

CITY OF CHANHASSEN  
CARVER AND HENNEPIN COUNTIES, MINNESOTA

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 20 OF THE  
CHANHASSEN CITY CODE, THE CITY'S ZONING ORDINANCE,  
BY REZONING CERTAIN PROPERTY

THE CITY COUNCIL OF THE CITY OF CHANHASSEN ORDAINS:

Section 1. Chapter 20 of the Chanhassen City Code, the City's zoning ordinance, is hereby amended by rezoning all property as described below from RSF, Single Family Residential District and PUD-Mixed Use, Planned Unit Development-Residential:

North Parcel

Parcel 1

Part of the Northwest Quarter of the Northwest Quarter of Section 24, Township 116, Range 23, Carver County Minnesota, described as follows:

Commencing at the northwest corner of the Northwest Quarter of said Section 24; thence on an assumed bearing of South 89 degrees 19 minutes 43 seconds East along the North line of said Northwest Quarter 338.00 feet; thence South 25 degrees 26 minutes 43 seconds East 128.38 feet to a point on the centerline of State Highway Number 101 said point being the point of beginning of the tract to be described; thence westerly along said centerline along a non tangential curve that is concave to the north, said curve having a central angle of 09 degrees 11 minutes 57 seconds, a radius length of 621.15 feet, an arc length of 99.73 feet, a chord bearing of South 74 degrees 12 minutes 13 seconds West and a chord length of 99.62 feet; thence South 79 degrees 38 minutes 53 seconds West along said centerline and tangent to last described curve 163.44 feet; thence southwesterly along said centerline along a tangential curve that is concave to the southeast, said curve having a central angle of 19 degrees 36 minutes 53 seconds, a radius length of 231.87 feet, an arc length of 79.38 feet; thence continuing southwesterly along said centerline along a compound curve, that is concave to the southeast, said curve having a central angle of 52 degrees 18 minutes 23 seconds, a radius length of 127.60 feet, an arc length of 116.49 feet, a chord bearing of South 33 degrees 34 minutes 37 seconds West, a chord length of 112.49 feet to the West line of said Northwest Quarter; thence South 00 degrees 01 minutes 33 seconds East along said centerline and along the West line of said Northwest Quarter 362.74 feet to the South line of the North 660.00 feet of the West Half of the Northwest Quarter of said Section 24; thence South 89 degrees 19 minutes 43 seconds East along said South line 430.13 feet to the westerly right-of-way line of Trunk Highway Number 312; thence northeasterly along said westerly right-of-way line along a non-tangential curve that is concave to the southeast, said curve having a central angle of 11 degrees 42 minute 56 seconds, a radius length of 350.00 feet, an arc length of 71.57 feet, a chord bearing of North 64 degrees 07 minutes 43 seconds East, a chord length of 71.44 feet; thence North 16 degrees 17 minutes 03 seconds East along said westerly right-of-way line and not tangent to the last described curve 360.83 feet; thence northerly along said westerly right-of-way line along a non-

tangential curve that is concave to the east said curve having a central angle of 17 degrees 30 minutes 47 seconds, a radius length of 981.48 feet, an arc length of 300.00 feet, a chord bearing North 20 degrees 48 minutes 18 seconds East, a chord length of 298.83 feet to the North line of said Northwest Quarter; thence North 89 degrees 19 minutes 43 seconds West along said North line and not tangent to last described curve 118.28 feet to the centerline of State Highway Number 101; thence southwesterly along said centerline along a non-tangential curve that is concave to the northwest, said curve having a central angle of 20 degrees 33 minutes 03 seconds, a radius length of 621.15 feet, an arc length of 222.79 feet, a chord bearing of South 59 degrees 19 minutes 43 seconds West, a chord length of 221.60 feet to the point of beginning.

Parcel 2

Lot 1, Block 1, Gateway North, Carver County, Minnesota.

South Parcel

Parcel 3

Lot 2, Block 2, Gateway North, Carver County, Minnesota.

Parcel 4

Outlot A, Gateway North, Carver County, Minnesota.

Abstract

Section 2. The rezoning of this property is subject to the following design standards:

## **WEST PARK**

### PUD DEVELOPMENT DESIGN STANDARDS

#### **a. Intent**

The purpose of this zone is to create a RESIDENTIAL PUD. The use of the PUD zone is to allow for more flexible design standards while creating a higher quality and more sensitive development. Each structure proposed for development shall proceed through site plan review based on the development standards outlined below.

#### **b. Permitted Uses**

- The permitted uses in this zone should be limited to four, five, and six plex complexes.
- The total number of units for the entire site may not exceed ~~99~~ 92 units.

#### **c. Setbacks**

The PUD ordinance requires setbacks from roadways and exterior property lines. The following table displays those setbacks.

<b>Boundary</b>	<b>Building/ Parking Setbacks (feet)</b>
Highway 101	25/10 *
Highway 212	25/25
Northerly Project Property Line	25/25
Westerly Project Property Line	25/20
Internal Project property lines	0 /0
Hard Surface Coverage-Residential	50 %
Maximum Residential Building/Structure Height	35 or 3 stories, whichever is less

\* parking setbacks maybe reduced to 10 feet if full screening is provided.

**d. Residential Building Materials and Design**

Buildings and site design shall comply with design standards outlined in Article XXIII. General Supplemental Regulations, Division 9 of the Zoning Ordinance.

- 1.All units shall have access onto an interior private street.
- 2.A design palette shall be approved for the entire project. The palette shall include colors for siding, shakes, shutters, shingles, brick, stone, etc.
- 3.All foundation walls shall be screened by landscaping or retaining walls.
- 4.All adjoining units must exhibit different exterior design features and color.

**e. Site Landscaping and Screening**

The intent of this section is to improve the appearance of vehicular use areas and property abutting public rights-of-way; to require buffering between different land uses; and to protect, preserve and promote the aesthetic appeal, character and value of the surrounding neighborhoods; to promote public health and safety through the reduction of noise pollution, air pollution, visual pollution and glare.

1. The landscaping standards shall provide for screening for visual impacts associated with a given use, including but not limited to parking areas, utility boxes, unadorned building massing, etc.
2. All open spaces and non-parking lot surfaces, except for the fire pit area, shall be landscaped, rockscaped, or covered with plantings and/or lawn material.
3. Undulating berms, shall be sodded or seeded at the conclusion of grading and utility construction. The required buffer landscaping may be installed where it is deemed necessary to screen any proposed development. All required boulevard landscaping shall be sodded.

4. Native species shall be incorporated into site landscaping, whenever possible.

**f. Street Furnishings**

Benches, trash receptacles, planters and other street furnishings should be of design and materials consistent with the character of the area. Wherever possible, street furnishings should be consolidated to avoid visual clutter and facilitate pedestrian movement.

**g. Signage**

The intent of this section is to establish an effective means of communication in the development, maintain and enhance the aesthetic environment, to improve pedestrian and traffic safety, to minimize the possible adverse effect of signs on nearby public and private property, and to enable the fair and consistent enforcement of these sign regulations. It is the intent of this section, to promote the health, safety, general welfare, aesthetics, and image of the community by regulating signs that are intended to communicate to the public, and to use signs which meet the city's goals:

- a. Preserve and promote civic beauty, and prohibit signs which detract from this objective because of size, shape, height, location, condition, cluttering or illumination;
- b. Ensure that signs do not create safety hazards;
- c. Ensure that signs are designed, constructed, installed and maintained in a manner that does not adversely impact public safety or unduly distract motorists;
- d. Preserve and protect property values;
- e. Ensure signs that are in proportion to the scale of, and are architecturally compatible with, the principal structures;

**g.1. Monument Sign:**

One monument sign shall be permitted at the entrances to the development off of Lake Susan Drive. These signs shall not exceed 24 square feet in sign display area nor be greater than five feet in height. These signs shall be setback a minimum of 10 feet from the property line.

**g.2. Sign Design and Permit Requirements:**

- a. The sign treatment is an element of the architecture and thus should reflect the quality of the development. The signs should be consistent in color, size, and material and height throughout the development. A common theme will be introduced at the development's entrance monument and will be used throughout.
- b. All signs require a separate sign permit.

**h. Lighting**

1. Lighting for the interior of the development shall be consistent throughout the development. Fixtures with decorative natural colored pole shall be used throughout the development in parking and street lighting. Decorative, pedestrian scale lighting shall be used in the fire pit area and sidewalk areas and may be used in parking lot areas.
2. Light fixtures should be kept to a pedestrian scale (12 to 18 feet).
3. All light fixtures shall be shielded. Light level for site lighting shall be no more than ½ candle at the project perimeter property line. This does not apply to street lighting.

**i. Residential Parking shall comply with city code requirements.**

Section 4. This ordinance shall be effective immediately upon its passage and publication.

PASSED AND ADOPTED by the Chanhassen City Council this 10th day of July, 2017.

ATTEST:

\_\_\_\_\_  
Todd Gerhardt, Clerk/Manager

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Denny Laufenburger, Mayor

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