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MEMORANDUM

TO: PLANNING COMMISSION
FROM: KEN ONDICH, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: REQUEST FOR CONCEPT REVIEW OF +/- 76 ACRES OF LAND LOCATED NORTH OF THE EXISTING CITY INDUSTRIAL PARK, GUIDED I-1 LIGHT INDUSTRIAL, AS PROPOSED BY NATE FRENCH, APPLICANT.
DATE: MAY 20, 2026

Background / History

The most recent phase of the City's Industrial Park (New Prague Business Park 11th Addition) was platted in 2015. As part of the planning process leading up to the actual platting, the City completed a feasibility study that included concept plans for the 80 acres located immediately north of the industrial park and involved the property owners in the review process. The review process included a traffic impact study, environmental site assessment, geotechnical study, wetland delineation and a concept layout including roads/utilities and limitations of the city's sanitary sewer system in serving the 80 acres.

Since 2015, the City has now sold all the lots within the 11th Addition area and interest has continued for additional Industrial Park Development.

Nate French, owner of CVF Racing, has indicated that he has a purchase agreement on the approximately 76 acres of land immediately north of the City's industrial park. Mr. French desires to construct a building up to approximately 200,000 sq. ft. to house CVF Racing as they have out grown their existing facility at 618 6th Street NW. The submitted concept plan shows the proposed building on one of 11 lots and one outlot to be created on the subject site. Not all lots need to be final platted, but the preliminary plat must show the full layout to ensure the site works from a transportation and utility standpoint.

The application for a concept review of the 76 acres of land will follow Section 3.004 (B) of the Unified Development Code (UDC). The concept review is limited to city staff review, MnDOT review and finally Planning Commission review to review the procedural requirements and minimum standards of the UDC before filing a preliminary and final plat. Any review comments provided are advisory only and no formal action is taken during the concept review. The goal is

to provide as much feedback as possible to efficiently review formal plat applications and to shorten the overall review time period.

The next step in the land use process is have the property owner initiate the annexation process, zone the property then finally to plat the property. The review of the preliminary plat requires a public hearing as required by Section. 3.006 of the UDC.

Legal Description

Parcels 05.933.0210 and 05.933.0212

The below legal is not complete. A full legal will be required prior to submission of a preliminary and final plat.

The South Half of the Northeast Quarter of Section 33, Township 113 North, Range 23 West, Scott County, Minnesota, subject to existing highway right of way.

Zoning

The subject sit is currently located outside of New Prague City Limits but is guided as I-1 Light Industrial and Business Park District in the City's Comprehensive Plan.

Density / Lot Size

Per Section 6.001 of the UDC, The minimum lot size in the I-1 Industrial Zoning District is 40,000 square feet (.918 acres). A total of 11 lots, one outlot, and public right of way are shown on the concept plan. The smallest lot on the concept plan is 2.85 acres, thereby meeting the minimum lot size requirement. As a comparison to the 11th Addition of the New Prague Business Park, those lots were as small as 1.97 acres.

The minimum lot width for the I-1 Industrial Zoning District is 150' at the building setback line. The eleven lots are all at least 150' wide at the building setback line with the narrowest dimension along a public road being proposed Parcel G which would house the new home of CVF Racing.

As noted earlier, there is one outlot shown on the plat containing existing stormwater ponds, wetlands and a proposed regional stormwater pond. The area of the outlot is mostly low/unbuildable land and best suited for stormwater type uses as shown. Staff would suggest that the outlot be deeded to the City, however certain pond improvements for private development may be subject to stormwater maintenance agreement requirements.

Easements

Section 6003 (H) of the UDC provides for easement requirements for drainage ways, trails and utilities.

General drainage and utility easements must be provided for on the front lot lines at 10' in width and at 10' in width centered on all side lot lines (providing 5' on each side) as required by the UDC.

Easements for wetlands are determined based on the criteria in Section 6.002 (S) of the UDC. Minimally, a 25' conservation easement will be required which covers required buffer around the wetland. A larger easement may be necessary based on the MnRAM 3.0 system for rating wetlands, up to a maximum of 65' to cover the extent of a wetland buffer. The wetland buffer easements must and also have signage installed per UDC Section 6.002 (S)(4)(E)(12) which states that the signs shall be installed at 200' intervals along the buffer to define its edge. The signs must be at least 12" x 12" in size and at least 4' above grade.

Setbacks

The required building setbacks in the I-1 Industrial Zoning District are 40' front, 25' rear (or 50' when abutting residential zoning), and 15' side.

Furthermore buildings must be setback at least as far back as the yet to be established limits of the conservation easements required to the edge of all delineated wetlands.

Building Coverage

The only parcel shown with a building at this time is Parcel G at 10.49 acres (456,944.4 sq. ft.) The building proposed on this parcel is approximately 200,000 sq. ft. in size. Per UDC Section 6.001, the maximum land coverage by buildings in the I-1 Light Industrial and Business Park District is 40%. This would limit the size of the building on Parcel G to 182,777.76 sq. ft. without a variance being issued.

Access / Road Layout

The transportation section of the Comprehensive Plan identifies:

- 6th Street NW as a major collector
- TH21 as an A Minor Arterial
- The north extensions of 6th Ave. NW and 8th Ave. NW into the proposed development as local roads only.

Staff's biggest concern with the proposed layout at this time is the need for a connection to TH21 along the north end of the site from 8th Ave. NW all the way east to TH21. As submitted, the concept plan shows some ROW to access parcels J and K from TH21, but does not continue through to the west which must be addressed. Additionally, 8th Ave. NW must also extend north to a future northerly extension of 11th Ave. NW as shown on the future corridors map from the Comprehensive Plan. Finally, the northern east/west road, could also extend west beyond the 8th Ave. NW extension as shown in the comp. plan, but this may not be necessary.

Staff also notes that while 6th Ave. NW does not extend through the development as in the original concept for the site, staff believes it is not necessary and would abut only buildings on

the west side if constructed as the east side is low area/ponds/wetlands, meaning it would be a single loaded road and not serving much of a purpose, particularly when a large 200,000 sq. ft. building would have all the access it needs from the short extension of 6th Ave. NW as proposed.

A Traffic Impact Study (TIS) was completed by SEH in 2015 that included New Prague Business Park 11th Addition plus the 76 acres of land included in this concept review. The TIS noted in its findings that the development phase that the city just completed (called Phase A in the study) would not cause any need for transportation improvements and will operate at an overall acceptable level through 2019 or the platting of additional land to the north. It does note that right turn lanes both east bound and west bound at TH21 are recommended by the year 2024 when Phase B (land to the north of the proposed plat) is realized (and it is noted that at this time, there are not dedicated right turn lanes in these locations). It also notes that a traffic signal or roundabout is recommended by the year 2034 when Phases C and D (basically the north third of the 76 acres (which would now be identified as Parcels: D, E, H, J and K) are developed. In summary, the original traffic impact study noted that the dedicated right turn lanes might be warranted with the platting of this property or the buildout of at least the southern two-thirds of the property (which would now be identified as Parcels A, B, C, F, G and I).

MnDOT’s Metro District was notified on 4/22/26 of the concept plan as required by statute as the subdivision abuts a state highway. MnDOT has 30 days to comment on the concept and the traffic impact study previously completed. No comments were received at the time of writing this staff report. Their comments will be incorporated into future reports for the platting of the property.

Street Spacing Requirements

Street spacings for proposed streets must meet the below requirements from Section 6.003 of the UDC.

Functional Classification of Existing or Proposed Street	Functional Classification of Existing or Proposed Street			
	Local	Collector	Minor Arterial	Principal Arterial
Local	No Restriction	660’	1,320’	Not Permitted
Collector	660’	660’	1,320’	Not Permitted
Minor Arterial	1,320’	1,320’	1,320’	Not Permitted
Principal Arterial	Not Permitted	Not Permitted	Not Permitted	1 mile (grade separated access only)

Section 6.002 of the UDC Access Spacing and Driveways

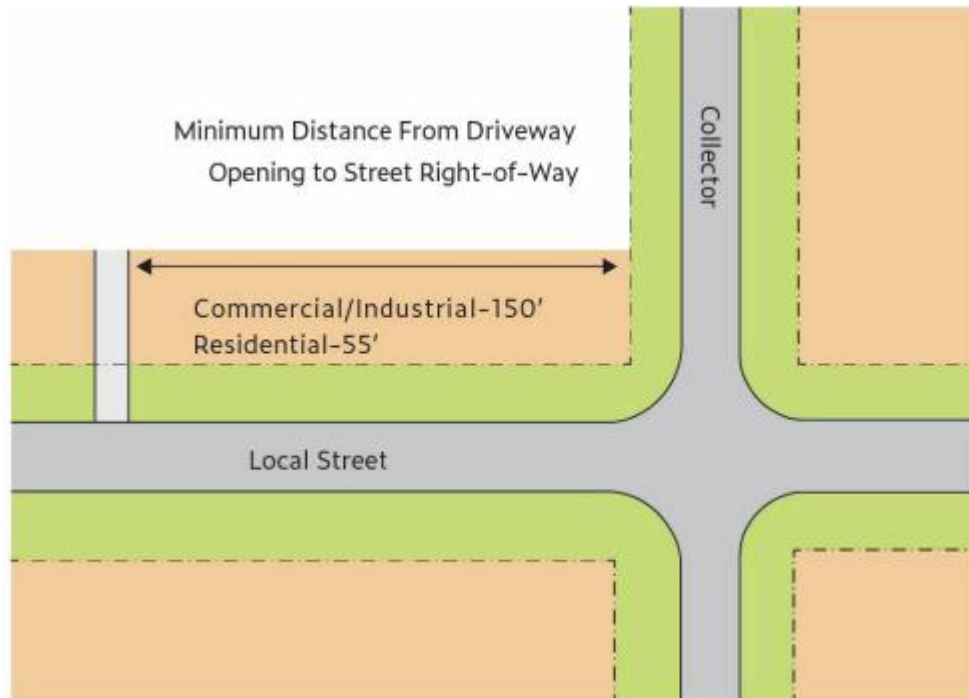
Driveway and access spacing to the lots is subject to the provisions of Section 6.002 of the UDC as outlined below. There should not be any issue meeting these requirements on any of the proposed lots.

(1) A street’s functional classification shall be defined by the New Prague Comprehensive Land Use Plan’s Future Functional Classification Map.

(2) The distance from a driveway access to the intersection of two (2) streets shall be in accordance with the following table. The setback measurement shall be measured from the edge of the street right of way to the nearest edge of the curb cut for the driveway access.

STREET WITH PROPOSED PRIVATE DRIVEWAY ACCESS	Nearest Intersecting Street			
	Local Street	Collector	Minor Arterial	Principal Arterial
Local Street				
Residential Driveway	40'	55'	70'	100'
Commercial/Industrial Driveway	100'	150'	150'	*500'
Collector Street				
Residential Driveway	40'	55'	70'	100'
Commercial/Industrial Driveway	100'	200'	*500'	*500'

*A driveway access may be located less than 500 feet from the nearest intersection if the proper roadway geometrics are installed to limit access to right turns in and out of the property only. Such exceptions are subject to the approval of the City Engineer. Review criteria shall include but not limited to sight lines and distances, traffic volumes and speeds on the public street, intersection controls, street and driveway spacing, and trip generation from the property.



Trails / Sidewalks

UDC section 6.003(6) states that in an industrial area, a 5' wide sidewalk is required on at least one side of each street unless a trail is identified in place of a sidewalk. Sidewalk will definitely need to be extended on both 6th Ave. NW and 8th Ave. NW and also installed on at least one side of each new road in addition to the extensions noted earlier.

Throughout the original focus group process in 2011 which occurred prior to the platting of New Prague Business Park 11th directly south of the subject property, the importance of trails and sidewalks was noted. At this time it was suggested that a trail system could be located through or adjacent to the wetland and pond area on the east side of the site and connect into the required sidewalks in the remainder of the development although that idea was since discounted as the topography of that side of the site doesn't make it feasible. That said, staff believes this should be explored further, particularly as a greenway connection as the large low area is otherwise unusable for construction of buildings.

Drainage / Grading

A preliminary grading plan has not been submitted at this time, however the concept plan shows a "proposed pond" on the lowland area in the proposed east side outlot area. City Staff would support a pond in this location as it is generally low or as a steep slope and is not conducive to construction of buildings and already contains wetlands and stormwater ponds.

Flood Plain

As indicated on the FEMA FIRM panel #27139C0290E effective February 12, 2021, the property is located within the un-shaded Zone X which is determined to be outside the 500-year floodplain.

Wetland Conservation Act

A Wetland Delineation report dated August 2014 was completed by SEH for the eventual full 100+ acre site for the future industrial park. Since this wetland delineation is over 5 years old, a new wetland delineation will be required for any land included in a new plat.

DNR Comments

There are no DNR protected waters on or adjacent to the site however there are wetlands on a portion of the property which is addressed in the previous section of this report. The DNR was notified of the concept and at this time have not submitted any comments. DNR Area Hydrologist Taylor Huinker provided the following comments via e-mail on 5/14/26:

Thanks for sending this over. I don't see any public waters onsite or close enough for the shoreland ordinance to apply. I do not have any additional comments.

Taylor

Park Land Dedication

Section 6.003 (G) of the UDC outlines Park/Public Land Dedication requirements.

The Park Board is to review the proposed park land dedication for the development prior to any public hearings the Planning Commission may have on the Preliminary Plat. At this time, since no preliminary plat has been applied for, the Park Board has not yet formally reviewed.

The land to be dedicated for an industrial development such as this would be the “product of the per capita industrial share – 282 sq. ft. per employee and the expected number of employees in the development at full build out”.

**\$16,779 (Assuming 50 jobs in the new building at 282 sq. ft. per employee is 14,100 sq. ft. or 0.32 acres) worth of land required for park dedication. Fair market value of the unplatted and undeveloped land is estimated at \$1.19 per sq. ft. (estimated gross sales price for undeveloped land) for the purposes of this estimate (developer to provide appraisal to document fair market value). Other possible buildings are not included in the above estimate. In the past as the industrial park built out, park fees were collected at the time of building permit from each new building.

Generally speaking, an industrial park would not be an area where additional park land would be sought. In fact, the Comprehensive Plan does not show this as a future park search area because it is covered within the service area of Foundry Hill Park. That said, a section of greenway trail is shown as a possibility through the expanded industrial park area. An easement to accommodate the greenway trail could be utilized towards park dedication requirements. Existing wetlands, drainage ways and floodplain are not to be considered as contributions to the City.

Sewer Area Access Charge

All newly annexed and platted land into the City requires a per acre payment of the Sewer Area Access Charge which is \$6,010 per acre. The total charge for the 76 acre development is \$456,760.

Water Area Access Charge

All newly annexed and platted land into the City requires a per acre payment of the Water Access Charge fee. According to the City’s fee schedule the amount to be paid is \$2,814 per acre. The total water area access charge fee owed for the 76 acre development is \$213,864.

Electric Area Access Charge

All newly platted lots must pay the New Prague Utilities install and materials “at cost plus 15%”.

Bruce Reimers, Utilities General Manager, can provide an estimate once an application has been made for preliminary plat.

Sidewalk Fee

All newly annexed and platted land into the City requires a per lot payment of \$55 for a sidewalk fee. The total sidewalk fee owed for this 11 lot development is \$605.

Emergency Warning Siren Fee

All newly annexed and platted land into the City requires payment of an Emergency Warning Siren Area Charge. According to the City's fee schedule the amount to be paid is \$165 per acre. The total emergency warning siren fee owed for this 76 acre development is \$12,540.

Saw and Seal Fee (for developers installed roadways):

All new developer installed streets must pay the City to complete a saw and seal fee of \$3.50 per lineal foot for a saw joint every 40' of new roadway. The saw and seal would be done approximately 2 weeks following installation of the final lift. Staff would need additional information about what the extent of developer installed roadways might be to give an estimate. Based on the roads in the concept, staff would estimate approximately \$4,600 for the saw and seal fee.

Water Service

See comments elsewhere in this report.

Sanitary Sewer Service

See comments elsewhere in this report.

Stormwater System

See comments elsewhere in this report.

Engineering Comments

City Engineer Chris Knutson from SEH provided the following comments via e-mail on April 23, 2026:

Some preliminary comments:

1. The north end of 6th Avenue SE should have a cul de sac and not just terminate at a road entrance to CVF Racing.
2. The parcels A-E on the west side may not be serviceable from the proposed pond due to elevation. A second pond and outlet will likely be needed.
3. I believe that Brick's Boatworks connected to an in-place tile for a pond discharge point that may need to be relocated and improved. This may transition from a private drainage agreement to a city-owned utility.

4. A water main loop will be needed between 6th Avenue NW and 8th Avenue NW. This was previously to occur along the roadways. I expect it could be within utility easement if needed.
5. The parcels A-E on the west side may not be fully serviceable from 6th Street NW sanitary sewer. Building elevations will need to be considered for any mass site grading. The previous study appeared to cut the sewershed to somewhere between Parcel C and D.
6. The proposed pond is landlocked without direct access to any roads. This may be problematic for future maintenance or inspection requirements by public works.
7. CVF should consider where their on-site stormwater volume reduction will fit. This would likely be a rain garden, filtration basin, subsurface, etc. This is needed in addition to the pond. It does not appear to be accounted for.

This may have enough changes where an update to previous business park planning should be considered. That would also include guidance from the NW Lift Station preliminary design.

Public Works and Utility Comments

While no formal comments were received from Public Works Director Matt Rynda or Utilities General Manager Bruce Reimers, both indicated that with 6th Ave. NW ending shortly to the north of the existing terminus of 6th Ave. NW and providing access only to Parcels G & I, a large public drainage and utility easement will be necessary to provide for access to the proposed pond in the proposed outlot and also for the looping of water main, and also likely for electric and stormwater infrastructure that would have normally followed a dedicated road right of way.

CenterPoint Energy was not solicited for comments at this time.

Building Official Comments

Scott Sasse, Building Official, noted that the elevations for the possible 200,000 sq. ft. building on Parcel G appear to be a Type II-B construction building and that there shouldn't be any problem achieving that kind of square footage for a manufacturing use.

City Attorney Comments

Scott Riggs, City Attorney, was not solicited for comments at this time.

Scott County Highway Department Comments

As the concept plan does not abut any County Road, comments were not solicited from the Scott County Highway Department.

MnDOT Comments

As noted earlier, MnDOT's Metro District was notified on 4/22/26 of the concept plan as required by statute as the subdivision abuts a state highway. No comments have been received at this time.

Environmental Review

A Phase 1 Environmental Site Assessment was completed by Wenck and is dated July 2014. It concluded that there is no evidence of recognized environmental conditions, controlled recognized environmental conditions and historical recognized environmental conditions in connection with the subject property.

A Preliminary Geotechnical Evaluation Report was not previously completed by the City for any of the subject property.

An EAW is not mandatory because it does not meet the threshold requirements. Minnesota Rules require preparation of an EAW for the following:

- Projects constructing new or expansion of an existing warehousing or light industrial facility, equal to or in excess of the following threshold – 300,000 sq. ft. (noting that New Prague is a Fourth Class City).
- Projects resulting in the permanent conversion of 80 or more acres of agricultural land located outside of the MUSA (Metropolitan Urban Service Area). In the case of this concept, the development is only 76 acres.

Street Names

Existing street names shall be used where connections are made or where streets line up. The two north/south extensions will be named 6th Ave. NW and 8th Ave. NW. The future east/west road at the north end of the concept plan land is open for naming.

Annexation

The entire concept plan area is located within the City's Orderly Annexation Area with Helena Township. An application for annexation can be filed with the City concurrent with the application for rezoning (establishing zoning) and platting.

Staff Recommendation

Staff recommends that the Planning Commission review the concept plan and staff comments and provide comment and feedback, but not provide any formal action at this time.

ATTACHMENTS

1. Air Photo – April 2026
2. Site Plan Aerial – Dated 5/1/26
3. Site Plan Aerial Zoomed In – Dated 5/1/26
4. Zoning Districts – Dated 5/1/26
5. Comprehensive Plan Guides – Dated 5/1/26
6. Future Corridors – Dated 5/1/26
7. Greenway Map from Comp. Plan. – Undated
8. Proposed Concept Plan by Stantec – Undated
9. Building Elevations by RJ Ryan – Dated 4/17/26
10. Photos – Dated 5/11/26
11. Original Concept – Dated 2015



April 2026 Air Photo of the Subject Site Outlined in Blue



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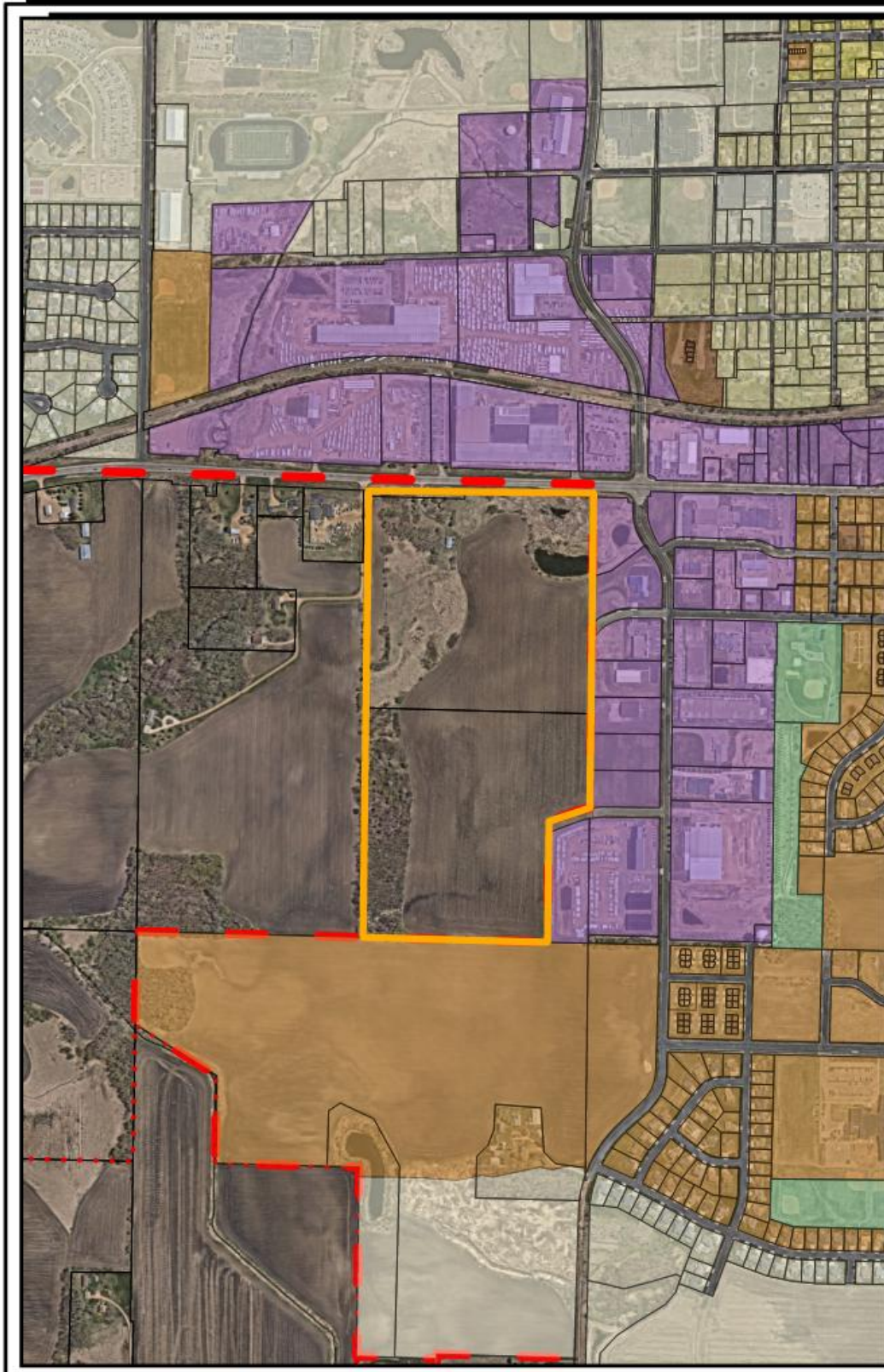
CVF Racing Concept Plan





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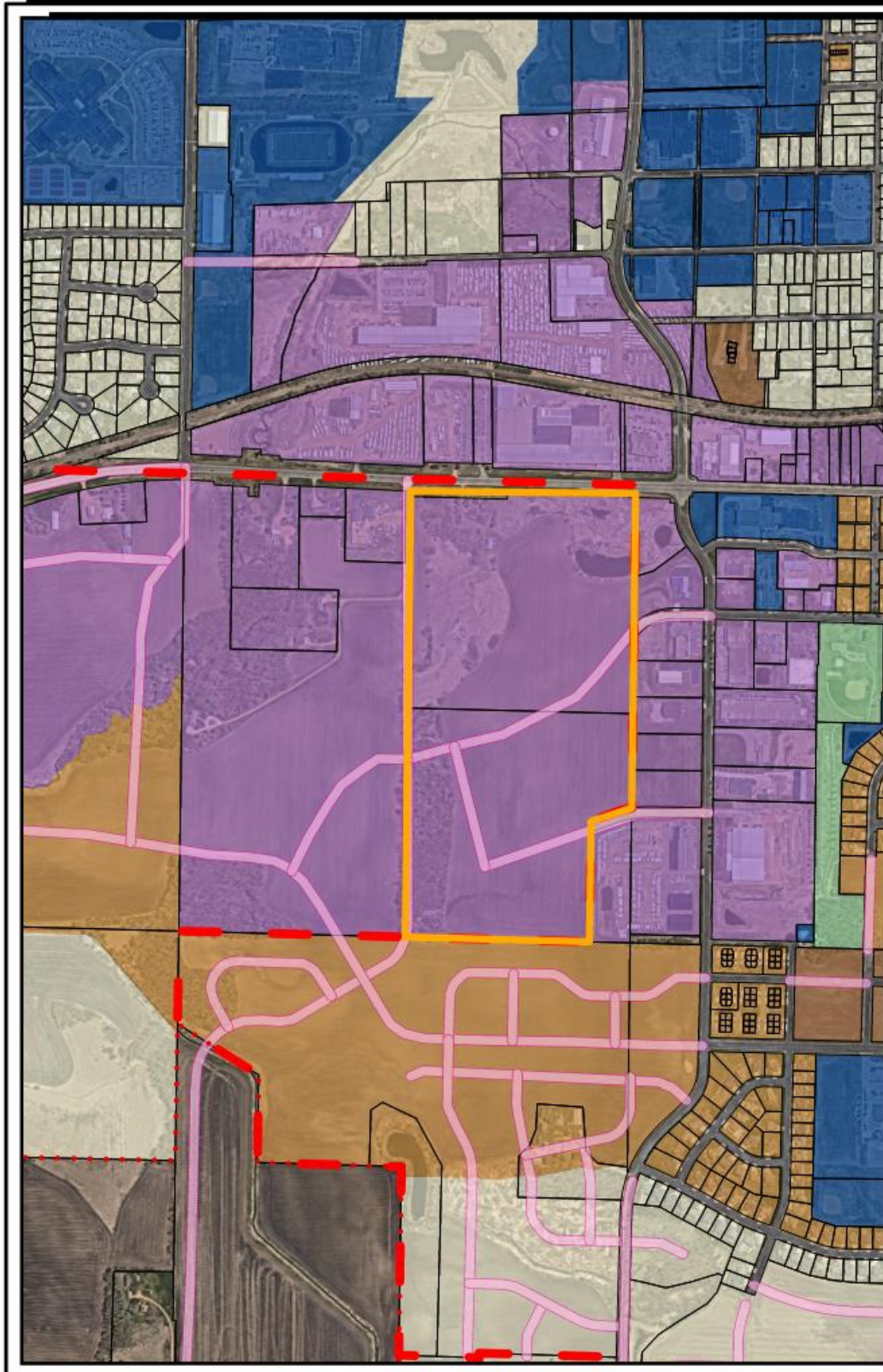
CVF Racing Concept Plan



CVF Racing Concept Plan Zoning Districts



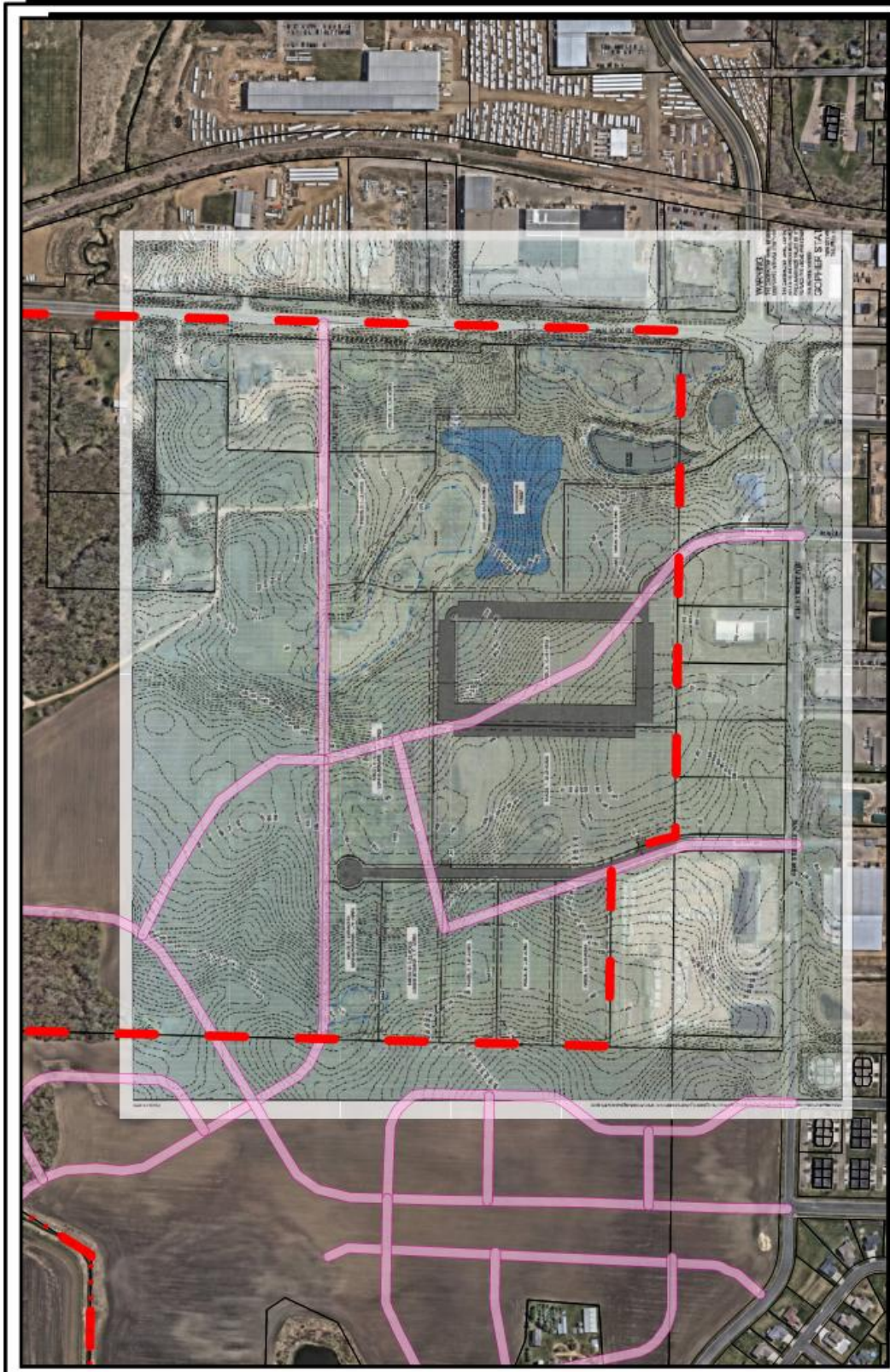
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CVF Racing Concept Plan Comprehensive Plan Guiding

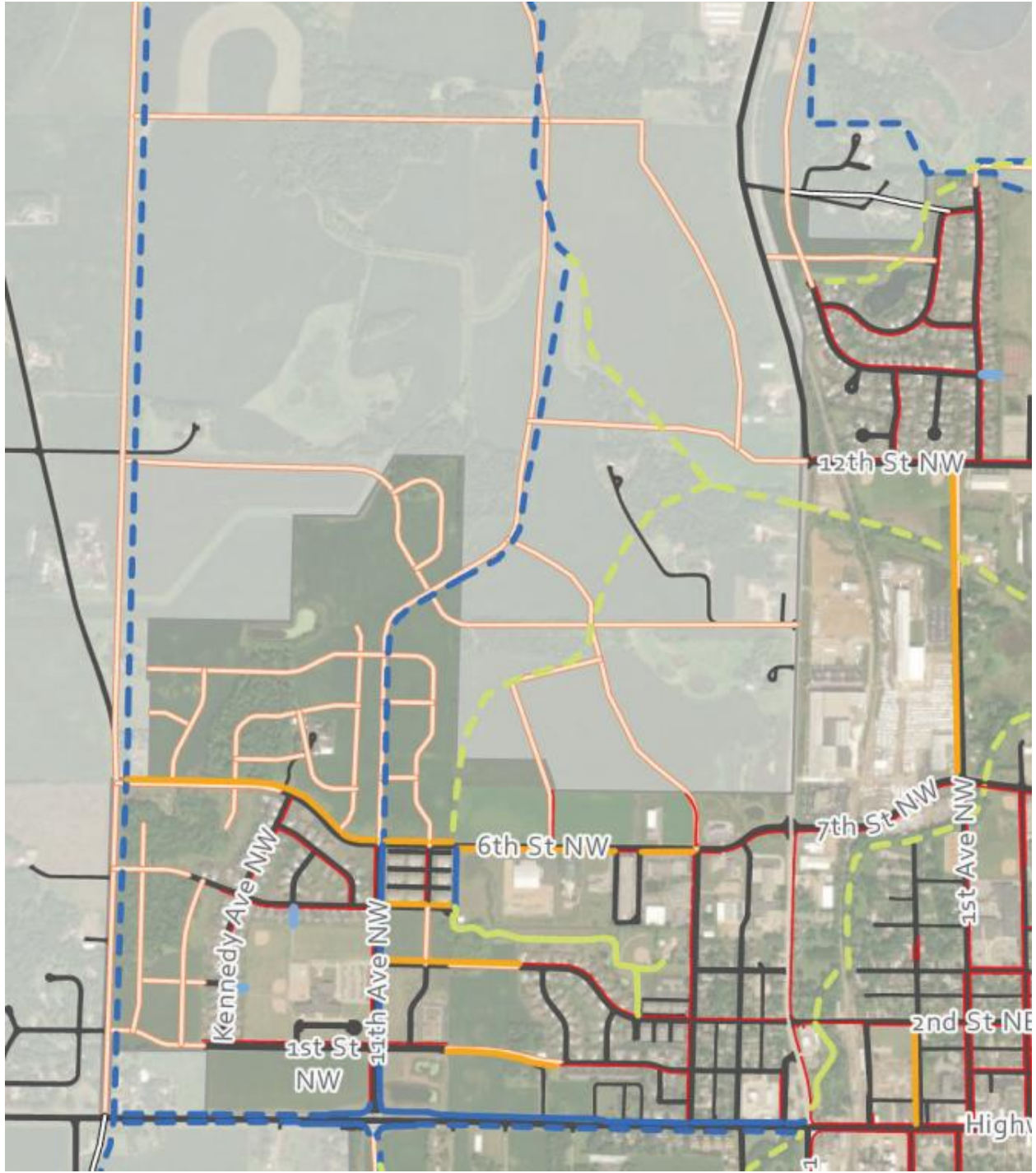




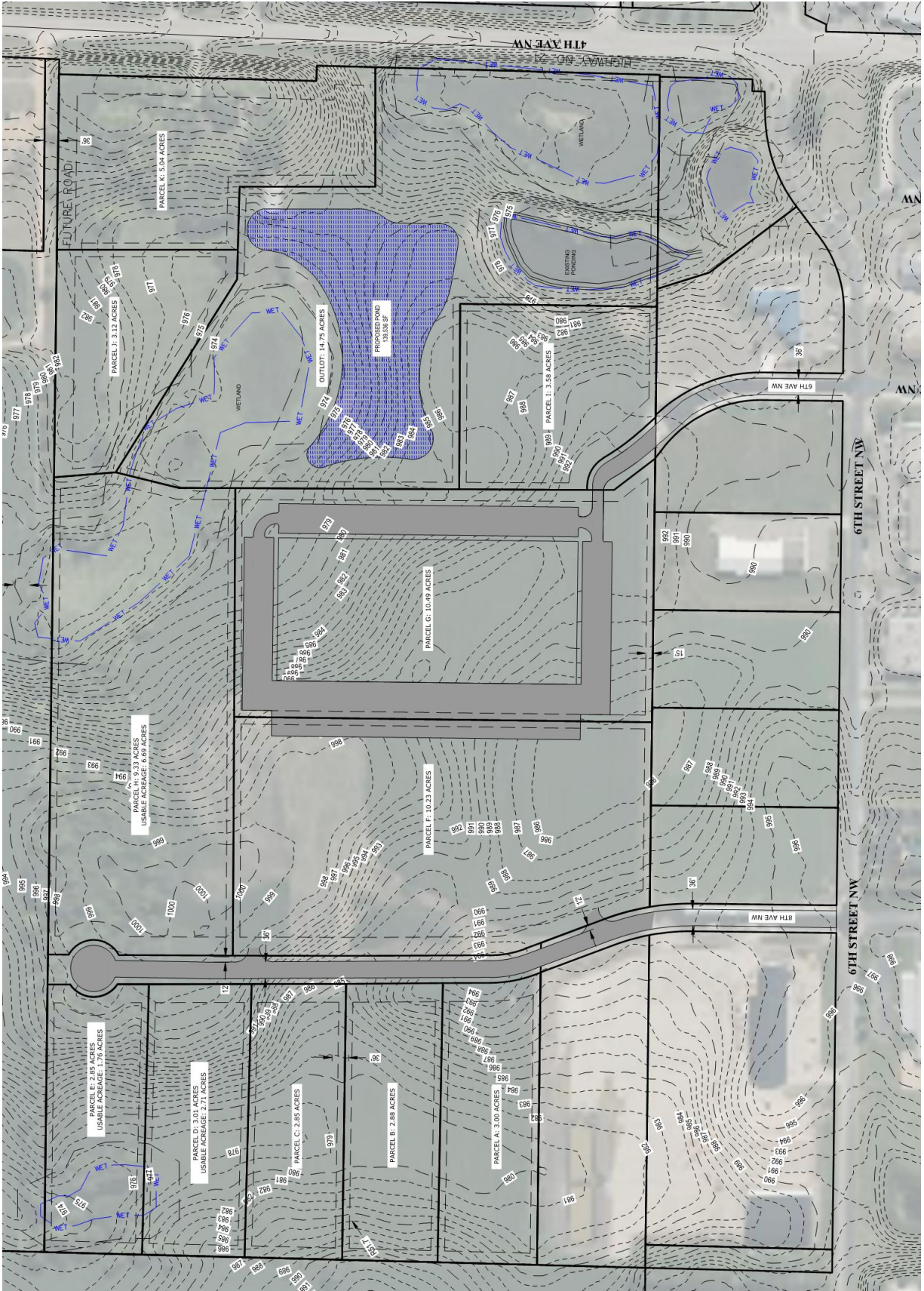
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CVF Racing Concept Plan Future Corridors





Possible Greenway Trail Corridor shown in Dashed Green Line





Looking North from the current end of 8th Ave. NW (Bricks Boatworks to the left (west) side



Looking NE from the end of 8th Ave. NW (Bevcomm building is on the right side (east) of picture



Looking NE from end of 6th Ave. NW (Chart off in the distance to the east)



Looking NW from end of 6th Ave. NW



Google Streetview from August 2025 Looking West/NW at the subject site (wetlands/ponds in the foreground)

