

AMENDED AGENDA



AGENDA
CHASKA CITY COUNCIL
ONE CITY HALL PLAZA, CHASKA CITY HALL
Monday, March 16, 2020
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
 - 5.A. Emergency Manager/Fire Chief Tim Wiebe - Planning/Implementation Regarding COVID 19
 - 5.B. **Adopt Resolution 2020-24, Declaring a Local Emergency**
6. Approve Previous Meeting Minutes
 - 6.A. Approve the February 24, 2020 City Council Meeting Minutes
 - 6.B. Approve the March 2, 2020 City Council Meeting Minutes
7. Consent Items
 - 7.A. Adopt Resolution 2020-22, Approve Construction Plans for 2020 Street and Utility Reconstruction Project (File #524-91200)
8. Action Items

- 8.A. Adopt Resolution 2020-23, Public Hearing: Establishing a Redevelopment Tax Increment District (TIF 23 - City Square West Redevelopment) and Approving a Tax Increment Financing Plan
- 8.B. Adopt Resolution 2020-20, POSTPONED UNTIL 3/30/2020 - Approving the Concept Plan for Sagewood 3rd/DR Horton/PC #2020-06
- 8.C. Adopt Resolution 2020-21, Approving the Concept Plan for Oak Ridge/RCS-RCA Oak Ridge LLC/PC #2020-07
- 9. Bills
 - 9.A. ACCOUNTS PAYABLE COUNCIL ROSTER 3-16-2020
- 10. Other Business
 - 10.A. City Administrator's Report
 - 10.A.i. Biweekly 3-16-2020
 - 10.B. Other Meeting Minutes
 - 10.B.i. Receive the draft Minutes of the February 12th Planning Commission Meeting.
- 11. Adjourn

Chaska Economic Development Authority Meeting
Immediately following City Council

REQUEST FOR ACTION CHASKA CITY COUNCIL 03/16/2020

Subject: Adopt Resolution No. 2020-24 Declaring a Local Emergency

Prepared By: Matt Podhradsky-City Administrator

As the City Council is aware, the World Health Organization declared the COVID-19 Virus a Pandemic, meaning that its effects are being felt world-wide. Over the course of a week significant actions have been taken at the Federal and State Levels of Government to address this serious situation, with our Emergency Management Team at the City working hard to implement a plan to minimize the impacts of this crisis on our community, and to try to preserve the continuity of our essential City services during this period of time.

Under State Statutes 12.29 and 12.37, the State of Minnesota provides local governments with a tool to make it easier to properly respond to these types of situations. Specifically, State Statute allows a municipality to Declare a Local Emergency to address crisis situations. Beyond just the message that declaring a local emergency provides to the community as to the seriousness of a situation, declaring a local emergency also provides us with tools that allow us to be able to respond more rapidly to situations involving public health, safety and welfare. Specifically, the Statute 12.37 provides municipalities with the following authority:

- (1) Enter into contracts and incur obligations necessary to combat the disaster by protecting the health and safety of persons and property and by providing emergency assistance to the victims of the disaster; and
- (2) exercise the powers vested by this subdivision in the light of the exigencies of the disaster without compliance with time-consuming procedures and formalities prescribed by law pertaining to:
 - (i) the performance of public work;
 - (ii) entering into contracts;
 - (iii) incurring of obligations;
 - (iv) employment of temporary workers;
 - (v) rental of equipment;
 - (vi) purchase of supplies and materials;
 - (vii) limitations upon tax levies; and
 - (viii) the appropriation and expenditure of public funds, for example, but not limited to, publication of ordinances and resolutions, publication of calls for bids, provisions of civil service laws and rules, provisions relating to low bids, and requirements for budgets.

In essence, it allows us to forgo such time consuming measures as going through formal bidding requirements to take action on emergency needs, or to enter into contracts to address these public safety needs without having to go through formal action to adopt these. The

Declaration of Emergency also makes it easier for the City to seek reimbursement through the State and Federal Governments when this emergency has ended for actual expenses and for potential lost revenue.

Staff is recommending that Council approve this resolution declaring this local emergency.

CITY COUNCIL ACTION REQUESTED

Motion to approve Resolution No. 2020-24 Declaring a Local Emergency to address the COVID 19 Pandemic.

RESOLUTION NO. 2020-24

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

**RESOLUTION ENACTED UNDER AUTHORITY OF
MINNESOTA STATUTES §§ 12.29 AND 12.37 TO
DECLARE A LOCAL EMERGENCY**

WHEREAS, THE MAYOR AND THE CITY COUNCIL, of the City of Chaska has found that the following situation (the “Situation”) exists:

Pandemic of COVID 19

WHEREAS, the Mayor has determined that the Situation is a local emergency; and

WHEREAS, the City Council of the City of Chaska agrees with the Mayor’s findings and further finds that the Situation will last for more than three (3) days, which would be the period of time defined in State Statute the Mayor could declare an emergency without consent of the Council;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Chaska, Minnesota, as follows:

The city council declares the Situation constitutes a local emergency continuing until federal or state action declaring an end to the state of emergency or subsequent determination of the Chaska City Council.

This declaration of a local emergency will invoke the city’s disaster plan. The portions that are necessary for response to and recovery from the emergency must be used. Other appropriate emergency actions directed or recommended by federal and state government or health organizations, or deemed necessary by City emergency management authorities, including those otherwise inconsistent with established laws, policies and procedures, are hereby authorized to protect the public health, safety and welfare.

PASSED AND DULY ADOPTED by the City Council of the City of Chaska this 16th day of March, 2020.

Mark Windschitl, Mayor

ATTEST:

Matt Podhradsky, City Administrator

DRAFT

**- MINUTES -
CHASKA CITY COUNCIL
FEBRUARY 24, 2020**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7 pm.

2. Pledge of Allegiance

3. Roll Call

Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, Mayor Pro Tem Grau.
Absent: Mayor Windschitl.

Also Present: Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; Luke Melchert, City Attorney; Noel Graczyk, Administrative Services Director; City Engineer Matt Clark; Nate Kabat, Assistant Administrator; and Matt Podhradsky, City Administrator.

4. Adopt the Agenda

Motion by Councilmember Hubbard, second by Councilmember Huang to adopt the agenda as presented.

Motion carried.

5. Visitor Presentation

Ken Haasken with Chestnut Realty expressed concern with lack of parking spaces due to the summer farmer's market and requested it not be held there this year.

Assistant Administrator Kabat provided a summary of the public input process for last year.

Councilmember Hubbard inquired why the farmer's market was moved to the parking lot in the first place.

City Administrator Podhradsky provided detail regarding that move.

6. Minutes

Motion by Councilmember Huang, second by Councilmember Hubbard to approve the minutes of the February 3, 2020 City Council meeting.

Motion carried.

7. Consent Agenda

Councilmember Hubbard asked for further detail regarding item 7.G.

City Administrator Podhradsky gave more information regarding that item.

Mayor Pro Tem Grau requested clarification regarding item 7.C.

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FEBRUARY 24, 2020 PAGE 2

Community Development Director Ringwald explained the item in further detail.

Motion by Councilmember Hubbard, second by Councilmember Huang to approve the Consent Agenda Items A through G:

- A. Approve Temporary Liquor Licenses for SW Metro Chamber of Commerce
Motion to approve both the Temporary On-Sale Intoxicating License TW.20-02 and Temporary On-Sale 3.2% Malt Liquor License T32.20-01 for the SW Metro Chamber of Commerce at Taste of Chaska.
- B. Letter of Support - US Highway 212 Freight Mobility and Safety Project
Motion to authorize the Mayor to sign a letter of support for federal financial assistance under US Department of Transportation {DOT} Discretionary Grant Programs.
- C. Adopt Resolution 2020-16, Approving the Issuance of the EAW for Public Comment for Pinnacle
Motion to adopt Resolution No. 2020-16, authorizing the EAW release for public comment on the proposed Pinnacle residential development by Pulte Homes.
- D. Adopt Resolution 2020-15, Ratifying Sale and Issuance of Bonds
Motion to adopt Resolution No. 2020-15 ratifying the sale of Taxable Full-Term Installment Purchase Revenue Bonds, Series 2020A by the Economic Development Authority of the City of Chaska Minnesota, and authorizing execution of related documents.
- E. Approve Joint Memorandum of Understanding for Mountain Bike Trails
Motion to Approve the City of Chaska to Execute the 3-Way Memorandum of Understanding Between the City of Chaska, City of Chanhassen and Carver Trails Group.
- F. Agreement for Carver County Conveyance of Real Property
Motion to approve the Agreement for Carver County Conveyance of Real Property Located Within City of Chaska for Public Use as Recreational Trail for Off-Road Bikes.
- G. Adopt Resolution 2020-17, Amending 2020 Budget
Motion to adopt resolution Number 2020-17 amending the 2020 Budget.
Motion carried.

8. Action Items

8.A. Adopt Resolution 2020-13, Approving the Concept Plan for Chaska Bluffs 2nd Addition/DDK Construction/PC #2020-04

City Administrator Podhradsky introduced the item to the Council.

City Planner Hanson presented the item to the Council.

Councilmember Huang commented that it is nice to see a lower density build.

Dave Pokorney, representing DDK Construction, spoke in more detail about the proposed plan.

MINUTES-CHASKA CITY COUNCIL FEBRUARY 24, 2020 PAGE 3

Motion by Councilmember Hatfield, second by Councilmember Huang to adopt Resolution No. 2020-13 approving the Concept Plan for Chaska Bluffs 2nd Addition (PC #2020-04). Motion carried.

8.B. Adopt Resolution 2020-14, Approving the Preliminary Site & Building Plan for QualiTech, Inc. at 150 Jonathan Blvd N/Omar Haque/PC #2020-04
City Administrator Podhradsky introduced the item to the Council.

City Planner Hanson presented the item to the Council.

Joe Wagner, project manager with ISG, provided further detail regarding the Council's questions about the building plan.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution No. 2020-14 approving the Preliminary Site & Building Plan for QualiTech, Inc. (PC #2020-03). Motion carried.

9. Bills

9.A. Accounts Payable Council Roster 2-24-2020

The Council requested further information about bills on pages 1, 2, 3, 5, 9, 11, 17, 19, 20, 21, 25, 33, and 35.

City Administrator Podhradsky provided further information regarding those bills.

Councilmember Huang recused himself from the vote for the bill for Cargill.

Motion by Councilmember Hatfield, second by Councilmember Huang to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang and Mayor Pro Tem Grau. Voting nay: None
Motion carried.

10. Other Business

10.A. City Administrator's Report

10.B. Bi-Weekly Report 2-3-2020

10.C. 4th-Qtr. 2019 Investment Report dated February 24, 2020

10.D. Receive the draft minutes of the 23rd of January Human Rights Commission Meeting

Councilmember Hatfield:

- Reported the second Marnita's Table was a great event with a wonderful turnout.

Councilmember Hubbard:

- Noted she took an electrical tour of the public municipal building and learned a lot.

Councilmember Huang:

- Noted he will be absent from the meeting next week due to work commitments.

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FEBRUARY 24, 2020 PAGE 4

- Reported he attended the Suburban Transit Association's Legislative Breakfast and summarized what was covered there.
- Noted Wednesday, March 18 is Transportation Day at the capital at 8:30am.

Mayor Pro Tem Grau:

- Echoed that the Marnita's Table event was great. The Council shared their impressions of the event.
- Updated the Council on the February Eastern Carver County Community Recreation Advisory Board Meeting that was held last Monday.
- Noted the Community Center Carnival is on March 6th at 5:30-7:30pm.
- Wished all Chaska High Schools successful winter sports playoffs.

City Administrator Podhradsky:

- Noted the employee recognition breakfast is Thursday, 2/27 at 7:30 am at the Event Center.

11. Adjourn

Motion by Councilmember Hatfield, second by Councilmember Huang to adjourn the meeting at 8:50 pm.

Motion carried.

**- MINUTES -
CHASKA CITY COUNCIL
MARCH 2, 2020**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 7 pm.

2. Pledge of Allegiance

3. Roll Call

Roll call was taken. Present: Councilmembers Hatfield, Hubbard, Huang, Grau, and Mayor Windschitl.

Absent: None.

Also Present: Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; Luke Melchert, City Attorney; Noel Graczyk, Administrative Services Director; City Engineer Matt Clark; Nate Kabat, Assistant Administrator; and Matt Podhradsky, City Administrator.

4. Adopt the Agenda

City Administrator Podhradsky recommended addressing item 7.C. before item 7.A. Motion by Councilmember Huang, second by Councilmember Hubbard to adopt the agenda as amended. Motion carried.

5. Visitor Presentation

None.

6. Consent Agenda

Motion by Councilmember Hatfield, second by Councilmember Huang to approve the Consent Agenda Items A through C:

- A. On-Sale Liquor at Community Event - Fire and Ice Festival and Bonspiel at Firemen's Park for Schram Haus Brewery
Motion to approve On-Sale Intoxicating License at a Community Event OSCF20.01 for Schram Haus Brewery, 3700 Chaska Blvd, Chaska MN for the Fire and Ice Festival and Bonspiel at Firemen's Park, effective July 17th and 18th, 2020.
- B. Public Improvements - SageWood Addition
Motion to accept public improvements in SageWood Addition as municipal facilities and adjust to letter of credit accordingly.
- C. Adopt Resolution 2020-12, MnDOT Limited Use Permit - Lyman Blvd.
Motion to adopt Resolution No. 2020-12, approving the Limited Use Permit with the State of Minnesota Department of Transportation for a Pedestrian Trail in the right-of-way of Trunk Highway 41 at the intersection of Lyman Boulevard/CSAH 18.
Motion carried.

7. Action Items

7.C. Adopt Resolution 2020-18, Approve Public Improvement Hearing for 2020 Street & Utility Reconstruction Project

City Planner Hanson introduced the item to the Council.

City Engineer Clark presented the item to the Council.

Councilmember Hubbard inquired if the assessment for the Carver County Building is consistent with the residential properties.

City Engineer Clark provided further information regarding the parameters to assess.

Tom Barnet, 620 E 6th Street, stated he is unsure how usage on Willow and 6th compares to usage on other streets such as 1st, or 2nd and stated making 6th a one-way with parking is a good idea.

City Administrator Podhradsky provided more detail regarding usage for residential areas.

Sarah Traver, 629 E 6th Street, asked about the plans for snow removal on the south side of 6th once it becomes one-way.

City Administrator Podhradsky and City Engineer Clark gave more information about the process to obtain a plan for addressing drainage on 6th Street and Bolt.

Councilmember Huang inquired how snow removal on other one-way streets in the City is handled.

City Administrator Podhradsky stated there are no other non-private streets that are one-ways.

Susan Cross, 627 6th Street, voiced concern about trash pick-up on a one-way street and how the one-way will affect the Welter property.

City Engineer Clark spoke about the storm-sewer plan maintenance that occurs and how it affects the layout of the cul-de-sac off the Welter property and stated they will work closely with him when finalizing the layout.

Jerry Welter, 640 E 6th Street, stated he understands the City is still working on the plan for drainage.

Catherine Tarbell Hull, 402 6th Street, asked why her neighborhood is not part of this project.

Mayor Windschitl explained that because of the money received for the bridge, the layout of the project for this year works best and he assumes Ms. Tarbell Hull's neighborhood will be part of next year's project.

MINUTES-CHASKA CITY COUNCIL
MARCH 2, 2020 PAGE 3

Mayor Windschitl directed Staff to be in communication with Ms. Tarbell Hull.

City Administrator Podhradsky stated this neighborhood is on the overall plan and will get done.

Mark Windschitl explained how the plan has had to change over the years and the challenges of the size of the overall plan against a reasonable timeline.

City Engineer Clark reiterated Mayor Windschitl's point.

Don Delorme, 612 E 7th Street, asked if his street will gain property.

City Engineer Clark provided more detail about the plan for 7th Street.

Tammy Dann, 516 Beech Street, expressed concern about where they will park when the project is underway and affecting their driveway as buses and semis drive Beech Street frequently.

City Administrator Podhradsky stated the project will begin when school is over and finish before it starts again.

City Engineer Clark noted the design for the uphill portion of Beech Street is not yet complete.

City Administrator Podhradsky explained they can look at putting temporary signage up during construction to route semi traffic a different way.

Ms. Cross commented that signage closing that section is a must when the bridge is under construction.

Mayor Windschitl noted that the road cannot be closed completely because residents will still need access.

City Administrator Podhradsky explained Staff will look at this area to identify what issues exist prior to planning out the street reconstruction.

Mr. Delorme inquired if the power line on 7th Street will be moved.

City Engineer Clark gave more information regarding those lines.

Motion by Councilmember Hatfield, second by Councilmember Huang to adopt Resolution No. 2020-18, Ordering the 2020 Street & Utility Reconstruction Project; directing the City Engineer to prepare the project plans and specification documents, and further, scheduling a Public Assessment Hearing for March 30, 2020. Motion carried.

7.A. Approve Chaska Par 30/Learning Links of Chaska Project

City Administrator Podhradsky presented the item to the Council.

Mayor Windschitl asked for clarification about the money that is going to be taken from stormwater.

City Administrator Podhradsky gave more information regarding how that will work.

Mayor Windschitl inquired about the work to be done with the pond and if something was done with it previously.

City Administrator Podhradsky detailed the work that has been done to the pond and what further work will be done.

Mayor Windschitl asked if this will affect the cross-country team.

City Administrator Podhradsky stated they thought it was to be closed this summer so have already planned to not use it.

Mayor Windschitl inquired if maintenance to the course will differ.

Kellin explained what maintenance would look like.

Mayor Windschitl requested further detail regarding the parking lot.

City Administrator Podhradsky provided information about the plan for the parking lot.

Mayor Windschitl asked if fundraising will change if the City gives the go ahead to move forward.

Eric Snyder, Learning Links, stated the more certain the project becomes, the less risky it feels to potential donors.

Councilmember Hubbard asked if the design has changed since the informational meeting in June.

Mr. Snyder provided further detail regarding the one change that has been made since the initial design.

Councilmember Hubbard inquired what happens if the weather doesn't cooperate for construction in the fall.

City Administrator Podhradsky stated they will try to squeeze it in.

Councilmember Hubbard asked if there are options being offered for regular Par 30 customers.

Kellin with Par 30 provided more information regarding how this will look.

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MARCH 2, 2020 PAGE 5

Mayor Windschitl asked if there is a design out for the public to see.

John Kellin, Chaska Head Golf Professional, representing the Par 30 stated that there will be.

Councilmember Huang looked for clarification regarding the distribution between the City and Learning Links.

City Administrator Podhradsky gave more information regarding this.

The Council and Staff discussed the benefits of having a course of this type in Chaska.

Motion by Councilmember Hubbard, second by Councilmember Grau to approve the project budget for the Chaska Par 30 Redevelopment project to increase to \$1,850,000, with the City's share of the project going from \$750,000 to \$1,000,000, and to authorize Staff to move forward on:

- Developing a Formal Partnership Agreement with Learning Links of Chaska
- Soliciting bids from contractors for the project
- Submitting all necessary permits to allow the project to move forward.

Susan Neuville, Vice-Chair of Learning Links Board, stated that Learning Links is fully supportive of this project.

Motion carried.

7.B. Adopt Resolution 2020-19, Joint Powers Agreement for County State Aide Highway 18 (CSAH18) Lyman Boulevard

City Administrator Podhradsky introduced the item to the Council.

City Engineer Clark presented the item to the Council.

Mayor Windschitl asked if the bids this time were better.

City Engineer Clark provided further detail regarding the bid this year compared to last year.

Mayor Windschitl looked to clarify that the moving of utilities is the utility's cost to bare.

City Engineer Clark stated that is correct and continued his presentation of the item.

Councilmember Grau inquired if this will solve some issues on Peavey Rd and Hwy 41.

City Administrator Podhradsky stated that a future development plan will solve that.

City Engineer Clark added that the roundabouts will keep traffic moving.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution No. 2020-19 approving the Joint Powers Agreement with Carver County for the construction on

MINUTES-CHASKA CITY COUNCIL
MARCH 2, 2020 PAGE 6

County State Aide Highway/County Highway 18 and approve the Bid Award to Eureka Construction, Inc. in the low bid amount of \$7,525,889.15. Motion carried.

8. Bills

8.A. Accounts Payable Council Roster 3-2-2020

The Council requested further information about bills on pages 4, 5, 6, 7, and 11.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Hatfield to approve the bills as presented. Roll call was taken. Voting aye: Councilmembers Hatfield, Hubbard, Huang, Grau and Mayor Windschitl. Voting nay: None
Motion carried.

9. Other Business

9.A. City Administrator's Report

9.B. Bi-Weekly Report 3-2-2020

9.C. Other Reports

9.C.i. Financial Reports Jan 2020

9.C.ii. STA PowerPoint Slides

Councilmember Hubbard:

- Updated the Council on the Steiner Kelting building in Victoria.
- Noted she attended the local government day at Chaska Middle School and did a Q and A with the civics class.
- Noted that Super Tuesday is tomorrow. Mayor Windschitl stated that all polling locations will be open.

Councilmember Huang:

- Noted the Council packet includes items requested by the Suburban Transit Association at the legislative breakfast held las month. The Council and Staff noted how changes with MetroLink has affected residents.
- Inquired about how long it takes to approve a liquor license application. City Administrator Podhradsky provided further information regarding that process.

Councilmember Grau:

- Noted the Chaska Community Carnival is March 6 at Chaska Community Center.
- Noted the School Exec Connect Host Community Meeting was tonight for the superintendent candidate profile and that a survey opportunity is available on the Easter Carver County Facebook page.

Mayor Windschitl:

- Noted the employee recognition event went great last week.

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MINUTES-CHASKA CITY COUNCIL
MARCH 2, 2020 PAGE 7

10. Adjourn

Motion by Councilmember Huang, second by Councilmember Hatfield to adjourn the meeting at 9:49 pm.

Motion carried.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
03/16/2020**

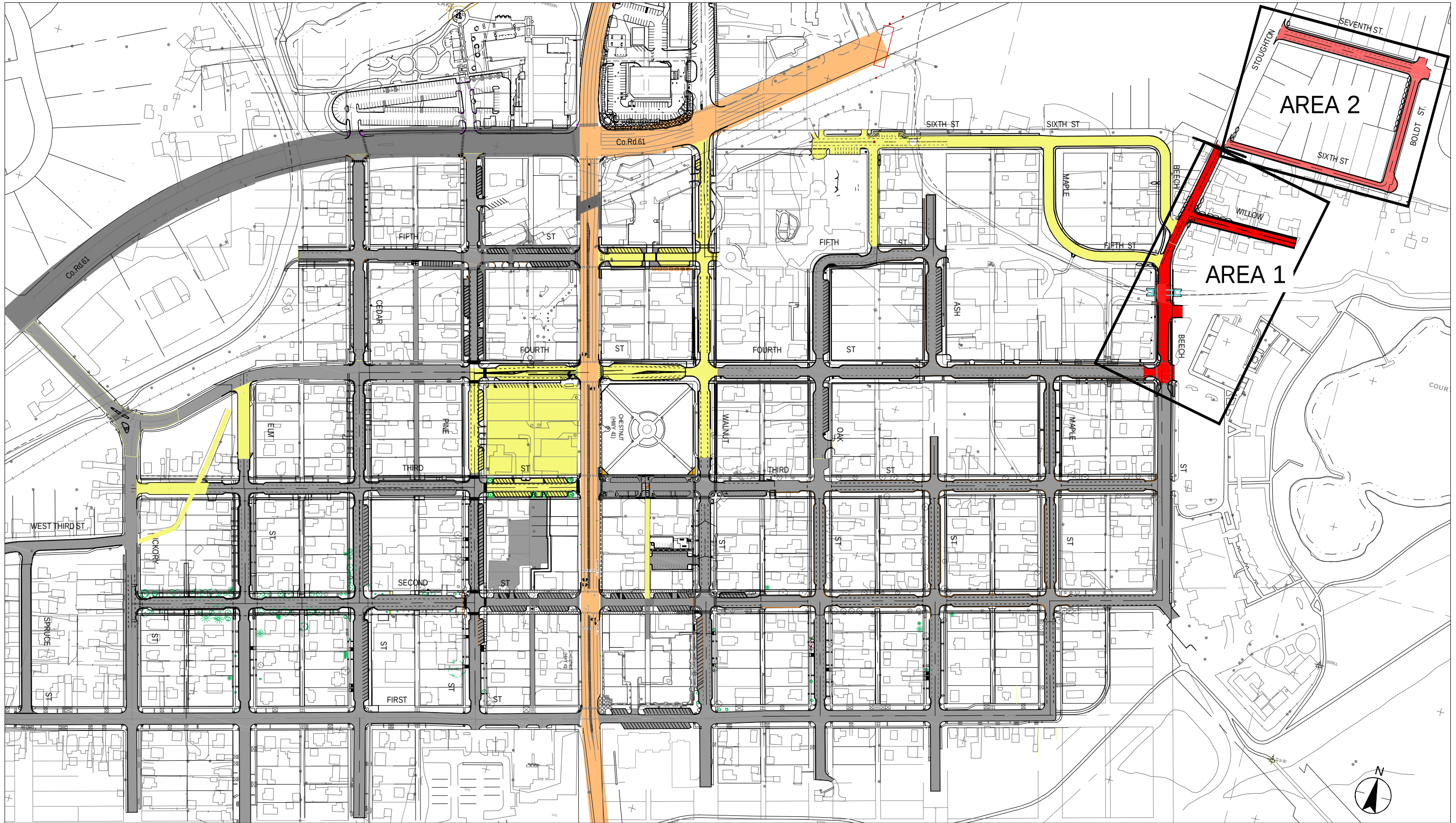
Subject: Construction Plans for 2020 Street and Utility Reconstruction Project (File#524-91200)

Prepared By: Matt Clark, City Engineer

The City Council recently approved the Feasibility Study and ordered the improvements for the 2020 Street Reconstruction Project. Consistent with previous presentations, the work includes the complete reconstruction of the streets shown in red on the attached exhibit. The construction plans are complete and attached for Council's consideration. The public hearing for the overall properties that are proposed to be assessed with this year's project is scheduled for March 30th. Letters have been submitted to all property owners proposed to receive assessments. The action item for this evening is to approve the plans and to allow for a timely contractor bidding schedule.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-22, approving the construction documents for the 2020 Street & Utility Reconstruction Project, and authorizing the solicitation of public bids.



DOWNTOWN CHASKA MASTER STREET LAYOUT

CHASKA, MINNESOTA

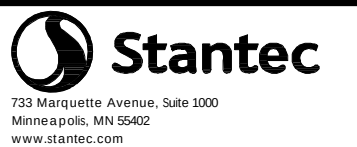
2020 DOWNTOWN RECONSTRUCTION

RECONSTRUCTED STREETS

FUTURE STREET RECONSTRUCTION

2020 DOWNTOWN RECONSTRUCTION

FIGURE A-2



THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS. DO NOT SCALE THE DRAWING. ANY ERRORS OR OMISSIONS SHALL BE REPORTED TO STANTEC WITHOUT DELAY. NO USE FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY STANTEC IS FORBIDDEN.

DESIGN DESIGNATION SAP XXX-XXX-004 (STREET)
LOCATION : STREET TO STREET

FUNCTIONAL CLASSIFICATION	COLLECTOR IN URBAN BOUNDARY
R-VALUE	20
DESIGN SPEED	30 MPH
ΣN-18	590,000
No. & WIDTH OF TRAFFIC LANES	2 LANES AT 12 FT
ADT (PRESENT YEAR) 2020	2,464
ADT (FUTURE) 2039	3,203
HCA DT (FUTURE YEAR) 2034	N/A
DESIGN LOAD	9 TN
NUMBER OF TRAFFIC LANES	2
NUMBER OF PARKING LANES	2

MINNESOTA DEPARTMENT OF TRANSPORTATION
CITY OF CHASKA
2020 DOWNTOWN RECONSTRUCTION

CONSTRUCTION PLAN FOR: GRADING, AGGREGATE BASE, PLANT MIXED BITUMINOUS PAVEMENT, SANITARY SEWER, WATER MAIN, STORM SEWER AND RELATED APPURTENANCES.

LOCATED ON STREET FROM STREET TO STREET

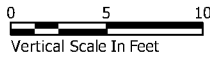
FOURTH STREET (SAP XXX-XXX-004)

GROSS LENGTH	817.00	FEET	0.155	MILES
BRIDGE LENGTH	0	FEET	0	MILES
EXCEPTION LENGTH	0	FEET	0	MILES
NET LENGTH	817.00	FEET	0.155	MILES

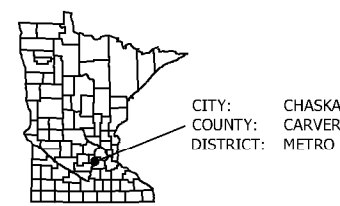
LENGTH AND DESCRIPTION BASED UPON NEW BAVARIA ROAD CENTERLINE

DESIGN SPEED FOR ROADWAY
BASED ON STOPPING SIGHT
DISTANCE:
HEIGHT OF EYE = 3.5 FT
HEIGHT OF OBJECT = 2.0 FT

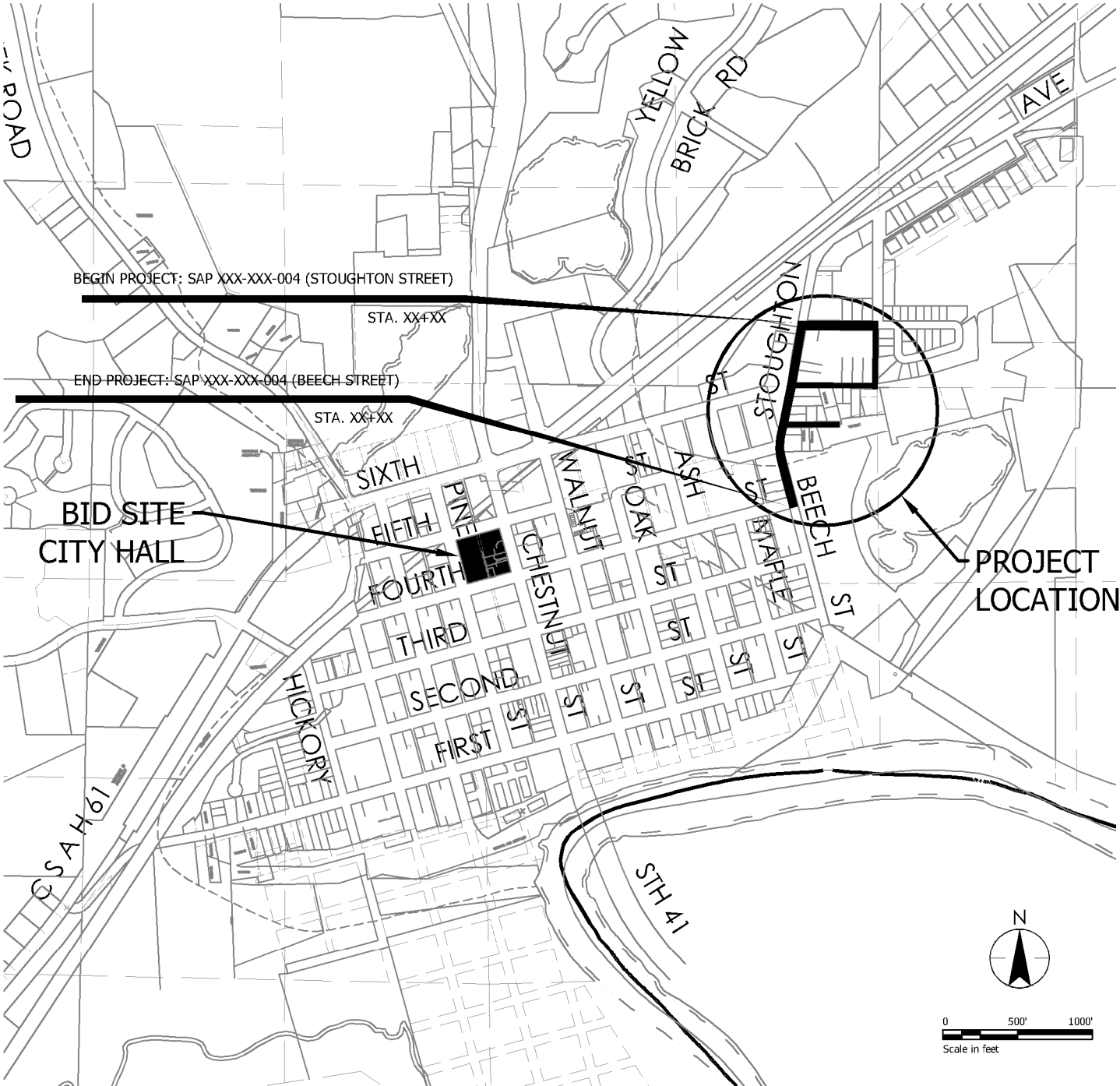
TYPICAL PLAN SCALE
UNLESS OTHERWISE NOTED:



PROJECT LOCATION



THE UTILITY QUALITY LEVELS IN THIS PLAN
WERE DETERMINED ACCORDING TO THE
GUIDELINES OF C1/ASCE 38-02, ENTITLED
"STANDARD GUIDELINES FOR THE COLLECTION
AND DEPICTION OF EXISTING SUBSURFACE
UTILITY DATA."



--- GOVERNING SPECIFICATIONS ---
THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR
CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM AND BE INSTALLED IN ACCORDANCE WITH THE
"MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) AND PART VI, "FIELD MANUAL"
FOR TEMPORARY TRAFFIC CONTROL DEVICES.



CITY OF CHASKA
CITY HALL
1 CITY HALL PLAZA
CHASKA, MN 55318
PH: (952) 448-9200

SHEET INDEX	
G0.01	TITLE SHEET, LOCATION PLAN, SHEET INDEX
G0.02	PLAN LEGEND
G0.03	STATEMENT OF ESTIMATED QUANTITIES
G0.04	TABULATIONS, STANDARD PLATES & BASIS OF QUANTITIES
G0.05	GENERAL PROJECT NOTES
G0.06	LOCATION PLAN - SHEET AND PHASE INDEX
C0.01 - C0.06	EXISTING CONDITIONS & REMOVALS
C1.01 - C1.02	TYPICAL SECTIONS
C2.01	EROSION CONTROL & TURF ESTABLISHMENT
C2.02	SURFACE WATER POLLUTION PREVENTION PLAN (SWPPP)
C4.01 - C4.06	SANITARY AND WATERMAIN IMPROVEMENTS
C5.01 - C5.04	STORM SEWER PLAN & PROFILE
C6.01 - C6.06	STREET IMPROVEMENTS & PROFILE
C6.07 - C6.09	INTERSECTION DETAILS
C7.01 - C7.10	CROSS SECTIONS
C8.01 - C8.05	CITY STANDARD DETAILS
C8.06 - C8.15	MNDOT STANDARD PLAN SHEETS
T9.01	SIGNING & STRIPING PLANS
E1.01	ELECTRICAL PLAN
E6.01	ELECTRICAL DETAILS
E8.01 - E8.02	ELECTRICAL DIAGRAMS
XX-XX	BRIDGE PLANS

TOTAL SHEETS: 66

CITY OF CHASKA, CITY ENGINEER DATE

DISTRICT STATE AID ENGINEER: REVIEWED FOR COMPLIANCE WITH
STATE AID RULES/POLICY DATE

APPROVED FOR STATE AID FUNDING: STATE AID ENGINEER DATE



I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT
WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION
AND THAT I AM A duly LICENSED ENGINEER
UNDER THE LAWS OF THE STATE OF MINNESOTA.
PRINT NAME: ERIC S. LEMKE
SIGNATURE: _____
DATE: 8/26/2020 LIC. NO. 42748

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
TITLE SHEET, LOCATION PLAN, SHEET INDEX

NO	REVISION	DATE
	-	

EXISTING TOPOGRAPHIC SYMBOLS

	STORM SEWER APRON		POLE-COMMUNICATIONS
	BASKETBALL POST		POLE-GUY
	BARRICADE PERMANENT		POLE-LIGHT
	BENCH		POLE-POWER
	BOOSTER STATION		POLE-UTILITY
	BUILDING LOWEST OPENING		POLE-UTILITY SERVICE
	BURIAL CONTROL MONUMENT		POST
	BUSH DECIDUOUS		PROPANE TANK
	CATCH BASIN BEEHIVE		PICNIC TABLE
	CURB BOX		SAMPLING WELL
	CATCH BASIN		ROCK
	COLUMN		RR SIGNAL CONTROL BOX
	CONTROL BOX SIGNAL		RR CROSSING GATE
	CLEAN OUT (SEWER)		RR SIGNAL
	CULVERT END		REGULATION STATION GAS
	DRINKING FOUNTAIN		SATELLITE DISH
	ENERGY DISSIPATER		SEPTIC TANK
	FLAG POLE		SEPTIC VENT
	FUEL PUMP		SEPTIC DRAIN FIELD
	GUY WIRE		SIGN
	GRILL		SOIL BORING
	HANDICAP SPACE		STAND PIPE GAS
	HANDHOLE		SPIGOT WATER
	FIRE HYDRANT		SPRINKLER HEAD
	HYDRANT PVMNT MARKER (REFLECTOR)		SPRINKLER VALVE BOX
	HYDRANT VALVE		STUMP
	INLET (SMALL DIA.)		SERVICE-GAS POINT ON LINE
	LIFT STATION CONTROL PANEL		SERVICE-SANITARY SEWER POINT ON LINE
	LIFT STATION DRY WELL		SERVICE-STORM SEWER POINT ON LINE
	LIFT STATION WET WELL		SERVICE-WATER POINT ON LINE
	LIGHT YARD		TELEPHONE BOOTH
	LOOP DETECTOR		TRANSMISSION TOWER ELECTRIC
	MAIL BOX		TEST PIT LOC
	MAIL RELAY BOX		TRACER WIRE BOX
	MANHOLE-AIR RELEASE		TRANSFORMER POWER
	MANHOLE-HEAT		TREE DEAD
	MANHOLE-GAS		TREE-CONIFEROUS
	MANHOLE-POWER		TREE-DECIDUOUS
	MANHOLE-SANITARY SEWER		TREE-FRUIT
	MANHOLE-STORM SEWER		TRASH CAN
	MANHOLE-COMMUNICATIONS		TRAFFIC SIGNAL
	MANHOLE-UNKNOWN		VALVE GAS
	MANHOLE-WATER		VALVE
	METER POWER		VENT GAS
	METER GAS		WATER REDUCER
	ORDINARY HIGH WATER MARK		WETLAND
	OUTLET CONTROL STRUCTURE		WELL-MONITORING
	PARKING METER		WELL-WATER
	PEDESTRIAN PUSH BUTTON		
	PEDESTAL POWER		
	PEDESTAL CATV		
	PEDESTAL COMMUNICATIONS		
	POST INDICATOR VALVE		

SURVEY SYMBOLS

AIR CONTROL	AERIAL CONTROL POINT
BS	BACKSIGHT CONTROL POINT
GP	GPS CONTROL POINT
JLM	JUDICIAL LAND MONUMENT
CM	MONUMENT COMPUTED
●	MONUMENT IRON FOUND
○	MONUMENT IRON SET
R	RESECTED POINT
■	ROW MONUMENT
R/W POST	ROW MARKER POST
●	SECTION CORNER
TS	TRAVERSE CONTROL POINT
BK	BENCH MARK LOCATION

NEW TOPOGRAPHIC SYMBOLS

	BOLLARD
	SANITARY CLEANOUT
	MANHOLE
	SANITARY OR STORM LIFT STATION
	STORM SEWER BEEHIVE CATCH BASIN
	STORM SEWER CATCH BASIN
	STORM SEWER FLARED END SECTION
	STORM SEWER OUTLET STRUCTURE
	STORM SEWER OVERFLOW STRUCTURE
	CURB BOX
	FIRE HYDRANT
	WATER REDUCER
	VALVE
	RIP RAP
	DRAINAGE FLOW
	PEDESTRIAN RAMP

EXISTING PRIVATE UTILITY LINES

CTV-D	CTV-D	CTV-D	CABLE TV QUALITY LEVEL D
CTV-C	CTV-C	CTV-C	CABLE TV QUALITY LEVEL C
CTV-B	CTV-B	CTV-B	CABLE TV QUALITY LEVEL B
CTV-A	CTV-A	CTV-A	CABLE TV QUALITY LEVEL A
FO-D	FO-D	FO-D	FIBER OPTIC QUALITY LEVEL D
FO-C	FO-C	FO-C	FIBER OPTIC QUALITY LEVEL C
FO-B	FO-B	FO-B	FIBER OPTIC QUALITY LEVEL B
FO-A	FO-A	FO-A	FIBER OPTIC QUALITY LEVEL A
E-D	E-D	E-D	POWER QUALITY LEVEL D
E-C	E-C	E-C	POWER QUALITY LEVEL C
E-B	E-B	E-B	POWER QUALITY LEVEL B
E-A	E-A	E-A	POWER QUALITY LEVEL A
G-D	G-D	G-D	GAS QUALITY LEVEL D
G-C	G-C	G-C	GAS QUALITY LEVEL C
G-B	G-B	G-B	GAS QUALITY LEVEL B
G-A	G-A	G-A	GAS QUALITY LEVEL A
C-D	C-D	C-D	COMMUNICATION QUALITY LEVEL D
C-C	C-C	C-C	COMMUNICATION QUALITY LEVEL C
C-B	C-B	C-B	COMMUNICATION QUALITY LEVEL B
C-A	C-A	C-A	COMMUNICATION QUALITY LEVEL A
OHP	OHP	OHP	OVERHEAD POWER
OHC	OHC	OHC	OVERHEAD COMMUNICATION
OHU	OHU	OHU	OVERHEAD UTILITIES

EXISTING TOPOGRAPHIC LINES

	RETAINING WALL
	FENCE - BARBED WIRE
	FENCE - CHAIN LINK
	FENCE - DECORATIVE
	FENCE - STOCKADE
	FENCE - WOOD
	FENCE - ELECTRIC
	GUARD RAIL
	TREE LINE
	WETLAND

SURVEY LINES

	BOUNDARY
	NEW CENTERLINE
	EXISTING CENTERLINE
	EXISTING EASEMENT LINE
	NEW EASEMENT LINE
	FLOOD PLAIN BOUNDARY
	EXISTING LOT LINE
	NEW LOT LINE
	EXISTING RIGHT-OF-WAY
	NEW RIGHT-OF-WAY
	SETBACK LINE

EXISTING UTILITY LINES

	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER
	WATER MAIN
	WATER SERVICE

NEW UTILITY LINES

	FORCE MAIN
	SANITARY SEWER
	SANITARY SERVICE
	STORM SEWER DRAIN/TILE
	STORM SEWER
	WATER MAIN
	WATER SERVICE
	PIPE CASING

FUTURE UTILITY LINES

———— FM ——— FM ——— FM ———	FORCE MAIN
— > — > — > — > —	SANITARY SEWER
— > — > — > — > — > — > —	SANITARY SERVICE
-----	STORM SEWER DRAINTILE
— >> ——— >> ——— >> ———	STORM SEWER
— ——— ——— ——— ———	WATER MAIN
— ——— ——— ——— ———	WATER SERVICE
— ——— ——— ——— ———	PIPE CASING

CONCRETE CURB AND GUTTER

 EXISTING
 NEW
 FUTURE
 DEMOLITION

GRADING INFORMATION

EXISTING CONTOUR MINOR
 EXISTING CONTOUR MAJOR
 EXISTING CONTOUR MAJOR
 NEW CONTOUR MINOR
 NEW CONTOUR MAJOR
 NEW GRADING LIMITS / SLOPE LIMITS
 NEW SPOT ELEVATION
 EXISTING SPOT ELEVATION
 RUN:RISE (SLOPE)

ABBREVIATIONS

AD	ALGEBRAIC DIFFERENCE
BV	BUTTERFLY VALVE
BVCE	BEGIN VERTICAL CURVE ELEVATION
BVCS	BEGIN VERTICAL CURVE STATION
CL	CENTER LINE
CL	CLASS
CMP	CORRUGATED METAL PIPE
C.O.	CHANGE ORDER
DIP	DUCTILE IRON PIPE
EL/ELEV	ELEVATION
EVCE	END VERTICAL CURVE ELEVATION
EVCS	END VERTICAL CURVE STATION
EX	EXISTING
FES	FLARED END SECTION
F/F	FACE TO FACE
FM	FORCE MAIN
F.O.	FIELD ORDER
GV	GATE VALVE
HP	HIGH POINT
HWL	HIGH WATER LEVEL
INV	INVERT
K	CURVE COEFFICIENT
LP	LOW POINT
MH	MANHOLE (SANITARY)
NTS	NOT TO SCALE
NWL	NORMAL WATER LEVEL
PC	POINT OF CURVE
PCC	COMPOUND CURVE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PPVC	PERFORATED POLYVINYL CHLORIDE PIPE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT-OF-WAY
SS	STORM SEWER STRUCTURE
STA	STATION
TCE	TEMPORARY CONSTRUCTION EASEMENT
TNH	TOP NUT HYDRANT
TYP	TYPICAL
VC	VERTICAL CURVE
WM	WATER MAIN

HATCH PATTERNS

EXISTING	NEW	DEMOLITION	SECTION
 CONCRETE	 CONCRETE	 CONCRETE  DWY/WALK	 EARTH
 ASPHALT ROAD/DWY	 ASPHALT ROAD/DWY	 ASPHALT ROAD/DWY	 ROCK
 PAVERS	 PAVERS	 PAVERS	 SAND
			 GRAVEL

REMOVE TREE
(CLEAR AND GRUB)

-2-





The diagram shows a simple neural network structure. It consists of two input nodes at the bottom, two hidden nodes in the middle, and one output node at the top. The input nodes are labeled 'CBR/H' and are connected to the hidden nodes. The hidden nodes are connected to the output node. There are also some additional lines and arrows indicating connections and data flow.



- SAWCUT BITUMINOUS AND CONCRETE CURB AND STREET AND DRIVEWAY CONSTRUCTION LIMITS.
- TREE REMOVALS SHOWN ON PLAN ARE APPROXIMATE. TREES THAT ARE TO BE REMOVED WILL BE MARKED BY ENGINEER IN THE FIELD.
- PAYMENT SHALL BE MADE BY THE BID UNIT PRICE FOR EACH TREE REMOVED ON THE PROJECT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR TREES NOT SHOWN ON THE DRAWINGS REGARDLESS OF SIZE AND LOCATION.
- PRUNE ALL TREE ROOTS EXPOSED TO OR DAMAGED BY CONSTRUCTION.
- DRIVEWAY REMOVAL LIMITS AREA APPROXIMATE. ACTUAL DRIVEWAY REMOVAL LIMITS WILL VARY BASED ON FIELD CONDITIONS AND STREET GRADES.
- CONTRACTOR MAY REMOVE BITUMINOUS PAVEMENT THROUGH MILLING OR RECLAMATION. THE MATERIAL IS TO BE USED FOR ACCESS ON SITE DURING CONSTRUCTION. IT IS NOT ANTICIPATED THAT ANY MATERIAL WILL BE USED IN THE PROPOSED STREET SECTION.
- DURING THE REMOVAL PROCESS THE CONTRACTOR MAY COME ACROSS EXISTING SUMP LINES THAT DISCHARGE INTO THE BOULEVARD OR STREET. THE CONTRACTOR WILL MARK THOSE LOCATIONS AND ENSURE ALL FUNCTIONING SUMP LINES CONTINUE TO HAVE AN UNINTERRUPTED DISCHARGE POINT.
- WATER MAIN ABANDONMENT SHALL BE DETERMINED IN THE FIELD BY OWNER/ENGINEER

- ALL PVC PIPE SHALL BE SDR 26 UNLESS OTHERWISE NOTED.
- STATIONING IN PROFILE REFLECTS PIPE STATIONING.
- RISER HEIGHT NOTED ON THE DRAWINGS IS AN APPROXIMATION. CONTRACTOR TO VERIFY AND DOCUMENT FINAL RISER HEIGHT. MAINTAIN A SLOPE OF NO LESS THAN 2% ON SERVICE FROM CONNECTION POINT TO THE MAIN/RISER.

- ALL RCP STORM SEWER IS CLASS 5 UNLESS OTHERWISE NOTED
- SEE EXISTING CONDITIONS/REMOVALS SHEETS FOR PRIVATE UTILITY LOCATIONS

- ALL PVC PIPE SHALL BE C-900 DR 18 UNLESS OTHERWISE NOTED.
- WATER MAIN SHALL HAVE 7.5' MINIMUM COVER. WATER MAIN OVER DEPTH IS INCIDENTAL.
- HYDRANT ELEVATIONS ARE TO TOP NUT.

- INSTALL NEW SEWER SERVICES UP TO R/W UNLESS OTHERWISE DEFINED BY THE ENGINEER.
- ALL SANITARY SEWER SERVICES SHALL BE 4" PVC - SCH-40 UNLESS EXISTING SERVICE IS LARGER. MATCH SIZE OF EXISTING SERVICE PIPE
- CONTRACTOR TO VERIFY SEWER SERVICE RISERS HEIGHTS PRIOR TO INSULATION.
- ALL RESIDENTS WILL BE GIVEN THE OPPORTUNITY, IF ACCESSIBLE, TO REPLACE THEIR SEWER SERVICE BETWEEN PROPERTY LINE AND HOUSE. THE ENGINEER WILL NOTIFY THE CONTRACTOR OF THESE RESIDENCES DURING SANITARY SEWER INSTALLATION.
- INSTALL TRACER WIRE WITH ALL SANITARY SEWER AND WATER SERVICE LINES PER DETAIL SER-1 AND SER-2A.
- WHEN FERNCO CONNECTION IS USED THE CONNECTION MUST BE FULLY ENCASED IN CONCRETE.
- ALL WATER SERVICES SHALL BE 4" C900 UNLESS OTHERWISE NOTED.
- INSTALL WATER SERVICES PER DETAIL WAT-8.
- FOLLOWING WATER SERVICE CONNECTION THERE WILL BE A VISUAL INSPECTION WITH WATER TURNED OFF AT THE HOUSE SIDE OF CURB STOP.
- INSULATE WATER SERVICES WITHIN 2' OF STORM SEWER PIPING.

- CONTRACTOR TO INSTALL AND MAINTAIN TEMPORARY WATER MAIN AND SANITARY SEWER SERVICE CONNECTIONS (GRAVITY OR BYPASS PUMPING) PER SPECIFICATIONS.

THE SUBSURFACE UTILITY INFORMATION ON THIS PLAN IS SHOWN TO UTILITY QUALITY LEVEL IN ACCORDANCE WITH LEGEND PROVIDED BELOW. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA. UTILITY DESIGNATIONS ARE SHOWN ON DRAWING G0.02.

LEVEL D - INFORMATION COMES SOLELY FROM EXISTING UTILITY RECORDS

LEVEL C - SURVEYING ABOVE GROUND UTILITY FACILITIES, SUCH AS MANHOLES, VALVE BOXES, ETC; AND CORRELATING THIS INFORMATION WITH EXISTING UTILITY RECORDS.

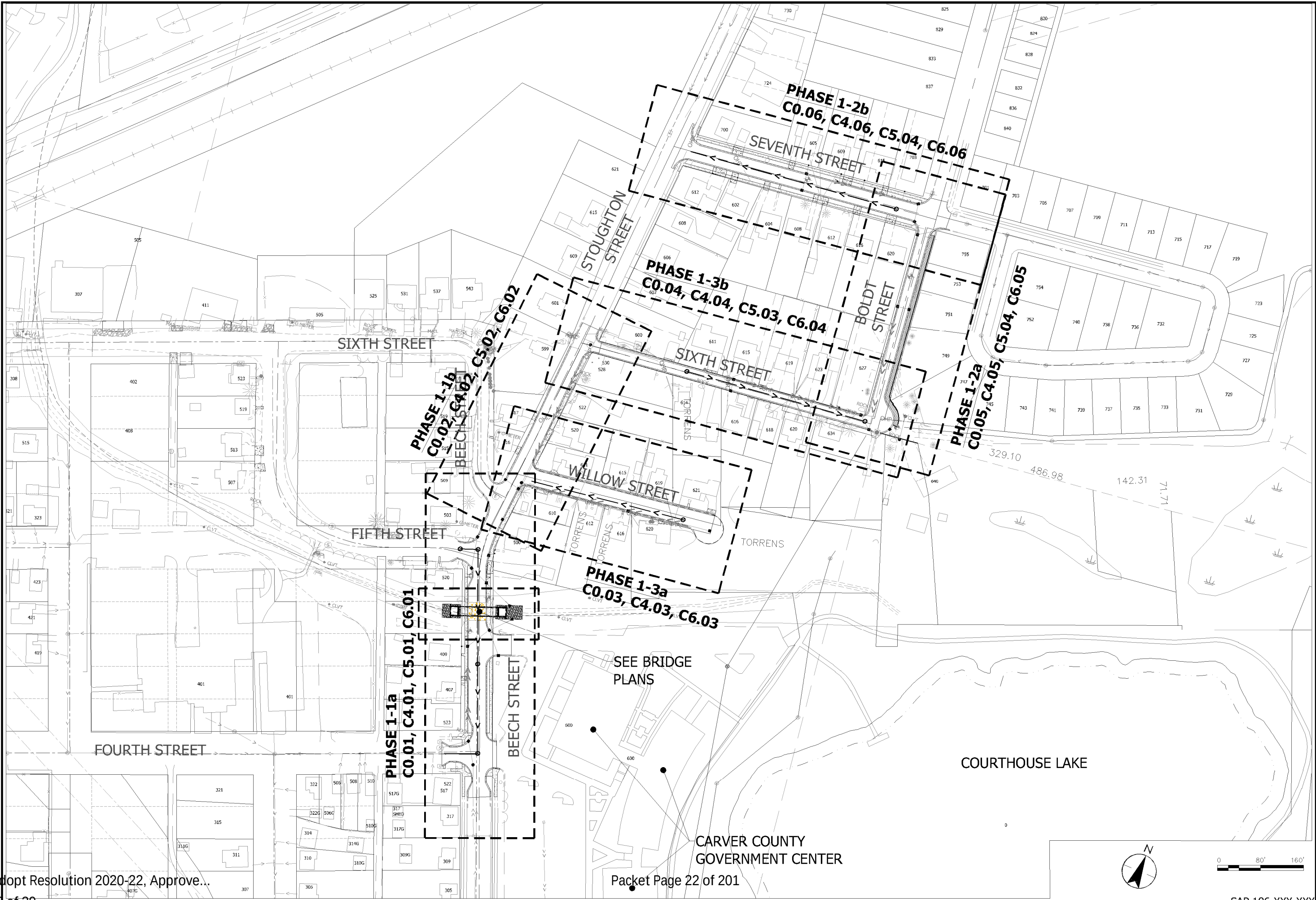
LEVEL B - THE USE OF SURFACE GEOPHYSICAL TECHNIQUES TO DETERMINE THE EXISTENCE AND HORIZONTAL POSITION OF UNDERGROUND UTILITIES.

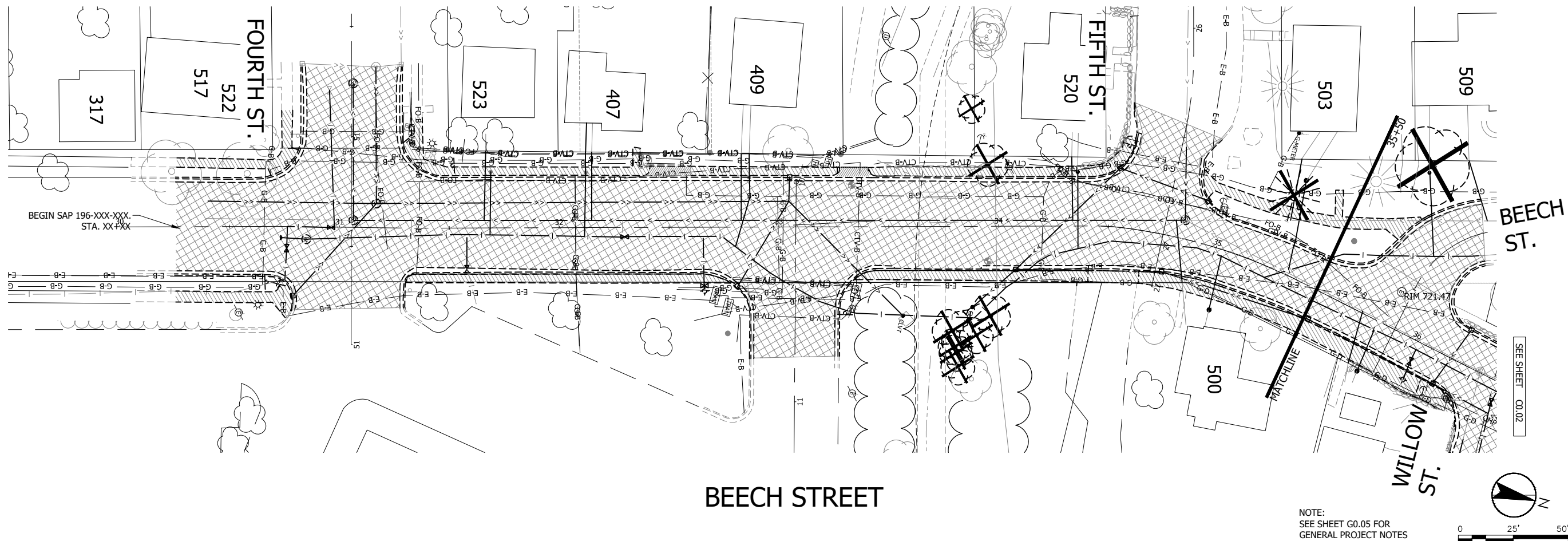
LEVEL A - THE USE OF NONDESTRUCTIVE DIGGING EQUIPMENT AT HORIZONTAL AND VERTICAL POSITION OF UNDERGROUND UTILITIES, AS WELL AS THE TYPE, SIZE, CONDITION, MATERIAL AND OTHER CHARACTERISTICS.

PRIVATE UTILITIES ARE SHOWN IN THE LOCATIONS PROVIDED BY THE OWNER PRIOR TO CONSTRUCTION

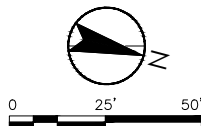
- INSTALL 6" PVC (SDR 26) LINE 1.5' BEHIND CURB. INSTALL AT SAME GRADE AS STREET. PIPE SHOULD ENTER STRUCTURE 3' BELOW FINISH GRADE, BUT NEVER BELOW THE SPRINGLINE OF THE OUTLET PIPE IN THE STRUCTURE.
- WHERE HOMES HAVE NO EXISTING SUMP LINE TO CONNECT TO, INSTALL ONE 4" PVC (SDR 26) PIPE RUN TO THE ROW LINE. AT ROW LINE, THE 4" INVERT SHOULD BE 18" TO 24" BELOW FINISH GRADE. GLUE ON PVC CAP AND PLACE A 12" TO 18" PIECE OF REBAR FOR LOCATING.
- AT EACH HOME WITH AN EXISTING SUMP LINE TO CONNECT TO OR A SUMP LINE THAT WILL BE CONNECTED IN THE NEAR FUTURE, A SUMP DRAIN BOX WILL BE INSTALLED ON THE ROW LINE WITH AN INVERT OF PIPE TO FINISH GRADE DEPTH OF 18" TO 24".
- IF ACCESSIBLE, CONTRACTOR WILL CONNECT THE EXISTING SUMP LINE TO THE NEW DRAIN BOX (CONNECTION INCIDENTAL).
- INSTALL 6" PVC CLEAN OUT AT THE END OF EACH 6" SUMP LINE WITH METAL SCREW ON CAP FOR LOCATING.
- REVIEW HOUSES THAT WILL RECEIVE A DRAINAGE BOX WITH THE OWNER AND ENGINEER.
- DRILL HOLES IN THE BOTTOM OF ALL DRAINAGE BOXES AND BED UNDERSIDE OF BOX WITH A MINIMUM OF 6" COARSE FILTER AGGREGATE.

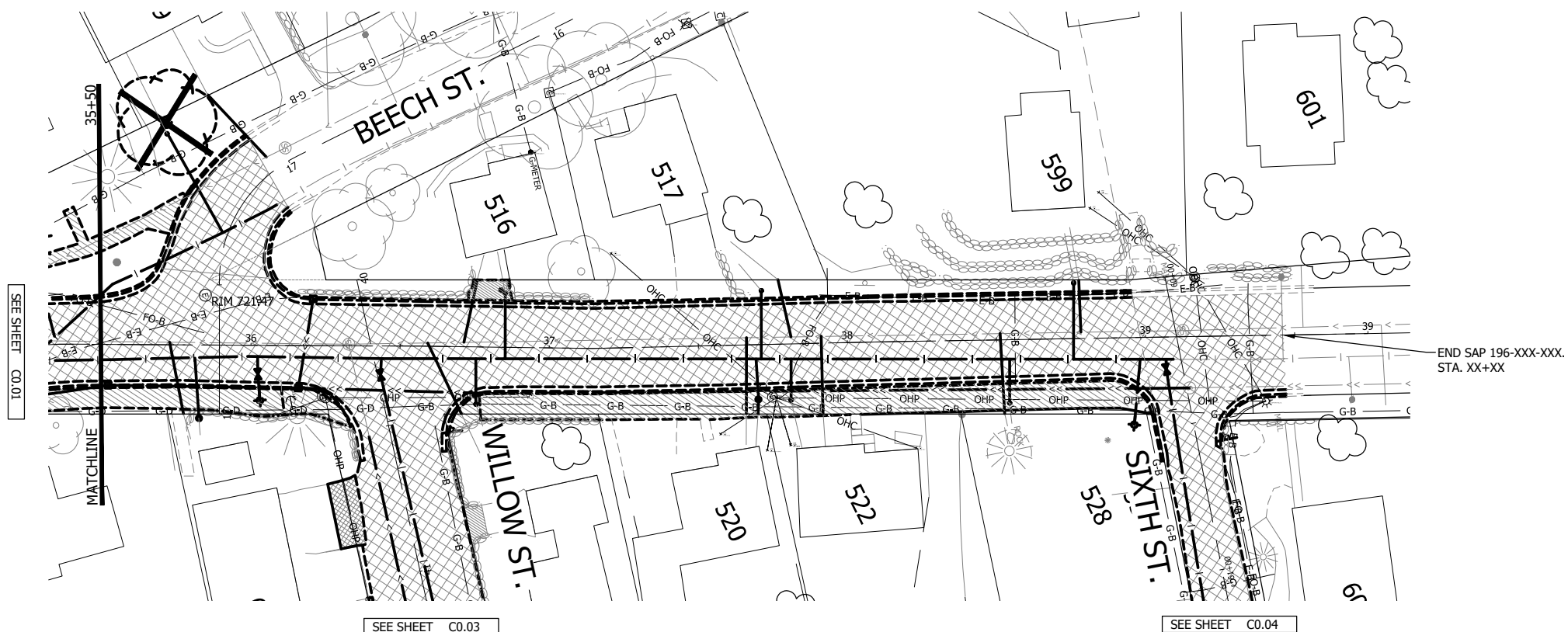
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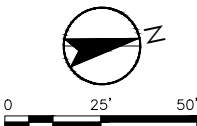


NOTE:
SEE SHEET G0.05 FOR
GENERAL PROJECT NOTES

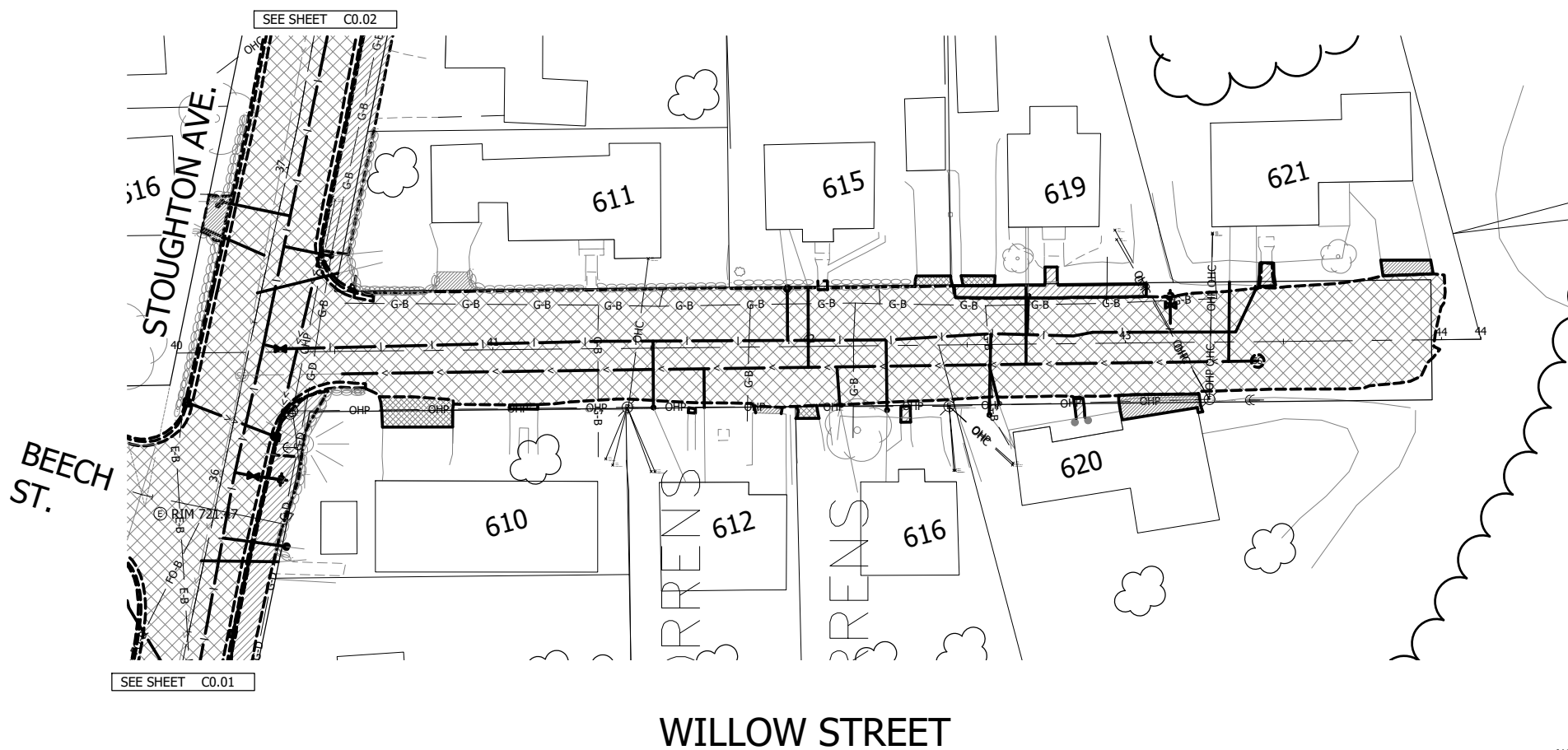
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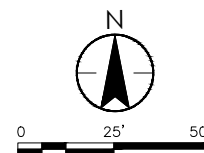
NOTE:
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GENERAL PROJECT NOTES

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NOTE:
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735

730

725

720

715

710

705

700

38+50 39+00 39+50 40+00 40+50 41+00 41+50 42+00 42+50 43+00 43+50 44+00 44+50 45+00 45+50 45+75

EX-18-95
STA 36+33
RIM 722.16
INV 714.06 8" N
INV 714.30 8" E
INV 714.06 8" S

EX-18-34
STA 43+42
RIM 721.06
INV 716.24 8" W

321'-8" PVC @ 0.60%

725.0 722.4 722.6 722.8 722.8 722.7 722.6 722.5 722.4 722.3 722.1 721.9 721.7 721.4 721.2 720.8 720.0

Adopt Resolution 2020-22, Approve...

Packet Page 25 of 201

7.A Adopt Resolution 2020-22, Approve..

Packet Page 25 of 201

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SAP 196-107-005

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AND THAT I AM A DULY LICENSED ENGINEER
UNDER THE LAWS OF THE STATE OF MINNESOTA.

SIGNATURE: _____

DATE: xx/xx/2020 UC. NO. 42748

PRELIMINARY - 2/28/20

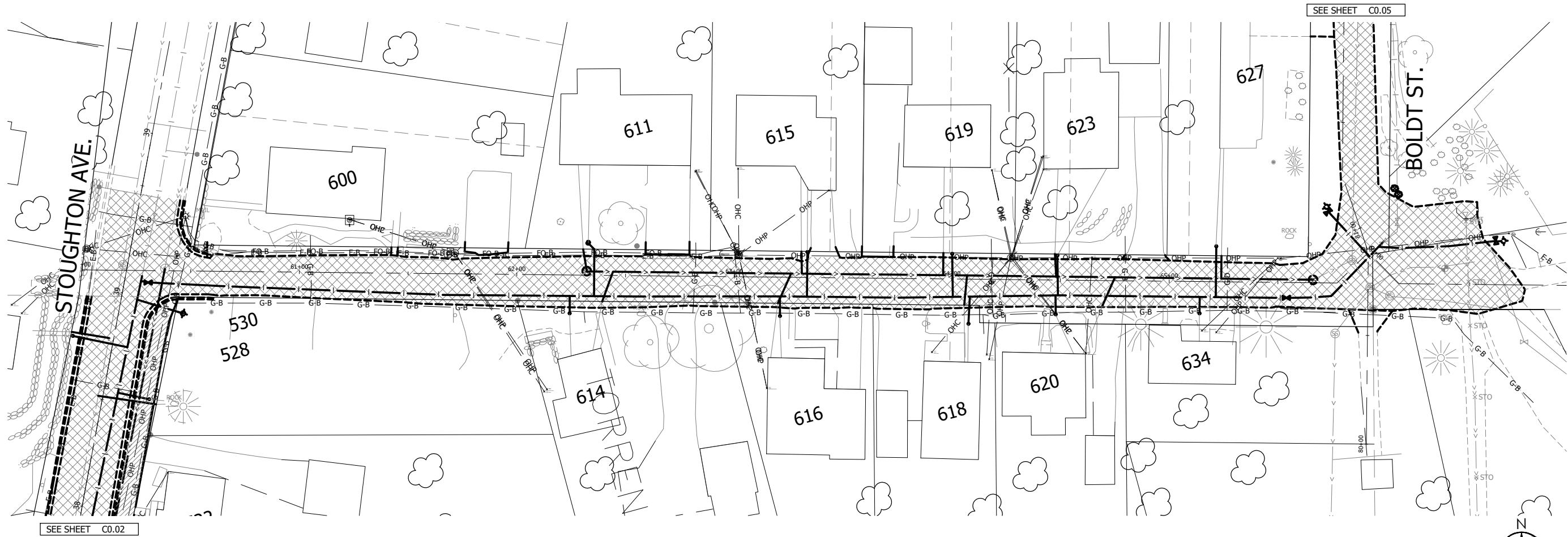
CITY OF CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION PROJECT
EXISTING CONDITIONS AND REMOVALS
WILLOW STREET

NO	REVISION	DATE
SURVEY	MRM\TINA	
DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESI	
APPROVED	ESI	
PROJ. NO.	193804838	

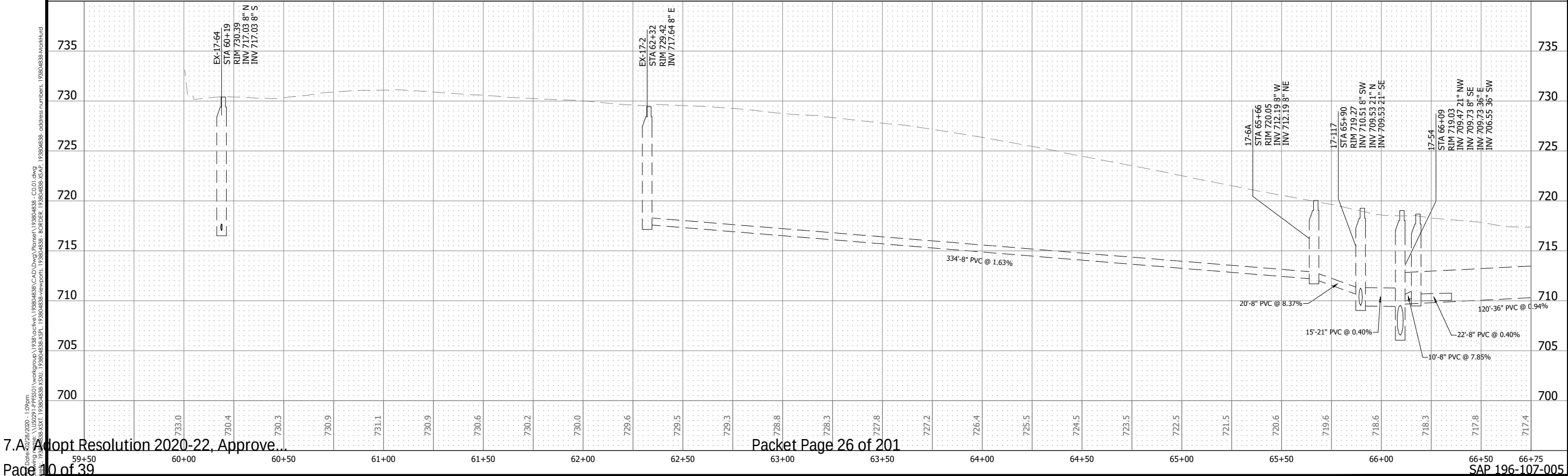
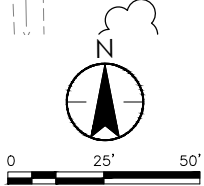
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SIXTH STREET

NOTE:
SEE SHEET G0.05 FOR
GENERAL PROJECT NOTES



7.A Adopt Resolution 2020-22, Approve...
Page 10 of 39

Packet Page 26 of 201

SAP 196-107-005



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PRINT NAME: ERIC S. LEMBE
SIGNATURE: _____
DATE: 8/28/2020 I.C. NO. 42748

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
EXISTING CONDITIONS AND REMOVALS
SIXTH STREET

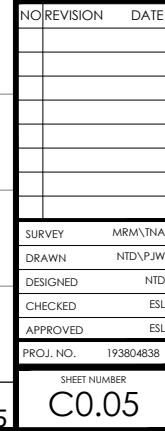
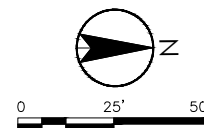
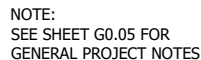
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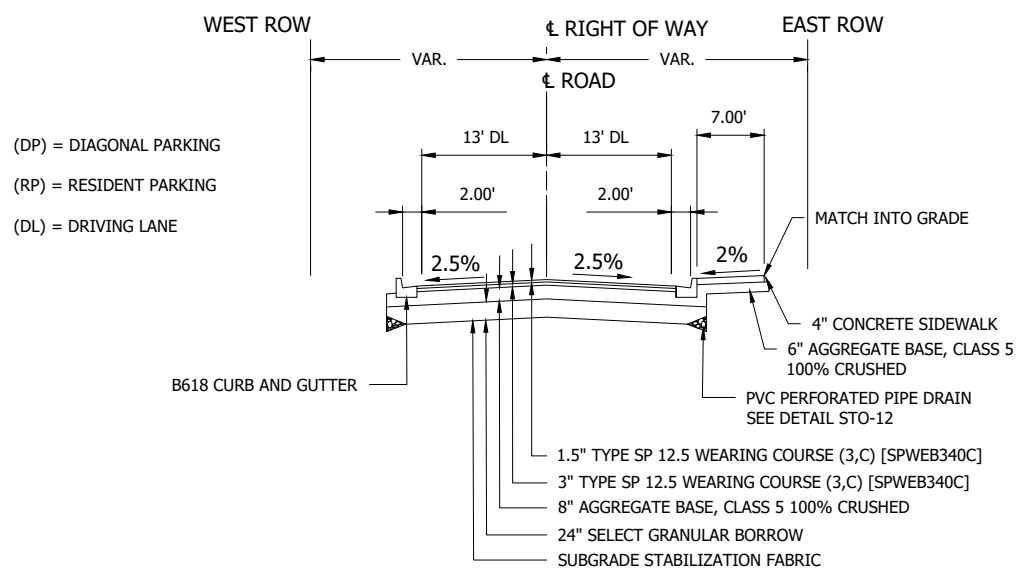
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DRAWN	NTD/PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804838

SHEET NUMBER

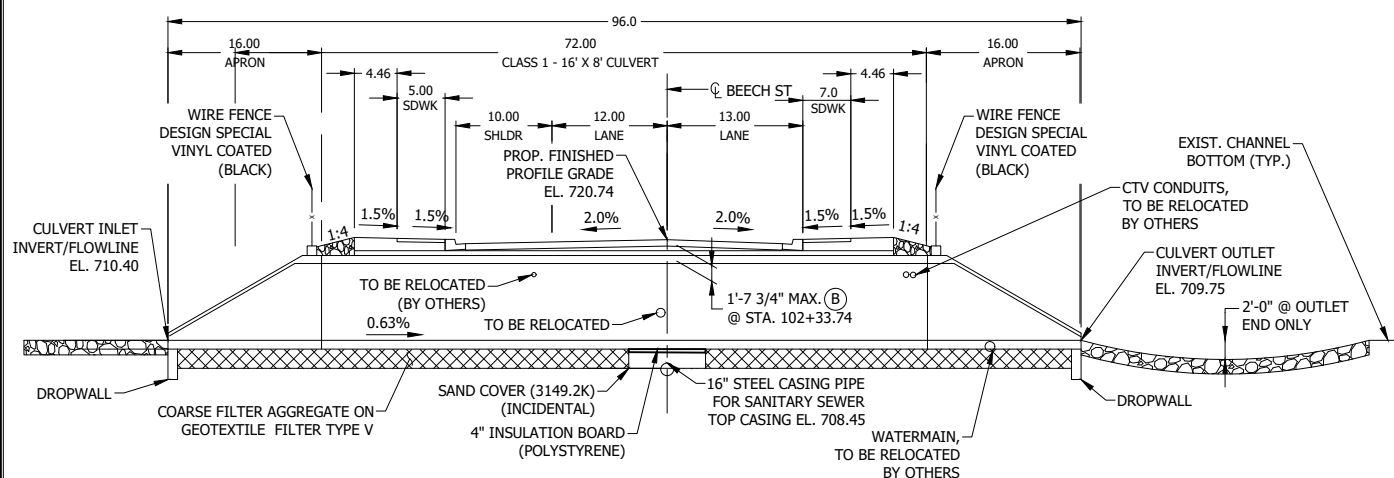
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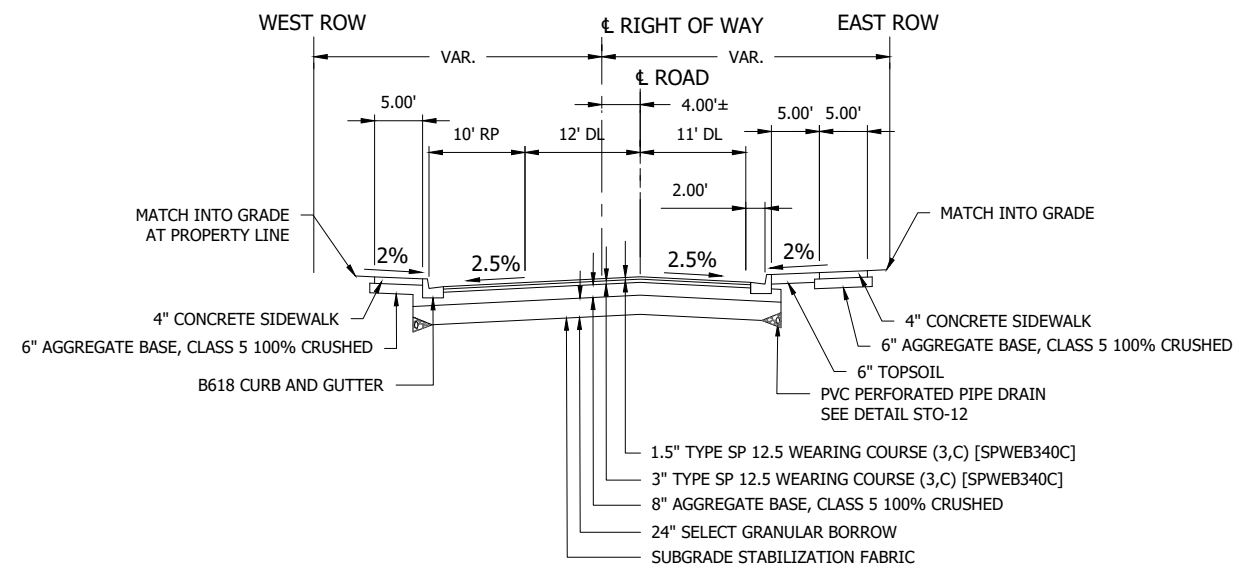




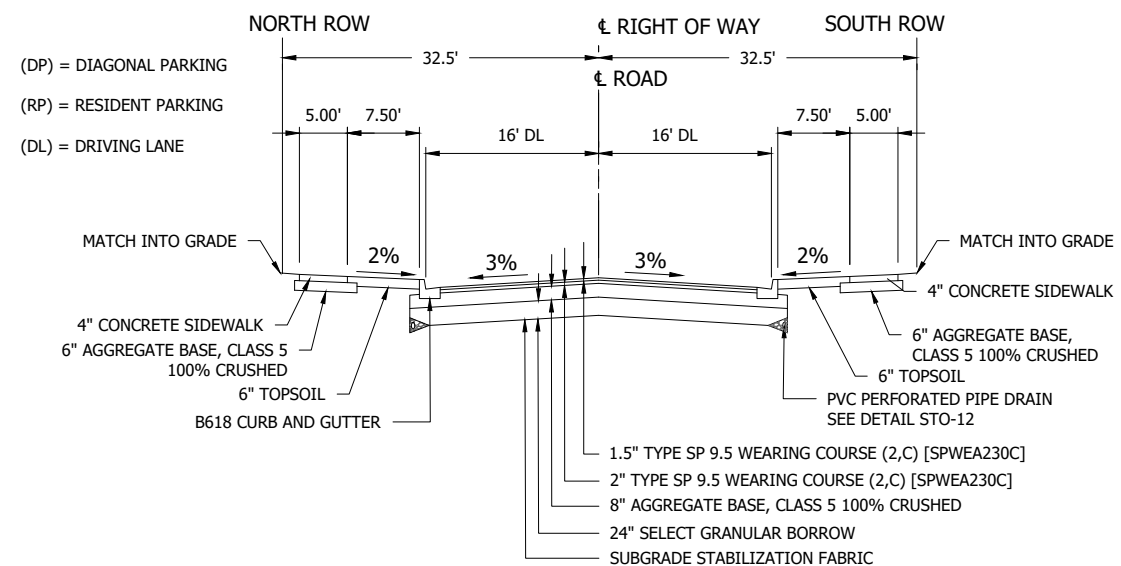
TYPICAL SECTION
STOUGHTON AVE. (FIFTH TO SIXTH)



TYPICAL SECTION
BEECH STREET (BRIDGE TO FIFTH)



TYPICAL SECTION
BEECH STREET (FOURTH TO BRIDGE)



**TYPICAL SECTION
SEVENTH STREET**

(DP) = DIAGONAL PARKING
(RP) = RESIDENT PARKING
(DL) = DRIVING LANE



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 AND THAT I AM A DULY LICENSED ENGINEER
 UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: ERIC S. LEMBKE

SIGNATURE: _____

DATE: xx/xx/2020 UC NO: 42748

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT

TYPICAL SECTIONS

NO	REVISION	DATE
SURVEY	MRM\TNA	
DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESI	
APPROVED	ESI	
PROJ. NO.	193804838	

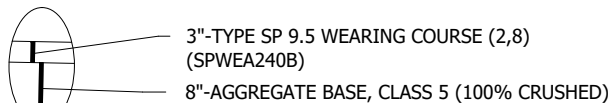
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C1.01

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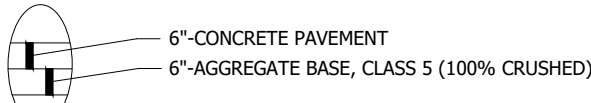
SAP 196-107-005

1. CROSS SLOPE VARIES ON STREETS AND BOULEVARDS. SEE CROSS SECTION SHEETS.
2. SIDEWALK & BOULEVARD WIDTHS VARIES. (SEE C600s SHEET)
3. AGGREGATE BASE & SELECT GRANULAR BASE SHALL EXTEND 1.0' BEYOND BACK OF CURB.

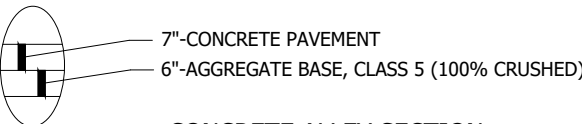
1. SOD AREAS TO RECEIVE 6" OF LOAM TOPSOIL BORROW, SCREENED & PULVERIZED.
2. CONTRACTOR SHALL SALVAGE REINSTALL EXISTING TOPSOIL PER SPECIFICATIONS FOR THE USE OF RESTORATION PRIOR TO THE IMPORT OF MATERIAL FOR THESE AREAS.



BITUMINOUS DRIVEWAY SECTION



CONCRETE DRIVEWAY SECTION



CONCRETE ALLEY SECTION

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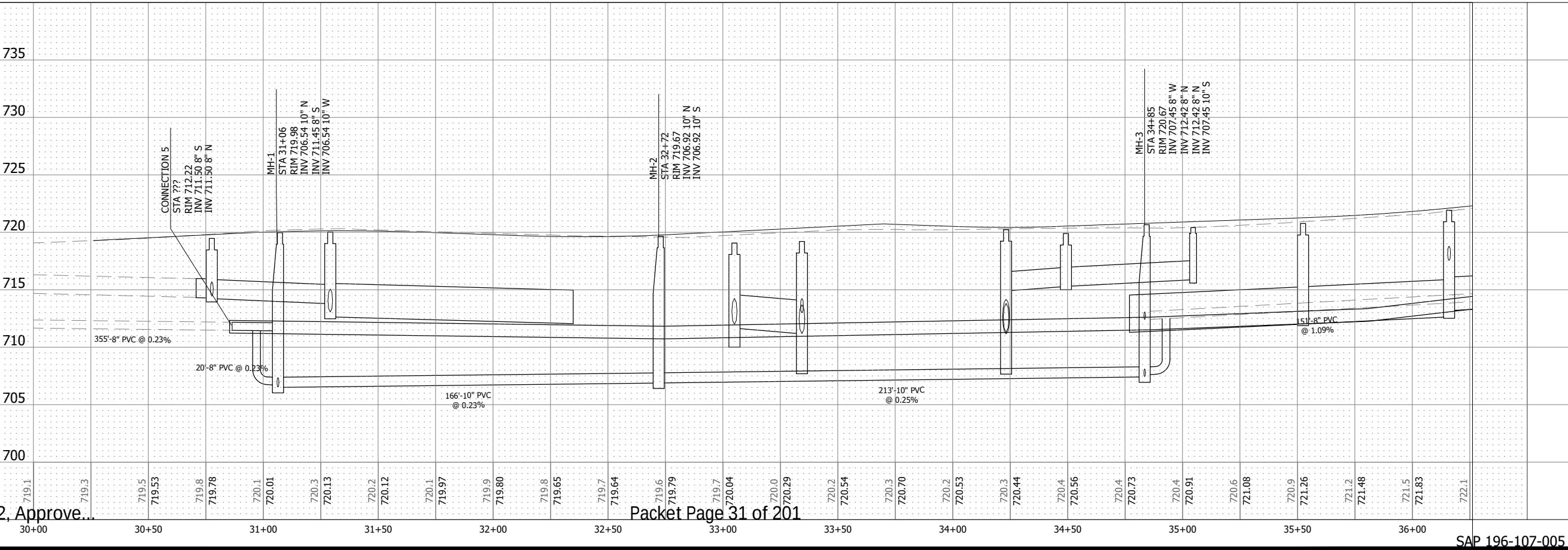
PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
TYPICAL SECTIONS

NO	REVISION	DATE
SURVEY	MRM\TNA	
DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESI	
APPROVED	ESI	
PROJ. NO.	193804838	

SHEET NUMBER

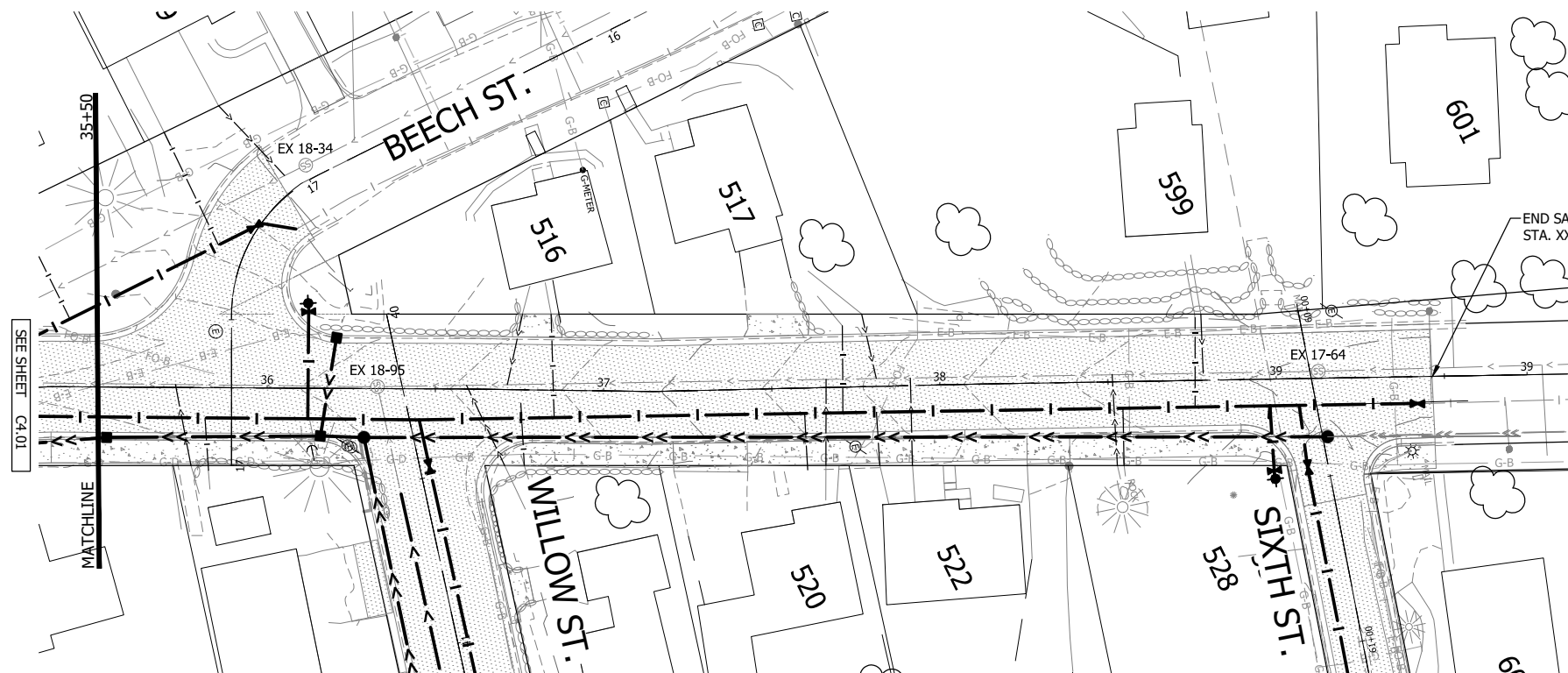
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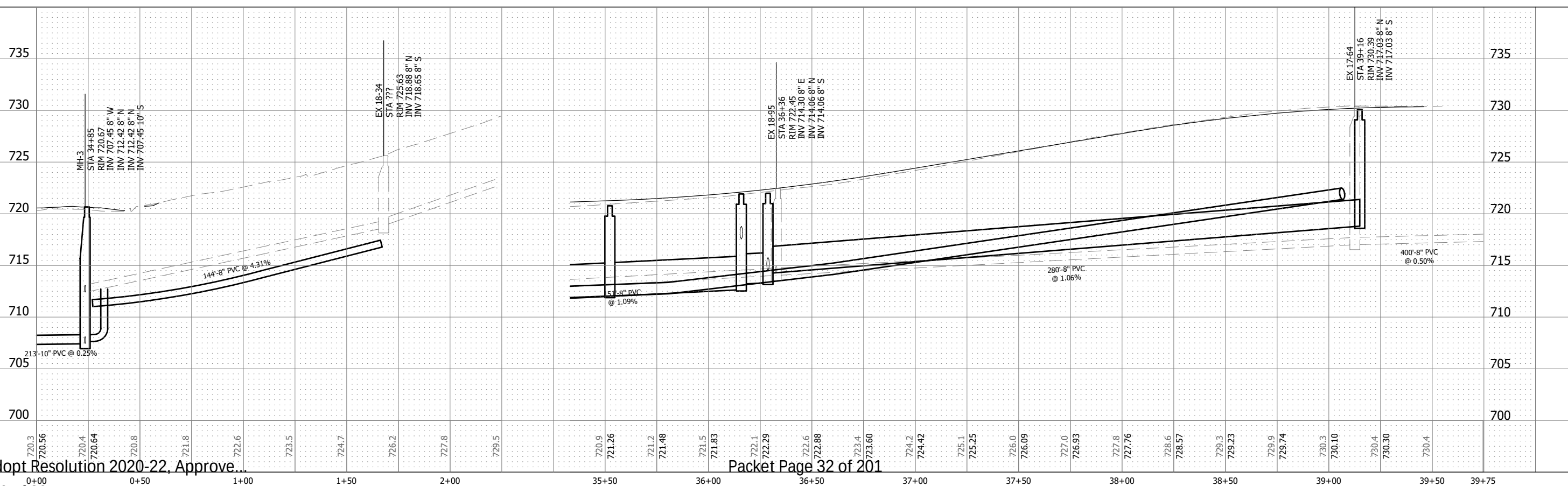
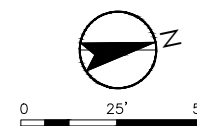


BEECH STREET



STOUGHTON AVENUE

NOTE:
SEE SHEET G0.05 FOR
GENERAL PROJECT NOTES

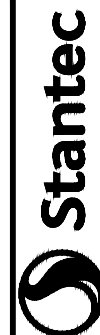


7.A. Adopt Resolution 2020-22, Approve.

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Packet Page 32 of 201

SAP 196-107-005



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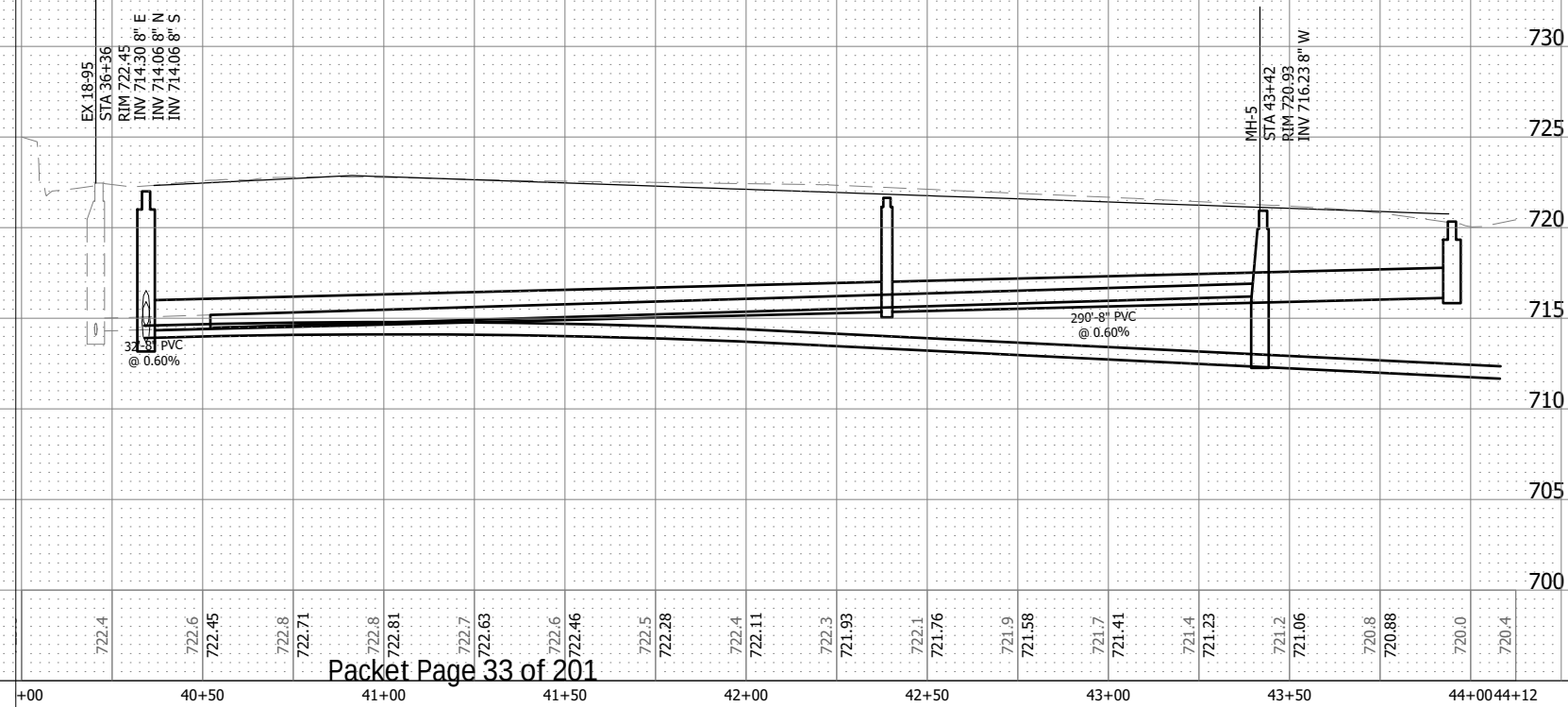
CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
SANITARY SEWER AND WATER MAIN IMPROVEMENTS
STOUGHTON AVENUE

NO	REVISION	DATE
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SURVEY	MRM\TNA
DRAWN	NTD\PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804838

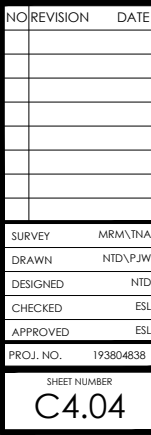
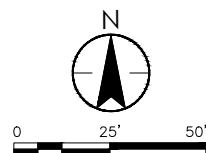
SHEET NUMBER
C4.02

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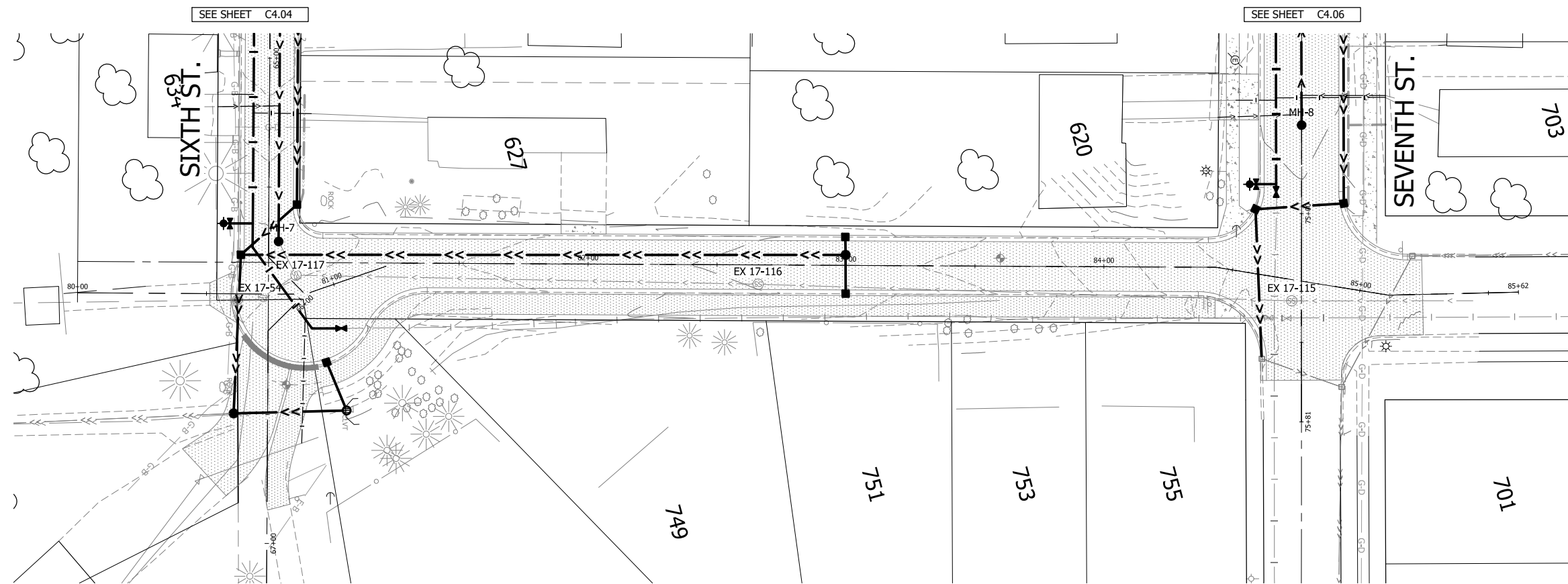
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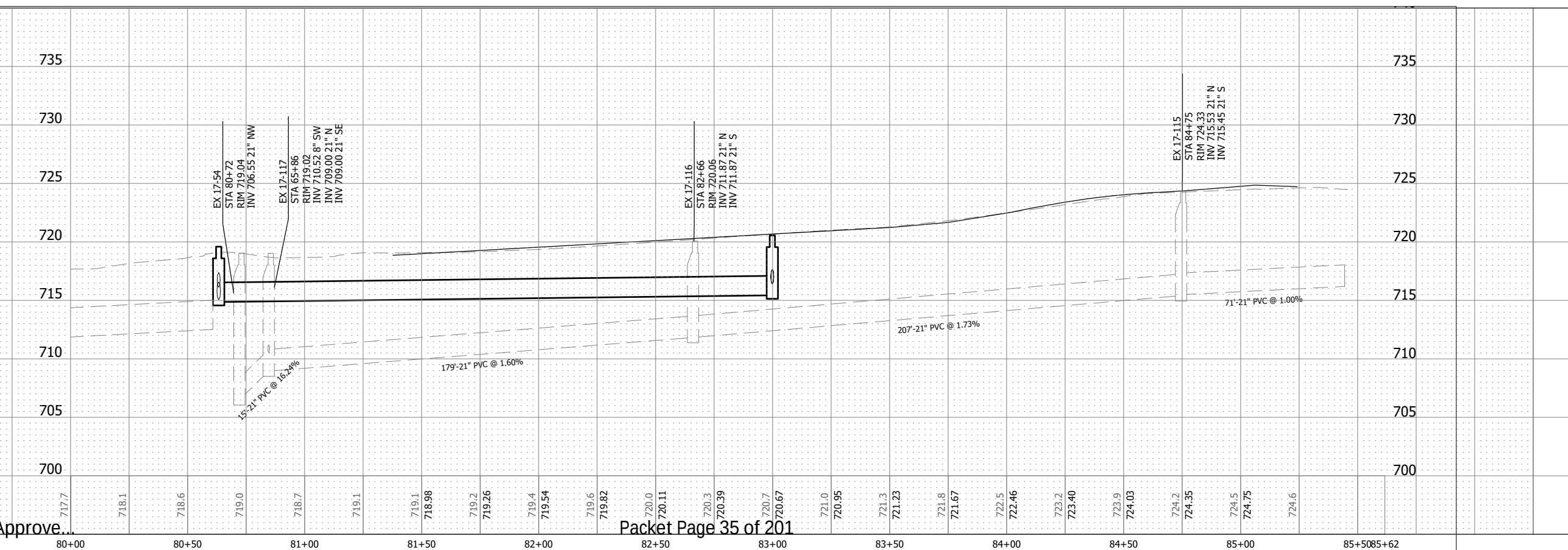
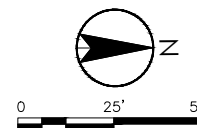
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2020 DOWNTOWN RECONSTRUCTION PROJECT
SANITARY SEWER AND WATER MAIN IMPROVEMENTS
SIXTH STREET

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BOLDT STREET

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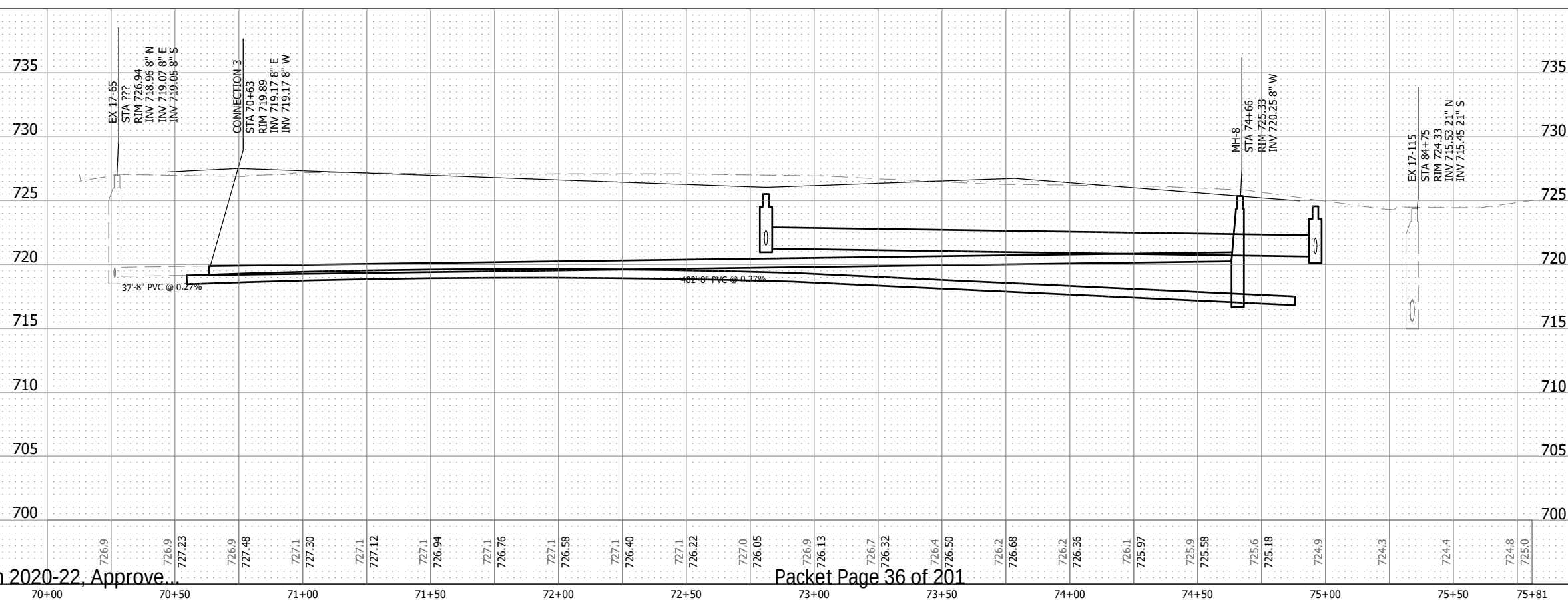
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DATE: xx/xx/2020 UC NO: 42748

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
SANITARY SEWER AND WATER MAIN IMPROVEMENTS
BOLDT STREET

NO REVISION	DATE
SURVEY	MIRM\TNA
DRAWN	NTD\PJW
DESIGNED	NTD
CHECKED	ESI
APPROVED	ESI
PROJ. NO.	193804838
SHEET NUMBER	
C4.05	

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SIGNATURE: _____

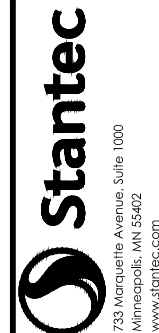
DATE: xx/xx/2020 IIC. NO. 42748

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
SANITARY SEWER AND WATER MAIN IMPROVEMENTS
SEVENTH STREET

SURVEY	MRM\TNA
DRAWN	NTD\JVW
DESIGNED	NTD\JVW
CHECKED	ES
APPROVED	ES
PROJ. NO.	193804838

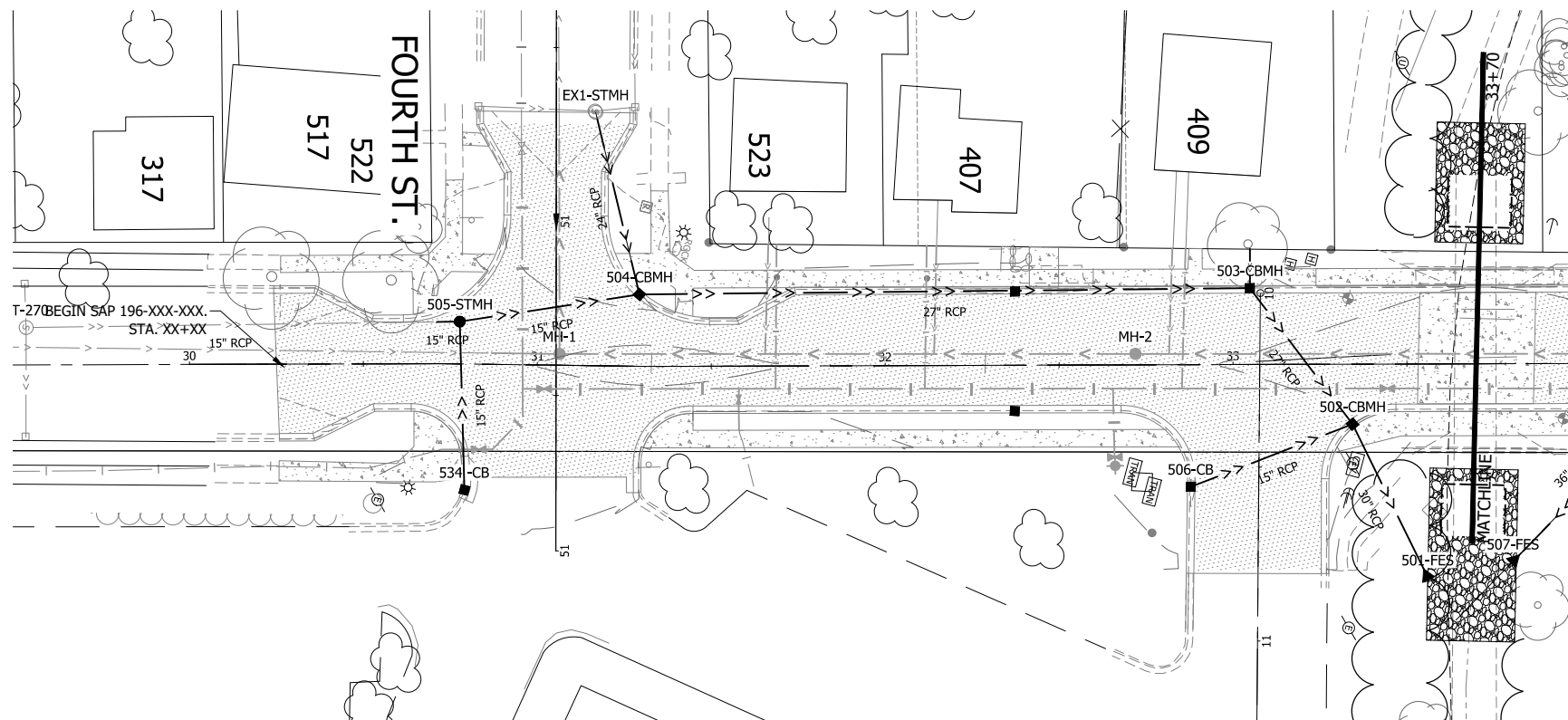
SHEET NUMBER

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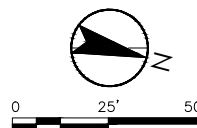
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CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
STORM SEWER IMPROVEMENTS
BEECH STREET

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SHEET NUMBER
C5.01

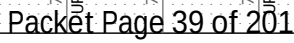
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SAP 196-107-005

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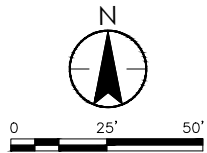


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DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESL	
APPROVED	ESL	
PROJ. NO.	193804838	

SHEET NUMBER
C5.04

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
STORM SEWER IMPROVEMENTS
SIXTH STREET

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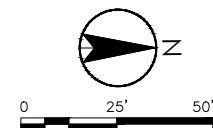
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[illegible]

improve...

Packet Page 41 of 201

The figure consists of two cross-section diagrams of a bridge structure, each showing a cross-section of a bridge with a central pier and two side piers. The diagrams are plotted on a grid with a vertical axis ranging from 700 to 735 and a horizontal axis ranging from -0+25 to 3+00. The left diagram shows a cross-section with a 62'-18" RCP at 3.68% and a 234'-15" RCP at 0.24%. The right diagram shows a cross-section with a 7'-15" RCP at 5.75% and a 15'-15" RCP at 2.86%.

Left Diagram Data:

- 62'-18" RCP @ 3.68%
- 234'-15" RCP @ 0.24%
- 52D-CBMH STA ??? ???
- RIM 719.59
- INV 716.12 15" NW
- INV 715.07 15" N
- INV 715.06 18" E
- 524-STMH STA ??? ???
- RIM 720.54
- INV 716.40 15" W
- INV 716.40 15" E
- INV 715.63 15" S

Right Diagram Data:

- 7'-15" RCP @ 5.75%
- 15'-15" RCP @ 2.86%
- 526-CB STA ??? ???
- RIM 720.34
- INV 716.80 15" E
- 524-STMH STA ??? ???
- RIM 720.54
- INV 716.40 15" W
- INV 716.40 15" E
- INV 715.63 15" S
- 525-CB STA ??? ???
- RIM 720.29
- INV 716.83 15" W

Horizontal Axis Labels:

Left Diagram: -0+25, 0+00, 0+50, 1+00, 1+50, 2+00, 2+50, 3+00

Right Diagram: -0+25, 0+00, 0+50

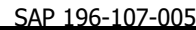
Vertical Axis Labels:

700, 705, 710, 715, 720, 725, 730, 735

Bottom Right Label: SAP 196-107-001

Packet Page 41 of 201

Date: 03/10/2020 - 4:03pm
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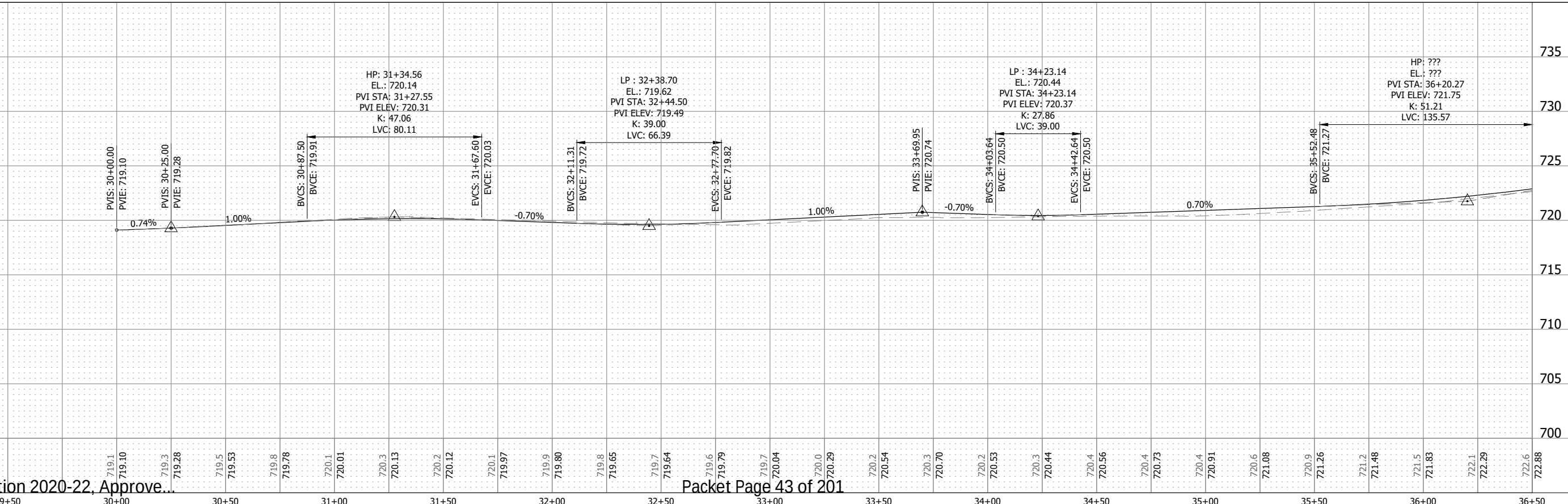


Page 1

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55 / 55

SAP 196-107-005



PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION PROJECT
STREET IMPROVEMENTS
BEECH STREET

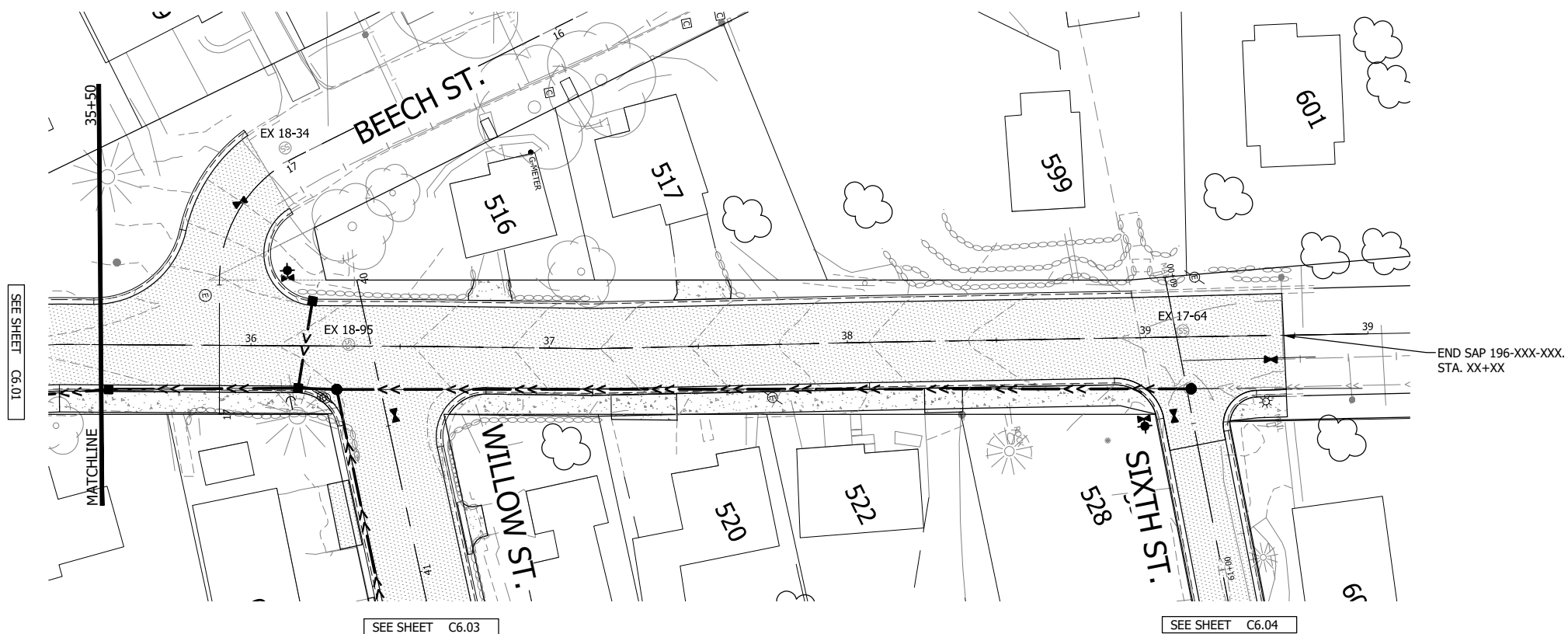
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SURVEY	MRM\TNA	
DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESI	
APPROVED	ESI	
PROJ. NO.	193804838	

SHEET NUMBER
C6.01

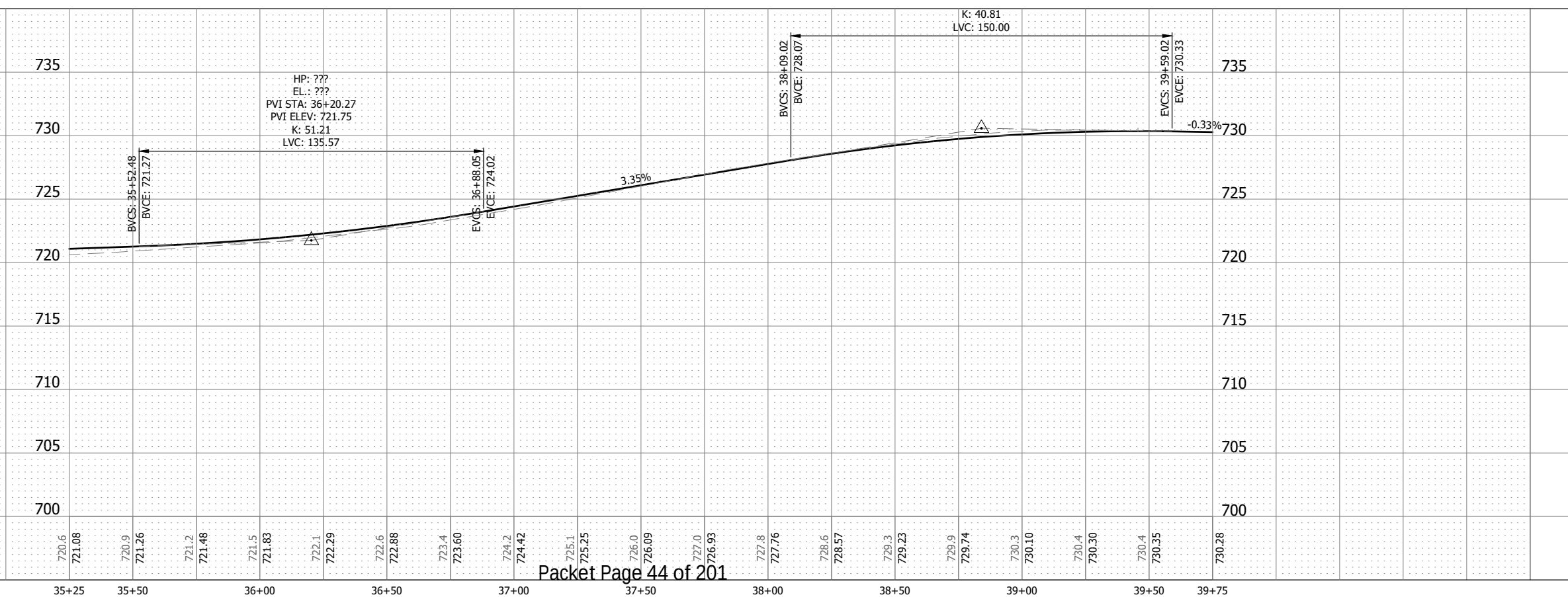
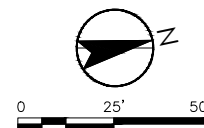

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NOTE:
SEE SHEET G0.05 FOR
GENERAL PROJECT NOTES



7.A Adopt Resolution 2020-22, Approve...

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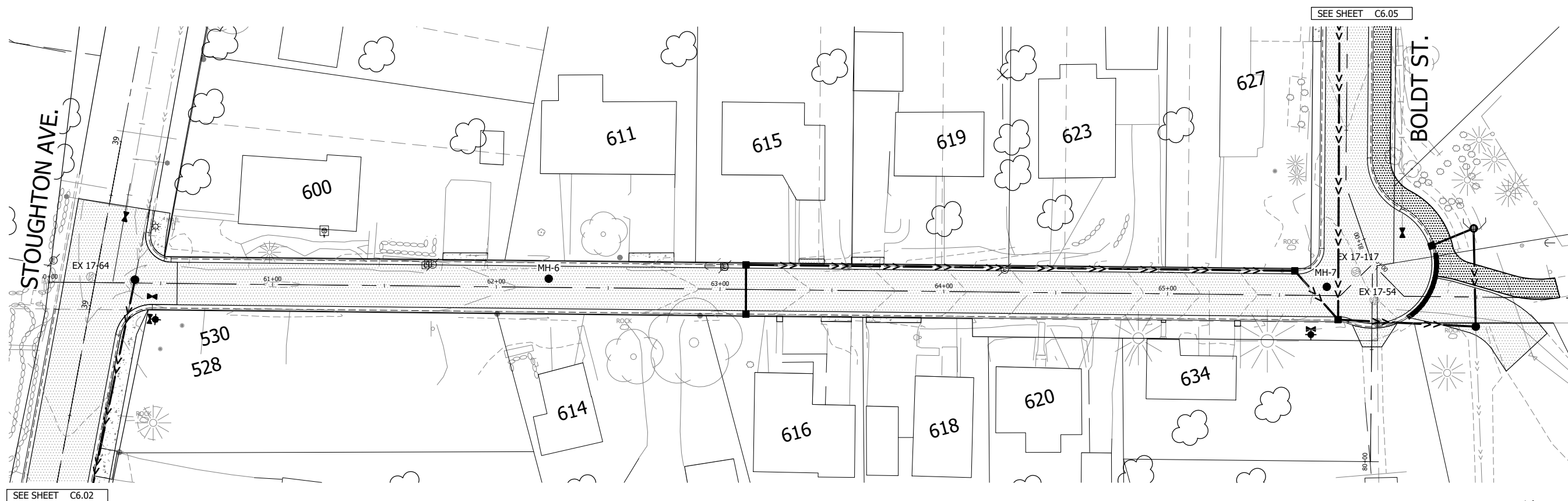
Packet Page 44 of 201

SAP 196-107-005

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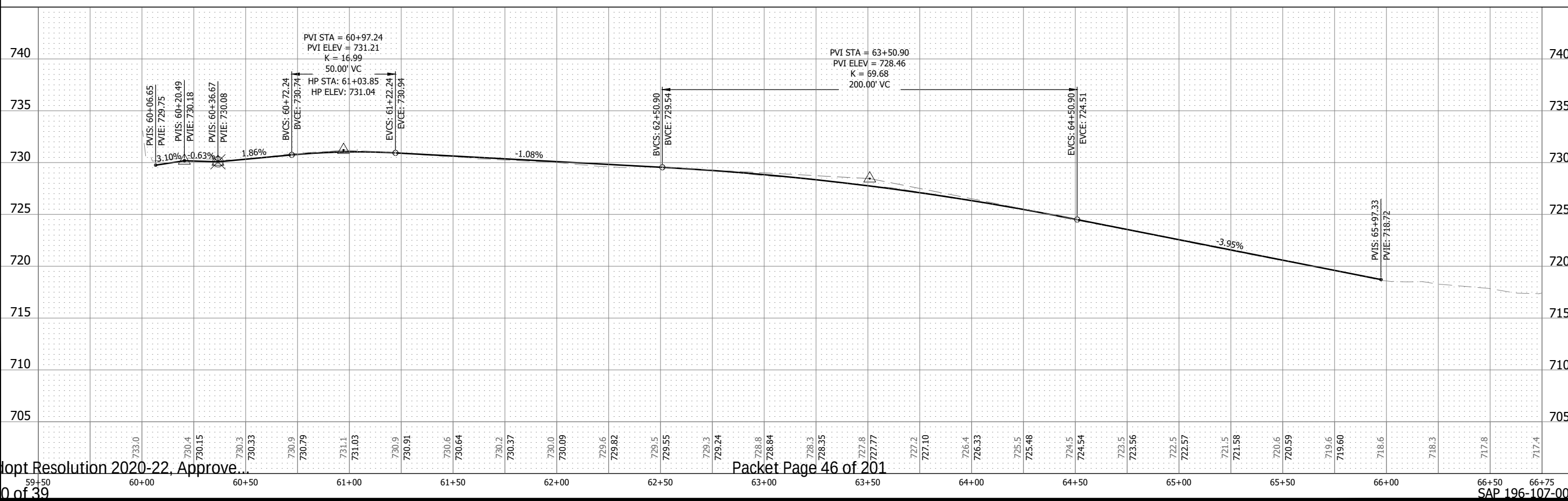
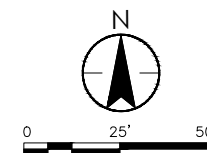
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SIXTH STREET

NOTE:
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Packet Page 46 of 201

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SAP 196-107-005

<b style="font-size: 24pt; margin-left: 10px;">Stantec	
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SIGNATURE: _____	
DATE: xx/xx/2000	I.C. NO.: 47248

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA

2020 DOWNTOWN RECONSTRUCTION PROJECT

STREET IMPROVEMENTS

SIXTH STREET

NO.	REVISION	DATE

SURVEY	MRM\TINA
DRAWN	NTD\PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804838

SHEET NUMBER

C6.04

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SIGNATURE:		
DATE:	xx/xx/xxxx	I.C. NO.: 47248

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA

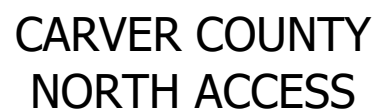
2020 DOWNTOWN RECONSTRUCTION PROJECT
STREET IMPROVEMENTS
SIXTH STREET

NO	REVISION	DATE

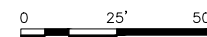
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DRAWN	NTD\PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804838

SHEET NUMBER	C6.04
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7.A
Page



NOTE:
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GENERAL PROJECT NOTES



PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
STREET IMPROVEMENTS
FOURTH STREET

NO	REVISION	DATE
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SURVEY	MRM\TNA
DRAWN	NTD\PJW
DESIGNED	NTD
CHECKED	ESL
APPROVED	ESL
PROJ. NO.	193804838

SHEET NUMBER
C6.07



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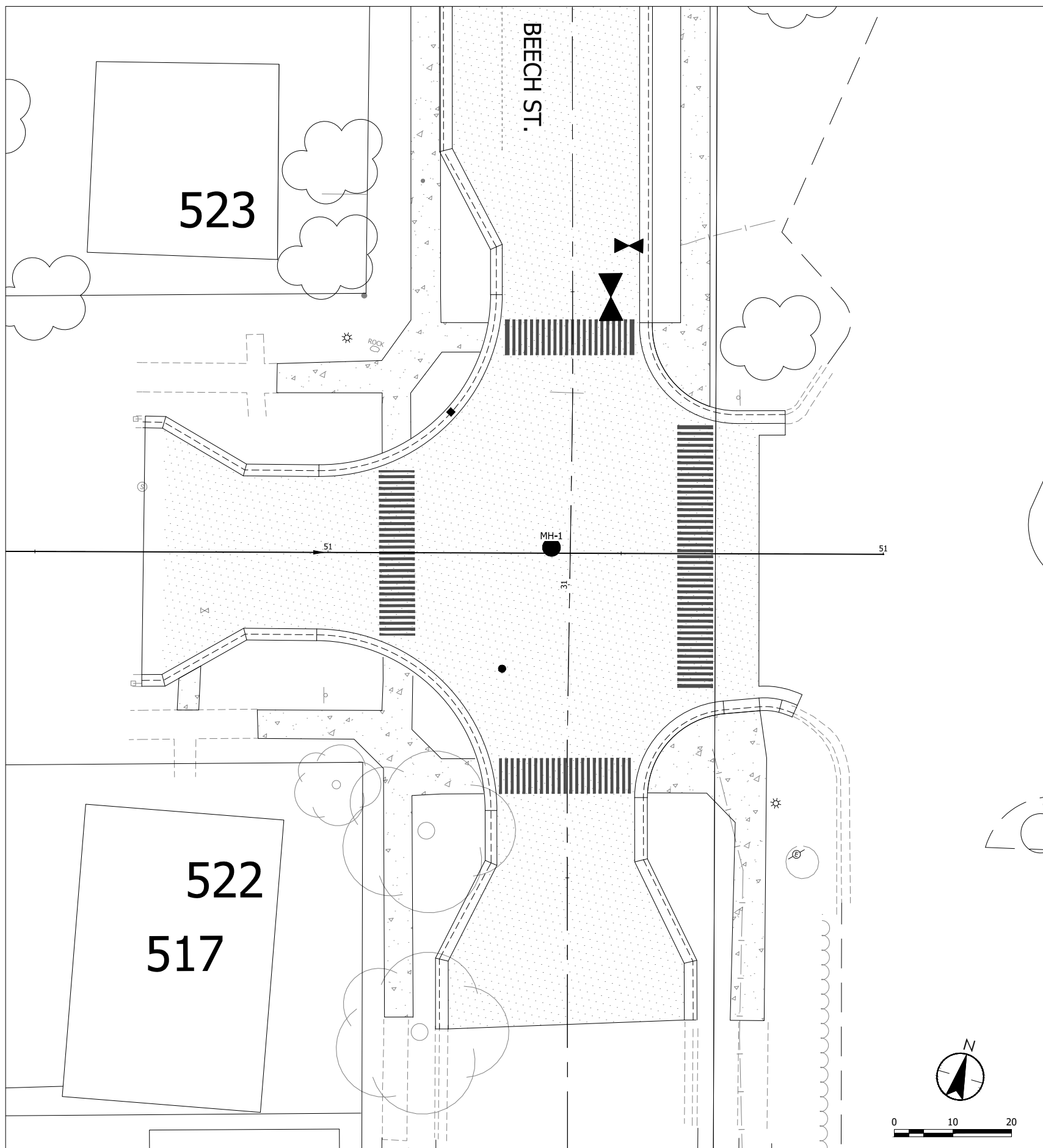
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The diagram shows two types of holes: a rectangular hole and a fan shaped hole. The rectangular hole has a width D_1 and a height D_2 . The fan shaped hole has a width D_1 , a height D_2 , and a radius R_1 for its curved top edge.

- NOTES:**
1. ALL DIMS TO FACE OF CURB UNLESS NOTED OTHERWISE.
 2. DOWEL INTO EXISTING CURB & GUTTER.



FOURTH STREET

SEE SHEET C6.01

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SIGNATURE: _____

DATE: xx/xx/2020 LIC. NO. 42748

PRELIMINARY - 2/28/20

CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
FOURTH & BEECH STREET
INTERSECTION DETAILS

	NO REVISION	DATE
SURVEY	MRM\TINA	
DRAWN	NTD\PJW	
DESIGNED	NTD	
CHECKED	ESL	
APPROVED	ESL	
PROJ. NO.	193804838	

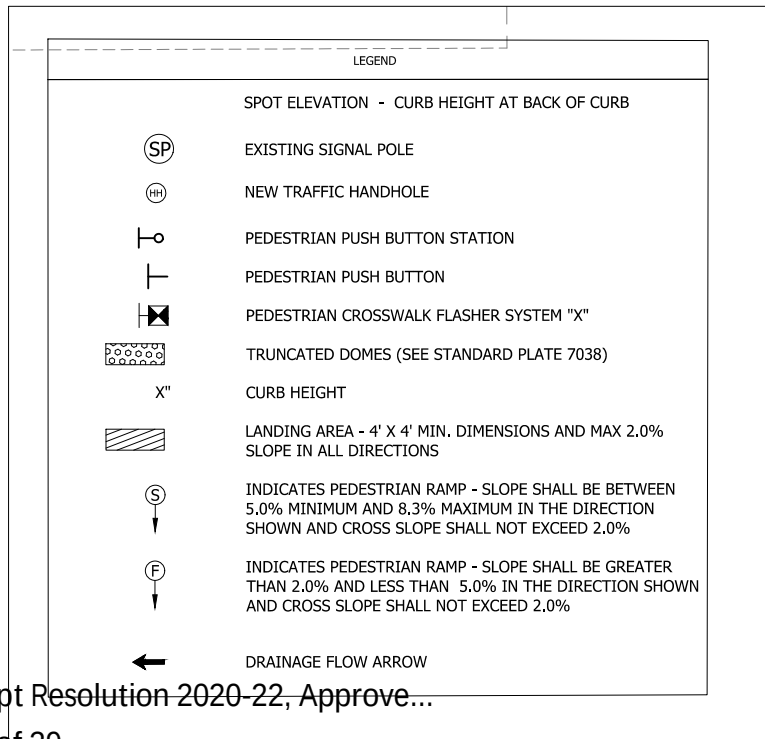
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C6.07

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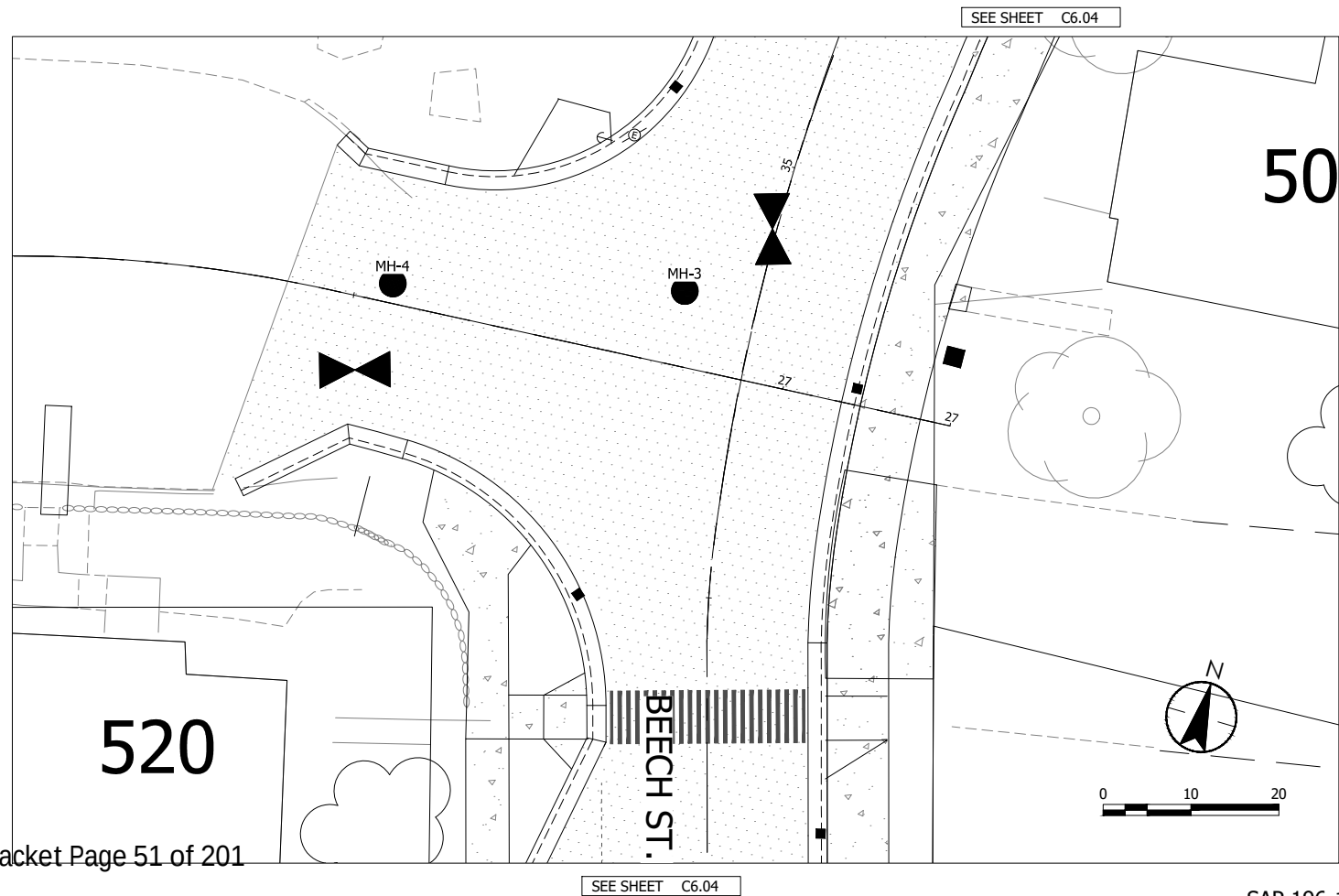
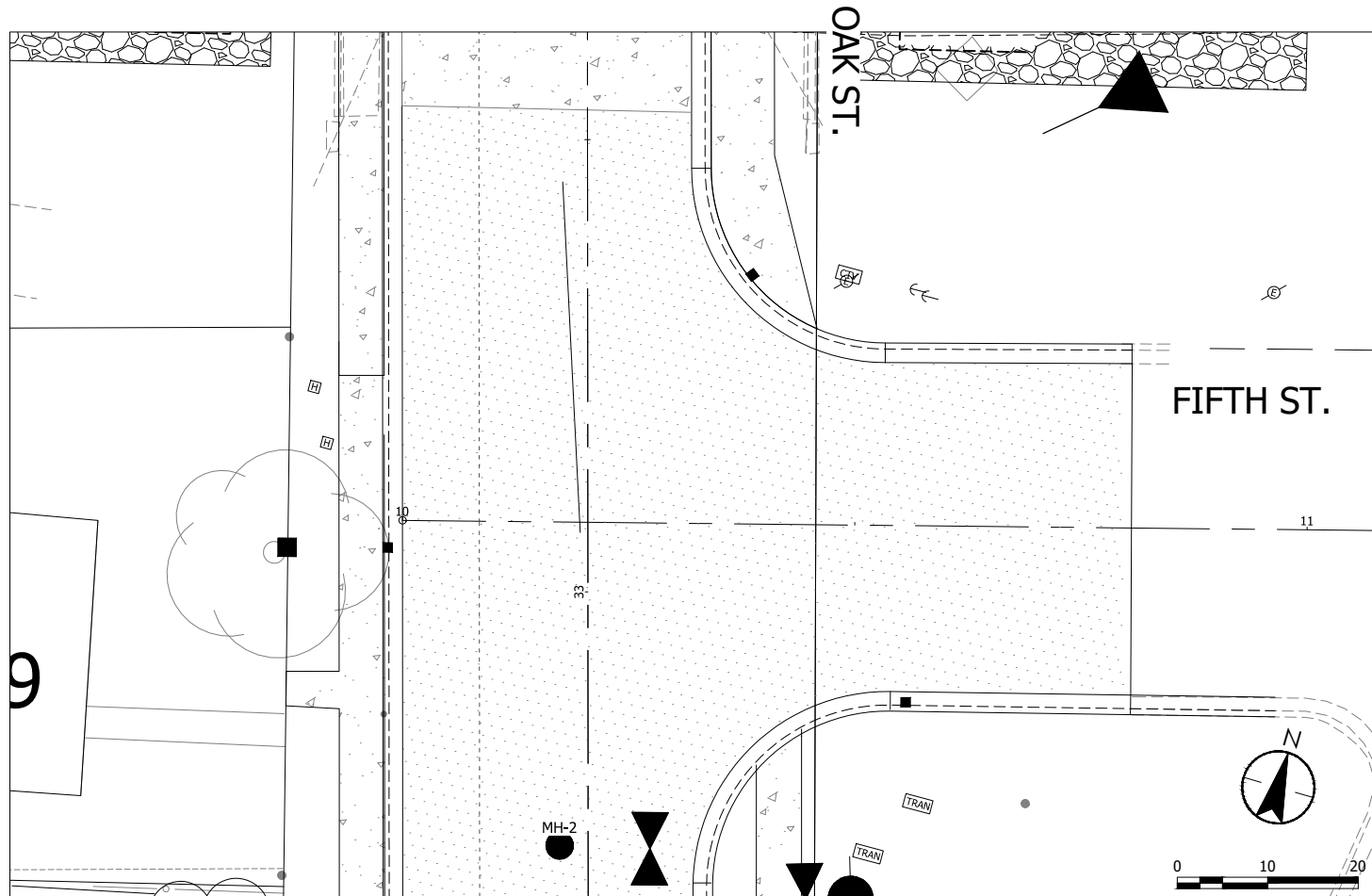
Diagram illustrating the cross-sections of two types of air ducts:

- RECTANGULAR:** A rectangular duct with width D_1 and height D_2 .
- FAN:** A fan-shaped duct with a curved top. The width at the top is A_1 , the height is D_2 , and the radius of the curved top is R_1 .

PEDESTRIAN RAMPS								
CROSS STREET	CORNER LOCATION	CURB RADIUS	2531.0	CURB RAMP DESIGN	D1	D2	A1	R1
		[FEET]	[SQ FT]		[FEET]	[FEET]	[FEET]	[FEET]
5TH STREET / BEECH STREET	NW	31	10.0	RECTANGULAR	5	2	-	-
	NE	21	10.0	RECTANGULAR	5	2	-	-



SEE SHEET C6.04



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

PRINT NAME: ERIC S. LEMKE

SIGNATURE: _____

DATE: xx/xx/2020 LIC. NO. 42748

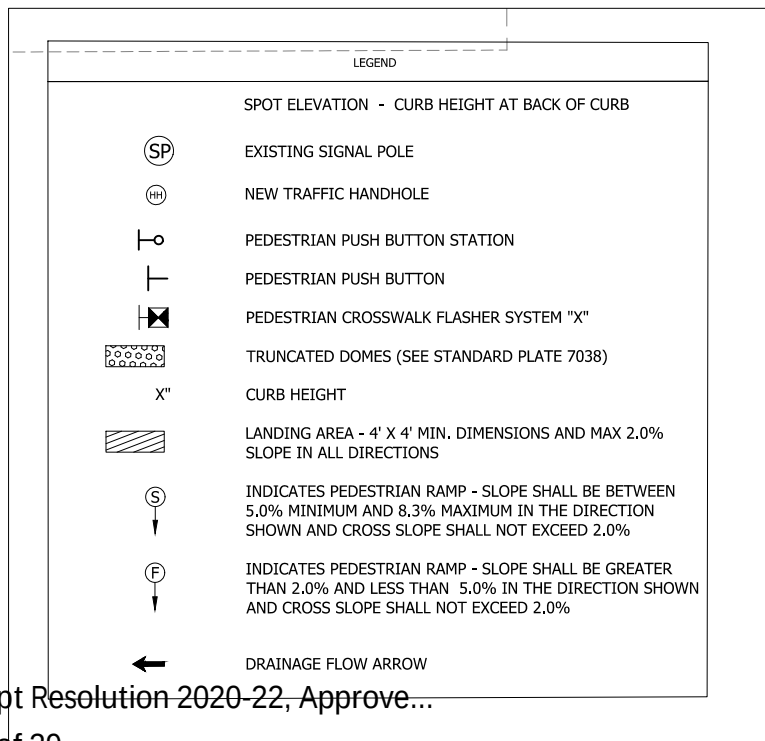
CITY OF CHASKA, MINNESOTA
2020 DOWNTOWN RECONSTRUCTION PROJECT
CARVER COUNTY NORTH ACCESS & BEECH/FIFTH & BEECH
INTERSECTION DETAILS

NO		REVISION	DATE
SURVEY		MRM/TNA	
DRAWN		NTD/PJW	
DESIGNED		NTD	
CHECKED		ESL	
APPROVED		ESL	
PROJ. NO.		19380-4838	
SHEET NUMBER C6.09			

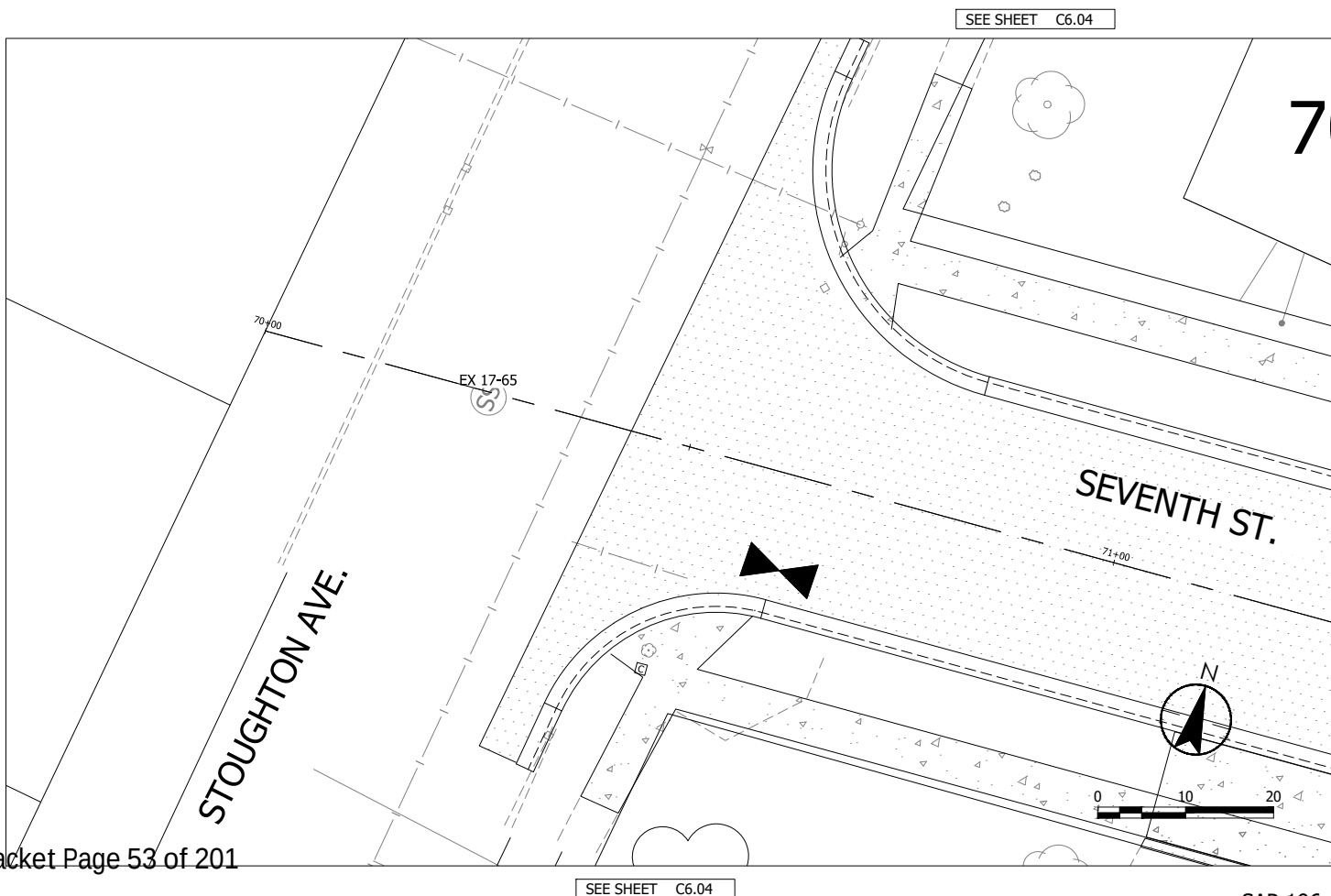
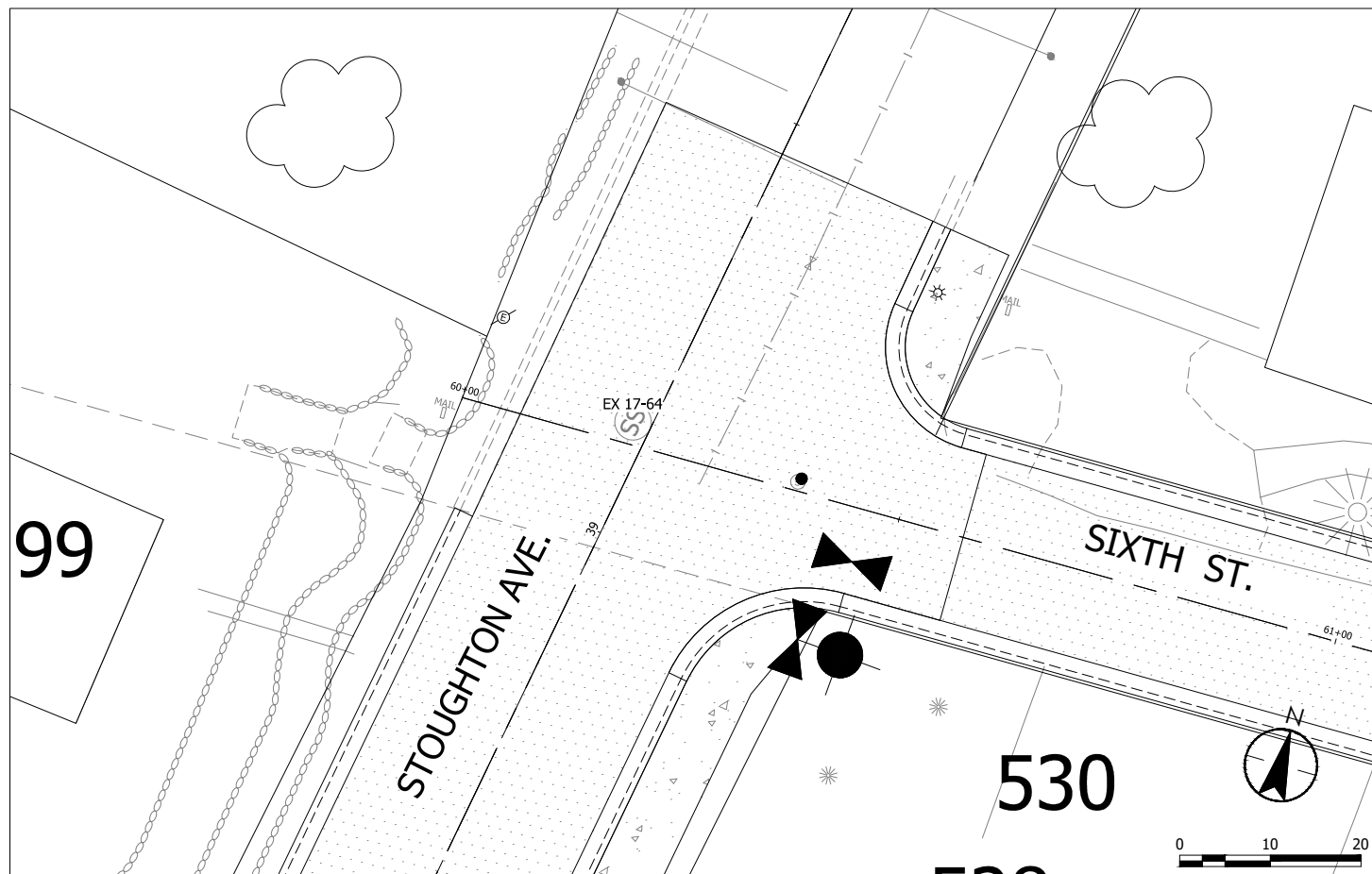
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Diagram illustrating the geometry of rectangular and fan-shaped porous media. The rectangular section shows dimensions D_1 (width) and D_2 (height). The fan section shows dimensions A_1 (width) and D_2 (height), with a radius R_1 indicated for the curved top surface.

PEDESTRIAN RAMPS								
CROSS STREET	CORNER LOCATION	CURB RADIUS	2531.0	CURB RAMP DESIGN	D1	D2	A1	R1
		[FEET]	[SQ FT]		[FEET]	[FEET]	[FEET]	[FEET]
5TH STREET / BEECH STREET	NW	31	10.0	RECTANGULAR	5	2	-	-
	NE	21	10.0	RECTANGULAR	5	2	-	-

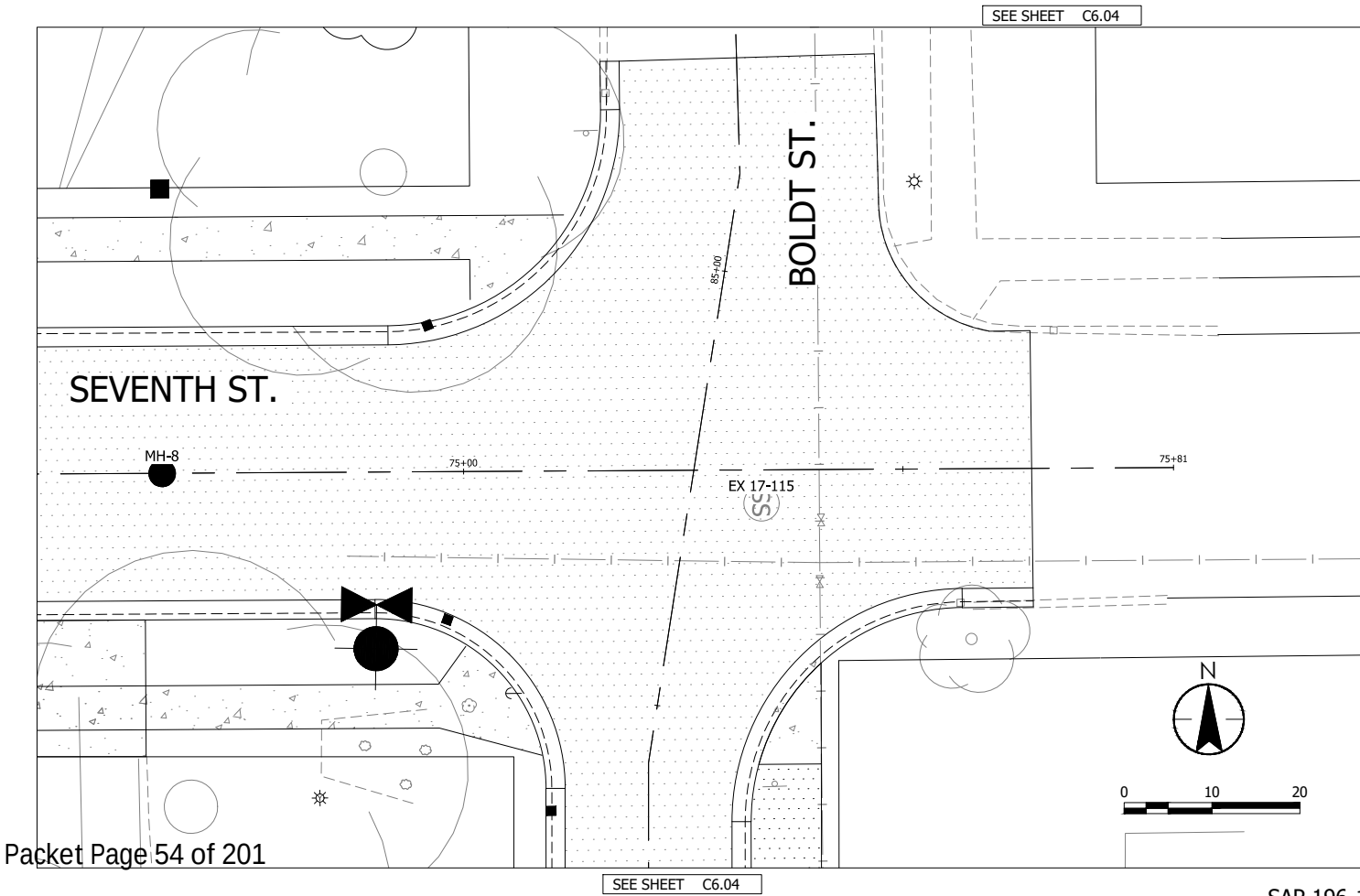
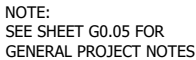


SEE SHEET C6.04



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PEDESTRIAN RAMPS								
CROSS STREET	CORNER LOCATION	CURB RADIUS [FEET]	2531.0 [SQ FT] CURB RAMP DESIGN	D1	D2	A1	R1	
		[FEET]	TRUNCATED DOMES [SQ FT]	[FEET]	[FEET]	[FEET]	[FEET]	
5TH STREET / BEECH STREET	NW	31	10.0 RECTANGULAR	5	2	-	-	
	NE	21	10.0 RECTANGULAR	5	2	-	-	



CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 03/16/2020 **RESOLUTION NO.** 2020-22

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**A Resolution Approving Construction Documents for
the 2020 Street and Utility Reconstruction Project (File#524-91200)**

WHEREAS, pursuant to Resolution No. 2020-18, passed by City Council on March 2, 2020, the City Engineer has had prepared plans and specifications for the 2020 Street and Utility Reconstruction Project and presented such plans and specifications to the Council for approval;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota:

1. Such plans and specifications as prepared by Stantec, copies of which are attached hereto and made a part hereof, are hereby approved;
2. Further, the City Clerk shall prepare and cause to be published in the Chaska Herald an advertisement for bids upon the making of such improvements under such approved plans and specifications. Said bid process shall adhere to all provisions of State Statute 429.041.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 16th day of March 2020.

Mark Windschitl, Mayor

Attest: _____
Deputy Clerk

REQUEST FOR ACTION CHASKA CITY COUNCIL 03/16/2020

Subject: Establishing a Redevelopment Tax Increment District (TIF 23 - City Square West Redevelopment) and Approving a Tax Increment Financing Plan

Prepared By: Nate Kabat, Assistant City Administrator

Background

At its December 3, 2018 meeting, the Chaska City Council approved resolution 2018-140 approving concept plans for City Square West and two alternate Library sites and authorized City staff to move forward with next steps to project implementation.

At its November 4, 2019 work session, the Chaska City Council heard an update from staff on due diligence work that has been completed to prepare for project implementation. Council was also presented with a preliminary financial model for the project. The financial model presented sources that would be needed to support the project which include developer contribution, community fund, grants, and TIF contribution. At the meeting staff projected that Council would be asked to establish the TIF in early 2020.

At its February 3, 2020 work session, the Chaska City Council heard an update from staff which included efforts to prepare for release of an RFQ to identify a preferred developer and updates to the financial model. The updated financial model included the same sources as previously presented on November 4th, but the numbers were refined to tie developer contribution closer to market realities. Council was presented with a proposed map of the TIF district and with the need to establish the district in early 2020 to enable bonding required for property acquisition and assembly for the project to proceed.

At its February 3, 2020 meeting, the Chaska City Council approved resolution 2020-10 calling for a public hearing at the March 16, 2020 meeting to establish a TIF district in support of the City Square West redevelopment.

Analysis – TIF District

As the process continues in line with the Council's timeline for implementation as presented by staff at the February 3, 2020 work session, the TIF district for the project needs to be established. The site of the redevelopment is located within the City of Chaska's Flood Control Redevelopment Project #4 TIF Area which is already established to enable TIF district creation, however establishment of TIF District #23 therein is necessary for supporting this specific project.

The TIF district is necessary at this time in order to establish a means of financing by which to initiate the initial steps towards property assembly. City staff are currently negotiating purchase agreements with all property owners on the block. Anticipating agreements will be reached, the City needs to be prepared to support the necessary bonding to close with the TIF district being considered tonight.

Property assembly is among the redevelopment costs that the TIF district will support in addition to other infrastructure improvements such as public parking and site preparation. The City Council must hold a public hearing to establish TIF District #23 and the Chaska EDA must approve the TIF district by resolution. Notices have been sent out to nearby property owners, the Chaska Herald, as well as the other major taxing authorities affected.

The City generally provides TIF for eligible costs to support redevelopment projects. The increment is captured from the increased value and property taxes resulting from the redevelopment.

This TIF District qualifies as a redevelopment district because it meets the following criteria defined in statute:

- Parcels comprising at least 70% of the area of the district is occupied by buildings streets, utilities, paved or gravel parking lots, or other similar structures, and;
- More than 50% of the buildings, not including outbuildings, are structurally substandard requiring substantial renovation or clearance, and;
- The parcel is deemed "occupied" because at least 15% of the area of the parcel contains buildings, streets, utilities, paved or gravel parking lots; or other similar structures.

Redevelopment TIF districts are permitted to remain in existence for 25 years from the date of receipt by the Authority of the first tax increment. This district would set 2024 as the first year to receive tax increment and reserves the right to allow the District to remain in existence through 2049. The estimated public costs of the TIF District total \$10,190,089 for a combination of site acquisition and eligible improvements and administrative expenses. Estimated sources of revenue through the TIF District is \$10,190,089.

The original tax capacity on the site is \$68,971 as of January 2, 2019 for taxes

payable 2020, and the anticipated total tax capacity on the site following improvements are expected to be \$300,800 as of January 2, 2023 for taxes payable 2020. See the attached draft TIF Plan from Baker Tilly for more details.

Recommendation

The 2012 Chaska Downtown Master Plan generally supports redevelopment of underutilized locations in and around downtown. Specifically, the Plan identifies the City Square West redevelopment site as a catalyst site. Like the Firemen's Park catalyst redevelopment, the intent of catalyst site redevelopment is to create destination locations in downtown that support a vibrant business market by bringing more people to downtown. To pursue these projects, the Plan recommends City involvement in planning, financing, and implementation.

Council action will authorize the establishment of the TIF district. The EDA will also act following Council to approve the TIF district and associated plan.

For the district to be fully implemented, staff must certify the district with Carver County. Staff intends to hold on certification until a developer successfully completes the planning process and executes a development agreement with the City to proceed with implementation. Negotiations of the purchase agreements will be ongoing over the upcoming months with the development agreement negotiations being tied to the planning process with a preferred developer once selected. All agreements will require Council and the EDA approval.

Staff recommends creation of TIF District #23.

CITY COUNCIL ACTION REQUESTED

Motion to approve Resolution No. 2020-23 establishing a redevelopment tax increment financing district and approve a tax increment financing plan therefor (City Square West Redevelopment Project).

CITY OF CHASKA
COUNTY OF CARVER
STATE OF MINNESOTA

RESOLUTION NO.2020-23
ESTABLISHING A REDEVELOPMENT TAX INCREMENT
FINANCING DISTRICT AND APPROVING A TAX
INCREMENT FINANCING PLAN THEREFOR
(CITY SQUARE WEST REVELOPMENT PROJECT)

BE IT RESOLVED by the City Council (the “Council”) of the City of Chaska, Minnesota (the “City”), as follows:

Section 1. Recitals.

1.01 The Chaska Economic Development Authority (the “EDA”) has proposed to establish Tax Increment Financing (Redevelopment) District No. 23 (the “TIF District”) within Redevelopment Project Area No. 4 (the “Project Area”) and to adopt a Tax Increment Financing Plan relating thereto (the “TIF Plan”), all pursuant to Minnesota Statutes, Sections 469.001 through 469.047, 469.090 through 469.1082, and 469.174 through 469.1794, as amended (collectively, the “TIF Act”), all as reflected in that certain document, dated March 16, 2020, entitled “Tax Increment Financing Plan for Tax Increment Financing (Redevelopment) District No. 23 Within Redevelopment Project Area No. 4” and presented for the Council’s consideration.

1.02 The Council has investigated the facts relating to the establishment of the TIF District and the adoption of the TIF Plan.

1.03 The City has performed all actions required by law to be performed prior to the adoption and approval of the TIF Plan, including, but not limited to, 30 days’ prior notification of the County Auditor and School District Clerk and of the individual affected County Commissioner, a review of the TIF Plan by the City Planning Commission, and the holding of a public hearing thereon following notice thereof published in the City’s official newspaper at least 10 but not more than 30 days prior to the public hearing. The City duly noticed a public hearing on March 16, 2020, and has, on this date, conducted a public hearing.

1.04 Certain information and material (collectively, the “Materials”) relating to the TIF Plan and to the activities contemplated therein have heretofore been prepared and submitted to the Council and/or made a part of the City or EDA files and proceedings on the TIF Plan. The Materials include information and/or substantiation, which are incorporated herein by reference, constituting or relating to (1) the “studies and analyses” on why the new TIF District meets the requirements to be a redevelopment tax increment financing district, including a report prepared by LHB, Inc., Minneapolis, Minnesota, (2) why the TIF District meets the so-called “but for” test; and (3) the bases for the other findings and determinations made in this resolution. The Council hereby confirms, ratifies and adopts the Materials, which are hereby incorporated into and made as fully a part of this resolution to the same extent as if set forth in full herein.

1.05 The City anticipates that a private developer (the “Developer”) will acquire certain property located in the City (the “Development Property”), acquire certain property, demolish existing buildings and construct a mixed-use development within the TIF District (the “Development”).

Section 2. Findings for the Creation of the TIF District and Adoption of a TIF Plan Therefor; Redevelopment Plan.

2.01 The Council hereby finds that: (a) the land within the Project Area would not be available for redevelopment without the financial aid to be sought under the Redevelopment Plan; (b) the Redevelopment Plan will afford maximum opportunity, consistent with the needs of the City as a whole, for the development of the Project Area by private enterprise; and (c) the Redevelopment Plan conforms to the general plan for the development of the City as a whole. The Project Area is not being expanded and the only modification of the Redevelopment Plan relates to the incorporation by reference of the proposed TIF District and the terms of the TIF Plan therefor and therefore the Council reaffirms the findings and determinations originally made in connection with the establishment of the Project Area and the adoption of the Redevelopment Plan therefor.

2.02 The City Council hereby finds that the TIF District is in the public interest and is a redevelopment district, in accordance with Minnesota Statutes, Section 469.174, Subdivision 10 for the following reasons:

The TIF District is, pursuant to Minnesota Statutes, Section 469.174, Subdivision 10(a), a “redevelopment district” because it consists of a project or portions of a project within which the following conditions, reasonably distributed throughout the TIF District, exist: (1) parcels consisting of at least 70% of the area of the TIF District are occupied or deemed occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures and (2) more than 50% of the buildings located or deemed to exist within the TIF District are “structurally substandard” (within the meaning of Minnesota Statutes, Section 469.174, Subdivision 10(b) and (c)) to a degree requiring substantial renovation or clearance.

The TIF District consists of eight parcels one right-of-way parcel, and each parcel is considered “occupied” as defined in Minnesota Statutes, Section 469.174, Subd. 10(a)(1), in that at least 15% of the area of each parcel is occupied or deemed occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures. Parcels consisting of 98.9% of the area of the TIF District are occupied or deemed occupied. There are 5 buildings in the TIF District of which 3 of the buildings (60%) are structurally substandard to a degree requiring substantial renovation or clearance. In addition, the costs of bringing the structurally substandard buildings into compliance with building codes applicable to new buildings would exceed 15% of the cost of constructing new structures of the same size and type on the site.

The Materials, including without limitation the report of LHB, Inc. and other supporting facts for these determinations, are on file with the staff of the City. There have been no building permits issued or improvements made to the parcels since the date of the report.

2.03 The City Council hereby makes the following additional findings:

(a) The City Council further finds that the proposed Development, in the opinion of City Council, would not occur solely through private investment within the reasonably foreseeable future and, therefore, the use of tax increment financing is deemed necessary. The specific basis for such finding being:

The property on which the development will occur would not be developed in the reasonably foreseeable future. The costs of rehabilitating existing buildings of the age, size and condition of the buildings in the TIF District are higher than for new development. The proposed project consists of substandard properties and require extraordinary costs including demolition, site grading, other public improvements and infrastructure needs associated with redevelopment of the project site in connection with the new development. The estimated total redevelopment costs make the total cost of this effort significantly higher than costs reasonably incurred for similar developments on a clean site. As necessary, the City anticipates analyzing future proformas in detail to determine the minimal amount of assistance needed to compensate developers for extraordinary and allowable costs.

(b) The City Council further finds that the TIF Plan conforms to the general plan for the development or redevelopment of the City as a whole. The specific basis for such finding being:

The TIF Plan will generally complement and serve to implement policies adopted in the City's comprehensive plan, the City's goals for downtown redevelopment, and the general plan for the development and redevelopment of the City as a whole. The Development contemplated is or will be in substantial accordance with the existing zoning or any permitted exception for the property.

(c) The City Council further finds that the TIF Plan will afford maximum opportunity consistent with the sound needs of the City as a whole for the development of the Project Area by private enterprise. The specific basis for such finding being:

The proposed Development to occur within the TIF District is anticipated to be a mixed-use development with underground parking consistent with other uses in the area. The Development will increase the taxable market valuation of the City and provide a mixed-use development in the City's downtown. With assistance, private enterprise would not undertake the Development.

(d) For purposes of compliance with Minnesota Statutes, Section 469.175, Subdivision 3(b)(2), the City Council hereby finds that the increased market value of the property to be developed within the TIF District that could reasonably be expected to

occur without the use of tax increment financing is \$0 (other than amounts due to inflation), which is less than the market value estimated to result from the proposed development (\$37,400,899 approximately), after subtracting the present value of the projected tax increments for the maximum duration of the TIF District (i.e., \$5,122,835 approximately), which is approximately \$32,278,064. Thus, the use of tax increment financing will be a positive net gain to the City, the School District, and the County, and the tax increment assistance does not exceed the benefit which will be derived therefrom.

2.04 The provisions of this Section 2 are hereby incorporated by reference into and made a part of the TIF Plan.

2.05 The Council further finds that the TIF Plan is intended and, in the judgment of this Council, its effect will be, to promote the public purposes and accomplish the objectives specified in the TIF Plan.

Section 3. Creation of the TIF District and Approval and Adoption of the Plan; Interfund Loans.

3.01 The creation of the TIF District and the adoption of the TIF Plan, as presented to the Council on this date, including without limitation the findings and statements of objectives contained therein, are hereby approved, ratified, established, and adopted.

3.02 The City elects to retain all of the captured tax capacity to finance the costs of the TIF District. The City elects the method of tax increment computation set forth in Minnesota Statutes, Section 469.177, Subd. 3(a).

3.03 In accordance with Minnesota Statutes, Section 469.175, Subd. 1(b), the City elects to delay the receipt of the first increment until tax payable year 2024.

3.04 The Council hereby approves a policy on interfund loans or advances ("Loans") for this TIF District, as follows:

(a) The authorized tax increment eligible costs (including without limitation out-of-pocket administrative expenses incurred prior to or after the date hereof in an amount up to \$1,019,011 and other project costs, including without limitation the cost of the acquisition of the property within the TIF District, in an amount up to \$9,171,078) payable from the TIF District, as its TIF Plan is originally adopted or may be amended, may need to be financed on a short-term and/or long-term basis via one or more Loans, as may be determined by the City Administrator from time to time.

(b) The Loans may be advanced if and as needed from available monies in the City's or the EDA's general fund or other City or EDA fund designated by the City Administrator.

(c) Neither the maximum principal amount of any one Loan nor the aggregate principal amount of all Loans may exceed \$10,190,089 outstanding at any time.

(d) All Loans shall mature not later than February 1, 2049 or such earlier date as the City Administrator may specify in writing. All Loans may be pre-paid, in whole or in part, whether from tax increment revenue, tax increment revenue bond proceeds or other eligible sources.

(e) The outstanding and unpaid principal amount of each Loan shall bear interest at the rate prescribed by the statute (Minnesota Statutes, Section 469.178, Subdivision 7), which is the greater of the rates specified under Minnesota Statutes, Sections 270C.40 or 549.09 at the time a Loan, or any part of it, is first made, subject to the right of the City Administrator to specify a lower rate (but not less than the City's or the EDA's then-current average investment return for similar amount and term).

(f) Such Loans within the above guidelines are pre-approved. The Loans need not take any particular form and may be undocumented, except that the City Administrator shall specify the principal amount and interest rate and maintain all necessary or applicable data on the Loans.

PASSED on March 16, 2020, by the Chaska City Council.

Mayor

Attest:

City Clerk

CITY CLERK'S CERTIFICATE

I, the undersigned, being the duly qualified and acting City Clerk of the City of Chaska, Minnesota, DO HEREBY CERTIFY that I have carefully compared the attached and foregoing extract of minutes of a duly called and regularly held meeting of the City Council of said City held on March 16, 2020, with the original minutes thereof on file in my office and I further certify that the same is a full, true, and correct transcript thereof insofar as said minutes relate to the establishment of and related actions referenced therein with respect to Tax Increment Financing District No. 23.

Councilmember _____ moved the adoption of the foregoing resolution, the reading of which was waived by unanimous consent of the Council, and said motion was duly seconded by Councilmember _____, and upon vote being taken thereon, the following voted in favor thereof:

and the following voted against the same:

whereupon said resolution was declared duly adopted.

WITNESS My hand this 16th day of March, 2020.

City Clerk
Chaska, Minnesota

Chaska, Minnesota
Chaska Economic Development Authority

Tax Increment Financing Plan

for

Tax Increment Financing (Redevelopment)
District No. 23

Within Redevelopment Project Area No. 4

Draft Dated: March 16, 2020
Scheduled Public Hearing: March 16, 2020
Anticipated Approval: March 16, 2020

Prepared by:

BAKER TILLY
380 Jackson Street, Suite 300
St. Paul, MN 55101-2887
(651) 223-3000

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Section A Definitions

The terms defined in this section have the meanings given herein, unless the context in which they are used indicates a different meaning:

"Authority" means the Chaska Economic Development Authority.

"City" means the City of Chaska, Minnesota; also referred to as a "Municipality".

"City Council" means the City Council of the Chaska; also referred to as the "Governing Body".

"County" means Carver County, Minnesota.

"Redevelopment Project Area" means Redevelopment Project Area No. 4 in the City, which is described in the corresponding Redevelopment Plan.

"Redevelopment Plan" means the Redevelopment Plan for the Redevelopment Project Area.

"Project Area" means the geographic area of the Redevelopment Project Area.

"School District" means Independent School District No. 112, Minnesota.

"State" means the State of Minnesota.

"TIF Act" means Minnesota Statutes, Sections 469.174 through 469.1794, as amended.

"TIF District" means Tax Increment Financing (Redevelopment) District No. 23.

"TIF Plan" means the tax increment financing plan for the TIF District (this document).

Section B Statutory Authorization

Minnesota Statutes, Sections 469.001-469.047, as amended (Housing and Redevelopment Authority Act) grants the authority to designate redevelopment areas within the boundaries of the municipality. Within these areas, the municipality may adopt a redevelopment plan and establish a project consistent with the municipality's public purpose. The project consists of a redevelopment project as defined in Section 469.002, Subdivision 14.

Section C Statement of Need and Public Purpose

The Authority has determined that conditions exist within the Redevelopment Project Area which have prevented further development of land by private enterprise. It has been found that the Redevelopment Project Area is potentially more useful and valuable for contributing to the public health, safety and welfare than has been realized under existing development.

The development of these parcels is not attainable in the foreseeable future without the intervention of the Authority in the private development process. The Authority has prepared the Redevelopment Plan, which provides for the elimination of these conditions, thereby making the land useful and valuable for contributing to the public health, safety and welfare.

Section D Statement of Objectives

The Authority, through implementation of this plan, seeks to achieve the following objectives:

1. Redevelopment of blighted and obsolete structures.
2. Funding of eligible improvements related to the qualification of the property as a redevelopment district, through the use tax increment.
3. Development of new housing and commercial space in the City.

**Section E Designation of Tax Increment Financing District as a
Redevelopment District**

Redevelopment districts are a type of tax increment financing district in which one or more of the following conditions exists and is reasonably distributed throughout the district:

- (1) parcels comprising at least 70% of the area of the district are occupied by buildings, streets, utilities, paved or gravel parking lots, or other similar structures and more than 50% of the buildings, not including outbuildings, are structurally substandard requiring substantial renovation or clearance. A parcel is deemed "occupied" if at least 15% of the area of the parcel contains buildings, streets, utilities, paved or gravel parking lots; or other similar structures.
- (2) the property consists of vacant, unused, underused, inappropriately used, or infrequently used railyards, rail storage facilities, or excessive or vacated railroad right-of-ways; or
- (3) tank facilities, or property whose immediately previous use was for tank facilities, as defined in section 115C.02, subdivision 15, if the tank facilities:
 - (i) have or had a capacity of more than 1,000,000 gallons;
 - (ii) are located adjacent to rail facilities; and
 - (iii) have been removed or are unused, underused, inappropriately used, or infrequently used; or
- (4) a qualifying disaster area, as defined in Minnesota Statutes, 469.174, subd. 10(b).

For districts consisting of two more noncontiguous areas, each area must individually qualify under the provisions listed above, as well as the entire area must also qualify as a whole.

The TIF District qualifies as a redevelopment district in that it meets all of the criteria listed in (1) above. The supporting facts and documentation for this determination are summarized in Exhibit VI and will be retained by the Authority for the life of the TIF District and are available to the public upon request.

"Structurally substandard" is defined as buildings containing defects or deficiencies in structural elements, essential utilities and facilities, light and ventilation, fire protection (including egress), layout and condition of interior partitions, or similar factors. Generally, a building is not structurally substandard if it is in compliance with the building code applicable to a new building, or could be modified to satisfy the existing code at a cost of less than 15% of the cost of constructing a new structure of the same size and type.

A city may not find that a building is structurally substandard without an interior inspection, unless it can not gain access to the property and there exists evidence which supports the structurally substandard finding. Such evidence includes recent fire or police inspections, on-site property tax appraisals or housing inspections, exterior evidence of deterioration, or other similar reliable evidence. Written documentation of the findings and reasons why an interior inspection was not conducted must be made and retained pursuant to Minnesota Statutes, Section 469.175, subd. 3, clause (1). A parcel is deemed to be occupied by a structurally substandard building if the following conditions are met:

- (1) the parcel was occupied by a substandard building within three years of the filing of the request for certification of the parcel as part of the district;

- (2) the demolition or removal of the substandard building was performed or financed by the Authority, or was performed by a developer under a development agreement with the Authority,
- (3) the Authority found by resolution before such demolition or removal occurred that the building was structurally substandard and that the Authority intended to include the parcel in the TIF district, and
- (4) the Authority notifies the county auditor that the original tax capacity of the parcel must be adjusted upon filing the request for certification of the tax capacity of the parcel as part of a district.

In the case of (4) above, the County Auditor shall certify the original net tax capacity of the parcel to be the greater of (a) the current tax capacity of the parcel, or (b) a computed tax capacity of the parcel using the estimated market value of the parcel for the year in which the demolition or removal occurred, and the appropriate classification rate(s) for the current year.

At least 90 percent of the tax increment from a redevelopment district must be used to finance the cost of correcting conditions that allow designation as a redevelopment district. These costs include, but are not limited to, acquiring properties containing structurally substandard buildings or improvements or hazardous substances, pollution, or contaminants, acquiring adjacent parcels necessary to provide a site of sufficient size to permit development, demolition and rehabilitation of structures, clearing of land, removal of hazardous substances or remediation necessary to develop the land, and installation of utilities, roads, sidewalks, and parking facilities for the site. The allocated administrative expenses of the Authority may be included in the qualifying costs.

Section F Duration of the TIF District

Redevelopment districts may remain in existence 25 years from the date of receipt by the Authority of the first tax increment. Modifications of this plan (see Section Z) shall not extend these limitations.

Pursuant to Minnesota Statutes, Section 469.175, subd. 1(b), the Authority specifies 2024 as the first year in which it elects to receive tax increment from the TIF District, which is no later than four years following the year of approval of the TIF District. Thus, the Authority reserves the right to allow the TIF District to remain in existence the maximum duration allowed by law as projected to be through the year 2049.(see Section P) and will decertify the TIF District as early as possible should the projected increment be received in a shorter period than originally projected. All tax increments from taxes payable in the year the TIF District is decertified shall be paid to the Authority.

Section G Property to be Included in the TIF District

The TIF District is an approximate 3.01-acre area of land located within the Project Area. A map showing the location of the TIF District is shown in Exhibit I. The boundaries and area encompassed by the TIF District are described below:

Parcel Number	Legal Description
30.9990500	Section 08 Township 115 Range 023
30.0501392	Section 08 Township 115 Range 023 CITY LOTS OF CHASKA Lot 001 Block 023 LOT 3 AND THAT P/O LOTS 1 & 2, BLOCK 23, LYING SELY OF A LINE PARALLEL WITH AND 25' SELY, MEAS AT RT ANGLES, FROM CENTERLINE OF MAIN TRACK OF UNION PACIFIC RR, FORMERLY CNW RR CO & PRIOR MPLS ST LOUIS RR CO. EXC S 48' OF LOT 3, BLOCK 23 (30.0501400)
30.0501400	Section 08 Township 115 Range 023 CITY LOTS OF CHASKA Lot 003 Block 023 S 48' THEREOF
30.0501410	Section 08 Township 115 Range 023 CITY LOTS OF CHASKA Lot 004 Block 023
30.0501420	Section 08 Township 115 Range 023 CITY LOTS OF CHASKA Lot 005 Block 023
30.0501800	Section 09 Township 115 Range 023 CITY LOTS OF CHASKA Block

	027 LOTS 1 2 9 & 10 & P/O ALLEY VACATED & ADJACENT TO SAID LOTS & ALSO P/O LOTS 3 & 8 BLK 27 DESC AS: BEG AT SE CORN LOT 2 TH SLY ALONG ELY LINE OF BLK 27 4" TH WLY TO S LINE OF LOT 2 & LOT 9 TO PT ON WLY LINE BLK 27 TO PT ON WLY LINE BLK 27 4" S FROM SW COR
30.0501830	Section 09 Township 115 Range 023 CITY LOTS OF CHASKA Block 027 ALL OF BLOCK 27 LYING SLY OF LINE DESC AS: BEG AT SE CORN OF LOT 2, BLK 27; TH SLY ALONG ELY LINE OF BLK 27 4" TO PT OF BEG; TH WLY PARALLEL TO S LINE OF LOT 2 AND LOT 9, BLK 27 TO A PT ON WLY LINE OF BLK 27, 4" S (MEAS ALONG W LINE BLK 27) FROM SW CORN
30.0501840	Section 09 Township 115 Range 023 CITY LOTS OF CHASKA Lot 006 Block 027 & LOT 7 EXC: NLY 23' OF ELY 5' CRV #5378

The area encompassed by the TIF District shall also include all adjacent roads and all street or utility right-of-ways located upon or adjacent to the property described above.

Section H Property to be Acquired in the TIF District

The Authority may acquire and sell any or all of the property located within the Project Area. The Authority anticipates acquiring property within the district to facilitate redevelopment.

Section I Specific Development Expected to Occur Within the TIF District

The proposed project is expected to consist of the acquisition, demolition and subsequent construction of a mixed-use development on the property. The Authority anticipates the construction of approximately 100 new rental housing units with underground parking and commercial space. The Authority anticipates using tax increment to finance eligible redevelopment costs including acquisition, demolition, parking, streets and sidewalks, public infrastructure improvements and other related and necessary redevelopment costs, including eligible administrative expenses.

The Authority anticipates redevelopment commencing sometime in 2021 and continuing into 2022. The project is expected to be fully completed by December 31, 2022 for assess 2023 and taxes payable 2024.

Section J Findings and Need for Tax Increment Financing

In establishing the TIF District, the Authority makes the following findings:

- (1) The TIF District qualifies as a redevelopment district;

The City of Chaska retained the services of LHB to inspect and evaluate property within the proposed Tax Increment Financing District No. 23 to be established by the Authority. The purpose of the evaluation was to determine if the proposed district met the statutory requirements for coverage and if the buildings met the qualifications required for a Redevelopment District.

The final report was prepared for the Authority to retain on file in City offices for public inspection. The report contains the details of the findings summarized below regarding the substandard qualifications:

- The TIF District consists of eight parcels that are occupied so 98.9 percent of the area of the proposed TIF District is occupied (exceeding the 70 percent coverage test);
- 60 percent of the buildings in the proposed District contain code deficiencies exceeding the 15 percent threshold;
- The buildings are structurally substandard to a degree requiring substantial renovation or clearance, because of defects in structural elements or a combination of deficiencies in essential utilities and facilities, light and ventilation, fire protection including adequate egress, layout and condition of interior partitions, or similar factors which defects or deficiencies are of sufficient total significance to justify substantial renovation or clearance; and
- The substandard buildings are reasonably distributed throughout the geographic area of the proposed TIF District.

These findings are described more completely in Exhibit VI.

- (2) The proposed development, in the opinion of the Authority, would not reasonably be expected to occur solely through private investment within the reasonably foreseeable future and the increased market value of the site that could reasonably be expected to occur without the use of tax increment financing would be less than the increase in the market value estimated to result from the proposed development after subtracting the present value of the projected tax increments for the maximum duration of the district permitted by the TIF Plan.

Factual basis:

Proposed development not expected to occur:

The proposed project consists of the redevelopment of property within the City that consists of blighted properties that were found to be substandard and will be demolished following establishment of the District. The Authority has identified extraordinary costs including demolition, site grading, other public improvements and infrastructure needs associated with redevelopment of the project site in conjunction with the new development. The estimated total redevelopment costs make the total cost of this effort significantly higher than costs reasonably incurred for similar developments on a clean site. The City's finding that the proposed redevelopment would be unlikely to occur solely through private investment within the reasonably foreseeable future is based on an analysis of the proforma and other materials submitted by the developer. As necessary, the City anticipates analyzing future proformas in detail to determine the minimal amount of assistance needed to compensate developers for extraordinary and allowable costs.

No higher market value expected:

If the proposed redevelopment did not go forward, for the same reasons described above, no alternative redevelopment of the project site is expected to occur in the foreseeable future. The currently blighted buildings need to be removed from the site to allow development to occur and without tax increment assistance, the result would be only a modest increase in market value compared to the more significant value growth created by the proposed redevelopment. In short, there is no basis for expectation that the area would redevelop or be renovated in any significant way purely by private action without public subsidy given the improvements necessary for the development of the project area.

To summarize the basis for the Authority's findings regarding alternative market value, in accordance with Minnesota Statutes, Section 469.175, Subd. 3(d), the Authority makes the following determinations:

- a. The Authority's estimate of the amount by which the market value of the site will increase without the use of tax increment financing is anywhere from \$0 to some modest amount based on small scale renovation or redevelopment that could be possible without assistance; any estimated values would be too speculative to ascertain.

b. If the proposed development to be assisted with tax increment occurs in the District, the total increase in market value would be approximately \$37,400,899, including the value of the building (See Exhibit II).

c. The present value of tax increments from the District for the maximum duration of the district permitted by the TIF Plan is estimated to be \$5,122,835 (See Exhibit V).

d. Even if some development other than the proposed development were to occur, the Council finds that no alternative would occur that would produce a market value increase greater than \$32,278,064 (the amount in clause b less the amount in clause c) without tax increment assistance.

- (3) The TIF Plan will afford maximum opportunity, consistent with the sound needs of the Authority as a whole, for development of the Project Area by private enterprise.

Factual basis: The anticipated redevelopment of the project site would include demolition of existing blighted buildings and subsequent construction of mixed-use buildings with underground parking in the Project Area and would be consistent with the City's design goals.

- (4) The TIF Plan conforms to general plans for development of the Authority as a whole.

Factual basis: The City Planning Commission has determined that the development proposed in the TIF Plan conforms to the City comprehensive plan.

- (5) The Authority elects the method of tax increment computation set forth in Minnesota Statutes, Section 469.177, Subdivision 3(a); therefore subdivision 3(a) shall apply which indicates the original net tax capacity and the current net tax capacity shall be determined after the application of the fiscal disparity provisions (see method (a) in Section P).

Section K Estimated Public Costs

The estimated public costs of the TIF District are listed below. Such costs are eligible for reimbursement from tax increments of the TIF District.

Land/Building acquisition, Demolition, Special Assessments, Public Utilities, Site Improvements/Preparation Costs, and other Eligible Improvements	9,171,078
Bond/Note Interest Payments	
Administrative expenses	1,019,011
<u>Other Expenditures</u>	
Total	10,190,089

The Authority anticipates using tax increment to the extent available to assist with financing a portion of the acquisition, demolition, site improvements, parking, infrastructure and public improvement costs, related administrative expenses, and other TIF-eligible expenditures as necessary and related to development of the project. The Authority reserves the right to administratively adjust the amount of any of the items listed above or to incorporate additional eligible items, so long as the total estimated public cost is not increased. The Authority reserves the right to spend available tax increment outside of the TIF District boundaries and within the project area.

Section L Estimated Sources of Revenue

Tax Increment revenue	10,190,089
Interest on invested funds	
Other	
Total	10,190,089

The Authority anticipates using future tax increments for reimbursement of public costs incurred from Section K. As increments are collected from the TIF District in future years, these taxes will be reserved by the Authority as reimbursement for public costs incurred (primarily land acquisition), either through internal funding or general obligation or revenue debt. The Authority also reserves the right to provide financial assistance to the proposed development through the use of a pay-as-you-go technique if necessary and revenues available. With pay-as-you-go, as tax increments are collected from the TIF District in future years, a portion of these taxes will be distributed to the developer/owner as reimbursement for public costs incurred that relate to redevelopment of the project site.

The Authority reserves the right to finance any or all public costs of the TIF District using pay-as-you-go assistance, internal funding, general obligation or revenue debt, or any other financing mechanism authorized by law. The Authority also reserves the right to use other sources of revenue legally applicable to the Project Area to pay for such costs including, but not limited to, special assessments, utility revenues, federal or state funds, and investment income.

Section M Estimated Amount of Bonded Indebtedness

The maximum principal amount of bonds (as defined in the TIF Act) secured in whole or part with tax increment from the TIF District is \$10,190,089. The Authority currently plans to finance the acquisition and related costs through bond issuance. Future costs may be financed through an interfund loan and potentially in the form of a pay-as-you-go revenue note, but reserves the right to issue bonds in any form, including without limitation any interfund loan with interest not to exceed the maximum permitted under Section 469.178, subd. 7 of the TIF Act.

Section N Original Net Tax Capacity

The County Auditor shall certify the original net tax capacity of the TIF District. This value will be equal to the total net tax capacity of all property in the TIF District as certified by the State Commissioner of Revenue. For districts certified between January 1 and June 30, inclusive, this value is based on the previous assessment year. For districts certified between July 1 and December 31, inclusive, this value is based on the current assessment year.

The Estimated Market Value of all the land within the TIF District as of January 2, 2019, for taxes payable in 2020, is \$5,517,600 and the estimated original net tax capacity of the TIF District following reclassification of the property would be \$68,971. This assumes the property is classified as a mix of residential rental and commercial/industrial.

Each year the County Auditor shall certify the amount that the original net tax capacity has increased or decreased as a result of:

- (1) changes in the tax-exempt status of property;
- (2) reductions or enlargements of the geographic area of the TIF District;
- (3) changes due to stipulation agreements or abatements; or
- (4) changes in property classification rates.

Section O Original Local Tax Rate

The County Auditor shall also certify the original local tax rate of the TIF District. This rate shall be the sum of all local tax rates that apply to property in the TIF District. This rate shall be for the same taxes payable year as the original net tax capacity.

In future years, the amount of tax increment generated by the TIF District will be calculated using the lesser of (a) the sum of the current local tax rates at that time or (b) the original local tax rate of the TIF District.

The sum of all local tax rates that apply to property in the TIF District for taxes levied in 2019 and payable in 2020 is not yet available. For purposes of estimating the tax increment generated by the TIF District we are using the payable 2019 tax rate of 104.219% as shown below. If the request for certification is made prior to June 30, 2020, the original local tax rate will be the rate that applies for taxes payable in 2020 and the County Auditor shall certify this amount as the original tax capacity rate of the TIF District.

<u>Taxing Jurisdiction</u>	<u>2019/2020 Local Tax Rate</u>
City of Chaska	27.678%
Carver County	36.488%
ISD # 112	33.631%
Other	6.422%
Total	104.219%

**Section P Projected Retained Captured Net Tax Capacity and
Projected Tax Increment**

The Authority anticipates that the project will begin construction in 2021 and be completed by December 31, 2022, creating a total tax capacity for the TIF District of \$300,800 as of January 2, 2023. The captured tax capacity as of that date is estimated to be \$231,829 and the first year of tax increment is estimated to be \$241,609 payable in 2024. A complete schedule of estimated tax increment from the TIF District is shown in Exhibit III.

The estimates shown in this TIF Plan assume that residential rental class rates of 1.25% and commercial class rates remain at 1.5% for the first \$150,000 of estimated market value and 2.0% of the market value above \$150,000. The projections also assume a 3% annual increase in market values.

Each year the County Auditor shall determine the current net tax capacity of all property in the TIF District. To the extent that this total exceeds the original net tax capacity, the difference shall be known as the captured net tax capacity of the TIF District.

For communities affected by the fiscal disparity provisions of Minnesota Statutes, Chapter 473F and Chapter 276A, the original net tax capacity of the TIF District shall be determined before the application of fiscal disparity. In subsequent years, the current net tax capacity shall either (a) be determined before the application of fiscal disparity or (b) exclude the product of any fiscal disparity increase in the TIF District (since the original net tax capacity was certified) times the appropriate fiscal disparity ratio. The method the Authority elects shall remain the same for the life of the TIF District, except that a single change may be made at any time from method (a) to method (b) above. The Authority elects method (a), or M.S. Section 469.177, Subdivision 3(a).

The County Auditor shall certify to the Authority the amount of captured net tax capacity each year. The Authority may choose to retain any or all of this amount. It is the Authority's intention to retain 100% of the captured net tax capacity of the TIF District. Such amount shall be known as the retained captured net tax capacity of the TIF District.

Exhibit II gives a listing of the various information and assumptions used in preparing a number of the exhibits contained in this TIF Plan, including Exhibit III which shows the projected tax increment generated over the anticipated life of the TIF District.

Section Q Use of Tax Increment

Each year the County Treasurer shall deduct 0.36% of the annual tax increment generated by the TIF District and pay such amount to the State's General Fund. Such amounts will be appropriated to the State Auditor for the cost of financial reporting and auditing of tax increment financing information throughout the state. Exhibit III shows the projected deduction for this purpose over the anticipated life of the TIF District.

The Authority has determined that it will use 100% of the remaining tax increment generated by the TIF District for any of the following purposes:

- (1) pay for the estimated public costs of the TIF District (see Section K) and County administrative costs associated with the TIF District (see Section T);
- (2) pay principal and interest on tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;
- (3) accumulate a reserve securing the payment of tax increment bonds or other bonds issued to finance the estimated public costs of the TIF District;
- (4) pay all or a portion of the county road costs as may be required by the County Board under M.S. Section 469.175, Subdivision 1a; or
- (5) return excess tax increments to the County Auditor for redistribution to the City, County and School District.

Tax increments from property located in one county must be expended for the direct and primary benefit of a project located within that county, unless both county boards involved waive this requirement. Tax increments shall not be used to circumvent levy limitations applicable to the Authority.

Tax increment shall not be used to finance the acquisition, construction, renovation, operation, or maintenance of a building to be used primarily and regularly for conducting the business of a municipality, county, school district, or any other local unit of government or the State or federal government, or for a commons area used as a public park, or a facility used for social, recreational, or conference purposes. This prohibition does not apply to the construction or renovation of a parking structure or of a privately-owned facility for conference purposes.

If there exists any type of agreement or arrangement providing for the developer, or other beneficiary of assistance, to repay all or a portion of the assistance that was paid or financed with tax increments, such payments shall be subject to all of the restrictions imposed on the use of tax increments. Assistance includes sale of property at less than the cost of acquisition or fair market value, grants, ground or other leases at less than fair market rent, interest rate subsidies, utility service connections, roads, or other similar assistance that would otherwise be paid for by the developer or beneficiary.

Section R Excess Tax Increment

In any year in which the tax increments from the TIF District exceed the amount necessary to pay the estimated public costs authorized by the TIF Plan, the Authority shall use the excess tax increments to:

- (1) prepay any outstanding tax increment bonds;

- (2) discharge the pledge of tax increments thereof;
- (3) pay amounts into an escrow account dedicated to the payment of the tax increment bonds; or
- (4) return excess tax increments to the County Auditor for redistribution to the City, County and School District. The County Auditor must report to the Commissioner of Education the amount of any excess tax increment redistributed to the School District within 30 days of such redistribution.

Section S Tax Increment Pooling and the Five-Year Rule

At least 75% of the tax increments from the TIF District must be expended on activities within the district or to pay for bonds used to finance the estimated public costs of the TIF District (see Section E for additional restrictions). No more than 25% of the tax increments may be spent on costs outside of the TIF District but within the boundaries of the Project Area, except to pay debt service on credit enhanced bonds. All administrative expenses are considered to have been spent outside of the TIF District. Tax increments paid by properties in the TIF District are considered to have been spent within the TIF District if such amounts are:

- (1) actually paid to a third party for activities performed within the TIF District within five years after certification of the district;
- (2) used to pay bonds that were issued and sold to a third party, the proceeds of which are reasonably expected on the date of issuance to be spent within the later of the five-year period or a reasonable temporary period or are deposited in a reasonably required reserve or replacement fund.
- (3) used to make payments or reimbursements to a third party under binding contracts for activities performed within the TIF District, which were entered into within five years after certification of the district; or
- (4) used to reimburse a party for payment of eligible costs (including interest) incurred within five years from certification of the district.

Beginning with the sixth year following certification of the TIF District, at least 75% of the tax increments must be used to pay outstanding bonds or make contractual payments obligated within the first five years. When outstanding bonds have been defeased and sufficient money has been set aside to pay for such contractual obligations, the TIF District must be decertified.

The Authority anticipates that an eligible portion of tax increments will be spent outside the TIF District (including allowable administrative expenses), and such expenditures are expressly authorized in this TIF Plan.

Section T Limitation on Administrative Expenses

Administrative expenses are defined as all costs of the Authority other than:

- (1) amounts paid for the purchase of land;
- (2) amounts paid to contractors or others providing materials and services, including architectural and engineering services, directly connected with the physical development of the real property in the project;
- (3) relocation benefits paid to or services provided for persons residing or businesses located in the project;

- (4) amounts used to pay principal or interest on, fund a reserve for, or sell at a discount bonds issued pursuant to section 469.178; or
- (5) amounts used to pay other financial obligations to the extent those obligations were used to finance costs described in clauses (1) to (3).

Administrative expenses include amounts paid for services provided by bond counsel, fiscal consultants, planning or economic development consultants, and actual costs incurred by the County in administering the TIF District. Tax increments may be used to pay administrative expenses of the TIF District up to the lesser of (a) 10% of the total tax increment expenditures authorized by the TIF Plan or (b) 10% of the total tax increments received by the TIF District.

Section U Limitation on Property Not Subject to Improvements - Four Year Rule

If after four years from certification of the TIF District no demolition, rehabilitation, renovation, or qualified improvement of an adjacent street has commenced on a parcel located within the TIF District, then that parcel shall be excluded from the TIF District and the original net tax capacity shall be adjusted accordingly. Qualified improvements of a street are limited to construction or opening of a new street, relocation of a street, or substantial reconstruction or rebuilding of an existing street. The Authority must submit to the County Auditor, by February 1 of the fifth year, evidence that the required activity has taken place for each parcel in the TIF District.

If a parcel is excluded from the TIF District and the Authority or owner of the parcel subsequently commences any of the above activities, the Authority shall certify to the County Auditor that such activity has commenced and the parcel shall once again be included in the TIF District. The County Auditor shall certify the net tax capacity of the parcel, as most recently certified by the Commissioner of Revenue, and add such amount to the original net tax capacity of the TIF District.

Section V Estimated Impact on Other Taxing Jurisdictions

Exhibit IV shows the estimated impact on other taxing jurisdictions if the maximum projected retained captured net tax capacity of the TIF District was hypothetically available to the other taxing jurisdictions. The Authority believes that there will be no adverse impact on other taxing jurisdictions during the life of the TIF District, since the proposed development would not have occurred without the establishment of the TIF District and the provision of public assistance. A positive impact on other taxing jurisdictions will occur when the TIF District is decertified and the development therein becomes part of the general tax base.

The fiscal and economic implications of the proposed tax increment financing district, as pursuant to Minnesota Statutes, Section 469.175, Subdivision 2, are listed below.

1. The total amount of tax increment that will be generated over the life of the district is estimated to be \$10,226,907.
2. To the extent the project in TIF District 23 generates any public cost impacts on city-provided services such as police and fire protection, public infrastructure, and the impact of any general obligation tax increment bonds attributable to the district upon the ability to issue other debt for general fund purposes, such costs will be levied upon the taxable net tax capacity of the City, excluding that portion captured by the District. The City is anticipating the issuance of general obligation bonds to finance acquisition and related costs of the project.
3. The amount of tax increments over the life of the district that would be attributable to school district levies, assuming the school district's share of the total local tax rate for all taxing jurisdictions remained the same, is estimated to be \$3,300,197.

4. The amount of tax increments over the life of the district that would be attributable to county levies, assuming the county's share of the total local tax rate for all taxing jurisdictions remained the same is estimated to be \$3,580,566.
5. No additional information has been requested by the county or school district that would enable it to determine additional costs that will accrue to it due to the development proposed for the district.

Section W Prior Planned Improvements

The City shall accompany its request for certification to the County Auditor (or notice of district enlargement), with a listing of all properties within the TIF District for which building permits have been issued during the 18 months immediately preceding approval of the TIF Plan. The County Auditor shall increase the original net tax capacity of the TIF District by the net tax capacity of each improvement for which a building permit was issued.

There have been no building permits issued in the last 18 months in conjunction with any of the properties within the TIF District.

Section X Development Agreements

If within a project containing a redevelopment district, more than 25% of the acreage of the property to be acquired by the Authority is purchased with tax increment bonds proceeds (to which tax increment from the property is pledged), then prior to such acquisition, the Authority must enter into an agreement for the development of the property. Such agreement must provide recourse for the Authority should the development not be completed.

The Authority anticipates entering into an agreement for development and anticipates acquiring property located within the TIF District.

Section Y Assessment Agreements

The Authority may, upon entering into a development agreement, also enter into an assessment agreement with the developer, which establishes a minimum market value of the land and improvements for each year during the life of the TIF District.

The assessment agreement shall be presented to the County or City Assessor who shall review the plans and specifications for the improvements to be constructed, review the market value previously assigned to the land, and so long as the minimum market value contained in the assessment agreement appears to be an accurate estimate, shall certify the assessment agreement as reasonable. The assessment agreement shall be filed for record in the office of the County Recorder of each county where the property is located. Any modification or premature termination of this agreement must first be approved by the City, County and School District.

The Authority anticipates entering into an assessment agreement and reserves the right to enter into an assessment agreement for individual projects.

Section Z Modifications of the Tax Increment Financing Plan

Any reduction or enlargement in the geographic area of the Project Area or the TIF District; a determination to capitalize interest on the debt if that determination was not part of the original TIF Plan, increase in the portion of the captured net tax capacity to be retained by the Authority; increase in the total estimated public costs; or designation of property to be acquired by the Authority shall be approved only after satisfying all the necessary requirements for approval of the original TIF Plan. This paragraph does not apply if:

- (1) the only modification is elimination of parcels from the TIF District; and

- (2) the current net tax capacity of the parcels eliminated equals or exceeds the net tax capacity of those parcels in the TIF District's original net tax capacity, or the Authority agrees that the TIF District's original net tax capacity will be reduced by no more than the current net tax capacity of the parcels eliminated.

The Authority must notify the County Auditor of any modification that reduces or enlarges the geographic area of the TIF District. The geographic area of the TIF District may be reduced but not enlarged after five years following the date of certification.

Section AA Administration of the Tax Increment Financing Plan

Upon adoption of the TIF Plan, the Authority shall submit a copy of such plan to the Minnesota Department of Revenue and the Office of the State Auditor. The Authority shall also request that the County Auditor certify the original net tax capacity and net tax capacity rate of the TIF District. To assist the County Auditor in this process, the Authority shall submit copies of the TIF Plan, the resolution establishing the TIF District and adopting the TIF Plan, and a listing of any prior planned improvements. The Authority shall also send the County Assessor any assessment agreement establishing the minimum market value of land and improvements in the TIF District and shall request that the County Assessor review and certify this assessment agreement as reasonable.

The County shall distribute to the Authority the amount of tax increment as it becomes available. The amount of tax increment in any year represents the applicable property taxes generated by the retained captured net tax capacity of the TIF District. The amount of tax increment may change due to development anticipated by the TIF Plan, other development, inflation of property values, or changes in property classification rates or formulas. In administering and implementing the TIF Plan, the following actions should occur on an annual basis:

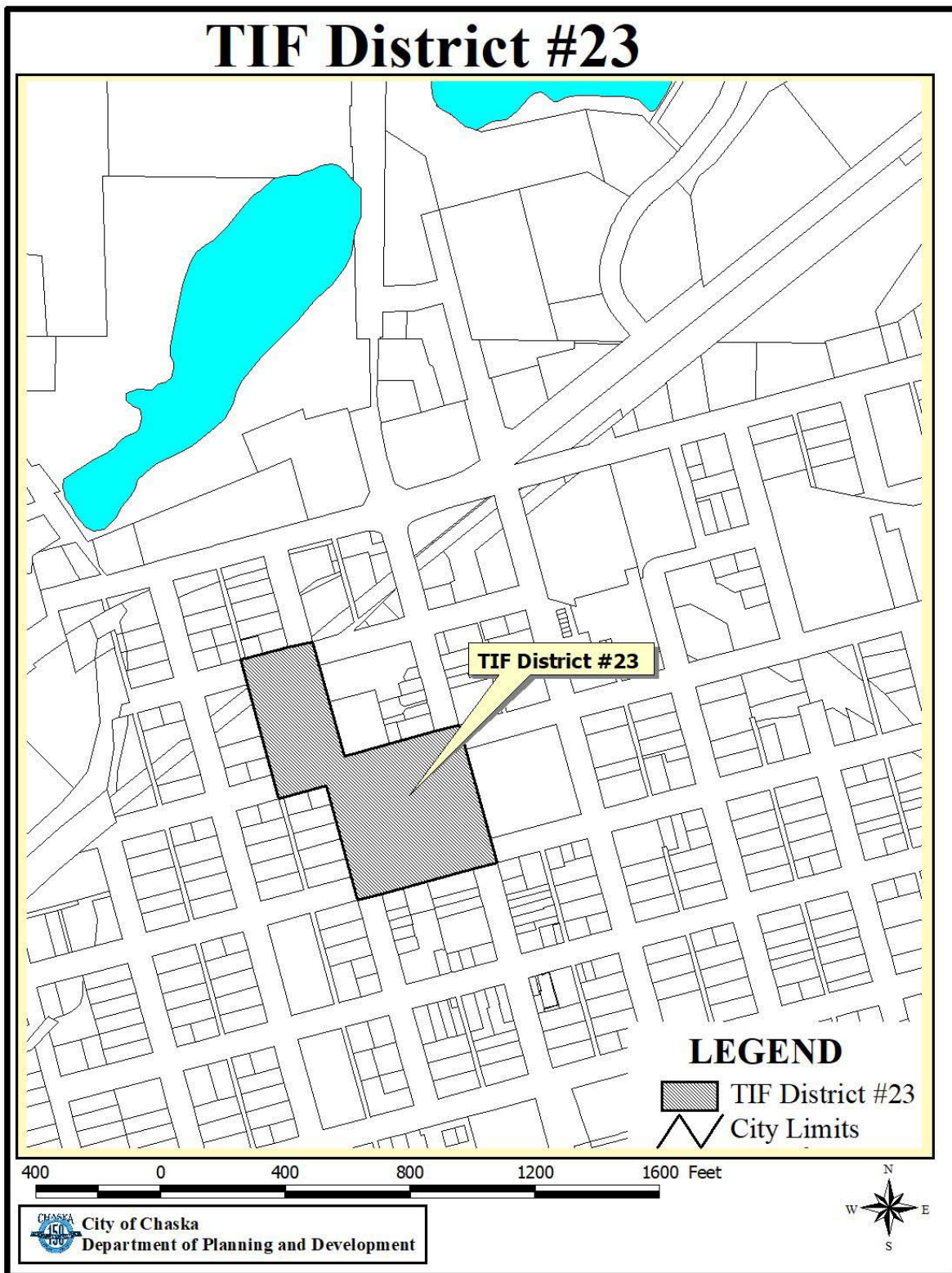
- (1) prior to July 1, the Authority shall notify the County Assessor of any new development that has occurred in the TIF District during the past year to ensure that the new value will be recorded in a timely manner.
- (2) if the County Auditor receives the request for certification of a new TIF District, or for modification of an existing TIF District, before July 1, the request shall be recognized in determining local tax rates for the current and subsequent levy years. Requests received on or after July 1 shall be used to determine local tax rates in subsequent years.
- (3) each year the County Auditor shall certify the amount of the original net tax capacity of the TIF District. The amount certified shall reflect any changes that occur as a result of the following:
 - (a) the value of property that changes from tax-exempt to taxable shall be added to the original net tax capacity of the TIF District. The reverse shall also apply;
 - (b) the original net tax capacity may be modified by any approved enlargement or reduction of the TIF District;
 - (c) if laws governing the classification of real property cause changes to the percentage of estimated market value to be applied for property tax purposes, then the resulting increase or decrease in net tax capacity shall be applied proportionately to the original net tax capacity and the retained captured net tax capacity of the TIF District.

The County Auditor shall notify the Authority of all changes made to the original net tax capacity of the TIF District.

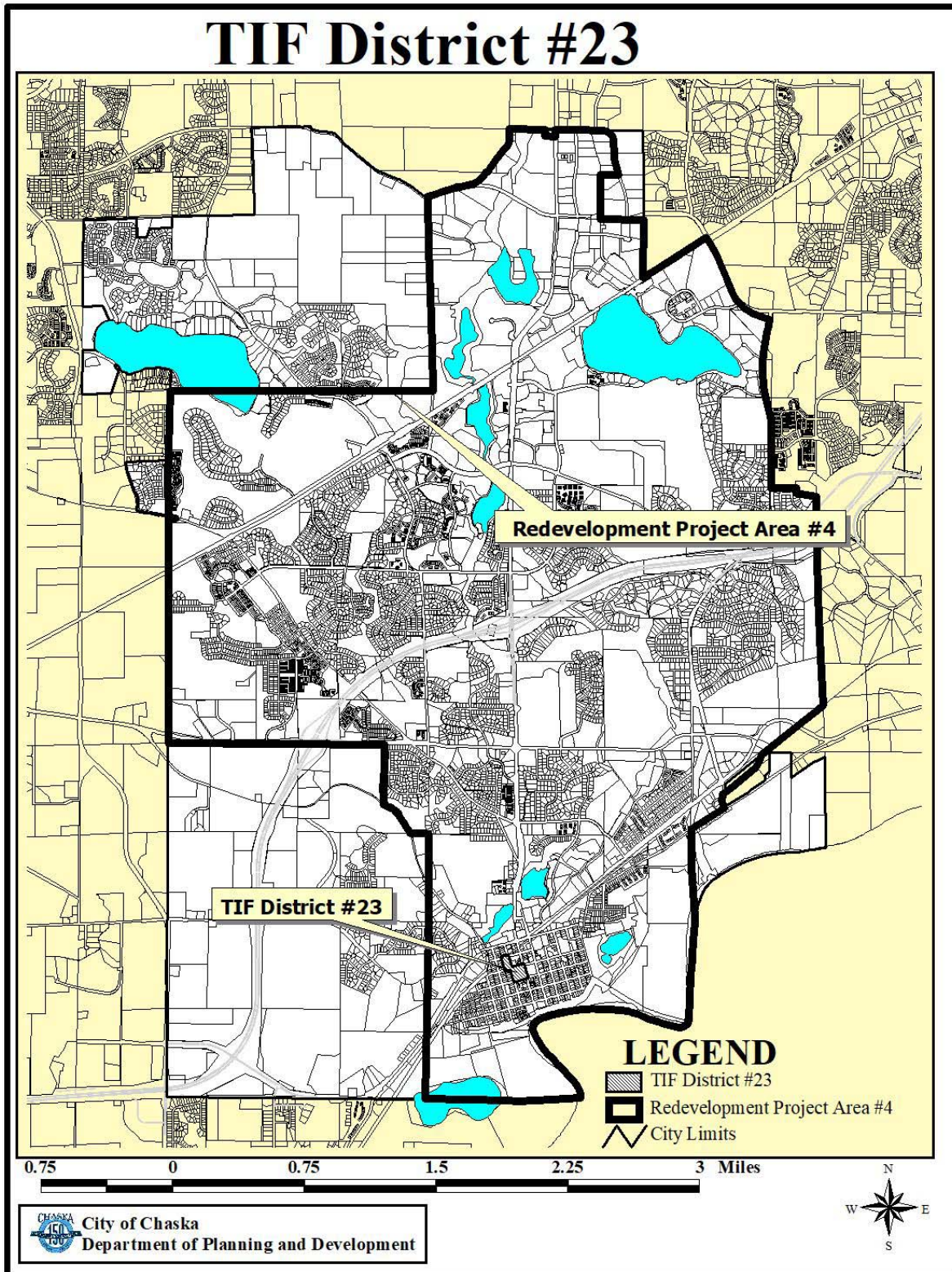
Section AB Filing TIF Plan, Financial Reporting and Disclosure Requirements

The Authority will file the TIF Plan, and any subsequent amendments thereto, with the Commissioner of Revenue and the Office of the State Auditor pursuant to Minnesota Statutes, Section 469.175, subdivision 4a. The Authority will comply with all reporting requirements for the TIF District under Minnesota Statutes, Section 469.175, subdivisions 5 and 6.

MAP OF TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 23



MAP OF TAX INCREMENT FINANCING (REDEVELOPMENT) DISTRICT NO. 23
within Redevelopment Project No. 4



Assumptions Report

City of Chaska, Minnesota
Tax Increment Financing (Redevelopment) District No. 23
Proposed City Square West Redevelopment Project
Draft TIF Plan Exhibits: Mixed Use Redevelopment of \$21M

Type of Tax Increment Financing District Redevelopment
Maximum Duration of TIF District 25 years from 1st increment

Projected Certification Request Date 06/30/20
Decertification Date 12/31/49 (25 Years of Increment)

	<u>2019/2020</u>
Base Estimated Market Value *	\$5,517,700
Parcels: 30.0501392	
30.0501400	
30.0501410	

Original Net Tax Capacity * \$68,971

	Assessment/Collection Year			
	2020/2021	2021/2022	2022/2023	2023/2024
Base Estimated Market Value	\$5,517,700	\$5,517,700	\$5,517,700	\$5,517,700
Increase in Estimated Market Value	0	0	0	16,228,800
Total Estimated Market Value	5,517,700	5,517,700	5,517,700	21,746,500
Total Net Tax Capacity	\$68,971	\$68,971	\$68,971	\$300,800

City of Chaska	27.678%
Carver County	36.488%
ISD 112	33.631%
Other (TAG 3005)	6.422%
Local Tax Capacity Rate	104.219% 2018/2019

Fiscal Disparities Contribution From TIF District	37.0643%
Administrative Retainage Percent (maximum = 10%)	10.00%
Pooling Percent	0.00%

<u>Bonds</u>	<u>Note</u>	
Bonds Dated	Note Dated	06/30/20
Bond Issue @ 0.00% (NIC)	Note Rate	4.00%
Eligible Project Costs	Note Amount	\$647,000

Present Value Date & Rate	06/30/20	4.00%	Present Value Amount	\$4,593,954
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Notes

Assumptions assume no change to future tax rates, class rates, and a 3% annual MV inflator is assumed

Calculations include payable 2019 final tax capacity rates, pay 2020 not yet available

Total EMV upon completion based on City estimate for new development - preliminary

* Base EMV based on assumptions for existing land and building values

Projected Tax Increment Report

City of Chaska, Minnesota
 Tax Increment Financing (Redevelopment) District No. 23
 Proposed City Square West Redevelopment Project
 Draft TIF Plan Exhibits: Mixed Use Redevelopment of \$21M
 Fiscal Disparities Contribution Not Included

Annual Period Ending (1)	Total Estimated Market Value ⁽¹⁾ (2)	Total Net Tax Capacity ⁽²⁾ (3)	Less: Original Net Tax Capacity ⁽³⁾ (4)	Less: Fiscal Disp. @ 37.0643% (5)	Retained Captured Net Tax Capacity (6)	Times: Tax Capacity Rate ⁽⁴⁾ (7)	Annual Gross Tax Increment (8)	Less: State Aud. Deduction 0.360% (9)	Subtotal Net Tax Increment (10)	Less: Admin. Retainage 10.00% (11)	Annual Net Revenue (12)	P.V. Annual Net Rev. To 06/30/20 4.00% (13)
12/31/20	5,517,700	68,971	68,971	0	0	104.219%	0	0	0	0	0	0
12/31/21	5,517,700	68,971	68,971	0	0	104.219%	0	0	0	0	0	0
12/31/22	5,517,700	68,971	68,971	0	0	104.219%	0	0	0	0	0	0
12/31/23	5,517,700	68,971	68,971	0	0	104.219%	0	0	0	0	0	0
12/31/24	21,746,500	300,800	68,971	0	231,829	104.219%	241,609	870	240,739	24,074	216,665	183,379
12/31/25	22,398,895	309,847	68,971	0	240,875	104.219%	251,037	904	250,133	25,013	225,120	183,207
12/31/26	23,070,862	319,164	68,971	0	250,193	104.219%	260,748	939	259,809	25,981	233,828	182,975
12/31/27	23,762,988	328,762	68,971	0	259,791	104.219%	270,751	975	269,776	26,978	242,798	182,686
12/31/28	24,475,877	338,647	68,971	0	269,676	104.219%	281,053	1,012	280,041	28,004	252,037	182,344
12/31/29	25,210,154	348,829	68,971	0	279,858	104.219%	291,665	1,050	290,615	29,062	261,553	181,951
12/31/30	25,966,458	359,316	68,971	0	290,345	104.219%	302,594	1,089	301,505	30,151	271,354	181,509
12/31/31	26,745,452	370,118	68,971	0	301,147	104.219%	313,852	1,130	312,722	31,272	281,450	181,021
12/31/32	27,547,816	381,245	68,971	0	312,273	104.219%	325,448	1,172	324,276	32,428	291,848	180,489
12/31/33	28,374,250	392,704	68,971	0	323,733	104.219%	337,391	1,215	336,176	33,618	302,558	179,916
12/31/34	29,225,478	404,508	68,971	0	335,537	104.219%	349,692	1,259	348,433	34,843	313,590	179,304
12/31/35	30,102,242	416,666	68,971	0	347,694	104.219%	362,363	1,305	361,058	36,106	324,952	178,654
12/31/36	31,005,309	429,188	68,971	0	360,217	104.219%	375,414	1,351	374,063	37,406	336,657	177,971
12/31/37	31,935,468	442,086	68,971	0	373,115	104.219%	388,856	1,400	387,456	38,746	348,710	177,252
12/31/38	32,893,532	455,371	68,971	0	386,400	104.219%	402,702	1,450	401,252	40,125	361,127	176,504
12/31/39	33,880,338	469,055	68,971	0	400,084	104.219%	416,963	1,501	415,462	41,546	373,916	175,726
12/31/40	34,896,749	483,149	68,971	0	414,178	104.219%	431,651	1,554	430,097	43,010	387,087	174,919
12/31/41	35,943,651	497,666	68,971	0	428,695	104.219%	446,781	1,608	445,173	44,517	400,656	174,087
12/31/42	37,021,961	512,619	68,971	0	443,647	104.219%	462,364	1,665	460,699	46,070	414,629	173,229
12/31/43	38,132,619	528,020	68,971	0	459,049	104.219%	478,415	1,722	476,693	47,669	429,024	172,349
12/31/44	39,276,598	543,883	68,971	0	474,912	104.219%	494,947	1,782	493,165	49,317	443,848	171,446
12/31/45	40,454,896	560,222	68,971	0	491,251	104.219%	511,976	1,843	510,133	51,013	459,120	170,525
12/31/46	41,668,543	577,051	68,971	0	508,080	104.219%	529,515	1,906	527,609	52,761	474,848	169,583
12/31/47	42,918,599	594,385	68,971	0	525,414	104.219%	547,580	1,971	545,609	54,561	491,048	168,624
12/31/48	44,206,157	612,239	68,971	0	543,268	104.219%	566,187	2,038	564,149	56,415	507,734	167,648
12/31/49	45,532,342	630,629	68,971	0	561,657	104.219%	585,353	2,107	583,246	58,325	524,921	166,656
							\$10,226,907	\$36,818	\$10,190,089	\$1,019,011	\$9,171,078	\$4,593,954

⁽¹⁾ taxable value based on estimates provided by City staff and future buildout assumptions for redevelopment of the project site

⁽²⁾ tax capacity based on residential rental class rate of 1.25% and commercial-industrial class rate of 1.5% for value up to \$150,000 and 2% for value above \$150,000

⁽³⁾ original net tax capacity will be based on existing land and building value upon sale to private developer

⁽⁴⁾ combined local tax capacity rate of City of Chaska, School District, and Carver County for payable 2019

Estimated Impact on Other Taxing Jurisdictions Report

City of Chaska, Minnesota

Tax Increment Financing (Redevelopment) District No. 23

Proposed City Square West Redevelopment Project

Draft TIF Plan Exhibits: Mixed Use Redevelopment of \$21M

Taxing Jurisdiction	Without Project or TIF District		With Project and TIF District					
	2018/2019 Taxable Net Tax Capacity (1)	2018/2019 Local Tax Rate	2018/2019 Taxable Net Tax Capacity (1)	Projected Retained Captured Net Tax Capacity +	New Taxable Net Tax Capacity =	Hypothetical Adjusted Local Tax Rate (*)	Hypothetical Decrease In Local Tax Rate (*)	Hypothetical Tax Generated by Retained Captured N.T.C. (*)
City of Chaska	29,367,561	27.678%	29,367,561	\$341,910	29,709,471	27.359%	0.319%	93,543
Carver County	14,066,414	36.488%	14,066,414	341,910	14,408,324	35.622%	0.866%	121,797
ISD 112	81,718,870	33.631%	81,718,870	341,910	82,060,780	33.491%	0.140%	114,509
Other (2)	---	6.422%	---	341,910	---	6.422%	---	---
Totals		104.219%				102.894%	1.325%	

* **Statement 1:** If the projected Retained Captured Net Tax Capacity of the TIF District was hypothetically available to each of the taxing jurisdictions above, the result would be a lower local tax rate (see Hypothetical Adjusted Tax Rate above) which would produce the same amount of taxes for each taxing jurisdiction. In such a case, the total local tax rate would decrease by 1.325% (see Hypothetical Decrease in Local Tax Rate above). The hypothetical tax that the Retained Captured Net Tax Capacity of the TIF District would generate is also shown above.

Statement 2: Since the projected Retained Captured Net Tax Capacity of the TIF District is not available to the taxing jurisdictions, then there is no impact on taxes levied or local tax rates.

(1) Taxable net tax capacity = total net tax capacity - captured TIF - fiscal disparity contribution, if applicable.

(2) The impact on these taxing jurisdictions is negligible since they represent only 6.16% of the total tax rate.

Market Value Analysis Report

City of Chaska, Minnesota

Tax Increment Financing (Redevelopment) District No. 23

Proposed City Square West Redevelopment Project

Draft TIF Plan Exhibits: Mixed Use Redevelopment of \$21M

Assumptions			
Present Value Date		06/30/20	
P.V. Rate - Gross T.I.		4.00%	
Increase in EMV With TIF District		\$37,400,899	
Less: P.V of Gross Tax Increment		<u>5,122,835</u>	
Subtotal		\$32,278,064	
Less: Increase in EMV Without TIF		<u>0</u>	
Difference		\$32,278,064	
	Year	Annual Gross Tax Increment	Present Value @ 4.00%
1	2024	241,609	204,491
2	2025	251,037	204,299
3	2026	260,748	204,040
4	2027	270,751	203,719
5	2028	281,053	203,337
6	2029	291,665	202,898
7	2030	302,594	202,405
8	2031	313,852	201,861
9	2032	325,448	201,269
10	2033	337,391	200,629
11	2034	349,692	199,946
12	2035	362,363	199,222
13	2036	375,414	198,459
14	2037	388,856	197,659
15	2038	402,702	196,824
16	2039	416,963	195,956
17	2040	431,651	195,056
18	2041	446,781	194,128
19	2042	462,364	193,172
20	2043	478,415	192,191
21	2044	494,947	191,185
22	2045	511,976	190,156
23	2046	529,515	189,106
24	2047	547,580	188,036
25	2048	566,187	186,948
26	2049	585,353	185,843
		\$10,226,907	\$5,122,835

REDEVELOPMENT QUALIFICATIONS FOR THE DISTRICT

EXECUTIVE SUMMARY

PURPOSE OF EVALUATION

LHB was hired by the City of Chaska to inspect and evaluate the properties within a Tax Increment Financing Redevelopment District ("TIF District") proposed to be established by the City. The proposed TIF District is located on eight parcels as shown below (Diagram 1). The purpose of LHB's work was to determine whether the proposed TIF District meets the statutory requirements for coverage, and whether the two buildings on three parcels, located within the proposed TIF District, meets the qualifications required for a Redevelopment District.

Diagram 1 – Proposed TIF District

SCOPE OF WORK

The proposed TIF District consists of eight (8) parcels with five (5) structures.

One (1) building was inspected on March 25, 2016, one (1) building was inspected on January 20, 2017, and one (1) building was inspected on December 23, 2019. Two (2) buildings were not inspected as they did not appear to be substandard upon initial inspection. Building code and Condition Deficiency reports are located in the final report.

CONCLUSION

After inspecting and evaluating the properties within the proposed TIF District and applying current statutory criteria for a Redevelopment District under *Minnesota Statutes, Section 469.174, Subdivision 10*, it is our professional opinion that the proposed TIF District qualifies as a Redevelopment District because:

- The proposed TIF District has a coverage calculation of 98.9 percent which is above the 70 percent requirement.
- 60 percent of the buildings are structurally substandard which is above the 50 percent requirement.
- The substandard buildings are reasonably distributed throughout the geographic area of the proposed TIF District.

REQUEST FOR ACTION CHASKA CITY COUNCIL 03/16/2020

Subject: Oak Ridge – Concept Plan

Applicant: RCS-RCA Oak Ridge LLC

Location: 1 Oak Ridge Drive; west of Highway 41, North of Twin Cities & Western Railroad

Case No.: 2020-07

Synopsis: Applicant seeks to obtain approval of a concept plan for multi-family residential and commercial on 67 acres on the Oak Ridge property

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

In December 1987 the Concept Plan, Rezoning, Preliminary Plat and Final Plat for the IDS Learning Center facility was approved. This approval showed the construction of a learning center building totaling approximately 170,000 square feet in floor area, with a total build-out of 199,000 square feet. The building has ultimately shifted from the IDS Learning Center to its current use as the Oak Ridge Hotel and Conference Center. The area surrounding the conference center has remained undeveloped for years, however, tonight we are looking at a concept plan that proposes to develop the remainder of the site.

Site Planning Options Explored. The applicant has provided an analysis and exhibits of other site options that were explored before landing on the one provided this evening. A couple industrial site plans were looked at. The industrial type site plans showed one approximately 570,000 sf warehouse, while the other industrial concept showed two buildings totaling approximately 501,000 sf and associated parking. When looking at these site plans, they do not respect the bluff zones and setbacks outlined by the current PMD. Having a such a large warehouse or industrial building with only one access point is not ideal or even meeting code. The issue with a second access point to the industrial development would be matching the grades to get the site to work. By the time you set the building elevations and grades for the new access, the existing access would be too steep for trucks and vehicles to use. The applicant also felt that the industrial buildings did not complement the hotel or promote a reuse of the hotel property, as the rear of the industrial buildings were right out the front door of the hotel.

From the industrial layouts, the applicant looked at staying truer to the current PMD and bringing in some multifamily and retail type uses. This plan showed a much denser option for the multifamily area. This plan started to allow the housing units to take advantage of the lake views and overlook the bluff zones. The denser product does not respect the bluff zone setback and had internal units that did not have favorable view. This denser plan would have

taxed the sanitary sewer system beyond its capacity with these multifamily units and would not have provided as many tree protection zones and bluff preservation.

The current site plan was selected based on the ability to have the senior housing take advantage of the lake and bluff overlook views and tie in better with the existing Oak Ridge campus. This campus style layout allows the senior family to share amenities and maximize the preservation of the trees and the bluff zone. The retail area takes advantage of the views from Highway 41 and allows for the best traffic circulation through the site

PMD-5 & COMPREHENSIVE PLAN

The property is zoned as PMD-5 (Planned Multi-Use District No. 5). The purpose of the PMD-5 District is *(1) to provide for development of the property as a learning/conference center facility, (2) to permit related and complementary uses, (3) to permit expansion and/or alternative uses on parts of the property not utilized for the learning center facility; and (4) to permit certain alternative uses in the event the owners of the facility no longer desire to operate it as a learning center.* The permitted uses are listed in the attached PMD-5 language.

The 2030 Comprehensive Plan guides the subject property as Business Park. The Business Park designation in the Comprehensive Plan is designed to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. The Business Park designation also allows for commercial activities.

From staff's interpretation, the Oak Ridge property was zoned a certain way to cater to the conference center/hotel use and the uniqueness of the site. The Comprehensive Plan called out this area for business park use. Under the guidance of the Comprehensive Plan the current developer looked at other site plan options, as noted above, that complied with this guidance specifically, i.e. large industrial site options. Given the uniqueness of the site and complementing the Conference Center use, it did not appear that the large industrial site plan options were catering to these notions appropriately. The developer has come in with a site plan option that provides better sensitivity to the site's attributes and complements the conference center use in much more appropriate way.

CONCEPT PLAN

According to the applicant, the Oak Ridge concept plan on approximately 67 acres of land includes preserving the existing hotel/conference center, adding a retail site along Highway 41, adding a Senior living campus on the south side of the site, and adding a multi-family building on the northwest side of the site. A new highway access is proposed on the northeast corner of the site to connect into Highway 41 in addition to the existing Highway 41 access in the middle of the site remaining.

Project Goals. The applicant stated their project goals as:

- Fully develop the +/- 67 ac. of the Oak Ridge Conference Center property, under the original vision that was established for the property to be an active community hub.
- Expand the tax base of Chaska by providing a higher land values and opportunities for employment growth.
- Preserve the unique environmental features of the site.

- Assure the Oak Ridge Center Facility is a viable business.
- Adhere to the general guidelines of the Chaska Comprehensive Plan and PMD 5 zoning.
- Provide an area for workforce or market-rate apartments to meet the demand of Chaska's growing work force.
- Enhance the aesthetic image and safety of the Highway 41 corridor.
- Enhance the trail system through the development and have key connection to the public trail system.

Site Data

Existing Use: Hotel/Conference Center and the remaining area as Vacant
 Comprehensive Plan: Business Park
 Zoning: PMD-5
 Floor to Area (FAR): 0.75
 Building Coverage: Max 30%
 Size: 66.8 acres
 Steep Slopes: South, West and North sides of property
 Vegetation: Vegetation occurs mainly along the south, west and north sides of the property
 Wetlands: Southwest area of site
 Shoreland: 50 feet from ordinary high water mark of Chaska Creek
 Utilities: All utilities are available to service property
 Road Access: Highway 41

Surrounding Area			
Direction	Existing Use	Comp Plan	Zoning
North	Big Woods Lake & Light Industrial	Open Space/Industrial	Park & Industrial
East (across TH 41)	Industrial	Industrial	Industrial
South	Twin Cities & Western Railroad, and Senior Housing	Mixed Residential	PRD
West	McKnight Lake & Rural Residential	Open Space/Rural Residential	Park & RR-2

Existing Conditions. The property was developed into the existing 171,000 square foot hotel and conference center back in 1987. The conference center was set into the hillside along Lake McKnight to take advantage of the lake views and to set the building back into a somewhat secluded area of nature. The original intent of this development was to make this site a corporate retreat, so seclusion was a key component in the original design. The conference center is designed to look like an institutional facility as you approach the building from highway 41, but the lake side of the building has the stunning floor to ceiling glass wall to bring a part of the natural scenery into the complex.

Steep slope areas comprise about +/- 11.3 acres of the property and leave only 55.5 acres of developable land mainly along highway 41. As noted above, vegetation mainly exists along the south, west and north areas of the site.

Access to the site is currently served by one access point from Minnesota Highway 41 just off the curve of the bridge across the railroad.

The 4 Lots. For the purposes of review, we will break down the site into the 4 lots as shown in the Concept Site Plan. The 4 lots are: Lot 1, the existing Oak Ridge Conference Center/Hotel; Lot 2, the retail site; Lot 3, the Multi-Family building on the northwest corner of the site; and, Lot 4, the Senior living campus on the south side of the site.

1. Oak Ridge Conference Center/Hotel. The Oak Ridge Conference Center/Hotel is planning to remain. The building is approximately 171,000 square feet in size. The only noticeable change is the orientation of parking in front of the site. Parking will be realigned/added on the north, northeast, east, and south areas of the building. The applicant has provided a parking analysis and has shown that based on the size of the building and uses it exceeds parking requirements at 433 spaces where 294 spaces are required by code.

Staff notes:

- Comprehensive Plan & PMD-5. *This use complies with both the comprehensive plan and zoning.*
- Parking for Change of Use. *The applicant has iterated in previous discussions that the conference center could change in use in the future, specifically for office use. If that were to occur then changing a 171,000 square foot building to solely office would require 684 parking stalls, which well exceeds the 433 parking stalls proposed on this site. Staff's recommendation would be that the conference use needs to remain as changing it would create a huge parking problem that cannot be solved on site.*
- Parking lot entrances. *Entrances into the parking lot will need to be thought out in terms of how they are offset or in line with adjacent parking drive aisles/parking lot entrances.*

2. Retail Site. The retail site shown on the east portion of the site shows a building of approximately 161,000 square feet in size that abuts Highway 41. In addition, they are also proposing a fuel station just northerly of the main building. The large retail building is positioned adjacent to Highway 41 similarly to other big box retail in the area (see photo of Target in *Site Context Exhibit* section). The building was located based off existing grades and access points and positioned to hide it from lake views of adjacent or cross lots. Though strategic, the elevation relief between access is approximately 30 feet and the large retail building will require retaining walls and significant landscaping along Highway 41 to restrict views of the parking area from both Big Woods Lake and Highway 41

Staff notes:

- Comprehensive Plan & PMD-5. *The retail use is a discretionary use in meeting the current zoning. Permitted uses in PMD-5 allow "retail commercial facilities providing goods and services within or attached to the PMD facility primarily for the day-to-day needs of the PMD students, workers and visitors that include uses such as grocery, deli, drug, gift shop, bookstore, and eating and drinking places serving alcoholic and non-alcoholic beverages." However, in addition, section 1.C.4 of such zoning states "Retail Commercial facilities beyond those specified in (3) above provided that the City Council*

shall find prior to any such retail use being made part of the PMD district that the use is compatible with the PMD District.” Therefore, the City Council will have to determine that the proposed retail use is compatible at the time preliminary and rezoning approvals are to occur.

- *Outdoor Gathering Place. These large retail areas are enhanced by having well placed and designed outdoor gathering places (someplace to take a break or eat your lunch). As such, they should be provided in a location that is easily accessible/connected and appealing to the user. A mixture of tables in a well landscaped/defined area is a start to this concept. SuperTarget provides an outdoor eating plaza adjacent to their front entrance that captures this concept well. The previously approved Hy-Vee site plan also showed a well-planned outdoor gathering area. The applicant will need to address this in their preliminary submittal.*
- *Relationship to Highway 41. The easterly side of the building (rear of building) is highly visible from Highway 41. As such, it will be important to treat this side as a 'front'. Provisions of articulation in the massing (i.e. multiple planes, mixture of materials/colors, etc.) will be important to address this side appropriately.*
- *Loading Dock. It is not currently shown on the exhibit whether or not a loading dock will be proposed with this building. If there is one proposed the location of such shall be done in a way that helps mask the visibility of it from public right-of-way and adjacent uses (i.e. the residential). Typically, these areas are screened via architectural walls and/or heavy landscaping and berming. The applicant will have to show in their preliminary submittal the incorporation of this piece and how it will be adequately screened from view. SuperTarget offers a successful example of how their loading dock was screened from a prominent intersection.*
- *Fuel Station. A fuel station is proposed as a part of this development. It will be accessed through the proposed parking lot of the retail site. It will be important that the traffic flow for this will not impede the traffic associated with the principal retail building. It will also be important to understand if there is a smaller convenience building proposed with this use. This building will also have to be designed to fit in with overarching master theme of the development and meet the City's building design and materials ordinance for commercial buildings. The location of this fuel station will also have to ensure that it does not negatively impact any of the City's nearby municipal wells.*
- *Screening along Highway 41. Because of the high visibility from Highway 41 the building will have to provide a high level of landscaping and screening on this edge to help soften up the building and the parking lot. A mixture of articulative architecture and landscaping/berming will be important.*
- *Parking & Landscape Islands. The site is proposing to incorporate 759 parking stalls. The building size requires 805 parking stalls (46 stall deficit). The applicant will have to explain why the number of stalls does not meet the City's ordinance. Also, because of the size and scale of the parking lot, it will be important that the lot provides planting islands consistent with the City's planting island ordinance (section 9.6.5.4).*

- Retaining Wall. *The retaining wall proposed along Highway 41 will need to meet the City's retaining wall ordinance (section 9.9.6). In addition, provide adequate landscaping around it to help break up the massing. SuperTarget's site offers a great example of this.*
- Cart Corral. *The preliminary site plan will have to show where the cart storage areas are proposed on the site plan at preliminary submittal. Overnight storage of carts outside or in the cart corrals will not be permitted. All carts should be collected each day and stored within the building overnight.*

3. Multi-Family Building. In the far northwest corner, a market rate multifamily apartment building will be constructed with approximately 150 to 160 units and be 3-4 stories in height. This building will be situated to allow the maximum views over McKnight and Big Woods Lakes the property has to offer. The building will complement the hotel by including some of the architectural features from the hotel but will also take advantage of being semi secluded in the upper portion of the site, away from the highway and retail activities. The building is planned to be three or four stories of market-rate type apartments, which is appropriate for the amenity-filled opportunities of this location. At this time a developer for the apartment site has not been selected.

Staff notes:

- Comprehensive Plan & PMD-5. *Permitted uses in PMD-5 allow multi-family dwellings.*
- Relationship to McKnight Lake. *Because this building mainly faces McKnight Lake it will be important to address the visibility seen from the lake and adjacent public trails. Like the conference center, it will be important to treat the facades appropriately to provide for articulation and appeal along this edge.*
- Building Design & Materials. *The City also has certain requirements for the design and materials of multi-family buildings. The building shall provide for articulated facades that reduce the scale of longer facades, long straight roof lines, or long horizontal expressions, by use of divisions or breaks in materials, windows, window bays, dormers, and/or balconies, variations in roof lines, pitches, or parapet detailing. The building will also have to meet the building materials requirements for multi-family residential listed in Section 9.11.4.1.*
- Usable Open Space. *The City has certain usable open space requirements for multi-family residential uses. These spaces need to provide for a level of outdoor recreation, scenic amenities, or space that people can gather in and use. Because of the proximity of the lake, it would be beneficial to tie the usable open space areas to this element via viewsheds. The applicant will have to show in their preliminary submittal how they plan to meet this requirement per our Section 9.11.4.1.1. Staff would stress the exploration of a rooftop amenity that could take advantage of the lake views, much like what was done at Lake Jonathan Flats.*
- Parking. *At 160 dwelling units, the parking code requires 320 parking stalls (2 per dwelling unit). The site plan is only showing 197 stalls for this lot (125 surface stalls, 72*

underground stalls). This is a deficit of 123 parking stalls, which is extremely large. The applicant will have to meet the City's code for parking.

4. Senior Living Campus. The Senior Living Complex is strategically placed on the southern portion of the site to take advantage of the topographical relief and views this property has to offer. This area will consist of approximately three-four story multi-family style buildings consisting of three separate uses. The complex will offer a variety of differing senior living styles including rentals, cooperative living units, and senior assisted living.

The topographical relief in the southern portion of the site allows the development to provide some astonishing views of McKnight Lake and the wetland complex located at the bottom of the steep slope. The amenity areas of the senior housing will also feature views of the wetland and slope line, and intentionally incorporated trail access to these natural features to tie the development into the surrounding community and natural areas. The senior living area will be well connected with the rest of the development including access out to Highway 41, the existing hotel and future retail via sidewalks along the main road.

Architecturally, the buildings will have pitched roofs to soften the appearance and give a more traditional look. They will also incorporate the warm earth tones to complement the existing hotel and conference center. The senior housing campus will consist of three different product types and will be developed by United Properties. United Properties has developed several senior housing projects across the metro region and in other parts of the country. One thing unique to the Oak Ridge Development is United Properties having all three of their products as part of the development to make Oak Ridge a senior housing campus.

Three separate products will be provided in the development and are described as follows.

- The Pointe (135 units): Is a senior living rental community, that is age restricted to 55+. The Pointe is a non-healthcare facility that offers a one-level living unit that is maintenance free offering a variety of floor plans and lifestyle amenities. The residents in these units appreciate the flexibility of a rental verse's ownership type community.

- Applewood Pointe (110 units): Offers a maintenance-free living and equity ownership in a cooperative community. These residents appreciate the freedom they have to personalize their units as well as take advantage of the many amenities and design touches that set Applewood Pointe apart from the other communities.

- Cherrywood Pointe (120 units): Is a senior assisted living, memory care and independent living facility, which allows residents to access service if and when the need them, from chef prepared dining to health assistants and memory care. Cherrywood Pointe feature a premium level of design and amenities to their residents.

Staff notes:

- Comprehensive Plan & PMD-5. Permitted uses in PMD-5 allow multi-family dwellings.

- Relationship to McKnight Lake. As noted previously, it will be important to address the visibility seen from the lake and adjacent public trails. The buildings shown in the concept plan appear to have articulated footprints, which will in turn provide articulated massing. However, it will still be important to provide articulation in the materials, planes, etc. so that what is seen from public view is well articulated.
- Usable Open Space & Amenities. As noted previously, multi-family residential facilities require a level of usable open space. The applicant has noted that the senior campus will propose shared amenities but have not indicated specifics as of yet. Because of the proximity of the lake, it would be beneficial to tie the usable open space areas to this element via viewsheds. The applicant will have to show in their preliminary submittal how they plan to meet this requirement per our Section 9.11.4.1.1.
- Parking. The two facilities acting as an apartment and condo will have to meet the City's multi-family residential parking requirement, which is 2 parking stalls per dwelling unit (245 dwelling units; 490 stalls required). The Cherrywood Pointe building would have to meet the City's senior housing requirement, which is 1 parking stall per 2 dwelling units (120 dwelling units; 60 stalls required). 550 parking stalls would have to be provided on site. The site plan is only showing 525 parking stalls (25 stall deficit).
- Screening along Highway 41 & TC&W Railway. Because of the high visibility from Highway 41 the building will have to provide a high level of landscaping and screening on this edge to help screen the building from the activity on Highway 41. A mixture of landscaping and berming will be important. This will also be necessary along the edge that abuts the Twin Cities & Western railway.
- Emergency Services. The Cherrywood Pointe building has prompted a question of the amount of emergency calls that could be generated from the facility due to the specific operations of the building. City staff, including the Fire Department, were able to meet with United Properties and Great Lakes Management (proposed management company for the Senior Living Campus) to go over these concerns. It was brought up that the management company will be offering CPR-certified nurses (at all times of day) and perform lift assist. They generally only see about 5-6 outwardly emergency calls per month at their other facilities. Generally speaking, the Fire Department was comfortable with the level of service the management company offers within this building.

Access & Traffic. There are two proposed site accesses, the existing Oakridge Drive access off of Highway 41 and a new access on Highway 41 that lines up with Peavey Road. The Peavey Road access will be the main access and it is assumed the intersection will be reconstructed to provide dedicated left and right turn lanes on all four approaches. A signal is also recommended at this new entrance/intersection. MnDOT will have to review and approve the access points shown. The access into the site will provide an internal spine that will give access to all four sites. There are several driveways proposed along this spine so it will be important that drive aisles try to align where they can. In addition, the location of certain driveway accesses will need to meet adequate spacing measures from each other and from major roadways.

The overall uses are anticipated to generate an additional 350 new trips during the AM peak hour (228 entering, 128 exiting) and 510 new trips during the PM peak hour (267 entering, 243 exiting). During the AM peak hour there are no pass by trips because the retail trips during this time period would be mostly workers and deliveries, not customers. At the site driveways, an additional 827 trips during the PM peak hour (374 entering, 453 exiting) are expected with the pass-by trips included.

The Traffic Study will also need to adequately address the non-peak requirements of the large retail use. Large retail users can have significant non-peak traffic impacts, particularly the length of turn lanes as well as general stacking and circulation.

Setbacks. The developer should anticipate typical commercial and residential setbacks for this development. Buildings should be setback 150 feet from the centerline (from centerline of adjacent travel lane) of Highway 41. Buildings should also be setback a minimum of 50 feet from each edge of wooded steep slopes (30 foot no grade-mow), 50 feet from the ordinary high water mark of Chaska Creek, 40 feet from City park land (including City trails), and 50 feet from the Twin Cities and Western railway right-of-way.

Freestanding signs are required to be setback at least 15 feet from the right-of-way of Highway 41, and 10 feet from all other property lines.

Parking, loading and driving areas shall be setback a minimum of 15 feet from property lines and 50 feet from the edge of the embankment adjacent to the West Chaska Creek drainageway as defined by slopes of 18 percent or greater.

Utilities. Water and sewer are available to serve the site. It will be important to understand each use's proposed impact on the sewer capacity as well. The project's storm water design will meet the City's, Carver County Water Management's, and appropriate State and Federal requirements.

Building Design. The exterior of the buildings will be required to meet or exceed the City's exterior building material requirements for commercial and multi-family residential. The project is planned to have an architectural theme that crosses over the 4 areas and ties in with the existing Oak Ridge Conference Center building. This theme should be reflective of place and Chaska as a whole in its choices of materials and massing. The applicant has stated that Chaska brick and warm tones will be used to highlight locality and complement the surrounding internal and external community. Cohesive landscape design and features, unified lighting fixtures, monument signs to guide visitors are examples of elements to create cohesiveness in the development.

Lighting. Lighting will have to meet the City's lighting ordinance (Section 9.24). Fixtures used will have to be downcast and fully shield. A photometric plan and proposed lighting specs will need to be submitted during preliminary submittal for all lots.

Parkland. The area which makes up this Concept Plan does not contain areas required for city parks, per the Comprehensive Plan. As such the developer would be responsible for paying park dedication fees during the platting process. Park dedication fees were paid for the conference

center use, but the intensification of the remaining portions of the site will be required to pay separately.

Development Costs (Infrastructure Improvements)

The City of Chaska has a number of area-wide development cost such as, but not limited to:

- New Signal/Lane Improvements
- Storm Sewer
- Trails
- Parks

Prior to final platting, the developer will need to work with City Staff to determine which of these are applicable and what those fees will be.

Sidewalks & Trails. The site contains a network of trails and sidewalks. Sidewalks will be required on both sides of the main street. Sidewalks should also be provided as pedestrian access into each site.

Public trails currently exist on the western edge abutting the site. This trail provides a loop around McKnight Lake. It will be important that the overall development provides access into this system. So far, the developer is showing connections to this system that occur on the south side, middle of the site near the conference center, and on the north side of the site adjacent to the northwest multi-family lot. In addition, the Comprehensive Plan calls out a future trail link on the north side of the site to connect the existing McKnight Lake trail out to Highway 41. The developer will be required to show this trail connection in their preliminary submittal.

Screening, Landscaping & Tree Preservation. Because this development abuts a major highway, it will be important to provide adequate screening and landscaping along this edge. One, to help screen the adjacent uses from the highway, and two, to help soften the proposed buildings and parking areas from passersby.

Landscaping will be calculated for each lot and use individually. In addition, planting islands will be required within each lot's parking lots that exceed 25 parking stalls or more and need to meet the City's planting island ordinance.

Tree preservation will also be an important element of this site. Large wooded areas exist on the south, west and north sides. The applicant will be required to conduct a tree survey and tree preservation plan for their preliminary submittal.

EAW. Under Minnesota state statutes, the residential development will likely exceed a threshold for preparation of a mandatory Environmental Assessment Worksheet (EAW). This document assesses the impact that this development will have on the environment. The developer and City have already started the preparation of this document. This document will be required to be reviewed by applicable agencies, plus a negative declaration for an EIS issued at City Council prior to a preliminary plan being submitted to the City.

Zoning Ordinance Amendment. Although the site is currently zoned PMD-5, it will be required that the PMD-5 be amended to include the updated site plan and uses proposed.

Deadline for Agency Actions. The City of Chaska received the complete application for this request on Wednesday, February 26, 2020. Pursuant to Minnesota State Statutes the City must act on this request by **Sunday, April 26, 2020 (60 days)**, unless the City provides the petitioner with written reasons for an additional 60-day review period. The additional review period would extend to Thursday, June 25, 2020. The City may with the petitioner's consent extend the review period beyond the Thursday, June 25, 2020 date. Lastly, if the City denies the petitioners request "... it must state in writing the reasons for the denial at the time it denies the request."

PLANNING COMMISSION ACTION TAKEN 3/11/2020:

Motion to recommend to City Council approval of the Oak Ridge Concept Plan, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Project Narrative (pgs. 1-22), prepared by RCS-RCA Oakridge LLC, dated February 26, 2020
 - b. Existing Conditions, prepared by Kimley Horn, dated February 27, 2020
 - c. Site Forces, prepared by Kimley Horn, dated February 27, 2020
 - d. Land Use, prepared by Kimley Horn, dated February 25, 2020
 - e. Overall Concept, prepared by Kimley Horn, dated February 25, 2020
 - f. Concept Skite Plan, prepared by Kimley Horn, dated January 31, 2020
2. Adherence with the City Engineer's Memo dated March 6, 2020.
3. Completion of an EAW and Negative Declaration of an EIS by City Council prior to preliminary submittal.
4. Creation of a high-quality outdoor gathering space in the Retail District and to be shown at preliminary submittal.
5. Provision of a clearly defined and appropriately landscaped pedestrian ways between the various lots.
6. Adherence to the City's Boulevard Tree Policy and local street section design.
7. Provision of a trail on the north edge of the site connecting to Highway 41 consistent with the City's Comprehensive Plan, and to be shown on the preliminary submittal.
8. Approval of the new access onto Highway 41 by MnDOT and the City.
9. Provision of buildings (including fuel station) that will meet or exceed the City's exterior building material requirements and that those buildings should have an overall theme that is reflective of the place (and Chaska as a whole) as it relates to materials and massing.
10. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
13. Provision that a parking analysis be completed and approved by staff prior to change of use on the conference center site.
14. Provision that driveway accesses are aligned where possible.
15. Provision that the retail building's east façade is designed to provide for articulation in its massing and to be addressed at preliminary submittal.
16. Provision that the retail building's loading dock is screened from public right-of-way via architectural walls and/or heavy landscaping and berming and to be addressed at preliminary submittal.

17. Provision to provide a high level of landscaping and screening on the edge of Highway 41 and the Twin Cities & Western railway and to be addressed at preliminary submittal.
18. Provision that Planting Islands Section 9.6.5.4 will be met for all lots.
19. Provision that Retaining Walls Section 9.9.6 will be met.
20. Provision that the Northwest Multi-Family building and Senior Living buildings provide for articulation and appeal along all of its edges but more importantly as they abut McKnight Lake and public trails.
21. Provision that all multi-family uses meet Usable Open Space Section 9.11.4.1.1.
22. Provision that all lots meet parking code requirements or provide for parking analyses that provide information that each use's parking is sufficient for the site, to be submitted at preliminary submittal.
23. Provision that cart corral locations and details are shown on the retail's site and to be submitted at preliminary submittal.
24. Provision of a tree survey and tree preservation plan at preliminary submittal.
25. Provision that Section 9 Special Regulations of the zoning ordinance is complied with in full.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-21 approving the Concept Plan for Oak Ridge (PC #2020-07)

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 03/16/2020 **RESOLUTION NO.** 2020-21

MOTION BY COUNCILMEMBER _____ **SECOND BY COUNCILMEMBER** _____

**Resolution approving the Concept Plan for Oak Ridge/RCS-RCA Oak Ridge LLC/PC
#2020-07**

WHEREAS, in December 1987 the Concept Plan, Rezoning, Preliminary Plat and Final Plat for the IDS Learning Center facility was approved; and

WHEREAS, from staff's interpretation, the Oak Ridge property was zoned a certain way to cater to the conference center/hotel use and the uniqueness of the site; and

WHEREAS, the Comprehensive Plan called out this area for business park use; and

WHEREAS, under the guidance of the Comprehensive Plan the current developer looked at other site plan options, as noted above, that complied with this guidance specifically, i.e. large industrial site options; and

WHEREAS, given the uniqueness of the site and complementing the Conference Center use, it did not appear that the large industrial site plan options were catering to these notions appropriately; and

WHEREAS, the developer has come in with a site plan option that provides better sensitivity to the site's attributes and complements the conference center use in much more appropriate way; and

WHEREAS, the Oak Ridge concept plan on approximately 67 acres of land includes preserving the existing hotel/conference center, adding a retail site along Highway 41, adding a Senior living campus on the south side of the site, and adding a multi-family building on the northwest side of the site; and

WHEREAS, a new highway access is proposed on the northeast corner of the site to connect into Highway 41 in addition to the existing Highway 41 access in the middle of the site remaining; and

WHEREAS, the applicant has iterated in previous discussions that the conference center could change in use in the future, specifically for office use; and

WHEREAS, if that were to occur then changing a 171,000 square foot building to solely office would require 684 parking stalls, which well exceeds the 433 parking stalls proposed on this site; and

WHEREAS, staff's recommendation would be that the conference use needs to remain as changing it would create a huge parking problem that cannot be solved on site; and

WHEREAS, the retail site shown on the east portion of the site shows a building of approximately 161,000 square feet in size that abuts Highway 41; and

WHEREAS, in addition, they are also proposing a fuel station just northerly of the main building; and

WHEREAS, the retail use is a discretionary use in meeting the current zoning, and therefore the City Council will have to determine that the proposed retail use is compatible at the time preliminary and rezoning approvals are to occur; and

WHEREAS, these large retail areas are enhanced by having well placed and designed outdoor gathering places (someplace to take a break or eat your lunch); and

WHEREAS, the applicant will need to address this in their preliminary submittal; and

WHEREAS, the easterly side of the building (rear of building) is highly visible from Highway 41, and as such, it will be important to treat this side as a 'front'; and

WHEREAS, provisions of articulation in the massing (i.e. multiple planes, mixture of materials/colors, etc.) will be important to address this side appropriately; and

WHEREAS, if a loading dock is proposed the location of such shall be done in a way that helps mask the visibility of it from public right-of-way and adjacent uses (i.e. the residential); and

WHEREAS, typically, these areas are screened via architectural walls and/or heavy landscaping and berming; and

WHEREAS, the applicant will have to show in their preliminary submittal the incorporation of this piece and how it will be adequately screened from view; and

WHEREAS, it will be important that the traffic flow for the fuel station will not impede the traffic associated with the principal retail building; and

WHEREAS, the location of this fuel station will also have to ensure that it does not negatively impact any of the City's nearby municipal wells; and

WHEREAS, because of the high visibility from Highway 41 the building will have to provide a high level of landscaping and screening on this edge to help soften up the building and the parking lot; and

WHEREAS, the site is proposing to incorporate 759 parking stalls; and

WHEREAS, the building size requires 805 parking stalls (46 stall deficit); and

WHEREAS, because of the size and scale of the parking lot, it will be important that the lot provides planting islands consistent with the City's planting island ordinance (section 9.6.5.4); and

WHEREAS, the retaining wall proposed along Highway 41 will need to meet the City's retaining wall ordinance (section 9.9.6); and

WHEREAS, the preliminary site plan will have to show where the cart storage areas are proposed on the site plan at preliminary submittal; and

WHEREAS, overnight storage of carts outside or in the cart corrals will not be permitted; and

WHEREAS, all carts should be collected each day and stored within the building overnight; and

WHEREAS, in the far northwest corner, a market rate multifamily apartment building will be constructed with approximately 150 to 160 units and be 3-4 stories in height; and

WHEREAS, because this building mainly faces McKnight Lake it will be important to address the visibility seen from the lake and adjacent public trails; and

WHEREAS, like the conference center, it will be important to treat the facades appropriately to provide for articulation and appeal along this edge; and

WHEREAS, the building will also have to meet the building materials requirements for multi-family residential listed in Section 9.11.4.1; and

WHEREAS, usable open space is required and needs to provide for a level of outdoor recreation, scenic amenities, or space that people can gather in and use; and

WHEREAS, because of the proximity of the lake, it would be beneficial to tie the usable open space areas to this element via viewsheds; and

WHEREAS, the applicant will have to show in their preliminary submittal how they plan to meet this requirement per our Section 9.11.4.1.1; and

WHEREAS, staff would stress the exploration of a rooftop amenity that could take advantage of the lake views, much like what was done at Lake Jonathan Flats; and

WHEREAS, at 160 dwelling units, the parking code requires 320 parking stalls (2 per dwelling unit); and

WHEREAS, the site plan is only showing 197 stalls for this lot (125 surface stalls, 72 underground stalls); and

WHEREAS, this is a deficit of 123 parking stalls, which is extremely large; and

WHEREAS, the applicant will have to meet the City's code for parking; and

WHEREAS, the Senior Living Complex is strategically placed on the southern portion of the site to take advantage of the topographical relief and views this property has to offer; and

WHEREAS, this area will consist of approximately three-four story multi-family style buildings consisting of three separate uses; and

WHEREAS, the complex will offer a variety of differing senior living styles including rentals, cooperative living units, and senior assisted living; and

WHEREAS, it will be important to address the visibility seen from the lake and adjacent public trails; and

WHEREAS, because of the proximity of the lake, it would be beneficial to tie the usable open space areas to this element via viewsheds; and

WHEREAS, the applicant will have to show in their preliminary submittal how they plan to meet this requirement per our Section 9.11.4.1.1; and

WHEREAS, the two facilities acting as an apartment and condo will have to meet the City's multi-family residential parking requirement, which is 2 parking stalls per dwelling unit (245 dwelling units; 490 stalls required); and

WHEREAS, the Cherrywood Pointe building would have to meet the City's senior housing requirement, which is 1 parking stall per 2 dwelling units (120 dwelling units; 60 stalls required); and

WHEREAS, 550 parking stalls would have to be provided on site; and

WHEREAS, the site plan is only showing 525 parking stalls (25 stall deficit); and

WHEREAS, because of the high visibility from Highway 41 the building will have to provide a high level of landscaping and screening on this edge to help screen the building from the activity on Highway 41; and

WHEREAS, this will also be necessary along the edge that abuts the Twin Cities & Western railway; and

WHEREAS, it was brought up that the management company will be offering CPR-certified nurses (at all times of day) and perform lift assist; and

WHEREAS, they generally only see about 5-6 outwardly emergency calls per month at their other facilities; and

WHEREAS, there are two proposed site accesses, the existing Oakridge Drive access off of Highway 41 and a new access on Highway 41 that lines up with Peavey Road; and

WHEREAS, the Peavey Road access will be the main access and it is assumed the intersection will be reconstructed to provide dedicated left and right turn lanes on all four approaches; and

WHEREAS, a signal is also recommended at this new entrance/intersection; and

WHEREAS, the access into the site will provide an internal spine that will give access to all four sites; and

WHEREAS, there are several driveways proposed along this spine so it will be important that drive aisles try to align where they can; and

WHEREAS, the Traffic Study will need to adequately address the non-peak requirements of the large retail use, as large retail users can have significant non-peak traffic impacts, particularly the length of turn lanes as well as general stacking and circulation; and

WHEREAS, buildings should be setback 150 feet from the centerline (from centerline of adjacent travel lane) of Highway 41; buildings should also be setback a minimum of 50 feet from each edge of wooded steep slopes (30 foot no grade-mow), 50 feet from the ordinary high water mark of Chaska Creek, 40 feet from City park land (including City trails), and 50 feet from the Twin Cities and Western railway right-of-way; and

WHEREAS, freestanding signs are required to be setback at least 15 feet from the right-of-way of Highway 41, and 10 feet from all other property lines; and

WHEREAS, parking, loading and driving areas shall be setback a minimum of 15 feet from property lines and 50 feet from the edge of the embankment adjacent to the West Chaska Creek drainageway as defined by slopes of 18 percent or greater; and

WHEREAS, the exterior of the buildings will be required to meet or exceed the City's exterior building material requirements for commercial and multi-family residential; and

WHEREAS, the project is planned to have an architectural theme that crosses over the 4 areas and ties in with the existing Oak Ridge Conference Center building; and

WHEREAS, sidewalks will be required on both sides of the main street, and sidewalks should also be provided as pedestrian access into each site; and

WHEREAS, public trails currently exist on the western edge abutting the site; and

WHEREAS, it will be important that the overall development provides access into this system; and

WHEREAS, the developer is showing connections to this system that occur on the south side, middle of the site near the conference center, and on the north side of the site adjacent to the northwest multi-family lot; and

WHEREAS, in addition, the Comprehensive Plan calls out a future trail link on the north side of the site to connect the existing McKnight Lake trail out to Highway 41, and the developer will be required to show this trail connection in their preliminary submittal; and

WHEREAS, the applicant will be required to conduct a tree survey and tree preservation plan for their preliminary submittal; and

WHEREAS, the EAW document will be required to be reviewed by applicable agencies, plus a negative declaration for an EIS issued at City Council prior to a preliminary plan being submitted to the City; and

WHEREAS, it will be required that the PMD-5 be amended to include the updated site plan and uses proposed; and

WHEREAS, on March 11, 2020 the Planning Commission recommended approval to the City Council of the Concept Plan for Oak Ridge (PC#2020-07); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Concept Plan for Oak Ridge (PC#2020-07), subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Project Narrative (pgs. 1-22), prepared by RCS-RCA Oakridge LLC, dated February 26, 2020
 - b. Existing Conditions, prepared by Kimley Horn, dated February 27, 2020
 - c. Site Forces, prepared by Kimley Horn, dated February 27, 2020
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 - e. Overall Concept, prepared by Kimley Horn, dated February 25, 2020
 - f. Concept Skite Plan, prepared by Kimley Horn, dated January 31, 2020
2. Adherence with the City Engineer's Memo dated March 6, 2020.
3. Completion of an EAW and Negative Declaration of an EIS by City Council prior to preliminary submittal.
4. Creation of a high-quality outdoor gathering space in the Retail District and to be shown at preliminary submittal.

5. Provision of a clearly defined and appropriately landscaped pedestrian ways between the various lots.
6. Adherence to the City's Boulevard Tree Policy and local street section design.
7. Provision of a trail on the north edge of the site connecting to Highway 41 consistent with the City's Comprehensive Plan, and to be shown on the preliminary submittal.
8. Approval of the new access onto Highway 41 by MnDOT and the City.
9. Provision of buildings (including fuel station) that will meet or exceed the City's exterior building material requirements and that those buildings should have an overall theme that is reflective of the place (and Chaska as a whole) as it relates to materials and massing.
10. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
13. Provision that a parking analysis be completed and approved by staff prior to change of use on the conference center site.
14. Provision that driveway accesses are aligned where possible.
15. Provision that the retail building's east façade is designed to provide for articulation in its massing and to be addressed at preliminary submittal.
16. Provision that the retail building's loading dock is screened from public right-of-way via architectural walls and/or heavy landscaping and berming and to be addressed at preliminary submittal.
17. Provision to provide a high level of landscaping and screening on the edge of Highway 41 and the Twin Cities & Western railway and to be addressed at preliminary submittal.
18. Provision that Planting Islands Section 9.6.5.4 will be met for all lots.
19. Provision that Retaining Walls Section 9.9.6 will be met.
20. Provision that the Northwest Multi-Family building and Senior Living buildings provide for articulation and appeal along all of its edges but more importantly as they abut McKnight Lake and public trails.
21. Provision that all multi-family uses meet Usable Open Space Section 9.11.4.1.1.
22. Provision that all lots meet parking code requirements or provide for parking analyses that provide information that each use's parking is sufficient for the site, to be submitted at preliminary submittal.
23. Provision that cart corral locations and details are shown on the retail's site and to be submitted at preliminary submittal.
24. Provision of a tree survey and tree preservation plan at preliminary submittal.
25. Provision that Section 9 Special Regulations of the zoning ordinance is complied with in full.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 16th day of March, 2020.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk



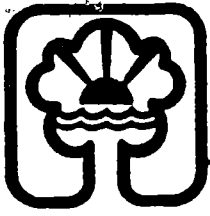
City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: March 6, 2020
Subject: Oak Ridge Center

The master plan concept for the property that is being reviewed includes preserving the conference center and providing a number of new uses that include retail, senior living campus, multi-family, and commercial development. The plan includes fully developing the property and will require extensive changes over the currently undeveloped portion of the property. The engineer comments related to the concept plan are listed below:

- 1) Site grading will need to address and manage the steep slopes and rolling terrain over the property. The site directly abuts Big Woods Lake to the north and McKnight Lake to the west with steep wooded slopes. Stormwater management and properly routing drainage will be critical for protecting both lakes and the steep slopes from erosion. Adhering to the City's stormwater management requirements for controlling stormwater runoff rates and providing water treatment will be important since the site will drain to the lakes. Providing a combined regional ponding system that will serve for multiple properties will need to be evaluated with the plan.
- 2) The Concept plan generally respects the major wetland areas and wooded slope areas located over the property. It will be important as the plan moves forward to engage and involve the wetland agencies on any proposed impacts.
- 3) Gravity sanitary sewer exists along the entire west edge of the property. The sewer that exists is a trunk sewer line and is available for connection. Since the development plan proposes a number of new uses an evaluation of the capacity of the sanitary sewer system is needed to evaluate any constraints to the overall system.
- 4) A trunk water main exists along TH 41 and is readily available for connection to service the proposed property.
- 5) In terms of traffic, additional access onto TH 41 will be necessary to support the new development. The plan includes providing a new traffic signal located at Peavey Road along with utilizing the existing access as a secondary entrance into the development. The City has been working with both Carver County and MnDOT to understand the overall impacts with the proposed plan. A preliminary traffic analysis has been completed that supports the access plan and increased traffic demand with the development. The traffic analysis for the development intends to further evaluate the internal site restrictions with the proposed uses and

the improvements that will be required for the signalized intersection at TH 41 and Peavey.



REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7

IDS SUBJECT: IDS: a) Concept/Rezoning/Preliminary and Final Plat - Resolution No. 87-106 - Ordinance No. 425 Rezoning
b) Preliminary and Final Site/Building Plan - Resolution No. 87-107

At its December 9th meeting the Planning Commission held a public hearing to review the Concept Plan, Rezoning and Preliminary Plat for IDS. In addition, the Commission completed its review of the Final Plat, Preliminary and Final Site/Building plans for the facility.

IDS Representatives reviewed the 68+ acre site and the 171,400 sq.ft. building proposed for Phase One construction. Phase Two will expand the facility to 199,900 sq.ft.

Planning Commission Recommendation

1. City Council consideration of approving the Concept Plan and rezoning of the 68+ acre IDS property from P1, Public Open Space and O, Open Development to PMD-4, Planned Multi-Development District #4 subject to certain provisions and stipulations.
2. a) City Council consideration of approving the Preliminary Plat of Oak Knoll (Exhibit C, dated November 19, 1987) consisting of two lots and Outlot A (City parkland) and Outlot B (entrance roadway).
b) City Council consideration of approving the Final Plat of Oak Knoll (Exhibit D) consisting of the same lots and outlots as depicted on the Preliminary Plat. Approvals subject to: i) Parkland dedication requirements shall be satisfied by cash payment in lieu of land dedication at the rate of \$840.00 per acre; and, ii) submittal of an access easement in favor of Lot 2 across Lot 1 and a roadway maintenance agreement for maintaining a private roadway.
3. City Council consideration of approving the Preliminary Plans for development of the IDS Learning Center consisting of a building complex of approximately 199,900 sq.ft. and Final Plans for the First Phase development of approximately 171,400 sq.ft. as depicted on exhibits provided.

City Council Action Requested

1. Motion to adopt Resolution No. 87-106 approving the Concept Plan; rezoning the 68 acre IDS property from P1 and O to PMD-4 (Ordinance No. 425); Preliminary and Final Plat subject to conditions, provisions and stipulations as set forth in said Resolution.
2. Motion to adopt Resolution No. 87-107 approving the Preliminary Plans for development of the First Phase of the IDS Learning Center consisting of a building complex approximately 199,900 sq.ft. and Final Plans for First Phase development of approximately 171,400 sq.ft. as depicted on the exhibits as set forth in said Resolution.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE DECEMBER 21, 1987 RESOLUTION NO. 87-106

MOTION BY ALDERMAN _____ SECONDED BY ALDERMAN _____

A Resolution approving the Concept Plan; Rezoning (See Ordinance No. 425); Preliminary Plat; and, Final Plat - IDS, P.C. No. 87-46.

WHEREAS, the Chaska Planning Commission at its December 9, 1987 meeting held a public hearing to consider the Concept Plan, Rezoning and Preliminary Plat for the IDS Learning Center facility proposed to be constructed on an approximate 68 acre site in the north part of the City; and

WHEREAS, the site bounded by T.H. 41 on the east, the Chicago Milwaukee St. Paul and Pacific Railroad on the south and City lineal parkland on the west and north is proposed to be rezoned from P1, Public Open Space and O, Open Development to PMD-4, Planned Multi-District #4; and

WHEREAS, the proposed name of the approximate 68 acre site is Oak Knoll; and

WHEREAS, the Preliminary Plat of Oak Knoll (Exhibit C, dated November 19, 1987) consists of two lots and Outlot A (City parkland) and Outlot B (entrance roadway); and

WHEREAS, the Final Plat of the Oak Knoll consists of the same lots and outlots as depicted on the Preliminary Plat; and

WHEREAS, parkland dedication requirements shall be satisfied by cash payment in lieu of land dedication at the rate of \$840.00 per acre; and

WHEREAS, an access easement in favor of Lot 2 across Lot 1 and a Roadway Maintenance Agreement for maintaining a private roadway shall be required; and

WHEREAS, the Chaska Planning Commission recommends that the City Council consider approval of the Concept Plan, Rezoning, Preliminary and Final Plat of the approximate 68 acre IDS Learning/Conference Center subject to the following conditions:

1. A. Concept Plan Exhibits:
The following graphic exhibits dated November 17, 1987 shall constitute the approved Concept Plan for PMD-4 and shall serve as the general guide for development of the property:

<u>Exhibit</u>	<u>Description</u>
E	Natural Features of Site
F	City Zoning/Site Location Map
G	Site Development Plan
H	Drainage and Utility Plan
I	Grading Plan
J	Landscape and Lighting Plan
K	Building Elevations

- B. Intent:
The purpose of the PMD-4 District is (1) to provide for development of the property as a learning/conference center facility, (2) to permit related and complementary uses, (3) to permit expansion and/or alternative uses on parts of the property not utilized for the learning center facility; and (4) to permit certain alternative uses in the event the owners of the facility no longer desire to operate it as a learning center.

- C. Permitted Principal Uses:
1. Educational uses, including not not limited to college, vocation training and education, mini-courses, and seminars.
 2. Conference and conference center uses.
 3. Retail commercial facilities providing goods and services within or attached to the PMD facility primarily for the day-to-day needs of the PMD students, workers and visitors, including but not limited to the following:
 - a. Retail establishments such as grocery, deli, drug, gift shop, bookstore, and eating and drinking places serving alcoholic and non-alcoholic beverages.
 - b. Personal services such as laundry, barber and shoe repair.
 - c. Entertainment, health, exercise and recreational facilities such as motion picture theaters, bowling alleys, gymnasiums and playing fields.
 4. Retail commercial facilities beyond those specified in (3) above provided that the City Council shall find prior to any such retail use being made part of the PMD District that the use is compatible with the PMD District.
 5. Commercial establishments, including but not limited to the following:

- a. Professional services such as medical and dental clinics and attorney's offices.
 - b. Finance, insurance and real estate offices.
 - c. Lodging services such as hotel and motel.
 - d. Business services such as printing and computer services, corporate service and/or data center and storage of business and office supplies.
 - e. Hospital, nursing home, retirement home, and treatment center (inpatient and outpatient).
 - f. State licensed day care facilities.
6. Multiple family dwellings.
 7. Offices for administrative, executive, professional, research or similar organization, and laboratories having only limited contact with the general public.
 8. Scientific research, investigation, testing or experimentation.
 9. Commercial agriculture and horticulture, including farm buildings, farm dwellings and farm drainage and irrigation systems.
 10. Uses similar in nature to the aforementioned uses which will not be detrimental to the intended purpose and integrity of the PMD-4 District.
- D. Permitted Accessory Uses:
Customary accessory uses incidental to the foregoing principal uses including but not limited to the following:
1. Identification and on-site traffic directional signs.
 2. Off-street parking and loading facilities.
 3. Satellite dish antennas subject to provisions of Section 9.17.2.
 4. Storage of equipment and materials.
 5. Bus transit station.
 6. Auto rental facility.
- E. Development Standards:
1. Minimum Building Setbacks
 - a. From centerline of T.H. 41: 150 feet.
 - b. From City park land: 40 feet as required by Section 9.10.4 of the Zoning Ordinance.
 - c. From ordinary high water mark of Chaska Creek: 50 feet.
 - d. From railroad right-of-way: 50 feet.

2. Building Coverage

No more than 30 percent of any lot or tract shall be covered by buildings.

3. Floor Area Ratio

Maximum Floor Area Ratio (FAR) for any single lot or tract shall be 0.75.

4. Signage

Two entrance identification signs shall be permitted as shown on Exhibit J, Landscape Plan. Such signs shall be set back a minimum of 15 feet from the right-of-way of T.H. 41. Other signs shall be as permitted and regulated by Section 10 of the Zoning Ordinance.

5. Parking

Parking for the proposed conference/learning center shall be as shown on the Concept Plan submittals for accommodating employees, staff, guests and visitors. Parking for other potential future uses in the PMD-4 District shall be as required by Section 9.2 of the Zoning Ordinance.

Parking, loading and driving areas shall be set back a minimum of 15 feet from property lines and 50 feet from the edge of the embankment adjacent to the West Chaska Creek drainageway as defined by slopes of 18 percent or greater. Such areas shall be surfaced with bituminous or concrete and shall have curbing of a type acceptable to the City Engineer.

6. Slope Preservation

The steep embankment adjacent to Chaska Creek on the west and north edges of the District shall be preserved in its natural state except for:

- Reconstruction for erosion control purposes of the existing drainage swale in vicinity of the south portion of the Learning Center building complex.
- Selective thinning of existing trees west of the Learning Center building complex for the purpose of providing a less restrictive view of the creek/lake/ravine amenity from the building complex. Generally, only non-specimen trees shall be removed including cottonwood, basswood, boxelder, willow and elm trees. Specimen hardwood trees to be preserved are primarily oak and maple trees.

7. In the event rental or owner occupied multiple family dwellings are proposed within PMD-4 residential densities and other related standards of development shall be established at the time of development when processed through Planned Development procedures. Guidelines for determining applicable densities shall include existing R3 District standards and the density range contained in Section IV.B of the Chaska Comprehensive Plan.

2. Preliminary Plat

Preliminary Plat of Oak Knoll (Exhibit C, dated November 19, 1987) consisting of two lots and Outlot A (City parkland) and Outlot B (entrance roadway).

3. Final Plat

Final Plat of Oak Knoll (Exhibit D) consisting of the same lots and Outlots as depicted on the Preliminary Plat.

- Parkland dedication requirements shall be satisfied by cash payment in lieu of land dedication at the rate of \$840.00 per acre.
- Access easement in favor of Lot 2 across Lot 1 and a Roadway Maintenance Agreement for maintaining a private roadway shall be required.

NOW, THEREFORE, BE IT RESOLVED, that the City Council approves the Concept Plan/Rezoning, Preliminary and Final Plats of the approximately 68 acre IDS Learning/Conference Center subject to the following provisions and stipulations:

1. A. Concept Plan Exhibits:

The following graphic exhibits dated November 17, 1987 shall constitute the approved Concept Plan for PMD-4 and shall serve as the general guide for development of the property:

<u>Exhibit</u>	<u>Description</u>
E	Natural Features of Site
F	City Zoning/Site Location Map
G	Site Development Plan
H	Drainage and Utility Plan
I	Grading Plan
J	Landscape and Lighting Plan
K	Building Elevations

B. Intent:

The purpose of the PMD-4 District is (1) to provide for development of the property as a learning/conference center facility, (2) to permit related and complementary uses, (3) to permit expansion and/or alternative uses on parts of the property not utilized for the learning center facility; and (4) to permit certain alternative uses in the event the owners of the facility no longer desire to operate it as a learning center.

C. Permitted Principal Uses:

1. Educational uses, including not not limited to college, vocation training and education, mini-courses, and seminars.
2. Conference and conference center uses.
3. Retail commercial facilities providing goods and services within or attached to the PMD facility primarily for the day-to-day needs of the PMD students, workers and visitors, including but not limited to the following:
 - a. Retail establishments such as grocery, deli, drug, gift shop, bookstore, and eating and drinking places serving alcoholic and non-alcoholic beverages.
 - b. Personal services such as laundry, barber and shoe repair.
 - c. Entertainment, health, exercise and recreational facilities such as motion picture theaters, bowling alleys, gymnasiums and playing fields.
4. Retail commercial facilities beyond those specified in (3) above provided that the City Council shall find prior to any such retail use being made part of the PMD District that the use is compatible with the PMD District.
5. Commercial establishments, including but not limited to the following:
 - a. Professional services such as medical and dental clinics and attorney's offices.
 - b. Finance, insurance and real estate offices.
 - c. Lodging services such as hotel and motel.
 - d. Business services such as printing and computer services, corporate service and/or data center and storage of business and office supplies.
 - e. Hospital, nursing home, retirement home, and treatment center (inpatient and outpatient).
 - f. State licensed day care facilities.
6. Multiple family dwellings.

7. Offices for administrative, executive, professional, research or similar organization, and laboratories having only limited contact with the general public.
8. Scientific research, investigation, testing or experimentation.
9. Commercial agriculture and horticulture, including farm buildings, farm dwellings and farm drainage and irrigation systems.
10. Uses similar in nature to the aforementioned uses which will not be detrimental to the intended purpose and integrity of the PMD-4 District.

D. Permitted Accessory Uses:

Customary accessory uses incidental to the foregoing principal uses including but not limited to the following:

1. Identification and on-site traffic directional signs.
2. Off-street parking and loading facilities.
3. Satellite dish antennas subject to provisions of Section 9.17.2.
4. Storage of equipment and materials.
5. Bus transit station.
6. Auto rental facility.

E. Development Standards:

1. Minimum Building Setbacks

- a. From centerline of T.H. 41: 150 feet.
- b. From City park land: 40 feet as required by Section 9.10.4 of the Zoning Ordinance.
- c. From ordinary high water mark of Chaska Creek: 50 feet.
- d. From railroad right-of-way: 50 feet.

2. Building Coverage

No more than 30 percent of any lot or tract shall be covered by buildings.

3. Floor Area Ratio

Maximum Floor Area Ratio (FAR) for any single lot or tract shall be 0.75.

4. Signage

Two entrance identification signs shall be permitted as shown on Exhibit J, Landscape Plan. Such signs shall be set back a minimum of 15 feet from the right-of-way of T.H. 41. Other signs shall be as permitted and regulated by Section 10 of the Zoning Ordinance.

5. Parking

Parking for the proposed conference/learning center shall be as shown on the Concept Plan submittals for accommodating employees, staff, guests and visitors. Parking for other potential future uses in the PMD-4 District shall be as required by Section 9.2 of the Zoning Ordinance.

Parking, loading and driving areas shall be set back a minimum of 15 feet from property lines and 50 feet from the edge of the embankment adjacent to the West Chaska Creek drainageway as defined by slopes of 18 percent or greater. Such areas shall be surfaced with bituminous or concrete and shall have curbing of a type acceptable to the City Engineer.

6. Slope Preservation

The steep embankment adjacent to Chaska Creek on the west and north edges of the District shall be preserved in its natural state except for:

- Reconstruction for erosion control purposes of the existing drainage swale in vicinity of the south portion of the Learning Center building complex.
- Selective thinning of existing trees west of the Learning Center building complex for the purpose of providing a less restrictive view of the creek/lake/ravine amenity from the building complex. Generally, only non-specimen trees shall be removed including cottonwood, basswood, boxelder, willow and elm trees. Specimen hardwood trees to be preserved are primarily oak and maple trees.

7. In the event rental or owner occupied multiple family dwellings are proposed within PMD-4 residential densities and other related standards of development shall be established at the time of development when processed through Planned Development procedures. Guidelines for determining applicable densities shall include existing R3 District standards and the density range contained in Section IV.B of the Chaska Comprehensive Plan.

2. Preliminary Plat

Preliminary Plat of Oak Knoll (Exhibit C, dated November 19, 1987) consisting of two lots and Outlot A (City parkland) and Outlot B (entrance roadway).

3. Final Plat

Final Plat of Oak Knoll (Exhibit D) consisting of the same lots and Outlots as depicted on the Preliminary Plat subject to the following conditions:

- Parkland dedication requirements shall be satisfied by cash payment in lieu of land dedication at the rate of \$840.00 per acre.

- Water area charges shall be paid at the rate of \$450.00 per acre.
- Sanitary area charges shall be paid at the rate of \$430.00 per acre.
- Storm water area charges shall be paid at the rate of \$0.075 per sq.ft.
- Community Trail shall be constructed along the west side of the property.
- Developers Agreement covering the public improvements shall be executed.
- Storm Water Management Plan Drainage Facilities shall be constructed as recommended by the City Engineer in the Lake Grace Dam Watershed Analysis Report, dated December 4, 1987.
- The By-Pass Lane on T.H. 41 shall be constructed in accordance with MnDOT standards.
- Access easement in favor of Lot 2 across Lot 1 and a Roadway Maintenance Agreement for maintaining a private roadway shall be required if and when the public roadway is vacated.

Passed and adopted by the City Council of the City of Chaska, Minnesota
this 21st day of December, 1987.

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE DECEMBER 21, 1987 RESOLUTION NO. 87-107

MOTION BY ALDERMAN _____ SECONDED BY ALDERMAN _____

A Resolution approving the Preliminary and Final Site/Building Plans -
IDS, P.C. No. 87-46.

WHEREAS, the Planning Commission at its December 9, 1987 meeting reviewed the Preliminary and Final Site/Building Plans for the development of the IDS Learning/Conference Center to be constructed on an approximate 68 acre site in north Chaska; and

WHEREAS, the Preliminary Plans for the development of the IDS Learning/Conference Center consists of a building complex of approximately 199,900 sq.ft.; and

WHEREAS, the Final Plans for the First Phase development is approximately 171,400 sq.ft. as depicted on the following exhibits:

<u>Date</u>	<u>Exhibit</u>	<u>Description</u>
11/17/87	G	Site Development Plan
11/17/87	I	Grading Plan
11/17/87	J	Landscape and Lighting Plan
11/17/87	K	Building Elevations Floor Plans:
11/17/87		Basement
11/17/87		Lower Level
11/17/87		Main Level
11/17/87		Upper Level;

and,

WHEREAS, the Planning Commission of the City of Chaska recommends that the City Council consider approval of the Preliminary and Final Site and Building Plans for the IDS Learning/Conference Center on a 68+ acre site in north Chaska as follows:

1. Preliminary Plans for development of the IDS Learning/Conference Center consisting of a building complex approximately 199,900 sq.ft. in size.

2. Final Plans for First Phase development of approximately 171,400 sq.ft. as depicted on the following exhibits:

<u>Date</u>	<u>Exhibit</u>	<u>Description</u>
11/17/87	G	Site Development Plan
11/17/87	I	Grading Plan
11/17/87	J	Landscape and Lighting Plan
11/17/87	K	Building Elevations Floor Plans:
11/17/87		Basement
11/17/87		Lower Level
11/17/87		Main Level
11/17/87		Upper Level

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota approve the Preliminary and Final Site/Building Plans for the IDS Learning/Conference Center on a 68+ acre site in north Chaska as follows:

1. Preliminary Plans for development of the IDS Learning/Conference Center consisting of a building complex approximately 199,900 sq.ft. in size.
2. Final Plans for First Phase development of approximately 171,400 sq.ft. as depicted on the following exhibits:

<u>Date</u>	<u>Exhibit</u>	<u>Description</u>
11/17/87	G	Site Development Plan
11/17/87	I	Grading Plan
11/17/87	J	Landscape and Lighting Plan
11/17/87	K	Building Elevations Floor Plans:
11/17/87		Basement
11/17/87		Lower Level
11/17/87		Main Level
11/17/87		Upper Level

Passed and adopted by the City Council of the City of Chaska, Minnesota this 21st day of December, 1987.

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk

ORDINANCE NO. 425
AN ORDINANCE AMENDING ORDINANCE NO. 229
(ZONING ORDINANCE) BY CHANGING THE BOUNDARIES
OF THE ZONING DISTRICT AND BY REZONING
CERTAIN REAL ESTATE IN THE CITY OF CHASKA

The Chaska City Council of the City of Chaska, Minnesota Do Ordain:

Section 1. The boundaries of the Zoning District as established by ordinance No. 229 as amended and as shown on the zoning map of Chaska, Minnesota is hereby amended as follows:

The following described real estate situated in the City of Chaska is hereby removed from the O (Open Development) and P1 (Public Open Space) Districts and rezoned and made a part of the PMD-4 (Planned Multi-Use Development) District. Legal description as follows:

LEGAL DESCRIPTION - IDS LOTS TO BE REZONED

Those parts of the Southeast Quarter of the Northeast Quarter (SE1/4, NE1/4), the Northwest Quarter of the Southeast Quarter (NW1/4, SE1/4), the Northeast Quarter of the Southeast Quarter (NE1/4, SE1/4), the Southwest Quarter of the Southeast Quarter (SW1/4, SE1/4), and the Southeast Quarter of the Southeast Quarter (SE1/4, SE1/4), all in Section 20, Township 116, Range 23, and those parts of the Southwest Quarter of the Northwest Quarter (SW1/4, NW1/4) and the Northwest Quarter of the Southwest Quarter, all in Section 21, Township 116, Range 23, Carver County, Minnesota, described as follows: Commencing at the southwest corner of the Southeast Quarter of the Southeast Quarter (SE1/4, SE1/4) of said Section 20; thence North 01 degree 14 minutes 08 seconds West, assumed bearing, 206.85 feet along the west line of said Southeast Quarter of the Southeast Quarter to a point on the northerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence North 56 degrees 58 minutes 50 seconds East 588.44 feet along said northerly right-of-way line to the point of beginning of the tract to be described; thence North 29 degrees 43 minutes 45 seconds West 104.57 feet; thence North 57 degrees 04 minutes 34 seconds West 187.87 feet; thence South 80 degrees 30 minutes 04 seconds West 332.90 feet; thence North 06 degrees 04 minutes 27 seconds East 219.53 feet; thence North 09 degrees 13 minutes 32 seconds West 357.85 feet; thence North 05 degrees 39 minutes 55 seconds East 115.94 feet; thence North 65 degrees 23 minutes 04 seconds East 287.67 feet; thence North 26 degrees 58 minutes 52 seconds East 175.73 feet; thence North 02 degrees 53 minutes 24 seconds West 163.61 feet; thence North 22 degrees 41 minutes 09 seconds West 286.32 feet; thence North 28 degrees 01 minute 37 seconds West 248.28 feet; thence North 19 degrees 25 minutes 51 seconds West 189.20 feet; thence North 20 degrees 42 minutes 01 second East 514.06 feet; thence North 48 degrees 26 minutes 07 seconds East 290.87 feet; thence North 78 degrees 43 minutes 31 seconds East 268.59 feet; thence South 24 degrees 48 minutes 17 seconds East 175.80 feet; thence South 33 degrees 11 minutes 11 seconds East 410.00 feet; thence South 89 degrees 41 minutes 52 seconds East 758.93 feet; thence South 52 degrees 25 minutes 33 seconds East 405.00 feet to a point on the centerline of State Highway No. 41; thence South 37 degrees 42 minutes 06 seconds West 1,155.50 feet along said centerline; thence southerly 378.58 feet along said centerline on a tangential curve concave to the east with a radius of 572.67 feet and through a central angle of 37 degrees 52 minutes 37 seconds; thence South 00 degrees 10 minutes 33 seconds East 179.63 feet along said centerline and tangent to said curve to a point on the northerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence South 26 degrees 58 minutes 50 seconds West 831.92 feet along said northerly right-of-way line to the point of beginning.

ORDINANCE NO. 425
DECEMBER 21, 1987
PAGE 2

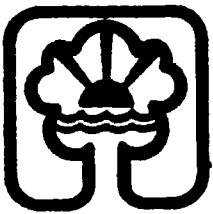
To be platted as Lots 1, 2 and Outlot B, Block 1, OAK KNOLL, Carver
County, State of Minnesota.

Section 2. Effective Date. This ordinance shall be in full force and
effect from and after its day of adoption and publication
according to law.

Passed and adopted by the City Council of the City of Chaska, Minnesota
this 21st day of December, 1987.

Robert P. Roepke, Mayor

Attest: Jacquelyn A. Iten, Deputy Clerk



REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7c

Q.B. SUBJECT: FEASIBILITY REPORT ON IDS PUBLIC IMPROVEMENTS

Previously, the Council directed the Engineer to prepare a Feasibility Report for the public improvements relative to the IDS Training Center Project. The Engineer has now completed that report copy of which is included in the Council's packet.

The Engineer is estimating the project cost to be:

Watermain -	\$107,313
Sanitary Sewer -	23,468
Storm Sewer -	160,265
Streets -	250,842
Holding Pond Improvements	290,000
TOTAL	<u>\$831,888</u>

The cost estimates are generally consistent with totals estimated at the time of negotiating a Redevelopment Agreement for the IDS Project except for costs of constructing the two dams as part of the storm water holding ponds. One element of the Purchase Agreement between the City and IDS states that the City agrees to maintain minimum and maximum water elevations from the two ponds and to jointly develop/implement the Storm Water Management Plan with IDS. A key unresolved issue has been the incompatibility with the City's original Storm Water Management Plan identifying a bounce on the storm water pond 12 feet with the IDS's goal of developing a useable and aesthetically pleasing shoreland.

The City's Consulting Engineer has now completed an analysis and determined that with minor modifications of the overall plan a maximum bounce and lake can be limited to 4 feet in a 100 year storm which is acceptable to IDS. A copy of the report is enclosed in the packet. In order to implement the Storm Sewer Plan and to comply with the conditions of maintaining the pond levels two dam structures need to be constructed.

TO: 2020-21-001

2020-21-001
2020-21-001
2020-21-001

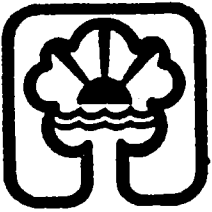
Although the construction cost of \$290,000 for dams was not originally anticipated in the cost estimates, the dam construction is necessary in order to implement the City's overall Storm Water Management Plan and would need to be constructed sometime in the future if not in conjunction with the IDS Project.

In addition, the two small dams are significantly less expensive than the one larger dam anticipated in the original Storm Water Management Plan. Consequently, it is recommended that the Council proceed with the project and order the Engineer to prepare final plans and specifications.

Since the project is 100% assessable to the IDS Project the Council can order the project without holding public improvement hearing. The City Engineer will be present at the meeting to review the Feasibility Report with the Council.

City Council Action Requested

Motion adopting Resolution receiving the IDS Feasibility Report and ordering the project.



REQUEST FOR COUNCIL ACTION

DECEMBER 21, 1987

AGENDA ITEM NO. 7d

SL SUBJECT: MNDOT LETTER

The Minnesota Department of Transportation has prepared a letter of intent agreeing to the release of the T.H. 41 easement adjacent to the IDS site. City staff and IDS representatives have reviewed the letter and are comfortable with its content. As of packet time the letter had not been delivered. We will distribute this letter at Monday evenings meeting. MnDOT is requesting that the letter be executed by the appropriate City representatives.

City Council Action Requested

Motion to authorize the Mayor and City Administrator to execute the MnDOT letter regarding the release of the T.H. 41 easement adjacent to the IDS site.



Oak Ridge Center

Concept Plan Submittal Package



February 3, 2020

Revised February 26, 2020

Presented By

RCS-RCA Oakridge LLC

Concept Package Narrative

Oak Ridge Center Master Plan - Chaska, MN

Project Introduction

RCS-RCA, LLC is pleased to provide the City of Chaska with a Master Plan concept for Oak Ridge Center. The project area includes approximately 66.8 acres bounded by Hazeltine Boulevard on the east, the railroad on the south, McKnight Lake on the west and Big Woods Lake on the north. The proposed project includes preserving the existing hotel/conference center, adding a retail site along highway 41, a senior living campus, and a multi-family building in the northwest portion of the site.

PROJECT VISION

The Oak Ridge Center concept plan has been developed to comply with the City of Chaska's Mission statement "to be the Best Small Town in Minnesota and align with the City's core strategies of

1. Chaska's High Quality of Life is Enhanced
2. Taxpayers Perceive they are Getting Cost-Effective Service
3. Well-Planned and Orderly Community Development is a Priority
4. A Sense of Community and Small-Town Values are Maintained

As you look at the proposed development, we hope you can see how the City Mission Statement and Core Strategies are met. With the preservation of the unique features of the property, positioning of the buildings, and connection to the public trails this development brings the sense of community into the project. The Senior campus brings the small-town feel, by allowing the seniors in the community to remain a part of the overall Chaska community and have their own community within the development.

The increased tax value will help improve the tax base in the city with a development that is not asking for City funding to assist in the costs. City services have been extended through and to the property several years ago and will now be utilized and additional fees will be collected for new connections and usage. A new signalized connection will be constructed that not only supports the development but assists the city with a more controlled access into the business park to the east.

Building placement and layouts have been well thought through to take advantage of the great views and to conform to the City Code. The residential type uses have been placed along the lake shore. This will allow the residents to capture the lake views, but also have the residential buildings screen the trail system and views from across the lake of the retail development. Additionally, the retail development has been placed along the highway to shelter the residents from the highway noise as much as possible.

PROJECT GOALS

In preparing the concept plan for Oak Ridge Center, the following goals were established for the project.

1. Fully develop the +/- 67 ac. of the Oak Ridge Conference Center property, under the original vision that was established for the property to be an active community hub.

2. Expand the tax base of Chaska by providing a higher land values and opportunities for employment growth.
3. Preserve the unique environmental features of the site.
4. Assure the Oak Ridge Center Facility is a viable business.
5. Adhere to the general guidelines of the Chaska Comprehensive Plan and PMD 5 zoning.
6. Provide an area for workforce or market-rate apartments to meet the demand of Chaska's growing work force.
7. Enhance the aesthetic image and safety of the Highway 41 corridor.
8. Enhance the trail system through the development and have key connection to the public trail system.

The concept plan has been developed to meet the original intent of the PUD as approved in 1987. As part of the 1987 approval, there were four main purposes of the PMD 5 zoning district:

1. Develop the property as a learning/conference center facility.
2. Permit related complimentary uses.
3. Permit expansion and/or alternative uses on parts of the property not utilized by the learning/conference center.
4. Permit certain alternative use in the event the owner of the facility no longer desires to operate the facility as a learning center.

As the City is aware, the ownership of the learning center has changed over the years and the overall use of the facility has changed from being a private learning center to be a hotel and conference center. In keeping in line with the PMD 5 zoning, the project is proposing to develop the portion of the property not being utilized by the conference center. By putting the underutilized land into the market, the tax base will in turn be increased for the City of Chaska.

You will see the concept plan respects the unique environmental features of the property and preserves the major wetland areas and wooded steep sloped areas located on the property. A major effort was undertaken to find the appropriate uses to take advantage of the uniqueness of the property as well as exploring the economic sensibility to develop and preserve the vast areas of environmental features the property has to offer.

With creating activity on the property and a new "front door" to the conference center, this project makes the hotel and conference center more noticeable to the public. By creating more traffic and awareness in and around the conference center, more people will become aware of the amenities and services it has to offer and more likely use the space for events in the future.

The project is providing an area for workforce or market rate type housing. The senior housing campus will provide opportunities for new city residents to purchase homes from older residents that will be transitioning to the senior facility. The senior facility will also employ people which will create new jobs in the community. The two new uses combine to meet the goal of the development and the City's need for more housing in the community.

The retail portion of the development will show that the aesthetic views along Highway 41 will be improved. The building will be set along the highway ROW and the parking area will be screened from

views from the ROW. This layout conforms to the commercial layouts in the City and the City 's Contextual Understanding of Place guidance.

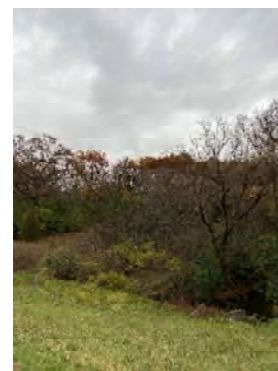
Existing Conditions Analysis

The Oak Ridge Property has several unique yet challenging natural features that make this property special, see the existing conditions plan in the Appendix. The property was developed into the existing 171,000 square foot hotel and conference center back in 1985. The conference center was set into the hillside along Lake McKnight to take advantage of the lake views and to set the building back into a somewhat secluded area of nature. The original intent of this development was to make this site a corporate retreat, so seclusion was a key component in the original design. The conference center is designed to look like an institutional facility as you approach the building from highway 41, but the lake side of the building has the stunning floor to ceiling glass wall to bring a part of the natural scenery into the complex.

Some of the challenges in developing this site are created because of the natural features of the property. Both McKnight Lake on the western portion of the site and Big Woods Lakes on the north end of the site



all have very steep and wood slopes bordering the edges of the property. The steep slopes create a challenge to place future buildings and provide the required density that the City wishes. The slope



areas comprise of +/- 11.3 acres of the property and leave only 55.5 acres of developable land mainly along highway 41. These wooded slope areas will be protected as much as possible for this development, as these steep slopes provide the views and the sense of seclusion for the future housing units being proposed on site. The more open area along Highway 41 will be the focused area for the proposed development, to allow the preservation of the wooded slope areas and natural wetland areas. The more open area along Highway 41 serves as the best location for a retail component to the development. Retailers want great exposure to passing traffic and this area is one of the only areas on the property that can provide the exposure needed by a larger retail development.

Access to the site is currently served by one access point from Minnesota Highway 41 just off the curve of the bridge across the railroad. The concept plan introduces a new access to Highway 41 across from Peavey Road. The new access point does create some challenges as the two access points have a difference in elevation of approximately 30 feet. This change in elevation will require the introduction of retaining walls to have the retail site above the access. The other roadway challenge is constructing the road to connect to the existing conference center and maintaining the existing elevations of the parking facilities, while trying to provide access to the new developed areas that are at higher elevation.

The existing Hotel and conference center will remain open and functioning during the development and for the foreseeable future. Another challenge with the conference center is maintaining at-grade access at all three levels of the building at different points on the property. As part of the development and

construction process, keeping access and utility service to the conference center will be challenging for the construction phase. Roads will need to be constructed in phase to allow one portion to be completed prior to removing another portion of the existing road. This will be considered and planned out during the construction plan preparation phase of the project.

Site Planning Options

The site planning process looked at the existing condition features, City Comprehensive Land Use Plan and the existing PUD for the property. The City of Chaska Comprehensive Land Use Plan has this area guided as an Industrial Site. Initially, the site was looked at for an industrial type development with the hotel either remaining or being converted into office space for a corporate type campus. The industrial type site plans showed one approximately 570,000 sf warehouse, while the other industrial concept showed two buildings totaling approximately 501,000 sf and associated parking. When looking at these site plans do not respect the bluff zones and setbacks outlined by the current PUD. Having a such a large warehouse or industrial building with only one access point is not ideal or even meeting code. The issue with a second access point to the industrial development would be matching the grades to get the site to work. By the time you set the building elevations and grades for the new access, the existing access would be too steep for trucks and vehicles to use. We also feel the industrial buildings did not complement the hotel or promote a reuse of the hotel property, as the rear of the industrial buildings were right out the front door of the hotel.

From the industrial layouts, we looked at staying truer to the current PUD and bringing in some multi-family and retail type uses. This plan showed a much denser option for the multifamily area. This plan started to allow the housing units to take advantage of the lake views and overlook the bluff zones. The denser product does not respect the bluff zone setback and had internal units that did not have favorable view. This denser plan would have taxed the sanitary sewer system beyond its capacity with these multi-family units and would not have provided as many tree protection zones and bluff preservation.

The current site plan was selected based on the ability to have the senior housing take advantage of the lake and bluff overlook views and tie in better with the existing Oak Ridge campus. This campus style layout allows the senior family to share amenities and maximize the preservation of the trees and the bluff zone. The commercial area takes advantage of the views from Highway 41 and allows for the best traffic circulation through the site.

Site Context Exhibit

As demonstrated by the exhibit provided in the Appendix, the proposed master plan fits well within the existing surrounding uses as well as in the approved PUD agreement for the property. The properties along Hazeltine Boulevard include industrial uses to the north, mixed-use residential, and public space / rural residential to the southwest. The 2040 land use plan shows the property slated to be a business park type use, while the current zoning map shows the property being zoned as Planned Multi-Use Development (PMD). Based on our analysis of the existing conditions and the goal of having a planned development, it seems like the current PUD would best fit the property to protect the natural landscape of the property and its wooded steep slope areas. The uses proposed in the development are all in accordance with the uses that are outlined in the original PUD from 1987.

The largest portion of the project that will be visible from Highway 41 will be a large retail building. The large retail fits well into the industrial uses to the north along Highway 41 and the multi-use office

buildings located directly to the north of the site. Building positioning and screening will allow the large retailer to have good highway exposure but meet the city criteria for screening the parking lot from the highway in a similar fashion as Target as shown in the photograph below.



On the South end of the site, the proposed senior living complex will be cohesive with the existing multi-family buildings on the south side of railroad tracks. Additionally, the retail developments located to the south and east of the project will complement the multi-family use by providing needed services for the residents and features of the retail district will be accommodated in the retail building design as well.

All aspects of the new development will bring unity throughout the site by providing trail connections and using like materials seen in the existing hotel and conference center. The new development will complement the center by giving the conference center a new front door to the local community. The conference center is well known by some, but with the isolation from the road, many people do not understand or even know of the many services the hotel and conference center provide.

Some multi-family units are being proposed on the far northwest corner of the property, to provide housing to the area and provide a pleasing buffer from the westerly view from the west side of the lake looking to the east. This area of the property is more secluded and lends itself toward a housing component, while providing a buffer from the conference center to the future residentially zoned property further to the west.

Overarching Master Plan Themes

The master plan intends to include architectural and design features throughout the entire development which will create a cohesive community. Due to the existing hotel on the property, similar design elements will be incorporated to aesthetically blend the old with the new and bring the community together. Chaska brick and warm tones will be used to highlight locality and complement the surrounding internal and external community. Cohesive landscape design and features, unified lighting fixtures, monument signs to guide visitors are examples of elements to create cohesiveness in the development.

Conceptual Land-Use

The conceptual site plan for Oak Ridge Business Park, delivers the visions of the PUD agreement from 1987, by creating a community with retail and multi-family, while preserving the existing hotel and conference use. The development stays true to the existing PUD by protecting the steep slopes along the Chaska Creek in the SW corner of the property and the other wooded slopes located along the north, west and south sides of the development. As part of the existing PUD several standards for development were outlined such as the following:

- 1.) Permitted Principle Uses:
 - a. Commercial Retail uses complementing the conference center and visitors.

- b. Retail commercial uses that are not detrimental to the goals of the original PMD.
- 2.) Building Setbacks
 - a. From centerline of HWY 41 - 150 ft
 - b. City Park Land - 40 ft
 - c. OHW of Chaska Creek - 50 ft
 - d. Railroad ROW - 50 ft
- 3.) Building coverage
 - a. No more than 30 % of any lot or tract shall be covered by buildings.
- 4.) Floor area Ration
 - a. Max FAR shall be 0.75 for any lot.
- 5.) Signage
 - a. Two entrance signs shall be permitted as long as they are set back 15 ft from Highway 41 ROW.
- 6.) Parking
 - a. Off-street parking shall be as required by the city code.
 - b. Parking lot setbacks shall be as follows:
 - i. 15 ft from the property lines.
 - ii. 50 ft from the edge of the embankment adjacent to the West Chaska Creek as defined by slopes 18% or greater.
 - iii. Shall be paved and have curb and gutter.
- 7.) Slope preservation
 - a. Preserve the west and north side slopes of Chaska Creek in its natural state except for repairs of eroded areas and selective tree trimming. Oak and maple trees shall be protected to the extent possible as outlined in the City's Wooded Steep Slopes ordinance. The ordinance states slopes that are wooded with a grade of 18 % or greater shall be protected and have a 50 ft setback and have a 30 ft no grade zone at the top of the slope.
- 8.) All Multi-Family dwelling shall conform to the R3 district guidelines.

The Senior Living Complex is strategically placed on the southern portion of the site to take advantage of the topographical relief and views this property has to offer. This area will consist of approximately three four story multi-family style buildings consisting of three separate uses. The complex will offer a variety of differing senior living styles including rentals, cooperative living units, and senior assisted living. The topographical relief in the southern portion of the site allows the development to provide some astonishing views of McKnight Lake and the wetland complex located at the bottom of the steep slope.

The amenity areas of the senior housing will also feature views of the wetland and slope line, and intentionally incorporated trail access to these natural features to tie the development into the surrounding community and natural areas. The senior living area will be well-connected with the rest of the development including access out to Highway 41, the existing hotel and future retail via sidewalks along the main road. Architecturally, the buildings will have pitched roofs to soften the



appearance and give a more traditional look. They will also incorporate the warm earth tones to complement the existing hotel and conference center.

The senior housing campus will consist of three different product types and will be developed by United Properties. United Properties has developed several senior housing projects across the metro region and in other parts of the country. One thing unique to the Oak Ridge Development is United Properties having all three of their products as part of the development to make Oak Ridge a senior housing campus. Three separate products will be provided in the development and are described as follows.

- The Pointe: Is a senior living rental community, that is age restricted to 55+. The Pointe is a not-healthcare facility that offers a one-level living unit that is maintenance free offering a variety of floor plans and lifestyle amenities. The residents in these units appreciate the flexibility of a rental verse's ownership type community.
- Applewood Pointe: Offers a maintenance-free living and equity ownership in a cooperative community. Our residents appreciate the freedom they have to personalize their units as well as take advantage of the many amenities and design touches that set Applewood Pointe apart from the other communities.
- Cherrywood Pointe: allows residents to access service if and when the need them, from chef-prepared dining to health assistants and memory care. Cherrywood Pointe feature a premium level of design and amenities to their residents.

In the west central area of the site sits the existing hotel and conference center. This building and parking will remain and will act to connect development features as the proposed buildings will echo similar architectural features as existing. This interconnectedness will create cohesiveness in the community.

In the far northwest corner, a multifamily apartment building will be constructed with approximately 150 to 160 units. This building will be situated to allow the maximum views over McKnight and Big Woods Lakes the property has to offer. The building will complement the hotel by including some of the architectural features from the hotel but will also take advantage of being semi secluded in the upper portion of the site, away from the highway and retail activities. The building is planned to be three or four stories of workforce or market-rate type apartments. At this time a developer for the apartment site has not been selected.

The large retail building is positioned adjacent to Highway 41 similarly to other big box retail in the area (see photo of Target in *Site Context Exhibit* section). The building was located based off existing grades and access points and positioned to hide it from lake views of adjacent or cross lots. Though strategic, the elevation relief between access is approximately 30 feet and the large retail building will require retaining walls and significant landscaping along Hazeltine Boulevard to restrict views of the parking area from both Big Woods Lake and Highway 41.

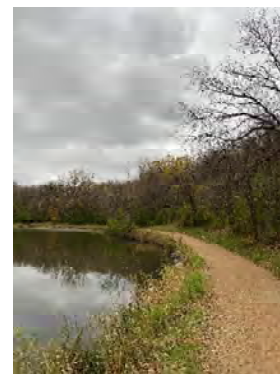


The other major change on the concept plan is the access to the to the site. As discussed with City staff, we understand there is a desire to move the main entrance into the project site to align with Peavey Road on the north end of the property. This relocation is amenable to the developer, as the new location will be more justifiable to MnDOT for a traffic signal at this location. The concept plan still shows the existing entrance to the Oak Ridge Property being utilized.

We feel this is required for a secondary access to the property and allows the project to function better from a traffic standpoint.

Pedestrian Friendly Concept

The existing property features many trails around the natural features which connect to the expansive public trail system along the lakes and to the city center. The goal of this development is to keep the development connected to the public trail system. Trail connections will be provided at the north and south ends of the project, and trail and sidewalks will be provided along the main roads throughout the project back to the public trail system. Throughout the project, sidewalks and trails will be provided to internally connect the different portions of the project to tie the development together.



Tree Preservation

The main areas for tree preservation will be located along the north, west and south sides of the property along the wooded steep slopes. As plans develop, more area for tree preservation will be explored in the southwest and north central portion of the site. A full tree preservation plan and reforestation plan will be developed as part of the preliminary plat submittal. The trees being preserved appear to be a mixture of oaks, maples, and other hardwood. The trees in and around the existing conference center will also be preserved as much as possible. Areas in the Northwest parking lot islands will be preserved as well as the trees against the existing building.

Stormwater Treatment

The proposed stormwater concept intends to involve a variety of best management practices to meet the requirements of Carver County Watershed and the City of Chaska. Existing site conditions present some obstacles for stormwater management on this site including non-infiltrating soils, bluff zone setbacks area limiting real estate for stormwater management, existing wetlands and ~50' elevation change across the site. Due to the extreme elevation change, the stormwater systems will be designed to navigate the existing / proposed terrain to ultimately drain to McKnight Lake and Big Woods Lake, as the property does today. The stormwater system will provide the required treatment to remove 90 percent of the TSS and Phosphorous from the runoff prior to entering the lake.

Some of the stormwater treatment design ideas being considered in the master plan include the following:

- Senior living areas are intended to utilize above-ground stormwater management and will maneuver the elevation change across the property with various features. Stormwater in this area of the development will consider the amount / quality of runoff routing to the existing wetlands to maintain healthy wetland conditions.
- Multifamily areas to the north are intended to include above-ground stormwater ponding areas and combination of other best management practices to treat stormwater.
- The large retail site, due to limited open space for above-ground ponding, intends to conceptually utilize underground stormwater treatment within the parking lot intended to treat runoff from this site.
- Options for stormwater recuse along with other filtration options are being studied to provide the volume extraction portion of the watershed requirements.

- Some possible filtration options include iron sand filters or other filters that will provide the phosphorous removals required for the project.

Water and Sanitary Sewer Service

Currently the City of Chaska has a 24-inch sanitary sewer line along the east side of McKnight Lake and along the south side of Big Woods Lake. Sanitary services will be connected to the City line via manhole and line extensions into the new lots for the development.

The existing Oak Ridge conference center is served by an 8-inch water loop line from the west side of Highway 41. This project is proposing to relocate and upgrade the majoring of this loop line from an 8-inch pipe to a 12-inch pipe to better serve the development. This 12-inch line will be looped through the development and connect into the watermain in the Hwy 41 ROW. Each building will have an individual service from the new loop line, and the existing 8-inch loop line around the conference center will remain in plan. New hydrants will be installed for added fire protection along the loop line and throughout the development. Additionally, each of the new buildings will be sprinkled.

Site Grading

Site grading will mainly be concentrated along the easterly portion of the site. The existing mounds of top soil spoil will be leveled off to accommodate the pads for the senior living campus and the retail portion of the project. The retail portion the site must be relatively flat to meet the retailer standards. Road grades will be set to meet acceptable standards for trucks and car traffic to have safe movements through the site. The new entrance will be constructed in phases to not disrupt the traffic flow to the conference center and hotel.

Grading efforts will respect the 30 foot no grade zone along the bluff line and retaining walls along the north side of the project will be installed to minimize tree removal and decrease the impact to the slopes along the north side of the project limits. The site does have its challenges with approximately 20 feet of elevation relief from the center of the eastern field to the front door of the conference center. Every effort will be made to balance this site from a grading stand point. It is assumed some top soil may need to be removed from the site, as there is approximately 4 feet of topsoil in the center of the easterly hill. On a very preliminary level there is approximately 100,000 cy of material to be moved on this site.

Traffic Impacts

RCS-RCA Oak Ridge, LLC is proposing a 161,000-square foot retail, 160 units of multifamily housing, a senior housing complex, and converting the existing hotel & conference center into 131,457 square feet of office on the 66.8-acre site on the west side of Trunk Highway 41 in Chaska, MN. The is anticipated to generate an additional 350 new trips during the AM peak hour (228 entering, 128 exiting) and 510 new trips during the PM peak hour (267 entering, 243 exiting). During the AM peak hour there are no pass by trips because the retail trips during this time period would be mostly workers and deliveries, not customers. At the site driveways, an additional 827 trips during the PM peak hour (374 entering, 453 exiting) are expected with the pass-by trips included.

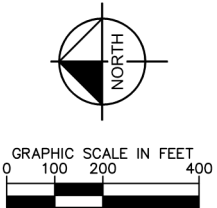
There are two proposed site accesses, the existing Oakridge Drive access and a new access that lines up with Peavey Road. The Peavey Road access will be the main access and it was assumed the intersection will be reconstructed to provide dedicated left and right turn lanes on all four approaches. A signal warrant analysis was completed for the proposed intersection and it met Warrants 1a, 1b, 2, and 3. Therefore it is recommended that signal be installed at TH 41 & Peavey Road when the development is built. It is recommended that the existing Oakridge Drive & TH 41 intersection be converted to a $\frac{3}{4}$ access based on access spacing and the peak hour traffic volumes on TH 41.

A capacity analysis was performed for Existing (2019), Opening Year No-Build (2022), and Opening Year Build (2022). The Existing operations at the signalized intersections, TH 41 & CSAH 14 and TH 41 & CSAH 18, operated at LOS D or better in both the AM and PM peak hours. TH 41 & Peavey Road had significant delays on the side streets during the PM peak hours.

In the Opening Year No-Build (2022) scenarios, TH 41 & CSAH 18 will be a roundabout instead of the existing signal. The September 2019 traffic count collected for this traffic analysis was significantly higher than the 2017 Intersection Control Evaluation (ICE) report 2020 forecasted volumes, so the intersection was recounted in January 2020. After recounting TH 41 & CSAH 18, it was determined that the traffic volumes on TH 41 are anticipated to be similar to the 2020 forecasts in the 2017 ICE report in the AM peak hour but the southbound through movement and the westbound left turns in the PM peak are still significantly higher than what was originally anticipated in the 2017 ICE. It is anticipated that single lane roundabout will be approaching excessive delays during the PM peak hour under 2020 No-Build Conditions. All other intersections are anticipated to operate similarly to the existing conditions.

In the Opening Year Build (2022) scenarios, the site access will operate at LOS C or better in the AM and PM peak hours. With the increase in traffic the TH 41 & CSAH 18 roundabout will operate acceptably in the AM peak hour but will have excessive delays in the PM peak hour. After further analysis, if some of the trips originating from the businesses along Peavy Road use the proposed signal at Peavy Road & TH 41 instead of the roundabout at TH 41 & CSAH 18, the operations will improve significantly but the roundabout will still be approaching capacity. Ultimately, the roundabout will need to be expanded from a single lane roundabout to a 2 by 1 roundabout with 2 lanes in the northbound and southbound directions through the roundabout and 1 lane in the eastbound and westbound directions through the roundabout, however, at this time it is only anticipated that the roundabout will have less than desirable operations for a brief period during the PM peak hour. It is recommended that the roundabout be monitored once completed rather than widened to determine when it should be expanded to a 2 by 1 roundabout in the future.

Old Concept Plans



PRELIMINARY - NOT FOR CONSTRUCTION

OAK RIDGE
INDUSTRIAL
PREPARED FOR
RCS-RCA
OAKRIDGE LLC
CHASKA MINNESOTA

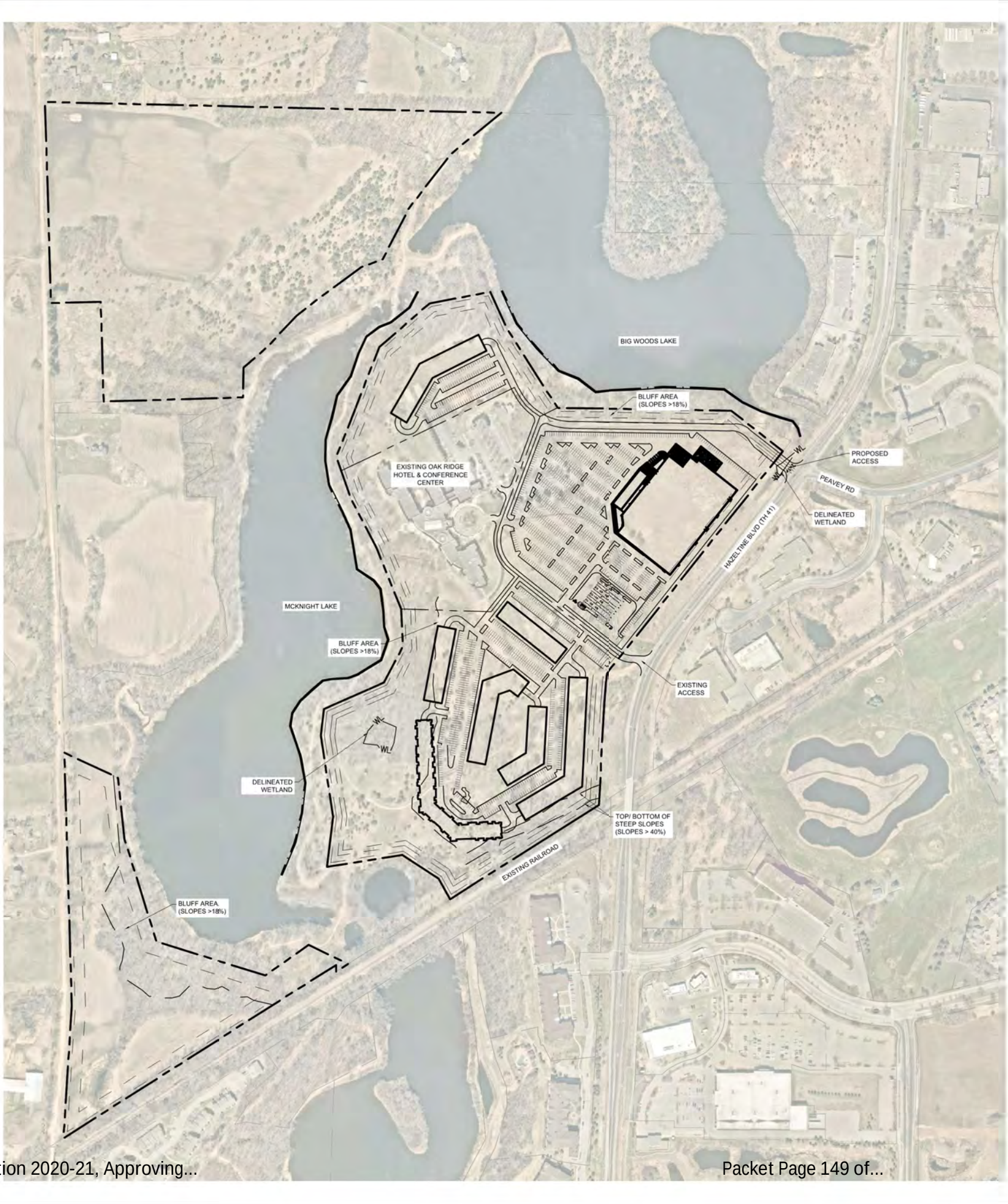
CONCEPTUAL
SITE PLAN

KHA PROJECT	XXXXXXX
DATE	12/03/2018
SCALE	AS SHOWN
DESIGNED BY	ERW
DRAWN BY	ERW
CHECKED BY	MCB

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767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-445-4197
WWW.KIMLEY-HORN.COM

No.	REVISIONS	DATE	BY

SHEET NUMBER
CP-01



LEGEND

PROPERTY LINE

STEEP SLOPE AREA

SETBACK LINE

PROPOSED STORMWATER MANAGEMENT AREA

PROPERTY SUMMARY

OAK RIDGE MASTER PLAN

NORTH PROPERTY AREA	±66.70 AC
SOUTH PROPERTY AREA	±16.44 AC

ZONING SUMMARY

EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT **
PARKING SETBACKS	SIDE/REAR/ROAD = 15'
BUILDING SETBACKS	ROAD = 40' FOR COMMERCIAL; ROAD = 60' FOR RESIDENTIAL* : SIDE = 0/10'

* FOR PLANNED RESIDENTIAL DEVELOPMENT BUILDING SETBACK, THE REQUIREMENT IS 30' OR THE HEIGHT OF THE BUILDING. IT IS ASSUMED THAT THE BUILDING HEIGHT IS 60'

** THE CURRENT ASSUMPTION IS FOR NO MODIFICATIONS TO THE EXISTING PUD

*** INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA

**** PROXIMITY TO BLUFF AREA REQUIRES A 50' SETBACK FOR PARKING / BUILDING ADJACENT TO SLOPES >18%

BUILDING DATA SUMMARY

AREAS

PROPOSED PROPERTY	±66.70 AC
BUILDING AREA - RETAIL	±161,000 SF
BUILDING AREA - SENIOR LIVING	±52,500 SF
BUILDING AREA - MULTI FAMILY 1	±41,000 SF
BUILDING AREA - MULTI FAMILY 2	±26,000 SF
BUILDING AREA - MULTI FAMILY 3	±20,000 SF
BUILDING AREA - MULTI FAMILY 4	±57,000 SF
BUILDING AREA - MULTI FAMILY 5	±39,000 SF
BUILDING AREA - MULTI FAMILY 6	±31,000 SF
NORTHWEST MULTI-FAMILY LOT AREA	±10.0 AC
HOTEL/CONFERENCE CENTER LOT AREA	±14.0 AC
RETAIL LOT AREA	±17.4 AC
SOUTH MULTI-FAMILY LOT AREA	±20.0 AC
OUTLOT AREA	±4.6 AC
NORTHERN RESIDENTIAL LOT AREA	±40.0 AC
SOUTHERN RESIDENTIAL LOT AREA	±16.0 AC

PARKING

REQUIRED PARKING - RETAIL	805 SPACES @ 1/200 SF
PROPOSED PARKING - RETAIL	838 SPACES

CHASKA

PRELIMINARY - NOT FOR CONSTRUCTION

OAK RIDGE MASTER PLAN
PREPARED FOR
OAKRIDGE LLC

SHEET NUMBER
EX-1

CONCEPTUAL
SITE PLAN

MINN

K/A PROJECT
160129000

DATE
09/23/19

SCALE
AS SHOWN

DESIGNED BY
CPC, APC

DRAWN BY
CPC, APC

CHECKED BY
MCB

Kimley»Horn

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GRAPHIC SCALE IN FEET
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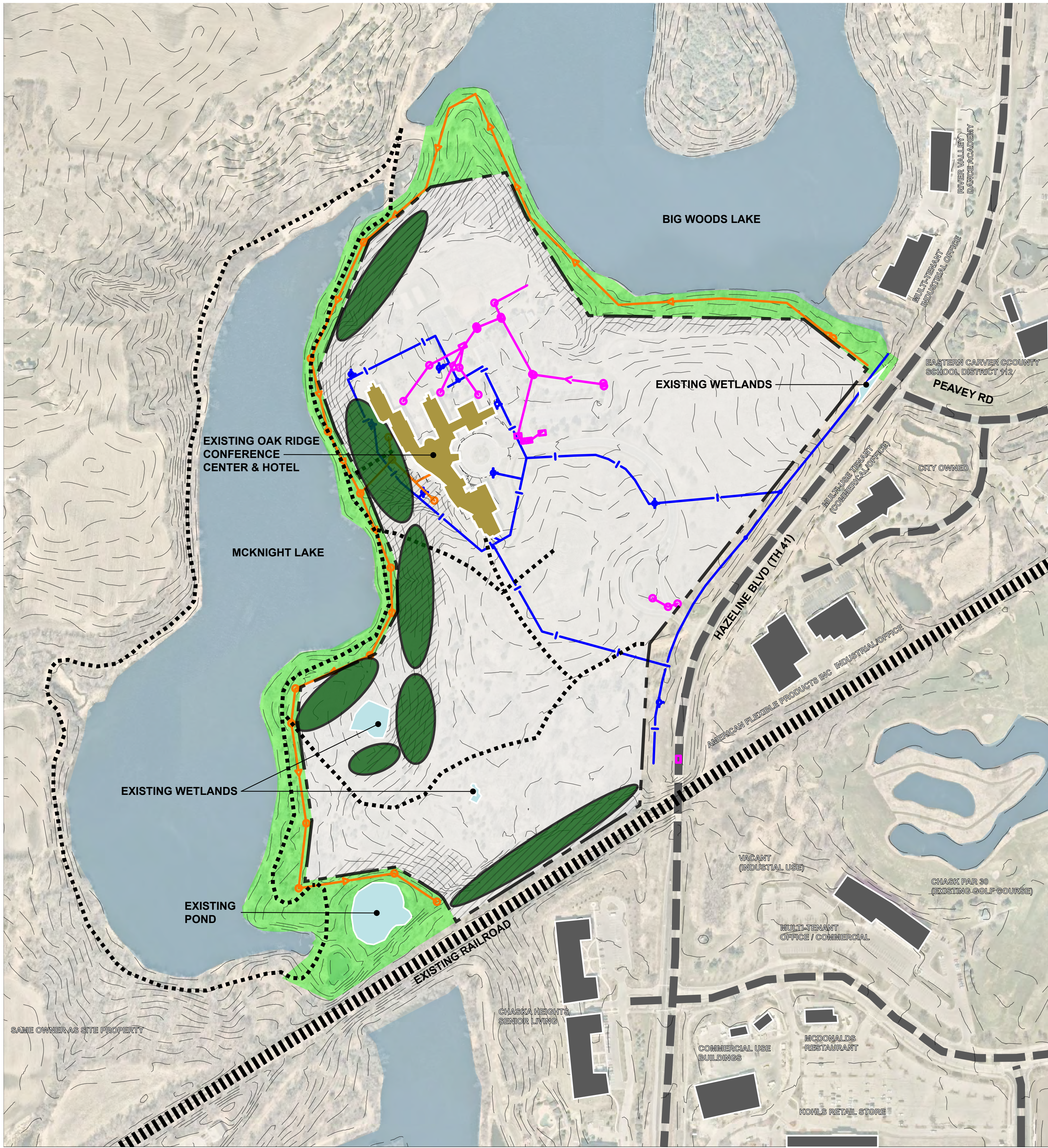
NORTH

Existing Conditions



LEGEND

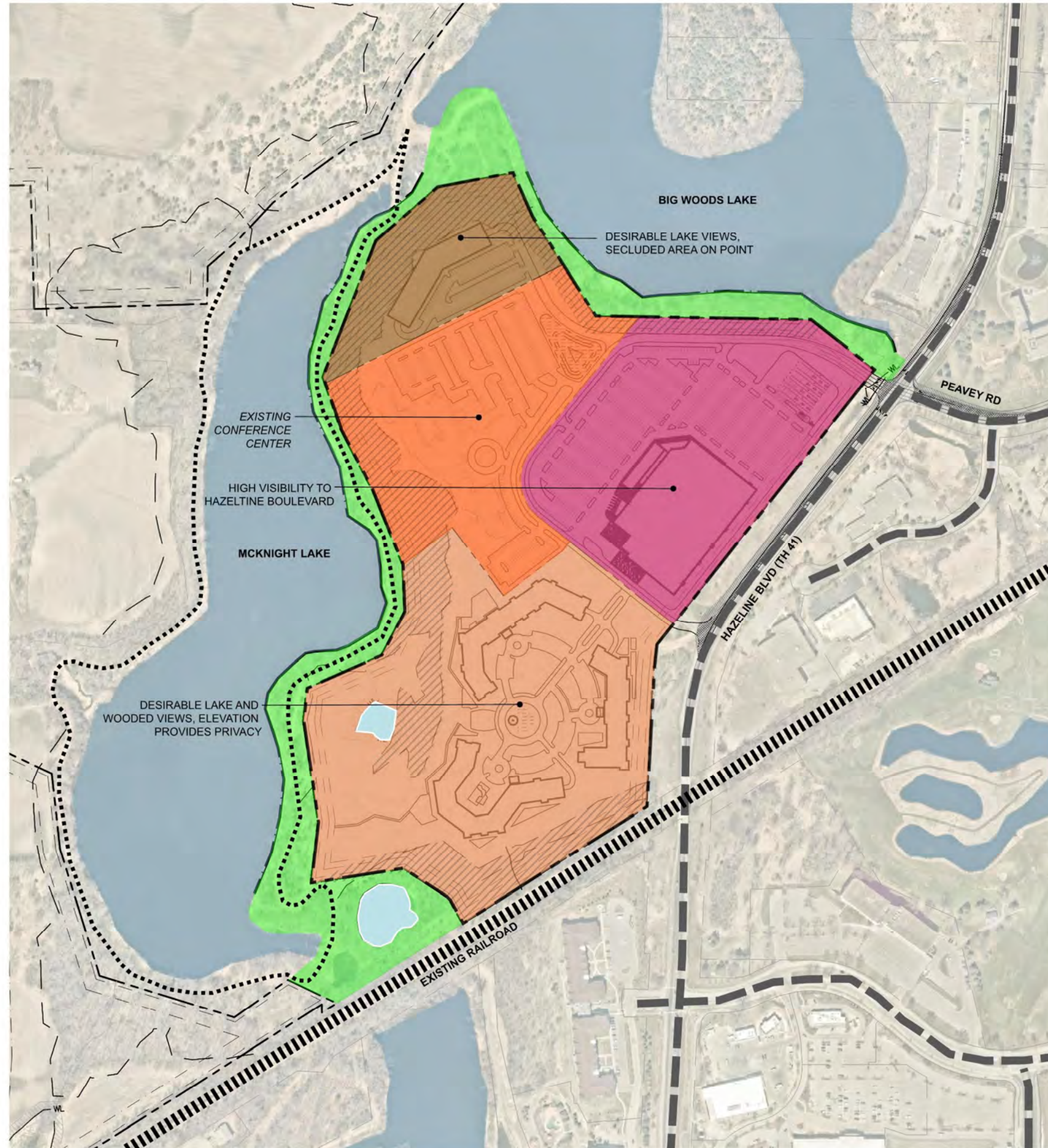
- PROPERTY LINE
- - - EXISTING CONTOUR LINES



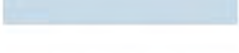
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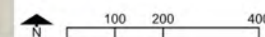
- UNBUILDABLE LAND - BLUFFS
- LAKES
- WETLANDS
- SURROUNDING BUILDINGS
- EXISTING BUILDINGS
- PUBLIC GREEN SPACE
- EXISTING PEDESTRIAN CIRCULATION
- VEHICLE CIRCULATION
- EXISTING ROADS
- RAILROADS
- STORMWATER UTILITIES
- WATER UTILITIES
- SANITARY UTILITIES
- EXISTING CONTOUR LINES
- AREAS CONSIDERED FOR POTENTIAL TREE PRESERVATION

Land Use



LEGEND

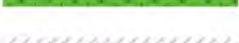
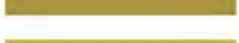
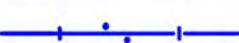
	MULTI - FAMILY
	EXISTING HOTEL & CONFERENCE CENTER
	BIG BOX - RETAIL
	SENIOR LIVING / MULTI-USE CAMPUS
	PUBLIC GREEN SPACE
	PROPOSED GREEN SPACE
	WOODED / STEEP SLOPE AREA
	LAKES
	WETLANDS
	ROADS
	RAILROADS



Overall Concept Plan



LEGEND

-  TRAFFIC SIGNAL
-  VEHICLE ACCESS POINTS
-  VIEWS
-  PROPOSED SIGNAGE
-  PUBLIC GREEN SPACE
-  PROPOSED GREEN SPACE
-  WOODED STEEP SLOPE AREA (18% GRADE OR GREATER)
-  LAKES
-  WETLANDS
-  PROPOSED PONDS
-  EXISTING BUILDINGS
-  PROPOSED BUILDINGS
-  EXISTING PEDESTRIAN CIRCULATION
-  VEHICLE CIRCULATION
-  EXISTING ROADS
-  RAILROADS
-  STORMWATER UTILITIES
-  WATER UTILITIES
-  SANITARY UTILITIES
-  PROPOSED PEDESTRIAN CIRCULATION

T:\WORK\DEVELOPMENT\RCS-Oak Ridge LLC\3 Design\CAD\Exhibits\SITE PLAN.dwg January 31, 2020 - 10:49am

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PROPERTY SUMMARY	
OAK RIDGE MASTER PLAN	
PROPERTY AREA	±66.83 AC
ZONING SUMMARY	
EXISTING ZONING	PLANNED MULTI-USE DEVELOPMENT
PROPOSED ZONING	PLANNED MULTI-USE DEVELOPMENT **
PARKING SETBACKS	SIDE/REAR/ROAD = 15'
BUILDING SETBACKS	ROAD = 40' FOR COMMERCIAL; ROAD = 60' FOR RESIDENTIAL * - SIDE = 0/10'

- FOR PLANNED RESIDENTIAL DEVELOPMENT BUILDING SETBACK, THE REQUIREMENT IS 30' OR THE HEIGHT OF THE BUILDING. IT IS ASSUMED THAT THE BUILDING HEIGHT IS 60'
- THE CURRENT ASSUMPTION IS FOR NO MODIFICATIONS TO THE EXISTING PUD
- INTERNAL PARKING LANDSCAPING REQUIRED IS 10% OF THE TOTAL PARKING AREA
- PROXIMITY TO BLUFF AREA REQUIRES A 50' SETBACK FOR PARKING / BUILDING ADJACENT TO SLOPES >18%

BUILDING DATA SUMMARY	
AREAS	
PROPOSED PROPERTY	±66.83 AC
LOT 1	
LOT 1 PROPERTY AREA	±14.53 AC
PROPOSED IMPERVIOUS AREA	±5.43 AC
PROPOSED PERVIOUS AREA	±6.53 AC
UNDISTURBED AREA	±2.58 AC
EXISTING BUILDING FOOTPRINT AREA - CONFERENCE CENTER / HOTEL (EX-1)	±75,815 SF
EXISTING BUILDING FLOOR AREA - CONFERENCE CENTER / HOTEL (EX-1)	±171,000 SF
REQUIRED PARKING*	294 SPACES
PROPOSED PARKING	433 SPACES
LOT 2	
LOT 2 PROPERTY AREA	±17.97 AC
PROPOSED IMPERVIOUS AREA	±14.50 AC
PROPOSED PERVIOUS AREA	±3.50 AC
BUILDING AREA - RETAIL 1 (RET-1)	±181,000 SF
REQUIRED PARKING - RETAIL	805 SPACES @ 1/200 SF
PROPOSED PARKING	759 SPACES
LOT 3	
LOT 3 PROPERTY AREA	±6.90 AC
PROPOSED IMPERVIOUS AREA	±2.18 AC
PROPOSED PERVIOUS AREA	±1.67 AC
UNDISTURBED AREA	±2.91 AC
BUILDING AREA - MULTI FAMILY 1 (MF-1)	±40,000 SF
NUMBER OF UNITS (1000 SF PER UNIT, 5 STORIES, 80% USEABLE)	160 UNITS
REQUIRED PARKING	320 SPACES
PROPOSED PARKING	197 SPACES = (125 SURFACE SPACES & 72 UNDERGROUND SPACES)
LOT 4	
LOT 4 PROPERTY AREA	±27.44 AC
PROPOSED IMPERVIOUS AREA	±6.72 AC
PROPOSED PERVIOUS AREA	±11.77 AC
UNDISTURBED AREA	±8.95 AC
BUILDING AREA & UNIT COUNT- THE POINTE	±50,900 SF (135 UNITS)
BUILDING AREA & UNIT COUNT- CHERRYWOOD POINTE	±40,500 SF (120 UNITS)
BUILDING AREA & UNIT COUNT- APPLEWOOD POINTE	±53,200 SF (110 UNITS)
THE POINTE PARKING	205 SPACES = (125 UNDERGROUND SPACES & 80 SURFACE SPACES)
CHERRYWOOD PONITE PARKING	110 SPACES = (86 UNDERGROUND SPACES & 24 SURFACE SPACES)
APPLEWOOD POINTE PARKING	210 SPACES = (160 UNDERGROUND SPACES & 50 SURFACE SPACES)
REQUIRED PARKING**	352 SPACES
TOTAL PARKING***	525 SPACES

*HOTEL - 1 STALL / ROOM, 145 ROOMS = 145 STALLS
CONFERENCE CENTER - 15 STALL PLUS 1 STALL / 300 SF OVER 2000 SF, 22,000 SF = 82 STALLS
TOTAL STALLS = 294 STALLS

**MULTI-FAMILY - 2 STALLS / 1 DWELLING UNIT, 135 UNITS = 270 STALLS
ELDERLY HOUSING - 1 STALL / 2 DWELLING UNITS, 230 UNITS = 115 STALLS
TOTAL STALLS = 385

PRELIMINARY - NOT FOR CONSTRUCTION

OAK RIDGE
MASTER PLAN
PREPARED FOR
RCS-RCA

SHEET NUMBER
EX-2

CONCEPTUAL
SITE PLAN

MHA PROJECT
160129000
DATE
01/22/2020
SCALE
AS SHOWN
DESIGNED BY
CPC, APC
DRAWN BY
CPC, APC
CHECKED BY
MCS

Kimley»Horn
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767 EUSTIS STREET, SUITE 100, ST. PAUL, MN 55114
PHONE: 651-445-4197
WWW.KIMLEY-HORN.COM

REVISIONS
DATE
BY

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING:

March 16, 2020

Paid and Unpaid Invoices:

Check #'s 331907-332089

\$1,810,023.94

Paid Electronic Invoices:

Wire #'s 2248-2261

\$336,445.23

Amount for Approval-Council Meeting:

March 16, 2020

\$2,146,469.17

Checks



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City of Chaska
VENDOR INVOICE LIST

P 1
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
102555 ABLE HOSE & RUBBER LLC									
218290-001		02/28/2020	031720	331929	151.65	03/28/2020	INV	PD	#920 WATER TANK
CHECK DATE: 03/17/2020									
218297-001		02/28/2020	031720	331929	46.87	03/28/2020	INV	PD	#920 WATER TANK
CHECK DATE: 03/17/2020									
					198.52				
103825 ACUSHNET COMPANY									
908717667		02/24/2020	031720	331930	6,267.59	06/23/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
106669 ADIDAS AMERICA INC									
6150067129		02/28/2020	031720	331931	2,426.21	05/28/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
103944 FIMCO INC									
195902		02/26/2020	031720	331932	749.47	03/26/2020	INV	PD	#920 WATER TANK PARTS
CHECK DATE: 03/17/2020									
195905		02/26/2020	031720	331932	74.37	03/26/2020	INV	PD	#123 STREET SPRAY BAR PAR
CHECK DATE: 03/17/2020									
					823.84				
100843 AH HERMEL COMPANY									
816132		02/19/2020	031720	331933	720.60	03/19/2020	INV	PD	vending supplies
CHECK DATE: 03/17/2020									
108061 ERIC W ERNST									
75540		02/26/2020	031720	331934	1,560.00	03/26/2020	INV	PD	REPAIR OF MSB ROOF
CHECK DATE: 03/17/2020									
100073 AMARIL UNIFORM CO									
IV165312		02/28/2020	031720	331935	1,628.12	03/28/2020	INV	PD	E. BRADY - FR CLOTHING CI
CHECK DATE: 03/17/2020									
IV165313		02/28/2020	031720	331935	1,352.12	03/28/2020	INV	PD	J. STORMS - FR CLOTHING C
CHECK DATE: 03/17/2020									
IV165314		02/28/2020	031720	331935	1,761.95	03/28/2020	INV	PD	M. STEINBAUER - FR CLOTHI
CHECK DATE: 03/17/2020									



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City of Chaska
VENDOR INVOICE LIST

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
IV165315 CHECK DATE: 03/17/2020		02/28/2020	031720	331935	1,660.12	03/28/2020	INV	PD	L. ROHLIK - FR CLOTHING C
IV165317 CHECK DATE: 03/17/2020		02/28/2020	031720	331935	1,536.12	03/28/2020	INV	PD	D. RASER - FR CLOTHING CI
IV165318 CHECK DATE: 03/17/2020		02/28/2020	031720	331935	1,649.12	03/28/2020	INV	PD	M. ENGELEN - FR CLOTHING
IV165345 CHECK DATE: 03/17/2020		02/28/2020	031720	331935	1,341.12	03/28/2020	INV	PD	C. SCHMIEG - FR CLOTHING
					10,928.67				
100119 SHAKOPEE VALLEY FORD									
264191 FOW CHECK DATE: 03/17/2020		03/03/2020	031720	331936	35.12	04/03/2020	INV	PD	#706 ELECTRIC - FENDER FL
100146 ASPEN MILLS INC									
253148 CHECK DATE: 03/17/2020		02/26/2020	031720	331937	261.20	03/27/2020	INV	PD	DUTY UNIFORM-K TREBIATOWS
253149 CHECK DATE: 03/17/2020		02/26/2020	031720	331937	224.50	03/27/2020	INV	PD	DUTY UNIFORM-K SMITH
253150 CHECK DATE: 03/17/2020		02/26/2020	031720	331937	224.50	03/27/2020	INV	PD	DUTY UNIFORM-A SCHROECKEN
253182 CHECK DATE: 03/17/2020		02/26/2020	031720	331937	234.35	03/27/2020	INV	PD	DUTY UNIFORM-C PIERCE
253186 CHECK DATE: 03/17/2020		02/26/2020	031720	331937	74.95	03/27/2020	INV	PD	DUTY UNIFORM-K ANDERSON
253424 CHECK DATE: 03/17/2020		02/28/2020	031720	331937	238.25	03/29/2020	INV	PD	UNIFORM-K STAFNE
					1,257.75				
101930 AXON ENTERPRISE INC									
SI-1642194 CHECK DATE: 03/17/2020		02/19/2020	031720	331938	5,438.00	03/20/2020	INV	PD	Interview room setup, lic
SI-1642585 CHECK DATE: 03/17/2020		02/21/2020	031720	331938	2,692.49	03/22/2020	INV	PD	Interview system - access
SI-1642587 CHECK DATE: 03/17/2020		02/21/2020	031720	331938	196.50	03/22/2020	INV	PD	Interview room- extra mic

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City of Chaska
VENDOR INVOICE LIST



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107572 BAKER TILLY VIRCHOW KRAUSE LLP					8,326.99				
BTMA4347		03/09/2020	031720	331939	2,700.00	04/09/2020	INV	PD	ARB CALC FINAL 2011B 2-1-
CHECK DATE: 03/17/2020									
BTMA4348		03/09/2020	031720	331939	850.00	04/09/2020	INV	PD	ARB CALC FINAL 2010C 2-1-
CHECK DATE: 03/17/2020									
BTMA4349		03/09/2020	031720	331939	3,100.00	04/09/2020	INV	PD	ARB CALC FINAL 2010A 2-1-
CHECK DATE: 03/17/2020									
100174 BAUER BUILT TIRE AND BATTERY					6,650.00				
180259295		03/04/2020	031720	331940	252.36	04/15/2020	INV	PD	#707 TIRES (LOCATOR VAN)
CHECK DATE: 03/17/2020									
100190 BERMUDA SANDS APPAREL LLC					770.91	04/01/2020	INV	PD	TC UNIFORMS
B0049898		03/02/2020	031720	331941					
CHECK DATE: 03/17/2020									
100201 BCBSM INC					188,268.03	03/04/2020	INV	PD	MAR EMP MED INS PREMIUMS
200204431270		02/04/2020	030220	331907					
CHECK DATE: 03/02/2020									
200302163187		03/02/2020	031220	331925	184,926.72	03/20/2020	INV	PD	APR EMP MED INS PREMIUMS
CHECK DATE: 03/12/2020									
100202 BLUETARP FINANCIAL INC					373,194.75				
0031239598		02/28/2020	031720	331942	76.72	03/31/2020	INV	PD	#920 SEWER
CHECK DATE: 03/17/2020									
100214 BORDER STATES INDUSTRIES INC					4,380.38	04/25/2020	INV	PD	SWITCH CAB BASEMENT 3 PHS
919566907	200031	03/03/2020	031720	331943					
CHECK DATE: 03/17/2020									
100226 BRAUN INTERTEC CORPORATION					4,183.00	03/27/2020	INV	PD	LION'S PARK SHELTER SOIL
B204202		02/27/2020	031720	331944					
CHECK DATE: 03/17/2020									



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City of Chaska
VENDOR INVOICE LIST

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100247 BROADWAY AWARDS INC									
47152 CHECK DATE: 03/17/2020		02/25/2020	031720	331945	269.14	02/27/2020	INV	PD	Name plates-Commission &
108113 BROSE, SHIRLEY ANN									
2005962.002 CHECK DATE: 03/06/2020		03/02/2020	030620	331915	23.00	04/02/2020	INV	PD	WITHDRAWAL-AOA TREASURE I PAYEE: BROSE, SHIRLEY ANN
105843 RICHIE HOLDING INC									
67209439 CHECK DATE: 03/17/2020		02/26/2020	031720	331946	806.39	03/27/2020	INV	PD	OAK 19 KITCHEN HOODS
100324 NEW LINE CUSTOM UPHOLSTERY INC									
23140 CHECK DATE: 03/17/2020		03/04/2020	031720	331947	180.00	04/03/2020	INV	PD	#202 SEAT REPAIR
23141 CHECK DATE: 03/17/2020		03/04/2020	031720	331947	180.00	04/03/2020	INV	PD	#720 ELECTRIC SEAT REPAIR
23142 CHECK DATE: 03/17/2020		03/04/2020	031720	331947	200.00	04/03/2020	INV	PD	#104 SEAT REPAIR
23144 CHECK DATE: 03/17/2020		03/05/2020	031720	331947	180.00	04/04/2020	INV	PD	#87 SEAT REPAIR
23145 CHECK DATE: 03/17/2020		03/05/2020	031720	331947	180.00	04/04/2020	INV	PD	#2100 SEAT REPAIR
23146 CHECK DATE: 03/17/2020		03/05/2020	031720	331947	200.00	04/04/2020	INV	PD	#2088 SEAT REPAIR
23147 CHECK DATE: 03/17/2020		03/05/2020	031720	331947	180.00	04/04/2020	INV	PD	#88 SEAT REPAIR
					1,300.00				
100275 CALLAWAY GOLF									
930932113 CHECK DATE: 03/17/2020		10/22/2019	031720	331948	-684.00	02/19/2020	CRM	PD	RESALE CREDIT
931063571 CHECK DATE: 03/17/2020		12/17/2019	031720	331948	-2,263.50	01/17/2020	CRM	PD	RESALE RETURN
931063572 CHECK DATE: 03/17/2020		12/17/2019	031720	331948	-1,670.20	01/17/2020	CRM	PD	RENTAL/DEMO RETURN
931063573		12/17/2019	031720	331948	-1,862.00	01/17/2020	CRM	PD	RENTAL/DEMO RETURN



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City of Chaska
VENDOR INVOICE LIST

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
931298390		02/26/2020	031720	331948	4,523.40	06/25/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
931298392		02/26/2020	031720	331948	648.00	06/25/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
931298398		02/26/2020	031720	331948	2,352.25	12/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
931310634		02/28/2020	031720	331948	299.38	12/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
931310636		02/28/2020	031720	331948	1,220.33	12/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
931331883		03/05/2020	031720	331948	185.16	12/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
					2,748.82				
100304 CARBURETION & TURBO SYSTEMS INC									
181796		02/13/2020	031720	331949	21.54	03/13/2020	INV	PD	ZAMBONI REPAIR PART
CHECK DATE: 03/17/2020									
100293 CARGILL INC									
2905125130		12/06/2019	031720	331950	1,879.46	01/05/2020	INV	PD	ROAD SALT
CHECK DATE: 03/17/2020									
108112 CARLSON, KATHERINE									
2005964.002		03/02/2020	030620	331916	25.00	04/02/2020	INV	PD	WITHDRAWAL-AOA TREASURE I
CHECK DATE: 03/06/2020									PAYEE: CARLSON, KATHERINE
100302 CARVER COUNTY									
2484		03/09/2020	031720	331951	446.00	04/08/2020	INV	PD	2019 YE TAX REPORTS
CHECK DATE: 03/17/2020									
100323 CDW GOVERNMENT INC									
WRG2193		02/03/2020	031720	331952	58.30	03/04/2020	INV	PD	SHOULDER RESTS
CHECK DATE: 03/17/2020									
WSQ1039		02/07/2020	031720	331952	275.01	03/08/2020	INV	PD	OFFICE LICENSES
CHECK DATE: 03/17/2020									
WVT3441		02/14/2020	031720	331952	465.02	03/15/2020	INV	PD	PHONE UPGRADE-IP KEY EXP



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City of Chaska
VENDOR INVOICE LIST

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apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
WZS5204		02/27/2020	031720	331952	37,260.00	03/28/2020	INV	PD	PHONE UPGRADE-138 PHONES
CHECK DATE: 03/17/2020									
					38,058.33				
100338 QWEST CORPORATION									
202000790/FEB20		02/21/2020	031220	331926	3,815.60	03/20/2020	INV	PD	FEB PHONE & LONG DIST SVC
CHECK DATE: 03/12/2020									
202001327/FEB20		02/21/2020	031220	331926	40.95	03/20/2020	INV	PD	FEB T1 FOR PHONE SYSTEM
CHECK DATE: 03/12/2020									
					3,856.55				
108107 CERBERUS-SFR HOLDINGS II-LP									
32972		02/28/2020	031720	331953	37.99	03/28/2020	INV	PD	CREDIT BALANCE REFUND-269
CHECK DATE: 03/17/2020									
100374 CHANHASSEN, CITY OF									
75601		02/29/2020	031720	331954	15.63	03/21/2020	INV	PD	STORMWATER 12/1/19-2/29/2
CHECK DATE: 03/17/2020									
75771		03/05/2020	031720	331954	33.90	03/27/2020	INV	PD	FEB TH 41/82ND ST SIGNAL
CHECK DATE: 03/17/2020									
					49.53				
100312 CHASKA/CHAN HOCKEY ASSOCIATION									
FEB-MAR 20		03/09/2020	031720	331955	7,141.02	04/09/2020	INV	PD	FEB-MAR ARENA CONCESSIONS
CHECK DATE: 03/17/2020									
100408 CITYSPRINT									
44514		02/29/2020	031720	331956	30.64	03/29/2020	INV	PD	Deliver inserts to Impact
CHECK DATE: 03/17/2020									
100418 CLEARSOFT INC									
125-322		03/01/2020	031720	331957	75.00	03/27/2020	INV	PD	MAR FD WATER SOFTENER REN
CHECK DATE: 03/17/2020									
107634 CRAIG MICHAEL HARRINGTON									
75201		01/21/2020	031220	331927	3,717.11	03/25/2020	INV	PD	CONDEMNATION COMMISSIONER
CHECK DATE: 03/12/2020									



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City of Chaska
VENDOR INVOICE LIST

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apinvlat

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100428 COBRA GOLF INC									
DC135629 CHECK DATE: 03/17/2020		03/10/2020	031720	331958	-97.50	04/10/2020	CRM	PD	RESALE-MARKDOWN CREDIT 3
G1987459 CHECK DATE: 03/17/2020		02/29/2020	031720	331958	2,808.10	05/29/2020	INV	PD	RESALE
G1987910 CHECK DATE: 03/17/2020		02/29/2020	031720	331958	159.56	05/29/2020	INV	PD	RESALE
G1995421 CHECK DATE: 03/17/2020		03/06/2020	031720	331958	254.50	06/04/2020	INV	PD	RESALE
					3,124.66				
100429 COORDINATED BUSINESS SYSTEMS LTD									
INV72452 CHECK DATE: 03/17/2020		02/19/2020	031720	331959	77.47	02/29/2020	INV	PD	HP M401N
INV74426 CHECK DATE: 03/17/2020		02/27/2020	031720	331961	110.00	03/27/2020	INV	PD	Toner for squad room prin
INV75147 CHECK DATE: 03/17/2020		03/04/2020	031720	331959	407.98	03/14/2020	INV	PD	MAR PRINTER CONTRACT
INV75151 CHECK DATE: 03/17/2020		03/04/2020	031720	331960	22.72	03/14/2020	INV	PD	TC COPIER CONTRACT
INV75505 CHECK DATE: 03/17/2020		03/06/2020	031720	331961	536.68	03/16/2020	INV	PD	Contract Invoice-PD
INV75514 CHECK DATE: 03/17/2020		03/06/2020	031720	331962	106.89	04/05/2020	INV	PD	FEB FINANCE, ADMIN PRINTE
					1,261.74				
106301 CORE AND MAIN LP									
L974880 CHECK DATE: 03/17/2020		02/26/2020	031720	331963	34.28	03/26/2020	INV	PD	COUPLERS FOR DRAIN TILE A
104613 CP CHASKA INC									
75554 CHECK DATE: 03/17/2020		02/15/2020	031720	331964	3,447.00	03/25/2020	INV	PD	Mixed Bonspiel participan
100490 DAKOTA SUPPLY GROUP INC									
F355227		02/26/2020	031720	331965	15,000.00	04/25/2020	INV	PD	STREET LIGHT CONSERVATION



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City of Chaska
VENDOR INVOICE LIST

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apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
F370915	200028	02/17/2020	031720	331965	51,095.00	03/25/2020	INV	PD	TRANSFORMERS 1500 & 2000
CHECK DATE: 03/17/2020									
103870 DIVERSIFIED PLUMBING AND HEATING INC					66,095.00				
27752		03/06/2020	031720	331966	588.25	03/21/2020	INV	PD	CCC Check Valve & Shutoff
CHECK DATE: 03/17/2020									
108106 DOERR, GLORIA									
2005949.002		02/27/2020	030620	331917	23.00	03/27/2020	INV	PD	WITHDRAWAL-AOA TREASURE I
CHECK DATE: 03/06/2020									
105629 DICKS SANITATION SERVICE INC									
DT0003191583		02/29/2020	031720	331967	1,004.69	03/29/2020	INV	PD	MSB
CHECK DATE: 03/17/2020									
DT0003191585		02/29/2020	031720	331967	947.64	03/29/2020	INV	PD	CITY HALL
CHECK DATE: 03/17/2020									
DT0003191586		02/29/2020	031720	331967	266.76	03/29/2020	INV	PD	VETERAN'S PARK
CHECK DATE: 03/17/2020									
102657 ENERGY MANAGEMENT SOLUTIONS INC					2,219.09				
9839		03/01/2020	031720	331968	6,973.95	04/05/2020	INV	PD	MONTHLY RETAINER FEE
CHECK DATE: 03/17/2020									
100624 EULL'S MANUFACTURING CO INC									
045495		02/24/2020	031720	331969	2,599.33	03/24/2020	INV	PD	MANHOLE/CATCH BASIN RISER
CHECK DATE: 03/17/2020									
105728 FIDELITY SECURITY LIFE INSURANCE COMPANY									
164242111		02/26/2020	030220	331908	639.73	03/26/2020	INV	PD	MAR EMP VISION INS PREMIU
CHECK DATE: 03/02/2020									
105908 FAMILY SUPPORT REGISTRY									
PRO2282010859189		02/28/2020	030220	331909	34.00	02/28/2020	INV	PD	022820 Payroll Child Supp
CHECK DATE: 03/02/2020									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
PR031320#10859189 CHECK DATE: 03/13/2020		03/13/2020	031320	332082	34.00	03/13/2020	INV	PD	031320 PAYROLL CHILD SUPP
					68.00				
100643 FASTENAL COMPANY									
MNT1094432 CHECK DATE: 03/17/2020		02/26/2020	031720	331970	146.78	03/26/2020	INV	PD	CONCRETE ANCHORS FOR BACK
MNT1094529 CHECK DATE: 03/17/2020		03/03/2020	031720	331970	146.78	04/02/2020	INV	PD	BOLTS FOR BACKSTOP AT ATH
					293.56				
100649 FEDERAL EXPRESS CORPORATION									
6-939-55124 CHECK DATE: 03/06/2020		02/26/2020	030620	331918	189.46	03/12/2020	INV	PD	SHIPPING OF PARTS
100655 FERRELLGAS 7780961									
1110508303 CHECK DATE: 03/17/2020		02/12/2020	031720	331971	48.93	03/12/2020	INV	PD	PROPANE
1110758241 CHECK DATE: 03/17/2020		02/26/2020	031720	331971	89.96	03/26/2020	INV	PD	PROPANE
					138.89				
106319 CHAD JEREMY FIGG									
FEB2020 CHECK DATE: 03/17/2020		02/27/2020	031720	331972	647.70	03/27/2020	INV	PD	FEB TAE KWON DO
100672 BDG INC									
24636 CHECK DATE: 03/17/2020		03/03/2020	031720	331973	1,060.00	04/02/2020	INV	PD	STORM SEWER PARTS
100698 GALLS LLC									
015026142 CHECK DATE: 03/17/2020		02/14/2020	031720	331974	676.30	03/15/2020	INV	PD	Moore-Initial Issue Sgt C
015026143 CHECK DATE: 03/17/2020		02/14/2020	031720	331974	129.93	03/15/2020	INV	PD	Personius-Initial Issue S
					806.23				
100707 GEAR FOR SPORTS									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE	DESCRIPTION
41731707 CHECK DATE: 03/17/2020		02/27/2020	031720	331975	440.99	03/27/2020	INV	PD	RESALE	
41732281 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	908.47	03/28/2020	INV	PD	RESALE	
41732398 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	891.66	03/28/2020	INV	PD	RESALE	
41732402 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	877.97	03/28/2020	INV	PD	RESALE	
41732405 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	2,006.53	03/28/2020	INV	PD	RESALE	
41732411 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	788.22	03/28/2020	INV	PD	RESALE	
41732412 CHECK DATE: 03/17/2020		02/28/2020	031720	331975	1,500.70	03/28/2020	INV	PD	RESALE	
					7,414.54					
108109 GEISLER, STEVEN										
10012166 CHECK DATE: 03/17/2020		02/28/2020	031720	331976	39.48	03/28/2020	INV	PD	CREDIT BALANCE REFUND-296	
100717 GENERAL PARTS LLC										
6159634 CHECK DATE: 03/17/2020		03/02/2020	031720	331977	757.43	03/13/2020	INV	PD	OAK 19 PREV MAINT PLAN-KI	
106901 INFLECTION.COM INC										
CIT02939020 CHECK DATE: 03/17/2020		02/29/2020	031720	331978	164.00	03/15/2020	INV	PD	FEB BACKGROUND CHECKS-UB,	
100743 GOODRICH, COLLEEN										
2005974.002 CHECK DATE: 03/17/2020		03/04/2020	031720	331979	4.75	04/04/2020	INV	PD	CASH OUT ACCOUNT	
101463 GOPHER STATE ONE CALL										
0020279 CHECK DATE: 03/17/2020		02/29/2020	031720	331980	139.05	03/28/2020	INV	PD	FEBRUARY LOCATES	
100759 GRAINGER										



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
9455620352 CHECK DATE: 03/17/2020		02/25/2020	031720	331981	819.61	03/26/2020	INV	PD	UNIT HEATER FOR WELL
9460901250 CHECK DATE: 03/17/2020		03/02/2020	031720	331981	270.32	04/01/2020	INV	PD	Digital Thermometer, scre
					1,089.93				
100758 GRAYBAR ELECTRIC COMPANY INC									
9314936188 CHECK DATE: 03/17/2020	200042	03/05/2020	031720	331982	307.12	04/05/2020	INV	PD	FUSE INLINE 5AMP FNM
9314947831 CHECK DATE: 03/17/2020	200043	03/06/2020	031720	331982	1,684.80	04/06/2020	INV	PD	FUSE INLINE HOLDER
9314971117 CHECK DATE: 03/17/2020		03/09/2020	031720	331982	1,222.91	04/09/2020	INV	PD	RING LOCKS
					3,214.83				
100810 HAWKINS INC									
4667528 CHECK DATE: 03/17/2020		02/21/2020	031720	331983	10.00	04/06/2020	INV	PD	DEMURRAGE
100827 HEGERS DAIRY LLC									
75656 CHECK DATE: 03/17/2020		02/27/2020	031720	331984	9.40	03/27/2020	INV	PD	Feb Treks & Trails Milk
100848 HIGH TECH CLEANING INC									
15569 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	3,092.25	04/01/2020	INV	PD	CITY HALL
15570 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	485.16	04/01/2020	INV	PD	COMMUNITY ROOM - CLOVER R
15572 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	1,140.83	04/01/2020	INV	PD	HISTORY CENTER
15573 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	202.15	04/01/2020	INV	PD	IT DEPARTMENT
15574 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	1,971.55	04/01/2020	INV	PD	MSB
15575 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	161.72	04/01/2020	INV	PD	STANTEC BUILDING
15576 CHECK DATE: 03/17/2020		03/01/2020	031720	331985	625.00	04/01/2020	INV	PD	WTP



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100859 HOISINGTON KOEGLER GROUP INC					7,678.66				
017-038-28		03/09/2020	031720	331986	705.00	04/09/2020	INV	PD	CITY SQUARE WEST REDEVELO
CHECK DATE: 03/17/2020									
018-022-20		03/08/2020	031720	331986	448.75	04/08/2020	INV	PD	COMPREHENSIVE PLAN 2040
CHECK DATE: 03/17/2020									
100878 HUEBSCH					1,153.75				
84176/FEB2020		02/29/2020	031720	331987	1,107.15	03/10/2020	INV	PD	FEB RUG/MAT SVC
CHECK DATE: 03/17/2020									
100879 PRAIRIE TECHNOLOGIES INC OF MN									
191239		02/29/2020	031720	331988	1,358.77	03/29/2020	INV	PD	HVAC SOFTWARE UPDATES CIT
CHECK DATE: 03/17/2020									
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP									
2020/0228-ICMA		02/28/2020	030220	331910	4,430.67	02/28/2020	INV	PD	2020/0228-ICMA
CHECK DATE: 03/02/2020									
2020/0313-ICMA		03/13/2020	031320	332083	4,630.67	03/13/2020	INV	PD	03/13/20 457 CONTRIBUTION
CHECK DATE: 03/13/2020									
104751 IMPACT MAILING OF MINNESOTA INC					9,061.34				
145979		02/25/2020	031720	331989	1,127.58	03/25/2020	INV	PD	Feb Reminder Notices
CHECK DATE: 03/17/2020									
145980		02/25/2020	031720	331989	492.84	03/25/2020	INV	PD	Feb Disconnect Notices
CHECK DATE: 03/17/2020									
145981		02/25/2020	031720	331989	257.94	03/25/2020	INV	PD	Feb Final Bills
CHECK DATE: 03/17/2020									
146233		03/04/2020	031720	331989	8,226.05	04/04/2020	INV	PD	Feb Bills
CHECK DATE: 03/17/2020									
100919 INTEREUM INC					10,104.41				
168707		03/02/2020	031720	331990	923.78	04/01/2020	INV	PD	CHAIR FOR BUILDING MAINT
CHECK DATE: 03/17/2020									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100943 JEFFERSON FIRE & SAFETY INC									
IN115269		02/17/2020	031720	331991	449.63	03/18/2020	INV	PD	HELMETS FOR ROOKIES
CHECK DATE:	03/17/2020								
IN115366		02/21/2020	031720	331991	1,225.00	03/22/2020	INV	PD	HELMETS FOR FF
CHECK DATE:	03/17/2020								
					1,674.63				
100956 MARK L JOHNSON									
921554		02/25/2020	031720	331992	3,350.00	03/25/2020	INV	PD	repair dance floor in Eve
CHECK DATE:	03/17/2020								
100972 JT SERVICES OF MINNESOTA									
JT20-065-03	200041	03/05/2020	031720	331993	598.59	04/04/2020	INV	PD	PHOTO EYE RECEPTACLE ASSE
CHECK DATE:	03/17/2020								
100977 KARIAN/PETERSON POWERLINE CONTRACTING									
1867		02/15/2020	031720	331994	4,180.00	03/14/2020	INV	PD	WO# 638 LYMAN BLVD OH REL
CHECK DATE:	03/17/2020								
1870		02/20/2020	031720	331994	15,587.50	03/20/2020	INV	PD	WO# 638 LYMAN BLVD OH REL
CHECK DATE:	03/17/2020								
1876		02/25/2020	031720	331994	8,342.50	03/25/2020	INV	PD	WO# 638 LYMAN BLVD OH REL
CHECK DATE:	03/17/2020								
					28,110.00				
100992 KEYS WELL DRILLING COMPANY									
WELL 9-1		03/02/2020	031720	331995	11,376.25	04/02/2020	INV	PD	WELL NO 9 REHABILITATION
CHECK DATE:	03/17/2020								
105271 KLEITSCH, JOSHUA OR CHELSEY									
2005965.002		03/03/2020	030620	331919	16.11	04/03/2020	INV	PD	OVERPAYMENT ON BIRTHDAY P
CHECK DATE:	03/06/2020					PAYEE: KLEITSCH, CHELSEY			
108115 KLOOS, LINDA									
2005972.002		03/04/2020	030620	331920	7.72	04/04/2020	INV	PD	CHARGED NON-RES INSTEAD O
CHECK DATE:	03/06/2020					PAYEE: KLOOS, LINDA			



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
105586 KOCH SCHOOL BUS SERVICE INC									
4415 CHECK DATE: 03/17/2020		01/31/2020	031720	331996	138.66	03/31/2020	INV	PD	Transportation for Lowry
101021 KULLY SUPPLY INC									
514050 CHECK DATE: 03/17/2020		03/03/2020	031720	331997	87.56	04/02/2020	INV	PD	Lavatory Faucet
101050 LAW ENFORCEMENT LABOR SERVICES INC									
MARCH 2020 CHECK DATE: 03/13/2020		03/13/2020	031320	332084	1,426.00	03/13/2020	INV	PD	MARCH 2020 POLICE UNION D
101058 LEAGUE OF MINNESOTA CITIES									
317285 CHECK DATE: 03/17/2020		02/18/2020	031720	331998	20.00	03/18/2020	INV	PD	WRIGHT-SAFETY & LOSS WORK
317613 CHECK DATE: 03/17/2020		02/25/2020	031720	331998	20.00	03/25/2020	INV	PD	DONOVAN-SAFETY & LOSS CON
					40.00				
103842 LOCAL GOVERNMENT INFORMATION SYSTEMS									
48438 CHECK DATE: 03/17/2020		03/01/2020	031720	331999	752.00	03/31/2020	INV	PD	MAR SA SUPPORT
108110 LUBBEN, NICK									
31902 CHECK DATE: 03/17/2020		02/28/2020	031720	332000	21.36	03/28/2020	INV	PD	CREDIT BALANCE REFUND-310
105710 MACQUEEN EMERGENCY GROUP									
P03022 CHECK DATE: 03/17/2020		02/14/2020	031720	332001	1,746.02	03/14/2020	INV	PD	TRUCK REPAIR
101124 MACQUEEN EQUIPMENT									
W05806 CHECK DATE: 03/17/2020		02/18/2020	031720	332002	3,074.95	03/18/2020	INV	PD	SEWER CAMERA MAINTENANCE
103176 MANSFIELD OIL COMPANY									
780610		03/06/2020	031720	332003	5,278.55	04/06/2020	INV	PD	UNLEADED



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
780611		03/06/2020	031720	332003	4,183.28	04/05/2020	INV	PD	COLDPRO ADDITIVE
CHECK DATE: 03/17/2020									
780612		03/06/2020	031720	332003	1,958.58	04/05/2020	INV	PD	DYED DIESEL
CHECK DATE: 03/17/2020									
					11,420.41				
108105 SHANE S MCSHEEHY									
75620		03/02/2020	031720	332004	1,139.10	04/02/2020	INV	PD	POLICE CHIEF CANDIDATE TR
CHECK DATE: 03/17/2020									
101172 MERCHANT JOB TRAINING & SAFETY INC									
5388		02/28/2020	031720	332005	550.00	03/29/2020	INV	PD	D PECORARO - BOOK 3 TUITI
CHECK DATE: 03/17/2020									
107435 MINNESOTA EMPLOYEE RESOURCES SERVICE COMPANY									
20202316		03/09/2020	031720	332006	175.00	03/15/2020	INV	PD	MERSC MEMBERSHIP 2020
CHECK DATE: 03/17/2020									
101183 METROPOLITAN COUNCIL									
FEB 2020 SAC		02/28/2020	031720	332007	17,221.05	03/31/2020	INV	PD	FEB SAC CHARGES
CHECK DATE: 03/17/2020									
101182 METROPOLITAN COUNCIL									
0001107558		03/05/2020	031720	332008	222,961.60	04/01/2020	INV	PD	APR SEWER SERVICES FOR ME
CHECK DATE: 03/17/2020									
101187 METRO SALES INC									
INV1543851		02/24/2020	031720	332009	159.00	03/25/2020	INV	PD	MAR FD COPIER
CHECK DATE: 03/17/2020									
INV1550504		03/02/2020	031720	332009	171.26	04/01/2020	INV	PD	Contract Invoice-PD qtr u
CHECK DATE: 03/17/2020									
INV1552780		03/05/2020	031720	332009	197.00	04/04/2020	INV	PD	Contract Invoice-PD month
CHECK DATE: 03/17/2020									
					527.26				
101199 MID COUNTY COOP #122665									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0000072		02/08/2020	031720	332010	77.20	03/08/2020	INV	PD	TOWN COURSE BOBCAT TIRE R
CHECK DATE: 03/17/2020									
105998 MILBANK WINWATER WORKS									
163236 00	200030	02/21/2020	031720	332011	960.48	03/22/2020	INV	PD	WATER STOCK 3/4" HERSEY M
CHECK DATE: 03/17/2020									
101217 MINNESOTA CHILD SUPPORT PMT CTR									
PR0228200014172152		02/28/2020	030220	331912	195.66	02/28/2020	INV	PD	022820 Payroll Child Supp
CHECK DATE: 03/02/2020									
PR022820001510208001		02/28/2020	030220	331911	179.04	02/28/2020	INV	PD	022820 Payroll Child Supp
CHECK DATE: 03/02/2020									
PR031320#0014172152		03/13/2020	031320	332086	195.66	03/13/2020	INV	PD	031320 PAYROLL CHILD SUPP
CHECK DATE: 03/13/2020									
PR031320001510208001		03/13/2020	031320	332085	179.04	03/13/2020	INV	PD	031320 PAYROLL CHILD SUPP
CHECK DATE: 03/13/2020									
					749.40				
101222 MINNESOTA CLAY CO USA									
113770		02/24/2020	031720	332012	151.80	03/25/2020	INV	PD	Pottery Supplies
CHECK DATE: 03/17/2020									
101229 MINNESOTA DEPT OF EMPLOYMENT									
1	200033	03/06/2020	030620	331921	2,433.64	03/15/2020	INV	PD	FORMACOAT LLC LOAN REPAYM
CHECK DATE: 03/06/2020									
101227 MINNESOTA ELEVATOR INC									
846360		03/01/2020	031720	332013	394.10	04/01/2020	INV	PD	Mar CCC Elevator Contract
CHECK DATE: 03/17/2020									
101246 MINNESOTA MOTOR VEHICLE DEPT									
75859		03/11/2020	031720	332014	20.75	03/24/2020	INV	PD	Title Transfer Forfeiture
CHECK DATE: 03/17/2020									
101303 MINNESOTA TEAMSTERS LOCAL #320									
March 2020		03/13/2020	031320	332087	4,203.00	03/13/2020	INV	PD	MARCH 2020 LOCAL #320 UNI
CHECK DATE: 03/13/2020									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101274 MINNESOTA TRUCKING ASSOCIATION									
73516		02/24/2020	031720	332015	63.95	03/24/2020	INV	PD	DOT INSPECTION REPORT BOO
CHECK DATE: 03/17/2020									
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE									
107050711/FEB20		02/27/2020	030620	331922	811.03	03/22/2020	INV	PD	FEB ST LITES - TOWN COURS
CHECK DATE: 03/06/2020									
107051510/FEB20		02/21/2020	030620	331922	35.84	03/16/2020	INV	PD	FEB 82ND ST & HWY 41 SIGN
CHECK DATE: 03/06/2020									
778320601/FEB20		02/21/2020	030620	331922	100.16	03/16/2020	INV	PD	FEB CHEVALLE LIFT STATION
CHECK DATE: 03/06/2020									
780272000/FEB20		02/21/2020	030620	331922	10.83	03/16/2020	INV	PD	FEB CHEVALLE IRRIGATION
CHECK DATE: 03/06/2020									
					957.86				
101281 KRISTIE MITCHELL									
75624		03/03/2020	031720	332016	1,684.25	04/03/2020	INV	PD	2020 ICE SHOW
CHECK DATE: 03/17/2020									
101248 MINNESOTA MUNICIPAL POWER AGENCY									
2020-9		03/12/2020	031720-2	332089	113,172.50	04/01/2020	INV	PD	SEMI-ANNUAL PMT-NET D/S S
CHECK DATE: 03/17/2020									
101192 STATE OF MINNESOTA									
1000043984		03/02/2020	031720	332017	8,228.46	04/02/2020	INV	PD	4TH QTR FISCAL YEAR 2020
CHECK DATE: 03/17/2020									
101238 MINNESOTA DEPARTMENT OF HEALTH									
10842-Late Fee		02/20/2020	031720	332018	120.00	03/20/2020	INV	PD	Late fee-CCC pool license
CHECK DATE: 03/17/2020									
101341 MINNESOTA DEPT OF LABOR & INDUSTRY									
FEBRUARY0190352020		02/28/2020	031720	332019	1,074.06	03/31/2020	INV	PD	FEB PERMIT SURCHARGES
CHECK DATE: 03/17/2020									
101327 MP NEXLEVEL LLC									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
1118266 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	172,948.73	03/20/2020	INV	PD	WO# 639 LYMAN BLVD JOINT
1118267 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	22,665.88	03/20/2020	INV	PD	WO#463 LHS FEEDER #4 JOIN
1118268 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	23,559.03	03/20/2020	INV	PD	WO#633 LHS FEEDER #5 JOIN
1118269 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	21,061.56	03/20/2020	INV	PD	WO#634 LHS FEEDER #6 JOIN
1118270 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	18,012.38	03/20/2020	INV	PD	WO#635 LHS FEEDER #7 JOIN
1118271 CHECK DATE: 03/17/2020		02/20/2020	031720	332020	20,293.29	03/20/2020	INV	PD	WO#636 LHS FEEDER #8 JOIN
					278,540.87				
103088 SID TOOL CO INC									
3514328001 CHECK DATE: 03/03/2020		12/23/2019	030320	331914	76.11	01/22/2020	INV	PD	TOWN COURSE MOWER PARTS
104262 MUNICIPAL CODE CORPORATION									
00340152 CHECK DATE: 03/17/2020		03/04/2020	031720	332021	3,700.00	03/05/2020	INV	PD	Annual Self-Pub Software
101253 BUSINESS PLANNING CONCEPTS INC									
383600032020 CHECK DATE: 03/06/2020		02/13/2020	030620	331923	144.00	03/10/2020	INV	PD	Mar 20 PERA Life Premiums
107999 NICE HEALTHCARE LLC									
1808 CHECK DATE: 03/17/2020		03/04/2020	031720	332022	11,452.50	04/01/2020	INV	PD	2ND QTR HEALTHCARE INS PR
101436 NUCO2 INC									
62200088 CHECK DATE: 03/17/2020		03/01/2020	031720	332023	157.97	04/01/2020	INV	PD	Pool Chemicals
101445 OFFICE DEPOT									
440630376001 CHECK DATE: 03/17/2020		02/07/2020	031720	332024	-19.09	02/07/2020	CRM	PD	Returned wrong size envel



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
442051107001-1 CHECK DATE: 03/17/2020		02/11/2020	031720	332024	38.99	03/14/2020	INV	PD	3 hole punch paper for Ut
442051107001-2 CHECK DATE: 03/17/2020		02/11/2020	031720	332024	37.88	03/14/2020	INV	PD	Supplies for the workroom
442059618001 CHECK DATE: 03/17/2020		02/11/2020	031720	332024	8.89	03/14/2020	INV	PD	Index tabs for the workro
442059619001 CHECK DATE: 03/17/2020		02/12/2020	031720	332024	14.99	03/14/2020	INV	PD	Yellow colored paper for
444043348001-1 CHECK DATE: 03/17/2020		02/17/2020	031720	332024	47.98	03/21/2020	INV	PD	Card stock labels for Tom
444043348001-2 CHECK DATE: 03/17/2020		02/17/2020	031720	332024	12.84	03/21/2020	INV	PD	Election supplies for Den
444043348001-3 CHECK DATE: 03/17/2020		02/17/2020	031720	332024	18.37	03/21/2020	INV	PD	D Size Batteries for the
446581432001-1 CHECK DATE: 03/17/2020		02/21/2020	031720	332024	104.97	03/28/2020	INV	PD	Copy paper for the workro
446581432001-2 CHECK DATE: 03/17/2020		02/21/2020	031720	332024	35.99	03/28/2020	INV	PD	Coffee for breakroom
448052308001-1 CHECK DATE: 03/17/2020		02/25/2020	031720	332024	39.90	03/28/2020	INV	PD	1 " and 1.5" view binder
448052308001-2 CHECK DATE: 03/17/2020		02/25/2020	031720	332024	16.48	03/28/2020	INV	PD	Post it note pads for the
449944041001 CHECK DATE: 03/17/2020		02/29/2020	031720	332024	59.78	04/04/2020	INV	PD	Pre-ink Stamp for Ann, Vi
449944373001 CHECK DATE: 03/17/2020		03/02/2020	031720	332024	7.39	04/04/2020	INV	PD	Flashlights for Elections
450880915001-1 CHECK DATE: 03/17/2020		03/03/2020	031720	332024	138.22	04/04/2020	INV	PD	Envelopes, paper pads, ta
450880915001-2 CHECK DATE: 03/17/2020		03/03/2020	031720	332024	35.99	04/04/2020	INV	PD	Coffee for the breakroom
450882757001 CHECK DATE: 03/17/2020		03/03/2020	031720	332024	9.23	04/04/2020	INV	PD	Uniball black pens for th
451830297001 CHECK DATE: 03/17/2020		03/04/2020	031720	332025	156.56	04/03/2020	INV	PD	Cups, plates, mailers

765.36

101465 ON SITE SANITATION INC



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0000884785 CHECK DATE: 03/17/2020		02/22/2020	031720	332026	140.00	03/23/2020	INV	PD	CLOVER RIDGE HOCKEY RINK
0000884786 CHECK DATE: 03/17/2020		02/22/2020	031720	332026	140.00	03/23/2020	INV	PD	FIREMAN'S PARK ICE RINK
0000888705 CHECK DATE: 03/17/2020		02/25/2020	031720	332026	-105.00	03/25/2020	CRM	PD	CLOVER RIDGE HOCKEY RINK
0000888706 CHECK DATE: 03/17/2020		02/25/2020	031720	332026	-105.00	03/25/2020	CRM	PD	FIREMAN'S PARK ICE RINK
					70.00				
105832 O SPORTSWEAR LLC ARINV-289908 CHECK DATE: 03/17/2020		02/25/2020	031720	332027	357.00	08/15/2020	INV	PD	RESALE
107912 WHITNEY PANKONIN ZAPPA 75734 CHECK DATE: 03/17/2020		03/03/2020	031720	332028	9.09	04/03/2020	INV	PD	MILEAGE-WELLNESS KICKOFF
101483 TAYMARK 7979122 CHECK DATE: 03/17/2020		02/26/2020	031720	332029	141.53	03/26/2020	INV	PD	TC POSTCARDS & ENVELOPES
101530 PING INC 14964447 CHECK DATE: 03/17/2020		10/14/2019	031720	332030	-210.00	11/14/2019	CRM	PD	RESALE
15054959 CHECK DATE: 03/17/2020		01/20/2020	031720	332030	-190.95	02/20/2020	CRM	PD	RESALE RETURN
15061797 CHECK DATE: 03/17/2020		01/24/2020	031720	332030	-15.37	02/24/2020	CRM	PD	SALES REBATE
15107443 CHECK DATE: 03/17/2020		03/02/2020	031720	332030	621.66	08/29/2020	INV	PD	DEMO/RENTALS
15107444 CHECK DATE: 03/17/2020		03/02/2020	031720	332030	1,699.40	05/01/2020	INV	PD	RESALE
15107448 CHECK DATE: 03/17/2020		03/02/2020	031720	332030	2,226.00	05/01/2020	INV	PD	RESALE
15110896 CHECK DATE: 03/17/2020		03/03/2020	031720	332030	16.00	08/30/2020	INV	PD	SHIPPING AND HANDLING FOR



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101543 PLUNKETTS PEST CONTROL INC					4,146.74				
6550127		02/03/2020	031720	332031	65.06	03/03/2020	INV	PD	PEST CONTROL-FD
CHECK DATE: 03/17/2020									
101551 POPPITZ CONSTRUCTION INC									
1141		02/25/2020	031720	332032	2,712.00	03/26/2020	INV	PD	SNOW HAULING ASSISTANCE
CHECK DATE: 03/17/2020									
101557 POWER SYSTEM ENGINEERING INC									
9032826		03/07/2020	031720	332033	14,551.00	04/07/2020	INV	PD	MRS 115KV BRKR ADD'N - EN
CHECK DATE: 03/17/2020									
9032827		03/07/2020	031720	332033	852.50	04/07/2020	INV	PD	LAKE HAZELTINE SUB ENG FO
CHECK DATE: 03/17/2020									
9032828		03/07/2020	031720	332033	1,354.98	04/07/2020	INV	PD	WEST CRK SUB - ENG FOR FE
CHECK DATE: 03/17/2020									
9032901		03/11/2020	031720	332033	640.00	04/11/2020	INV	PD	LAKE HAZELTINE SUB FEEDER
CHECK DATE: 03/17/2020									
					17,398.48				
101585 PROFESSIONAL WIRELESS COMMUNICATIONS									
98189		02/17/2020	031720	332034	2,078.80	03/17/2020	INV	PD	CCC staff walkies (5)
CHECK DATE: 03/17/2020									
103055 QUALITY PROPANE INC									
196775		02/24/2020	031720	332035	136.62	03/25/2020	INV	PD	LP Gas-CCC
CHECK DATE: 03/17/2020									
107855 STAPLES INC									
5093735		02/27/2020	031720	332036	142.22	03/28/2020	INV	PD	OFFICE SUPPLIES
CHECK DATE: 03/17/2020									
101684 R & R SPECIALTIES OF WISCONSIN INC									
0070004-IN		02/25/2020	031720	332037	66.90	03/25/2020	INV	PD	Resurfacers Blade Sharpeni
CHECK DATE: 03/17/2020									
101609 RANGE SERVANT AMERICA INC									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
98129 CHECK DATE: 03/17/2020		02/26/2020	031720	332038	1,066.20	03/27/2020	INV	PD	RANGE TOKENS
103351 HILLIGOSS CHEVROLET INC									
28962 CHECK DATE: 03/17/2020		02/21/2020	031720	332039	37,863.12	03/21/2020	INV	PD	#99 2020 CHEV SILVERADO 3
101616 RDO EQUIPMENT COMPANY									
P5995270 CHECK DATE: 03/17/2020		03/02/2020	031720	332040	265.41	04/02/2020	INV	PD	NOZZLES FOR VACTOR
101629 REIF, DAVE									
75652 CHECK DATE: 03/17/2020		02/04/2020	031720	332041	19.00	04/04/2020	INV	PD	CLASS A LICENSE REIMBURSE
101638 RURAL ELECTRIC SUPPLY COOPERATIVE									
775510-02 CHECK DATE: 03/17/2020		02/24/2020	031720	332042	1,684.52	03/24/2020	INV	PD	PHASING STICK
101652 RIES HEATING & A/C INC									
19607 CHECK DATE: 03/17/2020		02/20/2020	031720	332043	99.00	03/20/2020	INV	PD	HEATING SYS AND MAINT REP
101703 SALVATION ARMY									
FEB/20 HS CHECK DATE: 03/17/2020		03/05/2020	031720	332044	126.00	04/05/2020	INV	PD	FEB HEATSHARE CONTRIBUTIO
102753 SANDVIK, PETER ROSS									
75613 CHECK DATE: 03/17/2020		02/28/2020	031720	332045	200.00	04/02/2020	INV	PD	Entertainment for St. Pat
101738 SCHILLING SUPPLY COMPANY									
760159-00 CHECK DATE: 03/17/2020		02/25/2020	031720	332046	1,150.11	03/25/2020	INV	PD	Fitness Wipes
760679-00 CHECK DATE: 03/17/2020		02/28/2020	031720	332046	1,580.89	03/28/2020	INV	PD	Cleaning Supplies



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101775 THE SHERWIN-WILLIAMS COMPANY-CHANHASSEN					2,731.00				
2006-7		02/20/2020	031720	332047	41.32	03/20/2020	INV	PD	WTP PAINT
CHECK DATE: 03/17/2020									
2253-5		02/26/2020	031720	332047	41.39	03/20/2020	INV	PD	WTP PAINT
CHECK DATE: 03/17/2020									
2319-4		02/28/2020	031720	332047	98.62	03/20/2020	INV	PD	PAINT FOR SCOREBOARD PART
CHECK DATE: 03/17/2020									
4104-4		02/27/2020	031720	332047	44.91	03/20/2020	INV	PD	WTP PAINT
CHECK DATE: 03/17/2020									
104827 ROHN INDUSTRIES INC					226.24				
522851		02/24/2020	031720	332048	20.25	03/24/2020	INV	PD	Security Console Shreddin
CHECK DATE: 03/17/2020									
101790 SIGN SOURCE INC									
64441		02/28/2020	031720	332049	202.68	03/29/2020	INV	PD	RANGE SIGNS
CHECK DATE: 03/17/2020									
104547 SITEONE LANDSCAPE SUPPLY HOLDING LLC									
97460623-001		02/26/2020	031720	332050	1,133.62	03/26/2020	INV	PD	IRRIGATION SUPPLIES FOR C
CHECK DATE: 03/17/2020									
108108 SMITH, JILL R									
10010499		02/28/2020	031720	332051	21.87	03/28/2020	INV	PD	CREDIT BALANCE REFUND-112
CHECK DATE: 03/17/2020									
101828 SOUTHWEST NEWS MEDIA									
2091422		02/13/2020	031720	332052	30.56	03/25/2020	INV	PD	CONSUMPTION & DISPLAY ORD
CHECK DATE: 03/17/2020									
2092294		02/20/2020	031720	332052	23.77	03/25/2020	INV	PD	PUBLIC ACCURACY TEST
CHECK DATE: 03/17/2020									
2092295		02/20/2020	031720	332052	30.56	03/25/2020	INV	PD	1092 CARDINAL ST SAP
CHECK DATE: 03/17/2020									
2093109		02/27/2020	031720	332052	95.06	03/25/2020	INV	PD	2020 DT ST/UTILITY RECON
CHECK DATE: 03/17/2020									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2093110 CHECK DATE: 03/17/2020		02/27/2020	031720	332052	40.74	03/25/2020	INV	PD	HAMMERS PROPERTY PLAT APP
					220.69				
101858 STAPLES CONTRACT & COMMERCIAL INC									
7300337455-2-1 CHECK DATE: 03/17/2020		09/26/2019	031720	332053	-9.02	02/14/2020	CRM	PD	Adjustment to Post its
7300377024-1-1 CHECK DATE: 03/17/2020		10/01/2019	031720	332053	-1.70	02/14/2020	CRM	PD	Adjustment to note book f
7304764734-0-1-1 CHECK DATE: 03/17/2020		02/14/2020	031720	332053	109.56	03/20/2020	INV	PD	Ink Cartridge for cash re
7304764734-0-1-2 CHECK DATE: 03/17/2020		02/14/2020	031720	332053	95.55	03/20/2020	INV	PD	Election supplies-Ziplock
					194.39				
101861 STATE SUPPLY COMPANY INC									
576982 CHECK DATE: 03/17/2020		02/28/2020	031720	332054	1,218.43	03/29/2020	INV	PD	Shower Mixing Valves
101888 STREICHERS									
I1416710 CHECK DATE: 03/17/2020		03/03/2020	031720	332055	1,044.00	03/16/2020	INV	PD	Moore-vest/carrier - Dept
101892 STUART C IRBY CO									
S011703335.001 CHECK DATE: 03/17/2020	200035	02/26/2020	031720	332056	17,318.31	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703384.001 CHECK DATE: 03/17/2020	200036	02/26/2020	031720	332056	17,515.04	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703397.001 CHECK DATE: 03/17/2020	200037	02/26/2020	031720	332056	17,049.28	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703519.001 CHECK DATE: 03/17/2020	200038	02/26/2020	031720	332056	21,858.06	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703527.001 CHECK DATE: 03/17/2020	200039	02/26/2020	031720	332056	21,661.89	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703544.001 CHECK DATE: 03/17/2020	200040	02/26/2020	031720	332056	22,029.70	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
S011703553.001	200045	02/26/2020	031720	332056	22,218.53	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
S011703563.001	200046	02/26/2020	031720	332056	18,859.71	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
CHECK DATE: 03/17/2020									
S011703594.001	200047	02/26/2020	031720	332056	9,429.86	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
CHECK DATE: 03/17/2020									
S011778136.001	200048	02/26/2020	031720	332056	11,409.03	03/27/2020	INV	PD	COND UD ALUM 1/0 SOL 220
CHECK DATE: 03/17/2020									
S011793173.001	200034	02/26/2020	031720	332056	18,977.45	03/27/2020	INV	PD	COND UD ALUM 750 MCM STR
CHECK DATE: 03/17/2020									
S011798029.001	200044	02/26/2020	031720	332056	9,501.53	03/27/2020	INV	PD	COND UD ALUM 750 MDM STR
CHECK DATE: 03/17/2020									
					207,828.39				
101224 MINNESOTA CONWAY FIRE & SAFETY INC									
1454462		11/20/2019	031720	332057	361.00	03/10/2020	INV	PD	REPAIR TO MSB FIRE EXTING
CHECK DATE: 03/17/2020									
101898 SUN MOUNTAIN SPORTS									
638956		03/03/2020	031720	332058	744.00	05/03/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
108103 MICHAEL A STOUT									
CCC 02-20-2		02/22/2020	031720	332059	500.00	03/22/2020	INV	PD	Balance due-Curling Ctr r
CHECK DATE: 03/17/2020									
101932 TAYLOR MADE GOLF CO INC									
34066701		01/28/2020	031720	332060	-478.50	02/28/2020	CRM	PD	RESALE RETURN
CHECK DATE: 03/17/2020									
34151356		03/04/2020	031720	332060	74.00	10/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
34152369		03/04/2020	031720	332060	1,197.16	10/01/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 03/17/2020									
					792.66				
101956 THE HARTFORD									
858782531874		03/01/2020	031220	331928	2,784.17	03/15/2020	INV	PD	MAR EMP LTD INS PREMIUMS
CHECK DATE: 03/12/2020									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108120 THOMAS CHARLES LAABS									
1596		03/05/2020	031720	332061	179.00	04/05/2020	INV	PD	TC FIREPLACE REPAIR
CHECK DATE: 03/17/2020									
101977 TOLL COMPANY									
10340392		02/25/2020	031720	332062	997.58	03/25/2020	INV	PD	WELDING SUPPLIES
CHECK DATE: 03/17/2020									
101990 KANDI KOUNTRY EXPRESS LTD									
424958		02/21/2020	031720	332063	413.11	03/22/2020	INV	PD	#111 DUMP TRUCK PARTS
CHECK DATE: 03/17/2020									
103946 TRANSUNION RISK AND ALTERNATIVE DATA SOLUTIONS INC									
1549467/FEB20		03/01/2020	031720	332064	129.00	04/01/2020	INV	PD	Data Processing
CHECK DATE: 03/17/2020									
103742 TRAVELERS INDEMNITY COMPANY									
2367D0070-2020		02/10/2020	030620	331924	108,396.00	03/01/2020	INV	PD	2020 BOILER & MACHINERY P
CHECK DATE: 03/06/2020									
101994 TRAVIS MATHEW LLC									
90060239		02/27/2020	031720	332065	3,090.00	03/28/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
90060757		02/28/2020	031720	332065	194.14	03/29/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
90065318		03/04/2020	031720	332065	3,476.00	04/03/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
90065719		03/05/2020	031720	332065	3,610.00	04/04/2020	INV	PD	RESALE
CHECK DATE: 03/17/2020									
9045821		07/24/2019	031720	332065	-54.65	08/24/2019	CRM	PD	RESALE RETURN
CHECK DATE: 03/17/2020									
9046983		08/14/2019	031720	332065	-1,785.00	09/14/2019	CRM	PD	RESALE
CHECK DATE: 03/17/2020									
					8,530.49				
102028 TWIN CITY WATER CLINIC INC									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
14204 CHECK DATE: 03/17/2020		03/02/2020	031720	332066	510.00	04/02/2020	INV	PD	FEBRUARY SAMPLES
107339 THOMAS M MALONE									
2002-02 CHECK DATE: 03/17/2020		03/03/2020	031720	332067	411.20	03/25/2020	INV	PD	Little Tigers Instructor
102052 UNIQUE PAVING MATERIALS CORP									
50518 CHECK DATE: 03/17/2020		02/21/2020	031720	332068	222.75	03/21/2020	INV	PD	COLD MIX
50524 CHECK DATE: 03/17/2020		02/21/2020	031720	332068	297.00	03/21/2020	INV	PD	COLD MIX
50558 CHECK DATE: 03/17/2020		02/24/2020	031720	332068	288.90	03/24/2020	INV	PD	COLD MIX
50602 CHECK DATE: 03/17/2020		02/25/2020	031720	332068	506.25	03/25/2020	INV	PD	COLD MIX
					1,314.90				
105730 PROVIDENT LIFE & ACCIDENT INSURANCE COMPANY									
E0665216-FEB20 CHECK DATE: 03/02/2020		02/25/2020	030220	331913	685.76	03/25/2020	INV	PD	FEB EMP LIFE INS PREMIUMS
107687 UNIVERSAL PROTECTION SERVICE LP									
8666109 CHECK DATE: 03/17/2020		03/21/2019	031720	332069	114.62	03/26/2020	INV	PD	Event Ctr Security 3/15/1
102102 VERIZON WIRELESS									
9848894827 CHECK DATE: 03/13/2020		02/21/2020	031320	332088	5,197.19	03/13/2020	INV	PD	MAR PHONE SERVICE
9848996327 CHECK DATE: 03/13/2020		02/23/2020	031320	332088	610.98	03/15/2020	INV	PD	FEB CRADLEPOINTS
					5,808.17				
102104 VESSCO INC									
79363 CHECK DATE: 03/17/2020		03/02/2020	031720	332070	120.64	04/02/2020	INV	PD	WTP MAINTENANCE
102227 ONVOY LLC									



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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
009426/MAR20 CHECK DATE: 03/17/2020		03/01/2020	031720	332071	1,853.53	03/25/2020	INV	PD	MAR EDU CTR ETHERNET/INTE
009486/MAR20 CHECK DATE: 03/17/2020		03/01/2020	031720	332071	889.21	03/25/2020	INV	PD	MAR CITY HALL ETHERNET
					2,742.74				
108117 STATEWIDE GAS SERVICES INC									
00220122535 CHECK DATE: 03/17/2020		02/20/2020	031720	332072	343.00	03/20/2020	INV	PD	TUNE-UP FIREPLACE IN LIBR
104674 WAGNER HOVDE HOLDING COMPANY									
PMT 5/FINAL CHECK DATE: 03/17/2020		01/31/2020	031720	332073	8,320.00	03/03/2020	INV	PD	Lot 2, Block 1, Werner Ad
102133 WAGNER PRESS & GRAPHICS									
32795 CHECK DATE: 03/17/2020		02/21/2020	031720	332074	183.60	03/21/2020	INV	PD	FEB UTILITY INSERT-WHAT'S
32817 CHECK DATE: 03/17/2020		02/28/2020	031720	332074	660.00	03/14/2020	INV	PD	PD-New business cards for
32842 CHECK DATE: 03/17/2020		03/03/2020	031720	332074	70.00	03/18/2020	INV	PD	Subject Resistance Contin
32844 CHECK DATE: 03/17/2020		03/04/2020	031720	332074	31.00	04/04/2020	INV	PD	A. ROMINE BUSINESS CARDS
					944.60				
102141 WASTE MANAGEMENT OF MINNESOTA INC									
8250594-2282-4 CHECK DATE: 03/17/2020		03/04/2020	031720	332075	311.18	04/03/2020	INV	PD	TOWN COURSE MAINT
102148 WAYNE DAUWALTER PLUMBING									
5578 CHECK DATE: 03/17/2020		02/26/2020	031720	332076	226.04	03/27/2020	INV	PD	INSTALLED SAMPLE TAP AT T
102166 WESCO DISTRIBUTION INC									
048862 CHECK DATE: 03/17/2020	200029	02/26/2020	031720	332077	885.00	03/26/2020	INV	PD	SPLIT BOLT ALL PURPOSE 2/
056887	200049	03/02/2020	031720	332077	1,204.32	04/02/2020	INV	PD	FIXTURE LED NEMA



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City of Chaska
VENDOR INVOICE LIST

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INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 03/17/2020									
060421	200032	03/03/2020	031720	332077	760.00	04/03/2020	INV	PD	SPLT BOLT ALL PURPOSE 2 S
CHECK DATE: 03/17/2020									
071807	200049	03/10/2020	031720	332077	82.80	04/10/2020	INV	PD	FIXTURE LED NEMA SALES TA
CHECK DATE: 03/17/2020									
102220 NORTHLAND SYSTEMS INC					2,932.12				
78154		03/07/2020	031720	332078	6,895.00	04/11/2020	INV	PD	MAR RECOVERY SVC
CHECK DATE: 03/17/2020									
78155		03/07/2020	031720	332078	16,010.00	04/11/2020	INV	PD	MAR SUPPORT SVC
CHECK DATE: 03/17/2020									
105150 ZAYO GROUP HOLDINGS INC					22,905.00				
2020030011266		03/01/2020	031720	332079	1,335.92	03/31/2020	INV	PD	CITY FIBER MAINTENANCE
CHECK DATE: 03/17/2020									
102228 ZEE MEDICAL SERVICE INC									
54126896		02/19/2020	031720	332080	237.30	03/19/2020	INV	PD	MEDICAL SUPPLIES FOR FD C
CHECK DATE: 03/17/2020									
54126994		03/10/2020	031720	332080	868.05	03/24/2020	INV	PD	1st aide refill and extra
CHECK DATE: 03/17/2020									
102231 ZIEGLER INC					1,105.35				
PC002131330		02/15/2020	031720	332081	53.84	03/15/2020	INV	PD	#141 LOADER PARTS
CHECK DATE: 03/17/2020									
					53.84				
=====					=====				
336 INVOICES					1,810,023.94				
=====					=====				

** END OF REPORT - Generated by Michelle Robbin **

Electronic Payments

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City of Chaska
VENDOR INVOICE LIST



P 1
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100385 CHASKA FIRE DEPT RELIEF ASSN									
2020/01-CFDRA		02/28/2020	022820	2249	32,501.27	02/28/2020	DIR	PD	JAN FIRE RELIEF ASSOC-CIT
CHECK DATE: 02/28/2020									
107490 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
75230		02/28/2020	030320	2257	1,343.44	03/03/2020	DIR	PD	022820 Payroll HCSP Contr
CHECK DATE: 03/03/2020									
107744 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
75231		02/28/2020	030220	2256	200.00	03/02/2020	DIR	PD	022820 Payroll MNDP 457
CHECK DATE: 03/02/2020									
101756 MII LIFE INCORPORATED									
39353039		03/03/2020	030520	2258	1,009.33	03/05/2020	DIR	PD	3/5/20 FSA REIMBURSEMENTS
CHECK DATE: 03/05/2020									
39357211		03/10/2020	031220	2261	557.89	03/12/2020	DIR	PD	3/12/2020 FSA REIMBURSEME
CHECK DATE: 03/12/2020									
					1,567.22				
100927 INTERNAL REVENUE SERVICE									
75224		02/28/2020	022820	2250	122,890.62	02/28/2020	DIR	PD	022820 Payroll FICA Feder
CHECK DATE: 02/28/2020									
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES									
75225		02/28/2020	030220	2254	23,192.80	03/02/2020	DIR	PD	022820 Payroll MN State T
CHECK DATE: 03/02/2020									
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
75226		02/28/2020	022820	2251	10,886.58	02/28/2020	DIR	PD	022820 Payroll 457 Contri
CHECK DATE: 02/28/2020									
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
75229		02/28/2020	022820	2253	2,054.87	02/28/2020	DIR	PD	022820 Payroll Roth Contr
CHECK DATE: 02/28/2020									
107499 OLD NATIONAL BANK									



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8482mrob

City of Chaska
VENDOR INVOICE LIST

P 2
apinvlst

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
6314047-FEB20 CHECK DATE: 02/18/2020		02/18/2020	021820	2248	1,400.00	02/18/2020	DIR	PD	FEB EDA PROMISSORY NOTE-P
6334832-DEC19-FEB20 CHECK DATE: 03/02/2020		03/02/2020	030220	2259	35,063.27	03/02/2020	DIR	PD	INTEREST ON TEMPORARY BON
					36,463.27				
104668 OPTUM BANK INC 75228 CHECK DATE: 03/02/2020		02/28/2020	030220	2255	13,449.09	03/02/2020	DIR	PD	022820 Payroll HSA Contri
101525 PITNEY BOWES POSTAGE 2020/0306-PB CHECK DATE: 03/09/2020		03/06/2020	030920	2260	1,200.00	03/09/2020	DIR	PD	3/6/20 REPLENISH POSTAGE
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION 75227 CHECK DATE: 02/28/2020		02/28/2020	022820	2252	90,696.07	02/28/2020	DIR	PD	022820 Payroll PERA Contr
					90,696.07				
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14 INVOICES					336,445.23				
=====					=====				

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**Biweekly Report
March 16, 2020
By
Matt Podhradsky**

Change to Agenda for Meeting Monday Night

As I am sure the Council is aware, one item that we had scheduled to be on the Council meeting for Monday night is the discussion for the Concept Plan for the Sagewood 3rd Addition in the Clover Ridge Neighborhood. This is an item that drew many people to the Council Chambers for the Planning Commission meeting this past Wednesday, and which we would anticipate would bring many people to the Council meeting this Monday.

With the potential threats brought on by the COVID 19 virus of bringing large groups of people into a small space, we are postponing this item until the March 30th meeting. On March 30th, we will plan to have our Council meeting in the Event Center at Firemen's Park, to be able to provide a larger space that people can spread out. We will also be looking for opportunities for people to participate in the meeting virtually if they do not feel comfortable coming. For the near future, we will plan to do this with any public meeting (Council, Planning Commission, etc...) that we feel there may be a large crowd.

We will both be emailing this notice to residents that have been interested in this topic, but also sending out hard copy notices to let them know of the change. If there are any questions about this, please let me know.

COVID 19 Update

Over the past two weeks, Staff has been spending a significant amount of time contingency planning for the COVID 19 virus. This effort has been led by our Emergency Manager/Fire Chief Tim Wiebe with support from many different departments. The objectives of this planning have been to keep our employees safe while also having the goal of having a continuity of services at the City throughout this time period. We have also worked to put together communication to keep our public informed and knowing what to do in different situations.

At the Council meeting on Monday night, we will have Chief Wiebe coming to the Council to discuss these efforts so that the Council is aware of how we are approaching this and to answer any questions you or the public may have on this planning. We will also talk about what likely steps we will need to consider taking in the next several days, and how we will plan to keep everyone informed of what is going on.

Our hope is to not only provide the Council with this information, but to also use this as an opportunity to formally share with the public the efforts that are being made to contain and mitigate this.

Upcoming Council Meetings

Besides the change I talked about above with the Sagewood 3rd Addition going to the March 30th meeting, here are the other things you should be planning for over the next several Council meetings:

- March 30th: Work Session at 5:45 prior to the Council meeting to discuss our Utility Rate Analysis
- April 6th: The entire evening will be a work session. We will start with my annual review at 5:45 pm (this is a closed session), followed by interviews with Developers for the City Square West Site, and a presentation on work to be done starting this summer on the sewer being extended up Creek Road
- April 20th: Work Session at 5:45 prior to the Council meeting to discuss the County's Road study on County Road 10 (Engler Boulevard)

Let me know if you are not able to make any of these meetings.

Transportation Day at the Capitol

With the threat of the COVID 19 Virus, the Legislature has changed procedures for seeing constituents. Because of that, the MN Transportation Alliance has canceled the Transportation Day this upcoming Wednesday March 18th. They do not plan to reschedule that this session.

Christmas in May Cancelled for this Year

In response to the COVID 19 virus, the Christmas in May event is going to be cancelled for this year. Besides being concerned about getting a large group of people together this Spring for this event causing concerns, we also have concerns about the stress it could put on our City Services with resources potentially being spread thin this Spring due to the Virus. Our main objective as a City has been to have continuity of services and with this event taking a lot of city resources (both Staff and equipment) it would be difficult for the City to commit to this this Spring. We do however look forward to bringing it back as strong as ever in 2021.

If you have any questions about this, please feel free to let me know.

CHASKA PLANNING COMMISSION MINUTES Feb 12, 2020

1. Call to Order

Chair Dahlke called the meeting to order at 7:00 pm.

2. Roll Call

Roll call was taken. Members present: Commissioners Bowe, Cross, Dahlke, Urbanski, Sailer, Brass, Olson, Rylee.

Members absent: Member Lacey

Also present: Kevin Ringwald, Community Development Director; and, Liz Hanson, City Planner.

3. Adopt the Agenda

Motion by Commissioner Cross, second by Commissioner Olson to adopt the agenda as presented. Motion carried.

4. Visitor Presentation - None

5. Minutes

Motion by Commissioner Brass, second by Commissioner Urbanski, to approve the minutes of the Jan 08, 2020 Planning Commission meeting.

Motion carried.

6. Consent Items - none

7.A. Approve the Concept Plan for Chaska Bluffs 2nd Addition/DDK Construction/PC #2020-04.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Cross confirmed that the lot setbacks met the standards.

City Planner Hanson stated that they may choose to make them larger since they are larger lots, but typically it is a 15-foot separation.

Commissioner Urbanski stated that one of the photos that had been sent to the Commission showed a potential trail and asked if there was additional information on the trail.

City Planner Hanson stated that was one of the ideas early in the submittal process and now that they have been out to the site, have determined that it will be very difficult because of the grade, so they are not recommending a City trail be put in this location.

Ryan Filmore, 4141 Painted Sky Trail, stated that they are 10-year residents in Chaska. He stated that it appears as though the developer is planning to develop into the area behind their back yard that is undevelopable. He expressed concern about this development being able to build in

the bluff line that they have been told they cannot touch. He stated that there are markers all over the area that say that you cannot build past this point.

City Planner Hanson explained the location of the bluff line and the setback requirements.

Mr. Filmore explained that he paid a premium price and was told when he purchased his lot that he would not have obstructed view.

Erin Pickar, 4201 Millstone Drive, stated that right now this area is completely wooded and this concept plan is now saying that this will be going away.

Mr. Filmore stated that this area now is beautiful woods and with these plans there will be other people's yards. He stated that he has concerns about the potential for grading and drainage problems in the area. He stated that this area is beautiful and undulating and expressed concern that the City doesn't have a lot of trees and this plan will take those away.

Councilmember Bowe stated that the questions Mr. Filmore was raising were all valid and explained how the process to develop works in the City. She stated that what is presented tonight is a concept plan just the first step in the process. She stated that many of the questions being asked will have to be incorporated in their plans at the next step, which is Preliminary Plat. She stated that at that point they will have to show more detail regarding the grading and the retention pond. She stated that it is important for people to voice their concerns so they are heard and reflected in the minutes. She stated that the developer will have to take all of the feedback and concerns into account for the next plans.

Mr. Filmore stated that he is not against development but wants the City to be careful about what it is taking away from the overall topography of the City. He stated that his wife heard that there was going to be a sidewalk or trail from this development cutting through the woods to downtown.

City Planner Hanson showed the plans and reiterated that there will not be a trail connecting to downtown.

Mr. Filmore asked about the timeline of this development.

City Planner Hanson stated that the developer would like to start grading this year. She noted that the next step could happen as soon as the April meeting and noted that notifications will be sent out. She stated that there will be more details at the next meeting regarding elevations and grading.

Mr. Filmore stated that he may have more of an issue with his own builder, Robert Thomas rather than the City. He expressed concern about the drainage in the entire area because of the development. He stated that he already has a dip in his yard that he was told was just how it was going to be and asked about how the changes made to this property will affect their properties.

City Planner Hanson stated that the City does not have any of those details right now and the City Engineer will need to take a close look at all this information.

Dave Pokorney, representing DDK, reviewed the history of this property and noted that as they studied the area, the biggest issue was sanitary sewer and whether it would be gravity or lift station. He explained that they did not want to see a lift station so they then started looking at ways they could do something different with gravity sanitary sewer with larger lot widths. He explained the original plans for the area from Traditions and stated that DDK has minimal grading plans for the area. He stated that although they are not seeking grading plan approval, they have completed the grading plans already. He stated that they are planning to preserve quite a few of the trees and the ones that are coming down are from what used to be former farmland and not the large oak trees. He stated that they expect the lots to be on the higher end of the pricing with much higher end homes as well.

Commissioner Brass confirmed that the master plan for the entire area was available for other area builders to see that there was development planned in this area. He stated that this concept plan helps to partially preserve the site lines for Mr. Filmore because with the original master plan there would have been homes in his site line. He asked what types of homes would be near Mr. Filmore.

Mr. Pokorney stated that all but 2 of the 17 homes will be walk-out lots. He stated that they plan to come back during the spring with the Preliminary Plat and would like to get the rough grading done during the summer and bring back the Final Plat late this year.

Erin Pickar, 4201 Millstone, stated that she is happy to hear the number of trees will be coming out have been reduced from the original plan. She referenced the aerial picture that showed the tree line and stated that many of the trees are at least 100 feet tall and have taken years to get that large. She expressed her concern with taking down the trees and the taking away the natural habitat for the wildlife in the area. She stated that she is also concerned about building homes in an area that also has such large marsh-like land and potential problems with the sewer systems and drainage in the area.

Commissioner Brass stated that these homes will be hooked up to a sanitary sewer systems and will not have septic tanks. He explained the difference between a gravity and lift station system. He reminded the residents that this plan is only at the Concept Plan level so there is a lot more work and detail that will need to go into it before it moves forward within the City.

Commissioner Urbanski stated that he is also happy to see this plan shrink from the original master plan and supports preserving as many trees as possible.

Commissioner Cross noted that most of the trees that will be taken out will be what are called "weed trees" even though they are large, they are not lifelong trees.

Motion by Commissioner Bowe, second by Commissioner Cross, to recommend to City Council approval of a concept plan for Chaska Bluffs 2nd Addition/DDK Construction/PC#2020-04; subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Concept Plan Packet (pgs 1-12), prepared by DDK Construction
 - b. Certificate of Survey, prepared by Sathre-Bergquist, Inc., dated September 1, 2017
 - c. Concept Sketch, prepared by Sathre-Bergquist, Inc., dated January 23, 2020
 - d. Tree Plan (T1 and T2), prepared by Sathre-Bergquist, Inc., dated January 3, 2020
2. Adherence with the City Engineer's Memo dated February 5, 2020.
3. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.
4. Provision to delineate all wooded steep slopes on all plans for preliminary submittal.
5. Provision of a 60 feet Right of Way width for all local streets.
6. Adherence to the City's Boulevard Tree Policy and local street section design.
7. Provision of sidewalks on both sides of all local streets.
8. Provision of an Environmental Site Assessment (ESA) indicating the remediation efforts to clean up any dump areas and contaminated areas of the site to be submitted at preliminary submittal.
9. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
10. Provision of developer responsibility to remove any hazardous trees or limbs on site as determined by the Public Works Director, prior to issuance of a building permit.
11. Preservation of trees as noted in the Tree Plan T1 and T2.
12. LP Smartside to be used on front elevations.
13. 4-inch window trim to be used on all windows.
14. All construction traffic to be directed and adhere to the new collector road Savanna Way and be directed through the existing neighborhood by a designated route approved by the City Engineer.
15. Utility connections to each lot to adhere to City standards and be approved by the City Engineer.
16. Provision that no grading will occur in the 30-foot no grade/no mow setback from wooded steep slopes.
17. Provision of a storm water management plan meeting City, Carver County WMO and any other applicable agency standards.
18. Provision that pond maintenance accesses are located entirely within City owned land and not private lots, and to be revised on the plan for preliminary submittal.
19. Provision of a wetland delineation report to be completed and submitted at preliminary submittal.
20. Provision to revise the maintenance accesses to be in the least invasive location, particularly locating the northerly maintenance access between lots 3 and 4 as denoted on the Concept Sketch.
21. Provision that maintenance accesses do not encroach into 30 foot no grade/no mow setback and be revised on the plans for preliminary submittal.
22. Provision that all lots' property lines do not encroach into the 30 foot no grade/no mow setback and be revised on the plans for preliminary submittal.
23. Provision that the property lines of the lots are revised to be outside of the preserved wooded areas and be revised on the plans for preliminary submittal.

24. Provision of a conservation easement over all preserved trees not within City ownership and to be signed and executed prior to release of the final plat.
25. Provision to adhere to the City's Anti-Monotony regulations in Section 9.28 of the zoning ordinance.

Motion carried.

7.B. Approve the Preliminary Site Plan & Building Plan for QualiTech Inc./Omar Haque/PC #2020-03.

City Planner Liz Hanson presented the item to the Commission.

Commissioner Cross asked about the parking on the east side and whether there is water storage underneath.

City Planner Hanson confirmed that there is water storage underneath the parking area.

Commissioner Cross asked how that would be dealt with if it gets full.

City Planner Hanson stated that is a question for the applicant.

Whitney Streamer, site designer and Joe Wagner, project manager for QualiTech introduced themselves to the Commission.

Commissioner Brass asked about the functionality of the wall in the plans.

Mr. Wagner stated that their intent is to cut out the precast from the north wall and abut it to the roof line. He explained that this will allow them to bring forklifts and things of that nature through.

Commissioner Cross asked about the waste product and where it will be handled.

Mr. Wagner stated that the product comes in bulk, on pallets and liquid product will also be brought in and are housed in the pallet area in order to bring it into the process rooms and the mixing room. He explained that, in general, there is no by-product or waste. He stated that after the product is made, they do have to pressure wash the space which are essentially clean rooms. He stated that the water and dust remains will be handled in a gray water system before it is released into the City system.

Commissioner Cross stated that although she understands that this is an existing business however she cannot recall a door where the waste products would go out besides the loading docks and asked for an explanation.

Mr. Wagner stated that there is an existing trash compactor and explained the location of the dumpsters.

Commissioner Brass asked what the product is that they are creating.

Meaghan Hegland, QualiTech, explained that they manufacture food flavor and gave examples of flavors they have manufactured that they turn around and sell to companies such as General Mills. She stated that much of their waste by-products are natural and noted that they partner with pig farmers to dispose of those materials. She explained that QualiTech is a family run company that has been around for 46 years and noted that the family still resides in Chaska.

Ms. Streamer stated that the underground water retention system is basically an underground infiltration basin. She explained the system design and how the water will flow through the system and have controlled outflow. She stated that all of the stormwater will be treated underground. She stated that maintenance will be needed and will be done by a vacuum truck. She noted that they are also working with the City and the watershed district on their plans to add permeable pavers to the parking area.

Commissioner Bowe asked if there was any concern about trucks backing into areas where cars will be parking.

Ms. Streamer stated that they are not concerned because the driving lane was widened for that reason in order to accommodate trucks turning.

Ms. Hegland stated that staff utilizes the other existing parking area, so she doesn't expect those spots to be heavily utilized. She explained that their facility is a "clean" facility and the employees all have to utilize the main entrance which is controlled. She stated that those additional parking spots were simply required by code to be installed.

Commissioner Urbanski asked if this expansion would be adding more jobs to QualiTech.

Ms. Hegland stated that one of the driving forces for this expansion is that they are at capacity with their existing customer base. She stated that with new technology they have an opportunity to continue to grow and are looking at adding 2-5 new employees. She explained that if they do not expand, there is no opportunity for growth. She stated that they currently rent warehouse space in Shakopee and this expansion will also allow them to consolidate that usage in this space.

Motion by Commissioner Brass, second by Commissioner Sailer, to recommend to City Council approval of a Preliminary Site & Building Plan for an approximately 26,000 square foot building addition at QualiTech Inc. PC #2020-03; subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative – Preliminary Site Plan, submitted by Omar Haque, dated January 24, 2020
 - b. Site Data (C0-00), submitted by ISG, dated January 7, 2020
 - c. Site Details (C0-20 through C0-24), submitted by ISG, dated January 7, 2020

- d. Stormwater Details (C0-25 through C0-26), submitted by ISG, dated January 7, 2020
- e. Stormwater Pollution Prevention Plan (C1-10), submitted by ISG, dated January 7, 2020
- f. SWPPP Notes (C1-20), submitted by ISG, dated January 7, 2020
- g. SWPPP Details (C1-21 through C1-22), submitted by ISG, dated January 7, 2020
- h. Existing Site & Removal Plan (C2-10), submitted by ISG, dated January 7, 2020
- i. Site Plan (C3-10), submitted by ISG, dated January 7, 2020
- j. Site Utility Plan (C3-11), submitted by ISG, dated January 7, 2020
- k. Grading Plan (C4-10), submitted by ISG, dated January 7, 2020
- l. Restoration & Planting Plan (C5-10), submitted by ISG, dated January 7, 2020
- m. Planting Notes & Details (C5-20), submitted by ISG, dated January 7, 2020
- n. Lighting Plan (C6-10), submitted by ISG, dated January 7, 2020
- o. Proof of Parking Exhibit, submitted by ISG, dated January 5, 2020
- p. Existing Site Exhibit, submitted by ISG, dated January 23, 2020
- q. Truck Turning Exhibit, submitted by ISG, dated December 6, 2019
- r. Floor Plans (A1-21 and A1-22), submitted by ISG, dated December 18, 2019
- s. Exterior Elevations (A2-11), submitted by ISG, dated January 6, 2020
- t. Architectural Precast Concrete Texture Guide (pgs 1-16)
- u. Level 1 Wetland Delineation (pgs 1-19), submitted by ISG, dated December 18, 2019
- v. Stormwater Management Report (pgs 1-152), submitted by ISG, dated January 7, 2020
- 2. Coordination with the City Engineer with regard to utilities, grading and drainage.
- 3. Provision that all landscaping will be installed within the property lines and be revised on the landscape plan for final submittal.
- 4. Installation of all site lighting at a 0-degree angle with the light source fully concealed at the property line.
- 5. Provision that wall mount lighting cannot exceed 18 feet in height on the building.
- 6. Provision of hydrant placement needs to accommodate City standards for hydrant placement and fire code standards.
- 7. Provision that building will be fire sprinkled.
- 8. Provision to submit Utility and Site Plan As-Builts at the time a building permit is issued.
- 9. Provision of a storm water management plan meeting City and Carver County WMO standards.
- 10. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
- 11. Provision that all mechanical equipment will be fully screened from view.
- 12. Adherence with the Engineers Memo dated February 5, 2020.
- 13. Provision that a formal level 2 wetland delineation is completed and reviewed and approved by all appropriate City, County and State agencies prior to issuance of a building permit.

Motion carried.

8. Other Business

8.A. Receive Other Meeting Minutes

- 8. A.i Receive the January 13th, 2020 Park Board Meeting Minutes.
- 8. A. ii Receive the Minutes of the December 16th 2019, January 6th 2020, and January 27th 2020 City Council Meetings.
- 8. A. iii Receive the Minutes of the January 6th EDA Meeting.

Commissioner Cross

- Has received comments from residents that are concerned about all the new houses that are going in, but the school district bond was not passed
- Noted that most of the industrial area was built before there were rules and it seems clear that a lot of stuff is falling into the water. She suggested that the City ask the industrial lots if they would at least sweep their parking lots every spring to help keep this material out of the water. She understands the City cannot retrofit a stormwater system in this area, but feels the City can ask them to help make the situation better.

Commissioner Bowe

- Asked for up update on City Square West.

Community Development Director Kevin Ringwald stated that the City Council has authorized the City to enter into purchase agreements for the properties near the strip center, the bank, and the post office. She stated that they have also sent out RFQs to find a developer for the development plan for the site. He stated that the hope is to have a developer on board by April and move forward with plans for the site.

Commissioner Rylee

- Looking forward to working with the Commission

9. Adjourn

Motion by Commissioner Urbanski, second by Commissioner Brass to adjourn the meeting at 8:52 pm.

Motion carried.