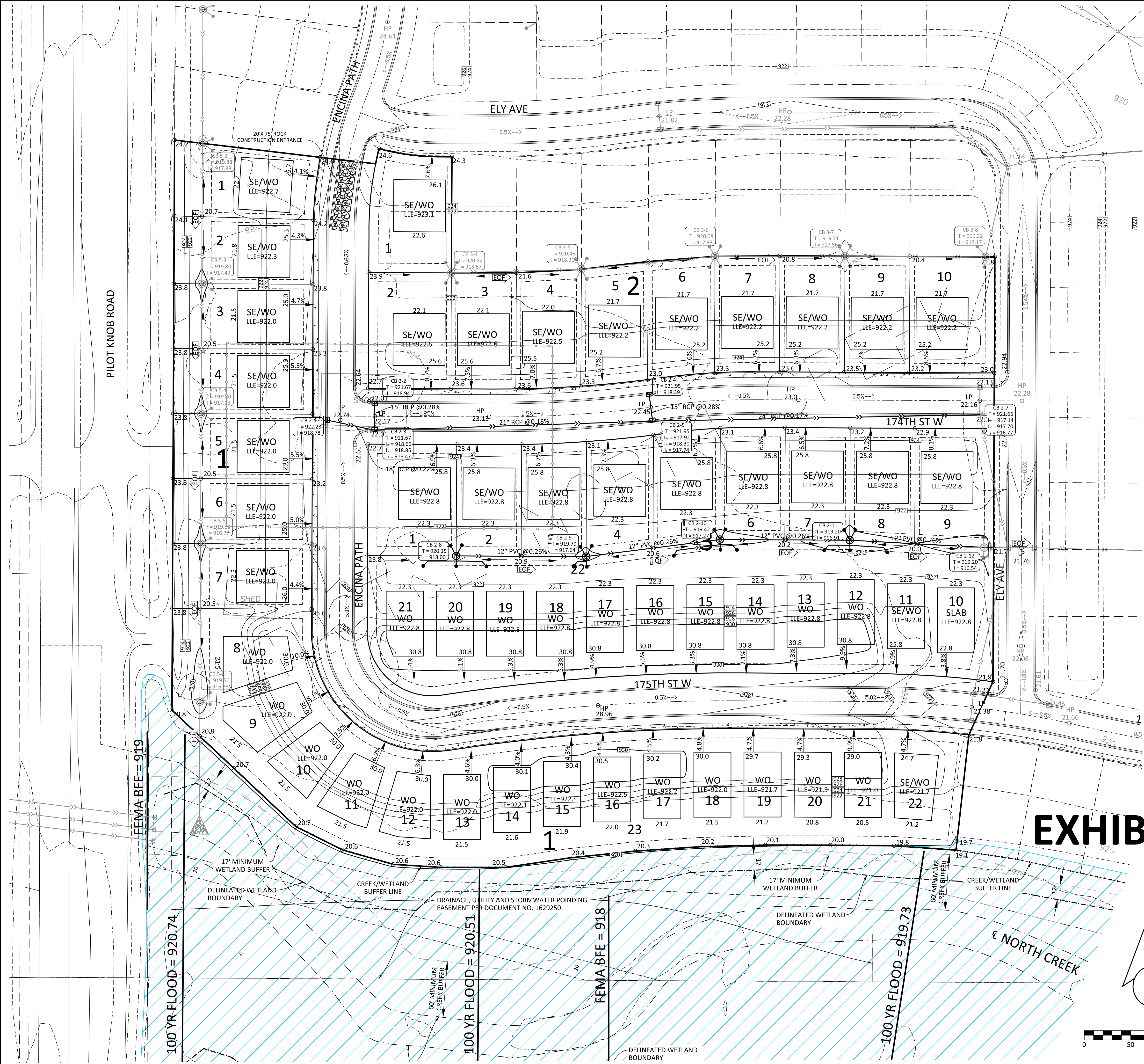
TYPICAL SINGLE FAMILY LOT SETBACKS AND EASEMENTS



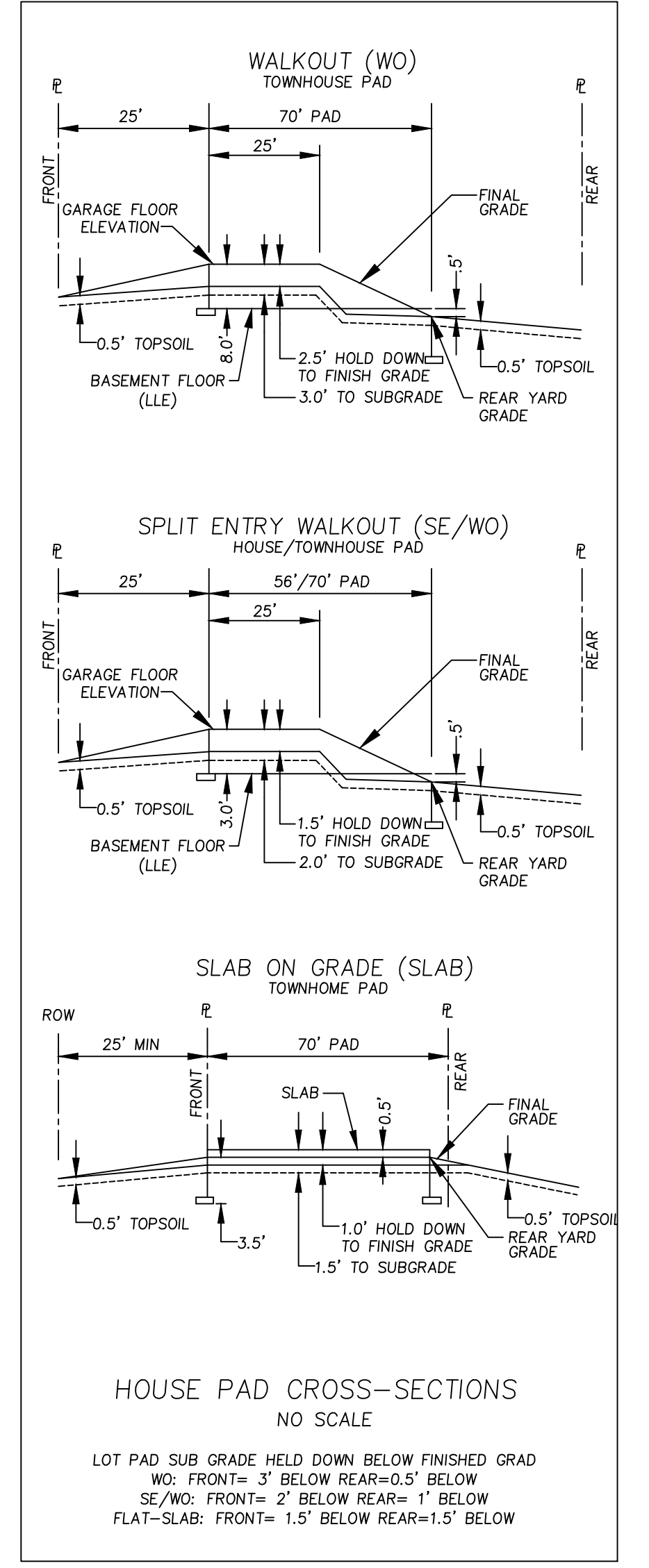
TYPICAL DETACHED TOWNHOME LOT SETBACKS AND EASEMENTS



For Review  
September 17, 2025  
Preliminary Plat



# EXHIBIT D



**KJwalk INC.**  
 6001 Egan Drive, Ste 100, Savage, MN 55378  
 Phone: 952.226.3200 Web: www.kjwalk.com

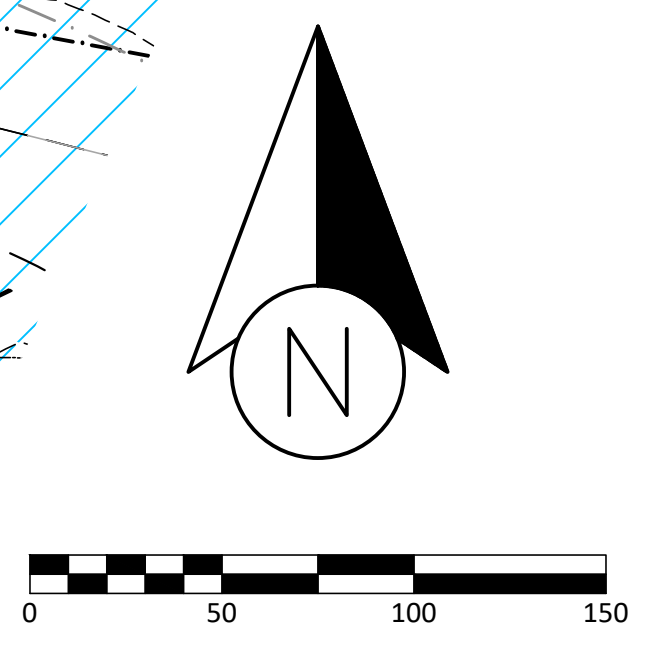
I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly registered engineer under the laws of the State of Minnesota.

*RLB*  
 Luke Warren Israelson  
 Registration #: 51362 Date: 9/17/2025

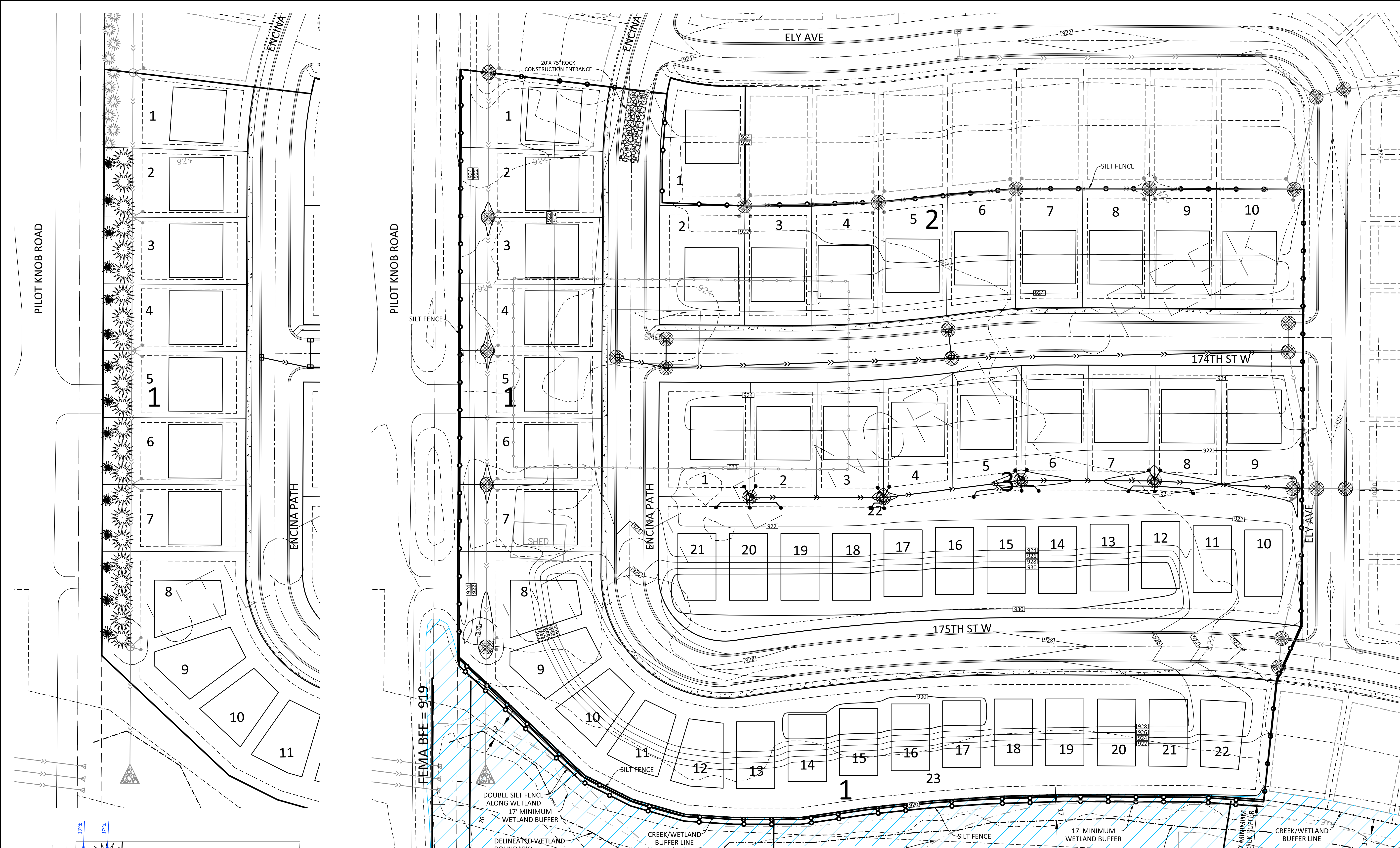
Date:	Revision:
07/15/2025	Original
09/17/2025	Revised Per City Comments



For Review  
 September 17, 2025  
 Grading and Removals







- LEGEND**
- CB & DROP IN INLET PROTECTORS
  - SEED & BLANKET
  - RIP RAP
  - SILT FENCE

**NOTES:**

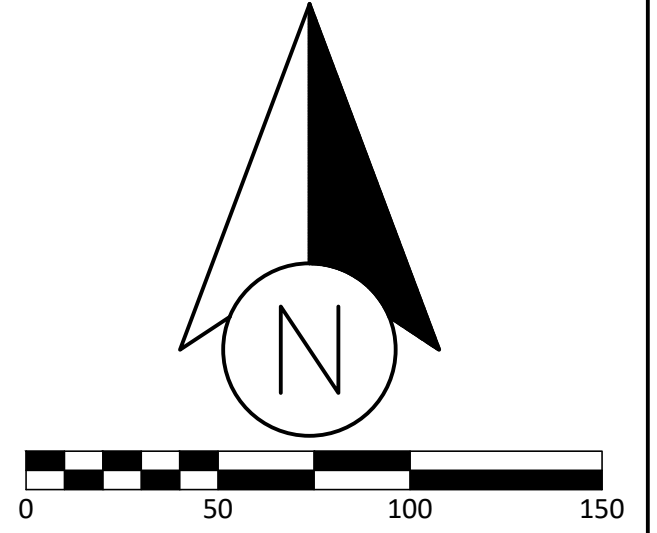
MAXIMUM ALLOWABLE SLOPE 3:1

PONDS MAY BE USED AS TEMPORARY SEDIMENTATION BASINS DURING CONSTRUCTION, IF A POND IS USED AS A TEMP. SED. BASIN IT MUST BE CLEANED OUT PRIOR TO BEING PUT INTO SERVICE.

DRAINAGE TO THE TEMPORARY SEDIMENTATION BASINS MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.

- MN DOT MIX 250(70LBS/AC) USED IN RIGHT OF WAY
- MN DOT MIX 325(84LBS/AC) USED ON PONDS BELOW HWL
- MN DOT MIX 328(88LBS/AC) USED ON PONDS ABOVE HWL

STOCKPILES TO BE STABILIZED IF NOT UTILIZED FOR MORE THAN 7 DAYS.

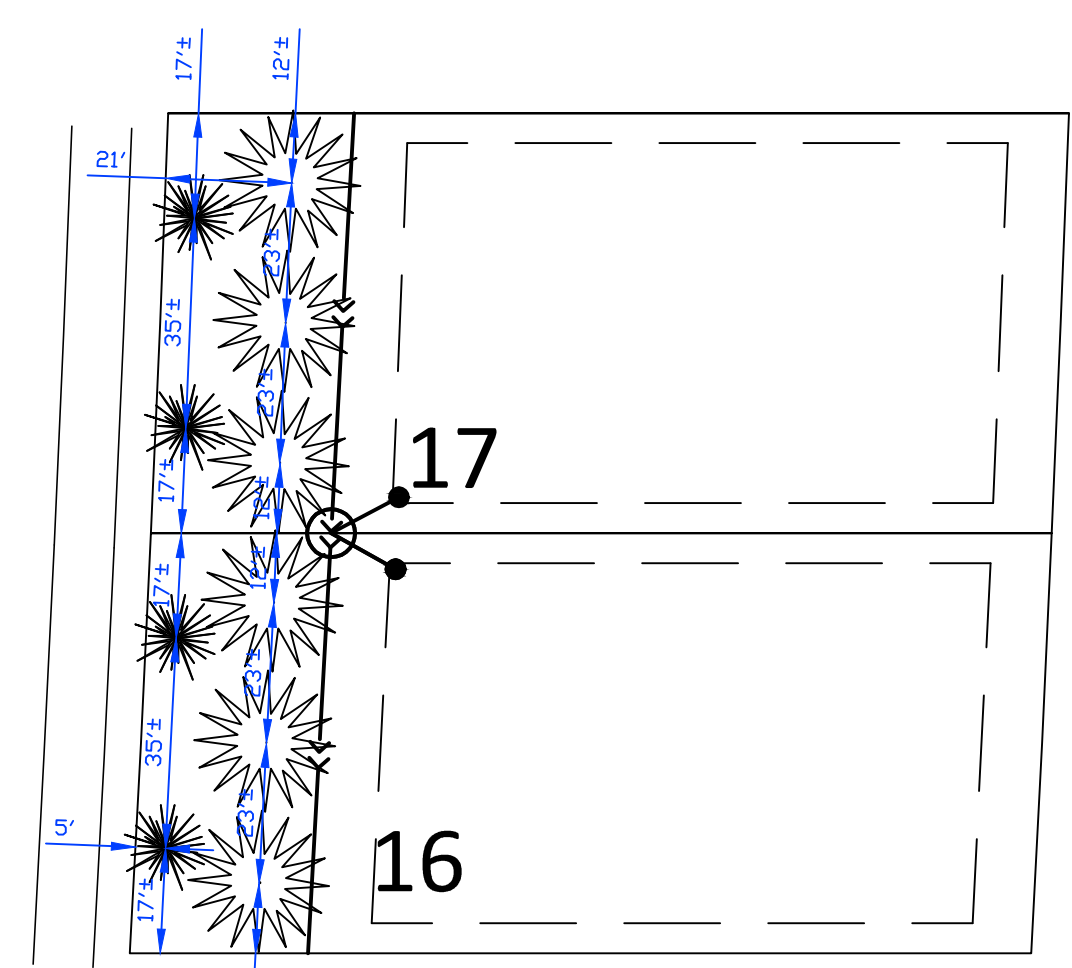


6001 Egan Drive, Ste 100, Savage, MN 55378  
 Phone: 952.226.3200 Web: www.kjwalk.com

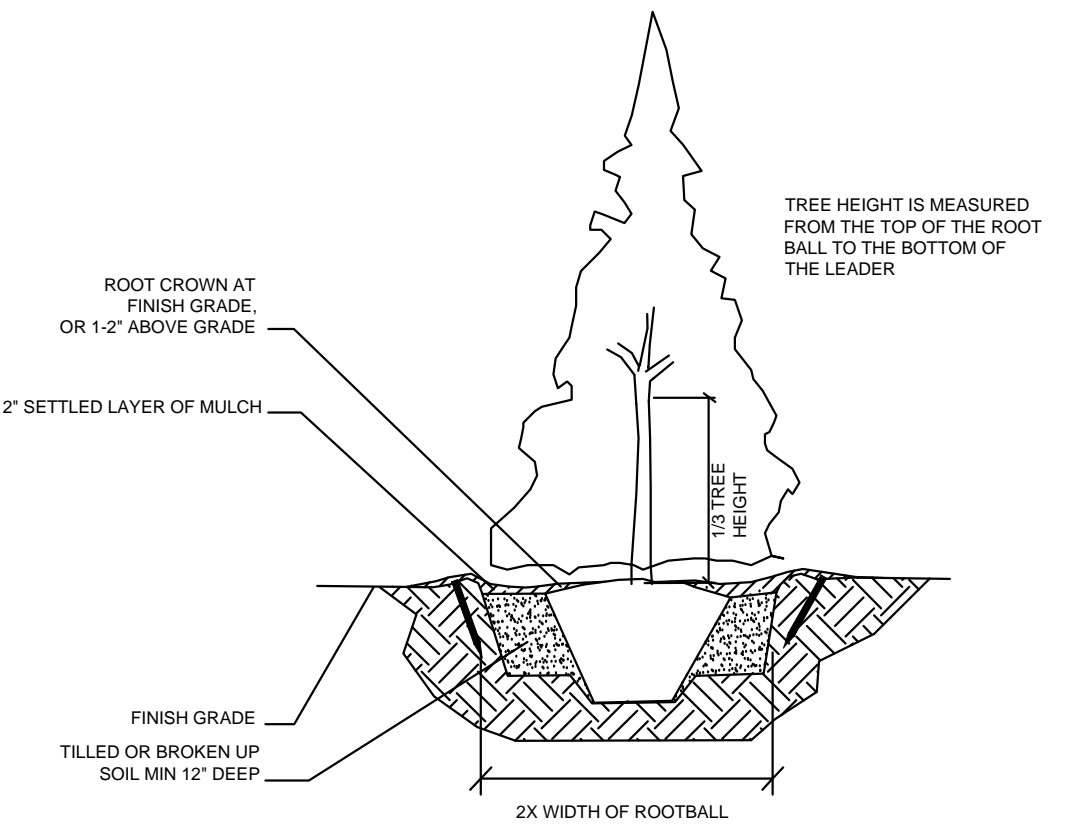
I hereby certify that this plan was prepared by me, or under my direct supervision, and that I am a duly registered engineer under the laws of the State of Minnesota.

*RLK*  
 Luke Warren Israelson  
 Registration #: 51362 Date: 9/17/2025

Date:	Revision:
07/15/2025 Original	
09/17/2025 Revised Per City Comments	



**TREE PLACEMENT**  
 SCALE: NOT TO SCALE



**TREE PLANTING**  
 SCALE: NOT TO SCALE

SYMBOL	ID#	COMMON NAME	SIZE	#
	PS	PINE/SPRUCE	8'-0"	23
	AT	ARBORVITAE "TECHNY"	8'-0"	15
		TOTAL		38

# EXHIBIT F



For Review  
 September 17, 2025  
 Erosion Control and  
 Landscape Plan









Dakota County Surveyor's Office

Western Service Center • 14955 Galaxie Avenue • Apple Valley, MN 55124  
952.891-7087 • Fax 952.891-7127 • www.co.dakota.mn.us

August 15, 2025

City of Lakeville  
20195 Holyoke Ave.  
Lakeville, MN 55044

Re: **NORTH CREEK SECOND ADDITION**

The Dakota County Plat Commission met on August 13, 2025, to consider the preliminary plat of the above referenced plat. The plat is adjacent to CSAH 31 (Pilot Knob Rd.) and is therefore subject to the Dakota County Contiguous Plat Ordinance.

The proposed plat is a replat of Outlot E, NORTH CREEK. The future right of way needs are 100 feet of half right of way along CSAH 31. The plat includes the proper road dedication along CSAH 31. Restricted access is shown along all of Outlot E. There were no other comments.

The Plat Commission has approved the preliminary and final plat and will recommend approval to the County Board of Commissioners meeting on September 9, 2025.

Traffic volumes on CSAH 31 are 21,672 ADT and are anticipated to be 33,000 ADT by the year 2040. These traffic volumes indicate that current Minnesota noise standards for residential units could be exceeded for the proposed plat. Residential developments along County highways commonly result in noise complaints. In order for noise levels from the highway to meet acceptable levels for adjacent residential units, substantial building setbacks, buffer areas, and other noise mitigation elements should be incorporated into this development.

No work shall commence in the County right of way until a permit is obtained from the County Transportation Department and no permit will be issued until the plat has been filed with the County Recorder's Office. The Plat Commission does not review or approve the actual engineering design of proposed accesses or other improvements to be made in the right of way. Nothing herein is intended to restrict or limit Dakota County's rights with regards to Dakota County rights of way or property. The Plat Commission highly recommends early contact with the Transportation Department to discuss the permitting process which reviews the design and may require construction of highway improvements, including, but not limited to, turn lanes, drainage features, limitations on intersecting street widths, medians, etc. Please contact TJ Bentley regarding permitting questions at (952) 891-7115 or Todd Tollefson regarding Plat Commission or Plat Ordinance questions at (952) 891-7070.

Sincerely,

A handwritten signature in black ink that reads "Todd B. Tollefson".

Todd B. Tollefson  
Secretary, Plat Commission

c: Luke Israelson, KC Walk

**EXHIBIT I**



# Memorandum

**To:** Kris Jenson, Planning Manager

**From:** Alanna Sobottka, Civil Engineer  
McKenzie L. Cafferty, Environmental Resources Manager  
Joe Masiarchin, Parks and Recreation Director

**Copy:** Zach Johnson, City Engineer  
Julie Stahl, Finance Director  
Dave Mathews, Building Official

**Date:** November 24, 2025

**Subject:** North Creek Second Addition

- Preliminary Plat Review
- Preliminary Erosion and Sediment Control Plan Review
- Preliminary Grading and Drainage Plan
- Preliminary Utility Plan Review
- Preliminary Tree Preservation Plan Review

---

## **BACKGROUND**

KJ Walk, Inc. has submitted a preliminary plat named North Creek Second Addition. The proposed subdivision is located south of and adjacent to 173<sup>rd</sup> Street, east of and adjacent to Pilot Knob Road (CSAH 31), north and west of and adjacent to two Vermillion River Watershed Joint Powers Organization (VRWJPO) principal connectors (Tributary No. 1 to North Creek and North Creek). The parent parcel consists of Outlot E, North Creek (PID No. 225208000050) zoned RST-2.

The preliminary plat consists of twenty-six (26) single family lots, twenty-seven (27) detached townhome lots, and two (2) Homeowners Association (HOA) common lots within three (3) blocks on 13.35 acres.

The proposed development will be completed by:

Developer:	KJ Walk, Inc.
Engineer/Surveyor:	KJ Walk, Inc.

## **SITE CONDITIONS**

The North Creek Second Addition site consists of Outlot E, North Creek totaling 13.35 acres and lies north of North Creek, which runs along the southern property line from the west to the east. The parcel consists of land that was primarily mass graded with the development of North Creek. There was a previous homestead with a house, fence, sheds, well and septic on the property that shall be removed in full with the development of the site.

## **STREET AND SUBDIVISION LAYOUT**

### **Pilot Knob Road (CSAH 31)**

North Creek Second Addition is located east of and adjacent to Pilot Knob Road, a minor arterial County highway, as identified in the City's Transportation Plan. Pilot Knob Road adjacent to the site is a four-lane divided rural roadway. The current Dakota County Plat Review Needs Map indicates a half right-of-way requirement of 100-feet and designates it as a future six-lane divided urban roadway over its entire length adjacent to the plat. The expansion of Pilot Knob Road to a six-lane roadway is not identified in the City's or County's current Capital Improvement Plans. The preliminary plat was reviewed and recommended for approval by the Dakota County Plat Commission at its August 15, 2025 meeting. There will be no access to the development from Pilot Knob Road.

### **175<sup>th</sup> Street**

The development of North Creek Second Addition includes the extension of 175<sup>th</sup> Street, a local street. 175<sup>th</sup> Street is designed as a 32-foot wide, two-lane urban roadway with a five-foot concrete sidewalk along the south side of the street. The Developer is dedicating 60-feet of right-of-way in compliance with City ordinance requirements.

### **Encina Path**

Development of North Creek Second Addition includes the extension of Encina Path, a local street which will be extended south from its current terminus at the north boundary of North Creek Second Addition. Encina Path is designed as a 32-foot wide, two-lane urban roadway with a five-foot concrete sidewalk along the west side of the street. The Developer is dedicating 60-feet of right-of-way in compliance with City ordinance requirements.

### **174<sup>th</sup> Street**

The development of North Creek Second Addition includes the construction of 174<sup>th</sup> Street, a local street. 174<sup>th</sup> Street is designed as a 32-foot wide, two-lane urban roadway with a five-foot concrete sidewalk along the north side of the street. The Developer is dedicating 60-feet of right-of-way in compliance with City ordinance requirements.

## **CONSTRUCTION ACCESS**

Construction traffic access and egress for grading, utility, and street construction shall be through a rock construction entrance on Encina Path south of 173<sup>rd</sup> Street.

### **PARKS, TRAILS AND SIDEWALKS**

Development of North Creek Second Addition includes the construction of public sidewalks along the west side of Encina Path, north side of 174<sup>th</sup> Street, and the south side of 175<sup>th</sup> Street.

The parks and trails within North Creek Second Addition are to be developed to allow for connection to other local and regional facilities as part of the City's overall Parks, Trails and Open Space System Plan. Consistent with the City's Parks Trails and Open Space Plan and the Pheasant Run of Lakeville 7<sup>th</sup> Addition Development Contract the Developer shall construct a 10-foot trail along the east side of Pilot Knob Road adjacent to the plat. The Developer shall construct the trail from 173<sup>rd</sup> Street to the current terminus of the bituminous trail previously constructed to the south with the Pheasant Run of Lakeville 7<sup>th</sup> Addition plat. A grading permit will not be approved for the site until a bituminous trail design is approved by both City and County staff.

The park dedication requirement for the parent parcels has not been collected and shall be satisfied through a cash contribution that shall be paid with the final plat.

### **UTILITIES**

#### **SANITARY SEWER**

North Creek Second Addition is located within subdistrict NC-20010 of the North Creek sanitary sewer district as identified in the City's Comprehensive Sewer Plan. The Developer is proposing to direct all wastewater from the preliminary plat through the NC-20010 subdistrict; the City has reviewed this proposal and determined that the downstream facilities have sufficient capacity to serve the proposed subdivision. Wastewater will be conveyed to the MCES Farmington Interceptor and continue to the Empire Wastewater Treatment Facility.

The Sanitary Sewer Availability Charge has not been collected on the parent parcel and shall be paid with the final plat.

#### **WATERMAIN**

Development of North Creek Second Addition includes the extension of 8-inch watermain within the subdivision. Watermain to serve the lots within North Creek Second Addition will be extended from the existing 8-inch watermain stub at the north boundary of the plat in Encina Path.

The remainder of the lateral watermain access charge for the portion of 12-inch watermain within Pilot Knob Road right-of-way shall be paid with the final plat

#### **OVERHEAD LINES**

An overhead electric transmission line and poles are located along the east side of Pilot Knob Road on the parent parcel servicing the previous house and farmstead. The Developer is required to remove the poles and place the utilities underground with the final plat,

consistent with the City's Public Ways and Property Ordinance. A security will be required with the final plat to ensure proper removal of poles and placement of utilities underground.

### **DRAINAGE AND GRADING**

North Creek is located within subdistricts NC-18 and NC-20 of the North Creek stormwater district as identified in the City's Water Resources Management Plan.

Stormwater within North Creek Second Addition is directed east into the existing stormwater management basin constructed with North Creek. The basin will provide water quality treatment, volume and rate control of the stormwater runoff generated from the North Creek Second Addition plat. The stormwater basin design is consistent with City requirements. The stormwater basin discharges to Tributary No.1 to North Creek, which is east of the preliminary plat.

The development of North Creek Second Addition includes lots adjacent to the VRWJPO principal connector North Creek. The 100-yr Flood elevation as determined by the City's stormwater model will be contained outside of the plat everywhere possible. Natural Area signs will be placed along easement lines impacted by the 100-yr Flood elevations. A security will be required with the final plat to ensure proper installation of signs. Final locations will be identified in the field.

The final grading plan shall identify all fill lots in which the building footings will be placed on fill material. The grading specifications shall also indicate that all embankments meet FHA/HUD 79G specifications. The Developer shall certify to the City that all lots with footings placed on fill material are appropriately constructed. Building permits will not be issued until a soils report and an as-built certified grading plan have been submitted and approved by City staff.

North Creek Second Addition contains more than one acre of site disturbance. A National Pollution Discharge Elimination System General Stormwater Permit for construction activity is required from the Minnesota Pollution Control Agency for areas exceeding one acre being disturbed by grading. A copy of the Notice of Stormwater Permit Coverage must be submitted to the City upon receipt from the MPCA.

### **STORM SEWER**

Development of North Creek Second Addition includes the construction of public storm sewer systems. Storm sewer will be installed within the subdivision to collect and convey stormwater runoff generated from within the public right-of-way and lots to the existing public stormwater management basin located east of the development. Runoff is conveyed from rear yard lots to the VRWJPO principal connector North Creek.

Drain tile construction is required in areas of non-granular soils within North Creek Second Addition for the street sub-cuts and lots. Any additional drain tile construction, including

perimeter draitile required for building footings, which is deemed necessary during construction shall be the Developer's responsibility to install and finance.

The Trunk Storm Sewer Area Charge has not been collected on the parent parcels and shall be paid with the North Creek Second Addition final plat.

Final locations and sizes of all storm sewer facilities will be reviewed by City staff with the final construction plans.

### **FEMA FLOODPLAIN ANALYSIS**

A portion of the North Creek Second Addition preliminary plat is shown on the Flood Insurance Rate Map (FIRM #27037C0208E effective 12/2/2011) as Zone AE by the Federal Emergency Management Agency (FEMA). Based on this designation, a portion of the plat is located within a Special Flood Hazard Area (SFHA), as determined by FEMA. The remainder of the plat is shown on the Flood Insurance Rate Map (FIRM) as Zone X by the Federal Emergency Management Agency (FEMA).

### **WETLANDS**

The wetland delineation for this site was approved on 4/11/2018 and the delineation was completed by Kjolhaug Environmental Services. No wetland impacts are proposed with the development. All wetlands/waterways and required buffers will be placed in an outlot dedicated to the city. The waterway is identified as a Principal Connector and requires a buffer width 100-foot average, 65-foot minimum measured from the edge of the meander belt of the river. Buffers must be shown on the plans prior to final plat. The Developer will be responsible for the installation of the required Natural Area signs. Final locations will be identified in the field.

### **TREE PRESERVATION**

A tree preservation plan has been submitted. The tree plan indicates there are 168 trees on site; however nearly all of the total trees proposed to be saved are within the Pilot Knob Road ROW or within the adjacent city-owned outlot. Prior to City Council consideration of the preliminary plat, the plan must be updated to remove the offsite trees from the inventory and revise the numbers of the total trees on site, to be saved, and to be removed. The tree preservation plan will need to be updated to indicate the trees that will be removed on the plan drawing. The plan also needs to include a temporary tree protection fence detail as well as identify the placement of tree protection fencing on the plan drawing.

All "save" trees that are damaged or removed will require replacement at a ratio of 2:1 as per the Lakeville Subdivision Ordinance. Prior to any removals the tree protection fence line must be staked and reviewed by City Staff.

**EROSION CONTROL**

The Developer is responsible for obtaining an MPCA Construction Permit for the site as well as developing a SWPPP for the site prior to construction. The SWPPP must be submitted and approved by the City prior to grading. The permit requires that all erosion and sediment BMPs be clearly outlined in a site's SWPPP. Changes made throughout construction should be documented in the SWPPP.

Additional erosion control measures may be required during construction as deemed necessary by City staff or the Vermillion River Watershed JPO. Any additional measures require shall be installed and maintained by the Developer.

**RECOMMENDATION**

Engineering recommends approval of the North Creek Second Addition preliminary plat, grading and erosion control plan, utility plan and tree preservation plan, subject to the requirements and stipulations within this report.



# Memorandum

**To:** Planning Commission  
**From:** Heather Botten, Senior Planner  
**Date:** November 24, 2025  
**Subject:** Packet Material for the December 5, 2025 Planning Commission Meeting  
**Agenda Item:** Lennar

1. Comprehensive Plan Amendment to change the land use designation from LDR, Low Density Residential to MDR, Medium Density Residential.
2. Zoning Map Amendment (Rezoning) from RS-3, Single Family Residential District to RST-2-, Single- and Two-Family District.

**Application 60-day Deadline:** December 27, 2025

---

## BACKGROUND

Lennar, applicant, proposes a comprehensive plan amendment from Low Density Residential to Medium Density Residential and a zoning map amendment from RS-3, Single Family Residential District to RST-2-, Single- and Two-Family District. The requests are proposed to allow the development of three parcels totaling 20.06-acres.

If the Comprehensive Plan and Zoning Map amendments are approved by the City Council, the developer would prepare applications for preliminary plat subdivision approval, which would require a separate public hearing, review by the Planning Commission and approval of the City Council.

## EXHIBITS

- A. Aerial Photo/Site Location Map
- B. Land Use Plan Exhibit
- C. Zoning Map Exhibit
- D. Concept Plan

## PLANNING ANALYSIS

### Surrounding Land Uses, Zoning, and Comprehensive Plan Designation

Direction	Existing Use	Land Use Designation	Zoning
North	Large lot single family residential	Low Density Residential	RS-3, Single-Family Residential
South	Townhome development	Medium/High Density Residential	RM-2, Medium Density Residential
East	City Outlot and single-family residential	Low Density Residential and Restricted Development	Public/Open Space and RS-3, Single-Family Residential
West	Holyoke Avenue, All Saints Church, stormwater basin	Restricted Development and Medium Density Res and Public/Quasi Public	Public/Open Space and RM-1, Medium Density Residential

### COMPREHENSIVE PLAN AMENDMENT

The subject site is guided Low Density Residential which allows a density of 0.1 to 3.0 dwelling units per acre. The proposed concept plan has a density of 6.6 units an acre. Therefore, the land use designation is proposed to be changed to Medium Density Residential, allowing for a density of 4.0 – 7.0 units per acre. The medium density designation allows two family dwellings, detached townhouses and quad or row attached townhouse dwellings.

Amendments to the 2040 Comprehensive Land Use Plan should only occur for developments that reflect Lakeville’s long-term interest and only when such action is consistent with the goals and policies of the 2040 Lakeville Comprehensive Plan. The proposed twin homes illustrated on the developer’s concept plan are consistent with these goals and provide for an acceptable land use transition to existing single-family homes to the east and multiple family to the south.

A sewer capacity report was done at the request of the city and paid for by the applicant. The parcels are near the end of the line, and a study was required to add the proposed increase in units to the hydraulic sanitary sewer model to confirm compliance. The study confirmed the City’s sanitary sewer system has the capacity to serve the site with the proposed land use and rezoning changes.

Due to the number of units in the development and the proximity of the plat to neighboring jurisdictions, the comprehensive plan amendment meets the criteria for administrative review by the Metropolitan Council. Staff has contacted the local sector representative and will submit a complete application following City Council review.

## **ZONING MAP AMENDMENT**

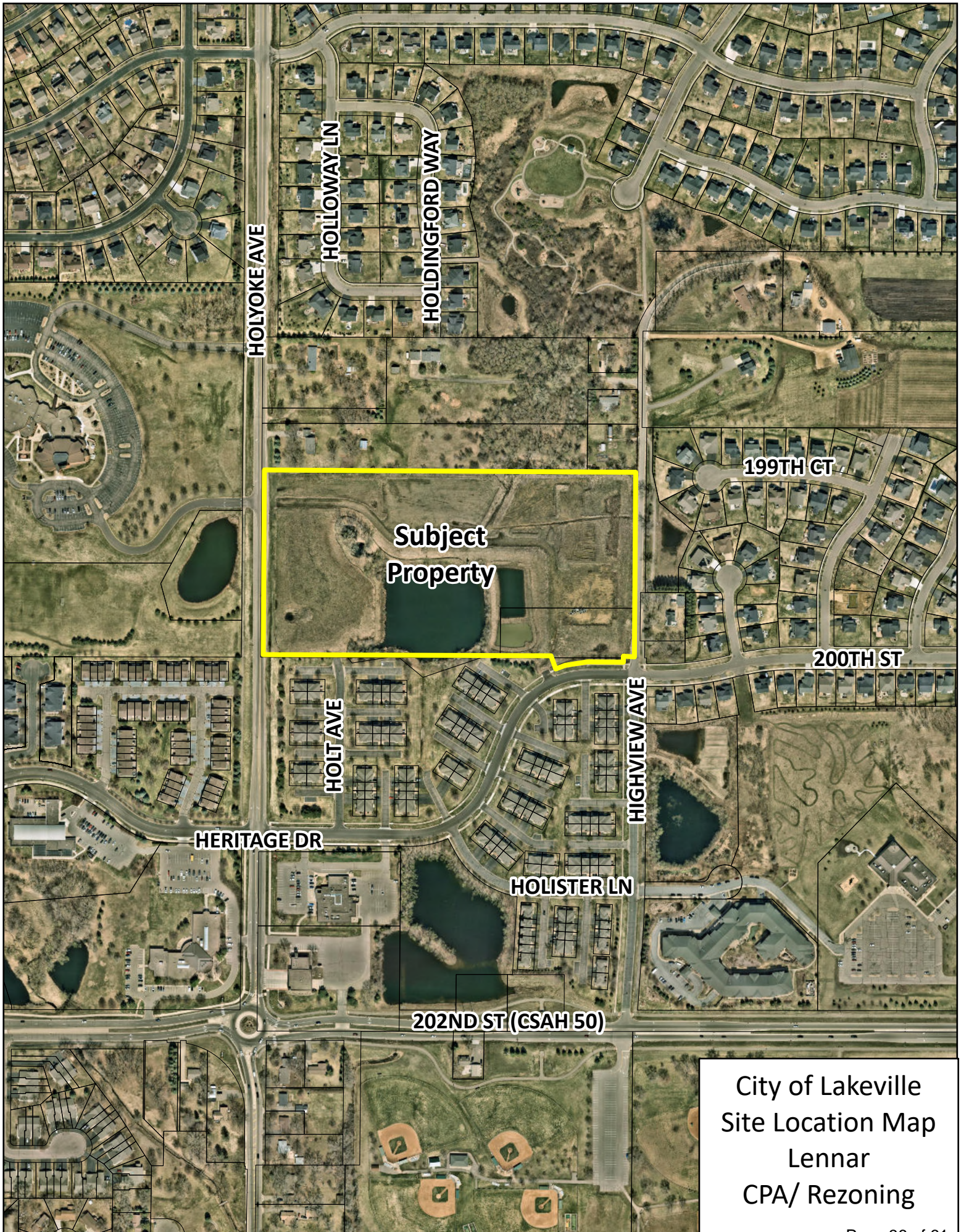
Consistent with the land use designations described above, the same properties are proposed for a rezoning. The applicant is requesting to change the zoning of the properties from RS-3, Single Family Residential District to RST-2-, Single- and Two-Family District.

The single-family home lots to the east are buffered by a city owned outlot and Highview Avenue. The existing wetlands and proposed site design allow for adequate buffers to adjacent and nearby properties allowing for the proposed increase in density.

## **CONCLUSION**

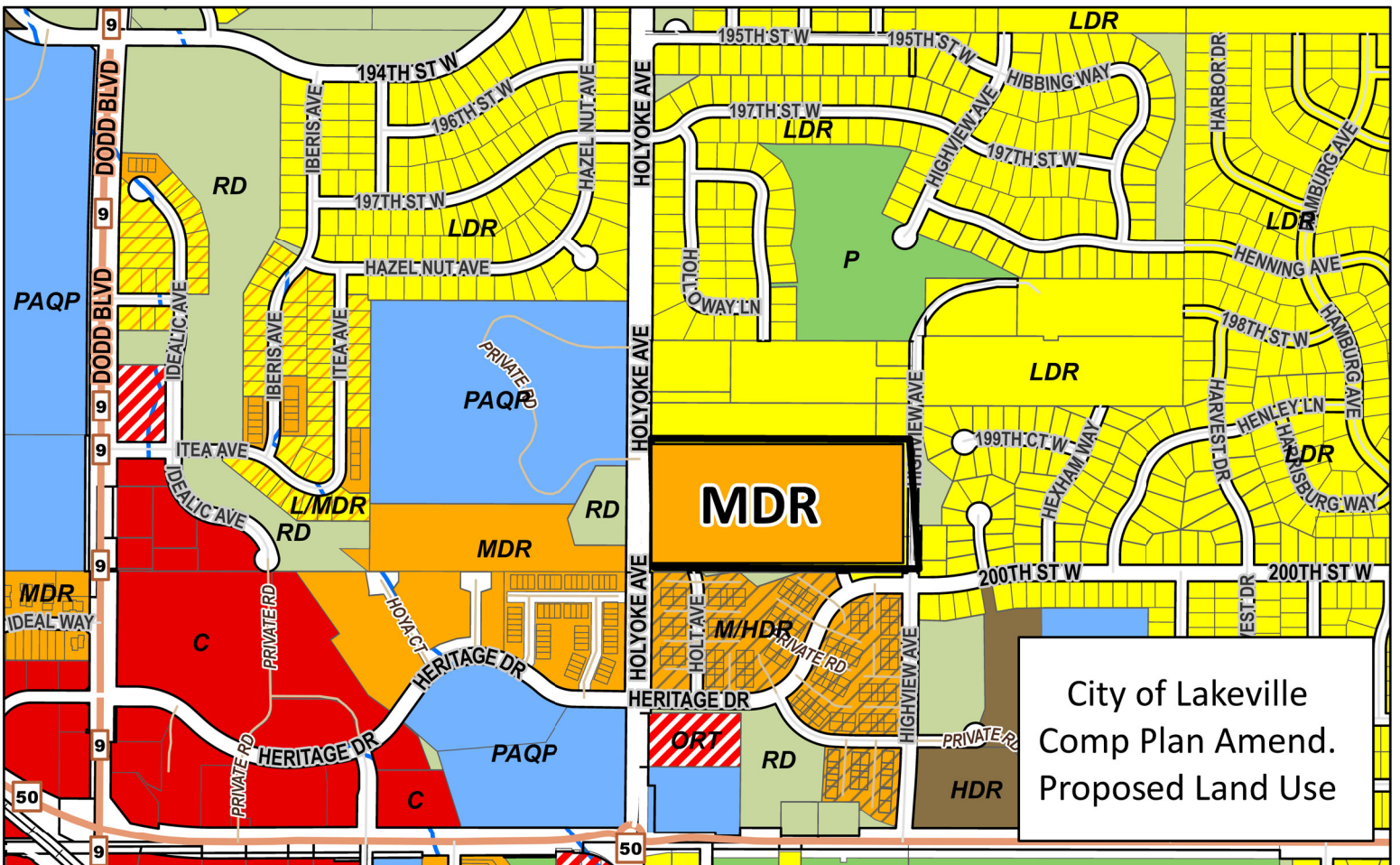
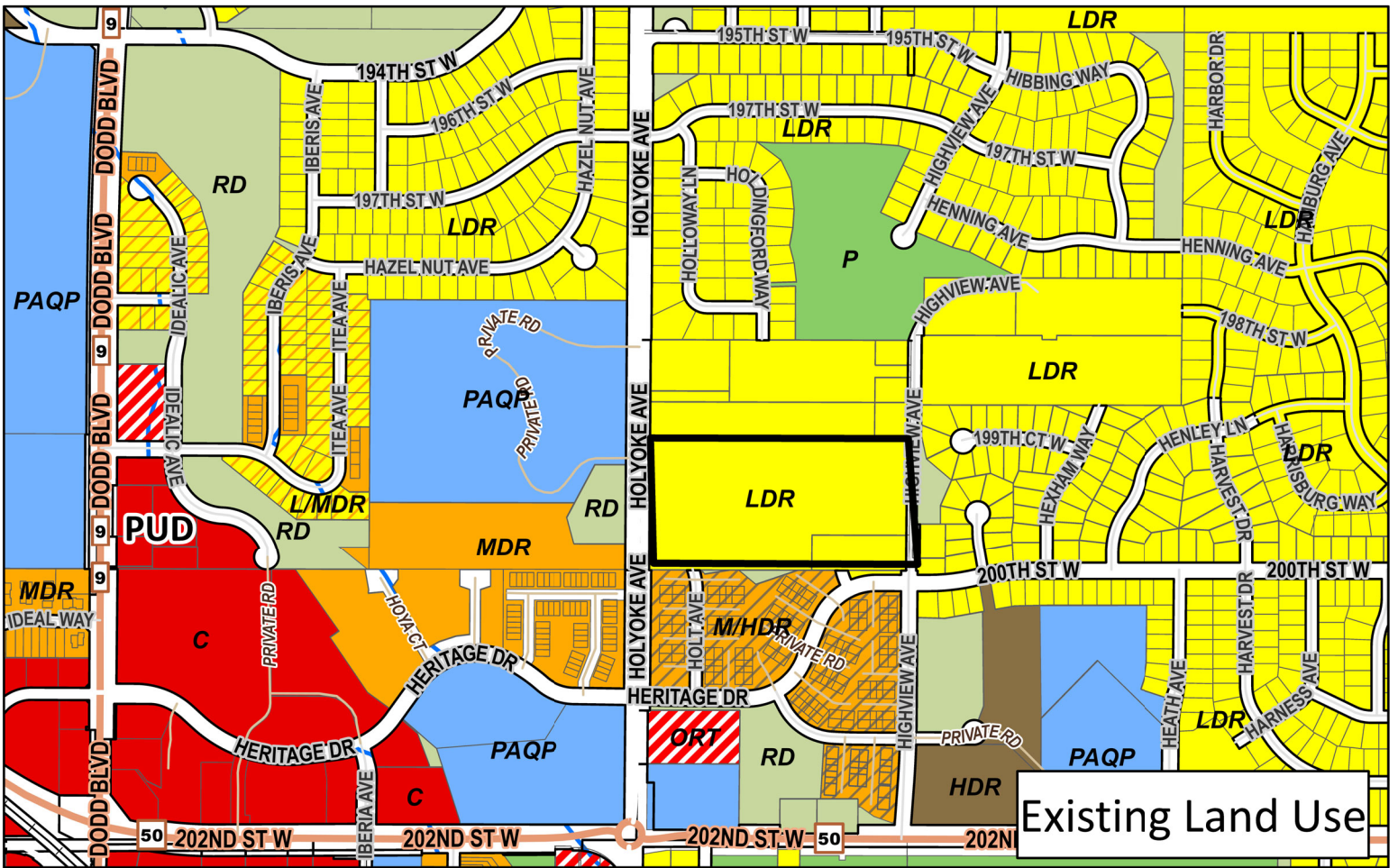
Community Development Department staff have determined that the requested land use plan amendment is consistent with the intent and goals of the 2040 Comprehensive Plan and recommends approval of both the Comprehensive Plan Amendment and the Zoning Map Amendment.

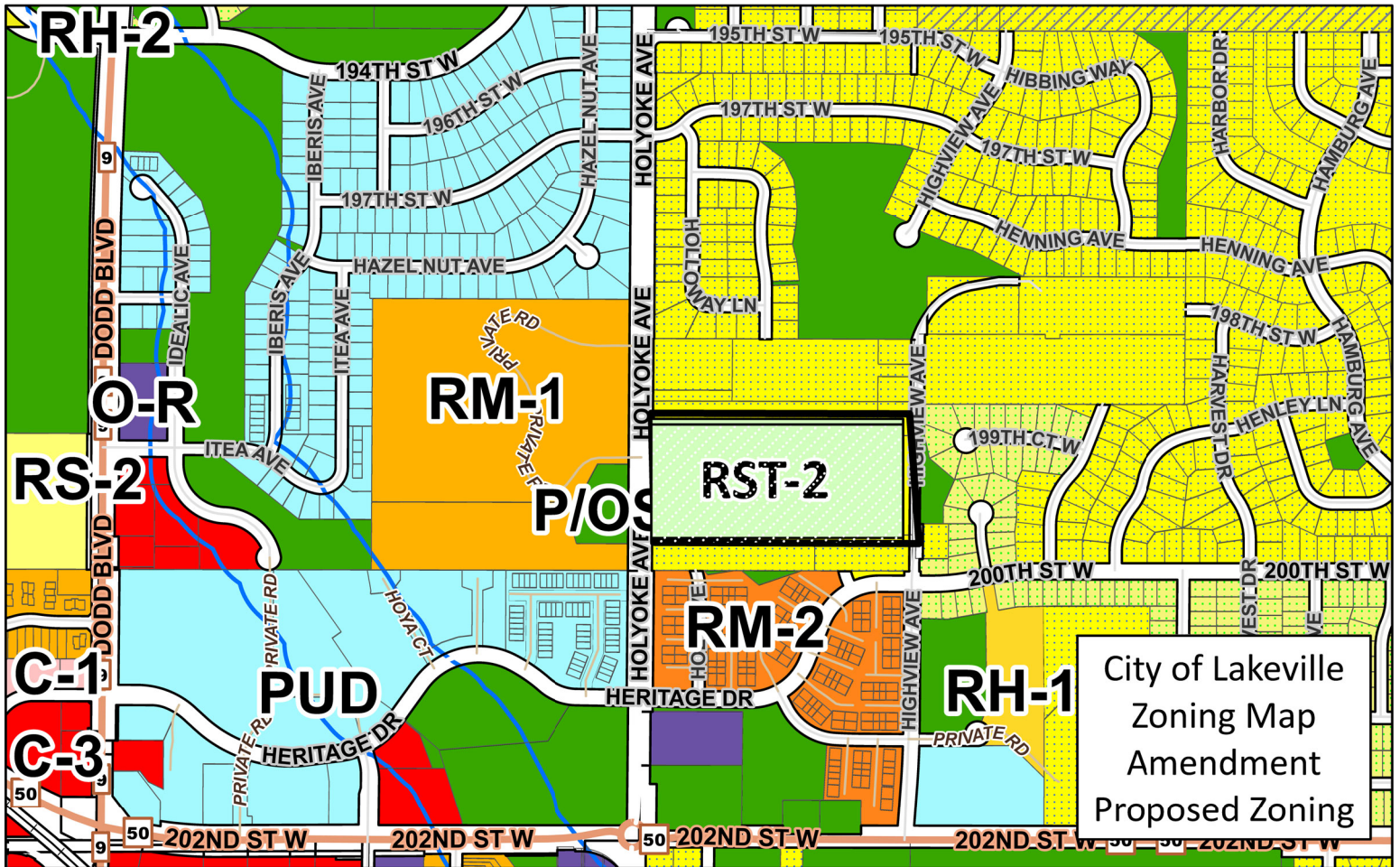
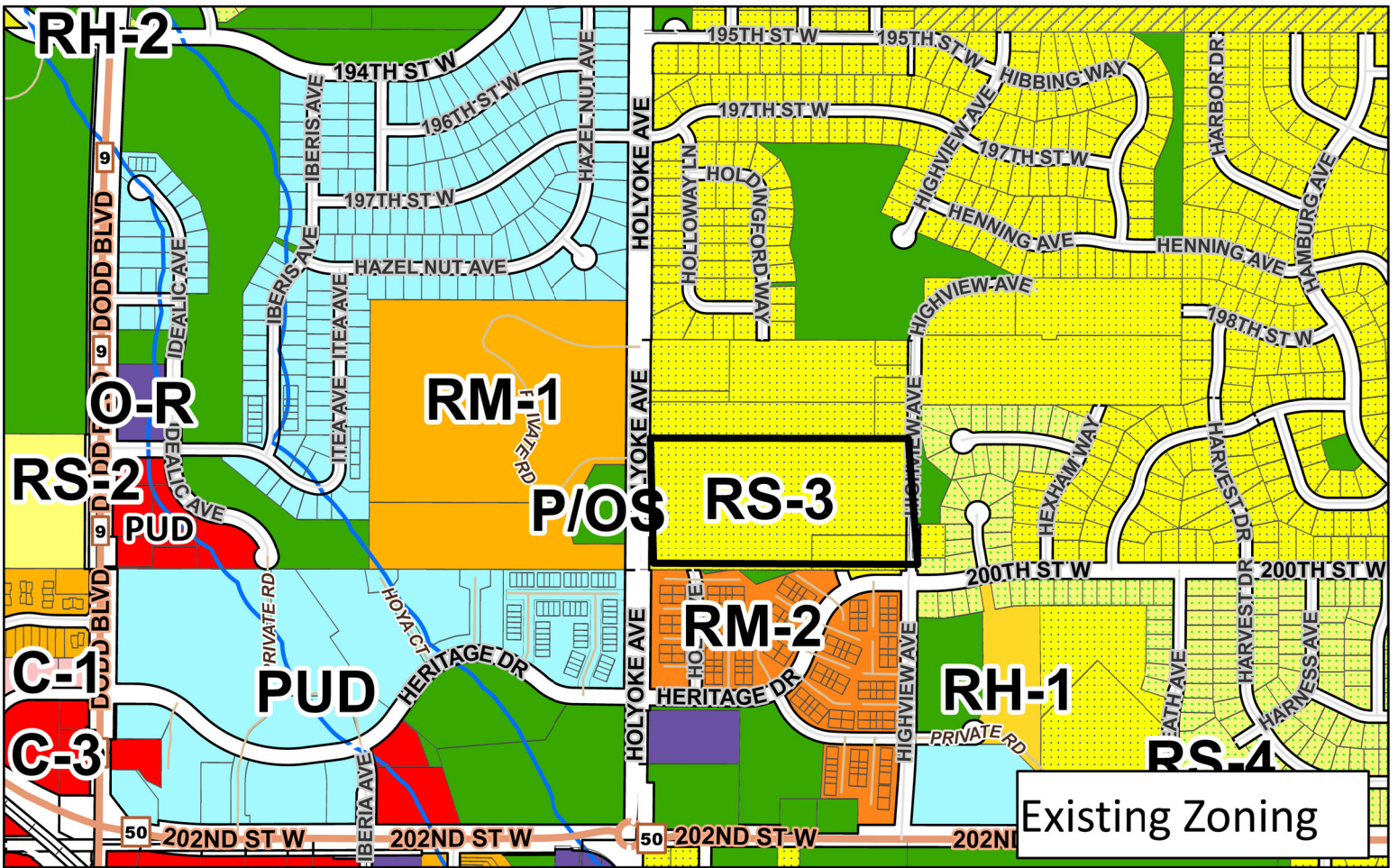
Findings of fact for approval of the comprehensive plan amendment and zoning map amendment are included with the packet materials for your consideration.

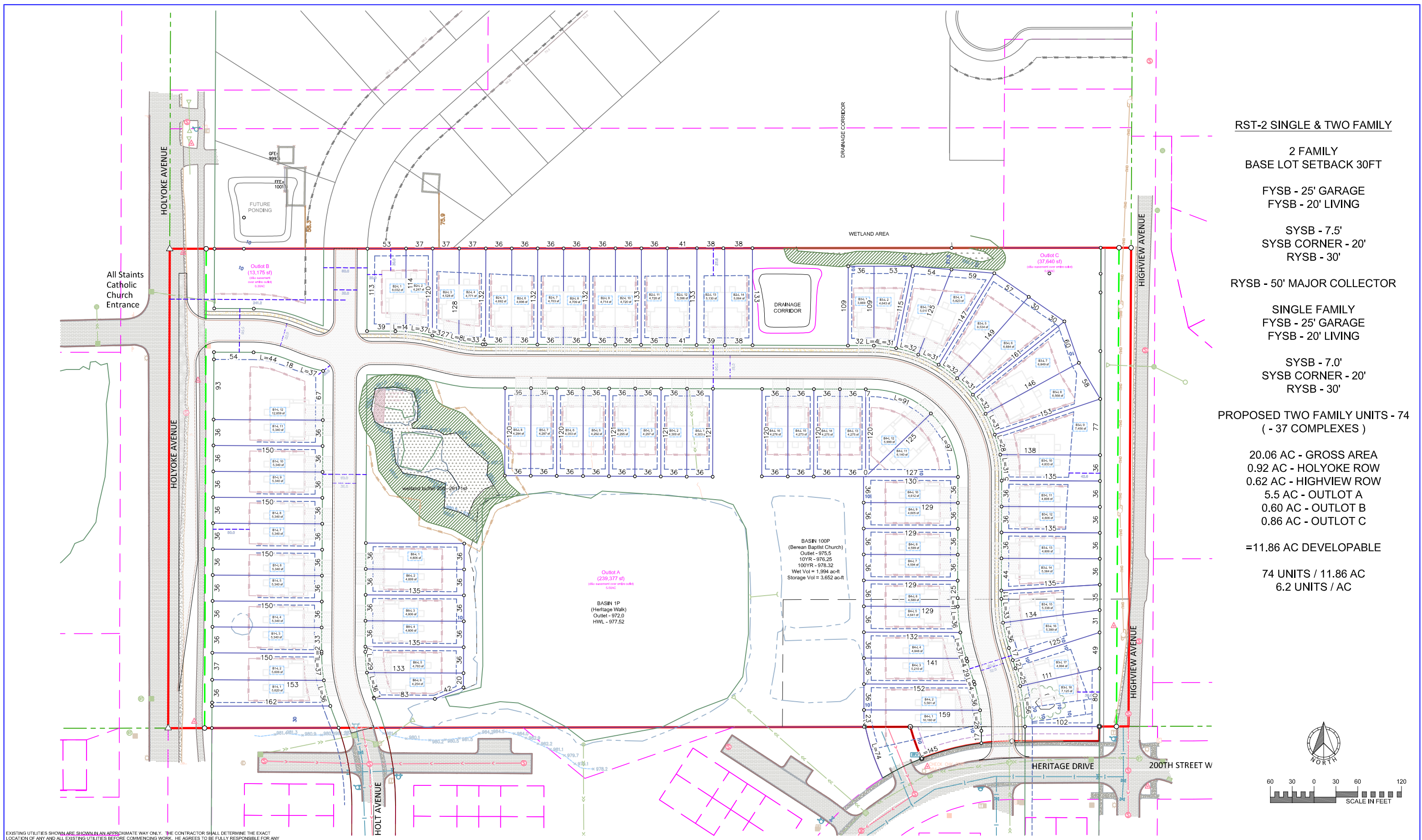


**Subject  
Property**

City of Lakeville  
Site Location Map  
Lennar  
CPA/ Rezoning







**RST-2 SINGLE & TWO FAMILY**

2 FAMILY  
BASE LOT SETBACK 30FT

FYSB - 25' GARAGE  
FYSB - 20' LIVING

SYSB - 7.5'  
SYSB CORNER - 20'  
RYSB - 30'

RYSB - 50' MAJOR COLLECTOR

SINGLE FAMILY  
FYSB - 25' GARAGE  
FYSB - 20' LIVING

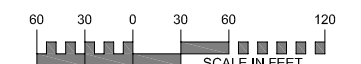
SYSB - 7.0'  
SYSB CORNER - 20'  
RYSB - 30'

PROPOSED TWO FAMILY UNITS - 74  
( - 37 COMPLEXES )

20.06 AC - GROSS AREA  
0.92 AC - HOLYOKE ROW  
0.62 AC - HIGHVIEW ROW  
5.5 AC - OUTLOT A  
0.60 AC - OUTLOT B  
0.86 AC - OUTLOT C

=11.86 AC DEVELOPABLE

74 UNITS / 11.86 AC  
6.2 UNITS / AC



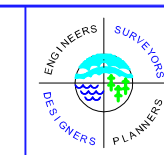
EXISTING UTILITIES SHOWN ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY AND ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES ARISING OUT OF HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL EXISTING UTILITIES.

DRAWING NAME	NO.	BY	DATE	REVISION
Layout-BB	x	xxx	xx/xx/xx	xxxx
DRAWN				
RSM				
CHECKED				
CAW				
DATE				
06/17/25				

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I HEREBY CERTIFY THAT THIS PLAN OR SPECIFICATION WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

*Charles A. Wiemerslage*  
CHARLES A. WIEMERSLAGE, P.E.  
Date: 06/17/25 Lic. No. 49180



**SATHRE-BERGQUIST, INC.**  
14000 25TH AVE N #120 PLYMOUTH, MN. 55447 (952) 476-6000

CITY PROJECT NO.  
LAKEVILLE, MINNESOTA

CONCEPT 10-15-25  
**HIGHVIEW**  
**LENNAR**

FILE NO.  
5401-702  
X.1  
X

CITY OF LAKEVILLE  
DAKOTA COUNTY, MINNESOTA

2040 COMPREHENSIVE PLAN AMENDMENT  
FINDINGS OF FACT AND RECOMMENDATION  
LENNAR

On December 4, 2025 the Lakeville Planning Commission met at its regularly scheduled meeting to consider the application by Lennar to consider an amendment to the 2040 Land Use Plan map of the 2040 Comprehensive Plan. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak.

**FINDINGS OF FACT**

1. The subject property is guided for LDR, Low Density Residential land uses in the 2040 Comprehensive Land Use Plan. Lennar has applied for an amendment to the 2040 Comprehensive Land Use Plan to change the guided land use to Medium Density Residential.
2. The legal description of the property is:

**See Attached**

3. The 2040 Comprehensive Plan provides that the Planning Commission shall consider possible effects of the proposed amendment with its judgment to be based upon, but not limited to, the following factors:
  - a. **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

*Finding: The property is located in Planning District No. 4 of the 2040 Comprehensive Land Use Plan. The proposed comprehensive plan amendment will meet policies outlined in Planning District No. 4. Furthermore, Envision Lakeville establishes a set of community values that guide development and implementation of the 2040 Comprehensive Plan, including providing housing options for people of all ages and stages of life.*

- b. **The proposed use is or will be compatible with present and future land uses of the area.**

*Finding: The proposed medium density residential use (twin homes) is compatible with the single and multiple family residential character of the neighborhood.*

- c. **The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.**

*Finding: The proposed medium density residential land uses and site improvements illustrated on the concept plan will be required to comply with the requirements of the Zoning Ordinance, Subdivision Ordinance, and City Code and will be evaluated as part of necessary subdivision and zoning applications to develop the property.*

- d. **The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

*Finding: The subject site is within the MUSA and will be served by sanitary sewer and water services. The proposed use will not overburden the City's service capacity. The proposed twin home development is not considered premature.*

- e. **Traffic generated by the proposed use is within capabilities of streets serving the property.**

*Finding: The subject site is accessed by Holyoke Avenue, Heritage Drive, and Holt Avenue which can serve the proposed twin home development. The streets accessing the property have adequate capacity to accommodate traffic generated by the proposed use.*

- 5. The planning report dated November 24, 2025 prepared by Heather Botten, Senior Planner is incorporated herein.

### **RECOMMENDATION**

The Planning Commission recommends that the City Council approve the Comprehensive Plan amendment subject to the approval of the Metropolitan Council.

**DATED: December 4, 2025**

**LAKEVILLE PLANNING COMMISSION**

BY: \_\_\_\_\_  
Scott Einck, Vice Chair

Legal Descriptions:

Parcel A: PID No. 22-02000-84-011

South half of Southeast quarter of Southeast quarter of except commencing Southeast corner West 475 feet North 175 feet East 475 feet South 175 feet to beginning Section 20, Township 114, Range 20

Parcel B: PID No. 22-02000-84-012

Part of South half of Southeast quarter of Southeast quarter commencing Southeast corner West 475 feet North 175 feet East 475 feet South 175 feet to beginning Section 20, Township 114, Range 20

Parcel C: PID No. 22-32175-00-030

Outlot C, Heritage Walk

CITY OF LAKEVILLE  
DAKOTA COUNTY, MINNESOTA

ZONING MAP AMENDMENT  
FINDINGS OF FACT AND RECOMMENDATION  
LENNAR

On December 4, 2025 the Lakeville Planning Commission met at its regularly scheduled meeting to consider the application by Lennar for an amendment to the Zoning Map to rezone property from RS-3, Single Family Residential District to RST-2-, Single- and Two-Family District. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak.

**FINDINGS OF FACT**

1. The subject property is guided for Low Density Residential land use by the 2040 Comprehensive Plan. Lennar has applied for an amendment to the 2040 Land Use Plan to change the guided land use to Medium Density Residential.
2. The subject property is zoned RS-3, Single Family Residential District. Lennar has applied for an amendment to the Zoning Map to change the zoning of the property to RST-2, Single and Two Family Residential District.
3. The legal description of the property is:

**See Attached**

4. Section 11-3-3.E of the City of Lakeville Zoning Ordinance provides that the Planning Commission shall consider possible effects of the proposed amendment. Its judgment shall be based upon, but not limited to, the following factors:
  - a. **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

*Finding: The property is located in Planning District No. 4 of the 2040 Comprehensive Land Use Plan. The proposed Zoning Map amendment will meet policies outlined in Planning District No. 4. Furthermore, Envision Lakeville establishes a set of community values that guide development and implementation of the 2040 Comprehensive Plan, including providing housing options for people of all ages and stages of life.*

- b. **The proposed use is or will be compatible with present and future land uses of the area.**

*Finding: The proposed medium density residential use (twin homes) is compatible with the single and multiple family residential character of the neighborhood and is consistent with the present and future land uses in the area.*

- c. **The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.**

*Finding: The proposed twinhome land use shall be required to comply with the requirements of the Zoning Ordinance, Subdivision Ordinance, and City Code and will be evaluated as part of necessary applications to develop the property.*

- d. **The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

*Finding: The subject site is within the MUSA and is served within the public service capacity for the development. The proposed use will not overburden the City's service capacity.*

- e. **Traffic generated by the proposed use is within capabilities of streets serving the property.**

*Finding: The subject site is accessed by Holyoke Avenue, Heritage Drive, and Holt Avenue which can serve the proposed twin home development. The streets accessing the property have adequate capacity to accommodate traffic generated by the proposed use.*

- 5. The planning report dated November 24, 2025 prepared by Heather Botten, Senior Planner, is incorporated herein.

**RECOMMENDATION**

The Planning Commission recommends that the City Council approve the Zoning Map amendment, subject to Metropolitan Council approval of the Comprehensive Plan Amendment.

**DATED: December 4, 2025**

**LAKEVILLE PLANNING COMMISSION**

BY: \_\_\_\_\_  
Scott Einck, Vice Chair

Legal Descriptions:

Parcel A: PID No. 22-02000-84-011

South half of Southeast quarter of Southeast quarter of except commencing Southeast corner West 475 feet North 175 feet East 475 feet South 175 feet to beginning Section 20, Township 114, Range 20

Parcel B: PID No. 22-02000-84-012

Part of South half of Southeast quarter of Southeast quarter commencing Southeast corner West 475 feet North 175 feet East 475 feet South 175 feet to beginning Section 20, Township 114, Range 20

Parcel C: PID No. 22-32175-00-030

Outlot C, Heritage Walk



# Memorandum

**To:** Planning Commission  
**From:** Tina Goodroad, Community Development Director  
**Date:** November 25, 2025  
**Subject:** Packet Material for the December 4, 2025 Planning Commission Meeting  
**Agenda Item:** Compass Rail Lakeville, LLC and Metropolitan Airports Commission (MAC) Comprehensive Plan and Zoning Map Amendments

---

## BACKGROUND

Compass Rail Lakeville, LLC and the Metropolitan Airport Commission (MAC) have applied for comprehensive plan MUSA staging and land use amendments and zoning map amendments. The properties total 33.31 acres. Compass Rail Lakeville, LLC proposes to construct a rail car storage yard on the south parcel while the MAC-owned parcel on the north will remain undeveloped. Staff requested the MAC to include their property (11.51 acres) to square off the new city boundary. The City Council approved an ordinance for annexation on September 2, 2025, and the State of Minnesota approved the annexation request on November 5, 2025

The comprehensive plan amendments include bringing 33.31 acres of land into the current Municipal Urban Service Area (MUSA) as well as Land Use Plan amendment to re-guide properties from Rural Density Residential (land use guidance upon annexation) to Industrial (south parcel) and Airport (north parcel). Finally, the amendment includes a zoning map amendment to rezone parcels to be consistent with the land use.

## EXHIBITS

- A. Location Map
- B. Comprehensive Plan Staging Amendments
- C. Comprehensive Plan Land Use Amendments
- D. Zoning Map Amendments

## PLANNING ANALYSIS

**Existing Conditions.** The subject site involves two properties that are west of Highview Avenue and north of 225<sup>th</sup> Street.

### Surrounding Properties.

	Current Use	Zoning District	Land Use
North	Airlake Airport	I-3, Airport Industrial	Airport
East	Airlake Airport	I-3, Airport Industrial	Airport
South	Eureka Twp/ Agriculture	Eureka Twp/Agriculture	Eureka Twp/ Agriculture
West	Eureka Twp/ Agriculture	Eureka Twp/Agriculture	Eureka Twp/ Agriculture

**Adjacent and Affected Jurisdiction Notification.** As required in consideration of Comprehensive Plan Amendments, the proposed amendment has been submitted to Eureka Township who responded with no opposition.

**Comprehensive Plan Amendment.** The comprehensive plan amendment is in two parts. The first request is to bring both properties into the current MUSA, now that the annexation process is complete, as illustrated in Exhibit B. Sewer will be extended from the north when the rail car storage yard is constructed.

The second part of the amendment is to re-guide parcels to land use designations based on the existing and proposed use. The north parcel, owned by MAC, is proposed to be reguided from Rural Density Residential to Airport and the south property that Compass Rail Lakeville, LLC will develop, from Rural Density Residential to Industrial.

**Zoning Map Amendment.** Consistent with the land use designations described above, the same properties are proposed for rezoning as illustrated in Exhibit D. Properties are proposed for rezoning as follows: from RA, Rural/Agriculture to I-2, General Industrial (south parcel) and I-3, Airport Industrial (north parcel).

## RECOMMENDATION

Community Development Department staff has determined that the requested land use plan amendment is consistent with the intent and goals of the 2040 Comprehensive Plan and recommends approval of both the Comprehensive Plan Amendment and the Zoning Map Amendment.

Findings of fact for approval of the comprehensive plan amendments and zoning map amendment are included with the packet materials for your consideration.



**Subject Area**

**HIGHVIEW AVE**

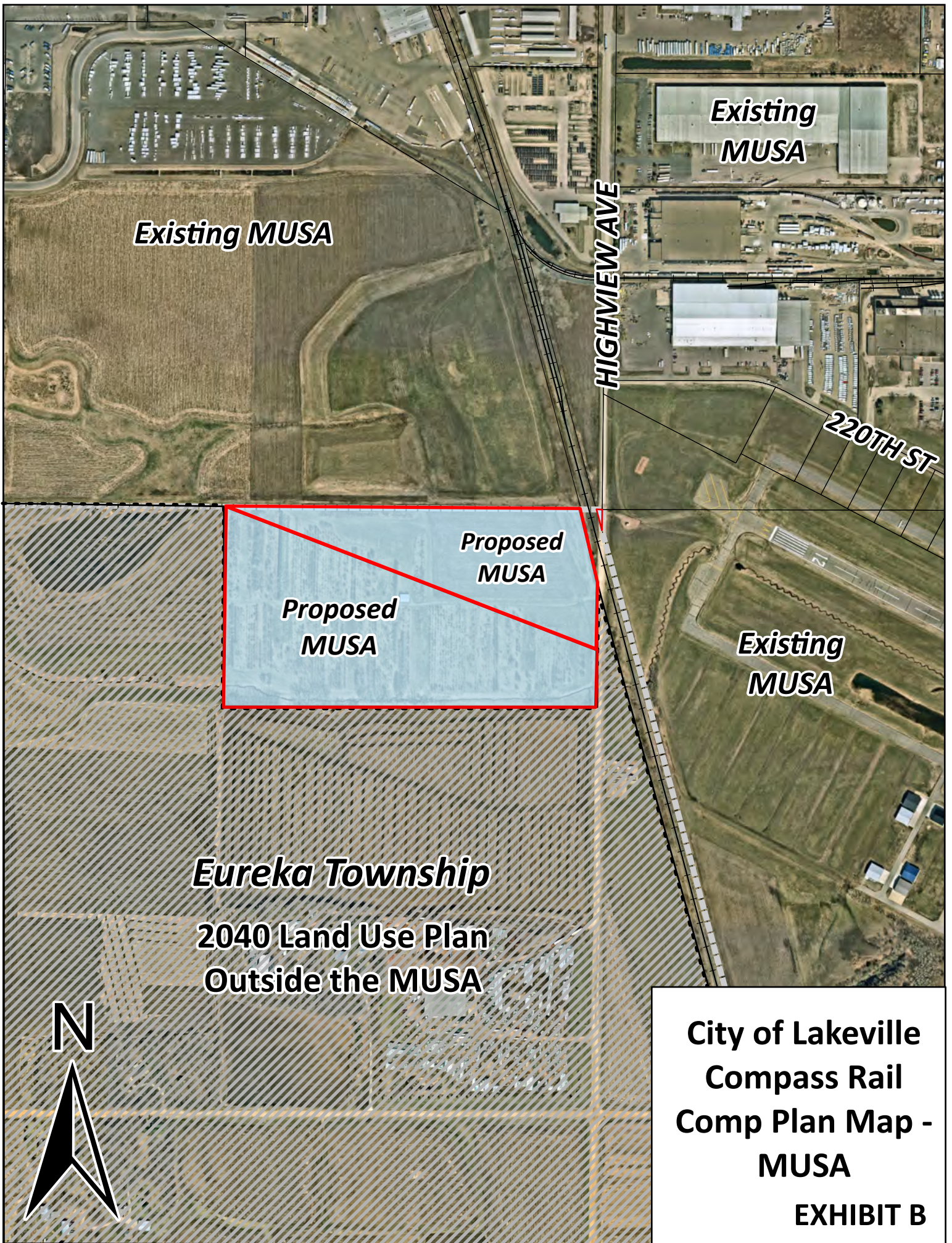
**220TH ST**

**Airlake  
Airport**

**Eureka Township**



**City of Lakeville  
Compass Rail  
Location Map  
EXHIBIT A**



**Existing MUSA**

**Existing MUSA**

**HIGHVIEW AVE**

**220TH ST**

**Proposed MUSA**

**Proposed MUSA**

**Existing MUSA**

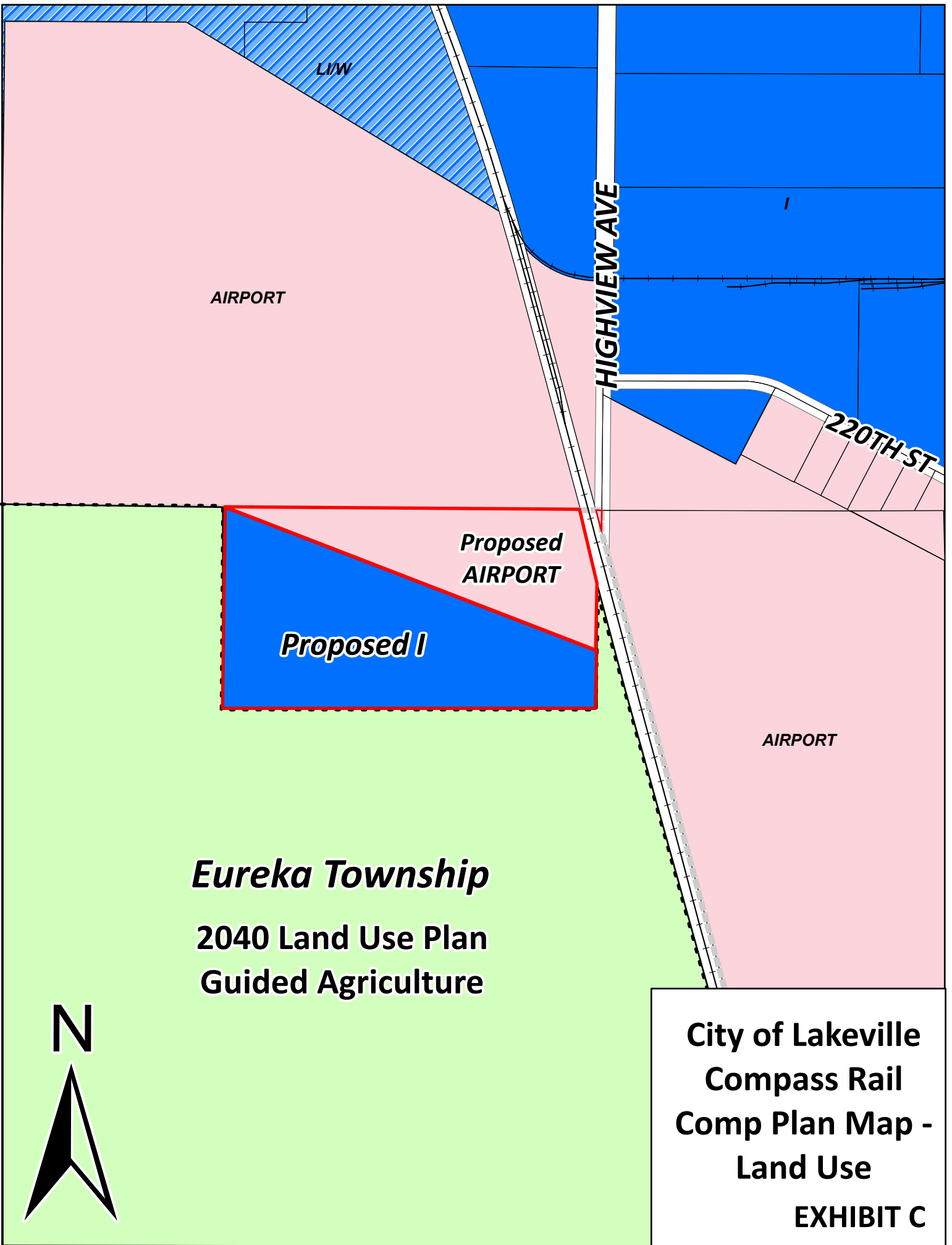
**Eureka Township**

**2040 Land Use Plan  
Outside the MUSA**



**City of Lakeville  
Compass Rail  
Comp Plan Map -  
MUSA**

**EXHIBIT B**

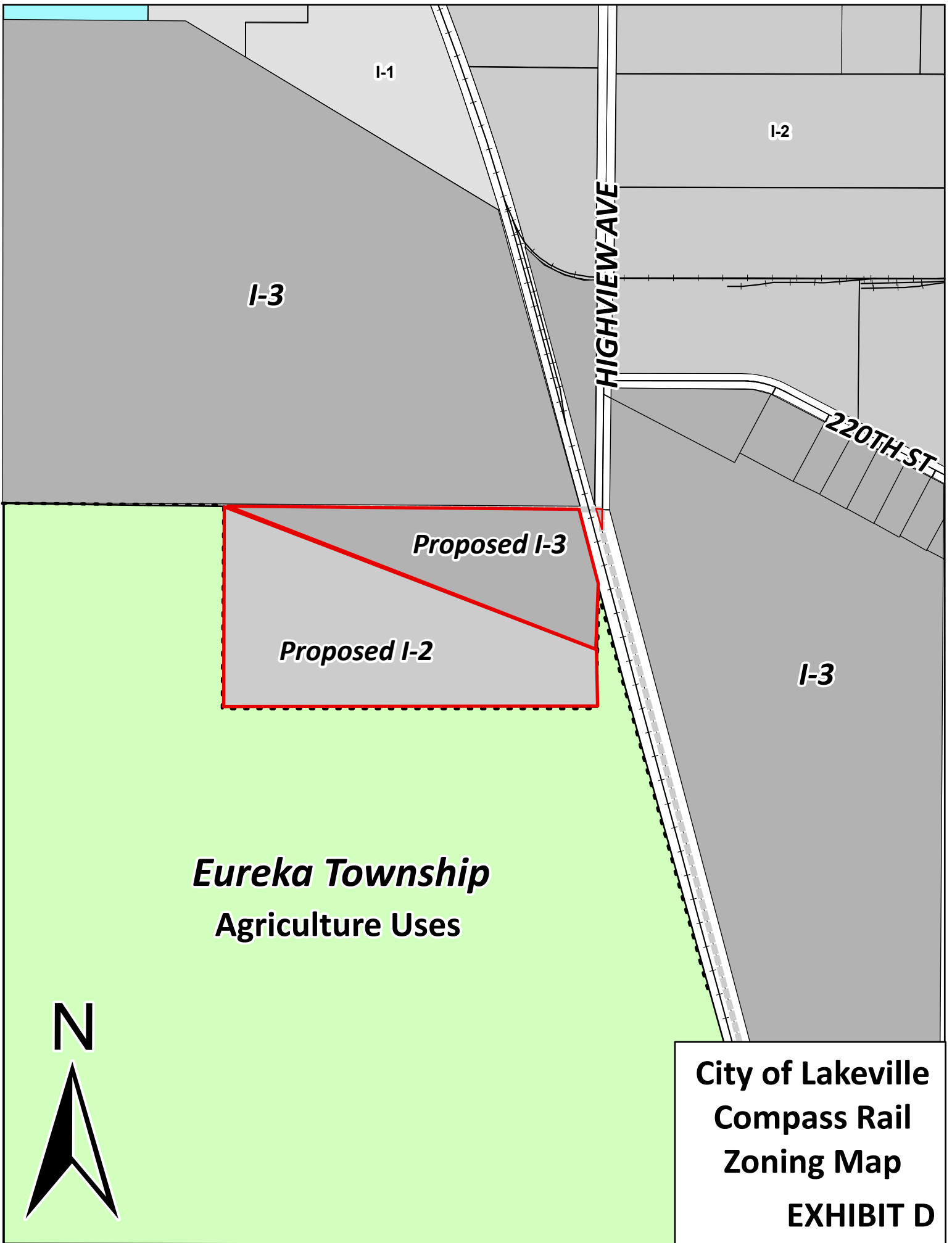


***Eureka Township***

**2040 Land Use Plan  
Guided Agriculture**

**City of Lakeville  
Compass Rail  
Comp Plan Map -  
Land Use**

**EXHIBIT C**



***Eureka Township***  
**Agriculture Uses**

**City of Lakeville**  
**Compass Rail**  
**Zoning Map**  
**EXHIBIT D**

CITY OF LAKEVILLE  
DAKOTA COUNTY, MINNESOTA

COMPASS RAIL LAKEVILLE, LLC AND METROPOLITAN AIRPORT COMMISSION  
(MAC) 2040 COMPRHENSIVE PLAN AMENDMENT

FINDINGS OF FACT AND RECOMMENDATION

On December 4, 2025 the Lakeville Planning Commission met at it's regularly scheduled meeting to consider the application of Compass Rail Lakeville, LLC and Metropolitan Airport Commission (MAC) to consider amendments to the MUSA Staging Plan and Land Use Plan of the 2040 Comprehensive Plan. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The Planning Commission heard testimony from all interested persons wishing to speak.

FINDINGS OF FACT

1. The subject properties proposed to be brought into the Current MUSA as they were approved for annexation on November 5, 2025.
2. The subject properties proposed for land use amendment are currently guided Rural Density Residential land uses in the 2040 Comprehensive Plan (land use guidance upon annexation). Compass Rail Lakeville, LLC and MAC have applied for an amendment to the 2040 Comprehensive Land Use Plan to change the guided land uses to Airport (north parcel) and Industrial (south parcel)
3. The legal description of the properties is attached as Exhibit A.
4. The proposed Comprehensive Plan amendment has been submitted to Eureka Township who responded with no objections.
5. The 2040 Comprehensive Plan provides that the Planning Commission shall consider possible effects of the proposed amendment with its judgment to be based upon, but not limited to, the following factors:
  - a. **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

*Finding: The proposed staging change from to current MUSA identified on Exhibit B and proposed Land Use map amendments from Rural Density Residential to Airport and Industrial as identified on Exhibit C of the November 25, 2025 planning report prepared by Tina Goodroad, Community Development Director and attached as Exhibits B and C to these Findings of Fact, is consistent with the Comprehensive Plan in accommodating growth while protecting the environment by integrating new urban development within the City's natural resources in a compatible manner.*

- b. **The proposed use is or will be compatible with present and future land uses of the area.**

*Finding: The proposed industrial development will be compatible with the existing and future land uses in the surrounding area.*

- c. **The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.**

*Finding: Future reviews of development plans will ensure conformance to the Zoning Ordinance, Subdivision Ordinance, and City Code.*

- d. **The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

*Finding: The proposed staging plan amendment will bring the site into the current MUSA and will be served by sanitary sewer services from the north.*

- e. **Traffic generated by the proposed use is within capabilities of streets serving the property.**

*Finding: The subject site is accessed by Highview Avenue in addition to an internal drive network that will be developed as part of the rail car storage plan. The use is not anticipated to be a high traffic use.*

- 6. The planning report dated November 25, 2025, prepared by Tina Goodroad, Community Development Director, is incorporated herein.

**RECOMMENDATION**

The Planning Commission recommends that the City Council approve the Comprehensive Plan amendment as shown in Exhibits B and C, subject to the approval of the Metropolitan Council.

**DATED: December 4, 2025**

**LAKEVILLE PLANNING COMMISSION**

BY: \_\_\_\_\_  
Scott Einck, Vice Chair

## Exhibit A- Legal Description

North Parcel:

PID 13-00500-01-014

That part of Tract A described below:

Tract A: The north 888.02 feet of the east 100 rods of the Northeast Quarter of Section 5, Township 113 North, Range 20 West, Dakota County, Minnesota; which lies northerly of Line 1 described below:

Line 1. Beginning at a point on the east line of said Section 5, distance 625 feet south of the northeast corner thereof; thence run northwesterly to the northwest corner of Tract A hereinbefore described and there terminating;

Subject to public road and railroad.

South Parcel

PID 13-00500-01-013

The North 888.02 feet of the East 100 rods of the Northeast Quarter of Section 5, Township 113, Range 20, Dakota County, Minnesota, EXCEPT that part which lies Northerly of a "Line 1" described as follows:

Beginning at a point on the East line of said Section 5, distant 625 feet South of Northeast corner thereof; thence run Northwesterly to the Northwest corner of said North 888.02 feet of the East 100 rods of the Northeast Quarter.

Exhibit B

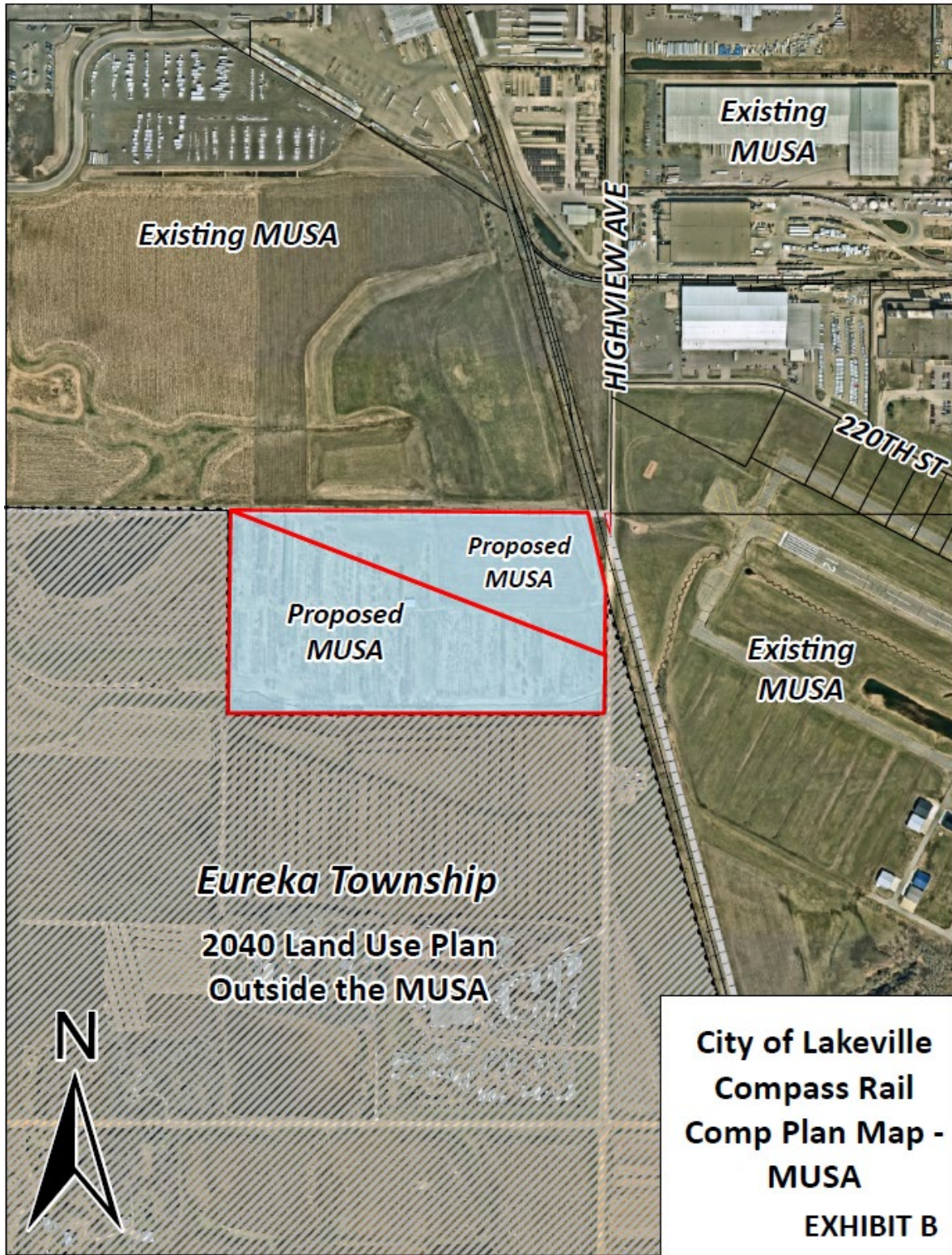
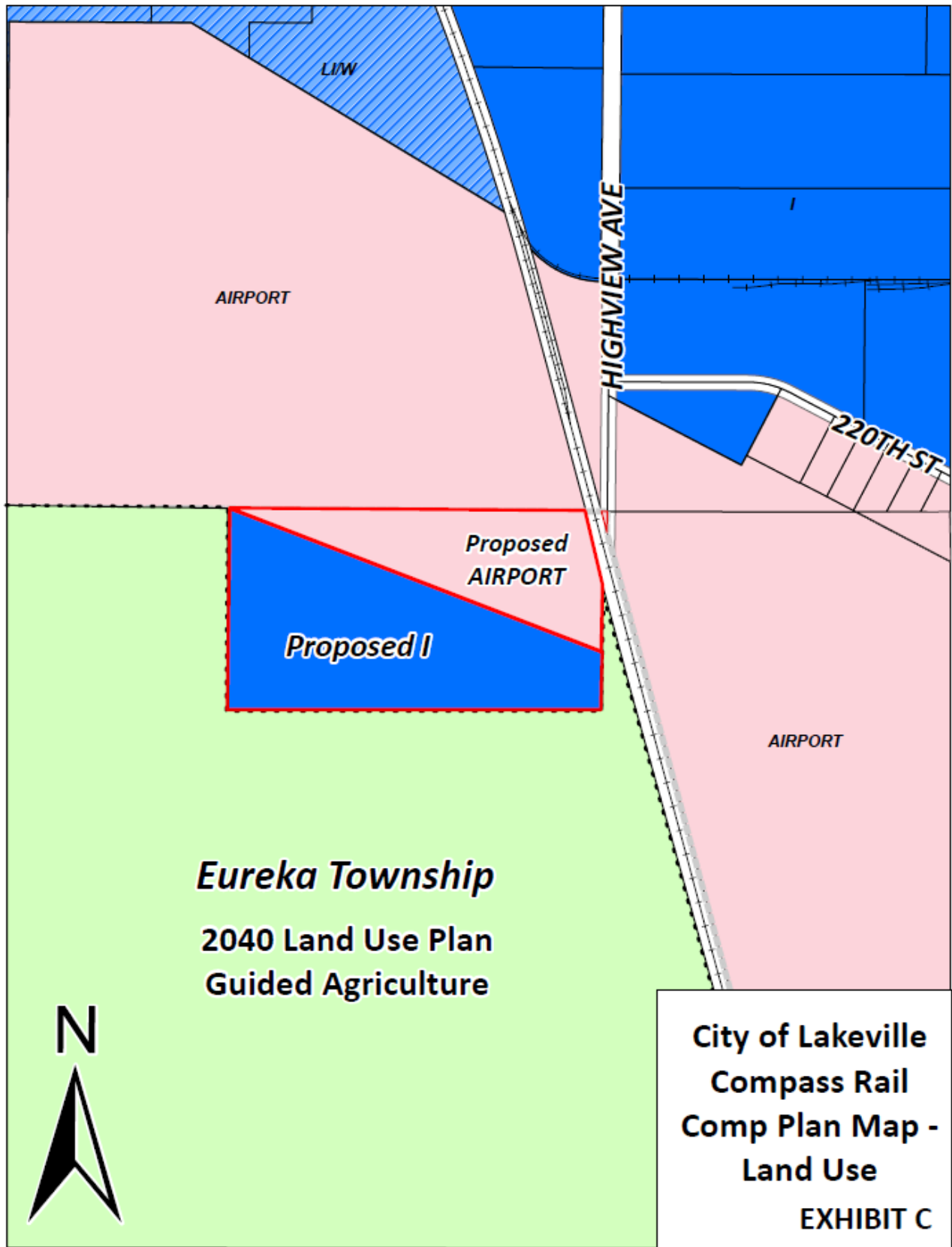


Exhibit C



CITY OF LAKEVILLE  
DAKOTA COUNTY, MINNESOTA

COMPASS RAIL LAKEVILLE, LLC AND METROPOLITAN AIRPORT COMMISSION  
(MAC) ZONING MAP AMENDMENT

**FINDINGS OF FACT AND RECOMMENDATION**

On December 4, 2025 the Lakeville Planning Commission met at its regularly scheduled meeting to consider the application of Compass Rail Lakeville, LLC and Metropolitan Airport Commission for an amendment to the Zoning Map to rezone properties from RA, Rural/Agriculture District to I-2, General Industrial District and I-3, Airport Industrial District. The Planning Commission conducted a public hearing on the application preceded by published and mailed notice. The applicant was present and the Planning Commission heard testimony from all interested persons wishing to speak.

**FINDINGS OF FACT**

1. The subject properties are guided for Rural Density Residential land uses upon annexation approved November 5, 2025. Compass Rail Lakeville, LLC and MAC has applied for an amendment to the 2040 Land Use Plan to change guided land use from Rural Density Residential Industrial and Airport.
2. Compass Rail Lakeville, LLC and MAC has applied for an amendment to the Zoning Map to change the zoning of the properties from RA, Rural/Agriculture District to I-2, General Industrial District (south parcel) and I-3, Airport Industrial District (north parcel)
3. The legal description of the properties is attached in Exhibit A.
4. Section 11-3-3.E of the City of Lakeville Zoning Ordinance provides that the Planning Commission shall consider possible effects of the proposed amendment. Its judgment shall be based upon, but not limited to, the following factors:
  - a. **The proposed action has been considered in relation to the specific policies and provisions of and has been found to be consistent with the official City Comprehensive Plan.**

*Finding: The proposed rezonings to I-2, General Industrial District and I-3 Airport Industrial District as illustrated in Exhibit D of the November 25, 2025 planning report prepared by Tina Goodroad, Community Development Director report and attached as Exhibit B to these Findings of Fact, is consistent with the goals and policies of the 2040 Comprehensive Plan in accommodating growth while protecting the environment by*

*integrating new urban development within the City's natural resources in a compatible manner.*

- b. The proposed use is or will be compatible with present and future land uses of the area.**

*Finding: The subject site is located south of east of Highview Avenue and north of 225<sup>th</sup> Street and will be compatible with the existing and future land uses in the area.*

- c. The proposed use conforms to all performance standards contained in the Zoning Ordinance and the City Code.**

*Finding: The proposed industrial land uses will be required to comply with the requirements of the Zoning Ordinance, Subdivision Ordinance, and City Code and will be evaluated as part of necessary applications to develop the property, including availability of sanitary sewer.*

- d. The proposed use can be accommodated with existing public services and will not overburden the City's service capacity.**

*Finding: Compass Rail Lakeville LLC and MAC has applied for a Comprehensive Plan MUSA Staging Amendment to bring the property into the current MUSA and will be served by an extension of sanitary sewer and water services from the north.*

- e. Traffic generated by the proposed use is within capabilities of streets serving the property.**

*Finding: The subject site is accessed by Highview Avenue in addition to an internal drive network that will be developed as part of the rail car storage plan. The use is not anticipated to be a high traffic use.*

5. The planning report dated November 25, 2025 prepared by Tina Goodroad, Community Development Director, is incorporated herein.

### **RECOMMENDATION**

The Planning Commission recommends that the City Council approve the Zoning Map amendment as shown in Exhibit B, subject to Metropolitan Council approval of the Comprehensive Plan Amendment.

**DATED: December 4, 2025**

**LAKEVILLE PLANNING COMMISSION**

BY: \_\_\_\_\_

Scott Einck, Vice Chair

## Exhibit A

North Parcel:

PID 13-00500-01-014

That part of Tract A described below:

Tract A: The north 888.02 feet of the east 100 rods of the Northeast Quarter of Section 5, Township 113 North, Range 20 West, Dakota County, Minnesota;

which lies northerly of Line 1 described below:

Line 1. Beginning at a point on the east line of said Section 5, distance 625 feet south of the northeast corner thereof; thence run northwesterly to the northwest corner of Tract A hereinbefore described and there terminating; Subject to public road and railroad.

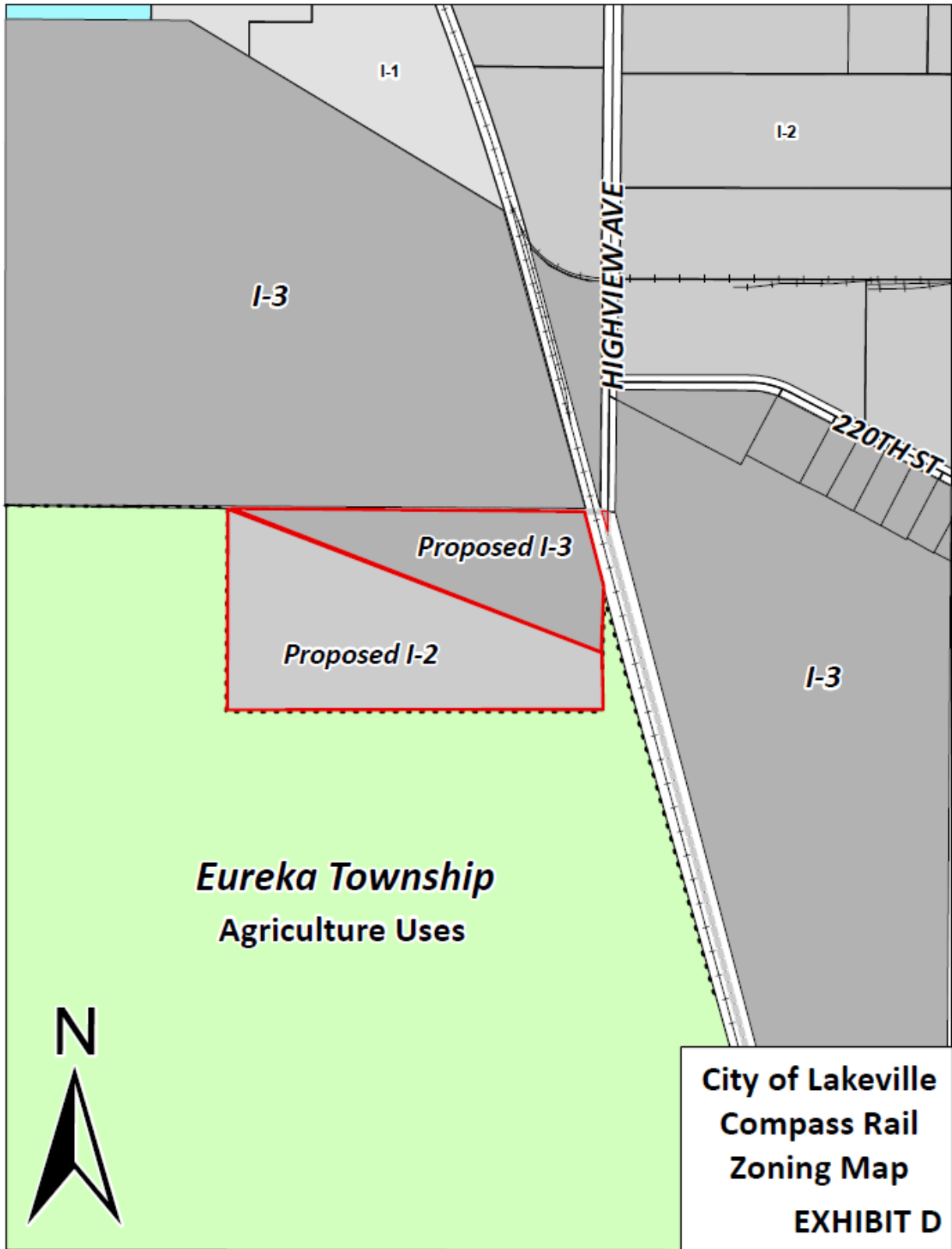
South Parcel

PID 13-00500-01-013

The North 888.02 feet of the East 100 rods of the Northeast Quarter of Section 5, Township 113, Range 20, Dakota County, Minnesota, EXCEPT that part which lies Northerly of a "Line 1" described as follows:

Beginning at a point on the East line of said Section 5, distant 625 feet South of Northeast corner thereof; thence run Northwesterly to the Northwest corner of said North 888.02 feet of the East 100 rods of the Northeast Quarter.

Exhibit B





# Memorandum

**FYI**

**To:** Planning Commission  
**From:** Kris Jenson, Planning Manager  
**Date:** November 25, 2025  
**Subject:** Future and Continued Planning Commission Agenda Items  
Summary of City Council Actions on Planning Commission Items

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The following is a list of possible agenda items to be considered at upcoming Planning Commission meetings:

- Heritage Commons – CUP for a convenience restaurant with a drive-through (continued from December 4 meeting)
- Caliber Collision – CUP for outdoor storage area
- Veridian Credit Union – CUP for drive-through service window
- Putrah Addition – preliminary plat for a combination of two lots along Lake Marion
- 7 Brew – CUP for a commercial building less than 2,000 square feet at Heritage Commons

The following items were approved by the City Council at the November 17, 2025 City Council meeting.

- Stohbehn (16415 Klamath Trail) Conditional Use Permit
- Muslim American Society of MN Conditional Use Permit
- Marketplace at Cedar amended final plat