



**PLAINVIEW PLANNING COMMISSION MEETING
AGENDA**

Tuesday, October 5, 2021 at 6:00 P.M.

Church of Christ – 205 1st Street NE Plainview, MN 55964

- 1. Call to Order**
- 2. Approval of Agenda**
- 3. Approval of Consent Agenda**
 - a. Planning Commission Meeting Minutes – September 7, 2021**
- 4. New Business**
 - a. Skye View Developments, LLC – Special District Zone**
- 5. Adjourn**

CITY OF PLAINVIEW PLANNING COMMISSION
SEPTEMBER 7, 2021
MEETING MINUTES

The September 7, 2021 meeting for the Plainview Planning Commission was called to order at 6:00 p.m. by City Administrator David Todd.

Members present: Holly Reeve, Ann Liebenow-Anttila, Roger Durgin, Jim Walkes, Scott Kujath and Aaron Nicklay.

Members absent: Ben Jacobs

Staff members present: City Administrator David Todd, City Clerk Carol Kujath and Deputy Clerk Kayla Hall.

Guests in attendance: Tony Montgomery

Motion by Reeve, second by Walkes to approve the agenda. Motion carried.

Motion by Reeve, second by Walkes to approve the Consent Agenda with clerical error changed “grating” to “grading” in the August 4, 2021 minutes. Motion carried unanimously.

Pleasant Acres Preliminary Plat and GDP Findings:

Administrator Todd gave an update on the Pleasant Acres Preliminary Plat and General Development Plan (GDP). The City Council denied the preliminary plat and GDP for Pleasant Acres. Staff has sent the denial letter to Pleasant Acres Engineer Craig Britton. There were two (2) reasons for the denial, (1) cul-de-sac length and (2) lack of connectivity to future developments. Todd explained how the engineer and developer can resubmit with changes or can apply for a variance. Mr. Montgomery was in the audience and requested a copy of the denial letter sent to his engineer. Todd granted Montgomery a copy of the denial letter.

Select Chair for Planning Commission:

The Planning Commission is now fully staffed.

According to city code, which states in part, *“The commission shall elect a chairperson and vice chairperson from among its appointed members for a term of one (1) year.”*

Liebenow-Anttila nominated Holly Reeve as Chairperson, second by Kujath. Motion carried unanimously.

Select Vice Chair for Planning Commission:

The Planning Commission is now fully staffed.

According to city code, which states in part, *"The commission shall elect a chairperson and vice chairperson from among its appointed members for a term of one (1) year."*

Reeve nominated Ann Liebenow-Anttila as Vice Chairperson, second by Nicklay. Motion carried unanimously.

Discussion:

Reeve-Thanked staff for getting the Planning Commission Binders together so quickly. The binder will be great moving forward to help make informed decisions.

Todd-Appreciated the recommendation for the binders.

Todd-Binders are City property, and when a commission member decides to leave the Planning Commission, they are to return the binder to the clerk for the incoming commission member.

Motion by Liebenow-Anttila, second by Walkes to adjourn.

Motion carried at 6:08 p.m.

Planning and Zoning Commissioner

City Clerk

Date

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Suite 100
Rochester, MN 55901Ph: (507) 208-4332
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Bolton-Menk.com**MEMORANDUM**

Date: September 30, 2021
To: City of Plainview Planning Commission
From: Harry Davis, AICP
Brian Malm, P.E.
Subject: Skye View Development Special District
City of Plainview

Meeting Date: October 5, 2021

Request:

Applicants: Tom Wiener
Owner: Skye View Development, LLC
Property Location: North of Piper Hills Golf Course and south of Highway 42
Property ID: 26.00116.24 and 14.00109.05

Background:

The subject property is located in the southern part of Plainview, south of Highway 42 and between 255th Ave and 3rd St SW. The property is zoned R-1 and totals approximately 9.19 acres. Table 1 below shows adjacent land use and zoning.

Table 1

Direction	Land Use	Zoning
North	Developed and undeveloped; Residential	R-2, Residential; R-1, Residential
South	Golf Course	Wabasha County
East	Large Lot Residential	R-1, Residential
West	Undeveloped	Wabasha County

Request:

The request by the applicant is for approval of a Special District development, Skye View, containing a low density residential district, medium density district, central business district, and a mixed use district. Approximately 1.8 acres is dedicated for low density residential, 1.5 acres is dedicated for medium density residential, 2.1 acres is dedicated for mixed use, and 0.72 acres is dedicated for a commercial district. As detailed below and further within this report, the applicant will adhere to new zoning standards. Table 2 shows current R-1 zoning requirements, and Tables 3-5 show the proposed standards for the various uses in the Special District.

Table 2

R-1	Current Minimum Requirement
Lot Area	7,500 sq. ft.
Lot Frontage	60 feet
Zoning Setbacks	Front: 25 feet (from ROW) Back: 5 feet Side: 5 feet (15 feet total)

Table 3: Proposed Low Density Residential Standards

Use	Lot Area	Lot Frontage	Setback Criteria:			
			Front Yard	Rear Yard	Side Yard	Sum
Single Family Detached	8,000 SF	70	25	25	8	16
Single Family Attached	6600 SF	60	20 ⁽¹⁾	15	8	16
Row House Style Townhouses	4320 SF	30 ⁽²⁾ 38 ⁽³⁾	20 ⁽¹⁾	15	8	16
Zero Lot Line	3000 SF	38	20	15	8/0	8

Table 4: Proposed Medium Density Standards

Use	Lot Area	Lot Frontage	Setback Criteria:			
			Front Yard	Rear Yard	Side Yard	Sum
Multifamily	15,000 SF	140 ft	25	16	15	30
Condominium	Variable	Variable	25	15	15	30
Apartments	TBD ⁽¹⁾	TBD ⁽¹⁾	25	15	15	30
Open/Recreational Space	N/A	N/A	N/A	N/A	N/A	N/A

Table 5: Proposed Commercial Business District Standards

Use	Lot Area	Lot Frontage	Setback Criteria (Feet):			
			Front Yard (feet)	Rear Yard	Side Yard	Sum
all uses	6,000 SF	80	25	25	10	20
parking lots (associated with the principal structure)	n/a	n/a	8	8	8	n/a
corner lot	6,600 SF	80	25	25	12 ⁽¹⁾	22

The proposal does not include standards for the Mixed-Use District.

Public Comment:

No public comment was received as of publishing this report.

Neighborhood Notification:

All property owners within 350' feet of this property will be notified at least ten days before the public hearing on October 26, 2021 at City Council. A public notice will also be published in the newspaper for four consecutive weeks before the public hearing at City Council. No additional notification is required for review of the proposal at the Planning Commission meeting.

Infrastructure:

Streets: The subject parcel has access to an unimproved, gravel private roadway known as 534th St via an unimproved, gravel township road (255th Ave). Both of these roads are outside of Plainview's City limits and 534th St exists in a private access easement. The property abuts Highway 42, however, access to Highway 42 is controlled by MnDOT and would not be allowed without MnDOT approval. No other public street or roadway access is currently available for this property.

Water: Public water is not readily available to the subject property. A watermain extension will be required to provide water service to the property.

Sewer: Public sanitary sewer is available to serve the subject property.

Drainage: The property includes a waterway that serves as the drainage outlet for an upstream area of approximately 102 acres that includes developed areas of the City and MnDOT right-of-way. The project proposes to impact this waterway by replacing it with a storm sewer pipe. A hydraulic analysis will need to be completed to determine impacts to upstream and downstream properties. Since the proposed storm sewer system connects to MnDOT drainage infrastructure, MnDOT review and approval will also be required. Stormwater management for the project will need to comply with City and MPCA NPDES Construction Stormwater Permit requirements.

Environmental: This property is within a Wellhead Protection Area. Stormwater management for the project will need to comply with the City's wellhead protection plan and MPCA NPDES Construction Stormwater Permit requirements for wellhead protection areas. A wetland delineation has not been submitted at this time. The applicant will need to complete a wetland delineation to determine impacts to wetlands and complete proper permitting through the Wetland Conservation Act and Section 404 of the Clean Water Act.

2040 Comprehensive Plan:

One of the land use goals in the comprehensive plan is to "encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state, and utility costs". A sub-goal under the goal above is to require coordination between growth and utility capacities (sewer, water, etc.). Under the housing goals in the comprehensive plan, there are various goals that address supporting a "variety of housing types and densities", "encourage a range of housing ... [fitting community] character", and "maintain and enhance the quality of Plainview's homes and neighborhoods".

The Future Land Use Map designates the subject property as Residential and in a Planned Development Area. The Existing Functional Classification and Future Roadways Map indicates future access to Highway 42 just east of the subject property.

Application Criteria:

A petition for establishment of a Special District shall be accompanied by:

1. Two (2) copies of the proposed ordinance language.

Finding: The applicant has provided two copies of the proposed ordinance.

2. A summary letter or booklet of the intent and effect of the proposed special district, with any information required by the City's planner or engineer.

Finding: The applicant has submitted a summary booklet of the proposal. Within the proposed development are different pathways for pedestrian circulation. However, there is little detail on where sidewalk is located and the easements necessary to facilitate public circulation across private properties and what appears to be a proposed crossing of Highway 42. Additionally, the Mixed Use District does not include standards like setbacks and lot area. The applicant has not provided information regarding why or addressing potential issues through other means.

3. A scaled and clear concept plan showing the exterior of buildings proposed in the development that will not strictly limit future development.

Finding: The concept plan does not include building mass and footprints combined with setbacks and zoning requirements. Additionally, none of the submitted plans yield to MN DOT highway right-of-way, which will change density and land use calculations.

4. A list of proposed permitted and conditional land uses in the proposed special district.

Finding: The proposal does include a list of permitted and conditional uses.

5. Information on the density and intensity of residential units, retail, office, and other land uses.

Finding: Although the proposal has density and intensity limits and details on one of the maps, this language must be within the body of the proposed ordinance language.

6. Information regarding parkland dedication or fees in-lieu when this provision is used in conjunction with the subdivision ordinance.

Finding: Although this proposal does not include a preliminary plat, the applicant still needs to make it clear in the proposal if they intend to dedicate parkland or pay fees in-lieu.

7. Information regarding proposed performance standards as determined by the City Planer or City Engineer, which shall include, but not be limited to, landscaping, buffering, parking, exterior building design, lighting, and drainage.

Finding: The applicant has provided information regarding performance standards.

8. A map indicating the boundary of the district and the boundary of the underlying zoning districts.

Finding: A map was submitted that shows the context of the project but does not clearly indicate the subject property or district boundary. It is unclear whether the property boundaries shown represent GIS tax parcel linework or an actual boundary survey. Additionally, none of the submitted plans yield to MN DOT highway right-of-way, which will change density and land use calculations. The plan also shows proposed street right-of-way and infrastructure construction outside of the subject property. It is unclear how the applicant intends to secure property rights to construct these proposed improvements.

9. An application fee as required by ordinance shall accompany the petition.

Finding: The application included a fee.

Staff Findings:

The purpose of Special Districts is to establish modifications to or to supplement existing zoning regulations to accomplish a special public purpose that is supported by the goals and Policies of the

Comprehensive Plan, including land uses as found in the future land use plan. Specifically, these purposes and conditions supporting the establishment of a Special District are:

1. Areas may exist where there is a desire and need to establish regulatory authority or the administration of land use control at the city level of government.

Finding: Although Plainview already has regulations to administer land within city limits, this proposed Special District is located in an area where the City intends to have mixed-use development in the future. This development provides a nuanced approach towards mixed-use development in a Planned Development Area that achieves city goals.

2. Areas may exist where substantial public interests require that existing regulations be modified or supplemented to accomplish a special purpose.

Finding: This area is noted as a mixed use residential and commercial neighborhood. A Special District accomplishes the need for a Planned Development Area along Highway 42. This proposal would modify or supplement the existing regulations to accomplish the goals in Plainview's Comprehensive Plan.

To ensure new development constructed under this provision is of high-quality construction, complimentary to existing neighborhood and City character, and compliant with the goals, policies, and future land use map in the Comprehensive Plan, the following conditions must be met by developments proposed under this provision:

3. Provide for the establishment of Special Districts in appropriate settings and situations, to create or maintain a development pattern that complies with the City's Comprehensive Plan.

Finding: One of the land use goals in the comprehensive plan is to "encourage land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state, and utility costs". A subgoal under the goal above is to require coordination between growth and utility capacities (sewer, water, etc.). The proposal appears to encourage different land uses and densities next to each other, with an efficient street grid and reasonable extensions of water and sewer. The density of the proposal partly offsets the extended infrastructure. However, it is unclear how the applicant intends to facilitate extension of watermain to serve the development, and whether there will be any cost to the public for that extension. It is also unclear how the applicant intends to facilitate the proposed connection to Highway 42 and whether there will be any cost to the public for that connection (e.g. if MnDOT requires turn lanes to be constructed, or if the applicant does not intend to fully cover the cost of the proposed Highway 42 connection).

Under the housing goals in the comprehensive plan, there are various goals that address supporting a "variety of housing types and densities", "encourage a range of housing ... [fitting community] character", and "maintain and enhance the quality of Plainview's homes and neighborhoods". This proposal provides a variety of housing types between attached single-family, multi-family condominiums, apartments, and live/work. The example buildings appear to be of a reasonable quality that would fit within the community and maintain or enhance Plainview's image.

The Future Land Use Map designates the subject properties as Mixed Use Residential and Commercial and in a Planned Development Area. The proposal provides a range of residential uses with commercial uses. A Special District contributes towards the Planned Development Area designation.

4. Areas may exist where substantial public interests require that existing regulations be modified or supplemented to accomplish a special purpose.
Finding: The future land use map shows mixed-use residential and commercial and a Planned Development Area at this location. The subject property is also a large, undeveloped property in a prominent location along Highway 42. The City should have an interest in regulating development in this area.
5. Provide for variations to the strict application of the land use regulations in this Ordinance to improve site design and operation, while incorporating design elements (e.g., construction materials, landscaping, lighting, etc.) that exceed the City's standards to offset the effect of any variations.
Finding: The proposal does include some flexibility in the final design of the project as well as performance standards that establish a minimum threshold for development.
6. Provide a more creative and efficient approach to land use within the City, while at the same time protecting and promoting the health, safety, comfort, aesthetics, economic viability, and general welfare of the City.
Finding: The mixed-use aspect of the proposal is a more creative and efficient approach to development within the City. Higher density residential has greater efficiencies for infrastructure and includes creative uses like live/work.
7. Preserve and enhance natural features and open spaces for public and private use.
Finding: The proposal does not provide information regarding open spaces for public and private use. The City Engineer has comments on impacts to wetlands and the drainage channel on the subject property. The proposal does not incorporate or preserve natural features on the property.
8. Maintain or improve the efficiency of public streets and utilities.
Finding: The location of the development along Highway 42, near to existing infrastructure, and very close to the center of Plainview all contribute towards maintaining and improving the efficiency of public streets and utilities.
9. Ensure the establishment of appropriate transitions between differing land uses.
Finding: The applicant has not provided details regarding how screening, buffer, or other design and zoning elements will be used to provide compatibility between land uses within and outside the development.

Engineering Findings:

The City Engineer has the following comments and findings:

1. The plan shows public streets in Phases 1 & 2 of the proposed development being served by an unimproved gravel private road (534th Street) to the west, outside of city limits. This private road ultimately connects to an unimproved gravel township road (255th Ave), outside of City limits. Given the potential traffic generated by Phase 1 & 2 of the proposed development, we expect there to be a number of issues if this is allowed. Maintenance on the private and township gravel roadways will increase, and it is unclear who currently is or will be responsible for maintenance on the private roadway. At a minimum, Plainview Township should be consulted regarding concerns they may have about increased maintenance on 255th Avenue. It is also unclear whether connection of a new public street through a private access easement is actually allowed under the terms of the current access easement. These issues

- need to be fully evaluated prior to approval of the plan. Even if public street access through the private access easement is determined to be allowable, and responsibility for existing and increased maintenance responsibilities would need to be established. Based on our past experience, we would expect there to be a significant level of complaints from property owners in the new development regarding gravel roadway access to the development. We do not recommend approving a new development with the only access along existing gravel roadways, especially given the uncertain timing of a future connection to Highway 42, as discussed below.
2. The plan shows development of a future public roadway connecting to Highway 42 in Phase 3 of the development. This connection will need to be reviewed and approved by MnDOT. The application indicates that there is currently a permit in process for this connection. Although both the City and applicant have had conversations with MnDOT regarding the proposed access, no formal permit has been submitted and MnDOT has yet to grant approval for the proposed access location. Based on City staff conversations with MnDOT staff, it is possible that MnDOT approval will be granted for the access, but it may need to be located further west than the proposed location, may require the construction of turn lanes, and may include conditions regarding the location of any future access to the north of Highway 42 in this area. It is recommended that formal MnDOT approval of the roadway connection to Highway 42 be obtained prior to approval of the special district plan and that the timing of the proposed connection be determined. Also, if the applicant's intent is for the City to bear responsibility for a portion of the cost of the proposed connection, as we understand based on conversations with the applicant, whether that be through direct City contribution or through City application and acquisition of grant funding, that should be made clear in the application.
 3. The proposed connection to Highway 42 and the extending public roadway is shown being partially constructed outside of property owned by the applicant. Based on prior conversations, it is understood that the applicant wishes the City to require platting of a portion of this future right-of-way when the adjacent property is developed. The current owner of the adjacent property has indicated to City staff that they are not willing to develop their property in a manner that would accommodate this right-of-way. So, unless the adjacent property changes ownership, it is unlikely that the proposed Phase 3 roadway connection to Highway 42 as shown is viable. Without this connection, all traffic within the development will continue to be routed to the west along gravel roadways. As noted above, we do not recommend approving a new development with the only access being along existing gravel roadways. We recommend that the applicant revise the plan to show the proposed access to Highway 42 taking place fully within property under their control.
 4. The plan shows development of public utilities outside of property owned by the applicant. The applicant will either need to secure easements from the adjacent property owner for these improvements or revise the plan to show all proposed improvements taking place within the limits of property owned by the applicant.
 5. The property does not currently have access to City watermain adjacent to the development. The included exhibits appear to show connection to watermain from the east and to the north. It is unclear how the applicant proposes to facilitate extension of watermain to the development. Connection to watermain from the north would require construction of watermain across private property. Connection to watermain from the east would require extension of watermain along Highway 42, within MnDOT right-of-way, or across private

- property. The applicant should revise the application to clarify the intent for water service for the development. Also, if it is the applicant's intent for the City to bear a portion of the cost of the watermain extension, that should be made clear in the application.
6. The property appears to include jurisdictional wetlands and possibly a jurisdictional stream. A wetland delineation has not been submitted at this time. The applicant will need to delineate these areas and complete proper permitting through the Wetland Conservation Act and Section 404 of the Clean Water Act. At a minimum, wetland mitigation and possibly stream mitigation, will be required as a part of this permitting process. We understand, based on conversations with the applicant, that they have had preliminary discussions with BWSR and USACE regulatory staff and that they don't believe there will be any issues with the stream/drainage channel, and that any wetland issues can be resolved through the normal permitting process. It should be noted that issues with wetland permitting do have the potential to cause the need for revisions to the proposed development layout, although it appears that is unlikely to occur, based on information provided by the applicant.
 7. The proposed layout shows rerouting an existing stream/drainage channel through a proposed storm sewer system. Assuming the stream re-routing is allowed through the WCA and Section 404 permitting process as noted above, a hydraulic analysis will need to be completed to determine impacts to upstream and downstream properties. Since the proposed storm sewer system connects to MnDOT drainage infrastructure, MnDOT review and approval will also be required.
 8. The application should be revised to include a boundary survey clearly delineating the properties and easements described as Parcels 1 and 2 in Exhibit A of the application. The included exhibits do not appear to accurately depict the Exhibit A properties and easements.
 9. The proposed layout appears to show pedestrian connectivity to Highway 42 in a location that does not correspond to an intersection. It is unclear what the applicant's intent is here. The application should be revised to clearly indicate the intent of the pedestrian connection shown.
 10. The proposed layout appears to show a stormwater management pond. Stormwater management for the project will need to comply with the City's wellhead protection plan and MPCA NPDES Construction Stormwater Permit requirements for wellhead protection areas. The proposed size of the stormwater management pond will need to be verified as a part of the drainage study for the project.

Recommendation:

Staff recommends the Planning Commission first provide feedback and direction on the following issue:

- Does the application have all of the necessary information for the Planning Commission to make a decision granting or denying a Special District?

If the Planning Commission determines that a Special District should be granted for PID 26.00116.24 and 14.00109.05, then Staff recommends that the Planning Commission forward the Special District to the City Council recommending approval, with the following conditions:

1. Prior to further development approval:

- a. The City attorney should be consulted as to whether the public roadways constructed in the initial phases of the development can be served through the private access easement for 534th St.
- b. A road maintenance agreement between the applicant and the City of Plainview regarding 534th St. shall be required
- c. A road maintenance agreement between the applicant and Plainview Township or the City and Plainview Township regarding 255th Ave shall be required.
- d. The applicant shall submit a wetland delineation.
- e. A hydraulic analysis shall be completed to determine impacts to upstream and downstream properties and to verify the size of the proposed stormwater management pond. Since the proposed storm sewer system connects to MnDOT drainage infrastructure, MnDOT review and approval shall also be required.
- f. Formal MnDOT approval for Highway 42 access shall be required, and any potential public costs for such connection shall be determined.
- g. The proposed roadway connection to Highway 42 shall be revised to be entirely within the applicant's property.
- h. The plan shall be revised to show the applicants intent for watermain connection to the development and any potential public costs for such connection shall be determined.
- i. The application shall be revised to include a boundary survey clearly delineating the properties and easements described as Parcels 1 and 2 in Exhibit A of the application.
- j. The application shall be revised to include standards for the mixed use district.
- k. The application shall be revised to clearly indicate the intent of the pedestrian connection shown.

If the Planning Commission determines that a Special District should not be granted, then Staff recommends that the Planning Commission forward the Special District Application to the City Council recommending denial, for the following reasons:

1. The application is incomplete.
2. The application does not meet the findings of a Special District.
3. The application does not meet the standards of a Special District.

Attachments:

- Proposed Ordinance
- Proposed Development Plans
- Zoning Map
- Future Land Use Map
- Environmental Resources Map

ORDINANCE NO. 2021-03

AN ORDINANCE CREATING AND ENACTING SECTION 611.7 OF THE PLAINVIEW CODE, RELATING TO THE
ESTABLISHMENT OF SKYE VIEW DEVELOPMENT (SD-SV)

THE CITY COUNCIL OF THE CITY OF PLAINVIEW DO ORDAIN:

Section 1. Section 611.7 of the Plainview City Code is hereby created and enacted to read as follow:

Section 611.7.7 **SKYE VIEW DEVELOPMENT SPECIAL DISTRICT**

611.7.1 **PURPOSE.** The purpose of this Special District is to provide for zoning regulations that will be administrated in the Skye View Development Special District, as required in Section 611.7 of Plainview City Code (600 Construction, Planning, Zoning, and Land use). The following is the special regulations of the Skye View Development Special District.

611.7.2. **BOUNDARIES OF THE LAND.** This ordinance shall apply to the following described property located within the City of Plainview, County of Wabasha, State of Minnesota:

EXHIBIT A

Parcel 1 (PID: 26.00116.24):

A part of the North Half of the Southwest Quarter of Section 17, Township 108 North, Range 11 West, Wabasha County, Minnesota, described as follows:

Commencing at the northwest corner of the Southwest Quarter of said Section 17; thence along the north line of said Southwest Quarter for a distance of 861.3 feet; thence, southerly, parallel with the north line of said Southwest Quarter, for a distance of 577.5 feet (35 rods); thence westerly, parallel with the north line of said Southwest Quarter, for a distance of 693.00 feet; thence northerly for a distance of 577.5 feet to the POINT OF BEGINNING. Containing 9.19 acres, more or less.

Above parcel includes the right of access over the following described easement:

A non-exclusive easement for driveway purposes, 8.25 feet on each side of the following described line: That part of the Southwest Quarter of Section 17, Township 108, Range 11, Wabasha County, Minnesota, beginning at a point on the West line of said Southwest Quarter 206.25 feet southerly from the northwest corner of said Southwest Quarter of Section 17 (for purposes of this description bearing of said West line is assumed South 0 degrees 42 minutes 00 seconds East), thence North 90 degrees 00 seconds East, a distance of 495.00 feet and there terminating.

AND ALSO 33 feet on each side of a line beginning at the aforesaid point of termination, thence South 89 degrees 40 minutes 29 seconds East, 365.00 feet; thence South 6 degrees 10 minutes 45 seconds East, 102.65 feet; thence South 23 degrees 43 minutes 42 seconds East, 278.00 feet; thence South 26 degrees 49 minutes 24 seconds East, 88.54 feet; thence South 38 degrees 50 minutes 59 seconds East, 89.28 feet; thence South 61 degrees 40 minutes 43 seconds East, 119.27 feet; thence South 69 degrees 33 minutes

06 seconds East, 93.77 feet; thence South 66 degrees 40 minutes 33 seconds East, 151.09 feet and the re terminating.

Parcel 2 (PID No. 14.00109.05):

A part of the North Half of the Southwest Quarter of Section 17, Township 108 North, Range 11 West, Wabasha County, Minnesota, described as follows:

Commencing at the northwest corner of the Southwest Quarter of said Section 17; thence southerly along the West line of said Southwest Quarter for a distance of 214.5 feet to the POINT OF BEGINNING of the strip to be described; thence continue southerly along said West line for a distance of 16.5 feet; thence easterly, parallel with the North line of said Southwest Quarter, for a distance of 495.00 feet; thence northerly, parallel with the West line of said Southwest Quarter for a distance of 16.5 feet; thence westerly for a distance of 495.00 feet to the POINT OF BEGINNING. Containing 8,167 square feet or 0.19 acres, more or less. Said strip is currently used as part of the Golf Course access road along with additional property to provide an adequate roadway.

611.7.3. LEGISLATIVE INTENT AND FINDINGS.

Subd. 1. Skye View Development provides a compelling alternative to single-use zones by offering a dramatically different mixed-use and environmentally, socially, economically, and aesthetically advanced development design.

Subd. 2. This Special District is established to foster the development of a comprehensively planned, mixed income and mixed-use neighborhood. This is accomplished by promoting a variety of land uses, housing types, and densities, and by requiring skillful architectural and landscape design. The site unique location, with the TH 42 along the north boundary and adjacent to Piper Hills Golf Course on the South, makes this and ideal place to create a district that avoids the negative impacts of suburban sprawl with an efficient, compact, mixed-use land plan.

Subd. 3. This type of development is consistent with the goals and policies of the cities 2019 Comprehensive Plan, which encourages creating mixed-use, and higher density residential neighborhoods.

611.7.4 ESTABLISHEDMNET OF SKYE VIEW DEVELOPMENT

Subd. 1. Pursuant to Section 611.7 of the Plainview City Code, the City Council hereby creates a special zoning district to be known as the Skye View Development Special District (SD-SK). The Special District shall be an overlay-zoning district designed to encourage the attractive and innovative development on the Site. As a part of this Special District, the property will be divided into four different use districts (see Exhibit B). The regulations and guidelines set forth in this Special District shall prevail over the regulations of the noted underlying zoning district.

Subd. 2. The determination of the need for the creation of this Special District is based upon the following findings or Land Use Principles:

- a. This Special District is established to foster the development of a comprehensively planned, mixed-use neighborhood. This is accomplished by promoting a variety of land uses, housing types, and densities, and by requiring skillful architectural and landscape design in creating buildings, on an infill site. The Site's unique location, adjacent to TH42 and the Piper Hills Golf Course, makes this an ideal place to create a neighborhood that avoids the negative impacts of suburban sprawl with an efficient, mixed use land plan.
- b. The location of Skye View Development fits within the City's Urban Services Area boundary. A permit from MNDOT to make a public street connection to TH 42 is in process. The proposed street connection is on the common property line of Skye View and Anastacia Development Property to the east.
- c. A mix of uses within the development creates opportunities for people to walk and interact. That combined with strong urban and landscape design creates a sense of place. The size and shape of Skye View Development ensures that all destinations are within an easy walk and that the development functions as a mixed-use infill neighborhood.
- d. A range of housing types serves people with different income levels and housing needs while contributing to the vitality of the streetscape.

611.7.5. UNDERLYING DEVELOPMENT STANDARDS. Except where otherwise specified, standards for the development of this district will be based upon the following

- a. Residential District- Section 613 – R-1 Low Density Residential District.
- b. Medium Density Residential district – (Single family attached Row House Style Townhomes, zero lot line.) Section 614 – R-2 Residential District (Multifamily, Condominiums, Apartments).
- c. Commercial Business District Section 616 C-1 Central Business District
- d. Mixed-use District- Residential (Quads, live over work, apartments).

611.7.6. DEFINITIONS

- a. Zero Lot Lines: A lot designed for either one dwelling unit of an attached one-family dwelling unit or a detached one-family dwelling unit with one side yard reduced or eliminated.
- b. Townhouse: An arrangement of single-family dwellings separate or joined by common walls on not more than two sides with the uppermost story being a portion of the same dwelling location directly beneath at the grade or first floor level and having exclusive individual ownership and occupant rights of each dwelling unit including but not limited to the land area directly beneath the dwelling.
- c. Row House Style Townhomes: An attached dwelling joined to at least three others in a row by common walls on not more than two sides. Row houses are generally urban housing style, usually on their own lots.
- d. Single Family Attached: A lot designed to accommodate two individual units that share a common wall on a common lot line.

611.7.7. SUBDISTRICT REGULATIONS.

Subd. 1. There are four subdistricts established in this Special District. They are: "Low Density Residential", "Medium Density Residential", "Commercial Business District", and "Mixed Use District".

Subd. 2. The following regulations apply within the area identified as “Low Density Residential” on the Skye View Land Use Plan. This District consists of four land uses: “Single-family”, “Single-family attached”, and “Zero lot line”, and “Row House Style Townhomes”.

a. Low Density Residential

1. Unless otherwise specified in this special district, the regulations of the R-1 District shall apply within the Low-Density District.
2. Permitted uses shall include the following
 - a. Single family detached
 - b. Single family attached
 - c. Row House Style Townhouse
 - d. Zero lot line
3. Lot Development Standards.
 - a. Minimum lot size shall be 60 feet wide by 110 feet deep for single family attached.
 - b. Setback and lot criteria:
 - The minimum setback and lot criteria for this District is listed in Table A

Table A						
Use	Lot Area	Lot Frontage	Setback Criteria:			
			Front Yard	Rear Yard	Side Yard	Sum
Single Family Detached	8,000 SF	70	25	25	8	16
Single Family Attached	6600 SF	60	20 ⁽¹⁾	15	8	16
Row House Style Townhouses	4320 SF	30 ⁽²⁾ 38 ⁽³⁾	20 ⁽¹⁾	15	8	16
Zero Lot Line	3000 SF	38	20	15	8/0	8

(1) Distance from property line to front of garage.

(2) Interior Unit

(3) Exterior Unit

- c. The only exemption from the front, and rear setback standards will be eaves and stoops.
- d. The driveway curb cuts will be no greater than 16’ width for a 2 car garage and 12’ for Row House Style Townhomes to the garage.
- e. Street trees of a minimum 1-1/2” caliper size are required at approximate 35’ intervals in all grass boulevard areas of public streets

b. Medium Density District

1. Unless otherwise specified in this special district, the regulations of the R-2 District shall apply within the Medium Density area.
2. Permitted uses shall include all the following
 - a. Condominiums
 - b. Multifamily (apartments)
 - c. Open space/recreational area

3. Lot development standards:

a. Setback and Lot Criteria

- The minimum setback and lot criteria for this District is listed in Table A:

Table A						
Use	Lot Area	Lot Frontage	Setback Criteria:			
			Front Yard	Rear Yard	Side Yard	Sum
Multifamily	15,000 SF	140 ft	25	16	15	30
Condominium	Variable	Variable	25	15	15	30
Apartments	TBD ⁽¹⁾	TBD ⁽¹⁾	25	15	15	30
Open/Recreational Space	N/A	N/A	N/A	N/A	N/A	N/A

(1) Lot area at frontage will be established with actual building plans

- The only exception from the front and rear setback standards will be eaves and stoops
- The driveway curb cuts will be no greater than 25 feet in width.
- Street trees of a minimum 1-1/2" caliper size are required at approximate 35' intervals in all grass boulevard areas of public streets.
- Architectural standards. A building must incorporate architectural styles, building materials and colors used in surrounding buildings. An Architectural Control Committee has been established to review all proposed building plans for consistency in design and appearance standards.
- Landscape Plan: Lot landscaping standard requirements for the medium density development shall be provided for each lot consistent with the minimum standards established by the Architectural Control Committee (ARC). The ARC shall review all landscape plans to ensure they are consistent with the minimum standards established by the ARC.
- Maximum building height shall be 35 Feet.

c. Commercial Business District

- Unless otherwise specified in the special district, the regulations of the C-1, Central Business District shall apply within the Commercial Business District.
- Permitted uses shall include the following
 - Retail Sales
 - Restaurants
 - Entertainment & Drinking
 - Home Improvement Trades
 - Appliance Sale and Services
 - Repair Shops
 - Banks/Savings/Loans
 - Offices
 - Personal Services
 - Hotel/Motel

- k. Animal Hospital/ veterinary clinic
- l. Convenience Retail
- m. Drive-Thru Facilities
- n. Electric vehicle charging stations

3. Lot Development Standards

a. Setback and Lot Criteria

- i. The Minimum Setback and Lot Criteria for the District is listed in Table A

Table A						
Use	Lot Area	Lot Frontage	Setback Criteria (Feet):			
			Front Yard (feet)	Rear Yard	Side Yard	Sum
all uses	6,000 SF	80	25	25	10	20
parking lots (associated with the principal structure)	n/a	n/a	8	8	8	n/a
corner lot	6,600 SF	80	25	25	12 ⁽¹⁾	22

(1) Street side yard setback

- b. Maximum building height shall be 35 feet.
 - c. Minimum parking standards for commercial uses shall be in accordance with Section 609.7 Parking of the Code of Ordinance for the City of Plainview.
4. Site Development Plan and Site Plan Review: A site Development Plan for all uses in the Commercial Business District shall be prepared and submitted for review. The planning staff or the planning consultant for the City of Plainview will review the Site Development Plan for consistency with the standards and criteria of the Special District for architecture, signage, parking, and landscaping.
 5. Convenience retail and drinking and entertainment uses shall be exempt from the hours of operation requirements of the C-1 Zoning District.
 6. Stacking Requirements for drive-in facilities shall be reduced to five in-bound and one out-bound space per lane.
 7. On-street parking in front of the retail uses shall be allowed. On street parking in front or on the side street of the lot shall count toward fulfilling the parking requirements of the ordinance.
 8. Limitation on permitted uses:
 - a. Not more than one convenience retail use that includes sales of automotive fuels may be permitted in the Commercial Business District.
 - b. With the exception of transit accommodation, restaurant uses and grocery stores, individual businesses shall not exceed 20,000 square of floor area on the ground floor.

9. Lot Development Standards:

- a. Exterior Trash Receptacles shall be constructed to the size and standards of the typical section on Exhibit G of the Special District.
- b. Utility boxes and water backflow prevention devices shall be located so they are visually unobtrusive and screened with landscaping as allowed.
- c. Buildings shall be oriented to face the street with entrances and display windows at the street level. Extended awnings, canopies or large umbrellas shall be permitted and located to provide shade. A revocable permit will be required by the City whenever a canopy or awning extends into the public right of way. Restaurants shall be permitted to operate outdoor cafes on sidewalks, including areas within the public right of way provided that pedestrian circulation and access to store entrances are not impaired
- d. Bicycle-locking stands are required in each Commercial Use. One stand, which holds a minimum of six bicycles, shall be provided for every 20,000 square feet of gross leasable space. These stands must harmonize with the architectural of the retail area.
- e. Street trees are required along the public streets of all mixed-use buildings at a minimum spacing of 35' on center.
- f. Parking
 - i. Minimum parking requirements for the Commercial Business District, shall use business center parking standards of Section 609.7 of the Code of Ordinance for City of Plainview.
 - ii. In commercial or office uses, which have shop fronts adjacent to sidewalks and streets, on-street parking directly in front of the lot shall count toward fulfilling the parking requirement.
 - iii. Parking lot screening
 - a. All parking areas containing more than six spaces (if not screened by the building from public roads) must be screened with a hedgerow (42" minimum height), unless there is a minimum 8 front wide landscape use provided. Hedgerows shall be planted at a maximum of 4'-0" on center and shall reach a minimum height of 36" and a maximum height of 6'-0".
 - iv. Parking Lot Landscaping:
 - a. Parking areas containing more than 15 spaces and containing more than two contiguous or parallel rows of parking shall have internal landscaping within the parking area equal to at least five percent of paved area of the lot (including drive aisles plus driveways).
 - b. Paved areas do not include sidewalks, patios, or other paved areas not associated with vehicle parking or circulation. Planting areas must be distributed throughout the parking areas. They must have a minimum width of at least eight feet and be at least 100 square feet in area.

- c. Each 100 square feet of required landscape area must contain at least one canopy tree or two understory trees (minimum size for canopy trees in 1 ½" caliper and minimum size for understory tree is one inch caliper). The landscape islands shall not be used for snow storage and any planting must be maintained in a healthy condition and appearance. These areas may contain external standard lighting fixtures.

g. Landscape Plan: Lot landscaping standard requirements to the Commercial development shall be provided for each lot consistent with the minimum standards established by the Architectural Control Committee (ARC). The ARC shall review all landscape plans to ensure they are consistent with the minimum standards established by the ARC.

i. Signs

- a. Signs should add interest to the street level environment. They can only unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Signage shall be appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on sidewalks and vehicles on streets. The following sign types satisfy these requirements:
 - 1. Pedestrian-oriented blade and window signs.
 - 2. Marquee signs and signs on over-head weather protection.
 - 3. Appropriately sized neon signs.
- b. Sign standards shall conform with the following criteria:
 - 1. Free standing sign (pylon) – maximum height 20' feet.
 - 2. Projecting sign – maximum area – 20 square feet, maximum height – 12 feet.
 - 3. Graphics sign – maximum area of 10% of wall.
 - 4. Auxiliary sign – maximum height – 6'.
 - 5. Advertising signs (billboards) will be prohibited.
 - 6. All wall signage should be uniform in size.
 - 7. Signs can be internally lit.

ii. Architectural standards.

- a. Standards for all uses:
 - 1. Each Building shall avoid long, monotonous-uninterrupted walls or roof planes. The façade of a building should be divided into distinct modules, no longer than 150 feet.
 - 2. Mechanical equipment, electrical and communication transformers, cabinets, and service areas shall be located

out of public view where feasible or screened from public view with fences, walls, or landscaping.

b. Standards for Convenience Retail Uses

1. Convenience retail uses shall locate automotive fuel service and drive-in service areas away from residences and toward the perimeter streets.
2. Light from lighting fixtures and signage, and sound from sound-producing equipment shall be deflected away from residences. Music from sound producing equipment shall be prohibited on the exterior of the building.
3. Foundation landscaping (4' minimum planting bed width) and windows shall be provided along all building sides that are open to view from public streets.
4. Perimeter landscaping at least four feet in depth shall be provided along public roads between sidewalks and driveway or parking areas.
5. Pedestrians must be able to safely access the building from public sidewalks on visual prominent crosswalks within drive areas to the building's front door.
6. All sides of the building façade shall be designed to provide architectural and visual interest.
 - i. A minimum of 50% of the building along a street right of way at ground level must be clear or lightly tinted windows, doors, or other treatment that are sufficiently transparent to provide pedestrian views into the building.
 - ii. Awnings, covered walkway, open colonnades, or similar weather protection must be provided by at least 50% of the commercial (retail & service) uses that front the right of way.
 - iii. Doorways, windows, and other openings in the façade of a building shall be proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level.
 - iv. Exterior materials may include brick, architecturally treated concrete, stone, tile, stucco, stucco-like panels and other cultured stone, and similar high quality architectural materials.
 - v. Buildings shall be oriented to face the street with entrances and display windows at the street level. Extended awnings, canopies or large umbrellas shall be permitted and located to

provide shade. Restaurants shall be permitted to operated outdoor cafes on sidewalks, including area within the public right of way and in courtyards provided that pedestrian circulation and access to store entrances are not obstructed.

- vi. Drive-thrus:
 - a. Drive-thrus shall be permitted in the Commercial Use District
 - b. The Stacking requirements for the Drive-Thrus are defined in Section 611.7.7 C.6
 - c. The use of outdoor speaker systems and other audio type equipment shall be limited by the Architectural Control Committee
 - d. The Site Plan for each drive-thru facility shall minimally include the location of the drive-thru, staging aisle, location of the menu board, and other signage deemed necessary for the operation of the drive-thru.

d. Mixed-Use District:

1. The “Mixed Use District” permitted uses are as follows:
 - a. Residential Quads (4 living units)
 - b. Live Over Work
 - c. Apartment Structures
2. Live Over Work: Office and residential uses are allowed on the upper levels. Two off-street parking stalls per residential unit is required and must be reserved.
3. A site Development Plan for all uses in the Mixed-Use District shall be prepared and submitted for review. The planning staff or the planning consultant for the City of Plainview will require the Site Development Plan for consistency with the standards and criteria of the Special District for architecture, signage, parking, and landscaping.
4. Minimum of two stories above grade is allowed.
5. Maximum size for a restaurant use is 7,000 square feet.
6. Alcohol sales are permitted.
7. The height allowed for a two-story building shall be 35 feet.
8. Lot development Standards:
 - a. Exterior Trash Receptacles shall be constructed to size and standards of the typical section on figure Exhibit F of the Special District.
 - b. Utility boxes and water backflow prevention devices shall be located so they are visually unobtrusive and screened with landscaping as allowed.
 - c. Buildings shall be oriented to face the street with entrances and display windows at the street level, except for the storage facilities. Extended

awnings, canopies or large umbrellas shall be permitted and located to provide shade.

- d. Street trees are required along the public streets of all mixed-use buildings at a minimum spacing of 35' on center.

9. Parking requirements for the Mixed-Use District shall use standards of Section 609.7 except as follows:

- Live over work Commercial space 1 stall/ 200 square feet
- Apartments: 1 stall for 1 bedroom, 1.5 stalls for 2-bedroom, 2 stalls for 3 bedrooms.

a. Parking Lot Screening:

1. All parking areas containing more than six spaces (if not screened by the building from public roads) must be screened with a hedgerow. These landscaped areas but be a minimum of 4'-0" wide. Hedgerows shall be planted at a maximum of 4'-0" on center and shall reach a minimum height of 36" and a maximum height of 6'0".

b. Parking Lot Landscaping:

1. Parking areas containing more than 15 spaces and containing more than two contiguous or parallel rows of parking shall have internal landscaping within the parking area equal to at least five percent of paved area of the lot (including drive aisles plus driveways).
2. Paved areas do not include sidewalks, patios, or other paved areas not associated with vehicle parking or circulation.
3. Each 100 square feet of required landscape area must contain at last one canopy tree or two understory trees (minimum size for canopy trees in 1 – 1/2" caliper and minimum size for understory tree is one inch caliper). The landscape islands shall not be used for snow storage and any planting must be maintained in a healthy condition and appearance. These areas may contain external standard lighting fixtures.

10. Signs

- a. Signs should add interest to the street level environment. They can only unify the overall architectural concept of the building, or provide unique identity for a commercial space within a larger mixed-use structure. Signage shall be appropriate for the scale, character and use of the project and surrounding area. Signs should be oriented and scaled for both pedestrians on the sidewalks and vehicles on streets. The following signs types satisfy these requirements:
- b. Pedestrian-oriented blade and window signs.
- c. Marquee signs and signs on over-head weather protection.
- d. Appropriately sized neon signs.

11. Architectural Standards.

- a. Standards for all uses:

1. Each building shall avoid long, monotonous-uninterrupted walls or roof planes. The façade of a building should be divided into distinct modules, no longer than 150 feet.
2. Mechanical equipment, electrical and communication transformers, cabinets, and services areas shall be located out of public view where feasible or screened from public view with fences, walls, or landscaping.
3. All sides of the building façade shall be designed to provide architectural and visual interest.
 - i. Doorways, windows, and other openings in the façade of a building shall be proportioned to reflect pedestrian scale and movement, and to encourage interest at the street level.
 - ii. Exterior material may include brick, architectural treated concrete, stone tile, stucco, stucco-like panels and other cultured stone, and similar high quality architectural materials
 - iii. Buildings shall be oriented to face the street with entrances and display windows at the street level. Extended awnings, canopies or large umbrellas shall be permitted and located to provide shade.

611.7.8 GENERAL DEVELOPMENT STANDARDS

1. Public street section for Skye View Development shall follow the cross-sections shown in Exhibit C.

611.7.9 BOUNDARIES

1. The regulations established herein shall apply to the land described in Section 611.7.2 and shall be designated “SD-SV” on the zoning map.

611.7.10 EXHIBITS

1. The following documents shall be submitted with the Special District application and included as exhibits of this Ordinance:
 - i. Special District Boundary Plan, Exhibit A
 - ii. Land Use/Density Exhibit B
 - iii. Utilities/Street Standards, Exhibit C
 - iv. Pedestrian Circulation, Exhibit D
 - v. Phasing Plan, Exhibit E
 - vi. Building Proto-types Exhibit F
 - vii. Trash enclosure- Exhibit G

611.7.11 EFFECTS OF REGULATIONS

1. The Special District Plan and Final Plats together with the conditions and restrictions imposed, if any, shall govern the use and development of the land.

611.7.12 EXTENSION OF SPECIAL DISTRICT

1. The Special District may be extended by amendment to include the property on the east side of Skye View. An amendment to the Special District may be initiated by owner of Skye View Development or by the City of Plainview for the undeveloped property. The amendment must support the intent of this Special District. A petition to extend said district shall be accomplished by a General Development Plan application and additional submittals consistent with this Chapter.

611.7.13 DEVELOPMENT PROCEDURES

Subd. 1. Except as herein described, development procedures for property within the Special District shall be consistent with the requirements of the Plainview Code of Ordinances. Additional plans and information shall be submitted, as necessary, for development within the Special District, as outlined below. If determined necessary by the Zoning Administrator, additional plans, or information necessary for development approvals shall also be submitted.

Subd. 2. Final Plat Application. Final plat applications within the Special District shall include plans and information consistent with the requirements of the Plainview Code of Ordinances and shall be submitted at least three weeks prior to the City Council meeting at which they will be considered. If requested by the Zoning Administrator, additional information needed in order to judge the nature and propriety of the proposal shall also be submitted.

Subd. 3. Zoning Certification and Building Permit. Applications for building permits and zoning certificates within the Special District shall include submission of a Skye View Development Architectural Review Committee document. This document must verify a review of sitting and plans for the compliance with this Special District's intent, as outlined in the covenants submitted with the final plat.

611.7.14 RESCINDING APPROVAL

After two years from the date of approval of the Special District, the Council may, following a public hearing, rescind approval of this Special District upon finding that no progress has been made in the construction of the development.

Section 2. This Ordinance shall become effective on and after this date of its publication.

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF PLAINVIEW, MINNESOTA,
THIS _____ DAY OF _____, 2021.

X

PRESIDENT OF SAID CITY COUNCIL

X

CITY CLERK

APPROVED THIS _____ DAY OF _____, 2021.

X

MAYOR OF SAID CITY

(Seal of the City of Plainview Minnesota)

Exhibit A - Special District Boundary Plan



Exhibit A - Boundary Exhibit

Sec. 17, T108N-R11W
Plainview, MN



0 300
Feet
1 inch = 300 feet



Exhibit B - Land Use / Density

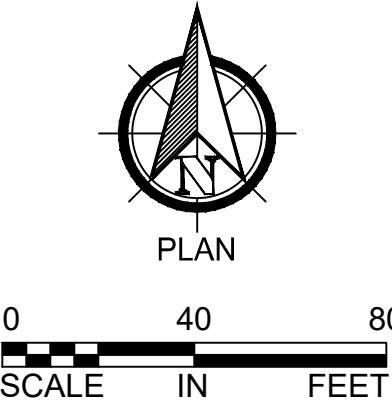
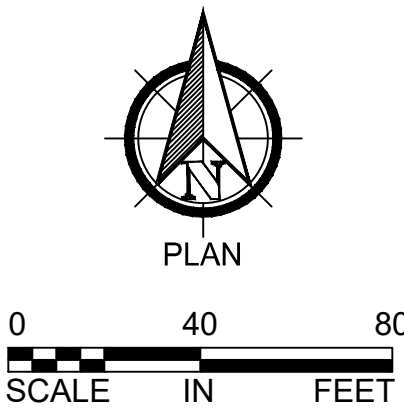
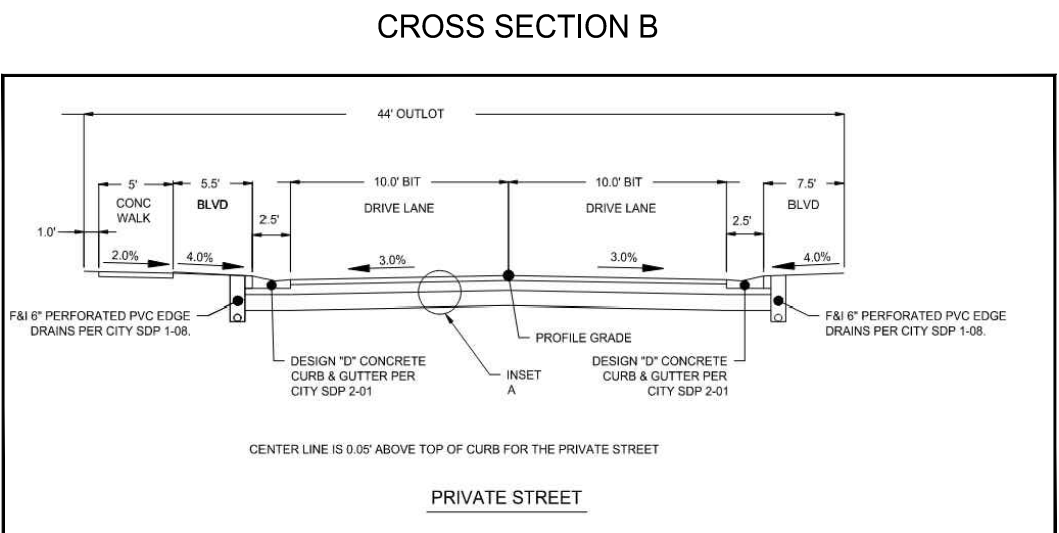
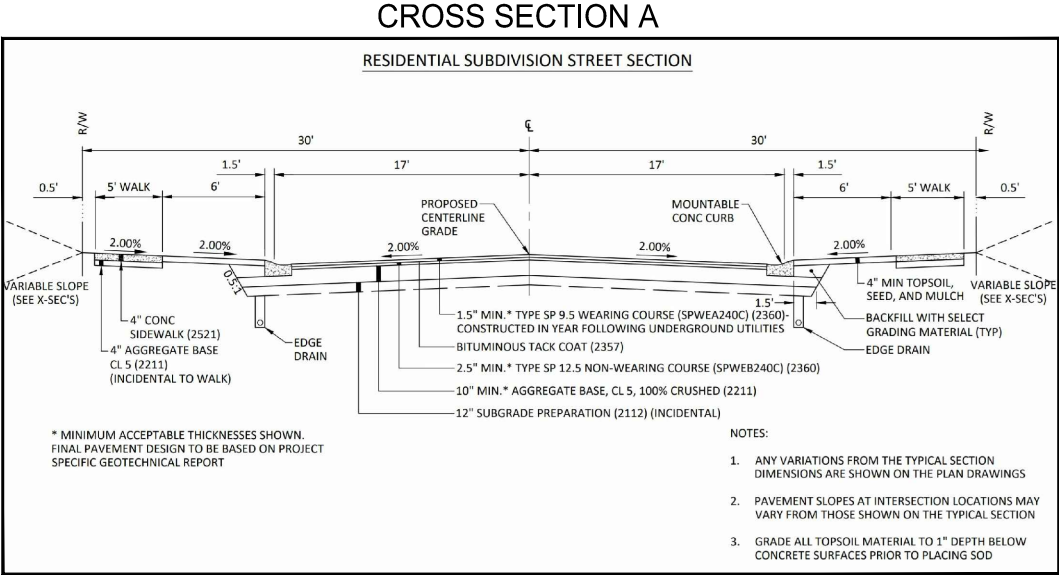
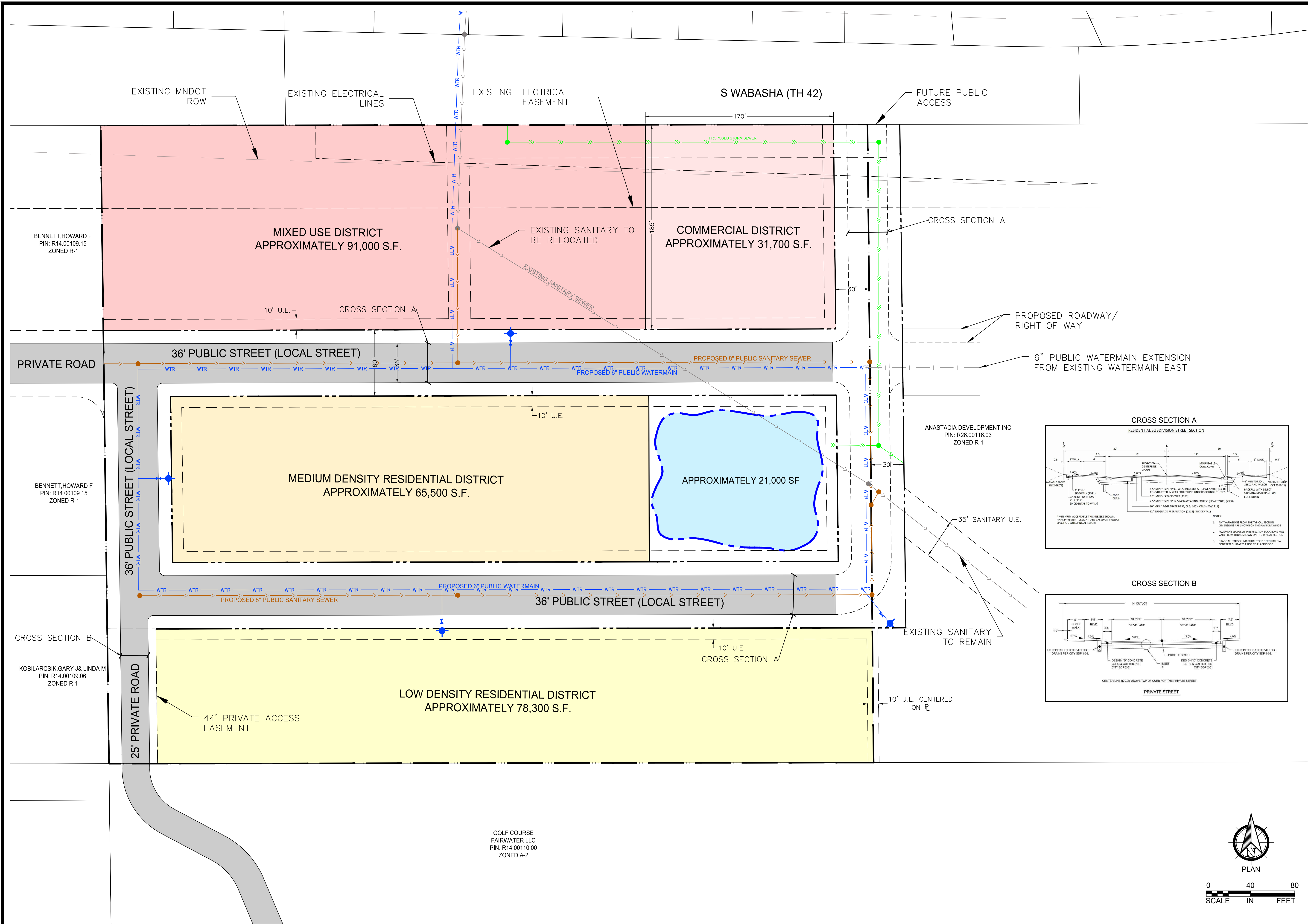


Exhibit C - Utilities / Street Standards

14-203293_ Exhibit C.dwg

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KASSON, MN 55944

PLAINVIEW OFFICE
320 WEST BROADWAY
SUITE 3
PLAINVIEW, MN 55964

ROCHESTER OFFICE
1712 RESTORATION
ROAD SW
ROCHESTER, MN 55902

REV.	DATE:	DESCRIPTION:

SKYE VIEW DEVELOPMENT
PLAINVIEW, MINNESOTA
SPECIAL DISTRICT STREET SECTION EXHIBIT

EXHIBIT C
STREET SECTIONS/ UTILITIES

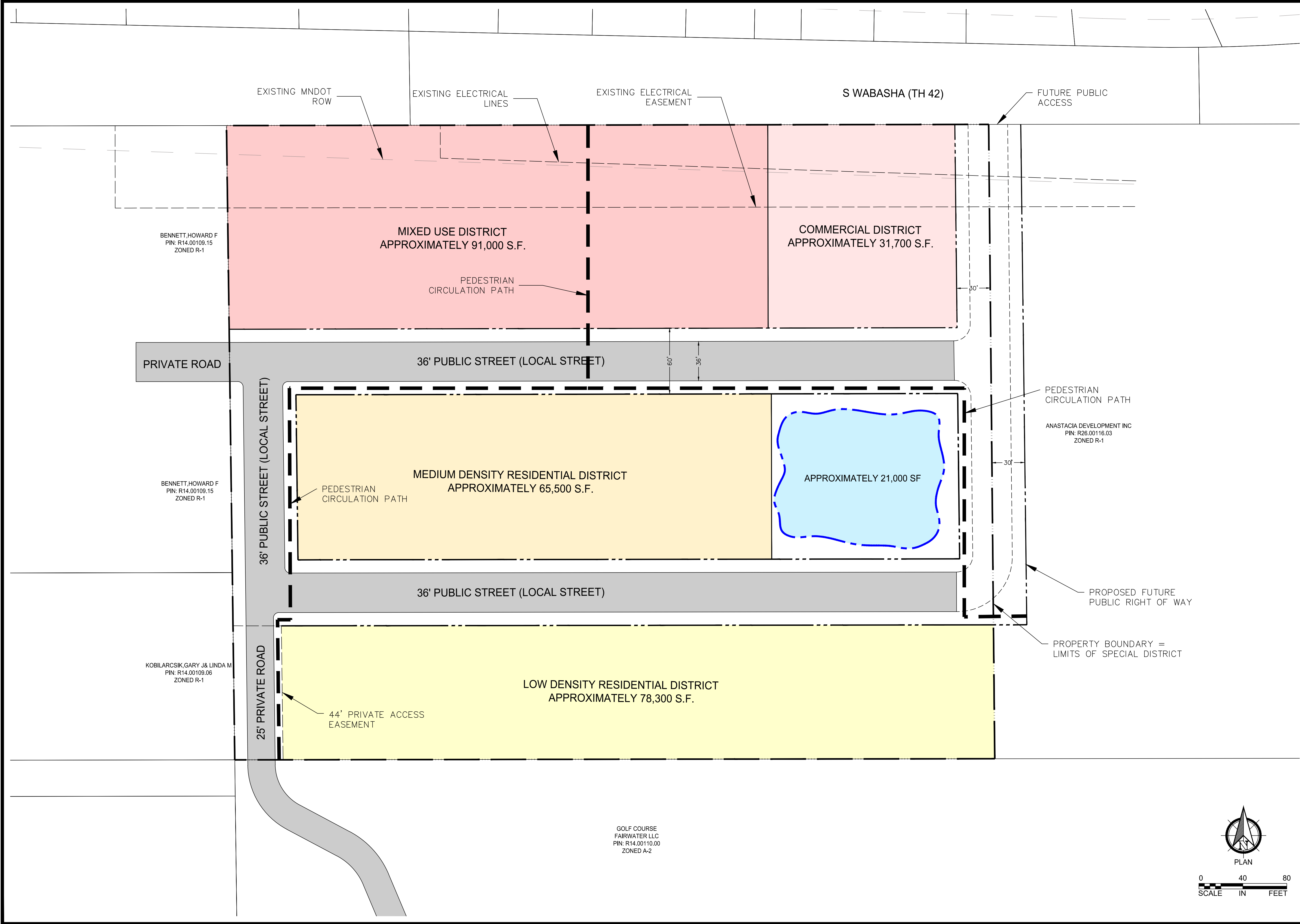
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Sheet 1 of 1

Exhibit D - Pedestrian Circulation

14-203293_ Exhibit D.dwg

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SUITE 3
PLAINVIEW, MN 55964

ROCHESTER OFFICE
1712 RESTORATION
ROAD SW
ROCHESTER, MN 55902

REV	DATE	DESCRIPTION

SKYE VIEW DEVELOPMENTS
PLAINVIEW, MINNESOTA
SPECIAL DISTRICT PED CIRCULATION EXHIBIT

EXHIBIT D
PEDESTRIAN CIRCULATION
PLAN

SCALE: AS SHOWN
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Sheet 1 of 1

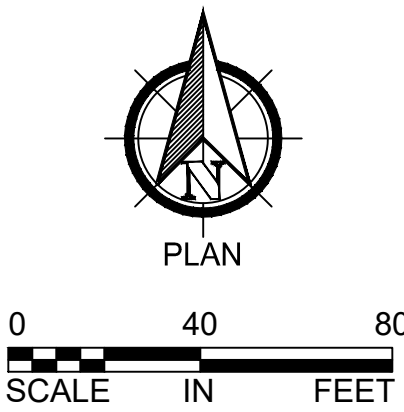
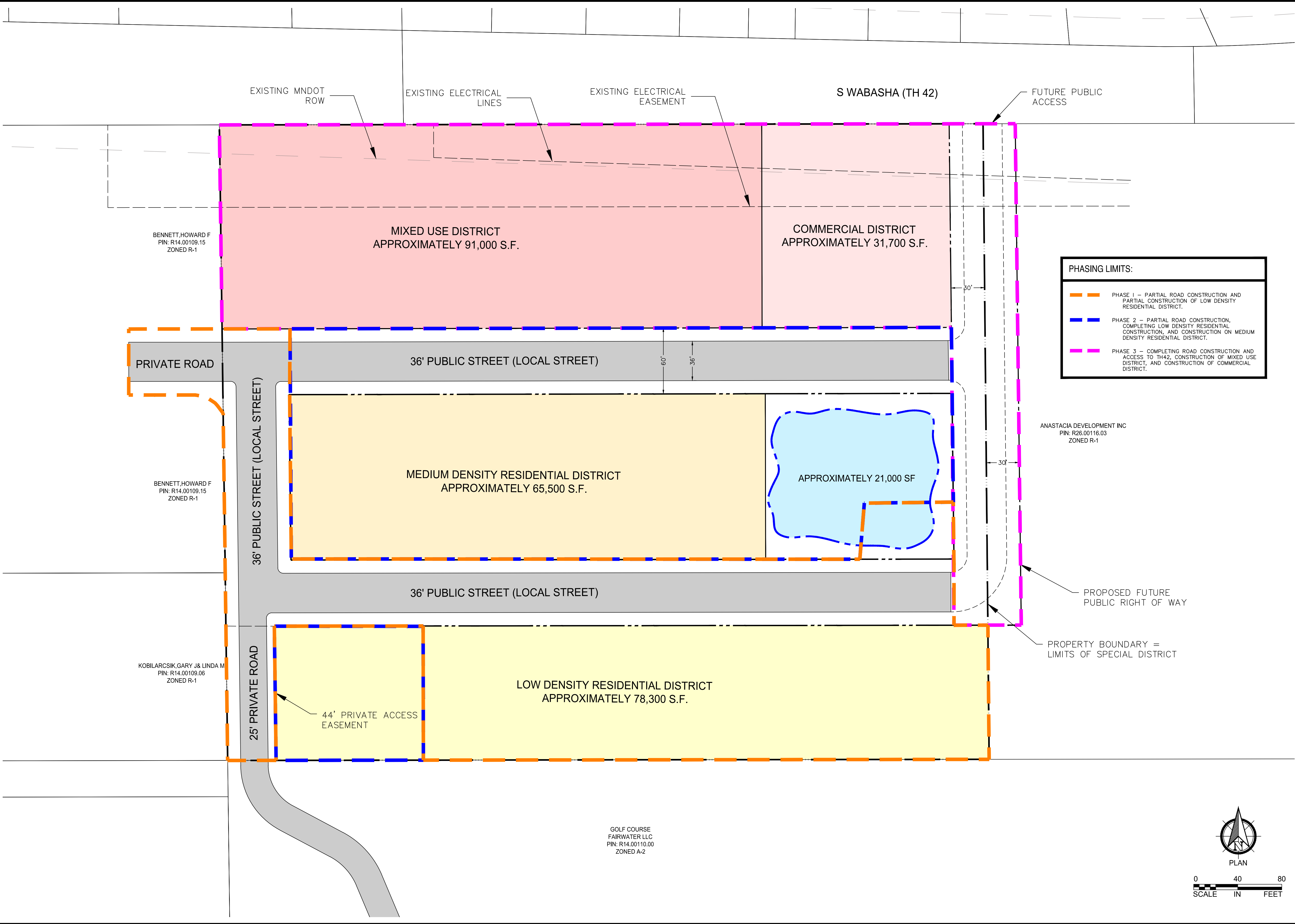


Exhibit E - Phasing Plan

14-203293_ Exhibit E.dwg

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SUITE 3
PLAINVIEW, MN 55964

ROCHESTER OFFICE
1712 RESTORATION
ROAD SW
ROCHESTER, MN 55902

REV	DATE	DESCRIPTION

SKYE VIEW DEVELOPMENTS
PLAINVIEW, MINNESOTA
SPECIAL DISTRICT PHASING EXHIBIT

EXHIBIT E
PROJECT PHASING

SCALE: AS SHOWN
DATE: 9/9/21
DRAWN BY: TSW
JOB NUMBER: 14-203293
DWG. FILE: 14-203293_EXHIBIT E.DWG

Sheet 1 of 1

Exhibit F - Building Proto-Types

Single Family Attached

PROGRESSIVE PLAN
DESIGN LLP
RESIDENTIAL ARCHITECTURE
214 GARDEN RD 3RD FLOOR NEW YORK, NY 10014
(212) 754-4877 | info@progressiveplan.com

PLAINVIEW TWIN
TOM WIENER
COMPLETION

Submitted by: **Customer/Architect/Owner**

Architect: **PROGRESSIVE PLAN DESIGN LLP**

Project: **PLAINVIEW TWIN**

Location: **1100 1ST AVENUE, NEW YORK, NY 10017**

Scale: **1/8" = 1'-0"**

Notes: **1. THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE PROPERTY OF PROGRESSIVE PLAN DESIGN LLP AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF PROGRESSIVE PLAN DESIGN LLP.**

DATE: **07/19/21**

NO: **21127B2**

REV: **01**

NOTED: **01**

DATE: **07/19/21**

NO: **21127B2**

REV: **01**

NOTED: **01**

LEFT ELEVATION
SCALE 1/8" = 1'-0"

RIGHT ELEVATION
SCALE 1/8" = 1'-0"

REAR ELEVATION
SCALE 1/8" = 1'-0"

FRONT ELEVATION
SCALE 1/4" = 1'-0"

Submitted by: **Customer/Architect/Owner**

Architect: **PROGRESSIVE PLAN DESIGN LLP**

Project: **PLAINVIEW TWIN**

Location: **1100 1ST AVENUE, NEW YORK, NY 10017**

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DATE: **07/19/21**

NO: **21127B2**

REV: **01**

NOTED: **01**

DATE: **07/19/21**

NO: **21127B2**

REV: **01**

NOTED: **01**

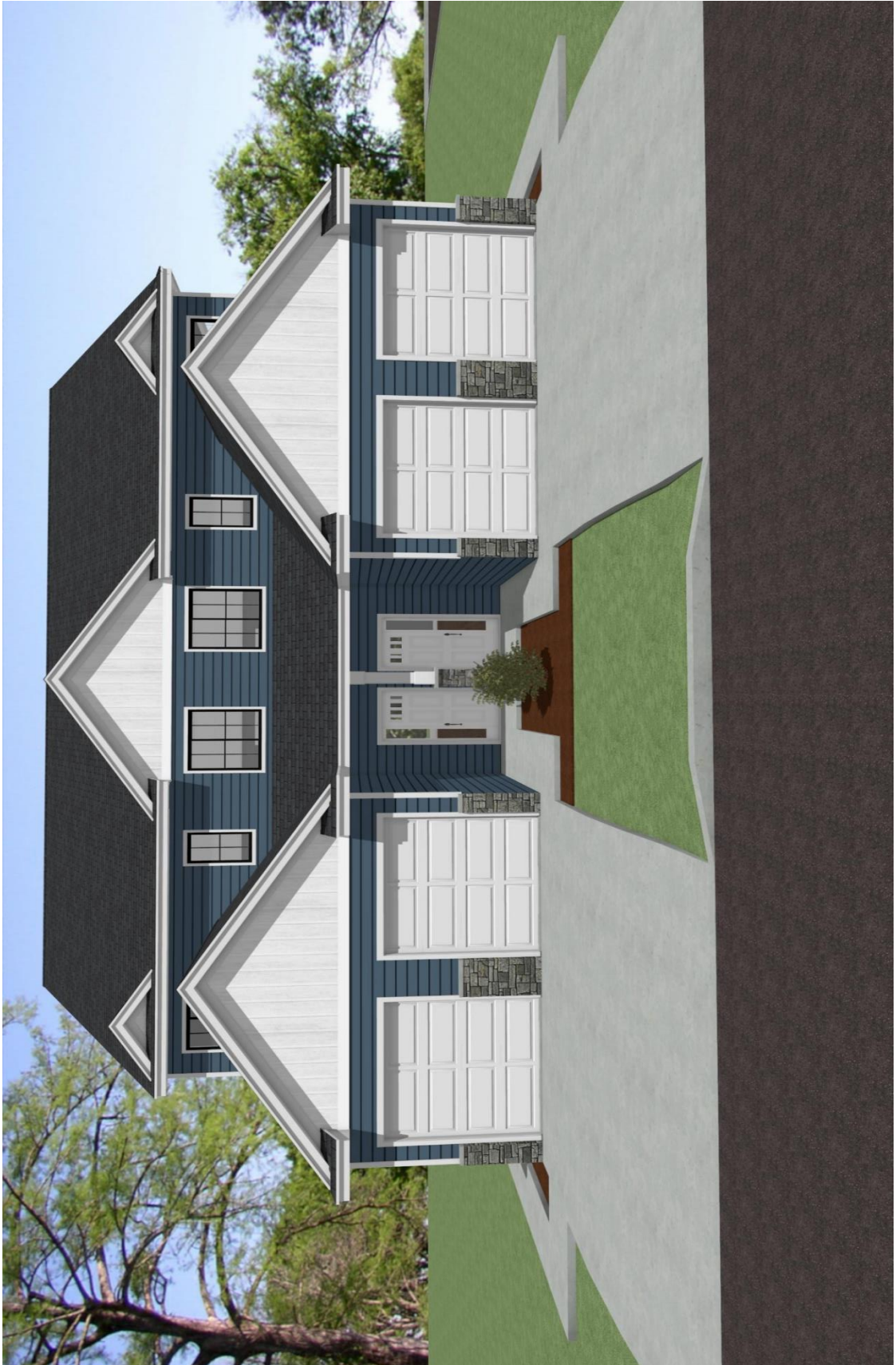
Row House Style Townhomes



Multi-Family / Condominium



Residential Quads



Live Over Work



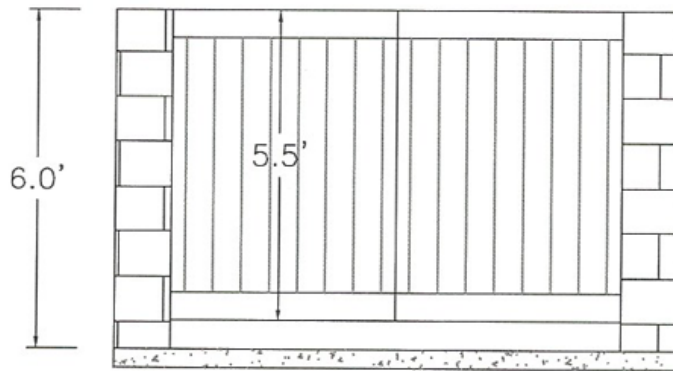
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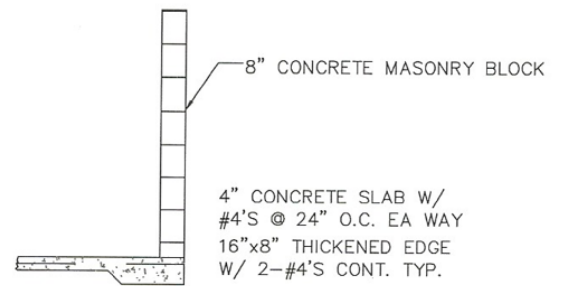
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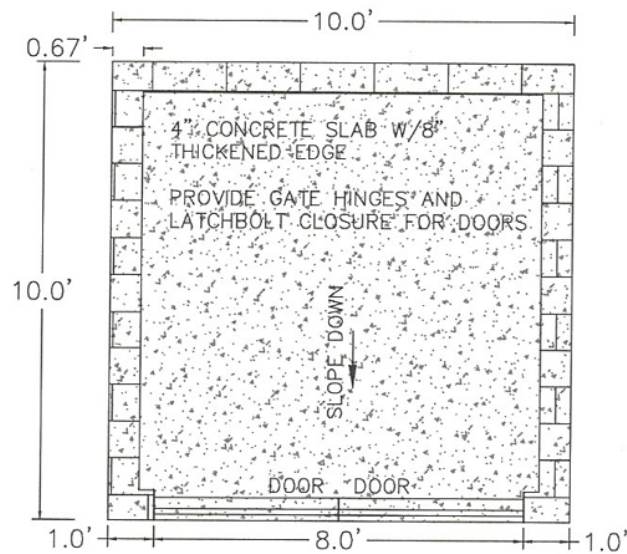
Exhibit G - Trash Enclosure



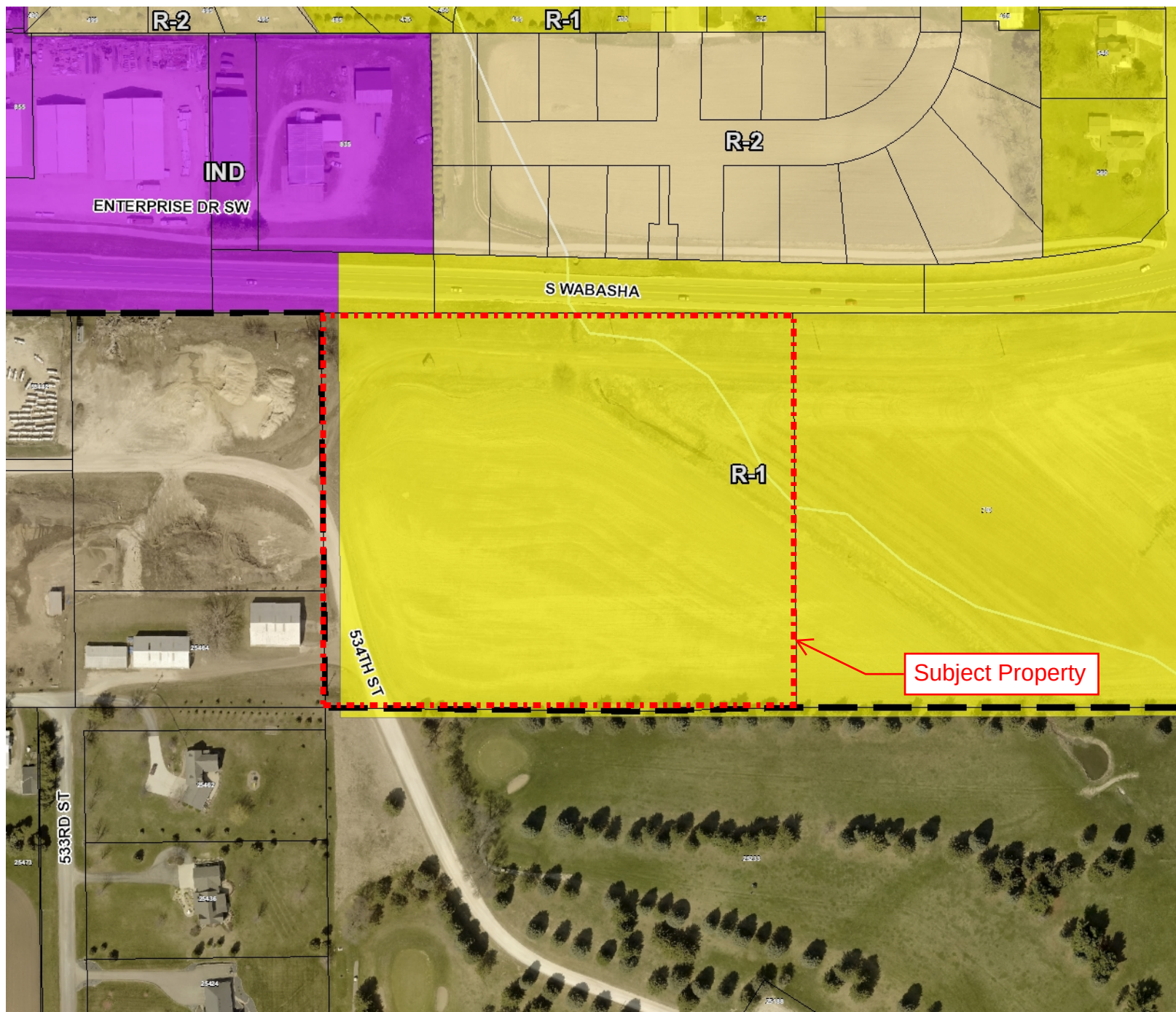
ELEVATION



TRASH ENCLOSURE SECTION



TRASH ENCLOSURE DETAIL



Legend

- City Limits**
- Parcels (11/1/2020)
- Parcels
- Zoning**
- AG (Agricultural District)
 - C-1 (Central Business District)
 - C-2 (Service Commercial District)
 - IND (Industrial District)
 - R-1 (One-Family Dwelling)
 - R-2 (Two-Family Dwelling)
 - T (Transition District)
- Protected Waters - Watercoul

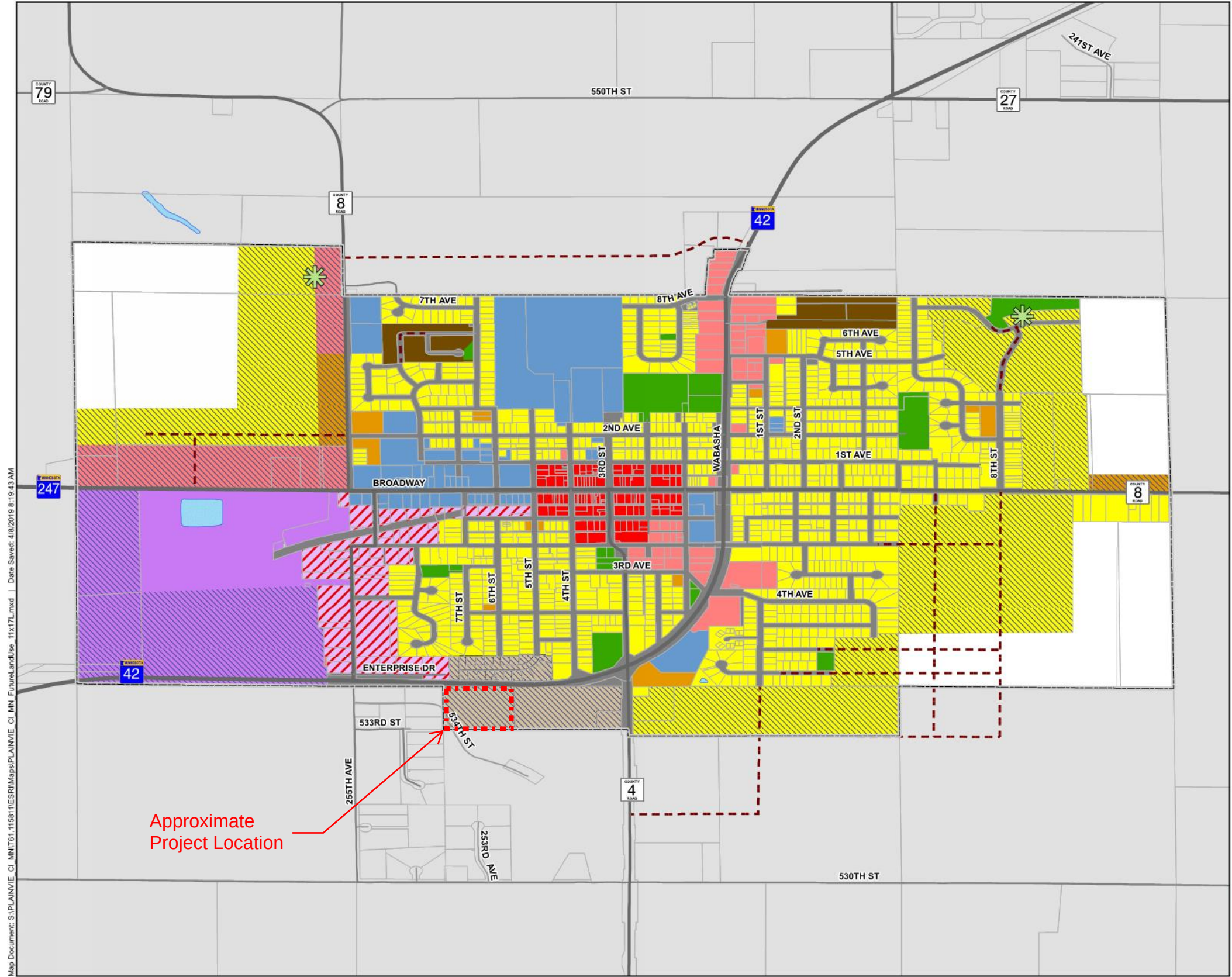
Zoning



Disclaimer:

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information, and data located in various city, county, and state offices, and other sources affecting the area shown, and is to be used for reference purposes only. The City of Plainview is not responsible for any inaccuracies herein contained.

0 200 Feet



Map #3: Future Land Use

2040 Comprehensive Plan
Plainview, Minnesota

Legend

- City Limits
- Parcels
- Waterbodies
- Future Roadways
- Planned Development Areas
- Future Park Areas

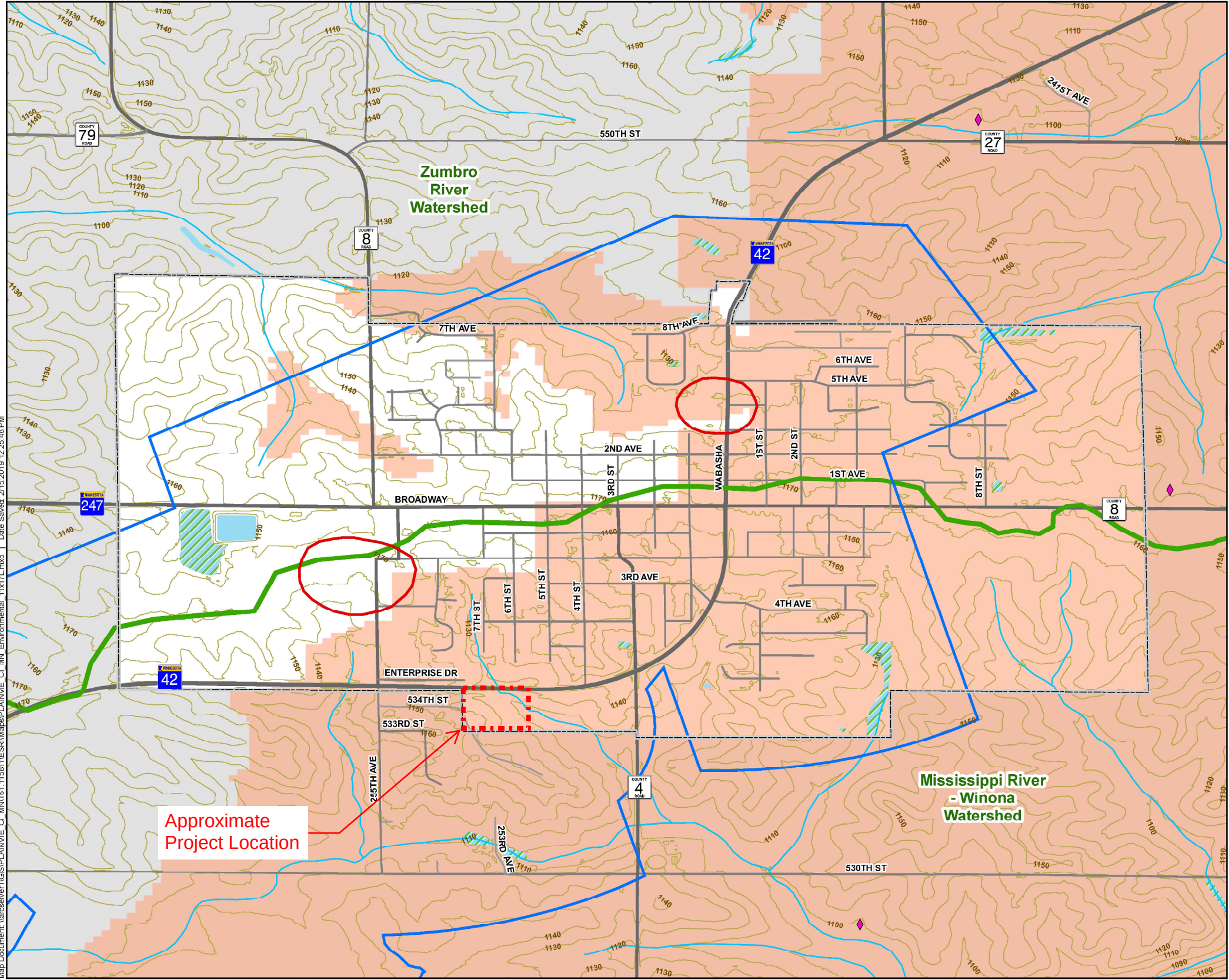
Future Land Uses

- Agricultural
- Central Business
- Service Commercial
- Commercial/Industrial
- Industrial and Utilities
- Institutional
- Mixed Residential / Commercial
- Residential
- Multi-Family Residential
- Manufactured Housing Park
- Parks, Open Space, and Recreational Areas
- Road and Railway Right of Way

0 0.5 Miles
Source: Wabasha County, MnGeo



April 2019



Map #13: Environmental Resources

2040 Comprehensive Plan
Plainview, Minnesota

Legend

- City Limits
- Environmental Resources
 - Waterbodies
 - Streams and Ditches
 - National Wetland Inventory
 - Watershed Boundary
 - ERA: Emergency Response Area
 - WPA: Wellhead Protection Area
 - Prone to Surface Karst Feature Development: Carbonate and Sandstone
 - Karst Feature: Sinkhole
 - 10ft Contours (LiDAR)

0 0.5 Miles

Source: Wabasha County, MnDNR, MnGeo, USFWS



February 2019