Attention

In order to practice social distancing related to the COVID-19 pandemic, the Chaska City Council work session and meeting on Monday, June 1, 2020 will be held virtually on a platform called Zoom. To learn more about participating or watching the meetings, visit www.chaskamn.com. Any questions about how to participate should be directed to the Chaska Communications Department at communications@chaskamn.com or (952)448-9200.

WORK SESSION
Arboretum Area Transportation Study (i.e. 82nd Street and Highway 5)
5:45 – 7:00 PM

Virtual on Zoom

AGENDA
CHASKA CITY COUNCIL
VIRTUAL ON ZOOM
Monday, June 01, 2020
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
    5.A. Emergency Management Director Tim Wiebe - Update on COVID response
6. Approve Previous Meeting Minutes
    6.A. Approve the May 18, 2020 City Council Meeting Minutes
7. Consent Items
8. Action Items

8.A. Adopt Resolutions 2020-37, 2020-38, 2020-39 and 2020-40 Approving the Issuing a Negative Declaration on Need for EIS, Lot Split, Preliminary Plat, and the Cardinal Street Right of Way Vacation for Pinnacle/Pulte Homes/PC #2020-05

8.B. Adopt Resolution 2020-41, Approving the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc./Andersen Development/PC #2020-11

8.C. Adopt Resolution 2020-42, Approving the Concept Plan for Pioneer Vista/Lennar/PC #2020-08

9. Bills

9.A. ACCOUNTS PAYABLE COUNCIL ROSTER 6-1-2020

10. Other Business

10.A. City Administrator's Report

10.A.i. Biweekly June 1, 2020

10.B. Other Reports

10.B.i. SW Transit Changes

10.C. Other Meeting Minutes

10.C.i. Receive the draft minutes of the May 13th Planning Commission Meeting

11. Adjourn

DRAFT

- MINUTES -
CHASKA CITY COUNCIL
MAY 18, 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. *(Councilmembers Hatfield, Hubbard, Huang, and Grau participated remotely per State Statute 13D.021).*
Absent: None.

Also Present: Matt Podhradsky, City Administrator. *(Kevin Ringwald, Community Development Director; Liz Hanson, City Planner; City Engineer Matt Clark; Nate Kabat, Assistant Administrator; participated remotely)*.

4. Adopt the Agenda
Motion by Councilmember Huang, second by Councilmember Hatfield to adopt the agenda as presented.
Motion carried.

5. Visitor Presentation
None.

6. Minutes
Motion by Councilmember Hubbard, second by Councilmember Grau to approve the minutes of the May 4, 2020 City Council meeting.
Motion carried.

7. Consent Agenda
Councilmember Hatfield asked for further detail regarding the low bid in item 7.A.

City Administrator Podhradsky gave more information regarding that item.

Councilmember Huang inquired about a sound barrier plan for item 7.C.

City Planner Hanson provided further detail regarding sound mitigation for this item.

Mayor Windschitl requested City Administrator Podhradsky to speak about the plan for upcoming liquor license renewals for 2020/2021.

City Administrator Podhradsky detailed that plan.

DRAFT

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

A. Adopt Resolution 2020-34, Approve 2020 Overhead to Underground Boring Project Bid Award
   Motion to adopt Resolution 2020-34, awarding the bid for Directional Boring for the 2020 Overhead to Underground Electric System Conversion Project to MP Nexlevel LLC, in the low bid total amount of $191,611.29.
B. Adopt Resolution 2020-35, Approving Award Bid for the 2020 Downtown Street Reconstruction Project
   Motion to adopt Resolution 2020-35, awarding the bid for the 2020 Downtown Street Reconstruction Project to Ryan Contracting Company, in the low bid total amount of $3,260,349.52.
C. Adopt Resolution 2020-36, Approving the Final Plat for Harvest West 2nd Addition/Tradition Development/PC #2020-10
   Motion to adopt Resolution No. 2020-36 approving the Final Plat for Harvest West 2nd Addition (PC #2020-10).
D. Approve 2020/2021 Liquor License Renewals
   Motion to approve liquor license renewals as itemized on Schedule A attached, effective July 1, 2020 through June 30, 2021, with contingencies as noted.

Motion carried.

8. Action Items

8.A. Adopt Resolution 2020-20, Approving the Concept Plan for Sagewood 3rd Addition/DR Horton/PC #2020-06

City Administrator Podhradsky introduced the item to the Council.

City Planner Hanson presented the item to the Council.

Mayor Windschitl inquired if the land outside of the red borders is developable.

City Planner Hanson addressed the zoning for that area.

Per request of City Administrator Podhradsky, Community Development Director Ringwald spoke in detail regarding the history of this parcel.

Mayor Windschitl about site tree removal and replanting requirements.

City Planner Hanson and City Administrator Podhradsky provided explanation regarding tree removal/replanting requirements within developments.

Community Development Director Ringwald continued presenting on the history of the parcel.

Mayor Windschitl asked for clarification of the boundary of the Kelzer land.

City Planner Hanson detailed the boundary.

DRAFT

Councilmember Hubbard requested clarification regarding zoning of the land north of the railroad tracks and west of the Kelzer land.

City Planner Hanson further explained the zoning in those areas.

Councilmember Huang estimated the number of homes that could potentially be placed in the rural area between Victoria Drive and the township border and commented that the site is landlocked by the railroad, the Kelzer property to the north, and the rural properties to the south.

Councilmember Hubbard inquired if the proposed site was ever zoned 40-to-one.

City Planner Hanson stated that prior to the comp plan amendment in 2002 it was the rural residential classification.

City Administrator Podhradsky added that it was rezoned prior to the first house going in the Sophia neighborhood.

Councilmember Grau asked if the developer assumes the cost of installing a bridge over the creek.

City Planner Hanson stated that is correct.

Councilmember Hubbard inquired if the DNR or Army Corps needs to handle the creek crossing.

Community Development Director Ringwald provided further information regarding permits needed with the Corps or not.

Mayor Windschitl commented that looping the road to Clover Preserve makes sense.

Councilmember Hubbard asked if this site and the farmstead to the left was originally part of the green belt.

City Planner Hanson stated they were and City Administrator Podhradsky spoke further regarding that agreement.

Councilmember Grau asked what risks to that agreement would exist if development did not proceed at this point.

City Administrator Podhradsky laid out the risk as he sees it.
Councilmember Huang inquired if they owner has the right to clear cut trees right now if they so desired.

City Administrator Podhradsky stated that they do have that right.

Steve Kelzer, parcel owner, stated six trees were cut down last fall as they were either dead or damaged.

DRAFT

Wade Sorenson, 1456 Sophia Drive, shared a presentation detailing concerns with the Sagewood 3rd Addition.

Councilmember Hubbard voiced concern regarding the suggestion to having an alternative exit onto Victoria Drive.

Council and Staff discussed the issues with getting a road to Engler Boulevard.

Travis Olson, Sophia Drive resident, questioned what flexibility is allowed with the southern portion of that parcel to do this development right and urged the City to plan properly.

City Administrator Podhradsky pointed out that the choice of this parcel to cover the assessment occurred because that is where sewer capacity can be extended to from that neighborhood.

Community Development Director Ringwald noted that the whole western half of Clover Ridge is on a lift station. He also noted that regarding the flexibility with the southern portion, looking at that area in detail needs to occur.

Matt Smalley, 1477 Sophia Drive, inquired why stakes with the words "road" exist on the parcel.

City Planner Hanson explained why those stakes are there.

Mr. Smalley questioned the timing of when the Kelzer Farm signs appeared and stated he and his neighbors built where they did because of the green belt. He also stated that he does not believe the City should allow use of Sophia Drive for this proposed development.

Deb Ridgeway with DR Horton stated they are interested to hear Council's thoughts and concerns at this point in the process.

Councilmember Hubbard asked at what point the traffic study occurs and if it is done manually.

Western Professional Services explained the traffic study process.

Councilmember Hubbard inquired if they will also do the streets Mr. Sorenson requested.

City Administrator Podhradsky stated the streets Mr. Sorenson suggested are also streets Staff would recommend be studied.

Councilmember Hubbard asked what impact the addition of these homes has on Clover Ridge Elementary.

City Administrator Podhradsky explained that this addition would not have much impact as the district is planning for development.

Mr. Olson inquired how the traffic study's use of cell phone data will be pulled into play in the scheme of the study.

City Administrator Podhradsky provided further clarity regarding the study process.

DRAFT

The Council shared their concerns with the concept plan.

Councilmember Huang explaining that because previous work done was at a minimum level, rather than to the spirit of the agreement for an earlier phase, and that they needed to represent that the homeowners needs were not being addressed he would be voting against the resolution.

Motion by Councilmember Grau, second by Councilmember Hatfield to adopt Resolution No. 2020-20 approving the Concept Plan for Sagewood 3rd (PC #2020-06). Motion carried.

9. Bills
9.A. Accounts Payable Council Roster 5-18-2020

The Council requested further information about bills on pages 1, 2, 4, 5, 6, 9, 13, 15, 18, 20 and 22.

City Administrator Podhradsky provided further information regarding those bills.

Motion by Councilmember Huang, second by Councilmember Grau 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.

10. Other Business
10.A. City Administrator's Report
10.A.i. Bi-Weekly Report 2-3-2020

Councilmember Grau:
- Inquired if Crooked Pint would be opening and how the lease has been affected. City Administrator Podhradsky provided clarity regarding the lease.
- Commented that he appreciated the input of the Council and residents at tonight's meeting and encouraged Chaska to continue to stay safe.

Councilmember Huang:
- Noted the EOC Review meeting last Monday was informative.
- Noted there is a Chaska Business Roundtable on Thursday, May 21, 2020 from 2-3pm via ZOOM.
- Noted the School District selected a Superintendent.
- Updated the Council on how SouthWest Transit is doing.
- Noted he attended several drive-by birthdays over the week and encouraged residents to continue social connections smartly.
- Inquired what the franchise fee collection under the budget changes to address revenue reductions from the bi-weekly report refer to. City Administrator Podhradsky explained that section in more detail.
- Inquired if Community Center memberships are getting pushed out. City Administrator Podhradsky stated that was so.

DRAFT

Councilmember Hubbard:

- Noted the MN Arboretum traffic study is seeking feedback and that the virtual open house is ongoing until the end of May.
- Commented that the forum process for the Superintendent went great.
- Encouraged residents to do what they can to keep businesses that are opening up again safe by following social distancing and mask wearing. City Administrator Podhradsky stated that Chaska Cares is putting out information to support these practices.

Councilmember Hatfield:

- Noted the Chaska Business Roundtable was very informative and encouraged residents to register for and attend the next one on Thursday.
- Agreed that the Superintendent forum was excellent.
- Noted the mountain bike trails are going in along Pioneer Trail.
- Encouraged residents to honor Memorial Day to watch the recorded Memorial Day service at 10am on Monday.

Assistant Administrator Kabat:

- Reported the Chaska Business Roundtable has been posted for Thursday.

City Administrator Podhradsky:

- Mentioned the final details are being put together for the graduation event for Chaska seniors.

Mayor Windschitl:

- Encouraged residents to continue supporting local businesses.
- Reported that there was good information shared at the EOC meeting this morning.
- Noted there have been over 250 birthday patrols.
- Congratulated the new District Superintendent and thanked the former Superintendent for his time in Chaska.
- Reported the plans at this point for the graduation event on June 5th.
- Also encouraged residents to watch the recorded Memorial Day service.
- Recognized ITIS Director Palm for his work to ensure everyone has all they need to work/meet virtually during this time and Kevin Wright for his work running the ZOOM meetings.

11. Adjourn

Motion by Councilmember Huang, second by Councilmember Hubbard to adjourn the meeting at 10:55 pm.

Motion carried.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
06/01/2020

Subject: **EAW for Pinnacle**

Applicant: City of Chaska

Location: 1084 Cardinal Street

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution, issuing a negative declaration on the need for an EIS for Pinnacle, based on the Findings of Fact and Responses to Agency Comments.

Purpose of an Environmental Assessment Worksheet (EAW)

The Minnesota Environmental Policy Act recognizes that the restoration and maintenance of environmental quality is critically important to our welfare. The act also recognizes that human activity has a profound and often adverse impact on the environment. A first step in achieving a more harmonious relationship between human activity and the environment is understanding the impact, which a proposed project will have on the environment.

Environmental documents shall not be used to justify a decision, nor shall indications of adverse environmental effects necessarily require that a project be disapproved. Environmental documents shall be used as guides in issuing, amending, and denying permits and carrying out other responsibilities of governmental units to avoid or minimize adverse environmental effects and to restore and enhance environmental quality.

EAW for Pinnacle

In September 2018 the Concept Plan for Pinnacle was approved. The authorization to prepare the EAW for Pinnacle was also approved at this time. An EAW is mandatory due to the amount of lots proposed (269 lots) on a parcel of land. The EAW was prepared and issued for public comment.

The notification was published in the *EQB Monitor* on March 2, 2020 initiating the 30-day comment period. A legal notice was submitted March 2, 2020 for publication on the City's website. The 30-day comment period ended on April 1, 2020. The City received five comment letters during the 30-day public comment period – coming from the Minnesota State Historic Preservation Office, Minnesota Pollution Control Agency, Minnesota Department of Natural Resources, Minnesota Department of Transportation, and residents of Chaska.

The comments received have been listed and responded to in the Response to Comments, Findings of Fact and Record of Decision document prepared.

Decision of the need for an Environmental Impact Statement (EIS)

In deciding whether a project has the potential for significant environmental effects the RGU shall compare the impacts that may be reasonably expected to occur from the project with the criteria in this part. In deciding whether a project has the potential for significant environmental effects, the following factors shall be considered:

A. Type, extent, and reversibility of environmental effects;
B. Cumulative potential effects of related or anticipated future projects;
C. The extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority; and
D. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EIS's.

One of the primary objectives of the environmental review process is to ensure that decision-makers are fully informed on the potential impacts of a development. In reviewing the EAW and the agency comments, it is staff's opinion that the largest environmental impacts from this project relates to Water resources; Fish, wildlife, plant communities and sensitive ecological resources (rare features); and Transportation were the three items within the EAW and within comments received that were found to be potentially impacted by the proposed project. By following the mitigation outlined within the EAW and in the response to comments, the impacts will be avoided, minimized, and/or mitigated. In addition, these types of impacts have existing layers of agency and public review to ensure the impacts are minimized to the greatest extent possible. Given, that the regulatory framework is in place to effectively deal with the identified environmental impacts of this project. Staff would conclude that requiring an EIS would not be appropriate in this project.

Findings of Fact – EAW for Pinnacle

1. The Proposed Project is reasonably similar to other age restricted senior single-family detached housing projects in the Twin Cities metropolitan area. Other projects of similar scope, accompanied by similar land use, natural resources, surface water, traffic studies, and associated mitigation, have, in general, successfully mitigated potential environmental impacts.
2. The EAW, in conjunction with this document, contains or references the known studies that provide information or guidance regarding environmental effects that can be anticipated and controlled for this Project.
3. No EIS that addresses a similarly sized project is known to be available in the City of Chaska or the surrounding area.
4. Given the results of environmental review and permitting processes for similar projects, the City of Chaska finds that the environmental effects of the Project can be adequately anticipated and controlled.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-37, issuing a negative declaration relative to the need for an EIS for Pinnacle.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE JUNE 1, 2020 RESOLUTION NO. 2020-37

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

A Resolution approving the Negative Declaration on the Need for an Environmental Impact Statement for Pinnacle

---

WHEREAS, pursuant to Minnesota Environmental Quality Board (EQB) Rules, Chapter 4410, part 4410.4300, subpart 14, the Environmental Review Process, the City of Chaska as the Responsible Governmental Unit prepared an Environmental Assessment Worksheet (EAW) for Pinnacle; and

WHEREAS, copies of the EAW were distributed to all persons on the official EQB mailing list on March 2, 2020; and

WHEREAS, notice of the availability of the EAW for public review for a 30-day comment period was published in the EQB Monitor on March 2, 2020; and

WHEREAS, a legal notice was published on the City's website on March 2, 2020 to announce the availability of the EAW to interested parties; and

WHEREAS, the 30-day comment period ended on April 1, 2020 and all comments and recommendations received from reviewing agencies have been considered; and

WHEREAS, it has been determined that the proposed actions at Pinnacle do not have the potential for significant environmental effects; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Chaska hereby does make a negative declaration on the need for an Environmental Impact Statement for Pinnacle.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

FINDINGS OF FACT
AND
RECORD OF DECISION

PINNACLE
ENVIRONMENTAL ASSESSMENT WORKSHEET

May 2020

TABLE OF CONTENTS

I. ADMINISTRATIVE BACKGROUND……3

II. RESPONSE TO COMMENTS……4 - 13

III. FINDINGS OF FACT……14

a. Project Description……14

b. Corrections to the EAW……14

IV. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT……14 - 15

a. Type, Extent, and Reversibility of Impacts……14

b. Cumulative Potential Effects of Related or Anticipated Future Projects…14

c. Extent to which the Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority……14 - 15

d. Extent to which Environmental Effects can be Anticipated and Controlled as a Result of Other Environmental Studies ……15

V. RECORD OF DECISION……16

ATTACHMENT 1. COMMENTS RECEIVED

RESPONSE TO COMMENTS, FINDINGS OF FACT AND RECORD OF DECISION

PINNACLE ENVIRONMENTAL ASSESSMENT WORKSHEET

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

I. ADMINISTRATIVE BACKGROUND

The City of Chaska is the Responsible Governmental Unit for this project and PulteGroup is the Project Proposer. An Environmental Assessment Worksheet (EAW) has been prepared for this project in accordance with Minnesota Rules Chapter 4410. The EAW was developed to assess the potential impacts of the project and other circumstances to determine if an Environmental Impact Statement (EIS) is needed.

The EAW was filed with the Minnesota EQB and circulated for review and comments to the required EAW distribution list. A "Notice of Availability" for the initial EAW was published in the EQB Monitor on March 2, 2020. A Notice of Availability and Press Release were published in the Chaska Herald and on the City's website. The notice provided a brief description of the project and information on where copies of the EAW were available and invited the public to provide comments that would be used in determining the need for an EIS for the Proposed Project. The EAW was made available for public review at the Chaska City Hall and on the City's website. The 30-day public comment period was closed on April 1, 2020. The EAW has been hereby incorporated by reference as Attachment 1 to this Record of Decision (ROD) and can be found on file with the City of Chaska.

All comments received during the EAW comment period were considered in determining the potential for significant environmental impacts. Comments received during the Comment Period can be found in Attachment 2 of this document.

II. RESPONSE TO COMMENTS

The public review period for the Pinnacle Environmental Assessment Worksheet (EAW) began on March 2, 2020 and was closed on April 1, 2020. The following responses were prepared to address questions and comments received during the public review period.

The following agencies provided comment letters:

Minnesota State Historic Preservation Office
Minnesota Pollution Control Agency
Minnesota Department of Natural Resources
Minnesota Department of Transportation

The follow letters were received by interested parties and community stakeholders:
Concerned Residents of Chaska

No comments were received from any other individual or entity other than those listed above.

A copy of each letter or email correspondence is included within Attachment 2. Response to all comments, by agency and interested parties, is below.

1. Minnesota State Historic Preservation Office

Comment: "There are no previously recorded archaeological sites or burials within the Proposed Project area. However, the project area is situated at the confluence of Chaska Creek and the greater Minnesota River valley, and therefore has high potential to contain previously unrecorded archaeological sites or burials…recommend a qualified archaeologist conduct a survey to determine if development could damage unrecorded archaeological sites or burials." (EAW Item 14)

Response: The Project Proposer and the City of Chaska understand that the site is in an area where there has been previously identified unrecorded archaeological sites and/or burials. The proposed development area is identified on the Concept Plan (EAW Appendix A, Figure 4) and is generally constrained to the areas of the site that have been used for agricultural production for more than 100-years. Because of the historical use of the property it is unlikely that unrecorded archaeological sites or burials remain on site given the extensive agricultural uses. In addition, such sites are commonly at the top of bluffs and the City has a strong bluff ordinance that prevents disturbance of bluffs and includes a no impact zone at the top of all bluffs. As noted in EAW Item 9, the Project Proposer and the City are working collaboratively to establish the appropriate boundary on the southern border of the site to ensure that all unrecorded burials in this area are included and protected within the cemetery borders. At this time, the City and Project Proposer do not believe additional archaeological review is necessary. The City and Project Proposer acknowledge that is possible, though unlikely, that something of significance could be found during the site development process. If anything is found, all site work must be stopped until proper archaeological review and necessary mitigation is completed.

2. Minnesota Pollution Control Agency

Comment: "It may be necessary to obtain a Sanitary Sewer Extension Permit from the MPCA prior to construction." (EAW Item 8)

Response: Comment noted. The table contained within this document has been updated to reflect the MPCA's permit requirement.

Comment: "…Based on MPCA's Special Water search tool, both Chaska Creek and an unnamed Creek (East Creek) within 1 mile of the Project have construction-related impairments. Assuming the project will disturb 50 or more acres and discharges to one or both of these waters, the Stormwater Pollution Prevention Plan (SWPPP) for the Project will require review and approval by MPCA prior to obtaining National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Construction Stormwater Permit (CSW Permit) coverage." (EAW Item 8 and 11)

Response: Comment noted. The Proposed Project will disturb over 50 acres and discharge to an impaired water. The table contained within this response to comments has been updated to reflect the MCPA's review and approval of the SWPPP for the Proposed Project.

Comment: "The EAW does not specifically identify the method of permanent stormwater management used for the Project…The Project is required to meet the CSW Permit requirements to consider a volume reduction method first, instead of wet sediment basins to treat stormwater, such as infiltration or water harvest and reuse, unless prohibited for one of the reasons listed in the CSW Permit…Soil borings and testing will be required in the locations of the stormwater treatment areas to determine if soils are suitable for infiltration…" (EAW Item 11)

Response: The Proposed Project will utilize stormwater reuse to provide volume reduction. The proposed wet sedimentation basins provide treatment, rate control and storage for rainwater harvesting. The intent is to irrigate the proposed landscape areas from stormwater reuse.

Comment: "The MPCA also strongly encourages the Project Proposer to design the site to maintain the existing hydrology by keeping water where it falls to the greatest extend possible…" (Item 11)

Response: The proposed drainage areas for the Proposed Project align with the existing patterns on site. Portions of the drainage have been shifted away from the existing bluff areas to reduce concerns of ongoing erosion in these steep slope areas. Vegetated swales and landscape areas are proposed to further support the proposed drainage. The City's ordinances require that a minimum of 419 trees be planted on site as part of the development, and the Project Proposer's current landscape plan identifies 676 new trees be planted in the neighborhood. The partial revegetation of the site, which has historically been in active agricultural production, will further contribute to keeping water where it falls.

Comment: "…be aware that farmsteads have the potential for releases or threatened releases of agricultural chemicals…" (EAW Item 12)

Response: Comment noted. No further agricultural activities are planned as part of the Proposed Project, and a Phase I and Phase II Environmental Assessment have been completed to better understand what, if any, contaminants exist on site. The results of the Phase II were clean and no additional environmental site investigation is warranted.

Comment: "Demolition activities must comply with state and federal regulations that require inspection of the structure for hazardous materials such as asbestos, lead based paint, light ballasts, thermostats, stored chemicals, ozone depleting chemicals, etc. All regulated facilities must have a thorough asbestos inspection conducted by a MDH certified asbestos inspector…: (EAW Item 12)

Response: Comment noted. Table 6, EAW Item 8 identifies that the Project Proposer must obtain a Demolition Permit that will include the proper inspections as noted.

Comment: "…the Phase I Environmental Site Assessment identified items of concern on the Proposed Project site. These items have the potential to cause contamination to soil and groundwater. Because this is a residential development, the MPCA recommends the Project Proposer consider conduction a Phase II Environmental Investigations to assess the presence of contamination or, at a minimum, preparation of a Construction Contingency Plan in the event that contaminated soil is encountered during demolition or construction activities…" (EAW Item 12)

Response: A Phase II Environmental Site assessment was recently completed for the site. The Phase II did not identify any contamination or concerns on site that cannot be successfully mitigated through a standard site development process.

Comment: "…The MPCA recommends that construction equipment be properly muffled, as appropriate, during all phases of the Project build-out…" (EAW Item 17)

Response: Comment noted. The Proposed Project will be required to follow the MPCA's noise standards and City ordinances which may include the necessity to properly muffle the construction equipment during site development and project build-out.

Comment: "…The EAW does not discuss chlorides as a likely or potentially inevitable pollutant that is generated by the Project. Chloride pollution is likely to result from the Proposed Project…Please provide discussion of chloride impacts and solutions to address these impacts." (EAW Item 20)

Response: The Project Proposer will follow all rules, ordinances and regulations that have authority of the Proposed Project, including those standards identified by the City. There are no currently known regulations or restrictions regarding the use of individual/personal water softeners. The roads internal to the subdivision will be public roadways and deicing and snow removal will be completed by the City. The City and Project Proposer will work collaborative to implement Best Practices into the development.

3. Minnesota Department of Natural Resources

Comment: "A DNR Water Appropriations Permit will be required for the pumping of ground water, stream water, or pond water, for the construction of buildings, site grading, or installation of utilities for the development." (EAW Item 8)

Response: If dewatering of the site during site construction exceeds 10,000 gallons per day a DNR Water Appropriations Permit will be obtained. The table contained in this response to comments has been updated to include the permit.

Comment: "The site does not rise 800 feet. It should be noted that the bluffs rise approximately 130-feet." (EAW Item 10)

Response: Comment noted. EAW Item 10 should be corrected to stated 130-feet.

Comment: "The EAW proposes to address issues with erosion and slope failure by reducing the 'drainage area' from 16.69 acres to 10.14 acres. Figures 9 and 10 show this reduction in area, but no explanation is provided as to what this drainage area is referring to or how it functions. Why would a reduction of drainage area in the context reduce erosion?" (EAW Item 11)

Response: The City is aware of and has experienced some slope failure along the bluff line on, and adjacent, to the Proposed Project site. A significant contributor to the erosion and subsequent slope failure is due to the quantity and rate of runoff from the existing agricultural fields on site. As discussed in Item 9 Land Use, the transition from agricultural production to low-density single-family residential uses will provide the opportunity to reduce the quantity and rate of drainage to this sensitive area. Figures 9 and 10 show the reduction in drainage area, which should be considered in conjunction with the overall stormwater management and site development plan. Site development will incorporate rate, volume and quality controls consistent with the Watershed District and City standards, and such improvements could not be achieved if the site were to remain in agricultural production.

Comment: "Please note that should unknown wells be found on the site that they will need to sealed in accordance with the regulations of the Minnesota Department of Health." (EAW Item 11)

Response: Comment noted.

Comment: "…It is likely that current stormwater runoff drains into this basin (Firemen's Clayhole), and stringent sediment and erosion control BMP's will be necessary to protect this public water during construction." (EAW Item 11)

Response: Comment noted. The City will include conditions as part of the development review process to address this requirement.

Comment: "Due to entanglement issues with small animals, use of erosion control blanket should be limited to 'bio-netting' or 'natural netting' types, and specifically not products containing plastic mesh netting or other plastic components…please review mulch products and do not allow any materials with synthetic (plastic) fiber additives in areas that drain to public waters" (EAW Item 11)

Response: Comment noted.

Comment: "…an infiltration test should be performed at each site to verify infiltration rates. Construction BMP's should be followed and any excavation should be in a manner that maintains soil structure in an un-smeared and un-compacted condition…" (EAW Item 11)

Response: Comment noted. Storm water reuse was the chosen compliance path in lieu of infiltration, so this testing will not be necessary.

Comment: "The DNR is pleased to see that the development is considering using water from the stormwater ponds for landscape irrigation. A DNR Water Appropriate Permit is NOT needed for this use." (EAW Item 8 and 11)

Response: Comment noted.

4. Minnesota Department of Transportation

Comment: "Any use of, or work within or affecting, MnDOT right of way will require a permit." (EAW Item 8)

Response: Comment noted. The table contained in this response package has been updated to include the MnDOT right-of-way permit.

Comment: "A MnDOT drainage permit will be required to ensure that current drainage rates to MnDOT right-of-way will not be increased." (EAW Item 8; MnDOT review letter dated February 27, 2020)

Response: Comment noted. The table contained in this response package has been updated to include the MnDOT drainage permit. The Project Proposer will be required to demonstrate that current drainage rates will not be increased as a result of the Proposed Project.

Comment: "MnDOT will allow a right-in only entrance onto MN 41 for the development. An access permit will be required. Additionally, a right turn lane will be required." (EAW Item 8 and 18; MnDOT review letter dated October 24, 2019)

Response: Comment noted. The TIS completed as part of this project considered and evaluated a scenario in which right-in only access was permitted. Construction plans will show the restriping of MN 41 to add a southbound right turn lane.

Comment: "MnDOT strongly recommends providing an internal bike/ped network to allow residents to move within the development without having to use motor vehicles. There are currently trails on both sides of

North Chestnut Street (MN 41) and another trail proposed that will pass along or near the western side of the development. MnDOT also recommends connecting the project to these trails to give residents bicycle-pedestrian access to downtown Chaska and other area designations." (EAW Item 18; MnDOT review letter dated October 24, 2019)

Response: Comment noted. The Concept Plan included in Appendix A, Figure 4 of the EAW includes an internal network of bike and pedestrian trails and sidewalks that connect to the larger regional trail system.

Comment: "It is MnDOT's understanding that a traffic study will be completed for the development. MnDOT would like to be involved at key decision points…A drainage permit is required since the development is expected to discharge stormwater to MnDOT's right-way/drainage system…" (EAW Item 8 and 18; MnDOT review letter dated October 9, 2018)

Response: MnDOT staff were included in determining the scope of this study and provided review comments of the completed study. The study was completed as part of the EAW process and was included as Appendix C to the EAW.

Comment: "…Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the US Department of Housing and Urban Development, and the US Department of Transportation…The Project Proposer is required to assess the existing noise situation and take the action deemed necessary to minimize the impact to the proposed development from any highway noise…" (EAW Item 17; MnDOT review letter dated October 9, 2018)

Response: Comment noted. The Project Proposer is aware of the potential adverse impact of developing homes that are too close to Highway 41. To address this issue, the Project Proposer has incorporated a main entrance into the development that includes green space and stormwater management which allows for the majority of the new homes to be significantly setback from the Highway. A small pocket of homes near the entry green are proposed to capitalize on the viewshed and the road noise is expected to be significantly mitigated due to the significant grade change. The nearest home will be approximately 300 feet from the road, which exceeds current recommended design standards.

5. Concerned Residents of Chaska

The letter submitted by the Concerned Residents of Chaska was submitted to be considered with the Project Proposers Preliminary Plat review. Some comments contained in the letter are applicable to the EAW, while other comments are more specific to the land use and development review process. The applicable comments are summarized in the following sections and are organized sequentially to align with the headers of the comment letter provided in Attachment 2.

Major Changes from the Preliminary Concept

Comment: "…It is understood that MnDOT has allowed for "right-in" access from Hwy 41, however, the denial of the "right-out" access severely impacts surrounding neighborhoods, traffic patterns…all traffic entering this development has no other option but to drive North, utilizing only existing neighborhood streets…" (EAW Item 18)

Response: Comment noted. Please refer to the Response provided within Traffic, Layout & Accessibility section for further information.

Land Use/Zoning

Comment: "The 2030 Comprehensive Plan identifies this property as Low Density Residential…the proposed development claims to meeting this criterion, it is abundantly clear that previous commissions, councils and City staff members did not envision nor plan for a development of this type…"(EAW Item 9)

Response: The City is in the process of finalizing it's 2040 Comprehensive Plan Update which designates the subject site as Low Density Residential (LDR). The LDR land use designation guides development for 2 and 5 dwelling units per acre. The Proposed Project will develop the site at approximately 3.01 dwelling units per acre, which is within the density range envisioned for the subject site.

Comment: "…the proposed amenity center includes a 7,200 SF commercial building, which is clearly at odds with the residential land use classification. In addition, the proposed (private) community pool, fire pit, event spaces, bocce ball and pickleball courts are nonstandard and are not present in other residential neighborhoods throughout the community. How can these commercial elements be considered residential?" (EAW Item 9)

Response: The amenity center is intended to be a place for the neighborhood's residents to socialize, recreate and congregate. The facility will be managed, maintained and operated by the Homeowners Association, and will not be used for commercial purposes. Functionally, the amenity center is similar to a private tot-lot or pool that are common in single-family neighborhoods. The City will review the intended uses and operations of the amenity center during the development review process to ensure that the facility is the full responsibility of the Homeowners Association and that the uses are solely for the use and benefit of the Pinnacle residents.

Traffic, Layout & Accessibility

Comment: "…all traffic leaving this development will have no choice but to funnel North and utilize existing residential streets…This project will bring years of continuous construction traffic, which will then transition into an endless parade of service, maintenance and delivery vehicles…not to mention the 500+ vehicles of the new residents….Simply stated, this proposed development cannot support its own traffic volume…" (EAW Item 18)

Response: Comment noted. Given MnDOT's conditional approval to allow right-in access only, all traffic existing the Proposed Project will likely access MN 41 via Victoria Drive using either Cardinal Street or Meadow Lane. EAW Appendix C: Traffic Impact Study provided analysis to determine whether the existing or planned road infrastructure could support the expected traffic volumes created by the Proposed Project. The TIS concluded that the existing road network can support the Proposed Project, and the new network of roadways internal to the Pinnacle neighborhood will adequately serve its residents. To estimate the number of trips generated, the Institute of Transportation Engineers (ITE) Trip Generation Manual, Tenth Edition ITE land use code "Senior Adult Housing – Detached" was applied to an estimated 275 homes. The projected gross trips generated from the Pinnacle Site are provided in Table 3 of the TIS. When the data in Table 3 is compared to a more typical single-family subdivision with larger lots and less households, the number of trips generated by the Active Adult community is approximately 50% less than the typical subdivision, even though more households are developed. The TIS concluded that the Active-Adult single-family development will not significantly impact the existing transportation network provided the recommended mitigation is completed. Mitigative measures include 1) reconfiguration of the access/entrance road to provide right-in only access to Highway 41 while providing a full access intersection to Cardinal Street; 2) create a connected local road network that connects the Pinnacle neighborhood roadways to Moers Drive, Liberty Heights Drive and Cardinal Street to provide multiple egress/ingress options; and 3) ensure that the development remains an age-restricted neighborhood which results in less impact on peak rush hour traffic volumes.

With respect to construction traffic, the City will work with the Project Proposer to identify allowable construction traffic and haul routes. The anticipated plan is to construct the main entrance from Highway 41 as part of the first phase of the Project, which will then be used for all incoming construction traffic to the site for the duration of the project development. All outgoing traffic will be directed and funneled onto Cardinal Street which will have the least amount of impact to adjacent neighbors and residents. The route is planned to mitigate and reduce the impact on adjacent neighborhoods to the extent possible while still allowing for the safe ingress/egress of the construction traffic into the site.

Comment: "…There is more recent data available which indicates higher traffic rates…we believe the study severely underestimates the amount of traffic this proposed neighborhood will create…" (EAW Item 18)

Response: The most current Institute of Transportation Engineers Trip Generation Manual is the Tenth Edition which was published in 2017. While the TIS (Appendix C to the EAW) includes some analysis using data from a separate 2004 study, Table 3 – Gross Trip Generation for Pinnacle Site – Build Condition (Year 2024) was calculated using the ITE Trip Generation Manual Tenth Edition, which is the most current data available. The data from Table 3 will be used for the permitting process and any required mitigation.

Comment: "…here are some commonsense traffic related realities: People 55+ still own and drive cars…; People 55+ are still employed and drive to and from work each day. Including during "peak traffic times"; People are living and working longer; During the summer, children play at all times, not just during "peak times"; Per the study, it claims this type of development will have ~64% less traffic than traditional single-family home development. But would that still be true if you have 100+more houses, as proposed in this

development, versus the number of traditional single-family homes that would fit in this same area?; ..this is an "Active Community" not a retirement home or nursing home as the traffic study alludes to. They will have cars and they will drive them; This development will not bring more people to Downtown…you are required to drive North in order to go South…easier and more convenient to leave and return home from anywhere but downtown; expect a lot of U-turns on Hwy 41; cars need gas and the nearest gas station will require these residents to cut through multiple existing neighborhood streets; Access to 212? Again only through existing neighborhoods; …greatest impact will be on the 100+ kids that live and play in this area. The safe, secure and tranquil neighborhood that the developer is proposing will upend our currently safe, secure and tranquil neighborhood."

Response: Comment noted. The traffic study conducted assumes that residents of the Pinnacle neighborhood will own cars and will drive their vehicles. The estimated number of trips each home will generate was calculated using the Trip Generation Manual Tenth Edition for Senior Adult Housing – Detached which estimates approximately 5 trips per home on a weekday based on past post development studies. The definition of this land use includes an assumption that some residents living in this type of development will continue to work, and thus some trips will be generated at peak times as reflected in the data estimate. The total estimated trips on an average weekday are reflected in Table 3 – Gross Trip Generation for Pinnacle Site – Build Condition (Year 2024) which estimates approximately 1,370 trips generated from Pinnacle residents on an average weekday, with a proportion of those trips occurring during Peak Travel times accounting for the assumption that some residents will continue to work.

The Senior Adult Housing – Detached land use is a different land use category than assisted living or nursing homes which would generate different traffic volumes than estimated in the Pinnacle Traffic Study. Two different estimates were provided in the Traffic Study using different data sets, and the information contained in Table 3 is the more conservative estimate. For comparison, if 275 single family homes were developed on the site the estimated traffic generated would be approximately 2,638 trips per day, which is nearly double the estimated traffic generated from the age-restricted Pinnacle development. If 165 single-family homes were developed it would result in an estimated 1,575 trips using the ITE Trip Generation Manual estimates for the single-family detached land use, which is comparable to the gross trips generated from the Pinnacle development. The following table provides a direct comparison between the proposed active adult development and a less dense unrestricted single-family home development. The table demonstrates, that even though the proposed Project has more households the number of trips generated is still less than what would occur if a traditional single-family neighborhood were to be developed.

Trip Generation Comparison

Development Type	Number of Homes	Gross Trips per Day	Peak Trips per Weekday
Active Adult*	275	1,370	302
Single-Family Residential (55' wide)	275	2,638	671
Single-Family Residential (80' wide)	165	1,575	409

Source: Institute of Transportation Engineers Trip Generation manual, Tenth Edition, 2017)

**Note that information in the table represents the most conservative estimate using the ITE Trip Generation Manual, and that the total number of Households in the proposed Project will be defined through the development application process.*

To access downtown residents will either walk or bike using the paths that provide a more direct route to the south or will need to access Highway 41 using the local roadway connections to Moers Drive, Liberty Heights Drive and Cardinal Street. This route is similar to the route of existing neighborhoods who access and patronize Chaska's downtown businesses. The road network internal to the Pinnacle neighborhood will be public local roadways with corresponding speed limits. While more trips will be generated than the existing condition, no increase of speed is anticipated, and the safety of the streets is expected to be maintained.

Public versus Private

Comment: "…there will be no obvious distinction or transition between the existing homes and the proposed homes, except for the stark contrast in the homes and lot sizes..." (EAW Item 9)

Response: The Proposed Project will be developed with single-family detached townhome housing product and is classified by the City as Low Density Residential (LDR) which is compatible with the existing single-family neighborhoods adjacent to the site. As shown on the Concept Plan included in Appendix A of the EAW, the proposed development is buffered by the Existing Park on the northeast, and the majority of the northwestern edge of the site will be bordered by ponding/open space. On Highland Drive only three (3) lots will be adjacent to the lots of the new homes. The natural buffering of the public park and the stormwater ponding/entrance will provide reasonable transition between the existing neighborhoods and the new Pinnacle neighborhood. In addition, at the street connections at least 20 feet of open space will be created with landscaping. Also, a decorative fence will be installed at the boundary of the neighborhood where it abuts existing homes to create a distinct visual separation between the neighborhoods.

Comment: "Will there be signs indicating which trails/sidewalks are public? Who will police/enforce these private areas?" (EAW Item 9)

Response: The sidewalks located within the public right-of-way will be public and may be used by residents of the Pinnacle, or the surrounding neighborhoods. The trails through the private community spaces will be private and marked accordingly. The off-road trails and open spaces internal to the neighborhood will be maintained and managed by the Homeowners Association.

Moers/Hammers Park Expansion

Comment: "…these new residents and their guests WILL utilize the neighborhood park…" (EAW Item 9)

Response: The Moers/Hammers Park is a public park and it will be used by residents of Pinnacle. The City determined that with the proposed active adult use on this property and the large amount of private amenities, Moers Park does not need to be expanded. Instead, park dedication fees will be paid to the City.

III. FINDINGS OF FACT

a. Project Description

The Pinnacle Project ("Project") is a new neighborhood for active seniors aged 55 and older. The Proposed Project is located on approximately 86-acres in the City of Chaska. The neighborhood will be developed with approximately 268 detached single-level homes with a large private amenity center. Homes in the neighborhood will offer one-level living with homeowners association-maintained yards and snow removal, public roads, park land, sidewalks and open space.

b. Corrections to the EAW

Language in Item 10 of the EAW should corrected. The statement, "..and rises approximately 800 feet above in surface elevation…" should be corrected to "…and rises approximately 130 feet above surface elevation..."

IV. DECISION REGARDING NEED FOR ENVIRONMENTAL IMPACT STATEMENT

a. Type, Extent and Reversibility of Impacts

The City of Chaska finds that the analysis completed for the EAW is adequate to determine whether the Project has the potential for significant environmental impacts.

The EAW described the type and extent of impacts anticipated to result from the Proposed Project. This document provides clarifications and summarizes the dominant and recurring issues within the EAW. Water resources; Fish, wildlife, plant communities and sensitive ecological resources (rare features); and Transportation were the three items within the EAW and within comments received that were found to be potentially impacted by the Proposed Project. By following the mitigation outlined within the EAW and in the response to comments, the impacts will be avoided, minimized, and/or mitigated.

b. Cumulative potential effects of related or anticipated future projects

The proposed Pinnacle Project is located in an area designated to be developed with a mix of residential, commercial and industrial uses all served with municipal and regional utilities in the City's Comprehensive Plan. The surrounding area is guided for development that will be consistent with the level of intensity as proposed within the Project, but currently remains developed with primarily rural residential uses. Future development may require an update to this EAW or the completion of a new EAW depending on the scope and scale of the proposed development.

c. Extent to which environmental effects are subject to mitigation by on-going public regulatory authority

The mitigation of environmental impacts will be designed and implemented in coordination with the applicable regulatory agencies. All mitigation efforts will be subject to the plan approval and permitting process. Additional permits identified during this Public Comment period are provided in Table of this response to comments.

Table 2: Additional Permits and Approvals

Permit	Agency	Action Required
EAW	City of Chaska	Approval
EIS Decision	City of Chaska	Approval
Access Permit	MNDOT and City of Chaska	Permit
ROW Permit	MnDOT	Permit
Drainage Permit	MnDOT	Permit
NPDES Construction Permit	MPCA	Permit
SWPPP Review	MPCA	Approval
Water Appropriations Permit	MnDNR	Permit, if required

d. The extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the Project Proposer, including other EISs.

The City finds:

1. The Proposed Project is reasonably similar to other age restricted senior single-family detached housing projects in the Twin Cities metropolitan area. Other projects of similar scope, accompanied by similar land use, natural resources, surface water, traffic studies, and associated mitigation, have, in general, successfully mitigated potential environmental impacts.
2. The EAW, in conjunction with this document, contains or references the known studies that provide information or guidance regarding environmental effects that can be anticipated and controlled for this Project.
3. No EIS that addresses a similarly sized project is known to be available in the City of Chaska or the surrounding area.
4. Given the results of environmental review and permitting processes for similar projects, the City of Chaska finds that the environmental effects of the Project can be adequately anticipated and controlled.

Based on the original EAW, comments received from agencies and individuals, the responses to comments, and the criteria above, the City of Chaska finds that the Pinnacle Project does not have the potential for significant environmental effects and does not require the preparation of an EIS.

V. RECORD OF DECISION

Based on the EAW, the Response to Comments and the Findings of Fact, the City of Chaska City Council concludes the following:

1. All requirements for environmental review of the Proposed Project have been met.
2. The EAW and the development processes related to the Project have generated information which is adequate to determine whether the Project has the potential for significant environmental effects.
3. Areas where potential environmental effects have been identified have included proper mitigative responses to be included within the final design of the Project. Mitigation will be required to be provided where impacts are expected to result from Project construction, operation or maintenance. Mitigative measures will be required to be incorporated into project design and have been or will be coordinated with state and federal agencies during the applicable permit process.
4. Based on the criteria in Minnesota Rules part 4410.1700, the Project does not have the potential for significant environmental effects.
5. An Environmental Impact Statement is not required for the proposed Pinnacle development Project.

Attachment 1

Pulte Homes of Minnesota, LLC Environmental Assessment Worksheet - Pinnacle
Authorized for Distribution by the City Council of the City of Chaska and dated March 2, 2020
(Incorporated by Reference)

Attachment 2

Comment Letters Received by City of Chaska

DEPARTMENT OF ADMINISTRATION
STATE ARCHAEOLOGIST

March 6, 2020

Elizabeth Hanson, City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318
ehanson@chaskamn.com

RE: Pinnacle EAW

Dear Elizabeth Hanson:

I appreciate being given the opportunity to comment on the above listed project. There are no previously recorded archaeological sites or burials within the proposed project area. However, the project area is situated at the confluence of Chaska Creek and the greater Minnesota River valley, and therefore has a high potential to contain previously unrecorded archaeological sites or burials. I recommend a qualified archaeologist conduct a survey to determine if development could damage unrecorded archaeological sites or burials.

The Minnesota Historical Society maintains a list of archaeologists at: http://www.mnhs.org/preservation/directory.

Please contact me if you have any questions or concerns.

Sincerely,

Jennifer Tworzyanski
Assistant to the State Archaeologist
Office of the State Archaeologist
328 West Kellogg Blvd
St Paul, MN 55102
651.201.2265
Jennifer.tworzyanski@state.mn.us

MINNESOTA POLLUTION CONTROL AGENCY

520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300

800-657-3864 | Use your preferred relay service | info.pca@state.mn.us | Equal Opportunity Employer

March 31, 2020

Elizabeth Hanson
City Planner
One City Hall Plaza
Chaska, MN 55318

Re: Pinnacle Environmental Assessment Worksheet

Dear Elizabeth Hanson:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Pinnacle project (Project) in the City of Chaska, Carver County, Minnesota. The Project consists of an 86-acre residential development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility or other interests, the MPCA staff has the following comments for your consideration.

Permits and Approvals (Item 8)
It may be necessary to obtain a Sanitary Sewer Extension Permit from the MPCA prior to construction. The application form and additional information on this process can be found at http://www.pca.state.mn.us/water/permits/index.html#sanitarysewer. Questions on the sanitary sewer extension permit process should be directed to Dave Sahli at 651-757-2687 or David.Sahli@state.mn.us.

Water Resources (Item 11)

- The EAW indicates that the site is located near Chaska Creek, which is an impaired water but does not state what the impairment is. Based on MPCA's Special Water search tool, both Chaska Creek and an unnamed Creek (East Creek) within 1 mile of the Project have construction-related impairments. Assuming the Project will disturb 50 or more acres and discharges to one or both of these waters, the Stormwater Pollution Prevention Plan (SWPPP) for the Project will require review and approval by MPCA prior to obtaining National Pollutant Discharge Elimination System/State Disposal System (NPDES/SDS) Construction Stormwater Permit (CSW Permit) coverage.
- The EAW does not specifically identify the method of permanent stormwater management used for the Project. The EAW states a stormwater management plan will be developed to meet rate control, water quality and water quantity requirements consistent with Carver County Water Management Organization standards. Wet sediment ponds shown on the Project layout appear to be the planned method of stormwater management. The EAW also states that stormwater will be infiltrated by natural drainage ways on the site. The Project is required to meet the CSW Permit requirement to consider a volume reduction method first, instead of wet sediment basins to treat stormwater, such as infiltration or water harvest and reuse, unless prohibited for one of the reasons listed in the CSW Permit. The EAW indicates soils at the site are moderately well drained. Soil borings and testing will be required in the locations of the stormwater treatment areas to determine if soils are suitable for infiltration. If existing soils are not suitable, the Project proposer can consider amending the soils or resort to another volume reduction method such as water reuse.
- The MPCA also strongly encourages the Project proposer to design the site to maintain the existing hydrology by keeping water where it falls to the greatest extent possible. Examples include maximizing green space and planting trees, creating bioinfiltration areas, constructing narrower streets and sidewalks to reduce impervious surfaces, creating infiltration trenches in parking lots or tree boxes, using pervious pavements and reusing stormwater during dry spells. Additional information on these practices can be found in Minnesota's Stormwater Manual. Incorporating green infrastructure practices will also help the development resist the impacts from increasing rainfall in Minnesota and protect the water quality of the downstream receiving waters. Questions regarding CSW Permit requirements should be directed to Roberta Getman at 507-206-2629 or Roberta.Getman@state.mn.us.

Contamination/Hazardous Materials/Wastes (Item 12)

- Please be aware that farmsteads have the potential for releases or threatened releases of agricultural chemicals. The Minnesota Department of Agriculture (MDA) is the regulatory agency charged with managing the response and cleanup of fertilizers and pesticides. Information regarding the MDA is available on the website at: http://www.mda.state.mn.us/en/chemicals/spills/incidentresponse/emergresponse.aspx. For questions regarding agricultural chemicals, please contact Cathy Villas-Horns with the MDA at 651-201-6697. For questions regarding waste pesticide containers, please contact Jane Boerboom with the MDA at 651-201-6540.
- Demolition activities must comply with state and federal regulations that require inspection of the structure for hazardous materials such as asbestos, lead based paint, light ballasts, thermostats, stored chemicals, ozone depleting chemicals, etc. All regulated facilities must have a thorough asbestos inspection conducted by a MDH certified asbestos inspector for the presence of asbestos containing material (ACM). ACM is either friable or non-friable. All friable or ACM that will become friable during demolition, is considered regulated asbestos-containing materials (RACM). RACM must be abated prior to demolition activities. If abatement of 160 square feet, 260 linear feet, or 35 cubic feet of RACM is required, a licensed abatement contractor must be hired. For all demolitions, a "Notification of Intent to Perform a Demolition" must be submitted to the MPCA 10 working days prior to the start of demolition. Flaking lead based paint present on the structure must be encapsulated or removed and properly disposed of off-site at the appropriate disposal facility prior to demolition activities. Any lead based paint chips present on the ground following demolition must be removed and properly disposed of off-site at the appropriate disposal facility. A fact sheet regarding lead paint disposal is available on the MPCA website at: http://www.pca.state.mn.us/index.php/view-document.html?gid=9049. The Project proposer should also consider recycling as much of the structure materials as possible to reduce the volume of material disposed of in the landfill. If you have any questions regarding demolition issues or asbestos and lead paint abatement, please contact Kit Grayson at 218-302-6627 or Kit.Grayson@state.mn.us.
- As indicated in the EAW, the Phase I Environmental Site Assessment identified items of concern on the proposed Project site. These items have the potential to cause contamination to soil and groundwater. Because this is a residential development, the MPCA recommends the Project proposer consider conducting a Phase II Environmental Investigation to assess the presence of contamination or, at a minimum, preparation of a Construction Contingency Plan in the event contaminated soil is encountered during demolition or construction activities. State law requires that persons properly manage contaminated soil and water they uncover or disturb - even if they are not the party responsible for the contamination. The MPCA's Brownfields Program can provide necessary technical assistance in managing contamination. Information regarding the Brownfields Program can be found at: https://www.pca.state.mn.us/waste/brownfields. If contamination is encountered, it must be reported immediately to the state duty officer at 651-649-5451 or 800-422-0798.

Noise (Item 17)

The MPCA appreciates that construction will take place during daytime hours, as defined by Chaska city code. The MPCA recommends that construction equipment be properly muffled, as appropriate, during all phases of the Project build-out. At this time, the MPCA does not have any concerns with noise impacting the nearby or new residents once the Project is complete. For noise related questions, please contact Fawkes Steinwand at 651-757-2327 or Fawkes.Steinwand@state.mn.us.

Other Potential Environmental Effects (Item 20)

Chlorides are a seldom discussed yet important pollutant that affects surface and groundwater, aquatic and terrestrial environments, wildlife, and human health. The EAW does not discuss chlorides as a likely or potentially inevitable pollutant that is generated by the Project.

Chloride pollution is likely to result from the proposed Project. Water softeners create a significant impact to receiving waters, as most wastewater treatment plants are not equipped to remove chlorides from wastewater. Chlorides are a permanent pollutant that affects aquatic and terrestrial organisms as it accumulates in surface waters, and is also detectable in drinking water, which can contribute to a number of human health issues. Potential measures to reduce chloride pollution via water softener use might include salt-free water softeners, centralized water softening for the development, or reverse osmosis technology. It is important to recognize this chloride source when considering environmental impacts of a proposed development.

Another source of chloride pollution is application of chloride as a deicing agent. Salt applied to sidewalks, patios, driveways, and roads will likely end up affecting soils either on and adjacent to the Project, or running off into the nearby wetlands or ditches. Birds can eat salt crystals, which can be fatal. Salt accumulating in wetlands can be lethal to aquatic organisms: frogs, fish, salamanders, and macroinvertebrates. Ditches adjacent to the Project can carry salt downstream where it will ultimately affect organisms in the receiving water.

Ways to reduce salt usage for deicing include use of pervious pavement in place of hard surfaces to reduce ice accumulation, efficient use of snowplows or scraping tools, or use of other materials such as sand to protect against slipping. Please provide a discussion of chloride impacts and solutions to address these impacts.

We appreciate the opportunity to review the Project. Please provide your specific responses to our comments and notice of decision on the need for an Environmental Impact Statement. Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

Karen Kromar

Karen Kromar
Project Manager
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA, St. Paul
Dave Sahli, MPCA, St. Paul
Roberta Getman, MPCA, Rochester
Cathy Villas Horns, MDA, St. Paul
Jane Boerboom, MDA, St. Paul
Kit Grayson, MPCA, St. Paul
Fawkes Steinwand, MPCA, St. Paul

Elizabeth Hanson

From: Collins, Melissa (DNR) <Melissa.Collins@state.mn.us>
Sent: Wednesday, April 1, 2020 7:22 PM
To: Elizabeth Hanson
Subject: Pinnacle EAW - DNR comments

Ms. Hanson,

Thank you for the opportunity to review the Pinnacle Residential Development EAW. The DNR respectfully submits the following comments:

1. Page 10, Permits Required: A DNR Water Appropriation Permit will be required for the pumping of ground water, stream water, or pond water, for the construction of the buildings, site grading, or installation of utilities for the development.
2. Page 13, Geology. The site does not rise 800 feet. It should be noted that the bluffs rise approximately 130 feet.
3. Page 14, 10.b; Page 18, Stormwater. The EAW proposes to address issues with erosion and slope failure by reducing the "drainage area" from 16.69 acres to 10.14 acres. Figures 9 and 10 show this reduction in area, but no explanation is provided as to what this drainage area is referring to or how it functions. Why would a reduction of drainage area in this context reduce erosion?
4. Page 16, Groundwater. Please note that should unknown wells be found on the site that they will need to be sealed in accordance with the regulations of the Minnesota Department of Health.
5. Page 18, Stormwater; Page 20, Other Surface Waters. The entire site's topography slopes towards Firemen's Clayhole, a public water basin in the direct vicinity of the project area. It is likely that current stormwater runoff drains into this basin, and stringent sediment and erosion control BMP's will be necessary to protect this public water during construction.
6. Page 18, Stormwater. Due to entanglement issues with small animals, use of erosion control blanket should be limited to 'bio-netting' or 'natural netting' types, and specifically not products containing plastic mesh netting or other plastic components. These are Category 3N or 4N in the 2016 & 2018 MnDOT Standards Specifications for Construction. Also be aware that hydro-mulch products may contain small synthetic (plastic) fibers to aid in its matrix strength. These loose fibers could potentially re-suspend and make their way into public waters. As such, please review mulch products and do not allow any materials with synthetic (plastic) fiber additives in areas that drain to public waters.
7. Page 18, Stormwater. Stormwater infiltration basin failure is a well-documented issue within Minnesota. In order to increase the likelihood of success, an infiltration test should be performed at each site to verify infiltration rates. Construction BMP's should be followed and any excavation should be in a manner that maintains soil structure in an un-smeared and un-compacted condition. We recommend that no grading activities within infiltration basins be performed when the soil moisture content at the depth of excavation is below the plastic limit. Please review these 2018 standards and procedures recommended by MnDOT to improve infiltration basin performance.
8. Page 19, Stormwater. The DNR is pleased to see that the development is considering using water from the stormwater ponds for landscape irrigation. A DNR Water Appropriation Permit is NOT needed for this use.

9. Page 23, 13.a (rare features). Part of the southwestern portion of the project area is located within a Regionally Significant Ecological Area of moderate quality. The majority of this area is designated to remain as open space. Every effort should be made during the construction process to protect these plant communities from sediment and erosion as well as invasive species. Avoid using this area for equipment/stockpile storage or construction staging.
10. Please revegetate open areas and stormwater ponds with native BWSR-approved (noxious weed-free) seed mixes.
11. The planned increase in impervious surfaces will also increase the amount of road salt used in the project area. Chloride released into local lakes and streams does not break down, and instead accumulates in the environment, potentially reaching levels that are toxic to aquatic wildlife and plants. Consider promoting salt applicator participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. More information and resources can be found at this website. Many winter maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

Please let me know if you have any questions.

Thank you,

Melissa Collins
Regional Environmental Assessment Ecologist | Ecological and Water Resources
Pronouns: She/her

Minnesota Department of Natural Resources
1200 Warner Road
St. Paul, MN 55106
Phone: 651-259-5755
Email: melissa.collins@state.mn.us
mndnr.gov





Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

March 24, 2020

Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318

SUBJECT: MnDOT Review # **EAW20-004**
Pinnacle Development
SW Quad MN41 & Victoria Drive
Chaska, Carver County

Dear Ms. Hanson,

Thank you for the opportunity to review the **Pinnacle Development EAW.** MnDOT's staff has reviewed the documents and has the following comments:

Previous comments:
MnDOT's comments from our previous three reviews pertaining to Planning, Access Management, Bicycle-Pedestrian, Drainage/Water Resources, Noise, and Permits still apply. (P18-053, October 9, 2018; S19-003, October 24, 2019; and P20-008, February 27, 2020).

Since the initial comments were made regarding Water Resources/Drainage, the contact person has changed from Hailu Shekur to Jason Swenson, MnDOT Metro District Water Resources Engineering, at (651) 234-7539 or email Jason.Swenson@state.mn. All other contact people are the same as in previous letters.

Additionally, the information needed for Permits has been simplified slightly. Please follow the directions below when applying for Permits.

Permit Required:
Any use of, or work within or affecting, MnDOT right of way will require a permit. Permits can be applied for at this site: https://dotapp7.dot.state.mn.us/OLPA.

Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

An equal opportunity employer

Review Submittal Options
MnDOT's goal is to complete reviews within 30 calendar days. Review materials received electronically can be processed more rapidly. Do not submit files via a cloud service or SharePoint link. In order of preference, review materials may be submitted as:

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. Documents can be zipped as well. If multiple emails are necessary, number each message.
2. PDF file(s) uploaded to MnDOT's external shared internet workspace site at: https://mft.dot.state.mn.us. Contact MnDOT Planning development review staff at metrodevreviews.dot@state.mn.us for uploading instructions, and send an email listing the file name(s) after the document(s) has/have been uploaded.
3. Mailed or hand delivered documents in PDF format on a flash drive or CD-ROM to:
   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113
4. Printed documents via mail or hand delivery to the address above. Include one set of full-size plans.

If you have any questions concerning this review, please contact me at (651) 234-7797.

Sincerely,



Cameron Muhic
Senior Planner

Copy sent via E-Mail:
Buck Craig, Permits
Doug Nelson, Right-of-Way
Almin Ramic, Traffic
Mire Mohamoud, Area Coordinator
Russell Owen, Metropolitan Council
Lance Schowalter, Design
Hailu Shekur, Water Resources
Diane Langenbach, Area Engineer
Jason Swenson, Water Resources

DEPARTMENT OF TRANSPORTATION

Metropolitan District
Waters Edge Building
1500 County Road B2 West
Roseville, MN 55113

February 27, 2020

Elizabeth Hanson
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318

SUBJECT: **Pinnacle**
MnDOT Review #P20-008
SW Quad MN41 & Victoria Drive
Chaska, Carver County

Dear Ms. Hanson:

Thank you for the opportunity to review the site plan for the proposed **Pinnacle** development. Please address the following issues before any further development:

Water Resources:
A MnDOT drainage permit will be required to ensure that current drainage rates to MnDOT right-of-way will not be increased. The drainage permit application, including the information below, should be submitted online to: https://dotapp7.dot.state.mn.us/OLPA

The following information must be submitted with the drainage permit application:

1) A grading plan showing existing and proposed contours.
2) Drainage area maps for the proposed project showing existing and proposed drainage areas. Any off-site areas that drain to the project area should also be included in the drainage area maps. The direction of flow for each drainage area must be indicated by arrows.
3) Drainage computations for pre and post construction conditions during the 2, 10, 50 and 100 year rain events.
4) Time of concentration calculations.
4) An electronic copy of any computer modeling used for the drainage computations.
5) See also the Drainage Permits Checklist (referenced below) for more information.

Once a drainage permit application is submitted, a thorough review will be completed and additional information may be requested.

Drainage permit application can be found at: http://www.dot.state.mn.us/utility/forms.html- Application for Drainage Permit

A copy of MnDOT's Drainage Permits Checklist is attached.

For questions on these points or to submit additional information, please call Jason Swenson, MnDOT Metro District Water Resources Engineering, at (651) 234-7539 or email Jason.Swenson@state.mn.us

Permits:
As mentioned previously, a Drainage Permit will be required. Also, Access Permits will be required for the access to MN 41. Additionally, new monument signs must be located outside the clear zone.

Any other use of, or work within or affecting, MnDOT right of way will require additional permits.

Permit forms are available and may be submitted online at:
https://dotapp7.dot.state.mn.us/OLPA .

Please direct questions regarding permit requirements to Buck Craig of MnDOT's Metro Permits Section at 651-234-7911 or Buck.Craig@state.mn.us.

Review Submittal Options
MnDOT's goal is to review proposed development plans and documents within 30 days of receipt. Electronic file submittals are typically processed more rapidly. There are four submittal options:

1. Email documents and plans in PDF format to metrodevreviews.dot@state.mn.us. Attachments may not exceed 20 megabytes per email. If multiple emails are necessary, number each message.
2. Upload PDF file(s) to MnDOT's external shared internet workspace site at: https://mft.dot.state.mn.us. Contact MnDOT Planning development review staff at metrodevreviews.dot@state.mn.us for access instructions and send an email listing the file name(s) after the document(s) has/have been uploaded.
3. Mail, courier, or hand deliver documents and plans in PDF format on a CD-ROM compact disc to:
   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113
4. Submit printed documents via U.S. Mail, courier, or hand delivery to the address above. Include one set of full-size plans.

If you have any questions concerning this review, please contact me at (651) 234-7797.

Sincerely,



Cameron Muhic
Senior Planner

Copy sent via E-Mail:

Buck Craig, Permits	Doug Nelson, Right-of-Way
Diane Langenbach, Area Engineer	Hailu Shekur, Water Resources
Russell Owen, Metropolitan Council	Almin Ramic, Traffic
Lance Schowalter, Design	Jordan Olson, Surveys

MnDOT Drainage Permits Checklist

Purpose of the MnDOT Drainage Permit

MnDOT Metro District regulates activities that impact its drainage systems and its MS4 regulated area. The purpose of the Drainage Permit is to protect State of Minnesota investment in infrastructure including but not limited to roadways, storm water treatment basins, ditches and storm sewer systems. Excess storm water and/or sediment laden storm water added to MnDOT's drainage systems leads to degradation of these assets. Negative impacts include but are not limited to: sediment deposition, loss of flood storage capacity and also loss of hydraulic conveyance capacity. These impacts may cause premature flooding of the road surface and/or erosion damage on State right-of-way.

Technical Requirements of the MnDOT Drainage Permit

The permit applicant shall demonstrate that offsite runoff coming to MnDOT drainage system and/or right-of-way will not increase as a result of the proposed project. This is quantified as a "no increase in discharge" criteria for the 2-year, 10-year and 100-year storm events. Compliance is demonstrated by applying hydraulic/hydrologic software models. HydroCAD and XPSWMM are the approved models to compare the pre and post project discharge values. Typically, HydroCAD is sufficient to model most proposed projects. However, XPSWMM may be required if the project contains extensive storm water pipe systems connected to MnDOT storm sewer or if HydroCAD cannot in MnDOT's judgment effectively model pressure flow, complex junctions and/or backwater effects that are present. The 2-year, 10-year and 100-year storm events shall be based upon Atlas 14 runoff amounts per the NOAA website.

In addition, Drainage Permit Applicants shall meet all applicable water quality treatment requirements established by the local Watershed District(s) and the MPCA.

Permit applicants should anticipate that specific projects that seek to divert runoff to another sub-watershed or watershed will be denied. It is MnDOT practice to avoid such watershed diversions whenever practicable.

Submittal Requirements:

- Readable/legible watershed maps that show pre and post project drainage conditions. These two separate contour maps shall be large enough in scale so that approximate flow paths can be determined for verifying the Time of Concentrations used in the models. The drainage/watershed maps shall include enough detail so that Curve Numbers used in the hydraulic models may be verified by MnDOT.

- Surface water flow direction and storm water pipe water flow direction shall be indicated on the pre and post project watershed maps.

- Minimum recommended watershed map scale is 1" =100'. Project applications submitted with smaller scales (e.g., 1"=500') may be rejected and returned to the applicant. The same would apply for project watershed maps that do not include topographic contours or basic land use information such as the location of buildings, pavement and "green space". Watershed maps submitted as pdf files or CAD files shall be readily printable at scales that allow for good readability.

- Pre and post project watershed maps shall be clearly linked to the drainage models such that the names of the sub-watersheds, ponds and drainage structures are the same in the models as shown on the watershed maps. In addition, watershed and sub-watershed boundaries shall be clearly shown.

- Submission of the actual pre and post project HydroCAD or XPSWMM models is required: pdf copies of the drainage model simulations are unacceptable. In the event that the models cannot be transferred readily by electronic mail or electronic repository site, a hardcopy CD shall be provided.

- Curve numbers shall be determined per NRCS methodology and should be modified as needed based upon detailed knowledge of soil type and specific conditions on site. HydroCAD modeling software includes NRCS guidance for determining curve numbers based upon land use and condition.

- Time of concentration (Tc) computations and assumptions that in MnDOT's assessment clearly overestimate or underestimate this critical runoff parameter will be rejected. Two common assumptions that lead to overestimating Tc include: using the "Lag/CN" method to determine peak runoff from watersheds that have a relatively long and/or diverse flow path, and assuming that sheet flow occurs for a distance exceeding100 feet. Conversely, pre-project Tc shall not be underestimated to offset post project increases in peak discharge.

- Available freeboard for existing and proposed treatment ponds shall be shown on the watershed maps as well as the normal and 100-year high water levels. All proposed pond treatment systems along MnDOT right-of-way shall have a minimum freeboard of 2.0 feet between the road surface and the proposed 100-year HWL.

- Infiltration basins, filtration basins and ponds adjacent to MnDOT right-of-way shall be designed to provide at least 2 feet of elevation difference between the 100-year HWL and the crest of the basin berm. The berm crest shall be at least 5 feet wide. The emergency overflow shall be lined from crest to toe of slope with Turf Reinforcement mat or Category 6 or 7 Erosion Control Blanket.

- Best management practices (BMP's) including infiltration/filtration sites, storm water ponds, etc. shall be clearly labeled on the pre and post project watershed maps.

- Plan sheets submitted as watershed maps shall be evaluated as such. They shall be readable and legible and meet all the same requirements including clear delineation of watershed boundaries, readable map scale, and land use shown by an aerial photo background map, or that is clearly depicted based on details on the plan sheet or sheets submitted.

- Project plan sheets relevant to the Drainage Permit are required and include: existing site conditions, the proposed grading plan as well as proposed site drainage system plans and profiles. The plans shall include applicable wetland impact/mitigation features and temporary sediment and erosion control measures for the project. In addition, erosion control blanket will be used to stabilize disturbed area on MnDOT right-of-way unless other methods such as rip-rap treatment are called for in the plans and approved by MnDOT.

- Pond and basin special structures including weirs and orifices shall be consistent with what is used in the HydroCAD or XPSWMM models submitted and include relevant calculations/details.

- A table summary of existing versus proposed site discharge to MnDOT drainage system/right-of-way is required for the 2-year, 10-year and 100-year Atlas 14 rainfall events.

- Post project storm water discharge to MnDOT ditches or other open channel shall be limited to flow velocities of 6 fps or less for a 50-year Atlas 14 rainfall event.

- Project discharge points that will connect to MnDOT ditch or channel shall be located such that they do not cause erosion or conflict with the grade of the existing ditch or channel.

- Proposed access road culverts on MnDOT right-of-way shall be designed for the 10-year Atlas 14 rainfall event unless they are part of a significant drainage ditch along the roadway in which case a 100-year or 50-year design will apply.

- Direct connections to MnDOT storm system shall be avoided. Connection to open ditch, or channel is preferred. If direct storm sewer connections cannot be avoided, it is the applicant's responsibility to provide a good connection typically via a new structure. Furthermore, MnDOT offers no warranty that there will not be a hydraulic backwater effects on the new storm line upstream that is connected to MnDOT's existing storm sewer.

- For all disturbed areas that sheet flow to MnDOT right-of-way and any disturbed areas within MnDOT right-of-way, either Erosion Control Mat or Bonded Fiber Matrix shall be used for temporary/permanent erosion control.

- Silt fence shall not be used for erosion control at the proposed project site perimeter. Rather, continuous Wood Chip or compost Sediment Control Logs shall be implemented.

Permit applicants are encouraged to contact MnDOT Metro Water Resource Engineering with questions/concerns. Questions posed early in the permit application process help to avoid project delays. This is particularly true for large project Drainage Permits with significant complexity.

DEPARTMENT OF TRANSPORTATION

Metropolitan District
1500 County Road B2 West
Roseville, MN 55113

October 24th, 2019

Ms. Elizabeth Hanson
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

SUBJECT: Pinnacle-Pulte Homes
MnDOT Review # STUDY19-003 Pinnacle Pulte Homes
SW Quad MN41 and Victoria Drive
Chaska, Carver County
Control Section 1008

Dear Ms. Hanson:

Thank you for the opportunity to review the traffic study provided for the proposed Pinnacle Pulte Homes development. MnDOT's staff has reviewed the document and has the following comments:

Planning:
In addition to the drainage permit and noise comments provided in the letter dated October 9th, 2019, please address the following comments and submit more detailed plans for review.

Access onto MN 41:
MnDOT will allow a right-in only entrance onto MN 41 for the development. An access permit will be required. Additionally, a right turn lane will be required. Please submit more detailed plans that include the right turn lane.

Bicycle-Pedestrian:
MnDOT strongly recommends providing an internal bike/ped network to allow residents to move within the development without having to use motor vehicles. There are currently trails on both sides of North Chestnut Street (MN 41) and another trail proposed that will pass along or near the western side of the development. MnDOT also recommends connecting the project to these trails to give residents bicycle-pedestrian access to downtown Chaska and other area destinations.

For questions on these comments, please contact Cameron Muhic at 651-234-7797 or cameron.muhic@state.mn.us.

Permits:

Any use of or work within or affecting MnDOT right of way requires a permit. Permits should be applied for online at: https://dotapp7.dot.state.mn.us/OLPA/

Please direct any questions regarding permit requirements to Buck Craig of MnDOT's Metro District Permits Section at 651-234-7911 or Buck.Craig@state.mn.us.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.
2. A compact disc with the plans in .pdf format. The disc can be sent to:

   MnDOT – Metro District Planning Section
   Development Reviews Coordinator
   1500 West County Road B-2
   Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: https://mft.dot.state.mn.us Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.
4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, contact me at (651) 234-7788.

Sincerely,

Jennifer Wiltgen
Principal Planner

Copy sent via E-Mail:
Diane Langenbach, Area Engineer
Almin Ramic, Traffic Engineering
Lance Schowalter, Design
Buck Craig, Permits
Cameron Muhic, Bike-Ped
Carl Jensen, Transit
Kevin Schwartz, Signal Operations
Russ Owen, Metropolitan Council

DEPARTMENT OF TRANSPORTATION

Metropolitan District
1500 County Road B2 West
Roseville, MN 55113

October 9, 2018

Ms. Elizabeth Hanson
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

SUBJECT: Pinnacle-Pulte Homes
MnDOT Review # P18-053
SW Quad MN41 and Victoria Drive
Chaska, Carver County
Control Section 1008

Dear Ms. Hanson:

Diane Langenbach and I enjoyed meeting with you, Matt, and Kevin on October 3rd concerning the Pinnacle-Pulte Homes development. Per our discussion, this letter will include our initial thoughts that were expressed at the meeting as well as MnDOT comments from our review of the plans.

Planning:
Per MnDOT's access management manual, in order to preserve the safety and mobility on MN 41, intersection spacing for MN 41 north of US 212 should be one half mile for full movement intersections and one quarter mile for secondary, limited movement, intersections. Since the spacing between Victoria Drive and Woodland Drive is only .4 miles, adding an additional limited movement intersection would not be consistent with our manual. Still, MnDOT strives to balance mobility and safety with the rights of the property owner to have reasonable and convenient access for the proposed land use.

It is MnDOT's understanding that a traffic study will be completed with the EAW for the development. MnDOT would like to be involved at key decision points. The traffic study should:

- Identify the preferred location for a MN 41 access into the development taking into consideration, among other things, MnDOT's access spacing guidelines and sight distance.
- Understand that MnDOT will not allow a new full access onto MN 41 and will only consider a limited movement intersection if it is necessary for reasonable access into the sight.
- Give consideration to a right-in only access into the development.

If MnDOT were to allow an access into the site, a MN 41 southbound right turn lane would be required.

Drainage Permit:
A drainage permit is required since the development is expected to discharge stormwater to MnDOT's right-of-way/drainage system. The permit applicant shall demonstrate that offsite runoff coming to MnDOT's drainage system and/or right-of-way will not increase as a result of the proposed project.

Please submit the documents identified below with a drainage permit application for review and approval:

1. Grading and drainage plans and hydraulic calculations to show that the proposed flows to MnDOT right-of-way will be the same or less than the existing conditions.
2. The existing and proposed drainage area maps with flow arrows and labeling that corresponds with the submitted calculations.
3. Hydro CAD model and pdf of output for the 2, 10, and 100 year Atlas 14 storm events.

A drainage permit application can be found at: http://www.dot.state.mn.us/utility/forms.html-Application for Drainage Permit

A MnDOT drainage permits checklist can be found at:
http://ihub/metro/wre/Link%20Files/Drainage%20Permit%20Applications%20Checklist.pdf

For questions on these comments please contact Hailu Shekur at hailu.shekur@state.mn.us or 651-234-7521.

Noise:
MnDOT's policy is to assist local governments in promoting compatibility between land use and highways. Residential uses located adjacent to highways often result in complaints about traffic noise. Traffic noise from this highway could exceed noise standards established by the Minnesota Pollution Control Agency (MPCA), the U.S. Department of Housing and Urban Development, and the U.S. Department of Transportation. Minnesota Rule 7030.0030 states that municipalities having the authority to regulate land use shall take all reasonable measures to prevent the establishment of land use activities, listed in the MPCA's Noise Area Classification (NAC), anywhere that the establishment of the land use would result in immediate violations of established State noise standards.

MnDOT policy regarding development adjacent to existing highways prohibits the expenditure of highway funds for noise mitigation measures in such developed areas. The project proposer is required to assess the existing noise situation and take the action deemed necessary to minimize the impact to the proposed development from any highway noise. If you have any questions regarding MnDOT's noise policy please contact Natalie Ries in Metro District's Noise and Air Quality Unit at 651-234-7681 or Natalie.Ries@state.mn.us.

Permits:
In addition to the drainage permit, any use of or work within or affecting MnDOT right of way will require a permit. Permit forms are available from MnDOT's utility website at https://dotapp7.dot.state.mn.us/OLPA

Please include one to one set of plans formatted to 11X17 with each permit application. Please submit/send all permit applications and 11X17plan sets to: metropermitapps.dot@state.mn.us. Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:
MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. An electronic .pdf version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is less than 20 megabytes.
2. A compact disc with the plans in .pdf format. The disc can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator

1500 West County Road B-2
Roseville, MN 55113

3. A .pdf version of the plans sent to MnDOT's external shared workspace site located at: https://mft.dot.state.mn.us Please contact MnDOT development review staff gain access to the shared workspace site. Also, please send a note to metrodevreviews.dot@state.mn.us indicating the file name and stating that the plans have been submitted on the shared workspace site.
4. If you are unable to send the plans electronically, please submit a set of full size plans to the above address.

If you have any questions concerning this review, contact me at (651) 234-7794.

Sincerely,



Tod Sherman,
Planning Director

Copy sent via E-Mail:
Diane Langenbach, Area Engineer
Natalie Ries, Noise
Hailu Shekur, Water Resources
Almin Ramic, Traffic Engineering
Jeff Rones, Design
Buck Craig, Permits
Doug Nelson, Right-of-Way
Cameron Muhic, Bike-Ped
Bruce Wetherbee, Surveys
Russ Owen, Metropolitan Council

Concerned Residents of Chaska

April 1, 2020

City of Chaska
Attn: City Council, Planning Commission, Park Board & City Staff, et al.
One City Hall Plaza
Chaska, MN 55318

RE: Preliminary Plat for Pinnacle on the Hammers Site/Pulte Homes/PC #2020-05

Dear Honorable Mayor, Council, Commission & Board Members and City Staff:

As homeowners and taxpayers in the great City of Chaska we understand and appreciate the need for growth and development, however the proposed Pinnacle development is simply not the right fit for this location. We respect the right for citizens to sell their property to whomever they choose, and we have grown accustomed to developers wanting to maximize their profits by squeezing in as many houses as possible. Our only hope is that Commissioners, City Staff and elected officials can look beyond the excitement of a new project and have the foresight to see the negative impacts this project will have on the residents of this community and understand that this proposed development just doesn't make sense.

The Developer has championed their multiyear effort and are seeking sympathy for the number of obstacles they have attempted to overcome in moving this project forward. After hitting all of these obstacles and roadblocks, one must ask the question or face the reality that, perhaps this particular project just isn't the right fit for this specific location. To that end, we hope that you will consider the following facts and concerns before any decisions are made pertaining to the approval of this development:

<u>Major Changes from the Preliminary Concept Plan</u>

- At the 9/17/18 Council Meeting, the Mayor asked the City Planner, regarding the right-in and right-out access to Hwy 41 "What if the access isn't approved?", in response, the City Planner stated "Then they wouldn't move forward with the project, so this is a pretty pivotal piece to their project in order to make it work". As it stands right now, the access, as proposed within the Concept plan, has been denied by MnDOT. It is understood that MnDOT has allowed for "right-in" access from Hwy 41, however, the denial of the "right-

out" access severely impacts surrounding neighborhoods, traffic patterns, and as originally stated, should prevent this development from moving forward as currently proposed.

- As currently proposed, all traffic entering this development has no other option but to drive North, utilizing only existing neighborhood streets. Is it customary to approve developments without properly planned ingress and egress?
- Other changes from the Concept vs. Preliminary include:
    - More houses (268 vs. 257)
    - Less parks
    - Less green space
    - Less Public Trails
    - Less accessibility (ingress and egress roads)

Land Use / Zoning

- The 2030 Comprehensive Plan identifies this property as Low Density Residential.
- While the proposed development claims to meet this criterion, it is abundantly clear that previous commissions, councils and City staff members did not envision nor plan for a development of this type. The record is clear, this development was, and still is, best suited for traditional, single-family homes. The existing road infrastructure was simply not designed and cannot safely support a development with this density.
- The concept sketch plan for this project could easily be mistaken for a mobile home community as the proposed project has a greater density (homes/per acre) than almost any other residential development in the City. Many of the proposed lots are less than 1/2 to 1/3 the size of the existing lots that adjoin this development, meaning that for every existing house to the North of this development, two or three homes would be constructed on the same size lot. This does not fit in the with the aesthetics of the existing neighborhoods and would look like a planning mistake, without extensive transitional screenings.
- As previously stated, the Planned Land Use of this property is Low Density Residential, however the proposed amenity center includes a 7,200 SF commercial building, which is clearly at odds with the residential land use classification. In addition, the proposed (private) community pool, fire pit, event spaces, bocce ball and pickleball courts are nonstandard and are not present in other residential neighborhood throughout the community. How can these commercial elements be considered residential?

Traffic, Layout & Accessibility

- As noted above, the approved access to Hwy 41 was critical for the developer, but it was, and still is, critical for the existing residents that surround this development. In our opinion, this project went from bad to worse with the requested "right-out" access being denied. As such, all traffic leaving this development will have no choice but to funnel North and utilize existing residential streets.
- Our current residential streets and neighborhoods will go from being quiet, peaceful and safe to a never-ending thoroughfare of traffic. This project will bring years of continuous

construction traffic, which will then transition into an endless parade of service, maintenance and delivery vehicles. Not to mention the 500+ vehicles of the new residents.

- Simply stated, this proposed development cannot support its own traffic volume and should not be approved without careful consideration and modifications.
- We do not agree with many of the opinions expressed within the Traffic Impact Study that was submitted with this proposed project. We also believe that a conflict of interest exists, as the traffic engineering firm is hired by and paid for by the developer. The study includes numerous unsupported opinions, lacks objectivity and is clearly crafted to fit the narrative and/or preferred conclusions of the developer.
- According to the traffic study conducted by Westwood, the figures on the amount of traffic generated by an active adult neighborhood were "given to them by Pulte" based on a study from 2004. Traffic patterns were different 16 years ago. There is more recent data available which indicates higher traffic rates and therefore put the entire study in question. For example a slightly more recent 2006 study of 55+ communities indicates the travel is expected to increase at least 10% from 2006 to 2010 (https://pdfs.semanticscholar.org/fb75/d77b26dae3d70a87678fe1b9c9955c215cf8.pdf).
- We believe the study severely underestimates the amount of traffic this proposed neighborhood will create and we believe more information should be presented, utilizing more recent data, especially as it relates to the expected impact on the existing neighborhood streets.
- As current residents of this area, we are very aware of the present traffic patterns and volumes. Common sense tells us that the increased level of traffic and volume of cars from this proposed development will have major negative impacts on all of the surrounding neighborhoods.
- As opposed to all of the generalities and beneficial stereotypes presented by the developer, here are some commonsense traffic related realities:
    - People 55+ still own and drive cars. This is supported by the fact that all proposed houses have 2 or 3 car garages. (2 cars x 268 houses = 538 cars)
    - People 55+ are still employed and drive to and from work each day. Including during “peak traffic times”.
    - People are living and working longer.
    - During the summer, children play at all times, not just during “peak times”
    - Per the study, it claims this type of development will have ~64% less traffic than a traditional single-family home development. But would that still be true if you have 100+ more houses, as proposed in this development, versus the number of traditional single-family homes that would fit in this same area?
    - As referenced, this is an “Active Community” not a retirement home or a nursing home as the traffic study alludes to. They will have cars and they will drive them.
    - This development will not bring more people to Downtown. As proposed, you are required to drive North in order to go South. It will be easier and more convenient to leave and return home from anywhere but downtown.
    - Expect a lot of U-turns on Hwy 41
    - Cars need gas and the nearest gas station will require these residents to cut through multiple existing neighborhood streets.

- Access to 212? Again, only through existing neighborhoods.
- The greatest impact will be on the 100+ kids that live and play in this area. The safe, secure and tranquil neighborhood that the developer is proposing will upend our currently safe, secure and tranquil neighborhood.

Public versus Private

- It has been stated that the proposed development is a "gateless" gated community. However, there will be no obvious distinction or transition between the existing homes and the proposed homes, except for the stark contrast in the home and lot sizes. This proposed community, intended or not, will become an awkward extension to the current neighborhood and not gated, secluded or "separated from the world" as presented by the developer.
- How do we explain to the 100+ children that live in this neighborhood that they are not allowed to use these private trails, private parks or the private amenities that are located right there in our neighborhood?
- Will there be signs indicating which trails/sidewalks are public?
- Who will police/enforce these private areas?

Moers/Hammers Park Expansion

- Many of us counted on, relied on and expected the City to follow the 2030 City Land Use Plan, which designated, set aside and planned for the expansion (near doubling) of Moers Park, once the land to the South was developed. Why is this not being followed?
- The developer's preliminary concept plan even included this additional park space but is now absent per the City's request. Why?
- So instead of 3.3 Acres of planned additional green space/expanded park, we get the enjoyment/benefit of 20 dense homes?
- In response to the previous Park Board and Planning Commission's comments that "…the Pinnacle Development is targeting the 55+ population and includes a private park vs. a single-family home development, staff feels the proposed park is not needed as Moers Park can continue to serve the neighborhood", we must ask:
  - Do people 55+ not use parks?
  - Do people 55 + not have pets?
  - Do people 55+ not have children and/or grandchildren?
- The reality is that these new residents and their guests WILL utilize the neighborhood park. If not, why are two new access points being proposed.
- The current park does "serve" the neighborhood, because it is all that we have. However, the park is already at capacity with the 100+ kids that live in the neighborhood and considerations should be made for the increase in population, regardless of their age.

General Notes & Comments

- The developer has continuously referenced and compared this proposed project to another Del Webb community that is currently being built in Corcoran, MN. While the two developments might be similar on paper, much like apples and oranges, they are completely different.
- Corcoran is a mostly undeveloped City with a population of approximately 6,000 people. The vast areas of open and developable land that surround the Corcoran project provide for the infrastructure to be designed and built around their project. Conversely, the proposed Chaska project is being shoe-horned into a mostly developed City and neighborhood where the infrastructure is insufficient to handle a project of this density, especially as it relates to accessibility and traffic.
- Is there another Del Webb Community in the entire country that doesn't have a main entrance and exit off their main "Parkway"?
- As reported by the developer, residents of these types of communities love dead-end roads as it provides the feeling of safety, seclusion and separation from the world. The current residents that surround this development currently enjoy and support this concept.

We respectfully thank you in advance for your attention and understanding of our concerns. Please let us know if you have any questions or if you should require any additional information, as we are open to working with all interested parties.

Sincerely,

The Concerned Residents of Chaska

(The names and addresses of the Chaska residents that created and support this letter are attached. We ask that this list be redacted and/or not be published for security purposes.)

REQUEST FOR ACTION
CHASKA CITY COUNCIL
06/01/2020

Subject: **Consider Lot Split for Pinnacle**

Applicant: Pulte Homes

Location: Hammers site, 1084 Cardinal Street

Synopsis: The applicant is requesting approval of a Lot Split on the Hammers site to make way for the new Pinnacle residential development

Prepared By: Elizabeth Hanson, City Planner

Staff Recommendation: Motion to adopt Resolution approving the lot split

---

Request
The applicant is requesting a lot split of the Hammers site (totaling approximately 86 acres) to divide off 48 acres of land in the Hammers site for the purposes of the first phase of the new Pinnacle residential development; noted as Parcel B in the attached exhibit.

Background
In December 2018, the concept plan was approved for Pinnacle. Tonight we are also approving the Preliminary Plat for the project. It should be noted that the lot split is only being approved to facilitate closing on the land and that the Developer will file the final plat after closing and that the Developer will still pay all costs and fees associated with re-platting.

Analysis
The proposed two lots are located in the Open (O) zoning district. Splitting the parcel will not render the parcels in violation of the Zoning Ordinance.

CITY COUNCIL ACTION REQUESTED
Motion to adopt Resolution No. 2020-38, approving the Lot Split.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 06/01/2020 RESOLUTION NO. 2020-38

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the lot split for 1084 Cardinal Street for the Pinnacle Development

WHEREAS, the applicant is requesting a lot split of the Hammers site (totaling approximately 86 acres) to divide off 48 acres of land in the Hammers site for the purposes of the first phase of the new Pinnacle residential development; noted as Parcel B in the attached exhibit; and

WHEREAS, in December 2018, the concept plan was approved for Pinnacle; and

WHEREAS, tonight we are also approving the Preliminary Plat for the project; and

WHEREAS, it should be noted that the lot split is only being approved to facilitate closing on the land and that the Developer will file the final plat after closing and that the Developer will still pay all costs and fees associated with re-platting; and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the lot split for 1084 Cardinal Street subject to the following conditions:

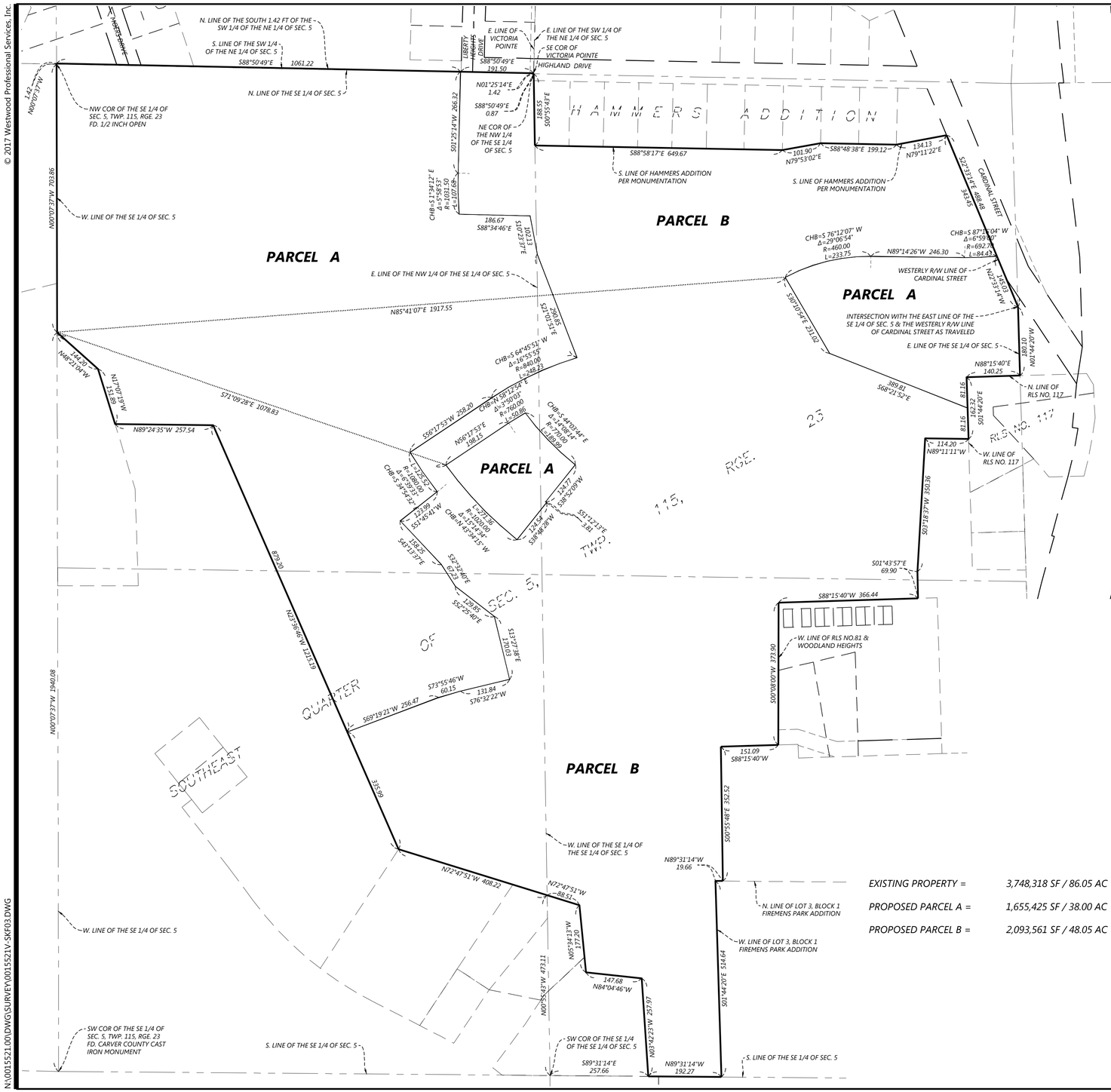
1. Lot split approval based on the facilitation of closing on the land
2. Developer shall file the final plat for Pinnacle after closing
3. Developer shall pay all costs and fees associated with re-platting

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

© 2017 Westwood Professional Services, Inc.



EXISTING PROPERTY =	3,748,318 SF / 86.05 AC
PROPOSED PARCEL A =	1,655,425 SF / 38.00 AC
PROPOSED PARCEL B =	2,093,561 SF / 48.05 AC

EXISTING PROPERTY DESCRIPTION (PER TITLE COMMITMENT NO. 54386:

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southwest corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

AND

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

PROPOSED PARCEL A DESCRIPTION:

That part of the Southeast Quarter and that part of the Southwest Quarter of the Northeast Quarter all in Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet to the point of beginning; thence continuing North 00 degrees 07 minutes 37 seconds West, along said west line, a distance of 703.86 feet to the northwest corner of said Southeast Quarter; thence continuing North 00 degrees 07 minutes 37 seconds West, along the west line of said Southwest Quarter of the Northeast Quarter, a distance of 1.42 feet to the north line of the South 1.42 feet of said Southwest Quarter of the Northeast Quarter; thence South 88 degrees 50 minutes 49 seconds East, along said north line, a distance of 1,061.22 feet along said north line of the South 1.42 feet; thence South 01 degrees 25 minutes 14 seconds West, a distance of 266.32 feet; thence southerly, along a tangential curve, concave to the east, having a central angle of 5 degrees 58 minutes 53 seconds, a radius of 1,031.50 feet for an arc distance of 107.68 feet; thence South 88 degrees 34 minutes 46 seconds East, not tangent to said curve, a distance of 186.67 feet; thence South 10 degrees 23 minutes 37 seconds East, a distance of 102.13 feet; thence South 21 degrees 01 minute 51 seconds East, a distance of 290.85 feet; thence southwesterly, along a non-tangential curve, concave to the southeast, having a central angle of 16 degrees 55 minutes 55 seconds, a radius of 840.00 feet for an arc distance of 248.23 feet; the chord of said curve bears South 64 degrees 45 minutes 51 seconds West; thence South 56 degrees 17 minutes 53 seconds West, tangent to said curve, a distance of 258.20 feet; thence southwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 6 degrees 39 minutes 33 seconds, a radius of 1,080.00 feet for an arc distance of 125.52 feet; the chord of said curve bears South 34 degrees 54 minutes 32 seconds East; thence South 51 degrees 45 minutes 41 seconds West, not tangent to said curve, a distance of 123.99 feet; thence South 43 degrees 13 minutes 37 seconds East, a distance of 158.25 feet; thence South 32 degrees 32 minutes 40 seconds East, a distance of 67.23 feet; thence South 52 degrees 25 minutes 40 seconds East, a distance of 129.85 feet; thence South 13 degrees 27 minutes 38 seconds East, a distance of 170.03 feet; thence South 76 degrees 32 minutes 22 seconds West, a distance of 131.84 feet; thence South 73 degrees 55 minutes 46 seconds West, a distance of 60.15 feet; thence South 69 degrees 19 minutes 21 seconds West, a distance of 256.47 feet; thence North 23 degrees 36 minutes 46 seconds West, a distance of 879.20 feet; thence North 89 degrees 24 minutes 35 seconds West, a distance of 257.54 feet; thence North 17 degrees 07 minutes 19 seconds West, a distance of 151.89 feet; thence North 48 degrees 21 minutes 04 seconds West, a distance of 144.20 feet to the point of beginning.

TOGETHER WITH

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence South 71 degrees 09 minutes 28 seconds East, a distance of 1078.83 feet to the point of beginning; thence North 56 degrees 17 minutes 53 seconds East, a distance of 198.15 feet; thence northeasterly, along a tangential curve, concave to the southeast, having a central angle of 03 degrees 50 minutes 03 seconds, a radius of 760.00 feet for an arc distance of 50.86 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 08 minutes 14 seconds, a radius of 770.00 feet for an arc distance of 189.99 feet; the chord of said curve bears South 44 degrees 03 minutes 44 seconds East; thence South 38 degrees 52 minutes 09 seconds West, not tangent to said curve, a distance of 124.77 feet; thence South 51 degrees 12 minutes 13 seconds East, a distance of 3.81 feet; thence South 38 degrees 48 minutes 28 seconds West, a distance of 124.54 feet; thence northwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 23 minutes 57 seconds, a radius of 1,020.00 feet for an arc distance of 256.34 feet; the chord of said curve bears North 43 degrees 59 minutes 33 seconds West to the point of beginning.

TOGETHER WITH

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence North 85 degrees 41 minutes 07 seconds East, a distance of 1917.55 feet to the point of beginning; thence South 30 degrees 10 minutes 54 seconds East, a distance of 231.02; thence South 68 degrees 21 minutes 52 seconds East, a distance of 389.81 feet to the west line of RLS No. 117, according to the recorded plat thereof, said Carver County; thence North 01 degrees 44 minutes 20 seconds West, along said west line, a distance of 81.16 feet to the north line of said RLS No. 117; thence North 88 degrees 15 minutes 40 seconds East, along said north line, a distance of 140.25 feet to the east line of said Southeast Quarter; thence North 01 degrees 44 minutes 20 seconds West, along said east line, a distance of 180.10 feet to an intersection with said east line and the westerly right of way line of Cardinal Street as traveled; thence North 22 degrees 33 minutes 14 seconds West, along said westerly right of way line, a distance of 145.03 feet; thence westerly along a non-tangential curve, concave to the north, having a central angle of 6 degrees 59 minutes 00 seconds, a radius of 692.70 feet for an arc distance of 84.43 feet, the chord of said curve bears South 87 degrees 16 minutes 04 seconds West; thence North 89 degrees 14 minutes 26 seconds West, tangent to said curve, a distance of 246.30 feet; thence southwesterly along a tangential curve, concave to the south, having a central angle of 29 degrees 06 minutes 54 seconds, a radius of 460.00 feet for an arc distance of 233.75 feet to the point of beginning.

PROPOSED PARCEL B DESCRIPTION:

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southwest corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

AND

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

EXCEPTING THEREFROM THE FOLLOWING THREE DESCRIPTION

That part of the Southeast Quarter and that part of the Southwest Quarter of the Northeast Quarter all in Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet to the point of beginning; thence continuing North 00 degrees 07 minutes 37 seconds West, along said west line, a distance of 703.86 feet to the northwest corner of said Southeast Quarter; thence continuing North 00 degrees 07 minutes 37 seconds West, along the west line of said Southwest Quarter of the Northeast Quarter, a distance of 1.42 feet to the north line of the South 1.42 feet of said Southwest Quarter of the Northeast Quarter; thence South 88 degrees 50 minutes 49 seconds East, along said north line, a distance of 1,061.22 feet along said north line of the South 1.42 feet; thence South 01 degrees 25 minutes 14 seconds West, a distance of 266.32 feet; thence southerly, along a tangential curve, concave to the east, having a central angle of 5 degrees 58 minutes 53 seconds, a radius of 1,031.50 feet for an arc distance of 107.68 feet; thence South 88 degrees 34 minutes 46 seconds East, not tangent to said curve, a distance of 186.67 feet; thence South 10 degrees 23 minutes 37 seconds East, a distance of 102.13 feet; thence South 21 degrees 01 minute 51 seconds East, a distance of 290.85 feet; thence southwesterly, along a non-tangential curve, concave to the southeast, having a central angle of 16 degrees 55 minutes 55 seconds, a radius of 840.00 feet for an arc distance of 248.23 feet; the chord of said curve bears South 64 degrees 45 minutes 51 seconds West; thence South 56 degrees 17 minutes 53 seconds West, tangent to said curve, a distance of 258.20 feet; thence southwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 6 degrees 39 minutes 33 seconds, a radius of 1,080.00 feet for an arc distance of 125.52 feet; the chord of said curve bears South 34 degrees 54 minutes 32 seconds East; thence South 51 degrees 45 minutes 41 seconds West, not tangent to said curve, a distance of 123.99 feet; thence South 43 degrees 13 minutes 37 seconds East, a distance of 158.25 feet; thence South 32 degrees 32 minutes 40 seconds East, a distance of 67.23 feet; thence South 52 degrees 25 minutes 40 seconds East, a distance of 129.85 feet; thence South 13 degrees 27 minutes 38 seconds East, a distance of 170.03 feet; thence South 76 degrees 32 minutes 22 seconds West, a distance of 131.84 feet; thence South 73 degrees 55 minutes 46 seconds West, a distance of 60.15 feet; thence South 69 degrees 19 minutes 21 seconds West, a distance of 256.47 feet; thence North 23 degrees 36 minutes 46 seconds West, a distance of 879.20 feet; thence North 89 degrees 24 minutes 35 seconds West, a distance of 257.54 feet; thence North 17 degrees 07 minutes 19 seconds West, a distance of 151.89 feet; thence North 48 degrees 21 minutes 04 seconds West, a distance of 144.20 feet to the point of beginning.

AND

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence South 71 degrees 09 minutes 28 seconds East, a distance of 1078.83 feet to the point of beginning; thence North 56 degrees 17 minutes 53 seconds East, a distance of 198.15 feet; thence northeasterly, along a tangential curve, concave to the southeast, having a central angle of 03 degrees 50 minutes 03 seconds, a radius of 760.00 feet for an arc distance of 50.86 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 08 minutes 14 seconds, a radius of 770.00 feet for an arc distance of 189.99 feet; the chord of said curve bears South 44 degrees 03 minutes 44 seconds East; thence South 38 degrees 52 minutes 09 seconds West, not tangent to said curve, a distance of 124.77 feet; thence South 51 degrees 12 minutes 13 seconds East, a distance of 3.81 feet; thence South 38 degrees 48 minutes 28 seconds West, a distance of 124.54 feet; thence northwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 23 minutes 57 seconds, a radius of 1,020.00 feet for an arc distance of 256.34 feet; the chord of said curve bears North 43 degrees 59 minutes 33 seconds West to the point of beginning.

AND

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence North 85 degrees 41 minutes 07 seconds East, a distance of 1917.55 feet to the point of beginning; thence South 30 degrees 10 minutes 54 seconds East, a distance of 231.02; thence South 68 degrees 21 minutes 52 seconds East, a distance of 389.81 feet to the west line of RLS No. 117, according to the recorded plat thereof, said Carver County; thence North 01 degrees 44 minutes 20 seconds West, along said west line, a distance of 81.16 feet to the north line of said RLS No. 117; thence North 88 degrees 15 minutes 40 seconds East, along said north line, a distance of 140.25 feet to the east line of said Southeast Quarter; thence North 01 degrees 44 minutes 20 seconds West, along said east line, a distance of 180.10 feet to an intersection with said east line and the westerly right of way line of Cardinal Street as traveled; thence North 22 degrees 33 minutes 14 seconds West, along said westerly right of way line, a distance of 145.03 feet; thence westerly along a non-tangential curve, concave to the north, having a central angle of 6 degrees 59 minutes 00 seconds, a radius of 692.70 feet for an arc distance of 84.43 feet, the chord of said curve bears South 87 degrees 16 minutes 04 seconds West; thence North 89 degrees 14 minutes 26 seconds West, tangent to said curve, a distance of 246.30 feet; thence southwesterly along a tangential curve, concave to the south, having a central angle of 29 degrees 06 minutes 54 seconds, a radius of 460.00 feet for an arc distance of 233.75 feet to the point of beginning.

1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\SURVEY\0015521V-SKF03.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	BRP
DRAWN:	SRM
HORIZONTAL SCALE:	150'
VERTICAL SCALE:	

INITIAL ISSUE: 02/28/2020

REVISIONS:

1	####	####
2	####	####
3	####	####
4	####	####
5	####	####

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

DEL WEBB AT CHASKA
CHASKA, MINNESOTA

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

MINOR SUBDIVISION

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 1 OF 1

DATE: 02/28/2020

EXISTING PROPERTY DESCRIPTION (PER TITLE COMMITMENT NO. 54386):

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

AND

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

PROPOSED PARCEL A DESCRIPTION:

That part of the Southeast Quarter and that part of the Southwest Quarter of the Northeast Quarter all in Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet to the point of beginning; thence continuing North 00 degrees 07 minutes 37 seconds West, along said west line, a distance of 703.86 feet to the northwest corner of said Southeast Quarter; thence continuing North 00 degrees 07 minutes 37 seconds West, along the west line of said Southwest Quarter of the Northeast Quarter, a distance of 1.42 feet to the north line of the South 1.42 feet of said Southwest Quarter of the Northeast Quarter; thence South 88 degrees 50 minutes 49 seconds East, along said north line, a distance of 1,061.22 feet along said north line of the South 1.42 feet; thence South 01 degree 25 minutes 14 seconds West, a distance of 266.32 feet; thence southerly, along a tangential curve, concave to the east, having a central angle of 5 degrees 58 minutes 53 seconds, a radius of 1,031.50 feet for an arc distance of 107.68 feet; thence South 88 degrees 34 minutes 46 seconds East, not tangent to said curve, a distance of 186.67 feet; thence South 10 degrees 23 minutes 37 seconds East, a distance of 102.13 feet; thence South 21 degrees 01 minute 51 seconds East, a distance of 290.85 feet; thence southwesterly, along a non-tangential curve, concave to the southeast, having a central angle of 16 degrees 55 minutes 55 seconds, a radius of 840.00 feet for an arc distance of 248.23 feet; the chord of said curve bears South 64 degrees 45 minutes 51 seconds West; thence South 56 degrees 17 minutes 53 seconds West, tangent to said curve, a distance of 258.20 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 6 degrees 39 minutes 33 seconds, a radius of 1,080.00 feet for an arc distance of 125.52 feet; the chord of said curve bears South 34 degrees 54 minutes 32 seconds East; thence South 51 degrees 45 minutes 41 seconds West, not tangent to said curve, a distance of 123.99 feet; thence South 43 degrees 13 minutes 37 seconds East, a distance of 158.25 feet; thence South 32 degrees 32 minutes 40 seconds East, a distance of 67.23 feet; thence South 52 degrees 25 minutes 40 seconds East, a distance of 129.85 feet; thence South 13 degrees 27 minutes 38 seconds East, a distance of 170.03 feet; thence South 76 degrees 32 minutes 22 seconds West, a distance of 131.84 feet; thence South 73 degrees 55 minutes 46 seconds West, a distance of 60.15 feet; thence South 69 degrees 19 minutes 21 seconds West, a distance of 256.47 feet; thence North 23 degrees 36 minutes 46 seconds West, a distance of 879.20 feet; thence North 89 degrees 24 minutes 35 seconds West, a distance of 257.54 feet; thence North 17 degrees 07 minutes 19 seconds West, a distance of 151.89 feet; thence North 48 degrees 21 minutes 04 seconds West, a distance of 144.20 feet to the point of beginning.

TOGETHER WITH

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence South 71 degrees 09 minutes 28 seconds East, a distance of 1078.83 feet to the point of beginning; thence North 56 degrees 17 minutes 53 seconds East, a distance of 198.15 feet; thence northeasterly, along a tangential curve, concave to the southeast, having a central angle of 03 degrees 50 minutes 03 seconds, a radius of 760.00 feet for an arc distance of 50.86 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 08 minutes 14 seconds, a radius of 770.00 feet for an arc distance of 189.99 feet; the chord of said curve bears South 44 degrees 03 minutes 44 seconds East; thence South 38 degrees 52 minutes 09 seconds West, not tangent to said curve, a distance of 124.77 feet; thence South 51 degrees 12 minutes 13 seconds East, a distance of 3.81 feet; thence South 38 degrees 48 minutes 28 seconds West, a distance of 124.54 feet; thence northwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 23 minutes 57 seconds, a radius of 1,020.00 feet for an arc distance of 256.34 feet; the chord of said curve bears North 43 degrees 59 minutes 33 seconds West to the point of beginning.

TOGETHER WITH

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence North 85 degrees 41 minutes 07 seconds East, a distance of 1917.55 feet to the point of beginning; thence South 30 degrees 10 minutes 54 seconds East, a distance of 231.02; thence South 68 degrees 21 minutes 52 seconds East, a distance of 389.81 feet to the west line of RLS No. 117, according to the recorded plat thereof, said Carver County; thence North 01 degrees 44 minutes 20 seconds West, along said west line, a distance of 81.16 feet to the north line of said RLS No. 117; thence North 88 degrees 15 minutes 40 seconds East, along said north line, a distance of 140.25 feet to the east line of said Southeast Quarter; thence North 01 degrees 44 minutes 20 seconds West, along said east line, a distance of 180.10 feet to an intersection with said east line and the westerly right of way line of Cardinal Street as traveled; thence North 22 degrees 33 minutes 14 seconds West, along said westerly right of way line, a distance of 145.03 feet; thence westerly along a non-tangential curve, concave to the north, having a central angle of 6 degrees 59 minutes 00 seconds, a radius of 692.70 feet for an arc distance of 84.43 feet, the chord of said curve bears South 87 degrees 16 minutes 04 seconds West; thence North 89 degrees 14 minutes 26 seconds West, tangent to said curve, a distance of 246.30 feet; thence southwesterly along a tangential curve, concave to the south, having a central angle of 29 degrees 06 minutes 54 seconds, a radius of 460.00 feet for an arc distance of 233.75 feet to the point of beginning.

PROPOSED PARCEL B DESCRIPTION:

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

AND

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

EXCEPTING THEREFROM THE FOLLOWING THREE DESCRIPTION

That part of the Southeast Quarter and that part of the Southwest Quarter of the Northeast Quarter all in Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet to the point of beginning; thence continuing North 00 degrees 07 minutes 37 seconds West, along said west line, a distance of 703.86 feet to the northwest corner of said Southeast Quarter; thence continuing North 00 degrees 07 minutes 37 seconds West, along the west line of said Southwest Quarter of the Northeast Quarter, a distance of 1.42 feet to the north line of the South 1.42 feet of said Southwest Quarter of the Northeast Quarter; thence South 88 degrees 50 minutes 49 seconds East, along said north line, a distance of 1,061.22 feet along said north line of the South 1.42 feet; thence South 01 degree 25 minutes 14 seconds West, a distance of 266.32 feet; thence southerly, along a tangential curve, concave to the east, having a central angle of 5 degrees 58 minutes 53 seconds, a radius of 1,031.50 feet for an arc distance of 107.68 feet; thence South 88 degrees 34 minutes 46 seconds East, not tangent to said curve, a distance of 186.67 feet; thence South 10 degrees 23 minutes 37 seconds East, a distance of 102.13 feet; thence South 21 degrees 01 minute 51 seconds East, a distance of 290.85 feet; thence southwesterly, along a non-tangential curve, concave to the southeast, having a central angle of 16 degrees 55 minutes 55 seconds, a radius of 840.00 feet for an arc distance of 248.23 feet; the chord of said curve bears South 64 degrees 45 minutes 51 seconds West; thence South 56 degrees 17 minutes 53 seconds West, tangent to said curve, a distance of 258.20 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 6 degrees 39 minutes 33 seconds, a radius of 1,080.00 feet for an arc distance of 125.52 feet; the chord of said curve bears South 34 degrees 54 minutes 32 seconds East; thence South 51 degrees 45 minutes 41 seconds West, not tangent to said curve, a distance of 123.99 feet; thence South 43 degrees 13 minutes 37 seconds East, a distance of 158.25 feet; thence South 32 degrees 32 minutes 40 seconds East, a distance of 67.23 feet; thence South 52 degrees 25 minutes 40 seconds East, a distance of 129.85 feet; thence South 13 degrees 27 minutes 38 seconds East, a distance of 170.03 feet; thence South 76 degrees 32 minutes 22 seconds West, a distance of 131.84 feet; thence South 73 degrees 55 minutes 46 seconds West, a distance of 60.15 feet; thence South 69 degrees 19 minutes 21 seconds West, a distance of 256.47 feet; thence North 23 degrees 36 minutes 46 seconds West, a distance of 879.20 feet; thence North 89 degrees 24 minutes 35 seconds West, a distance of 257.54 feet; thence North 17 degrees 07 minutes 19 seconds West, a distance of 151.89 feet; thence North 48 degrees 21 minutes 04 seconds West, a distance of 144.20 feet to the point of beginning.

AND

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence South 71 degrees 09 minutes 28 seconds East, a distance of 1078.83 feet to the point of beginning; thence North 56 degrees 17 minutes 53 seconds East, a distance of 198.15 feet; thence northeasterly, along a tangential curve, concave to the southeast, having a central angle of 03 degrees 50 minutes 03 seconds, a radius of 760.00 feet for an arc distance of 50.86 feet; thence southeasterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 08 minutes 14 seconds, a radius of 770.00 feet for an arc distance of 189.99 feet; the chord of said curve bears South 44 degrees 03 minutes 44 seconds East; thence South 38 degrees 52 minutes 09 seconds West, not tangent to said curve, a distance of 124.77 feet; thence South 51 degrees 12 minutes 13 seconds East, a distance of 3.81 feet; thence South 38 degrees 48 minutes 28 seconds West, a distance of 124.54 feet; thence northwesterly, along a non-tangential curve, concave to the northeast, having a central angle of 14 degrees 23 minutes 57 seconds, a radius of 1,020.00 feet for an arc distance of 256.34 feet; the chord of said curve bears North 43 degrees 59 minutes 33 seconds West to the point of beginning.

AND

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, described as follows:

Commencing at the southwest corner of said Southeast Quarter; thence North 00 degrees 07 minutes 37 seconds West, assumed bearing along the west line of said Southeast Quarter, a distance of 1940.08 feet; thence North 85 degrees 41 minutes 07 seconds East, a distance of 1917.55 feet to the point of beginning; thence South 30 degrees 10 minutes 54 seconds East, a distance of 231.02; thence South 68 degrees 21 minutes 52 seconds East, a distance of 389.81 feet to the west line of RLS No. 117, according to the recorded plat thereof, said Carver County; thence North 01 degrees 44 minutes 20 seconds West, along said west line, a distance of 81.16 feet to the north line of said RLS No. 117; thence North 88 degrees 15 minutes 40 seconds East, along said north line, a distance of 140.25 feet to the east line of said Southeast Quarter; thence North 01 degrees 44 minutes 20 seconds West, along said east line, a distance of 180.10 feet to an intersection with said east line and the westerly right of way line of Cardinal Street as traveled; thence North 22 degrees 33 minutes 14 seconds West, along said westerly right of way line, a distance of 145.03 feet; thence westerly along a non-tangential curve, concave to the north, having a central angle of 6 degrees 59 minutes 00 seconds, a radius of 692.70 feet for an arc distance of 84.43 feet, the chord of said curve bears South 87 degrees 16 minutes 04 seconds West; thence North 89 degrees 14 minutes 26 seconds West, tangent to said curve, a distance of 246.30 feet; thence southwesterly along a tangential curve, concave to the south, having a central angle of 29 degrees 06 minutes 54 seconds, a radius of 460.00 feet for an arc distance of 233.75 feet to the point of beginning.

REQUEST FOR ACTION
CHASKA CITY COUNCIL
06/01/2020

Subject: **Pinnacle – Del Webb – Preliminary Plat & Right of Way (ROW) Vacation for a portion of Cardinal Street**

Applicant: Pulte Homes

Location: West of Highway 41 and south of Highland Drive

Case No.: 2020-05

Synopsis: Applicant seeks to obtain approval of a 269-lot detached villa townhome development for active seniors (55+) on 86 acres of land on the Hammers property at 1084 Cardinal Street

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

At its December 12th, 2008 City Council meeting the Victoria Pointe 2nd Addition was approved. This plat encompassed the lots that abut the north side of the proposed development tonight on Moers Drive and Liberty Heights Drive.

Tonight, we are looking at a development concept that will extend the streets on the south side. Please note, this will not be an extension of the existing Victoria Pointe development, rather it will be a new development by Pulte Homes for active adults (55+).

Pulte Group sells homes under the brands Pulte Homes, Centex Homes, and Del Webb. Del Webb is a renowned brand name across the country that exclusively caters to the active adult 55+ market. Del Webb creates extremely popular, high amenity active adult neighborhoods. Many of these neighborhood names (ex. Sun City) are well known across the country. Although they have developed many Del Webb neighborhoods in northern climates to date, they have not developed any in the State of Minnesota. They have recently announced their first Minnesota Del Webb neighborhood which opened in 2019 in the City of Corcoran in the northwest part of the Twin Cities. They have been searching for a location in the southwest Twin Cities to create another large age restricted community that would serve the needs and desires of buyers who are 55 years and older. Many active adult buyers are searching for a neighborhood with the following attributes: single level homes; homeowner's association yard and snow maintenance; a safe and secure feeling; the attractiveness of a resort; and social and recreational opportunities. Pinnacle has been designed to cater to these buyers.

The Concept Plan was approved in September 2018. Since that time the developer has been working on the preparation of their Environmental Assessment Worksheet (EAW) and getting MnDOT's review on an access for Highway 41.

ITEMS BROUGHT UP DURING CONCEPT AND HOW DEVELOPER HAS ADDRESSED THEM IN THIS SUBMITTAL:

Highway 41 Access

At the concept plan the development showed a right-in/right-out access onto Highway 41. This was a preferred access without MnDOT approval. Since the concept plan the developer and City staff have met with MnDOT to understand what could be approved for an access on Highway 41. Ultimately, MnDOT approved a right-in only access at Highway 41, which the development is showing in their plan.

Driveway Access to Brodman and O'Brien Parcels

The Brodman and O'Brien parcels currently gain access from the existing Cardinal Street. Because Cardinal Street will be realigned it was important to provide adequate access to these lots from the proposed development's main entrance road. The development is showing an access point on the south side of their main entrance drive that will provide access to both these lots. The design still needs to be evaluated, however.

Moers Park and Veterans Park Expansions

During the concept plan it was shown that both Moers Park and Veterans Park be expanded, in line with the City's 2030 Comprehensive Plan. However, the Park Board and Parks & Recreation Director evaluated these pieces at their September 2018 meeting and recommended that these parks not be expanded. Moers Park in its current size can continue to serve the neighborhood since the new Pinnacle development will be targeting a 55+ population and a private recreation center with amenities will be provided. Veterans Park was not recommended to expand into Pinnacle due to the extreme slope that exists between the two, and due to the installation of an archery range at the bottom of the slope.

Both these park expansion areas have been revised consistent with staff and the Park Board's comments; Moers Park and Veterans Park are no longer expanded or shown as public park areas. Parkland dedication fees are required in lieu of park dedication.

Tree Preservation

It was noted during the concept plan that there were significant trees located near the west edge of the development and near the central west edge. The development has been revised to show the recreation center area pushed to the westerly portion of the site in an effort to preserve trees.

Sidewalks on Both Sides of Street

It was a condition of approval in the concept plan that sidewalks be provided on both sides of the street. The developer has not added sidewalks to both sides of the street on some streets in this preliminary plan. However, it should be noted that the developer plans to make this required change in the final submittal.

Hammers Saloon

The Hammers Saloon (1092 Cardinal Street) is a locally designated resource. It was made a condition of approval in the concept plan that a Site Alteration Permit (SAP) be approved by the HPC for the demolition or relocation of this structure prior to preliminary approval of the development. The developer, City staff, HPC, and Kierstin Case (interested investor) have been

working diligently since the 2018 concept plan approval to save the structure. At their December 2018 meeting the HPC approved an SAP for demolition under the conditions that the structure attempt to be saved by a certain date (June 1, 2020) before demolition were to occur. Kierstin Case has stepped in to preserve the structure and own it for residential purposes. At their March 2020 meeting the HPC approved an SAP to renovate the exterior of this home. At this time the structure is in the process of being preserved and a separate lot is being created within the Pinnacle development to keep this home in place in its current location.

EAW

An Environmental Assessment Worksheet (EAW) was required to be prepared due to the scale of this development. The developer has prepared this document and has issued it for public comment. It has undergone its mandatory 30 day review. In order for the preliminary plat to be reviewed and approved by City Council the EAW must be finished in its review and a Negative Declaration for EIS (Environmental Impact Statement) is adopted by City Council, which is being requested by Council this evening.

PROJECT GOALS

The developer has identified the following goals below in creating this new neighborhood:

High Quality of Life Enhanced

- Provides a housing type (active adult) that is in need.
- A highly sought after social and recreational lifestyle in a neighborhood that is certain to have a high-quality reputation.
- Pinnacle provides an opportunity for existing Chaska residents to remain in Chaska.
- Increases vitality of downtown and supports local businesses by adding a significant number of residents near downtown with the ability to spend discretionary money.
- Increases use of existing public amenities such as Fireman's Park, Veteran's Park, the public library, The Lodge, and the Chaska Town Course.
- This demographic group is known to volunteer at a significantly higher rate than the general population. Our schools, charities, and other organizations will benefit from this.
- The general area will benefit from an improvement in the traffic patterns by adding an access to State Highway 41.

Taxpayers Perceive they are Getting Cost-Effective Service

- As an infill development, the public trunk sewer, water, storm water, and transportation networks are in place. We are not aware of the need for any public trunk expenditures to serve Pinnacle. Impact fees will go toward paying for past expenditures or will increase reserves in the infrastructure funds. Infill developments are highly efficient from an infrastructure standpoint
- In conjunction with developing this neighborhood, we are improving a regional transportation weakness by adding a connection to State Highway 41.
- Tax revenue will go to the school district, but no children will be sent to the schools.

Well-Planned and Orderly Community Development is a Priority

• An infill development is more well-planned and orderly than other types of development.
• It provides a housing type (active adult) that is not being adequately met by the market.

A Sense of Community and Small-Town Values are Maintained

• Pinnacle creates a new neighborhood community that will create strong social bonds within the neighborhood due to the private amenity and social center.
• Pinnacle's proximity to downtown, Fireman's Park, and Veteran's Park will increase the usage, vibrancy, and atmosphere of these strong community assets.
• Volunteerism is closely related to small-town values, creating a strong sense of civic responsibility, community pride, and social cohesion.

A Commitment to Excellence

• Nationwide, the Del Webb brand is strongly associated with quality and excellence. Although this neighborhood may be branded as a Pulte Homes Active Adult community, it will hold the same design attributes as a Del Webb neighborhood: strong sense of arrival, beauty, amenities, and the creation of a strong social network.

Comprehensive Plan

The Comprehensive Plan guides this area to be Low Density Residential. The proposal tonight is consistent with this guidance.

CURRENT PROPOSAL

The 269-lot preliminary plat proposal on approximately 86-acres of property is located west of Highway 41 and south of Highland Drive. This new addition will essentially be an extension off of the existing Victoria Pointe development on Moers Drive and Liberty Heights Drive. Again, this will be a new development and not a part of the Victoria Pointe development.

Secondly, the applicant is requesting a Right of Way (ROW) vacation on a portion of Cardinal Street. In order to accomplish the addition of an access to State Highway 41, the development needs to relocate a short section of Cardinal Street. The purpose of this relocation is to create legal building setbacks for the Hammers homestead and to create a safe intersection with the new entrance drive. A byproduct of this work is that the developer is requesting a vacation of existing Cardinal Street right-of-way. The plat will dedicate new right-of-way for the new street alignment. This is a formality necessary to complete this relocation work.

The proposed right of way vacation will require relocation of City electric distribution facilities and trunk water utilities and other small utilities that exist within the right of way. The developer is coordinating this vacation process with City approval with the preliminary plat.

Adjacent properties

The site is bound on the north by single family residential, Moers Drive and Liberty Heights Drive, to the west by bluffs, the south by bluffs and Veterans Park, and the east by Cardinal Street, Crown of Glory Church, Woodland Heights Townhomes and Mount Pleasant Cemetery.

Existing Conditions
The 86-acre site is currently used primarily for agricultural purposes and thus has a natural rolling topography. There is one homestead, several outbuildings, and one historically designated structure (Hammers Saloon) on the property.

There are several areas of trees on the property mostly along the edges. There are also scattered oaks within the site.

Wetland delineations have been completed for the overall site. Three wetlands were identified and are shown as being directly impacted. In total the wetland area equals .46 acres over the entire 86 plus acre site. A wetland mitigation plan is required for the overall site with all agency approvals prior to a grading approval.

Land Use
The proposed 86-acre Pinnacle consists of 269 single family lots with varying lot sizes; 122 lots at 44 feet wide, 89 lots at 50 feet wide (optional basements), and 57 lots at 60 feet wide (basements and 3-car garages); one lot will contain the preserved Hammers Saloon. The dimensions are smaller than the homes to the north of the site since these homes are geared to the active adult and will have HOA maintained yards. Minimum setbacks are proposed to be front setback of 25 feet, side setback of 5 feet, corner lot side setback of 15 feet and rear yard setback of 20 feet.

The parcels of land that this development encompasses are currently zoned Open (O). The area in question will be rezoned to a more appropriate zoning district, such as Planned Residential Development (PRD).

Layout
Currently, the available access points for the property are Moers Drive to the northwest, Liberty Heights Drive to the north, and Cardinal Street to the northeast. These roads will be extended or re-aligned in some fashion to provide access into the development. An additional right-in access point is being proposed off of Highway 41 to provide stronger access to the development. This additional access will also act as the main entrance to the development providing an arrival drive with landscaping in the median that leads drivers directly from the main entrance to the amenity center. In order to construct the new access off of Highway 41 retaining walls are needed to support the existing grades. This retaining wall will be on average of 6 feet at its westerly edge and averaging 8-13 feet on its southern side. The retaining walls that are needed should be constructed outside the City right of way and maintained by the HOA. The retaining will also have to meet the City's Section 9.9.6 of the zoning ordinance.

The amenity center is situated at the westerly edge of the development which will have a clubhouse building with a fitness center, social lounge and activity room(s). It will also provide an outdoor pool, fire pit gathering area, pickleball courts and bocce ball courts.

The model homes will be situated just south of the recreation center, which will showcase the three different villas (44' wide, 50' wide and 60' wide). The 44' wide lots will be situated mainly in the center of the development; the 50' wide lots will be situated mainly around the internal

edges of the site; and the 60' wide lots will be mainly situated around the south and west perimeters of the site to take advantage of the bluff vistas.

Recreation/Amenity Center
The amenity center is strategically placed at the end of the "arrival drive" at the high point of the neighborhood. The developer is proposing to preserve some scattered mature oak and maple trees along the south side the amenity center. These trees will be seen in the distance as drivers gradually approach the amenity center. It is important for the development to create a resort like experience along the arrival drive and within the amenity center in order to deliver the lifestyle expected of a Del Webb neighborhood.

The market research and experience with other Del Webb neighborhoods guides the development in terms of programming of the amenity center. It is likely to include:

- 7,200 sf clubhouse building with:
    - o Fitness center and locker rooms
    - o Social lounge
    - o Activity/craft room
    - o Club meeting rooms
    - o Kitchen
- Outdoor pool
- Outdoor fire pit area
- Outdoor event area
- 6 pickleball courts
- 2 bocce courts

The amenity center will have to meet the City's building design and materials ordinance for commercial buildings. Although the amenity center is shown in Phase 3 (approximately year 2023), the developer anticipates construction of the amenity center beginning roughly one year after they begin selling homes in the neighborhood.

Transportation/ROW
The Preliminary Plan proposes to provide for a network of internal residential roadways with connectivity to existing roadways. Specifically, Moers Drive is extended to the south; it will then connect to a new street that will continue southerly to connect to Liberty Heights Drive. Cardinal Street is proposed to be realigned with this proposal and will essentially connect to the main entrance drive into the development. This realignment was necessary to accommodate the new entrance into the development due to the extremely steep grades. An item of note is that there is one looping street provided near the main entrance that will access 6 lots. This street is designed to be a one-way, providing ingress at its easterly point and egress at its westerly point; a right-out only turning movement will be provided at the egress to connect into the grand entrance drive. This one-way movement was intentionally done to provide for adequate and safe movements.

There is a new access being proposed on Highway 41, which would provide for a right-in only movement. MnDOT would not allow for a right-in/right-out entrance but approved on a right-in only.

Currently there are two lots (south of the Hammers) that gain driveway access off of Cardinal Street today; the Brodman lot (1066 Cardinal Street) and O'Brien lot. The developer is showing an access point for these properties off the main entrance drive. This access will need to be adequate and provide full turning movements on and off of the main drive for the property owners. Currently it is only showing one-way movement at the driveway access point. This access drive will need to be further evaluated in its design so that movement is adequate and safe.

The current plan appears to show road right-of-way widths that are consistent with the designs in the existing adjacent developments. One exception is the entrance drive which provides for an 80-foot wide right-of-way. This is due to the landscaped median that is being added to this entrance drive, which will be maintained by the development's HOA.

Cardinal Street Right-of-Way Vacation

In order to accomplish the addition of an access to State Highway 41, the development needs to relocate a short section of Cardinal Street. The purpose of this relocation is to create legal building setbacks for the Hammers homestead and to create a safe intersection with the new entrance drive. A byproduct of this work is that the developer is requesting a vacation of existing Cardinal Street right-of-way. The plat will dedicate new right-of-way for the new street alignment. This is a formality necessary to complete this relocation work.

The proposed right of way vacation will require relocation of City electric distribution facilities and trunk water utilities and other small utilities that exist within the right of way. The developer is coordinating this vacation process with City approval with the preliminary plat. The vacation area makes up approximately 0.5 acres (66 feet in width for a span of approximately 320 feet) of the current Cardinal Street ROW.

Traffic

The Developer has completed a very detailed traffic study for the property. In summary the proposed development, given its unique character as an older active community, will have a less intense impact on nearby intersections during peak hours, especially TH 41 and Victoria Drive, when compared to a non-age restricted single-family residential development. Further, the traffic analysis identified that the Project site as proposed will not generate traffic volumes that cannot be handled by the existing or proposed street system. The internal street layout is adequate to handle traffic flow and will connect to Cardinal Street, Liberty Heights Drive and Moers Drive. To lessen the traffic load on Victoria Drive, the developer proposed a right in/right out connection to TH 41. MnDOT has now formally approved a right in access that will require an access permit from the State.

Utilities

Sewer and water utilities are available. Minor extensions will need to be provided to service the proposed neighborhood.

The Brodman lot, neighbor to the south of this development at 1066 Cardinal Street, and O'Brien lot, also south of the development, have indicated their desires to gain access to City sewer as the Hammers property gets developed. The development plan currently shows a utility connection for the undeveloped O'Brien property that neighbors the City water tower. The location of the utility extension will need to be coordinated between property owners and

City staff as a part of the final plans. If the Brodman's would still desire connecting to City utilities, they will have to work with their adjacent neighbors on extending utilities to their property.

Stormwater
Stormwater ponding exists on the south side of the site. More ponding is proposed as a part of this plan showing expansion of the existing pond, and additional ponding on the northeasterly areas of the site. Ponding access is shown via trails. The south pond can be accessed via the Mount Pleasant Cemetery driveway to the east. Stormwater ponding will have to meet all applicable agencies, including but not limited to, Carver County WMO, MnDNR, Corps of Engineers, and City of Chaska

Efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation. Site specific areas that propose contributing drainage to into ponding areas must be designed to accommodate the 100-year storm event. No urbanized drainage should be permitted to directly discharge to the bluff or ravine.

Setbacks
The setbacks will be generally consistent with detached townhome developments. Namely, the front yard setback should be no less than 25 feet. The rear yard setback should be 20 feet. The side yard setback should be 5 feet. Corner lots should have a side yard setback of 15 feet. This corner setback is the same found in Victoria Pointe, which is located just north of the subject site.

In addition to these setbacks, there are other setbacks that may apply to this site. See below:

SETBACKS	
Direction	**Setback**
Wooded Steep Slopes	50 feet building setback and 30 feet no grade/no mow setback
Wetlands	30 feet

Architecture
Pulte Homes will be the sole builder in this development. The proposed homes will be single-story detached townhome designs. They will be providing three different sized detached townhome varieties applicable to the three different sized lots (44', 50', and 60'). Each townhome plan will have multiple elevation options, which will create variety.

The homes planned on the 44' wide lots will be 34 feet wide and range in size from 1,300 to 1,700 square feet. These smaller floor plans are very popular for singles/widows in the active adult neighborhoods. They typically have two bedrooms and two-car garages. These homes will be slab on grade (no basements) and will value from high $200k's to the mid $300k's.

The homes planned on the 50' wide lots will be 40 feet wide and range in size from 1,680-1,960 square feet (excluding basements). These homes are typically the largest selling product line in the active adult neighborhoods. They typically have two bedrooms and two-car garages. This

product will also offer many options such as a third bedroom, a bonus room, and/or a finished basement. These will value from the mid $300k's to the mid $400k's.

The homes planned on the 60' wide lots will have the same product line as for the 50' wide lots. However, all homes on the 60' wide lots will have basements and three-car garages. These lots will be situated in premium locations with the most attractive views. These will value from the high $300k's to the low $500k's.

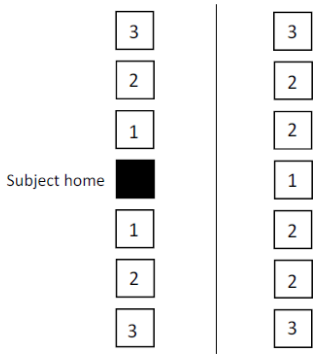
Anti-Monotony Compliance & Analysis

Because the developer is not planning to build all the same product and exterior, City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question. This ordinance also requires LP Smartside (or similar material) be used on all front elevations, 4-inch window trim on all windows, and 360 degree architecture be incorporated on corner lots and lots whose sides are visible from public rights of way or across from open spaces.

The developer has provided a packet of home designs/floor plans for staff to review. They have indicated in their narrative that they wish to offer a couple exceptions to the current anti-monotony rules. These are defined below along with staff's recommendations.

- *Anti-Monotony Code*

  ~~The developer wishes to use their own non-monotony code in the development (shown below), and not the City's code *that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question*.~~



1 Home cannot be the same floorplan and elevation. Must be a different color package. (Prairie and Prairie w/ stone are considered 2 different color packages.

2 Home can be the same floorplan and elevation as Subject home, but MUST be a different color package.

3 May be identical to Subject home.

~~Staff Recommendation:~~

~~Staff is not comfortable straying away from the normal anti-monotony code language as it has worked quite well in previous developments, including other~~

~~Pulte developments (Brooks Ridge). Therefore, we will be recommending that the original language be met as stated previously in italics.~~

The Developer plans to adhere to the City's anti-monotony code.

- *LP Smartside on Front*
  The development is not proposing to incorporate LP Smartside (or cementitious siding) on the front elevation, where in other anti-monotony areas this has been required. Instead the fronts of each home will be incorporating three different materials/patterns, which would include cultured stone, and two different patterns of siding.

  Staff Recommendation:
  Staff is amenable to this change as the level of articulation and quality is being met. The reason LP Smartside is required on front elevations in other developments is due to the quality and look it provides. The proposal to have cultured stone on all the homes' fronts in addition to two other siding patterns will create a very qualitative and articulative look.

- *Garage Width*
  ~~The developer wishes to deviate from the 65% garage width ratio on some of the homes. Specifically, for the 60 foot wide lots that propose 3-car garages.~~

  ~~Staff Recommendation~~
  ~~It was only a couple years ago that the Anti-Monotony ordinance was revised to change the garage width from 60% to 65%, which gave developers/builders more opportunity to work with. The basis of this code was to ensure that the garages did not dominate the design of the home. Staff would recommend that the 65% requirement still stand.~~

  This is no longer an issue after staff has reviewed the house plans provided for Pinnacle. All homes provided meet this requirement.

- *Garage Protrusion*
  The developer wishes to deviate from the 8-foot garage protrusion requirement.

  Staff Recommendation
  The garage protrusion requirement was also put in place to ensure that the garages did not dominate the design of the home, and what is being seen from the streetscape. There is an exception in the City's code that allows walk-out ramblers to have garage protrusion up to twelve feet. Although most of these homes are not walk-outs, staff would be amenable to the homes meeting a twelve foot garage protrusion maximum.

  Staff has reviewed the house plans provided for Pinnacle. There are 7 house plans out of 53 that do not meet the 12-foot garage protrusion maximum. The developer is working with their design team to potentially make these 7 house plans work to meet this requirement.

- *Window Trim*
  ~~The developer wishes to deviate from the requirement to include 4-inch window trim on all windows. They wish to use 3-3.5 inch window trim instead.~~

  ~~Staff Recommendation~~
  ~~Staff is not amenable to this change. 4-inch window trim has been a consistent application in other developments, including Pulte Home's Brooks Ridge villa homes. Deviating from this slightly could still open doors that are unwarranted.~~

  The developer plans to adhere to the 4-inch window trim requirement.

- *360 Degree Architecture*
  ~~The developer wishes to eliminate the 360 degree architecture requirement, which requires *360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, as identified by staff in the review of the application.* They argue that this requirement is more relevant for traditional two-story single-family homes which sometimes have large, somewhat blank walls. Narrow single level homes do not display large wall surface areas.~~

  ~~Staff Recommendation~~
  ~~Staff is not amenable to nixing this requirement. There are plenty of one-story homes that have met this requirement, and thus there should not be an exception for this development.~~

  The developer now plans to meet the 360 degree requirement. They have provided a packet of elevation designs to be implemented on the applicable lots subject to 360-degree architecture. These designs meet the 360-degree requirement.

  The following lots will be subject to 360 degree architecture per the preliminary plat drawing:

  - Lot 9, Block 1
  - Lot 12, Block 2
  - Lots 2 & 17, Block 3
  - Lots 1, 14, 15 & 48, Block 4
  - Lots 1, 8, 9 & 15, Block 5
  - Lots 1 & 4, Block 6
  - Lot 7, Block 7
  - Lots 1 & 6, Block 8
  - Lot 1, Block 9
  - Lot 10, Block 10
  - Lots 1, 11, 12 & 22, Block 11
  - Lots 1, 20, 22, 26 & 47, Block 12
  - Lot 10, Block 13

Trails, Sidewalks & Access into the Bluff Areas

The developer is showing private trails in portions of the development around the stormwater ponds, and one on the south side to connect to an overlook. One major trail connection is shown along the south side of the grand entrance drive to connect into the pedestrian system at Highway 41. It should be noted that a trail is not required to be there per the Comprehensive Plan; the developer has the option to either have a private trail there or convert it to a sidewalk. At three private trailhead locations, the development is also planning mini parks that are intended to be small, convenient social gathering places. They anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping.

The plan is proposing to include sidewalks, but only on one side of the street for most streets; the only exceptions are the grand entrance drive and a majority of Liberty Heights Drive, which show pedestrian connections on both sides. The developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy. The developer requested in their narrative to deviate from this policy as they feel there is no added value to having sidewalks on both sides of the street. This is not something City staff are recommending to deviate from, and thus are requiring to incorporate these on both sides of all streets. Staff and the developer have been able to meet about this since Planning Commission approvals. The developer plans to make this required change in their final plans.

Since the bluff areas are planned to be dedicated to the City, the developer will be required to show an adequate amount of access points into the bluff areas. The plan is currently showing three access points; one on the northwest edge of the site; one between Lot 10 Block 1 and Lot 1 Block 2; and another just south of the recreation center. These access points are planned to be owned by the HOA.

Screening, Landscaping & Tree Preservation

The main entrance and arrival drive have a large amount of landscaping to deliver a resort-like experience. This includes greenery as well as color in the form of perennials and ornamental trees. Another key aspect of the landscape plan is the landscape buffers in key locations adjacent to existing homes and adjacent to the new homes along the arrival drive. One area of question for staff are the two outlot areas provided for the access points into Moers Park. Landscaping is proposed here and limits the accessibility/opening of these areas. Staff would require that this landscaping be eliminated.

Trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy. It should be noted that the boulevard is the area between the sidewalk and the street. It will be required that boulevard trees are extended throughout all boulevards to meet the policy.

Although existing tree areas are minimal on this site, Tree Preservation will still be an important piece of discussion for this development, specifically along the west edge area where the bluff is present. The preliminary plan is proposing to preserve the western edge trees. There are also a couple scatterings of oaks and other trees near the central west edge and along the north edge within the proposed park expansion. Staff found during the concept plan that the small cluster of oak trees near the central west edge are significant and would be beneficial to incorporate into the development. The applicant has shown in their tree preservation plan that they intend to preserve a portion of these central west edge trees. These include seven significant oak and maple trees ranging in size from 28 inch calipers up to 40 inches that will be

located along the southern edge of the recreation area. In sum, staff feels that the applicant has provided a plan that incorporates these significant trees well.

Parkland
The preliminary plan does not incorporate any public park space. This was due in part to the feedback received from the Park Board and Parks Department seeing that there was no need for the expansion of Moers Park, and the expansion to Veterans Park on the south side of the site would be problematic due to extreme grades and the proximity of an archery range. The one exception is that the development is showing additional access into Moers Park at its southwest corner, and an expansion to its existing access on its southeast corner. It would appear that those expansion areas could satisfy some park dedication. It should be noted that the southwest corner access should maintain at least 20 feet of opening through this outlot.

A private park space, totaling 3.28 acres, is being proposed in the west edge of the development where the amenity center is located. This area will be for the development's residents only and would not count towards park dedication.

Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City. The Park Board has requested that park dedication fees be paid in lieu of park land dedication with the exception of the small expansion areas proposed to Moers Park (Outlots B & P).

City Land Conveyance
There is a small sliver of land on the northwesterly portion of the site (0.23 acres) that is currently owned by the City that the developer wishes to add into the development. If it was not added into the development, it would have been required to provide street access to as it is developable land and cannot be made land-locked. The developer has chosen the first option to absorb this area into the development. The developer will have to compensate accordingly for this land as determined by the City Council.

Signage
The developer is proposing two monument signs at the grand entrance drive off of Highway 41, plus four secondary signs near the intersection of Cardinal Street and the grand entrance drive, and the entrances on Moers Drive and Liberty Heights Drive. Detail drawings have been provided and show the main monument signs averaging out at approximately 16 feet in height at the grand entrance, and the secondary signs at approximately 6 feet in height. These are typical of other Del Webb communities. These signs cannot be internally illuminated.

HOA Maintenance
There will be a Homeowners Association (HOA) over the entire development. They will off the following services and maintenance:

1. Snow removal -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
2. Lawn service – This includes regular mowing, treatments, and leaf removal services.
3. Amenity center – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.

4. Facilitation coordinator – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.

5. Entrance experience maintenance – This includes the entrance monument and landscaping along the arrival drive, including the medians. The resort-like feel of a Del Webb community relies upon a high level of maintenance and manicuring. It is very common for an HOA to maintain plantings and monuments within public rights-of-way. It reduces the burden on City staff. A simple license agreement will be executed to enable this maintenance.

6. Private open space – Maintenance of the natural plantings in the private open spaces.

7. Private trails and trailheads – We have created some beautiful walking experiences throughout the neighborhood that provide for exercise and beautiful views.

8. Retaining wall – The HOA will maintain the wall at the entrance to the neighborhood.

9. Decorative fencing – Fencing will be placed in some areas of the perimeter of the neighborhood as shown on the landscape plan.

10. Garbage service – We find that there are economies of scale when the HOA bids garbage service for an entire neighborhood. This also benefits the City because garbage trucks create the most wear and tear on City streets. We will have one provider instead of a handful of providers driving through the neighborhood.

Development Costs (Infrastructure Improvements)

Some development area fees are the following:

- Storm Sewer
- Water & Sanitary Sewer
- Parks
- Trails

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

Developer's Request & Staff Recommendation

The developer is requesting to waive park dedication and trail fees based on certain elements they are providing in their development. They are stating the following:

> *Park dedication will be partially satisfied by the dedication of land to the City for a variety of purposes:*
>
> *1. Two small slivers of an addition to Moers Park.*
> *2. Upland connector land to enable access to the bluff.*
> *3. Expansion of the cemetery to ensure that all burials are within City-owned land.*
> *4. Expansion of Fireman's Park as shown in the 2040 Comprehensive Plan.*

Park dedication will also be satisfied by the creation of private open space that exceeds City ordinances. The City's subdivision ordinance includes the following section:

"Provision of Excess Private Open Space:
Where private developed open space is provided in excess of that required pursuant to the Chaska Zoning Code Ordinance, the City Council may accept such areas as credit against the amount of land required to be dedicated for public purposes so long as necessary assurances are provided that same will remain as park or recreation land."

Regarding public trail dedication, we are satisfying this requirement by constructing the public trails at our cost in lieu of paying trail dedication fees. Our high-level calculations indicate that trail dedication fees would equate to about $110,000 and the value of the trail construction equates to about $79,000. The excess park dedication discussed above and shown below is more than enough to cover this difference.

The City is willing to give park credit for the two small slivers being added to Moers Park. However, as stated previously in the concept plan, park dedication will not be given for stormwater ponding areas nor bluff areas as we have not done so in the past. Expansion of the cemetery would not be credited as this is a necessary conveyance to the City to ensure potential burial impacts are being avoided. Expansion of Firemen's Park shown on the south side of their site would also not be credited as the Park Board already determined that they would not accept parkland credit here, and because the area is not usable public park space. The notion on providing excessive private open space would also not be suitable as park dedication.

Trail fees will be required for the development. The 'public' trail noted on the south side of the entrance drive is not a public trail called out in the Comprehensive Plan. Because of this it is not necessary to have a trail here and trail credit will not be given.

Preliminary Plat
The request this evening is for preliminary plat of 269 single-family lots. The outlots are as follows:

- Outlot A: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot B: Public Park Space to be owned by the City of Chaska
- Outlot C: Bluff Access to be owned by the HOA
- Outlot D: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot E: Private Amenity Center to be owned by the HOA
- Outlot F: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot G: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot H: Cemetery Expansion Area to be owned by the City of Chaska
- Outlot I: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot J: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot K: Private Open Space to be owned by the HOA

- Outlot L: Private Open Space to be owned by the HOA
- Outlot M: Private Open Space to be owned by the HOA
- Outlot N: Private Open Space to be owned by the HOA
- Outlot O: Private Open Space to be owned by the HOA
- Outlot P: Public Park Space to be owned by the City of Chaska
- Outlot Q: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot R: Bluff Access to be owned by the HOA
- Outlot S: Bluff Access to be owned by the HOA
- Outlot T: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot U: Monument Sign Area to be owned by the HOA
- Outlot V: Monument Sign Area to be owned by the HOA

It should be noted that the outlot containing the amenity center will need to be changed to a buildable lot rather than an outlot.

Phasing
The following preliminary schedule for development is envisioned based on current information and the below preliminary phasing plan. As development progresses, phase boundaries will be refined.

- Spring/summer 2020 Preliminary plat approval
- Summer/fall 2020 Development of Phase 1
- July 1, 2021 Grand opening – beginning of sales
- 2022 Development of Phase 2
- 2023 Development of Phase 3
- 2024-2025 Full build out

Although the amenity center is shown in Phase 3, the developer anticipates construction of the amenity center beginning roughly one year after they begin selling homes in the neighborhood. Many buyers wish to see a completed and beautiful arrival drive prior to purchasing a home. Therefore, the developer will be delaying the beginning of sales until mid-2021. It should also be noted that they will be building four model homes adjacent to the future amenity center (Block 13, Lots 1, 2, 3, and 4).

HPC Meeting March 3, 2020 & Hammers Saloon:
The City conducted a Heritage Preservation Commission meeting on Tuesday, March 3, 2020. At this meeting the HPC reviewed a Site Alteration Permit (SAP) to alter the exterior of the Hammers Saloon (1092 Cardinal Street) that was proposed by Kierstin Case. The HPC approved the SAP, which would allow Kierstin to re-side, re-roof, un-enclose the front porch, and replace the windows on the historic home. Her wishes are to make the property a residential use that could potentially have short-term rental ability. This structure is being parceled out on its own lot. This structure is not planned to be a part of the Del Webb community.

Deadline for Agency Action
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, which the City exercised. The additional review period now extends 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."

EAW

Under Minnesota state statutes, this residential development exceeded the threshold for preparation of a mandatory Environmental Assessment Worksheet (EAW). The EAW has been prepared and has undergone its mandatory 30-day review. The City Council must adopt a Negative Declaration for an EIS prior to receiving Council approval on their preliminary plat.

PLANNING COMMISSION ACTION TAKEN 03/11/2020:

Motion to recommend to City Council approval of the Pinnacle Preliminary Plat for a 269-lot subdivision on 86 acres of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs. 1-24), prepared by Pulte Homes, dated February 26, 2020
    b. Letter, prepared by Pulte Homes, dated February 4, 2020
    c. Cover Sheet, prepared by Westwood, dated February 26, 2020
    d. Existing Conditions, prepared by Westwood, dated February 26, 2020
    e. Preliminary Plat – Overall, prepared by Westwood, dated February 26, 2020
    f. Phasing Plan, prepared by Westwood, dated February 26, 2020
    g. Typical Sections, prepared by Westwood, dated February 26, 2020
    h. Preliminary Plat (sheets 6-8), prepared by Westwood, dated February 26, 2020
    i. Turn Lane Plan, prepared by Westwood, dated February 26, 2020
    j. Preliminary Grading, Drainage & Erosion Control (sheets 10-15), prepared by Westwood, dated February 26, 2020
    k. Preliminary Wetland Impact Plan, prepared by Westwood, dated February 26, 2020
    l. Preliminary Utility Plan (sheets 17-18), prepared by Westwood, dated February 26, 2020
    m. Street Profiles (sheets 19-20), prepared by Westwood, dated February 26, 2020
    n. Details, prepared by Westwood, dated February 26, 2020
    o. Tree Preservation Plan (sheets 22-27), prepared by Westwood, dated February 26, 2020
    p. Tree Inventory, prepared by Westwood, dated February 26, 2020
    q. Landscape Plan (sheets 29-34), prepared by Westwood, dated February 26, 2020
    r. Landscape Planting Detail, prepared by Westwood, dated February 26, 2020
    s. Landscape Notes and Details, prepared by Westwood, dated February 26, 2020
    t. Main Entry Monument Concept Plan, prepared by Westwood, dated February 26, 2020
    u. Recreation Center – Building, prepared by Westwood, dated February 26, 2020
    v. Recreation Center – Layout, prepared by Westwood, dated February 26, 2020
    w. Turning Movements Exhibit, prepared by Westwood, dated February 19, 2020
    x. Concept Site Plan – Color, prepared by Westwood, dated March 3, 2020
2. Adherence with the City Engineer's Memo dated March 5, 2020.
3. Adherence with MnDOT letter dated February 27, 2020.
4. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.
5. Adherence to the City's Boulevard Tree Policy and local street section design.
6. Provision of sidewalks on both sides of all local streets.
7. Adherence to the following building setbacks:
    a. Front (house): 25 feet
    b. Rear: 20 feet
    c. Side: 5 feet

d. Side (corner): 15 feet

8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
9. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
10. 30 foot buffer for the wetlands being preserved.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Provision that adequate maintenance accesses are provided for the stormwater ponds.
13. Completion of an EAW of the site prior to be submitted at time of preliminary submittal.
14. Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.
15. Provision of Drainage & Utility easements over entire outlots for monument signs and to be shown on the final plat prior to recording.
16. Provision that the proposed entrance retaining wall meet Section 9.9.6 of the zoning ordinance and a detail provided at final submittal.
17. Provision that the amenity center meets Section 9.11.4 of the zoning ordinance for Permitted Materials.
18. Provision to obtain an access permit from MnDOT prior to construction of the right-in entrance at Highway 41.
19. Provision to further evaluate the design and traffic movement of the driveway access into the Brodman (1066 Cardinal Street) and O'Brien lots, and to be addressed at final submittal.
20. Provision that utility extensions to the Brodman and O'Brien lots will need to be coordinated between property owners, developer, and City staff as a part of the final plans.
21. Urbanized drainage should be avoided to directly discharge to the bluff or ravine, and reviewed and approved by the City Engineer prior to issuance of a grading permit.
22. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
23. Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.
24. Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.
25. Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.
26. Provision that no garage shall protrude in excess of twelve feet beyond the front wall of the house.
27. Provision that 4 inch window trim is used on all windows.
28. Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more specifically for these lots as seen in the preliminary plat:
    a. Lot 9, Block 1
    b. Lot 12, Block 2
    c. Lots 2 & 17, Block 3
    d. Lots 1, 14, 15 & 48, Block 4
    e. Lots 1, 8, 9 & 15, Block 5

f. Lots 1 & 4, Block 6
g. Lot 7, Block 7
h. Lots 1 & 6, Block 8
i. Lot 1, Block 9
j. Lot 10, Block 10
k. Lots 1, 11, 12 & 22, Block 11
l. Lots 1, 20, 22, 26 & 47, Block 12
m. Lot 10, Block 13

29. Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.
30. Tree Preservation to be consistent with the Tree Preservation Plan.
31. Landscape Plan to be revised to eliminate the plantings proposed in the outlots providing access to Moers Park, and to be shown at final submittal.
32. Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.
33. Parkland credit will be given for Outlots B & P.
34. Parkland fees will be required for remainder of park dedication requirement.
35. Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1 for a value determined by City Council.
36. Provision of a detailed sign plan to include evaluation of other Del Webb monument signs and how the sign is sensitive to the site's context, to be submitted at final submittal.
37. Provision of the amenity center to be on a buildable lot, and to be revised on the plans submitted at final submittal.
38. HOA maintenance responsibilities consistent with the items noted in the 'HOA Maintenance' section of this report.
39. Trail credit will not be given for any proposed trails.
40. Trail fees will be required.
41. Provision of a slope analysis (report) of the bluff conditions adjacent to the site will be required as part of the grading plan approval.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-39 to approve the Pinnacle Preliminary Plat for a 269-lot subdivision on 86 acres of land.

Motion to adopt Resolution No. 2020-40 to approve the Right of Way (ROW) Vacation for a portion of Cardinal Street.

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE JUNE 1, 2020 RESOLUTION NO. 2020-39

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Preliminary Plat for Pinnacle/Pulte Homes/P.C. No. 2020-05

WHEREAS, the 269-lot proposal on approximately 86-acres of property is located west of Highway 41 and south of Highland Drive; and

WHEREAS, the proposed 86-acre Pinnacle consists of 269 single family lots with varying lot sizes; 122 lots at 44 feet wide, 89 lots at 50 feet wide (optional basements), and 57 lots at 60 feet wide (basements and 3-car garages); one lot will contain the preserved Hammers Saloon; and

WHEREAS, minimum setbacks are proposed to be: front setback of 25 feet, side setback of 5 feet, corner lot side setback of 15 feet and rear yard setback of 20 feet; and

WHEREAS, the available access points for the property are Moers Drive to the northwest, Liberty Heights Drive to the north, and Cardinal Street to the northeast; and

WHEREAS, an additional right-in access point is being proposed off of Highway 41 to provide stronger access to the development; and

WHEREAS, this additional access will also act as the main entrance to the development providing an arrival drive with landscaping in the median that leads drivers directly from the main entrance to the amenity center; and

WHEREAS, the amenity center is situated at the westerly edge of the development which will have a clubhouse building with a fitness center, social lounge and activity room(s); and

WHEREAS, it will also provide an outdoor pool, fire pit gathering area, pickleball courts and bocce ball courts; and

WHEREAS, Cardinal Street is proposed to be realigned with this proposal, and will essentially connect to the main entrance drive into the development; and

WHEREAS, the Brodman lot, neighbor to the south of this development at 1066 Cardinal Street, and O'Brien lot, also south of the development, have indicated their desires to gain access to City sewer as the Hammers property gets developed; and

WHEREAS, the development plan currently shows a utility connection for the undeveloped O'Brien property that neighbors the City water tower; and

WHEREAS, the location of the utility extension will need to be coordinated between property owners and City staff as a part of the final plans; and

WHEREAS, if the Brodman's would still desire connecting to City utilities, they will have to work with their adjacent neighbors on extending utilities to their property; and

WHEREAS, efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation; and

WHEREAS, site specific areas that propose contributing drainage to into ponding areas must be designed to accommodate the 100-year storm event; and

WHEREAS, no urbanized drainage should be permitted to directly discharge to the bluff or ravine; and

WHEREAS, because the developer is not planning to build all the same product and exterior, City ordinance dictates that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question; and

WHEREAS, this ordinance also requires LP Smartside (or similar material) be used on all front elevations, 4-inch window trim on all windows, and 360 degree architecture be incorporated on corner lots and lots whose sides are visible from public right's of way or across from open spaces; and

WHEREAS, the development is not proposing to incorporate LP Smartside (or cementitious siding) on the front elevation, where in other anti-monotony areas this has been required; and

WHEREAS, instead the fronts of each home will be incorporating three different materials/patterns, which would include cultured stone, and two different patterns of siding; and

WHEREAS, staff is amenable to this change as the level of articulation and quality is being met; and

WHEREAS, the following lots will be subject to 360 degree architecture per the preliminary plat drawing:

- Lot 9, Block 1
- Lot 12, Block 2
- Lots 2 & 17, Block 3
- Lots 1, 14, 15 & 48, Block 4
- Lots 1, 8, 9 & 15, Block 5
- Lots 1 & 4, Block 6
- Lot 7, Block 7
- Lots 1 & 6, Block 8
- Lot 1, Block 9
- Lot 10, Block 10
- Lots 1, 11, 12 & 22, Block 11
- Lots 1, 20, 22, 26 & 47, Block 12
- Lot 10, Block 13

WHEREAS, the developer is showing private trails in portions of the development around the stormwater ponds, and one on the south side to connect to an overlook; and

WHEREAS, one major trail connection is shown along the south side of the grand entrance drive to connect into the pedestrian system at Highway 41; and

WHEREAS, it should be noted that a trail is not required to be there per the Comprehensive Plan; the developer has the option to either have a private trail there or convert it to a sidewalk; and

WHEREAS, at three private trailhead locations, the development is also planning mini parks that are intended to be small, convenient social gathering places; and

WHEREAS, they anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping; and

WHEREAS, the plan is proposing to include sidewalks, but only on one side of the street for most streets; the only exceptions are the grand entrance drive and a majority of Liberty Heights Drive, which show pedestrian connections on both sides; and

WHEREAS, the developer will be required to provide sidewalks on both sides of the streets up to the bulbs of cul de sacs per City policy; and

WHEREAS, the developer requested in their narrative to deviate from this policy as they feel there is no added value to having sidewalks on both sides of the street; and

WHEREAS, this is not something City staff are recommending to deviate from, and thus are requiring to incorporate these on both sides of all streets; and

WHEREAS, staff and the developer have been able to meet about this since Planning Commission approvals, and the developer plans to make this required change in their final plans; and

WHEREAS, since the bluff areas are planned to be dedicated to the City, the developer will be required to show an adequate amount of access points into the bluff areas; and

WHEREAS, the plan is currently showing three access points; one on the northwest edge of the site; one between Lot 10 Block 1 and Lot 1 Block 2; and another just south of the recreation center; and

WHEREAS, these access points are planned to be owned by the HOA; and

WHEREAS, one area of question for staff are the two outlot areas provided for the access points into Moers Park; and

WHEREAS, landscaping is proposed here and limits the accessibility/opening of these areas; and

WHEREAS, staff would require that this landscaping be eliminated; and

WHEREAS, trees will be required in the boulevard in order to meet the City's Boulevard Tree Policy; and

WHEREAS, although tree areas are minimal on this site, Tree Preservation will still be an important piece of discussion for this development, specifically along the west edge area where the bluff is present; and

WHEREAS, the preliminary plan is proposing to preserve the western edge trees; and

WHEREAS, there are also a couple scatterings of oaks and other trees near the central west edge and along the north edge within the proposed park expansion; and

WHEREAS, staff finds that the small cluster of oak trees near the central west edge are significant and would be beneficial to incorporate into the development; they also appear to be located near or on a 18% slope and thus would be protected by ordinance; and

WHEREAS, the applicant has shown in their tree preservation plan that they intend to preserve a portion of these central west edge trees; and

WHEREAS, these include seven significant oak and maple trees ranging in size from 28 inch calipers up to 40 inches that will be located along the southern edge of the recreation area; and

WHEREAS, the preliminary plan does not incorporate any public park space; and

WHEREAS, this was due in part to the feedback received from the Park Board and Parks Department seeing that there was no need for the expansion of Moers Park, and the expansion to Veterans Park on the south side of the site would be problematic due to extreme grades and the proximity of an archery range; and

WHEREAS, the one exception is that the development is showing additional access into Moers Park at its southwest corner, and an expansion to its existing access on its southeast corner; and

WHEREAS, it would appear that those expansion areas could satisfy some park dedication; and

WHEREAS, parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City; and

WHEREAS, a private park space, totaling 3.28 acres, is being proposed in the west edge of the development where the amenity center is located; and

WHEREAS, this area will be for the development's residents only and would not count towards park dedication; and

WHEREAS, the Park Board has requested that park dedication fees be paid in lieu of park land dedication with the exception of the small expansion areas proposed to Moers Park (Outlots B & P); and

WHEREAS, there is a small sliver of land on the northwesterly portion of the site (0.23 acres) that is currently owned by the City that the developer wishes to add into the development; and

WHEREAS, if it was not added into the development, it would have been required to provide street access to as it is developable land and cannot be made land-locked; and

WHEREAS, the developer has chosen the first option to absorb this area into the development; and

WHEREAS, the developer will have to compensate accordingly for this land as determined by the City Council; and

WHEREAS, the developer is proposing two monument signs at the grand entrance drive off of Highway 41, plus four secondary signs near the intersection of Cardinal Street and the grand entrance drive, and the entrances on Moers Drive and Liberty Heights Drive; and

WHEREAS, detail drawings have been provided and show the main monument signs averaging out at approximately 16 feet in height at the grand entrance, and the secondary signs at approximately 6 feet in height; and

WHEREAS, these are typical of other Del Webb communities; and

WHEREAS, these signs cannot be internally illuminated; and

WHEREAS, there will be a Homeowners Association (HOA) over the entire development, and they will off the following services and maintenance:

1. Snow removal -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
2. Lawn service – This includes regular mowing, treatments, and leaf removal services.
3. Amenity center – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.
4. Facilitation coordinator – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.
5. Entrance experience maintenance – This includes the entrance monument and landscaping along the arrival drive, including the medians. The resort-like feel of a Del Webb community relies upon a high level of maintenance and manicuring. It is very common for an HOA to maintain plantings and monuments within public rights-of-way. It reduces the burden on City staff. A simple license agreement will be executed to enable this maintenance.
6. Private open space – Maintenance of the natural plantings in the private open spaces.

7. Private trails and trailheads – We have created some beautiful walking experiences throughout the neighborhood that provide for exercise and beautiful views.
8. Retaining wall – The HOA will maintain the wall at the entrance to the neighborhood.
9. Decorative fencing – Fencing will be placed in some areas of the perimeter of the neighborhood as shown on the landscape plan.
10. Garbage service – We find that there are economies of scale when the HOA bids garbage service for an entire neighborhood. This also benefits the City because garbage trucks create the most wear and tear on City streets. We will have one provider instead of a handful of providers driving through the neighborhood; and

WHEREAS, expansion of the cemetery would not be credited as this is a necessary conveyance to the City to ensure potential burial impacts are being avoided; and

WHEREAS, expansion of Firemen's Park shown on the south side of their site would also not be credited as the Park Board already determined that they would not accept parkland credit here, and because the area is not usable public park space; and

WHEREAS, the notion on providing excessive private open space would also not be suitable as park dedication; and

WHEREAS, trail fees will be required for the development; and

WHEREAS, the 'public' trail noted on the south side of the entrance drive is not a public trail called out in the Comprehensive Plan, and because of this it is not necessary to have a trail here and trail credit will not be given; and

WHEREAS, the request this evening is for preliminary plat of 269 single-family lots, and the outlots are as follows:

- Outlot A: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot B: Public Park Space to be owned by the City of Chaska
- Outlot C: Bluff Access to be owned by the HOA
- Outlot D: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot E: Private Amenity Center to be owned by the HOA
- Outlot F: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot G: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot H: Cemetery Expansion Area to be owned by the City of Chaska
- Outlot I: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot J: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot K: Private Open Space to be owned by the HOA
- Outlot L: Private Open Space to be owned by the HOA
- Outlot M: Private Open Space to be owned by the HOA
- Outlot N: Private Open Space to be owned by the HOA
- Outlot O: Private Open Space to be owned by the HOA

- Outlot P: Public Park Space to be owned by the City of Chaska
- Outlot Q: Unbuildable Bluff Area to be owned by the City of Chaska
- Outlot R: Bluff Access to be owned by the HOA
- Outlot S: Bluff Access to be owned by the HOA
- Outlot T: Private Open Space/Stormwater Pond to be owned by the HOA; drainage & utility easement over the pond
- Outlot U: Monument Sign Area to be owned by the HOA
- Outlot V: Monument Sign Area to be owned by the HOA; and

WHEREAS, the City conducted a Heritage Preservation Commission meeting on Tuesday, March 3, 2020, and at this meeting the HPC reviewed a Site Alteration Permit (SAP) to alter the exterior of the Hammers Saloon (1092 Cardinal Street) that was proposed by Kierstin Case; and

WHEREAS, the EAW has been prepared and has undergone its mandatory 30-day review, and the City Council must adopt a Negative Declaration for an EIS prior to receiving Council approval on their preliminary plat; and

WHEREAS, on March 11, 2020 the Planning Commission recommended approval to the City Council of the Preliminary Plat for Pinnacle (PC#2020-20); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Plat for Pinnacle (PC#2020-05), subject to the aforementioned stipulations and the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs. 1-24), prepared by Pulte Homes, dated February 26, 2020
    b. Letter, prepared by Pulte Homes, dated February 4, 2020
    c. Cover Sheet, prepared by Westwood, dated February 26, 2020
    d. Existing Conditions, prepared by Westwood, dated February 26, 2020
    e. Preliminary Plat – Overall, prepared by Westwood, dated February 26, 2020
    f. Phasing Plan, prepared by Westwood, dated February 26, 2020
    g. Typical Sections, prepared by Westwood, dated February 26, 2020
    h. Preliminary Plat (sheets 6-8), prepared by Westwood, dated February 26, 2020
    i. Turn Lane Plan, prepared by Westwood, dated February 26, 2020
    j. Preliminary Grading, Drainage & Erosion Control (sheets 10-15), prepared by Westwood, dated February 26, 2020
    k. Preliminary Wetland Impact Plan, prepared by Westwood, dated February 26, 2020
    l. Preliminary Utility Plan (sheets 17-18), prepared by Westwood, dated February 26, 2020
    m. Street Profiles (sheets 19-20), prepared by Westwood, dated February 26, 2020
    n. Details, prepared by Westwood, dated February 26, 2020
    o. Tree Preservation Plan (sheets 22-27), prepared by Westwood, dated February 26, 2020
    p. Tree Inventory, prepared by Westwood, dated February 26, 2020
    q. Landscape Plan (sheets 29-34), prepared by Westwood, dated February 26, 2020
    r. Landscape Planting Detail, prepared by Westwood, dated February 26, 2020
    s. Landscape Notes and Details, prepared by Westwood, dated February 26, 2020
    t. Main Entry Monument Concept Plan, prepared by Westwood, dated February 26, 2020
    u. Recreation Center – Building, prepared by Westwood, dated February 26, 2020
    v. Recreation Center – Layout, prepared by Westwood, dated February 26, 2020
    w. Turning Movements Exhibit, prepared by Westwood, dated February 19, 2020
    x. Concept Site Plan – Color, prepared by Westwood, dated March 3, 2020
2. Adherence with the City Engineer's Memo dated March 5, 2020.
3. Adherence with MnDOT letter dated February 27, 2020.

4. Provision of a 60 feet Right of Way width for all local streets, and 80 feet Right of Way width for the arrival drive.
5. Adherence to the City's Boulevard Tree Policy and local street section design.
6. Provision of sidewalks on both sides of all local streets.
7. Adherence to the following building setbacks:
    a. Front (house): 25 feet
    b. Rear: 20 feet
    c. Side: 5 feet
    d. Side (corner): 15 feet
8. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
9. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope if present on site.
10. 30 foot buffer for the wetlands being preserved.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Provision that adequate maintenance accesses are provided for the stormwater ponds.
13. Completion of an EAW of the site prior to be submitted at time of preliminary submittal.
14. Provision that all street names are provided on final plat submittal and approved by City staff prior to final plat recording.
15. Provision of Drainage & Utility easements over entire outlots for monument signs and to be shown on the final plat prior to recording.
16. Provision that the proposed entrance retaining wall meet Section 9.9.6 of the zoning ordinance and a detail provided at final submittal.
17. Provision that the amenity center meets Section 9.11.4 of the zoning ordinance for Permitted Materials.
18. Provision to obtain an access permit from MnDOT prior to construction of the right-in entrance at Highway 41.
19. Provision to further evaluate the design and traffic movement of the driveway access into the Brodman (1066 Cardinal Street) and O'Brien lots, and to be addressed at final submittal.
20. Provision that utility extensions to the Brodman and O'Brien lots will need to be coordinated between property owners, developer, and City staff as a part of the final plans.
21. Urbanized drainage should be avoided to directly discharge to the bluff or ravine, and reviewed and approved by the City Engineer prior to issuance of a grading permit.
22. Compliance with the City's anti-monotony and design requirements zoning ordinance (Section 9.28).
23. Provision that housing may not be similar within two houses to each side, directly across the street or diagonal from the house in question.
24. Provision that the fronts of each home will incorporate three different materials/patterns, which would include cultured stone, and two different patterns of siding in lieu of using LP Smartside siding.
25. Provision that garage walls shall not exceed 65 percent of the length of the front wall of the house.
26. Provision that no garage shall protrude in excess of twelve feet beyond the front wall of the house.
27. Provision that 4 inch window trim is used on all windows.
28. Provision that 360-degree architecture shall be provided for all corner lots and all lots whose rear or sides are visible from public right's-of-way or across from open spaces, more

specifically for these lots as seen in the preliminary plat:

a. Lot 9, Block 1
b. Lot 12, Block 2
c. Lots 2 & 17, Block 3
d. Lots 1, 14, 15 & 48, Block 4
e. Lots 1, 8, 9 & 15, Block 5
f. Lots 1 & 4, Block 6
g. Lot 7, Block 7
h. Lots 1 & 6, Block 8
i. Lot 1, Block 9
j. Lot 10, Block 10
k. Lots 1, 11, 12 & 22, Block 11
l. Lots 1, 20, 22, 26 & 47, Block 12
m. Lot 10, Block 13

29. Provision of mulch trails to be included in the bluff access outlots and to be installed by the developer.
30. Tree Preservation to be consistent with the Tree Preservation Plan.
31. Landscape Plan to be revised to eliminate the plantings proposed in the outlots providing access to Moers Park, and to be shown at final submittal.
32. Parkland credit will not be given for the bluff areas or stormwater ponds that are dedicated to the City.
33. Parkland credit will be given for Outlots B & P.
34. Parkland fees will be required for remainder of park dedication requirement.
35. Provision for developer to pay City for the City's northwest sliver of land being added to lots 4, 5, & 6 of Block 1 for a value determined by City Council.
36. Provision that the monument signs are not internally illuminated.
37. Provision of the amenity center to be on a buildable lot, and to be revised on the plans submitted at final submittal.
38. HOA maintenance responsibilities consistent with the items noted in the 'HOA Maintenance' section of this report.
39. Trail credit will not be given for any proposed trails.
40. Trail fees will be required.
41. Provision of a slope analysis (report) of the bluff conditions adjacent to the site will be required as part of the grading plan approval.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE JUNE 1, 2020 RESOLUTION NO. 2020-40

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Right of Way Vacation of 0.50 acre portion of Cardinal Street/Pulte Homes

WHEREAS, in order to accomplish the addition of an access to State Highway 41, the development needs to relocate a short section of Cardinal Street; and

WHEREAS, the purpose of this relocation is to create legal building setbacks for the Hammers homestead and to create a safe intersection with the new entrance drive; and

WHEREAS, a byproduct of this work is that the developer is requesting a vacation of existing Cardinal Street right-of-way; and

WHEREAS, the plat will dedicate new right-of-way for the new street alignment; and

WHEREAS, this is a formality necessary to complete this relocation work; and

WHEREAS, the proposed right of way vacation will require relocation of City electric distribution facilities and trunk water utilities and other small utilities that exist within the right of way; and

WHEREAS, the developer is coordinating this vacation process with City approval with the preliminary plat; and

WHEREAS, the vacation area makes up approximately 0.5 acres (66 feet in width for a span of approximately 320 feet) of the current Cardinal Street ROW; and

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Chaska, Minnesota, hereby approves the Right of Way Vacation of a 0.5 acre portion of Cardinal Street, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Legal description of the portion of Cardinal Street to be vacated
    b. Cardinal Street Vacation exhibit, dated March 31, 2020
2. Drainage & Utility Easements are executed for existing utility lines to remain

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: March 5, 2020
Subject: Pinnacle Residential Development

The Pinnacle Residential Development plan was reviewed by City Council in September of 2018. The Engineering comments on the proposed preliminary site plan are as follows:

1. Street and Utility Improvements
    a. Sanitary Sewer
        i. Gravity sanitary sewer exists at the edge of the Woodland Drive that is readily available for extension to service the proposed development. Due to the sensitivity of the cemetery and neighboring property the final construction plans will need to address limiting the grading and construction impacts along Woodland Drive. Any additional easements necessary for extending the sewer will be further reviewed with the final plat submittal.
        ii. The development plan currently shows a utility connection for the undeveloped Karyn A O'Brien property that neighbors the City water tower. The location of the utility extension will need to be coordinated between property owners and City staff as a part of the final plans.
        iii. A lift station is being proposed to service six of the residential properties located near the development entrance due to the sewer depth elevations. Further review of providing service to these properties is needed and ownership identified with final plan approvals.
    b. Water Main
        i. Two trunk water mains exist that will service the overall property. Water trunk service is available at Cardinal Street

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

as well as with a trunk main pipe that extends through the property today. Chaska has four different water pressure zones and the property is situated in between two pressure zone areas. The development phasing and the final plans will be dictated by the design of the overall watermain system but overall the site can be readily served. The final plans will need to ensure the trunk water mains remain intact while work occurs over the site during grading and utility extensions.

2. Site Grading

    a. Existing Conditions

        i. The overall site rests on the top of the West Creek ravine bluff area and generally drains into the existing ravine systems, and to a drainage pond that was constructed on the south side of the site. The drainage pond was constructed in 2015 in efforts to protect Veterans Park and Firemens Park Lake from erosion that was occurring over the years. The overall site grading plan proposes new stormwater ponds that will discharge into the existing drainage ravine near the proposed entrance. The plan also includes expansion of the existing pond on the south edge of the property which was planned to be utilized when development occurred as well as a replacement pond for the Crown of Glory Church.

    b. Grading Plan

        i. The proposed site grading plan will require mass grading over the entire 80 acre site with changes to the existing topography. The grading and drainage plan propose routing water through storm sewer piping systems and providing treatment with storm water retention ponds which is consistent with the City's stormwater standards. It will be important that as a part of the final grading plan to restrict where possible overland surface drainage to the ravines/bluffs to minimize erosion.

        ii. The applicant has noted that steep wooded slopes do exist and are to be preserved. The overall grading plan shall meet all applicable building (50') and grading (30') setback requirements. With this in mind, as a part of the concept plan approval an analysis(report) of the bluff and steep slope

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

conditions has not been completed. The slope analysis intends to identify any restrictions where building locations are proposed adjacent to bluff and will be required as part of the grading plan approval and final plat. The bluff/ravine area located along the west edge of the property is susceptible to erosion given the City's experience with the rain event that occurred in 2014.

iii. In order to construct the new access off of TH 41 retaining walls are needed to support the existing grades. The retaining walls that are needed should be constructed outside the City right of way and maintained by the HOA.

iv. The retaining wall shown in the ponding area of outlot I needs to be further evaluated for options to eliminate.

3. Storm Water

a. Efforts to protect the bluff edge and ravine that exist over the site are important as the site has significant changes in elevation. Site specific areas that propose contributing drainage to into ponding areas must be designed to accommodate the 100-year storm event.

b. It is important that the ponding that was created on the south edge of the property remain protected without being negatively impacted from area development. The City's stormwater design standards that were incorporated when the pond was constructed will be important to meet or reduce the overall runoff from which the system was originally designed to manage.

c. No urbanized drainage should be permitted to directly discharge to the bluff or ravine.

d. Stormwater reuse irrigation is being proposed with the development. Consistent with all previous development plans where stormwater reuse has been implemented, the HOA will be responsible for ownership and maintenance of the system.

e. All agency regulatory requirements must be met, including but not limited to Carver County WMO, MnDNR, Corps of Engineers, and City of Chaska.

4. Wetlands (See Wetlands Exhibit)

a. Wetland delineations have been completed for the overall site and are shown on the Exhibit. Three wetlands were identified and are shown as being directly impacted. In total the wetland area equals .46 acres over the entire 86 plus acre site.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

b. A wetland mitigation plan is required for the overall site with all agency approvals prior to a grading approval.

5. Traffic

    a. The Developer has completed a very detailed traffic study for the property. In summary the proposed development given it's unique character of older active community will have a less intense impact on nearby intersections during peak hours, especially TH 41 and Victoria Drive, when compared to a non-age restricted single-family residential development. Further, the traffic analysis identified that the Project site as proposed will not generate traffic volumes that cannot be handled by the existing or proposed street system. The internal street layout is adequate to handle traffic flow and will connect to Cardinal Street, Liberty Heights Drive and Moers Drive. To lessen the traffic load on Victoria Drive, the developer proposed a right in/right out connection to TH 41. MnDOT has now formally approved a right in access that will require an access permit from the State.

6. Cardinal Street Right of Way Vacation

    a. The proposed right of way vacation will require relocation of City electric distribution facilities and trunk water utilities and other small utilities that exist within the right of way. The developer will need to coordinate the vacation process with City approval with the final plat.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300



6-19-2019 Revised Figure 2 - Existing Conditions (2016 MnGEO Photo)

N

0 375 Feet

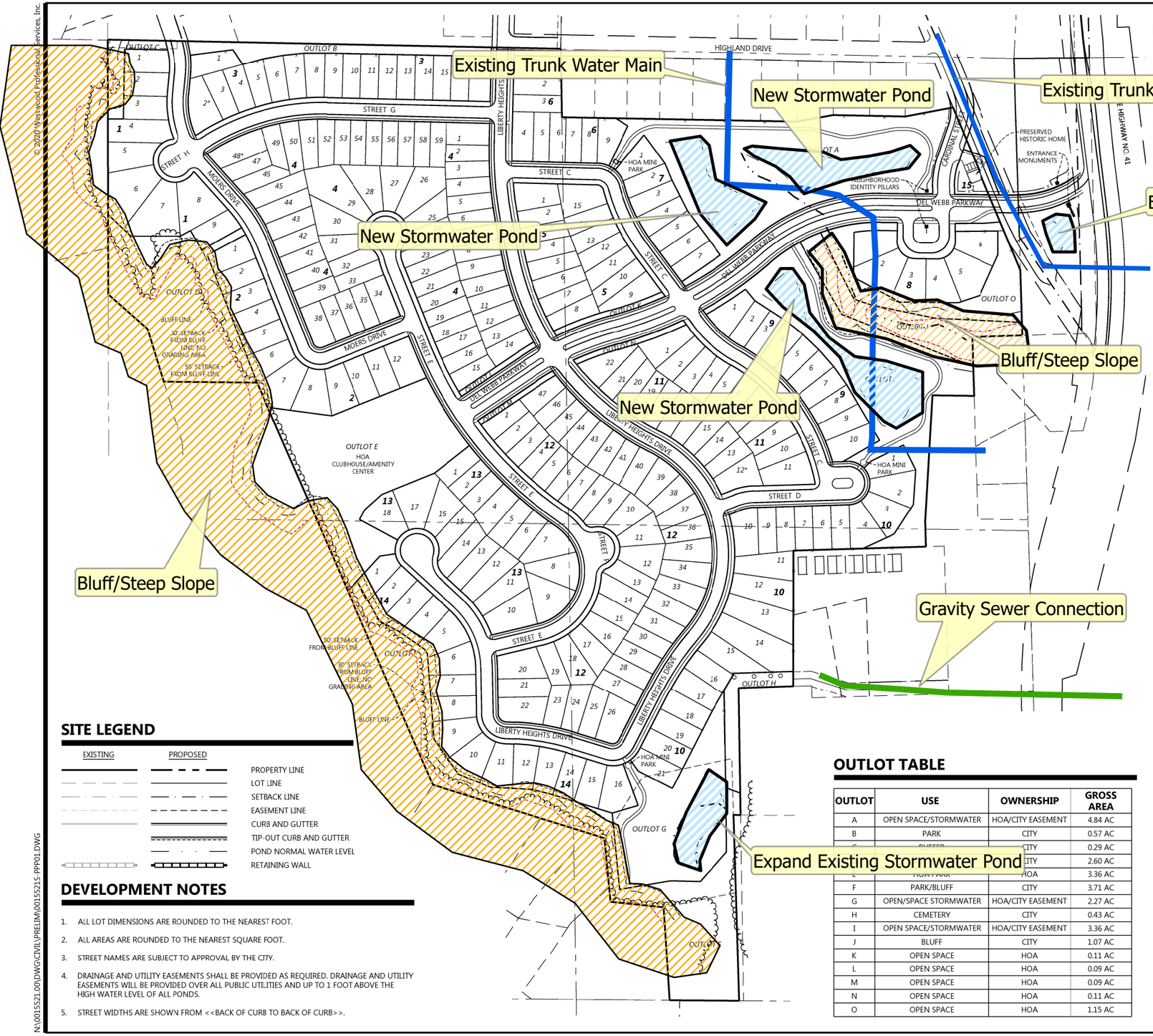
KJOLHAUG ENVIRONMENTAL SERVICES COMPANY

Source: MnGeo, ESRI Imagery Basemap

Hammer Property (KES 2018-147)
Chaska, Minnesota

Note: Boundaries indicated on this figure are approximate and do not constitute an official survey product.

© 2020 Westwood Professional Services, Inc.



PROPERTY DESCRIPTION

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

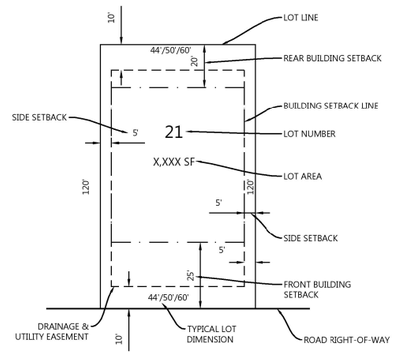
Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 79 degrees 19 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 71.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 173.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 856.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 88 degrees 43 minutes 30 seconds West along the South line of said Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on the West line of said Southeast Quarter, thence North 03 degrees 35 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

SITE DEVELOPMENT DATA

• EXISTING ZONING:	O - OPEN DEVELOPMENT
• PROPOSED ZONING:	PDD/PRD PLANNED RESIDENTIAL DISTRICT
• GROSS SITE AREA:	86.05 AC
BLUFF AREAS:	7.67 AC
• NET SITE AREA:	78.38 AC
• DEVELOPMENT SUMMARY	
44' DETACHED TOWNHOME LOT:	122 HOMES
50' DETACHED TOWNHOME LOT:	89 HOMES
60' DETACHED TOWNHOME LOT:	57 HOMES
PRESERVED HISTORIC HOME LOT:	1 HOME
TOTAL HOMES:	269 HOMES
• PROJECT OPEN SPACE:	24.04 AC (30.12%)
•• SEE OUTLOT TABLE BELOW	
• TOTAL LENGTHS OF BITUMINOUS TRAILS:	6,300 LF
PRIVATE TRAILS:	2,500 LF
• PROJECT DENSITY:	
GROSS:	±3.13 UN/AC
NET:	±3.43 UN/AC

TYPICAL DETACHED TOWNHOME DETAIL



LOT STANDARDS

STANDARD	44' DETACHED TOWNHOME	50' DETACHED TOWNHOME	60' DETACHED TOWNHOME
LOTS/BLOCKS	B4L1-38 & 46-59, B5, B6, B11, B12L1-11 & 36-47, B13L2	B3, B4L39-45, B7, B9, B10L1-11, B12L12-35, B13L1,3,5-16	B1, B2, B8, B10L12-21, B13L17-18B14
MINIMUM LOT AREA	5,423 SF	6,036 SF	7,391 SF
AVERAGE LOT AREA	6,585 SF	7,465 SF	8,800 SF
MINIMUM LOT WIDTH	44' @ FRONT SBK	50' @ FRONT SBK	60' @ FRONT SBK
MINIMUM LOT DEPTH	120'	120'	120'
SETBACKS			
FRONT	25'	25'	25'
SIDE INTERIOR LOT	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL
SIDE CORNER LOT	15' MIN	15' MIN	15' MIN
REAR	20'	20'	20'

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL

OUTLOT TABLE

OUTLOT	USE	OWNERSHIP	GROSS AREA
A	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	4.84 AC
B	PARK	CITY	0.57 AC
C	BLUFF	CITY	0.29 AC
D	BLUFF	CITY	2.60 AC
E	HOA PARK	HOA	3.36 AC
F	PARK/BLUFF	CITY	3.71 AC
G	OPEN/SPACE STORMWATER	HOA/CITY EASEMENT	2.27 AC
H	CEMETERY	CITY	0.43 AC
I	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	3.36 AC
J	BLUFF	CITY	1.07 AC
K	OPEN SPACE	HOA	0.11 AC
L	OPEN SPACE	HOA	0.09 AC
M	OPEN SPACE	HOA	0.09 AC
N	OPEN SPACE	HOA	0.11 AC
O	OPEN SPACE	HOA	1.15 AC

DEVELOPMENT NOTES

1. ALL LOT DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT.
2. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
3. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
4. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED. DRAINAGE AND UTILITY EASEMENTS WILL BE PROVIDED OVER ALL PUBLIC UTILITIES AND UP TO 1 FOOT ABOVE THE HIGH WATER LEVEL OF ALL PONDS.
5. STREET WIDTHS ARE SHOWN FROM <<BACK OF CURB TO BACK OF CURB>>.

1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 1" = 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 ---- .
2 ---- .
3 ---- .
4 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 3 OF 39
DATE: 02/04/20

CITY OF CHASKA LAND USE/DEVELOPMENT APPLICATION

DATE: 2-4-20 PLANNING CASE NUMBER: _____

APPLICATION/REQUEST FOR:	X	APPLICATION FEE	PROCESSING FEE	DATE PAID	RECEIPT NUMBER
Planned Development Districts					
Concept Plan/Rezoning	X	$3784	$712		
Preliminary Plat	X	$1392	$467		
Final Plat (Account Codes A & C)					
Non PDD					
Concept Plan/Rezoning					
Preliminary Plat					
Final Plat					
Lot Consolidation/Division and Vacations (Account Codes A & C)	X	$186	$232		
Others					
Building/Site Plan Review					
Public Hearing Mailing List Fee	X		$117		
Zoning/Comp Plan Amend.					
Other (Account Codes A & C)					
Permits					
Special (Conditional) Use Permit					
Variance					
Site Alteration Permit (HPC)					
Mining/Filling Permit (Account Codes B & C)					
Total Amount Due		$ 5,362 +	$ 1,528 +	Equals	$ 6,890

Location of Property: 1084 CARDINAL STREET

Legal Description of Property: SEE NARRATIVE

Existing Zoning: OPEN DEV. Use: AGRICULTURAL

Description of Request: PLANNED RESIDENTIAL DISTRICT

Number of Acres: 86 Lots 269 (268 NEW) Units 269 (268 NEW)

Owner Name: HAMMERS FAMILY LIMITED PARTNERSHIP - MIKE HAMMERS Phone: _____

Street: 1559 SUNSHINE CIRCLE City: CHASKA State: MN Zip: 55318

Applicant Name: PAUL HELLER - PULTE HOMES Phone: _____

Street: 7500 FLYING CLOUD DRIVE, SUITE 670 City: EDEN PRAIRIE State: MN Zip: 55344

Property Owner Signature: John Hammers Date: 2-1-2020

Applicant Signature: _____ Date: 2-4-20
(if different than owner)

* Note: Time spent by the City's Planning, Engineering, Landscape Architect and/or Legal Consultants reviewing application materials will be billed directly with payment within 30 days of date of invoice.

**Account Codes for Office Use: A: 101-1710-3440 (Planning & Zoning Application Fees) B: 101-1710-3441 (Processing Fees)

*** S:\Work\Community Development\Forms

"DEL WEBB AT CHASKA"

APPLICATION FOR:
Planned Development District Preliminary Plat and Vacation

CHASKA, MINNESOTA
February 26, 2020

Introduction

The Pulte Group's company vision is **"*Building Incredible Places Where People Can Live Their Dreams*."** We are large homebuilder and we currently operate under three distinct brands of homebuilding throughout the country: Pulte Homes, Centex Homes, and Del Webb. Pulte's Minnesota Division has an office in Eden Prairie and will sell about 600 homes in the Twin Cities in 2020. **Del Webb at Chaska will be the second Del Webb neighborhood in the State of Minnesota!** We encourage you to visit Bellwether in Corcoran, our first (opened in July 2019; https://www.delwebb.com/homes/minnesota/the-twin-cities/corcoran/bellwether-by-del-webb-210224).

Pulte will act as both developer of the property and builder of the homes within Del Webb at Chaska. The primary contact for Pulte is:

Paul Heuer, Director of Land Planning & Entitlement
7500 Flying Cloud Drive, Suite 670
Eden Prairie, MN 55344
(contact information provided to City staff)

Background

Our first meeting with City staff regarding this property was in October 2017. That meeting kicked off an unusually long process that led to this application almost two and a half years later. We studied the City Comprehensive Plan and various ordinances, we incorporated multiple rounds of feedback from City staff, and we devised a unique approach to develop the property that would satisfy most of the goals of the various stakeholders. Many steps were taken over the past two and a half years, but here is a very abbreviated summary of the official City meetings held regarding this new neighborhood.

September 6, 2018 – Neighborhood meeting - Feedback was generally positive.

September 12, 2018 – Planning Commission reviewed Concept Plan - Strong positive feedback.

September 17, 2018 – City Council reviewed Concept Plan - Strong positive feedback.

October 30, 2018 – Historic Preservation Commission meeting - Questions about the historic home.

December 4, 2018 – Historic Preservation Commission meeting - A demolition permit was approved if a buyer of the home was not found.

This is a complicated property with a variety of unique attributes. You will see throughout this narrative that a significant amount of work has been poured into this application to get us to this stage. We are very pleased to report that all the hard work by City staff and our development team has resulted in a thorough application with practical approaches and solutions.

The Property

The owner of the property is:

Hammers Family Limited Partnership
1558 Sunshine Circle
Chaska, MN 55318
Attn: Mike Hammers
Michael.Hammers123@gmail.com

Legal Description:
Parcel 1:
That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line,

distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

Carver County, Minnesota

Parcel 2:
The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

Abstract Property

Property Identification Number:
30-0053800

Address:
1084 Cardinal Street
Chaska, MN 55318

Key Facts

- Existing zoning is Open Development, a holding zoning until development occurs
- 2030 Future Land Use Plan shows the property as R-1 Low Density Residential with a required density range of 1 to 5 units/acre
- Proposed zoning – PDD/PRD Planned Residential District
- Proposed uses – 1 lot for a historic home and 269 detached villa townhomes with homeowner's association maintenance and a large private amenity center
    - 122 of the lots will be 44 feet wide
    - 89 of the lots will be 50 feet wide – mostly optional basements
    - 58 of the lots will be 60 feet wide – including basements and 3-car garages
- Area calculations:

Areas		
Item	Area for Impact Fees	Area for Park Ded
Gross area	86.05	86.05
Bluff areas	7.67	7.67
Net area	78.38	78.38

- 29% gross open space
- Gross density = 270 units/86.05 acres = 3.13 units/acre
- Net density = 270 units/78.38 acres = 3.43 units/acre
- Minimum home setbacks
    - 25 feet front
    - 5 feet and 5 feet side
    - 20 feet rear

Neighborhood Vision & Design

Del Webb – An Iconic Brand

Pulte Group sells homes under the brands Pulte Homes, Centex Homes, and Del Webb. Del Webb is a renowned and iconic brand name across the Country that exclusively caters to the "active adult" 55+ demographic. Del Webb neighborhoods are extremely popular, full of amenities, and are targeted to active adults. Many of these neighborhood names (ex. Sun City; Anthem) are well known across the country. Although we have developed many Del Webb neighborhoods in northern climates, the first one in the Twin Cities just opened during the summer of 2019. We encourage you to visit Bellwether in the City of Corcoran in the northwest part of the Twin Cities. The attention to detail and the resort-like feel of a Del Webb neighborhood is unparalleled. Feedback from the public and initial sales at Bellwether have been extraordinary. Some of your current residents have heard about Del Webb at Chaska and have been reaching out to us with interest. They are very excited about the possibility of bringing this attractive lifestyle to Chaska and being able to stay in the community that they love.

We had been searching for a location in the southwest Twin Cities to create another Del Webb age-restricted neighborhood that would serve the needs and desires of buyers who are 55 years and older. Many active adult buyers are searching for a neighborhood with the following attributes: single level homes that are smaller than their current single family homes and have little or no stairs to navigate on a daily basis; homeowner's association yard and snow maintenance to eliminate the headaches and backaches associated with this work and that allows some of them to travel south for the winter; a safe and secure feeling; the attractiveness of a resort; and endless social and recreational opportunities. Del Webb at Chaska is designed to cater to these buyers.

Del Webb at Chaska incorporates the following intentional design strategies that are highly valued by the active adult buyer:

1. **Entrance experience** – We have arranged for a main entrance to the neighborhood off State Highway 41 which will offer a large monument, a dramatic hillside climb, open space views, and robust landscaping. See below "Access" section for more details on this access. This is the beginning of the resort-like feel.
2. **Arrival drive** – The arrival drive leads the driver directly from the main entrance through open space views and ends at the amenity center which is the focal point of the neighborhood. The arrival drive consists of a parkway with a wide, heavily landscaped center median and runs past a deep ravine and ponds, providing beautiful, open views. There are no driveways on the parkway, creating a feeling of luxury, beauty, safety, and a welcoming sense of arrival into a special neighborhood.
3. **Amenity center** – This buyer also expects a private amenity center that caters to their recreational and social needs. We have strategically planned the amenity center to be

located at a high point overlooking the wooded bluff. It will be a beautiful setting for this recreational and social gathering space.

4. **Trails/Open Space** – We used the City's Comprehensive Plan as a guide for preserving open space and designing an interconnected public trail system. The trail system will provide convenient access to the State Highway 41 trail, Moers Park, and the bluff. We have also planned for the construction of private trails wandering through preserved open space. Walking trails are another priority for active adults.
5. **A feeling of security** – We regularly hear from the active adult buyer that they want their neighborhood to feel safe and secure. This is accomplished by a variety of intentional design approaches such as buffer plantings, perimeter decorative fencing in key areas, the parkway arrival drive, and a sidewalk along every street, etc. However, the most impactful attribute that creates a sense of security is the natural location and topography of the land. The property is a large peninsula with bluffs/slopes along the west, south, and southeast sides of the property. This creates a strong, natural sense of seclusion and safety, making this property ideally suited for the active adult buyer who places a high value on these traits.
6. **Single level villa homes** – The active adult buyer commonly wants to move into a single level home (with no or minimal stairs) with homeowner's association-maintained yards/snow removal and social and recreational opportunities. We will be offering homes and a neighborhood that provides these attributes. Buyers will be able to choose from different categories of homes, each providing a different home size, price point, and location/views.

We also strive to be good neighbors and good citizens. We have incorporated these design aspects into the new neighborhood:

- We have intentionally designed the neighborhood to have primarily open space adjacent to existing homes along the north side of the properties. In the few areas where we have homes planned near existing homes, we are providing a buffer of new trees between them.
- We are avoiding disturbance of bluff areas and will dedicate the bluffs to the City.
- We have worked hard to preserve the historic Hammers homestead and to incorporate this home into the area.

Context Within the City of Chaska

In the previous section we outlined how this type of neighborhood is ideally suited for the topography of this property. An active adult neighborhood also fits very well into the context of the City of Chaska.

The City has invested a considerable amount of time, energy, and money into making Chaska a wonderful City. Downtown has a significant amount of historic buildings clad in "Chaska brick" and the City has worked to preserve the historic flavor of the downtown area. Continuing to attract and maintain the "right" mix of businesses in a historic downtown is critical. Helping them to be successful is in the best interests of all City residents. The City has also recently invested heavily in Fireman's Park and the Chaska Curling center, both of which are a short walk from Del Webb at Chaska. And in the past the City invested in the creation of the high-quality Chaska Town Course, the Chaska Community Center/Lodge, and a strong and beautiful trail system.

These amenities are attractive to the active adult resident. However, the synergy between Del Webb at Chaska and the downtown businesses is particularly strong. Our buyers are residents who have spent their lives saving for retirement and now have the time to spend those savings. Having this many active adults close to the downtown area is the ideal use for this property from the standpoint of supporting local businesses, particularly in the historic downtown.

There is one other very important reason why Del Webb at Chaska fits well within the context of the area. Traffic concerns are common when new development occurs. In this case, the bluffs create a situation where access is a bit more constrained than usual. As outlined in detail later, we are proposing to create a new access from State Highway 41 which significantly strengthens access for the property and the adjacent areas.

A significant number of active adults are retired, leading to significantly decreased peak traffic volumes. Others have flexible work schedules. A study of other Del Webb active adult communities found that peak morning traffic volumes are 64% less than that of typical single-family neighborhoods. From a traffic generation standpoint, an active adult community is a perfect fit for this property.

Our in-depth market research indicates that this portion of the Twin Cities region is not adequately being served by new housing targeted at active adults. There are existing Chaska residents that are not finding the homes that they are looking for. Our goal is to address this unsatisfied demand.

Environmental Assessment Worksheet

Under Minnesota statutes, this residential development just exceeded the threshold for preparation of a mandatory Environmental Assessment Worksheet (EAW). The EAW has been completed and is going through a separate process. Most every component of an EAW is otherwise covered by typical City and other agency requirements. To a large extent, an EAW for a modest size residential development such as this is a formality.

Access

Currently, the available access points for the property are Moers Drive to the northwest, Liberty Heights Drive to the north, and Cardinal Street to the northeast. We desire stronger overall access to the property.

We completed a very detailed traffic study for the property (you will find the study as an appendix to the EAW) and held many meetings with City staff, MnDOT, and the Crown of Glory Lutheran Church (the “Church”). We devised a way to create a new access to State Highway 41 which would provide a safe new access and would also be beneficial to the Church. We attempted to obtain a right in right out access from MnDOT which would accommodate traffic entering and exiting the new neighborhood to State Highway 41. In the end, MnDOT approved a right in only access which accommodates traffic entering the neighborhood. Exiting traffic will use the three other access points to the north.

The new access will benefit the Church during peak arrival times on Sunday mornings. Also, we arranged for a land swap which will provide the Church with more buildable land than they currently own. Our land swap agreement with the Church has been approved by the congregation and has been executed. Conceptually, this improvement adds a new street connection to State Highway 41 at a location south of the Church building.

MnDOT has also indicated in writing that they will allow a right in only access to the new neighborhood. We find that this access is acceptable.

Some of the details of this area transportation improvement consists of the following:

1. **New Connection to State Highway 41** – We will build a new street connection with access to State Highway 41. It will be a "restricted access" that would only allow incoming traffic to take right turns onto the new street.
2. **Realign Cardinal Street** – We will realign a portion of Cardinal Street. In doing so, this creates a safe perpendicular intersection to the new entrance road, it provides enough distance from the new State Highway 41 intersection to allow cars to "stack up" and wait, and it creates a legal lot for the historic home that meets required City setbacks.
3. **Land Swap** – The new entrance cuts off some of the Church property. However, the realignment of Cardinal Street and vacation of existing right-of-way presents an opportunity for additional land to become available to the Church from vacation of old Cardinal Street right-of-way.
4. **Pond** – Currently, there is a pond that is located on the narrow, triangular portion of Church land that would be swapped with Pulte/Del Webb. We will expand/move this pond to the south side of the new access road.
5. **Entrance Experience** – It is our goal to have a highly attractive main entrance and arrival drive into Del Webb at Chaska (this access will also be used by Church goers). Due to the existing grade change from State Highway 41 to Cardinal Street, the entrance drive will have stunning views. This change of grade also means that we will be constructing a retaining wall along the north side of the new access street. We will use boulders for the wall, creating a natural and beautiful entry experience. The wall will be outside of the right-of-way and within an easement that will allow the homeowners association to maintain the wall.

Henry Hammers House/Saloon

Background

The 2006 City of Chaska Historic Context Study prepared by the Chaska Heritage Preservation Commission (now named Historic Preservation Commission) indicates in Appendix A that the building at 1092 Cardinal Street is identified as one of the "Chaska Designated Properties." It is our understanding that it was designated in January 1996 based on its significance to the local community's culture. Located alongside the Chaska-Victoria road, this 1873 house represents a typical wood frame farmhouse that also provided a wayside saloon for farmers traveling on the main road between Chaska and Victoria.

Findings

We began a dialog with City staff about options for developing the larger Hammers homestead property in October 2017. At that time, staff informed us of the historic designation of the home. Once we had a purchase agreement in place for the property, we undertook a "due diligence" process to better understand how the historic designation of the home would relate to the potential residential development. We hired architect Bob Claybaugh of Claybaugh Preservation Architecture, Inc. and architectural historian John Lauber of John Lauber & Company LLC (former Education and Preservation Outreach Coordinator for the Minnesota Historical Society). Claybaugh and Lauber prepared a report dated August 1, 2018. They found that the home "no

longer retains the physical features necessary to convey its significance as a congenial wayside for travelers passing through the rural landscape of Carver County during the second half of the nineteenth century." Nevertheless, the home has some historic value, if not architectural value.

Resolution

Through the process of dealing with the Historic Preservation Commission, we met Kierstin Case, a Chaska resident and potential "buyer" of the home. We formalized an agreement which involves us giving the home to Kierstin if she commits to renovating the exterior within a set amount of time. In the end, we obtained a demolition permit from the Historic Preservation Commission if Kierstin is unable to take on this role as an "angel investor" willing to commit significant funds toward restoration.

We have spent a considerable amount of time and money toward preserving this home including the realignment of Cardinal Street to create a legal and conforming lot. We are pleased that we have reached this point where restoration appears to be a strong possibility. If Ms. Case is unable to take on this restoration project, then the home will be demolished, and the associated lot would likely remain as a landscaped and manicured homeowners association property. Another possibility is for us to sell it to the Church.

Park & Trail Dedication

Public Parks

The City's 2040 Comprehensive Plan shows the required dedication of the southern tip of the property for expansion/completion of Fireman's Park and Veterans Park. We have incorporated dedication of this land into our plans.

The City's 2030 Comprehensive Plan showed an expansion of Moers Park into this property. However, during the Concept Plan review process, it was decided that expansion of this park could be significantly pared back due to the demographic group and private amenities planned. The 2040 Plan was subsequently revised to reflect the assumption that Del Webb at Chaska would be developed.

Public Trails & Sidewalks

Through the concept plan review process, we were directed to add a public trail along our arrival drive to connect to the trail along the west side of State Highway 41. It was envisioned that this trail connection will enable people from both Del Webb at Chaska and the neighborhoods to the north to walk or ride their bike to Fireman's Park and downtown via this public trail system. We have incorporated this trail into our plans. The arrival drive will have a trail on one side and a sidewalk on the other side.

Liberty Heights Drive will have sidewalks on both sides of the street. All other streets will have sidewalks on one side of the street.

As directed by City staff, we also added wood chip nature trails allowing access to the bluff.

The total length of paved and wood chip public trails to be constructed is 2,200 feet. See below trails exhibit.

Private Parks

One of the hallmarks of a Del Webb neighborhood is the extraordinary private amenities that are built within the neighborhood. Such amenities are above and beyond what is commonly seen in the creation of new neighborhoods. They form the focal point of the Del Webb active adult lifestyle in the offering of health, fitness, recreation, and social outlets. Below and attached you will find graphics illustrating the thought and attention to detail that is placed on the private amenities. The amenity center will be functional and extraordinarily beautiful.

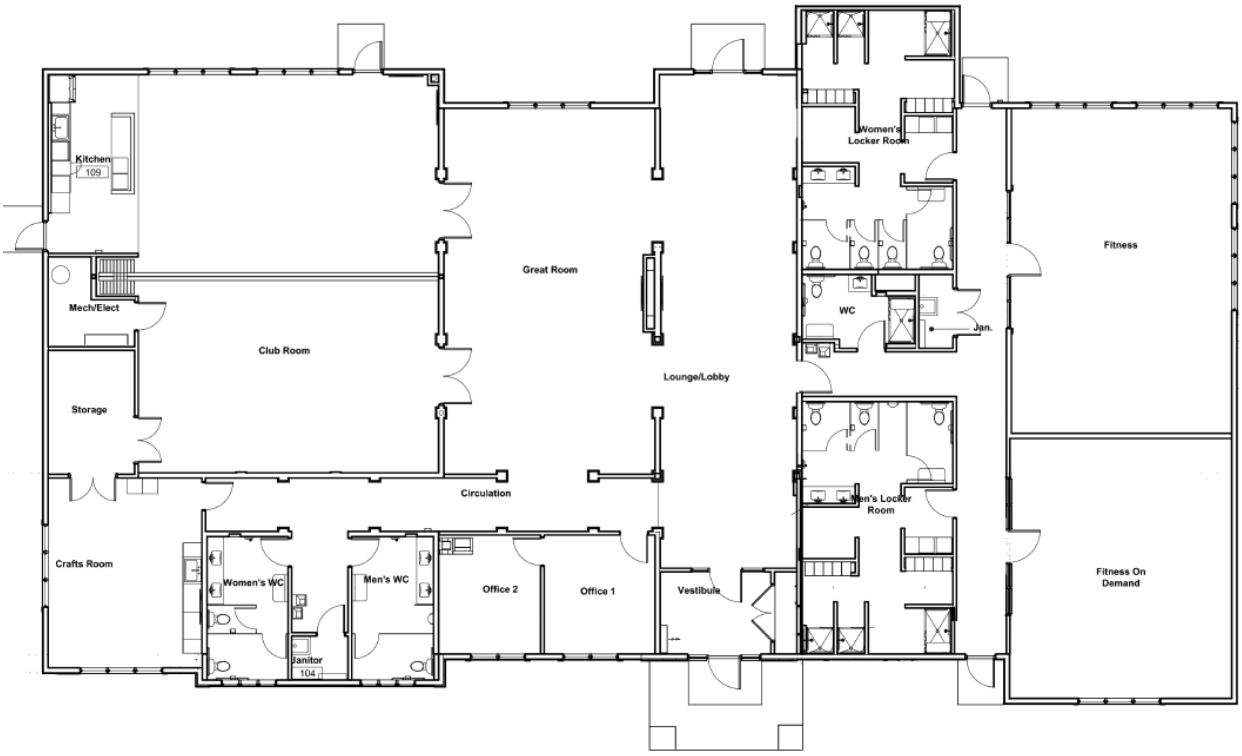
The amenity center is strategically placed at the end of the “arrival drive” at the high point of the neighborhood. We have worked hard to preserve some scattered mature oak and maple trees along the south side the amenity center. These trees will be seen in the distance as drivers gradually approach the amenity center. It is important for us to create a resort like experience along the arrival drive and within the amenity center in order to deliver the lifestyle expected of a Del Webb neighborhood.



Amenity center conceptual layout (above)



Clubhouse conceptual rendering (above)



Clubhouse conceptual floor plan (above)

Our market research and experience with other Del Webb neighborhoods guides us in terms of programming of the amenity center. It is likely to include:

- 7,200 sf clubhouse building with:
  - Fitness center and locker rooms
  - Social lounge

    - Activity/craft room
    - Club meeting rooms
    - Kitchen
- Outdoor pool
- Outdoor fire pit area
- Outdoor event area
- 6 pickleball courts
- 2 bocce courts

Private Trails

An important component of the active adult lifestyle is recreation. We provide an abundance of recreation at the amenity center, but our buyers also highly value jogging and walking outdoors. In addition to the 2,200 feet of public trails to be constructed, we are also planning to construct 2,500 feet of private trails throughout the private open space planned for the neighborhood. The homeowners association will own the private trails and the outlots that the trails lie within.

At three private trailhead locations, we are also planning mini parks that are intended to be small, convenient social gathering places. These are the simple yet small details that can make a neighborhood feel complete, welcoming, and full of interactions. We anticipate that these areas will include a bench or two, perhaps a decorative trellis, and landscaping.

In the below graphic, **public trails are shown in red and private trails are shown in green.** Public sidewalks are not shown but will be constructed on one side of every street. The one exception to this is Liberty Heights Drive in which we show a second sidewalk in orange for the purpose of providing strong access to Moers Park.

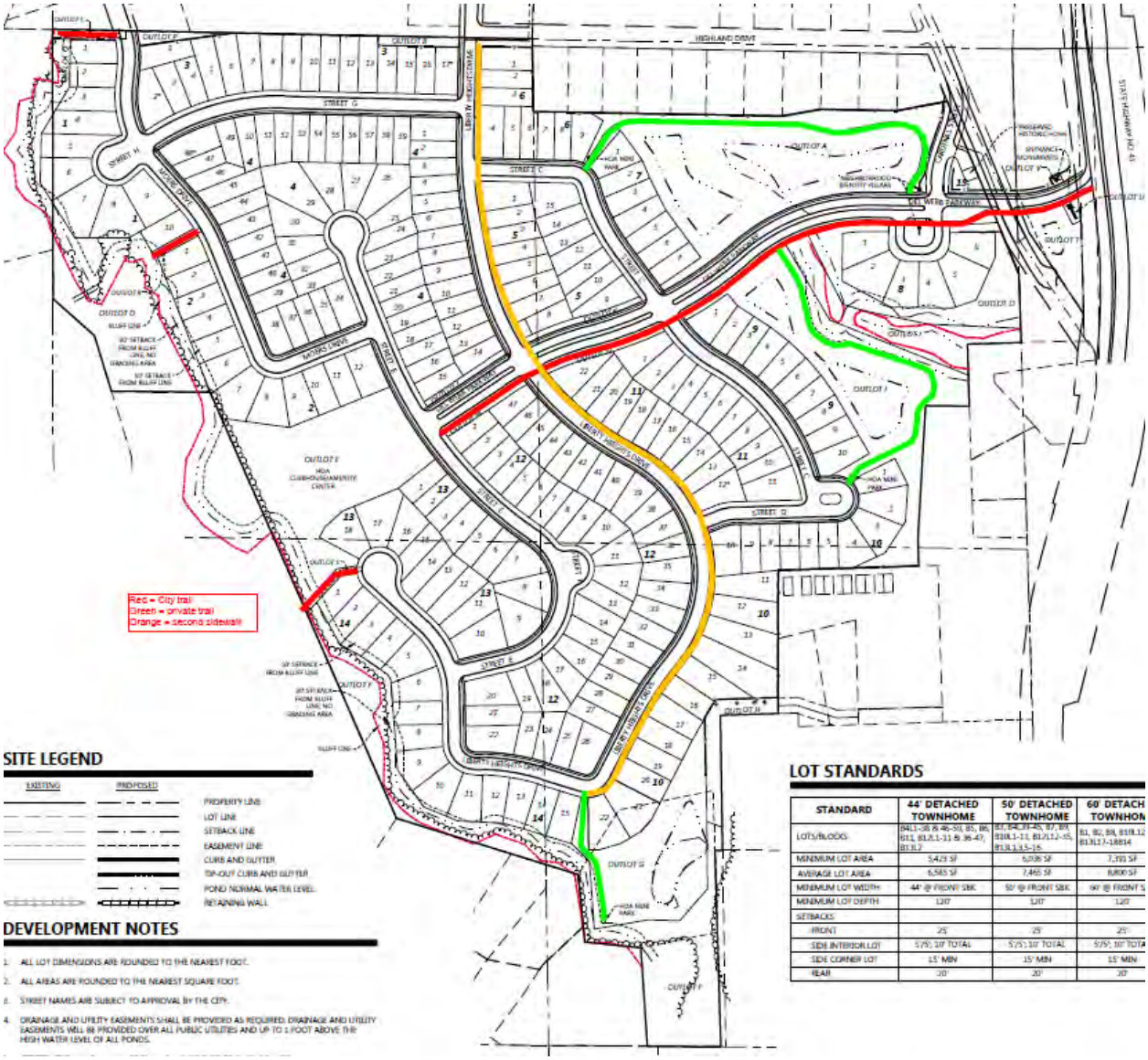


Exhibit showing public trails (red), private trails (green), and secondary sidewalk (orange).

Satisfying Park & Trail Dedication

Park dedication will be satisfied by a combination of land dedication to the City, excess open space, and construction of public trails. In total, this combination exceeds City requirements. See the below table which outlines in detail our park dedication.

Park dedication will be partially satisfied by the dedication of land to the City for a variety of purposes:

1. Two small slivers of an addition to Moers Park.
2. Upland connector land to enable access to the bluff.
3. Expansion of the cemetery to ensure that all burials are within City-owned land.
4. Expansion of Fireman's Park as shown in the 2040 Comprehensive Plan.

Park dedication will also be satisfied by the creation of private open space that exceeds City ordinances. The City's subdivision ordinance includes the following section:

> *"Provision of Excess Private Open Space:*
>
> *Where private developed open space is provided in excess of that required pursuant to the Chaska Zoning Code Ordinance, the City Council may accept such areas as credit against the amount of land required to be dedicated for public purposes so long as necessary assurances are provided that same will remain as park or recreation land."*

Clearly, the purpose of this section is to incentivize developers to preserve more land than required and to reward them when doing so. We are required to provide 6.18 acres of total open space (see below for detailed calculations). We are providing 16.80 acres, which is **270% more than required**. 29% of the gross area of the land will be public and private open space.

The combination of publicly dedicated land and privately maintained open space will fully satisfy park dedication requirements. In order to provide the necessary assurances that the private open space will remain as recreational or open space, we are willing to record a restriction against these private outlots.

In total, we are providing an extraordinary range of private recreational amenities to the buyers of homes in Del Webb at Chaska. **This will reduce the demand on public parks, trails, and amenities and will perpetually shift some maintenance and operational costs from the City to the private homeowners association. Providing credit for excess private open space is therefore appropriate for this extraordinary and unique neighborhood.** If not this neighborhood, then what would qualify?

Regarding public trail dedication, we are satisfying this requirement by constructing the public trails at our cost in lieu of paying trail dedication fees. Our high-level calculations indicate that trail dedication fees would equate to about $110,000 and the value of the trail construction equates to about $79,000. The excess park dedication discussed above and shown below is more than enough to cover this difference.

Below is a detailed outline of our calculations related to parks and trails as well as an open space graphic. For the open space graphic, **red bounded areas are publicly owned. Green bounded areas are privately owned.**

Outlots

Outlot Number	Purpose	Gross Area	Open Space Excl Bluff/Ponds
A	HOA - open space/stormwater	4.84	3.60
B	City - park (Moers Park)	0.57	0.57
C	City - park/connection to bluff	0.29	0.29
D	City - mostly bluff	2.60	
E	HOA - private park	3.28	3.28
F	City - park and bluff	3.71	3.05
G	HOA - open space/stormwater	2.16	1.73
H	City - cemetery	0.43	0.43
I	HOA - open space/stormwater	3.36	2.68
J	City - mostly bluff	1.07	
K	HOA - open space	0.11	0.11
L	HOA - open space	0.09	0.09
M	HOA - open space	0.09	0.09
N	HOA - open space	0.11	0.11
O	HOA - mostly bluff	1.15	
P	City - park (Moers Park)	0.11	0.11
Q	City - mostly bluff	0.17	
R	City - park/connection to bluff	0.06	0.06
S	City - park/connection to bluff	0.08	0.08
T	HOA - open space/stormwater	0.51	0.45
U	HOA - open space	0.05	0.05
V	HOA - open space	0.02	0.02
		24.86	**16.80**

Areas

Item	Area for Impact Fees	Area for Park Ded
Gross area	86.05	86.05
Bluff areas	7.67	7.67
Net area	78.38	78.38

Required PDD open space

PDD open space required per home	1000	sf
Number of new homes	269	homes
Required PDD open space	269000	sf
Required PDD open space	6.18	acre
Open space provided (excluding bluffs & ponds)	16.80	acre
Excess open space provided (excluding bluffs & ponds)	10.62	acre

Required Park Ded

Item	Area
Gross area	86.05
Required 10% gross area or fee	8.61

Park Land Dedication

Item	Area
Outlots B & P - Moers Park expansion	0.68
Outlots C, R & S - City wood chip trail connections to bluff	0.43
Outlot H - Cemetery expansion	0.43
Excess open space credit (excluding bluffs & ponds)	10.62
Total park land dedication	12.16

Public Trail Credit

Item	Linear Foot
Length of public paved trails	1,690
Estimated cost/lf	$40.55
Trail construction credit	$68,526
Length of public wood chip trails	510
Estimated cost/lf	$20.00
Trail construction credit	$10,200
Total trail construction credit	**$78,726**

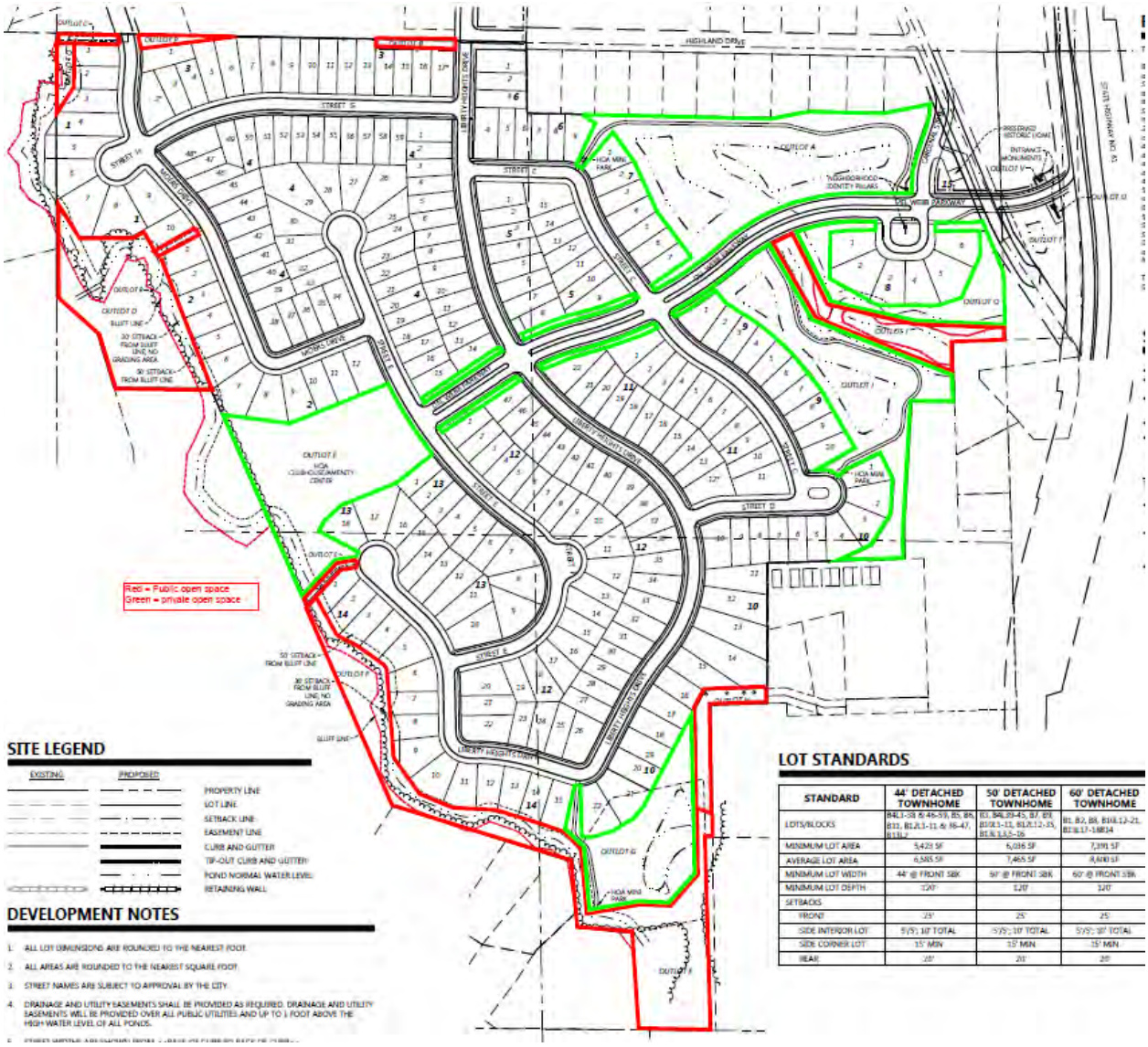


Exhibit showing public open space (red) and private open space (green)

Tree Preservation & Landscape Plan

A key component of an attractive Del Webb community is the use of plentiful and attractive landscaping. It is worthwhile to point out some key aspects of the landscape plan.

First, we worked very hard to preserve as many trees as possible. You will note that we are preserving most trees along the perimeter of the property, particularly along the west and south edges. There are also many trees we can preserve in the east central ravine area.

For the entire property, we counted approximately eleven trees that we consider to be significant and worthy of evaluating in closer detail. These trees are located near the west central edge of the property and are mature maple or oak trees. Unfortunately, the trees are spaced out and many are on steep slopes so preservation of these eleven trees is very difficult

and, in some cases, impossible. We found that the most effective strategy for preserving most of these trees was to place the amenity center in this area and to work around as many of the trees as possible. We are happy to say that we were able to preserve six of these mature trees by placing some in the “side yard” of the amenity center and by creating an open space connection south of the amenity center. We looked closely at trying to preserve the three trees in the center of the amenity center outlot, but the grades will not allow it.

The main entrance and arrival drive have a large amount of landscaping to deliver a resort-like experience. This includes greenery as well as color in the form of perennials and ornamental trees. Another key aspect of the landscape plan is the landscape buffers in key locations adjacent to existing homes and adjacent to the new homes along the arrival drive. These are the details that make for a thoughtful and attractive neighborhood. A significant amount of focus is also on the amenity center, utilizing landscaping to create separate “outdoor rooms.”

In total, the neighborhood is required to have 419 trees planted. We will be planting 676 trees plus additional trees on the amenity outlot. **We estimate that we will exceed City requirements by 70%**, excluding credits that could be given for preservation of significant trees. In addition to these requirements, we will be planting shrubs and flowers primarily along the arrival drive.

City Land

As directed by City staff, we have incorporated a very small amount of City property (0.23 acres) lying above the bluff in the northwest corner of the neighborhood. We are willing to pay the market price for this sliver of raw land in order to see the City develop in an efficient manner.

Infrastructure

We are planning to reuse storm water from the ponds as irrigation water for at least the eastern one-third of homes in the neighborhood. We are working through engineering issues to maximize the area that can be served. Our goal is to minimize freshwater use for irrigation.

Our Homes

Pulte Group is known for the extraordinary steps that we take to ensure that we are designing and building homes that meet the needs and desires of home buyers. We continually reach out to the public and our homeowners to get feedback to improve our home designs. We call this Life Tested®. We have built prototypical rooms and homes in warehouses across the country and have paid members of the public to walk through and provide written feedback on the homes. Through this intensive process, we have conceived of and incorporated many innovative home design features such as the Pulte Planning Center, Everyday Entry, Super Laundry, Oversized Pantry, and the Owner’s Retreat. This exhaustive process has played a major part in our success in “Building Consumer Inspired Homes and Communities to Make Lives Better”.

We will be offering our updated and popular series of Del Webb homes. Buyers will be able to choose from different product lines of homes with varying sizes, prices, and views/locations. Below is a brief description of the lot and home selections that we envision being offered at Del

Webb at Chaska. All product lines will offer five different options for architectural facades and will offer various structural options to choose from.

44-Foot Wide Lots

The homes planned for the 44-foot wide lots will be 34-feet wide and range in size from 1,300 to 1,700 square feet. There will be three different floor plans to choose from. These smaller floor plans are very popular for singles/widows/widowers in our active adult neighborhoods. They typically have two bedrooms and a two-car garage and are built slab on grade (no basements). Valuations of these homes are anticipated to be from the high $200k's to the mid-$300k's.

50-Foot Wide Lots

The homes planned for the 50-foot wide lots will be 40-feet wide and range in size from 1,680 to 1,960 square feet (excluding basements). There will be four different floor plans to choose from. The homes typically have two bedrooms and a two-car garage but are versatile and can offer many options such as a third bedroom, a bonus room, and/or a finished basement. Valuations of these homes are anticipated to be from the mid-$300k's to the low $400k's.

60-Foot Wide Lots

The homes planned for the 60-foot lots will be a similar product line as for the 50-foot wide lots. However, all of homes will have basements, three-car garages, and steeper pitched roofs. The homes will be 50 feet wide. These lots are placed in the premium locations with the most attractive views. Valuations of these homes are anticipated to be from the high $300k's to the low $500k's.

Architecture

Del Webb has been creating age restricted communities since 1960. Through decades of experience, we have learned that specific home and community characteristics have consistently been desired by the active adult buyer. The homes and community that we have designed for this neighborhood meet these desires, though home desires have evolved in small ways and we have adapted our home designs to the ever-changing market.

Del Webb at Chaska will include the same updated Del Webb floor plans that are so popular in other markets across the country.

The Uniqueness of an Age Restricted Community

Del Webb at Chaska is not a traditional single-family neighborhood and it is worth the exercise of considering the uniqueness of architecture in this type of neighborhood.

Homes in an age restricted community differ from those in a single-family neighborhood in some significant ways. These factors are critical in how the overall architecture and attractiveness of the home and neighborhood are perceived. Each of these differences is discussed below.

1) One story homes vs two story homes – A typical two-story single-family home displays up to twice the surface area on all four sides of the home than a one-story home. This can sometimes result in large, somewhat blank walls on a two-story single-family home

that can be lacking in attractiveness. In effect, there is less opportunity and less need to add features to the exterior elevations of a one-story home.

2) Narrower homes – Similarly, age restricted homes are typically narrower than two-story single-family homes for the simple reason that a retired individual or couple needs less space than a family does. The same point as discussed above comes into play on this issue as well. There is less surface area on the fronts and rears of the home and therefore there is less opportunity and less need to add architectural elements to the homes.
3) Less side setbacks – Due to the desire of the age restricted buyer to minimize the size of their lawns, the nationwide typical Del Webb side setback is five feet and five feet. This leads to the side elevations of the homes being much less visible than for single-family homes with wider side setbacks.

Del Webb at Chaska Architecture

Attached to this application you will find our very popular elevations for Del Webb at Chaska. A quick summary:

34-foot wide homes – There are five floor plans and a total of twenty-three architectural elevations.
40-foot wide homes – There are four floor plans and a total of twenty architectural elevations.
50-foot wide homes – There are four floor plans and a total of twenty architectural elevations.

We encourage you to visit Bellwether in Corcoran (https://www.delwebb.com/homes/minnesota/the-twin-cities/corcoran/bellwether-by-del-webb-210224) to see our first Del Webb neighborhood in Minnesota. We are utilizing the same floor plans and architecture in Chaska.

Architecture Compliance

The City recently adopted design guidelines (Section 9.28) to prescribe specific house design characteristics. Section 9.28.3 outlines exemptions from this code. This application may meet exemption requirements. More discussion would be required to determine this.

If it is determined that this application does not meet exemption requirements, following is a summary of how our architecture compares to the guidelines.

Areas of Non-Compliance

1. Garage protruding more than eight feet from the home – Some home designs do not meet this requirement. Some of these homes are somewhat small because this buyer no longer needs a large amount of space in their homes. There is not a great deal of flexibility in designing homes with a single level and with limited finished floor space.
2. Front porches – Some homes do not have porches that are eight feet in depth and do not cover 50% of the front of the homes for the same reasons outlined in the previous point.
3. Garages –
    a. Our homes with 3-car garages surpass 65% of the front of the home. Del Webb homes are a unique house style. It caters to people who no longer need as much home space yet still have cars in the garage. The proportion of our needs varies as we age. However, all our 3-car garage homes have a break between the 2-car area and the third stall.

b. We do not have second floors over the garage.

4. 360-degree architecture on highly visible lots – This requirement is more relevant for traditional two-story single-family homes which sometimes have large, somewhat blank walls. Narrow single level homes do not display large wall surface areas.

Areas Exceeding the Code

1. Non-Monotony code – We have our own non-monotony code that we utilize in all our neighborhoods to ensure variety and balance in the streetscape. We are seeking to use our code which is much more detailed and applicable than the City code. We break down our requirements with respect to floor plans, architectural elevations, and colors along a street scape. One component of the City code is not applicable to single level housing: "number of full stories above grade." Attached you will find the detailed Pulte monotony code.
2. Cultured Stone – We are providing cultured stone on every front elevation in the neighborhood. This is commonly considered to be a significant upgrade.
3. Three materials – On every front elevation in the neighborhood, we have incorporated three different materials/patterns. This is typically expressed as cultured stone and two different patterns of siding to create visual interest and variety. The result is very attractive. This is commonly considered to be a significant upgrade. The siding chosen by this type of buyer is vinyl because low maintenance is a high priority for the active adult buyer.
4. Trim – We have added 3-inch to 3.5-inch trim around all windows. This is commonly considered to be a significant upgrade.

It should be noted that in all areas where our architecture does not specifically comply with the City ordinance it is because we are building narrow single level homes. The City code appears to be targeted more toward two-story single-family homes which tend to have larger exterior walls to contend with.

Over the decades, we have specifically designed our Del Webb single level homes for this unique type of active adult neighborhood. The materials, architectural features, and floor plan options are all in response to what our buyers desire. In whole, the architecture that we are proposing is superior to the architectural requirements outlined in your code. We are requesting approval of our submitted architecture. This will enable us to deliver to our buyers exactly what they are seeking.

Homeowners Association (HOA)

One of the key attributes of this neighborhood that is attractive to the active adult buyer is the level of service provided by the HOA. Here are the various services provided to homeowners by the HOA:

1. Snow removal -The HOA clears snow from the driveways, service walks connecting driveways to front doors, and public sidewalks along the streets.
2. Lawn service – This includes regular mowing, treatments, and leaf removal services.
3. Amenity center – HOA dues fund the operation and maintenance of the clubhouse and amenities associated with the amenity center.
4. Facilitation coordinator – One of the most distinguishing aspects of a Del Webb neighborhood is its active and robust lifestyle. Not only are prospective homebuyers attracted by Pulte's reputation for excellence in customer service and construction of a

quality home, they are excited and intrigued by the opportunity to enrich the quality of their lives as residents of a Del Webb neighborhood. Either a part of full-time employee will facilitate a wide variety of activities such as classes, educational workshops, trips and tours, special events, chartered clubs and interest groups that appeal to the diverse social and recreational interests of the active-adult resident.

5. Entrance experience maintenance – This includes the entrance monument and landscaping along the arrival drive. The resort-like feel of a Del Webb community relies upon a high level of maintenance and manicuring. It is very common for an HOA to maintain plantings and monuments within public rights-of-way. It reduces the burden on City staff. A simple license agreement will be executed to enable this maintenance.
6. Private open space – Maintenance of the natural plantings in the private open spaces.
7. Private trails and trailheads – We have created some beautiful walking experiences throughout the neighborhood that provide for exercise and beautiful views.
8. Retaining wall – The HOA will maintain the wall at the entrance to the neighborhood.
9. Decorative fencing – Fencing will be placed in some areas of the perimeter of the neighborhood as shown on the landscape plan.
10. Garbage service – We find that there are economies of scale when the HOA bids garbage service for an entire neighborhood. This also benefits the City because garbage trucks create the most wear and tear on City streets. We will have one provider instead of a handful of providers driving through the neighborhood.

Vacation of Cardinal Street Right-of-Way

In order to accomplish the addition of an access to State Highway 41, we need to relocate a short section of Cardinal Street. The purpose of this relocation is to create legal building setbacks for the Hammers homestead and to create a safe intersection with the new entrance drive. A byproduct of this work is that we are requesting a vacation of existing Cardinal Street right-of-way. Our plat will dedicate new right-of-way for the new street alignment. This is a formality necessary to complete this relocation work.

City of Chaska Mission Statement

This section of the narrative identifies how the Del Webb at Chaska neighborhood contributes to and reinforces the Chaska Mission Statement “to be the Best Small Town in Minnesota” through its Core Strategies.

High Quality of Life Enhanced

- Provides a housing type (active adult) that is in need.
- A highly sought after social and recreational lifestyle in a neighborhood that is certain to have a high-quality reputation.
- Del Webb at Chaska provides an opportunity for existing Chaska residents to remain in Chaska.
- Increases vitality of downtown and supports local businesses by adding a significant number of residents near downtown with the ability to spend discretionary money.
- Increases use of existing public amenities such as Fireman’s Park, Veteran’s Park, the public library, The Lodge, and the Chaska Town Course.

- This demographic group is known to volunteer at a significantly higher rate than the general population. Our schools, charities, and other organizations will benefit from this.
- The general area will benefit from an improvement in the traffic patterns by adding an access to State Highway 41.

Taxpayers Perceive they are Getting Cost-Effective Service

- As an infill development, the public trunk sewer, water, storm water, and transportation networks are in place. Impact fees will go toward paying for past expenditures or will increase reserves in the infrastructure funds. Infill developments are highly efficient from an infrastructure standpoint
- In conjunction with developing this neighborhood, we are improving a regional transportation weakness by adding a connection to State Highway 41.
- Tax revenue will go to the school district, but no children will be sent to the schools.

Well-Planned and Orderly Community Development is a Priority

- An infill development is more well-planned and orderly than other types of development.
- It provides a housing type (active adult) that is not being adequately met by the market.

A Sense of Community and Small-Town Values are Maintained

- Del Webb at Chaska creates a new neighborhood community that will create strong social bonds within the neighborhood due to the private amenity and social center.
- Del Webb at Chaska's proximity to downtown, Fireman's Park, and Veteran's Park will increase the usage, vibrancy, and atmosphere of these strong community assets.
- Volunteerism is closely related to small-town values, creating a strong sense of civic responsibility, community pride, and social cohesion.

A Commitment to Excellence

- Nationwide, the Del Webb brand is strongly associated with quality and excellence.

Covenants

Del Webb communities, including Del Webb at Chaska, are age restricted communities. This buyer seeks out an age restricted community where they can spend time with people of similar ages. We create a declaration that is recorded against all properties within the neighborhood which has specific age requirements for living within the community.

Although Del Webb at Chaska will be an age restricted community, we must comply with State and Federal law. The primary Federal law that we deal with is nicknamed HOPA. HOPA is the federal Housing for Older Persons Act of 1995. The law creates an exception to the federal Fair Housing Act's general prohibition against discrimination in the sale or lease of housing based on "familial status" and allows an age-restricted community to prohibit children or persons of any age if specific requirements are met. The key specific requirement is that at least 80% of the occupied dwelling units in the community must have at least one occupant who is 55 years of age or older (Age-Qualified Occupant). We set a goal at higher than 80% of the homes being occupied by 55 or older to ensure that we comply with the Federal law requirement of 80% for an age restricted community. In addition, HOPA requires the homeowner's association to conduct periodic surveys to validate that the age-restricted community complies with the HOPA

80% Occupancy Requirement. This ensures perpetual compliance with the HOPA law. Another specific restriction is that no children can live within the community.

A homeowner's association will also be a key component of this Del Webb neighborhood. Homeowner dues will pay for ongoing maintenance of the amenities, landscaping, entrance monument, and staff programming of activities.

Concept Plan Review Comments

At the Concept Plan review stage, we submitted a very high-level concept plan for review. Later, we obtained a significant amount of due diligence information that enabled us to dig into the details involved in developing this property. City staff assembled some high-level comments at the Concept Plan review stage. Such comments included 60 feet of ROW, specific setbacks, completion of a wetland delineation report, completion of an EAW, and adherence to various specific City ordinances. We believe that we have completed and complied with every comment with one exception: The policy of mostly requiring sidewalks on two sides of every street. There is a sidewalk and trail along the arrival drive. There are sidewalks on both sides of Liberty Heights Drive to fully enable mobility to Moers Park. The remaining local streets are shown with sidewalks on one side of every street, which is the standard in the Twin Cites metropolitan area. See below for more details on this issue.

Planned Development District (PDD)

Our application includes rezoning of the property to PDD. In evaluating a PDD application, the City Council weighs the overall benefits of the proposal versus deviations from City ordinances. Here is a summary of the overall benefits and deviations from ordinances for Del Webb at Chaska.

City Benefits

1. Improvements to area transportation network – At no risk or cost to the City, Pulte will construct a new access to State Highway 41 which will strengthen the regional transportation system. It took a significant amount of time and effort to assemble a complicated land swap with the Church and to deal with MnDOT to accommodate these improvements.
2. Reduced traffic flows – We are proposing a land use (active adult) which will generate significantly less peak traffic flows than most any other land use.
3. Efficient use of existing infrastructure – No trunk infrastructure is required to be constructed.
4. Preservation of wooded bluffs and isolated mature trees
5. Preservation of historic home – We have and will be investing a significant amount of time and money into preserving the historic home, realigning Cardinal Street, creating a lot that will be legal and conforming, and installing utilities to serve this home. We have also worked hard to create an arrangement with a buyer which will likely result in the preservation and renovation of the historic home.
6. Dedication of land for expansion of Fireman's Park as shown in the City's 2040 Comprehensive Plan
7. Dedication of land for City cemetery – There has been some uncertainty about where historical burials have occurred. We have worked closely with the City to avoid the

boundary area of the current cemetery and will be dedicating land to the City to ensure that the City controls all burials. In effect, we are helping the City clean up this issue.

8. Upgraded architecture – The architecture used for this neighborhood is fitting for this unique type of home and is superior to City requirements.
9. Storm water reuse – We will be utilizing at least a portion of the stormwater generated from the neighborhood as an irrigation source. We will continue to work to maximize this effort.
10. Public trail system - In compliance with the vision outlined in the City's Comprehensive Plan and as directed by the City, we are constructing public trails.
11. 29% open space in total
12. Homeowners with discretionary income to patronize downtown businesses
13. Additional volunteers brought to the community – This demographic consists of many people who are at a time in their lives when they have the time and money to help their community in a variety of ways.
14. Housing that allows many aging Chaska residents to remain in the community
15. Landscaping – Per City requirements, 419 trees are required to be planted in the neighborhood. We are planting 676 trees plus whatever trees we plant on the amenity outlot. We will be planting about 70% more trees than are required.
16. Prestigious Neighborhood – Del Webb at Chaska will be a beautiful, prestigious neighborhood with an exceptional level of amenities and beauty. The active adult demographic group is very civic minded and is a light user of public services, resulting in an ideal addition to the City of Corcoran.

Deviations from City Standards

1. Lot size and reduced side setbacks – The active adult community typically does not have children living in their homes and therefore do not desire to have a large home or a large yard. In fact, additional yard equates to additional unwanted maintenance cost for the residents through their homeowner's association dues. We are proposing home sizes, lot sizes, and side setbacks that are typical in sought after Del Webb active adult neighborhoods across the country and identical to Bellwether, our first Del Webb neighborhood in Minnesota.
2. Architecture – Due to the unique nature of the active adult home, we are requesting approval of the architecture of the homes planned for this Del Webb neighborhood as presented. We are confident that you will find the quality of our architecture to exceed City requirements and to be most suitable for narrow single level homes.
3. Sidewalk on one side of the street – In the mid-1900's sidewalks were not commonly constructed. In the 1980's, developers, builders, and cities began to respond to a resurgence in the desire by the public to have more sidewalks and off-road trails. Since the 1980's, the building industry and cities have gradually made the construction of sidewalks on one side of the street a standard. There is great value in adding a sidewalk and it is universally desired and accepted in new neighborhoods. We have learned that the City of Chaska has a policy of having sidewalks on both sides of the street. The origin of this policy may be explained by the history of old downtown streets, which were designed with an 80-foot wide right-of-way with wide streets and sidewalks on both sides. With this geometry, the usefulness of having sidewalks on both sides of the street was a bit more understandable especially when streets were sometimes muddy before pavements were placed over the streets. Modern streets in Chaska are narrower and within a 60-foot right-of-way. In this modern setting, the value of providing one sidewalk instead of no sidewalk is very significant. However, the value of providing a second sidewalk instead of one sidewalk is very small. Add into this value based analysis the

steady increases in the cost of concrete and the second sidewalk is not a good value decision either for developers in the short run with up front capital expenses or more importantly for the City of Chaska in the long run with perpetual ownership, maintenance, repairs, and eventual replacement. Varying from the metropolitan standard of one sidewalk is not a good value decision. In addition, this neighborhood is somewhat unique in that we are providing a significant amount of public and private trails, so the complete pedestrian system is extensive even with sidewalk on one side of each street. We are requesting as part of this PDD application to approve the standard of one sidewalk along each street.

Phasing & Schedule

The following preliminary schedule for development is envisioned based on current information and the below preliminary phasing plan. As development progresses, phase boundaries will be refined.

Spring/summer 2020	Preliminary plat approval
Summer/fall 2020	Development of Phase 1
July 1, 2021	Grand opening – beginning of sales
2022	Development of Phase 2
2023	Development of Phase 3
2024-2025	Full build out

A Phasing Plan is included in this application package. We wish to offer a point of clarification. Although the amenity center is shown in Phase 3, we anticipate construction of the amenity center beginning roughly one year after we begin selling homes in the neighborhood. This buyer is a bit more discerning that most home buyers. Many buyers wish to see a completed and beautiful arrival drive prior to purchasing a home. Therefore, we will be delaying the beginning of sales until mid-2021.

It should also be noted that we will be building four model homes adjacent to the future amenity center (Block 13, Lots 1, 2, 3, and 4).

This submittal includes:

- *This narrative*
- *Applications*
- *Application fees totaling $6,890*
    - *Planned Development District – Residential rezoning = $588 + $11.88 x 269 (included exception historic home lot) + $712 = $4,496*
    - *Planned Development District – Residential Pre plat = $370 + $11.88 x 86 + 467 = $1,859*
    - *Vacation of ROW = $186 + $232 = $418*
    - *Mailing list preparation = $117*
- *Preliminary Plat package – plat, engineering, landscape architecture*
- *Amenities graphics – amenity center, clubhouse elevation, monument graphic*
- *Architectural elevations and Pulte non-monotony requirements*
- *Phasing Plan*
- *Wetland delineation report*
- *Geotechnical report*

February 4, 2020

RE: Del Webb at Chaska – Environmental Assessment Worksheet (EAW)

Dear Liz:

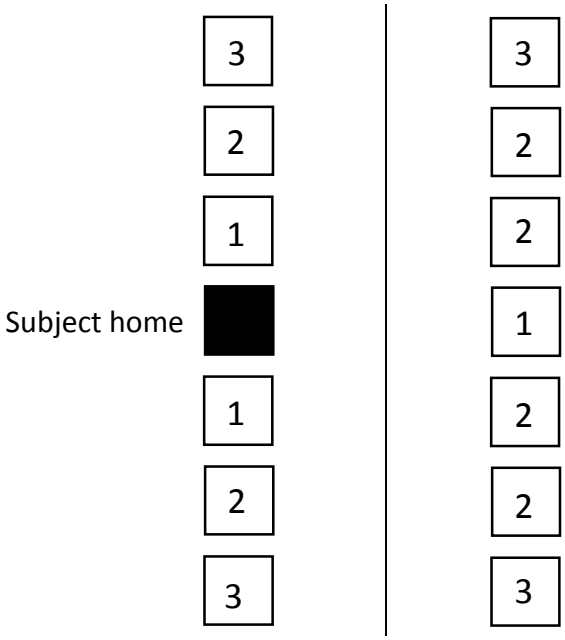
We agree that formal City Council action on the preliminary plat application will be postponed until after a negative declaration on the EAW is adopted by the City Council. These two actions may and commonly do occur on the same meeting as long as the negative declaration is acted upon prior to approval of the preliminary plat.

Sincerely,



Paul Heuer
Director of Land Planning & Entitlement

MONOTONY CODE GRAPHIC



1	Home cannot be the same floorplan and elevation. Must be a different color package. (Prairie and Prairie w/ stone are considered 2 different color packages.
2	Home can be the same floorplan and elevation as Subject home, but MUST be a different color package.
3	May be identical to Subject home.

© 2020 Westwood Professional Services, Inc.

PRELIMINARY PLANS

FOR

PLAT, SITE, GRADING, EROSION CONTROL, UTILITIES AND TREE PRESERVATION

FOR

DEL WEBB AT CHASKA

CHASKA, MN



Vicinity Map
(NOT TO SCALE)

PREPARED FOR:

PULTE GROUP

7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344
CONTACT: PAUL HEUER

PREPARED BY:

Westwood

Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150

12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com

Westwood Professional Services, Inc.

PROJECT NUMBER: 0015521.00
CONTACT: RYAN M. BLUHM

SHEET INDEX

Sheet Number	Sheet Title
1	Cover
2	Existing Conditions
3	Preliminary Plat - Overall
4	Phasing Plan
5	Typical Sections
6	Preliminary Plat
7	Preliminary Plat
8	Preliminary Plat - Detail
9	Turn Lane Plan
10	Preliminary Grading, Drainage & Erosion Control - Overall
11	Preliminary Grading, Drainage & Erosion Control
12	Preliminary Grading, Drainage & Erosion Control
13	Preliminary Grading, Drainage & Erosion Control
14	Preliminary Grading, Drainage & Erosion Control
15	Preliminary Grading, Drainage & Erosion Control
16	Preliminary Wetland Impact Plan
17	Preliminary Utility Plan - North
18	Preliminary Utility Plan - South
19	Street Profiles
20	Street Profiles
21	Details
22	Tree Preservation Plan - Overall
23	Tree Preservation Plan
24	Tree Preservation Plan
25	Tree Preservation Plan
26	Tree Preservation Plan
27	Tree Preservation Plan
28	Tree Inventory
29	Overall Landscape Plan
30	Landscape Plan
31	Landscape Plan
32	Landscape Plan
33	Landscape Plan
34	Landscape Plan
35	Landscape Planting Detail
36	Landscape Notes and Details
37	Main Entry Monument Concept Plan
38	Entry Monuments - Elevations
39	Recreation Center - Building
40	RECREATION CENTER - LAYOUT

NO.	DATE	REVISION	SHEETS
	02/26/20	CITY COMMENTS	
	----	.	
	----	.	
	----	.	
	----	.	
	----	.	
	----	.	
	----	.	
	----	.	
	----	.	

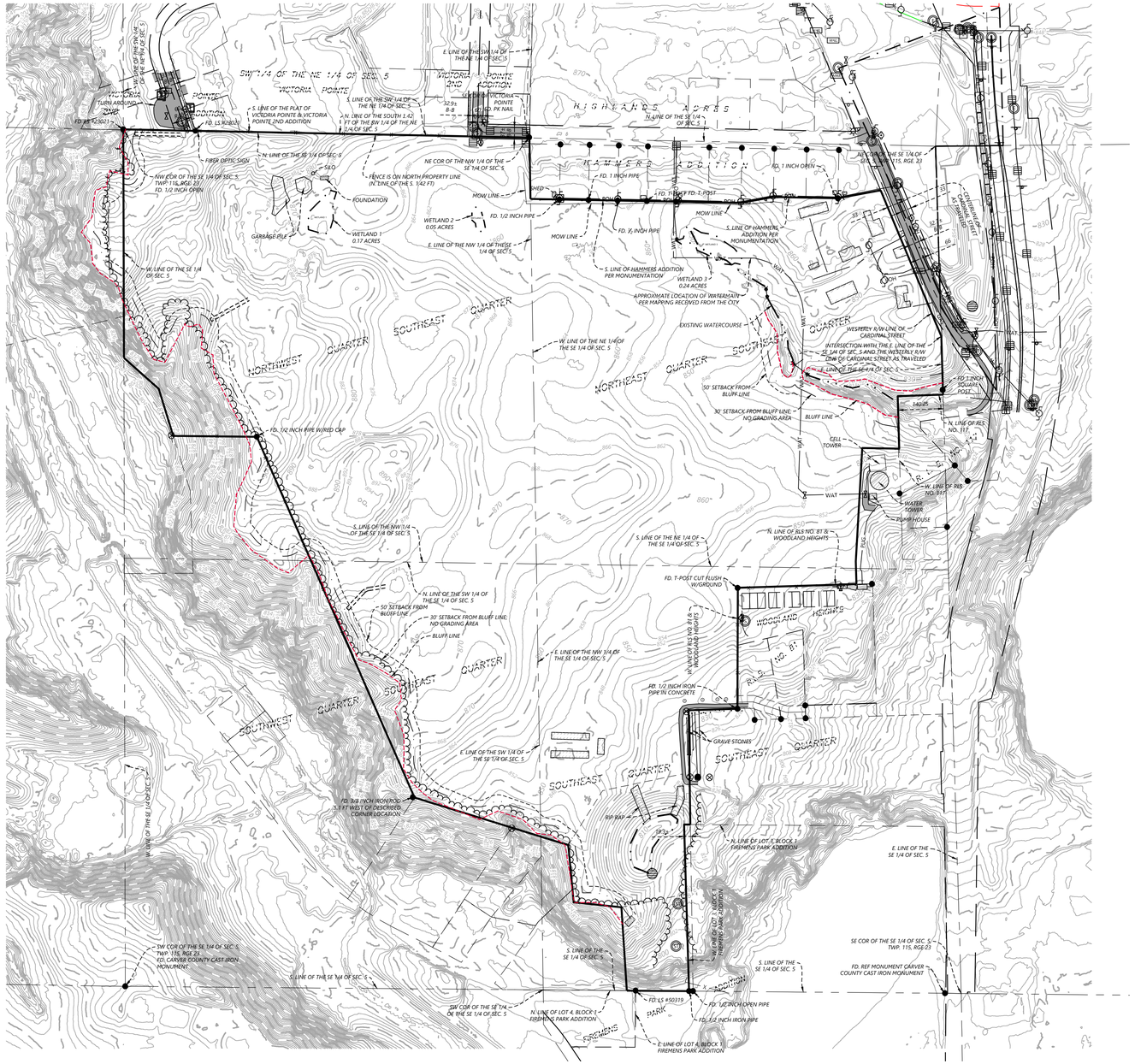
PRELIMINARY PLANS
FOR
PLAT, SITE, GRADING, EROSION CONTROL, UTILITIES AND TREE PRESERVATION
FOR
DEL WEBB AT CHASKA
CHASKA, MN

INITIAL SUBMITTAL DATE: 02/04/20 SHEET: 1 OF 40

I:\0015521.00\DWG\CIVIL\PRELIM\0015521S-CVP01.DWG

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



PROPERTY DESCRIPTION:

Parcel 1:
That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

Carver County, Minnesota

Parcel 2:
The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

Abstract Property

LEGEND

- SANITARY MANHOLE
- STORM MANHOLE
- BEEHIVE CATCH BASIN
- CATCH BASIN
- FLARED END SECTION
- HYDRANT
- GATE VALVE
- WELL
- FARM HYDRANT
- REDUCE PRESSURE VALVE
- ELECTRIC BOX
- ELECTRIC METER
- STREET LIGHT
- POWER POLE WITH LIGHT
- GUY WIRE
- POWER POLE
- TELEPHONE BOX
- HAND HOLE/JUNCTION BOX
- CABLE TV BOX
- FIBER OPTIC MANHOLE
- FIBER OPTIC PEDESTAL
- NATURAL GAS METER
- NATURAL GAS VALVE
- NATURAL GAS RISER/SERVICE
- NATURAL GAS VENT PIPE
- NATURAL GAS WELL
- AIR CONDITIONER
- STEEL/WOOD POST
- SIGN
- MAIL BOX
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- LOT LINE
- EASEMENT LINE
- SECTION LINE
- TREE LINE
- CABLE TELEVISION LINE
- GAS LINE
- POWER OVERHEAD
- POWER UNDERGROUND
- 50' SETBACK FROM BLUFF LINE
- 30' SETBACK FROM BLUFF LINE (NO GRADING AREA)
- BLUFF LINE
- SANITARY SEWER
- STORM SEWER
- TELEPHONE UNDERGROUND
- WATERMAIN
- FIBER OPTIC
- FENCE LINE
- CURB & GUTTER
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- WETLAND
- FOUND MONUMENT (SEE LABEL)
- CAST IRON MONUMENT (SEE LABEL)
- SET MONUMENT (SEE LABEL)

1" = 200'
0' 200' 400' 600'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-EXP01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 200'
VERTICAL SCALE: 40' OR 20'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LAND SURVEYOR UNDER THE LAWS OF THE STATE OF MINNESOTA

BRENT R PETERS
DATE: 02/04/20 LICENSE NO. 44123

DEL WEBB AT CHASKA
CHASKA, MN

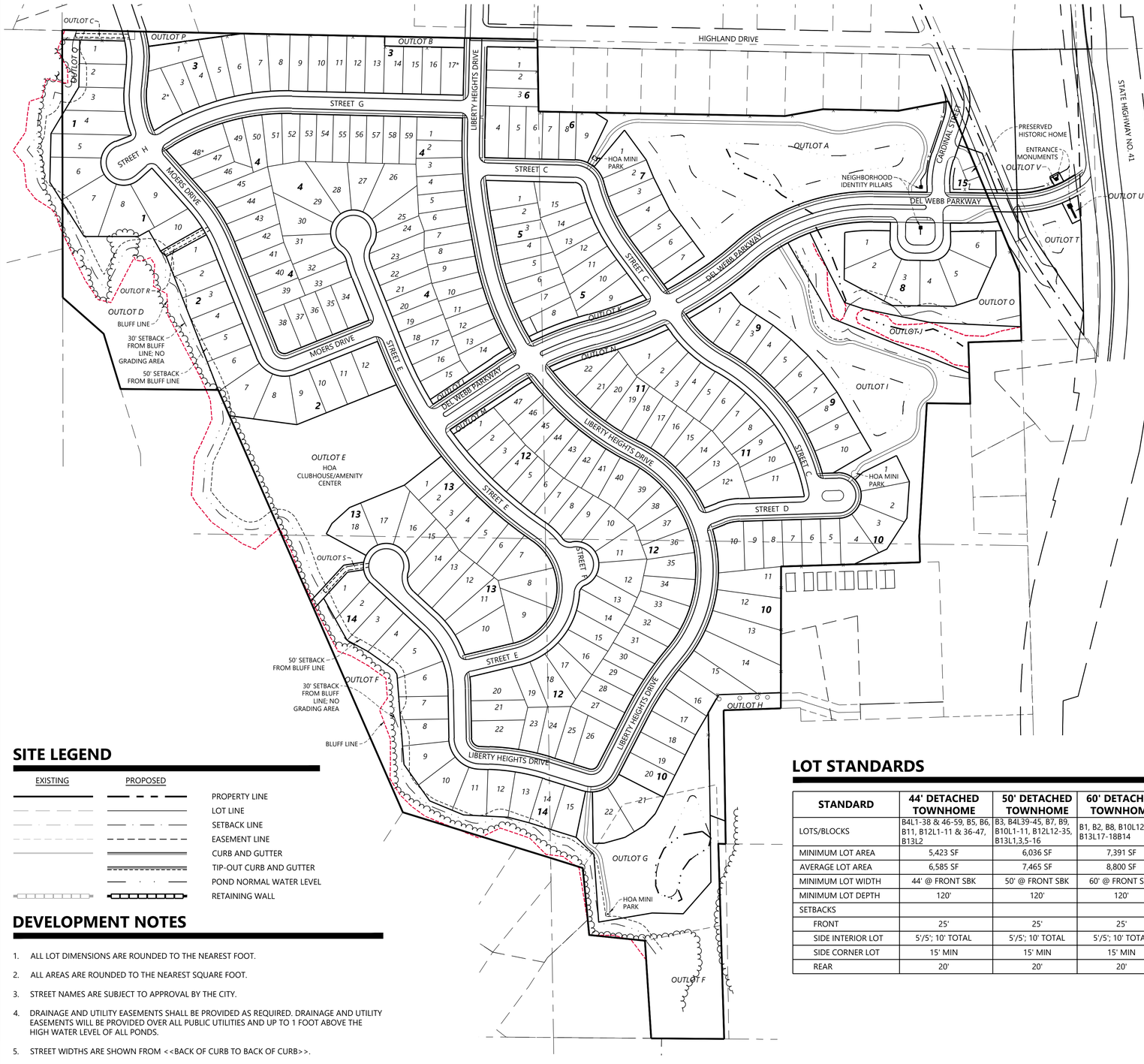
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

EXISTING CONDITIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 2 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



PROPERTY DESCRIPTION

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

SITE DEVELOPMENT DATA

• EXISTING ZONING:	O - OPEN DEVELOPMENT
• PROPOSED ZONING:	PDD/PRD PLANNED RESIDENTIAL DISTRICT
• GROSS SITE AREA:	86.05 AC
BLUFF AREAS:	7.67 AC
• NET SITE AREA:	78.38 AC
• DEVELOPMENT SUMMARY	
44' DETACHED TOWNHOME LOT:	122 HOMES
50' DETACHED TOWNHOME LOT:	89 HOMES
60' DETACHED TOWNHOME LOT:	58 HOMES
PRESERVED HISTORIC HOME LOT:	1 HOME
TOTAL HOMES:	270 HOMES
• PROJECT OPEN SPACE:	24.04 AC (30.12%)
•• SEE OUTLOT TABLE BELOW	
• TOTAL LENGTHS OF TRAILS:	
PRIVATE TRAILS:	2,500 LF
CITY TRAILS (DEL WEBB PKWY; NAT. BLUFF TRLS):	2,200 LF
LIBERTY HEIGHTS DR (SECOND SWK):	2,200 LF
• PROJECT DENSITY:	
GROSS:	±3.13 UN/AC
NET:	±3.43 UN/AC

OUTLOT TABLE

OUTLOT	USE	OWNERSHIP	GROSS AREA
A	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	4.84 AC
B	PARK	CITY	0.57 AC
C	PARK	CITY	0.29 AC
D	BLUFF/BUFFER	CITY	2.60 AC
E	HOA PARK	HOA	3.28 AC
F	PARK/BLUFF	CITY	3.71 AC
G	OPEN/SPACE STORMWATER	HOA/CITY EASEMENT	2.16 AC
H	CEMETERY	CITY	0.43 AC
I	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	3.36 AC
J	BLUFF	CITY	1.07 AC
K	OPEN SPACE	HOA	0.11 AC
L	OPEN SPACE	HOA	0.09 AC
M	OPEN SPACE	HOA	0.09 AC
N	OPEN SPACE	HOA	0.11 AC
O	OPEN SPACE	HOA	1.15 AC
P	PARK	CITY	0.11 AC
Q	BLUFF	CITY	0.17 AC
R	PARK	CITY	0.06 AC
S	PARK	CITY	0.08 AC
T	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	0.51 AC
U	MONUMENT SIGN	HOA	0.05 AC
V	MONUMENT SIGN	HOA	0.02 AC

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL

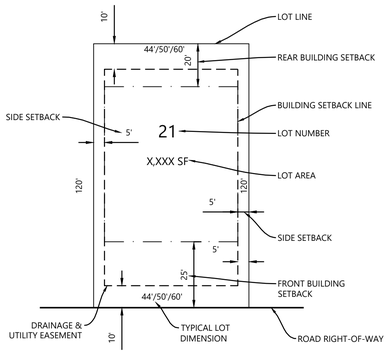
DEVELOPMENT NOTES

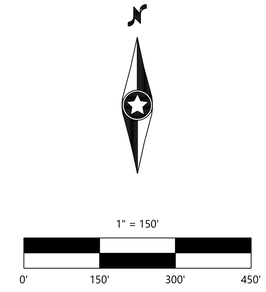
1. ALL LOT DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT.
2. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
3. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
4. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED. DRAINAGE AND UTILITY EASEMENTS WILL BE PROVIDED OVER ALL PUBLIC UTILITIES AND UP TO 1 FOOT ABOVE THE HIGH WATER LEVEL OF ALL PONDS.
5. STREET WIDTHS ARE SHOWN FROM <<BACK OF CURB TO BACK OF CURB>>.

LOT STANDARDS

STANDARD	44' DETACHED TOWNHOME	50' DETACHED TOWNHOME	60' DETACHED TOWNHOME
LOTS/BLOCKS	B4L1-38 & 46-59, B5, B6, B11, B12L1-11 & 36-47, B13L2	B3, B4L39-45, B7, B9, B10L1-11, B12L12-35, B13L1,3,5-16	B1, B2, B8, B10L12-21, B13L17-18B14
MINIMUM LOT AREA	5,423 SF	6,036 SF	7,391 SF
AVERAGE LOT AREA	6,585 SF	7,465 SF	8,800 SF
MINIMUM LOT WIDTH	44' @ FRONT SBK	50' @ FRONT SBK	60' @ FRONT SBK
MINIMUM LOT DEPTH	120'	120'	120'
SETBACKS			
FRONT	25'	25'	25'
SIDE INTERIOR LOT	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL
SIDE CORNER LOT	15' MIN	15' MIN	15' MIN
REAR	20'	20'	20'

TYPICAL DETACHED TOWNHOME DETAIL





NOT FOR CONSTRUCTION

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

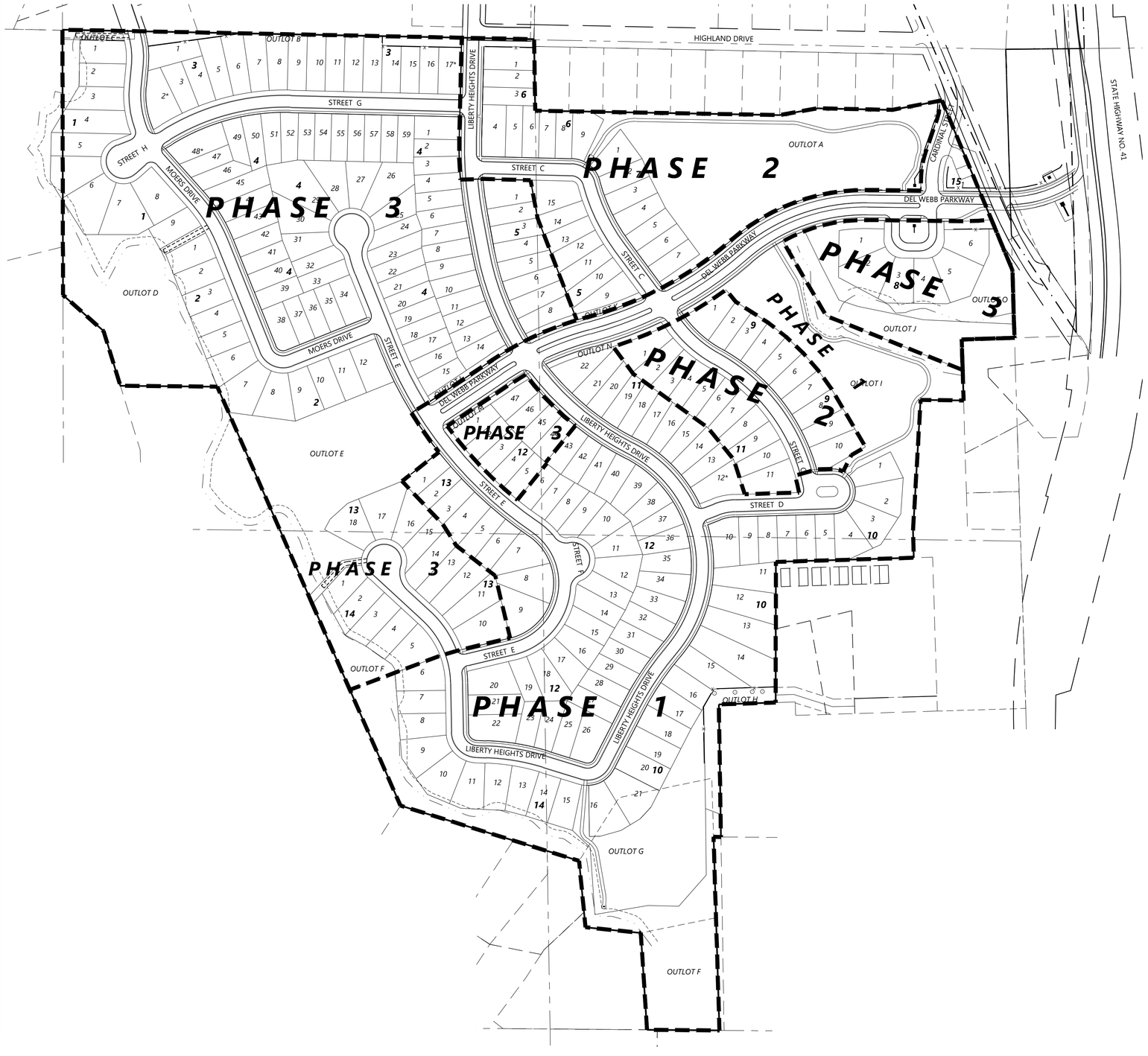
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 3 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

PHASE 1 = 33.87 AC

PHASE 2 = 14.20 AC

PHASE 3 = 37.98 AC

1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PHP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PHASING PLAN

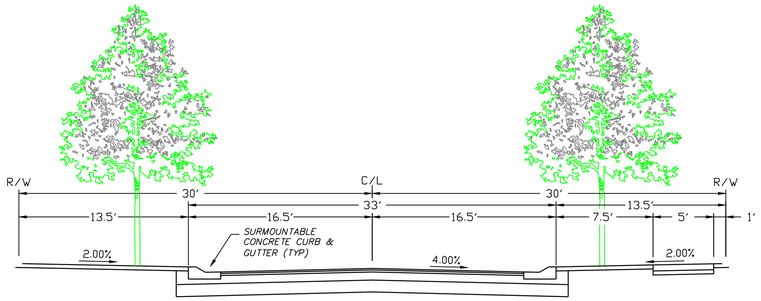
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 4 OF 40

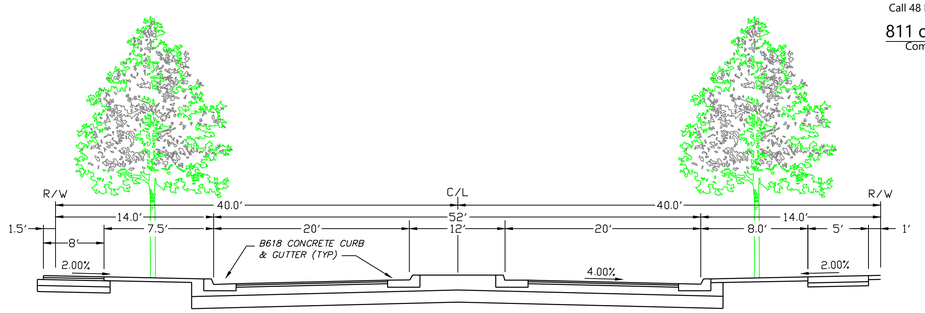
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

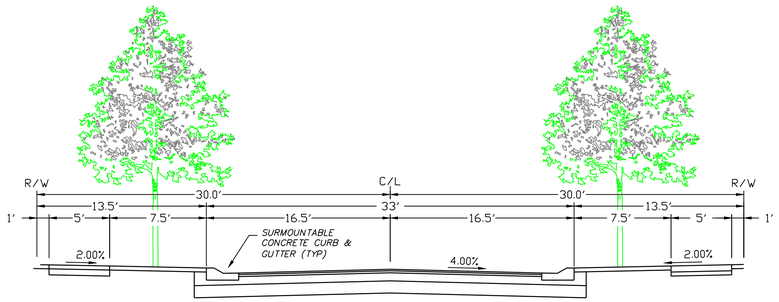
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



A TYPICAL SECTION–LOCAL STREETS
60' ROW – 33' B–B



C TYPICAL SECTION–DEL WEBB PARKWAY
80' ROW – 20' F–F



B TYPICAL SECTION–LIBERTY HEIGHTS DRIVE
60' ROW – 33' B–B

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-DTP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

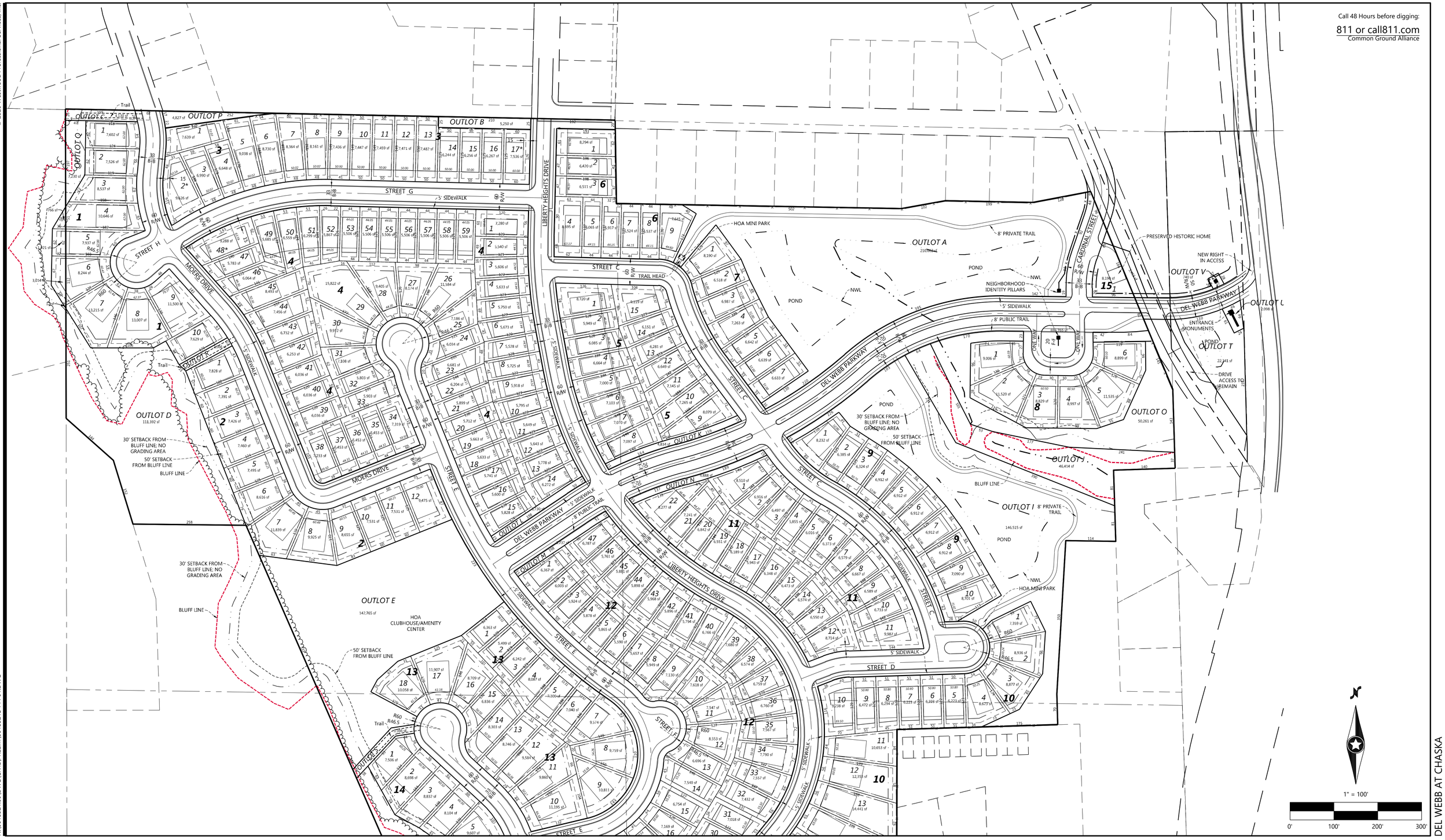
TYPICAL SECTIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 5 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	.
CHECKED:	.
DRAWN:	.
HORIZONTAL SCALE:	100'
VERTICAL SCALE:	20' OR 10'

INITIAL ISSUE:	02/04/20	
REVISIONS:		
1	02/26/20	CITY COMMENTS
2	----	.
3	----	.
4	----	.
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
Toll Free (888) 937-5150 | westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT

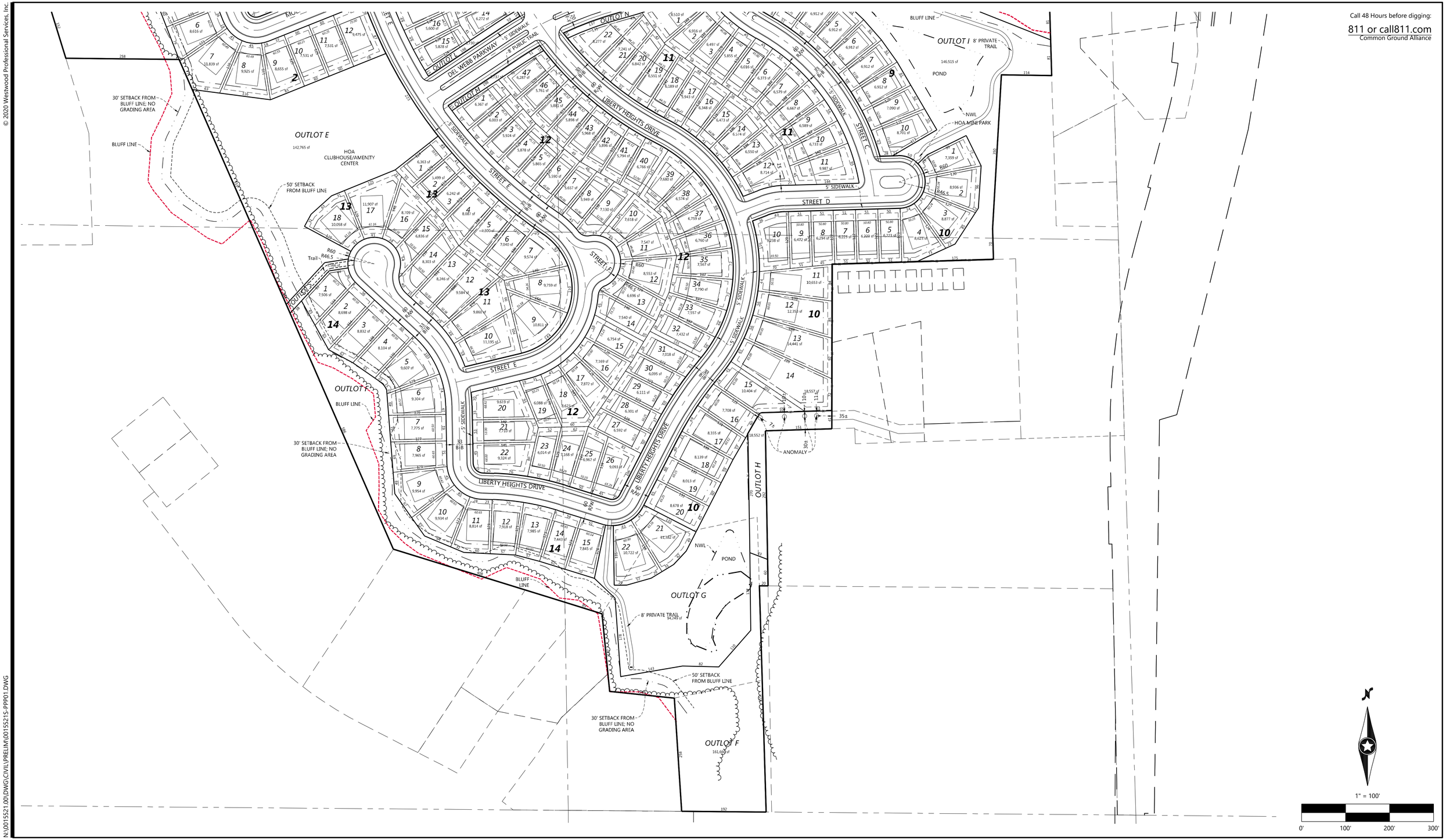
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 6 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



1" = 100'
0' 100' 200' 300'

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPP01.DWG

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 100.000001'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

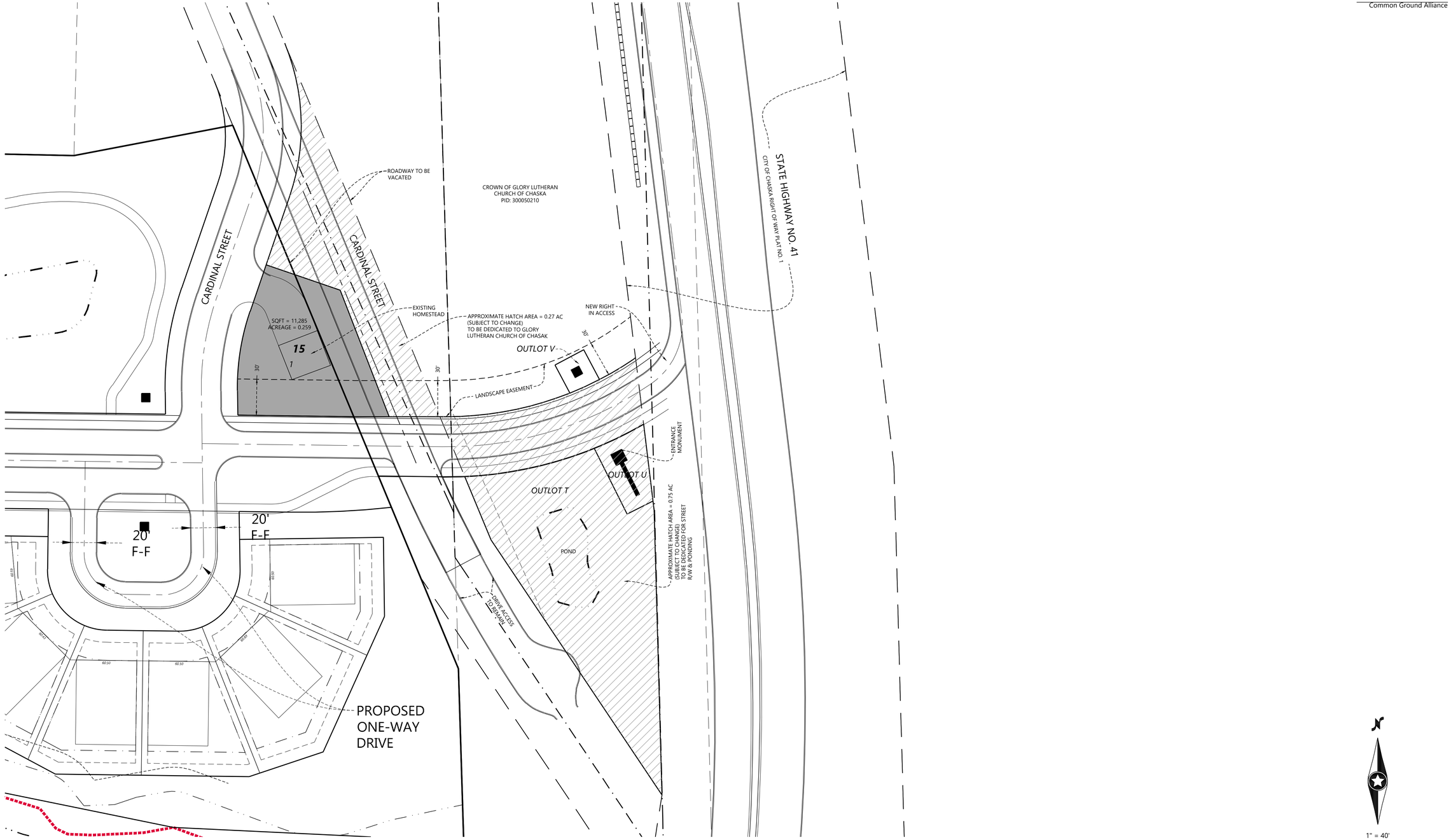
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT

SHEET NUMBER: 7 OF 40
PROJECT NUMBER: 0015521.00
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



1" = 40'

0' 40' 80' 120'

DEL WEBB AT CHASKA

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPP01.DWG

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	40'
VERTICAL SCALE:	8' OR 4'

INITIAL ISSUE:	02/04/20	
REVISIONS:		
1	02/26/20	CITY COMMENTS
2	----	-
3	----	-
4	----	-
5	----	-

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: _____ LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT - DETAIL

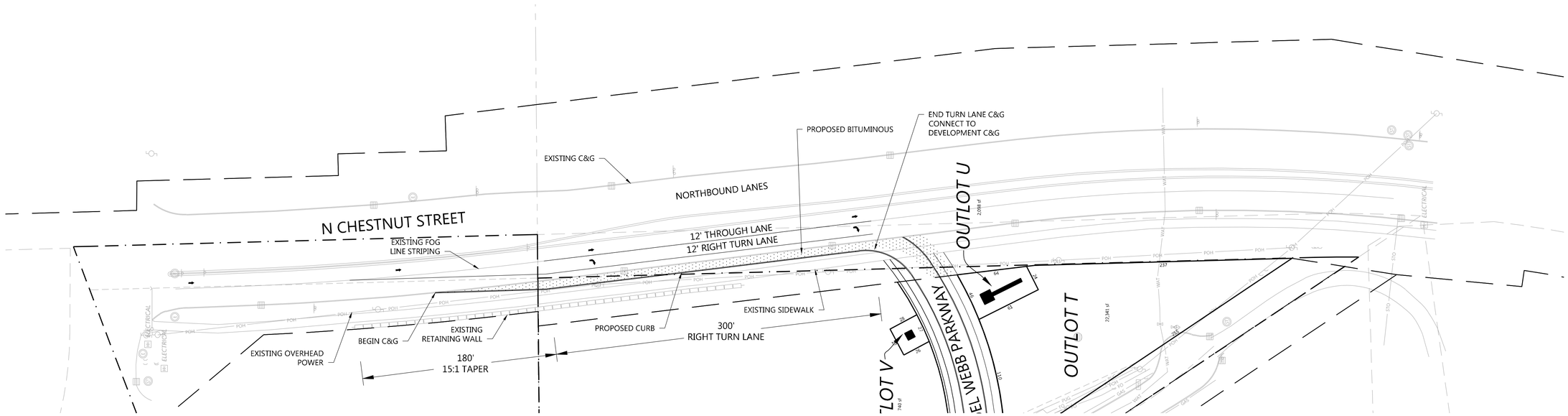
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 8 OF 40

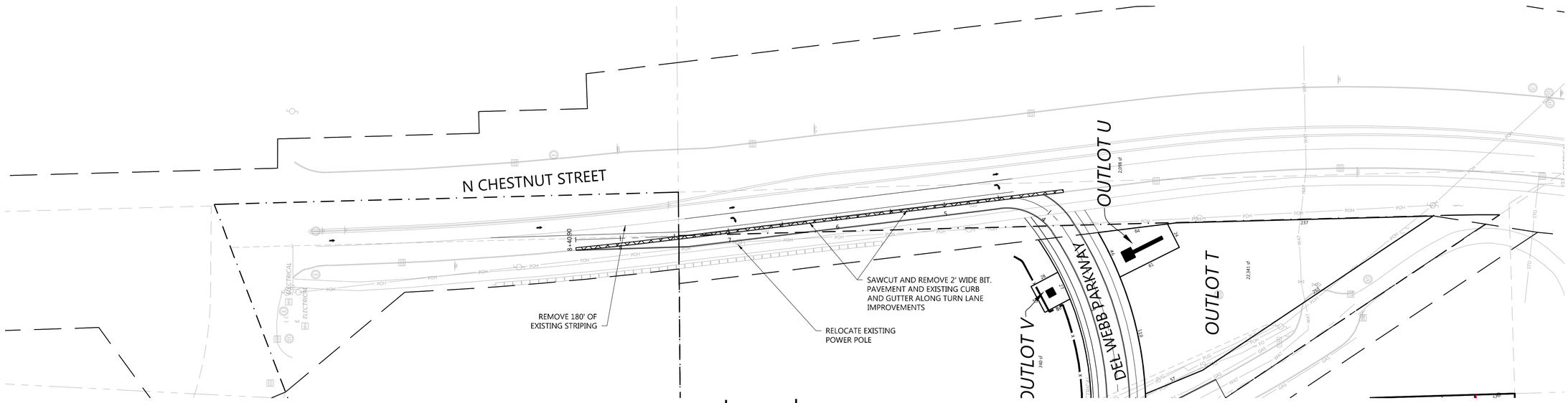
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Geometric Layout



Removals Plan



Legend

- Existing Pavement Removal Limits
- New Pavement Limits

1" = 50'

0' 50' 100' 150'

NOT FOR CONSTRUCTION

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-SPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ####
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

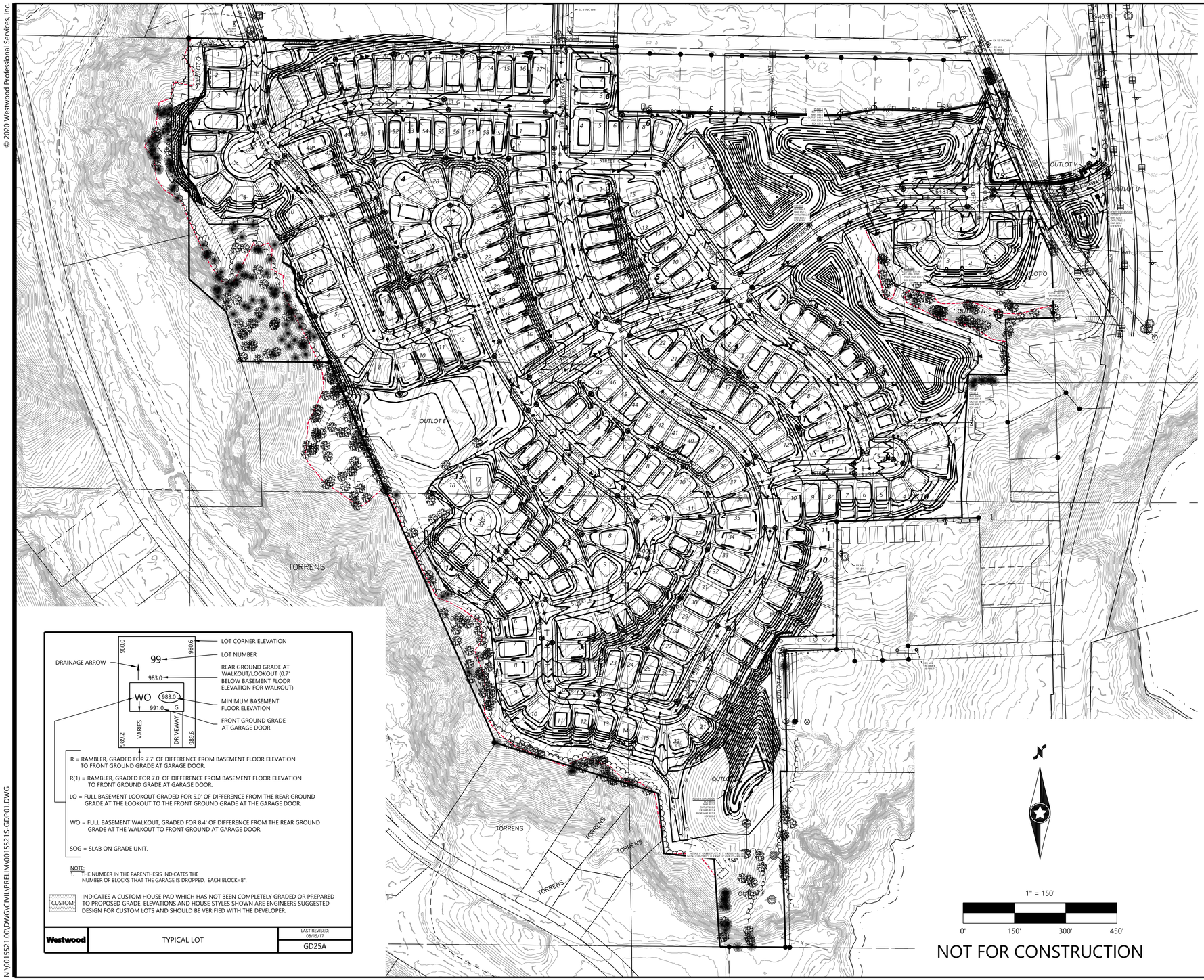
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TURN LANE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 9 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



GRADING & EROSION CONTROL LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
× 900.00	× 900.00	SPOT ELEVATION
	× HP/LP 900.00	HIGH/LOW POINT
	× CL-CL 900.00	CL-CL ELEVATION
	0.00%	FLOW DIRECTION
	TW=XXX.XX BW=XXX.XX	TOP AND BOTTOM OF RETAINING WALL
	E.O.F.	EMERGENCY OVERFLOW
	X.XX%	PROPOSED STREET PROFILE GRADE
STO		STORM SEWER
		TREE LINE
		TREE PROTECTION FENCE
		RETAINING WALL (MODULAR BLOCK)
	GL	GRADING LIMITS
	SF	SILT FENCE
	POST-SF	SILT FENCE-POST GRADING
	HDSF	HEAVY DUTY SILT FENCE
	RSC	REDUNDANT SEDIMENT CONTROL
		INLET PROTECTION
		EROSION CONTROL CHECKS/BIOROLLS
		ROCK CONSTRUCTION ENTRANCE
		EROSION CONTROL BLANKET
		TURF REINFORCEMENT MAT
		POND NORMAL WATER LEVEL
		WETLAND LINE
		WETLAND FILL
		WETLAND BUFFER
		POND ACCESS MAINTENANCE BENCH
		WETLAND BUFFER LIMITS
		WETLAND BUFFER MONUMENT
	DND	DO NOT DISTURB

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

GRADING & DRAINAGE NOTES

1. ALL CONTOURS AND SPOT ELEVATIONS ARE SHOWN TO FINISHED SURFACE/GUTTER GRADES UNLESS OTHERWISE NOTED.
2. REFER TO THE SITE PLAN/RECORD PLAT FOR MOST CURRENT HORIZONTAL SITE DIMENSIONS AND LAYOUT.
3. THE CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES AND TOPOGRAPHICAL FEATURES WITH THE OWNERS AND FIELD-VERIFY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR VARIATIONS FROM PLAN.
4. ALL CONSTRUCTION SHALL CONFORM TO LOCAL RULES.
5. THE CONTRACTOR IS TO CONTACT GOPHER STATE "ONE CALL" FOR UTILITY LOCATIONS AT 651-454-0002.
6. THE GRADING CONTRACTOR MUST BE AWARE OF ALL EXISTING AND PROPOSED UTILITIES.
7. HAULING HOURS MUST BE CONFIRMED WITH THE CITY PRIOR TO BEGINNING WORK.
8. POSITIVE DRAINAGE FROM THE SITE MUST BE PROVIDED AT ALL TIMES.

EROSION CONTROL NOTES

1. ALL SILT FENCE AND OTHER EROSION CONTROL FEATURES SHALL BE IN-PLACE PRIOR TO ANY EXCAVATION/CONSTRUCTION AND SHALL BE MAINTAINED UNTIL VIABLE TURF OR GROUND COVER HAS BEEN ESTABLISHED. EXISTING SILT FENCE ON-SITE SHALL BE MAINTAINED AND OR REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE GRADING CONTRACT. IT IS OF EXTREME IMPORTANCE TO BE AWARE OF CURRENT FIELD CONDITIONS WITH RESPECT TO EROSION CONTROL. TEMPORARY PONDING, DIKES, HAY BALES, ETC., REQUIRED BY THE CITY SHALL BE INCIDENTAL TO THE GRADING CONTRACT.
2. ALL STREETS DISTURBED DURING WORKING HOURS MUST BE CLEANED AT THE END OF EACH WORKING DAY. A ROCK ENTRANCE TO THE SITE MUST BE PROVIDED ACCORDING TO DETAILS TO REDUCE TRACKING OF DIRT ONTO PUBLIC STREETS.
3. REDUNDANT PERIMETER SEDIMENT CONTROLS ARE NECESSARY WHEN SOIL DISTURBANCE IS WITHIN 50 FEET OF SURFACE WATERS. REDUNDANT SEDIMENT CONTROLS COULD INCLUDE:
   - 3.1. TWO ROWS OF SILT FENCE (SEPARATED BY 8 FEET); OR
   - 3.2. SILT FENCE AND A TOPSOIL BERM (STABILIZE BERM WITH MULCH); OR
   - 3.3. SILT FENCE AND FIBER LOGS; OR
   - 3.4. TOPSOIL BERM AND FIBER LOGS (STABILIZE BERM WITH MULCH).
4. REDUNDANT SEDIMENT CONTROLS MUST BE INSTALLED PRIOR TO DISTURBING WITHIN 50 FEET OF THE SURFACE WATER.

R = RAMBLER, GRADED FOR 7.7' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

R(1) = RAMBLER, GRADED FOR 7.0' OF DIFFERENCE FROM BASEMENT FLOOR ELEVATION TO FRONT GROUND GRADE AT GARAGE DOOR.

LO = FULL BASEMENT LOOKOUT GRADED FOR 5.0' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE LOOKOUT TO THE FRONT GROUND GRADE AT THE GARAGE DOOR.

WO = FULL BASEMENT WALKOUT, GRADED FOR 8.4' OF DIFFERENCE FROM THE REAR GROUND GRADE AT THE WALKOUT TO FRONT GROUND AT GARAGE DOOR.

SOG = SLAB ON GRADE UNIT.

NOTE:
1. THE NUMBER IN THE PARENTHESIS INDICATES THE NUMBER OF BLOCKS THAT THE GARAGE IS DROPPED. EACH BLOCK=8".

CUSTOM — INDICATES A CUSTOM HOUSE PAD WHICH HAS NOT BEEN COMPLETELY GRADED OR PREPARED TO PROPOSED GRADE. ELEVATIONS AND HOUSE STYLES SHOWN ARE ENGINEERS SUGGESTED DESIGN FOR CUSTOM LOTS AND SHOULD BE VERIFIED WITH THE DEVELOPER.

Westwood	TYPICAL LOT	LAST REVISED: 08/15/17
		GD25A

1" = 150'
0' 150' 300' 450'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-GDP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL - OVERALL
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 10 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



DEL WEBB AT CHASKA

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-GDP01.DWG

DESIGNED:	.
CHECKED:	.
DRAWN:	.
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 02/04/20

REVISIONS:

△	02/26/20	CITY COMMENTS
△	----	.
△	----	.
△	----	.
△	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM

DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 11 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

POND 4
BOT 833.0
NWL 843.0
OUTLET 843.0
HWL 850.8
EOF 851.3

POND 3
BOT 842.5
NWL 852.5
OUTLET 852.5
HWL 859.5
EOF 859.6

POND 5 EXPANSION
BOT 821.5
NWL 823.0
OUTLET 823.0
HWL 829.0
EOF 829.5

EX. 10" PVC WM
EX. MH
RE=856.3
IE=847.9

EX. BASIN
OUTLET 831.66
EX. HWL 839.1
PROP. HWL 832.7
EOF 839.0

EX. BASIN
OUTLET 801.07
EX. HWL 814.6
PROP. HWL 805.2

30' SETBACK FROM BLUFF LINE; NO GRADING AREA
50' SETBACK FROM BLUFF LINE

OUTLOT A
OUTLOT J
OUTLOT O
OUTLOT T
OUTLOT U
OUTLOT V
WETLAND 3
CARDINAL STREET
DEL WEBB PARKWAY
STREET C
STREET E
DEL WEBB AT CHASKA

1" = 50'
0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-GDP01.DWG

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 12 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT D
OUTLOT E
OUTLOT K
OUTLOT L
OUTLOT M
OUTLOT N
MOORS DRIVE
STREET E
DEL WEBB PARKWAY
LIBERTY HEIGHTS DRIVE
STREET F
TORRENS

30' SETBACK FROM BLUFF LINE; NO GRADING AREA
BLUFF LINE
50' SETBACK FROM BLUFF LINE

1" = 50'
0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\PRELIM\0015215-GDP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
- 02/26/20 CITY COMMENTS
- ---- -
- ---- -
- ---- -
- ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
Toll Free (888) 937-5150
12701 Whitewater Drive, Suite #300
Minnetonka, MN 55343
westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 13 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT K
OUTLOT N
OUTLOT O
OUTLOT J
OUTLOT I
STREET C
STREET D
STREET F
LIBERTY HEIGHTS DRIVE
30' SETBACK FROM BLUFF LINE; NO GRADING AREA
50' SETBACK FROM BLUFF LINE
BLUFF LINE
OUTLET 831.66
EX. HWL 839.1
PROP. HWL 832.7
EOF 839.0
EX. EOF 839.0
EX. BASIN
OUTLET 801.07
EX. HWL 814.6
PROP. HWL 805.2
POND 2
BOT 832.0
NWL 841.5
OUTLET 843.8
HWL 848.2
EOF 848.7
EX. MH
RE=845.1
IE=835.6

N

1" = 50'
0' 50' 100' 150'

N:\0015521.00\DWG\CIVIL\PRELIM\0015215-GDP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	-
CHECKED:	-
DRAWN:	-
HORIZONTAL SCALE:	50'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL
PROJECT NUMBER: 0015521.00

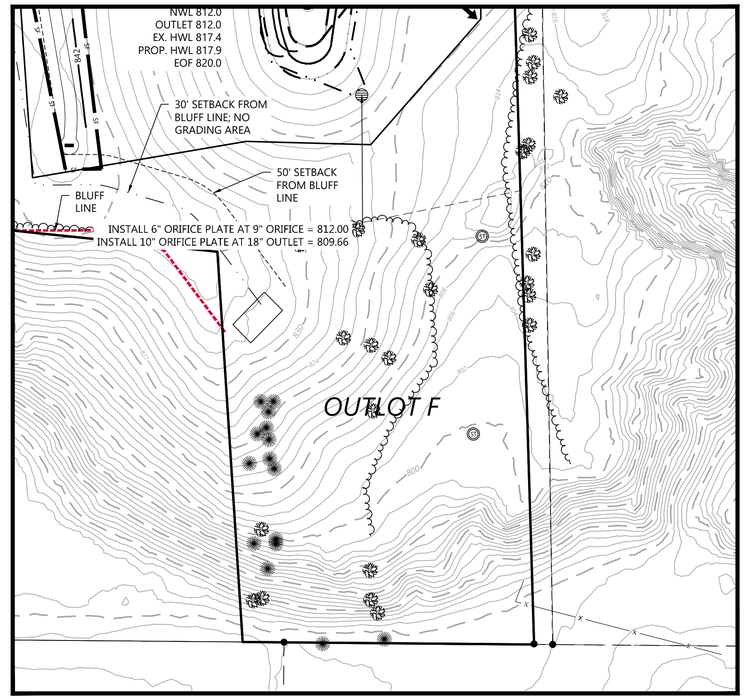
SHEET NUMBER: 14 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT F
BLUFF LINE
30' SETBACK FROM BLUFF LINE; NO GRADING AREA
STREET L
LIBERTY HEIGHTS DRIVE
CL-CL 872.79
EOF 854.1
EOF 856.4
EOF 852.9
EOF 851.1
LP 22+25.33 850.27
HP 851.60
OUTLOT H
EX. MH RE=845. IE=835.6
TW 844.0 BW 838.0
TW 838.0 BW 838.0
TW 844.0 BW 838.0
TW 844.0 BW 844.0
OUTLOT G
TORRENS
POND 1 EXPANSION
BOT 807.0
NWL 812.0
OUTLET 812.0
EX. HWL 817.4
PROP. HWL 817.9
EOF 820.0
EX. EOF 820.0
BLUFF LINE
50' SETBACK FROM BLUFF LINE
INSTALL 6" ORIFICE PLATE AT 9" ORIFICE = 812.00
INSTALL 10" ORIFICE PLATE AT 18" OUTLET = 809.66

1" = 50'
0' 50' 100' 150'



N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-GDP01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

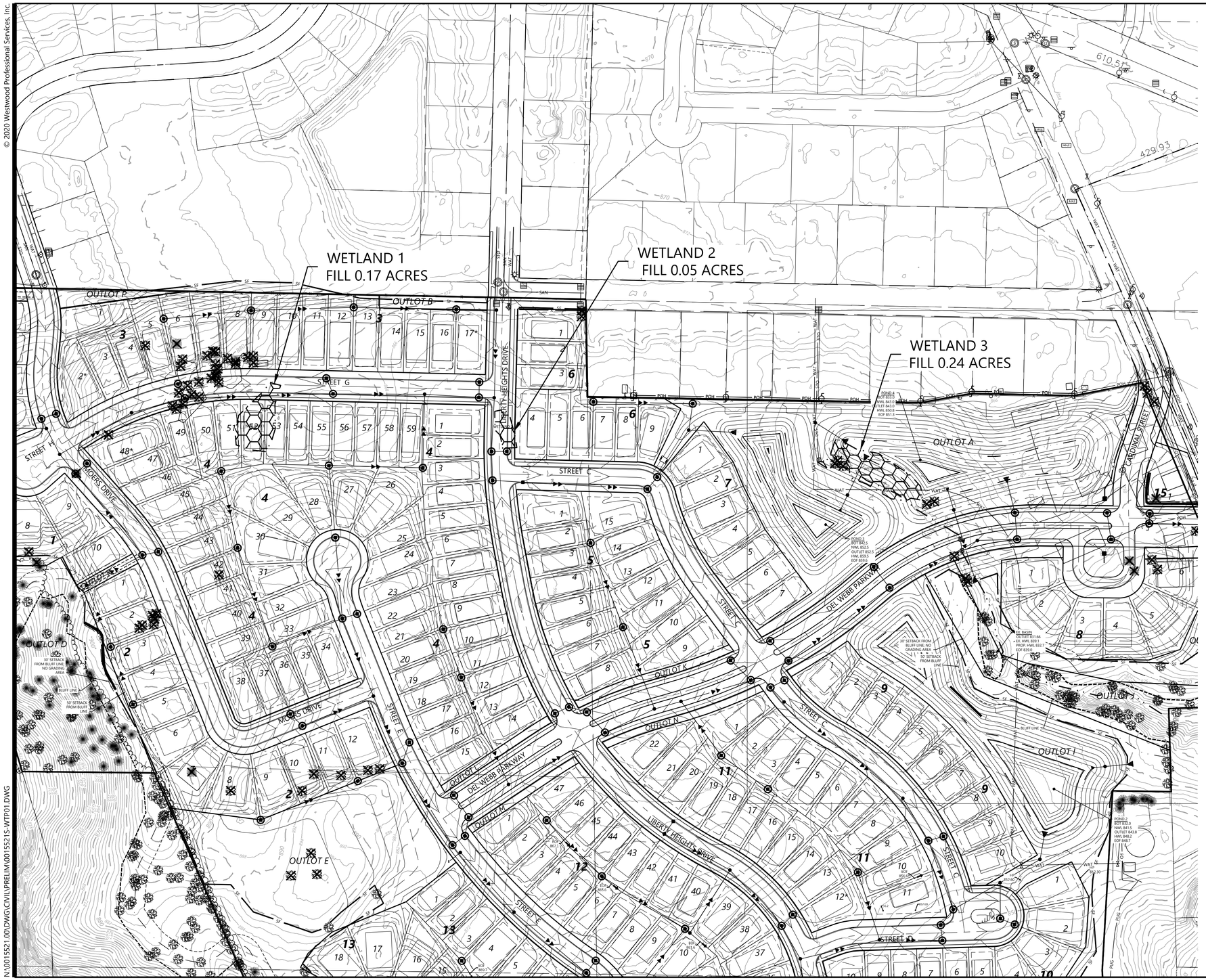
DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY GRADING, DRAINAGE & EROSION CONTROL
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 15 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
SB-19	SB-19	SOIL BORING LOCATION
980	980	INDEX CONTOUR
982	982	INTERVAL CONTOUR
STO		STORM SEWER
SF	SF	SILT FENCE
		WETLAND LINE
		WETLAND FILL

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

WETLAND TABULATION

WETLAND #	EX. AREA	PROP. FILL
WETLAND 1	0.17 AC	0.17 AC
WETLAND 2	0.05 AC	0.05 AC
WETLAND 3	0.24 AC	0.24 AC
	TOTAL FILL	0.46 AC

0' 100' 200' 300'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-WTP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 100.000037"
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

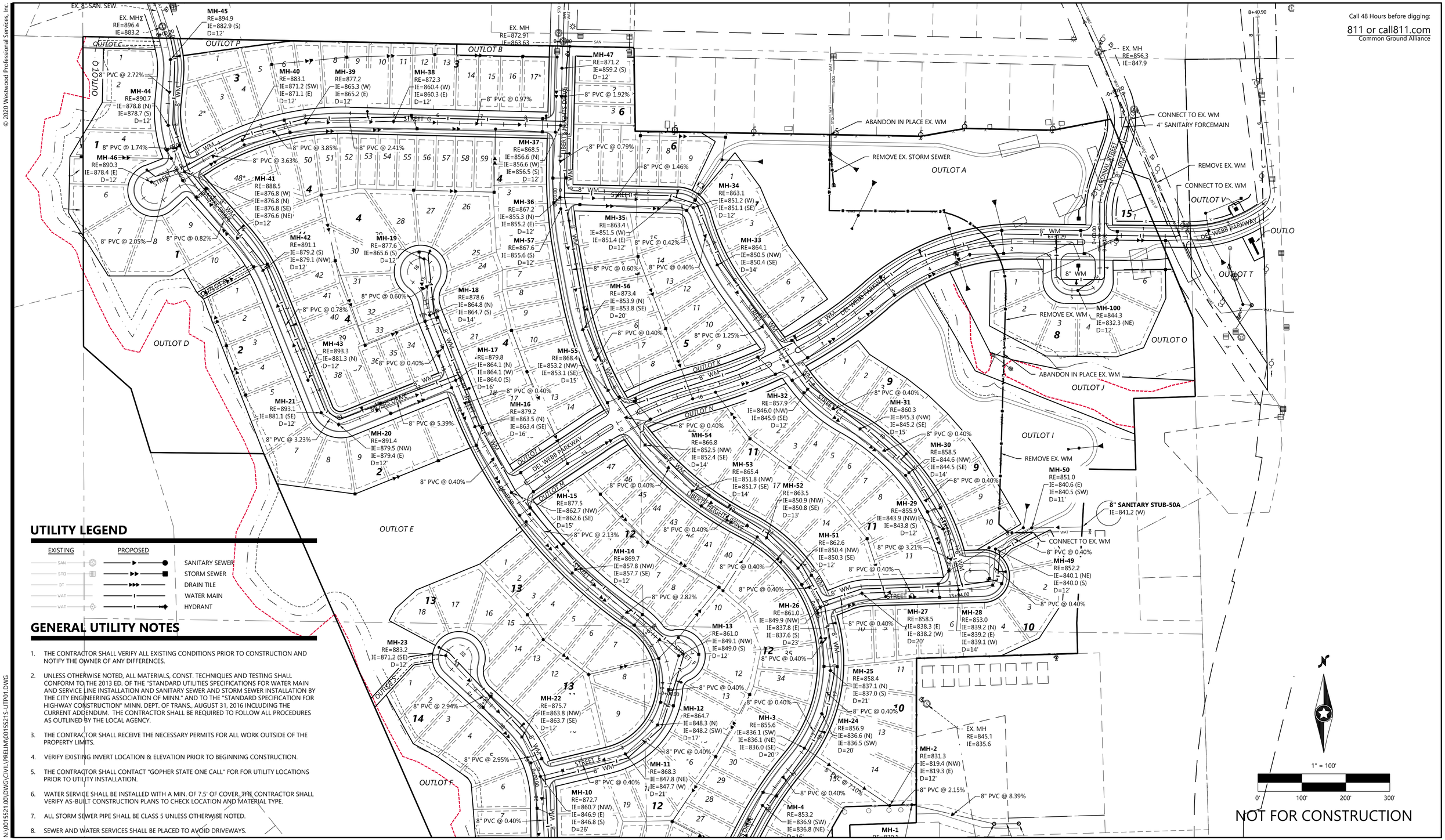
PRELIMINARY WETLAND IMPACT PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 16 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



UTILITY LEGEND

EXISTING	PROPOSED	
SAN		SANITARY SEWER
STO		STORM SEWER
DT		DRAIN TILE
WAT		WATER MAIN
WAT		HYDRANT

GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
3. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMITS FOR ALL WORK OUTSIDE OF THE PROPERTY LIMITS.
4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.
6. WATER SERVICE SHALL BE INSTALLED WITH A MIN. OF 7.5' OF COVER. THE CONTRACTOR SHALL VERIFY AS-BUILT CONSTRUCTION PLANS TO CHECK LOCATION AND MATERIAL TYPE.
7. ALL STORM SEWER PIPE SHALL BE CLASS 5 UNLESS OTHERWISE NOTED.
8. SEWER AND WATER SERVICES SHALL BE PLACED TO AVOID DRIVEWAYS.

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVILPRELIM\00155215-UTP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	.
CHECKED:	.
DRAWN:	.
HORIZONTAL SCALE:	100'
VERTICAL SCALE:	20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	----	.
3	----	.
4	----	.
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 | 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 | Minnetonka, MN 55343
Toll Free (888) 937-5150 | westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY UTILITY PLAN - NORTH

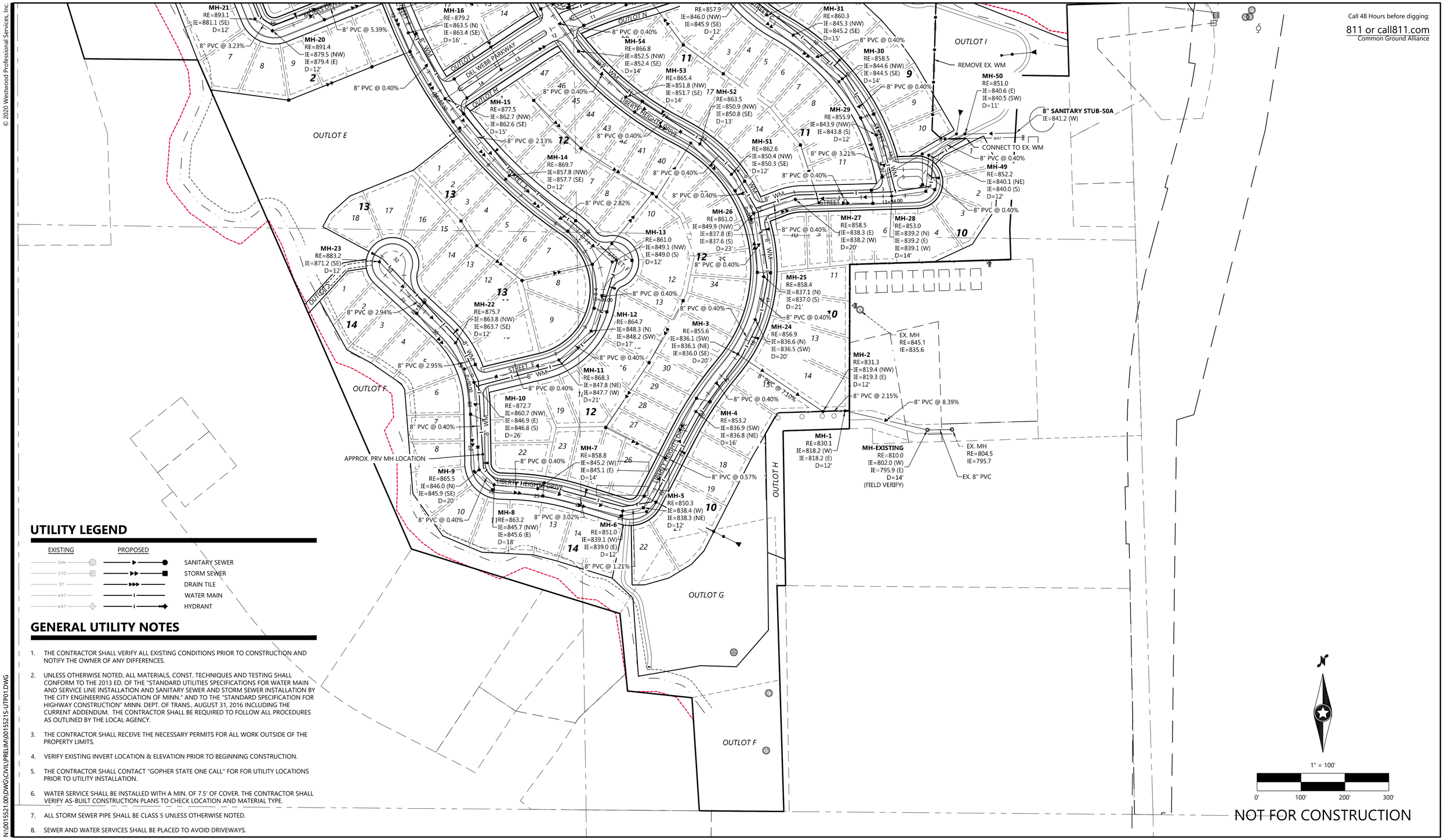
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 17 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



UTILITY LEGEND

EXISTING	PROPOSED	
SAN		SANITARY SEWER
STO		STORM SEWER
DT		DRAIN TILE
WAT		WATER MAIN
WAT		HYDRANT

GENERAL UTILITY NOTES

1. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OF ANY DIFFERENCES.
2. UNLESS OTHERWISE NOTED, ALL MATERIALS, CONST. TECHNIQUES AND TESTING SHALL CONFORM TO THE 2013 ED. OF THE "STANDARD UTILITIES SPECIFICATIONS FOR WATER MAIN AND SERVICE LINE INSTALLATION AND SANITARY SEWER AND STORM SEWER INSTALLATION BY THE CITY ENGINEERING ASSOCIATION OF MINN." AND TO THE "STANDARD SPECIFICATION FOR HIGHWAY CONSTRUCTION" MINN. DEPT. OF TRANS., AUGUST 31, 2016 INCLUDING THE CURRENT ADDENDUM. THE CONTRACTOR SHALL BE REQUIRED TO FOLLOW ALL PROCEDURES AS OUTLINED BY THE LOCAL AGENCY.
3. THE CONTRACTOR SHALL RECEIVE THE NECESSARY PERMITS FOR ALL WORK OUTSIDE OF THE PROPERTY LIMITS.
4. VERIFY EXISTING INVERT LOCATION & ELEVATION PRIOR TO BEGINNING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONTACT "GOPHER STATE ONE CALL" FOR FOR UTILITY LOCATIONS PRIOR TO UTILITY INSTALLATION.
6. WATER SERVICE SHALL BE INSTALLED WITH A MIN. OF 7.5' OF COVER. THE CONTRACTOR SHALL VERIFY AS-BUILT CONSTRUCTION PLANS TO CHECK LOCATION AND MATERIAL TYPE.
7. ALL STORM SEWER PIPE SHALL BE CLASS 5 UNLESS OTHERWISE NOTED.
8. SEWER AND WATER SERVICES SHALL BE PLACED TO AVOID DRIVEWAYS.

1" = 100'

0' 100' 200' 300'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-UTP01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY UTILITY PLAN - SOUTH

PROJECT NUMBER: 0015521.00

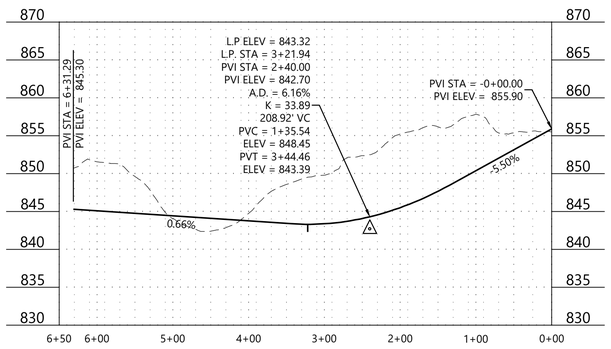
SHEET NUMBER: 18 OF 40

DATE: 02/04/20

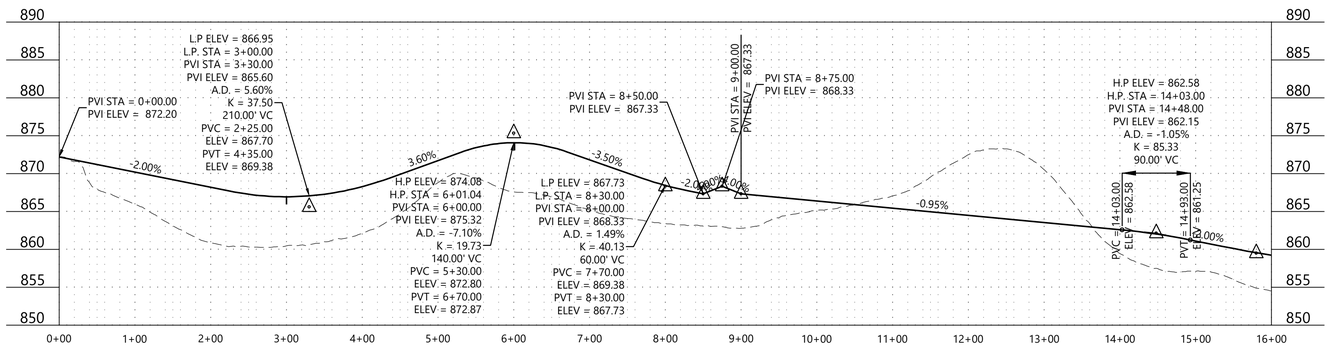
© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

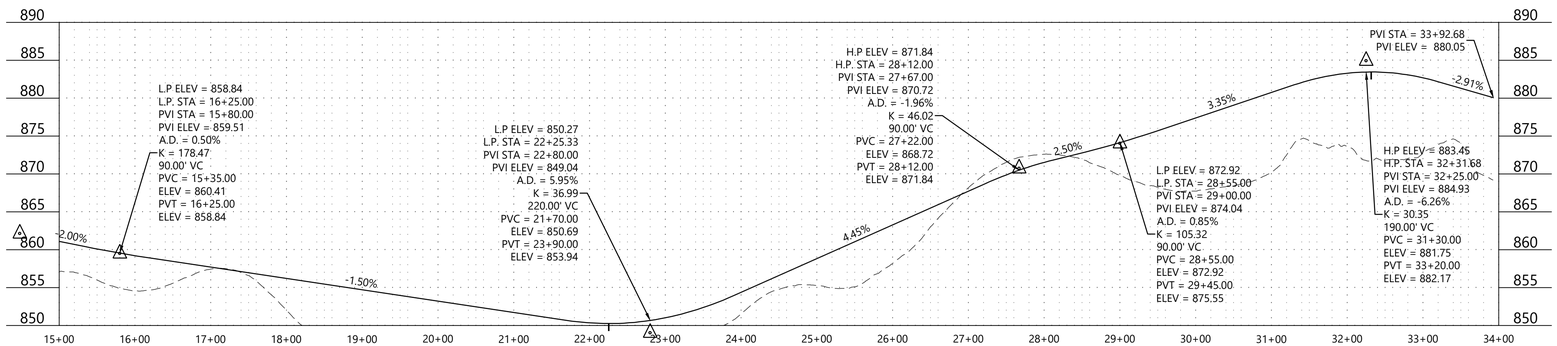
CARDINAL STREET



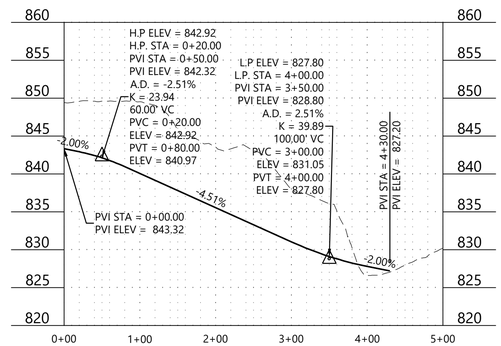
LIBERTY HEIGHTS DRIVE (0+00-16+00)



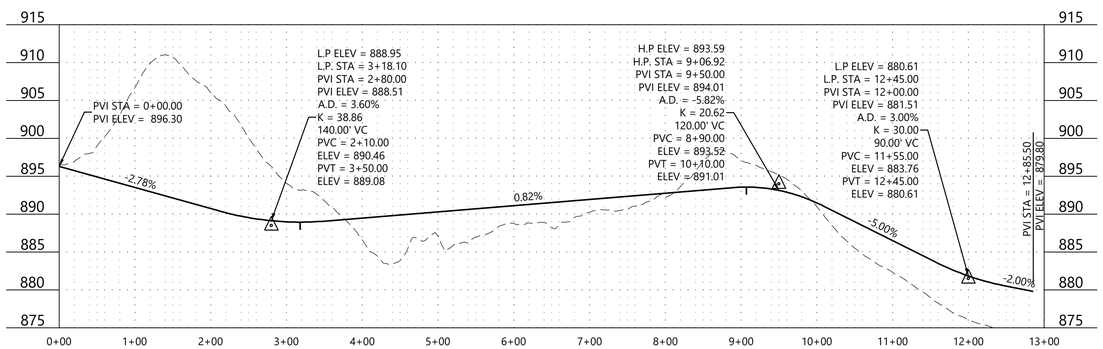
LIBERTY HEIGHTS DRIVE (15+00-34+00)



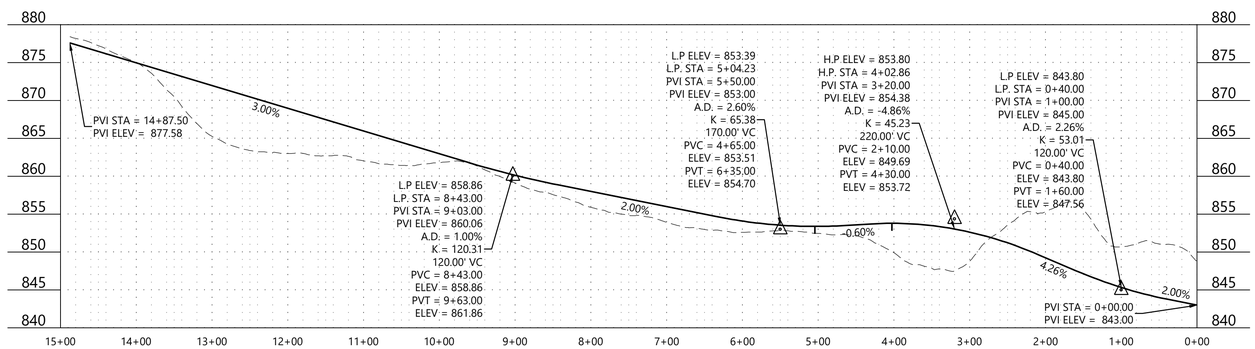
STREET A



MOERS DRIVE



STREET B



1" = 100'
0' 100' 200' 300'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-DTP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

STREET PROFILES

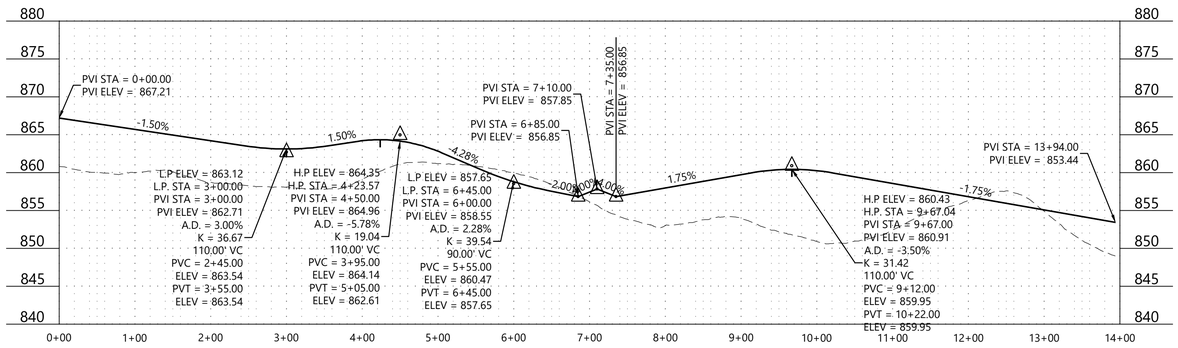
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 19 OF 40
DATE: 02/04/20

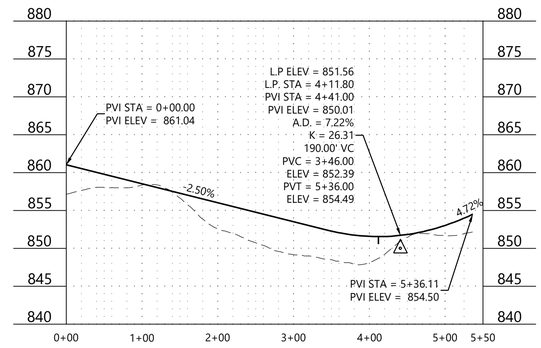
© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

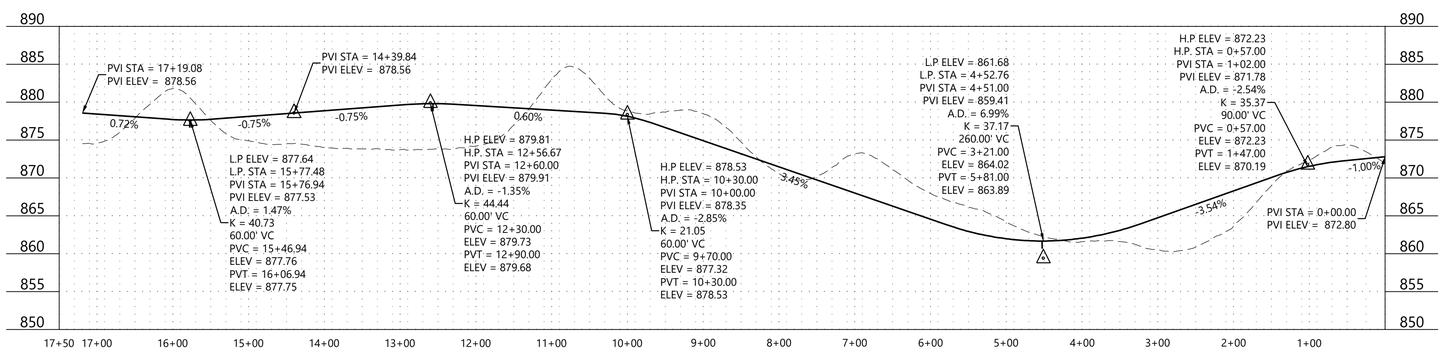
STREET C



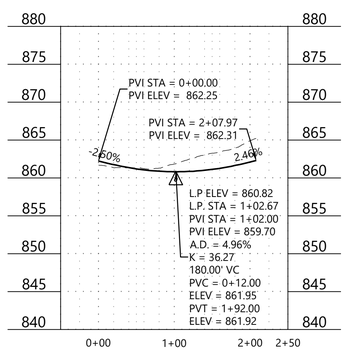
STREET D



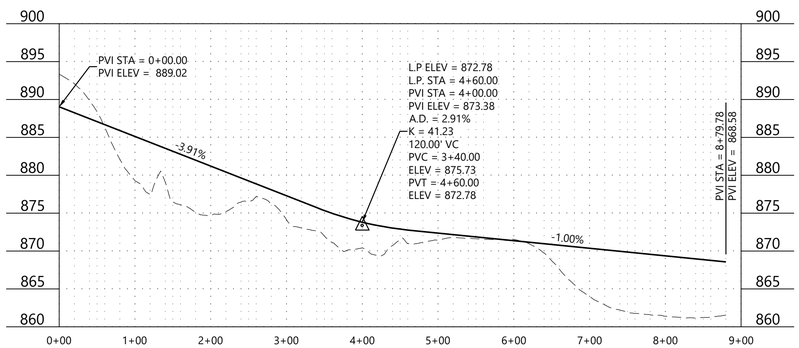
STREET E



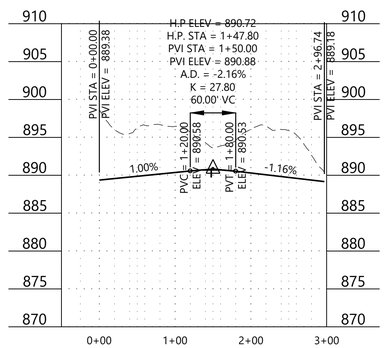
STREET F



STREET G



STREET H



1" = 100'

0' 100' 200' 300'

NOT FOR CONSTRUCTION

DEL WEBB AT CHASKA

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-DTP01.DWG

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 100'
VERTICAL SCALE: 20' OR 10'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

STREET PROFILES

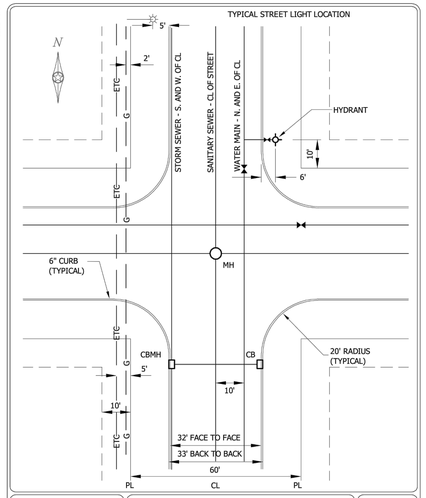
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 20 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



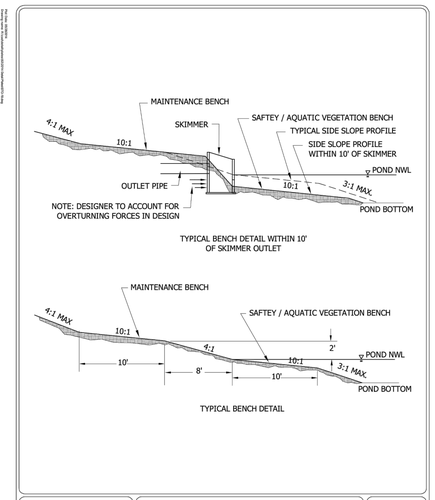
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL UTILITY LOCATIONS (PUBLIC AND PRIVATE)

CHASKA, MINNESOTA

LAST REVISION: MARCH 2016

PLATE NO. GEN-5



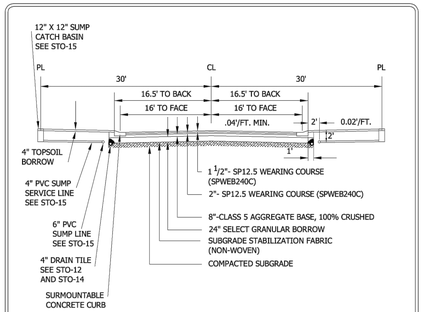
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL BENCH DETAIL

CHASKA, MINNESOTA

LAST REVISION: MARCH 2001

PLATE NO. STO-19



STANDARD STREET SECTION (7 TON)

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

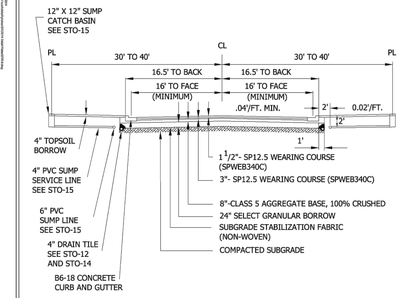
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL SECTIONS FOR RESIDENTIAL STREETS 7 TON SECTION

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-7



STANDARD STREET SECTION (9 TON)

NOTES:
1. ALL ORGANIC OR OTHER UNSUITABLE MATERIALS SHALL BE REMOVED FROM BENEATH THE ROADWAY.
2. A TEST ROLL OF THE PREPARED SUBGRADE SHALL BE PERFORMED BY THE OWNER IN THE PRESENCE OF A CITY INSPECTOR. THE CITY HAS THE AUTHORITY TO REQUIRE ADDITIONAL SUBGRADE CORRECTION OR ELIMINATE THE STABILIZATION FABRIC.
3. THE CITY RESERVES THE RIGHT TO MODIFY STREET SECTION AS REQUIRED.
4. NO CONCRETE WORK OR BITUMINOUS PAVING SHALL OCCURE AFTER OCTOBER 31ST UNLESS AUTHORIZED BY THE CITY OF CHASKA.
5. STREET WIDTH TO BE DETERMINED BY PROJECTED TRAFFIC VOLUMES.
6. RECYCLE MATERIAL ACCEPTED AS A CLASS 5 AGGREGATE BASE SUBSTITUTE IF MEETING GUIDELINES.

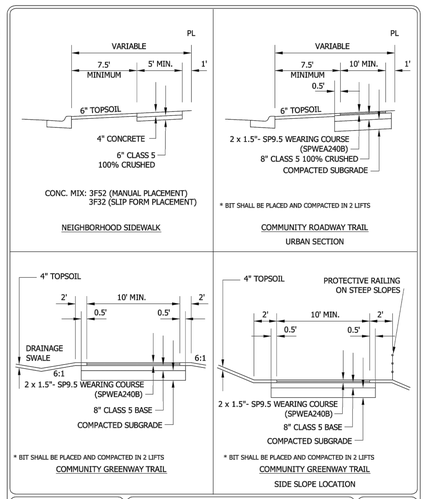
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL SECTION 9 TON

CHASKA, MINNESOTA

LAST REVISION: JUNE 2012

PLATE NO. STR-8



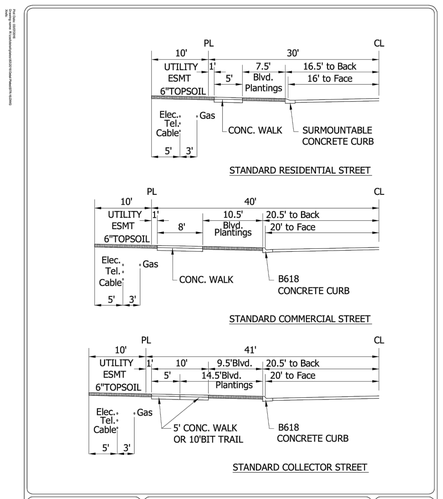
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL PLACEMENT AND SECTION FOR WALKS AND TRAILS

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-9



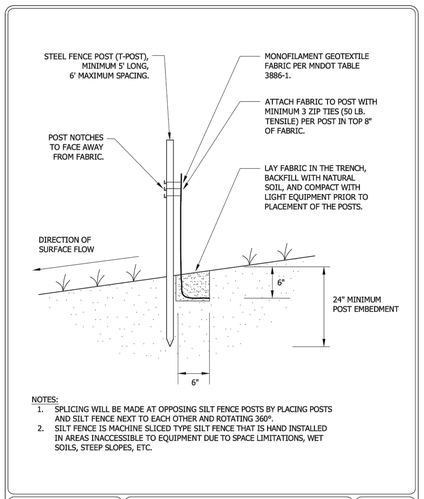
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

TYPICAL STREET COMPONENTS/DIMENSIONS RESIDENTIAL, COMMERCIAL & COLLECTOR

CHASKA, MINNESOTA

LAST REVISION: APRIL 2016

PLATE NO. STR-16



NOTES:
1. SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.
2. SILT FENCE IS MACHINE SLICED TYPE SILT FENCE THAT IS HAND INSTALLED IN AREAS INACCESSIBLE TO EQUIPMENT DUE TO SPACE LIMITATIONS, WET SOILS, STEEP SLOPES, ETC.

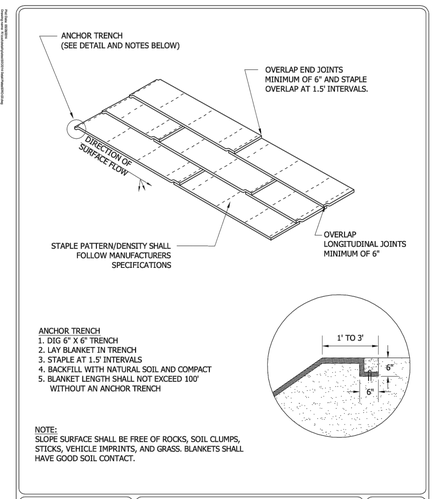
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

SILT FENCE STANDARD

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-1C



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH

NOTE:
SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

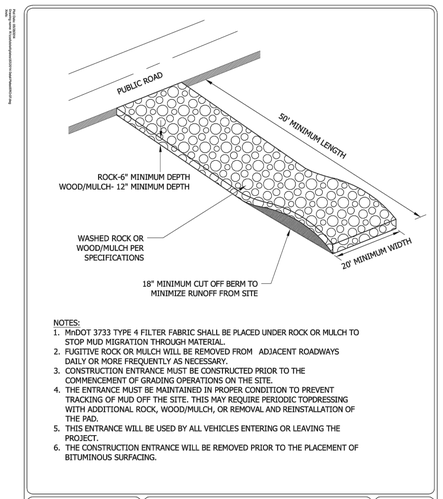
Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

EROSION CONTROL BLANKET INSTALLATION

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-2



NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

Stantec
3550 Highway 36 W
St. Paul, MN 55113
www.stantec.com

ROCK CONSTRUCTION ENTRANCE

CHASKA, MINNESOTA

LAST REVISION: APRIL 2008

PLATE NO. ERO-7

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-DTP02.DWG

DEL WEBB AT CHASKA

NOT FOR CONSTRUCTION

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ###
VERTICAL SCALE: ### OR ##

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

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

RYAN M. BLUHM
DATE: 02/04/20 LICENSE NO. 41257

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 21 OF 40
DATE: 02/04/20

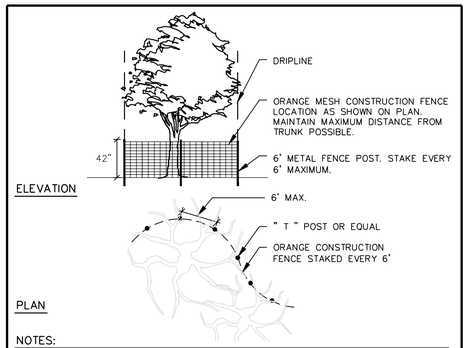
© 2020 Westwood Professional Services, Inc.



Call 48 Hours before digging:

811 or call811.com
Common Ground Alliance

TREE PROTECTION DETAIL



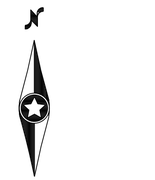
NOTES:

1. PRUNING WILL BE DONE BY PROFESSIONALS DURING APPROPRIATE PRUNING SEASON.
2. NO STORAGE OF MATERIALS, OPERATION OF MACHINERY, OR DEVELOPMENT OF ANY SORT WILL OCCUR WITHIN THE FENCE-LINE WITHOUT APPROVAL IN WRITING FROM THE CITY.
3. SITE GRADING TO BE DONE ONLY AFTER PROTECTIVE MEASURES HAVE BEEN TAKEN, CITY HAS APPROVED FENCING LOCATIONS, AND ALL CONTRACTORS HAVE BEEN BRIEFED ON TREE PRESERVATION TECHNIQUES.

Westwood

TREE INVENTORY CALCULATIONS

SIGNIFICANT TREES:
DECIDUOUS HARDWOOD TREES - 12" DBH OR LARGER
CONIFEROUS TREES - 15' HT. OR LARGER
CONIFEROUS TREES CONVERSION RATE:
1' HT. = 2.4" DBH 15' HT. = 7" DBH



1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-TP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000001'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 22 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT C
OUTLOT P
OUTLOT B
OUTLOT Q
OUTLOT R
OUTLOT D
HIGHLAND DRIVE
LIBERTY HEIGHTS DRIVE
STREET G
STREET H
STREET C
MOERS DRIVE
EOF 892.5

1" = 50'
0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVILPRELIM\0015521S-TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 23 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT A
OUTLOT V
OUTLOT U
OUTLOT T
OUTLOT O
OUTLOT J
OUTLOT I
OUTLOT K
OUTLOT N
CARDINAL STREET
DEL WEBB PARKWAY
STREET C
853.0 FFE

N

1" = 50'
0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\00155215-TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 24 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

MOERS DRIVE
STREET E
OUTLOT L
DEL WEBB PARKWAY
OUTLOT M
OUTLOT N
STREET C
LIBERTY HEIGHTS DRIVE
OUTLOT E
STREET E
STREET F
OUTLOT S
OUTLOT F
STREET E
STREET

EOF 867.1
EOF 865.6
EOF 869.7
EOF 862.9
EOF 861.6
EOF 861.6
EOF 856.4
EOF 854.1
EOF 856.6

N

1" = 50'

0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED:	.
CHECKED:	.
DRAWN:	.
HORIZONTAL SCALE:	50.000002'
VERTICAL SCALE:	10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:

1	02/26/20	CITY COMMENTS
2	----	.
3	----	.
4	----	.
5	----	.

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 25 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

STREET E
OUTLOT L
DEL WEBB PARKWAY
OUTLOT M
OUTLOT N
LIBERTY HEIGHTS DRIVE
STREET C
OUTLOT I
STREET D
STREET E
STREET F
STREET E

EOF 867.1
EOF 865.6
EOF 869.7
EOF 861.6
EOF 862.9
EOF 856.4
EOF 854.1
EOF 856.6
HP 852.60
HP 852.30

1" = 50'
0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 26 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

LIBERTY HEIGHTS DRIVE

LIBERTY HEIGHTS DRIVE

OUTLOT H

OUTLOT G

OUTLOT F

EOF 852.9

EOF 851.1

EOF 851.60

TORRENS PROPERTY
DOC NO. T204663
RECORDED NOVEMBER 2017

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

TORRENS PROPERTY
DOC NO. T79920
RECORDED JULY 1993

ABSTRACT PROPERTY
DOC NO. 229535
RECORDED JUNE 1998

1" = 50'

0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-TPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 50.000002'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE PRESERVATION PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 27 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5001	Sugar Maple	20			REMOVED
5002	Sugar Maple	23			REMOVED
5003	Colorado Spruce	16			REMOVED
5004	Colorado Spruce	12			REMOVED
5005	Colorado Spruce	10			REMOVED
5006	Sugar Maple	15			REMOVED
5007	Sugar Maple	35			REMOVED
5013	Hackberry	15			SAVED(OFFSITE)
5016	Ash	12		EAB	SAVED(OFFSITE)
5026	Hackberry	32			SAVED(OFFSITE)
5028	Ash	12		EAB	SAVED(OFFSITE)
5035	American Elm	17	BD		SAVED
5042	Sugar Maple	12			SAVED
5044	Hackberry	16			SAVED(OFFSITE)
5046	Boxelder	14			SAVED
5047	Boxelder	12			SAVED
5049	Boxelder	12			SAVED
5070	Sugar Maple	13			SAVED
5071	Hackberry	19			SAVED
5073	Boxelder	17			SAVED
5082	Ash	23		EAB	SAVED
5085	Ash	18		EAB	SAVED
5089	Boxelder	28			SAVED
5090	American Elm	18			SAVED
5091	Black Willow	30			SAVED
5092	Hackberry	21			SAVED
5093	Boxelder	20			SAVED
5096	American Elm	13	BD		SAVED(OFFSITE)
5097	Sugar Maple	17			SAVED(OFFSITE)
5103	Hackberry	13			SAVED
5105	Hackberry	15			SAVED
5107	Boxelder	15			SAVED
5110	Hackberry	18			SAVED
5111	Red Pine	8			SAVED(OFFSITE)
5112	Red Pine	9			SAVED(OFFSITE)
5113	Red Pine	8			SAVED(OFFSITE)
5114	Red Pine	12			SAVED(OFFSITE)
5115	Red Pine	9			SAVED(OFFSITE)
5116	Red Pine	11			SAVED(OFFSITE)
5117	Red Pine	9			SAVED(OFFSITE)
5118	Red Pine	9			SAVED(OFFSITE)
5122	Sugar Maple	36			SAVED
5125	Basswood	14			SAVED
5126	Hackberry	16			SAVED
5127	Siberian Elm	17		INVASIVE	SAVED
5128	Siberian Elm	14		INVASIVE	SAVED
5130	Ash	12		EAB	SAVED
5133	Cottonwood	28			SAVED
5137	Sugar Maple	14			SAVED
5138	Sugar Maple	12			SAVED
5139	Ash	15		EAB	SAVED
5144	Ash	27		EAB	SAVED
5145	Boxelder	14	PD		SAVED
5146	American Elm	12			SAVED
5147	American Elm	18			SAVED
5148	American Elm	18			SAVED
5149	Boxelder	21			SAVED
5150	Boxelder	20			SAVED
5154	Boxelder	18			SAVED
5155	Boxelder	18			SAVED
5156	Boxelder	13			SAVED
5159	American Elm	12			SAVED
5160	American Elm	15			SAVED
5161	American Elm	32			SAVED
5164	Hackberry	13			SAVED
5165	Hackberry	12			SAVED
5166	Hackberry	13			SAVED
5172	Boxelder	14			REMOVED
5174	Boxelder	16			REMOVED
5175	Hackberry	16			REMOVED
5183	Black Willow	12			REMOVED
5184	Black Willow	28			REMOVED
5185	Boxelder	12			REMOVED
5186	Boxelder	15			REMOVED
5187	Boxelder	13			REMOVED
5189	Boxelder	35			SAVED
5190	Eastern Red Cedar	14			SAVED
5191	Eastern Red Cedar	15			SAVED
5192	Boxelder	21			SAVED(OFFSITE)
5193	Boxelder	13			SAVED(OFFSITE)
5194	Boxelder	12			SAVED(OFFSITE)
5198	Boxelder	12			SAVED(OFFSITE)
5199	Boxelder	23			SAVED(OFFSITE)
5200	Boxelder	16			SAVED(OFFSITE)
5207	Boxelder	15			SAVED(OFFSITE)
5209	Boxelder	18			SAVED(OFFSITE)
5210	Boxelder	19			SAVED(OFFSITE)
5211	Boxelder	15			SAVED(OFFSITE)
5214	Boxelder	13			SAVED
5216	Boxelder	18			SAVED
5218	Boxelder	12			SAVED
5220	Boxelder	14	BD		SAVED
5225	Boxelder	12			SAVED
5229	Boxelder	15			SAVED
5241	American Elm	12			SAVED
5257	Eastern Red Cedar	9			SAVED
5258	Eastern Red Cedar	8			SAVED
5259	Bur Oak	14			SAVED
5261	Eastern Red Cedar	10			SAVED
5264	Eastern Red Cedar	8			SAVED

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
5265	Eastern Red Cedar	11			SAVED
5266	Eastern Red Cedar	9			SAVED
5267	Eastern Red Cedar	12			SAVED
5270	Eastern Red Cedar	10			SAVED
5274	Eastern Red Cedar	8			SAVED
5275	Eastern Red Cedar	8			SAVED
5276	Eastern Red Cedar	8			SAVED
5278	Eastern Red Cedar	10			SAVED
5281	Eastern Red Cedar	11			SAVED
5287	American Elm	12			SAVED
5288	American Elm	12			SAVED
5292	Colorado Spruce	14			SAVED(OFFSITE)
5293	Colorado Spruce	13			SAVED
5295	Siberian Elm	13		INVASIVE	SAVED
5296	Siberian Elm	75		INVASIVE	SAVED
5298	Hackberry	12			SAVED
5299	Boxelder	26	BD		SAVED
5300	Ash	23		EAB	SAVED
5301	Boxelder	16			SAVED
5302	Siberian Elm	18		INVASIVE	SAVED
5305	Boxelder	13			SAVED(OFFSITE)
5306	Boxelder	12	BD		SAVED
5307	Boxelder	18			SAVED
5308	Boxelder	13			SAVED
5311	Boxelder	12			SAVED(OFFSITE)
5312	Boxelder	13			SAVED(OFFSITE)
5314	Ash	16		EAB	SAVED
5315	Boxelder	13			SAVED
5316	Boxelder	13			SAVED
5317	Boxelder	12			SAVED
5318	Boxelder	15			SAVED
5319	Boxelder	12	PD		SAVED
5320	Ash	18		EAB	SAVED
5322	Eastern Red Cedar	11			SAVED(OFFSITE)
5323	Eastern Red Cedar	7			SAVED(OFFSITE)
5325	Siberian Elm	13		INVASIVE	SAVED
5327	Eastern Red Cedar	8			SAVED
5331	Siberian Elm	22		INVASIVE	SAVED
5332	Siberian Elm	24		INVASIVE	SAVED
5337	Boxelder	16			SAVED
5338	Boxelder	12			SAVED
5345	Hackberry	13			SAVED
5361	Eastern Red Cedar	9			SAVED
5374	Siberian Elm	12		INVASIVE	SAVED
5377	Basswood	20			SAVED
5378	Basswood	18			SAVED
5382	Red Oak	16			SAVED
5385	American Elm	20			SAVED
5386	Red Oak	30			SAVED
5387	Basswood	14			SAVED
5390	Basswood	12			SAVED
5392	Siberian Elm	13		INVASIVE	SAVED
5398	Cottonwood	29			SAVED
5402	Eastern Red Cedar	7			SAVED
5403	Sugar Maple	17			SAVED
5404	Siberian Elm	14		INVASIVE	SAVED
5405	Siberian Elm	12		INVASIVE	SAVED
5406	Hackberry	14			SAVED
5408	Basswood	29			SAVED
5411	Hackberry	18			SAVED
5412	Hackberry	20			SAVED
5415	Bur Oak	22	BD		SAVED
5416	Bur Oak	38			SAVED
5425	Siberian Elm	14		INVASIVE	SAVED
5427	Siberian Elm	12		INVASIVE	SAVED
5429	Siberian Elm	20		INVASIVE	SAVED
5433	American Elm	13			SAVED
5436	American Elm	16			SAVED
5438	Siberian Elm	18		INVASIVE	SAVED
5440	Ironwood	14			SAVED
5442	Siberian Elm	20		INVASIVE	SAVED
5451	Bur Oak	31			SAVED
5455	Eastern Red Cedar	7			SAVED
5457	Eastern Red Cedar	12			SAVED
5458	Eastern Red Cedar	10			REMOVED
5459	Sugar Maple	40	BD		SAVED
5460	Red Oak	26			SAVED
5465	Sugar Maple	32			SAVED
5466	Sugar Maple	38			SAVED
5467	Sugar Maple	32			SAVED
5468	Bur Oak	28			SAVED
5469	Eastern Red Cedar	9			SAVED
5470	Sugar Maple	38			SAVED
5471	Bur Oak	40			SAVED
5472	Bur Oak	33			REMOVED
5473	Sugar Maple	28			REMOVED
5474	Bur Oak	28			REMOVED
5475	Basswood	23			REMOVED
5476	Hackberry	18			REMOVED
5483	Boxelder	15			REMOVED
5488	Sugar Maple	43			REMOVED
5489	Ash	22		EAB	REMOVED
5492	Sugar Maple	36			REMOVED
5493	Eastern Red Cedar	8			REMOVED
5494	Red Oak	20			SAVED(OFFSITE)
5496	Bur Oak	28			SAVED
5522	Hackberry	20			REMOVED(OFFSITE)
5525	Siberian Elm	25		INVASIVE	REMOVED(OFFSITE)
5527	Hackberry	13			REMOVED(OFFSITE)
6001	American Elm	13			REMOVED

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
6003	American Elm	13			REMOVED
6005	American Elm	18			REMOVED
6009	American Elm	16			REMOVED
6010	American Elm	16			REMOVED
6011	Boxelder	19			REMOVED
6012	Boxelder	12			REMOVED
6013	Boxelder	12			REMOVED
6014	Boxelder	22			REMOVED
6015	Boxelder	14			REMOVED
6016	Boxelder	14			REMOVED
6017	Boxelder	20			REMOVED
6018	Boxelder	17			REMOVED
6019	Boxelder	24			REMOVED
6021	American Elm	19			REMOVED
6022	American Elm	14			REMOVED
6023	Boxelder	13			REMOVED
6024	Boxelder	26			REMOVED
6026	Boxelder	18			REMOVED
6027	Eastern Red Cedar	7			REMOVED
6031	Boxelder	26			REMOVED
6033	Cottonwood	26			REMOVED
6034	American Elm	16			REMOVED
6035	Boxelder	22			REMOVED
6036	Boxelder	26			REMOVED
6037	American Elm	16			REMOVED
6038	Boxelder	12			REMOVED
6039	Boxelder	26			REMOVED
6040	Eastern Red Cedar	7			REMOVED
6046	Eastern Red Cedar	8			SAVED
6048	Eastern Red Cedar	8			SAVED
6049	Eastern Red Cedar	10			SAVED
6050	Eastern Red Cedar	8			SAVED
6051	Eastern Red Cedar	7			SAVED
6054	Eastern Red Cedar	10			SAVED
6055	Eastern Red Cedar	12			SAVED
6056	Eastern Red Cedar	10			SAVED
6057	Eastern Red Cedar	8			SAVED
6061	Eastern Red Cedar	9			SAVED
6062	Eastern Red Cedar	10			SAVED
6063	Eastern Red Cedar	7			SAVED
6069	Eastern Red Cedar	8			SAVED
6074	Ash	14		EAB	SAVED
6076	Eastern Red Cedar	20			SAVED
6083	Eastern Red Cedar	8			SAVED
6084	Eastern Red Cedar	7			SAVED
6086	Ash	16		EAB	SAVED
6091	Siberian Elm	13		INVASIVE	SAVED
6095	Eastern Red Cedar	18			SAVED
6097	American Elm	18			SAVED
6100	Boxelder	16			SAVED
6101	American Elm	16			SAVED
6103	Boxelder	12			SAVED
6107	American Elm	12			SAVED
6109	Hackberry	20			SAVED
6111	Ash	22		EAB	SAVED
6112	American Elm	14			SAVED
6115	American Elm	22			SAVED
6119	Boxelder	14			SAVED
6120	Eastern Red Cedar	7			SAVED
6121	Siberian Elm	12		INVASIVE	SAVED
6125	Eastern Red Cedar	18			SAVED
6129	Eastern Red Cedar	10			SAVED
6133	Eastern Red Cedar	14			SAVED
6140	Eastern Red Cedar	8			SAVED
6141	Eastern Red Cedar	7			SAVED
6142	Eastern Red Cedar	7			SAVED
6151	Eastern Red Cedar	11			SAVED
6152	Eastern Red Cedar	12			SAVED
6154	Eastern Red Cedar	20			SAVED
6171	Boxelder	14			SAVED
6172	American Elm	14			SAVED
6190	Eastern Red Cedar	8			SAVED
6194	Eastern Red Cedar	8			SAVED
6201	Eastern Red Cedar	8			SAVED
6203	Eastern Red Cedar	8			SAVED
6206	Eastern Red Cedar	7			SAVED
6209	Eastern Red Cedar	8			SAVED
6210	Eastern Red Cedar	7			SAVED
6217	Birch	14			SAVED
6219	Eastern Red Cedar	10			SAVED
6220	Eastern Red Cedar	13			SAVED
6225	Eastern Red Cedar	7			SAVED
6226	Eastern Red Cedar	8			REMOVED
6231	American Elm	14			REMOVED
6233	Eastern Red Cedar	10			SAVED
6234	Eastern Red Cedar	8			SAVED
6236	Eastern Red Cedar	7			SAVED
6241	American Elm	12			SAVED
6245	Boxelder	13			REMOVED
6246	American Elm	13			REMOVED
6247	Boxelder	20			REMOVED
6248	American Elm	12			REMOVED
6249	Boxelder	20			REMOVED
6250	Boxelder	18			REMOVED
6251	Sugar Maple	22			REMOVED
6252	Eastern Red Cedar	8			SAVED
6254	Eastern Red Cedar	11			SAVED
6263	Eastern Red Cedar	10			SAVED
6271	Eastern Red Cedar	8			SAVED
6280	Eastern Red Cedar	7			SAVED

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
6301	Boxelder	18			REMOVED
6302	Boxelder	18			REMOVED
6303	Boxelder	18			SAVED
6318	Eastern Red Cedar	8			SAVED
6322	Eastern Red Cedar	8			SAVED
6328	Eastern Red Cedar	8			SAVED
6334	Siberian Elm	12		INVASIVE	SAVED
6344	Siberian Elm	12		INVASIVE	SAVED
6345	Siberian Elm	12		INVASIVE	SAVED
6346	Siberian Elm	12		INVASIVE	SAVED
6364	Eastern Red Cedar	14			SAVED
6366	Eastern Red Cedar	7			SAVED
6372	Basswood	12			SAVED
6401	Eastern Red Cedar	8			SAVED
6432	Eastern Red Cedar	7			SAVED
6434	Eastern Red Cedar	8			SAVED
6436	Eastern Red Cedar	8			SAVED
6438	Eastern Red Cedar	8			SAVED
6439	Eastern Red Cedar	8			SAVED
6440	Eastern Red Cedar	8			SAVED
6445	Eastern Red Cedar	8			SAVED
6448	Eastern Red Cedar	8			SAVED
6449	Eastern Red Cedar	9			SAVED
6450	Eastern Red Cedar	10			SAVED
6458	Eastern Red Cedar	9			SAVED
6474	Eastern Red Cedar	8			SAVED
6476	Boxelder	20			SAVED
6479	Eastern Red Cedar	8			SAVED
6480	Eastern Red Cedar	8			SAVED
6483	Eastern Red Cedar	10			SAVED
6496	Eastern Red Cedar	7			SAVED
6497	Eastern Red Cedar	7			SAVED
7001	Eastern Red Cedar	8			SAVED(OFFSITE)
7002	Eastern Red Cedar	7			SAVED(OFFSITE)
7003	Eastern Red Cedar	7			SAVED(OFFSITE)
7004	Eastern Red Cedar	4			SAVED(OFFSITE)
7005	Eastern Red Cedar	18			SAVED(OFFSITE)
7006	Eastern Red Cedar	8			SAVED(OFFSITE)
7007	Eastern Red Cedar	7			SAVED(OFFSITE)
7008	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7009	Eastern Red Cedar	8			SAVED(OFFSITE)
7010	Eastern Red Cedar	5			SAVED(OFFSITE)
7011	Red Oak	13			SAVED(OFFSITE)
7012	Red Oak	14			SAVED(OFFSITE)
7013	Eastern Red Cedar	5			SAVED(OFFSITE)
7014	Eastern Red Cedar	4			SAVED(OFFSITE)
7015	Eastern Red Cedar	8			SAVED(OFFSITE)
7016	Eastern Red Cedar	4			SAVED(OFFSITE)
7018	Eastern Red Cedar	8			SAVED(OFFSITE)
7019	Eastern Red Cedar	6			SAVED(OFFSITE)
7020	Eastern Red Cedar	5			SAVED(OFFSITE)
7021	Eastern Red Cedar	5			SAVED(OFFSITE)
7022	Eastern Red Cedar	6			SAVED(OFFSITE)
7023	Eastern Red Cedar	9			SAVED(OFFSITE)
7024	Red Oak	12			SAVED(OFFSITE)
7025	Eastern Red Cedar	5			SAVED(OFFSITE)
7026	Eastern Red Cedar	10			SAVED(OFFSITE)
7027	Siberian Elm	14		INVASIVE	SAVED(OFFSITE)
7028	Eastern Red Cedar	3			SAVED(OFFSITE)
7029	Eastern Red Cedar	8			SAVED(OFFSITE)
7030	Eastern Red Cedar	12			SAVED(OFFSITE)
7031	Eastern Red Cedar	11			SAVED(OFFSITE)
7032	Eastern Red Cedar	7			SAVED(OFFSITE)
7033	Eastern Red Cedar	8			SAVED(OFFSITE)
7034	Eastern Red Cedar	11			SAVED(OFFSITE)
7035	Red Oak	13			SAVED(OFFSITE)
7036	Sugar Maple	15			SAVED(OFFSITE)
7037	Sugar Maple	13			SAVED(OFFSITE)
7038	Sugar Maple	12			SAVED(OFFSITE)
7039	Red Oak	14			SAVED
7040	Sugar Maple	12			SAVED(OFFSITE)
7041	Sugar Maple	14			SAVED(OFFSITE)
7042	Sugar Maple	16			SAVED(OFFSITE)
7043	Sugar Maple	12			SAVED
7044	Red Oak	15			SAVED(OFFSITE)
7045	Red Oak	15			SAVED(OFFSITE)
7046	Sugar Maple	12			SAVED(OFFSITE)
7047	Sugar Maple	13			SAVED(OFFSITE)
7048	American Elm	12			SAVED
7049	Sugar Maple	12			SAVED(OFFSITE)
7050	Sugar Maple	17			SAVED
7051	Sugar Maple	17			SAVED
7052	Sugar Maple	12			SAVED(OFFSITE)
7053	Sugar Maple	17			SAVED(OFFSITE)
7054	Red Oak	16			SAVED
7055	Ironwood	12			SAVED(OFFSITE)
7056	Red Oak	16			SAVED(OFFSITE)
7057	Hackberry	12			SAVED
7058	Sugar Maple	12			SAVED(OFFSITE)
7059	Sugar Maple	12			SAVED(OFFSITE)
7060	Sugar Maple	16			SAVED(OFFSITE)
7061	Basswood	12			SAVED(OFFSITE)
7062	Siberian Elm	16	BD	INVASIVE	SAVED(OFFSITE)
7063	Sugar Maple	12			SAVED(OFFSITE)
7064	Sugar Maple	15			SAVED(OFFSITE)
7065	Sugar Maple	14			SAVED
7066	Sugar Maple	17			SAVED
7067	Sugar Maple	12			SAVED
7068	American Elm	18			SAVED
7069	Sugar Maple	16			SAVED(OFFSITE)

TREE TAG	SPECIES	SIZE (DBH)	NOTES	EXEMPT	STATUS
7070	Sugar Maple	16			SAVED
7071	Sugar Maple	14			SAVED
7072	Sugar Maple	12			SAVED
7073	Sugar Maple	12			SAVED
7074	Sugar Maple	13			SAVED(OFFSITE)
7075	Sugar Maple	12			SAVED(OFFSITE)
7076	Red Oak	19			SAVED(OFFSITE)
7077	Sugar Maple	12			SAVED(OFFSITE)
7078	Sugar Maple	14			SAVED(OFFSITE)
7079	Sugar Maple	12			SAVED(OFFSITE)
7080	Sugar Maple	14			SAVED(OFFSITE)
7081	Basswood	14			SAVED(OFFSITE)
7082	Sugar Maple	12			SAVED(OFFSITE)
7083	Sugar Maple	12			SAVED(OFFSITE)
7084	Hackberry	16			SAVED(OFFSITE)
7085	Sugar Maple	12			SAVED(OFFSITE)
7086	Sugar Maple	16			SAVED(OFFSITE)
7087	Sugar Maple	12			SAVED(OFFSITE)
7088	Sugar Maple	16			SAVED(OFFSITE)
7089	Red Oak	12			SAVED(OFFSITE)
7090	Red Oak	14			SAVED(OFFSITE)
7091	Sugar Maple	12			SAVED(OFFSITE)
7092	Basswood	12			SAVED(OFFSITE)
7093	Red Oak	12			SAVED(OFFSITE)
7094	Basswood	12			SAVED(OFFSITE)
7095	Sugar Maple	14			SAVED(OFFSITE)
7096	Basswood	12			SAVED(OFFSITE)
7097	Red Oak	24			SAVED(OFFSITE)
7098	Sugar Maple	12			SAVED(OFFSITE)
7099	Sugar Maple	12			SAVED(OFFSITE)
7100	Sugar Maple	12			SAVED(OFFSITE)
7101	Red Oak	12			SAVED(OFFSITE)
7102	Red Oak	14			SAVED(OFFSITE)
7103	Red Oak	13			SAVED(OFFSITE)

TREE INVENTORY SUMMARY

TOTAL HEALTHY CALIPER INCHES ONSITE	**3,874 DBH IN.**
TOTAL HEALTHY TREES ONSITE	**256 TREES**
TOTAL HEALTHY CALIPER INCHES SAVED	**2,662 DBH IN.**
TOTAL HEALTHY TREES SAVED	**189 TREES**
TOTAL HEALTHY CALIPER INCHES REMOVED	**1,212 DBH IN.**
TOTAL HEALTHY TREES REMOVED	**67 TREES**

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-TPP01.DWG

DEL WEBB AT CHASKA

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

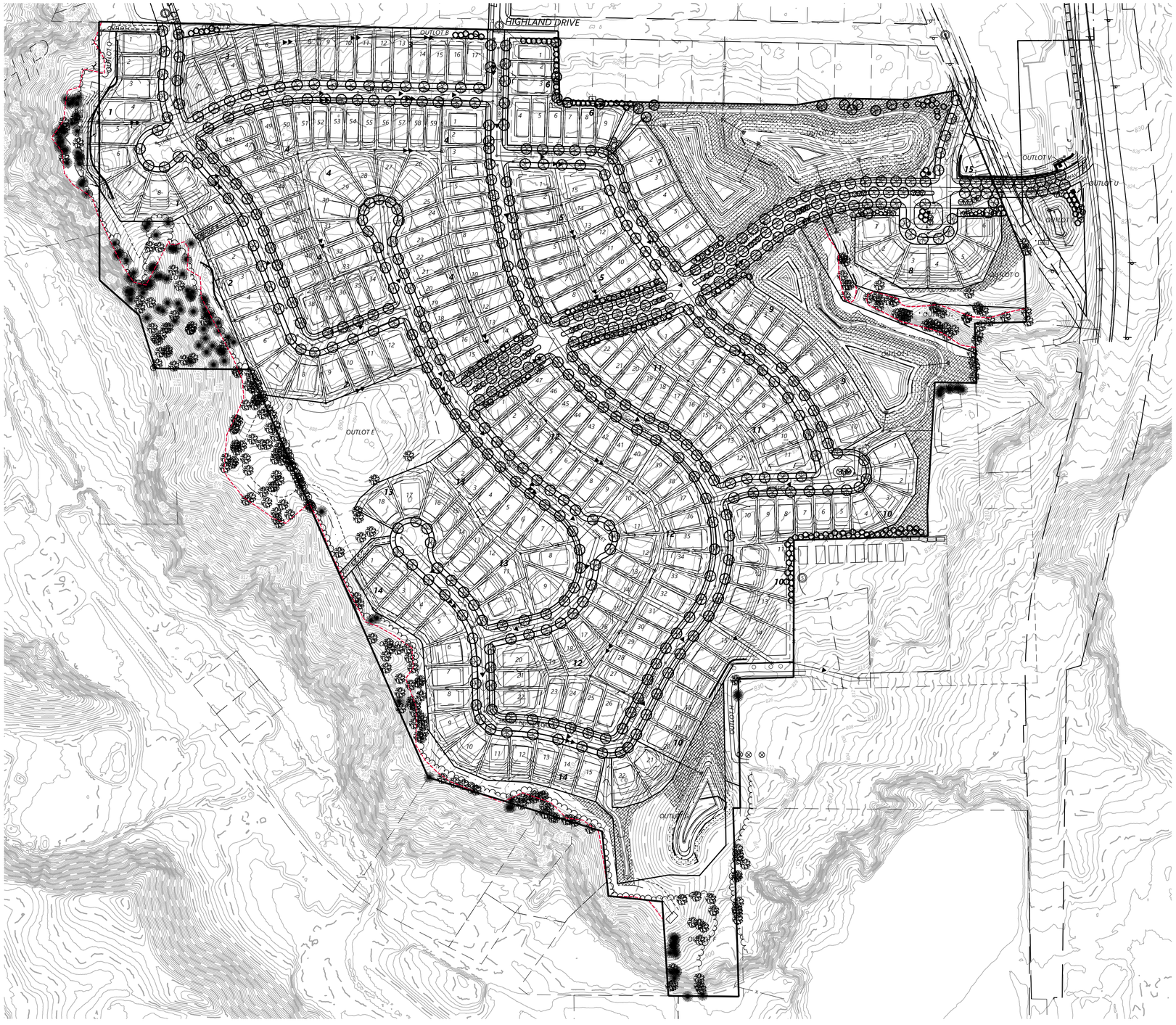
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

TREE INVENTORY

SHEET NUMBER: 28 OF 40
DATE: 02/04/20

PROJECT NUMBER: 0015521.00

© 2020 Westwood Professional Services, Inc.



Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

Preliminary Plant Schedule

	SYMBOL	QTY.	COMMON/BOTANICAL NAME	SIZE	SPACING O.C.	SPACING O.C.
OVERSTORY DECIDUOUS STREET TREES		399	Autumn Blaze Maple / Acer x freemanii 'Jeffersred'	2.5" BB	AS SHOWN	H 50'-60' W 40'
			Sienna Glen Maple / Acer x freemanii 'Sienna'	2.5" BB	AS SHOWN	H 40'-50' W 35'-40'
			Red Sunset Maple / Acer rubrum 'Franksred'	2.5" BB	AS SHOWN	H 45' W 35'
			Fall Fiesta Maple / Acer saccharum 'Bailsta'	2.5" BB	AS SHOWN	H 50'-75' W 50'
			Skyline Honeylocust / Gleditsia tricanthos var. inermis 'Skycole'	2.5" BB	AS SHOWN	H 50' W 35'-40'
			Red Oak / Quercus rubra	2.5" BB	AS SHOWN	H 50'-70' W 40'-50'
			Northern Pin Oak / Quercus ellipsoidalis	2.5" BB	AS SHOWN	H 50'-60' W 40'-50'
			Swamp White Oak / Quercus bicolor	2.5" BB	AS SHOWN	H 50'-60' W 40'
LARGE OVERSTORY TREES		23	Princeton Elm / Ulmus americana 'Princeton'	2.5" BB	AS SHOWN	H 60'-80' W 40'-60'
			Accolade Elm / Ulmus japonica x wilsoniana 'Morton'	2.5" BB	AS SHOWN	H 70' W 40'-50'
			Frontyard Linden / Tilia americana 'Frontyard'	2.5" BB	AS SHOWN	H 60'-70' W 30'-40'
			Redmond Linden / Tilia americana 'Redmond'	2.5" BB	AS SHOWN	H 40'-60' W 30'
			Autumn Gold Ginkgo / Ginkgo biloba 'Autumn Gold'	2.5" BB	AS SHOWN	H 50' W 30'
			Hackberry / Celtis occidentalis	2.5" BB	AS SHOWN	H 50'-75' W 50'
			River Birch / Betula nigra	10' HT. BB CLUMP	AS SHOWN	H 50'-75' W 50'
BUFFER EVERGREEN TREES		165	Black Hills Spruce / Picea glauca densata	6' HT., BB	AS SHOWN	H 30'-40' W 20'-30'
			Norway Spruce / Picea abies	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
			Colorado Spruce / Picea pungens	6' HT., BB	AS SHOWN	H 40'-60' W 15'-30'
			White Pine / Pinus strobus	6' HT., BB	AS SHOWN	H 50'-80' W 30'-40'
			Norway Pine / Pinus resinosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
			Ponderosa Pine / Pinus ponderosa	6' HT., BB	AS SHOWN	H 60'-80' W 25'-30'
			Concolor Fir / Abies concolor	6' HT., BB	AS SHOWN	H 40'-50' W 15'-30'
			Techny Arborvitae / Thuja occidentalis 'Techny'	6' HT., BB	AS SHOWN	H 12'-15' W 6'-8'
SMALL OVERSTORY TREES		89	Thornless Cockspur Hawthorn / Crataegus crusgalli 'Inermis'	2" BB	AS SHOWN	H 15'-20' W 15'-20'
			Japanese Tree Lilac / Syringa reticulata	6' HT., BB CLUMP	AS SHOWN	H 25'-30' W 20'-25'
			Allegheny Serviceberry / Amelanchier laevis	6' HT., BB CLUMP	AS SHOWN	H 15'-25' W 15'-25'
			Quaking Aspen / Populus tremuloides	2" BB	AS SHOWN	H 40'-60' W 20'-30'
			Prairie Rose Crab / Malus 'Prairie Rose'	2" BB	AS SHOWN	H 20' W 20'

NOTES: QUANTITIES ON PLAN SUPERSEDE LIST QUANTITIES IN THE EVENT OF A DISCREPANCY. REFER TO FINAL LANDSCAPE PLANS FOR SPECIES LOCATIONS AND QUANTITIES.

Single Family Landscape Requirements

SINGLE FAMILY RESIDENTIAL SUBDIVISION REQUIREMENTS: 419 TREES

- ONE OVERSTORY DECIDUOUS TREE PER EVERY FIFTY (50) FEET ALONG PUBLIC STREETS, ON EACH SIDE, MINIMUM 2 ½" CALIPER. THE TREES MAY BE DISTRIBUTED THROUGHOUT THE SUBDIVISION AND NEED NOT NECESSARILY BE SPACED FIFTY (50) FEET APART. (20,917 LINEAR FEET OF FRONTAGE)

Single Family Landscape Provisions

TOTAL SINGLE FAMILY LANDSCAPING PROVIDED:	676 TREES
* STREET TREES:	399 TREES
* BUFFER DECIDUOUS TREES:	23 TREES
* BUFFER EVERGREEN TREES:	165 TREES
* BUFFER ORNAMENTAL TREES:	89 TREES

NOTES:

1. TIMING OF PLANT INSTALLATION WILL BE DEPENDENT UPON SEASON AND PLANT AVAILABILITY.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL STREET TREES NOT APART OF THE MAIN ENTRY BOULEVARD SHALL BE INSTALLED ON FRONT OF INDIVIDUAL SINGLE FAMILY LOTS 16.5' FROM BACK OF CURB OR 3' BACK OF SIDEWALK/TRAIL IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.
5. ALL STREET TREES THAT ARE PART OF ENTRY BOULEVARD SHALL BE INSTALLED 4' FROM BACK OF CURB IN A LOCATION THAT DOES NOT INTERFERE WITH CURBSTOPS, INDIVIDUAL SEWER & WATER CONNECTIONS, OR DRIVEWAY LOCATIONS.

Native Seeding Legend

STORMWATER NATIVE SEED MIX (33-261)
TOTAL AREA (X.X AC)

MESIC PRAIRIE GENERAL SEED MIX (35-241)
TOTAL AREA (X.X AC)

* ALL DISTURBED AREAS TO BE SODDED UNLESS NOTED OTHERWISE

N

1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

OVERALL LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 29 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

MULCH TRAIL BLUFF ACCESS
5' ORNAMENTAL FENCE
OUTLOT C
OUTLOT Q
OUTLOT P
OUTLOT B
HIGHLAND DRIVE
OUTLOT R
OUTLOT D
EOF 892.5
MULCH TRAIL BLUFF ACCESS

SEE TRAILHEAD PLANTING DETAIL (SHEET 35)

1" = 50'
0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LP001.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

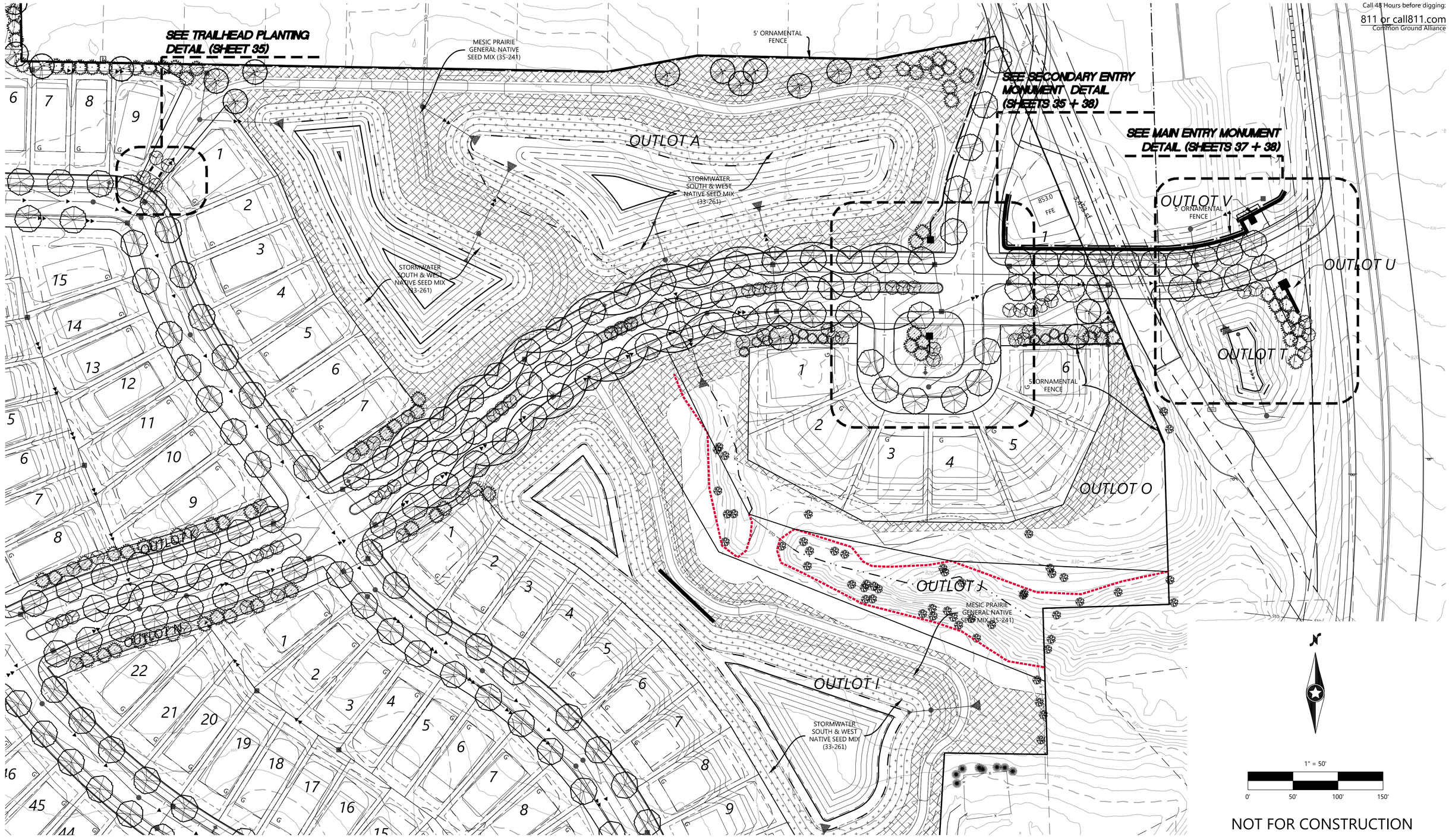
Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLAN

SHEET NUMBER: 30 OF 40
PROJECT NUMBER: 0015521.00
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLAN

SHEET NUMBER: 31 OF 40

PROJECT NUMBER: 0015521.00

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 hours before digging:
811 or call811.com
Common Ground Alliance

OUTLOT E

OUTLOT S

OUTLOT K

OUTLOT M

OUTLOT N

MULCH TRAIL
BLUFF ACCESS

1" = 50'

0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 32 OF 40

DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.



Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 33 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

7 8 9 10 11 12 13 14 15 21 22 23 24 25 26 27 16 17 18 19 20 21 22

OUTLOT H

OUTLOT G

OUTLOT F

MESIC PRAIRIE GENERAL NATIVE SEED MIX (35-241)

STORMWATER SOUTH & WEST NATIVE SEED MIX (33-261)

BLUFF OVERLOOK WITH BENCH

TORRENS PROPERTY
DOC NO. T204663
RECORDED NOVEMBER 2017

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

TORRENS PROPERTY
DOC NO. T79020
RECORDED JULY 1993

TORRENS PROPERTY
DOC NO. T208247
RECORDED NOVEMBER 2018

ABSTRACT PROPERTY
DOC NO. 229535
RECORDED JUNE 1998

N

1" = 50'

0' 50' 100' 150'

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

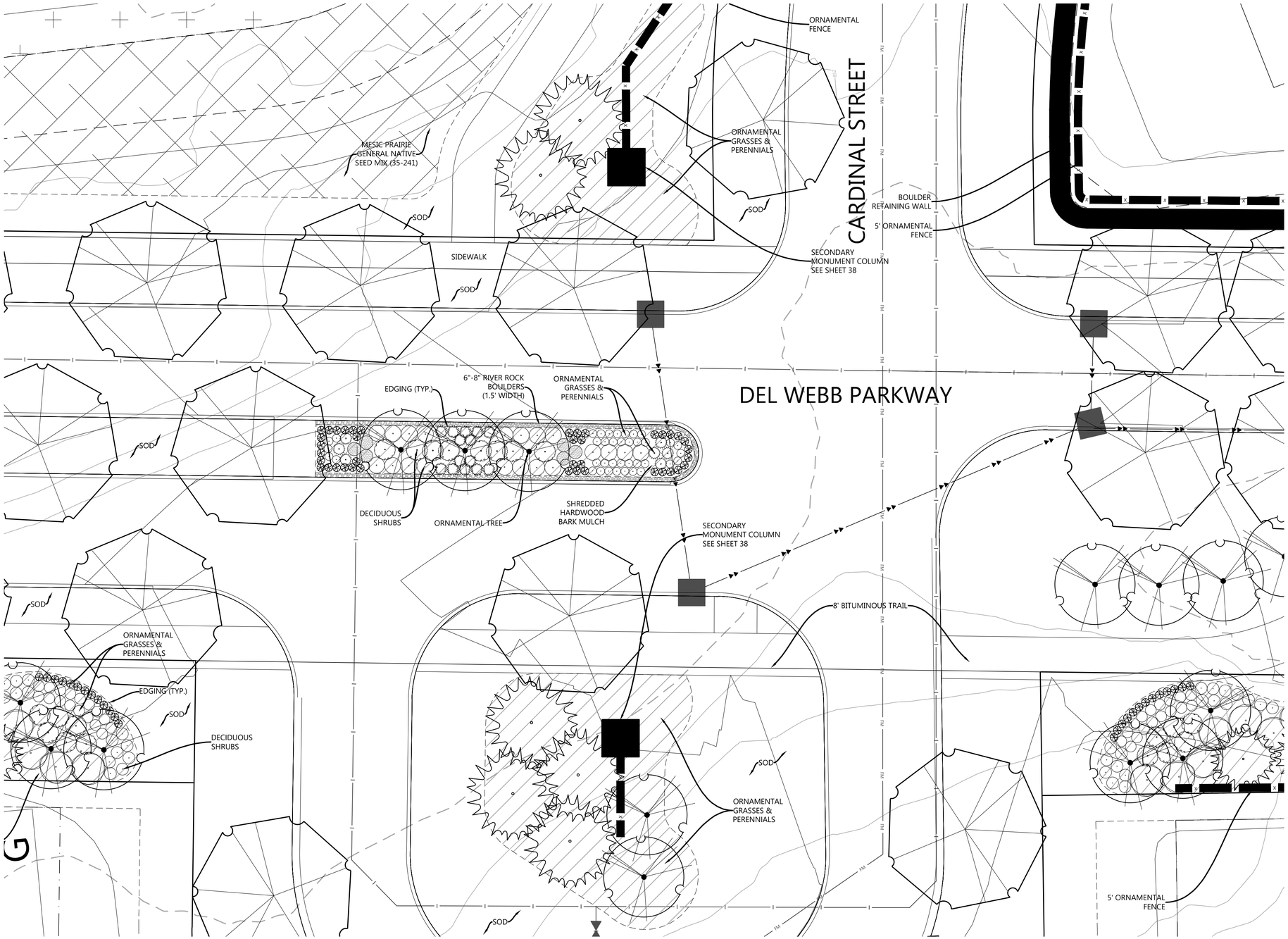
LANDSCAPE PLAN

PROJECT NUMBER: 0015521.00

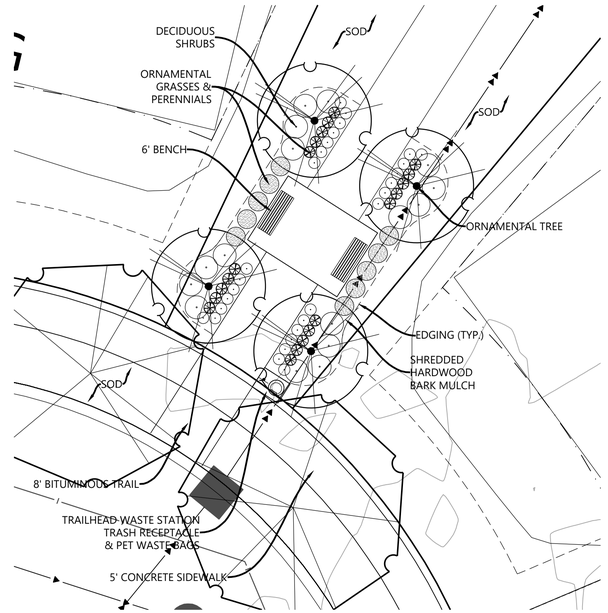
SHEET NUMBER: 34 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Secondary Monument & Median Planting Detail



Trailhead Detail (Typ.)



Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LP001.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 35 OF 40

DATE: 02/04/20

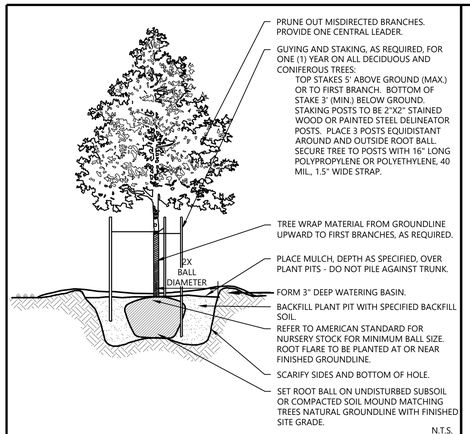
© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

PLANTING NOTES

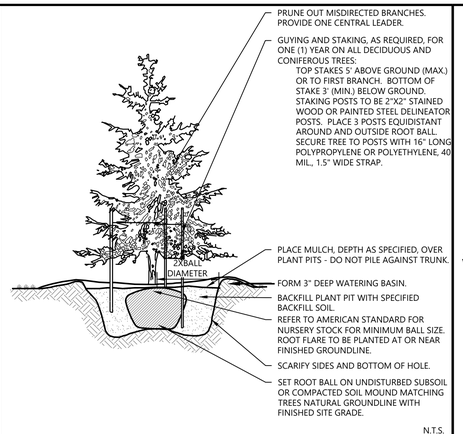
1. CONTRACTOR SHALL CONTACT COMMON GROUND ALLIANCE AT 811 OR CALL811.COM TO VERIFY LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INSTALLATION OF ANY PLANTS OR LANDSCAPE MATERIAL.
2. ACTUAL LOCATION OF PLANT MATERIAL IS SUBJECT TO FIELD AND SITE CONDITIONS.
3. NO PLANTING WILL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
4. ALL SUBSTITUTIONS MUST BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF ANY BID AND/OR QUOTE BY THE LANDSCAPE CONTRACTOR.
5. CONTRACTOR SHALL PROVIDE TWO YEAR GUARANTEE OF ALL PLANT MATERIALS. THE GUARANTEE BEGINS ON THE DATE OF THE LANDSCAPE ARCHITECT'S OR OWNER'S WRITTEN ACCEPTANCE OF THE INITIAL PLANTING. REPLACEMENT PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE COMMENCING UPON PLANTING.
6. ALL PLANTS TO BE SPECIMEN GRADE, MINNESOTA-GROWN AND/OR HARDY. SPECIMEN GRADE SHALL ADHERE TO, BUT IS NOT LIMITED BY, THE FOLLOWING STANDARDS:
   ALL PLANTS SHALL BE FREE FROM DISEASE, PESTS, WOUNDS, SCARS, ETC.
   ALL PLANTS SHALL BE FREE FROM NOTICEABLE GAPS, HOLES, OR DEFORMITIES.
   ALL PLANTS SHALL BE FREE FROM BROKEN OR DEAD BRANCHES.
   ALL PLANTS SHALL HAVE HEAVY, HEALTHY BRANCHING AND LEAFING.
   CONIFEROUS TREES SHALL HAVE AN ESTABLISHED MAIN LEADER AND A HEIGHT TO WIDTH RATIO OF NO LESS THAN 5:3.
7. PLANTS TO MEET AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2014 OR MOST CURRENT VERSION) REQUIREMENTS FOR SIZE AND TYPE SPECIFIED.
8. PLANTS TO BE INSTALLED AS PER MNLA & ANSI STANDARD PLANTING PRACTICES.
9. PLANTS SHALL BE IMMEDIATELY PLANTED UPON ARRIVAL AT SITE. PROPERLY HEEL-IN MATERIALS IF NECESSARY; TEMPORARY ONLY.
10. PRIOR TO PLANTING, FIELD VERIFY THAT THE ROOT COLLAR/ROOT FLAIR IS LOCATED AT THE TOP OF THE BALLED & BURLAP TREE. IF THIS IS NOT THE CASE, SOIL SHALL BE REMOVED DOWN TO THE ROOT COLLAR/ROOT FLAIR. WHEN THE BALLED & BURLAP TREE IS PLANTED, THE ROOT COLLAR/ROOT FLAIR SHALL BE EVEN OR SLIGHTLY ABOVE FINISHED GRADE.
11. OPEN TOP OF BURLAP ON BB MATERIALS; REMOVE POT ON POTTED PLANTS; SPLIT AND BREAK APART PEAT POTS.
12. PRUNE PLANTS AS NECESSARY - PER STANDARD NURSERY PRACTICE AND TO CORRECT POOR BRANCHING OF EXISTING AND PROPOSED TREES.
13. WRAP ALL SMOOTH-BARKED TREES - FASTEN TOP AND BOTTOM. REMOVE BY APRIL 1ST.
14. STAKING OF TREES AS REQUIRED; REPOSITION, PLUMB AND STAKE IF NOT PLUMB AFTER ONE YEAR.
15. THE NEED FOR SOIL AMENDMENTS SHALL BE DETERMINED UPON SITE SOIL CONDITIONS PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT FOR THE NEED OF ANY SOIL AMENDMENTS.
16. BACKFILL SOIL AND TOPSOIL TO ADHERE TO MN/DOT STANDARD SPECIFICATION 3877 (SELECT TOPSOIL BORROW) AND TO BE EXISTING TOP SOIL FROM SITE FREE OF ROOTS, ROCKS LARGER THAN ONE INCH, SUBSOIL DEBRIS, AND LARGE WEEDS UNLESS SPECIFIED OTHERWISE. MINIMUM 4" DEPTH TOPSOIL FOR ALL LAWN GRASS AREAS AND 12" DEPTH TOPSOIL FOR TREE, SHRUBS, AND PERENNIALS.
17. MULCH TO BE AT ALL TREE, SHRUB, PERENNIAL, AND MAINTENANCE AREAS. TREE AND SHRUB PLANTING BEDS SHALL HAVE 4" DEPTH OF SHREDDED HARDWOOD MULCH. SHREDDED HARDWOOD MULCH TO BE USED AROUND ALL PLANTS WITHIN TURF AREAS. PERENNIAL AND ORNAMENTAL GRASS BEDS SHALL HAVE 2" DEPTH SHREDDED HARDWOOD MULCH. MULCH TO BE FREE OF DELETERIOUS MATERIAL AND COLORED RED, OR APPROVED EQUAL. ROCK MULCH TO BE BUFF LIMESTONE, 1 1/2" TO 3" DIAMETER, AT MINIMUM 3" DEPTH, OR APPROVED EQUAL. ROCK MULCH TO BE ON COMMERCIAL GRADE FILTER FABRIC, BY TYPAR, OR APPROVED EQUAL WITH NO EXPOSURE. MULCH AND FABRIC TO BE APPROVED BY OWNER PRIOR TO INSTALLATION. MULCH TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
18. EDGING TO BE COMMERCIAL GRADE VALLEY-VIEW BLACK DIAMOND (OR EQUAL) POLY EDGING OR SPADED EDGE, AS INDICATED. POLY EDGING SHALL BE PLACED WITH SMOOTH CURVES AND STAKED WITH METAL SPIKES NO GREATER THAN 4 FOOT ON CENTER WITH BASE OF TOP BEAD AT GRADE, FOR MOWERS TO CUT ABOVE WITHOUT DAMAGE. UTILIZE CURBS AND SIDEWALKS FOR EDGING WHERE POSSIBLE. SPADED EDGE TO PROVIDE V-SHAPED DEPTH AND WIDTH TO CREATE SEPARATION BETWEEN MULCH AND GRASS. INDIVIDUAL TREE, SHRUB, OR RAIN-GARDEN BEDS TO BE SPADED EDGE, UNLESS NOTED OTHERWISE. EDGING TO MATCH EXISTING CONDITIONS (WHERE APPLICABLE).
19. ALL DISTURBED AREAS TO BE SODDED OR SEEDED, UNLESS OTHERWISE NOTED. PARKING LOT ISLANDS TO BE SODDED WITH SHREDDED HARDWOOD MULCH AROUND ALL TREES AND SHRUBS. SOD TO BE STANDARD MINNESOTA GROWN AND HARDY BLUEGRASS MIX, FREE OF LAWN WEEDS. ALL TOPSOIL AREAS TO BE RAKED TO REMOVE DEBRIS AND ENSURE DRAINAGE. SLOPES OF 3:1 OR GREATER SHALL BE STAKED. SEED AS SPECIFIED AND PER MN/DOT SPECIFICATIONS. IF NOT INDICATED ON LANDSCAPE PLAN, SEE EROSION CONTROL PLAN.
20. PROVIDE IRRIGATION TO ALL PLANTED AREAS ON SITE. IRRIGATION SYSTEM TO BE DESIGN/BUILD BY LANDSCAPE CONTRACTOR. LANDSCAPE CONTRACTOR TO PROVIDE SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION OF IRRIGATION SYSTEM. CONTRACTOR TO PROVIDE OPERATION MANUALS, AS-BUILT PLANS, AND NORMAL PROGRAMMING. SYSTEM SHALL BE WINTERIZED AND HAVE SPRING STARTUP DURING FIRST YEAR OF OPERATION. SYSTEM SHALL HAVE ONE-YEAR WARRANTY ON ALL PARTS AND LABOR. ALL INFORMATION ABOUT INSTALLATION AND SCHEDULING CAN BE OBTAINED FROM THE GENERAL CONTRACTOR.
21. CONTRACTOR SHALL PROVIDE NECESSARY WATERING OF PLANT MATERIALS UNTIL THE PLANT IS FULLY ESTABLISHED OR IRRIGATION SYSTEM IS OPERATIONAL. OWNER WILL NOT PROVIDE WATER FOR CONTRACTOR.
22. REPAIR, REPLACE, OR PROVIDE SOD/SEED AS REQUIRED FOR ANY ROADWAY BOULEVARD AREAS ADJACENT TO THE SITE DISTURBED DURING CONSTRUCTION.
23. REPAIR ALL DAMAGE TO PROPERTY FROM PLANTING OPERATIONS AT NO COST TO OWNER.
24. RAIN GARDEN NOTE: PROVIDE AND INSTALL EROSION CONTROL BLANKET AT RAIN GARDEN AREA SIDE SLOPES AFTER ALL PLANTING HAVE BEEN INSTALLED. BLANKET TO BE ONE SEASON GEOJUTE, MN/DOT CATEGORY 2 (STRAW 1S, WOOD FIBER 1S), OR APPROVED EQUAL. BLANKET TO BE OVERLAPPED BY 4" AND ANCHORED BY SOD STAPLES. PLACE BLANKET PERPENDICULAR TO THE SLOPE. TRENCH IN EDGES OF BLANKET AREA TO PREVENT UNDER MINING. PROVIDE SILT FENCE AT TOP OF SLOPE AS NEEDED. SHREDDED HARDWOOD MULCH TO MATCH OTHER PROJECT PLANTING MULCH. PLACE 4" DEPTH OF MULCH AT ALL PLANTING AND EROSION CONTROL BLANKET AREA (NO FILTER FABRIC). SEE RAIN GARDEN DETAIL FOR FURTHER INFORMATION. RAIN GARDEN TO PROVIDE PROPER INFILTRATION AND DRAINAGE REQUIREMENTS PER ENGINEERS APPROVAL.

Landscape Planting Details



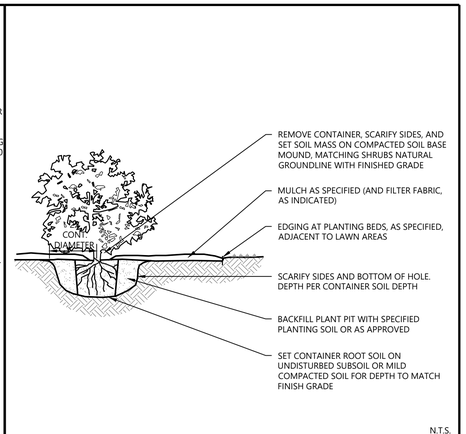
N.T.S.

Westwood	DECIDUOUS TREE PLANTING	LAST REVISED: 10/19/18
		LA28



N.T.S.

Westwood	EVERGREEN TREE PLANTING	LAST REVISED: 10/19/18
		LA29



N.T.S.

Westwood	SHRUB & PERENNIAL CONTAINER PLANTING	LAST REVISED: 10/23/18
		LA27-C

Typical Ornamental Fence



ALUMINUM ORNAMENTAL FENCE TO BE USED TO DEFINE PROJECT BOUNDARY OR ACCENT.
COLOR: BLACK
HEIGHT: 5' TALL

1" = ####

0' #### #### ####

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP01.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE NOTES AND DETAILS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 36 OF 40

DATE: 02/04/20

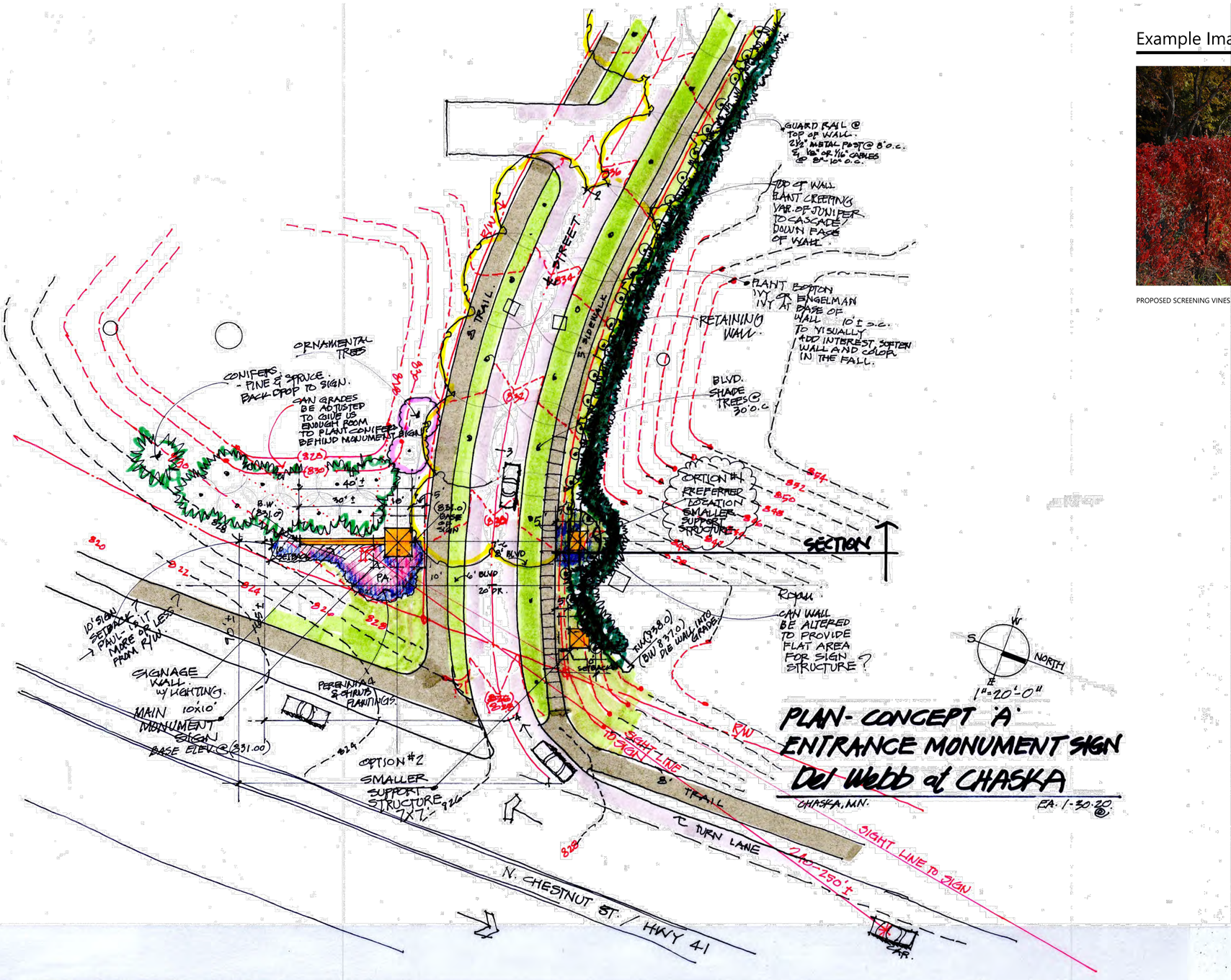
© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

Example Image



PROPOSED SCREENING VINES GROWING OVER FENCE.



PLAN- CONCEPT 'A' ENTRANCE MONUMENT SIGN

Del Webb of CHASKA

CHASKA, MN. EA. 1-30-20

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ ---- .
△ ---- .
△ ---- .
△ ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO. _____

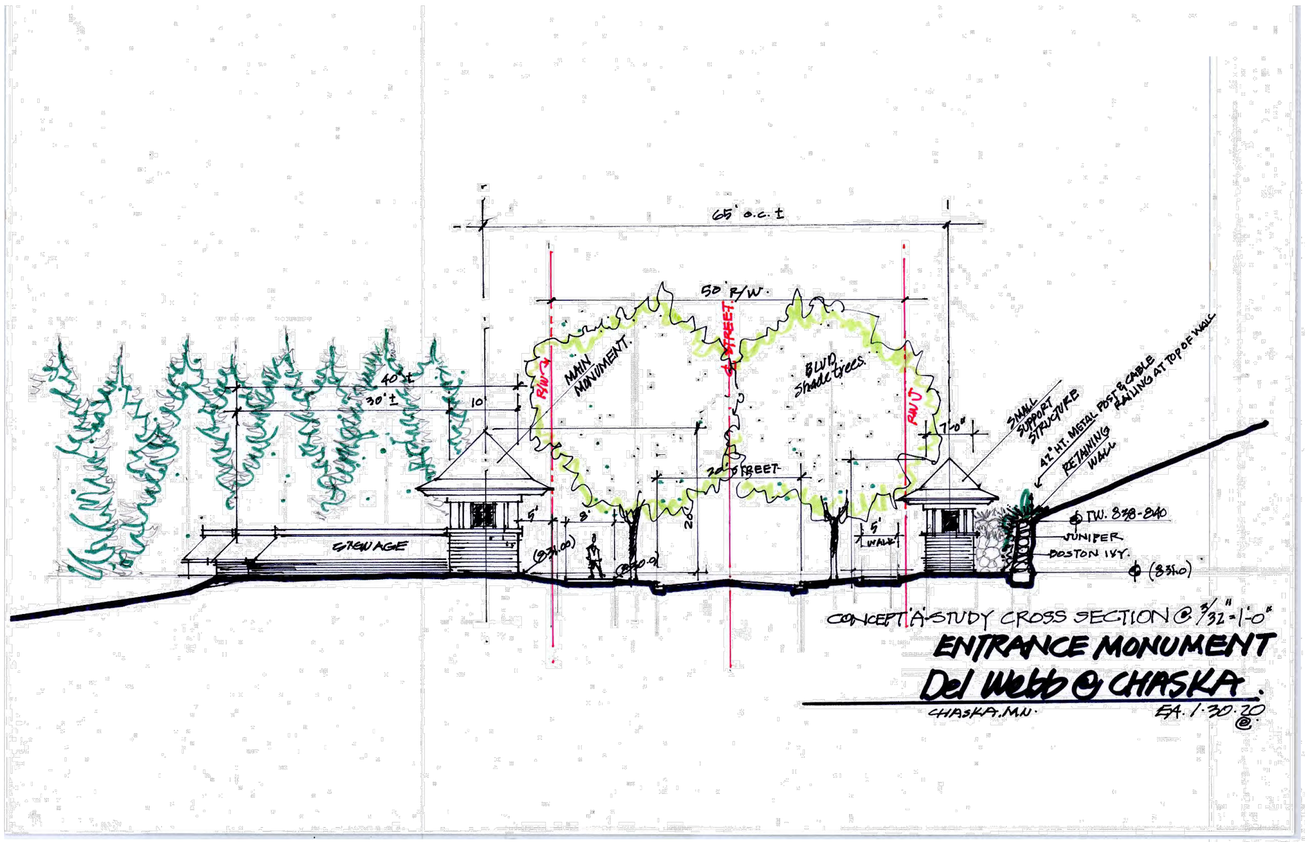
DEL WEBB AT CHASKA
CHASKA, MN

MAIN ENTRY MONUMENT CONCEPT PLAN
PROJECT NUMBER: 0015521.00

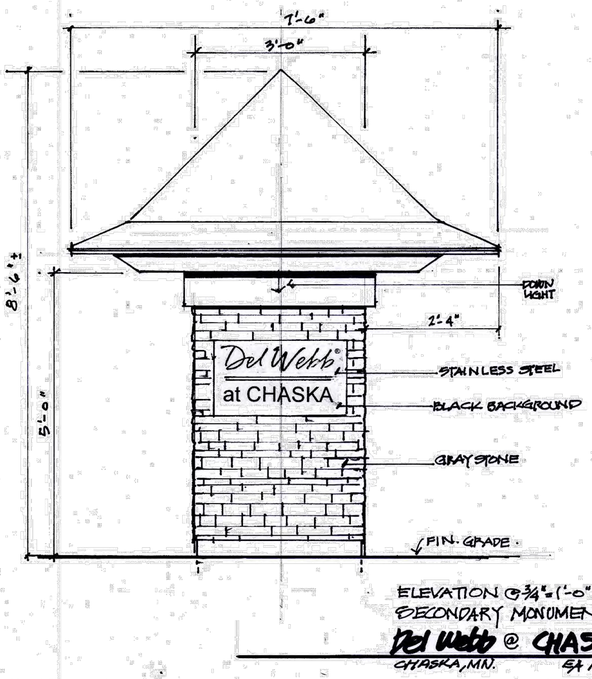
SHEET NUMBER: 37 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



CONCEPTUAL STUDY CROSS SECTION @ 3/32"-1'-0"
ENTRANCE MONUMENT
Del Webb @ CHASKA.
CHASKA, MN. EA. 1.30.20



ELEVATION @ 3/4"=1'-0"
SECONDARY MONUMENTS
Del Webb @ CHASKA
CHASKA, MN. EA 1.31.20

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

ENTRY MONUMENTS - ELEVATIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 38 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

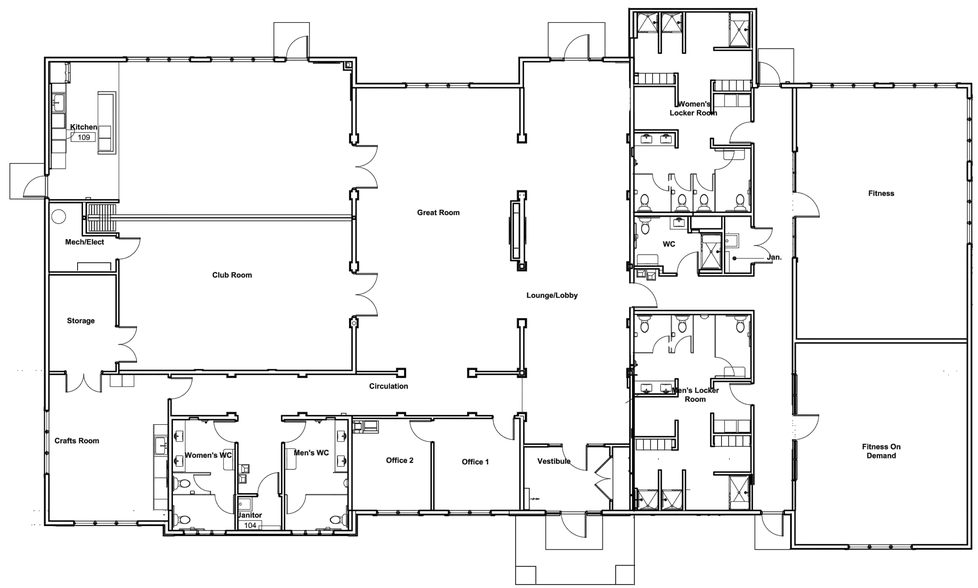
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



FRONT ELEVATION

1.31.20

WHITTEN ASSOCIATES, INC. | RECREATION CENTER - CHASKA, MN | DEL WEBB AT CHASKA



MAIN LEVEL FLOOR PLAN
3/32" = 1'-0"

1.31.20

WHITTEN ASSOCIATES, INC. | RECREATION CENTER - CHASKA, MN | DEL WEBB AT CHASKA

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

WHITTEN ASSOCIATES, INC.

RECREATION CENTER - BUILDING

PROJECT NUMBER: 0015521.00

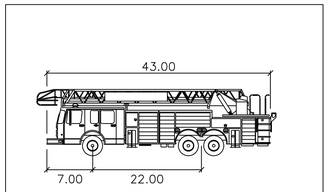
SHEET NUMBER: 39 OF 40

DATE: 02/04/20

© 2019 Westwood Professional Services, Inc.

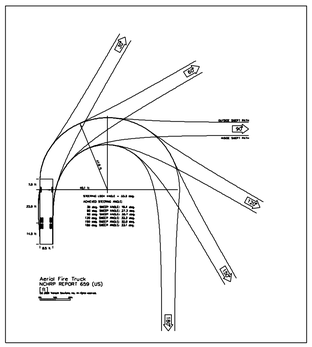
Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

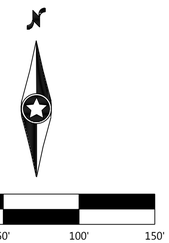




Aerial Fire Truck

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3





NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\EXHIBITS\0015521.005-EXB05.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE:
VERTICAL SCALE:

INITIAL ISSUE: XX/XX/XX
REVISIONS:
1 ---- .
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

.
DATE: XX/XX/XX LICENSE NO. .

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

Turming Movements Exhibit

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 1 OF 1

DATE: 02/19/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

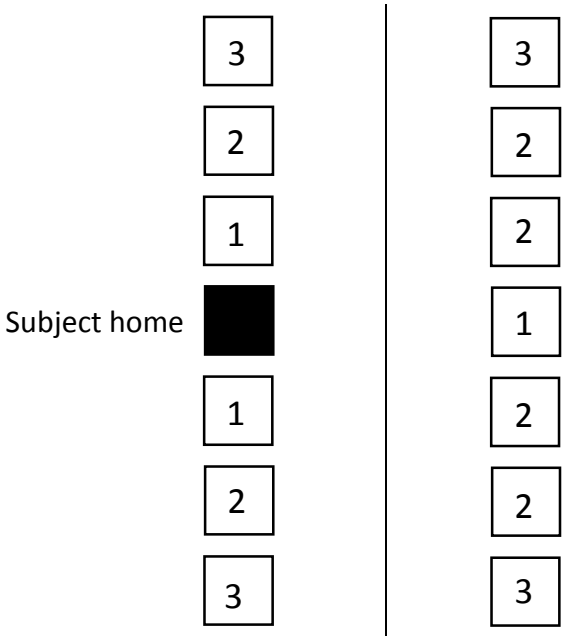
SEC Planning, LLC
Land Planning + Landscape Architecture
CLIENT-CENTERED THINKING™

RECREATION CENTER - LAYOUT

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 40 OF 40
DATE: 02/04/20

MONOTONY CODE GRAPHIC



1	Home cannot be the same floorplan and elevation. Must be a different color package. (Prairie and Prairie w/ stone are considered 2 different color packages.
2	Home can be the same floorplan and elevation as Subject home, but MUST be a different color package.
3	May be identical to Subject home.

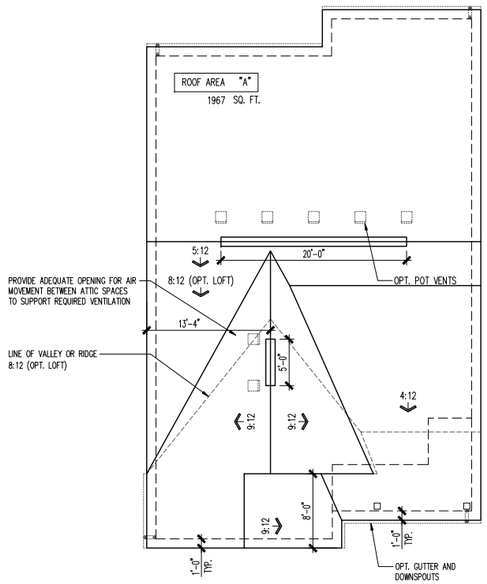
34' homes on 44' lots

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

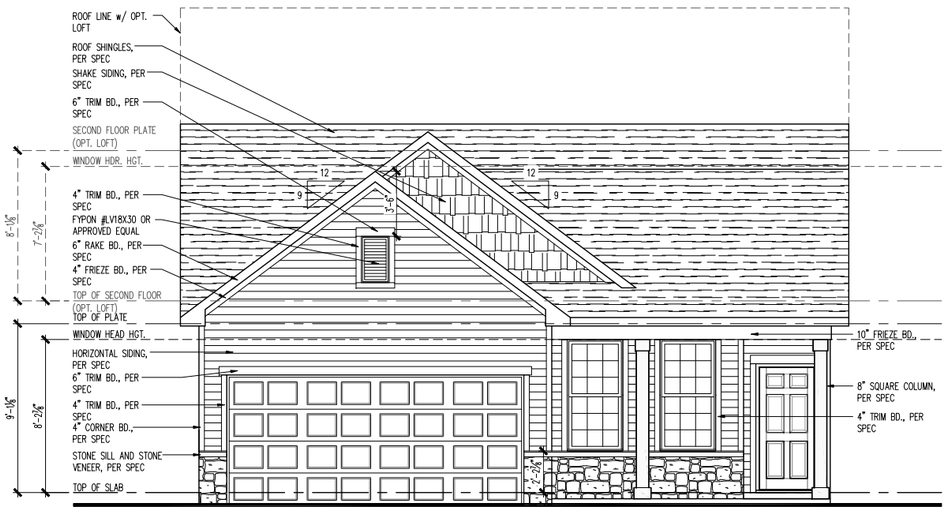
ELEVATION HR2G

ROOF AREA "A"			SQ FTG	1967	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.62	3.28	2.97	45.09	7	0			
AT EAVE	3.93	3.28	3.61	54.91				0	52.00
TOTAL (MIN)	6.56	6.56	6.58	100.00					
HIGH - RIDGE VENT	2.62	3.28	3.13	47.37	0	0	25.00		
AT EAVE	3.93	3.28	3.47	52.63				0	50.00
TOTAL (MIN)	6.56	6.56	6.60	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



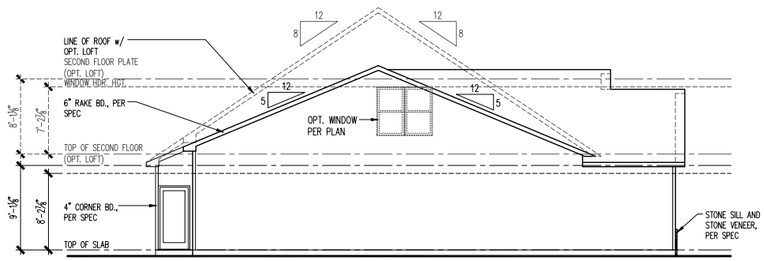
ROOF PLAN

SCALE: 1/8" = 1'-0"



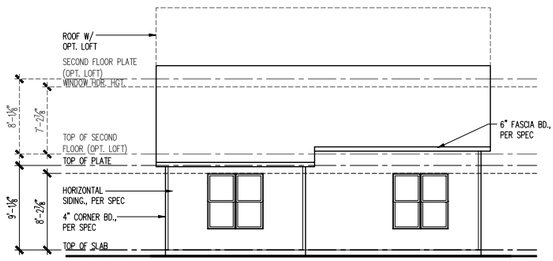
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



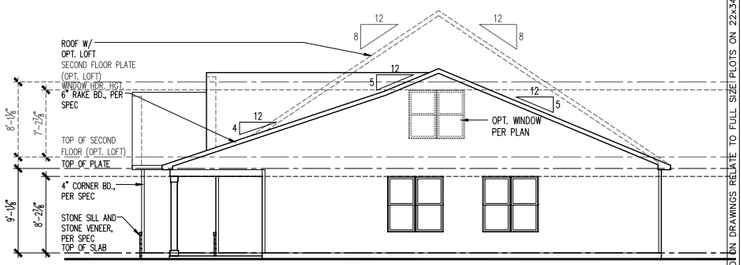
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID
--

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

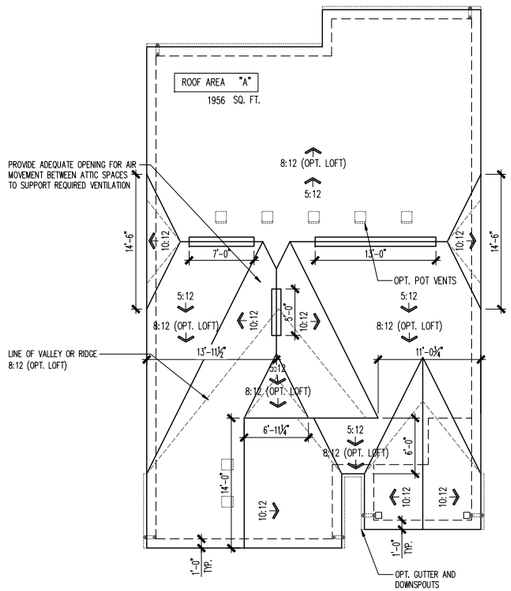
PLOTTED: January 7, 2019 / Michael Vrbon / 1936-DISCOVER-C2-BASE-EL-HR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

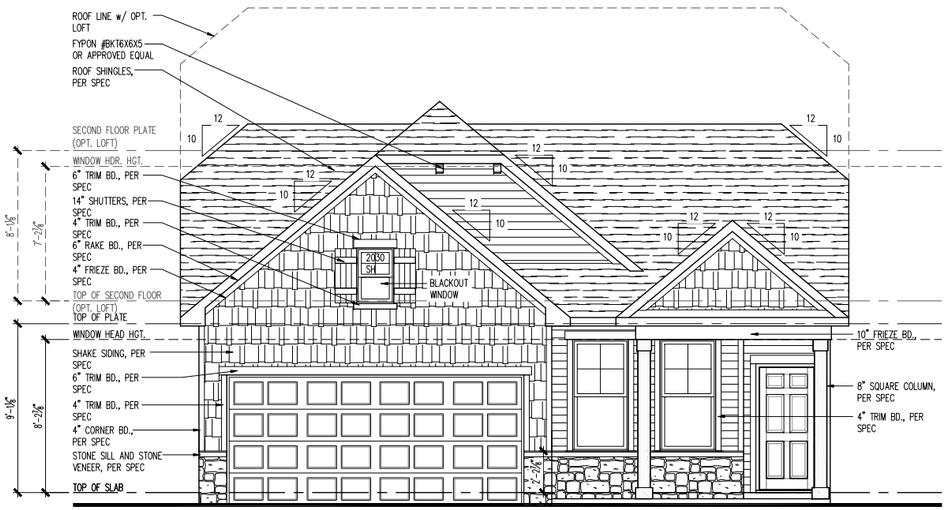
ELEVATION EC2G

ROOF AREA "A"			SQ FTG	1956	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.61	3.26	2.97	45.09	7	0			
AT EAVE	3.91	3.26	3.61	54.91				0	52.00
TOTAL (MIN)	6.52	6.52	6.58	100.00					
HIGH - RIDGE VENT	2.61	3.26	3.13	47.87	0	0	25.00		
AT EAVE	3.91	3.26	3.40	52.13				0	49.00
TOTAL (MIN)	6.52	6.52	6.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



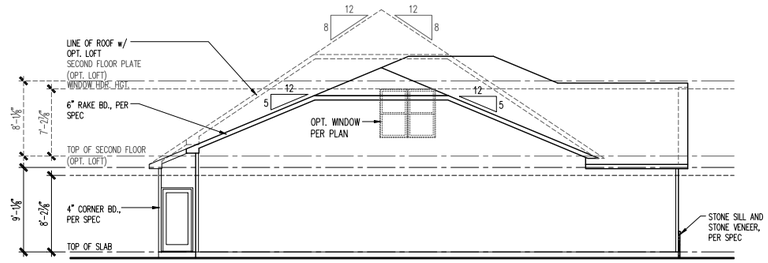
ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



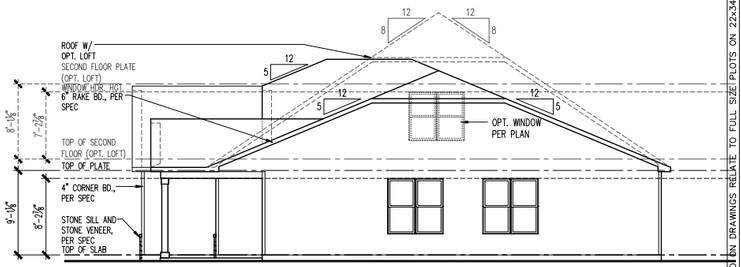
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID
–

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

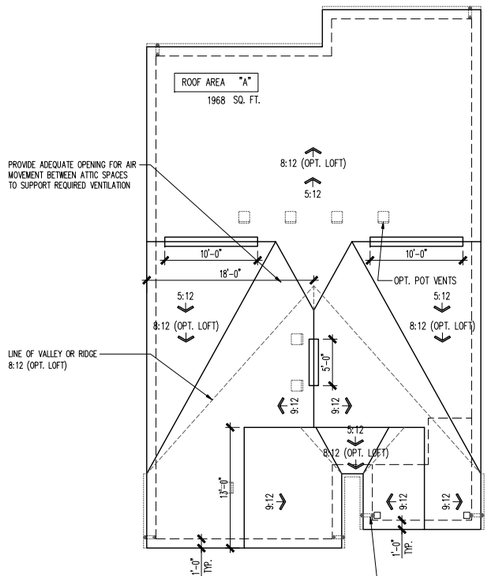
PLOTTED: January 7, 2019 / Michael Vrbon / 1936-DISCOVER-C2-BASE-EL-EC2G.DWG

ATTIC VENT SCHEDULE

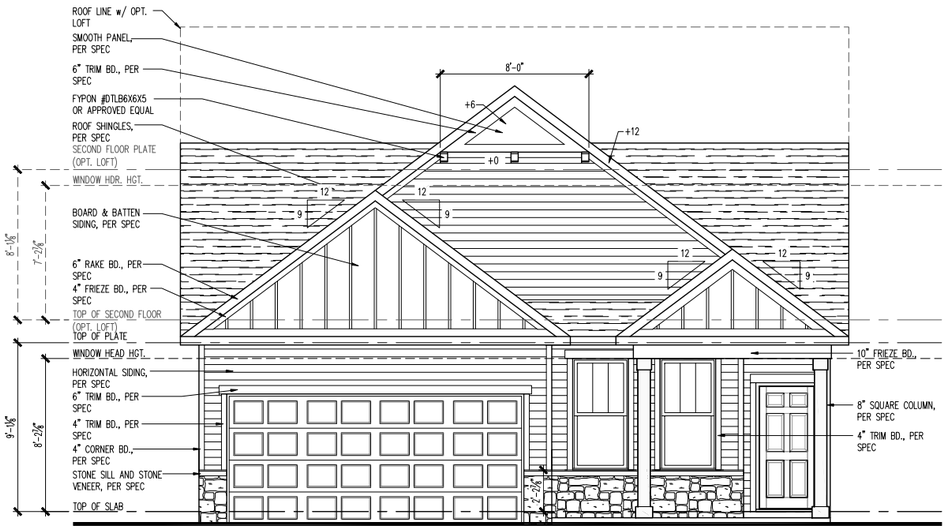
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

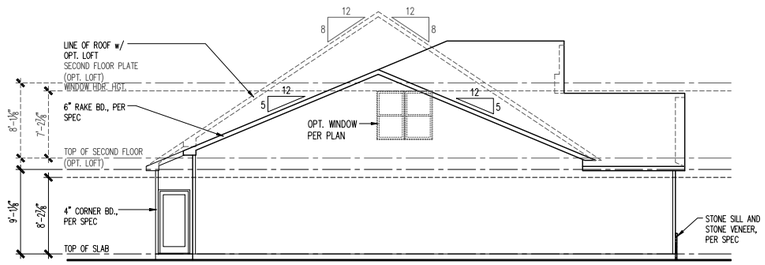
ROOF AREA "A"			SQ FTG	1968	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.62	3.28	2.97	45.09	7	0			
AT EAVE	3.94	3.28	3.61	54.91				0	52.00
TOTAL (MIN)	6.56	6.56	6.58	100.00					
HIGH - RIDGE VENT	2.62	3.28	3.13	47.37	0	0	25.00		
AT EAVE	3.94	3.28	3.47	52.63				0	50.00
TOTAL (MIN)	6.56	6.56	6.60	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN
SCALE: 1/8" = 1'-0"



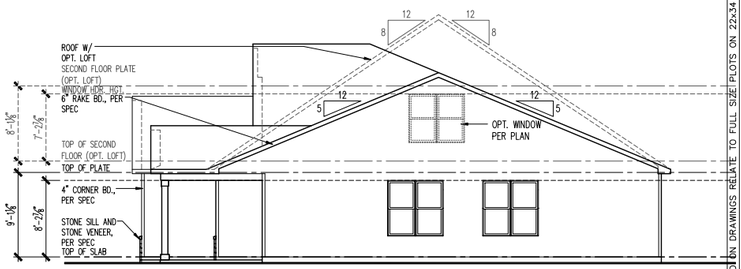
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV # | DATE / DESCRIPTION

GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID
--

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

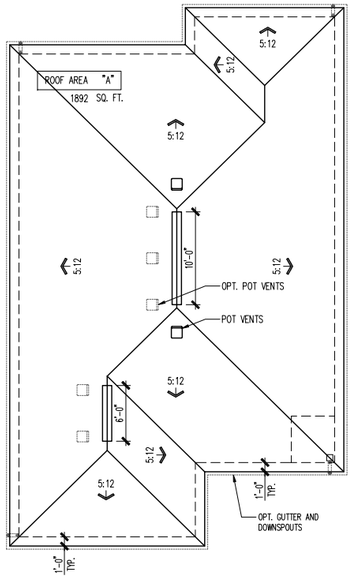
PLOTTED: January 7, 2019 / Michael Urbon / 1936-DISCOVER-C2-BASE-EL-NC2G.DWG

ATTIC VENT SCHEDULE

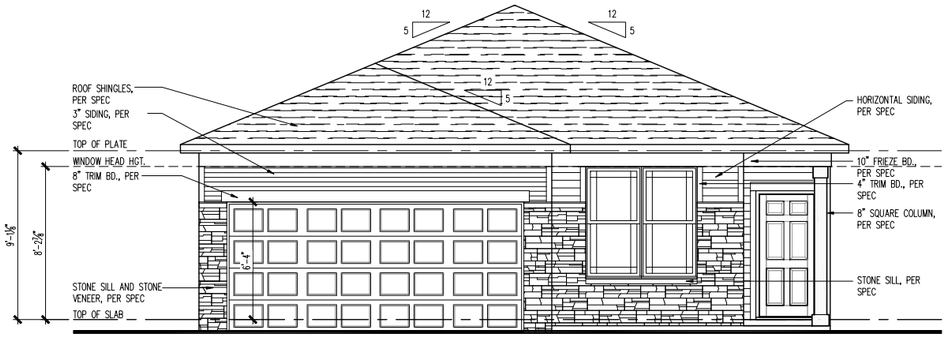
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2M

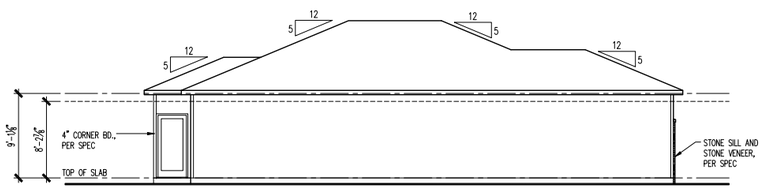
ROOF AREA "A"			SQ FTG	1892	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.52	3.15	2.97	46.56	7	0			
AT EAVE	3.78	3.15	3.40	53.44				0	49.00
TOTAL (MIN)	6.31	6.31	6.37	100.00					
HIGH - RIDGE VENT	2.52	3.15	2.85	45.05	2	0	16.00		
AT EAVE	3.78	3.15	3.47	54.95				0	50.00
TOTAL (MIN)	6.31	6.31	6.32	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



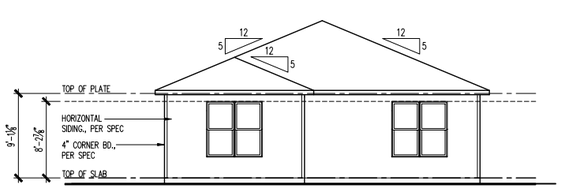
ROOF PLAN
SCALE: 1/8" = 1'-0"



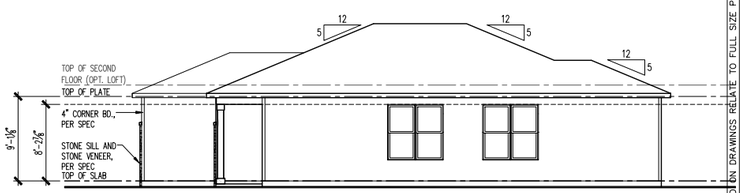
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Prairie 2M - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV # | DATE / DESCRIPTION

GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID
--

SHEET
A3-PR2M
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

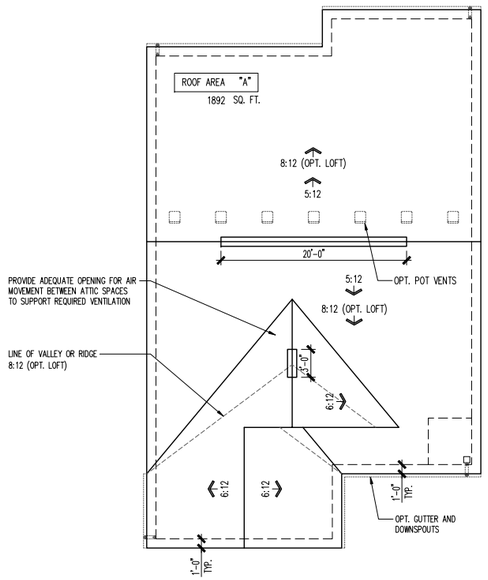
PLOTTED: January 7, 2019 / Michael Urbon / 1936-DISCOVER-C2-BASE-EL-PR2M.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

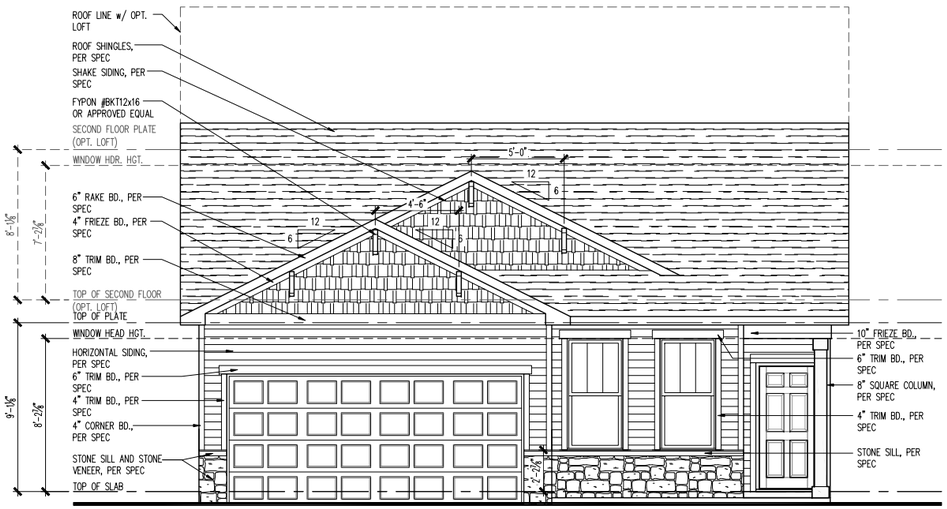
ELEVATION CR2G

ROOF AREA "A"			SQ FTG	1892	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN EACH)	POT SMALL (SQ. IN EACH)	RIDGE VENT (SQ. IN PER LF)	EAVE VENT (SQ. IN EACH)	CONT. VENT (SQ. IN PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.52	3.15	2.97	46.56	7	0			
AT EAVE	3.78	3.15	3.40	53.44				0	49.00
TOTAL (MIN)	6.31	6.31	6.37	100.00					
HIGH - RIDGE VENT	2.52	3.15	2.88	45.30	0	0	23.00		
AT EAVE	3.78	3.15	3.47	54.70				0	50.00
TOTAL (MIN)	6.31	6.31	6.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



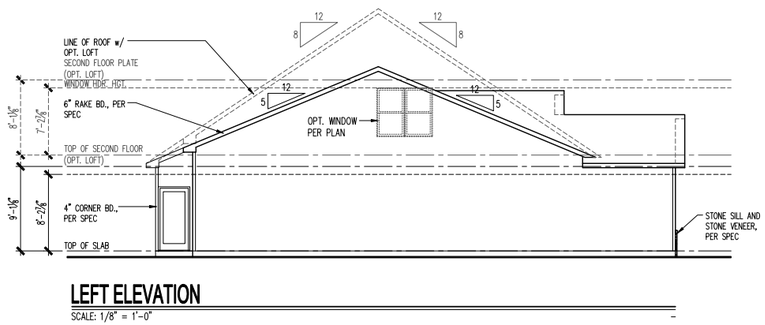
ROOF PLAN

SCALE: 1/8" = 1'-0"



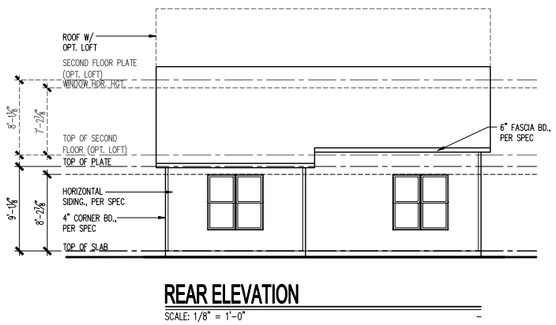
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



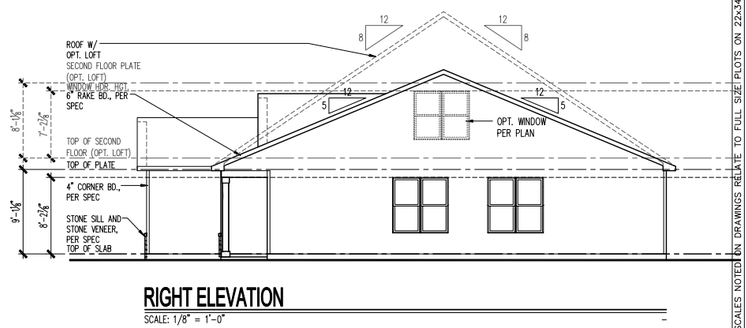
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2018

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV # | DATE / DESCRIPTION

GARAGE HANDING
Garage Left

PLAN NAME
Discover
NPC PLAN NUMBER
1936.300
LAWSON PLAN ID
--

SHEET
A3-CR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

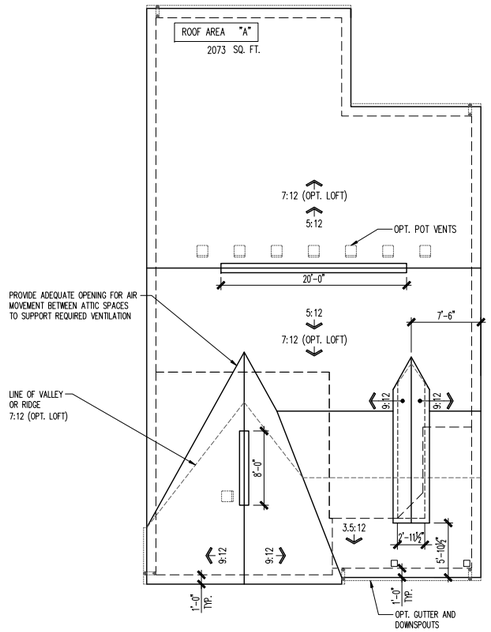
PLOTTED: November 2, 2018 / SCA / 1936-DISCOVER-C2-BASE-EL-CR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

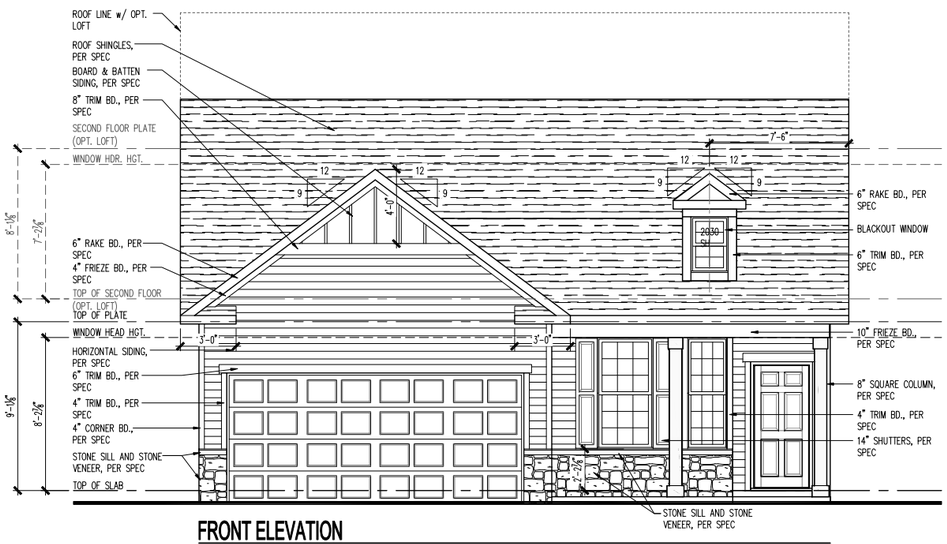
ELEVATION HR2G

ROOF AREA "A"			SQ FTG	2073	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.76	3.46	3.39	48.90	8	0			
AT EAVE	4.15	3.46	3.54	51.10				0	51.00
TOTAL (MIN)	6.91	6.91	6.93	100.00					
HIGH - RIDGE VENT	2.76	3.46	3.50	50.20	0	0	28.00		
AT EAVE	4.15	3.46	3.47	49.80				0	50.00
TOTAL (MIN)	6.91	6.91	6.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



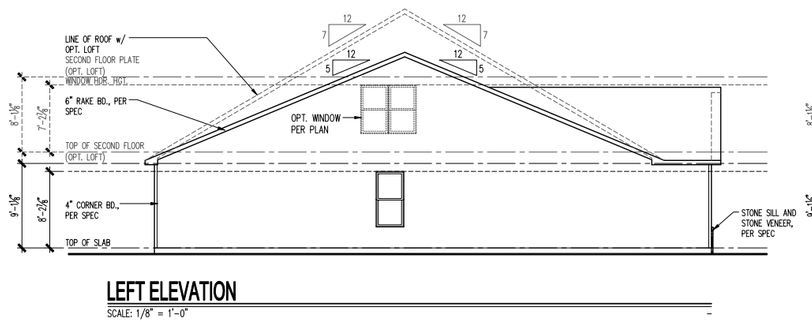
ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



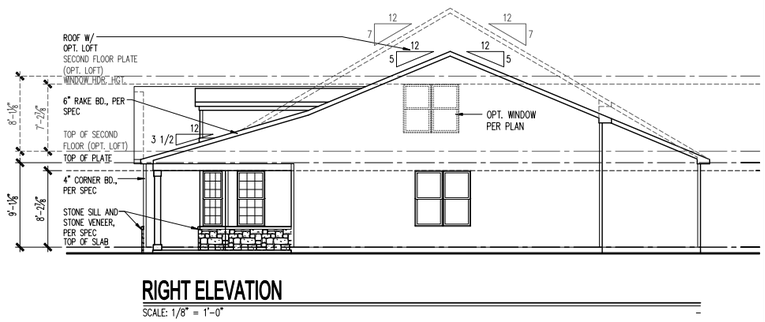
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
--

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

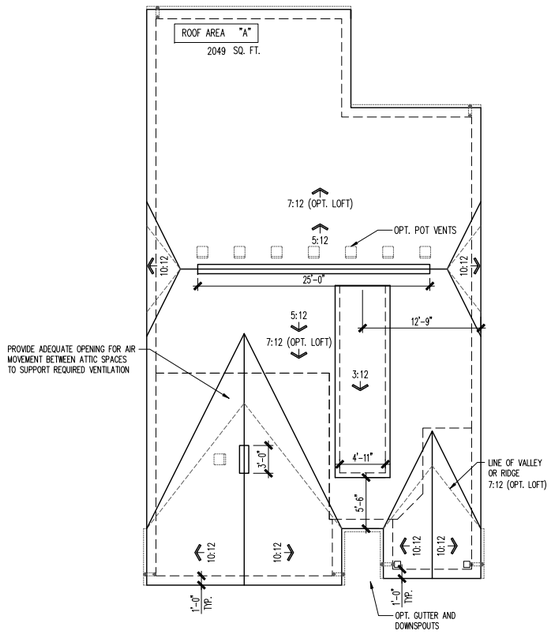
PLOTTED: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-C2-BAS2-EL-HR2G.DWG

ATTIC VENT SCHEDULE

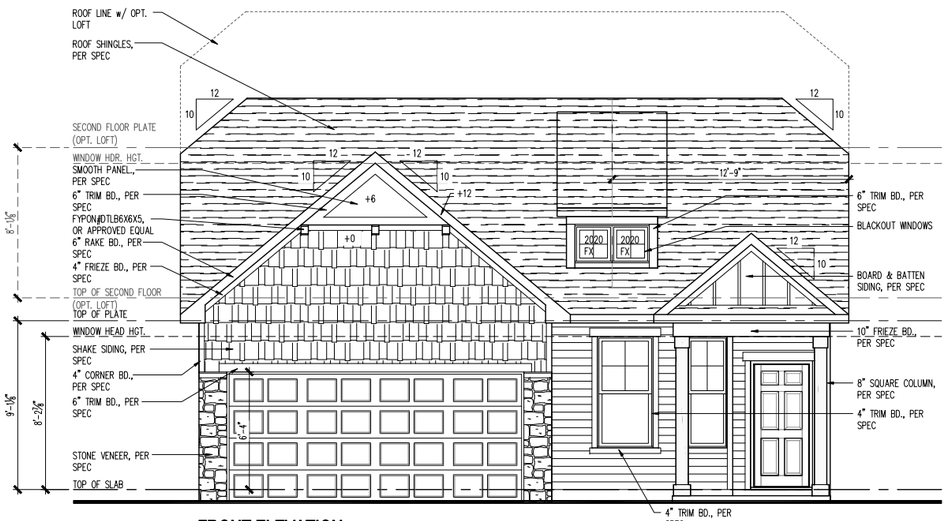
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

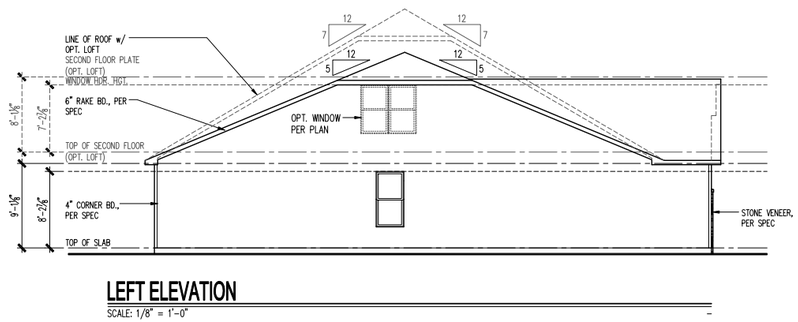
ROOF AREA "A"			SQ FTG	2049	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT. LARGE (SQ. IN. EACH)	POT. SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.73	3.42	3.39	49.39	8	0			
AT EAVE	4.10	3.42	3.47	50.61				0	50.00
TOTAL (MIN)	6.83	6.83	6.86	100.00					
HIGH - RIDGE VENT	2.73	3.42	3.50	50.70	0	0	28.00		
AT EAVE	4.10	3.42	3.40	49.30				0	49.00
TOTAL (MIN)	6.83	6.83	6.90	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN
SCALE: 1/8" = 1'-0"



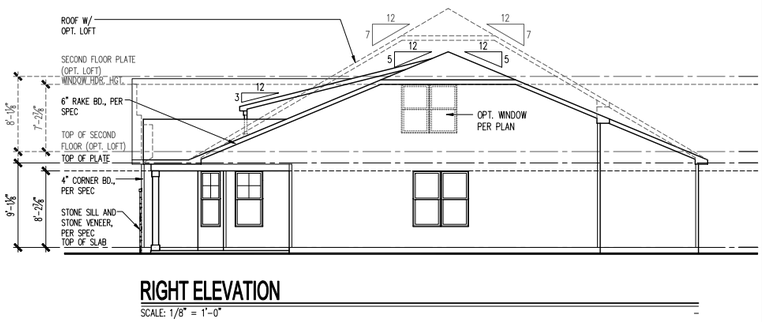
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
--

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

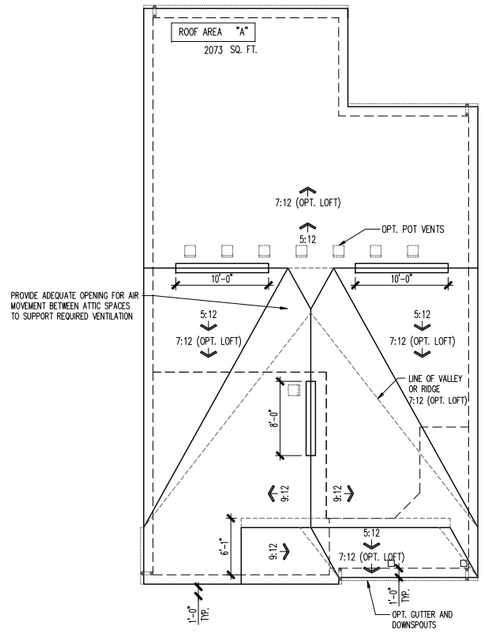
PLOTTED: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-C2-BAS2-EL-EC2G.DWG

ATTIC VENT SCHEDULE

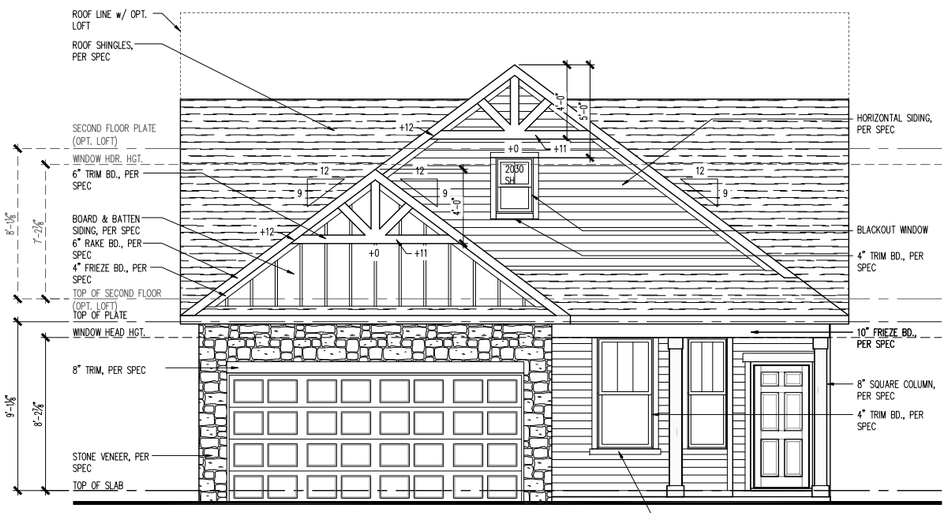
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

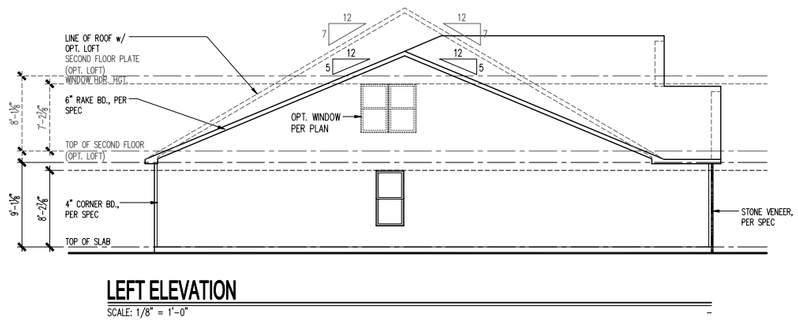
ROOF AREA "A"			SQ FTG	2073	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.76	3.46	3.39	48.90	8	0			
AT EAVE	4.15	3.46	3.54	51.10				0	51.00
TOTAL (MIN)	6.91	6.91	6.93	100.00					
HIGH - RIDGE VENT	2.76	3.46	3.50	50.20	0	0	28.00		
AT EAVE	4.15	3.46	3.47	49.80				0	50.00
TOTAL (MIN)	6.91	6.91	6.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



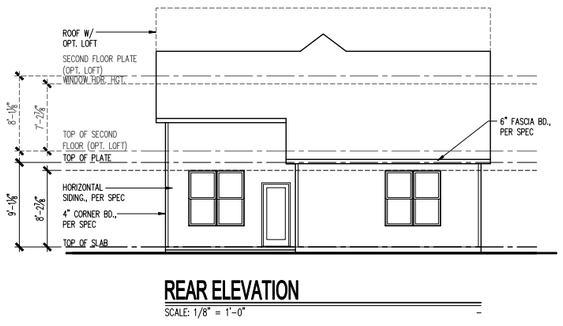
ROOF PLAN
SCALE: 1/8" = 1'-0"



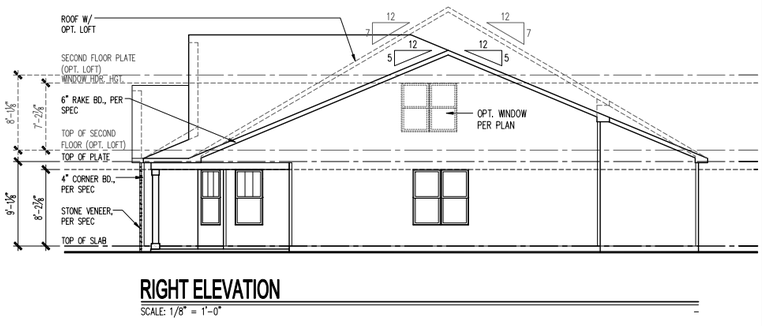
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
--

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

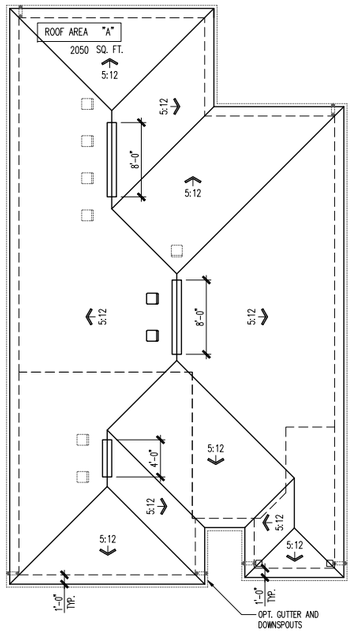
PLOTTED: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-C2-BAS2-EL-NC2G.DWG

ATTIC VENT SCHEDULE

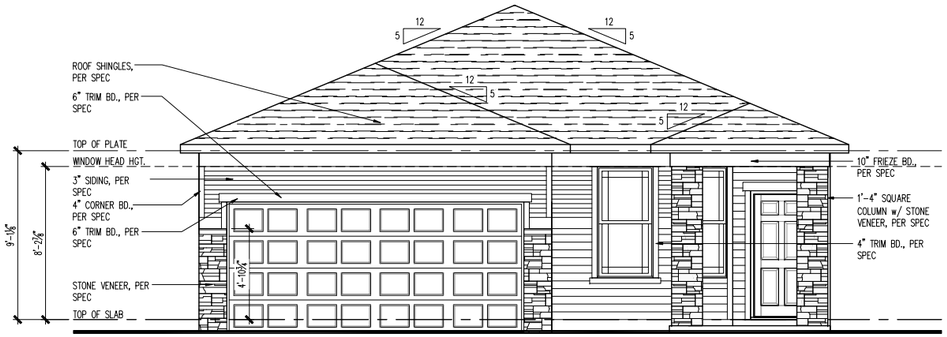
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2M

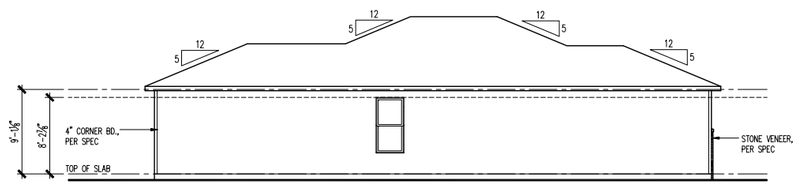
ROOF AREA "A"			SQ FTG	2050	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.73	3.42	3.39	49.39	8	0			
AT EAVE	4.10	3.42	3.47	50.61				0	50.00
TOTAL (MIN)	6.83	6.83	6.86	100.00					
HIGH - RIDGE VENT	2.73	3.42	3.35	48.59	2	0	20.00		
AT EAVE	4.10	3.42	3.54	51.41				0	51.00
TOTAL (MIN)	6.83	6.83	6.89	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



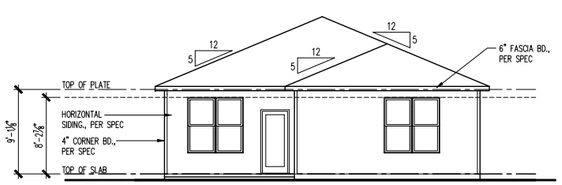
ROOF PLAN
SCALE: 1/8" = 1'-0"



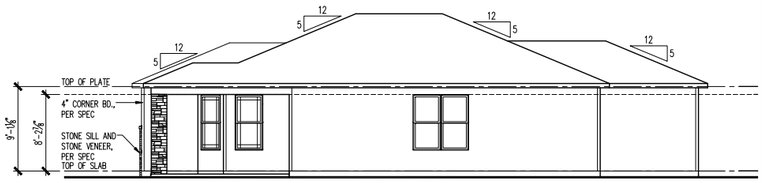
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Prairie 2M - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
--

SHEET
A3-PR2M
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

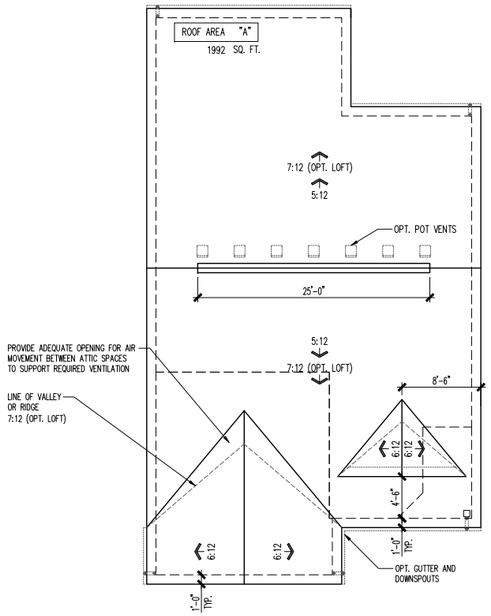
PLOTTED: January 15, 2019 / Michael Urban / 1937-TRAILBLAZER-C2-BAS2-EL-PR2M.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

ROOF AREA "A"			SQ FTG	1992	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.66	3.32	2.97	44.62	7	0			
AT EAVE	3.98	3.32	3.68	55.38				0	53.00
TOTAL (MIN)	6.64	6.64	6.65	100.00					
HIGH - RIDGE VENT	2.66	3.32	3.13	46.88	0	0	25.00		
AT EAVE	3.98	3.32	3.54	53.13				0	51.00
TOTAL (MIN)	6.64	6.64	6.67	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



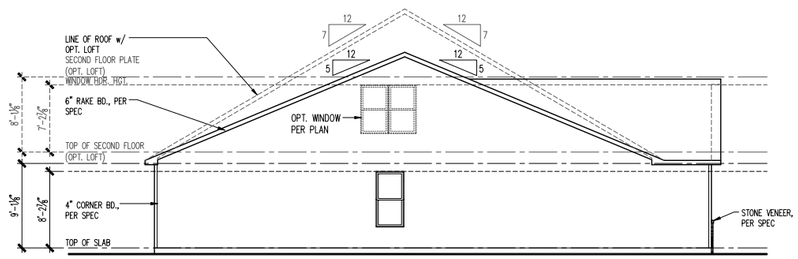
ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



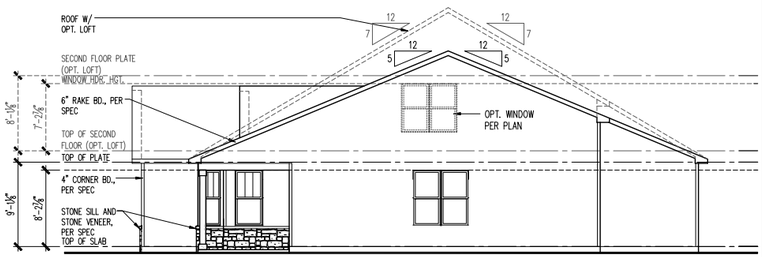
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Trailblazer
NPC PLAN NUMBER
1937.000
LAWSON PLAN ID
–

SHEET
A3-CR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

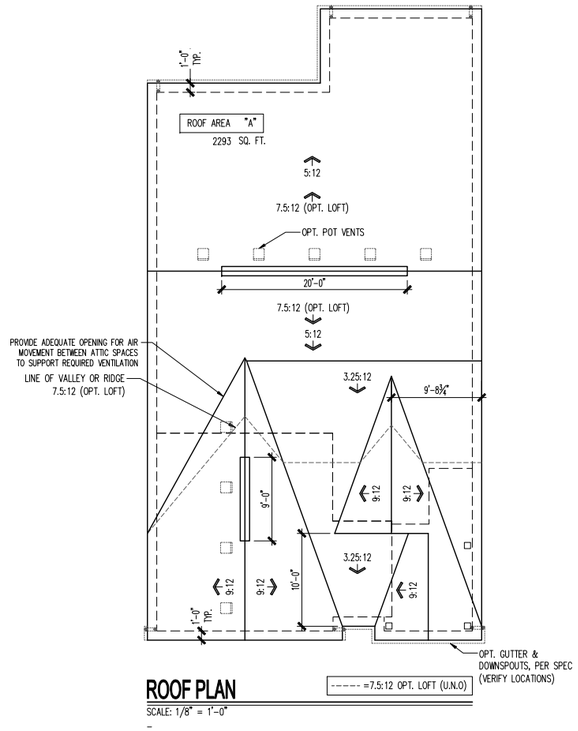
PLOTTED: January 15, 2019 / Michael Urbon / 1937-TRAILBLAZER-C2-BAS2-EL-CR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

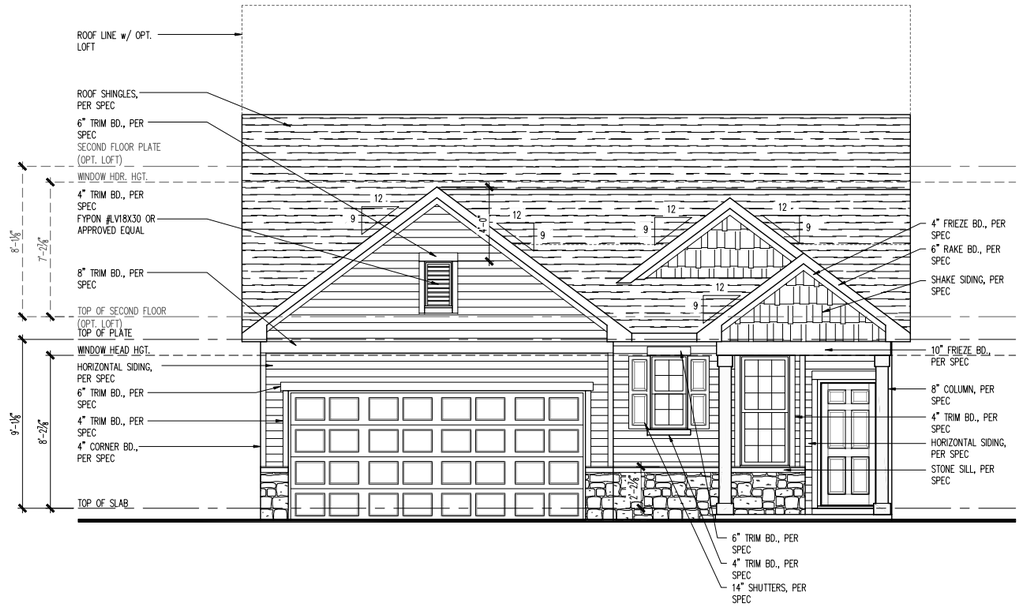
ELEVATION HR2G

ROOF AREA "A"		SQ FTG	2293	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.06	3.82	3.81	49.95	9	0		
AT EAVE	4.59	3.82	3.82	50.05			0	55.00
TOTAL (MIN)	7.64	7.64	7.63	100.00				
HIGH - RIDGE VENT	3.06	3.82	3.63	47.37	0	0	29.00	
AT EAVE	4.59	3.82	4.03	52.63			0	58.00
TOTAL (MIN)	7.64	7.64	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



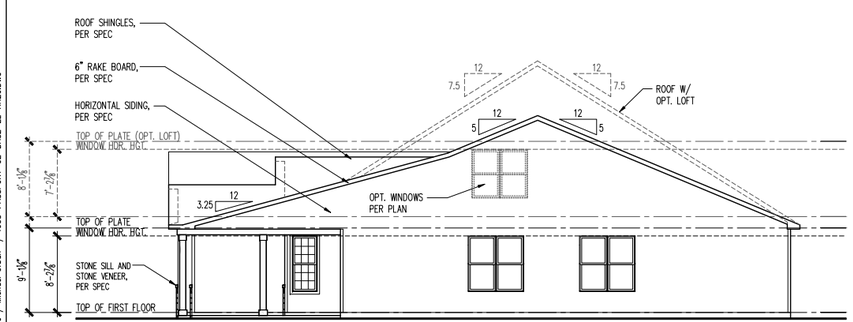
ROOF PLAN

SCALE: 1/8" = 1'-0"



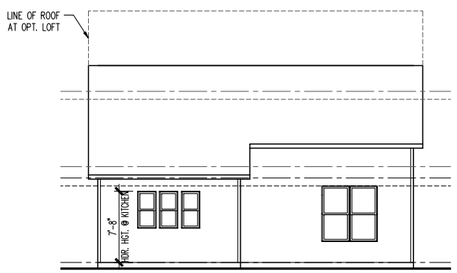
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



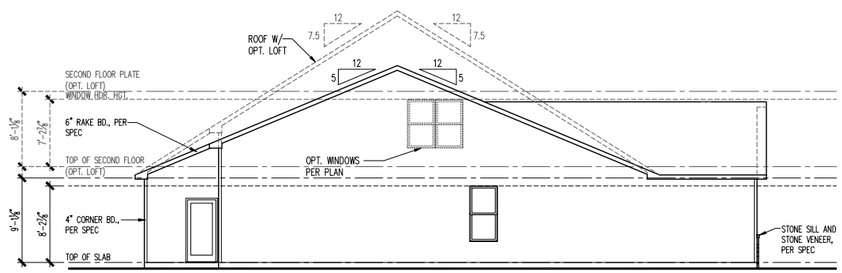
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation - 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/05/2014 FIELD REDLINES
3	05/28/2014 FIELD COMMENTS
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPC PLAN NUMBER
1938.300
LAWSON PLAN ID
-

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

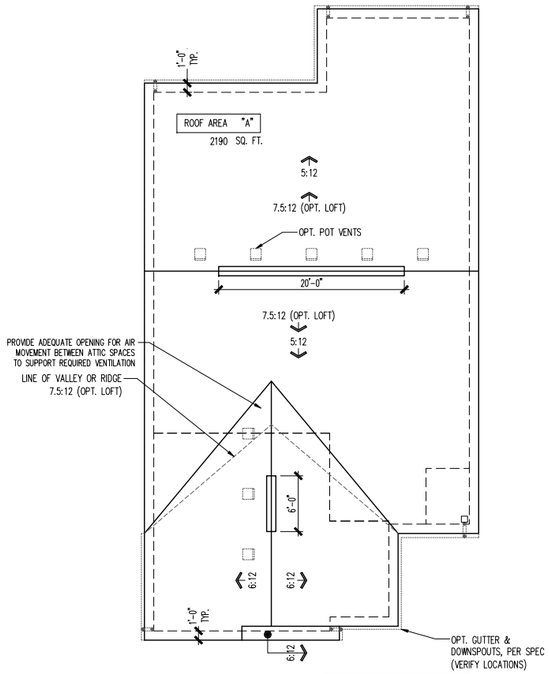
PLOTTED: January 15, 2019 / Michael Urban / 1938-PASSPORT-C2-BAS2-EL-HR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

ROOF AREA "A"			SQ FTG	2190	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.92	3.65	3.39	46.12	8	0			
AT EAVE	4.38	3.65	3.96	53.88				0	57.00
TOTAL (MIN)	7.30	7.30	7.35	100.00					
HIGH - RIDGE VENT	2.92	3.65	3.25	44.23	0	0	26.00		
AT EAVE	4.38	3.65	4.10	55.77				0	59.00
TOTAL (MIN)	7.30	7.30	7.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN

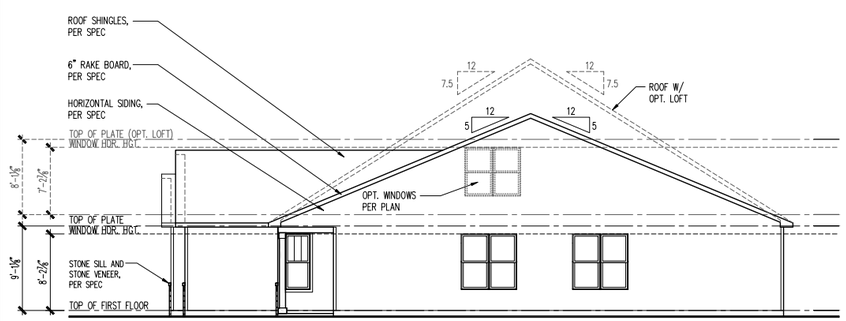
SCALE: 1/8" = 1'-0"

=7.5:12 OPT. LOFT (U.N.O)



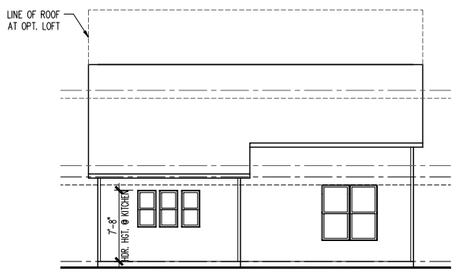
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



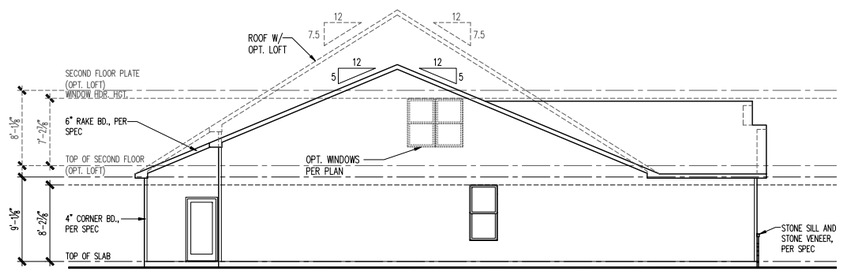
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/05/2014 FIELD REDLINES
3	05/28/2014 FIELD COMMENTS
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	
7	
8	
9	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPC PLAN NUMBER
1938.300
LAWSON PLAN ID
–

SHEET
A3-CR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

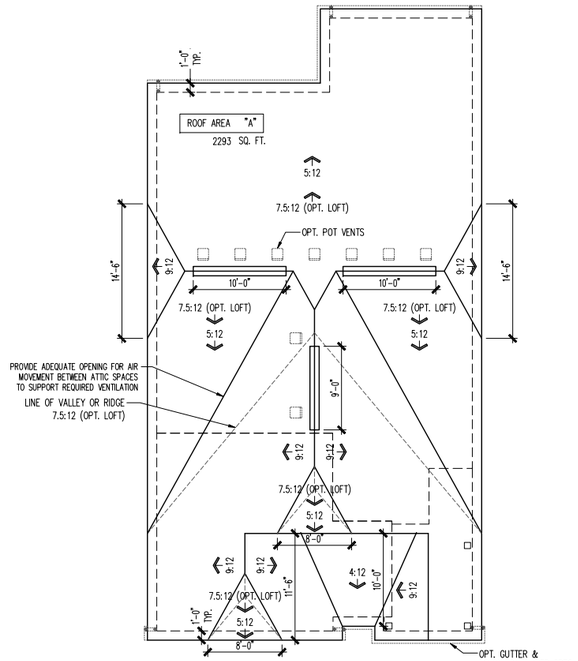
Plotted: January 15, 2019 / Michael Urban / 1938-PASSPORT-C2-BAS2-EL-CR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

ROOF AREA "A"		SQ FTG	2293	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.06	3.82	3.81	49.95	9	0		
AT EAVE	4.59	3.82	3.82	50.05			0	55.00
TOTAL (MIN)	7.64	7.64	7.63	100.00				
HIGH - RIDGE VENT	3.06	3.82	3.63	47.37	0	0	29.00	
AT EAVE	4.59	3.82	4.03	52.63			0	58.00
TOTAL (MIN)	7.64	7.64	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



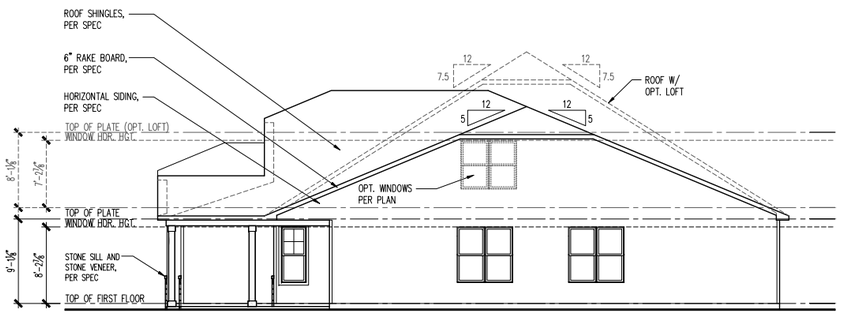
ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



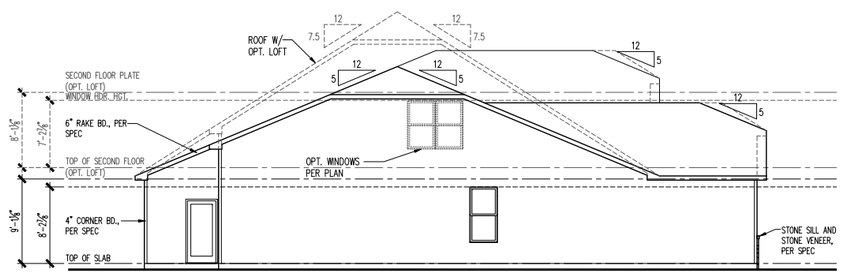
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/05/2014 FIELD REDLINES
3	05/28/2014 FIELD COMMENTS
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	
7	
8	
9	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPC PLAN NUMBER
1938.300
LAWSON PLAN ID
-

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

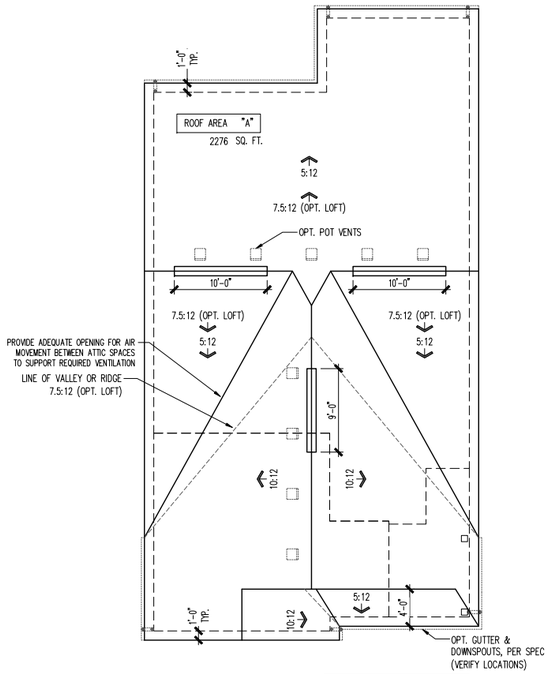
PLOTTED: January 15, 2019 / Michael Urban / 1938-PASSPORT-C2-BAS2-EL-EC2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

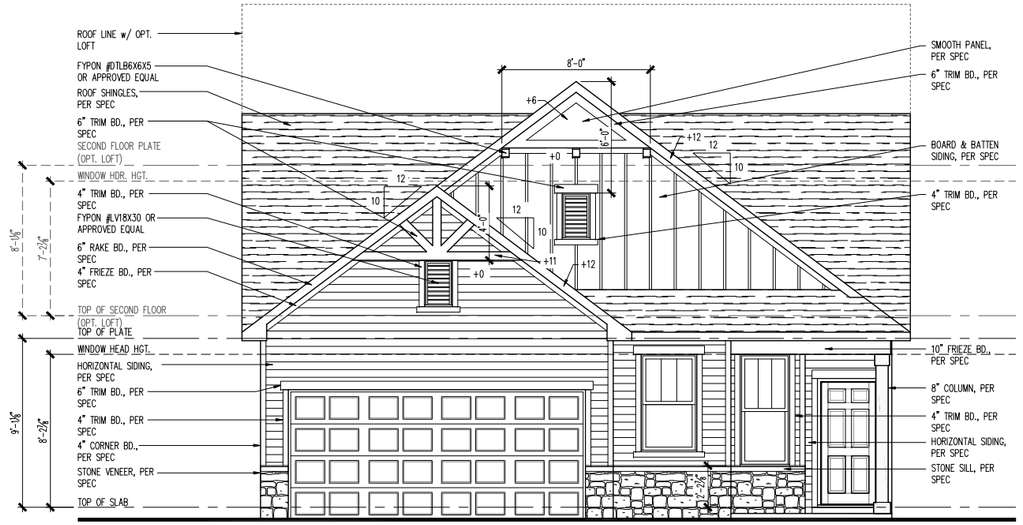
ROOF AREA "A"		SQ FTG	2276	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.03	3.79	3.81	49.95	9	0		
AT EAVE	4.55	3.79	3.82	50.05			0	55.00
TOTAL (MIN)	7.59	7.59	7.63	100.00				
HIGH - RIDGE VENT	3.03	3.79	3.63	47.37	0	0	29.00	
AT EAVE	4.55	3.79	4.03	52.63			0	58.00
TOTAL (MIN)	7.59	7.59	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



ROOF PLAN

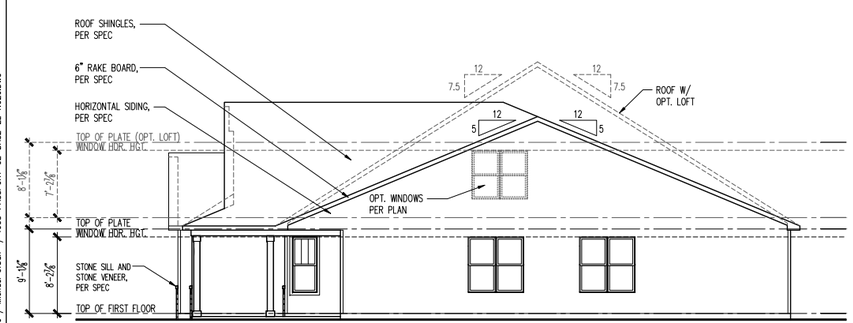
SCALE: 1/8" = 1'-0"

=7.5:12 OPT. LOFT (U.N.O.)



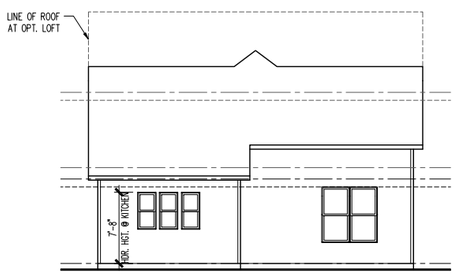
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



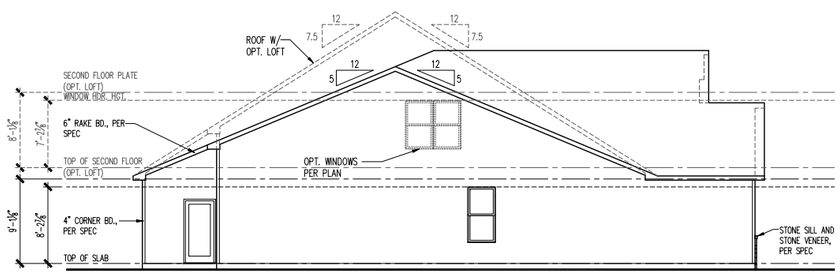
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/05/2014 FIELD REDLINES
3	05/28/2014 FIELD COMMENTS
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	
7	
8	
9	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPC PLAN NUMBER
1938.300
LAWSON PLAN ID
–

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

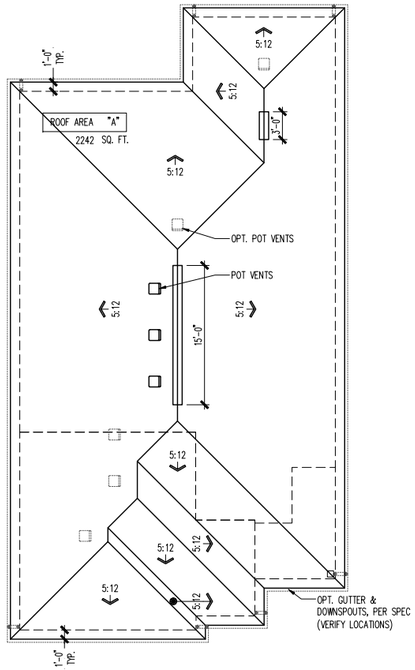
Plotted: January 15, 2019 / Michael Urban / 1938-PASSPORT-C2-BAS2-EL-NC2G.DWG

ATTIC VENT SCHEDULE

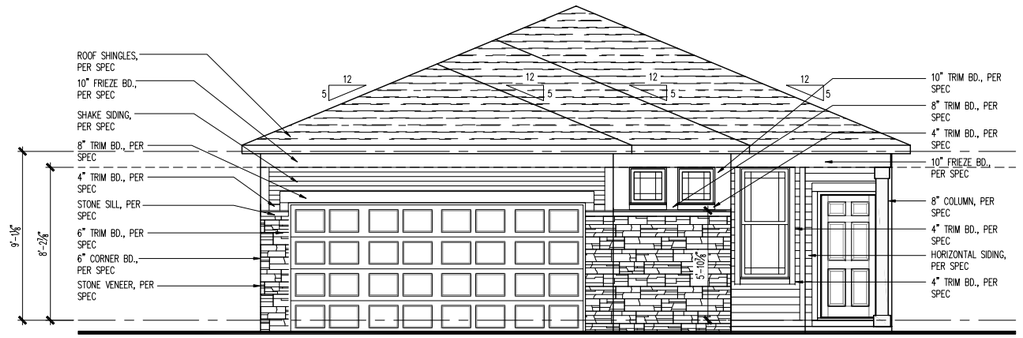
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2M

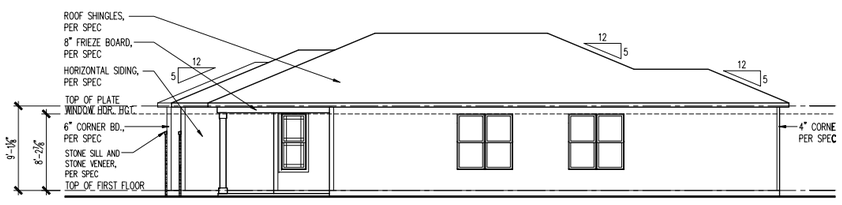
ROOF AREA "A"			SQ FTG	2242	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.99	3.74	3.39	45.27	8	0			
AT EAVE	4.48	3.74	4.10	54.73				0	59.00
TOTAL (MIN)	7.47	7.47	7.49	100.00					
HIGH - RIDGE VENT	2.99	3.74	3.52	47.08	3	0	18.00		
AT EAVE	4.48	3.74	3.96	52.92				0	57.00
TOTAL (MIN)	7.47	7.47	7.48	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



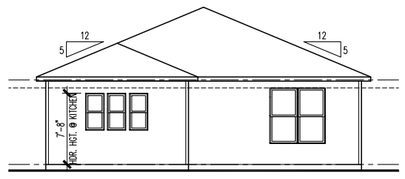
ROOF PLAN
SCALE: 1/8" = 1'-0"



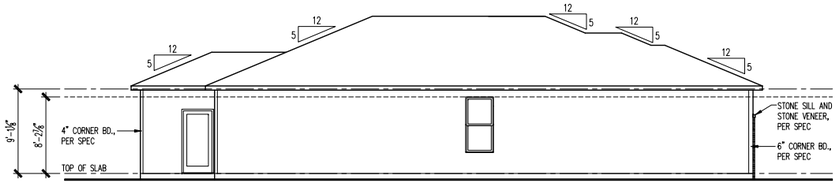
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Prairie 2M - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCTION MANAGER
RICK STARKEY
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/05/2014 FIELD REDLINES
3	05/28/2014 FIELD COMMENTS
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	
7	
8	
9	

GARAGE HANDING
Garage Left

PLAN NAME
Passport
NPC PLAN NUMBER
1938.300
LAWSON PLAN ID
-

SHEET
A3-PR2M
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

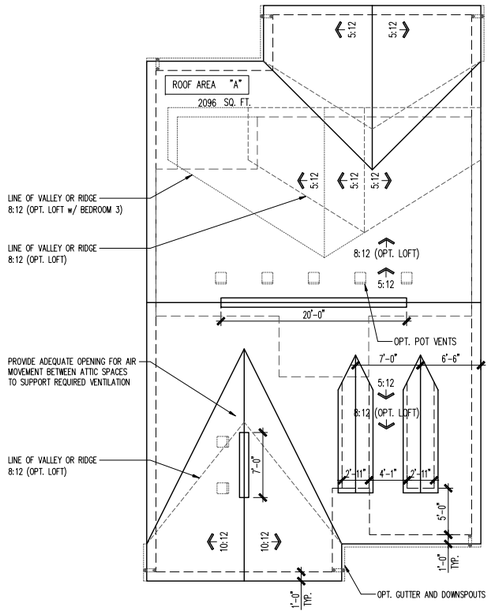
PLOTTED: January 15, 2019 / Michael Urban / 1938-PASSPORT-CZ-BAS2-EL-PR2M.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION HR2G

ROOF AREA "A"			SQ FTG	2096	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.79	3.49	2.97	42.40	7	0			
AT EAVE	4.19	3.49	4.03	57.60				0	58.00
TOTAL (MIN)	6.99	6.99	6.99	100.00					
HIGH - RIDGE VENT	2.79	3.49	3.38	48.31	0	0	27.00		
AT EAVE	4.19	3.49	3.61	51.69				0	52.00
TOTAL (MIN)	6.99	6.99	6.99	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



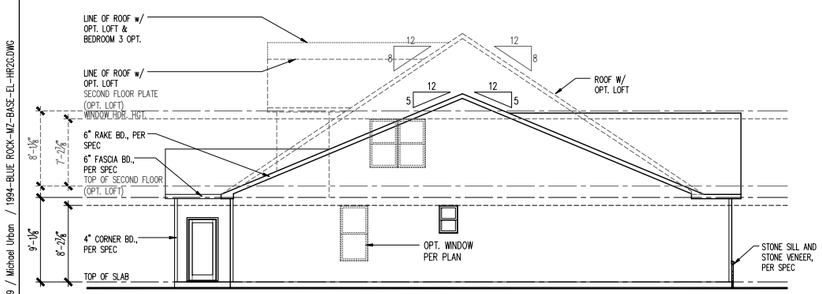
ROOF PLAN

SCALE: 1/8" = 1'-0"



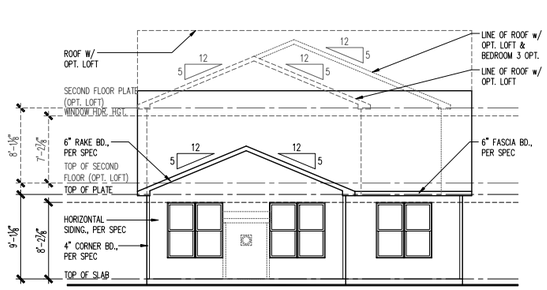
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



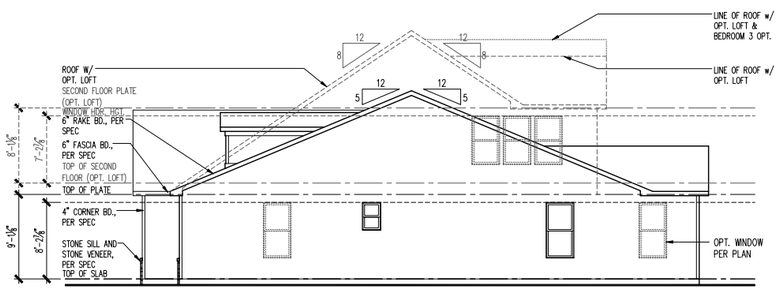
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	-
2	-
3	-
4	-
5	-
6	-
7	-
8	-
9	-
10	-

GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID
-

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

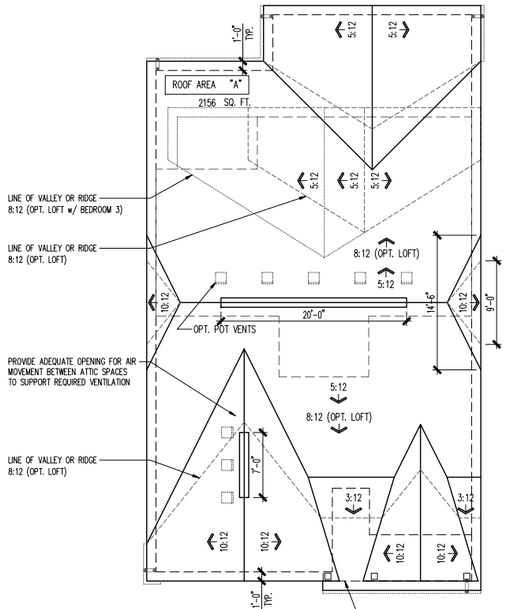
PLOTTED: January 22, 2019 / Michael Urbon / 1994-BLUE ROCK-MZ-BASE-EL-HR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

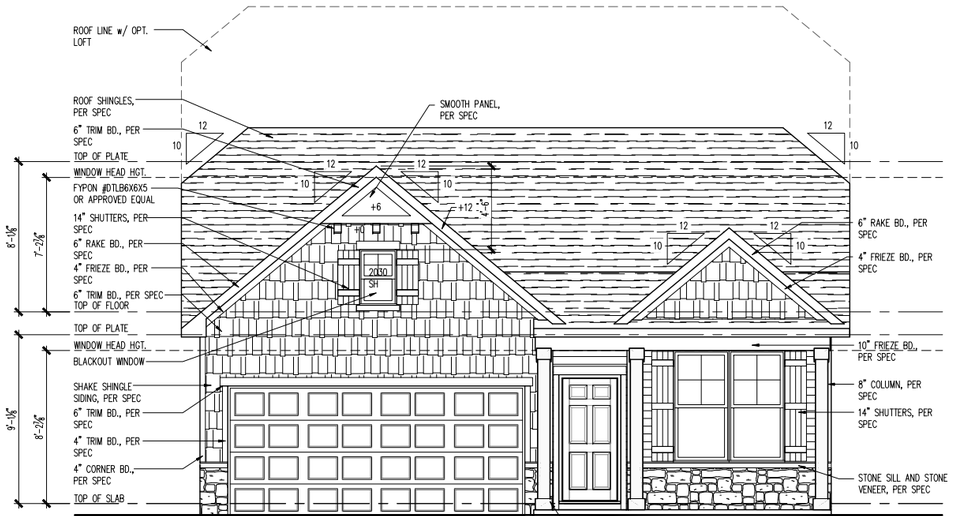
ELEVATION EC2G

ROOF AREA "A"			SQ FTG	2156	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.87	3.59	3.39	47.01	8	0			
AT EAVE	4.31	3.59	3.82	52.99				0	55.00
TOTAL (MIN)	7.19	7.19	7.21	100.00					
HIGH - RIDGE VENT	2.87	3.59	3.38	46.91	0	0	27.00		
AT EAVE	4.31	3.59	3.82	53.09				0	55.00
TOTAL (MIN)	7.19	7.19	7.19	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



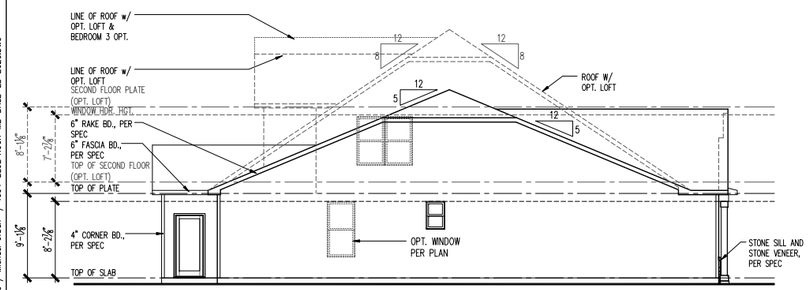
ROOF PLAN

SCALE: 1/8" = 1'-0"



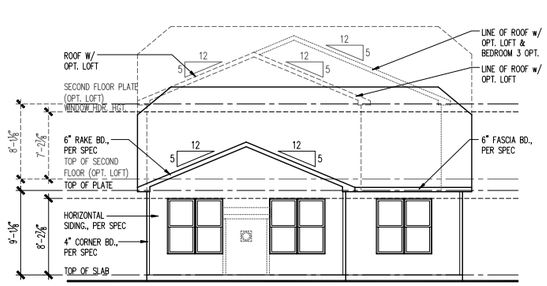
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



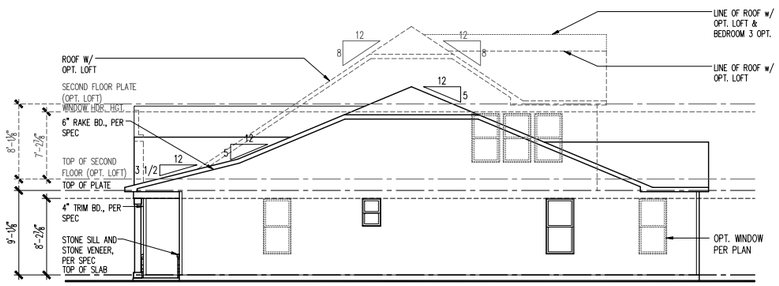
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation - 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID
-

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

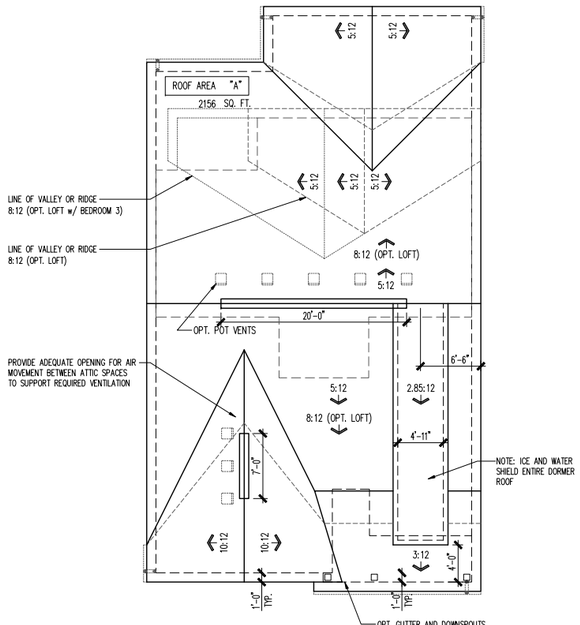
PLOTTED: January 22, 2019 / Michael Urbon / 1994-BLUE ROCK-MZ-BASE-EL-EC2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

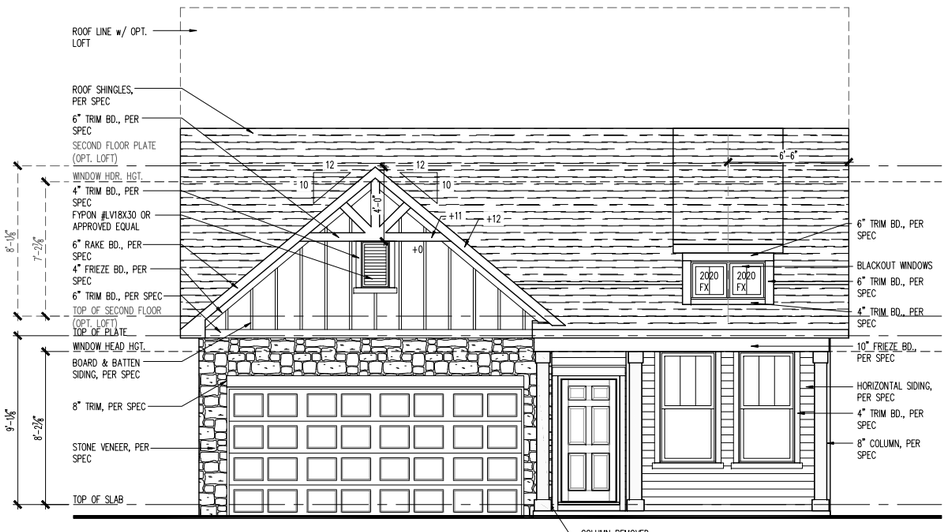
ELEVATION NC2G

ROOF AREA "A"			SQ FTG	2156	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.87	3.59	3.39	47.01	8	0			
AT EAVE	4.31	3.59	3.82	52.99				0	55.00
TOTAL (MIN)	7.19	7.19	7.21	100.00					
HIGH - RIDGE VENT	2.87	3.59	3.38	46.91	0	0	27.00		
AT EAVE	4.31	3.59	3.82	53.09				0	55.00
TOTAL (MIN)	7.19	7.19	7.19	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



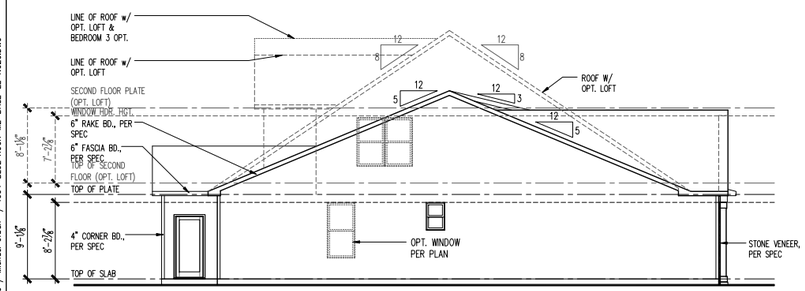
ROOF PLAN

SCALE: 1/8" = 1'-0"



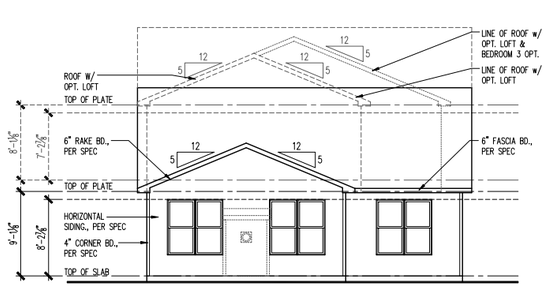
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



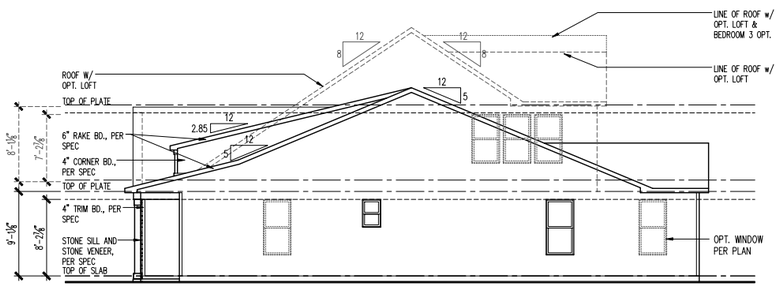
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID
–

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

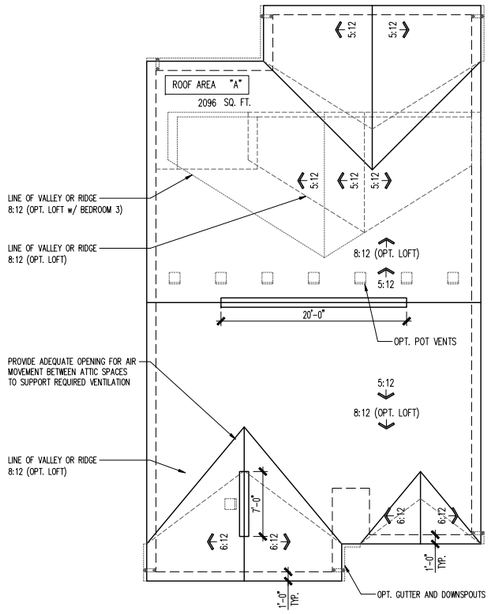
PLOTTED: January 22, 2019 / Michael Urbon / 1994-BLUE ROCK-MZ-BASE-EL-NC2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

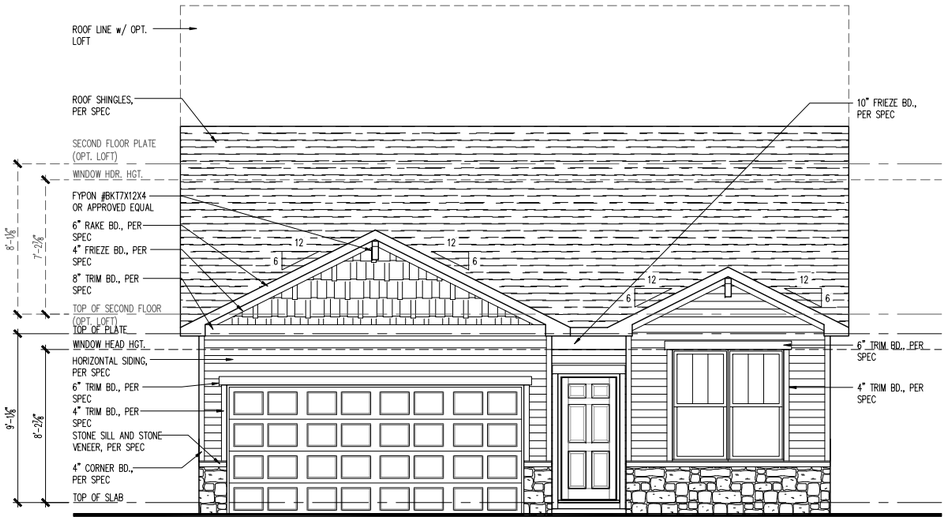
ELEVATION CR2G

ROOF AREA "A"			SQ FTG	2096	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.79	3.49	3.39	48.41	8	0			
AT EAVE	4.19	3.49	3.61	51.59				0	52.00
TOTAL (MIN)	6.99	6.99	7.00	100.00					
HIGH - RIDGE VENT	2.79	3.49	3.38	48.31	0	0	27.00		
AT EAVE	4.19	3.49	3.61	51.69				0	52.00
TOTAL (MIN)	6.99	6.99	6.99	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



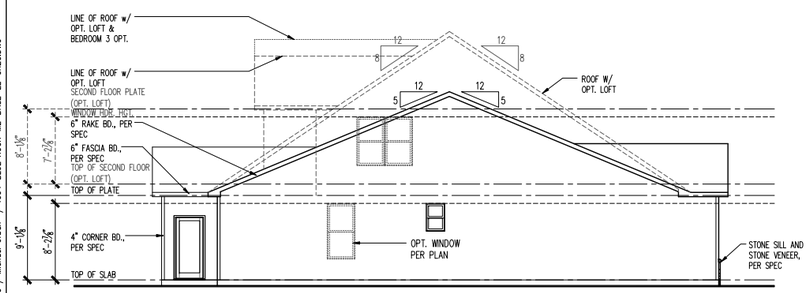
ROOF PLAN

SCALE: 1/8" = 1'-0"



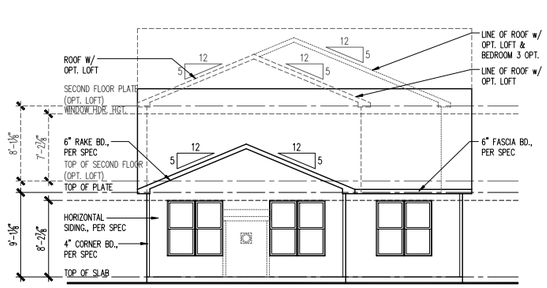
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



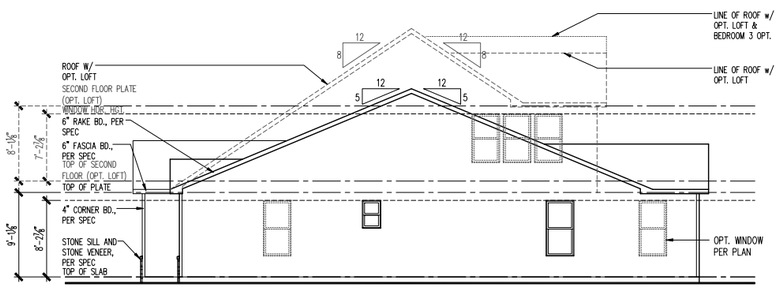
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	.
2	.
3	.
4	.
5	.
6	.
7	.
8	.
9	.
10	.

GARAGE HANDING
Left

PLAN NAME
Blue Rock
NPC PLAN NUMBER
1994.300.00.NPC
LAWSON PLAN ID
--

SHEET
A3-CR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

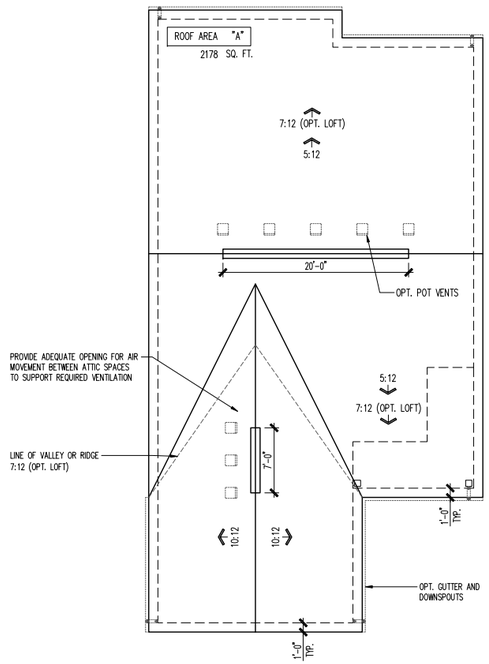
PLOTTED: January 22, 2019 / Michael Urban / 1994-BLUE ROCK-W2-BASE-EL-CR2G.DWG

ATTIC VENT SCHEDULE

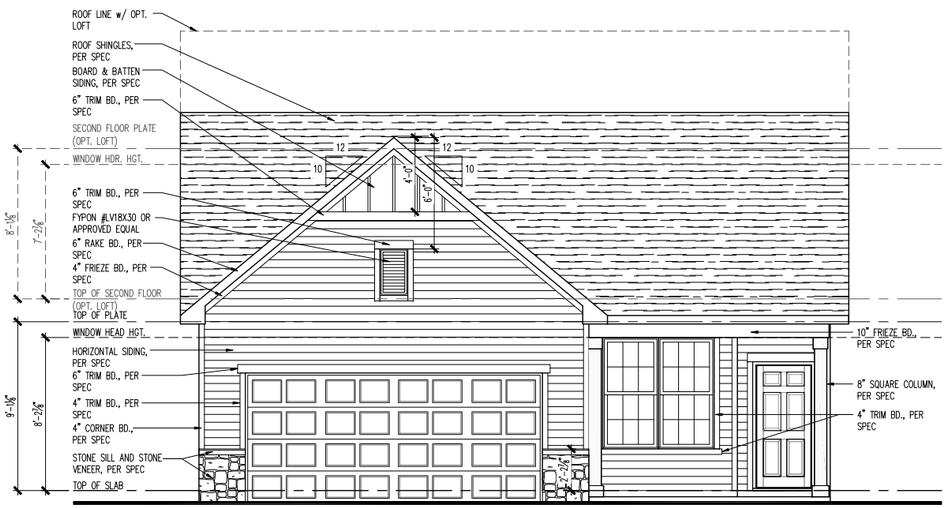
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION HR2G

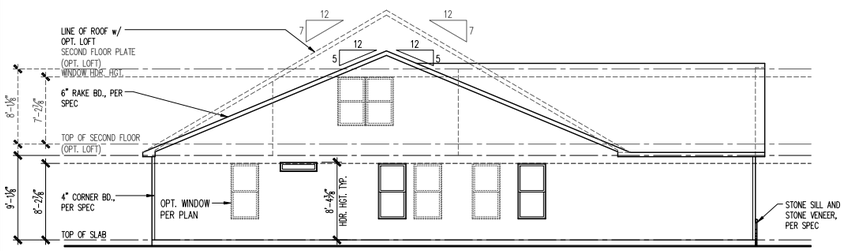
ROOF AREA "A"			SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.90	3.63	3.39	46.56	8	0			
AT EAVE	4.36	3.63	3.89	53.44				0	56.00
TOTAL (MIN)	7.26	7.26	7.28	100.00					
HIGH - RIDGE VENT	2.90	3.63	3.38	46.46	0	0	27.00		
AT EAVE	4.36	3.63	3.89	53.54				0	56.00
TOTAL (MIN)	7.26	7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



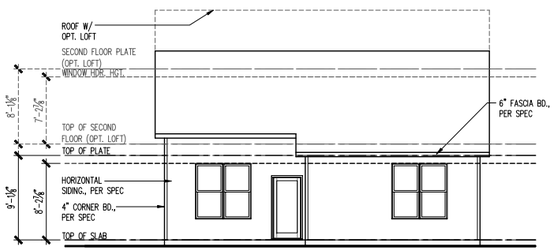
ROOF PLAN
SCALE: 1/8" = 1'-0"



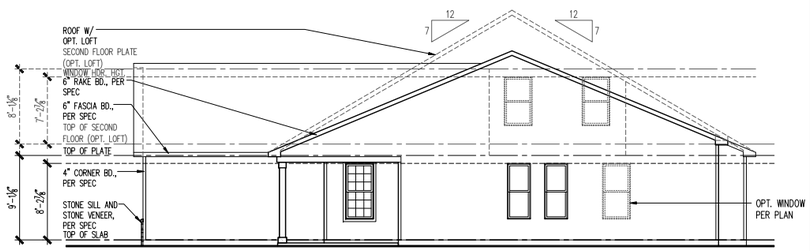
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Heartland 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV # | DATE / DESCRIPTION

GARAGE HANDING
Left

PLAN NAME
Noir Hill
NPC PLAN NUMBER
1995.300.00.NPC
LAWSON PLAN ID
–

SHEET
A3-HR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

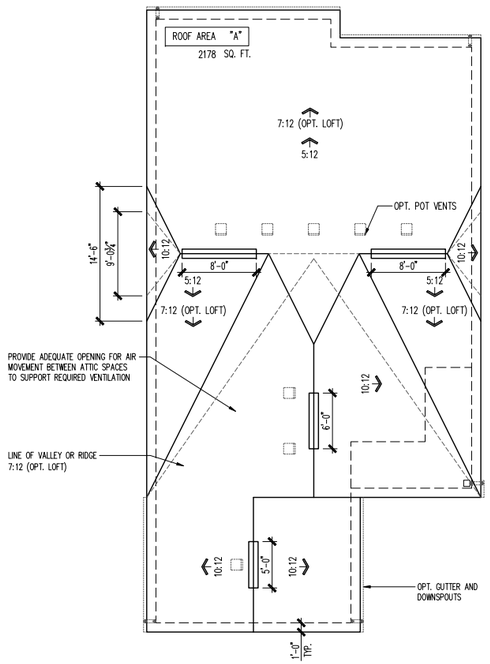
PLOTTED: January 22, 2019 / Michael Urbon / 1995-NOR HILL-WZ-BASE-EL-HR2G.DWG

ATTIC VENT SCHEDULE

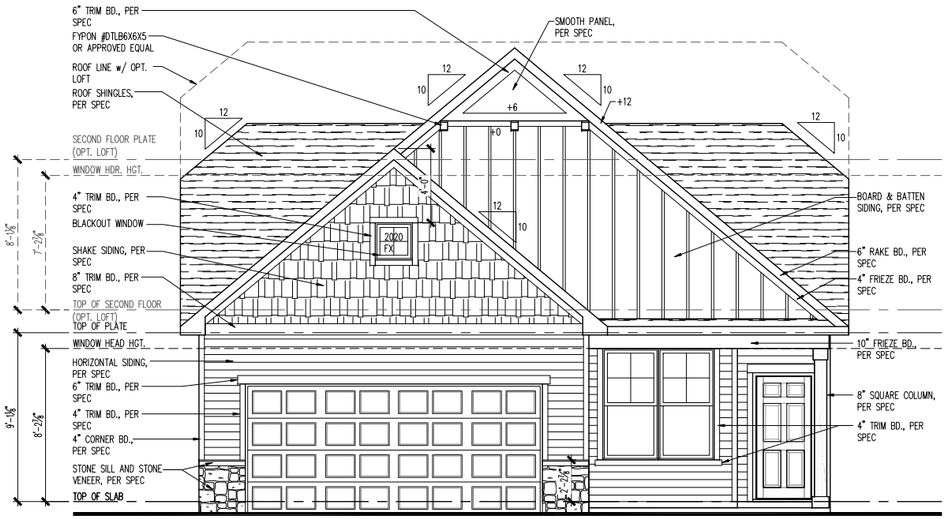
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

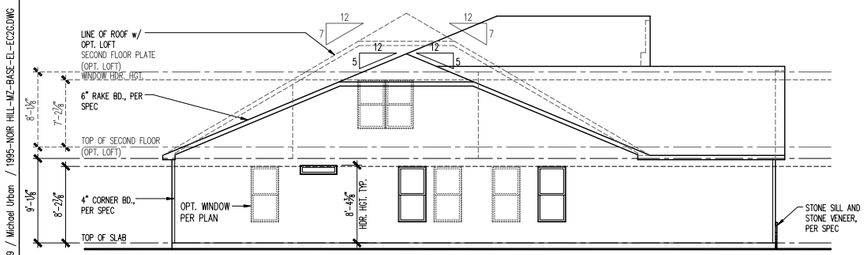
ROOF AREA "A"			SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN EACH)	POT SMALL (SQ. IN EACH)	RIDGE VENT (SQ. IN PER LF)	EAVE VENT (SQ. IN EACH)	CONT. VENT (SQ. IN PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.90	3.63	3.39	46.56	8	0			
AT EAVE	4.36	3.63	3.89	53.44				0	56.00
TOTAL (MIN)	7.26	7.26	7.28	100.00					
HIGH - RIDGE VENT	2.90	3.63	3.38	46.46	0	0	27.00		
AT EAVE	4.36	3.63	3.89	53.54				0	56.00
TOTAL (MIN)	7.26	7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN
SCALE: 1/8" = 1'-0"



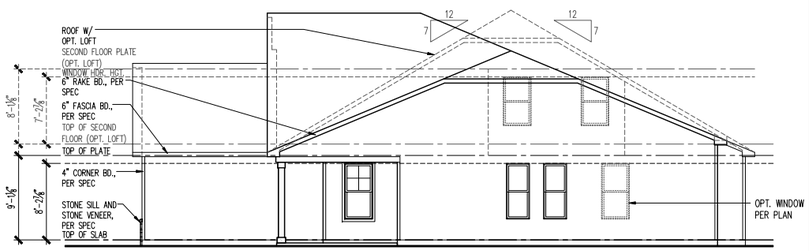
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation - 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Euro Country 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV # | DATE / DESCRIPTION

GARAGE HANDING
Left

PLAN NAME
Noir Hill
NPC PLAN NUMBER
1995.300.00.NPC
LAWSON PLAN ID
-

SHEET
A3-EC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS - 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

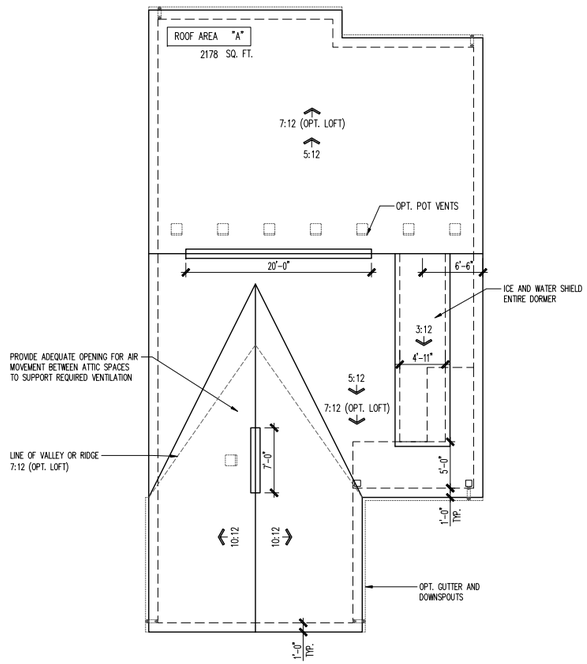
PLOTTED: January 22, 2019 / Michael Urbon / 1995-NOR HILL-WZ-BASE-EL-EC2G.DWG

ATTIC VENT SCHEDULE

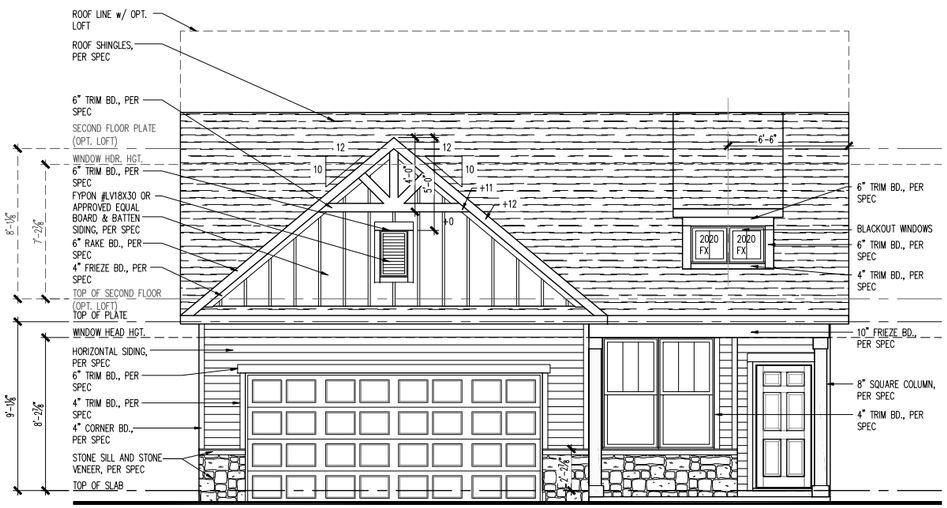
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

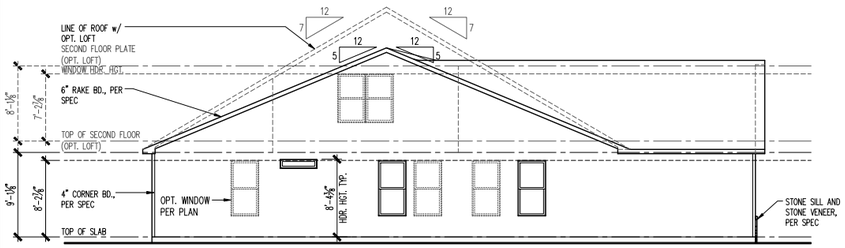
ROOF AREA "A"			SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN EACH)	POT SMALL (SQ. IN EACH)	RIDGE VENT (SQ. IN PER LF)	EAVE VENT (SQ. IN EACH)	CONT. VENT (SQ. IN PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.90	3.63	3.39	46.56	8	0			
AT EAVE	4.36	3.63	3.89	53.44				0	56.00
TOTAL (MIN)	7.26	7.26	7.28	100.00					
HIGH - RIDGE VENT	2.90	3.63	3.38	46.46	0	0	27.00		
AT EAVE	4.36	3.63	3.89	53.54				0	56.00
TOTAL (MIN)	7.26	7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



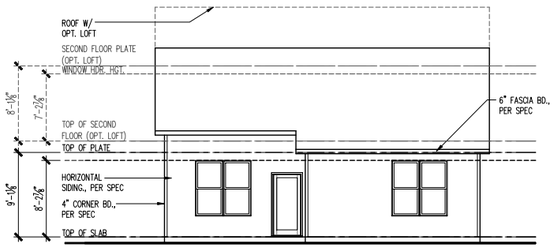
ROOF PLAN
SCALE: 1/8" = 1'-0"



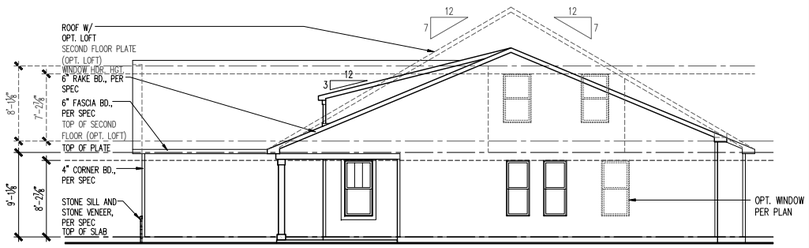
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Northern Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	-
2	-
3	-
4	-
5	-
6	-
7	-
8	-
9	-
10	-

GARAGE HANDING
Left

PLAN NAME
Noir Hill
NPC PLAN NUMBER
1995.300.00.NPC
LAWSON PLAN ID
-

SHEET
A3-NC2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

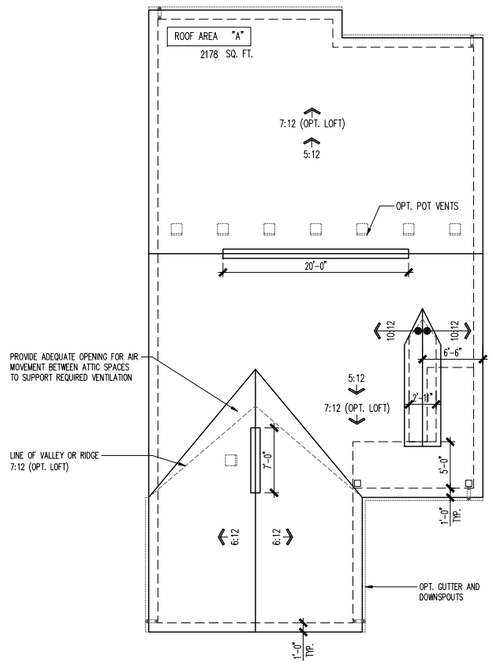
PLOTTED: January 22, 2019 / Michael Urbon / 1995-NOR HILL-WZ-BASE-EL-NC2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

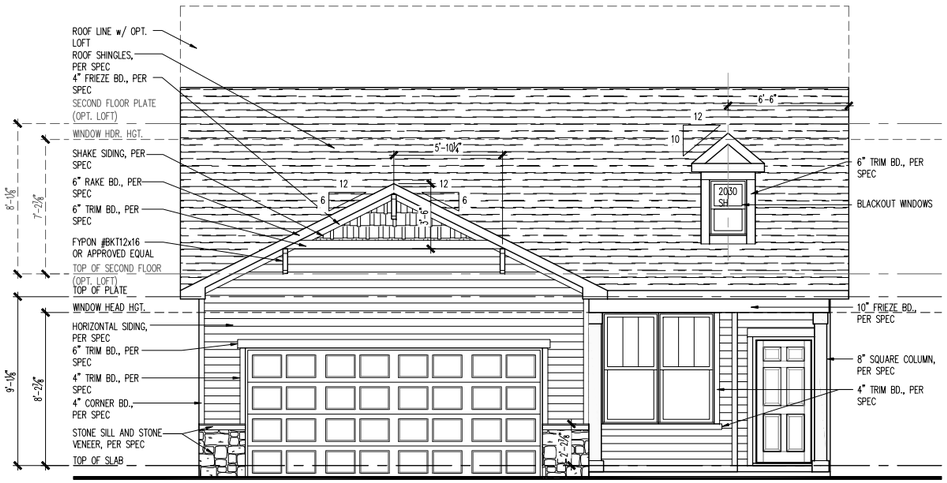
ELEVATION CR2G

ROOF AREA "A"			SQ FTG	2178	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT, LARGE (SQ. IN. EACH)	POT, SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.90	3.63	3.39	46.56	8	0			
AT EAVE	4.36	3.63	3.89	53.44				0	56.00
TOTAL (MIN)	7.26	7.26	7.28	100.00					
HIGH - RIDGE VENT	2.90	3.63	3.38	46.46	0	0	27.00		
AT EAVE	4.36	3.63	3.89	53.54				0	56.00
TOTAL (MIN)	7.26	7.26	7.26	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



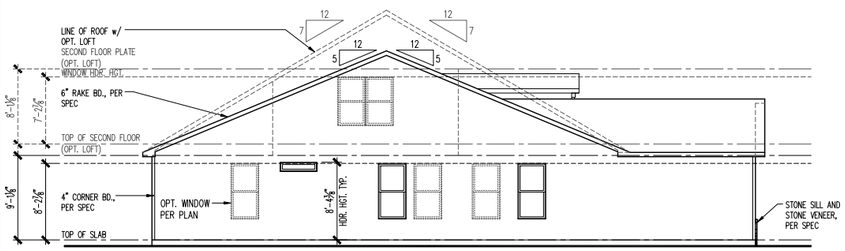
ROOF PLAN

SCALE: 1/8" = 1'-0"



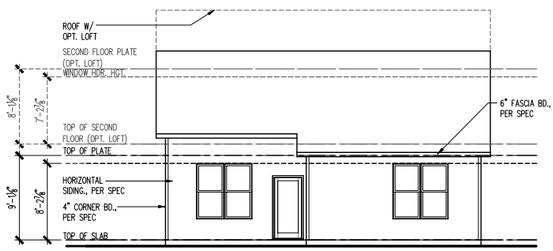
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



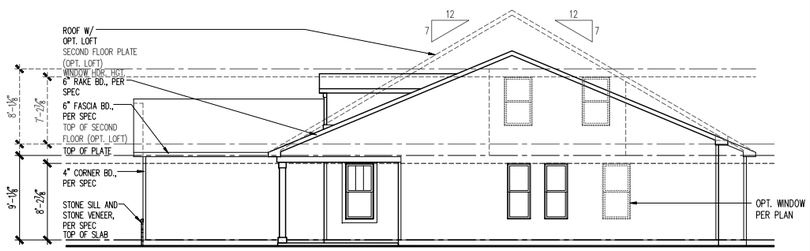
LEFT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright Pulte Home Corporation – 2019

Midwest Zone Office
1900 E. Golf Road, Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation - Craftsman 2G - Slab
2 Car Front Entry
Front Elevation, Porch Sections and Details

PRODUCTION MANAGER
Rick Starkey
INITIAL RELEASE DATE:
11/02/2018
CURRENT RELEASE DATE:
11/02/2018

REV #	DATE / DESCRIPTION
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

GARAGE HANDING
Left

PLAN NAME
Noir Hill
NPC PLAN NUMBER
1995.300.00.NPC
LAWSON PLAN ID
–

SHEET
A3-CR2G
2FS.5

NOTE: SCALES NOTED ON DRAWINGS RELATE TO FULL SIZE PLOTS ON 22x34 SHEETS – 11x17 SHEETS REPRESENT 1/2 SCALE PLOTS

PLOTTED: January 22, 2019 / Michael Urbon / 1995-NOR HILL-WZ-BASE-EL-CR2G.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOFFIT VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 50-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

ROOF AREA "A"		SQ FTG	2219	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ.IN./EACH)	POT SMALL (SQ.IN./EACH)	RIDGE VENT (SQ.IN./LIN.FT)	EAVE VENT (SQ.IN./EACH)	CONT. VENT (SQ.IN./LIN.FT)
				61.00	40.00	18.00	28.00	10.00
HIGH= POT VENTS ONLY	3.96	3.70	3.39	45.69	0			
All Eave	4.44	3.70	4.03	54.31			0	58.00
TOTAL sqrs	7.40	7.40	7.42	100.00				
HIGH= RIDGE VENT	3.96	3.70	3.33	44.49	0	0	28.00	
All Eave	4.44	3.70	4.03	55.51			0	58.00
TOTAL sqrs	7.40	7.40	7.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

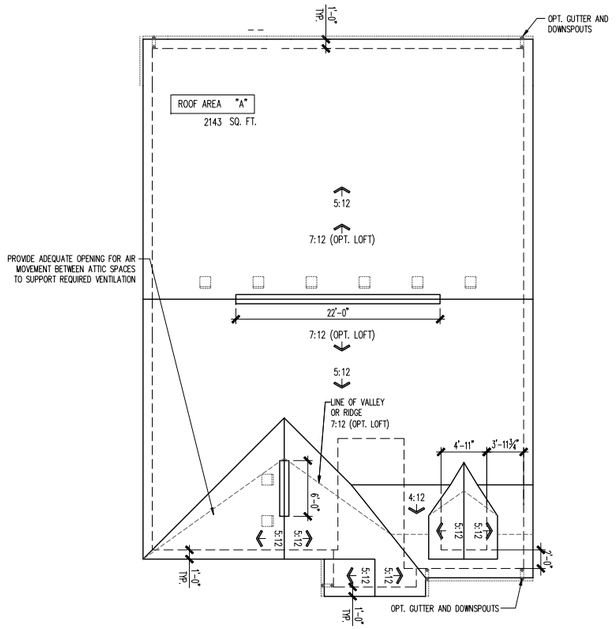
MASONRY PERCENTAGE

ELEVATION CR2G

MATERIALS	S.F.	%
MASONRY	57.97	18
NON-MASONRY	264.27	82
TOTAL=	322.24	100
MASONRY % =		**18**

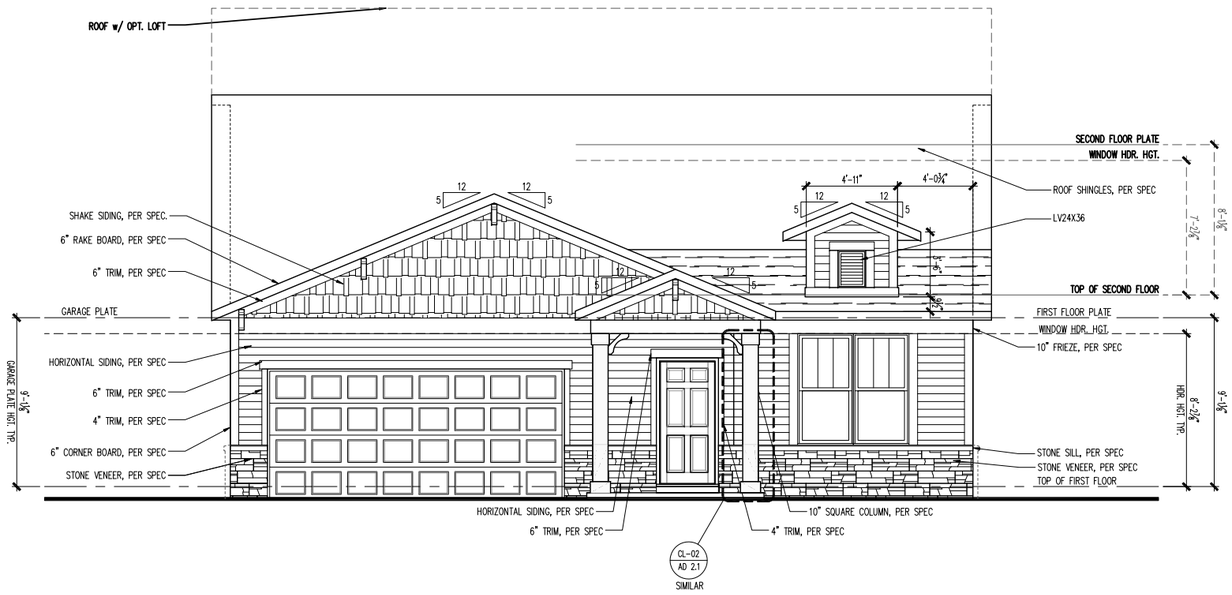
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE

40' homes on 50' lots



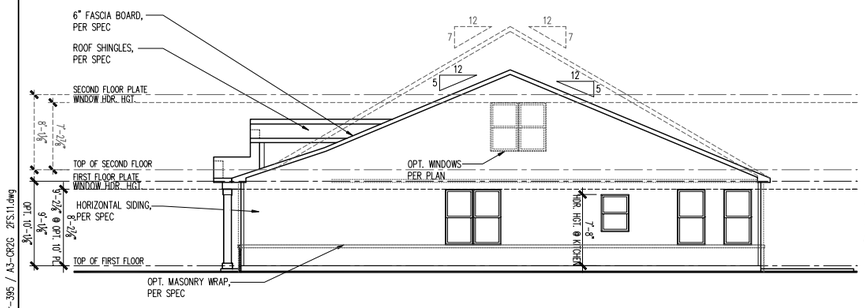
ROOF PLAN

SCALE: 1/8" = 1'-0"



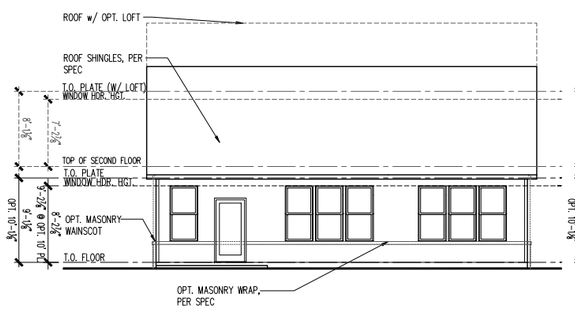
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



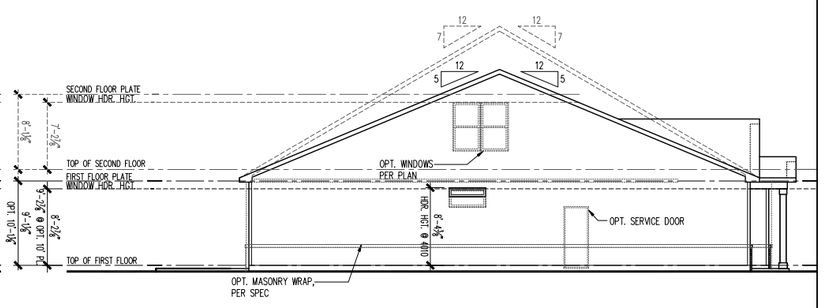
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PLOTTED: May 4, 2018 / user-395 / A3-CR2G 2FS.11.dwg

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation CR2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-CR2G
2FS.11

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** COMBINATIONS WITH LESS VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOFFIT VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

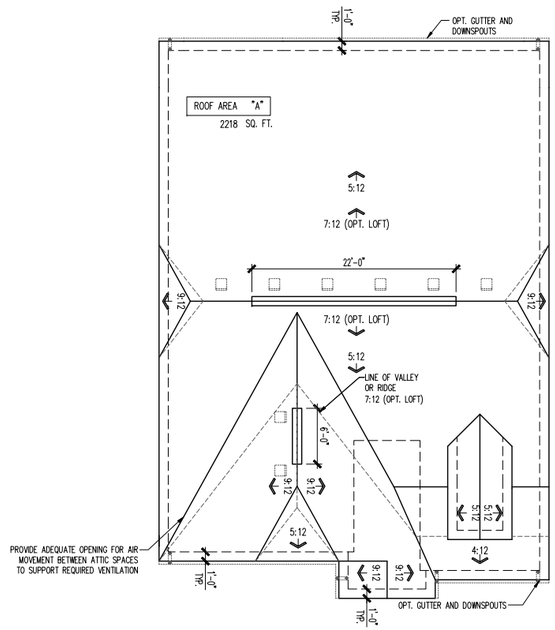
ROOF AREA "A"		SQ FTG	2218	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (50 IN INCH)	POT SMALL (50 IN INCH)	RIDGE VENT (50 IN NFI)	EAVE VENT (50 IN INCH)	CONT. VENT (50 IN NFI)
				61.00	40.00	18.00	28.00	10.00
HIGH= POT VENTS ONLY	3.96	3.70	3.39	45.69	0			
AT EAVE	4.44	3.70	4.03	54.31			0	58.00
TOTAL sqns	7.39	7.39	7.42	100.00				
HIGH= RIDGE VENT	3.96	3.70	3.39	45.69	0	0	28.00	
AT EAVE	4.44	3.70	4.03	54.31			0	58.00
TOTAL sqns	7.39	7.39	7.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

MASONRY PERCENTAGE

ELEVATION EC2G

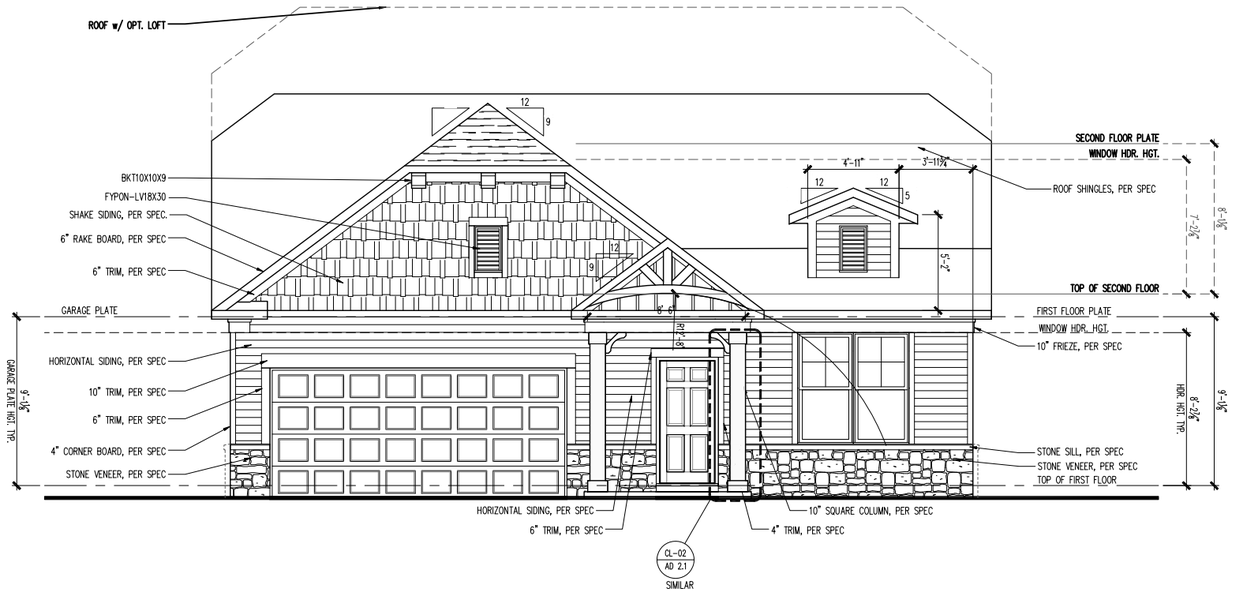
MATERIALS	S.F.	%
MASONRY	58.15	16
NON-MASONRY	311.23	84
TOTAL=	369.38	100
MASONRY % =		16

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



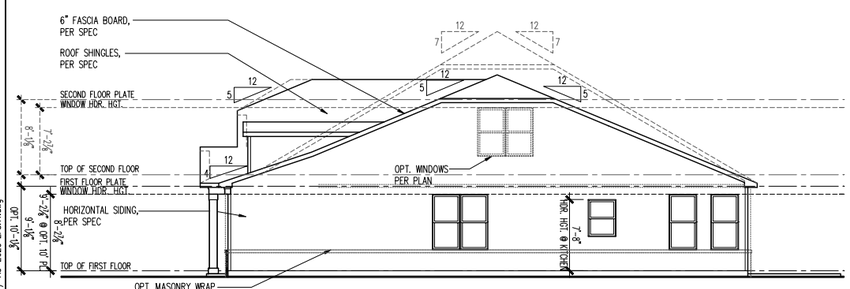
ROOF PLAN

SCALE: 1/8" = 1'-0"



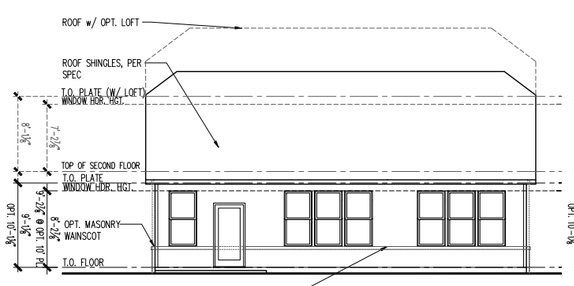
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



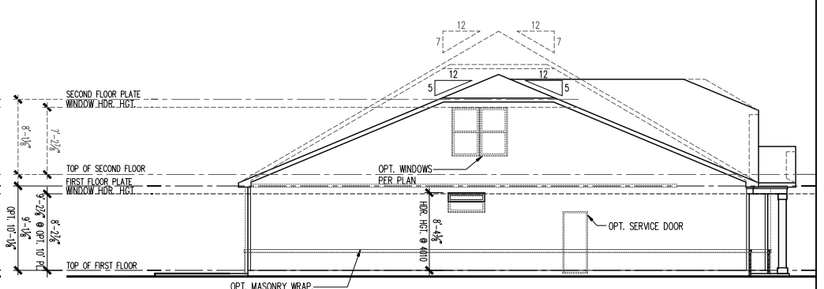
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation EC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
7	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-EC2G
2FS.11

PLOTTED: May 4, 2018 / user-395 / A3-EC2G 2FS11.dwg

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POF VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** COMBUSTIONS INTAKING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOME VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

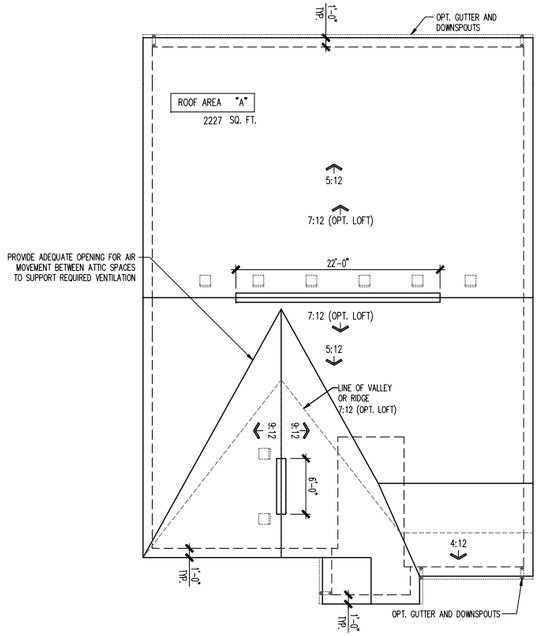
ROOF AREA "A"		SQ FTG	2227	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH= POT VENTS ONLY	2.97	3.71	3.39	45.69	0			
AT EAVE	4.45	3.71	4.03	54.31			0	28.00
TOTAL pane	7.42	7.42	7.42	100.00				
HIGH= RIDGE VENT	2.97	3.71	3.20	46.49	0	0	28.00	
AT EAVE	4.45	3.71	4.03	53.51			0	28.00
TOTAL pane	7.42	7.42	7.53	100.00	ADDITIONAL POF VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

MASONRY PERCENTAGE

ELEVATION NC2G

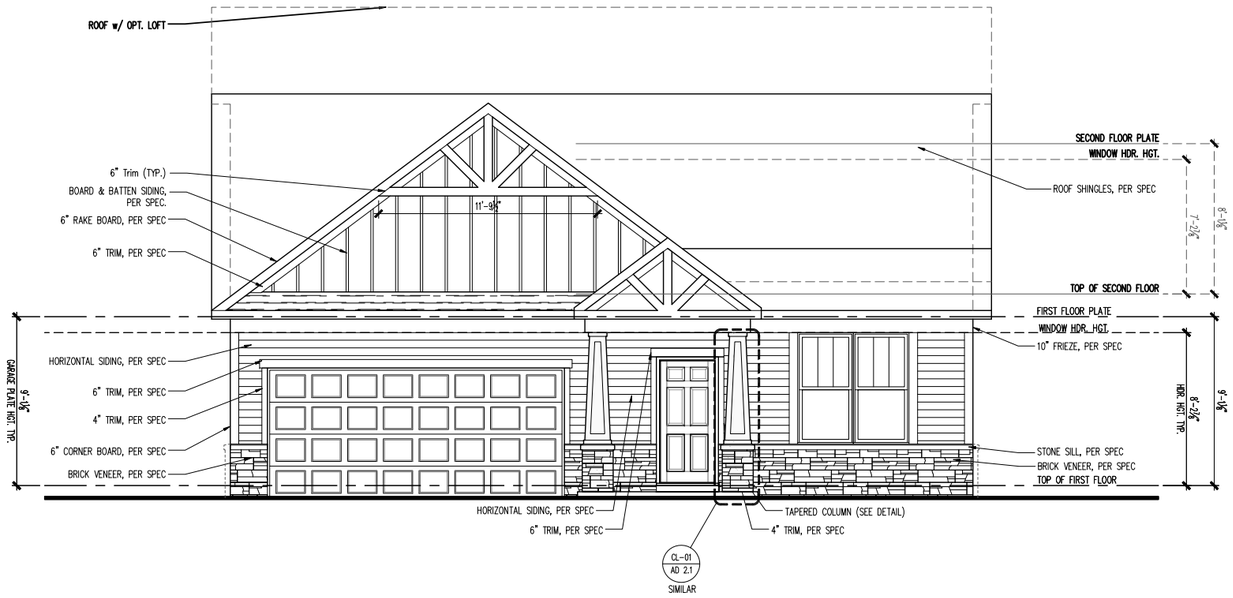
MATERIALS	S.F.	%
MASONRY	57.91	17
NON-MASONRY	280.53	83
TOTAL=	338.44	100
MASONRY % =		**17**

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



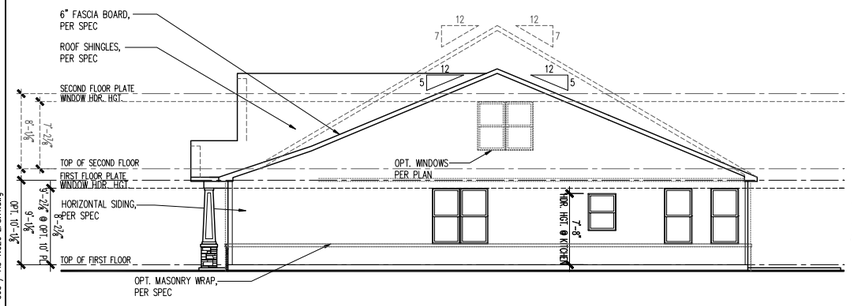
ROOF PLAN

SCALE: 1/8" = 1'-0"



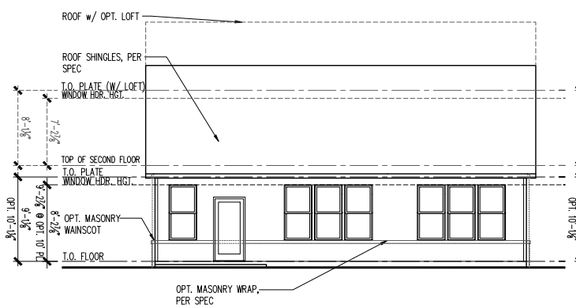
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



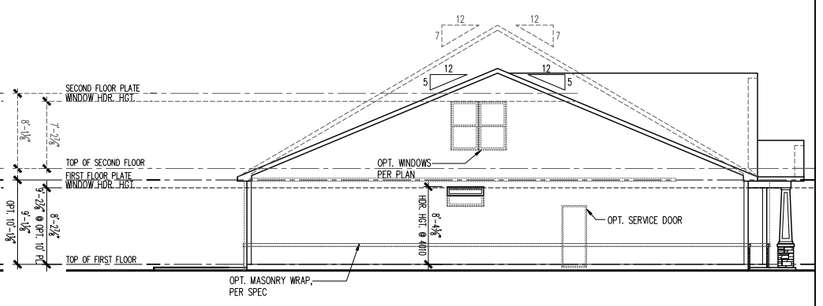
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation NC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
7	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2G
2FS.11

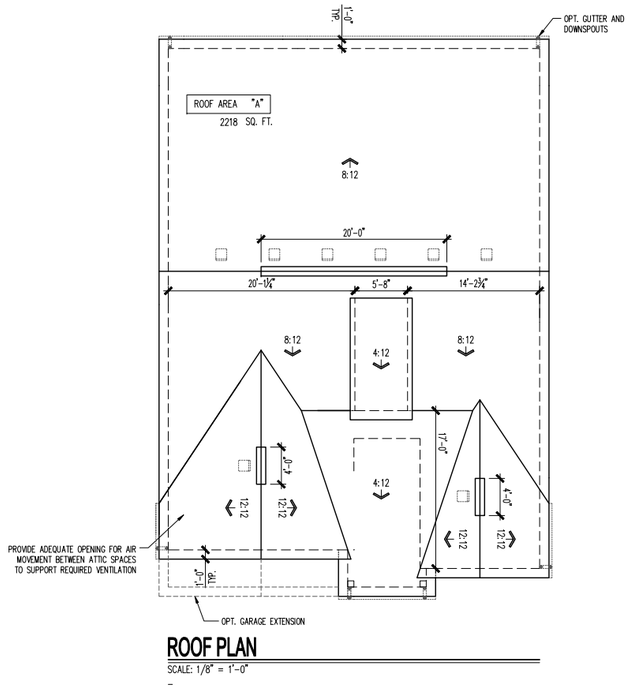
PLOTTED: May 4, 2018 / user-395 / A3-NC2G 2FS.11.dwg

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** COMBUSTIONS INTAKING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOFFIT VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

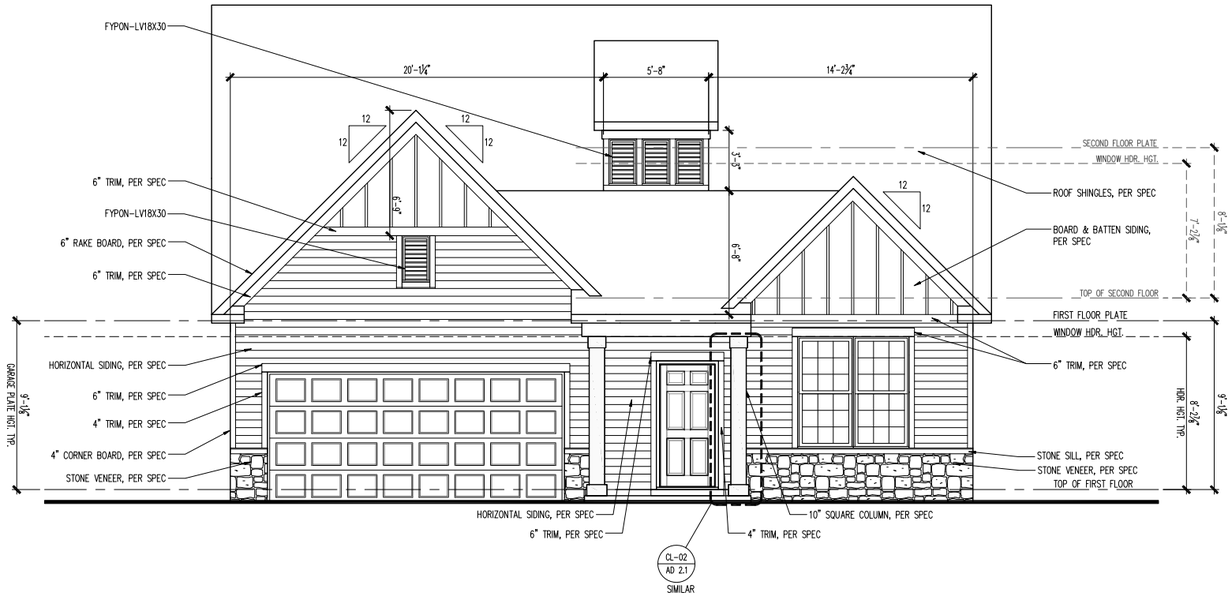
ELEVATION HR2Q

ROOF AREA "A"		SQ FTG	2218	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (50 IN. INCH)	POT SMALL (50 IN. INCH)	RIDGE VENT (50 IN. NFR'S)	EAVE VENT (50 IN. INCH)	CONT. VENT (50 IN. PER LF)
				61.00	40.00	18.00	28.00	16.00
HIGH - POT VENTS ONLY	3.96	3.70	3.39	45.69	0			
All EAVE	4.44	3.70	4.03	54.31			0	58.00
TOTAL para	7.39	7.39	7.42	100.00				
HIGH - RIDGE VENT	3.96	3.70	3.39	45.69	0	0	28.00	
All EAVE	4.44	3.70	4.03	54.31			0	58.00
TOTAL para	7.39	7.39	7.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



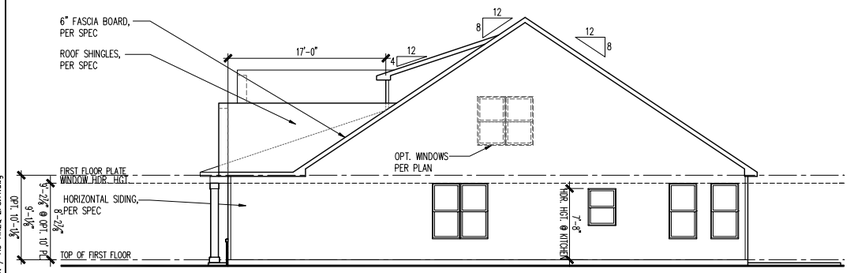
ROOF PLAN

SCALE: 1/8" = 1'-0"



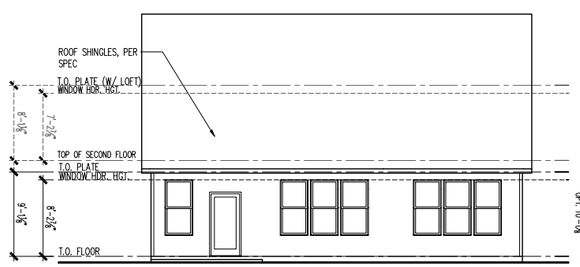
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



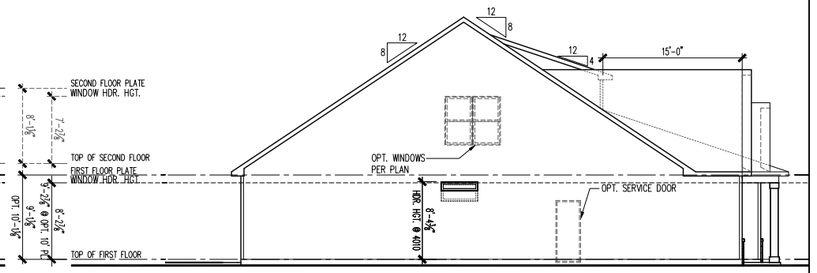
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation HR2Q w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-HR2Q
2FS.11

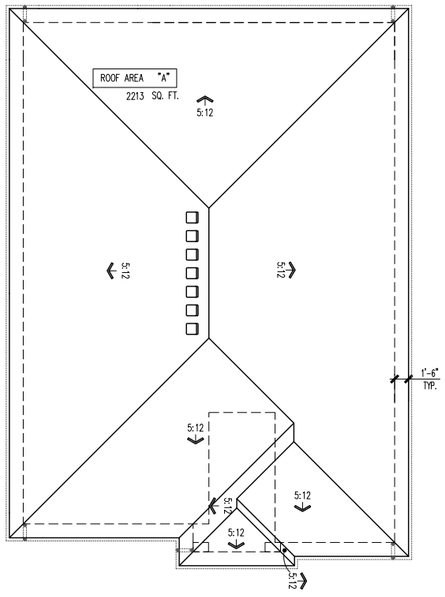
PLOTTED March 18, 2019 / tperreault / A3-HR2Q 2FS.11.dwg

ATTIC VENT SCHEDULE

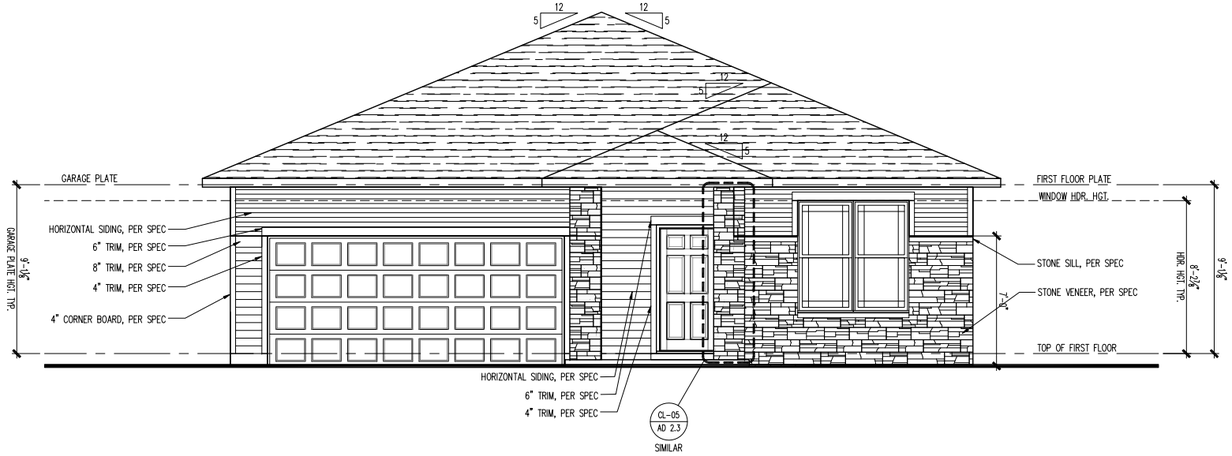
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING BAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2N

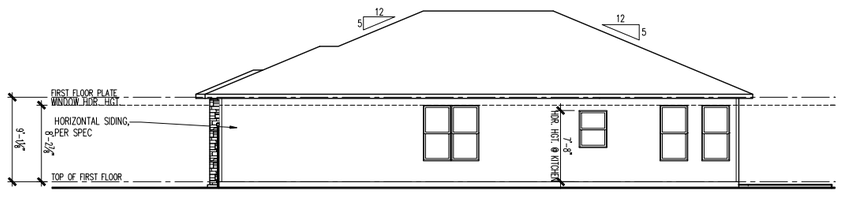
ROOF AREA "A"		SQ FTG	2213	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	BAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH = POT VENTS ONLY	2.95	3.69	2.97	40.02	7	0		
All BAVE	4.43	3.69	4.44	59.98			0	64.00
TOTAL ###	7.38	7.38	7.41	100.00				



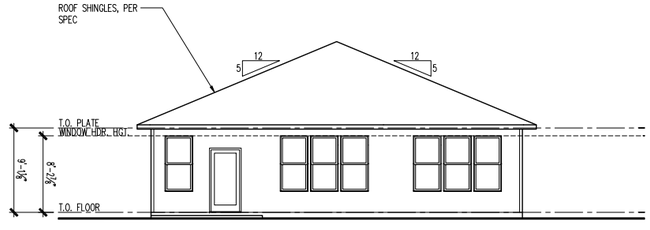
ROOF PLAN
SCALE: 1/8" = 1'-0"



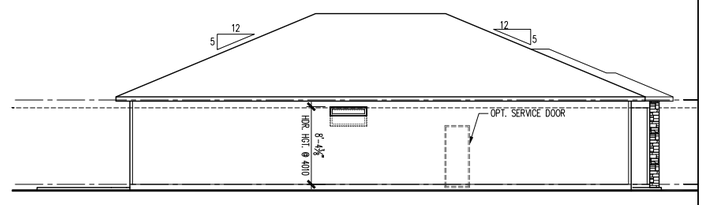
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation PR2N w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-PR2N
2FS.11

PLOTTED: March 18, 2019 / tperreault / A3-PR2N 2FS.11.dwg

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

ROOF AREA "A"		SQ FTG	2307	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.08	3.85	2.54	38.69	6	0		
AT EAVE	4.61	3.85	4.03	61.31			0	55.00
TOTAL (sqin)	7.69	7.69	6.57	100.00				
HIGH - RIDGE VENT	3.08	3.85	3.00	42.69	0	0	24.00	
AT EAVE	4.61	3.85	4.03	57.31			0	55.00
TOTAL (sqin)	7.69	7.69	7.03	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

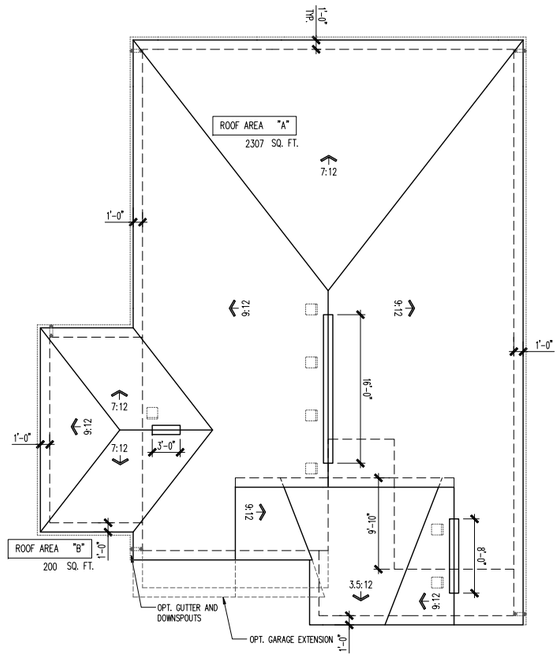
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

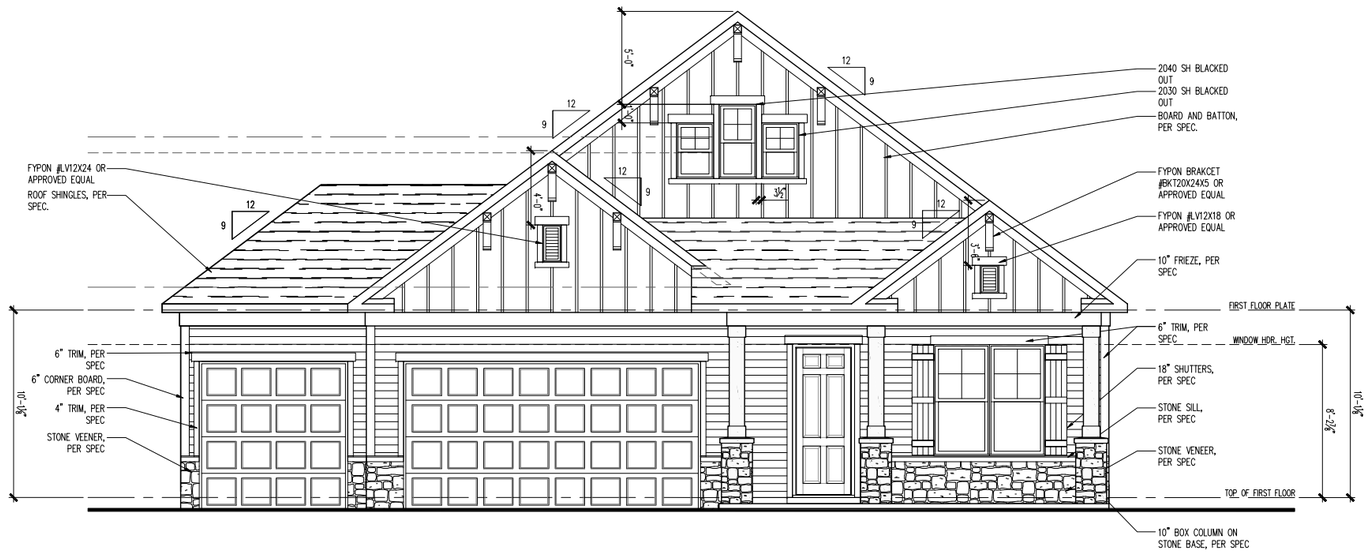
ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	0.27	0.33	0.42	43.26	1	0		
AT EAVE	0.40	0.33	0.56	56.74			0	8.00
TOTAL (sqin)	0.67	0.67	0.98	100.00				
HIGH - RIDGE VENT	0.27	0.33	0.38	40.30	0	0	3.00	
AT EAVE	0.40	0.33	0.56	59.70			0	8.00
TOTAL (sqin)	0.67	0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

50' homes on 60' lots



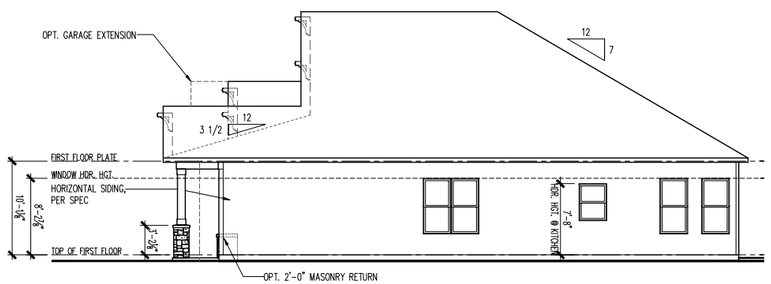
ROOF PLAN

SCALE: 1/8" = 1'-0"



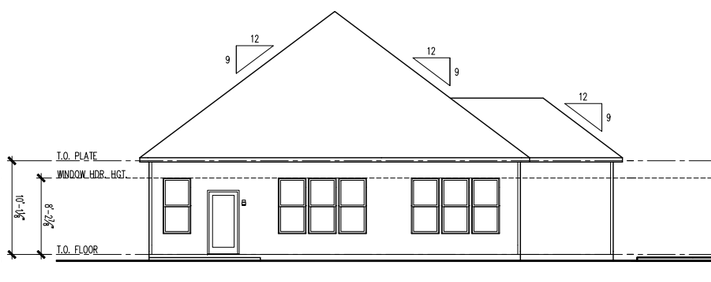
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



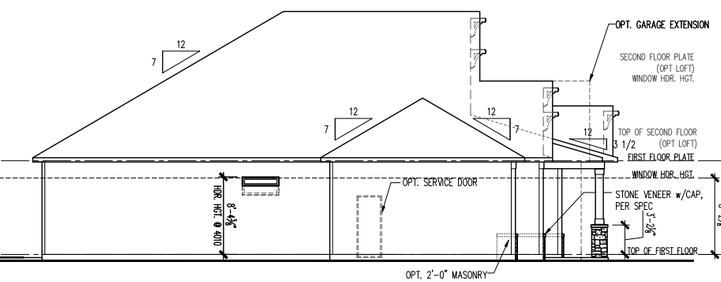
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PLOTTED: March 18, 2019 / user-8893 / A3-NC2K 3FS.13.dwg

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2K
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
	03/07/2014
1	FIELD REDLINES
	09/04/2014
2	PLAN REVISIONS
	11/03/2014
3	REVISIONS LOG
	10/31/2015
4	TB REDLINES
	01/26/2018
	ADD'L ELEVS
	04/30/2018
6	PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2K
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2L

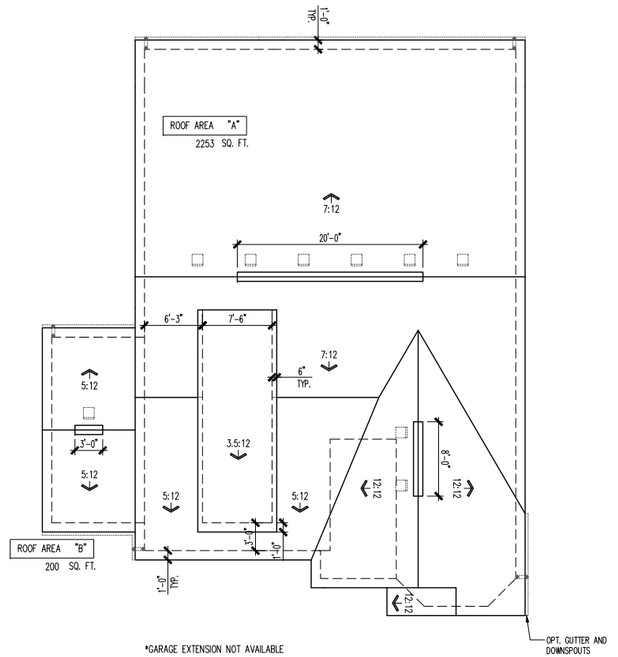
ROOF AREA "A"		SQ FTG	2253	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (65 IN. SHOE)	POT SMALL (35 IN. SHOE)	RIDGE VENT (65 IN. PER LF)	EAVE VENT (35 IN. SHOE)	CONT. VENT (35 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.00	3.76	3.39	45.69	8	0		
AT EAVE	4.51	3.76	4.03	54.31			0	58.00
TOTAL (MIN)	7.51	7.51	7.42	100.00				
HIGH - RIDGE VENT	3.00	3.76	3.50	46.49	0	0	28.00	
AT EAVE	4.51	3.76	4.03	53.51			0	58.00
TOTAL (MIN)	7.51	7.51	7.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2L

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (65 IN. SHOE)	POT SMALL (35 IN. SHOE)	RIDGE VENT (65 IN. PER LF)	EAVE VENT (35 IN. SHOE)	CONT. VENT (35 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	0.27	0.33	0.42	43.26	1	0		
AT EAVE	0.40	0.33	0.56	56.74			0	8.00
TOTAL (MIN)	0.67	0.67	0.98	100.00				
HIGH - RIDGE VENT	0.27	0.33	0.38	40.30	0	0	3.00	
AT EAVE	0.40	0.33	0.56	59.70			0	8.00
TOTAL (MIN)	0.67	0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



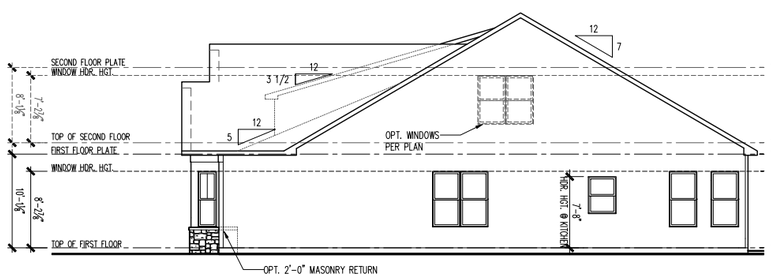
ROOF PLAN

SCALE: 1/8" = 1'-0"



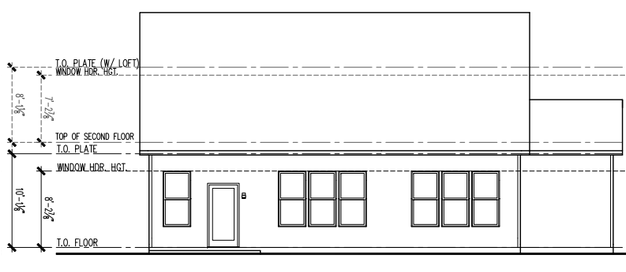
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



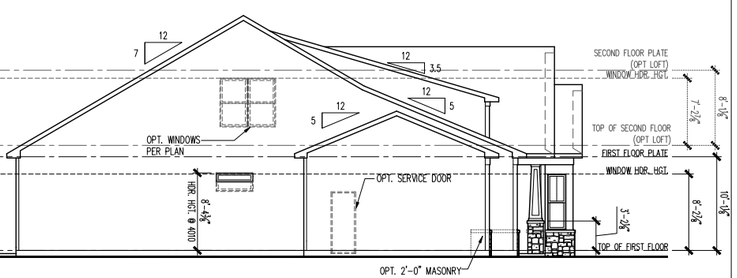
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2L
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
5	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2L
3FS.13

PLOTTED: March 15, 2019 / user-0160 / A3-NC2L 3FS.13.dwg

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2M

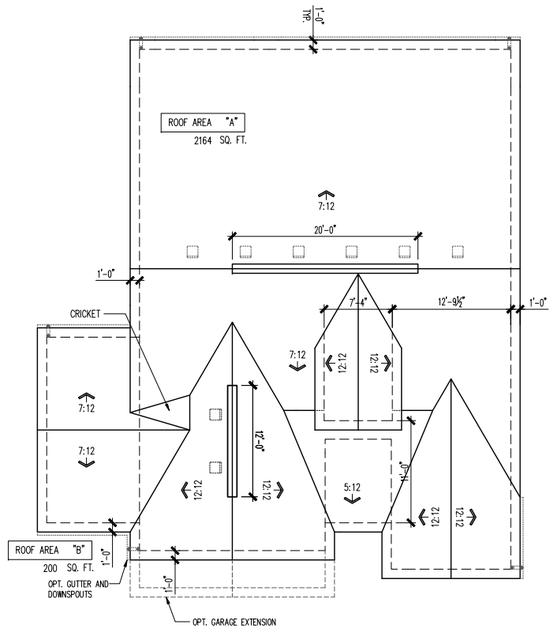
ROOF AREA "A"			SQ FTG	2164	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT, LARGE (SQ. IN. EACH)	POT, SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.89	3.61	3.39	45.69	8	0			
AT EAVE	4.33	3.61	4.03	54.31				0	58.00
TOTAL (MIN)	7.21	7.21	7.42	100.00					
HIGH - RIDGE VENT	2.89	3.61	4.00	49.83	0	0	32.00		
AT EAVE	4.33	3.61	4.03	50.17				0	58.00
TOTAL (MIN)	7.21	7.21	8.03	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2M

ROOF AREA "B"			SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT, LARGE (SQ. IN. EACH)	POT, SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	0.27	0.33	0.00	0.00	0	0			
AT EAVE	0.40	0.33	1.39	100.00				0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00					
HIGH - RIDGE VENT	0.27	0.33	0.00	0.00	0	0	0.00		
AT EAVE	0.40	0.33	1.39	100.00				0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



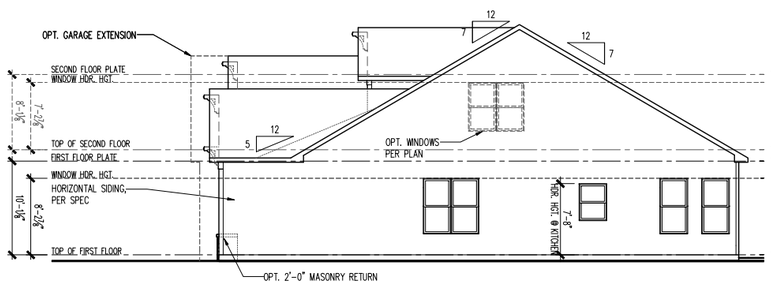
ROOF PLAN

SCALE: 1/8" = 1'-0"



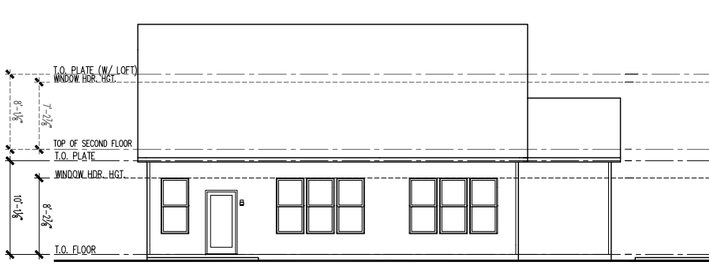
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



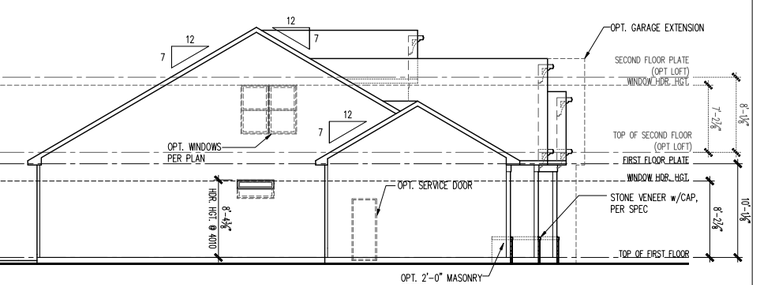
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PLOTTED: March 19, 2019 / user-0160 / A3-NC2M 3FS.13.dwg

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2M
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
6	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC2M
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2N

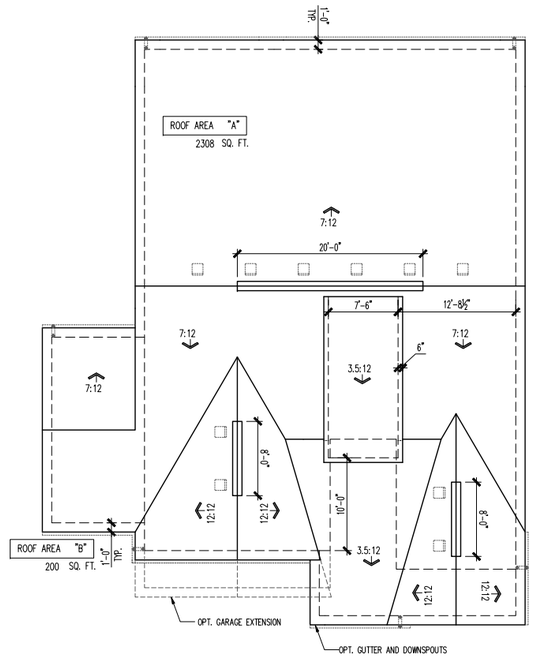
ROOF AREA "A"		SQ FTG	2308	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (65 IN. SHOE)	POT SMALL (35 IN. SHOE)	RIDGE VENT (18 IN. PER LF)	EAVE VENT (18 IN. SHOE)	CONT. VENT (18 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.08	3.85	4.24	51.26	10	0		
AT EAVE	4.62	3.85	4.03	48.74			0	55.00
TOTAL (MIN)	7.69	7.69	8.26	100.00				
HIGH - RIDGE VENT	3.08	3.85	4.50	52.77	0	0	36.00	
AT EAVE	4.62	3.85	4.03	47.23			0	55.00
TOTAL (MIN)	7.69	7.69	8.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

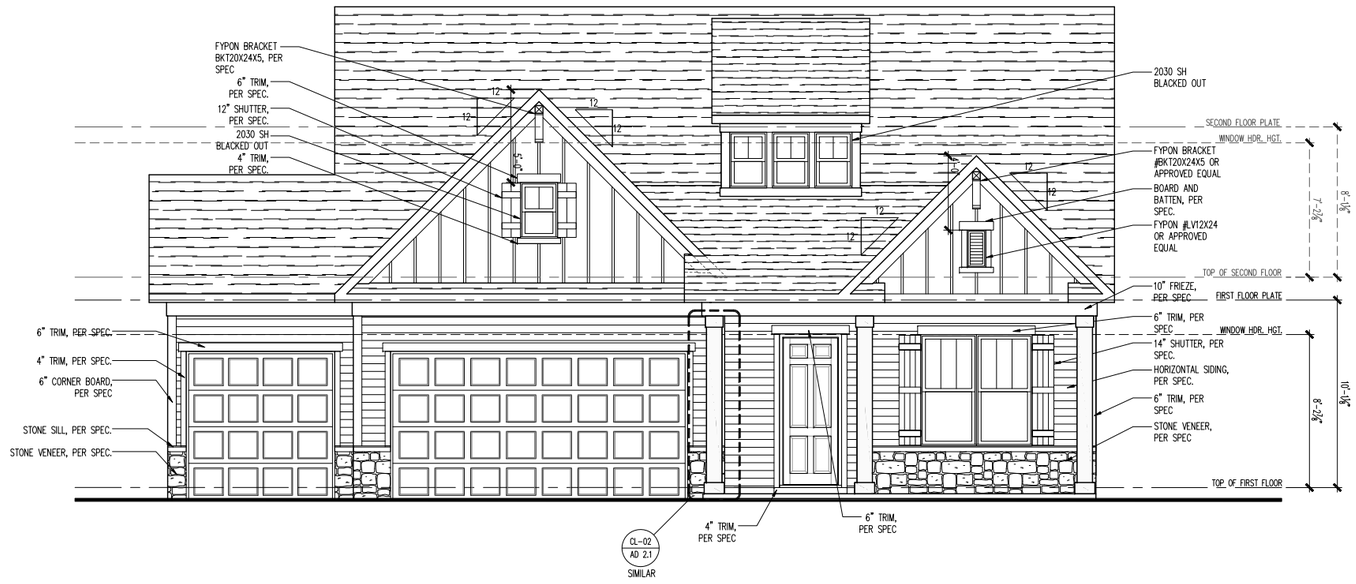
ELEVATION NC2N

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (65 IN. SHOE)	POT SMALL (35 IN. SHOE)	RIDGE VENT (18 IN. PER LF)	EAVE VENT (18 IN. SHOE)	CONT. VENT (18 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	0.27	0.33	0.00	0.00	0	0		
AT EAVE	0.40	0.33	1.39	100.00			0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00				
HIGH - RIDGE VENT	0.27	0.33	0.00	0.00	0	0	0.00	
AT EAVE	0.40	0.33	1.39	100.00			0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



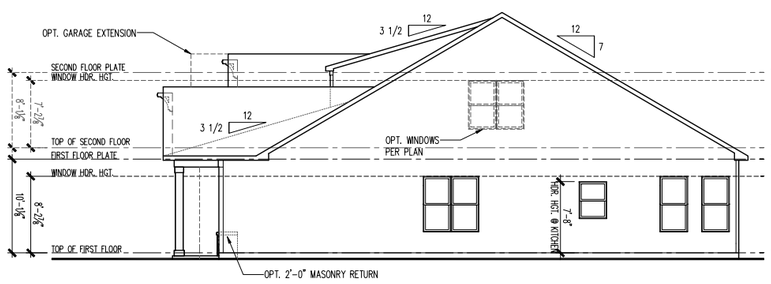
ROOF PLAN

SCALE: 1/8" = 1'-0"



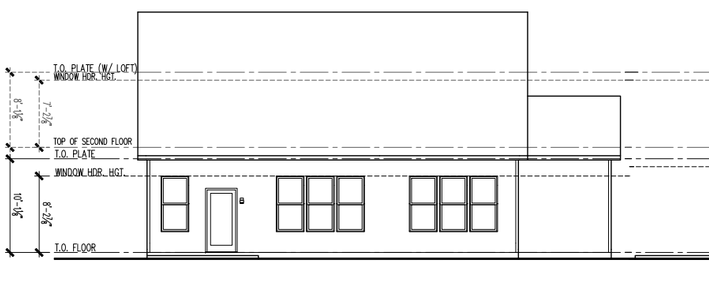
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



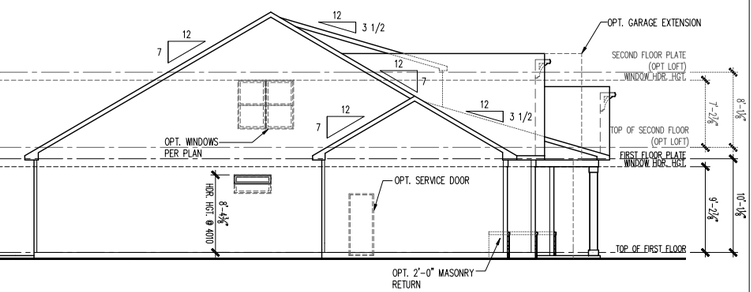
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2N
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	Rick Starkey
INITIAL RELEASE DATE:	03/07/2014

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	11/03/2014 REVISIONS LOG
4	10/31/2015 TB REDLINES
	01/26/2018 ADD'L ELEVS
5	04/30/2018 PCR REVISIONS
	.
	.

PROJECT TYPE: Single Family
SPECIFICATION LEVEL: —
PLAN NAME: Abbeyville
NPC CHILD NUMBER: 1559.300
SHEET: A3-NC2N 3FS.13

PLOTTED: March 19, 2019 / tperreault / A3-NC2N 3FS.13.dwg

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3G

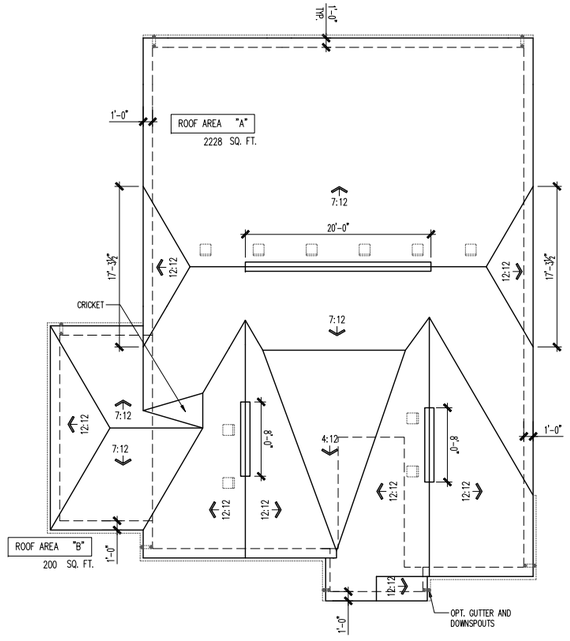
ROOF AREA "A"		SQ FTG	2228	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (80 IN. SHOE)	POT SMALL (50 IN. SHOE)	RIDGE VENT (18 IN. PER LF)	EAVE VENT (18 IN. SHOE)	CONT. VENT (18 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	2.97	3.71	4.24	51.26	10	0		
AT EAVE	4.46	3.71	4.03	48.74			0	55.00
TOTAL (MIN)	7.43	7.43	8.26	100.00				
HIGH - RIDGE VENT	2.97	3.71	4.50	52.77	0	0	36.00	
AT EAVE	4.46	3.71	4.03	47.23			0	55.00
TOTAL (MIN)	7.43	7.43	8.53	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

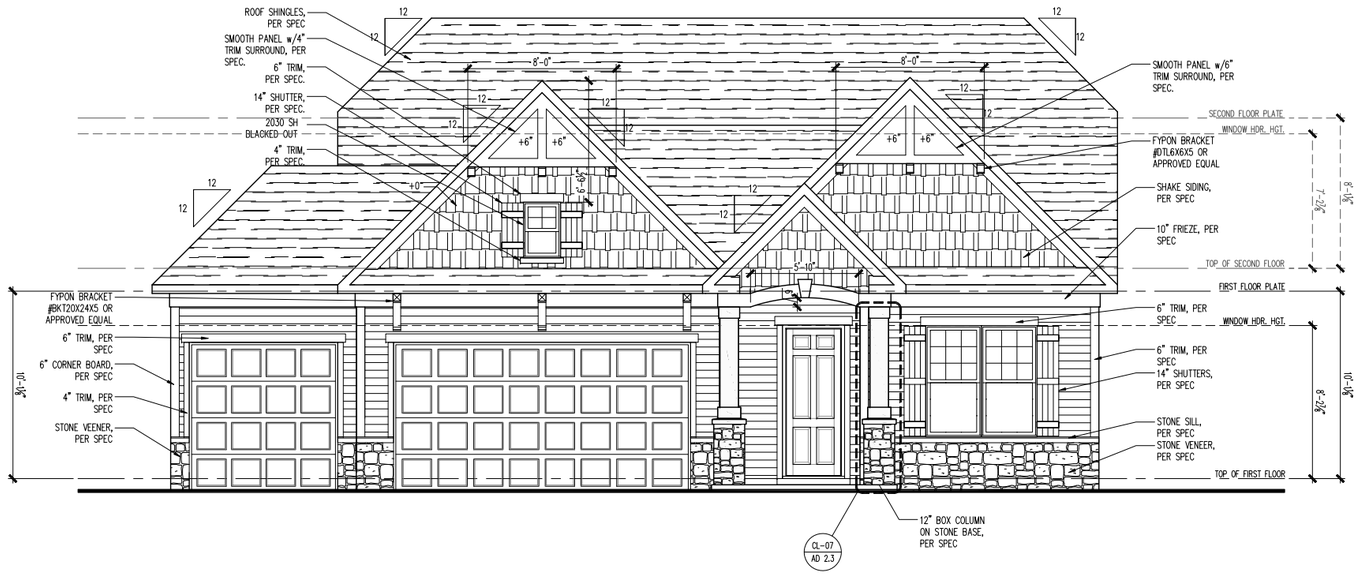
ELEVATION NC3G

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (80 IN. SHOE)	POT SMALL (50 IN. SHOE)	RIDGE VENT (18 IN. PER LF)	EAVE VENT (18 IN. SHOE)	CONT. VENT (18 IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	0.27	0.33	0.00	0.00	0	0		
AT EAVE	0.40	0.33	1.39	100.00			0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00				
HIGH - RIDGE VENT	0.27	0.33	0.00	0.00	0	0	0.00	
AT EAVE	0.40	0.33	1.39	100.00			0	20.00
TOTAL (MIN)	0.67	0.67	1.39	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



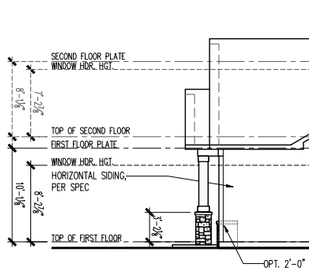
ROOF PLAN

SCALE: 1/8" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



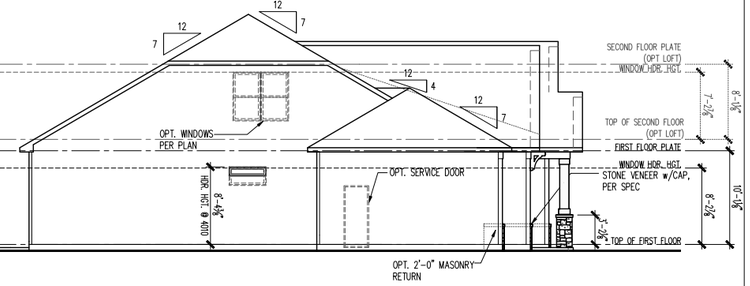
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3G
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 03/07/2014

REV#	DATE/DESCRIPTION
	03/07/2014
1	FIELD REDLINES
	09/04/2014
2	PLAN REVISIONS
	11/03/2014
3	REVISIONS LOG
	10/31/2015
4	TB REDLINES
	01/26/2018
	ADD'L ELEVS
	04/30/2018
6	PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Abbeyville
NPC CHILD NUMBER
1559.300

SHEET
A3-NC3G
3FS.13

PLOTTED: March 19, 2019 / mudson / A3-NC3G 3FS13.dwg

40' homes on 50' lots

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

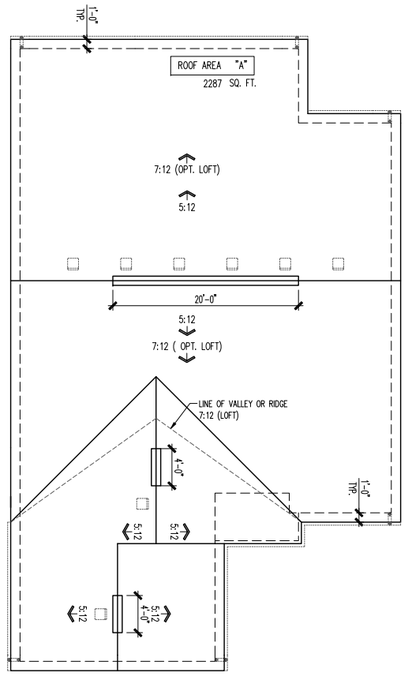
ROOF AREA "A"			SQ FTG	2287	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.05	3.81	3.39	44.04	8	0			
AT EAVE	4.57	3.81	4.31	55.96				0	62.00
TOTAL (MIN)	7.62	7.62	7.69	100.00					
HIGH - RIDGE VENT	3.05	3.81	3.50	44.84	0	0	28.00		
AT EAVE	4.57	3.81	4.31	55.16				0	62.00
TOTAL (MIN)	7.62	7.62	7.81	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE

ELEVATION CR2G

MATERIALS	S.F.	%
MASONRY	65.52	22
NON-MASONRY	237.94	78
TOTAL=	303.46	100
MASONRY % =		22

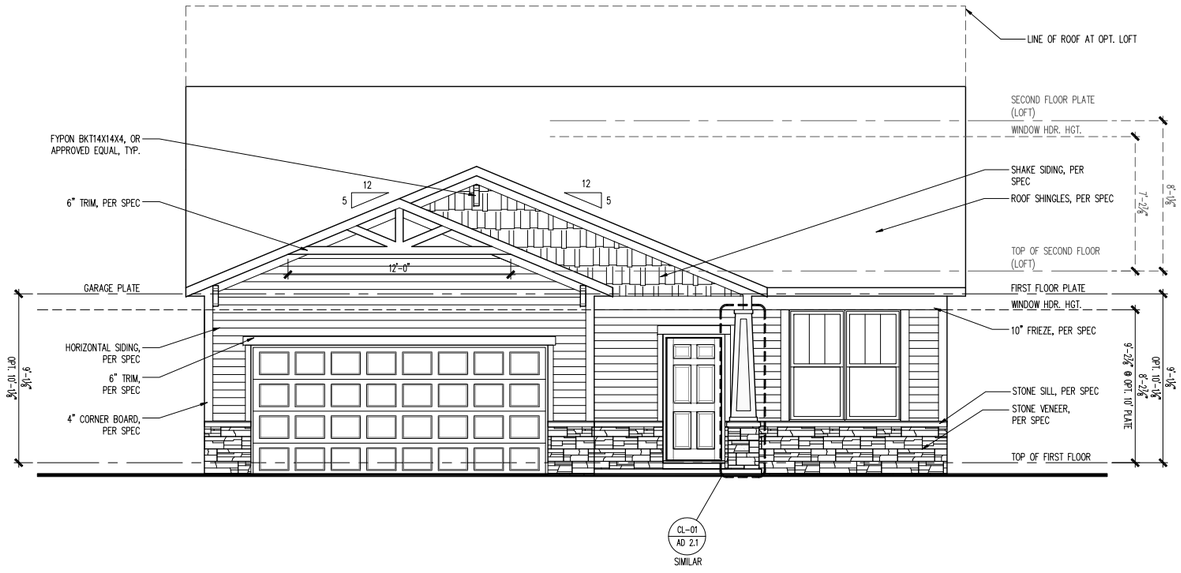
ALSO AVAILABLE IN:



ROOF PLAN

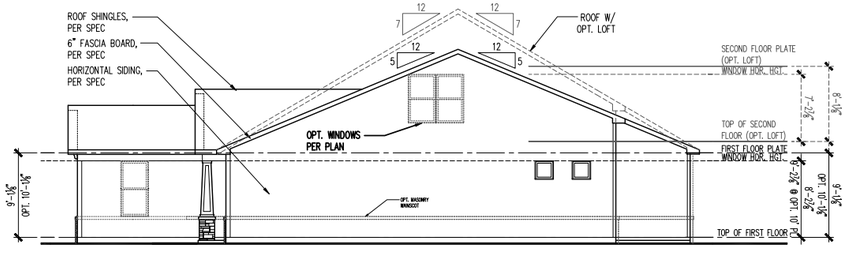
--- = 7:12 OPT. LOFT (U.N.O)

SCALE: 1/8" = 1'-0"



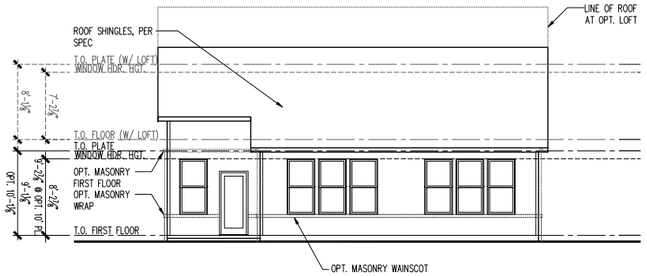
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



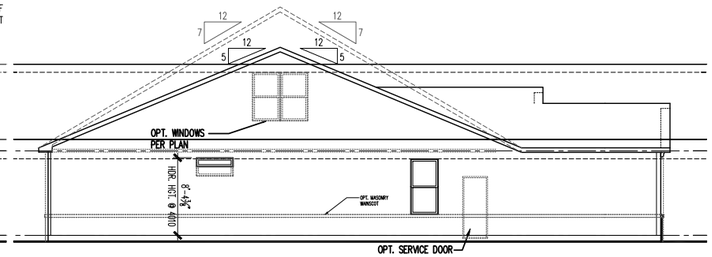
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation CR2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-CR2G
2FS.11

PLOTTED: May 9, 2018 / Annie Lee / A3-CR2G 2FS.11.DWG

ATTIC VENT SCHEDULE

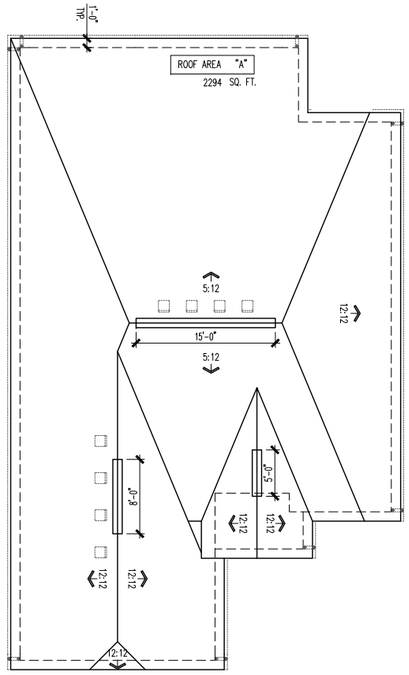
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

ROOF AREA "A"			SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.06	3.82	3.39	44.04	8	0			
AT EAVE	4.59	3.82	4.31	55.96				0	62.00
TOTAL (min)	7.65	7.65	7.69	100.00					
HIGH - RIDGE VENT	3.06	3.82	3.50	44.84	0	0	28.00		
AT EAVE	4.59	3.82	4.31	55.16				0	62.00
TOTAL (min)	7.65	7.65	7.81	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE		
ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	58.83	14
NON-MASONRY	374.67	86
TOTAL=	433.50	100
MASONRY % =		**14**

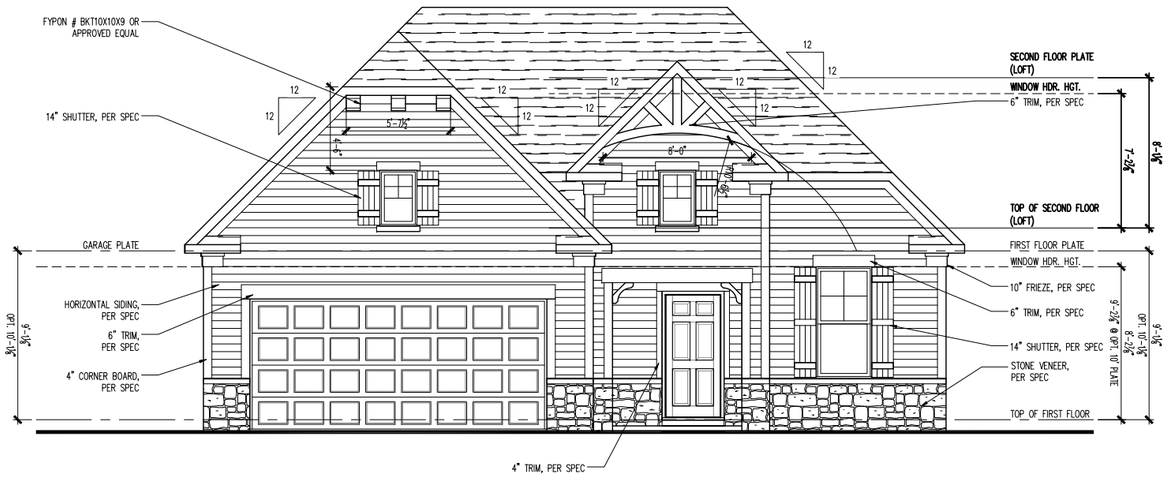
ALSO AVAILABLE IN:



ROOF PLAN

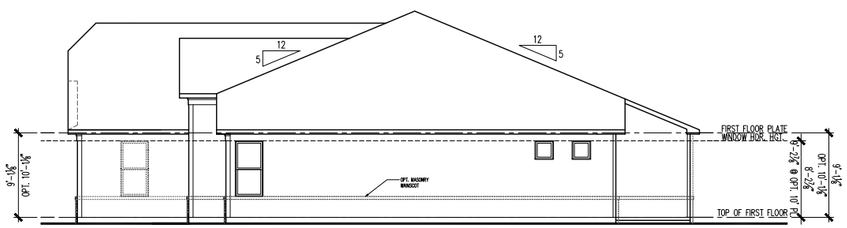
--- = 7:12 OPT. LOFT (U.N.O.)

SCALE: 1/8" = 1'-0"



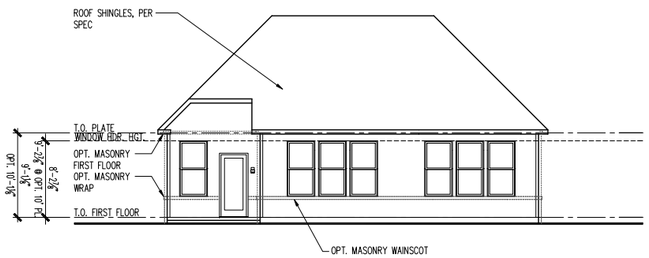
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



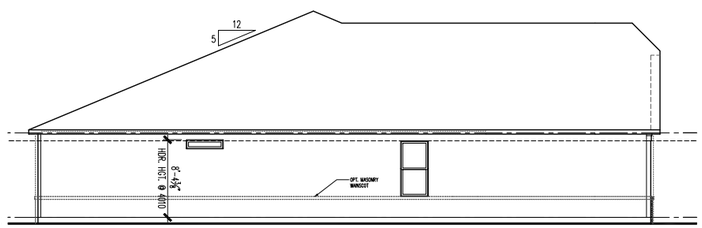
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation EC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
	.
	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-EC2G
2FS.11

PLOTTED: May 9, 2018 / Annie Lee / A3-EC2G 2FS.11.DWG

ATTIC VENT SCHEDULE

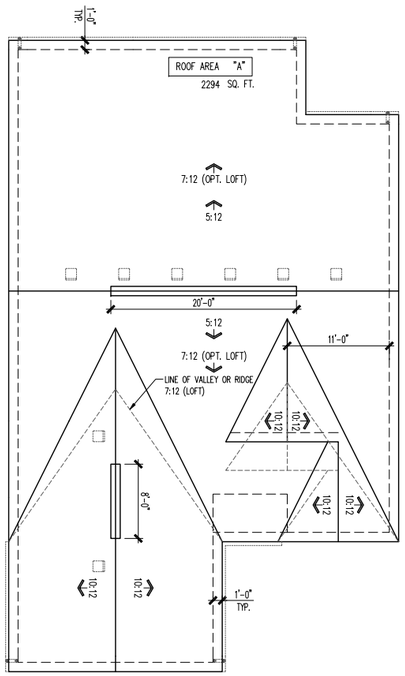
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2G

ROOF AREA "A"			SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.06	3.82	3.39	44.04	8	0			
AT EAVE	4.59	3.82	4.31	55.96				0	62.00
TOTAL (sq.ft.)	7.65	7.65	7.69	100.00					
HIGH - RIDGE VENT	3.06	3.82	3.50	44.84	0	0	28.00		
AT EAVE	4.59	3.82	4.31	55.16				0	62.00
TOTAL (sq.ft.)	7.65	7.65	7.81	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE		
ELEVATION NC2G		
MATERIALS	S.F.	%
MASONRY	81.77	22
NON-MASONRY	282.97	78
TOTAL=	364.74	100
MASONRY % =		22

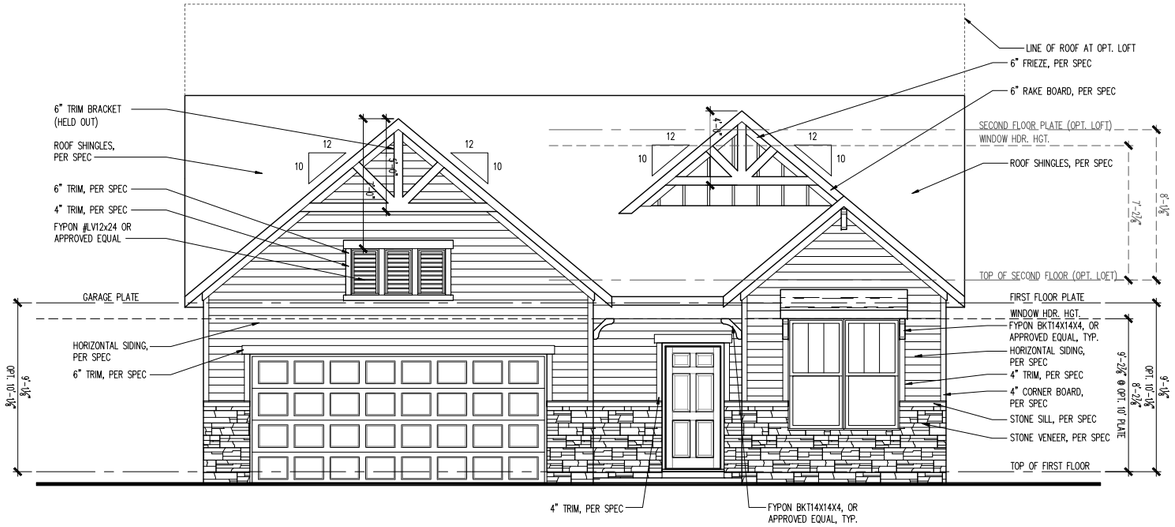
ALSO AVAILABLE IN:



ROOF PLAN

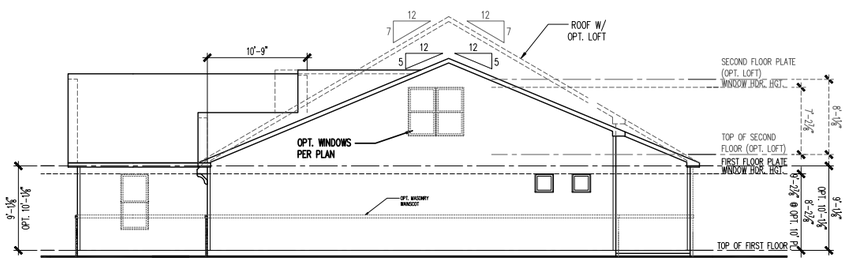
SCALE: 1/8" = 1'-0"

--- = 7:12 OPT. LOFT (U.N.O)



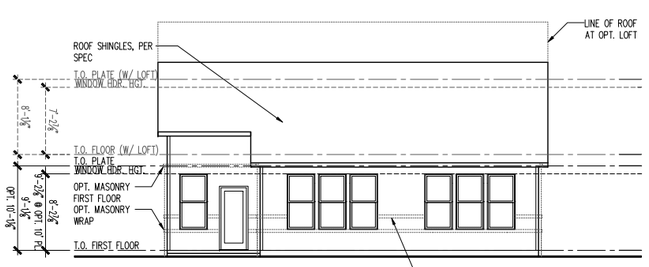
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



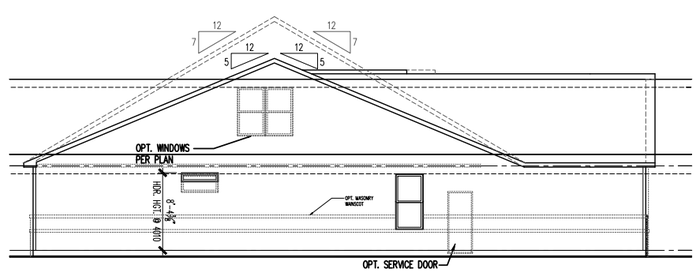
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation NC2G w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	.
8	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC2G
2FS.11

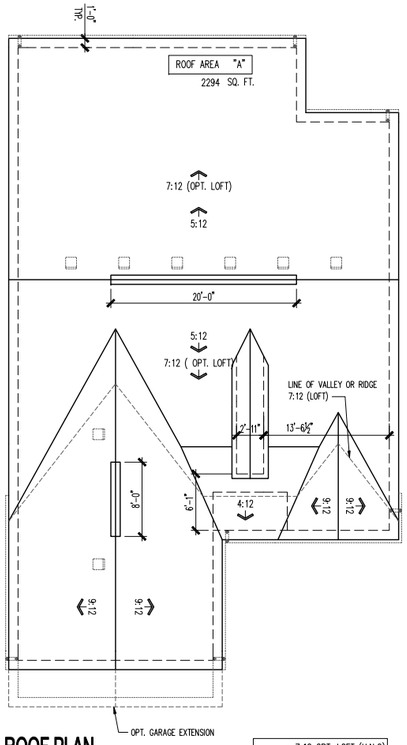
PLOTTED: May 9, 2018 / Annie Lee / A3-NC2G 2FS.11.DWG

ATTIC VENT SCHEDULE

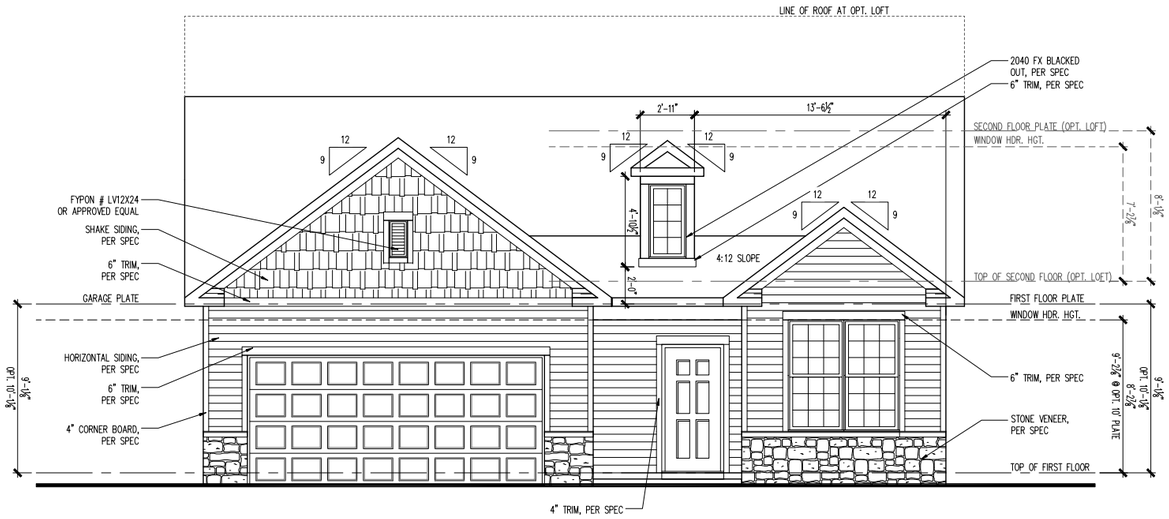
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION HR2Q

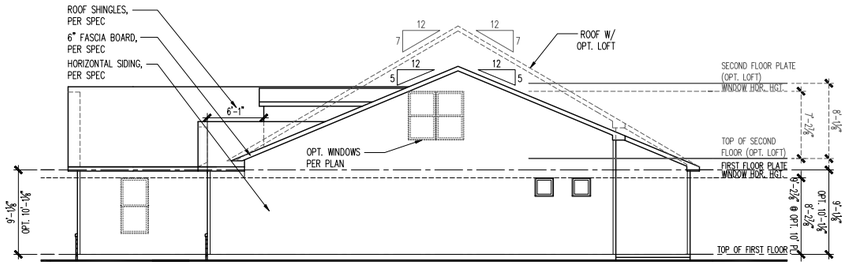
ROOF AREA "A"			SQ FTG	2294	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.06	3.82	3.39	44.04	8	0			
AT EAVE	4.59	3.82	4.31	55.96				0	62.00
TOTAL (sqft)	7.65	7.65	7.69	100.00					
HIGH - RIDGE VENT	3.06	3.82	3.50	44.84	0	0	28.00		
AT EAVE	4.59	3.82	4.31	55.16				0	62.00
TOTAL (sqft)	7.65	7.65	7.81	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



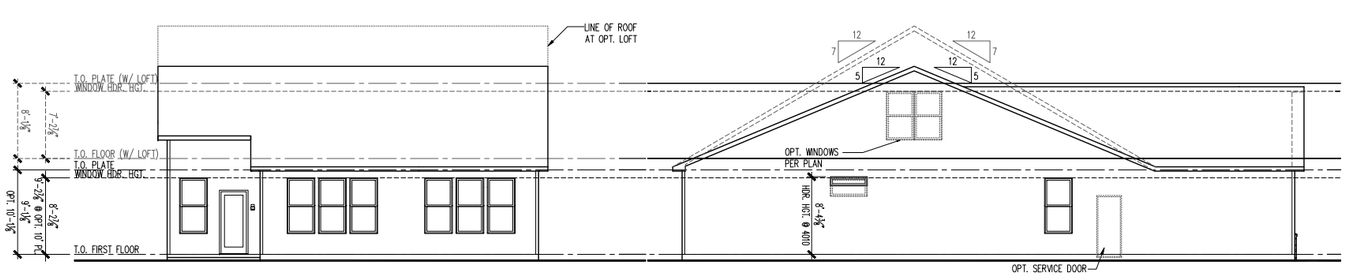
ROOF PLAN — --- = 7:12 OPT. LOFT (U.N.O)
SCALE: 1/8" = 1'-0"



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



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



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

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

PLOTTED: February 4, 2019 / Tiffany Perreault / A3-HR2Q 2FS.11.DWG

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation HR2Q w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

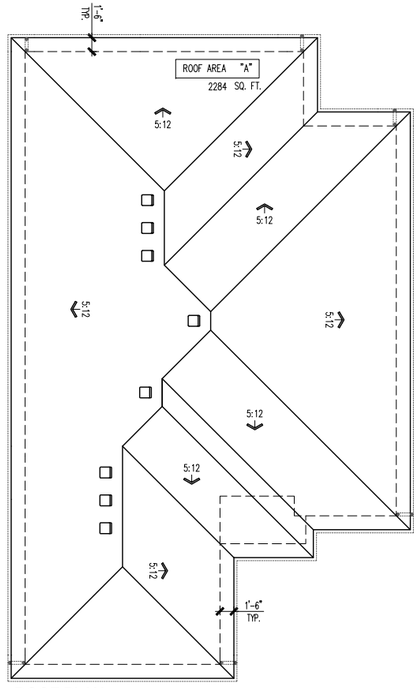
SHEET
A3-HR2Q
2FS.11

ATTIC VENT SCHEDULE

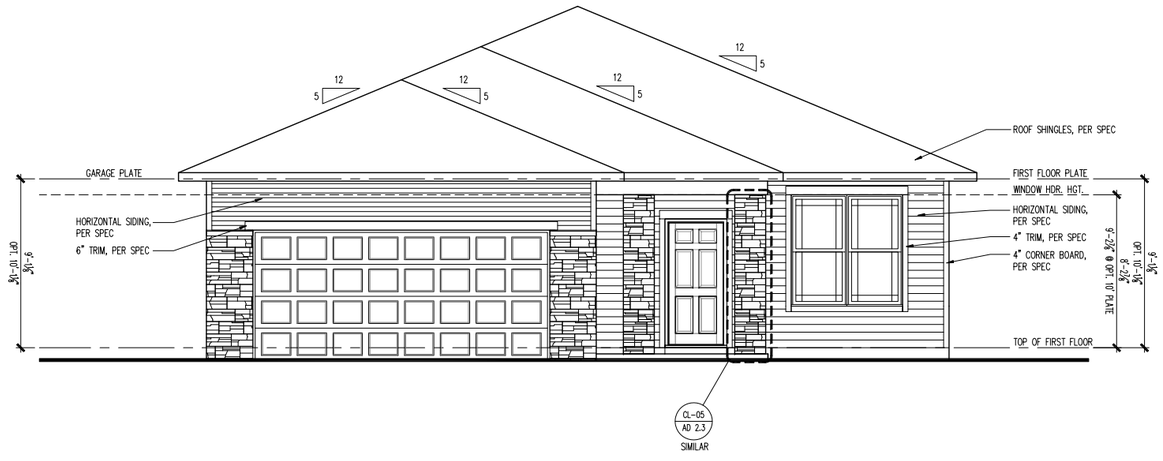
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2N

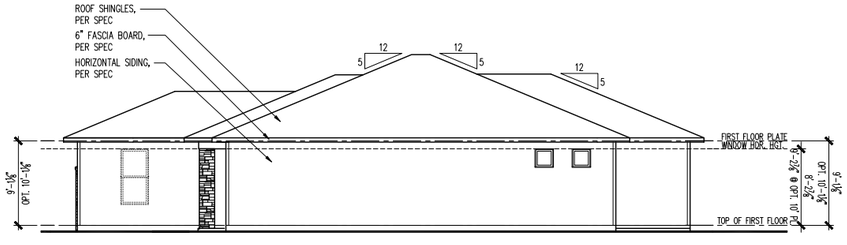
ROOF AREA "A"			SQ FTG	2284	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.05	3.81	3.39	44.04	8	0			
AT EAVE	4.57	3.81	4.31	55.96				0	62.00
TOTAL (MIN)	7.61	7.61	7.69	100.00					



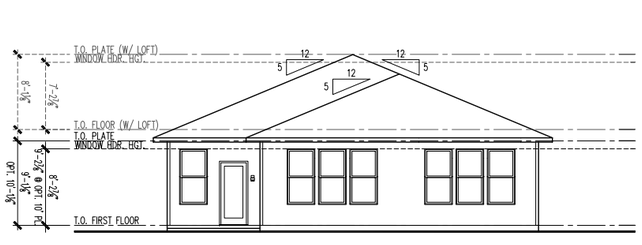
ROOF PLAN
SCALE: 1/8" = 1'-0"



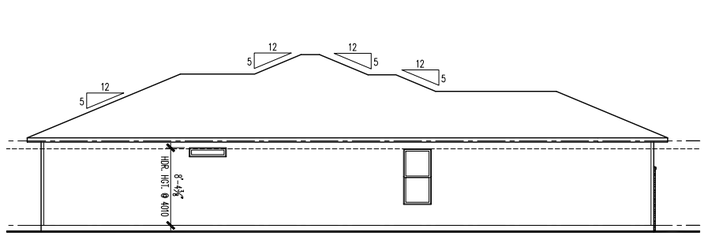
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation PR2N w/ Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevations, Roof Plan

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	. .

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-PR2N
2FS.11

PLOTTED: February 5, 2019 / Tiffany Perreault / A3-PR2N 2FS.11.DWG

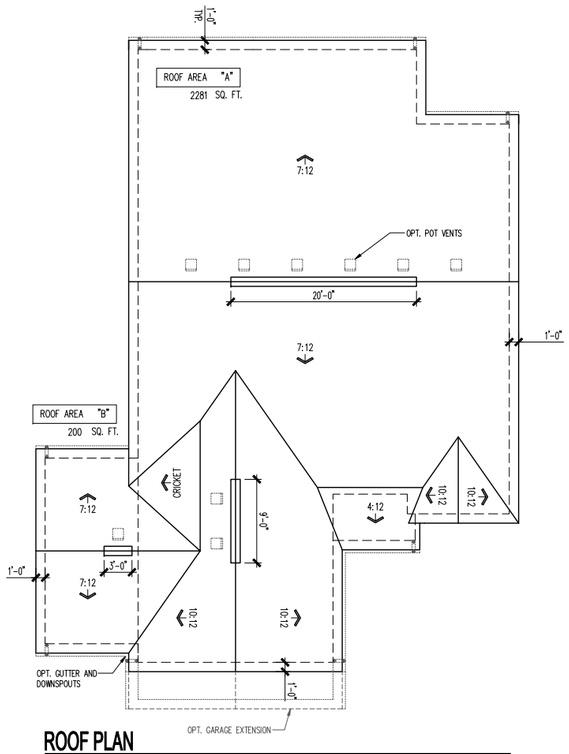
50' homes on 60' lots

ATTIC VENT SCHEDULE

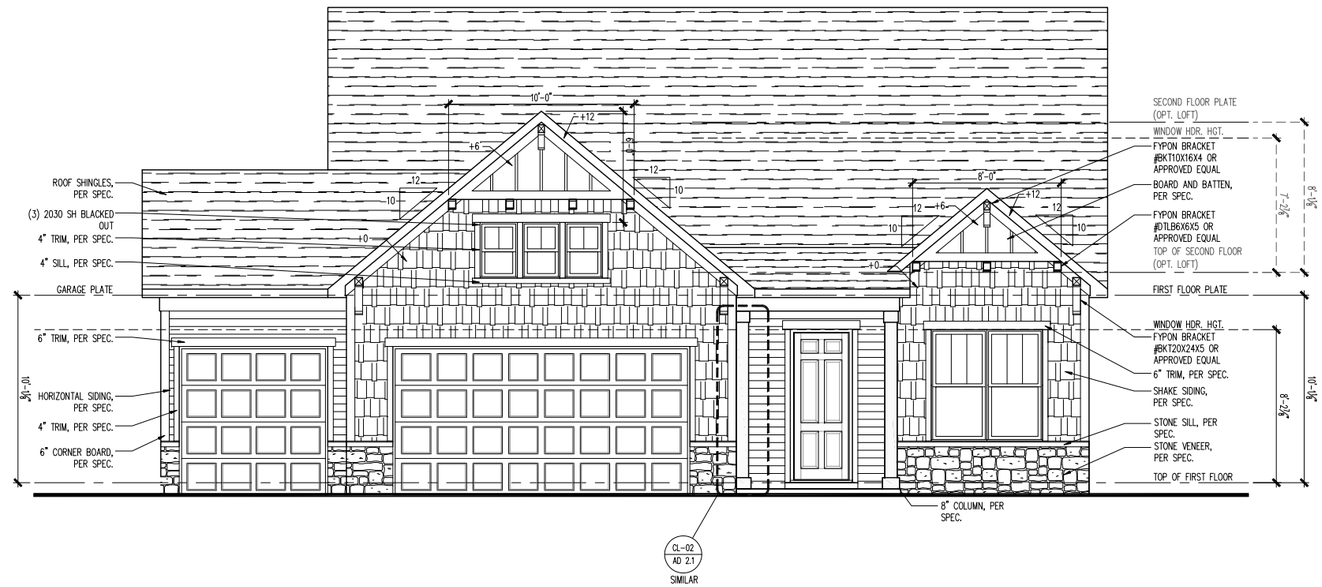
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2J

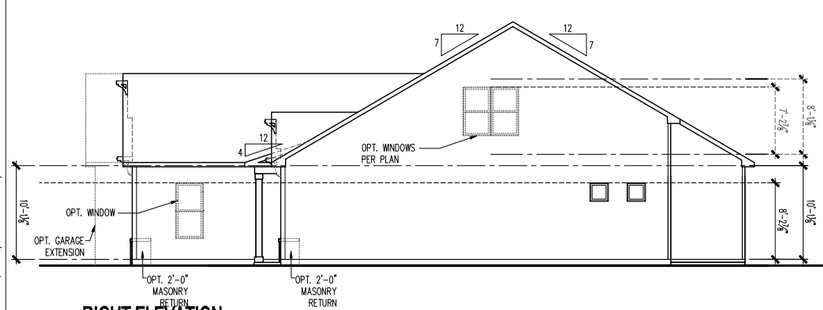
ROOF AREA "A"			SQ FTG	2281	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.04	3.80	3.39	44.85	8	0			
AT EAVE	4.56	3.80	4.17	55.15				0	60.00
TOTAL (MIN)	7.60	7.60	7.56	100.00					
HIGH - RIDGE VENT	3.04	3.80	3.63	47.37	0	0	29.00		
AT EAVE	4.56	3.80	4.03	52.63				0	58.00
TOTAL (MIN)	7.60	7.60	7.65	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



ROOF PLAN
SCALE: 1/8" = 1'-0"



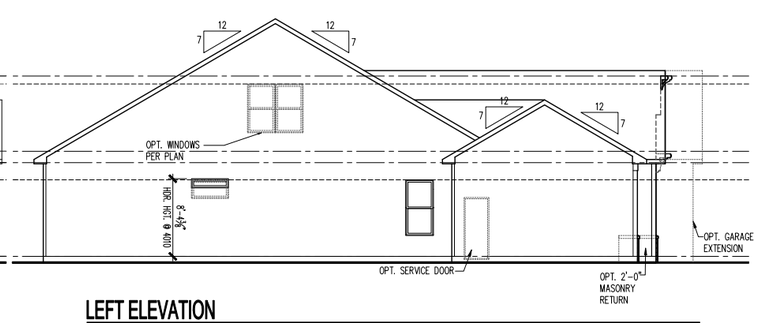
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

PLOTTED: March 18, 2019 / Michael Urban / A3-NC2J 3FS.13.DWG

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation Northern Craftsman 2J w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	-
8	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

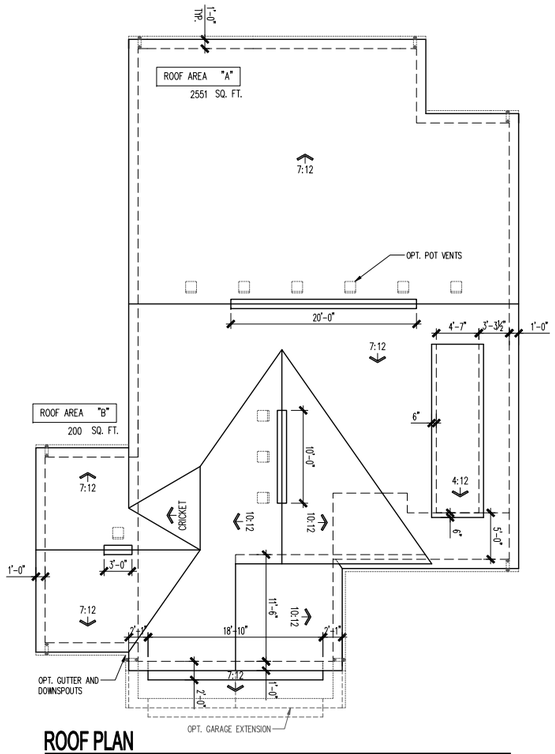
SHEET
A3-NC2J
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

ROOF AREA "A"			SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.13	3.92	3.81	48.63	9	0			
AT EAVE	4.70	3.92	4.03	51.37				0	58.00
TOTAL (sqin)	7.84	7.84	7.84	100.00					
HIGH - RIDGE VENT	3.13	3.92	3.75	48.21	0	0	30.00		
AT EAVE	4.70	3.92	4.03	51.79				0	58.00
TOTAL (sqin)	7.84	7.84	7.78	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



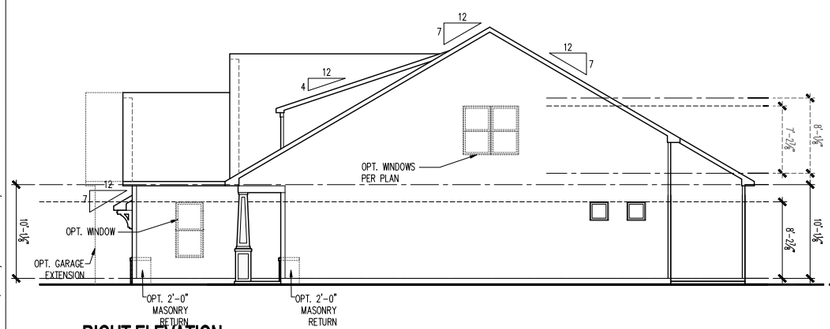
ROOF PLAN

SCALE: 1/8" = 1'-0"



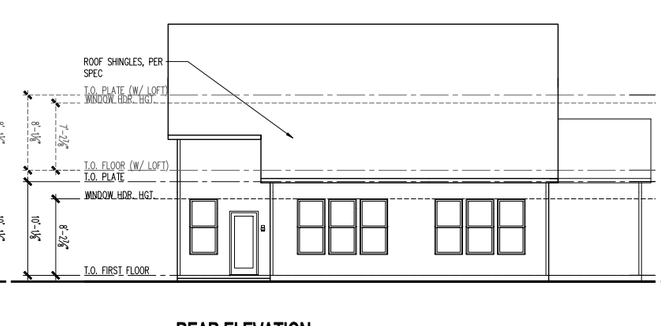
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



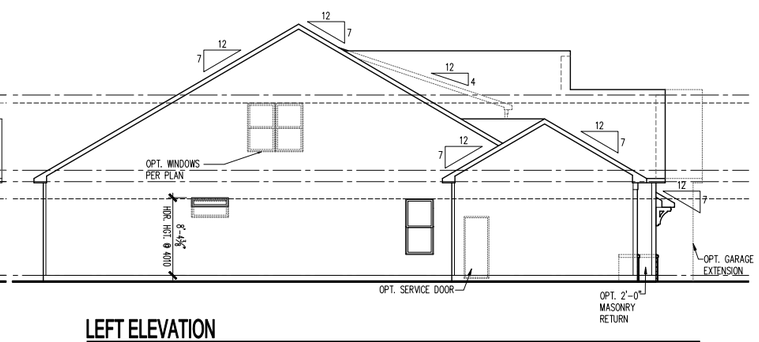
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation Northern Craftsman 2K w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
	.
	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC2K
3FS.13

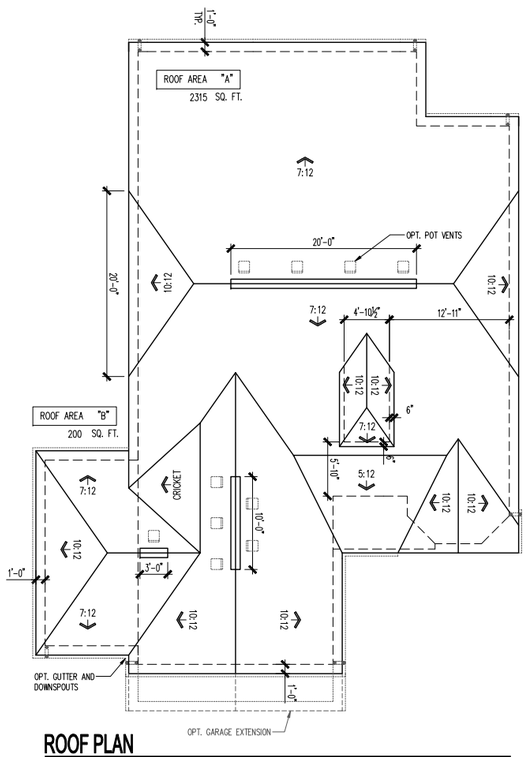
PLOTTED: March 17, 2019 / Michael Urbom / A3-NC2K 3FS13.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2L

ROOF AREA "A"			SQ FTG	2315	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.09	3.86	3.81	48.63	9	0			
AT EAVE	4.63	3.86	4.03	51.37				0	58.00
TOTAL (sqin)	7.72	7.72	7.84	100.00					
HIGH - RIDGE VENT	3.09	3.86	3.63	46.52	0	0	29.00		
AT EAVE	4.63	3.86	4.17	53.48				0	60.00
TOTAL (sqin)	7.72	7.72	7.79	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



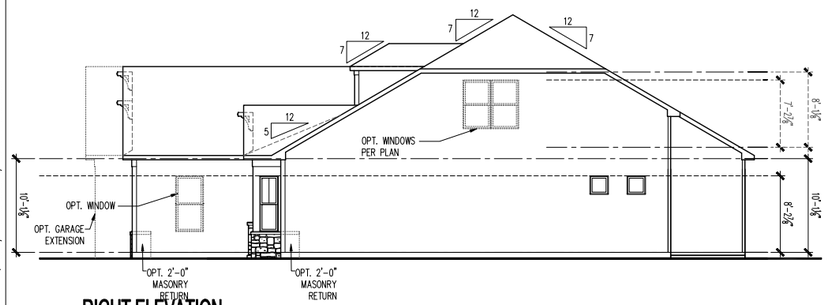
ROOF PLAN

SCALE: 1/8" = 1'-0"



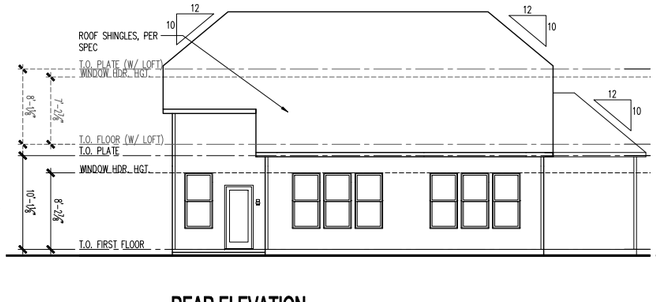
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



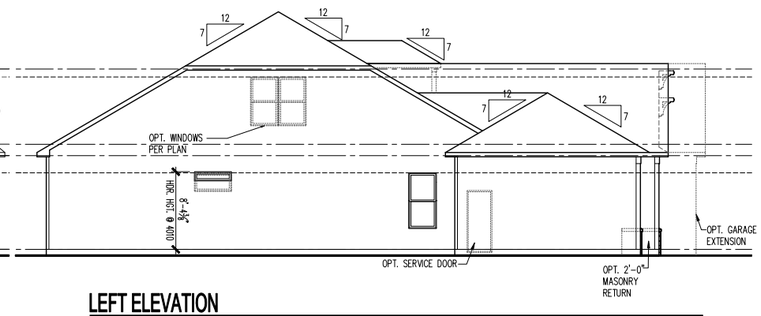
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PLOTTED: March 18, 2019 / Michael Urbom / A3-NC2L 3FS13.DWG

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation Northern Craftsman 2L w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	. .

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

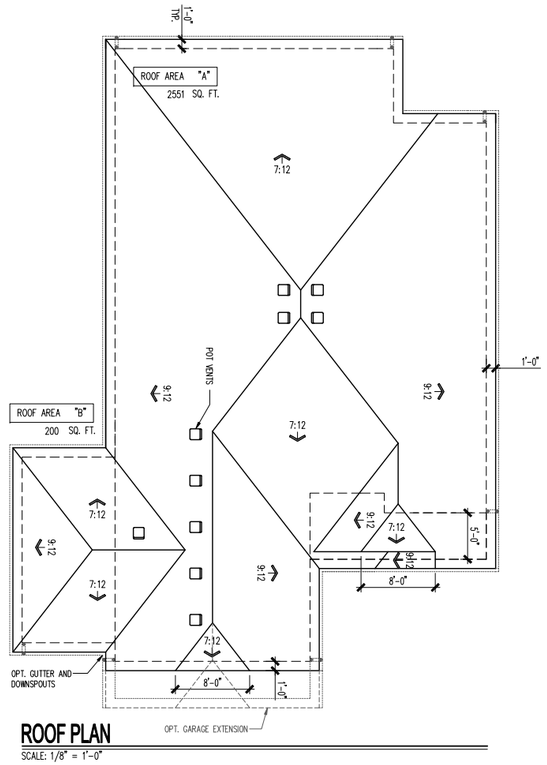
SHEET
A3-NC2L
3FS.13

ATTIC VENT SCHEDULE

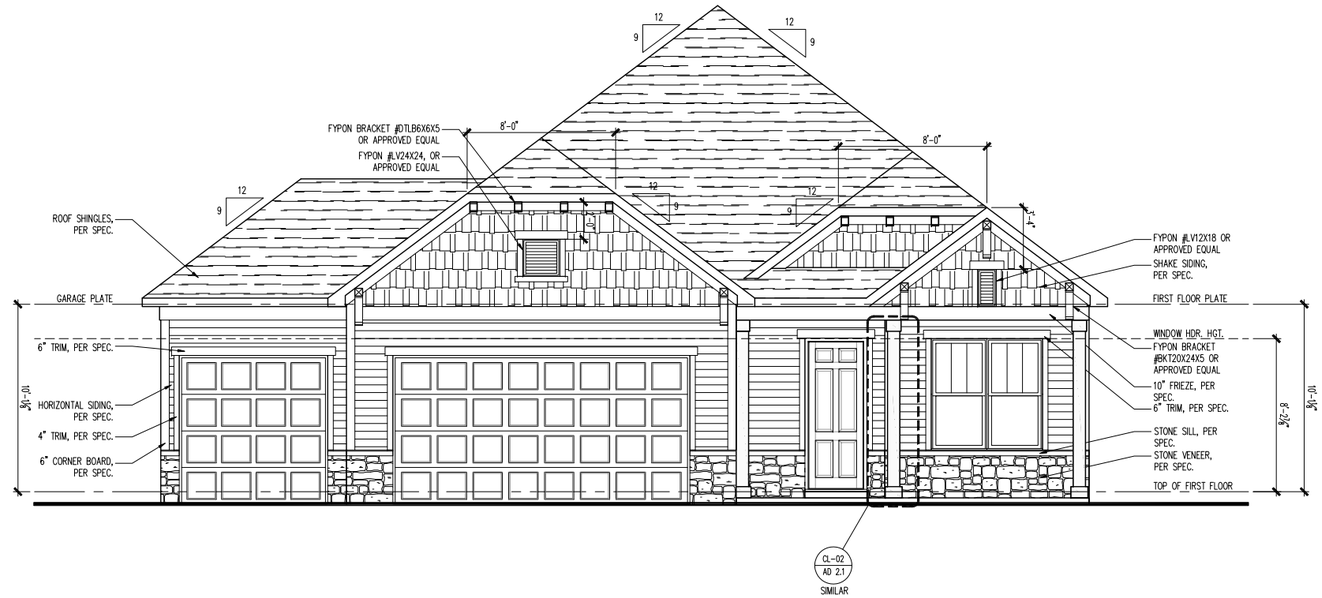
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3G

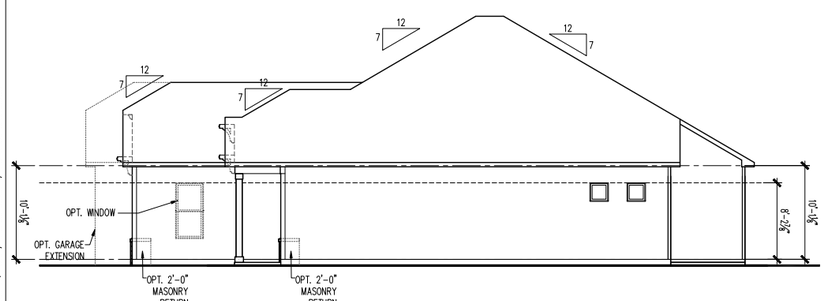
ROOF AREA "A"			SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.13	3.92	3.81	48.63	9	0			
AT EAVE	4.70	3.92	4.03	51.37				0	58.00
TOTAL (sqin)	7.84	7.84	7.84	100.00					
HIGH - RIDGE VENT	3.13	3.92	0.00	######	0	0	0.00		
AT EAVE	4.70	3.92	0.00	####				0	0.00
TOTAL (sqin)	7.84	7.84	0.00	######	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



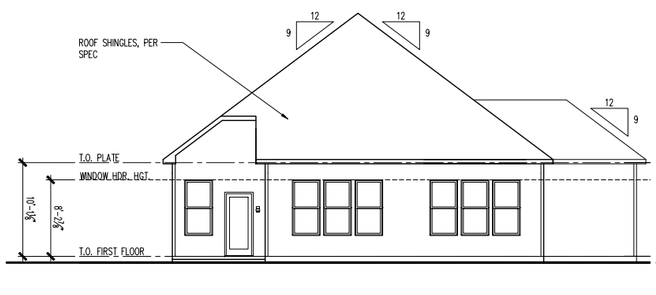
ROOF PLAN
SCALE: 1/8" = 1'-0"



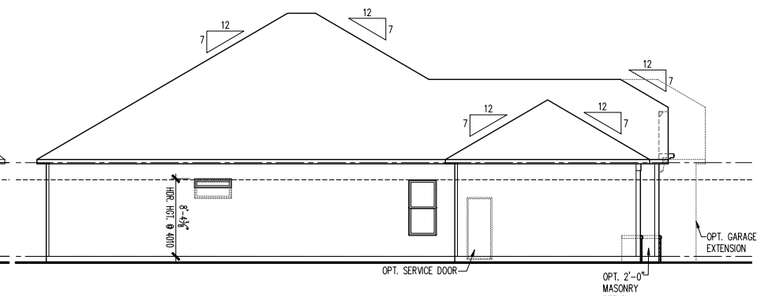
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

PLOTTED: March 17, 2019 / Michael Urban / A3-NC3G 3FS.13.DWG

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation Northern Craftsman 3G w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
7	-
8	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

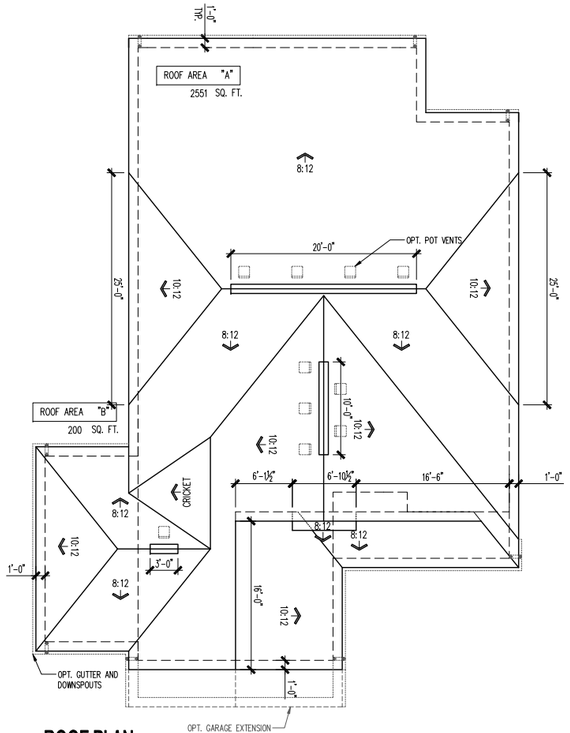
SHEET
A3-NC3G
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

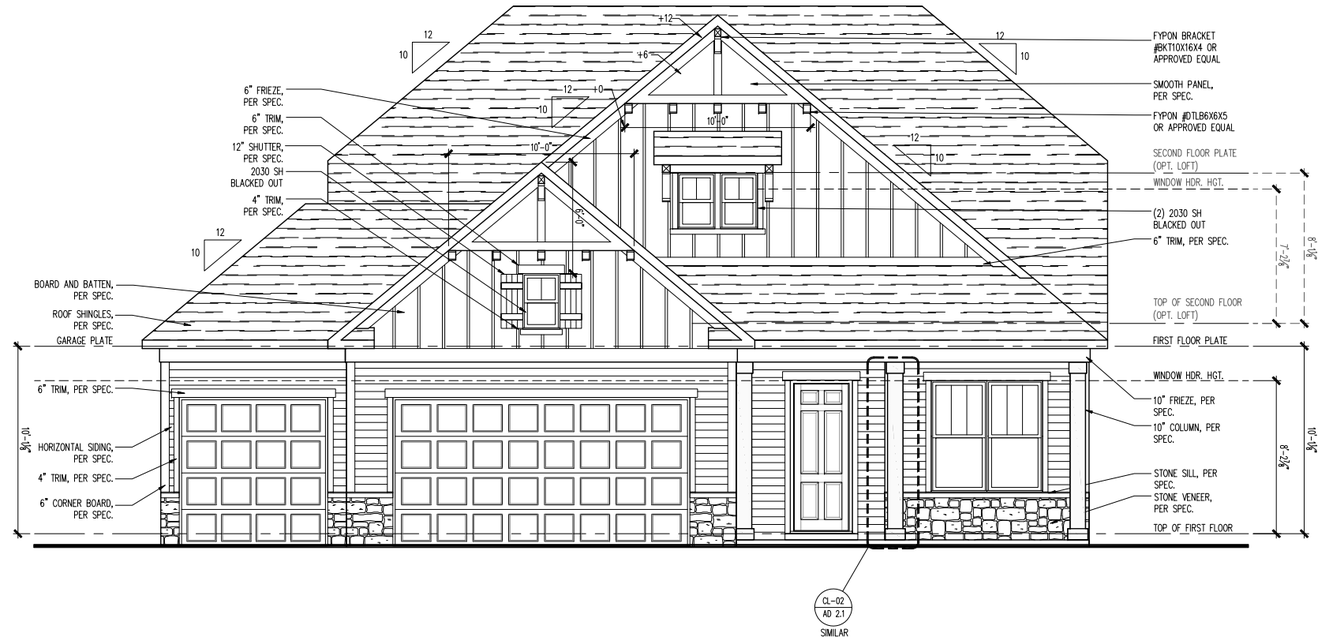
ELEVATION NC3H

ROOF AREA "A"			SQ FTG	2351	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.13	3.92	3.81	48.63	9	0			
AT EAVE	4.70	3.92	4.03	51.37				0	58.00
TOTAL (MIN)	7.84	7.84	7.84	100.00					
HIGH - RIDGE VENT	3.13	3.92	3.63	46.52	0	0	29.00		
AT EAVE	4.70	3.92	4.17	53.48				0	60.00
TOTAL (MIN)	7.84	7.84	7.79	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



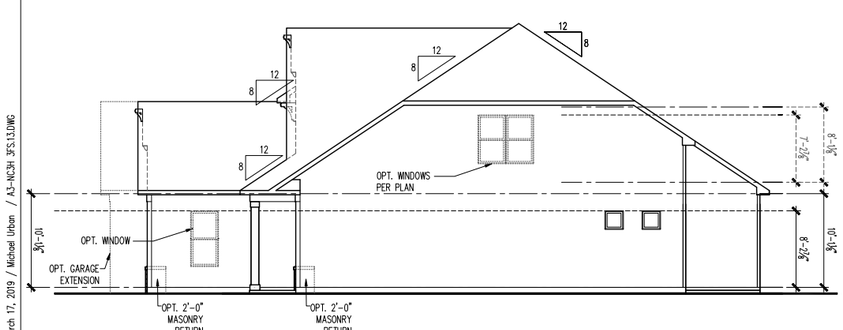
ROOF PLAN

SCALE: 1/8" = 1'-0"



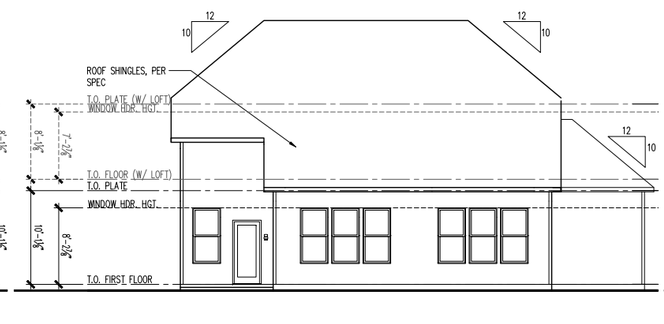
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



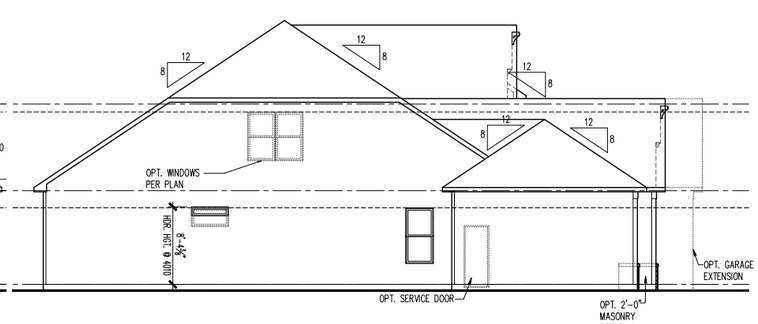
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

PLOTTED: March 17, 2019 / Michael Urban / A3-NC3H 3FS.13.DWG

(c) Copyright 2015 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation Northern Craftsman 3H w/ Masonry & 10' 1st Floor Height
3 Car Front Entry
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
06/07/2013

REV#	DATE/DESCRIPTION
1	11/06/2013 FIELD COMMENTS
2	03/07/2014 FIELD REDLINES
3	05/28/14 FIELD REDLINES
4	09/04/2014 PLAN REVISIONS
5	10/31/2015 TB REDLINES
6	04/30/2018 PCR REVISIONS
△	-
△	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Castle Rock
NPC CHILD NUMBER
1560.300

SHEET
A3-NC3H
3FS.13

40' homes on 50' lots

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

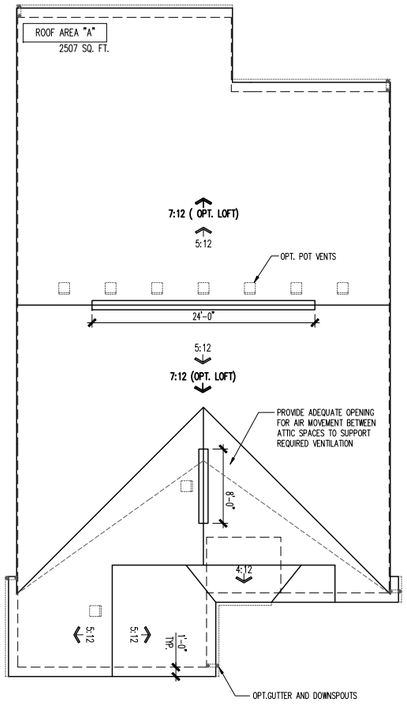
ELEVATION CR2G

ROOF AREA "A"			SQ FTG	2507	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.34	4.18	3.81	45.41	9	0			
AT EAVE	5.01	4.18	4.58	54.59				0	66.00
TOTAL (MIN)	8.36	8.36	8.40	100.00					
HIGH - RIDGE VENT	3.34	4.18	4.00	46.60	0	0	32.00		
AT EAVE	5.01	4.18	4.58	53.40				0	66.00
TOTAL (MIN)	8.36	8.36	8.58	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

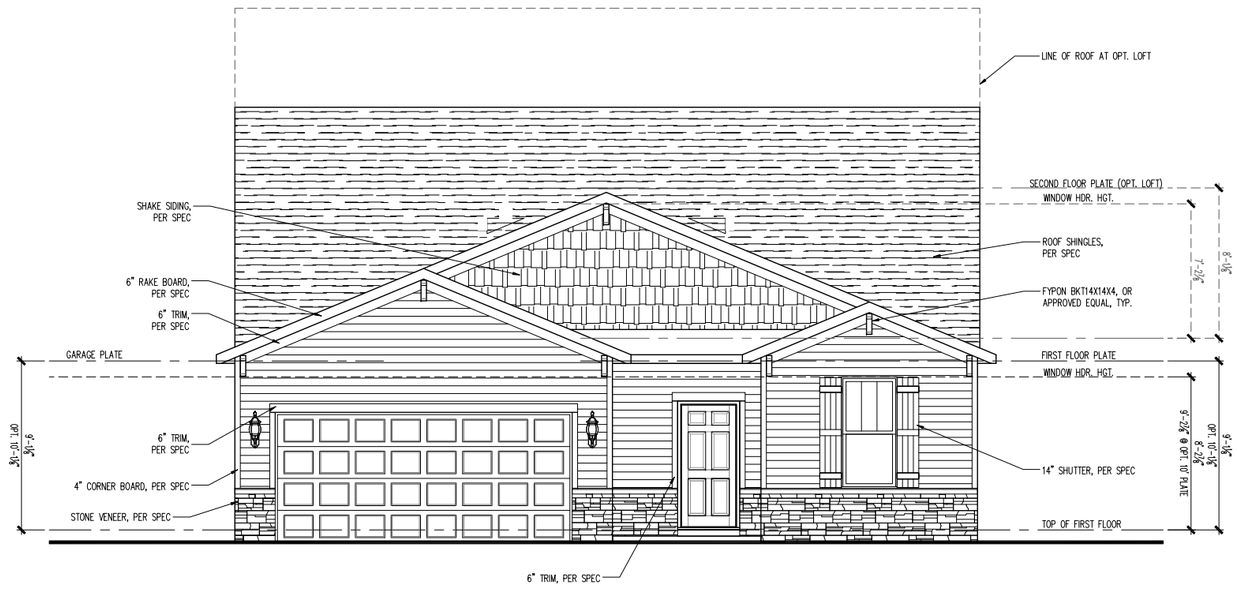
MASONRY PERCENTAGE
ELEVATION CR2G

MATERIALS	S.F.	%
MASONRY	61.03	16
NON-MASONRY	325.65	84
TOTAL=	386.68	100
MASONRY % =		16

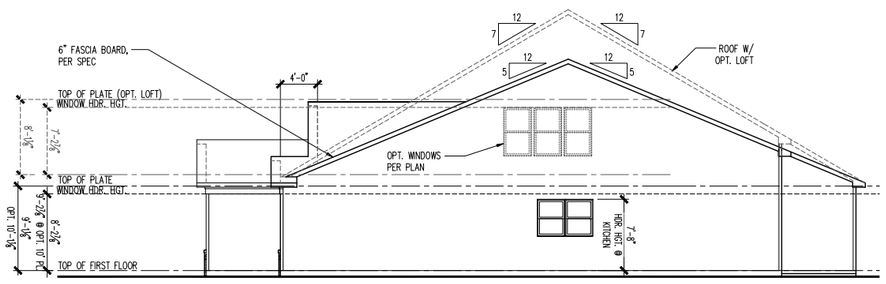
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



ROOF PLAN
SCALE: 1/4" = 1'-0"



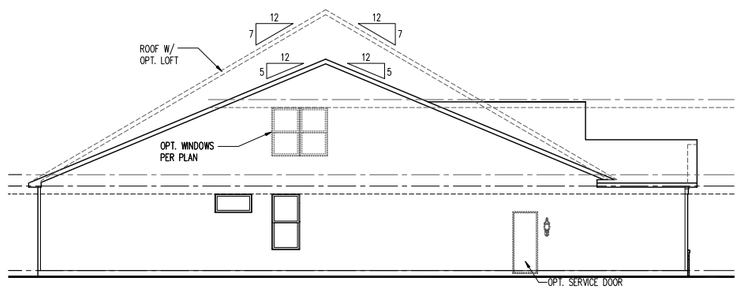
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation CR2G w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
	.
	.
	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-CR2G
2FS.11

PLOTTED: May 14, 2018 / Tiffany Persault / A3-CR2G 2FS.11.DWG

ATTIC VENT SCHEDULE

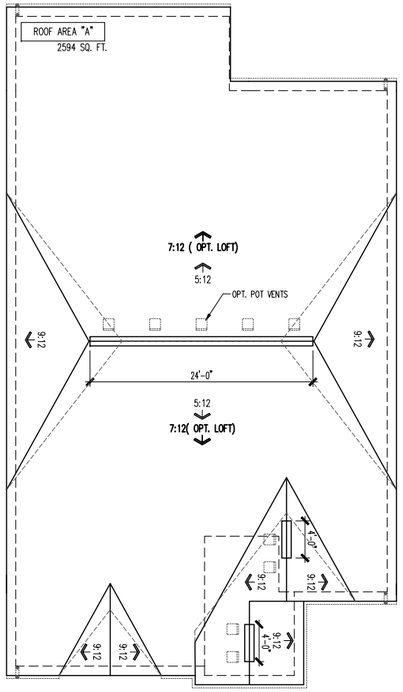
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION EC2G

ROOF AREA "A"			SQ FTG	2594	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.46	4.32	3.81	43.96	9	0			
AT EAVE	5.19	4.32	4.86	56.04				0	70.00
TOTAL (MIN)	8.65	8.65	8.67	100.00					
HIGH - RIDGE VENT	3.46	4.32	4.00	45.14	0	0	32.00		
AT EAVE	5.19	4.32	4.86	54.86				0	70.00
TOTAL (MIN)	8.65	8.65	8.86	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

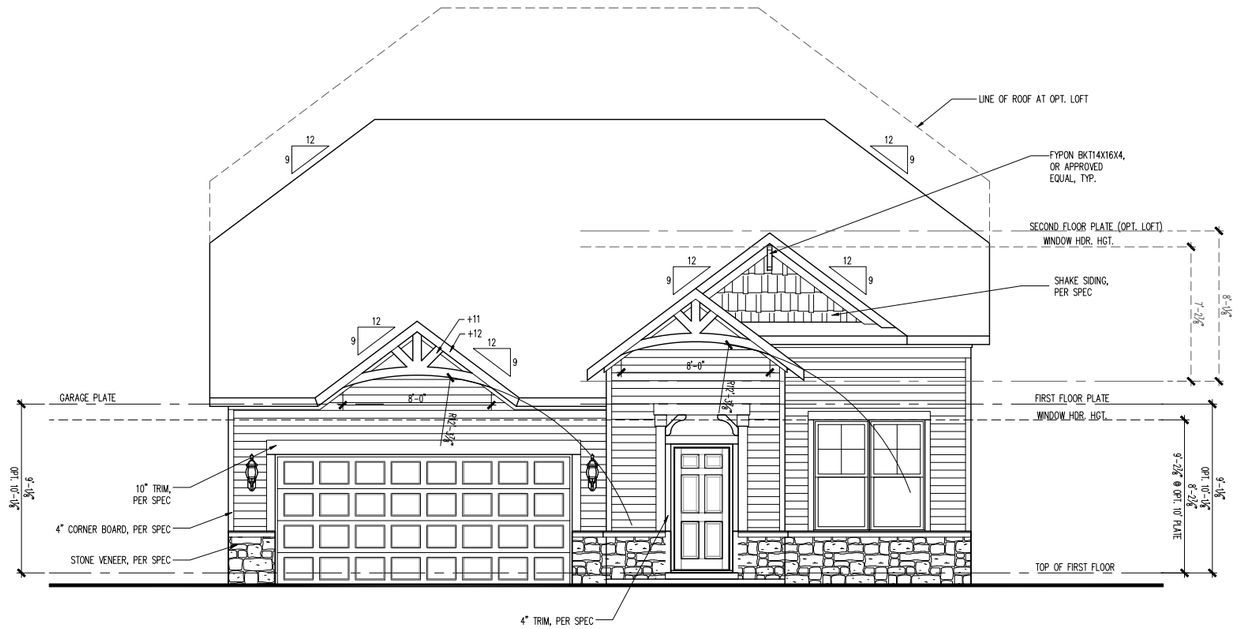
MASONRY PERCENTAGE		
ELEVATION EC2G		
MATERIALS	S.F.	%
MASONRY	61.03	19
NON-MASONRY	266.98	81
TOTAL=	328.01	100
MASONRY % =		19

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



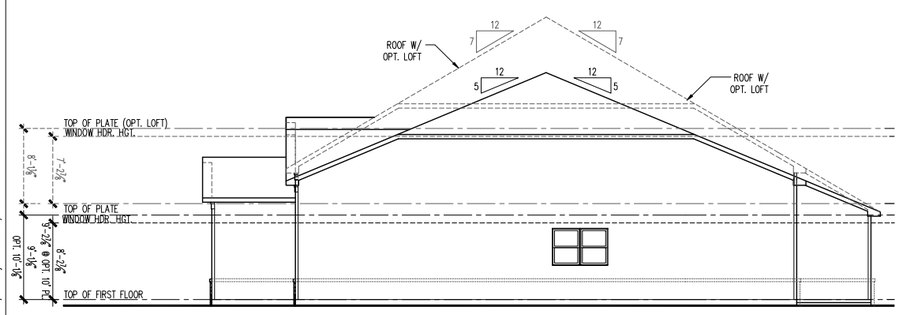
ROOF PLAN

SCALE: 1/4" = 1'-0"



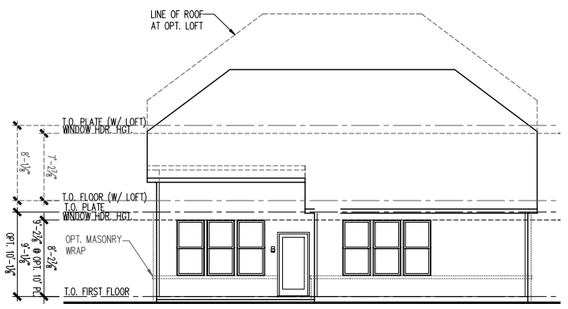
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



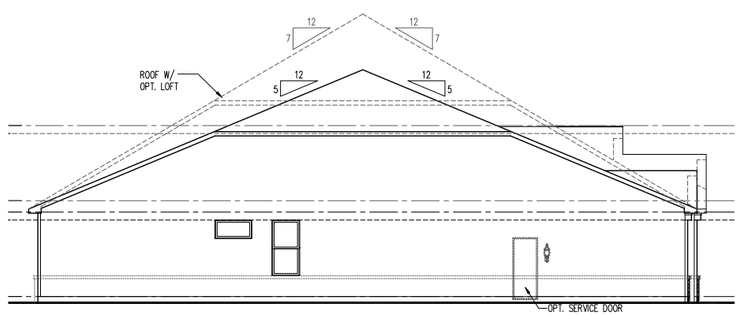
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation EC2G w/ Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
	.
	.
	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-EC2G
2FS.11

PLOTTED: May 14, 2018 / Tiffany Perreault / A3-EC2G 2FS.11.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
*** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

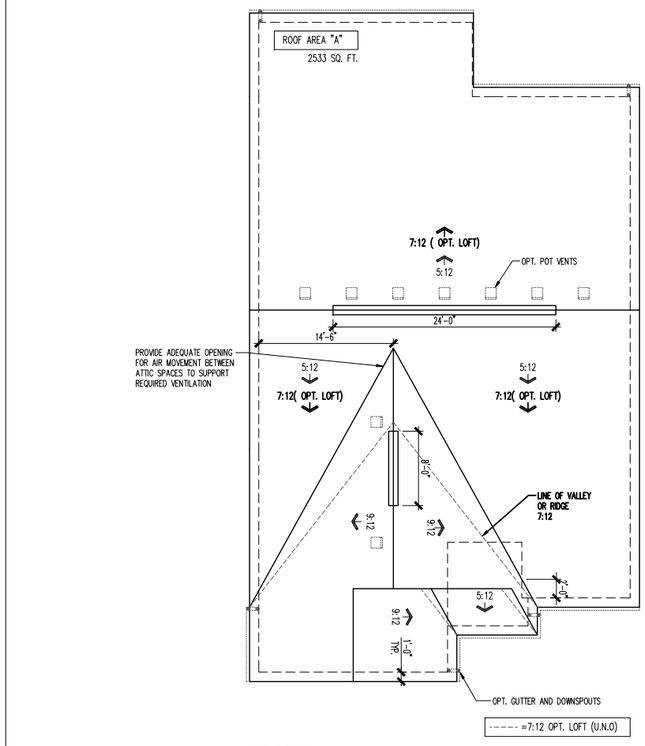
ELEVATION NC2G

ROOF AREA "A"		SQ FTG	2533	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.38 4.22	3.81	44.67	9	0			
AT EAVE	5.07 4.22	4.72	55.33				0	68.00
TOTAL (MIN)	8.44 8.44	8.53	100.00					
HIGH - RIDGE VENT	3.38 4.22	4.00	46.60	0	0	32.00		
AT EAVE	5.07 4.22	4.58	53.40				0	66.00
TOTAL (MIN)	8.44 8.44	8.58	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

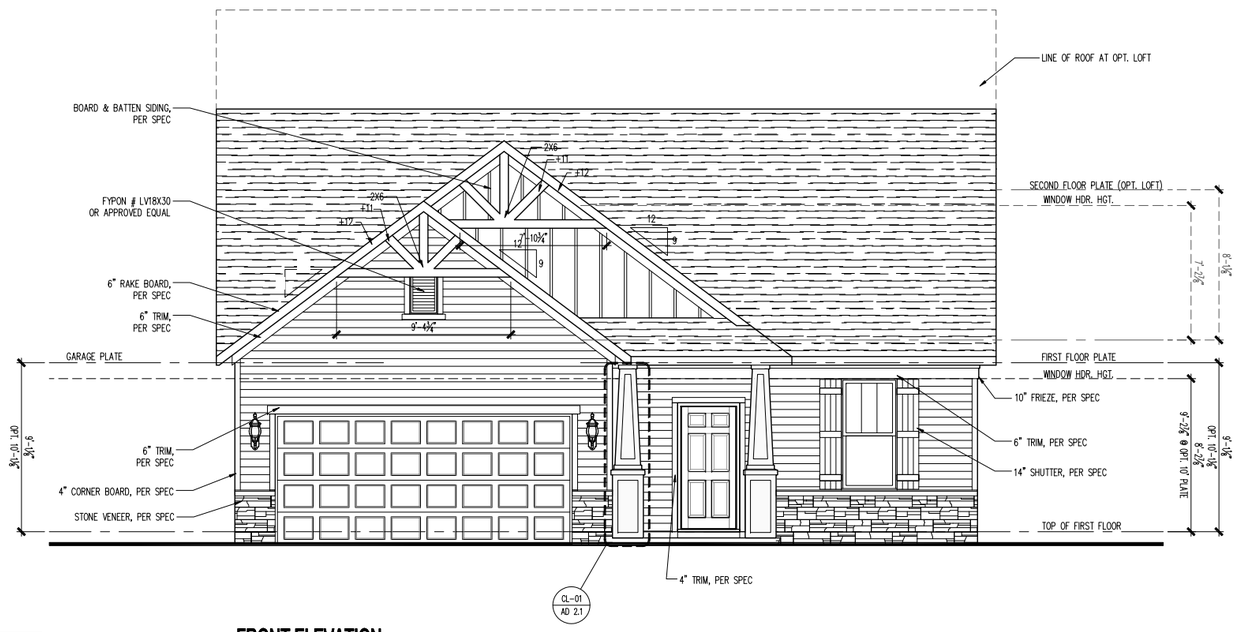
MASONRY PERCENTAGE
ELEVATION NC2G

MATERIALS	S.F.	%
MASONRY	60.03	19
NON-MASONRY	260.80	81
TOTAL=	320.83	100
MASONRY % =		19

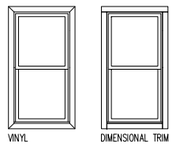
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



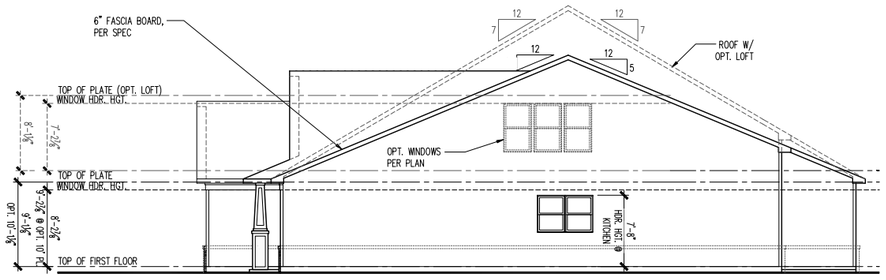
ROOF PLAN
SCALE: 1/4" = 1'-0"



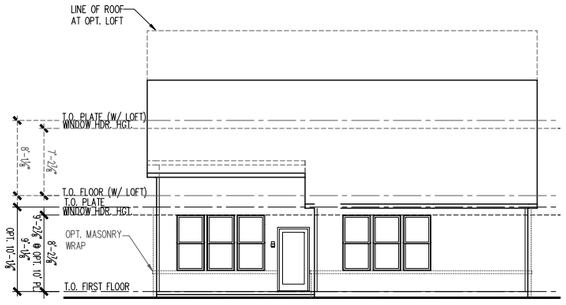
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



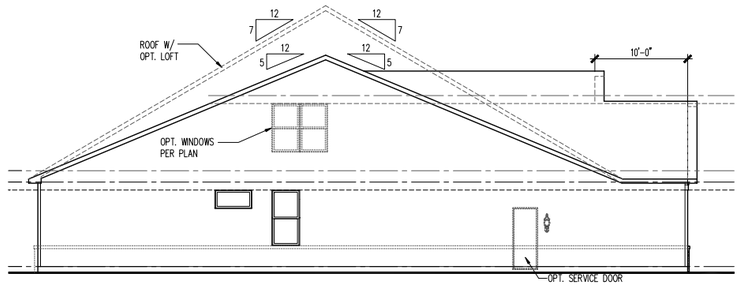
OPT. WINDOW TRIM - PER COMMUNITY SPECS OR CUSTOMER SELECTIONS
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation NC2G w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
△	.
△	.
△	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-NC2G
2FS.11

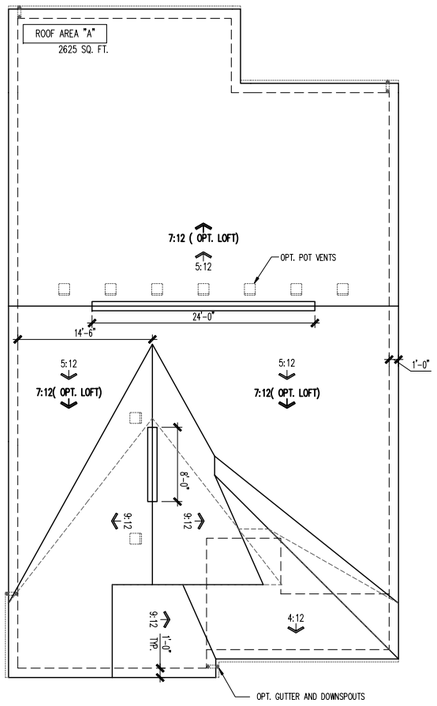
PLOTTED: May 14, 2018 / Tiffany Perreault / A3-NC2G 2FS.11.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

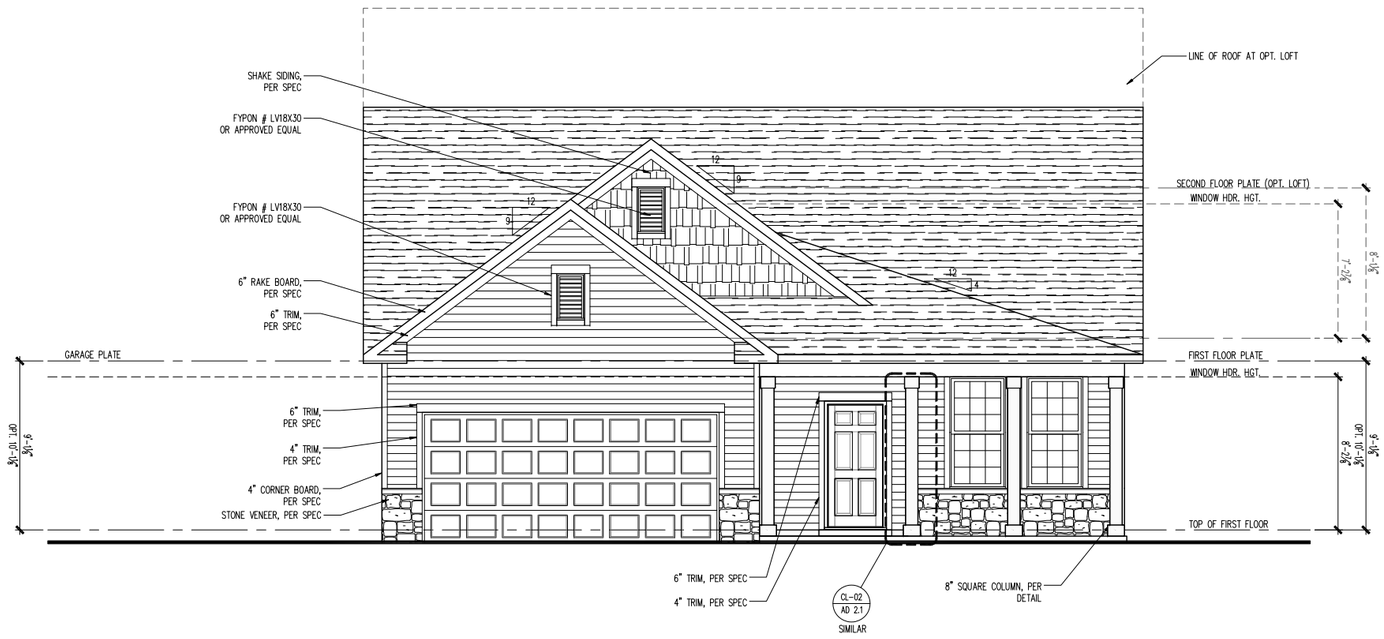
ELEVATION HR2Q

ROOF AREA "A"			SQ FTG	2625	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.50	4.38	3.81	43.24	9	0			
AT EAVE	5.25	4.38	5.00	56.74				0	72.00
TOTAL (MIN)	8.75	8.75	8.81	100.00					
HIGH - RIDGE VENT	3.50	4.38	4.00	45.14	0	0	32.00		
AT EAVE	5.25	4.38	4.86	54.86				0	70.00
TOTAL (MIN)	8.75	8.75	8.86	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



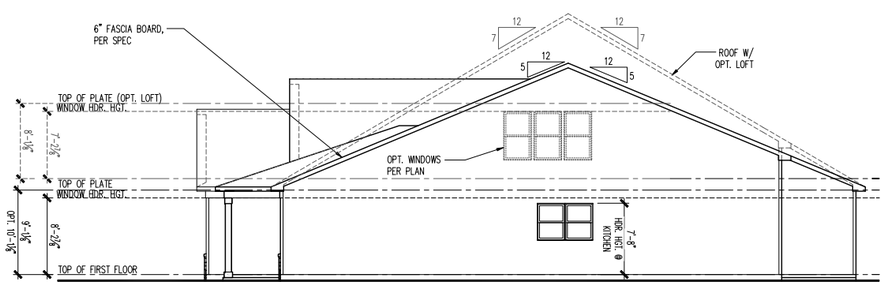
ROOF PLAN

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



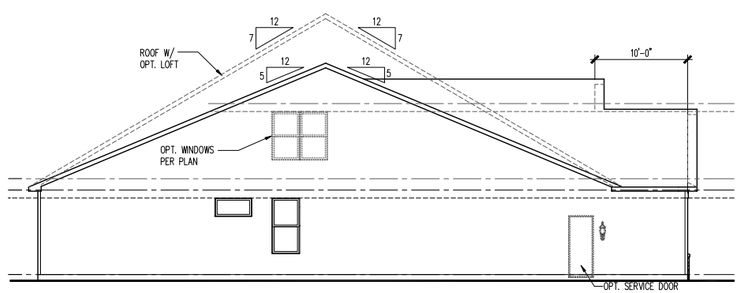
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation HR2Q w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
△	.
△	.
△	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-HR2Q
2FS.11

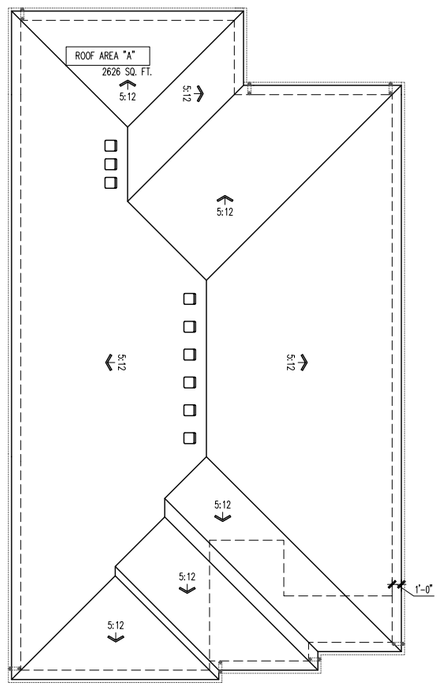
PLOTTED: February 5, 2019 / Tiffany Perreault / A3-HR2Q 2FS.11.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

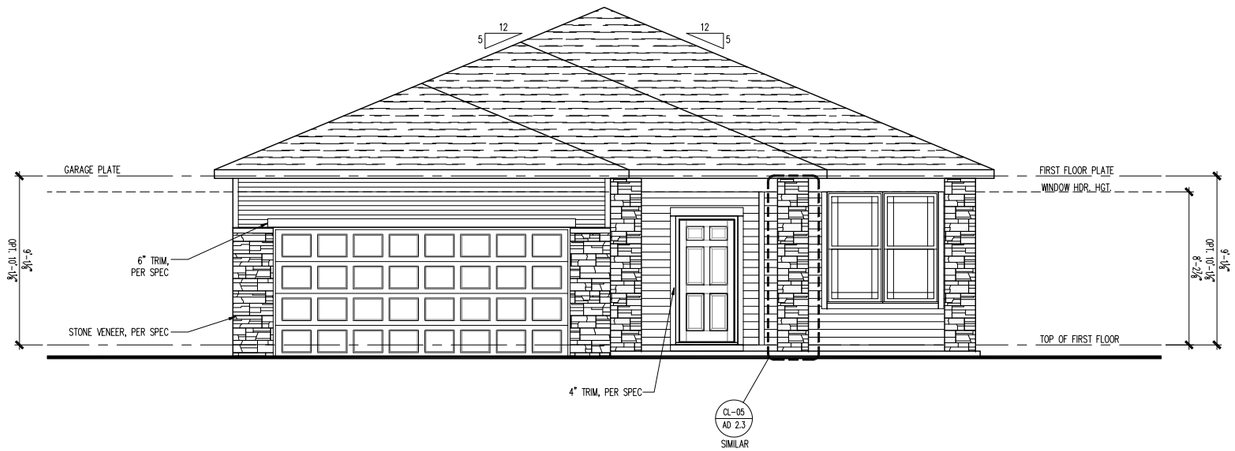
ELEVATION PR2N

ROOF AREA "A"			SQ FTG	2626	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER FT)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER FT)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.50	4.38	3.81	43.24	9	0			
AT EAVE	5.25	4.38	5.00	56.74				0	72.00
TOTAL (MIN)	8.75	8.75	8.81	100.00					



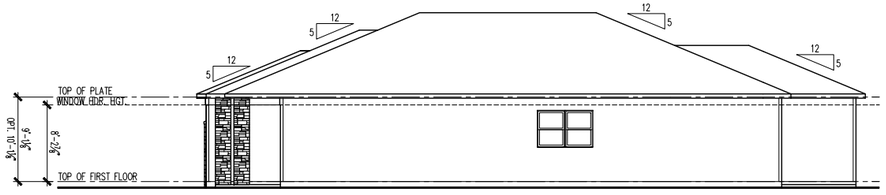
ROOF PLAN

SCALE: 1/4" = 1'-0"



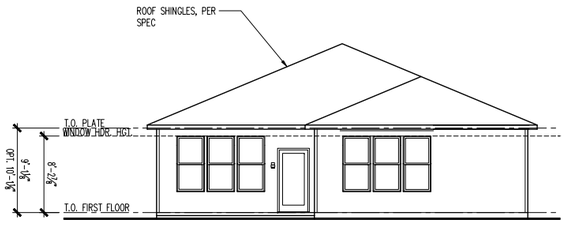
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



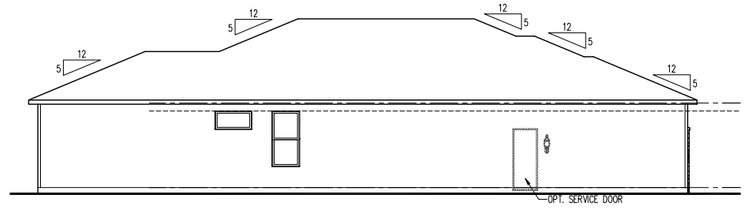
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

PulteGroup

Elevation PR2N w/Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
	.
	.
	.

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-PR2N
2FS.11

PLOTTED: May 17, 2019 / Michael Urban / A3-PR2N 2FS.11.DWG

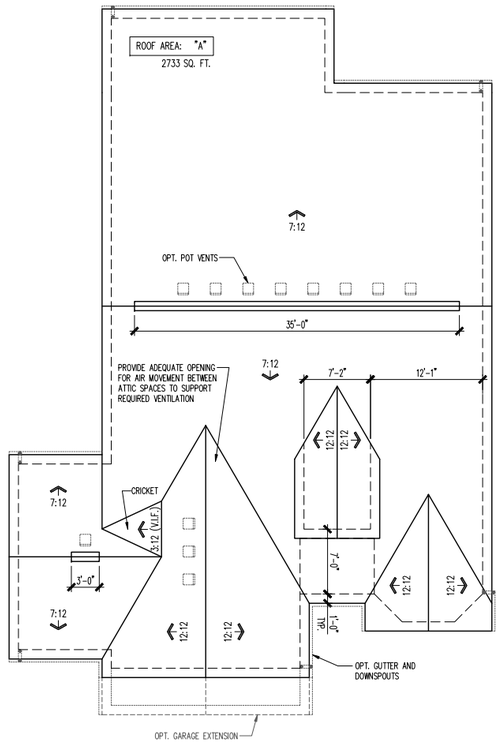
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

ROOF AREA "A"		SQ FTG	2733	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
HIGH - POT VENTS ONLY	3.64	4.56	4.66	49.67	11	0		
AT EAVE	5.47	4.56	4.72	50.33			0	66.00
TOTAL (sqft)	9.11	9.11	9.38	100.00				
HIGH - RIDGE VENT	3.64	4.56	4.63	49.48	0	0	37.00	
AT EAVE	5.47	4.56	4.72	50.52			0	66.00
TOTAL (sqft)	9.11	9.11	9.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

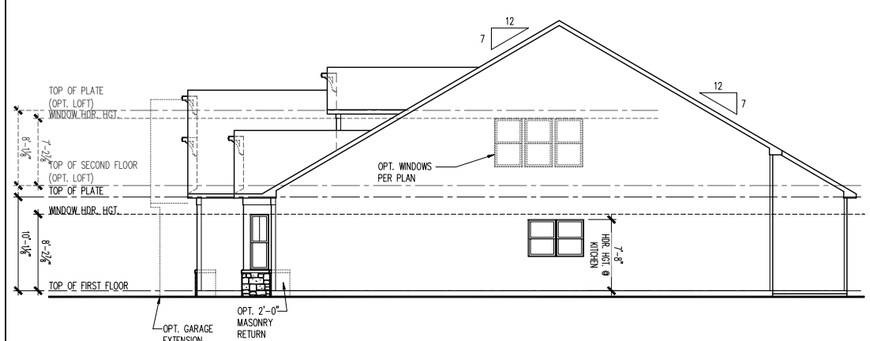
50' homes on 60' lots



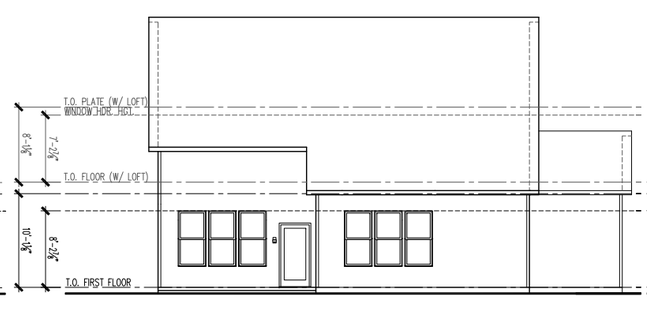
ROOF PLAN
SCALE: 1/8" = 1'-0"



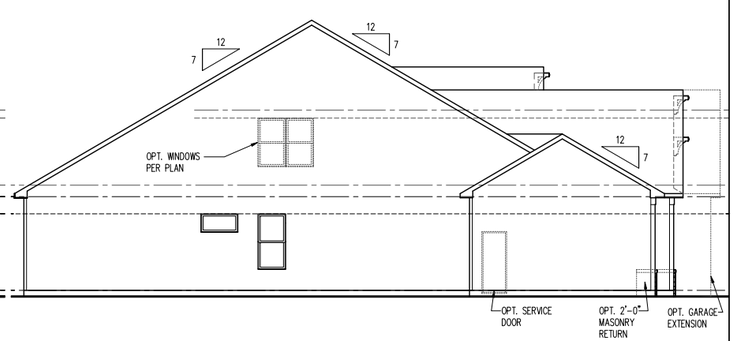
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2K
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
△	-
△	-
△	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

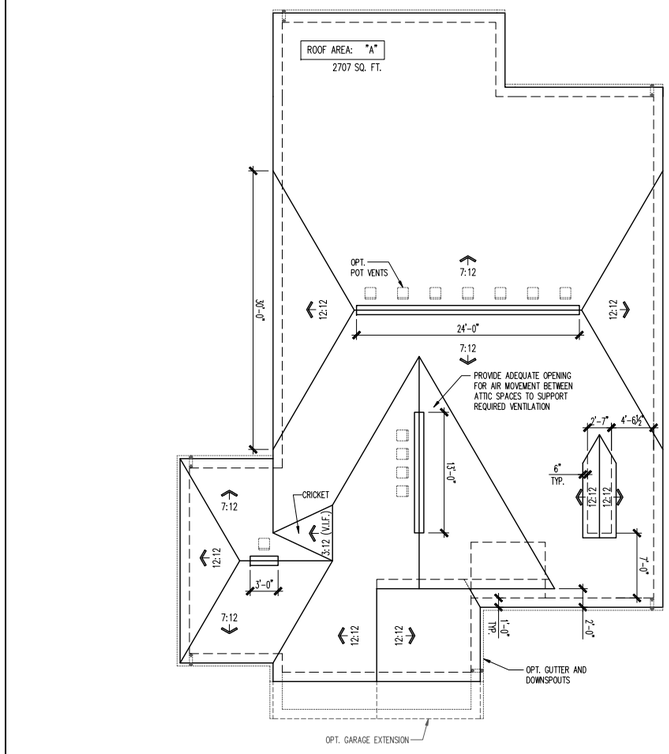
SHEET
A3-NC2K
3FS.13

ATTIC VENT SCHEDULE

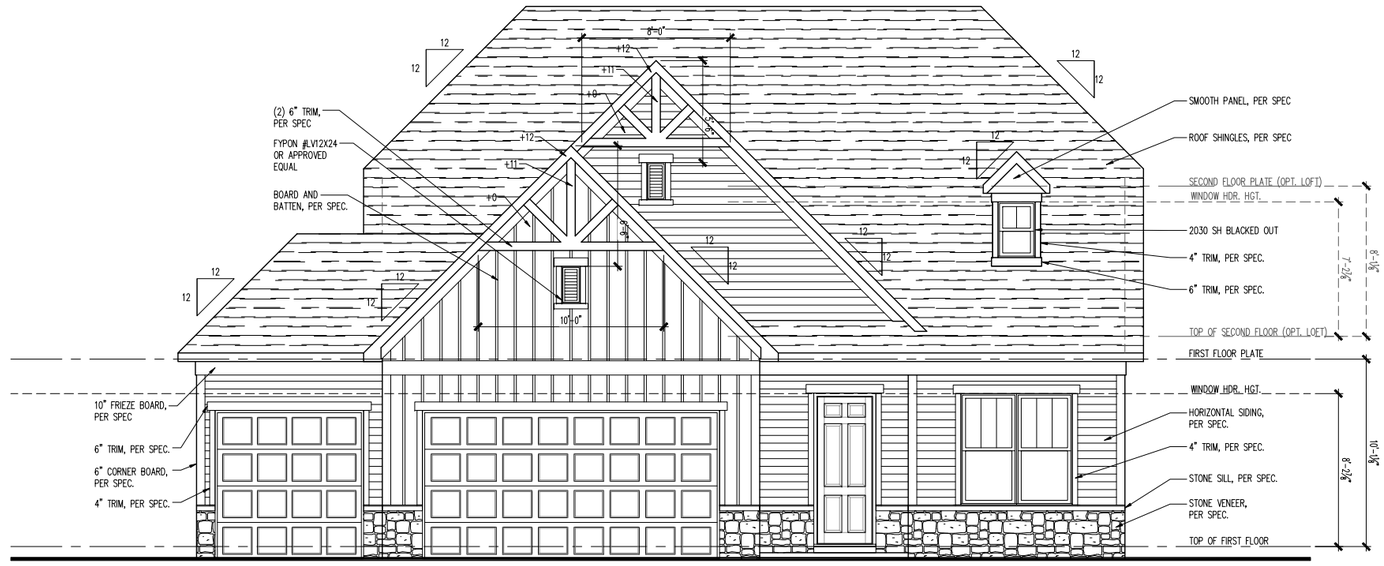
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2L

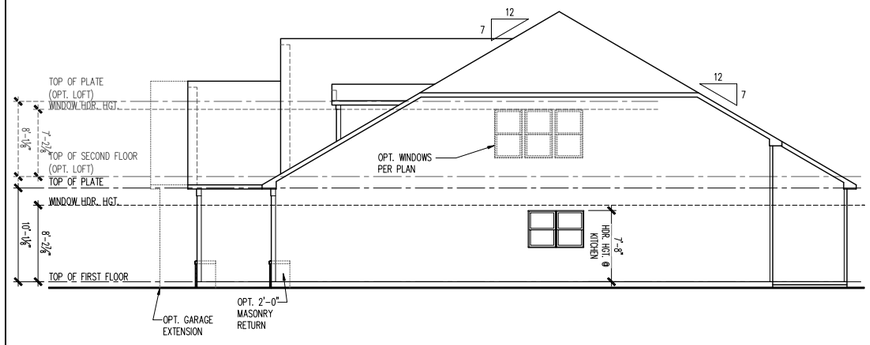
ROOF AREA "A"		SQ FTG	2707	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
HIGH - POT VENTS ONLY	3.61	4.51	4.66	49.67	11	0		
AT EAVE	5.41	4.51	4.72	50.33			0	66.00
TOTAL (MIN)	9.02	9.02	9.38	100.00				
HIGH - RIDGE VENT	3.61	4.51	4.63	49.48	0	0	37.00	
AT EAVE	5.41	4.51	4.72	50.52			0	66.00
TOTAL (MIN)	9.02	9.02	9.35	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



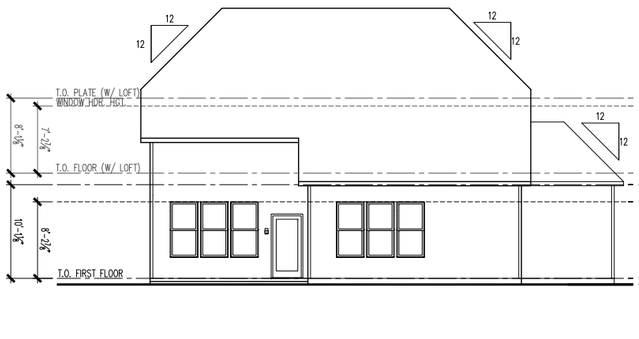
ROOF PLAN
SCALE: 1/8" = 1'-0"



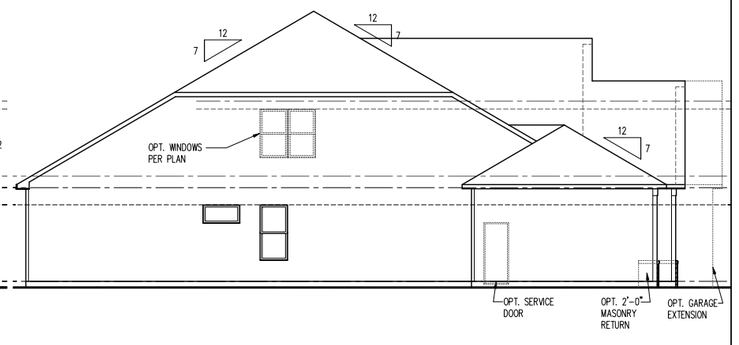
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2L
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 ----
5	04/30/2018 PCR REVISIONS
	-
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

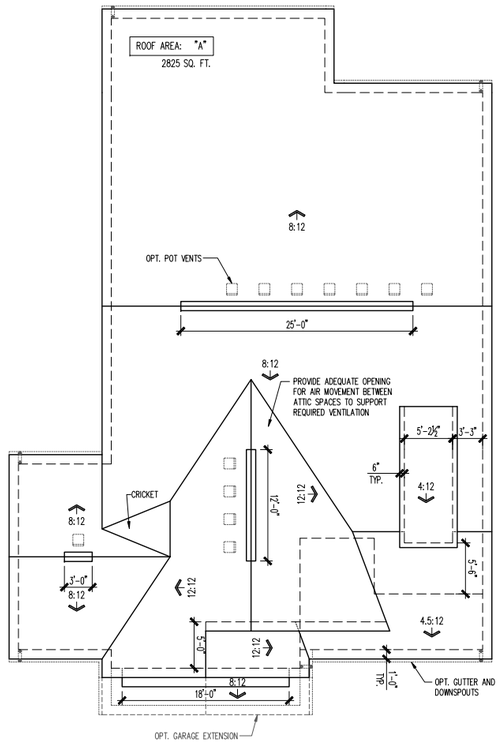
SHEET
A3-NC2L
3FS.13

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2M

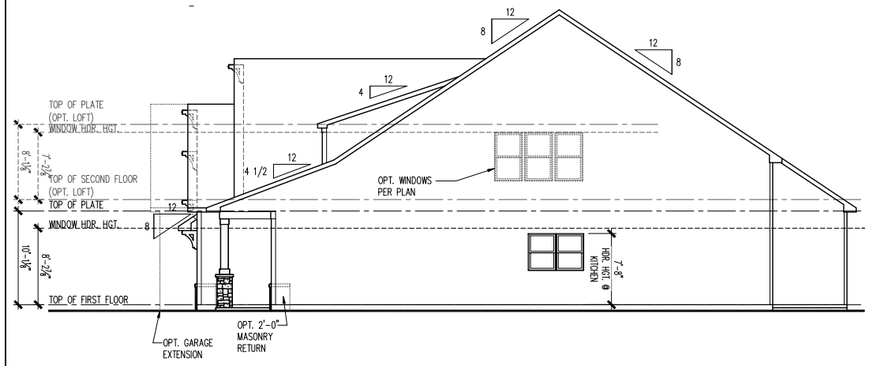
ROOF AREA "A"		SQ FTG	2825	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.77	4.71	4.66	49.30	11	0		
AT EAVE	5.65	4.71	4.79	50.70			0	69.00
TOTAL (sqrg)	9.42	9.42	9.45	100.00				
HIGH - RIDGE VENT	3.77	4.71	4.63	49.12	0	0	37.00	
AT EAVE	5.65	4.71	4.79	50.88			0	69.00
TOTAL (sqrg)	9.42	9.42	9.42	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



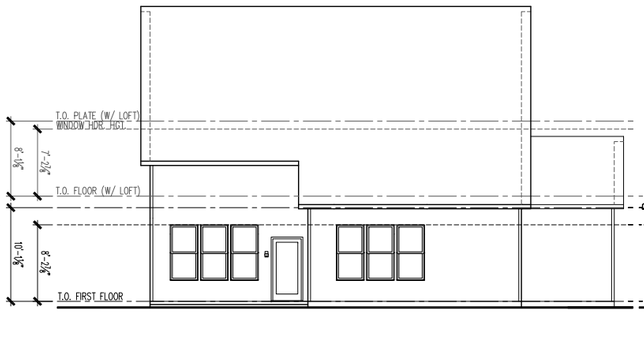
ROOF PLAN
SCALE: 1/8" = 1'-0"



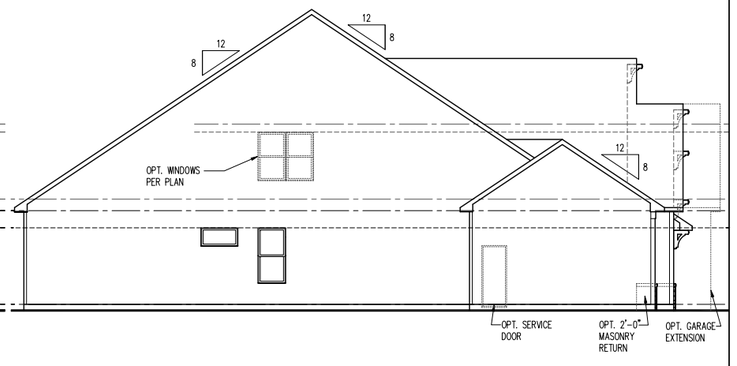
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

PulteGroup

Northern Craftsman 2M
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
	-
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

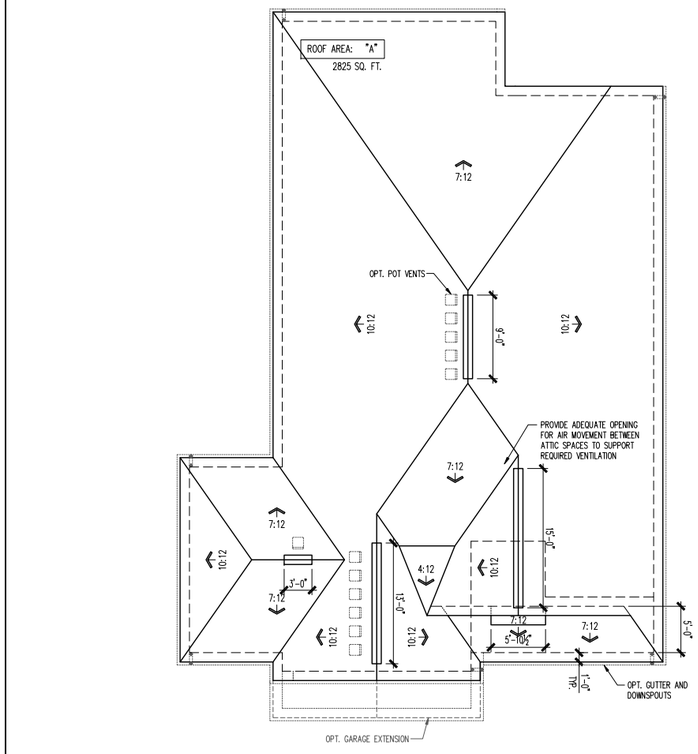
SHEET
A3-NC2M
3FS.13

ATTIC VENT SCHEDULE

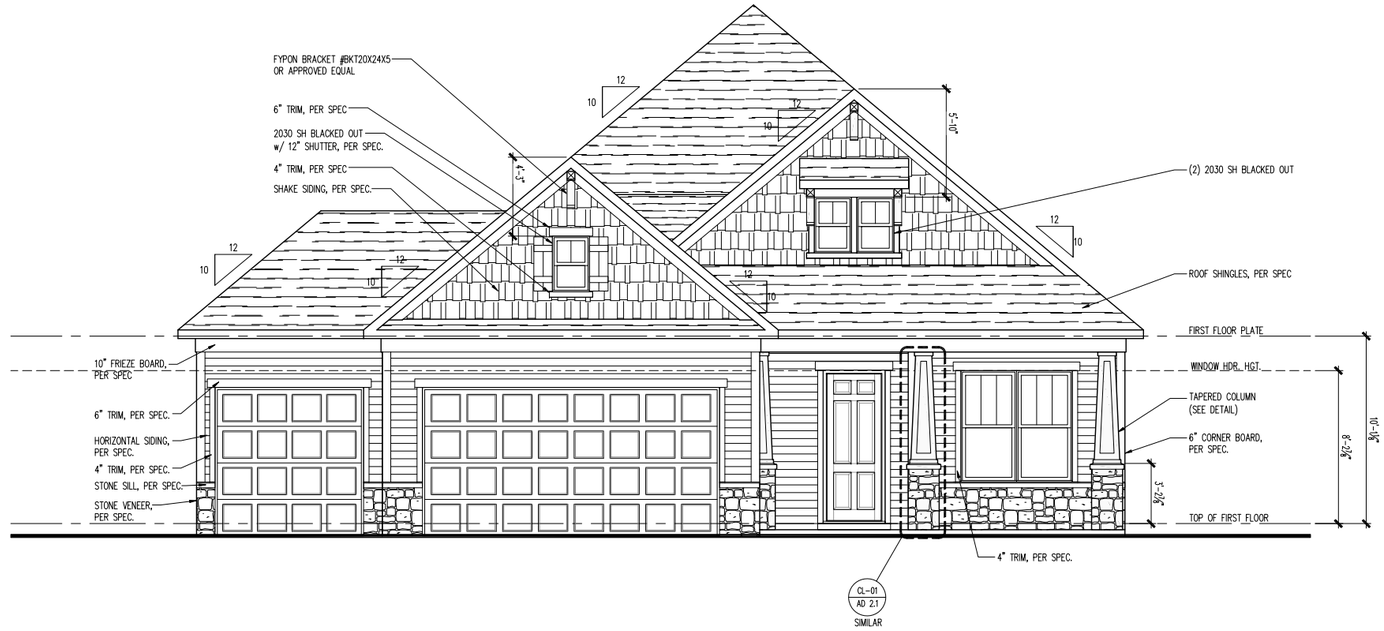
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3G

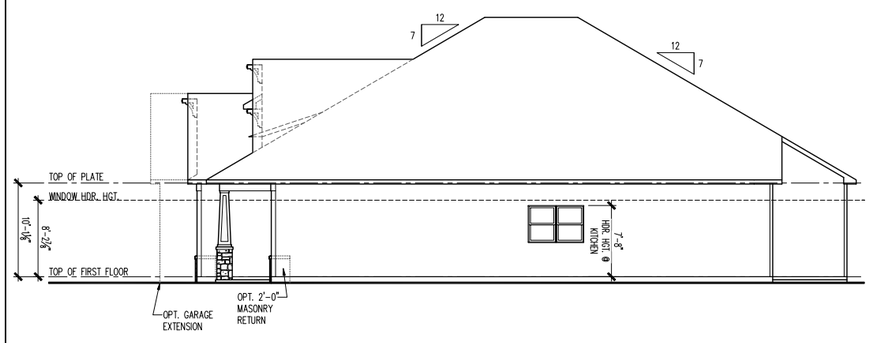
ROOF AREA "A"		SQ FTG	2825	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ.IN. EACH)	POT SMALL (SQ.IN. EACH)	RIDGE VENT (SQ.IN. PER LF)	EAVE VENT (SQ.IN. EACH)	CONT. VENT (SQ.IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.77	4.71	4.66	49.30	11	0		
AT EAVE	5.65	4.71	4.79	50.70			0	69.00
TOTAL (MIN)	9.42	9.42	9.45	100.00				
HIGH - RIDGE VENT	3.77	4.71	4.63	49.12	0	0	37.00	
AT EAVE	5.65	4.71	4.79	50.88			0	69.00
TOTAL (MIN)	9.42	9.42	9.42	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



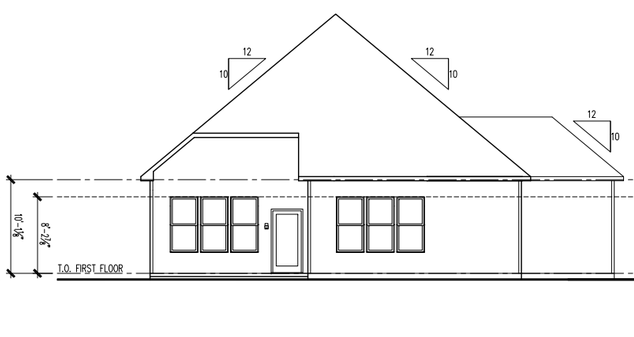
ROOF PLAN
SCALE: 1/8" = 1'-0"



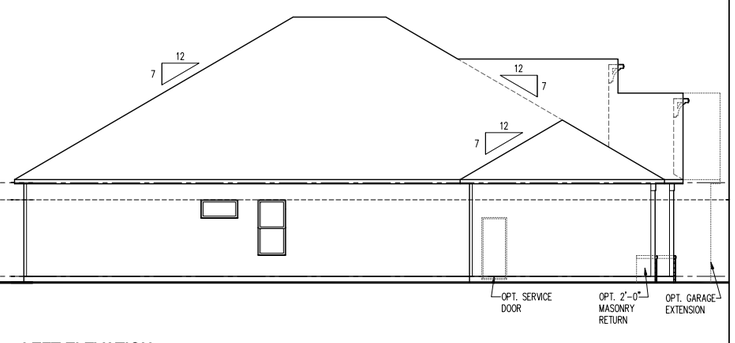
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3G
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 -----
5	04/30/2018 PCR REVISIONS
	-
	-
	-
	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

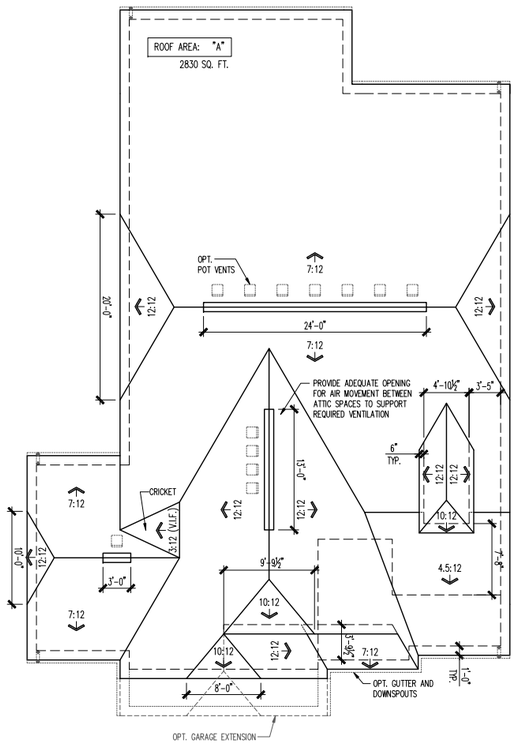
SHEET
A3-NC3G
3FS.13

ATTIC VENT SCHEDULE

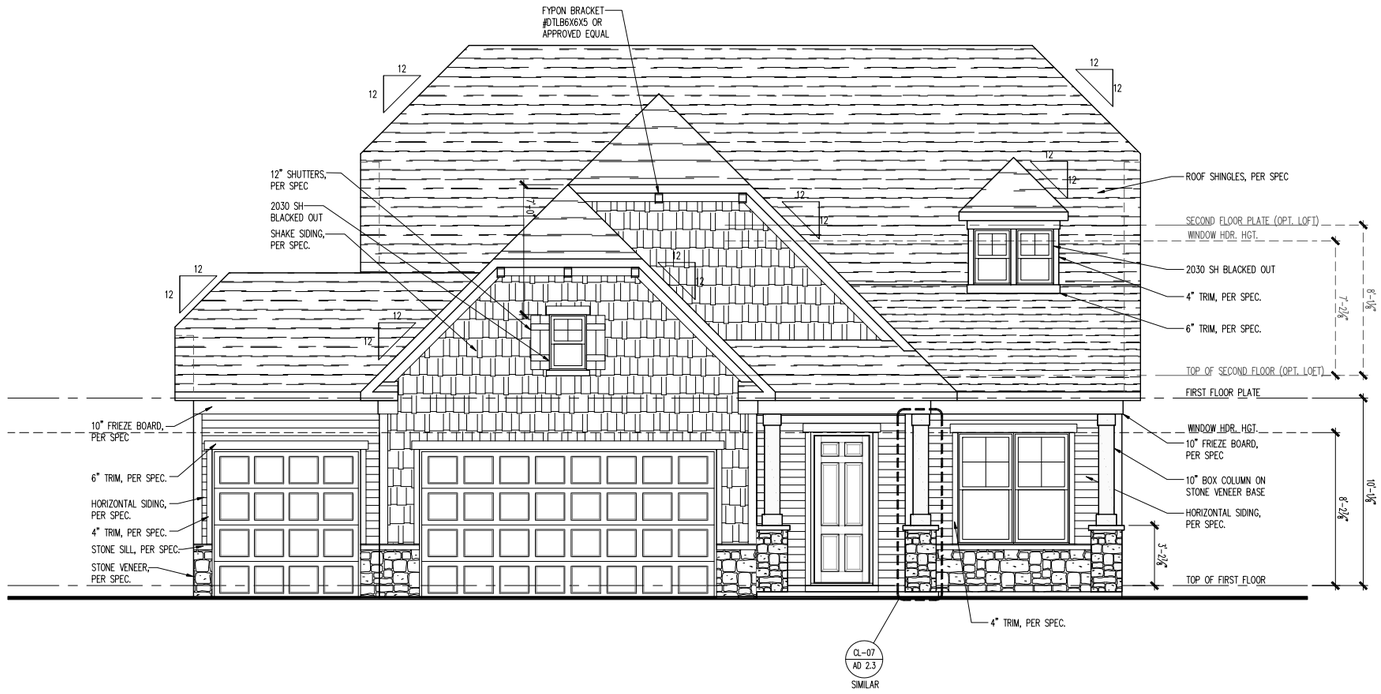
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3H

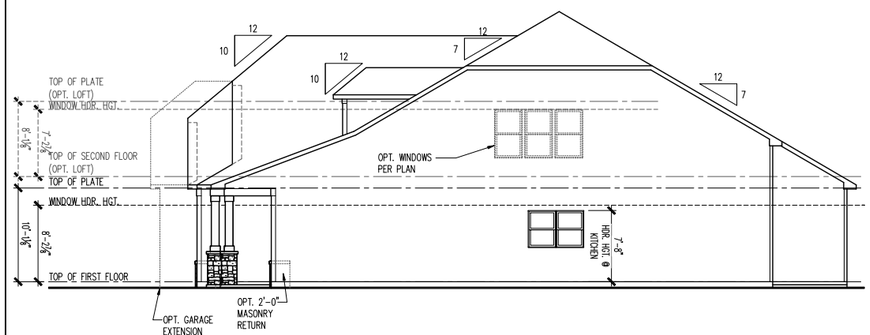
ROOF AREA "A"		SQ FTG	2830	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.77	4.72	4.66	48.94	11	0		
AT EAVE	5.66	4.72	4.86	51.06			0	70.00
TOTAL (sqrq)	9.43	9.43	9.52	100.00				
HIGH - RIDGE VENT	3.77	4.72	4.63	48.76	0	0	37.00	
AT EAVE	5.66	4.72	4.86	51.24			0	70.00
TOTAL (sqrq)	9.43	9.43	9.49	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



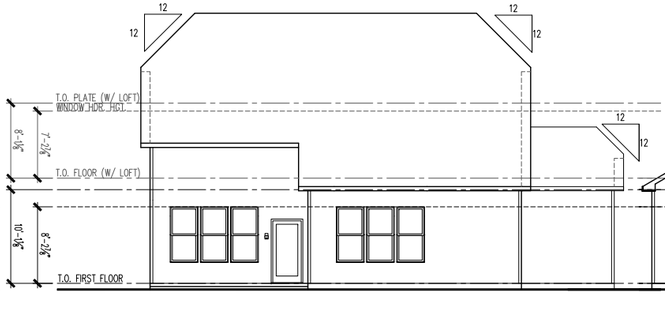
ROOF PLAN
SCALE: 1/8" = 1'-0"



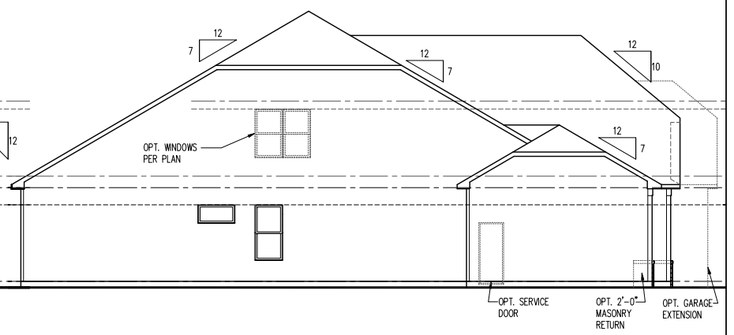
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3H
3 Car Front Entry w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	09/04/2014 PLAN REVISIONS
3	10/31/2015 TB REDLINES
4	12/20/2016 ----
5	04/30/2018 PCR REVISIONS
△	-
△	-
△	-
△	-

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Martin Ray
NPC CHILD NUMBER
1562.300

SHEET
A3-NC3H
3FS.13

40' homes on 50' lots

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION CR2G

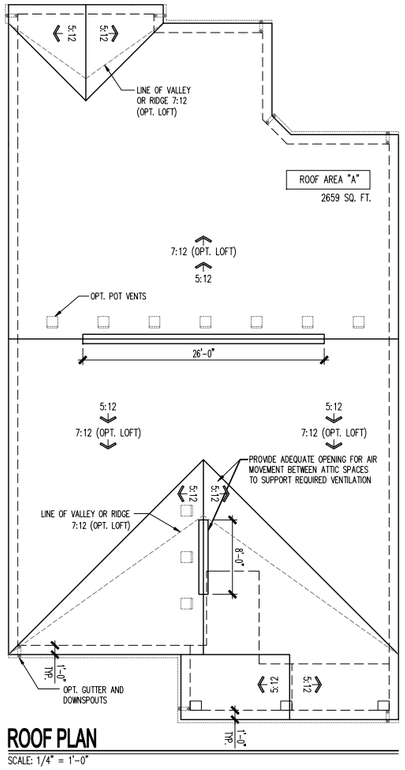
ROOF AREA "A"			SQ FTG	2659	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.55	4.43	4.24	47.29	10	0			
AT EAVE	5.32	4.43	4.72	52.71				0	68.00
TOTAL (MIN)	8.86	8.86	8.96	100.00					
HIGH - RIDGE VENT	3.55	4.43	4.25	47.37	0	0	34.00		
AT EAVE	5.32	4.43	4.72	52.63				0	68.00
TOTAL (MIN)	8.86	8.86	8.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE

ELEVATION CR2G

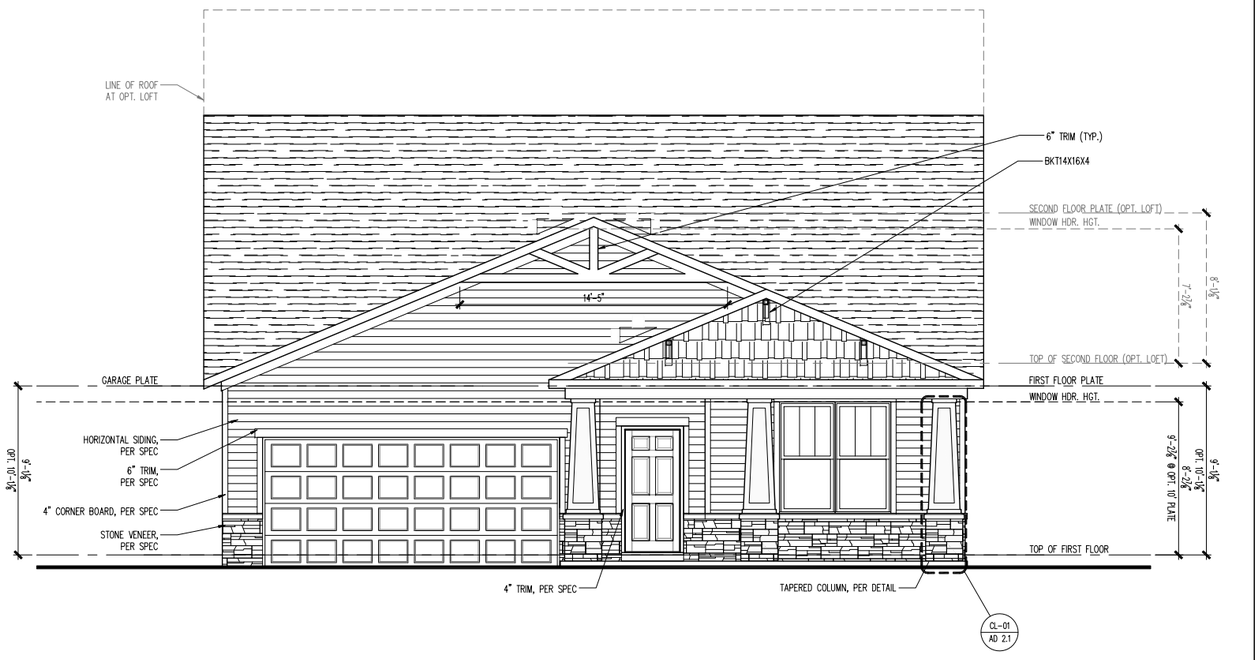
MATERIALS	S.F.	%
MASONRY	57.97	15
NON-MASONRY	318.23	85
TOTAL=	376.20	100
MASONRY % =		15

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



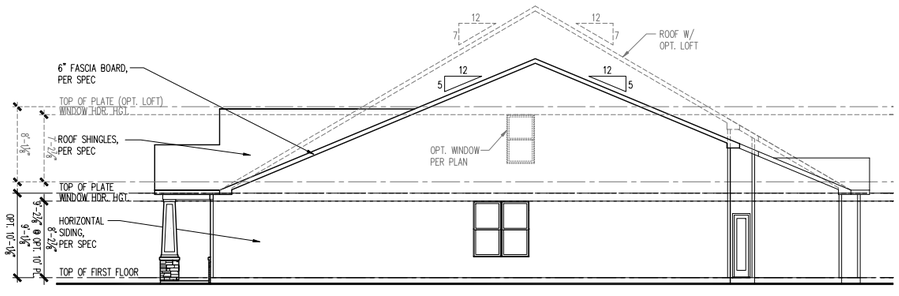
ROOF PLAN

SCALE: 1/4" = 1'-0"



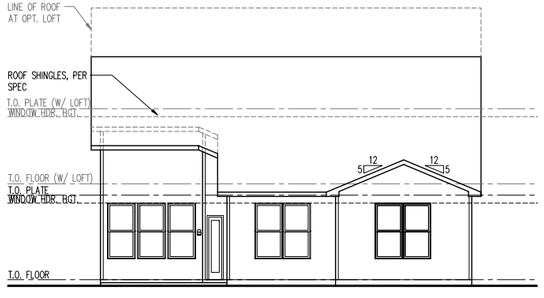
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



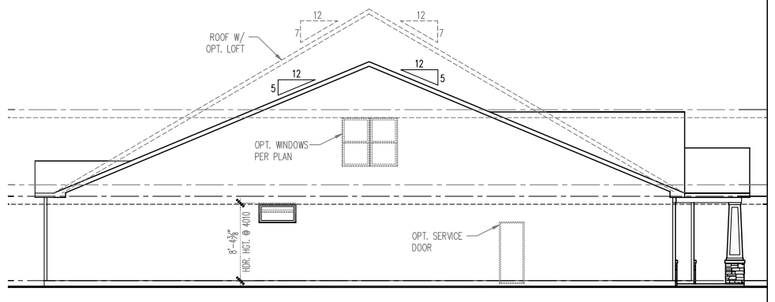
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation CR2G w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-CR2G
2FS.11

PLOTTED: May 14, 2018 / Annie Lee / A3-CR2G 2FS.11.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

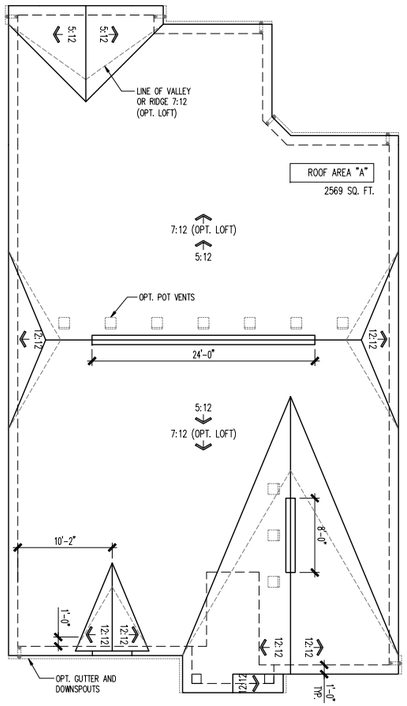
ELEVATION EC2G

ROOF AREA "A"		SQ FTG	2569	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
				61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.43 4.28	4.24	47.29	10	0			
AT EAVE	5.14 4.28	4.72	52.71				0	68.00
TOTAL (MIN)	8.56 8.56	8.96	100.00					
HIGH - RIDGE VENT	3.43 4.28	4.00	45.86	0	0	32.00		
AT EAVE	5.14 4.28	4.72	54.14				0	68.00
TOTAL (MIN)	8.56 8.56	8.72	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

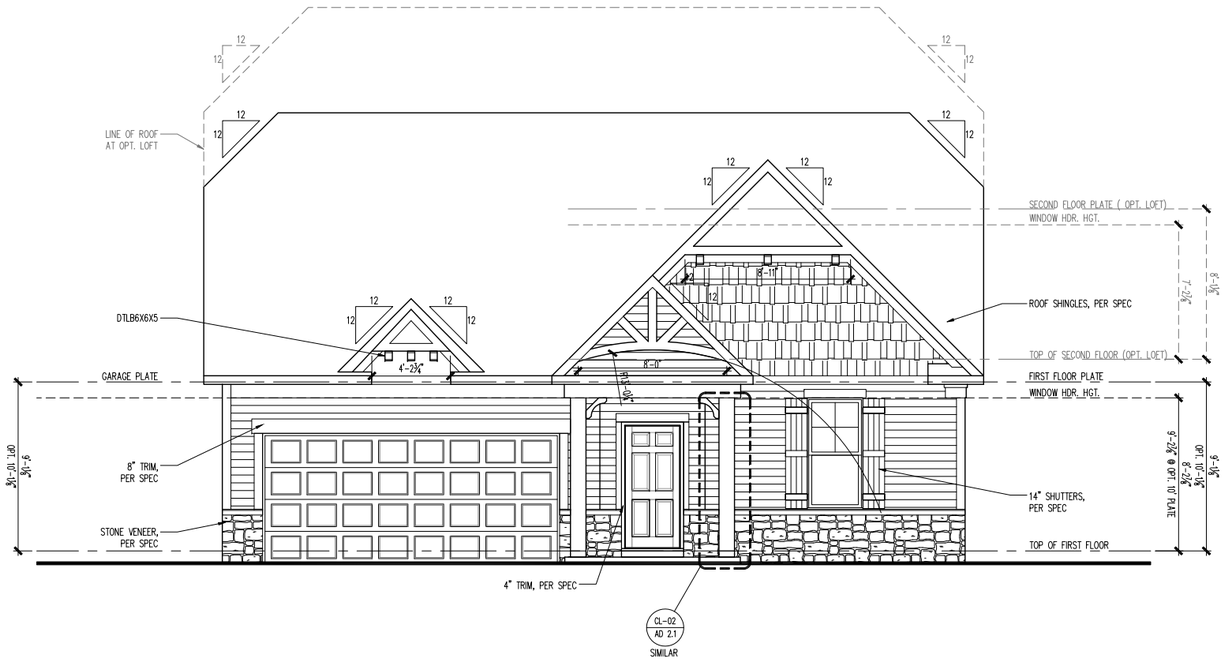
MASONRY PERCENTAGE
ELEVATION EC2G

MATERIALS	S.F.	%
MASONRY	53.71	16
NON-MASONRY	282.75	84
TOTAL=	336.46	100
MASONRY % =		16

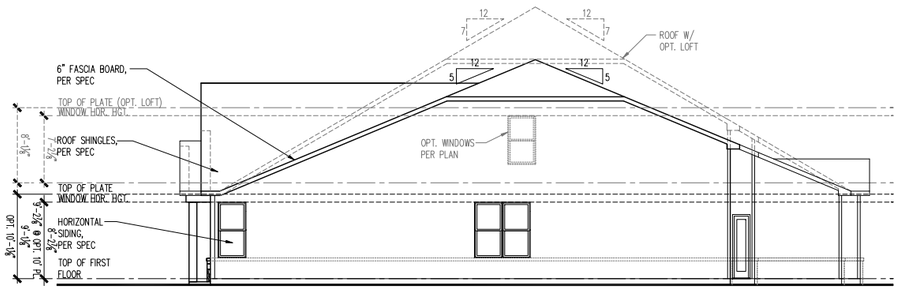
ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



ROOF PLAN
SCALE: 1/4" = 1'-0"



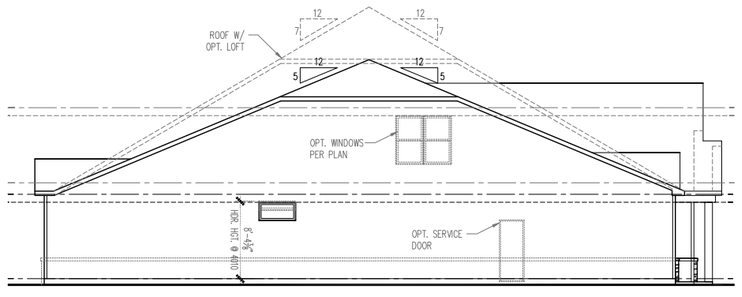
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation EC2G w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET A3-EC2G
2FS.11

PLOTTED: May 14, 2018 / Annie Lee / A3-EC2G 2FS.11.DWG

ATTIC VENT SCHEDULE

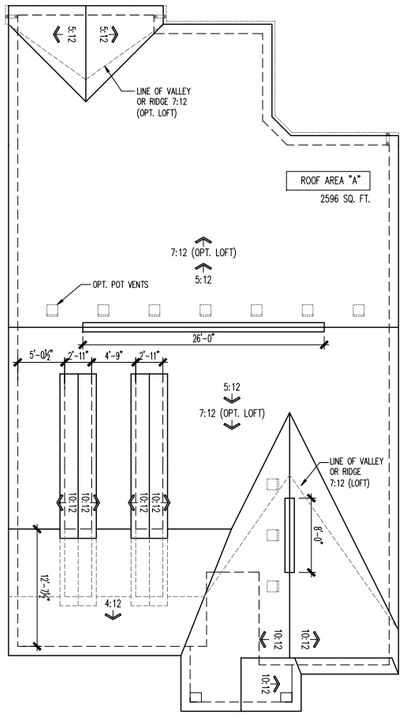
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2M

ROOF AREA "A"			SQ FTG	2596	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.46	4.33	4.24	47.29	10	0			
AT EAVE	5.19	4.33	4.72	52.71				0	68.00
TOTAL (MIN)	8.65	8.65	8.96	100.00					
HIGH - RIDGE VENT	3.46	4.33	4.25	47.37	0	0	34.00		
AT EAVE	5.19	4.33	4.72	52.63				0	68.00
TOTAL (MIN)	8.65	8.65	8.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

MASONRY PERCENTAGE		
ELEVATION NC2M		
MATERIALS	S.F.	%
MASONRY	89.25	29
NON-MASONRY	216.99	71
TOTAL=	306.24	100
MASONRY % =		29

ALSO AVAILABLE IN:
3 CAR FRONT ENTRY GARAGE



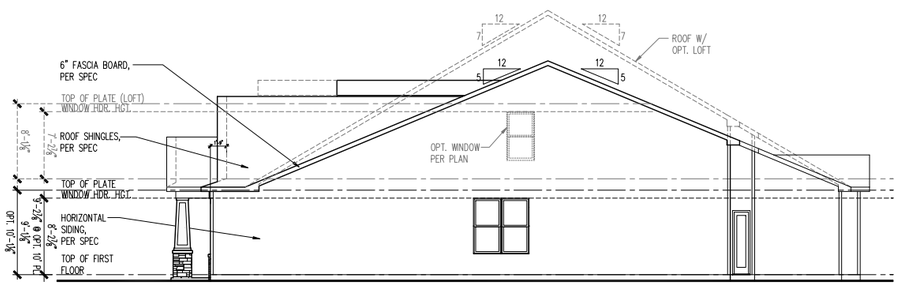
ROOF PLAN

SCALE: 1/4" = 1'-0"



FRONT ELEVATION

SCALE: 1/4" = 1'-0"



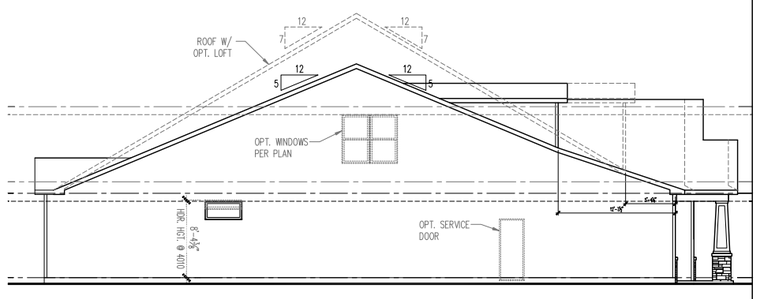
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation NC2M w/Mansory - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC2M
2FS.11

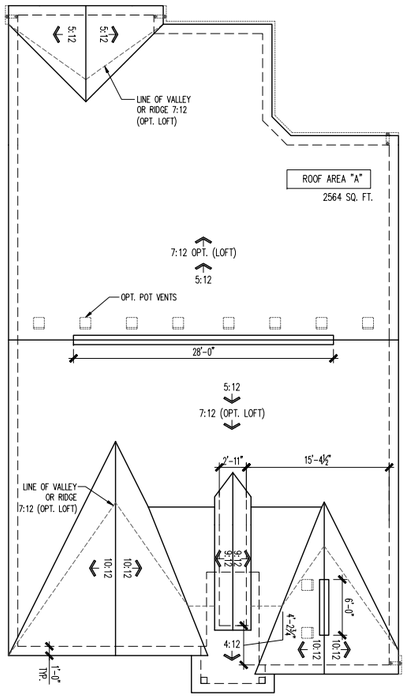
PLOTTED: May 14, 2018 / Annie Lee / A3-NC2M 2FS11.DWG

ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

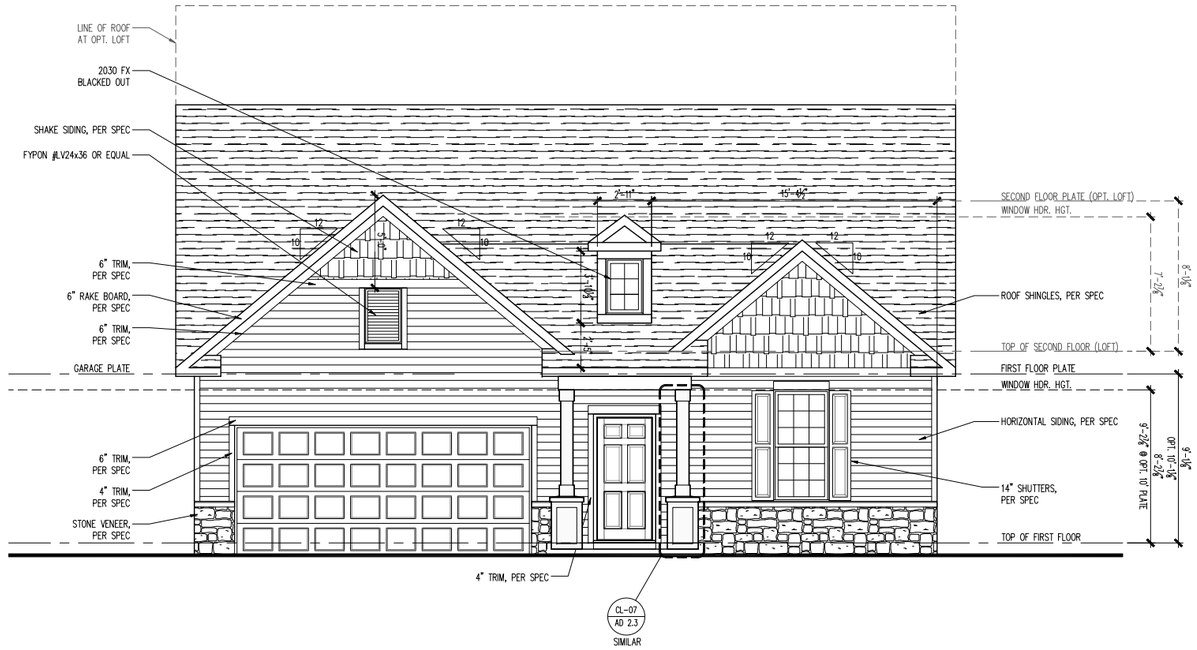
ELEVATION HR2Q

ROOF AREA "A"			SQ FTG	2564	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.42	4.27	4.34	47.29	10	0			
AT EAVE	5.13	4.27	4.72	52.71				0	68.00
TOTAL (MIN)	8.55	8.55	8.96	100.00					
HIGH - RIDGE VENT	3.42	4.27	4.25	47.37	0	0	34.00		
AT EAVE	5.13	4.27	4.72	52.63				0	68.00
TOTAL (MIN)	8.55	8.55	8.97	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



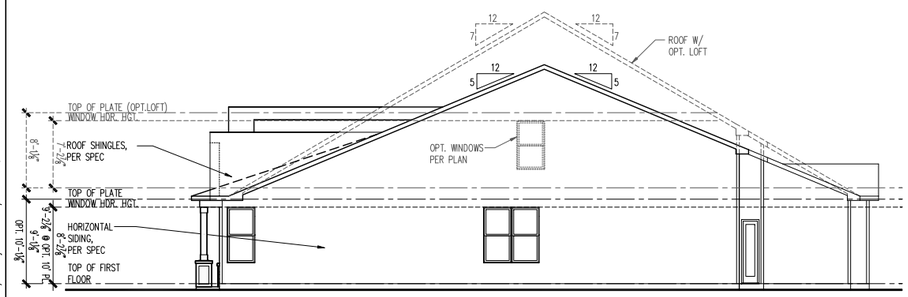
ROOF PLAN

SCALE: 1/4" = 1'-0"



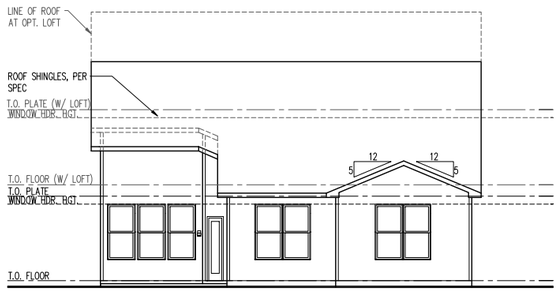
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



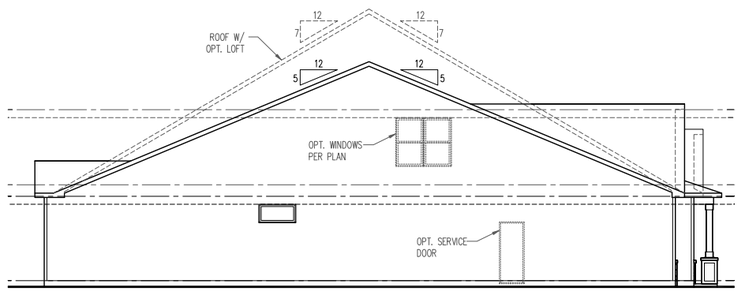
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation HR2Q w/Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-HR2Q
2FS.11

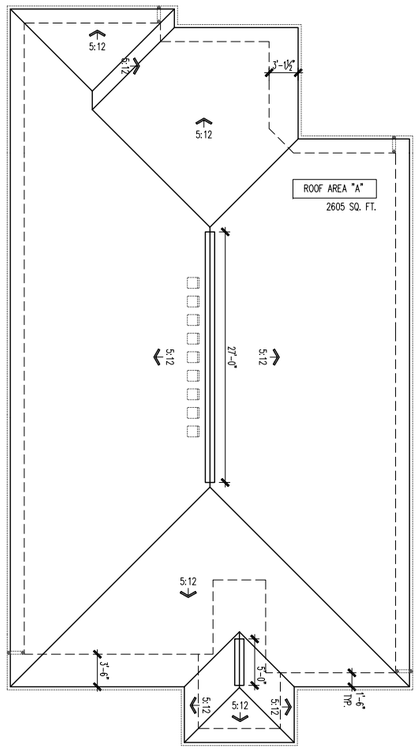
PLOTTED: February 6, 2019 / Tiffany Perreault / A3-HR2Q 2FS.11.DWG

ATTIC VENT SCHEDULE

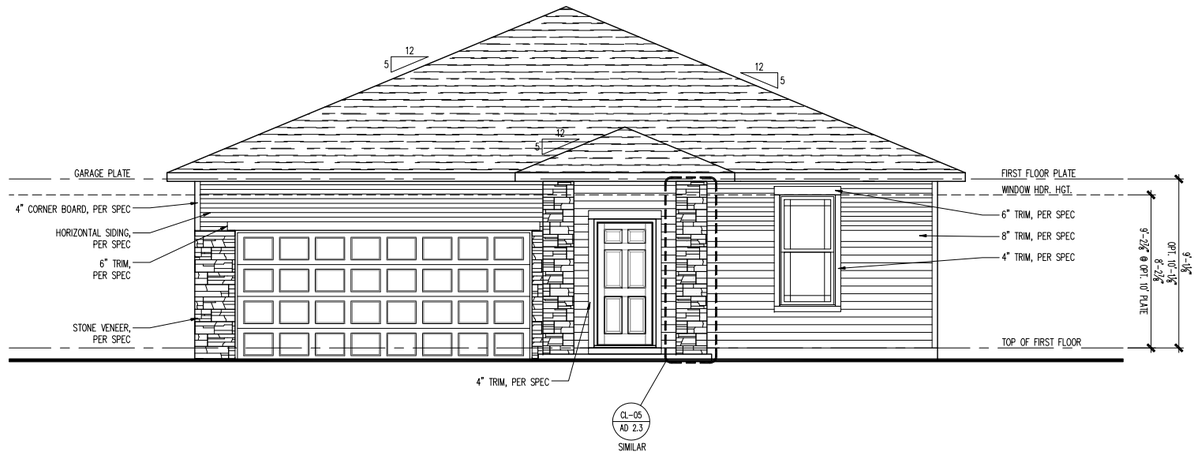
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION TO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING EAVE VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION PR2N

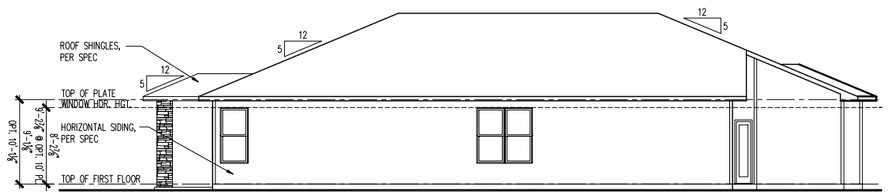
ROOF AREA "A"			SQ FTG	2605	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE		SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (SQ. IN. EACH)	POT SMALL (SQ. IN. EACH)	RIDGE VENT (SQ. IN. PER LF)	EAVE VENT (SQ. IN. EACH)	CONT. VENT (SQ. IN. PER LF)
					61.00	40.00	18.00	28.00	10.00
HIGH - POT VENTS ONLY	3.47	4.34	3.81	43.61	9	0			
AT EAVE	5.21	4.34	4.93	56.39				0	71.00
TOTAL (MIN)	8.68	8.68	8.74	100.00					
HIGH - RIDGE VENT	3.47	4.34	4.00	44.79	0	0	32.00		
AT EAVE	5.21	4.34	4.93	55.21				0	71.00
TOTAL (MIN)	8.68	8.68	8.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



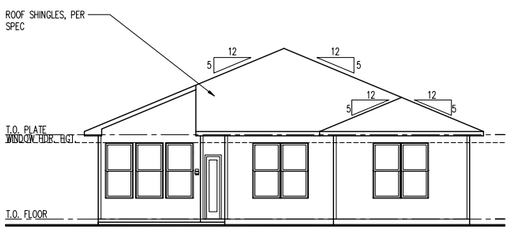
ROOF PLAN
SCALE: 1/4" = 1'-0"



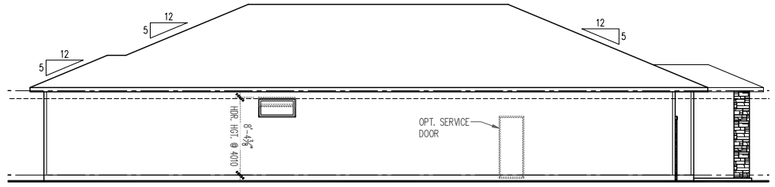
FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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



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



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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Elevation PR2N w/Masonry - Slab
2 Car Front Entry
Front, Side and Rear Elevation, Roof Plan and Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET A3-PR2N
2FS.11

PLOTTED: February 6, 2019 / Tiffany Perreault / A3-PR2N 2FS.11.DWG

50' homes on 60' lots

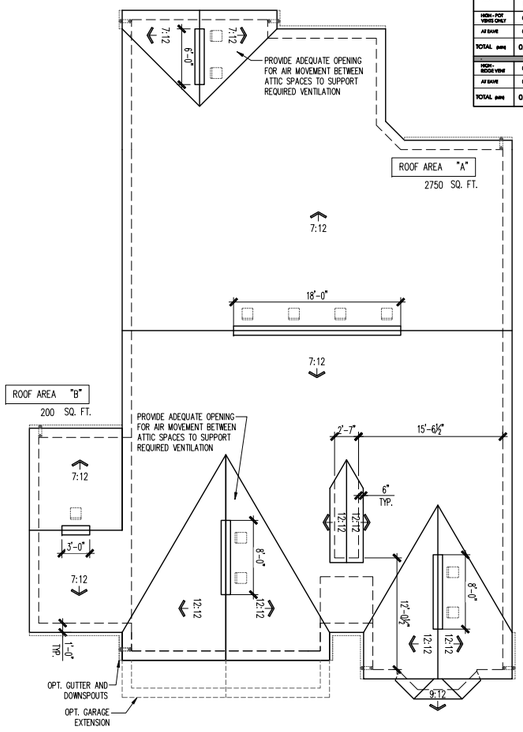
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTOR INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION SO MEET CODE REQUIREMENTS
* SCHEDULE WAS BASED CALCULATED ASSUMING SOME VENTILATION AT EB-ADS OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2K

ROOF AREA "A"		SQ FTG	2750	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (35.75 NFM)	SAVE VENT (65.75 NCFM)	CONT. VENT (50.25 NCFM)
HIGH+ POT VENTS ONLY	3.67	4.28	4.24	44.25	10	0		
All SAVE	5.50	4.28	5.28	55.47			0	76.00
TOTAL (SFR)	9.17	9.17	9.51	100.00				
HIGH+ RIDGE VENT	3.67	4.58	5.03	53.00	0	0	40.00	
All SAVE	5.50	4.58	5.03	53.00			0	72.00
TOTAL (SFR)	9.17	9.17	10.00	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (35.75 NFM)	SAVE VENT (65.75 NCFM)	CONT. VENT (50.25 NCFM)
HIGH+ POT VENTS ONLY	0.27	0.33	0.42	45.26	1	0		
All SAVE	0.40	0.33	0.24	54.74			0	8.00
TOTAL (SFR)	0.67	0.67	0.98	100.00				
HIGH+ RIDGE VENT	0.27	0.33	0.28	40.30	0	0	3.00	
All SAVE	0.40	0.33	0.04	59.70			0	8.00
TOTAL (SFR)	0.67	0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



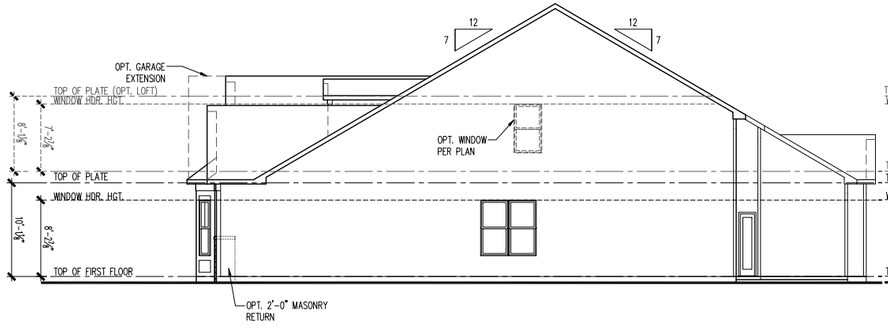
ROOF PLAN

SCALE: 1/8" = 1'-0"



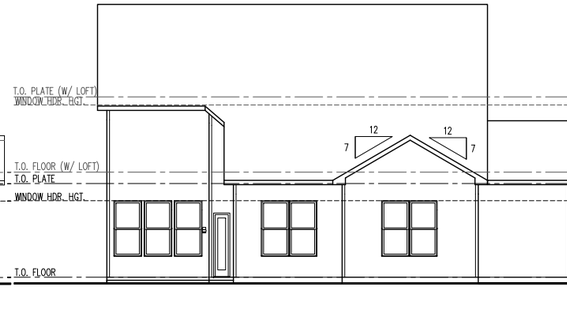
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



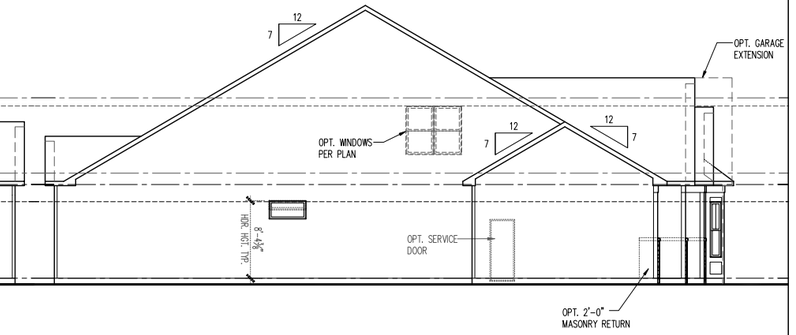
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2K
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC2K
3FS.13

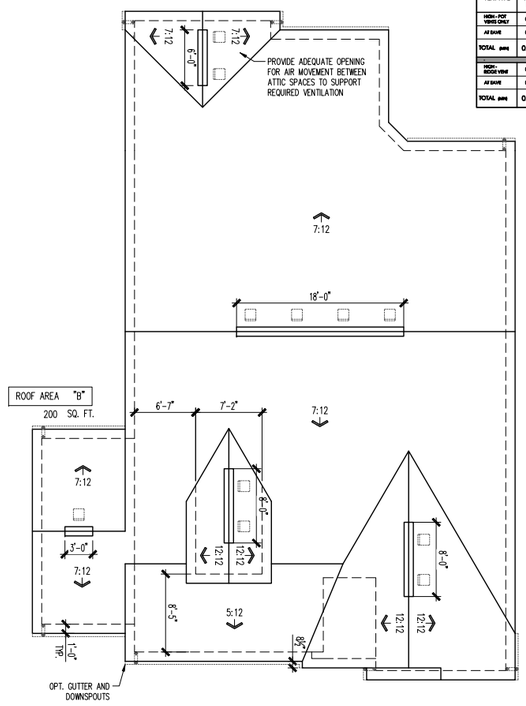
ATTIC VENT SCHEDULE

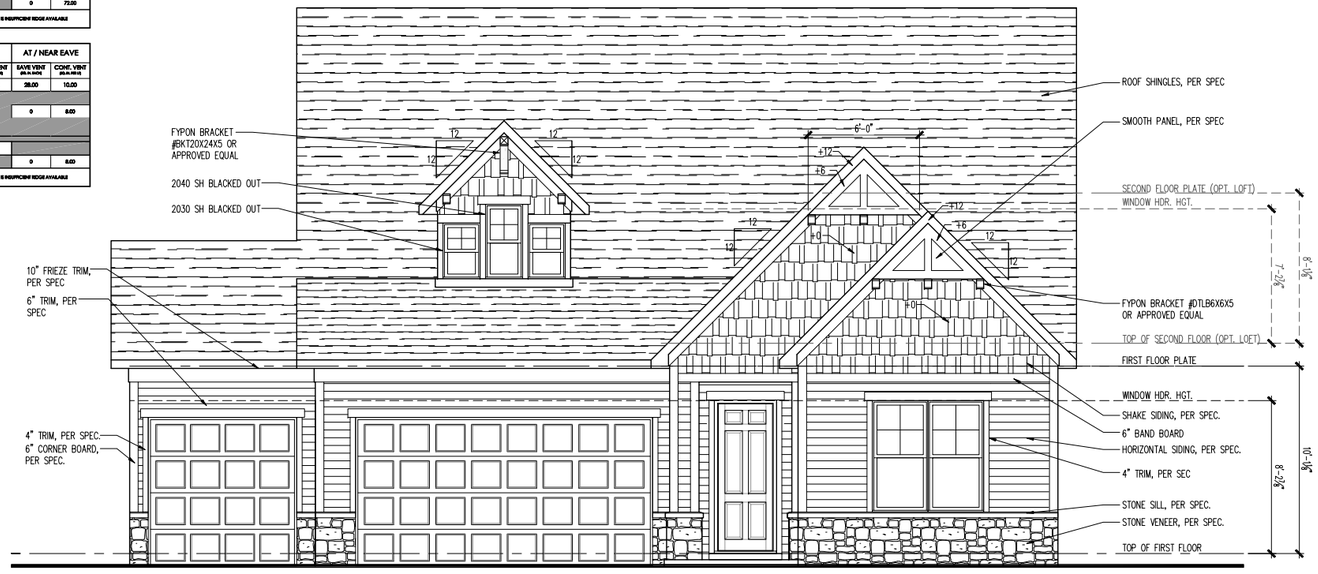
VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTOR INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION SO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOME VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC2L

ROOF AREA "A"	SQ FTG	2765	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (56.5 NCFM)	POT SMALL (26.5 NCFM)	RIDGE VENT (28.15 NFM)	SOFFIT VENT (28.15 NCFM)	CONT. VENT (50.25 NCFM)
HIGH+ POT VENTS ONLY	3.69	4.61	4.24	44.25	10	0		
All EAVE	5.53	4.61	5.28	55.47			0	76.00
TOTAL (sqin)	9.22	9.22	9.51	100.00				
HIGH+ RIDGE VENT	3.69	4.61	5.03	50.00	0	0	40.00	
All EAVE	5.53	4.61	5.03	50.00			0	72.00
TOTAL (sqin)	9.22	9.22	10.00	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ROOF AREA "B"	SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (56.5 NCFM)	POT SMALL (26.5 NCFM)	RIDGE VENT (28.15 NFM)	SOFFIT VENT (28.15 NCFM)	CONT. VENT (50.25 NCFM)
HIGH+ POT VENTS ONLY	0.37	0.33	0.42	45.26	1	0		
All EAVE	0.45	0.33	0.24	54.74			0	8.00
TOTAL (sqin)	0.67	0.67	0.98	100.00				
HIGH+ RIDGE VENT	0.37	0.33	0.26	49.30	0	0	3.00	
All EAVE	0.45	0.33	0.66	89.70			0	8.00
TOTAL (sqin)	0.67	0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



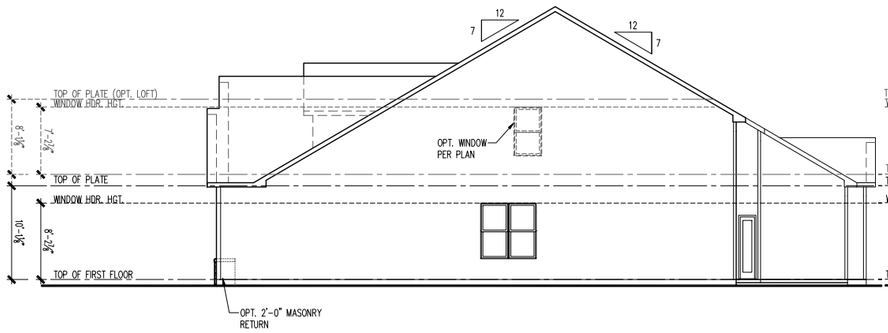


FRONT ELEVATION

SCALE: 1/4" = 1'-0"

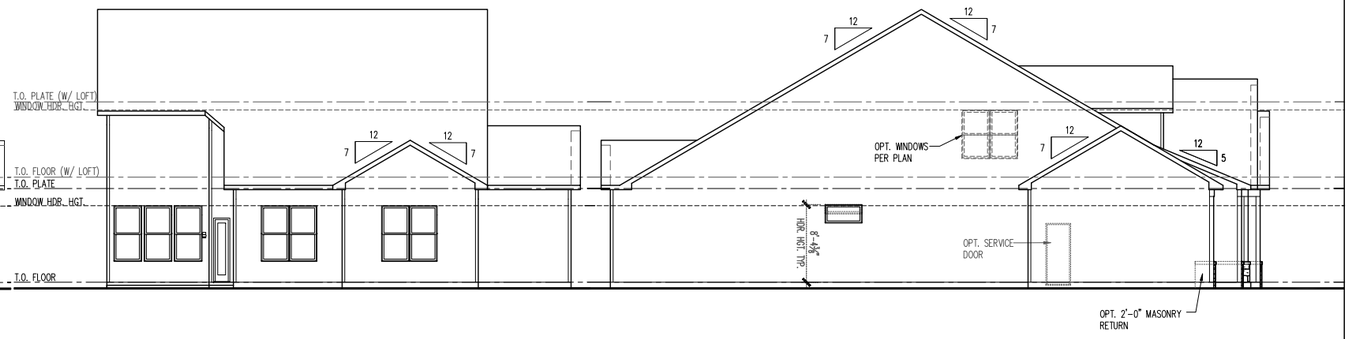
ROOF PLAN

SCALE: 1/8" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 2L
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC2L
3FS.13

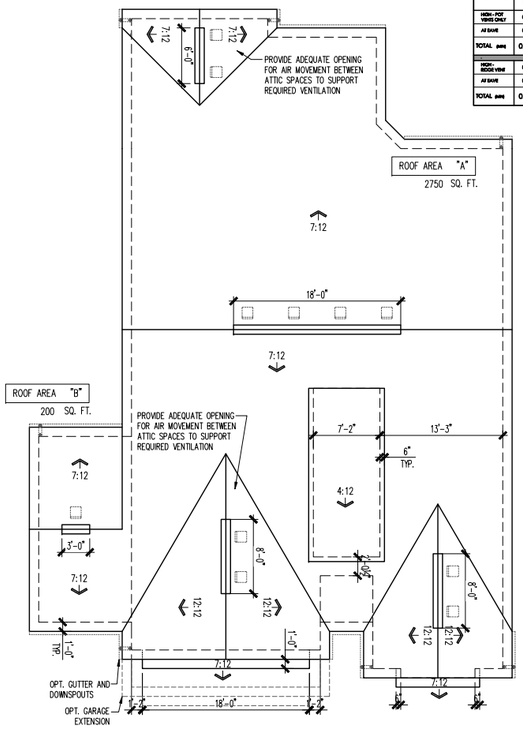
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTORS INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION SO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOME VENTILATION AT 50-60% OF TOTAL AND RIDGE AT 40-50% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3G

ROOF AREA "A"		SQ FTG	2750	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (18.75 NFR)	SOFFIT VENT (45.75 NCFM)	CONT. VENT (90.25 NCFM)
HIGH+ POT VENTS ONLY	3.67	4.28	4.24	44.03	10	0		
All SOFFIT	5.50	4.28	5.28	55.47			0	76.00
TOTAL (sqft)	9.17	9.17	9.51	100.00				
HIGH+ RIDGE VENT	3.67	4.58	5.03	50.00	0	0	40.00	
All SOFFIT	5.50	4.58	5.03	50.00			0	72.00
TOTAL (sqft)	9.17	9.17	10.00	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (18.75 NFR)	SOFFIT VENT (45.75 NCFM)	CONT. VENT (90.25 NCFM)
HIGH+ POT VENTS ONLY	0.27	0.33	0.42	45.26	1	0		
All SOFFIT	0.40	0.33	0.24	54.74			0	8.00
TOTAL (sqft)	0.67	0.67	0.98	100.00				
HIGH+ RIDGE VENT	0.27	0.33	0.28	40.00	0	0	3.00	
All SOFFIT	0.40	0.33	0.66	59.70			0	8.00
TOTAL (sqft)	0.67	0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



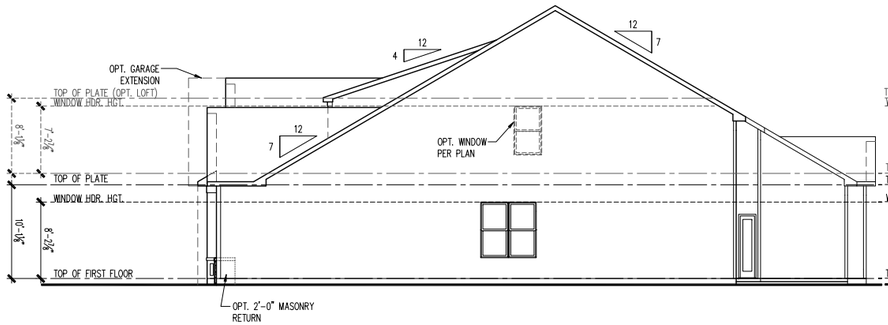
ROOF PLAN

SCALE: 1/8" = 1'-0"



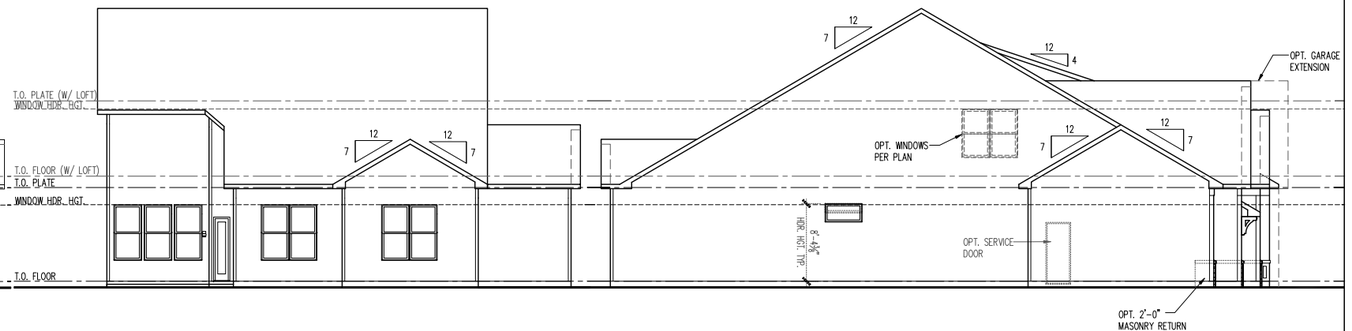
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"

LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3G
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014 FIELD REDLINES
2	10/31/2015 TB REDLINES
3	04/30/2018 PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC3G
3FS.13

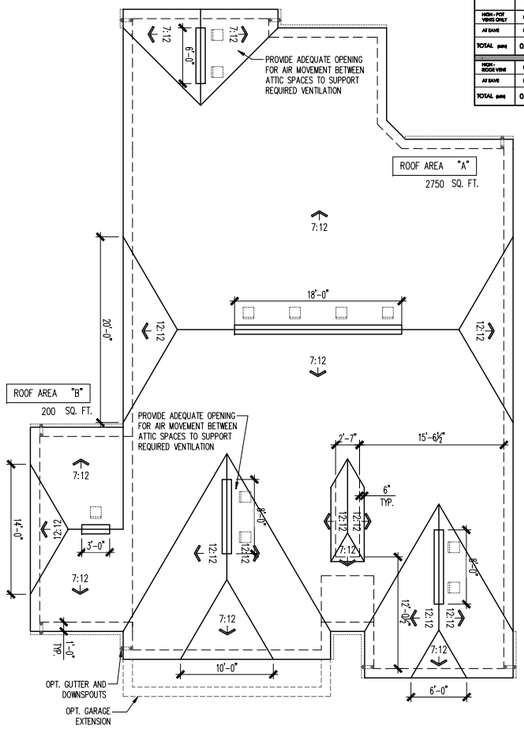
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTOR'S INSTALLING VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION SO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING BALANCED VENTILATION AT 50-50% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

ELEVATION NC3H

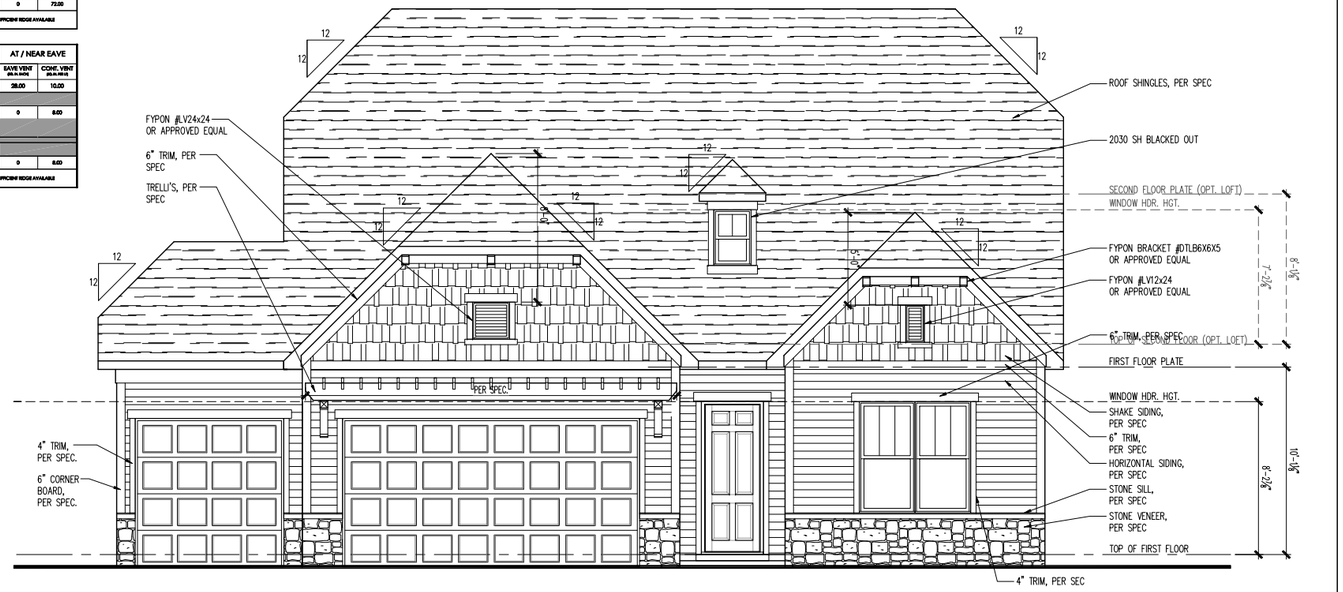
ROOF AREA "A"		SQ FTG	2750	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (35.75 NFRV)	SOFFIT VENT (45.75 NCFM)	CONT. VENT (50.25 NCFM)
HIGH-POT VENTS ONLY	3.67 – 4.59	4.24	44.53	10	0			
All EAVE	5.50 – 4.59	5.28	55.47				0	76.00
TOTAL (SQ FT)	9.17 – 9.17	9.51	100.00					
HIGH-RIDGE VENT	3.67 – 4.59	5.03	53.00	0	0	40.00		
All EAVE	5.50 – 4.59	5.03	53.00				0	72.00
TOTAL (SQ FT)	9.17 – 9.17	10.00	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				

ROOF AREA "B"		SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (36.5 NCFM)	RIDGE VENT (35.75 NFRV)	SOFFIT VENT (45.75 NCFM)	CONT. VENT (50.25 NCFM)
HIGH-POT VENTS ONLY	0.27 – 0.33	0.42	45.26	1	0			
All EAVE	0.40 – 0.33	0.26	54.74				0	8.00
TOTAL (SQ FT)	0.67 – 0.67	0.98	100.00					
HIGH-RIDGE VENT	0.27 – 0.33	0.28	40.00	0	0	3.00		
All EAVE	0.40 – 0.33	0.66	89.70				0	8.00
TOTAL (SQ FT)	0.67 – 0.67	0.93	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE				



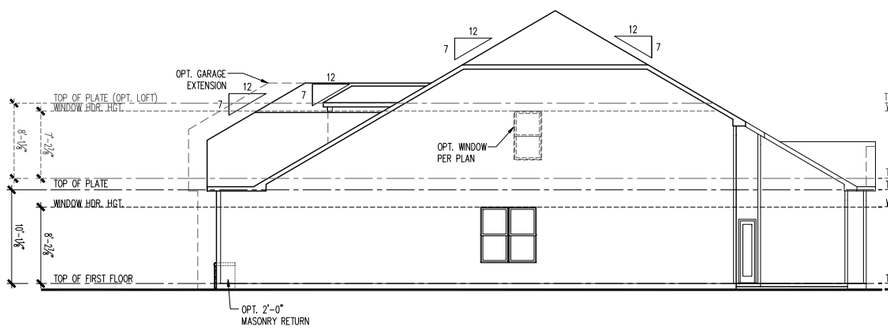
ROOF PLAN

SCALE: 1/8" = 1'-0"



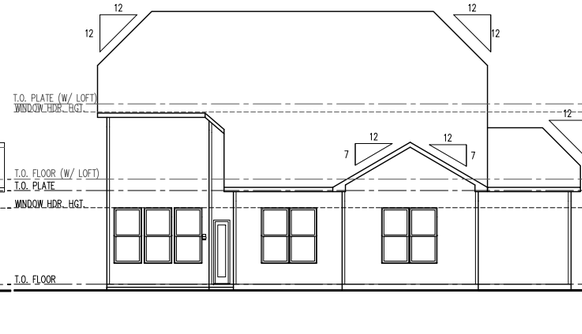
FRONT ELEVATION

SCALE: 1/4" = 1'-0"



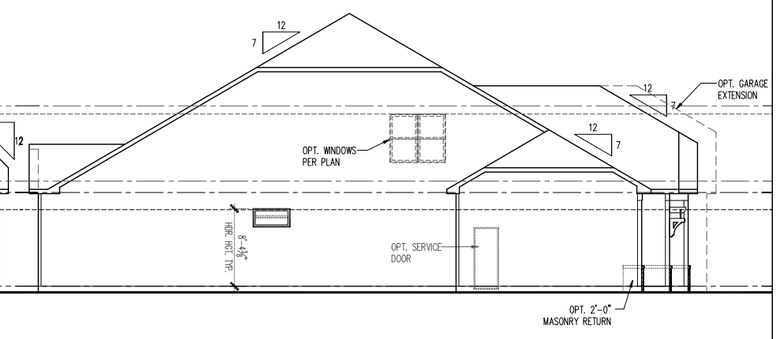
RIGHT ELEVATION

SCALE: 1/8" = 1'-0"



REAR ELEVATION

SCALE: 1/8" = 1'-0"



LEFT ELEVATION

SCALE: 1/8" = 1'-0"

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3H
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER	
Rick Starkey	
INITIAL RELEASE	
DATE:	06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014
	FIELD REDLINES
2	10/31/2015
	TB REDLINES
3	04/30/2018
	PCR UPDATE
	-
	-
	-
	-
	-
	-
	-
	-

PROJECT TYPE: Single Family

SPECIFICATION LEVEL: —

PLAN NAME: Ascend

NPC CHILD NUMBER: 1992.300

SHEET: A3-NC3H
3FS.13

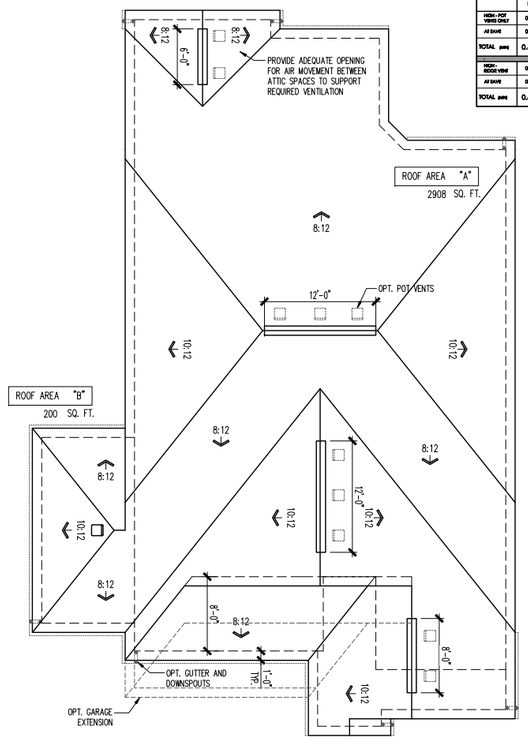
ATTIC VENT SCHEDULE

VENTILATION REQUIRED AND SUPPLIED IS BASED ON POT VENT VALUES AND RIDGE VENT VALUES SHOWN IN TABLE ABOVE
** CONTRACTOR'S INSTALLED VENTILATION ARE RESPONSIBLE FOR VERIFYING THAT VENTS USED WILL SUPPLY VENTILATION SO MEET CODE REQUIREMENTS
* SCHEDULE HAS BEEN CALCULATED ASSUMING SOME VENTILATION AT 25-49% OF TOTAL AND RIDGE AT 40-60% OF TOTAL REQUIRED VENTILATION

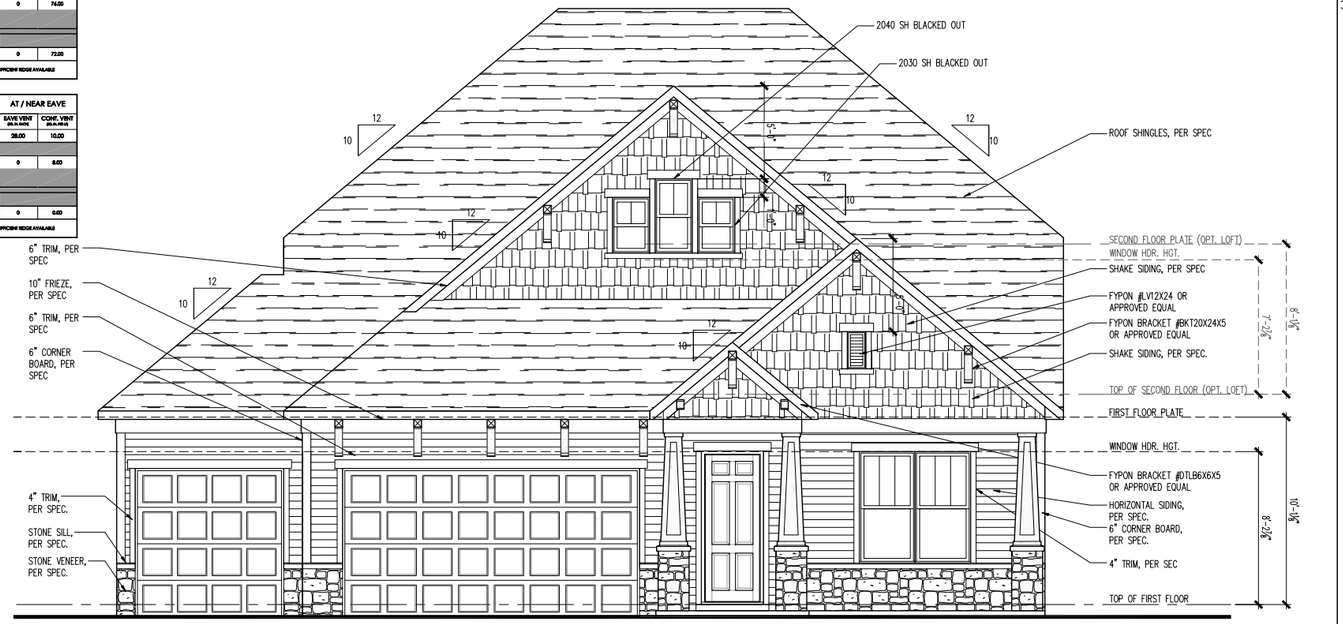
ELEVATION NC3I

ROOF AREA "A"	SQ FTG	2908	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (35.5 NCFM)	RIDGE VENT (35.5 NFM)	SOFFIT VENT (45.5 NCFM)	CONT. VENT (50.5 NCFM)
				61.00	40.00	18.00	28.00	10.00
HIGH+ POT VENTS ONLY	3.88	4.85	4.24	44.03	10	0		
All SOFFIT	5.82	4.85	5.28	55.47			0	76.00
TOTAL sqft	9.69	9.69	9.51	100.00				
HIGH+ RIDGE VENT	3.88	4.88	4.75	49.72	0	0	28.00	
All SOFFIT	5.82	4.88	5.00	51.38			0	72.00
TOTAL sqft	9.69	9.69	9.75	100.00	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			

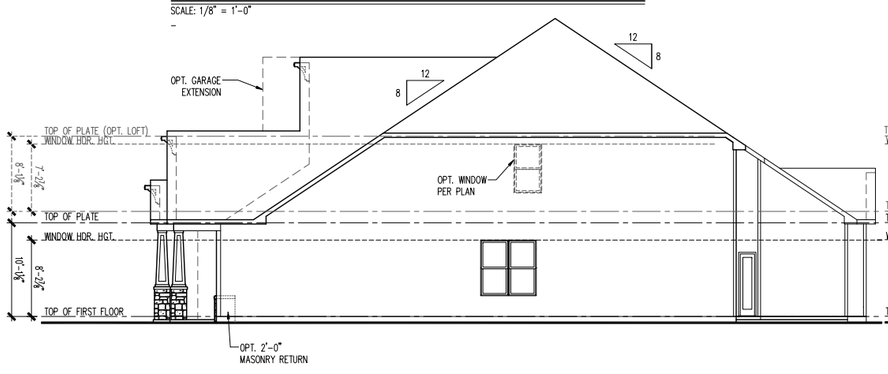
ROOF AREA "B"	SQ FTG	200	AT / NEAR RIDGE			AT / NEAR EAVE	
VENT TYPE	SQ. FT. REQUIRED RANGE	SQ. FT. SUPPLIED	PERCENT OF TOTAL SUPPLIED	POT LARGE (66.5 NCFM)	POT SMALL (35.5 NCFM)	RIDGE VENT (35.5 NFM)	SOFFIT VENT (45.5 NCFM)	CONT. VENT (50.5 NCFM)
				61.00	40.00	18.00	28.00	10.00
HIGH+ POT VENTS ONLY	0.27	0.33	0.42	45.26	1	0		
All SOFFIT	0.40	0.33	0.26	54.74			0	8.00
TOTAL sqft	0.67	0.67	0.98	100.00				
HIGH+ RIDGE VENT	0.27	0.33	0.00	####	0	0	0.00	
All SOFFIT	0.40	0.33	0.00	######			0	0.00
TOTAL sqft	0.67	0.67	0.00	######	ADDITIONAL POT VENTS MAY BE REQUIRED IF THERE IS INSUFFICIENT RIDGE AVAILABLE			



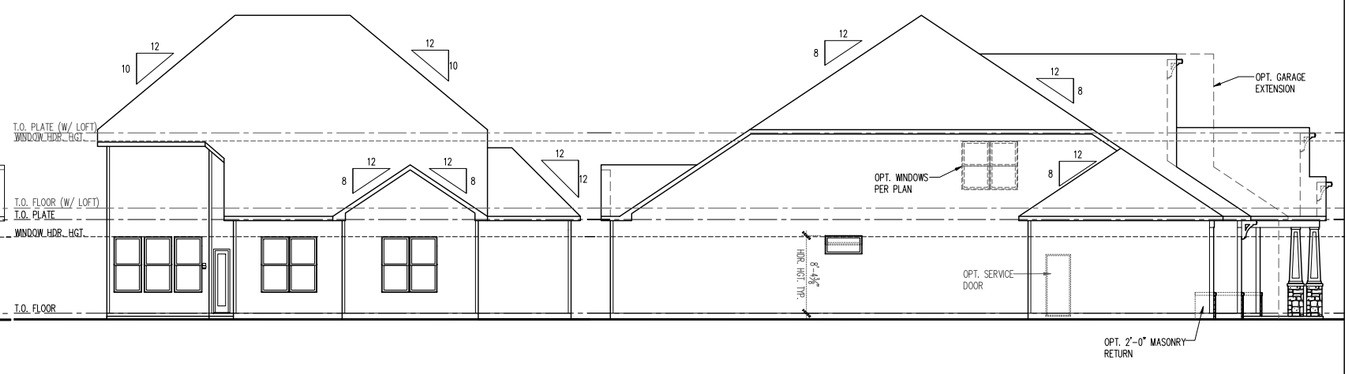
ROOF PLAN
SCALE: 1/8" = 1'-0"



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



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



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

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

(c) Copyright 2018 PulteGroup, Inc.

Midwest Zone Office
1900 Golf Road - Suite 300
Schaumburg, Illinois 60173

Del Webb

Northern Craftsman 3I
3 Car Front Entry - w/ Masonry & 10' 1st Floor Height
Front, Side and Rear Elevations, Roof Plan and Ventilation Schedule

PRODUCT MANAGER
Rick Starkey
INITIAL RELEASE
DATE: 06/07/2013

REV#	DATE/DESCRIPTION
1	03/07/2014
	FIELD REDLINES
2	10/31/2015
	TB REDLINES
3	04/30/2018
	PCR UPDATE

PROJECT TYPE
Single Family

SPECIFICATION LEVEL
—

PLAN NAME
Ascend
NPC CHILD NUMBER
1992.300

SHEET
A3-NC3I
3FS.13

Concept Site Plan



CONCEPT DATA

Gross Site Area:	**86.0 ac**
Delineated Wetlands: *(By others)*	**0.46 ac**
Wooded Bluff & buffers: *(Outlots D, F, J, Q)*	**7.67 ac**
Park Expansion: *(Outlot B, C, P, R and S*	**1.11 ac**
Cemetary Parcel: *(Outlot H)*	**0.43 ac**
Ponding/ Openspace: *(Outlot A,E,F, G,I,K,L,M,N,O, and T less wetlands)*	**12.1 ac**
Net Developed Area: *(Gross area less city dedicated outlots above)*	**78.4 ac**
Overall Proposed Homes:	**268 homes**
44' DTH Lots: *44' x 120-125' typical lot size*	**122 homes**
50' DTH Lots: *50' x 120-125' typical lot size*	**89 homes**
60' DTH Lots: *60' x 120-125' typical lot size*	**57 homes**
Overall Gross Density: *268 units / 86.0 ac (gross site area)*	**3.1un/ac**
Overall Net Density: *268 units / 78.4ac (net developable area)*	**3.4 un/ac**
Local Streets:	**11,255 LF**
Public Trails:	**6,900 LF**

Aerial photography from State of Minnesota;
Topography from State LIDAR

Westwood

Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Westwood Professional Services, Inc.

03-03-2020 0015521

Pulte Homes

Del Webb at Chaska

Chaska, MN

0' 100' 200' 300'

N

April 9, 2020

City of Chaska
Attn: Liz Hanson, City Planner
One City Hall Plaza
Chaska, MN 55318-1962

RE: Del Webb at Chaska – Entrance Monument Sign

Dear Liz:

The purpose of this letter is to provide additional information about our entrance monument in response to planning commission preliminary plat condition #36.

Del Webb Entrance Monuments

Traditionally, Del Webb neighborhoods are large, consisting of 500 to 10,000 homes. The brand utilizes scale to create resort-like entrance monuments, heavily landscaped arrival drives, open space, and large amenities centers used for recreational and social activities. Del Webb neighborhoods cater to the "active adult" 55+ demographic group. This home buyer is seeking a neighborhood full of beauty, activity, and security.

Historically, entrance monuments for Del Webb neighborhoods (see attached examples) are larger than monuments for other neighborhoods. This is due to the size of the neighborhoods and because the active adult buyer is seeking a resort-like environment. The entrance monument and arrival drive are key characteristics in creating the attractive resort-like environment and secure feeling that active adult buyers are seeking.

Bellwether – 1st in MN

The Twin Cities has an artificial growth boundary governed by the Metropolitan Council. This boundary rations available land for development and makes it very difficult to create large neighborhoods. As we evaluated the potential of creating Del Webb neighborhoods in the Twin Cities, it was apparent that we would not be able to create neighborhoods at the typical large scale of traditional Del Webb neighborhoods.

Our first Del Webb neighborhood created in the Twin Cities is Bellwether which is located on the border of Corcoran and Maple Grove. This neighborhood will have between 400 and 600 homes. The primary entrance monument (see attached drawings and graphics) was scaled down from what is typical for a Del Webb neighborhood, but is still larger than most seen in the Twin Cities. It provides the necessary impact desired by Del Webb buyers. Please note that for Bellwether, we constructed virtually the same monument on both sides of the entrance.

Del Webb at Chaska

For Del Webb at Chaska, we have conceptualized a sizable entrance monument off MN 41, a matching small pillar on the other side of the entrance, and matching pillars potentially placed in other areas (see marked up site plan showing monument and pillar locations).

We have completed early conceptual drawings for the entrance monument for Del Webb at Chaska (see attached). Since this neighborhood will be smaller than even Bellwether, the size of the monument will be scaled down to be smaller than at Bellwether. Our goal is to maintain the generally expected Del Webb branding and feel but to scale it appropriate to the smaller neighborhood size.

Conclusion

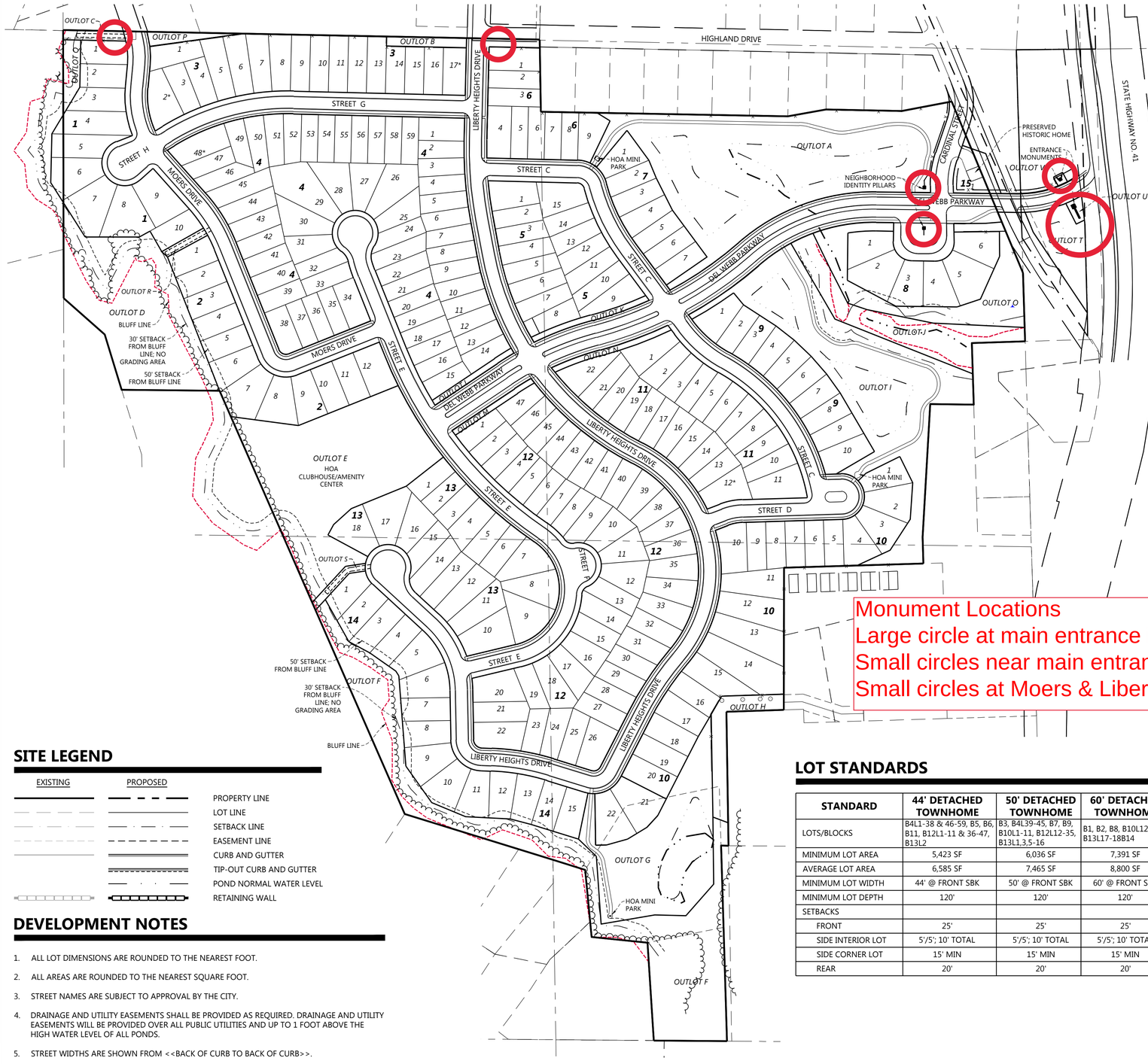
Additional detailed design will be necessary on our proposed entrance monument for Del Webb at Chaska. Some dimensions are not yet available. We are seeking general approval of the materials outlined in this memo and associated exhibits. Perhaps some discretion can be left for City staff to review and approve these plans later. Thank you for your consideration.

Sincerely,



Paul Heuer
Director of Land Planning & Entitlement

© 2020 Westwood Professional Services, Inc.



PROPERTY DESCRIPTION

That part of the Southeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota described as follows:

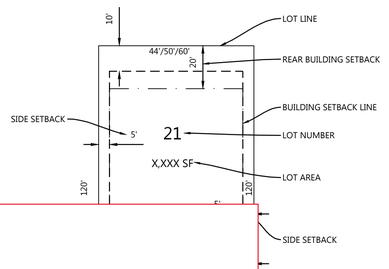
Beginning at the Northwest corner of the Southeast Quarter of said Section 5; thence on an assumed bearing of South 88 degrees 43 minutes 30 seconds East along the North line of said Southeast Quarter, a distance of 1,253.47 feet to the Northeast corner of the Northwest Quarter of the Southeast Quarter of said Section 5; thence South 00 degrees 48 minutes 04 seconds East along the East line of said Northwest Quarter of the Southeast Quarter a distance of 190.17 feet; thence South 88 degrees 43 minutes 30 seconds East a distance of 650.00 feet along the South line of Hammers Addition, according to the recorded plat thereof; thence continuing North 79 degrees 57 minutes 54 seconds East along the South line of said Hammers Addition a distance of 101.98 feet; thence continuing South 88 degrees 43 minutes 30 seconds East along the South line of said Hammers Addition a distance of 200.00 feet; thence continuing North 79 degrees 19 minutes 07 seconds East along the South line of said Hammers Addition a distance of 133.01 feet to the Westerly right of way of Cardinal Street; thence South 22 degrees 31 minutes 30 seconds East along the Westerly right of way line of said Cardinal Street a distance of 485.79 feet to the intersection with the East line of Southeast Quarter of said Section 5; thence South 01 degrees 36 minutes 37 seconds East along the East line of the Southeast Quarter of said Section 5, a distance of 179.83 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 140.25 feet; thence South 01 degrees 36 minutes 37 seconds East a distance of 162.33 feet; thence North 89 degrees 03 minutes 52 seconds West a distance of 114.20 feet; thence South 03 degrees 25 minutes 56 seconds West a distance of 350.36 feet; thence South 01 degrees 36 minutes 38 seconds East a distance of 70.00 feet; thence South 88 degrees 23 minutes 23 seconds West a distance of 366.68 feet; thence South 00 degrees 15 minutes 44 seconds West a distance of 373.90 feet; thence South 88 degrees 23 minutes 24 seconds West a distance of 151.09 feet; thence South 00 degrees 48 minutes 04 seconds East a distance of 866.78 feet to the South line of the Southeast Quarter of said Section 5; thence North 89 degrees 23 minutes 40 seconds West along the South line of the Southeast Quarter of said Section 5, a distance of 204.34 feet; to a point on said South line, distant 257.66 feet Easterly from the Southwest corner of the Southeast Quarter of said Southeast Quarter; thence North 03 degrees 35 minutes 04 seconds West a distance of 257.97 feet; thence North 83 degrees 57 minutes 27 seconds West a distance of 147.68 feet; thence North 05 degrees 26 minutes 54 seconds West a distance of 177.20 feet; thence North 72 degrees 39 minutes 14 seconds West a distance of 88.47 feet to a point on the East line of the Southwest Quarter of the Southeast Quarter distant 473.11 feet Northerly from the Southeast corner of the Southwest Quarter of the Southeast Quarter of said Section 5; thence North 72 degrees 39 minutes 14 seconds West a distance of 408.22 feet; thence North 23 degrees 29 minutes 27 seconds West a distance of 1,215.19 feet; thence North 89 degrees 17 minutes 16 seconds West a distance of 257.54 feet; thence North 17 degrees 00 minutes 00 seconds West a distance of 151.89 feet; thence North 48 degrees 13 minutes 45 seconds West a distance of 144.16 feet to the West line of the Southeast Quarter of said Section 5; thence North 00 degrees 00 minutes 00 seconds West along the West line of the Southeast Quarter of said Section 5, a distance of 704.00 feet to the Point of Beginning.

The South 1.42 feet of that part of the Southwest Quarter of the Northeast Quarter of Section 5, Township 115, Range 23, Carver County, Minnesota, lying Southwesterly of the centerline of Victoria Drive and West of Highland Acres, according to the recorded plat thereof, Carver County, Minnesota.

SITE DEVELOPMENT DATA

• EXISTING ZONING:	O - OPEN DEVELOPMENT
• PROPOSED ZONING:	PDD/PRD PLANNED RESIDENTIAL DISTRICT
• GROSS SITE AREA:	86.05 AC
BLUFF AREAS:	7.67 AC
• NET SITE AREA:	78.38 AC
• DEVELOPMENT SUMMARY	
44' DETACHED TOWNHOME LOT:	122 HOMES
50' DETACHED TOWNHOME LOT:	89 HOMES
60' DETACHED TOWNHOME LOT:	58 HOMES
PRESERVED HISTORIC HOME LOT:	1 HOME
TOTAL HOMES:	270 HOMES
• PROJECT OPEN SPACE:	24.04 AC (30.12%)
•• SEE OUTLOT TABLE BELOW	
• TOTAL LENGTHS OF TRAILS:	
PRIVATE TRAILS:	2,500 LF
CITY TRAILS (DEL WEBB PKWY; NAT. BLUFF TRLS):	2,200 LF
LIBERTY HEIGHTS DR (SECOND SWK):	2,200 LF
• PROJECT DENSITY:	
GROSS:	±3.13 UN/AC
NET:	±3.43 UN/AC

TYPICAL DETACHED TOWNHOME DETAIL



Monument Locations
Large circle at main entrance is primary monument
Small circles near main entrance are individual pillars matching the primary monument
Small circles at Moers & Liberty are pillars that may be constructed

SITE LEGEND

EXISTING	PROPOSED	
		PROPERTY LINE
		LOT LINE
		SETBACK LINE
		EASEMENT LINE
		CURB AND GUTTER
		TIP-OUT CURB AND GUTTER
		POND NORMAL WATER LEVEL
		RETAINING WALL

LOT STANDARDS

STANDARD	44' DETACHED TOWNHOME	50' DETACHED TOWNHOME	60' DETACHED TOWNHOME
LOTS/BLOCKS	B4L1-38 & 46-59, B5, B6, B11, B12L1-11 & 36-47, B13L2	B3, B4L39-45, B7, B9, B10L1-11, B12L12-35, B13L1,3,5-16	B1, B2, B8, B10L12-21, B13L17-18B14
MINIMUM LOT AREA	5,423 SF	6,036 SF	7,391 SF
AVERAGE LOT AREA	6,585 SF	7,465 SF	8,800 SF
MINIMUM LOT WIDTH	44' @ FRONT SBK	50' @ FRONT SBK	60' @ FRONT SBK
MINIMUM LOT DEPTH	120'	120'	120'
SETBACKS			
FRONT	25'	25'	25'
SIDE INTERIOR LOT	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL	5'/5'; 10' TOTAL
SIDE CORNER LOT	15' MIN	15' MIN	15' MIN
REAR	20'	20'	20'

C	PARK	CITY	0.29 AC
D	BLUFF/BUFFER	CITY	2.60 AC
E	HOA PARK	HOA	3.28 AC
F	PARK/BLUFF	CITY	3.71 AC
G	OPEN/SPACE STORMWATER	HOA/CITY EASEMENT	2.16 AC
H	CEMETERY	CITY	0.43 AC
I	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	3.36 AC
J	BLUFF	CITY	1.07 AC
K	OPEN SPACE	HOA	0.11 AC
L	OPEN SPACE	HOA	0.09 AC
M	OPEN SPACE	HOA	0.09 AC
N	OPEN SPACE	HOA	0.11 AC
O	OPEN SPACE	HOA	1.15 AC
P	PARK	CITY	0.11 AC
Q	BLUFF	CITY	0.17 AC
R	PARK	CITY	0.06 AC
S	PARK	CITY	0.08 AC
T	OPEN SPACE/STORMWATER	HOA/CITY EASEMENT	0.51 AC
U	MONUMENT SIGN	HOA	0.05 AC
V	MONUMENT SIGN	HOA	0.02 AC

DEVELOPMENT NOTES

1. ALL LOT DIMENSIONS ARE ROUNDED TO THE NEAREST FOOT.
2. ALL AREAS ARE ROUNDED TO THE NEAREST SQUARE FOOT.
3. STREET NAMES ARE SUBJECT TO APPROVAL BY THE CITY.
4. DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED AS REQUIRED. DRAINAGE AND UTILITY EASEMENTS WILL BE PROVIDED OVER ALL PUBLIC UTILITIES AND UP TO 1 FOOT ABOVE THE HIGH WATER LEVEL OF ALL PONDS.
5. STREET WIDTHS ARE SHOWN FROM <<BACK OF CURB TO BACK OF CURB>>.



1" = 150'

0' 150' 300' 450'

NOT FOR CONSTRUCTION

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-PPR01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: -
DRAWN: -
HORIZONTAL SCALE: 150.000002'
VERTICAL SCALE: 30' OR 15'

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- -
3 ---- -
4 ---- -
5 ---- -

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

PRELIMINARY PLAT - OVERALL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 3 OF 40
DATE: 02/04/20



Example Del Webb Entrance Monument



Example Del Webb Entrance Monument



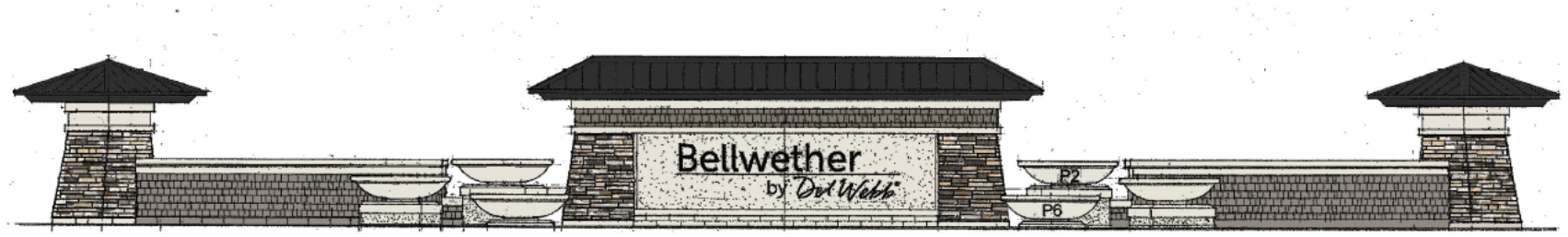
Example Del Webb Entrance Monument



Example Del Webb Entrance Monument

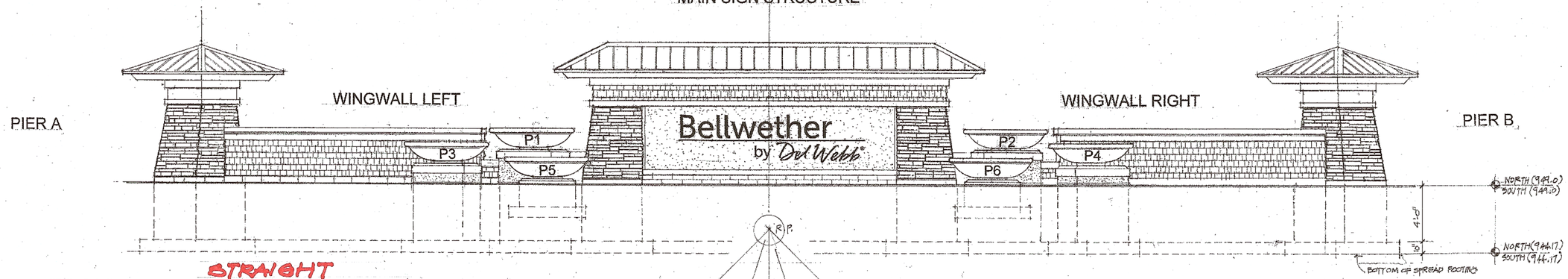


Example Del Webb Entrance Monument





One of two monuments at the entrance to Bellwether in Maple Grove/Corcoran, MN



1 FRONT – TRUE ~~CURVED~~ STRAIGHT ELEVATION
1/4" = 1'-0"

2 LAYOUT & FOUNDATION PLAN
1/4" = 1'-0"

GENERAL NOTES

1-STANDING SEAM METAL ROOF
- a. Firestone UNA-CLAD – Style UC7 style panel system- 7/8" tall legs at 12" o.c. (Typ.)
- b. Color to be selected by Owner/Architect

ALL STONE SUPPLIED AND INSTALLED BY CONTRACTOR.

2-STONE VENEER
- a. 'Galway Ledge' – ¾"-1½" thickness x 2" and 3" hts. X 12"-16" +/- lengths. Installed as per specifications.

3-~~SIGN LETTERING~~ BY OWNER
- ~~a. Lettering – 18" height (upper case letters) Metal channel- 1 ½" deep –set out from face of wall 1"+/- , Led Halo lighting style. All electrical wiring to letters shall be concealed and access from back of sign wall.~~
- ~~b. Design, fabrication, delivery and installation (By others)~~

LP Shingles - color to be confirmed.

4 –WOOD SHINGLES
- a. Eastern white cedar –B clear Red Label- 5" to weather – random – stained.

5-~~STUCCO~~ DELETE
- ~~a. 3 coat application – metal lath – 3/8" scratch coat – 3/8" brown coat – 1/8"-1/4" finish coat w/ color to be selected (only on front sign face) smooth finish.~~

6 – FREE STYLE DRYVIT
- a. Free style Dryvit – 1/8" thickness over (1) coat application of "Demandit"- trowel smooth finish w/ color to be selected. ~~(only applied to back of wingwalls, main sign structure and exposed footings of all planters)~~ (APPLIED TO BACK OF WINGWALLS, FRONT & BACK OF MAIN SIGN STRUCTURE AND ALL EXPOSED FOOTINGS OF PLANTERS).

ERNST ASSOCIATES
landscape architecture land planning
1949 woodstone ln victoria, mn 55368 952/253-1415

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 PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

Gene F. Ernst

GENE F. ERNST
DATE: 11.12.18 REG. NO.: 12297

REVISIONS
3.7.19 RED LINE CD's.

DESIGN NUMBER

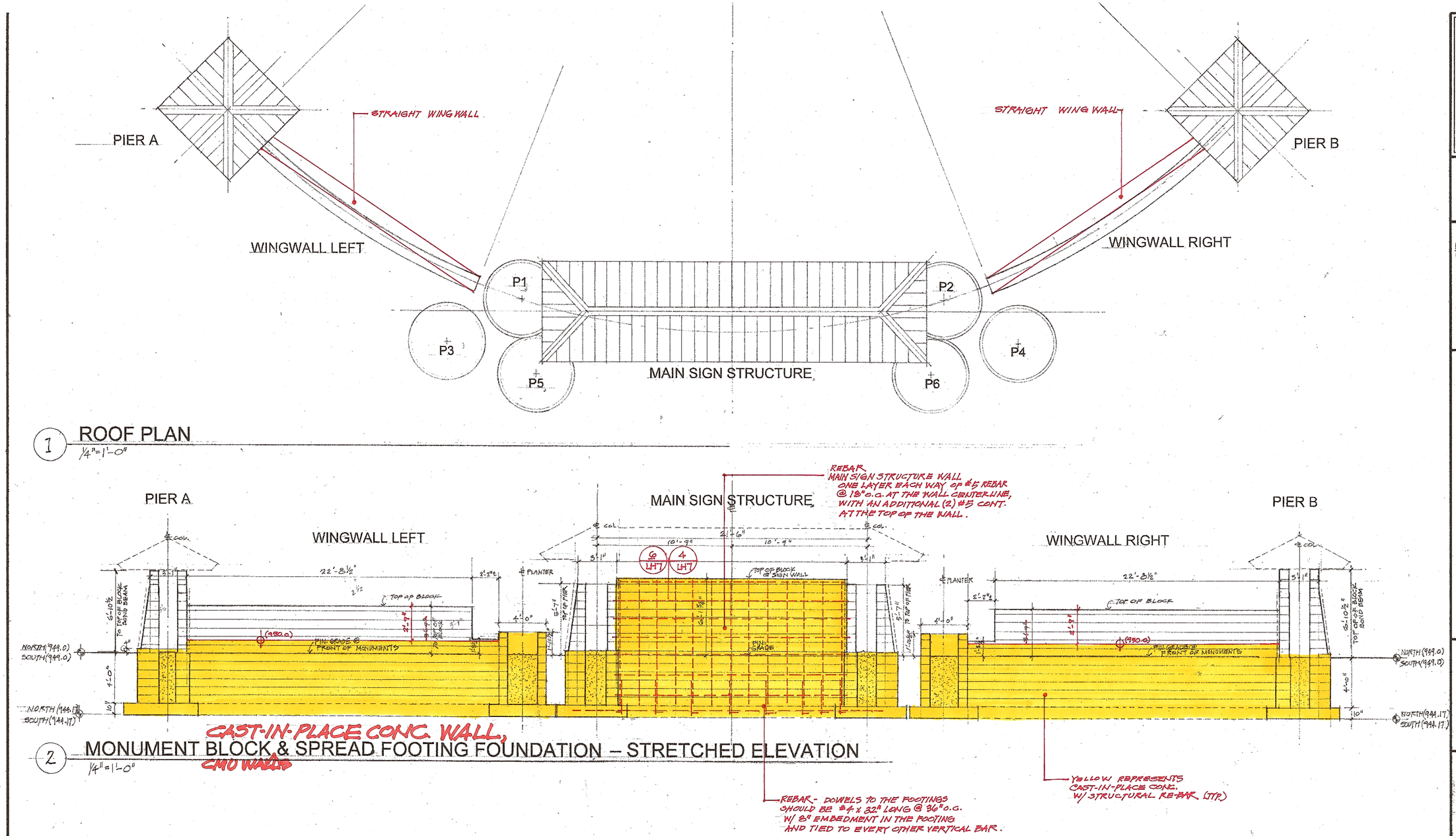
PROJECT NUMBER
EA 1802
DATE
11/12/18
PROJECT MANAGER
GFE
DRAWN BY
GFE
CHECKED BY
GFE

PROJECT
BELLWETHER
1ST ADDITION

LOCATION
CORCORAN, MN

SHEET TITLE
MAIN ENTRANCE MONUMENTS
LAYOUT & FOUNDATION PLAN

SHEET NUMBER
LH5



1 ROOF PLAN
1/4"=1'-0"

CAST-IN-PLACE CONC. WALL,
CMU WALLS

2 MONUMENT BLOCK & SPREAD FOOTING FOUNDATION – STRETCHED ELEVATION
1/4"=1'-0"

REBAR - DOWELS TO THE FOOTINGS SHOULD BE #4 x 32" LONG @ 36" o.c. W/ 8" EMBEDMENT IN THE FOOTING AND TIED TO EVERY OTHER VERTICAL BAR.

YELLOW REPRESENTS CAST-IN-PLACE CONC. W/ STRUCTURAL RE-BAR (TYP.)

ERNST ASSOCIATES
landscape architecture land planning
1949 woodstone victoria.mn 55368 952/283-1415

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 PROFESSIONAL LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA.

GENE F. ERNST
DATE: 11.12.18 REG. NO.: 12297

REVISIONS
3.7.19 RED LINE CD's

DESIGN NUMBER
PROJECT NUMBER
EA 1802
DATE
11/12/18
PROJECT MANAGER
GFE
DRAWN BY
GFE
CHECKED BY
GFE

PROJECT
BELLWETHER
1ST ADDITION

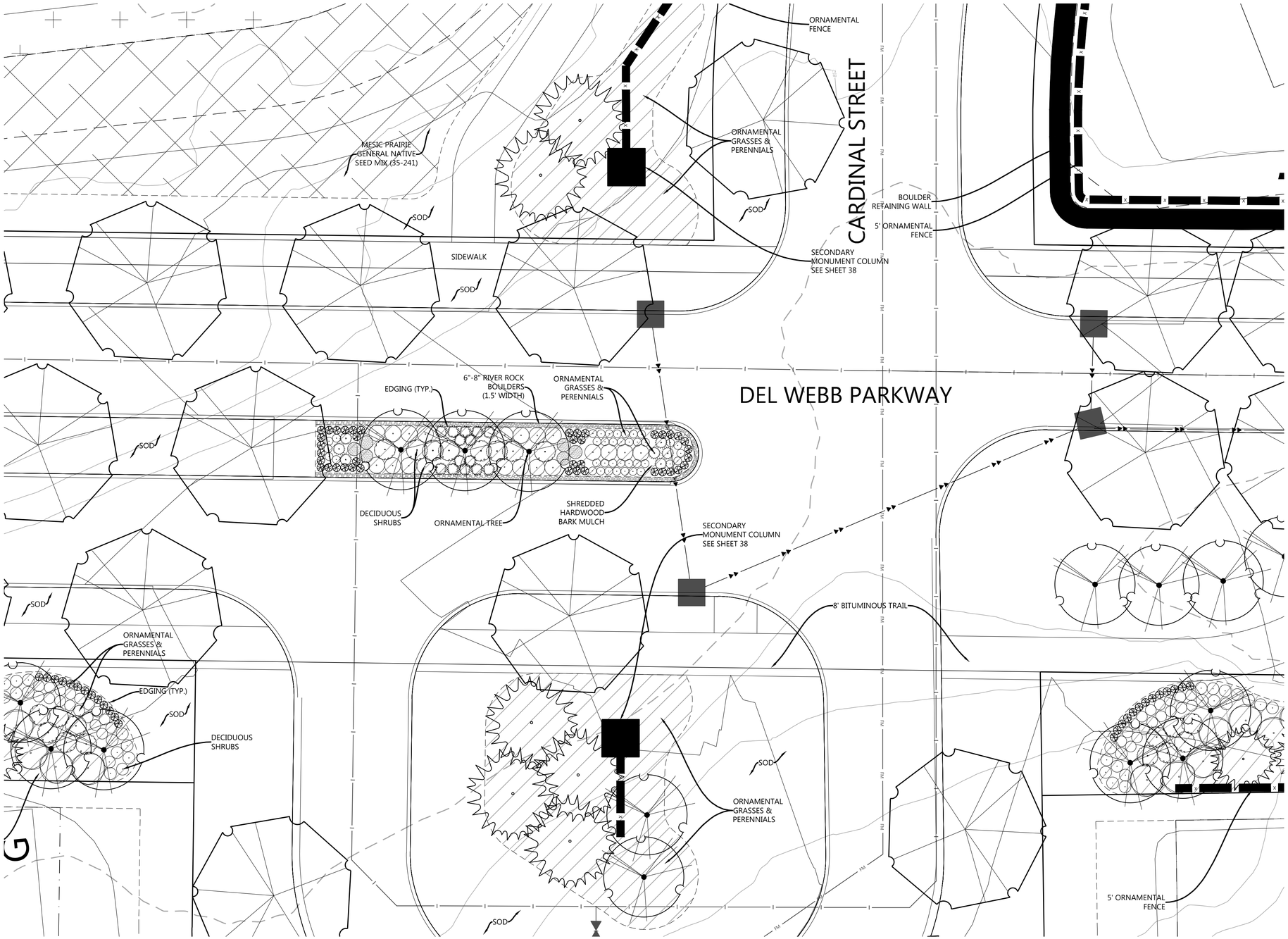
LOCATION
CORCORAN, MN

SHEET TITLE
MAIN ENTRANCE MONUMENTS
BLOCK & POURED CONC. FOOTING DETAILS

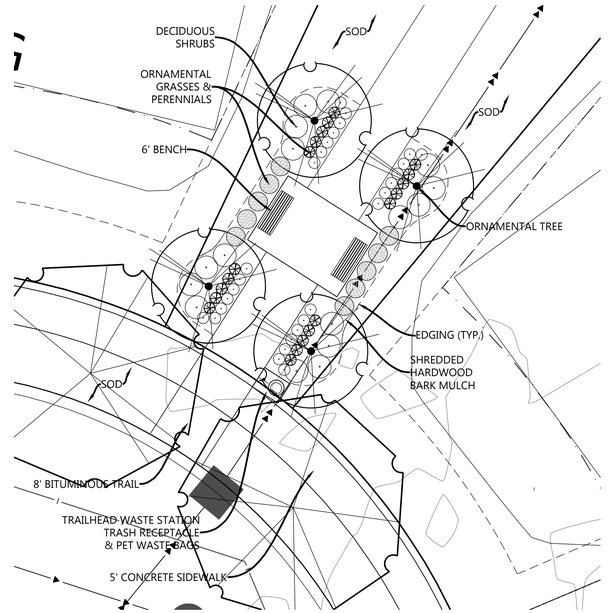
SHEET NUMBER
LH6

© 2020 Westwood Professional Services, Inc.

Secondary Monument & Median Planting Detail



Trailhead Detail (Typ.)



Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LP001.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

NICHOLAS T. MEYER
DATE: 02/04/20 LICENSE NO. 53774

DEL WEBB AT CHASKA
CHASKA, MN

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

LANDSCAPE PLANTING DETAIL

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 35 OF 40
DATE: 02/04/20

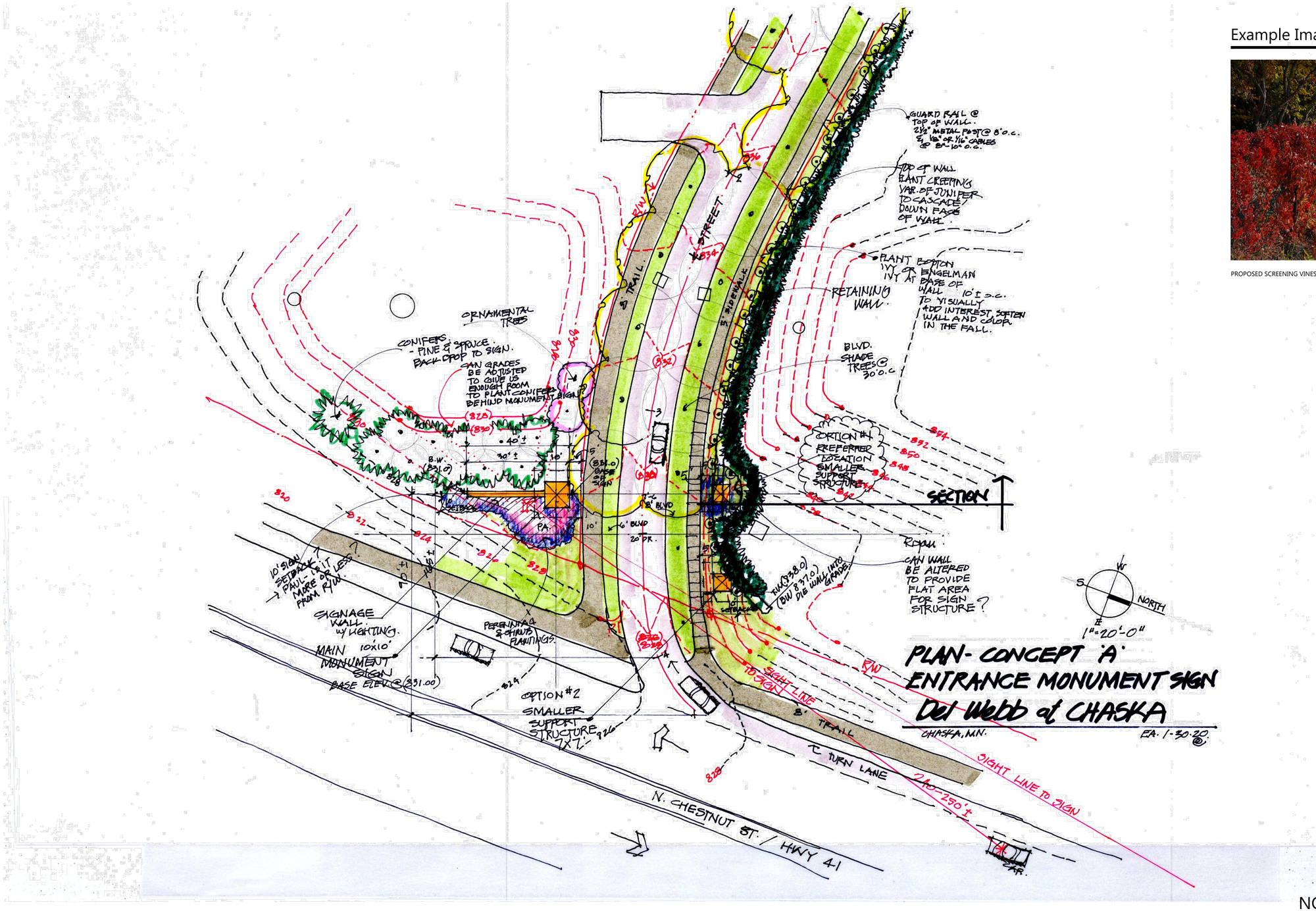
© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

Example Image



PROPOSED SCREENING VINES GROWING OVER FENCE.



NOT FOR CONSTRUCTION

DEL WEBB AT CHASKA

N:\0015521.00\DWG\CIVIL\PRELIM\0015521S-LPP02.DWG

DESIGNED:
CHECKED:
DRAWN:
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
△ 02/26/20 CITY COMMENTS
△ ----
△ ----
△ ----
△ ----

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO.

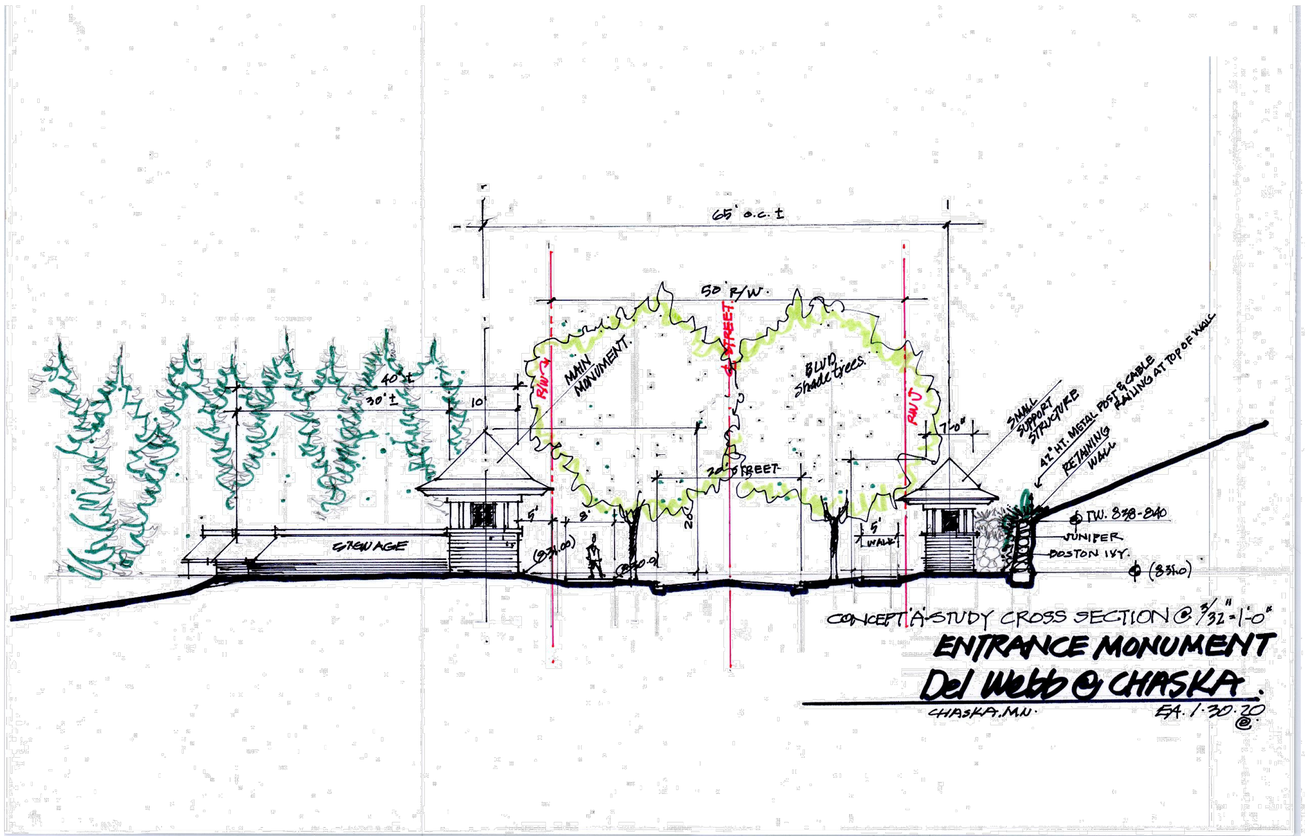
DEL WEBB AT CHASKA
CHASKA, MN

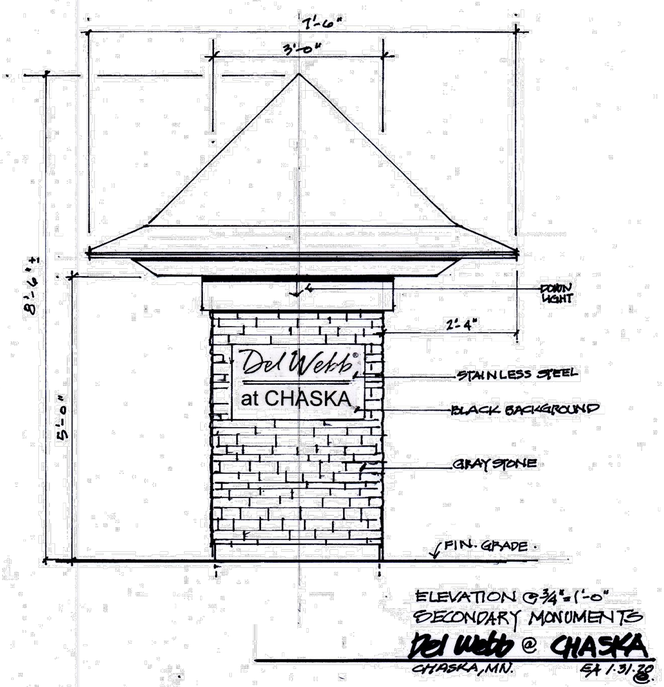
MAIN ENTRY
MONUMENT CONCEPT
PLAN
PROJECT NUMBER: 0015521.00

SHEET NUMBER: 37 OF 40
DATE: 02/04/20

© 2020 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance





NOT FOR CONSTRUCTION

N:\0015521.00\DWG\CIVIL\PRELIM\0015215-LPP02.DWG

DEL WEBB AT CHASKA

DESIGNED: .
CHECKED: .
DRAWN: .
HORIZONTAL SCALE: ##########
VERTICAL SCALE: ### OR ###

INITIAL ISSUE: 02/04/20
REVISIONS:
1 02/26/20 CITY COMMENTS
2 ---- .
3 ---- .
4 ---- .
5 ---- .

PREPARED FOR:

PULTE GROUP
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE: 02/04/20 LICENSE NO. _____

DEL WEBB AT CHASKA
CHASKA, MN

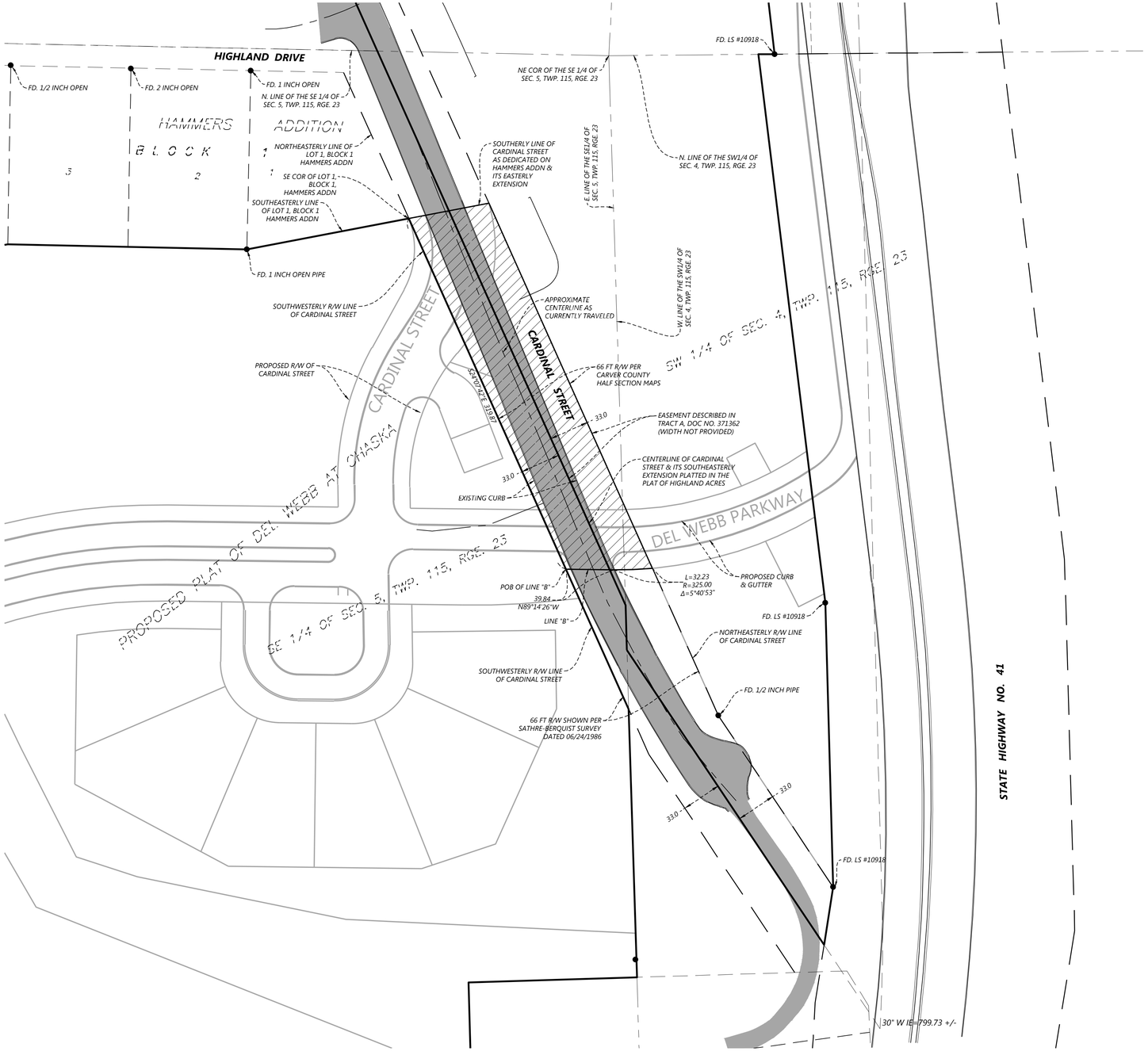
ENTRY MONUMENTS - ELEVATIONS

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 38 OF 40
DATE: 02/04/20

© 2017 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



CARDINAL STREET TO BE VACATED

That part of Cardinal Street lying in the Southeast Quarter of Section 5 and the Southwest Quarter of Section 4, both in Township 115, Range 23, said Carver County, Minnesota lying southerly of the south line of Cardinal Street as dedicated on the plat of HAMMERS ADDITION, according to the recorded plat thereof, Carver County, Minnesota and its easterly extension and also lying northerly of the following described line and its westerly extension:

Commencing at the southeast corner of Lot 1, Block 1, said HAMMERS ADDITION; thence South 24 degrees 07 minutes 42 seconds East, assumed bearing along the southwesterly line of said Cardinal Street, a distance of 319.87 feet to the point of beginning of the line to be described; thence North 89 degrees 14 minutes 26 seconds West, a distance of 39.84 feet; thence easterly along a tangential curve, concave to the north, having a central angle of 05 degrees 40 minutes 53 seconds, a radius of 325.00 feet for an arc distance of 32.23 feet to the northeasterly line of said Cardinal Street and said line there terminating.

Area: 21,589 sq. ft. or 0.50 ac

CARDINAL STREET TO BE VACATED

1" = 50'

0' 50' 100' 150'

N

N:\0015521.00\DWGS\SURVEY\0015521S_ES01.DWG

DEL WEBB AT CHASKA

DESIGNED: -
CHECKED: CWM
DRAWN: SRM
HORIZONTAL SCALE: 50'
VERTICAL SCALE: 10' OR 5'

INITIAL ISSUE: 03/31/2020
REVISIONS:
1 #### ####
2 #### ####
3 #### ####
4 #### ####
5 #### ####

PREPARED FOR:

PULTE HOMES OF MINNESOTA
7500 FLYING CLOUD DRIVE, SUITE 670
EDEN PRAIRIE, MN 55344

DEL WEBB AT CHASKA
CHASKA, MINNESOTA

Westwood
Phone (952) 937-5150 12701 Whitewater Drive, Suite #300
Fax (952) 937-5822 Minnetonka, MN 55343
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

CARDINAL STREET VACATION

PROJECT NUMBER: 0015521.00

SHEET NUMBER: 1 OF 1

DATE: 03/31/2020

CARDINAL STREET TO BE VACATED:

That part of Cardinal Street lying in the Southeast Quarter of Section 5 and the Southwest Quarter of Section 4, both in Township 115, Range 23, said Carver County, Minnesota lying southerly of the south line of Cardinal Street as dedicated on the plat of HAMMERS ADDITION, according to the recorded plat thereof, Carver County, Minnesota and its easterly extension and also lying northerly of the following described line and its westerly extension:

> Commencing at the southeast corner of Lot 1, Block 1, said HAMMERS ADDITION; thence South 24 degrees 07 minutes 42 seconds East, assumed bearing along the southwesterly line of said Cardinal Street, a distance of 319.87 feet to the point of beginning of the line to be described; thence North 89 degrees 14 minutes 26 seconds West, a distance of 39.84 feet; thence easterly along a tangential curve, concave to the north, having a central angle of 05 degrees 40 minutes 53 seconds, a radius of 325.00 feet for an arc distance of 32.23 feet to the northeasterly line of said Cardinal Street and said line there terminating.

Area: 21,589 sq. ft. or 0.50 ac

Karyn A. O'Brien
323 N. Cedar St.
Chaska, MN 55318

March 7, 2020
City of Chaska
Liz Hanson, City Planner
Matt Clark, City Engineer

Re: Pinnacle Residential Development / Sanitary Sewer

Dear Ms. Hanson & Mr. Clark,

This letter is in response to the preliminary plat submitted by applicant Pulte for the proposed Pinnacle residential development. In review of the proposal, I am pleased to see the concept plan and encourage a recommendation for approval. The proposed plan of a resort-like residential development for the aging demographic would be a unique and thoughtful concept to bring to the City of Chaska.

That said, I further wish to address the issue of sanitary sewer connection from Pulte's development to the neighboring residentially-zoned property (the O'Brien Property). Currently, this property is not serviced by city sewer or septic. Pulte's proposed preliminary civil plans illustrate a future sewer stub, but it ends at the parcel owned by the City of Chaska. The intent of the proposed sewer stub is to suffice for connection to the O'Brien Property (and perhaps the Brodman property to the east). However, since the O'Brien Property has no ownership of, easement for, or control over the City-owned property, the proposed stub location inadequately ensures direct access to the O'Brien Property.

Additionally, as proposed, future sewer connection would involve circumnavigation of the existing water tank's concrete foundation and water line, as well as the access easement of the communication tower's tenants (to include access, fiber and power).

Attached is an illustration showing the buildable area for the O'Brien Property in relation to the sewer stub proposed by the applicant. Please note that the Pulte property *does* share a property line with the O'Brien Property along Outlot I and a sewer stub could be brought to this location so that the O'Brien Property (and possibly the Brodman Property) could be serviced with a gravity fed line to a stub at Outlot I. From there, a lift station on the Pulte Property could suffice to channelize sanitary sewer via the currently proposed flowpath.

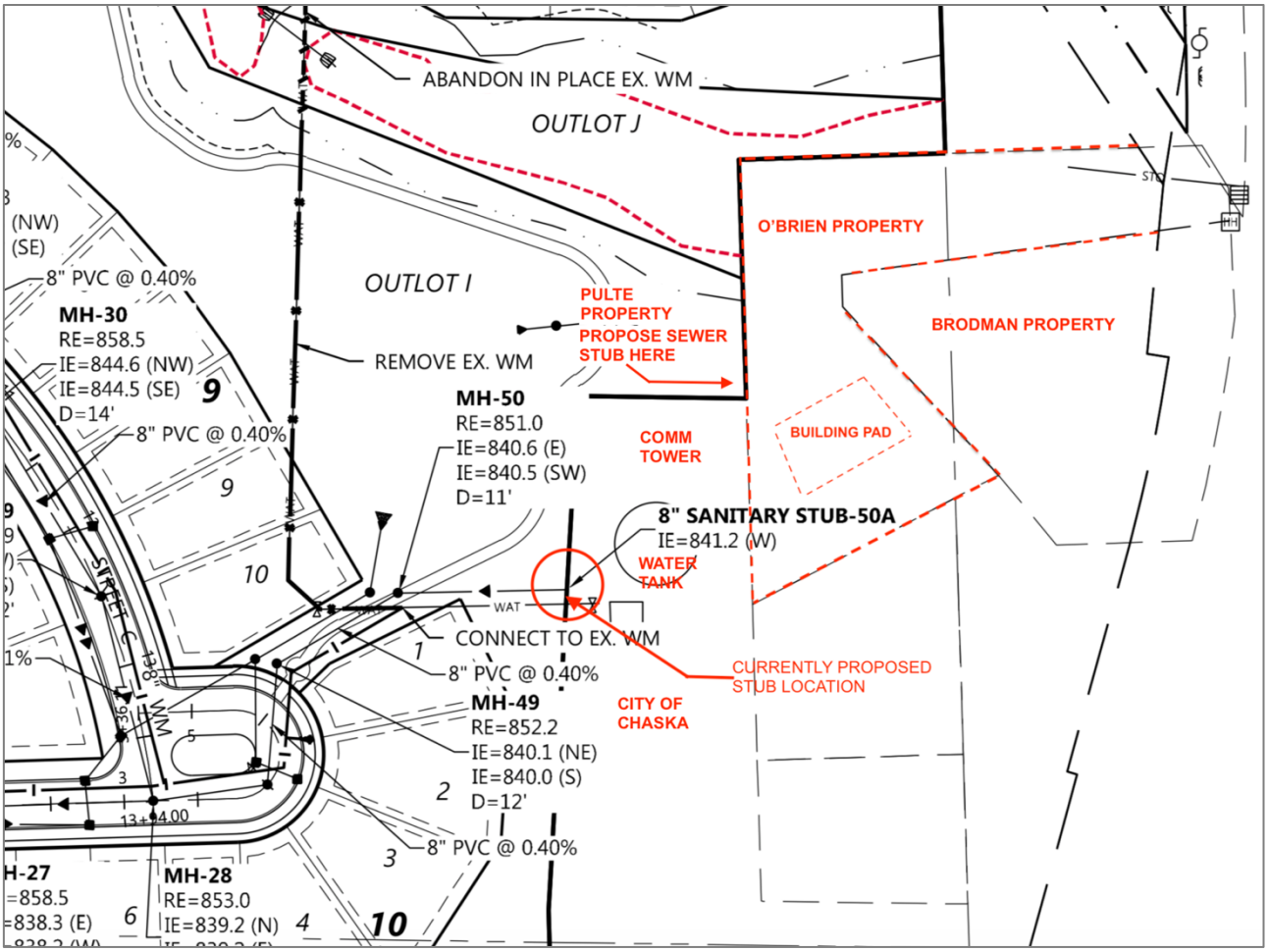
I ask that you please provide my letter to the Planning Commission on 3/11/2020 and submit this letter to the record as part of the public hearing and ask for a better, long-term utility plan to ensure these properties are brought into compliance with City Code.

Sincerely,

Karyn O'Brien

Karyn A. O'Brien
323 N. Cedar St.
Chaska, MN 55318

Attachment



Concerned Residents of Chaska

April 1, 2020

City of Chaska
Attn: City Council, Planning Commission, Park Board & City Staff, et al.
One City Hall Plaza
Chaska, MN 55318

RE: Preliminary Plat for Pinnacle on the Hammers Site/Pulte Homes/PC #2020-05

Dear Honorable Mayor, Council, Commission & Board Members and City Staff:

As homeowners and taxpayers in the great City of Chaska we understand and appreciate the need for growth and development, however the proposed Pinnacle development is simply not the right fit for this location. We respect the right for citizens to sell their property to whomever they choose, and we have grown accustomed to developers wanting to maximize their profits by squeezing in as many houses as possible. Our only hope is that Commissioners, City Staff and elected officials can look beyond the excitement of a new project and have the foresight to see the negative impacts this project will have on the residents of this community and understand that this proposed development just doesn't make sense.

The Developer has championed their multiyear effort and are seeking sympathy for the number of obstacles they have attempted to overcome in moving this project forward. After hitting all of these obstacles and roadblocks, one must ask the question or face the reality that, perhaps this particular project just isn't the right fit for this specific location. To that end, we hope that you will consider the following facts and concerns before any decisions are made pertaining to the approval of this development:

<u>Major Changes from the Preliminary Concept Plan</u>

- At the 9/17/18 Council Meeting, the Mayor asked the City Planner, regarding the right-in and right-out access to Hwy 41 "What if the access isn't approved?", in response, the City Planner stated "Then they wouldn't move forward with the project, so this is a pretty pivotal piece to their project in order to make it work". As it stands right now, the access, as proposed within the Concept plan, has been denied by MnDOT. It is understood that MnDOT has allowed for "right-in" access from Hwy 41, however, the denial of the "right-

out" access severely impacts surrounding neighborhoods, traffic patterns, and as originally stated, should prevent this development from moving forward as currently proposed.

- As currently proposed, all traffic entering this development has no other option but to drive North, utilizing only existing neighborhood streets. Is it customary to approve developments without properly planned ingress and egress?
- Other changes from the Concept vs. Preliminary include:
    - More houses (268 vs. 257)
    - Less parks
    - Less green space
    - Less Public Trails
    - Less accessibility (ingress and egress roads)

Land Use / Zoning

- The 2030 Comprehensive Plan identifies this property as Low Density Residential.
- While the proposed development claims to meet this criterion, it is abundantly clear that previous commissions, councils and City staff members did not envision nor plan for a development of this type. The record is clear, this development was, and still is, best suited for traditional, single-family homes. The existing road infrastructure was simply not designed and cannot safely support a development with this density.
- The concept sketch plan for this project could easily be mistaken for a mobile home community as the proposed project has a greater density (homes/per acre) than almost any other residential development in the City. Many of the proposed lots are less than 1/2 to 1/3 the size of the existing lots that adjoin this development, meaning that for every existing house to the North of this development, two or three homes would be constructed on the same size lot. This does not fit in the with the aesthetics of the existing neighborhoods and would look like a planning mistake, without extensive transitional screenings.
- As previously stated, the Planned Land Use of this property is Low Density Residential, however the proposed amenity center includes a 7,200 SF commercial building, which is clearly at odds with the residential land use classification. In addition, the proposed (private) community pool, fire pit, event spaces, bocce ball and pickleball courts are nonstandard and are not present in other residential neighborhood throughout the community. How can these commercial elements be considered residential?

Traffic, Layout & Accessibility

- As noted above, the approved access to Hwy 41 was critical for the developer, but it was, and still is, critical for the existing residents that surround this development. In our opinion, this project went from bad to worse with the requested "right-out" access being denied. As such, all traffic leaving this development will have no choice but to funnel North and utilize existing residential streets.
- Our current residential streets and neighborhoods will go from being quiet, peaceful and safe to a never-ending thoroughfare of traffic. This project will bring years of continuous

construction traffic, which will then transition into an endless parade of service, maintenance and delivery vehicles. Not to mention the 500+ vehicles of the new residents.

- Simply stated, this proposed development cannot support its own traffic volume and should not be approved without careful consideration and modifications.
- We do not agree with many of the opinions expressed within the Traffic Impact Study that was submitted with this proposed project. We also believe that a conflict of interest exists, as the traffic engineering firm is hired by and paid for by the developer. The study includes numerous unsupported opinions, lacks objectivity and is clearly crafted to fit the narrative and/or preferred conclusions of the developer.
- According to the traffic study conducted by Westwood, the figures on the amount of traffic generated by an active adult neighborhood were "given to them by Pulte" based on a study from 2004. Traffic patterns were different 16 years ago. There is more recent data available which indicates higher traffic rates and therefore put the entire study in question. For example a slightly more recent 2006 study of 55+ communities indicates the travel is expected to increase at least 10% from 2006 to 2010 (https://pdfs.semanticscholar.org/fb75/d77b26dae3d70a87678fe1b9c9955c215cf8.pdf).
- We believe the study severely underestimates the amount of traffic this proposed neighborhood will create and we believe more information should be presented, utilizing more recent data, especially as it relates to the expected impact on the existing neighborhood streets.
- As current residents of this area, we are very aware of the present traffic patterns and volumes. Common sense tells us that the increased level of traffic and volume of cars from this proposed development will have major negative impacts on all of the surrounding neighborhoods.
- As opposed to all of the generalities and beneficial stereotypes presented by the developer, here are some commonsense traffic related realities:
    - People 55+ still own and drive cars. This is supported by the fact that all proposed houses have 2 or 3 car garages. (2 cars x 268 houses = 538 cars)
    - People 55+ are still employed and drive to and from work each day. Including during “peak traffic times”.
    - People are living and working longer.
    - During the summer, children play at all times, not just during “peak times”
    - Per the study, it claims this type of development will have ~64% less traffic than a traditional single-family home development. But would that still be true if you have 100+ more houses, as proposed in this development, versus the number of traditional single-family homes that would fit in this same area?
    - As referenced, this is an “Active Community” not a retirement home or a nursing home as the traffic study alludes to. They will have cars and they will drive them.
    - This development will not bring more people to Downtown. As proposed, you are required to drive North in order to go South. It will be easier and more convenient to leave and return home from anywhere but downtown.
    - Expect a lot of U-turns on Hwy 41
    - Cars need gas and the nearest gas station will require these residents to cut through multiple existing neighborhood streets.

- Access to 212? Again, only through existing neighborhoods.
- The greatest impact will be on the 100+ kids that live and play in this area. The safe, secure and tranquil neighborhood that the developer is proposing will upend our currently safe, secure and tranquil neighborhood.

Public versus Private

- It has been stated that the proposed development is a "gateless" gated community. However, there will be no obvious distinction or transition between the existing homes and the proposed homes, except for the stark contrast in the home and lot sizes. This proposed community, intended or not, will become an awkward extension to the current neighborhood and not gated, secluded or "separated from the world" as presented by the developer.
- How do we explain to the 100+ children that live in this neighborhood that they are not allowed to use these private trails, private parks or the private amenities that are located right there in our neighborhood?
- Will there be signs indicating which trails/sidewalks are public?
- Who will police/enforce these private areas?

Moers/Hammers Park Expansion

- Many of us counted on, relied on and expected the City to follow the 2030 City Land Use Plan, which designated, set aside and planned for the expansion (near doubling) of Moers Park, once the land to the South was developed. Why is this not being followed?
- The developer's preliminary concept plan even included this additional park space but is now absent per the City's request. Why?
- So instead of 3.3 Acres of planned additional green space/expanded park, we get the enjoyment/benefit of 20 dense homes?
- In response to the previous Park Board and Planning Commission's comments that "…the Pinnacle Development is targeting the 55+ population and includes a private park vs. a single-family home development, staff feels the proposed park is not needed as Moers Park can continue to serve the neighborhood", we must ask:
  - Do people 55+ not use parks?
  - Do people 55 + not have pets?
  - Do people 55+ not have children and/or grandchildren?
- The reality is that these new residents and their guests WILL utilize the neighborhood park. If not, why are two new access points being proposed.
- The current park does "serve" the neighborhood, because it is all that we have. However, the park is already at capacity with the 100+ kids that live in the neighborhood and considerations should be made for the increase in population, regardless of their age.

General Notes & Comments

- The developer has continuously referenced and compared this proposed project to another Del Webb community that is currently being built in Corcoran, MN. While the two developments might be similar on paper, much like apples and oranges, they are completely different.
- Corcoran is a mostly undeveloped City with a population of approximately 6,000 people. The vast areas of open and developable land that surround the Corcoran project provide for the infrastructure to be designed and built around their project. Conversely, the proposed Chaska project is being shoe-horned into a mostly developed City and neighborhood where the infrastructure is insufficient to handle a project of this density, especially as it relates to accessibility and traffic.
- Is there another Del Webb Community in the entire country that doesn't have a main entrance and exit off their main "Parkway"?
- As reported by the developer, residents of these types of communities love dead-end roads as it provides the feeling of safety, seclusion and separation from the world. The current residents that surround this development currently enjoy and support this concept.

We respectfully thank you in advance for your attention and understanding of our concerns. Please let us know if you have any questions or if you should require any additional information, as we are open to working with all interested parties.

Sincerely,

The Concerned Residents of Chaska

(The names and addresses of the Chaska residents that created and support this letter are attached. We ask that this list be redacted and/or not be published for security purposes.)

REQUEST FOR ACTION
CHASKA CITY COUNCIL
06/01/20

Subject: **Structures, Inc. – Preliminary Site & Building Plan and Preliminary Plat**

Applicant: Andersen Development

Location: Old Audubon Road – South of Arbor Drive, North of Ravoux Circle

Case No.: 2020-11

Synopsis: The applicant is requesting approval of a preliminary site & building plan and preliminary plat to construct a new office/warehouse building with exterior storage on the vacant lot south of Arbor Drive and North of Ravoux Circle

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

In June 1997, the East Creek Carriage Homes and plat were approved by the City Council (Res. No. 97-61). The East Creek Carriage Homes are just southwest of the subject site on Ravoux Road. During these approvals the lot to the east and northeast was platted as an Outlot (outlot A), which was a tract for future replatting into single family detached residential lots south of the NSP highline, and industrial lots north of the highline. The single family detached residential lots have been developed south of the NSP highline (East Creek Acres 1st and 2nd Acres). Tonight we are looking at a plan to develop north of the NSP highline in Outlot A.

In December 2018, the Structures, Inc. Concept Plan was approved. In April 2019, the Preliminary Site & Building Plan, Preliminary Plat, and Rezoning (PID-9) were approved. Since that time the applicant has done soil testing and have concluded that there are parts of the site with very poor soils. Because of this, the layout of the site has shifted to avoid poor soil areas for the building. Tonight we are looking at a revised preliminary site & building plan and preliminary plat that shows this shift.

Main Changes to Layout

As stated above there were poor soils observed on the site. An exhibit provided shows where these poor soils were tested, which is mainly on the eastern area of the site. Because of this the building was re-located to the west portion of the site. Previously, the building was laid out on the eastern portion with the storage yard on the west side. The building and storage yard have essentially flipped with this new site layout to avoid the building being placed in the poor soils. Even in this new location, atypical foundation systems will still be required to support the building. Building in this location will reduce costs compared to the easterly layout that might otherwise force the project to stop altogether.

In addition, to minimize the exposure into poor soils the building has been downsized approximately 3,500 square feet from its previous size.

Comments/Concerns Brought Up During Concept Plan and Initial Preliminary Plan
There were a couple comments brought up during the Concept Plan and initial Preliminary Plan review that the applicant has addressed in this revised preliminary submittal. They are the following:

- Access Points: the applicant showed in their Concept Plan access points off of Old Audubon Road and Ravoux Road; staff and the Commissions requested that the access point on Ravoux Road be removed and the access point on Old Audubon Road be relocated to show access on the shared driveway at Arbor Drive. The applicant has revised the site plan to show these requests.

- Exterior Storage Screening: staff and the Commissions requested the applicant show how the exterior storage yard was programmed and screened. The applicant has provided a detail drawing showing the areas and types of storage. They have also provided a narrative detailing the heights of the items being stored outside. Materials stored on site will be landscaping blocks, gravel, sub-grade material and other similar materials; these items will be stored in low, open bins that will not be stacked more than 6 feet high. Approximately 6 Pick-up trucks that are approximately 8' tall and 18' long, and long trailers will also be stored outside in the storage yard. An 8 foot privacy fence, some berming on the east side, and trees will be situated around the perimeter of the storage yard to screen what is in this area. Significant berming was not achievable on the south side of the site due to the location of the transmission easement. The easement area does not allow for landscaping within it.

- Noise Summary: staff and the commissions requested a noise summary be completed for the preliminary submittal indicating the type of noise that will be generated outside in the storage yard. The applicant has summarized that the pick-up trucks aforementioned will be loading up materials and leaving the site between the hours of 7:00am and 9:00am. They will return around 3:00pm-6:00pm where they will re-park, however some may stay at the job sites until work is completed. A bobcat tractor and fork lift will be used occasionally throughout the day for moving materials around the yard. All maintenance of vehicles will occur inside the building's shop space. Operations will only occur from Monday-Friday.

Goals
The goals indicated by the applicant were to provide the main headquarters for the Structures, Inc. business in the Chaska area, provide a fluent operation for their business that serves a long term relationship with the City, provide an employment opportunity for Chaska residents, and provide a street presence in Chaska that will tie in to local existing structures.

Existing Conditions
The subject property is located on a vacant outlot between Arbor Drive and Ravoux Circle that is approximately 5.25 acres in size. There exists a 125 foot wide easement on the south side of the property that is for the NSP highline. The site has and is used for agricultural purposes.

CURRENT REQUEST
The request this evening is for Preliminary Site & Building Plan and Preliminary Plat approval for the construction of a new office/warehouse building and an exterior storage yard for the company Structures, Inc. The company is currently located in Shakopee and are a big block wall and paver stone contractor. This new location will be the main corporate headquarters to the entire company. They propose to have business operations Monday-Friday from 7:00am to 6:00pm.

Adjacent properties
The site is bounded on the south by residential; the north by industrial; the west by Ravoux Road; and the east by Old Audubon Road.

Use
The use of this site for office/industrial is consistent with the Comprehensive Plan's guidance for this parcel to be industrial. It is also consistent with the 1997 approvals for the site which guided the area north of the NSP highline as industrial.

Layout
The layout of the site is showing main access into the site off of Old Audubon Road from a shared driveway on Arbor Drive. The shared driveway provides access to the parking lot and exterior storage yard. The building is situated more on the westerly side of the site towards Ravoux Road. The parking lot is proposed on the west portion of the site between the building and Ravoux Road. An exterior storage yard abuts the building on its east side and is situated more in the center of the site.

Building Location/Design
The new office/warehouse industrial building is planning to locate on a 5.25 acre lot and is proposed to be approximately 11,500 square feet in size. The majority of the building will be office space at 8,500 square feet, and the remainder will be warehouse/shop space at 3,000 square feet. The shop space will be for maintaining equipment like bobcats, trailers and trucks. The entrance of the building will face south. The building was oriented so that it would avoid the most compromising soils on site.

In addition to the building, the business proposes to operate an exterior storage yard on the east side of the building. This area will store materials and several bins that will hold in different types of rock and other base material; pick-up trucks and trailers will also be stored in this area. The height and trucks will stand no more than 8 feet in height in a vehicle or raw storage of materials. This exterior area is proposed to be secured off via a 8-foot privacy fence.

The proposed design of this building is generally rectangular in footprint and one-story in height; at its tallest point it will be 23 feet where the shop space is. The building proposes to have windows, brick, wood, and metal cladding for materials. The design of the building was designed to have more of a residential look so as to fit in to the residential context and be a similar height to the existing industrial businesses adjacent. The new building plans to have approximately 15 total employees in the office and 2 employees in the shop space.

Staff Recommendation/Analysis
The location of the building appears to be appropriate to take advantage of the best soils on the site. The look of the building being more residential on the front (west and south) is appropriate for the context this site is in. It will provide a more harmonious edge to the residential on the south. The privacy fence proposed is a cedar fencing, which will match, or be very similar, to the cedar board accents on the building.

The City of Chaska has certain building design and material requirements for industrial buildings. A portion of it is stated as follows:

"Industrial and warehouse buildings shall use at least two (2) different Class I materials and shall be composed of at least thirty (30) percent Class I material, and at least one (1) Class II materials and be composed of at least thirty (30) percent Class II materials; and not more than forty (40) percent of Class III materials"

Structures Building Materials	
Class I	Brick, Glass (44%)
Class II	Metal Panels (48%)
Class III	Wood, Kalwall (8%)
CLASS I REQUIRED	30%; two different materials
CLASS II REQUIRED	30%; one material
PROVIDED	44% Class I material; 2 different materials 48% Class II material; 1 material

According to the table above the applicant is meeting the building design/materials ordinance for industrial buildings. If brick is used on the building, then it should be advised that only full modular face brick is classified as a Class I material. Brick veneer is not a Class I material. The applicant has stated in their narrative that full modular face brick is being used.

The applicant has also included photos of the materials and colors selected for the building. Black and dark brown make up the majority of the building's colors from the metal panels and brick.

Overall, the building provides a unique look. There are numerous masses and shapes to the building which provides interest. The lower profile of the building will be oriented more towards Ravoux Road, which staff believes is an appropriate orientation to provide harmony between the industrial and residential context. The higher profile of the shop will be oriented toward the rear (east) and center of the site and thus will not be as cumbersome at the street level.

The exterior storage area is going to be screened with an eight-foot privacy fence. The fence is proposed to be a cedar fence; meant to match or be similar to the cedar accents on the building. Landscaping in the form of deciduous and coniferous plantings will also be incorporated around its exterior perimeter to provide a natural break. Small berming is also

proposed on the east edge of the site adjacent to Ravoux Road to provide additional height for the screening in this area.

A couple cross sections were provided to show the exterior storage height relations between the residences to the south, as well as show the parking lot/landscaping on the west side between Ravoux Road.

Parking/Access/Circulation
The site is proposing to incorporate 69 parking spaces (20 initial construction plus 49 proof of parking). The following charts summarize the overall parking demand on the site, based on the approximated sizes of the conceptual uses:

Uses	Approx. Size	Code Req.	Est. Parking Req.
Office	8,500 sf	1ps/250sf	34 parking spaces
Warehouse	3,000 sf	1ps/350sf	9 parking spaces
		REQUIRED	**43 parking spaces**
		PROVIDED	**69 parking spaces**

According to the table above the applicant is sufficient in meeting parking for the site.

The project is proposing to have one vehicle entrance into the site off of Old Audubon Road from the existing shared driveway on Arbor Drive. This shared driveway will be widened onto the Structures' property to accommodate two-way traffic movement. The shared driveway will then provide two accesses into the site; one into the employee parking lot; one into the exterior storage yard and access to the shop doors. This shared driveway will also continue to act as the access for the industrial properties to the north. A shared agreement exists between the current property owners today. This agreement will be amended to include the Structures site.

Staff Recommendation/Analysis
The layout has since been modified from the Concept Plan to incorporate changes requested by staff and the Commissions. Staff advised the applicant to eliminate the Ravoux Road access and re-orient the Old Audubon Road access to the north side of the site to connect into the shared driveway on Arbor Drive. The applicant has made these changes.

Setbacks
The required setbacks for the site are as follows:

BUILDING SETBACKS	
Direction	**Setback**
From Property Lines Abutting Residential	100 feet
East and West Property Lines	30 feet
Interior Property Lines	15 feet

PARKING SETBACKS	
Direction	**Setback**
East & West Property Lines	10 feet from ROW
Interior Property Lines	5 feet
From Property Lines Abutting Residential	10 feet

The NSP highline easement on the south side of the site provides for a 125 foot setback from most of the southern property line, which is more than the ordinance requires; this easement cannot be encroached into with buildings and parking.

The exterior storage area must also comply with the aforementioned building setbacks. The site plan is showing compliance with these.

Landscaping & Screening

The table below indicates the landscaping requirements for this site and how the applicant meets or does not meet them:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	**Proposed**
Overstory Trees	36 caliper inches (15 trees)	38
Understory Trees	5	4
Shrubs	70	191

According to the table above the applicant is meeting the landscape ordinance; they are deficient by one tree in the understory category however they are providing a healthy amount of overstory trees, which staff believes is an amenable alternative. Landscaping and some berming will be incorporated on the exterior perimeter of the privacy fence surrounding the storage yard. Some smaller berming (1-2 feet tall) is proposed along the east, south sides along fence, and west side along the parking lot edge. Staff would point out that the south side of the parking lot should incorporate a couple coniferous trees to help screen the potential headlight glare. In addition, there is one tree on the SW corner of the site at the intersection of Ravoux Road and Ravoux Circle; this tree should be situated more on the Ravoux Road side between the property line and street. The other boulevard trees proposed on the edge of the west property line shall be moved to be within the City's Right-of-Way (ROW) between the curb of Ravoux Road and the western property line.

An 8-foot cedar fence is proposed along the perimeter of the exterior storage area to screen from the adjacent properties. Staff is amenable to this as an additional screening method to landscaping as long as the fence proposed is qualitative and aesthetically pleasing to the neighboring properties. The applicant has provided a picture and spec of such fence they would like to use and it appears to be in line with this, plus it will fit in with the cedar accent pieces on the building.

The east side of the site outside of the storage yard will be planted with low maintenance turf. This area will have the appearance of grass.

Lighting
The applicant has provided a photometric plan and lighting specs as a part of this submittal. Lighting is proposed on the north, west and south sides of the building above the doors. The specs indicate that they will be fully enclosed light sources that face down. Bollards are also shown on the south side leading from the parking lot to front door.

The photometric plan indicates that it meets City ordinance in terms of foot candles. However, staff questions the light sources proposed on the west side. The dock lighting is 18 feet above grade per the lighting plan, and the dock doors are only 14 feet high; lowering the wall mounts can help with the potential light being seen from neighboring residential properties.

Noise
A noise summary was provided to indicate the type of operations occurring outdoors. Pick-up trucks will begin to load their vehicles from 7:00am to 9:00am and take off for their job site. Trucks will start to come back from their job sites around 3:00pm to 6:00pm where they will park on site in the exterior storage area. A bobcat and fork lift will occasionally run throughout the day to move material around the yard. All maintenance of vehicles will be done inside the building in the shop space.

It appears that the only time of day that may produce the most amount of noise is from 7-9am. However, the applicant has also advised that the 18 foot long pick-up trucks are occasionally used only in the event that they require a larger load to transport. Most of the workers use their own personal pick-ups with the long trailers to transport material, which would produce less noise. Given the low level amount of activity happening in the exterior storage yard, staff does not believe the noise will be of atypical concern for an industrial business.

Signage
Signs will have to meet the required sign regulations for this development and be reviewed and approved through a separate permit process with the City. It appears that there is one monument sign proposed; oriented towards Old Audubon Road. Signs will have to go through a separate sign permitting process.

Utilities
Water and sewer are available to serve this site. Details on the connections to the public utilities will need to be coordinated with the City Engineer.

Stormwater
The applicant will continue to work with the City and the Watershed district to ensure their Stormwater Plan meets all City and County WMO standards.

Wetlands
The National Wetland Inventory classifies the existing pond as a wetland. A future site visit is to be performed by Anderson Engineering's wetland scientists when conditions allow to confirm additional wetlands are not present on the site.

Preliminary Plat

A preliminary plat is proposed as a part of this request. The plat shows one lot with no outlots. It should be noted that the pond on the south side of the site will need to be contained in an outlot or by a Drainage & Utility easement for the City to access. In addition, an easement is needed on the north side of the site for the City's electrical distribution line.

PLANNING COMMISSION ACTION TAKEN 05/13/20:

Motion to recommend approval of the Preliminary Site and Building Plan and Preliminary Plat for Structures, Inc. (PC#2020-11), subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Narrative – Preliminary Plat/Preliminary Site Plan Review, submitted by Structures**
    b. **Yard Equipment and Noise Summary, submitted by Structures**
    c. **Response to Request for Additional Information, submitted by Structures, dated April 24, 2020**
    d. **MnDOT Standard Non Native (Turf) Seed Mixture**
    e. **Storage Detail Images (A1), submitted by HTG Architects**
    f. **Poor Soils Exhibit (B1), submitted by Anderson, dated April 29, 2020**
    g. **Existing Conditions Survey (pg C1), submitted by HTG Architects, dated April 29, 2020**
    h. **Preliminary Plat (pg C2), submitted by HTG Architects, dated April 29, 2020**
    i. **Demolition Plan (pg C3), submitted by HTG Architects, dated April 29, 2020**
    j. **Grading & Drainage Plan (pg C4), submitted by HTG Architects, dated April 29, 2020**
    k. **Utility & Paving Plan (pg C5), submitted by HTG Architects, dated April 29, 2020**
    l. **Sediment & Erosion Control Plan (pg C6), submitted by HTG Architects, dated April 29, 2020**
    m. **SWPPP 1 (pg C7), submitted by HTG Architects, dated April 29, 2020**
    n. **SWPPP 2 (pg C8), submitted by HTG Architects, dated April 29, 2020**
    o. **Civil Details – 1-3 (pg C9-C11), submitted by HTG Architects, dated April 29, 2020**
    p. **Planting Plan & Details (pgs L1 & L2), submitted by HTG Architects, dated April 29, 2020**
    q. **Site Plan (pg EX7), submitted by HTG Architects, dated April 15, 2020**
    r. **Snow Storage Exhibit (pg EX-A), submitted by HTG Architects, dated April 29, 2020**
    s. **Site Sections (pg A0.0), submitted by HTG Architects, dated April 7, 2020**
    t. **Photometric Plan (pgs 1-2), submitted by Pulse, dated April 7, 2020**
    u. **Renderings (pgs 1-5), submitted by HTG Architects, dated April 7, 2020**
    v. **Material Elevations (pg EX6), submitted by HTG Architects, dated April 7, 2020**
    w. **Exterior Elevations (pg A3.1), submitted by HTG Architects, dated April 15, 2020**
    x. **Main Level Floor Plan (pg EX8), submitted by HTG Architects, dated April 7, 2020**
2. **Adherence with the Engineers Memo dated May 5, 2020.**
3. **Provision that vehicle access on Ravoux Road is prohibited.**
4. **Compliance with section 9.11 Building Design/Materials and Site Design for all three buildings.**
5. **Provision that full modular face brick will be used on any brick applications in order to be classified as a Class I material.**
6. ~~**Provision to provide more articulation similar to the south façade on the west façade, and to be revised on the architectural plans for final submittal.**~~
7. **Provision of an engineers memo proposing that crushed concrete is an acceptable ground cover in the storage yard and will have adequate dust control methods applied, to be submitted at final submittal.**
8. **Provision that exterior storage will not exceed 8 feet in height.**

9. **Provision that additional coniferous trees are added on the south side of the parking lot, and to be revised on the landscape plan for final submittal.**
10. **Provision that overstory tree on SW corner of Ravoux Road and Ravoux Circle be placed south of transmission easement between west property line and Ravoux Road, and to be revised on the landscape plan for final submittal.**
11. **Provision that the boulevard trees on the west property line are moved to be between the curb of Ravoux Road and the west property line, and to be revised on the landscape plan for final submittal.**
12. ~~**Provision that eastern low-maintenance turf area is irrigated.**~~
13. **Provision that the 18 feet high wall lighting on the west façade be lowered at least four feet.**
14. **Provision that all mechanical equipment will be fully screened from view.**
15. **Provision of a City-owned outlot or Drainage & Utility easement over the southern pond, to be shown on the final plat.**
16. **Provision of a Drainage & Utility easement over the City's northern distribution line, to be shown on the final plans and plat and approved by the Electric Director.**
17. **Coordination with the City Engineer for the provision of public utilities to the site.**
18. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
19. **Provision of a wetland delineation report be submitted.**
20. **Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).**
21. **Any and all building signage shall be submitted separately, comply with zoning ordinance Section 10, and shall require approval by staff prior to installation.**
22. **Provision of a final maintenance agreement for Arbor Drive signed by all applicable parties, to be submitted at final submittal.**

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-41 approving the Preliminary Site and Building Plan and Preliminary Plat for Structures, Inc. (PC#2020-11).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 06/01/2020 RESOLUTION NO. 2020-41

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc./Andersen Development/ P.C. No. 2020-11

WHEREAS, the subject property is located on a vacant outlot between Arbor Drive and Ravoux Circle that is approximately 5.25 acres in size; and

WHEREAS, there exists a 125 foot wide easement on the south side of the property that is for the NSP highline; and

WHEREAS, the request this evening is for Preliminary Site & Building Plan and Preliminary Plat approval for the construction of a new office/warehouse building and an exterior storage yard for the company Structures, Inc; and

WHEREAS, they propose to have business operations Monday-Friday from 7:00am to 6:00pm; and

WHEREAS, the use of this site for office/industrial is consistent with the Comprehensive Plan's guidance for this parcel to be industrial, and it is also consistent with the 1997 approvals for the site which guided the area north of the NSP highline as industrial; and

WHEREAS, the majority of the building will be office space at 8,500 square feet, and the remainder will be warehouse/shop space at 3,000 square feet; and

WHEREAS, the exterior storage area will store materials and several bins that will hold in different types of rock and other base material; and

WHEREAS, the height and any equipment will stand no more than 8 feet in height in a vehicle or raw storage of materials; and

WHEREAS, this exterior area is proposed to be secured off via a 8-foot privacy fence; and

WHEREAS, the material being stored outside will have to be flush or below the screening provided; and

WHEREAS, the proposed design of this building is rectangular in footprint and one-story in height; at its tallest point it will be 23 feet where the shop space is; and

WHEREAS, the new building plans to have 15 total employees in the office and 2 employees in the shop space; and

WHEREAS, the building proposes to have windows, brick, wood, and metal cladding for materials; and

WHEREAS, the applicant is meeting the building design/materials ordinance for industrial buildings; and

WHEREAS, if brick is used on the building, then it should be advised that only full modular face brick is classified as a Class I material as brick veneer is not a Class I material; and

WHEREAS, the site is proposing to incorporate 69 parking spaces (20 initial construction plus 49 proof of parking); and

WHEREAS, the project is proposing to have one vehicle entrance into the site off of Old Audubon Road from the existing shared driveway on Arbor Drive; and

WHEREAS, this area is highly sensitive in how it will be screened due to the proximity of residential to the south; and

WHEREAS, an 8-foot pre-finished fence is proposed along the perimeter of the exterior storage area and the south edge of the site to screen from the adjacent properties; and

WHEREAS, landscaping and berming will be incorporated on the exterior perimeter of the privacy fence; and

WHEREAS, some smaller berming (1-2 feet tall) is proposed along the east, south sides along fence, and west side along the parking lot edge; and

WHEREAS, staff would point out that the south side of the parking lot should incorporate a couple coniferous trees to help screen the potential headlight glare; and

WHEREAS, in addition, there is one tree on the SW corner of the site at the intersection of Ravoux Road and Ravoux Circle; this tree should be situated more on the Ravoux Road side between the property line and street; and

WHEREAS, the other boulevard trees proposed on the edge of the west property line shall be moved to be within the City's Right-of-Way (ROW) between the curb of Ravoux Road and the western property line; and

WHEREAS, the dock lighting is 18 feet above grade per the lighting plan, and the dock doors are only 14 feet high; lowering the wall mounts can help with the potential light being seen from neighboring residential properties; and

WHEREAS, a noise summary was provided to indicate the type of operations occurring outdoors; and

WHEREAS, pick-up trucks will begin to load their vehicles from 7:00am to 9:00am and take off for their job site; and

WHEREAS, trucks will start to come back from their job sites around 3:00pm to 6:00pm where they will park on site in the exterior storage area; and

WHEREAS, a bobcat and fork lift will occasionally run throughout the day to move material around the yard; and

WHEREAS, all maintenance of vehicles will be done inside the building in the shop space; and

WHEREAS, signs will have to meet the required sign regulations for this development and be reviewed and approved through a separate permit process with the City; and

WHEREAS, on May 13, 2020 the Planning Commission recommended approval to the City Council of the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc. (PC#2020-11); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc. (PC#2020-11), subject to the aforementioned stipulations and the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Narrative – Preliminary Plat/Preliminary Site Plan Review, submitted by Structures
    b. Yard Equipment and Noise Summary, submitted by Structures
    c. Response to Request for Additional Information, submitted by Structures, dated April 24, 2020
    d. MnDOT Standard Non Native (Turf) Seed Mixture
    e. Storage Detail Images (A1), submitted by HTG Architects
    f. Poor Soils Exhibit (B1), submitted by Anderson, dated April 29, 2020
    g. Existing Conditions Survey (pg C1), submitted by HTG Architects, dated April 29, 2020
    h. Preliminary Plat (pg C2), submitted by HTG Architects, dated April 29, 2020
    i. Demolition Plan (pg C3), submitted by HTG Architects, dated April 29, 2020
    j. Grading & Drainage Plan (pg C4), submitted by HTG Architects, dated April 29, 2020
    k. Utility & Paving Plan (pg C5), submitted by HTG Architects, dated April 29, 2020
    l. Sediment & Erosion Control Plan (pg C6), submitted by HTG Architects, dated April 29, 2020
    m. SWPPP 1 (pg C7), submitted by HTG Architects, dated April 29, 2020
    n. SWPPP 2 (pg C8), submitted by HTG Architects, dated April 29, 2020
    o. Civil Details – 1-3 (pg C9-C11), submitted by HTG Architects, dated April 29, 2020
    p. Planting Plan & Details (pgs L1 & L2), submitted by HTG Architects, dated April 29, 2020
    q. Site Plan (pg EX7), submitted by HTG Architects, dated April 15, 2020
    r. Snow Storage Exhibit (pg EX-A), submitted by HTG Architects, dated April 29, 2020
    s. Site Sections (pg A0.0), submitted by HTG Architects, dated April 7, 2020
    t. Photometric Plan (pgs 1-2), submitted by Pulse, dated April 7, 2020
    u. Renderings (pgs 1-5), submitted by HTG Architects, dated April 7, 2020
    v. Material Elevations (pg EX6), submitted by HTG Architects, dated April 7, 2020
    w. Exterior Elevations (pg A3.1), submitted by HTG Architects, dated April 15, 2020
    x. Main Level Floor Plan (pg EX8), submitted by HTG Architects, dated April 7, 2020
2. Adherence with the Engineers Memo dated May 5, 2020.
3. Provision that vehicle access on Ravoux Road is prohibited.
4. Compliance with section 9.11 Building Design/Materials and Site Design for all three buildings.
5. Provision that full modular face brick will be used on any brick applications in order to be classified as a Class I material.

6. Provision of an engineers memo proposing that crushed concrete is an acceptable ground cover in the storage yard and will have adequate dust control methods applied, to be submitted at final submittal.
7. Provision that exterior storage will not exceed 8 feet in height.
8. Provision that additional coniferous trees are added on the south side of the parking lot, and to be revised on the landscape plan for final submittal.
9. Provision that overstory tree on SW corner of Ravoux Road and Ravoux Circle be placed south of transmission easement between west property line and Ravoux Road, and to be revised on the landscape plan for final submittal.
10. Provision that the boulevard trees on the west property line are moved to be between the curb of Ravoux Road and the west property line, and to be revised on the landscape plan for final submittal.
11. Provision that the 18 feet high wall lighting on the west façade be lowered at least four feet.
12. Provision that all mechanical equipment will be fully screened from view.
13. Provision of a City-owned outlot or Drainage & Utility easement over the southern pond, to be shown on the final plat.
14. Provision of a Drainage & Utility easement over the City's northern distribution line, to be shown on the final plans and plat and approved by the Electric Director.
15. Coordination with the City Engineer for the provision of public utilities to the site.
16. Provision of a storm water management plan meeting City and Carver County WMO standards.
17. Provision of a wetland delineation report be submitted.
18. Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).
19. Any and all building signage shall be submitted separately, comply with zoning ordinance Section 10, and shall require approval by staff prior to installation.
20. Provision of a final maintenance agreement for Arbor Drive signed by all applicable parties, to be submitted at final submittal.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

_____
Chaska Deputy Clerk

City of Chaska
Memorandum

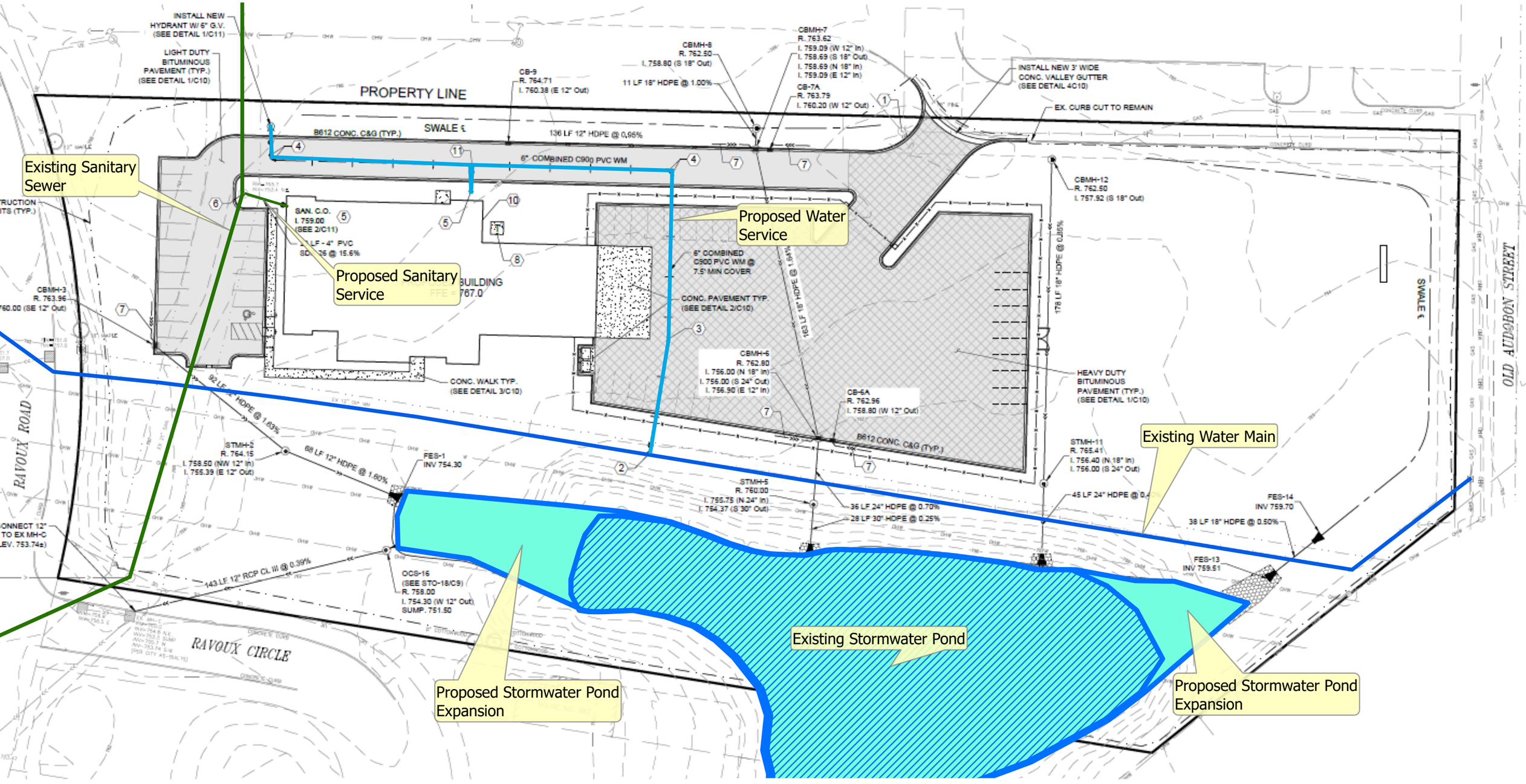
To: **Planning Commission**
From: **Matt Clark, City Engineer**
Date: **May 5, 2020**
Subject: **Structures Inc on Old Audubon Road**

The developer has submitted a revised plan to mitigate poor soils that were not identified with the previous submittal. Gravity sanitary sewer and water main exist within the property and are readily available to be connected. The final construction plans and will need to be coordinated with the city utility department. A wetland delineation report is still needed to determine whether wetlands exist.

The existing pond on the south portion of this site addresses both the Structure's Inc. site plan and existing residential development for storm water and the site plan meets the City's requirements. An easement for this pond and any alterations/expansion needed to address storm water needs for this development shall be included on the plat.

The single access to Old Audubon Road for this site, works well for the proposed land use and is well spaced between existing access points. At this time, all light industrial land uses in the area access Old Audubon Road and leaves Ravoux Road for residential traffic. The single access to Old Audubon Road provides adequate service to this proposal.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300


Existing Sanitary Sewer
Proposed Sanitary Service
Proposed Water Service
Existing Water Main
Existing Stormwater Pond
Proposed Stormwater Pond Expansion
Proposed Stormwater Pond Expansion
PROPERTY LINE
SWALE ℄
B612 CONC. C&G (TYP.)
6" COMBINED C900 PVC WM
136 LF 12" HDPE @ 0.95%
INSTALL NEW HYDRANT W/ 6" G.V. (SEE DETAIL 1/C11)
LIGHT DUTY BITUMINOUS PAVEMENT (TYP.) (SEE DETAIL 1/C10)
CB-9
R. 754.71
I. 760.38 (E 12" Out)
CBMH-8
R. 762.50
I. 758.80 (S 18" Out)
11 LF 18" HDPE @ 1.00%
CBMH-7
R. 763.62
I. 759.09 (W 12" In)
I. 758.69 (S 18" Out)
I. 758.69 (N 18" In)
I. 759.09 (E 12" In)
CB-7A
R. 763.79
I. 760.20 (W 12" Out)
INSTALL NEW 3' WIDE CONC. VALLEY GUTTER (SEE DETAIL 4C10)
EX. CURB CUT TO REMAIN
CBMH-12
R. 762.50
I. 757.92 (S 18" Out)
178 LF 18" HDPE @ 0.85%
SAN. C.O.
I. 759.00
(SEE 2/C11)
LF - 4" PVC
@ 15.6%
BUILDING
FFE = 767.0
6" COMBINED C900 PVC WM @ 7.5' MIN COVER
CONC. PAVEMENT TYP. (SEE DETAIL 2/C10)
183 LF 18" HDPE @ 1.64%
CBMH-6
R. 762.80
I. 756.00 (N 18" In)
I. 756.00 (S 24" Out)
I. 756.90 (E 12" In)
CB-6A
R. 762.96
I. 758.80 (W 12" Out)
HEAVY DUTY BITUMINOUS PAVEMENT (TYP.) (SEE DETAIL 1/C10)
CONC. WALK TYP. (SEE DETAIL 3/C10)
CBMH-3
R. 763.96
760.00 (SE 12" Out)
92 LF 12" HDPE @ 1.63%
68 LF 12" HDPE @ 1.60%
STMH-2
R. 764.15
I. 758.50 (NW 12" In)
I. 755.39 (E 12" Out)
FES-1
INV 754.30
STMH-5
R. 760.00
I. 755.75 (N 24" In)
I. 754.37 (S 30" Out)
36 LF 24" HDPE @ 0.70%
28 LF 30" HDPE @ 0.25%
STMH-11
R. 765.41
I. 756.40 (N 18" In)
I. 756.00 (S 24" Out)
45 LF 24" HDPE @ 0.4
FES-14
INV 759.70
38 LF 18" HDPE @ 0.50%
FES-13
INV 759.51
ONNECT 12" TO EX MH-C EV. 753.74±)
143 LF 12" RCP CL III @ 0.39%
OCS-16
(SEE STO-18/C9)
R. 758.00
I. 754.30 (W 12" Out)
SUMP. 751.50
RAVOUX ROAD
RAVOUX CIRCLE
OLD AUDUBON STREET
SWALE ℄

STRUCTURES
REDEFINING SITE SOLUTIONS

591 Citation Drive
Shakopee, MN 55379

888.532.3487
952.937.6257 P
952.294.4595 F
www.Structures.Build

Narrative – Preliminary Plat / Preliminary Site Plan Review

Structures Inc. is a nationally reputable company engaged in providing exceptional site solutions using earth retention and pavement systems for some of the largest and most complex projects in the United States. The successful company would be a great addition to Chaska's other prosperous businesses.

On the property under consideration, Structures Inc. is proposing to build a facility that will be comprised of 8,585 sf. of office space and 3,062 sf. of shop space. The site will be accessed off Old Audubon Street via Arbor Drive, a road that will be shared with the property to the north.

Soil borings revealed that the site is not very conducive to building on. Bad soils extend down as far as 20 ft. or more for most of the site. The building is located toward the NW corner of the site because that's where the soil is best. Even in this location, atypical foundation systems will still need to be required to support the building. Building in this location will reduce costs that might otherwise force the project to stop altogether.

The front of the building will face south to the sun and views of the grassy yard. To the west of the building, there will be a 20-stall parking lot for employees and customers. To the east of the building, there will be a shop yard for housing the company's vehicles, trailers, materials and equipment. The shop yard will be surrounded by an 8'-0" tall cedar board fence.

The building will be an attractive, simple, one-story structure characterized by two primary masses; one lower one for the office space, and one taller one for the shop. The roofs will be covered with an EPDM membrane and slope gradually to the north at ¼" per foot. On the south side of the building, over the front entry, the roof will rise to create a welcoming atmosphere. Windows all around the perimeter of the office area will allow lots of daylight in. Clerestory windows will be placed on the north and south sides of the shop to allow plenty of natural daylight to enter the space.

The exterior materials will be brick, architectural grade corrugated metal panel, and rough sawn cedar siding. Windows will be thermally broken aluminum frames. Provided images show what the building will look like.

Attractive landscaping will accent the outdoor spaces. Trash and recycling dumpsters will be located within the fenced yard area.

A monument sign complying with the City's size restrictions will be placed near the main access to the site. Any signage placed on the building will comply with the City's restrictions as well.

By locating the new facility in Chaska, Structures Inc. will contribute to the economic vibrancy of the City, and the handsome new building will add to its architectural fabric.

STRUCTURES
REDEFINING SITE SOLUTIONS

591 Citation Drive
Shakopee, MN 55379

888.532.3487
952.937.6257 P
952.294.4595 F
www.Structures.Build

Yard Equipment and Noise Summary

Structures Inc. performs its work at construction sites. Very little work will occur at the Chaska facility.

The yard will be used for the storage of trucks and materials that will be used at construction sites. Vehicles stored onsite will be pick-up trucks that are approximately 8’ tall by 18’ long, and long trailers. Materials stored onsite will be landscaping blocks and other similar materials. None of the materials will stack more than 6’ high. There will also be low, open bins for storing gravel and other sub-grade materials used in constructing hardscaped areas.

From approximately 7:00 to 9:00 a.m., trucks will be loading up with materials and leaving the site. From approximately 3:00 to 6:00 p.m., trucks will be returning to the site. A bobcat tractor will be used occasionally throughout the day for moving materials around in the yard. Maintenance of vehicles will occur inside the enclosed shop.

STRUCTURES
REDEFINING SITE SOLUTIONS

591 Citation Drive
Shakopee, MN 55379

888.532.3487
952.937.6257 P
952.294.4595 F
www.Structures.Build

Response to Request for Additional Information April 24, 2020
(Response to letter from City of Chaska dated April 17, 2020)

1. The open easterly portion of the site will be seeded with a low maintenance grass MNDOT seed mix 25-131. It requires semi-regular mowing and will be maintained by the owner.

2. The yard will be used for the storage of trucks and materials that Structures uses at construction sites. The trucks are primarily pick-ups and are 8' tall by 18' long. There will also be long trailers. One loader, which is 10'-3" tall, will be stored in the yard four to five months of the year. Materials stored onsite will be landscaping blocks and other similar materials. None of the materials will stack more than 6' high. There will also be low, open bins for storing gravel and other below-grade materials used in constructing hardscaped areas. Other than the top of the loader, everything stored in the yard will be screened by the 8'-0" tall privacy fence.

3. The west parking lot has 20 parking spaces. Currently, Structures has 9 employees that work full time at the office (8hrs a day), and two of them are in and out all day long. There are a few sales staff that work at the office one day a week, and perhaps 1 to 2 weekly visitors. Shop personnel will park in back lot. With the large number of potential parking spaces in the yard (proof or parking), Structures will have more than enough parking available.

4. See attached exhibit for photos of items typically stored in the yard.

5. Modular face brick will be used on the exterior of the building.

6. See attached exhibit for locations of soil borings taken and a description of the soils found.

7. Proof of parking can't be located along the north side of the entry drive. In order to move water around the site, a swale has been located there. Unless a parking lot were to be proposed on the east side of the storage yard, proof of parking can only occur in the storage yard.

8. The storage yard will be edged with curb and gutter and paved with asphalt.

9. The west parking lot has been shifted north to be located outside of Xcel Energy's utility easement.

10. Connection to existing watermain has been reduced to one wet tap, located near the southeast corner of the proposed building. Water service and hydrant lead will be routed around the east and north sides of the building. Hydrant location relatively unchanged from previous submittal.

11. Landscaping has been adjusted per City comments.

12. See attached exhibit for cross sections through the site showing how the parking lot and storage yard will be will screened.

13. The National Wetland Inventory classifies the existing pond as a Palustrine Unconsolidated bottom intermittently exposed excavated (PUBGx) with 5% hydric soil components on site. The pond was

STRUCTURES
REDEFINING SITE SOLUTIONS

591 Citation Drive
Shakopee, MN 55379

888.532.3487
952.937.6257 P
952.294.4595 F
www.Structures.Build

excavated in 2003 as a stormwater basin. Anderson Engineering's wetland scientists have conducted a site visit on 04/20/2020 to confirm additional wetlands are not present on site. Pleases see attached the "All Clear" letter furnished by Anderson Engineering.

MnDOT Standard Non_Native (Turf) Seed Mixture



25-131 **Low Maintenance Turf**

Common Name	Scientific Name	Rate (kg/ha)	Rate (lb/ac)	% of Mix (% by wt)	Seeds/ sq ft
Low Maintenance Kentucky bluegrass	*Poa pratensis Low Maintenance*	40.35	36.00	16.36%	1148.70
Sheep Fescue	*Festuca ovina*	28.02	25.00	11.37%	304.22
red fescue	*Festuca rubra*	71.73	64.00	29.09%	667.00
Chewing's Fescue	*Festuca rubra ssp. commutata*	49.32	44.00	20.00%	458.60
Hard fescue	*Festuca trachyphylla*	33.63	30.00	13.64%	389.10
Perennial Ryegrass	*Lolium perenne*	23.54	21.00	9.54%	104.60
	Totals:	**246.59**	**220.00**	**100.00%**	**3072.22**
Purpose: Salt, shade and drought tolerant turfgrass. Requires less frequent mowing and less fertilization than conventional turfgrass.					
Planting Area: Statewide					







POOR SOILS EXHIBIT
STRUCTURES INC.

NOTES

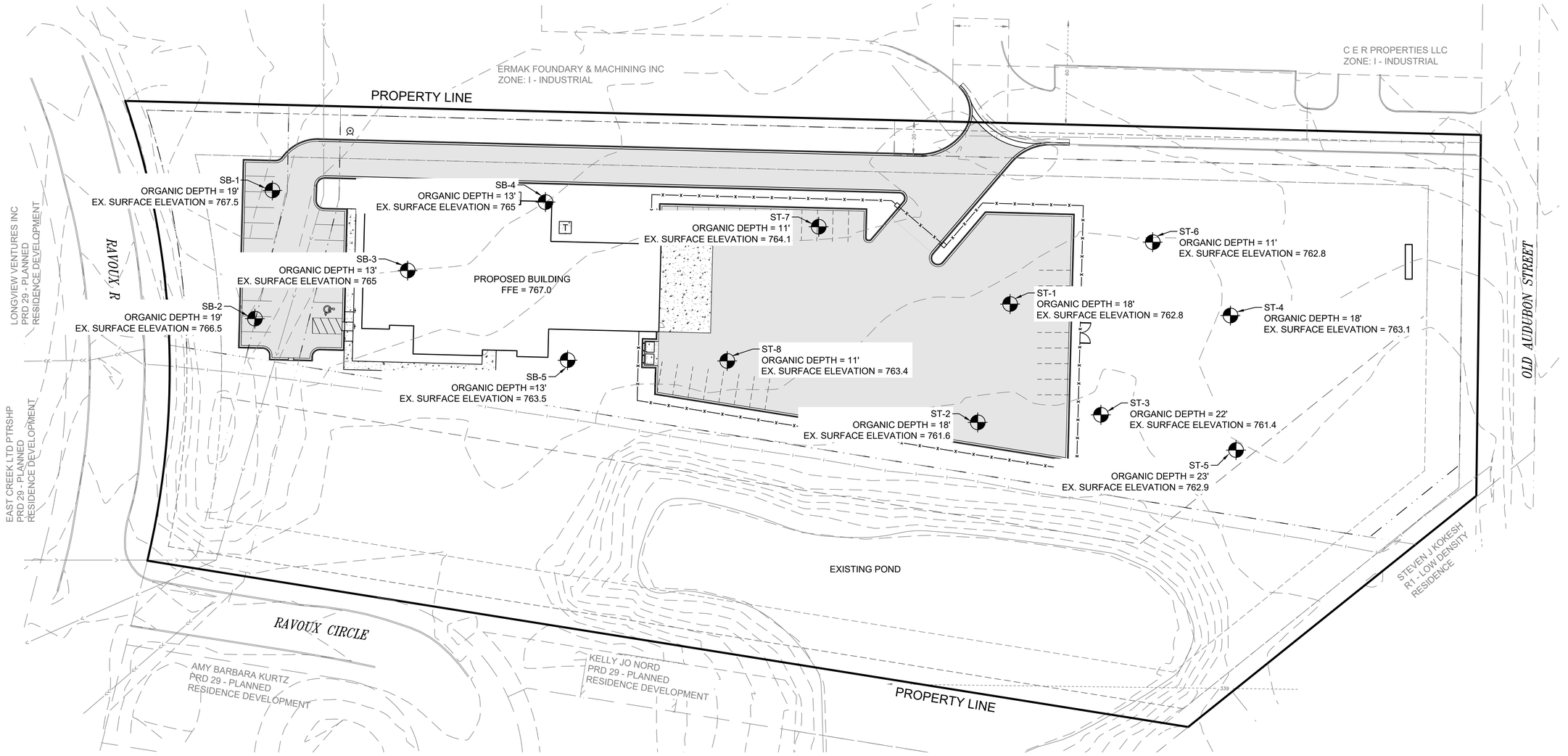
1. LOCATION OF BORINGS ARE APPROXIMATE PER GEOTECHNICAL REPORTS PREPARED BY NTI AND BRAUN INTERTEC.
2. DEPTH MEASURE TO BOTTOM OF ORGANIC SOILS. TOP OF ORGANIC MATERIAL MEASURE RANGING FROM 4' TO 12'.
3. ORGANIC SOILS MADE UP OF PRIMARILY PEAT AND ORGANIC CLAYS.

N

0 30' 60'

LEGEND

- PROPERTY LIMITS
- ST — BRAUN INTERTEC SOIL BORING
- SB — NTI SOIL BORING



HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

NOT FOR CONSTRUCTION

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

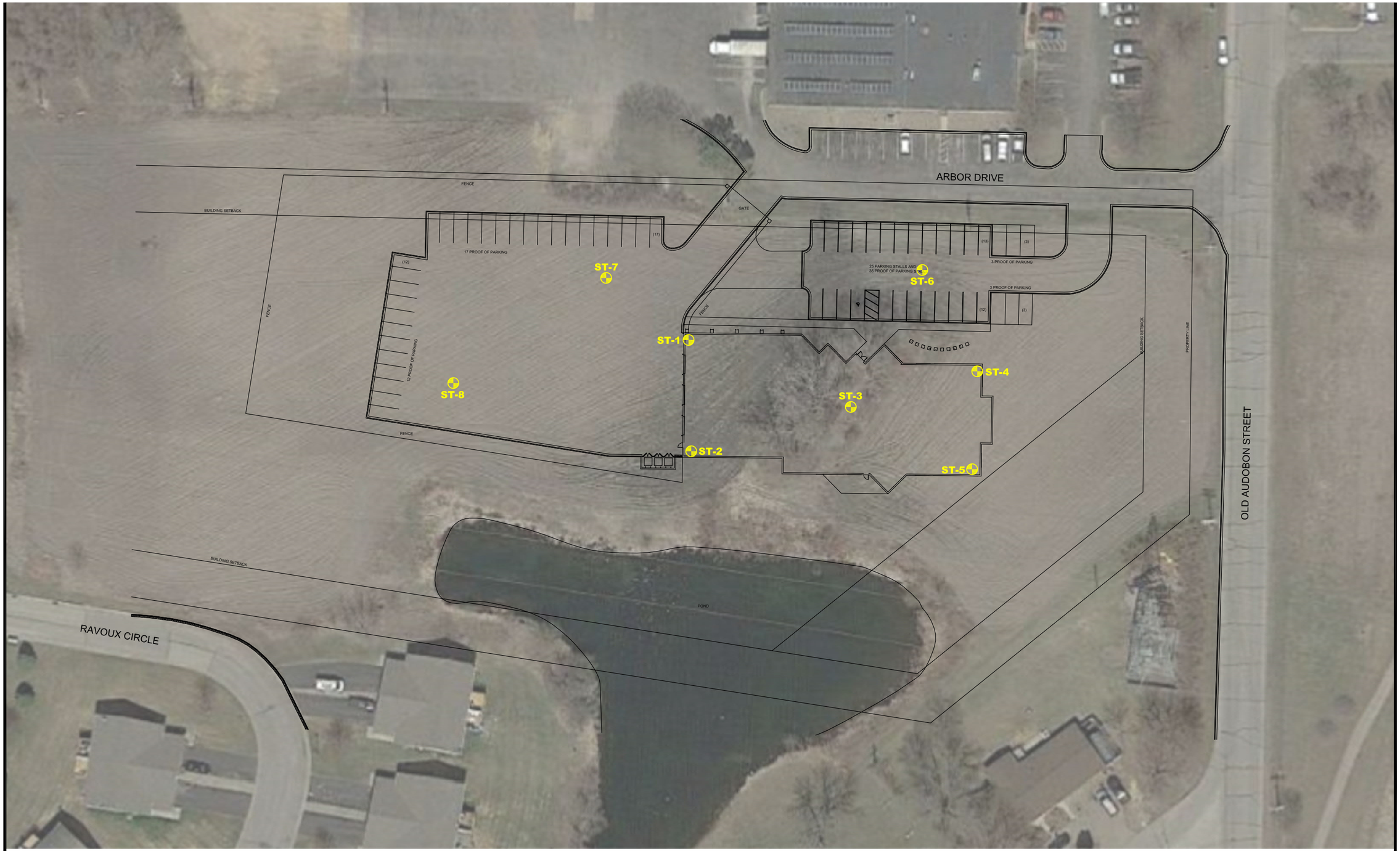
POOR SOILS EXHIBIT

DRAWN BY: BJF CHECKED BY: GRJ

B1

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS



DENOTES APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING

30' 0 60'

SCALE: 1"= 60'

BRAUN INTERTEC
The Science You Build On.

11001 Hampshire Avenue S
Minneapolis, MN 55438
952.995.2000
braunintertec.com

Drawing Information

Project No:	B1902599
Drawing No:	B1902599
Drawn By:	JAG
Date Drawn:	3/26/19
Checked By:	DJL
Last Modified:	4/9/19

Project Information

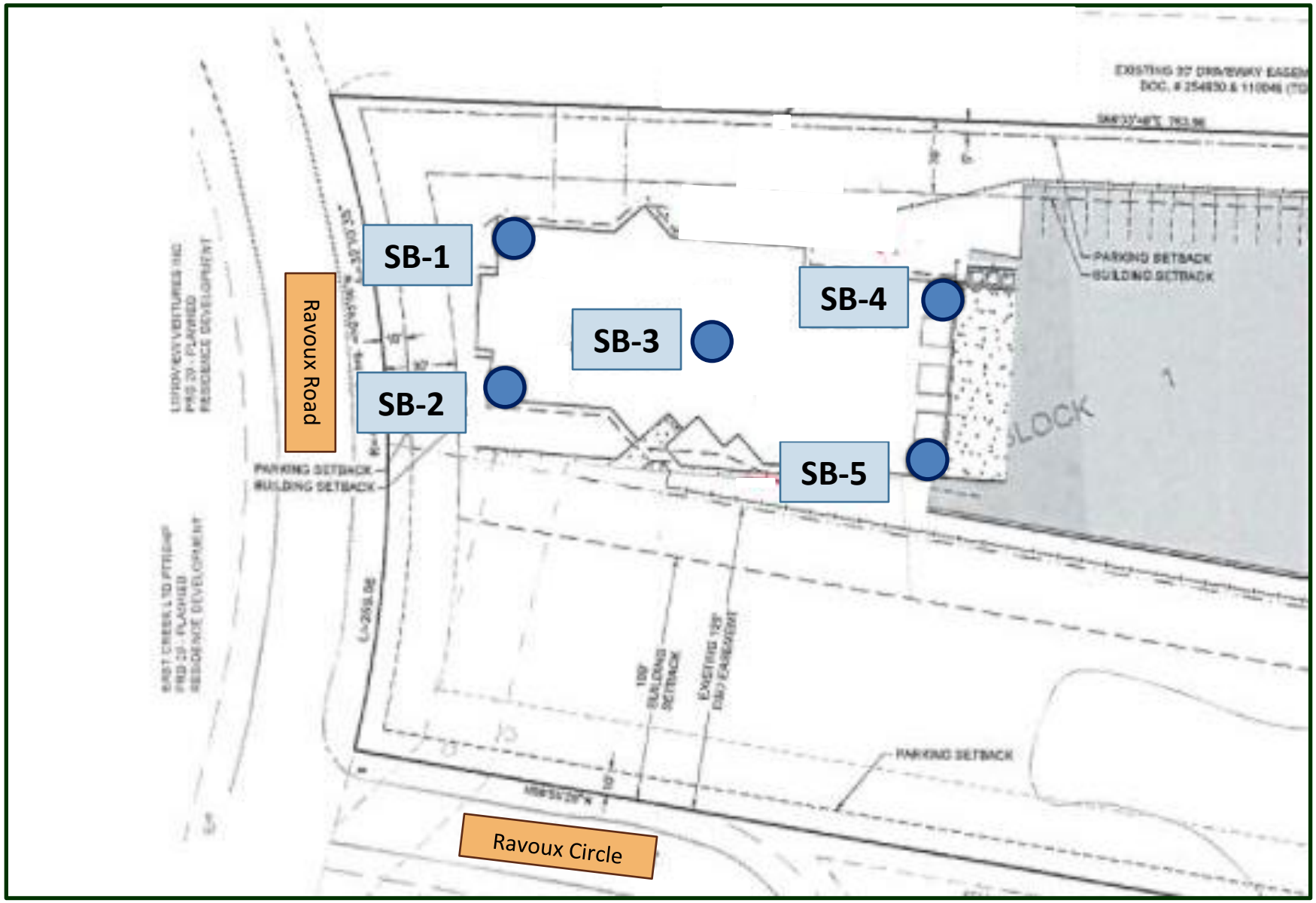
Structures, Inc.

Southwest Quadrant of Arbor Drive and Old Audobon Road

Chaska, Minnesota

Soil Boring Location Sketch

G:\2019\B1902599.dwg,Geotech,4/9/2019 10:55:10 AM



N

Boring Location Diagram
Ravoux Road Development
Chaska, Minnesota
NTI Project #: 19.MSP09631.000
NOTE: Boring locations are approximate.

Completed Soil Borings:

NTI NORTHERN TECHNOLOGIES, LLC

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-1**

LOCATION: See attached sketch. Benchmark: Elevations were obtained using GPS and the State of Minnesota's permanent base station network.

NORTHING: 159935.6 EASTING: 547710.9

DRILLER: M. Nolden LOGGED BY: D. Leffler START DATE: 04/03/19 END DATE: 04/03/19

SURFACE ELEVATION: 762.8 ft RIG: 7509 METHOD: 3 1/4" HSA SURFACING: Farm field WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
761.1		FILL: LEAN CLAY with SAND (CL), dark brown and, moist, (TOPSOIL FILL)					
1.7 758.8		FILL: LEAN CLAY (CL), with Sand lenses, gray, moist		2-2-2 (4) 14"			
4.0 755.8		FILL: CLAYEY SAND (SC), with fibers, gray, moist		1-1-0 (1) WOH/6" 18"		27	
7.0 753.8		PEAT (PT), fibrous, black, moist (SWAMP DEPOSIT)		0-1-2 (3) WOH/6" 12"		125	
9.0 744.8	▽	ORGANIC CLAY with shells, and fibers, black, moist to wet (SWAMP DEPOSIT)		1-1-0 (1) WOH/6" 18" 0-0-1 (1) WOH/12" 18" 0-0-0 WOH/18" 18"			
18.0 739.8		POORLY GRADED SAND (SP), fine to medium sand, contains layers of Lean Clay, gray, wet, very loose (ALLUVIUM)		0-0-1 (1) WOH/12" 18"			
23.0 736.8		POORLY GRADED SAND with SILT (SP-SM), fine to coarse sand, trace Gravel, gray, wet, very loose (ALLUVIUM)		2-1-1 (2) 10"			
26.0		END OF BORING Boring then grouted					Water observed at 12.0 feet with 24.5 feet of tooling in the ground while drilling.

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-2**
LOCATION: See attached sketch
NORTHING: 159864.0 EASTING: 547712.6
DRILLER: M. Nolden LOGGED BY: D. Leffler START DATE: 04/03/19 END DATE: 04/03/19
SURFACE ELEVATION: 761.6 ft RIG: 7509 METHOD: 3 1/4" HSA SURFACING: Farm field WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
760.4		FILL: SILTY SAND (SM), fine to coarse sand, dark brown, moist, (TOPSOIL FILL)					
1.2		FILL: LEAN CLAY (CL), contains layers of Sand, gray, moist		2-2-2 (4) 12"		25	
				0-0-1 (1) WOH/12" 18"			
754.6							
7.0		PEAT (PT), fibrous, with shells, black, moist (SWAMP DEPOSIT)		0-0-0 WOH/18" 18"			
				0-0-0/-6" (REF) WOH/18" 18"		128	
747.6				0-3-4 (7) WOH/6" 12"			
14.0		ORGANIC CLAY (OL), black, moist (SWAMP DEPOSIT)		2-1-1 (2) 18"			
743.6							
18.0	▽	POORLY GRADED SAND (SP), fine to coarse sand, with Clay lenses, gray, wet, loose to very loose (ALLUVIUM)		2-3-2 (5)			
				0-0-1 (1) WOH/12" 18"			
735.6							
26.0		END OF BORING Boring then grouted					Water observed at 19.5 feet with 19.5 feet of tooling in the ground while drilling.

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-3**
LOCATION: See attached sketch
NORTHING: 159892.5 EASTING: 547815.1
DRILLER: M. Nolden LOGGED BY: D. Leffler START DATE: 04/03/19 END DATE: 04/03/19
SURFACE ELEVATION: 761.4 ft RIG: 7509 METHOD: 3 1/4" HSA SURFACING: Farm field WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
760.4		FILL: LEAN CLAY (CL), slightly organic, black, moist, (TOPSOIL FILL)					
1.0		FILL: SILTY SAND (SM), fine sand, with fibers, brown and gray, moist		2-1-1 (2) 10"			
757.4							
4.0		ORGANIC CLAY (OL), with shells, black, moist (SWAMP DEPOSIT)		2-1-1 (2) 14"			
				0-0-0 WOH/18"		35	
				0-1-0 (1) WOH/12" 18"			
				0-1-0 (1) WOH/ 18"			
				0-0-1 (1) WOH/12" 18"		27	
743.4							
18.0	▽	ORGANIC CLAY (OL), gray, wet (SWAMP DEPOSIT)		0-0-1 (1) WOH/12" 18"			
739.4							
22.0		CLAYEY SAND (SC), gray, wet, very loose (ALLUVIUM)		2-1-1 (2) 6"			
733.4							
28.0		POORLY GRADED SAND (SP), fine to medium sand, gray, wet, very loose (ALLUVIUM)		0-0-1 (1) WOH/12" 18"			
730.4							
31.0		END OF BORING Boring then grouted					Water observed at 21.0 feet with 19.5 feet of tooling in the ground while drilling.

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-4**
LOCATION: See attached sketch
NORTHING: 159915.4 EASTING: 547896.3
DRILLER: M. Nolden LOGGED BY: D. Leffler START DATE: 04/03/19 END DATE: 04/03/19
SURFACE ELEVATION: 763.1 ft RIG: 7509 METHOD: 3 1/4" HSA SURFACING: Farm field WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
761.9		FILL: SILTY SAND (SM), fine to coarse sand, trace Gravel, dark brown, moist, (TOPSOIL FILL)					
1.2		FILL: SILT (ML), with Sand seams, dark brown, moist		2-2-2 (4) 13"			
759.1							
4.0		ORGANIC CLAY (OL), with wood debris, gray, moist (SWAMP DEPOSIT)		1-1-1 (2) 18"			
757.1	▼						
6.0		PEAT (PT), fibrous, black, wet (SWAMP DEPOSIT)		0-0-0 WOH/18" 10"		139	OC=30.0%
754.1							
9.0		ORGANIC CLAY (OL), with shells, black, moist (SWAMP DEPOSIT)		0-0-1 (1) WOH/12" 12"			
				0-0-1 (1) WOH/12" 18"		60	
				0-2-3 (5) WOH/6" 11"			
745.1							
18.0	▽	POORLY GRADED SAND with SILT (SP-SM), fine to medium sand, gray, wet, very loose (ALLUVIUM)		1-1-1 (2) 18"			
740.1							
23.0		POORLY GRADED SAND (SP), fine to coarse sand, trace Gravel, gray, wet, very loose (ALLUVIUM)		1-1-1 (2) 18"			
732.1							
31.0		END OF BORING Boring then grouted		1-1-1 (2) 18"			Water observed at 19.5 feet with 19.5 feet of tooling in the ground while drilling. Water observed at 6.0 feet with a cave-in depth of 29.5 feet at end of drilling.

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-5**

LOCATION: See attached sketch

NORTHING: 159852.5 EASTING: 547893.0

DRILLER: M. Nolden | LOGGED BY: D. Leffler | START DATE: 04/03/19 | END DATE: 04/03/19

SURFACE ELEVATION: 762.9 ft | RIG: 7509 | METHOD: 3 1/4" HSA | SURFACING: Farm field | WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
761.8		FILL: SILTY SAND (SM), fine to medium sand, dark brown, moist, (TOPSOIL FILL)					
1.1		FILL: LEAN CLAY (CL), with Sand seams, gray, moist		1-1-2 (3) 13"			
758.9							
4.0		ORGANIC CLAY (OL), black, moist (SWAMP DEPOSIT)		2-1-1 (2) 14"		48	
				1-1-0 (1) WOH/6" 7"			
				1-0-1 (1) WOH/6"		32	
750.9							
12.0		ORGANIC CLAY (OL), with shells, black, moist (SWAMP DEPOSIT)		0-0-0 WOH/18" 10"			
				0-0-2 (2) WOH/12" 12"			
744.9							
18.0	▽	ORGANIC CLAY (OL), with Sand lenses, gray, wet (SWAMP DEPOSIT)		2-1-0 (1) WOH/6" 12"			
739.9							
23.0		POORLY GRADED SAND (SP), fine to coarse sand, trace Gravel, brown and gray, wet, very loose (ALLUVIUM)		3-1-1 (2) 18"			
736.9							
26.0		END OF BORING Boring then grouted					Water observed at 21.0 feet with 19.5 feet of tooling in the ground while drilling.

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-6**

LOCATION: See attached sketch

NORTHING: 159980.5 EASTING: 547861.0

DRILLER: M. Nolden | LOGGED BY: D. Leffler | START DATE: 04/03/19 | END DATE: 04/03/19

SURFACE ELEVATION: 762.8 ft | RIG: 7509 | METHOD: 3 1/4" HSA | SURFACING: Farm field | WEATHER: Sunny

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
761.7		FILL: SILTY SAND (SM), fine to medium sand, dark brown, moist, (TOPSOIL FILL)					
1.1		FILL: LEAN CLAY (CL), brownish gray, moist		2-1-2 (3) 14"		39	
758.8							
4.0		ORGANIC CLAY (OL), with fibers, black, moist (SWAMP DEPOSIT)		1-1-1 (2) 18"		67	
755.8							
7.0		PEAT (PT), with shells, and fibers, black, moist (SWAMP DEPOSIT)		0-0-0 WOH/18" 18"			
753.8							
9.0		ORGANIC CLAY (OL), with fibers, and Sand lenses, dark gray and black, moist (SWAMP DEPOSIT)		0-0-0 WOH/18" 18"			
751.8							
11.0		END OF BORING					Water not observed while drilling with 11.0 feet of tooling in the ground.
		Boring then backfilled with auger cuttings					

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-7**

LOCATION: See attached sketch

NORTHING: 159975.4 EASTING: 547658.0

DRILLER: M. Nolden | LOGGED BY: D. Leffler | START DATE: 04/03/19 | END DATE: 04/03/19

SURFACE ELEVATION: 764.1 ft | RIG: 7509 | METHOD: 3 1/4" HSA | SURFACING: Farm field | WEATHER: Partly cloudy

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
763.0		FILL: SILTY SAND (SM), fine to medium sand, dark brown, moist, (TOPSOIL FILL)					
1.1		FILL: LEAN CLAY with SAND (CL), with Sand lenses, gray, moist, (TOPSOIL FILL)		1-2-2 (4) 14"		3	
760.1							
4.0	▽	FILL: POORLY GRADED SAND with SILT (SP-SM), fine to coarse sand, trace Gravel, brown to gray, wet		3-3-4 (7) 8"		14	
				1-2-2 (4) 12"			
755.1							
9.0		SILTY SAND (SM), fine to medium sand, with shells, slightly organic, dark gray and black, wet (SWAMP DEPOSIT)		2-1-1 (2) 14"			
753.1							
11.0		END OF BORING					Water observed at 6.0 feet with 4.5 feet of tooling in the ground while drilling.
		Boring then backfilled with auger cuttings					

BRAUN INTERTEC
The Science You Build On.

LOG OF BORING

See Descriptive Terminology sheet for explanation of abbreviations

Project Number B1902599
Geotechnical Evaluation
Structures, Inc.
SW Quadrant of Arbor Drive and Old Audobon Street
Chaska, Minnesota

BORING: **ST-8**

LOCATION: See attached sketch

NORTHING: 159907.8 EASTING: 547559.8

DRILLER: M. Nolden | LOGGED BY: D. Leffler | START DATE: 04/03/19 | END DATE: 04/03/19

SURFACE ELEVATION: 763.4 ft | RIG: 7509 | METHOD: 3 1/4" HSA | SURFACING: Farm field | WEATHER: Partly cloudy

Elev./ Depth ft	Water Level	Description of Materials (Soil-ASTM D2488 or 2487; Rock-USACE EM 1110-1-2908)	Sample	Blows (N-Value) Recovery	q_p tsf	MC %	Tests or Remarks
762.3		FILL: SILTY SAND (SM), fine to medium sand, dark brown, moist, (TOPSOIL FILL)					
1.1 / 759.4		FILL: SANDY SILT (ML), fine sand, with Sand lenses, brown, moist		2-1-2 (3) 18"		28	
4.0 / 756.4		FILL: CLAYEY SAND (SC), slightly organic, gray, moist		0-1-0 (1) WOH/12" 14"			
7.0 / 754.4		ORGANIC CLAY (OL), fibrous, gray and black, moist (SWAMP DEPOSIT)		0-0-0 WOH/18" 18"		52	
9.0 / 752.4		PEAT (PT), fibrous, with shells, black, moist (SWAMP DEPOSIT)		0-0-1 (1) WOH/12" 18"			
11.0		END OF BORING Boring then backfilled with auger cuttings					Water not observed while drilling with 11.0 feet of tooling in the ground.

NTI NORTHERN TECHNOLOGIES, LLC

Inver Grove Heights
6160 Carmen Avenue East
Inver Grove Heights, MN 55076
P: 651-389-4191
www.NTIgeo.com

BORING NUMBER SB-1

CLIENT Chaska HQ, LLC
PROJECT NAME Ravoux Road Development
PROJECT NUMBER 19.MSP09631.000
PROJECT LOCATION Chaska, Minnesota
DATE STARTED 1/10/20 **COMPLETED** 1/10/20
GROUND ELEVATION 767.5 feet **HOLE SIZE** 6 1/2 in.
DRILLING CONTRACTOR NTI
GROUND WATER LEVELS:
DRILLING METHOD 3 1/4 in H.S.A
▽ **AT TIME OF DRILLING** 11.75 ft / Elev 755.75 ft
LOGGED BY Drew Faherty **CHECKED BY** Deb Schroeder
AT END OF DRILLING ---
CAVE IN (ft) --- **FROST DEPTH (ft)** ---
AFTER DRILLING ---
NOTES Elevation determined using Trimble GeoXH 6000 (NAD 1983 Minnesota GeoID 12A).

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION		SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES
0		0.8 TOPSOIL (10.0 Inches)	766.7	SS 1	22	2-2-2 (4)							
		CLAYEY SAND, (SC) dark brown to black, fine to coarse grained, moist, trace gravel, trace organics, occasional shells		SS 2	56	2-2-2 (4)							
		4.0 **(Undocumented Fill)**	763.5										
5		CLAYEY SAND, (SC) dark gray, fine to coarse grained, moist, trace gravel, trace organics		SS 3	67	1-2-8 (10)							
		6.5 **(Undocumented Fill)**	761.0										
		POORLY GRADED SAND WITH SILT, (SP-SM) reddish brown, fine to coarse grained, moist, trace gravel		SS 4	72	8-8-7 (15)							
		9.0 **(Undocumented Fill)**	758.5										
10		POORLY GRADED SAND, (SP-SM) brown to light brown, fine to coarse grained, saturated, trace gravel		SS 5	78	4-4-5 (9)							
		11.5 ▽ **(Undocumented Fill)**	756.0	SS 6	67	1-2-2 (4)			235				
		PEAT, (Pt) black, wet, soft (Swamp Deposit) NOTE: Organic content in Sample No. 6 = 54.9% NOTE: Organic content in Sample No. 7 = 47.3%		SS 7	67	1-1-3 (4)			223				
15		19.0	748.5										
20		CLAYEY SAND, (SC) black to dark gray, fine grained, saturated, loose, trace gravel, trace organics (Swamp Deposit)		SS 8	67	1-1-4 (5)			23				32
		24.0	743.5										
25		SILTY SAND, (SM) light gray, fine to medium grained, saturated, very loose, trace gravel (Swamp Deposit)		SS 9	67	0-1-3 (4)			21				26
		29.0	738.5										
30		POORLY GRADED GRAVEL, (GP) brown, saturated, dense to medium dense (Glacial Till)		SS 10	56	10-12-9 (21)							
35				SS 11	33	6-7-6 (13)							
		39.0	728.5										
40		40.5 POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, saturated, medium dense, trace gravel (Glacial Till)	727.0	SS 12	67	5-6-4 (10)							

Bottom of borehole at 40.5 feet.

NTI LOG - GENERAL (USE THIS ONE) - NTI-2017-09-14.GDT - 2/5/20 15:48 - R:\RAMSEY\1-PROJECTS\2019 PROJECTS\RAVOUX ROAD DEVELOPMENT_GEO_19.MSP_09631.000\ENGINEERING REPORTS\GINT\RAVOUX ROAD DEVELOPMENT.GPJ

NTI NORTHERN TECHNOLOGIES, LLC
Inver Grove Heights
6160 Carmen Avenue East
Inver Grove Heights, MN 55076
P: 651-389-4191
www.NTIgeo.com

BORING NUMBER SB-2

CLIENT Chaska HQ, LLC
PROJECT NAME Ravoux Road Development
PROJECT NUMBER 19.MSP09631.000
PROJECT LOCATION Chaska, Minnesota
DATE STARTED 1/9/20 **COMPLETED** 1/9/20
GROUND ELEVATION 766.5 feet **HOLE SIZE** 6 1/2 in.
DRILLING CONTRACTOR NTI
GROUND WATER LEVELS:
DRILLING METHOD 3 1/4 in H.S.A
▽ **AT TIME OF DRILLING** 9.00 ft / Elev 757.50 ft
LOGGED BY Drew Faherty **CHECKED BY** Deb Schroeder
AT END OF DRILLING ---
CAVE IN (ft) --- **FROST DEPTH (ft)** ---
AFTER DRILLING ---
NOTES Elevation determined using Trimble GeoXH 6000 (NAD 1983 Minnesota GeoID 12A).

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION		SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES
0		0.9 TOPSOIL (11.0 Inches)	765.6	SS 1	56	2-2-3 (5)							
		1.5 CLAYEY SAND, (SC) dark brown, fine to coarse grained, moist, trace gravel, trace organics **(Undocumented Fill)**	765.0	SS 2	67	2-2-3 (5)							
		4.0 CLAYEY SAND, (SC) dark brown, fine to coarse grained, moist, trace gravel, trace organics **(Undocumented Fill)**	762.5	SS 3	67	7-10-9 (19)							
5		6.5 SILTY SAND, (SM) brown to gray, fine to medium grained, moist, trace gravel **(Undocumented Fill)**	760.0	SS 4	67	2-2-3 (5)			39				92
		9.0 ▽ SANDY LEAN CLAY, (CL) dark gray, moist to wet, trace gravel **(Undocumented Fill)**	757.5	SS 5	67	3-3-2 (5)							
10		11.5 POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, saturated, little gravel **(Undocumented Fill)**	755.0	SS 6	56	1-1-2 (3)			256				
		PEAT, (Pt) black, wet, soft, occasional shells (Swamp Deposit) NOTE: Organic content in Sample No. 6 = 64.6% NOTE: Organic content in Sample No. 7 = 22.3%		SS 7	56	1-1-2 (3)			117				
15		19.0	747.5										
20		CLAYEY SAND, (SC) black to dark gray, saturated, very loose, trace gravel, trace organics (Swamp Deposit) NOTE: Organic content in Sample No. 8 = 1.8%		SS 8	56	1-1-2 (3)			27				
		24.0	742.5										
25		POORLY GRADED SAND, (SP) dark gray, fine to coarse grained, saturated, very loose, trace gravel (Swamp Deposit)		SS 9	67	2-2-2 (4)							
		29.0	737.5										
30		POORLY GRADED SAND, (SP) gray to brown, fine to coarse grained, saturated, very loose, trace gravel (Glacial Outwash)		SS 10	78	1-1-1 (2)			17				
		34.0	732.5										
35		SILTY SAND, (SM) light brown, fine to coarse grained, saturated, loose, trace gravel (Glacial Outwash)		SS 11	67	2-2-5 (7)							
		39.0	727.5										
40		40.5 POORLY GRADED SAND, (SP) gray to brown, fine to coarse grained, saturated, medium dense, trace gravel (Glacial Outwash)	726.0	SS 12	67	9-8-5 (13)							

Bottom of hole at 40.5 feet.

NTI LOG - GENERAL (USE THIS ONE) - NTI-2017-09-14.GDT - 2/5/20 15:48 - R:\RAMSEY\1-PROJECTS\2019 PROJECTS\RAVOUX ROAD DEVELOPMENT_GEO_19.MSP_09631.000\ENGINEERING REPORTS\GINT\RAVOUX ROAD DEVELOPMENT.GPJ

NTI NORTHERN TECHNOLOGIES, LLC

Inver Grove Heights
6160 Carmen Avenue East
Inver Grove Heights, MN 55076
P: 651-389-4191
www.NTIgeo.com

BORING NUMBER SB-3

CLIENT Chaska HQ, LLC
PROJECT NAME Ravoux Road Development
PROJECT NUMBER 19.MSP09631.000
PROJECT LOCATION Chaska, Minnesota
DATE STARTED 1/10/20 **COMPLETED** 1/10/20
GROUND ELEVATION 765 feet **HOLE SIZE** 6 1/2 in.
DRILLING CONTRACTOR NTI
GROUND WATER LEVELS:
DRILLING METHOD 3 1/4 in H.S.A
AT TIME OF DRILLING 10.25 ft / Elev 754.75 ft
LOGGED BY Drew Faherty **CHECKED BY** Deb Schroeder
AT END OF DRILLING ---
CAVE IN (ft) --- **FROST DEPTH (ft)** ---
AFTER DRILLING ---

NOTES Elevation determined using Trimble GeoXH 6000 (NAD 1983 Minnesota GeoID 12A).

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION		SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS LIQUID LIMIT	ATTERBERG LIMITS PLASTIC LIMIT	ATTERBERG LIMITS PLASTICITY INDEX	FINES
0		0.8 TOPSOIL (10.0 Inches)	764.2	SS 1	67	2-3-5 (8)							
		1.5 POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, moist, trace gravel, occasional clay seams	763.5	SS 2	56	5-8-9 (17)							
		4.0 **(Undocumented Fill)**	761.0										
5		POORLY GRADED SAND, (SP) brown, fine to coarse grained, moist, little gravel		SS 3	22	8-7-3 (10)							
		6.5 **(Undocumented Fill)**	758.5										
		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, moist, trace gravel		SS 4	67	4-2-2 (4)			27				
		9.0 **(Undocumented Fill)**	756.0										
10		POORLY GRADED SAND, (SP) dark brown, fine to coarse grained, moist, trace gravel		SS 5	56	1-1-2 (3)			56				82
		11.5 **(Undocumented Fill)**	753.5										
		ORGANIC CLAY, (OL) dark gray to black, wet, soft, trace gravel		SS 6	56	2-1-2 (3)			132				
		13.0 (Swamp Deposit)	752.0	SS 7	56	2-1-2 (3)							
15		PEAT, (Pt) black, wet, soft, trace gravel, occasional shells											
		(Swamp Deposit)											
		NOTE: Organic content in Sample No. 6 = 26.5%											
		POORLY GRADED SAND WITH SILT, (SP-SM) gray, fine to coarse grained, saturated, very loose, trace gravel											
		19.5 (Swamp Deposit)	745.5	SS 8	44	0-1-0 (1)			18				14
20		CLAYEY SAND, (SC) black, fine to medium grained, saturated, very loose, trace gravel, little organics											
		(Swamp Deposit)											
		24.0	741.0										
25		POORLY GRADED SAND, (SP) gray, fine to coarse grained, saturated, loose, trace gravel		SS 9	22	4-5-2 (7)							
		(Swamp Deposit)											
		29.0	736.0										
30		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, saturated, loose, trace gravel		SS 10	67	3-4-4 (8)							
		(Glacial Outwash)											
		34.0	731.0										
35		POORLY GRADED SAND WITH SILT AND GRAVEL, (SP-SM) brown, saturated, dense		SS 11	56	6-15-10 (25)			11				9
		(Glacial Outwash)											
		39.0	726.0										
40		SILTY SAND, (SM) dark gray, fine to coarse grained, saturated, medium dense, trace gravel		SS 12	67	3-4-6 (10)							
		40.5 (Glacial Outwash)	724.5										

Bottom of boring at 40.5 feet.

NTI_LOG - GENERAL (USE THIS ONE) - NTI-2017-09-14.GDT - 2/5/20 15:48 - R:\RAMSEY\1-PROJECTS\2019 PROJECTS\RAVOUX ROAD DEVELOPMENT_GEO_19.MSP_09631.000\ENGINEERING REPORTS\GINT\RAVOUX ROAD DEVELOPMENT.GPJ

Inver Grove Heights
6160 Carmen Avenue East
Inver Grove Heights, MN 55076
P: 651-389-4191
www.NTIgeo.com

BORING NUMBER SB-4

CLIENT Chaska HQ, LLC
PROJECT NAME Ravoux Road Development
PROJECT NUMBER 19.MSP09631.000
PROJECT LOCATION Chaska, Minnesota
DATE STARTED 1/13/20 **COMPLETED** 1/13/20
GROUND ELEVATION 765 feet **HOLE SIZE** 6 1/2 in.
DRILLING CONTRACTOR NTI
GROUND WATER LEVELS:
DRILLING METHOD 3 1/4 in H.S.A
AT TIME OF DRILLING 7.00 ft / Elev 758.00 ft
LOGGED BY Drew Faherty **CHECKED BY** Deb Schroeder
AT END OF DRILLING ---
CAVE IN (ft) --- **FROST DEPTH (ft)** ---
AFTER DRILLING ---
NOTES Elevation determined using Trimble GeoXH 6000 (NAD 1983 Minnesota GeoID 12A).

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION		SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS LIQUID LIMIT	ATTERBERG LIMITS PLASTIC LIMIT	ATTERBERG LIMITS PLASTICITY INDEX	FINES
0		0.8 TOPSOIL (10.0 Inches)	764.2	SS 1	67	4-10-6 (16)							
		1.5 SILTY SAND, (SM) dark brown, fine to coarse grained, moist, trace gravel **(Undocumented Fill)**	763.5	SS 2	56	4-4-5 (9)							
		4.0 POORLY GRADED SAND, (SP) light brown, fine to coarse grained, moist, trace gravel **(Undocumented Fill)**	761.0	SS 3	78	3-2-2 (4)			37	29	23	6	44
5		6.5 SILTY SAND, (SM) gray to brown, fine to medium grained, moist, trace gravel **(Undocumented Fill)**	758.5	SS 4	56	0-0-1 (1)			65				88
		9.0 ORGANIC CLAY, (OL) dark gray, wet, soft, trace gravel (Swamp Deposit)	756.0	SS 5	67	0-0-2 (2)			259				
10		PEAT, (Pt) black, wet, soft, trace gravel (Swamp Deposit)											
		11.5 NOTE: Organic content in Sample No. 5 = 48.3%	753.5	SS 6	56	0-0-0 (0)							
		13.0 ORGANIC CLAY, (OL) dark gray to black, wet, soft, trace gravel, some sand (Swamp Deposit)	752.0	SS 7	67	4-6-10 (16)			16				5
15		POORLY GRADED SAND WITH SILT, (SP-SM) gray, fine to coarse grained, saturated, medium dense, trace gravel (Swamp Deposit)											
		19.0	746.0										
20		SILTY SAND, (SM) gray, fine to coarse grained, saturated, loose, trace gravel (Swamp Deposit)		SS 8	56	1-2-4 (6)							
		24.0	741.0										
25		POORLY GRADED SAND, (SP) brown, fine to coarse grained, saturated, medium dense to dense, trace gravel (Glacial Outwash)		SS 9	56	5-6-6 (12)							
30				SS 10	56	12-13-12 (25)							
		34.0	731.0										
35		POORLY GRADED SAND, (SP) gray, fine to coarse grained, saturated, medium dense, trace gravel (Glacial Outwash)		SS 11	56	3-4-8 (12)							
		39.0	726.0										
40		40.5 SANDY LEAN CLAY, (CL) gray, wet, medium, trace gravel, occasional silt seams (Glacial Till)	724.5	SS 12	56	1-2-4 (6)							

Bottom of hole at 40.5 feet.

NTI.GDT - GENERAL (USE THIS ONE) - NTI-2017-09-14.GDT - 2/5/20 15:48 - R:\RAMSEY\1-PROJECTS\2019 PROJECTS\RAVOUX ROAD DEVELOPMENT_GEO_19.MSP_09631.000\ENGINEERING REPORTS\GINT\RAVOUX ROAD DEVELOPMENT.GPJ

Inver Grove Heights
6160 Carmen Avenue East
Inver Grove Heights, MN 55076
P: 651-389-4191
www.NTIgeo.com

BORING NUMBER SB-5

CLIENT Chaska HQ, LLC
PROJECT NAME Ravoux Road Development
PROJECT NUMBER 19.MSP09631.000
PROJECT LOCATION Chaska, Minnesota
DATE STARTED 1/10/20 **COMPLETED** 1/10/20
GROUND ELEVATION 763.5 feet **HOLE SIZE** 6 1/2 in.
DRILLING CONTRACTOR NTI
GROUND WATER LEVELS:
DRILLING METHOD 3 1/4 in H.S.A
▽ **AT TIME OF DRILLING** 13.00 ft / Elev 750.50 ft
LOGGED BY Drew Faherty **CHECKED BY** Deb Schroeder
AT END OF DRILLING ---
CAVE IN (ft) --- **FROST DEPTH (ft)** ---
AFTER DRILLING ---
NOTES Elevation determined using Trimble GeoXH 6000 (NAD 1983 Minnesota GeoID 12A).

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES
0		0.8 TOPSOIL (10.0 Inches) 762.7	AU 1									
		SILTY SAND, (SM) dark brown, fine to coarse grained, moist, trace gravel, occasional clay seams **(Undocumented Fill)**	SS 2	56	4-3-3 (6)							
5		5.0 758.5	SS 3	56	1-1-2 (3)							
		6.5 SANDY LEAN CLAY, (CL) dark brown, saturated, trace gravel 757.0 **(Undocumented Fill)**	SS 4	56	1-1-1 (2)			52				
		ORGANIC CLAY, (OL) dark gray, wet, soft, trace gravel 9.0 (Swamp Deposit) 754.5										
10		PEAT, (Pt) black, wet, soft, trace gravel (Swamp Deposit)	SS 5	67	1-1-2 (3)			213				
		11.5 NOTE: Organic content in Sample No. 5 = 72.1% 752.0										
		13.0 ▽ ORGANIC CLAY, (OL) dark gray, saturated, soft, trace gravel 750.5	SS 6	67	0-0-0 (0)			35	40	12	28	
		(Swamp Deposit)	SS 7	67	9-6-5 (11)							
15		POORLY GRADED SAND, (SP) dark gray, fine to coarse grained, saturated, medium dense, little gravel (Swamp Deposit)										
		19.0 744.5										
20		19.5 CLAYEY SAND, (SC) gray, fine to coarse grained, saturated, medium dense, trace gravel 744.0 (Swamp Deposit)	SS 8	44	4-7-7 (14)							
		POORLY GRADED SAND, (SP) gray, fine to coarse grained, saturated, medium dense, trace gravel (Swamp Deposit)										
		24.0 739.5										
25		SILTY SAND, (SM) brown, fine to coarse grained, saturated, loose, trace gravel, occasional clay seams (Glacial Outwash)	SS 9	56	5-2-3 (5)			29				32
		29.0 734.5										
30		POORLY GRADED GRAVEL, (GP) brown, saturated, dense (Glacial Outwash)	SS 10	56	11-11-11 (22)							
		34.0 729.5										
35		POORLY GRADED SAND WITH SILT, (SP-SM) brown, fine to coarse grained, saturated, medium dense, trace gravel, occasional clay seams (Glacial Outwash)	SS 11	44	5-4-5 (9)			11				
		39.0 724.5										
40		40.5 SANDY LEAN CLAY, (CL) gray, saturated, rather stiff, trace gravel 723.0 (Glacial Till)	SS 12	56	2-3-7 (10)							
		Bottom of hole at 40.5 feet.										

NTIDG - GENERAL (USE THIS ONE) - NTI-2017-09-14.GDT - 2/5/20 15:48 - R:\RAMSEY\1-PROJECTS\2019 PROJECTS\RAVOUX ROAD DEVELOPMENT_GEO_19.MSP_09631.000\ENGINEERING REPORTS\GINT\RAVOUX ROAD DEVELOPMENT.GPJ

CITY OF CHASKA

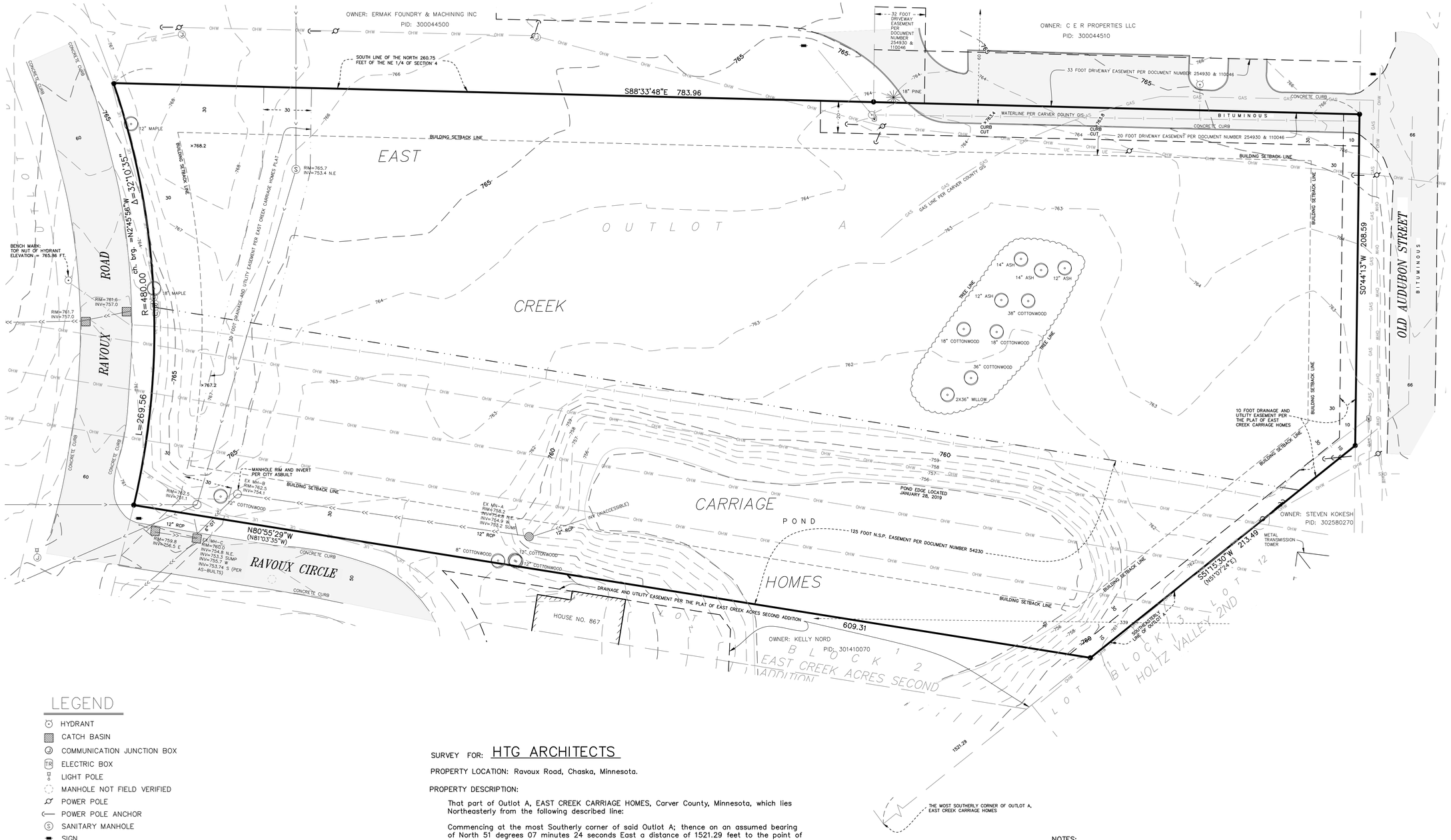
Structures, Inc. - Aerial

Date: 5/8/2020

0 0.0075 0.015 0.03 0.045 0.06 mi

N





LEGEND

- HYDRANT
- CATCH BASIN
- COMMUNICATION JUNCTION BOX
- ELECTRIC BOX
- LIGHT POLE
- MANHOLE NOT FIELD VERIFIED
- POWER POLE
- POWER POLE ANCHOR
- SANITARY MANHOLE
- SIGN
- WATER VALVE
- FOUND IRON MONUMENT
- SET IRON PIPE WITH P.L.S. NO. 20281
- DECIDUOUS TREE
- GAS — GAS MAIN
- OHW — OVERHEAD WIRES
- SANITARY SEWER
- STORM SEWER
- UE — UNDERGROUND ELECTRIC
- WATER MAIN
- BITUMINOUS SURFACE

N W E S

0 30 60 90

SCALE IN FEET

1" = 30'

SURVEY FOR: HTG ARCHITECTS

PROPERTY LOCATION: Ravoux Road, Chaska, Minnesota.

PROPERTY DESCRIPTION:

That part of Outlot A, EAST CREEK CARRIAGE HOMES, Carver County, Minnesota, which lies Northeasterly from the following described line:

Commencing at the most Southerly corner of said Outlot A; thence on an assumed bearing of North 51 degrees 07 minutes 24 seconds East a distance of 1521.29 feet to the point of beginning of the line to be described; thence North 81 degrees 03 minutes 35 seconds West 609.31 feet to the Easterly line of Ravoux Road and said line there terminating.

The property is currently zoned PRD (Planned Residence Development) and has the following building setbacks.

BUILDING SETBACKS

Front	=	30 feet
Side	=	30 feet
Rear	=	30 feet

Building setbacks are 30 feet from all property lines or the height of the building, whichever is greater.

NOTES:

1. The horizontal datum is the Carver County Coordinate System, NAD 83 (2011) adjustment.
2. The vertical datum is NAVD88. The site bench mark is the top nut of the hydrant, located on the west side of Ravoux Road and 135 feet north of the intersection of Ravoux Circle and Ravoux Road depicted hereon, Bench Mark Elevation = 765.86 feet.
3. The area of the property described hereon is 228,908 square feet or 5.2550 acres.
4. The location and extent of underground utilities, are based upon Gopher State One Call locate ticket no. 190230413; existing drawings provided by the City of Chaska and above ground evidence. There is no guarantee as to the accuracy or the completeness of this information. The size and location should be considered approximate. Additional underground utilities may be present. Verification of the existence and location of all utilities should be obtained from the utility owners prior to any planning or design. In accordance with Minnesota Statute, the location of utilities shall be confirmed prior to any demolition or construction.
5. The legal description and easement information depicted is based on Fidelity National Title Insurance Company Commitment for Title Insurance, Commitment No. 55102, issued by its Commercial Partners Title, LLC, and dated October 1, 2018. Additional easements and/or encumbrances could be present.
6. At the time of this survey, portions of the subject property were covered in significant amounts of snowfall, snow piles and ice. Some improvements may not be depicted.

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
2/12/19		
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

I hereby certify that this survey was prepared by me or under my direct supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Minnesota

REG. NO. 20281 DATE 2.12.2019

ANDERSON
13605 1st Ave N. #100
Plymouth, MN 55441
P 763.412.4000 | ae-mn.com

EXISTING CONDITIONS SURVEY

DRAWN BY: JML CHECKED BY: JSB

C1

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

PRELIMINARY PLAT OF: STRUCTURES INC.

SITE DATA

EXISTING

PROPERTY ADDRESS:	UNASSIGNED, CHASKA, MINNESOTA.
PID:	301460020
EX. PARCEL AREA:	5.25 ACRE
ZONING:	PRD - PLANNED RESIDENCE DEVELOPMENT
2040 COMP. PLAN:	I - INDUSTRIAL

PROPOSED

ZONING:	I - INDUSTRIAL
BUILDING SETBACKS	
FRONT YARD:	30 FEET
REAR YARD:	30 FEET
SIDE YARD NORTH:	30 FEET
SIDE YARD SOUTH:	100 FEET
PARKING SETBACKS	
FRONT:	10 FEET
REAR:	5 FEET
SIDE NORTH:	5 FEET
SIDE SOUTH:	10 FEET
PARKING REQUIREMENTS	
OFFICES (7,574 SF):	1 SPACE / 250 SF FLOOR = 30.29 STALLS
SHOP (3,062 SF):	1 SPACE / 350 SF FLOOR = 8.74 STALLS (1 / 350 SF FLOOR PROOF OF PARKING)
PROPOSED PARKING	
REGULAR:	20 STALLS (9'x20')
HANDICAP:	1 (VAN ACCESSIBLE)
PROOF OF PARKING:	29 STALLS (9'x20')
TOTAL:	49 STALLS

PROPERTY DESCRIPTION

EXISTING LEGAL DESCRIPTION

That part of Outlot A, East Creek Carriage Homes, Carver County, Minnesota, which lies Northeasterly from the following described line:
Commencing at the most Southerly corner of said Outlot A; thence on an assumed bearing of North 51 degrees 07 minutes 24 seconds East a distance of 1521.29 feet to the point of beginning of the line to be described; thence North 81 degrees 03 minutes 35 seconds West 609.31 feet to the Easterly line of Ravoux Road and said line there terminating.

PROPOSED LEGAL DESCRIPTION

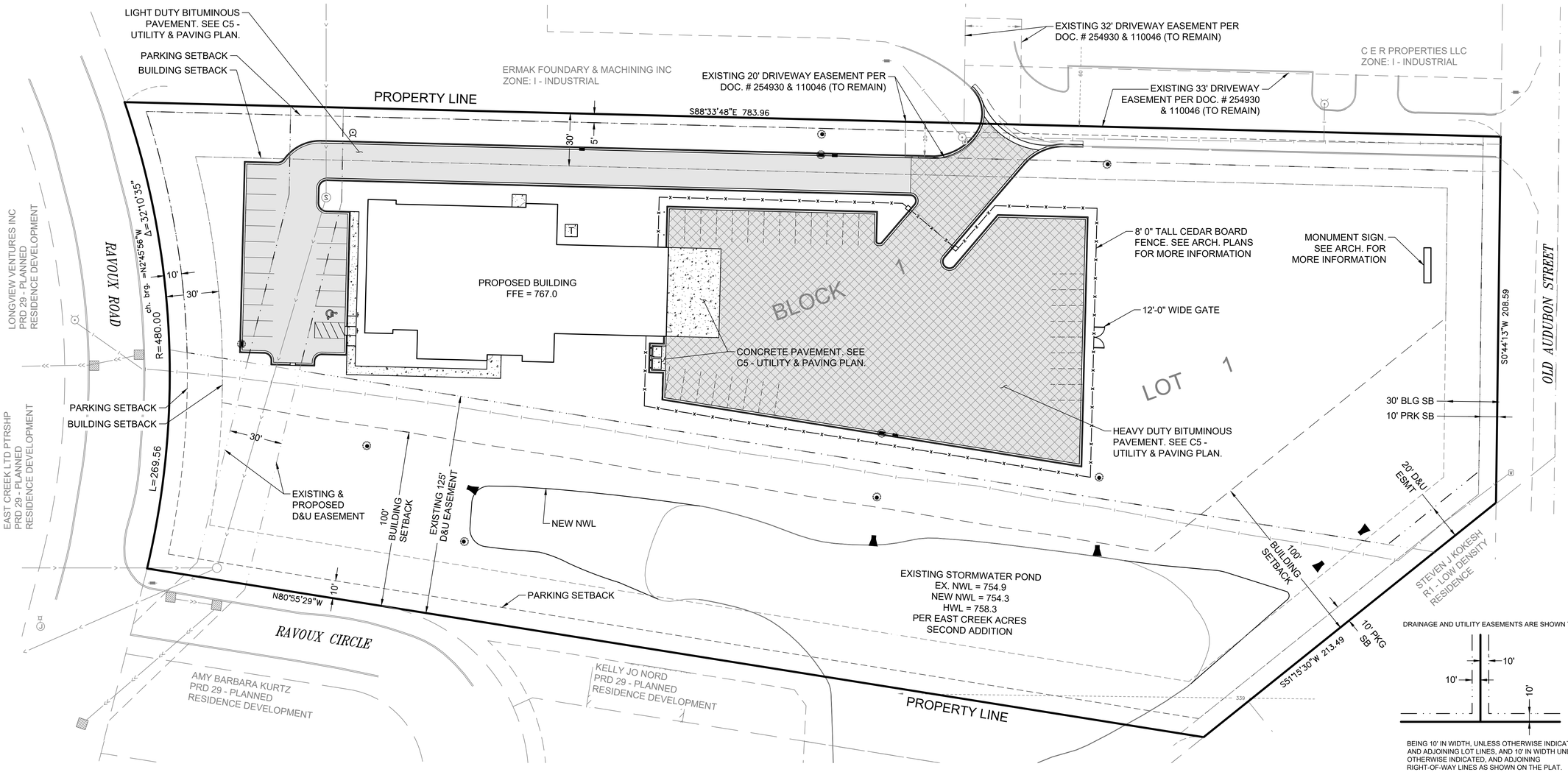
Lot 1, Block 1, Structures Inc.

N

0 30' 60'

LEGEND

- PROPERTY LIMITS
- ADJACENT PROPERTY
- BUILDING SETBACKS
- PARKING SETBACKS
- EXISTING DRAINAGE AND UTILITY EASEMENT
- PROPOSED DRAINAGE AND UTILITY EASEMENT
- PROPOSED LIGHT DUTY BITUMINOUS PAVEMENT
- PROPOSED HEAVY DUTY BITUMINOUS PAVEMENT
- PROPOSED CONCRETE PAVEMENT



DRAINAGE AND UTILITY EASEMENTS ARE SHOWN THUS:

BEING 10' IN WIDTH, UNLESS OTHERWISE INDICATED, AND ADJOINING LOT LINES, AND 10' IN WIDTH UNLESS OTHERWISE INDICATED, AND ADJOINING RIGHT-OF-WAY LINES AS SHOWN ON THE PLAT.

1 C2 DRAINAGE & UTILITY EASEMENTS NTS

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 REG. NO. 04.29.2020 DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

PRELIMINARY PLAT

DRAWN BY: BJF CHECKED BY: GRJ

C2

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

KEY NOTES

1. REMOVE EXISTING CONCRETE CURB & GUTTER
2. SAWCUT 2' PARALLEL TO CONCRETE CURB & GUTTER. REMOVE EXISTING ASPHALT PAVEMENT.
3. DRAINAGE AND UTILITY EASEMENT (TYP.)
4. CLEAR & GRUB ALL TREES STUMPS AND UNDERSTORY BRUSH WITHIN LIMITS OF WORK
5. RAISE EXISTING FIRE HYDRANT TO FINISHED GRADE. SEE SHEET C4 - GRADING & DRAINAGE PLAN FOR MORE INFORMATION.
6. EXISTING OVERHEAD ELECTRICAL TO BE RELOCATED INCLUDING POWER POLES.
7. RELOCATE EXISTING NATURAL GAS LINE.
8. RELOCATE EXISTING UNDERGROUND ELECTRICAL AS NECESSARY
9. SHARED ACCESS TO REMAIN IN USE FOR NEIGHBORING PROPERTY THROUGHOUT THE DURATION OF CONSTRUCTION.
10. INSTALL PERIMETER SILT FENCE & BIO-ROLL PRIOR TO ANY DEMOLITION ACTIVITIES.
11. REMOVE EXISTING 12" RCP & MANHOLE STRUCTURES. STORM PIPE TO REMAIN IN-PLACE UNTIL POND GRADING COMMENCES.
12. PROTECT EXISTING UTILITY LINE IN-PLACE.
13. INSTALL SILT FENCE AROUND EXISTING POND. FENCE MAY BE REMOVED FOR POND GRADING BUT SHALL BE RE-INSTALLED WITHIN 24 HOURS OF FINAL POND GRADING.
14. RAISE EXISTING SANITARY RIM ELEVATION TO FINISHED GRADE. SEE SHEET C4 - GRADING & DRAINAGE PLAN FOR MORE INFORMATION.

CONTRACTOR NOTES

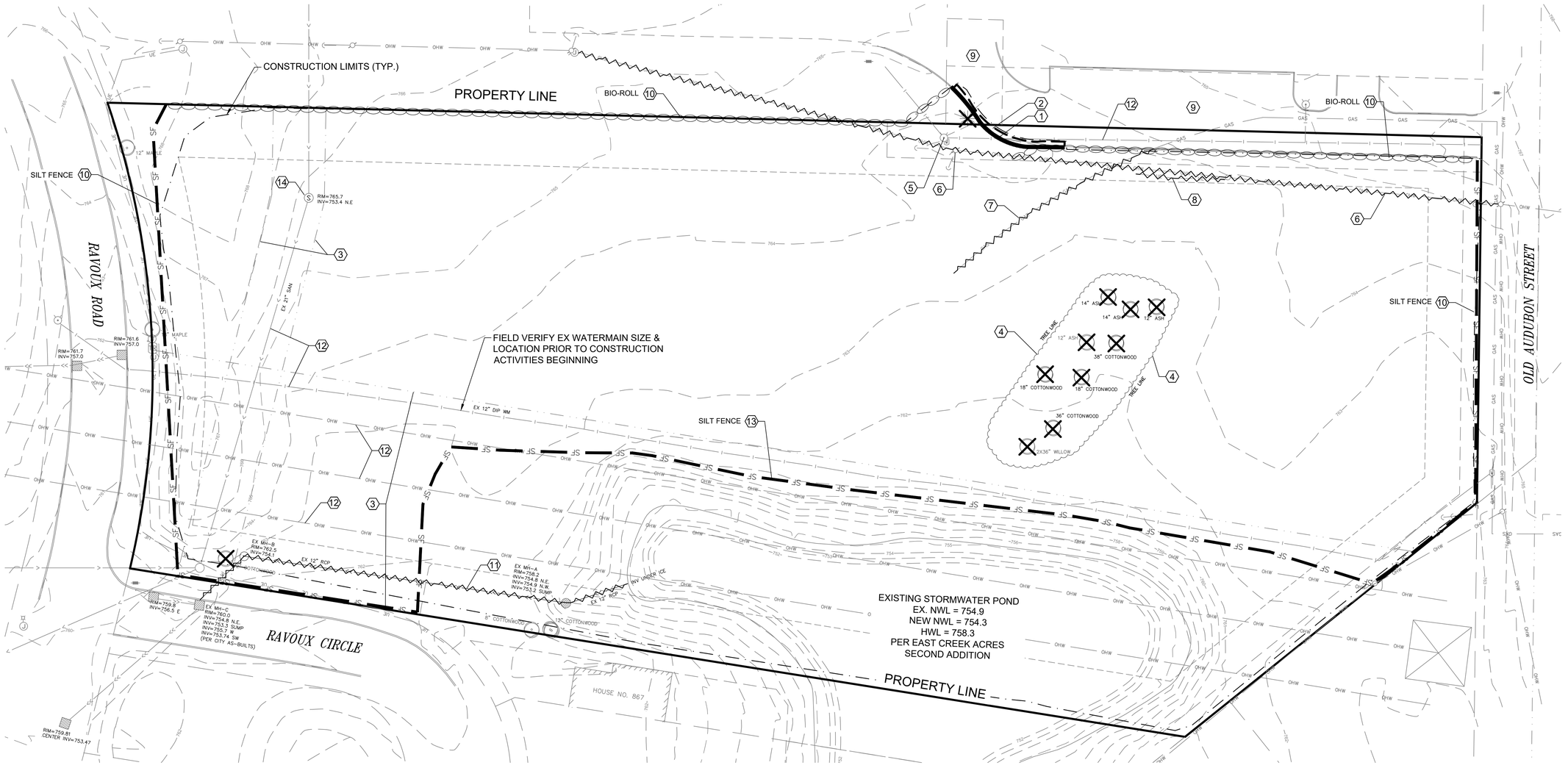
1. UTILITIES SHOWN HERE ON IS FOR INFORMATIONAL USE ONLY AND IS NOT GUARANTEED IN IT'S ACCURACY. VERIFY ALL TOPOGRAPHIC INFORMATION PRIOR TO COMMENCING WORK. NOTIFY PROJECT MANAGER OF ANY/ALL DISCREPANCIES IMMEDIATELY.
2. CONTRACTOR SHALL HIRE PRIVATE UTILITY LOCATOR AS NECESSARY TO VERIFY UNDERGROUND UTILITIES. UTILITIES SHOWN ON PLANS MAY VERY FROM EXISTING CONDITIONS, AND CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO UTILITY LINES SHOWN, NOT SHOWN, OR SHOWN INCORRECTLY.
3. CONTRACTOR TO COORDINATE WITH SMALL UTILITY COMPANIES ON REMOVAL & RELOCATION OF THEIR RESPECTIVE UTILITIES.

LEGEND

- PROPERTY LIMITS
- CONSTRUCTION LIMITS
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING FENCE
- EXISTING GAS MAIN
- EXISTING OVERHEAD WIRES
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING HYDRANT AND GV
- EXISTING SANITARY MANHOLE
- EXISTING STORM SEWER INLET
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CONCRETE C&G
- REMOVE TREE

N

0 30' 60'



HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

DEMOLITION PLAN

DRAWN BY: BJF CHECKED BY: GRJ

C3

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

KEY NOTES

1. RAISE EXISTING FIRE HYDRANT TO FINISHED GRADE.
2. CONCRETE SIDE WALK CROSS SLOPE @ 2.0% AWAY FROM BUILDING (TYP.) UNLESS OTHERWISE NOTED.
3. MATCH EXISTING CURB & GUTTER ELEVATION.
4. EXISTING & PROPOSED DRAINAGE & UTILITY EASEMENT.
5. EXISTING OVERHEAD WIRES TO BE PROTECTED WITHIN POWER LINE EASEMENT. PREVENTIVE MEASURES MAY INCLUDE SIGNAGE POSTED AT VARIOUS LOCATION, AND/OR MARKING LINES WITH HIGHLY VISIBLE FLAGS.
6. EXISTING CURB CUT TO REMAIN IN PLACE. GUTTER ELEVATION AT 763.4.
7. RAISE EXISTING SANITARY RIM ELEVATION TO FINISHED GRADE AT 766.20.
8. ELEVATION AT BUILDING TO BE 3" BELOW FFE EXCEPT AT ENTRANCES.
9. 5' BENCH SLOPED AT 2.0% FROM BACK OF CURB (TYP).
10. 3' BENCH SLOPED AT 2.0% AWAY FROM BACK OF CURB (TYP.)
11. INSTALL 3' WIDE CURB CUT WITHIN FLOW LINE AT ELEVATION 764.65.

CONTRACTOR NOTES

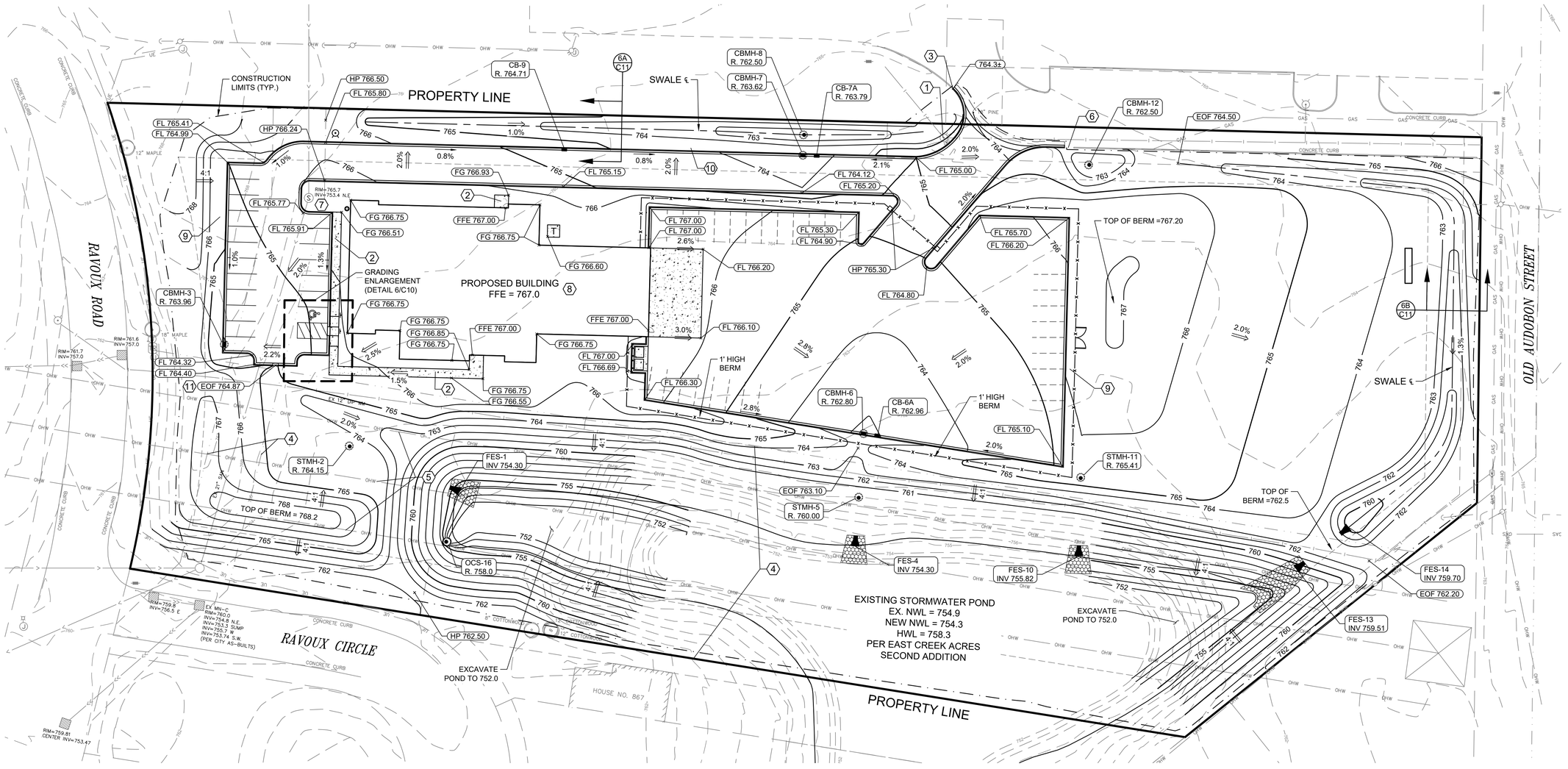
1. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REMOVAL OF ALL APPLICABLE EROSION & SEDIMENT CONTROL ITEMS.
2. SPECIFIED EROSION/SEDIMENT CONTROL MEASURES ARE THE MINIMUM. ADDITIONAL PRACTICES MAY BE REQUIRED DURING THE COURSE OF CONSTRUCTION.
3. THE TOTAL DISTURBED AREA IS EQUAL TO 4.94 ACRES. AN MPCA PERMIT IS REQUIRED. PROVIDE DOCUMENTATION TO THE CITY PRIOR TO ANY GRADING WORK BEGINNING.
4. THE TOTAL PROPOSED IMPERVIOUS AREA UPON COMPLETION IS EAQUAL TO 63,229 SF OR 27.6% OF THE ENTIRE SITE.
5. PROPOSED SPOT ELEVATIONS ARE TO TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED IN LEGEND.
6. TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES. LOCATIONS OF UTILITIES SHOWN BASED ON SURVEY AND AS-BUILT INFORMATION AND MAY NOT REPRESENT ACTUAL CONDITIONS. CONTRACTOR IS RESPONSIBLE FOR UTILIZING UTILITY LOCATES PRIOR TO STARTING ANY WORK.
7. SEE SHEET C6 FOR SEDIMENT & EROSION CONTROL PLAN.

LEGEND

- PROPERTY LIMITS
- CONSTRUCTION LIMITS
- 966 — EXISTING MINOR CONTOUR
- 965 — EXISTING MAJOR CONTOUR
- 764 — PROPOSED MINOR CONTOUR
- 760 — PROPOSED MAJOR CONTOUR
- × 763.2 — EXISTING SPOT ELEVATION
- B-1 — SOIL BORING LOCATION
- DRAINAGE ARROW
- GUTTER LINE SLOPE
- PROPOSED CONCRETE C&G

SPOT ELEVATION KEY

FG	FINISHED GRADE
EG	EXISTING GRADE
FL	GUTTER FLOW LINE
HP	HIGH POINT ELEVATION
R	RIM ELEVATION
INV	INVERT ELEVATION
EOF	EMERGENCY OVERFLOW ELEVATION
FFE	FINISHED FLOOR ELEVATION



0 30' 60'

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

GRADING & DRAINAGE PLAN

DRAWN BY: BJF CHECKED BY: GRJ

C4

(AE 15311)

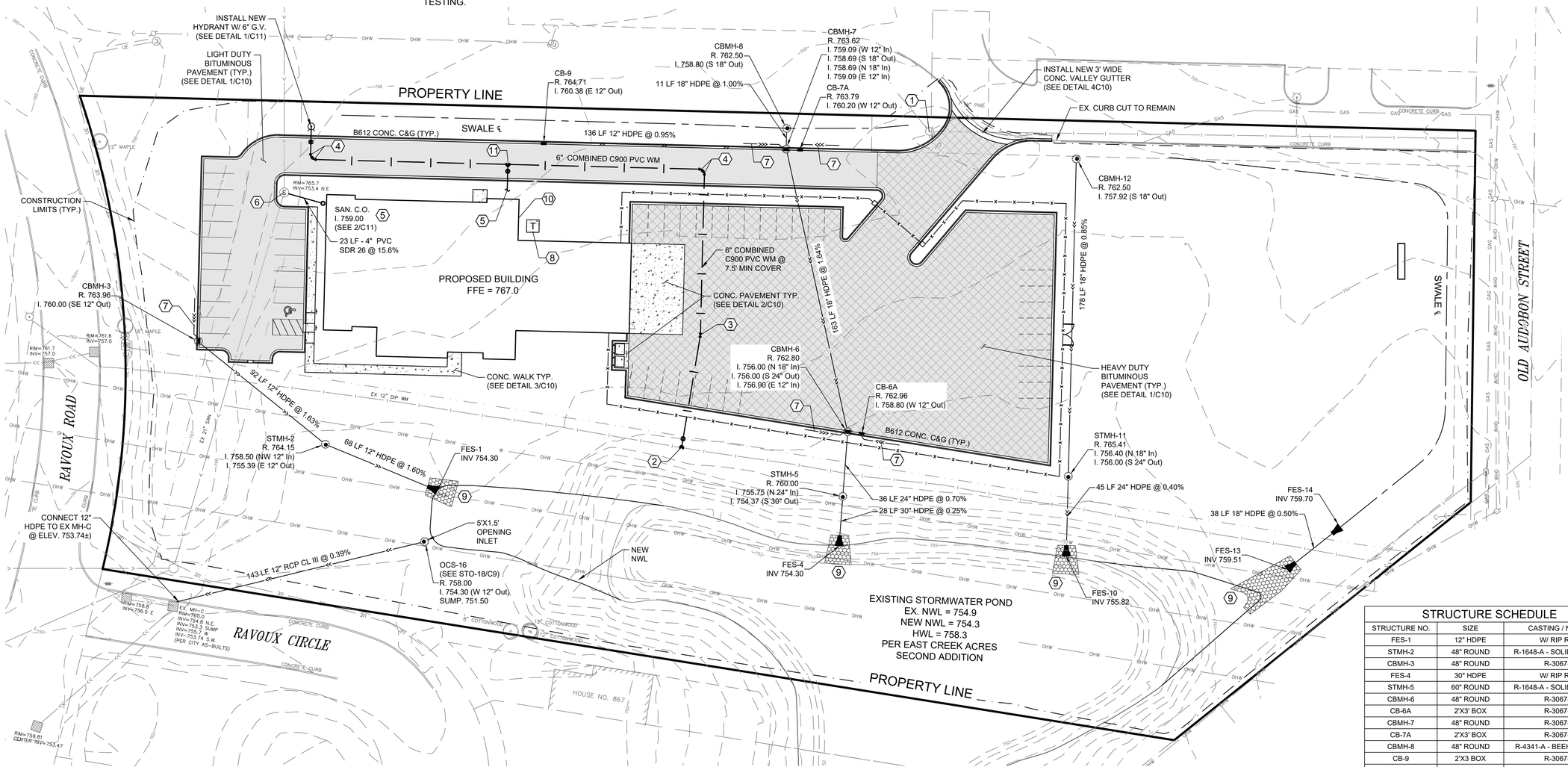
COPYRIGHT © BY HTG ARCHITECTS

KEY NOTES

1. RAISE EXISTING FIRE HYDRANT TO FINISHED GRADE.
2. WET TAP EXISTING 12" DIP WATERMAIN. INSTALL 6" GATE VALVE.
3. INSTALL 11.25° BEND AS SHOWN.
4. INSTALL TWO (2) 45° BEND AS SHOWN.
5. STUB UTILITY 5' FROM BUILDING OUTLINE. COORDINATE WITH PLUMBING CONTRACTOR FOR FINAL LOCATION.
6. RAISE EXISTING SANITARY RIM ELEVATION TO FINISHED GRADE AT 766.20. CONNECT 4" PVC SANITARY VIA CORE DRILL TO EXISTING MANHOLE AT ELEVATION 755.40.
7. INSTALL 4" PERFORATED PVC 20 LF MIN. IN EACH DIRECTION BEHIND BACK OF CURB AT ALL LOW POINTS. (SEE DETAILS STO-12/C9 & STO-14/C9).
8. 7'X7' CONCRETE PAD FOR ELECTRICAL TRANSFORMER
9. INSTALL RIP-RAP AT FES LOCATION PER DETAIL STO-11/C9. EXTEND RIP-RAP TO NWL.
10. FIRE DEPARTMENT CONNECTION. COORDINATE WITH PLUMBING CONTRACTOR FOR FINAL LOCATION.
11. INSTALL 6X6 TEE WITH 6" GATE VALVE.

CONTRACTOR NOTES

1. ALL CONSTRUCTION SHALL COMPLY WITH RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER AND PER THE GEOTECHNICAL REPORT UNLESS DIRECTED OTHERWISE.
2. ALL CONSTRUCTION SHALL COMPLY WITH THE MOST CURRENT CITY OF CHASKA CODE AND STANDARDS, AND THE 2018 EDITION OF MNDOT STANDARD CONSTRUCTION SPECIFICATIONS (INCLUDING SUPPLEMENTS) AND THE C.E.A.M. STANDARD SPECIFICATIONS-2013 EDITION UNLESS DIRECTED OTHERWISE.
3. ALL CONSTRUCTION SHALL COMPLY WITH APPLICABLE MUNICIPAL, WATERSHED DISTRICT, COUNTY, MPCA, DEPT. OF HEALTH, AND MNDOT PERMITS.
4. THE LOCATION AND TYPE OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE INFORMATION IS NOT WARRANTED TO BE ACCURATE OR COMPLETE. THE CONTRACTOR, IN COOPERATION WITH THE APPROPRIATE UTILITY COMPANY OR MUNICIPALITY, IS RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES.
5. ALL HANDICAPPED STALLS AND ACCESS RAMPS SHALL COMPLY WITH CURRENT ADA STANDARDS. SEE ARCHITECTURAL PLANS FOR EXACT LOCATIONS OF BUILDING ENTRANCES.
6. LOCATE AND PROTECT EXISTING UTILITIES UNLESS OTHERWISE NOTED.
7. PROVIDE MINIMUM 10' HORIZONTAL & 18" VERTICAL SEPARATION OF ALL WATERMAIN CROSSINGS FROM STORM OR SANITARY SEWER.
8. ALL WATER SERVICE SHALL BE INSTALLED WITH 7.5" MINIMUM COVER FROM FINISHED GRADE, MAX 10 FT. WATERMAIN TO BE INSTALLED PER C.E.A.M. SPECIFICATIONS, WHERE COVER DEPTHS CANNOT BE ACHIEVED, CONTRACTOR SHALL PROVIDE A MINIMUM OR 4" INSULATION OVER WATERMAIN AND CONTACT THE ENGINEER.
9. WATER SERVICE MATERIALS SHALL BE PCV C900. CONTRACTOR SHALL VERIFY EXISTING WATERMAIN SIZE AND MATERIAL PRIOR TO CONSTRUCTION. ALL INSTALLED PIPE WILL REQUIRE TESTING PER CITY AND STATE REQUIREMENTS. THIS WILL INCLUDE, AT A MINIMUM, CONDUCTIVITY AND PRESSURE TESTING, AS WELL AS TESTING FOR BACTERIA AND PROPER DISINFECTION. FOLLOW C.E.A.M STANDARD SPECIFICATION UNLESS NOTED OTHERWISE. INSTALL TRACER WIRE, JOINT RESTRAINTS AND THRUST BLOCKING ON ALL WATERMIAN PIPE AND FITTINGS, PER CITY OF CHASKA STANDARDS.
10. ALL COMPONENTS OF WATER SYSTEM, UP TO THE WATER METER OR FIRE SERVICE EQUIPMENT MUST UTILIZE PROTECTIVE INTERNAL COATINGS MEETING CURRENT ANSI/AWWA STANDARDS FOR CEMENT MORTAR LINING OR SPECIAL COATING. THE USE OF UNLINED OR UNCOADED PIPE IS NOT ALLOWED. PROVIDE 8 MIL POLYWRAP ON DIP WATERMAIN PER CITY STANDARDS.
11. SANITARY SEWER PIPE MATERIALS SHALL BE PVC SDR 26. PIPE SHALL BE INSULATED PER CITY AND C.E.A.M. STANDARDS WHERE 7.5 FOOT COVER DEPTHS ATE NOT ACHIEVED. ALL SANITARY SEWER PIPE WILL REQUIRE TESTING PER CITY AND C.E.A.M. STANDARDS. THIS WILL INCLUDE, AT A MINIMUM. LEAKAGE AND ALIGNMENT TESTING.
12. PVC SANITARY SEWER MUST MEET ASTM STANDARDS LISTED IN MINNESOTA RULES, CHAPTER 4714,TABLE 701.1 AND INSTALLATION STANDARD 1. FITTING MUST COMPLY WITH ASTM D1866, D2665, OR F794 RESPECTIVELY. JOINTS MUST BE APPROVED MECHANICAL OR PUSH-ON UTILIZING ELASTOMERIC SEAL, OR SOLVENT WELDING USING ASTM F656 AND ASTM D2564. THE INSTALLATION MUST COMPLY WITH ASTM D2321.
13. ALL NEW NON METALLIC SANITARY AND WATER SERVICE PIPE SHALL HAVE TRACER WIRE, PER CITY SPECIFICATIONS.
14. HDPE PIPE CONNECTIONS INTO ALL CONCRETE STRUCTURES MUST BE MADE WITH WATER TIGHT MATERIALS UTILIZING AN A-LOK OR WATERSTOP GASKET OR BOOT, CAST-IN-PLACE RUBBER BOOT, OR APPROVED EQUAL. WHERE THE ALIGNMENT PRECLUDES THE USE OF THE ABOVE APPROVED WATERTIGHT METHODS, CONCEAL 231 WATERSTOP SEALANT, OR APPROVED EQUAL WILL ONLY BE ALLOWED AS APPROVED BY THE ENGINEER. STORM SEWERS MUST MEET ASTM F714 (SEE MINNESOTA RULES, CHAPTER 4714 SECTION 1102.4 AND INSTALLATION STANDARD 1).
15. ALL PORTIONS OF THE STORM SEWER SYSTEM LOCATED WITHIN 10 FEET OF A BUILDING OR WATER SERVICE LINE MUST BE TESTED IN ACCORDANCE WITH MINNESOTA RULES, CHAPTER 4714 , SECTION 1109.0. TESTING OF WATER AND SEWER SHALL COMPLY WITH 2013 CEAM REQUIREMENTS.
16. SUBSTITUTIONS FROM INFO. SHOWN HEREON SHALL BE REVIEWED AND APPROVED BY THE ENGINEER OF RECORD AND CITY ENGINEER.
17. UTILITY AND MECHANICAL CONTRACTORS MUST COORDINATE THE INSTALLATION OF ALL WATER AND SEWER SERVICE PIPES INTO THE BUILDING TO ACCOMMODATE CITY INSPECTION AND TESTING.



N

0 30' 60'

LEGEND

- PROPERTY LIMITS
- CONSTRUCTION LIMITS
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED WATERMAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED DRAINTILE
- PROPOSED WATERMAIN FITTING
- PROPOSED SANITARY MANHOLE AND CLEANOUT
- PROPOSED STORM INLETS
- FLARED END SECTION

STRUCTURE SCHEDULE

STRUCTURE NO.	SIZE	CASTING / NOTES
FES-1	12" HDPE	W/ RIP RAP
STMH-2	48" ROUND	R-1648-A - SOLID "STORM"
CBMH-3	48" ROUND	R-3067-L
FES-4	30" HDPE	W/ RIP RAP
STMH-5	60" ROUND	R-1648-A - SOLID "STORM"
CBMH-6	48" ROUND	R-3067-L
CB-6A	2'X3' BOX	R-3067-L
CBMH-7	48" ROUND	R-3067-L
CB-7A	2'X3' BOX	R-3067-L
CBMH-8	48" ROUND	R-4341-A - BEEHIVE TYPE
CB-9	2'X3 BOX	R-3067-L
FES-10	24" HDPE	W/ RIP RAP
STMH-11	48" ROUND	R-1648-A - SOLID "STORM"
CBMH-12	48" ROUND	R-4341-A - BEEHIVE TYPE
FES-13	18" HDPE	W/ RIP RAP
FES-14	18" HDPE	W/ TRASH GAURD
OCS-16	60" ROUND	SEE DETAIL (STO-18/C9)

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

UTILITY & PAVING PLAN

DRAWN BY: BJF CHECKED BY: GRJ

C5

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

STORM WATER POLLUTION PREVENTION PLAN NOTES:

1. GRADING CONTRACTORS SHALL VERIFY LOCATIONS AND ELEVATIONS OF ALL UNDERGROUND UTILITIES WITH THE RESPECTIVE UTILITY COMPANIES PRIOR TO CONSTRUCTION.

2. ALL EROSION CONTROL MEASURES CALLED FOR ON THESE PLANS AND SPECIFICATIONS, WHICH MAY INCLUDE SILT FENCE, SEDIMENTATION BASINS OR TEMPORARY SEDIMENT TRAPS, SHALL BE CONSTRUCTED AND SERVICEABLE IN THE FOLLOWING ORDER:

   A. ROCK CONSTRUCTION ENTRANCES A MINIMUM OF 50 FEET
   B. SILT FENCE
   C. TEMPORARY CULVERTS
   D. TEMPORARY SEDIMENTATION BASINS AND OUTFALL FACILITIES
   E. SORMWATER POND CONSTRUCTION
   F. COMMON EXCAVATION AND EMBANKMENT (GRADING)
   G. SEED AND MULCH OR SOD
   H. BIO-ROLL BARRIERS IN FINISHED GRADED AREAS
   I. INLET AND OUTLET FACILITIES SUBSEQUENT TO STORM SEWER WORK

3. GRADING CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY AND NPDES PHASE II PERMITTING REQUIREMENTS AS WELL AS EROSION CONTROL MEASURES AS MAY BE SHOWN ON THESE PLANS OR SPECIFICATIONS. GRADING CONTRACTOR SHALL IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES AS MAY BE REQUIRED TO PROTECT ADJACENT PROPERTY.

4. ALL EROSION CONTROL FACILITIES SHALL BE MAINTAINED BY THE CONTRACTOR DURING GRADING OPERATIONS. ANY TEMPORARY FACILITIES WHICH ARE TO BE REMOVED AS CALLED FOR ON THESE PLANS AND SPECIFICATIONS SHALL BE REMOVED BY THE GRADING CONTRACTOR WHEN DIRECTED BY THE ENGINEER. THE GRADING CONTRACTOR SHALL RESTORE THE SUBSEQUENTLY DISTURBED AREA IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS.

5. THE GRADING CONTRACTOR SHALL SCHEDULE THE SOILS ENGINEER SO THAT CERTIFICATION OF ALL CONTROLLED FILLS WILL BE FURNISHED TO THE OWNER DURING AND UPON COMPLETION OF THE PROJECT.

6. ALL DISTURBED AREAS, EXCEPT AREAS TO BE PAVED AND/OR SPECIFICALLY DESIGNED BY A LANDSCAPE PLAN, SHALL BE COVERED WITH A MINIMUM 6" OF TOP SOIL OR AS INDICATED IN SPECIFICATIONS OR LANDSCAPING PLAN. ALL DISTURBED AREAS SHALL BE SEEDED & MULCHED AT THE PRESCRIBED RATES WITHIN 72 HOURS OF FINAL GRADING UNLESS OTHERWISE NOTED.

   SEED MIX: MNDOT NO. 25-141 50# / ACRE
   MULCH: TYPE 1 2 TONS / ACRE (DISK ANCHORED)
   FERTILIZER: TYPE 3 22-5-10 350# / ACRE

   ALL EXPOSED SOIL AREAS WITH A CONTINUOUS POSITIVE SLOPE WITHIN 200 LINEAL FEET OF ANY SURFACE WATER, MUST HAVE TEMPORARY EROSION PROTECTION OR PERMANENT COVER FOR THE EXPOSED SOIL AREAS YEAR ROUND, ACCORDING TO THE FOLLOWING TABLE OF SLOPES AND TIME FRAMES:

TYPE OF SLOPE	TIME (Maximum time an area can remain open when the area is not actively being worked)
STEEPER THAN 3:1	7 DAYS
10:1 TO 3:1	4 DAYS
FLATTER THAN 10:1	21 DAYS

7. THE EXISTING TOPOGRAPHY AND CONTOUR ELEVATIONS SHOWN ON THE PLAN WERE TAKEN FROM A PLAN FURNISHED BY OWNER.

8. CONTRACTORS GRADING AND EROSION CONTROL OPERATIONS SHALL TAKE PLACE WITHIN THE CONSTRUCTION LIMITS.

9. IT IS REQUIRED THAT SOILS TRACKED FROM THE SITE BY MOTOR VEHICLES BE CLEANED DAILY FROM PAVED ROADWAY SURFACES THROUGHOUT THE DURATION OF CONSTRUCTION.

10. PROVIDE TEMPORARY SEDIMENTATION BASINS AS DIRECTED BY THE ENGINEER.

11. ALL REQUIREMENTS OF THE LOCAL WATERSHED DISTRICT SHALL BE SATISFIED PER THE APPROVED PERMIT.

12. ALL EROSION & SEDIMENT CONTROL MEASURES SHOWN ON THIS PLAN AND IMPLEMENTED IN THE FIELD AS DIRECTED BY THE ENGINEER SHALL CONFORM TO THE MPCA'S "PROTECTING WATER QUALITY IN URBAN AREAS: BEST MANAGEMENT PRACTICES FOR MINNESOTA".

13. DEWATERING AND / OR BASIN DRAINING DISCHARGE SHALL BE DIRECTED TO SEDIMENTATION BASINS WHEREVER POSSIBLE. ALL DISCHARGE POINTS SHALL BE ADEQUATELY PROTECTED FROM EROSION & SCOUR THROUGH USE OF APPROVED ENERGY DISSIPATION DEVICES.

14. ALL SOLID WASTE / CONSTRUCTION DEBRIS SHALL BE DISPOSED OF IN ACCORDANCE WITH MPCA REQUIREMENTS. HAZARDOUS MATERIALS SHALL BE STORED / DISPOSED OF IN COMPLIANCE WITH MPCA REGULATIONS.

15. CONTRACTOR SHALL USE RAPID STABILIZATION METHODS PER MNDOT 2575 AS NEEDED DURING THE COURSE OF THE WORK TO MAINTAIN CONFORMANCE WITH THE CITY AND NPDES II PERMIT REQUIREMENTS. THIS WORK SHALL CONSIST OF OPERATIONS NECESSARY TO RAPIDLY STABILIZE SMALL CRITICAL AREA, TO PREVENT OFF SITE SEDIMENTATION AND / OR TO COMPLY WITH PERMIT REQUIREMENTS. THE WORK MAY BE PERFORMED AT ANY TIME DURING THE CONTRACT AND DURING NORMAL WORKING HOURS. THIS WORK WILL BE CONDUCTED ON SMALL AREAS THAT MAY OR MAY NOT BE ACCESSIBLE WITH NORMAL EQUIPMENT. THIS WORK SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE MNDOT STANDARDS SPECIFICATIONS, THE DETAILS SHOWN IN THE PLANS, AND THE FOLLOWING:

    THERE ARE FIVE STABILIZATION METHODS APPROVED FOR THESE OPERATIONS. THESE METHODS MAY BE CONDUCTED INDEPENDENTLY OR IN COMBINATION.

METHOD	RAPID STABILIZATION
1	TYPE 1 MULCH WITH DISC ANCHORING
2	TYPE 3 MULCH WITH TYPE HYDRAULIC MULCH
3	TYPE HYDRAULIC MULCH WITH SEED MIXTURE 22-11
4	CATEGORY 3 EROSION CONTROL BLANKET WITH SEED MIXTURE
5	RIPRAP CLASS II WITH GEOTEXTILE TYPE III

    THESE EFFORTS WILL BE INCIDENTAL TO THE EROSION CONTROL BID ITEM.

16. CHANGE OF COVERAGE: FOR STORM WATER DISCHARGES FROM CONSTRUCTION PROJECTS WHERE THE OWNER OR OPERATOR CHANGES, (E.G., AN ORIGINAL DEVELOPER SELLS PORTIONS OF THE PROPERTY TO VARIOUS BUILDERS) THE NEW OWNER OR OPERATOR MUST SUBMIT A SUBDIVISION REGISTRATION WITHIN 7 DAYS OF ASSUMING TRANSFERS, SALE OR CLOSING ON THE PROPERTY.

17. INDIVIDUAL SITE BUILDERS SHALL BE RESPONSIBLE FOR PROVIDING ANY AND ALL NECESSARY EROSION CONTROL MEASURES AS MAY BE REQUIRED. REQUIRED ECM'S SHALL CONSIST OF BUT NOT BE LIMITED TO HE FOLLOWING:

    A. STAKED FIBER LOG ROLLS AT BACK OF ALL CURB EXCEPT AT CONSTRUCTION / DRIVEWAY ENTRANCE.
    B. SILT FENCE ON ALL DOWN GRADIENT SLOPES FROM CONSTRUCTION AREA. SILT FENCE SHALL HAVE THE BOTTOM DUG IN WITH SOIL FIRMLY COMPACTED.
    C. ROCK CONSTRUCTION ENTRANCE HAVING 1" TO 2" CLEAR ROCK OVER GEOTEXTILE FABRIC.
    D. STREET CLEANING AS MAY BE REQUIRED SHOULD VEHICLE TRACKING OCCUR.

    INDIVIDUAL SITE BUILDERS ARE REQUIRED TO MAINTAIN ECM'S UNTIL SUCH TIME AS INDIVIDUAL YARDS/VEGETATION ARE ESTABLISHED.

18. CONTRACTOR SHALL PROVIDE A TEMPORARY SEDIMENTATION BASIN ON SITE FOR CONSTRUCTION WASH OUT USE. TEMPORARY BASIN SHALL BE LOCATED AS TO PROVIDE EASY ACCESS FOR CONSTRUCTION VEHICLES AND CONCRETE TRUCKS AS NECESSARY.

19. INLET SEDIMENTATION CONTROL IS TO BE PROVIDED TO ALL STORM SEWER CATCH BASIN THROUGHOUT CONSTRUCTION. MEASURES APPLIED SHALL COMPLY WITH BEST MANAGEMENT PRACTICES FOR MINNESOTA AND APPLICATION OF NPDES PHASE II AS APPROPRIATE FOR PHASE OF CONSTRUCTION.

20. CONTRACTOR SHALL PREVENT SOIL LOSS DURING CONSTRUCTION DUE TO WIND EROSION THROUGHOUT CONSTRUCTION. DUST SHALL BE SUPPRESSED THOUGH THE APPLICATIONS OF WATER, AS DEEMED NECESSARY BY THE CONTRACTOR, OR THROUGH EQUIVALENT BMP'S AS APPROVED BY THE ENGINEER.

21. IF LEED ACCREDITATION IS APPLICABLE, CONTRACTOR SHALL DOCUMENT THE IMPLEMENTATION OF THE EROSION AND SEDIMENTATION CONTROL PLAN THROUGH DATE-STAMPED PHOTOS AND INSPECTION LOGS / REPORTS. REPORTS SHALL INCLUDE AT A MINIMUM DESCRIPTION OF ALL EMPLOYED BMP'S (INCLUDING BOTH MEASURES TO PREVENT SOIL LOSS DUE TO RUNOFF AND SOIL LOSS DUE TO WIND EROSION), BMP'S DEEMED UNNECESSARY DUE TO SITE CONDITIONS, CORRECTIVE ACTIONS TAKEN IN RESPONSE TO PROBLEMS, AND ANY ADDITIONAL INFORMATION RELEVANT TO THE CONDITION OF THE EROSION AND SEDIMENT CONTROL PLAN AS IT WAS ESTABLISHED AT THE TIME OF CONSTRUCTION.

STORMWATER POLLUTION PREVENTION PLAN SCHEDULE OF INSTALLATION & MAINTENANCE

ITEM	INSTALLATION	INSPECTION & MAINTENANCE	REMOVAL
SILT FENCE	PRIOR TO COMMENCEMENT OF EARTHWORK OPERATIONS.	INSPECT & MAINT. AFTER EACH RUN-OFF EVENT. REMOVE SEDIMENTS AS REQUIRED.	AFTER TRIBUTARY DRAINAGE AREA IS RESTORED.
ROCK CONST. ENTRANCE	PRIOR TO COMMENCEMENT OF EARTHWORK OPERATIONS.	INSPECT REGULARLY. MAINTAIN AS NEEDED.	PRIOR TO PAVING.
OUTLET SKIMMER STRUCTURE	AFTER POND GRADING IS COMPLETED.	INSPECT REGULARLY. MAINTAIN AS NEEDED.	PERMANENT.
RIP-RAP & FILTER	UPON COMPLETION OF POND GRADING, CONC. SWALE CONST. AND OUTLET INSTALLATION.	INSPECT & MAINTAIN AT LEAST ANNUALLY AND AFTER HEAVY RAINFALL EVENT.	PERMANENT.
DETENTION POND	DURING EARTHWORK OPERATIONS.	AFTER HEAVY RAINFALL EVENTS. REMOVE SEDIMENTS AS NEEDED.	PERMANENT.
SEED & MULCH	AFTER POND GRADING IS COMPLETED.	INSPECT & MAINTAIN AFTER HEAVY RAINS. REPLACE WASH-OUT AREAS IMMEDIATELY	NO REMOVAL NECESSARY.
INLET PROTECTION	UPON INLET CONSTRUCTING	WHEN 1/3 CAPACITY OF BMP IS REACHED	AFTER TRIBUTARY AREAS ARE FULLY RESTORED

KEY NOTES

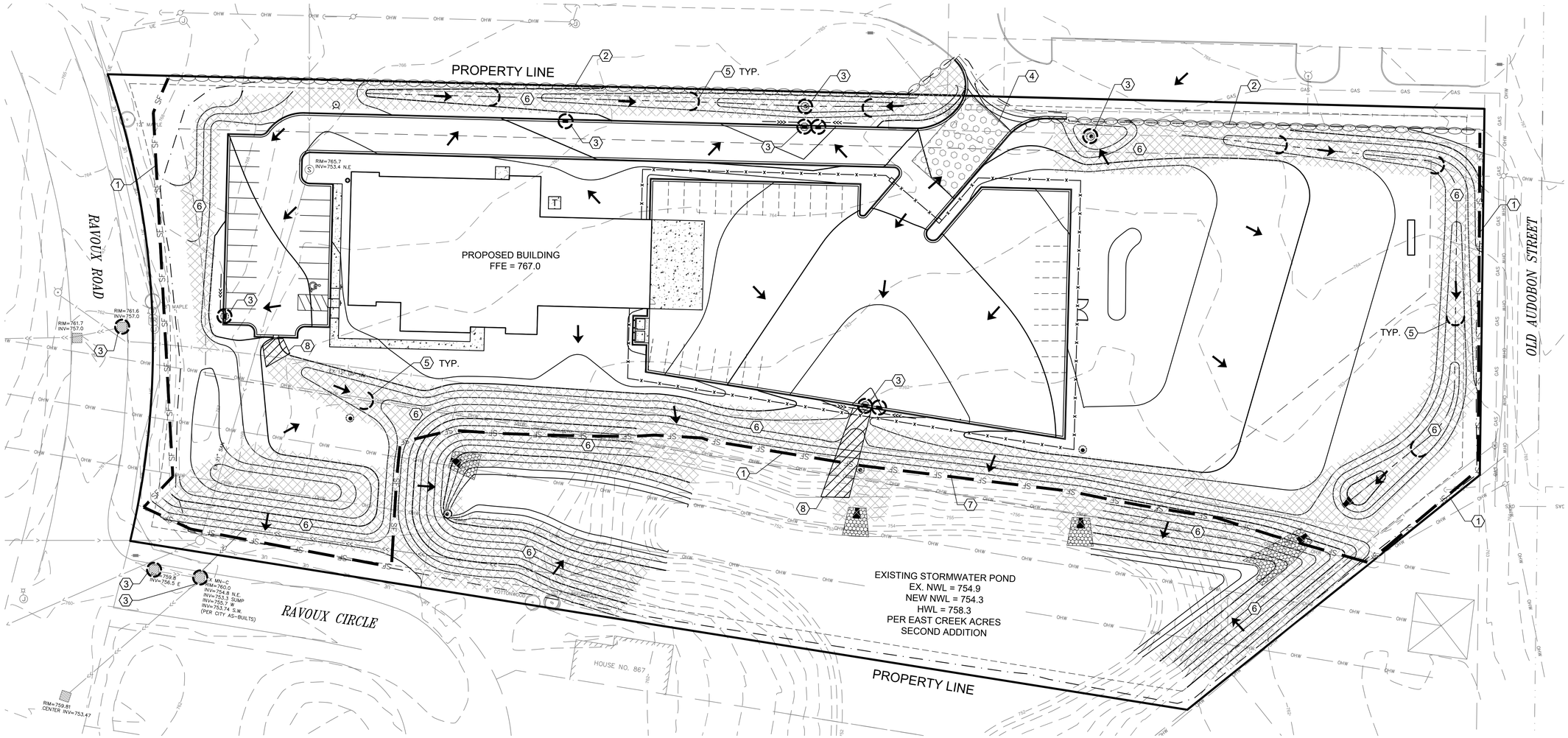
1. INSTALL & MAINTAIN SILT FENCE PERIMETER SEDIMENT PROTECTION. (SEE DETAIL ERO-1C / C9)
2. INSTALL BIO-ROLL PERIMETER SEDIMENT PROTECTION.
3. INSTALL AND MAINTAIN INLET SEDIMENT PROTECTION. (SEE DETAIL ERO-4B / C9)
4. INSTALL TEMP ROCK ENTRANCE (MIN. 1) AT CONSTRUCTION INGRESS & EGRESS LOCATION(S). (SEE DETAIL ERO-7 / C9)
5. INSTALL DITCH CHECKS EVERY 100 LF OF SWALE LENGTH (TYP.). (SEE DETAIL ERO-5 / C9)
6. INSTALL EROSION CONTROL BLANKET & SEED WITHIN SWALE(S) AND WITHIN AREAS WITH A SLOPE OF 4:1 OR STEEPER. BLANKET TO BE "NATURAL NET ONLY" CATEGORY 3N PER MNDOT SPEC 3885. (SEE DETAIL ERO-2 / C9)
7. COORDINATE INSTALLATION OF SILT FENCE WITH POND EXCAVATION AND STORM SEWER INSTALLATION. FENCE MAY BE REMOVED FOR POND GRADING BUT SHALL BE RE-INSTALLED WITHIN 24 HOURS OF FINAL POND GRADING OR PRIOR TO ANY RAIN EVENT.
8. PLACE TURF REINFORCEMENT MAT BEHIND EMERGENCY OVERFLOW AS SHOWN PER MNDOT SPEC 2575.

N

0 30' 60'

LEGEND

- PROPERTY LIMITS
- CONSTRUCTION LIMITS
- 966 EXISTING MINOR CONTOUR
- 965 EXISTING MAJOR CONTOUR
- 966 PROPOSED MINOR CONTOUR
- 965 PROPOSED MAJOR CONTOUR
- × 959.4 EXISTING SPOT ELEVATION
- B-1 SOIL BORING LOCATION
- DRAINAGE ARROW
- SF SILT FENCE
- BIO-ROLL
- INLET SEDIMENT PROTECTION
- DITCH CHECK
- ROCK CONSTRUCTION ENTRANCE
- EROSION CONTROL BLANKET



HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 REG. NO. 04.29.2020 DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

SEDIMENT & EROSION CONTROL PLAN

DRAWN BY: BJF CHECKED BY: GRJ

C6

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

PROJECT DESCRIPTION/LOCATION

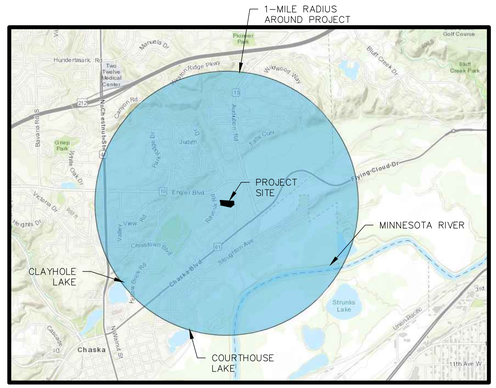
PROJECT IS LOCATED IN THE CITY OF CHASKA, CARVER COUNTY, MINNESOTA. THE PURPOSE OF THIS PROJECT IS TO BUILD A NEW PROPOSED BUILDING AND PARKING FACILITIES. THE 5.25 ACRE PROPERTY IS BOUNDED BY ARBOR DRIVE TO THE NORTH, OLD AUDUBON ROAD TO THE EAST, AND RAVOUX ROAD TO THE WEST. LIGHT INDUSTRIAL BUILDINGS ARE LOCATED NORTH OF THE PROPERTY BOUNDARY. RESIDENTIAL NEIGHBORHOODS ARE LOCATED IMMEDIATELY SOUTH OF THE PROPERTY.

THE PLANNED SCOPE OF THE PROJECT INCLUDES:

- THE INSTALLATION OF EROSION CONTROL MEASURES AS REQUIRED FOR THE MASS GRADING OF THE SITE.
- GRADING AS REQUIRED FOR THE INSTALLATION OF THE STRUCTURES AND PARKING LOT
- INSTALLATION OF SANITARY SEWER, WATERMAIN, AND STORM SEWER.
- PLACEMENT OF CONCRETE AS REQUIRED TO ESTABLISH CURB, GUTTER, AND SIDEWALKS THROUGHOUT THE SITE.
- CONSTRUCTION OF A NEW BUILDING AND ADJOINING PARKING LOT.

RECEIVING WATERS

THESE WATERS ARE LOCATED WITHIN ON MILE (AERIAL RADIUS) OF THE PROJECT LIMITS AND RECEIVE RUNOFF FROM THE PROJECT SITE. DUE TO THE PROXIMITY OF THE RECEIVING WATERS, THE BMPS DESCRIBED IN APPENDIX A OF THE NPDES PERMIT MAY APPLY TO ALL AREAS OF THE SITE.



RECEIVING WATERS				
NAME OF WATER BODY	TYPE (LAKE, RIVER, WETLAND, DITCH, ETC)	APPENDIX A SPECIAL WATER? (YES OR NO)	IMPAIRED WATER WITHIN 1 MILE OF PROJECT SITE?	APPROVED TMDL
MINNESOTA RIVER	RIVER	NO	YES	YES
COURTHOUSE LAKE	LAKE	YES	NO	NA
CLAYHOLE LAKE	LAKE	NO	NO	NA
UNNAMED CREEK (EAST CREEK)	CREEK	NO	YES	NO
UNNAMED CREEK (ASSUMPTION CREEK)	CREEK	YES	YES	NO

DUE TO THE PROXIMITY OF THE IMPAIRED AND SPECIAL WATERS, THE FOLLOWING WILL BE IMPLEMENTED ACCORDING TO THE MPCA REQUIREMENTS FOR DISCHARGING INTO IMPAIRED WATERS:

1. **PERMITEES MUST IMMEDIATELY INITIATE STABILIZATION OF EXPOSED SOIL AREAS, AS DESCRIBED IN ITEM 8.4 OF THE NPDES CONSTRUCTION GENERAL PERMIT, AND COMPLETE THE STABILIZATION WITH SEVEN (7) CALENDAR DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES.**

SOIL TYPES

SOIL TYPES TYPICALLY FOUND ON THIS PROJECT CONSIST OF SILTY SAND AND CLAY, PEAT, ORGANIC CLAY, AND LOOSE SANDS BRAUN INTERTEC. REPORT IS TO BE KEPT ON SITE AS PART OF THE SWPPP AND IS TO BE MADE AVAILABLE UPON REQUEST.

LONG TERM MAINTENANCE AND OPERATION

STRUCTURES INC. PLANS TO ENTER INTO A MAINTENANCE AGREEMENT FOR THE ONSITE POND WITH THE CITY OF CHASKA THAT IDENTIFIES THE AGENCY THAT IS RESPONSIBLE FOR ONGOING MAINTENANCE, AND HOW RESPONSIBILITY WILL BE TRANSFERRED TO OTHER AGENTS.

PROJECT PERSONNEL AND TRAINING

THIS SWPPP WAS PREPARED BY PERSONNEL THAT ARE VERIFIED IN THE DESIGN OF CONSTRUCTION SWPPPS. COPIES OF THE CERTIFICATIONS ARE ON FILE WITH THE ENGINEER.

PROVIDE A CERTIFIED EROSION CONTROL SUPERVISOR IN GOOD STANDING WHO IS KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES. THE EROSION CONTROL SUPERVISOR WILL WORK WITH THE PROJECT ENGINEER TO OVERSEE THE IMPLEMENTATION OF THE SWPPP AND THE INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMPS BEFORE, DURING, AND AFTER CONSTRUCTION UNTIL THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA. PROVIDE PROOF OF CERTIFICATION AT THE PRECONSTRUCTION MEETING. WORK WILL NOT BE ALLOWED TO COMMENCE UNTIL PROOF OF CERTIFICATION HAS BEEN PROVIDED TO THE PROJECT ENGINEER.

PROVIDE AT LEAST ONE CERTIFIED INSTALLER FOR EACH CONTRACTOR OR SUBCONTRACTOR THAT INSTALLS THE PRODUCTS LISTED IN SPECIFICATION SECTION 2573.3.A.2 PROVIDE PROOF OF CERTIFICATION AT THE PRECONSTRUCTION MEETING. WORK WILL NOT BE ALLOWED TO COMMENCE UNTIL PROOF OF CERTIFICATION HAS BEEN PROVIDED TO THE PROJECT ENGINEER.

CHAIN OF RESPONSIBILITY

THE OWNER AND CONTRACTOR ARE CO-PERMITTEES FOR THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) CONSTRUCTION PERMIT. THE CONTRACTOR IS RESPONSIBLE TO COMPLY WITH ALL ASPECTS OF THE NPDES CONSTRUCTION PERMIT AT ALL TIMES UNTIL THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED WITH THE MPCA THE CONTRACTOR WILL DEVELOP A CHAIN OF COMMAND WITH ALL OPERATORS ON THE SITE TO ENSURE THAT THE SWPPP WILL BE IMPLEMENTED AND STAY IN EFFECT UNTIL THE CONSTRUCTION PROJECT IS COMPLETE, THE ENTIRE SITE HAS UNDERGONE FINAL STABILIZATION, AND A NOTICE OF TERMINATION (NOT) HAS BEEN SUBMITTED TO THE MPCA.

PROJECT CONTACTS

THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTATION OF THE SWPPP AND INSTALLATION, INSPECTION, AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMPS BEFORE, DURING, AND AFTER CONSTRUCTION UNTIL THE NOTICE OF TERMINATION (NOT) HAS BEEN FILED.

ORGANIZATION	CONTACT NAME	PHONE
STRUCTURES INC.	JEREMY BANKEN	952-300-9151
ANDERSON ENGINEERING (SWPPP DESIGN)	BRIAN J. FIELD*	763-412-4000

*CERTIFIED FOR DESIGN OF CONSTRUCTION SWPPP BY UNIVERSITY OF MINNESOTA, EXPIRES 5/31/22

MPCA DUTY OFFICER 24 HOUR EMERGENCY NOTIFICATION:
651-649-5451 OR 800-422-0798

SITE INSPECTION AND MAINTENANCE

CONTRACTOR SHALL PROVIDE NAME, CONTACT INFO, AND TRAINING DOCUMENTATION FOR THE PERSON RESPONSIBLE FOR SWPPP IMPLEMENTATION AND INSPECTION/MAINTENANCE OF BMPS.

INSPECT THE ENTIRE CONSTRUCTION SITE A MINIMUM OF ONCE EVERY SEVEN DAYS DURING ACTIVE CONSTRUCTION AND WITHIN 24 HOURS AFTER A RAINFALL EVENT GREATER THAN 0.5 INCHES IN 24 HOURS. INSPECT ALL TEMPORARY AND PERMANENT WATER QUALITY MANAGEMENT, EROSION PREVENTION AND SEDIMENT CONTROL BMPS UNTIL THE SITE HAS UNDERGONE FINAL STABILIZATION AND THE NOT HAS BEEN SUBMITTED. INSPECT SURFACE WATER INCLUDING DRAINAGE DITCHES FOR SIGNS OF EROSION AND SEDIMENT DEPOSITION. INSPECT CONSTRUCTION SITE VEHICLE EXIT LOCATIONS FOR EVIDENCE OF TRACKING ONTO PAVED SURFACES. INSPECT SURROUNDING PROPERTIES FOR EVIDENCE OF OFF SITE SEDIMENT ACCUMULATION.

RECORD ALL INSPECTIONS AND MAINTENANCE ACTIVITIES IN WRITING WITHIN 24 HOURS. SUBMIT INSPECTION REPORTS IN A FORMAT THAT IS ACCEPTABLE TO THE PROJECT ENGINEER. INCLUDE THE FOLLOWING IN THE RECORDS OF EACH INSPECTION AND MAINTENANCE ACTIVITY:

A. DATE AND TIME OF INSPECTIONS
B. NAME OF PERSONS CONDUCTING INSPECTIONS
C. FINDINGS OF INSPECTIONS, INCLUDING RECOMMENDATIONS FOR CORRECTIVE ACTIONS
D. CORRECTIVE ACTION TAKEN, INCLUDING DATES, TIMES, AND PARTY COMPLETING MAINTENANCE ACTIVITIES
E. DATE AND AMOUNT OF ALL RAINFALL EVENTS GREATER THAN 0.5 INCH IN 24 HOURS
F. DOCUMENTS AND CHANGES MADE TO THE SWPPP

REPLACE, REPAIR OR SUPPLEMENT ALL NONFUNCTIONAL BMPS BY THE END OF THE NEXT BUSINESS DAY FOLLOWING DISCOVERY UNLESS LISTED DIFFERENTLY BELOW:

A. REPAIR, REPLACE, OR SUPPLEMENT PERIMETER CONTROL DEVICES WHEN IT BECOMES NONFUNCTIONAL OR SEDIMENT REACHES ½ THE HEIGHT OF THE DEVICE. COMPLETE REPAIRS BY THE END OF THE NEXT BUSINESS DAY FOLLOWING DISCOVERY.
B. REPAIR OR REPLACE INLET PROTECTION DEVICES WHEN THEY BECOME NONFUNCTIONAL OR SEDIMENT REACHES ½ THE HEIGHT AND/OR DEPTH OF THE DEVICE.
C. DRAIN AND REMOVE SEDIMENT FROM TEMPORARY AND PERMANENT SEDIMENT BASINS ONCE THE SEDIMENT HAS REACHED ½ THE STORAGE VOLUME. COMPLETE WORK WITHIN 72 HOURS OF DISCOVERY.
D. REMOVE ALL DELTAS AND SEDIMENT DEPOSITED IN SURFACE WATER INCLUDING DRAINAGE WAYS, CATCH BASINS, AND OTHER DRAINAGE SYSTEMS. RESTABILIZED ANY AREA THAT ARE DISTURBED BY SEDIMENT REMOVAL OPERATION. SEDIMENT REMOVAL AND STABILIZATION MUST BE COMPLETED WITHIN 7 DAYS OF DISCOVERY. PREPARE AND SUBMIT A SITE MANAGEMENT PLAN FOR WORKING IN SURFACE WATERS.
E. REMOVE TRACKED SEDIMENT FROM PAVED SURFACES BOTH ON AND OFF SITE WITHIN 24 HOURS OF DISCOVERY. STREET SWEEPING MAY HAVE TO OCCUR MORE OFTEN TO MINIMIZE OFF SITE IMPACTS. LIGHTLY WET THE PAVEMENT PRIOR TO SWEEPING
F. MAINTAIN ALL BMPS UNTIL WORK HAS BEEN COMPLETED, SITE HAS GONE UNDER FINAL STABILIZATION, AND THE NOTICE OF TERMINATION (NOT) HAS BEEN SUBMITTED TO THE MPCA.

AREA SUMMARY

ACREAGE SUMMARY	
AREA	ACRES
PROPERTY AREA	5.25
DISTURBED AREA	4.94
IMPERVIOUS AREA PRE-CONSTRUCTION	0.07
IMPERVIOUS AREA POST-CONSTRUCTION	1.46
NEW IMPERVIOUS AREA	1.39
PERVIOUS AREA AT COMPLETION	3.79

SPECIAL SITE NOTES

IF SITE REQUIRES PERMANENT STORMWATER MANAGEMENT HYDROLOGIC AND WATER QUALITY MODELING DATA IS AVAILABLE UPON REQUEST.

THE SWPPP COORDINATOR MUST BE AVAILABLE FOR AN ONSITE INSPECTION WITHIN 72 HOURS UPON REQUEST BY THE MPCA AND SHALL BE RESPONSIBLE FOR THE FOLLOWING:

- SUBMIT THE NPDES PERMIT APPLICATION AND COMPLY WITH ALL REQUIREMENTS
- IMPLEMENT THE SWPPP.
- OVERSEE INSTALLATION AND MAINTENANCE PRACTICES AND REPAIRS IDENTIFIED IN THE SWPPP.
- IMPLEMENT AND OVERSEE EMPLOYEE TRAINING AND RECORD IN OR WITH THE SWPPP.
- CONDUCT OR PROVIDE FOR INSPECTION AND MONITORING ACTIVITIES AND MAINTAIN LOGS AS PERMIT REQUIRES.
- IDENTIFY OTHER POTENTIAL POLLUTANT SOURCES NOT LISTED IN THE SWPPP AND ADD THEM.
- IDENTIFY ANY DEFICIENCIES IN THE SWPPP AND CORRECT THEM.
- ENSURE THAT CHANGES TO CONSTRUCTION PLANS ARE ADDRESSED IN THE SWPPP.
- FILE THE NOTICE OF TERMINATION UPON PROJECT COMPLETION.

AFTER THE NOTICE OF TERMINATION HAS BEEN FILED, THE OWNER SHALL BE RESPONSIBLE FOR ASSIGNING RESPONSIBILITY FOR PERMANENT MAINTENANCE MEASURES.

STABILIZATION TIME FRAMES

ALL AREAS DISTURBED BY CONSTRUCTION WILL RECEIVE SEED OR SOD ACCORDING TO THE PLANS AND SPECIFICATIONS AND WITHIN THE SPECIFIED VEGETATIVE TIME SCHEDULE. FINAL STABILIZATION WILL OCCUR WHEN THE SITE HAS A UNIFORM VEGETATIVE COVER WITH A DENSITY OF 70% OVER THE ENTIRE DISTURBED AREA. ALL TEMPORARY SYNTHETIC EROSION PREVENTION AND SEDIMENT CONTROL BMPS MUST BE REMOVED AS PART OF THE SITE FINAL STABILIZATION. ALL SEDIMENT MUST BE CLEANED OUT OF CONVEYANCES AND TEMPORARY SEDIMENTATION BASINS IF APPLICABLE.

AREA	TIME FRAME	NOTES
LAST 200 LINEAL FEET OF DRAINAGE DITCH OR SWALE	WITHIN 24 HOURS OF CONNECTION TO SURFACE WATER OR PROPERTY EDGE	1, 2, 3
REMAINING PORTIONS OF DRAINAGE DITCH OR SWALE	7 DAYS	1, 3
PIPE AND CULVERT OUTLETS	24 HOURS	
STOCKPILES	7 DAYS	1

1. INITIATE INLET STABILIZATION IMMEDIATELY WHEN CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED ON ANY PORTION OF THE SITE. COMPLETE STABILIZATION WITHIN THE TIME FRAME LISTED. IN MANY INSTANCES THIS WILL REQUIRE STABILIZATION TO OCCUR MORE THAN ONCE DURING THE COURSE OF THE PROJECT. TEMPORARY SOIL STOCKPILES WITHOUT SIGNIFICANT CLAY OR SILT AND STOCKPILED AND CONSTRUCTED ROAD BASE ARE NOT APPROPRIATE AND THEREFORE EXEMPT FROM THE STABILIZATION REQUIREMENT.

2. APPLICATION OF MULCH, HYDROMULCH, TACKIFIER AND POLYACRYLAMIDE ARE NOT ACCEPTABLE STABILIZATION METHODS IN THESE AREAS.

3. STABILIZE ALL AREAS OF THE SITE PRIOR TO THE ONSET OF WINTER, ANY WORK STILL BEING PERFORMED WILL BE SNOW MULCHED, SEEDED, AND BLANKETED WITHIN THE TIME FRAMES IN THE NPDES PERMIT.

4. TOPSOIL BERMS MUST BE STABILIZED IN ORDER TO BE CONSIDERED PERIMETER CONTROL BMPS. USE RAPID STABILIZATION METHOD 2, 3, OR 4 AS DIRECTED BY THE ENGINEER. THE SEED MIX USED IN THE RAPID STABILIZATION MAY BE SUBSTITUTED AS FOLLOWS:

   A. SINGLE YEAR CONSTRUCTION BETWEEN MAY 1 – AUGUST 1, SEED WITH SEED MIXTURE 21.111
   B. SINGLE YEAR CONSTRUCTION BETWEEN AUGUST 1 AND OCTOBER 31, SEED WITH SEED MIXTURE 21-112
   C. MULTI YEAR CONSTRUCTION 22-111

5. KEEP DITCHES AND EXPOSED SOILS IN AN EVEN ROUGH GRADED CONDITION IN ORDER TO BE ABLE TO APPLY EROSION CONTROL MULCHES, HYDROMULCHES AND BLANKETS.

HTG architects
www.htg-architects.com
Minneapolis Tampa Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

SWPPP 1

DRAWN BY: BJF CHECKED BY: GRJ

C7

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) NARRATIVE

GENERAL SWPPP NOTES FOR CONSTRUCTION ACTIVITY

1. CONTRACTOR SHALL AMEND THE SWPPP AND DOCUMENT ANY AND ALL CHANGES TO THE SWPPP AND ASSOCIATED PLAN SHEETS IN A TIMELY MANNER. STORE THE SWPPP AND ALL AMENDMENTS ON SITE AT ALL TIMES.
2. PREPARE AND SUBMIT A SITE MANAGEMENT PLAN FOR THE ENGINEER'S ACCEPTANCE FOR CONCRETE MANAGEMENT, CONCRETE SLURRY APPLICATION AREAS, WORK IN AND NEAR AREAS OF ENVIRONMENTAL SENSITIVITY, AREAS IDENTIFIED IN THE PLANS AS "SITE MANAGEMENT PLAN AREA", ANY WORK THAT WILL REQUIRE DEWATERING, AND AS REQUESTED BY THE ENGINEER. SUBMIT ALL SITE MANAGEMENT PLANS TO THE ENGINEER IN WRITING. ALLOW ALL MINIMUM OF 7 DAYS FOR THE ENGINEER TO REVIEW AND ACCEPT SITE MANAGEMENT PLAN SUBMITTALS. WORK WILL NOT BE ALLOWED TO COMMENCE IF A SITE MANAGEMENT PLAN IS REQUIRED UNTIL ACCEPTANCE HAS BEEN GRANTED BY THE ENGINEER. THERE WILL BE NO EXTRA TIME ADDED TO THE CONTRACT DUE TO THE UNTIMELY SUBMITTAL.
3. IT IS THE DESIGNER'S INTENT THAT THE CONTRACTOR BUILD PONDS AND INSTALL EROSION CONTROL BMPS BEFORE PUTTING THEM INTO ACTIVE SERVICE TO THE MAXIMUM EXTENT PRACTICABLE.
4. BURNING OF ANY MATERIAL IS NOT ALLOWED WITHIN PROJECT BOUNDARY.
5. DO NOT DISTURB AREAS OUTSIDE OF THE CONSTRUCTION LIMITS. DELINEATE AREAS NOT TO BE DISTURBED PRIOR TO STARTING GROUND DISTURBING ACTIVITIES. IF IT BECOMES NECESSARY TO DISTURBED AREAS OUTSIDE OF THE CONSTRUCTION LIMITS OBTAIN WRITTEN PERMISSION FROM THE PROJECT ENGINEER PRIOR TO PROCEEDING. PRESERVE ALL NATURAL BUFFERS SHOWN ON THE PLANS.
6. ROUT STORMWATER AROUND UNSTABILIZED AREAS OF THE SITE WHENEVER FEASIBLE. PROVIDE EROSION CONTROL AND VELOCITY DISSIPATION DEVICES AS NEEDED TO KEEP CHANNELS FROM ERODING AND TO PREVENT NUISANCE CONDITIONS AT THE OUTLET.
7. DIRECT DISCHARGES FROM BMPS TO VEGETATED AREA WHENEVER FEASIBLE. PROVIDE VELOCITY DISSIPATION DEVICES AS NEEDED TO PREVENT EROSION.
8. THE EROSION PREVENTION AND SEDIMENT CONTROL BMPS SHALL BE PLACED AS NECESSARY TO MINIMIZE EROSION FROM DISTURBED SURFACES AND TO CAPTURE SEDIMENT ON SITE. ALL EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF ANY REMOVAL WORK AND/OR GROUND DISTURBING ACTIVITIES COMMENCE.
9. ESTABLISH SEDIMENT CONTROL DEVICES ON ALL DOWN GRADIENT PERIMETERS AND UP GRADIENT OF ANY BUFFER ZONES BEFORE AND UP GRADIENT LAND DISTURBING ACTIVITIES BEGIN. MAINTAIN SEDIMENT CONTROL DEVICES UNTIL CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
10. LOCATE PERIMETER CONTROL ON THE CONTOUR TO CAPTURE OVERLAND, LOW-VELOCITY SHEET FLOWS DOWN GRADIENT OF ALL EXPOSED SOILS AND PRIOR TO DISCHARGING TO SURFACE WATERS. PLACE J-HOOKS AT A MAXIMUM OF 100 FOOT INTERVALS.
11. PROVIDE PERIMETER CONTROL AROUND ALL STOCKPILES. PLACE BMP A MINIMUM 5 FEET FROM THE TOE OF SLOPE WHERE FEASIBLE. DO NOT PLACE STOCKPILES IN NATURAL BUFFER AREAS, SURFACE WATERS OR STORMWATER CONVEYANCES.
12. FLOATING SILT CURTAIN IS ALLOWED AS PERIMETER CONTROL FOR IN WATER WORK ONLY. INSTALL THE FLOATING SILT CURTAIN AS CLOSE TO SHORE AS POSSIBLE. PLACE PERIMETER CONTROL BMP ON LAND IMMEDIATELY AFTER THE IN WATER WORK IS COMPLETED.
13. DITCH CHECKS WILL BE PLACED AS INDICATED ON THE PLANS DURING ALL PHASES OF CONSTRUCTION.
14. PLACE CONSTRUCTION EXITS, AS NECESSARY, TO PREVENT TRACKING OF SEDIMENT ONTO PAVED SURFACES BOTH ON AND OFF THE PROJECT SITE. PROVIDE CONSTRUCTION EXITS OF SUFFICIENT SIZE TO PREVENT TRACK OUT. MAINTAIN CONSTRUCTION EXITS WHEN EVIDENCE OF TRACKING IS DISCOVERED. REGULAR STREET SWEEPING IS NOT AN ACCEPTABLE ALTERNATIVE TO PROPER CONSTRUCTION EXIT INSTALLATION AND MAINTENANCE. CONSTRICTION EXITS ARE INCIDENTAL.
15. DISCHARGE TURBID OR SEDIMENT LADEN WATER TO TEMPORARY SEDIMENT BASINS WHENEVER FEASIBLE. IN THE EVENT THAT IT IS NOT FEASIBLE TO DISCHARGE THE SEDIMENT LADEN WATER TO A TEMPORARY SEDIMENT BASIN, THE WATER MUST BE TREATED SO THAT IT DOES NOT CAUSE A NUISANCE CONDITION IN THE RECEIVING WATERS OR TO DOWNSTREAM LANDOWNERS. CLEAN OUT ALL PERMANENT STORMWATER BASINS REGARDLESS OF WHETHER USED AS TEMPORARY SEDIMENT BASINS OR TEMPORARY SEDIMENT TRAPS TO THE DESIGN CAPACITY AFTER ALL UP GRADIENT LAND DISTURBING ACTIVITY IS COMPLETED.
16. PROVIDE SCOUR PROTECTION AT ANY OUTFALL OF DEWATERING ACTIVITIES.
17. PROVIDE STABILIZATION IN ANY TRENCHES CUT FOR DEWATERING OR SITE DRAINING PURPOSES.

POLLUTION PREVENTION

1. PROVIDE A SPILL KIT AT EACH WORK LOCATION ON THE SITE.
2. STORE ALL BUILDING MATERIALS THAT HAVE THE POTENTIAL TO LEACH POLLUTANTS, PESTICIDES, HERBICIDES, INSECTICIDES. FERTILIZERS, TREATMENT CHEMICALS, AND LANDSCAPE MATERIALS UNDER COVER WITH SECONDARY CONTAINMENT.
3. PROVIDE A SECURE STORAGE AREA WITH RESTRICTED ACCESS FOR ALL HAZARDOUS MATERIALS AND TOXIC WASTE. RETURN ALL HAZARDOUS MATERIALS AND TOXIC WASTE TO THE DESIGNATED STORAGE AREA AT THE END OF THE BUSINESS DAY UNLESS INFEASIBLE. STORE ALL HAZARDOUS MATERIALS AND TOXIC WASTE (INCLUDING BUT NOT LIMITED TO OIL, DIESEL FUEL, GASOLINE, HYDRAULIC FLUIDS, PAINT, PETROLEUM BASED PRODUCTS, WOOD PRESERVATIVES, ADDITIVES, CURING COMPOUNDS, AND ACIDS) IN SEALED CONTAINERS WITH SECONDARY CONTAINMENT. CLEAN UP SPILLS IMMEDIATELY.
4. STORE, COLLECT AND DISPOSE OF ALL SOLID WASTE.
5. POSITION ALL PORTABLE TOILETS SO THAT THEY ARE SECURE AND CANNOT BE TIPPED OR KNOCKED OVER. PROPERLY DISPOSE OF ALL SANITARY WASTE.

POLLUTION PREVENTION (CONT.)

6. FUEL AND MAINTAIN VEHICLES IN A DESIGNATED CONTAINED AREA WHENEVER FEASIBLE. USE DRIP PANS OR ABSORBENT MATERIALS TO PREVENT SPILLS OR LEAKED CHEMICALS FORM DISCHARGING TO SURFACE WATER OR STORMWATER CONVEYANCES. PROVIDE A SPILL KIT AT EACH LOCATION THAT VEHICLES AND EQUIPMENT ARE FUELED OR MAINTAINED AT.
7. LIMIT VEHICLE AND EQUIPMENT WASHING TO A DEFINED AREA OF THE SITE. CONTAIN RUNOFF FROM THE WASHING AREA TO A TEMPORARY SEDIMENT BASIN OR OTHER EFFECTIVE CONTROL. PROPERLY DISPOSE OF ALL WASTE GENERATED BY VEHICLE AND EQUIPMENT WASHING. ENGINE DEGREASING IS NOT ALLOWED ON THE SITE.
8. PROVIDE EFFECTIVE CONTAINMENT FOR ALL LIQUID AND SOLID WASTES GENERATED BY WASHOUT OF CONCRETE, STUCCO, PAINT, FORM RELEASE OILS, CURING COMPOUNDS AND OTHER CONSTRUCTION MATERIALS. LIQUID AND SOLID WASHOUT WASTES MUST NOT CONTACT THE GROUND. DESIGN THE CONTAINMENT SO THAT IT DOES NOT RESULT IN RUNOFF FROM THE WASHOUT OPERATIONS OR CONTAINMENT AREA.
9. CREATE AND FOLLOW A WRITTEN DISPOSAL PLAN FOR ALL WASTE MATERIALS. INCLUDE IN THE PLAN HOW THE MATERIAL WILL BE DISPOSED OF AND THE LOCATION OF THE DISPOSAL SITE. SUBMIT PLAN TO THE ENGINEER.
10. USE METHODS AND OPERATIONAL PROCEDURES THAT PREVENT DISCHARGE OR PLACEMENT OF BITUMINOUS GRINDINGS, CUTTING, MILLINGS, AND OTHER BITUMINOUS WASTES FROM AREAS OF EXISTING OR FUTURE VEGETATED SOILS AND FROM ALL WATER CONVEYANCE SYSTEMS, INCLUDING INLETS, DITCHES AND CURB FLOW LINES.
11. USE METHODS AND OPERATIONAL PROCEDURES THAT PREVENT CONCRETE DUST, PARTICLES, CONCRETE WASH OUT, AND OTHER CONCRETE WASTES FROM LEAVING SITE, DEPOSITING IN EXISTING OR FUTURE VEGETATED AREAS, AND FROM ENTERING STORMWATER CONVEYANCE SYSTEMS, INCLUDING INLETS, DITCHES AND CURB FLOW LINES. USE METHODS AND OPERATIONAL PROCEDURES THAT PREVENT SAW CUT SLURRY AND PLANING WASTE FROM LEAVING SITE AND FROM ENTERING STORMWATER CONVEYANCE SYSTEMS INCLUDING DITCHES AND CULVERTS.

PERMITS

THE FOLLOWING PERMITS APPLY TO THIS PROJECT:

AGENCY	TYPE OF PERMIT	PERMIT # AND DATES
MINNESOTA POLLUTION CONTROL AGENCY (MPCA)	NPDES CONSTRUCTION PERMIT	
CITY OF CHASKA	GRADING PERMIT	
CITY OF CHASKA	BUILDING PERMIT	

NOTE: IF THE 25' BUFFERS ARE MAINTAINED FROM THE WETLANDS, ADDITIONAL PERMITS WILL NOT BE REQUIRED.

RECORD RETENTION

THE SWPPP, ALL CHANGES TO IT, AND INSPECTION AND MAINTENANCE RECORDS MUST BE KEPT ON-SITE DURING CONSTRUCTION. THE OWNER MUST RETAIN A COPY OF THE SWPPP ALONG WITH THE FOLLOWING RECORDS FOR THREE (3) YEARS AFTER SUBMITTAL OF THE NOTICE OF TERMINATION (NOT).

1. ANY OTHER PERMITS REQUIRED FOR THE PROJECT.
2. RECORDS OF ALL INSPECTION AND MAINTENANCE CONDUCTED DURING CONSTRUCTION
3. ALL PERMANENT OPERATIONS AND MAINTENANCE AGREEMENT THAT HAVE BEEN IMPLEMENTED INCLUDING ALL RIGHT OF WAY, CONTRACTS, COVENANTS AND OTHER BINDING REQUIREMENTS REGARDING PERPETUAL MAINTENANCE; AND
4. ALL REQUIRED CALCULATIONS FOR DESIGN OF THE TEMPORARY AND PERMANENT STORMWATER MANAGEMENT SYSTEMS.

SWPPP SCHEDULE OF INSTALLATION & MAINTENANCE

ITEM	INSTALLATION	INSPECTION & MAINTENANCE	REMOVAL
SILT FENCE	PRIOR TO COMMENCEMENT OF EARTHWORK OPERATIONS.	INSPECT & MAINT. AFTER EACH RUN-OFF EVENT. REMOVE SEDIMENTS AS REQUIRED.	AFTER TRIBUTARY DRAINAGE AREA IS RESTORED.
ROCK CONST. ENTRANCE	PRIOR TO COMMENCEMENT OF EARTHWORK OPERATIONS.	INSPECT REGULARLY. MAINTAIN AS NEEDED.	PRIOR TO PAVING.
OUTLET SKIMMER STRUCTURE	AFTER POND GRADING IS COMPLETED.	INSPECT REGULARLY. MAINTAIN AS NEEDED.	PERMANENT.
RIP-RAP & FILTER	UPON COMPLETION OF POND GRADING, CONC. SWALE CONST. AND OUTLET INSTALLATION.	INSPECT & MAINTAIN AT LEAST ANNUALLY AND AFTER HEAVY RAINFALL EVENT.	PERMANENT.
DETENTION POND	DURING EARTHWORK OPERATIONS.	AFTER HEAVY RAINFALL EVENTS. REMOVE SEDIMENTS AS NEEDED.	PERMANENT.
SEED & MULCH	AFTER POND GRADING IS COMPLETED.	INSPECT & MAINTAIN AFTER HEAVY RAINS. REPLACE WASH-OUT AREAS IMMEDIATELY	NO REMOVAL NECESSARY.
INLET PROTECTION	UPON INLET CONSTRUCTING	WHEN 1/3 CAPACITY OF BMP IS REACHED	AFTER TRIBUTARY AREAS ARE FULLY RESTORED

LOCATION OF SWPPP REQUIREMENTS

THE REQUIRED SWPPP ELEMENTS MAY BE LOCATED IN MANY PLACES WITHIN THE PLAN SET.

SITE ASSESSMENTS FOR GROUNDWATER OR SOIL CONTAMINATION

LAND HAS NOT BEEN DEVELOPED. THEREFORE, THERE IS NO PROBABLE CAUSE OF SOIL CONTAMINATION ON SITE

ESTIMATED BMPS QUANTITIES

BMP	ORIGINAL ESTIMATE	MODIFICATION	DATE
ENERGY DISSIPATER	RIP-RAP @ 4 FES LOCATIONS		
TEMP. DIVERSION DIKES			
CHECK DAMS	8 EACH		
TEMP SEEDING			
PERMANENT SEEDING			
PERMANENT SODDING			
MULCHES (SPECIFY TYPES)			
CAT 3 EROSION CONTROL BLANKET	1.28 ACRES		
SOIL TACKIFIERS			
SILT FENCING	1300 LF		
EROSION CONTROL MATS			
STORM DRAIN INLET PROTECTION	9 EACH		
TEMPORARY OR PERMANENT SEDIMENTATION BASINS			
CONSTRUCTION ENTRANCE	1 EACH		
DEWATERING (TREATMENT LOCATION, SCHEMATIC, & SAMPLING PLAN REQUIRED			
CONCRETE TRUCK WASHOUT	OFF SITE		

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 REG. NO. — 04.29.2020 DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

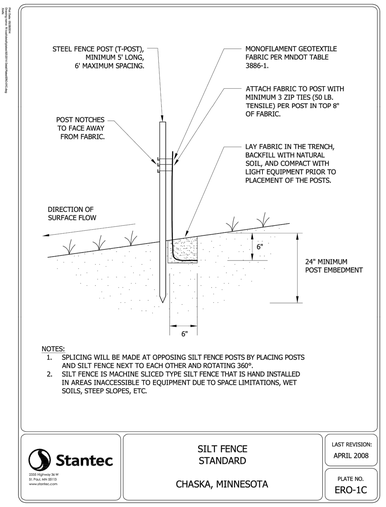
SWPPP 2

DRAWN BY: BJF CHECKED BY: GRJ

C8

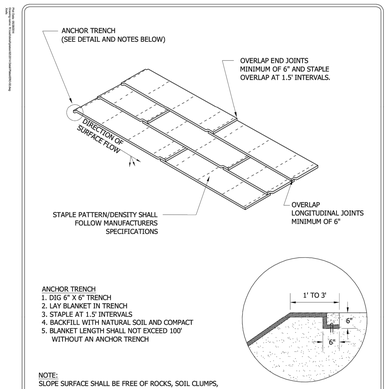
(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS



NOTES:
1. SPLICING WILL BE MADE AT OPPOSING SILT FENCE POSTS BY PLACING POSTS AND SILT FENCE NEXT TO EACH OTHER AND ROTATING 360°.
2. SILT FENCE IS MACHINE SLICED TYPE SILT FENCE THAT IS HAND INSTALLED IN AREAS INACCESSIBLE TO EQUIPMENT DUE TO SPACE LIMITATIONS, WET SOILS, STEEP SLOPES, ETC.

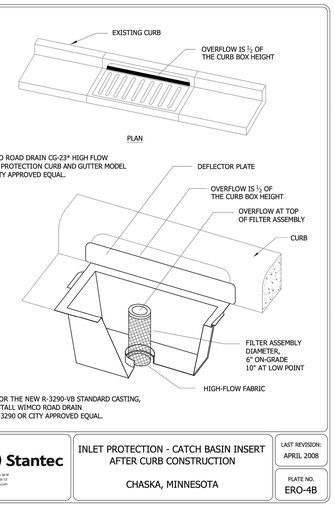
Stantec — SILT FENCE STANDARD — CHASKA, MINNESOTA — LAST REVISION: APRIL 2008 — PLATE NO. ERO-1C



ANCHOR TRENCH
1. DIG 6" X 6" TRENCH
2. LAY BLANKET IN TRENCH
3. STAPLE AT 1.5' INTERVALS
4. BACKFILL WITH NATURAL SOIL AND COMPACT
5. BLANKET LENGTH SHALL NOT EXCEED 100' WITHOUT AN ANCHOR TRENCH

NOTE:
SLOPE SURFACE SHALL BE FREE OF ROCKS, SOIL CLUMPS, STICKS, VEHICLE IMPRINTS, AND GRASS. BLANKETS SHALL HAVE GOOD SOIL CONTACT.

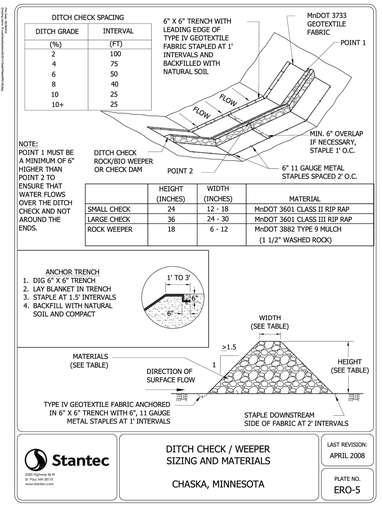
Stantec — EROSION CONTROL BLANKET INSTALLATION — CHASKA, MINNESOTA — LAST REVISION: APRIL 2008 — PLATE NO. ERO-2



WIMCO ROAD DRAIN CG-23* HIGH FLOW INLET PROTECTION CURB AND GUTTER MODEL OR CITY APPROVED EQUAL.

* FOR THE NEW R-3290-VB STANDARD CASTING, INSTALL WIMCO ROAD DRAIN CG-3290 OR CITY APPROVED EQUAL.

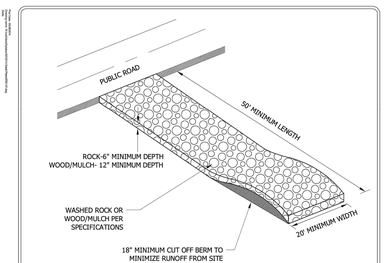
Stantec — INLET PROTECTION - CATCH BASIN INSERT AFTER CURB CONSTRUCTION — CHASKA, MINNESOTA — LAST REVISION: APRIL 2008 — PLATE NO. ERO-4B



NOTE:
POINT 1 MUST BE A MINIMUM OF 6" HIGHER THAN POINT 2 TO ENSURE THAT WATER FLOWS OVER THE DITCH CHECK AND NOT AROUND THE ENDS.

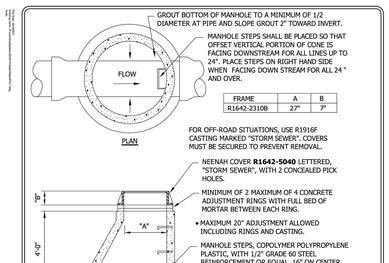
	HEIGHT (INCHES)	WIDTH (INCHES)	MATERIAL
SMALL CHECK	24	12 - 18	MnDOT 3601 CLASS II RIP RAP
LARGE CHECK	36	24 - 30	MnDOT 3601 CLASS III RIP RAP
ROCK WEEPER	18	6 - 12	MnDOT 3882 TYPE 9 MULCH (1 1/2" WASHED ROCK)

Stantec — DITCH CHECK / WEEPER SIZING AND MATERIALS — CHASKA, MINNESOTA — LAST REVISION: APRIL 2008 — PLATE NO. ERO-5

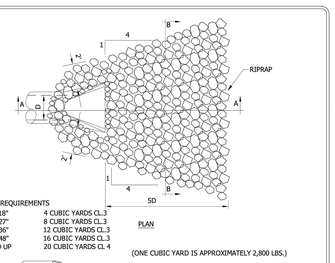


NOTES:
1. MnDOT 3733 TYPE 4 FILTER FABRIC SHALL BE PLACED UNDER ROCK OR MULCH TO STOP MUD MIGRATION THROUGH MATERIAL.
2. FUGITIVE ROCK OR MULCH WILL BE REMOVED FROM ADJACENT ROADWAYS DAILY OR MORE FREQUENTLY AS NECESSARY.
3. CONSTRUCTION ENTRANCE MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF GRADING OPERATIONS ON THE SITE.
4. THE ENTRANCE MUST BE MAINTAINED IN PROPER CONDITION TO PREVENT TRACKING OF MUD OFF THE SITE. THIS MAY REQUIRE PERIODIC TOPDRESSING WITH ADDITIONAL ROCK, WOOD/MULCH, OR REMOVAL AND REINSTALLATION OF THE PAD.
5. THIS ENTRANCE WILL BE USED BY ALL VEHICLES ENTERING OR LEAVING THE PROJECT.
6. THE CONSTRUCTION ENTRANCE WILL BE REMOVED PRIOR TO THE PLACEMENT OF BITUMINOUS SURFACING.

Stantec — ROCK CONSTRUCTION ENTRANCE — CHASKA, MINNESOTA — LAST REVISION: APRIL 2008 — PLATE NO. ERO-7



Stantec — STORM SEWER MANHOLE — CHASKA, MINNESOTA — LAST REVISION: MARCH 2017 — PLATE NO. STO-1



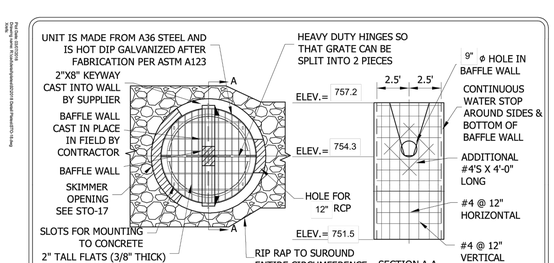
RIPRAP REQUIREMENTS

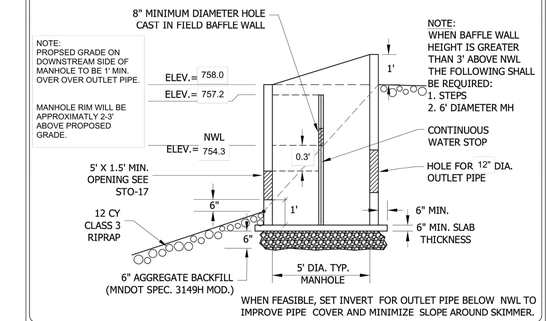
12" TO 18"	4 CUBIC YARDS CL.3
21" TO 27"	8 CUBIC YARDS CL.3
30" TO 36"	12 CUBIC YARDS CL.3
42" TO 48"	16 CUBIC YARDS CL.3
54" AND UP	20 CUBIC YARDS CL 4

(ONE CUBIC YARD IS APPROXIMATELY 2,800 LBS.)

NOTE
FILTER BLANKET REQUIRED UNDER RIPRAP OR 2 LAYERS OF 500X MIRAFI FABRIC OR EQUAL

Stantec — RIPRAP AT OUTLETS — CHASKA, MINNESOTA — LAST REVISION: APRIL 2004 — PLATE NO. STO-11

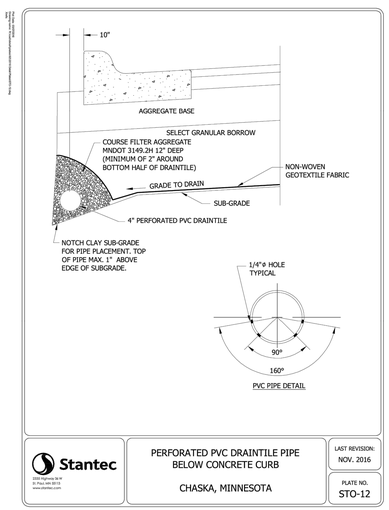




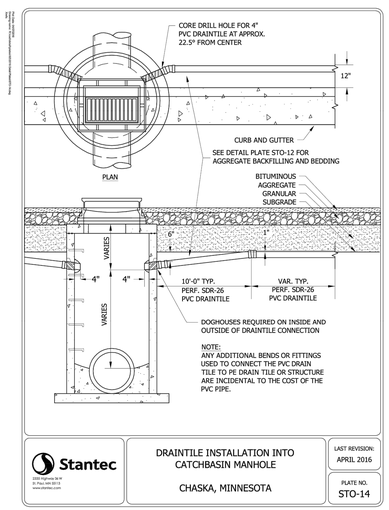
WHEN FEASIBLE, SET INVERT FOR OUTLET PIPE BELOW NWL TO IMPROVE PIPE COVER AND MINIMIZE SLOPE AROUND SKIMMER.

Stantec — SKIMMER STRUCTURE WITH CAST IN FIELD CONCRETE BAFFLE WALL — CHASKA, MINNESOTA — LAST REVISION: MARCH 2018 — PLATE NO. STO-18

MODIFIED BY ANDERSON ENGINEERING



Stantec — PERFORATED PVC DRAINTILE PIPE BELOW CONCRETE CURB — CHASKA, MINNESOTA — LAST REVISION: NOV. 2016 — PLATE NO. STO-12



NOTE:
ANY ADDITIONAL BENDS OR FITTINGS USED TO CONNECT THE PVC DRAIN TILE TO PE DRAIN TILE OR STRUCTURE ARE INCIDENTAL TO THE COST OF THE PVC PIPE.

Stantec — DRAINTILE INSTALLATION INTO CATCHBASIN MANHOLE — CHASKA, MINNESOTA — LAST REVISION: APRIL 2016 — PLATE NO. STO-14

HTG architects
www.htg-architects.com
Minneapolis Tampa Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

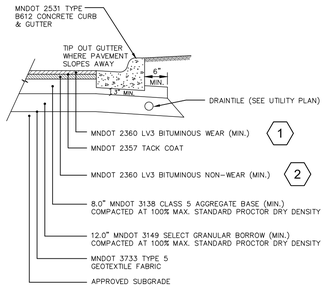
CIVIL DETAILS - 1

DRAWN BY: BJF — CHECKED BY: GRJ

C9

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS



KEY NOTES		
KEY NOTE	LIGHT DUTY	HEAVY DUTY
1	1.5"	2"
2	2"	3"

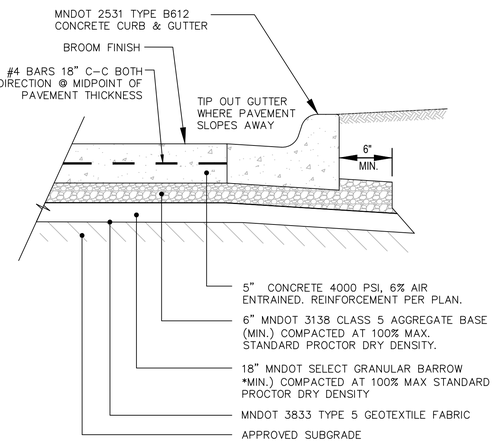
NOTES:

VERIFY PAVEMENT SECTION DESIGN AND SUBGRADE REQUIREMENTS WITH GEOTECHNICAL REPORT AND RECOMMENDATIONS PRIOR TO CONSTRUCTION.

NOT TO SCALE

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

BITUMINOUS PAVEMENT SECTION | 1



NOTES:

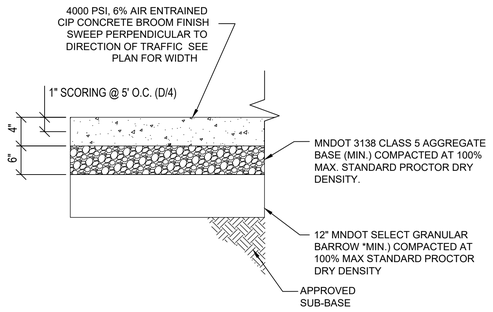
CONTRACTOR SHALL SUBMIT JOINTING PLAN FOR APPROVAL PRIOR TO FINAL PAVING. CONTROL JOINTS AND EXPANSION JOINTS SHALL BE USED ACCORDINGLY.

VERIFY PAVEMENT SECTION DESIGN AND SUBGRADE REQUIREMENTS WITH GEOTECHNICAL REPORT AND RECOMMENDATIONS PRIOR TO CONSTRUCTION.

NOT TO SCALE

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

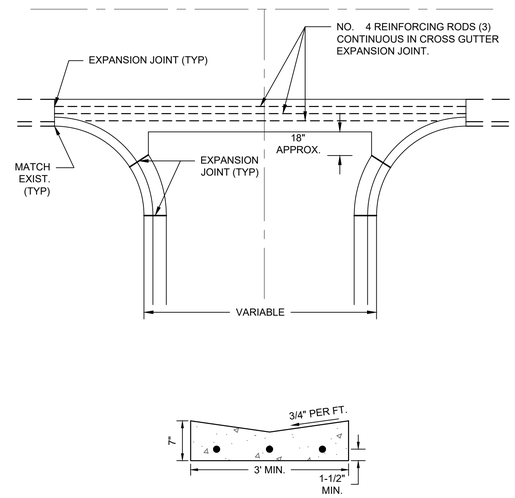
CONCRETE PAVEMENT SECTION | 2



NOT TO SCALE

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

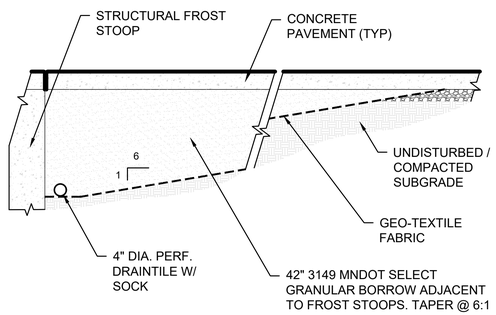
CONCRETE WALK SECTION & CONCRETE JOINTS | 3



NOT TO SCALE

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

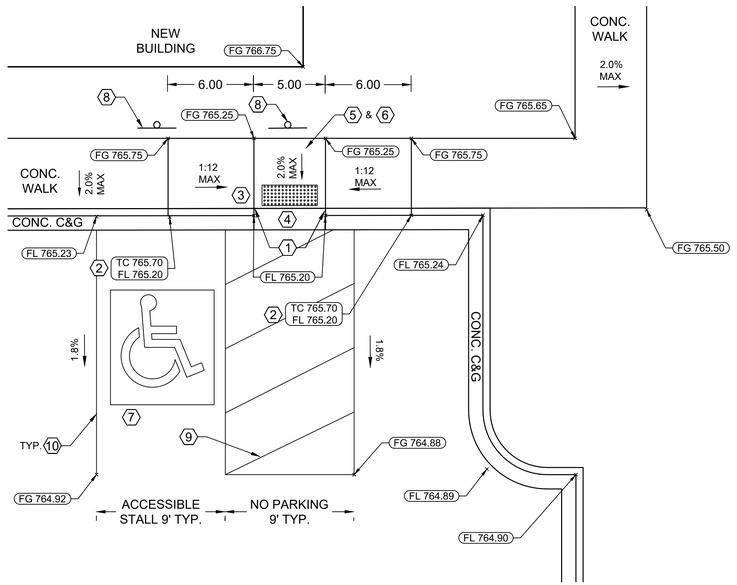
CONCRETE VALLEY GUTTER | 4



NOT TO SCALE

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

FROST STOOP DETAIL | 5



GENERAL NOTES

1. CONTRACTION JOINTS SHALL BE CONSTRUCTED ALONG ALL GRADE BREAKS.
2. ALL GRADE BREAKS WITHIN THE PAR SHALL BE PERPENDICULAR TO THE PATH OF TRAVEL.
3. TO ENSURE RAMPS AND LANDING ARE PROPERLY CONSTRUCTED, LANDINGS MAY BE CAST SEPARATELY.
4. ALL SLOPES ARE ABSOLUTE, RATHER THAN RELATIVE TO SIDEWALK/ROADWAY GRADES.
5. TOP OF CURB SHALL MATCH PROPOSED ADJACENT WALK GRADE.
6. 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS.

KEY NOTES

1. 0" CURB HEIGHT FOR FULL LENGTH OF CONCRETE WALK.
2. FULL CURB HEIGHT
3. 4' MINIMUM WIDTH OF DETECTABLE WARNING IS REQUIRED FOR ALL RAMPS. DETECTABLE WARNINGS SHALL CONTINUOUSLY EXTEND FOR A MINIMUM OF 24" IN THE PATH OF TRAVEL. DETECTABLE WARNING MAY BE PART OF 4'X4' LANDING AREA IF IT IS NOT FEASIBLE TO CONSTRUCT THE LANDING OUTSIDE OF THE DETECTABLE WARNING AREA.
4. 1/2" PREFORMED JOINT FILLER PER SPEC SECTION 321373 SHALL BE PLACED FLUSH WITH THE BACK OF CURB AND ADJACENT SIDEWALK. RECTANGULAR DETECTABLE WARNINGS SHALL BE SETBACK 3" FROM THE BACK OF CURB.
5. 4' BY 4' MIN. LANDING WITH MAX. 2.0% SLOPE IN ALL DIRECTIONS
6. IF LONGITUDINAL SLOPE IS GREATER THAN 5.0%, 4' X4 ' MIN. LANDING WITH MAX 2.0% SLOPE IN ALL DIRECTIONS REQUIRED.
7. ACCESSIBILITY SYMBOL 28" HIGH BY 24" WIDE IN A 48 SQUARE BLUE BACKGROUND WITH WHITE BORDER PER USDOT MUTCD FIG 3B-22. SEE ARCHITECTURAL PLANS FOR MORE INFORMATION.
8. ACCESSIBLE PARKING SIGN. SEE ARCHITECTURAL PLANS.
9. 4" PAINTED DIAGONAL LINES 45° - 3' CENTER TO CENTER.
10. 4" PAINTED PARKING STALL LINES.

ANDERSON
13605 1st Ave. N. #100 Plymouth, MN 55441
P 763.412.4000 | F 763.412.4090 | ae-mn.com
Anderson Engineering of Minnesota, LLC | Proj # 15722

ACCESSIBLE STALL & HANDICAP PEDESTRIAN RAMP DETAIL | SCALE: 1"=5' | 6

HTG architects
www.htg-architects.com
Minneapolis Tampa
Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET
REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 REG. NO. | 04.29.2020 DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

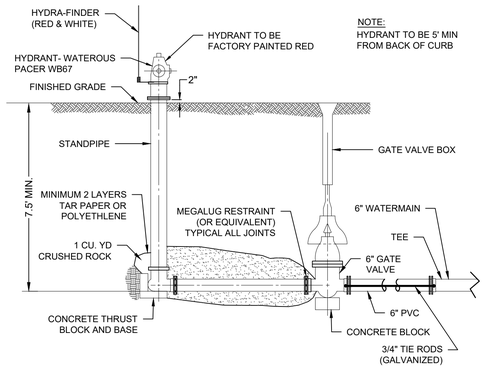
CIVIL DETAILS - 2

DRAWN BY: BJF CHECKED BY: GRJ

C10

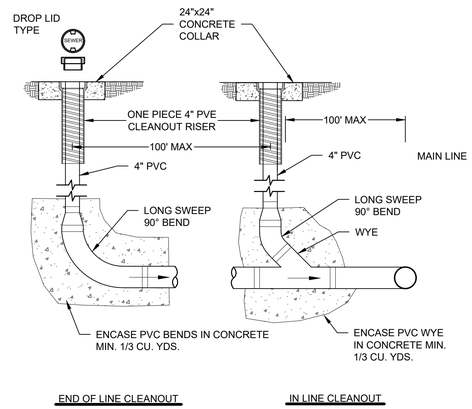
(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS



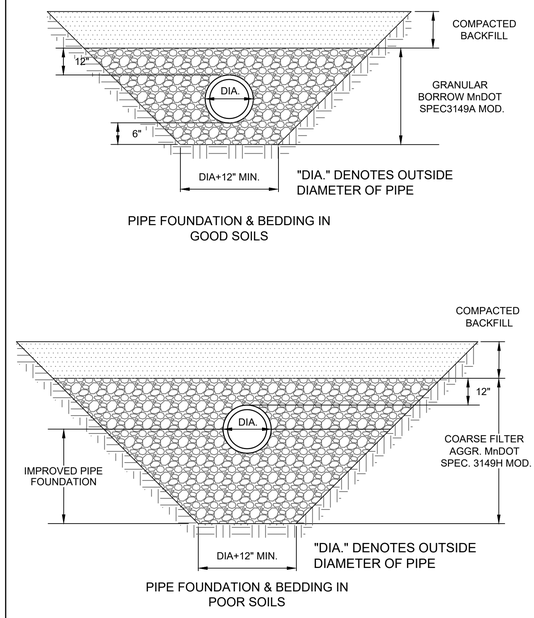
NOT TO SCALE

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	HYDRANT & GATE VALVE DETAIL	1



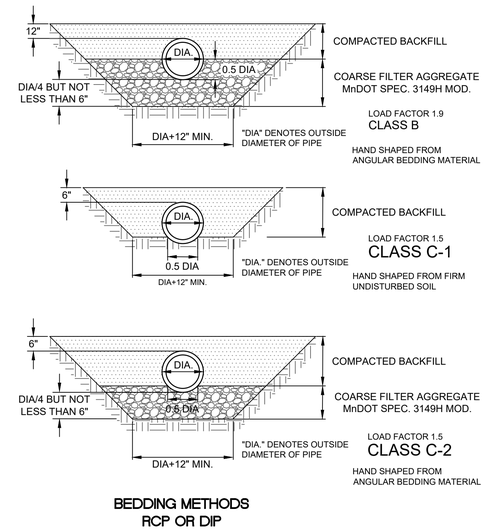
NOT TO SCALE

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	SANITARY CLEAN OUT	2



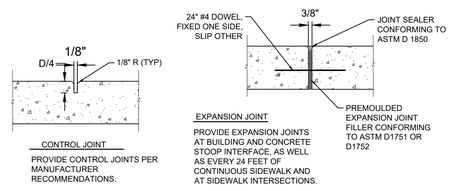
NOT TO SCALE

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	PVC PIPE BEDDING	3



BEDDING METHODS
RCP OR DIP

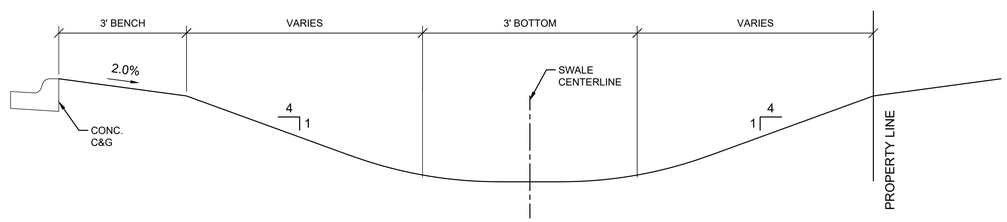
ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	RCP & DIP PIPE BEDDING	4



NOTES:

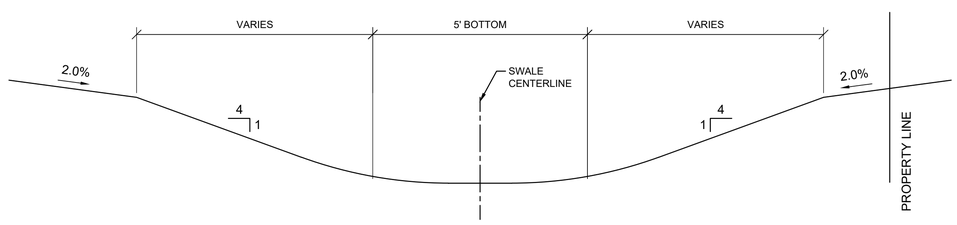
1. INSTALL EXPANSION JOINTS AT ALL FIXED OBJECTS (BUILDING, UTILITY STRUCTURES, ETC.)
2. CONTRACTION / CONTROL JOINTS IN SIDEWALK AREAS ARE TO BE TOOLED (NO SAWCUTS ALLOWED). PAVEMENT JOINTS MAY BE SAW CUT. CURB TO HAVE JOINTS AS SHOWN OR EVERY 10'± MATCHING WALK SCORING OR ADJACENT PAVEMENT SCORING.
3. CONTRACTION JOINTS WILL BE PERMITTED AT CONTRACTION JOINT LOCATIONS AS APPROVED BY ENGINEER.
4. SIDEWALK JOINT SPACE = 5'
5. ALL JOINTS SHALL BE PARALLEL WITH AND/OR PERPENDICULAR TO BUILDING AND CURB LINES UNLESS APPROVED BY ENGINEER.
6. ON CURB & GUTTER INSTALL EXP. JOINTS AT ALL PTs & PCs OR CURVES & AT 50' INTERVALS ON STRAIGHT SECTIONS.

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	CONCRETE JOINTS & NOTES	5



NOT TO SCALE

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	NORTH PROPERTY LINE SWALE CROSS SECTION	6A



NOT TO SCALE

ANDERSON 13605 1st Ave. N. #100 Plymouth, MN 55441 P 763.412.4000 | F 763.412.4090 | ae-mn.com Anderson Engineering of Minnesota, LLC | Proj # 15722	EAST PROPERTY LINE SWALE CROSS SECTION	6B

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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

BRIAN J. FIELD, P.E.

57224 — REG. NO.
04.29.2020 — DATE

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

CIVIL DETAILS - 3

DRAWN BY: BJF CHECKED BY: GRJ

C11

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS

PLANT SCHEDULE

DECIDUOUS TREES	QTY	COMMON / BOTANICAL NAME	CONT	CAL
AFJ	7	AUTUMN BLAZE MAPLE ACER X FREEMANII `JEFFSRED`	B&B	2 - 1/2" CAL.
COC	5	COMMON HACKBERRY CELTIS OCCIDENTALIS	B&B	2 - 1/2" CAL.

EVERGREEN TREES	QTY	COMMON / BOTANICAL NAME	CONT	HT
PTL	10	THE LIMEY NORWAY SPRUCE PICEA ABIES `THE LIMEY`	B&B	6` HT.
PGL	9	WHITE SPRUCE PICEA GLAUCA	B&B	6` HT.
PGD	7	BLACK HILLS SPRUCE PICEA GLAUCA `DENSATA`	B&B	6` HT.

ORNAMENTAL TREES	QTY	COMMON / BOTANICAL NAME	CONT	CAL
CAW	1	GOLDEN SHADOWS DOGWOOD CORNUS ALTERNIFOLIA 'W. STACKMAN'	B&B	2" CAL.
MSS	3	SPRING SNOW CRABAPPLE MALUS X `SPRING SNOW`	B&B	2" CAL.

SHRUBS	QTY	COMMON / BOTANICAL NAME	CONT
JCS	21	SEA GREEN JUNIPER JUNIPERUS CHINENSIS `SEA GREEN`	5 GAL.
POD	23	LITTLE DEVIL NINEBARK PHYSOCARPUS OPULIFOLIUS `DONNA MAY`	5 GAL.
RAG	46	GRO-LOW FRAGRANT SUMAC RHUS AROMATICA `GRO-LOW`	5 GAL.
SJA	25	JAPANESE SPIREA SPIRAEA JAPONICA `ANTHONY WATERER`	5 GAL.

PERENNIALS	QTY	COMMON / BOTANICAL NAME	CONT
CKF	15	FEATHER REED GRASS CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER`	1 GAL
NFW	61	WALKERS LOW CATMINT NEPETA X FAASSENII `WALKERS LOW`	1 GAL

LEGEND

NEW SOD WITH IRRIGATION

NEW SEED #1 (25-131)

NEW SEED #2 (33-262)

1 — 3" DEEP, 1-1/2" WASHED RIVER ROCK MULCH OVER FABRIC

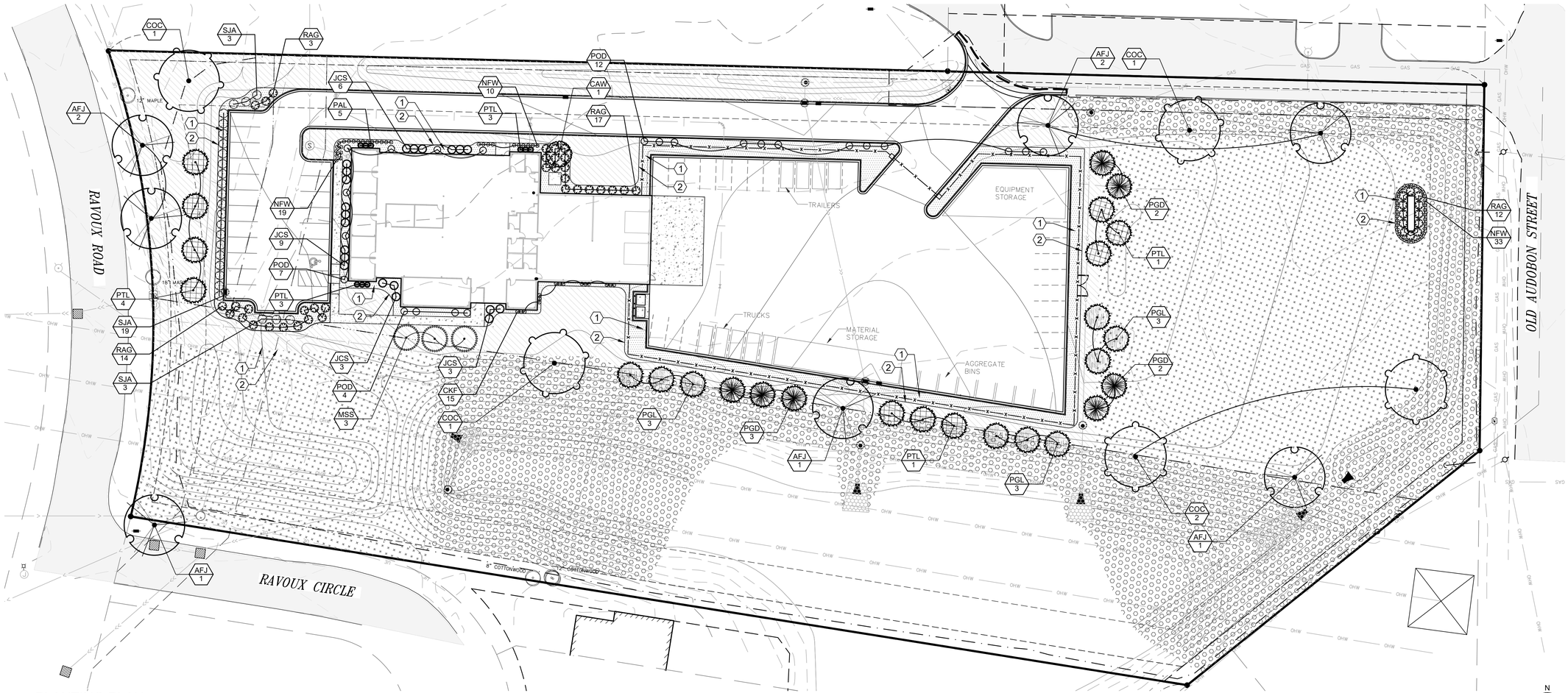
2 — LANDSCAPE POLYEDGER

PLAN NOTES

1. ALL SOD & PLANTINGS WITHIN PROPERTY LIMITS SHALL RECEIVE IRRIGATION (SEE L2 FOR IRRIGATION NOTES)
2. REFER TO PLAN SHEET L2 FOR SODDING, SEEDING, FERTILIZER AND TOPSOIL NOTES
3. FENCING SHALL BE OPAQUE PRIVACY FENCING

LANDSCAPE REQUIREMENTS

CITY CODE	REQUIRED	PROVIDED
TOTAL OVERSTORY TREES REQUIRED: 20 12,267.42 BLDG SF /320= 38.34 /2.5 CALIPER INCHES= 15.33= 15	15	38
TOTAL UNDERSTORY TREES REQUIRED: 5 15.33 / .25= 3.83 = 4	4	4
TOTAL NUMBER OF SHRUBS REQUIRED: 70 SITE PERIMETER = 2084.908 / 30 = 69.496 = 70+ ADJOINING A RESIDENTIAL, PUBLIC USE OR PUBLIC STREET REQUIRES SCREENING	70 + PLUS RESIDENTIAL & STREET SCREENING	191



1 PLANTING PLAN
SCALE: 1" = 30'

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

CURT H. CLAEYS, PLA

45613 — REG. NO.
04/29/2020 — DATE

ANDERSON
13605 1st Ave N. #100
Plymouth, MN 55441
P 763.412.4000 | ae-mn.com

PLANTING PLAN

DRAWN BY: JAF CHECKED BY: CHC

L1

15311

COPYRIGHT © BY HTG ARCHITECTS

GENERAL LANDSCAPE NOTES

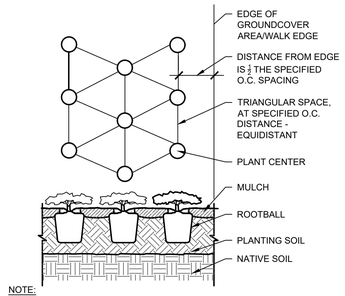
1. LANDSCAPE CONTRACTOR SHALL VISIT THE PROJECT SITE PRIOR TO SUBMITTING A BID TO BECOME COMPLETELY FAMILIAR WITH SITE CONDITIONS.
2. ALL ROUGH AND FINISH GRADING TO BE DONE BY OTHERS.
3. NO PLANTING SHALL BE INSTALLED UNTIL ALL GRADING, BUILDING, CONSTRUCTION, UTILITY WORK & IRRIGATION (IF APPLICABLE) HAS BEEN COMPLETED IN THE AREAS TO BE PLANTED.
4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY ALL UNDERGROUND CABLES, CONDUITS, WIRES, ETC., ON THE PROPERTY.
5. IF THERE IS A DISCREPANCY BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN AND THE NUMBER OF PLANTS SHOWN IN THE PLANT LIST, THE NUMBER OF PLANTS SHOWN ON THE PLAN WILL TAKE PRECEDENCE.
6. ALL PROPOSED PLANT MATERIAL SHALL BE LOCATED CAREFULLY AS SHOWN ON THE PLAN. IF THE CONTRACTOR BELIEVES AN ERROR HAS BEEN MADE REGARDING SPACING OR LOCATION OF THE PLANT MATERIAL INDICATED ON THE PLAN, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. THE CONTRACTOR IS RESPONSIBLE FOR COMPLETE MAINTENANCE OF THE PLANT MATERIAL (WATERING, SPRAYING, FERTILIZING, MOWING, ETC.) UNTIL THE WORK HAS BEEN ACCEPTED, BY THE OWNER.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL REPAIRS TO PROPERTY DAMAGE FROM PLANTING OPERATIONS AT NO COST TO THE OWNER.
9. ALL NEWLY PLANTED PLANT MATERIAL SHALL BE GUARANTEED THROUGH ONE CALENDAR YEAR STARTING FROM THE DATE OF ACCEPTANCE ESTABLISHED BY THE OWNER.
10. THE CONTRACTOR SHALL MEET WITH THE OWNER OR OWNERS REPRESENTATIVE ON SITE WHEN THEY FEEL THE PROJECT IS COMPLETE ACCORDING TO THE CONTRACT DOCUMENTS. IF ALL WORK IS SATISFACTORY AND COMPLETE ACCORDING TO THE CONDITIONS OF THE CONTRACT DOCUMENTS, THEN THE OWNER MUST DECLARE THE PROJECT COMPLETE. THIS DECLARATION WILL CONSTITUTE AS THE BEGINNING OF THE ONE (1) YEAR WARRANTEE PERIOD FOR ALL PLANT MATERIAL. THE OWNER SHALL PROVIDE A LETTER WITH SIGNATURE STATING THE DATE OF ACCEPTANCE.
11. WIND BURN OR OTHERWISE DAMAGED PLANT MATERIAL WILL NOT BE ACCEPTED.
12. CONTRACTOR CAN SUBSTITUTE MACHINE MOVED MATERIAL USING APPROPRIATE SIZE TREE SPADE FOR B & B WITH OWNER APPROVAL.
13. THE PRACTICE OF STAKING SHOULD NOT ALLOW NAILS, SCREWS, WIRES, ETC. TO PENETRATE THE OUTER SURFACE OF THE TREES.
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL OF ALL TREE STAKES, GUYS, STRAPS AND TRUNK PROTECTION MEASURES FOLLOWING THE COMPLETION OF THE WARRANTEE PERIOD OR AS DIRECTED BY THE OWNER.
15. LANDSCAPE CONTRACTOR IS REQUIRED TO PROVIDE THE OWNER WITH MAINTENANCE INFORMATION DURING THE GUARANTEE PERIOD RELATING TO WATERING, FERTILIZING, PRUNING, PEST CONTROL, AND RELATED ITEMS. THIS WILL BE PREPARED AND DELIVERED TO THE OWNER AFTER PROVISIONAL INSPECTION APPROVAL HAS BEEN GIVEN BY THE OWNER AND/OR LANDSCAPE ARCHITECT.
16. INSTALL CORRUGATED PLASTIC TREE GUARDS, WHITE IN COLOR, WITH THE SIZE OF TUBE 1" DIA. (MIN.) LARGER THAN THE CALIPER OF THE TREE TO BE PROTECTED.
17. CONTRACTOR TO FURNISH & INSTALL METAL EDGING AS SHOWN ON THE PLANS & DETAILS. METAL EDGING SHALL BE ALUMINUM OR STEEL, BLACK IN COLOR, WITH A MINIMUM THICKNESS OF 1/8" AND 4" DEEP. INSTALL 1 METAL STAKE EVERY 3-1/2 FEET OF EDGING.
18. LANDSCAPE FABRIC (FILTER MAT) TO HAVE A COMBINED WEIGHT OF 4.5-5.5 OZ. PER S.Y. FABRIC SHOULD BE U.V. STABILIZED AND HAVE A FIVE YEAR MINIMUM WEATHERABILITY FACTOR IN FULL SUNLIGHT. FABRIC TO BE PHILLIPS DUON R OR EQUIVALENT. SAMPLE REQUIRED FOR APPROVAL.
19. 3" DEPTH SHREDDED HARDWOOD MULCH SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS THAT ARE ISOLATED FROM GROUNDCOVER AREAS AND GENERAL SHRUB MASSES.
20. 3" DEPTH OF 1"TO 1-1/2" WASHED RIVER ROCK SHALL BE INSTALLED OVER LANDSCAPED FABRIC AS INDICATED ON THE PANS & DETAILS.
21. FOR BALLED & BURLAP PLANT MATERIAL, REMOVE THE TOP HALF OF THE BURLAP FROM THE ROOT BALL. WIRE CAGES, STRAPS, ETC. SHALL BE REMOVED FROM THE TOP HALF OF THE ROOTBALL BEFORE INSTALLATION.
22. ALL CONTAINER MATERIAL SHALL HAVE BEEN GROWN IN CONTAINER FOR A MINIMUM OF 6 MONTHS PRIOR TO INSTALLATION.
23. SHRUBS SHALL BE PLANTED A MINIMUM OF ONE HALF THEIR ON-CENTER SPACING FROM PAVING EDGE UNLESS OTHERWISE NOTED.
24. DECIDUOUS SHRUBS SHALL HAVE MINIMUM OF FIVE (5) CANES AT SPECIFIED HEIGHT UNLESS OTHERWISE NOTED IN PLANT SCHEDULE.
25. LANDSCAPE CONTRACTOR SHALL PROVIDE AND INSTALL NURSERY GROWN PLANT MATERIAL CONFORMING TO THE REQUIREMENTS AND RECOMMENDATIONS OF THE LATEST EDITION OF ANSI Z60.1 STANDARDS UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIFICATIONS.

GENERAL IRRIGATION NOTES

1. PRIOR TO CONSTRUCTION, VERIFY WITH THE GENERAL CONTRACTOR AND ALL LOCAL UTILITY COMPANIES TO LOCATE EXACT LOCATIONS OF UNDERGROUND UTILITIES.
2. THE IRRIGATION SHALL BE DESIGN/BUILD SYSTEM BY THE CONTRACTOR. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN IRRIGATION LAYOUT PLAN AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE OWNER PRIOR TO ORDER AND/OR INSTALLATION.
3. VALVE AND CIRCUITS SHALL BE SEPARATED BASED ON WATER USE, SO THAT TURF AREAS ARE WATERED SEPARATELY FROM SHRUB AND GROUND COVER AREAS. IRRIGATION HEADS IN TURF AREAS SHALL BE VALVED SEPARATELY FROM SHRUB AND GROUND COVER AREAS. IT IS RECOMMENDED THAT FULL SUN AND SHADY AREAS TO BE VALVED SEPARATELY AS WELL AS HIGH RUN-OFF AND LOW RUN-OFF AREAS TO BE VALVED SEPARATELY.
4. CONFIRM LIMITS OF IRRIGATION, EXISTING AND FUTURE HARDSCAPE AND BUILDING LOCATIONS PRIOR TO THE DESIGN OF THE IRRIGATION SYSTEM.
5. CONTRACTOR SHALL VERIFY WATER SOURCE LOCATION AND PRESSURE AND SUPPLY A SYSTEM THAT PROVIDES FULL AND COMPLETE COVERAGE TO ALL AREAS TO BE IRRIGATED.
6. SYSTEM SHOULD BE DESIGNED TO OPERATE AT UP TO 300 GPM @ 90 PSI TO COMPLETE WATER SCHEDULES WITHIN 12-HOURS MAXIMUM.
7. RAIN SENSORS AND OTHER WATER SAVING TECHNOLOGIES SHALL BE INCLUDED WITHIN THE IRRIGATION DESIGN.
8. PROVIDE THE OWNER WITH AN OPERATING SCHEDULE THAT WORKS WITH THE APPROVED LAYOUT PLAN AND IDENTIFY ANY FIELD ADJUSTMENTS PRIOR TO PROJECT COMPLETION.
9. AVOID OVER-SPRAY ONTO ROADS, SIDEWALKS, SIGNS AND PARKING AREAS. SPRINKLER ARCS SHALL BE DETERMINED ON SITE BY THE IRRIGATION INSTALLER TO PROVIDE THE MAXIMUM COVERAGE POSSIBLE. CAREFULLY ADJUST THE ARCS AND RADIUS OF EACH SPRINKLER TO PROVIDE HEAD-TO-HEAD COVERAGE.
10. WITHIN EXTREME SLOPED AREAS:
    - 10.1. INSTALL STATIONS SEPARATELY FOR TOP AND BOTTOM OF SLOPED AREAS
    - 10.2. INSTALL LATERAL PIPES PARALLEL TO SLOPE
    - 10.3. IF SLOPE IS TOO EXTREME FOR MACHINERY, INSTALL LATERAL PIPES SAFELY AND TEE-FEED INDIVIDUAL SPRINKLERS VIA DOWNHILL PIPING PERPENDICULAR TO FEED LINE
11. LOCATE VALVE BOXES AWAY FROM ROAD/CURB SO THEY ARE LESS VISUAL WHERE APPLICABLE.
12. DO NOT TRENCH THROUGH THE ROOT BALLS OF NEW PLANTINGS.
13. MAINLINE PIPING BENEATH TRAFFIC AREAS SHALL BE INSTALLED WITH A MINIMUM EARTH COVER OF 30-INCHES FROM BOTTOM OF ROAD SUB-GRADE AND CONTAIN SLEEVES NOT LESS THAN TWO NOMINAL DIMENSIONS GREATER THAT THE PIPE PASSING THROUGH.
14. IRRIGATION INSTALLER SHALL FURNISH AND INSTALL SLEEVE MATERIAL UNDER ALL ROADWAYS, WALKS AND DRIVEWAYS WHERE NECESSARY
15. TOP OF MAINLINES SHALL BE AT LEAST 30-INCHES BELOW GRADE IN TURF AREAS.
16. TOP OF LATERAL LINES SHALL BE AT LEAST 18-INCHES BELOW GRADE.
17. MAINLINE PRESSURE PIPE FITTINGS 3-INCHES AND LARGER SHALL BE PUSH ON GASKET JOINED AND SHALL HAVE MECHANICAL JOINT RESTRAINTS. MAINLINE PRESSURE PIPE FITTINGS 2.5-INCHES AND SMALLER SHALL BE GLUED AND SHALL HAVE CONCRETE THRUST BLOCKS AT FITTINGS THAT COMPRISE CHANGE IN DIRECTION.
18. OTHERS SHALL FURNISH, INSTALL AND BRING 24-INCHES ABOVE GRADE A MUNICIPAL POTABLE STUB FOR IRRIGATION, COORDINATE WITH GENERAL CONTRACTOR.
19. INSTALLER IS RESPONSIBLE FOR FURNISHING AND INSTALLING THE BACKFLOW PREVENTOR, WATER METER AND BOOSTER PUMP, IF APPLICABLE.
20. IRRIGATION CONTROL WIRE SHALL BE DIGITAL TWO-WIRE, UL LISTED FOR DIRECT BURIAL.
21. CONNECT ALL ELECTRICAL WIRING IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE AND ALL APPLICABLE LOCAL ELECTRIC UTILITY CODES INCLUDING:
    - 21.1. ALL LOW VOLTAGE IRRIGATION CONTROL WIRE SHALL BE INSTALLED WITH THE MAINLINE PIPE WHERE POSSIBLE
    - 21.2. DO NOT LOOP THE LOW VOLTAGE IRRIGATION CONTROL WIRE PATH.
    - 21.3. SNAKE WIRE AT BOTTOM OF TRENCH BENEATH MAINLINE.
    - 21.4. PROVIDE 18-INCH OF SLACK CONTROL WIRE AT ALL CHANGES IN DIRECTION.
    - 21.5. PROVIDE 24-INCH OF SLACK CONTROL WIRE AT EACH REMOTE CONTROL VALVE COILED INSIDE VALVE BOX.
    - 21.6. ALL WIRE SPLICES SHALL BE WATERTIGHT CONNECTORS AND CONTAINED IN VALVE BOX.
    - 21.7. ALL WIRING BENEATH HARDSCAPES SHALL BE CONTAINED IN SLEEVING, SEPARATE FROM PIPING. ELECTRICAL SLEEVES ARE TO BE SIZED APPROPRIATELY FOR EASE OF WIRE INSTALLATION AND REPAIR.
    - 21.8. ALL WIRING SHALL BE IDENTIFIED AT EACH END TO PROVIDE INDICATION AS TO WHICH LOCATION THE WIRE IS CONNECTED.
    - 21.9. GROUNDING PER MANUFACTURER'S RECOMMENDATION OR LOCAL ELECTRICAL CODE.
22. SCHEDULE AND PROGRAM CONTROLLER AND VALVES FOR APPROPRIATE LANDSCAPE WATER REQUIREMENTS.

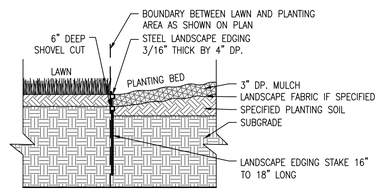
GENERAL SODDING, SEEDING, FERTILIZER & TOPSOIL NOTES:

1. ALL PLANTINGS SHALL RECEIVE FERTILIZER AS FOLLOWS:
    - 1.1. SUMMER AND FALL PLANTING: 0-20-20 GRANULAR (IN SAUCER AROUND PLANT AT THE RATE OF 12 OZ. PER 2-3" CAL. TREE & 6 OZ. PER SHRUB).
    - 1.2. SPRING PLANTING: 10-10-10 GRANULAR (APPLY ABOVE REFERENCED FERTILIZER AT A RATE OF 12 OZ. PER 1-1/2" CAL. TREE OR LARGER & 6 OZ. PER SHRUB & PERENNIAL.
2. ALL PLANTINGS SHALL RECEIVE AN AMENDED SOIL MIX CONSISTING OF THREE (3) PARTS:
    - 2.1. 45% APPROVED TOPSOIL (ONE SITE PREFERRED)
    - 2.2. 45% ORGANIC MATTER (TYPE 1 SPHAGNUM PEAT MOSS FINELY DIVIDED WITH A PH OF 3.1 - 5.0.)
    - 2.3. 10% SAND (FINE CLEAN MASONRY SAND)
3. AREAS CONFINED TO A MASS PLANTING AREA (PLANTING BED) SHALL RECEIVE THE AMENDED SOIL MIX AT MIN. 12" DEPTH THROUGHOUT THE PLANTING AREA. AMENDED SOIL MIX SHALL BE MIXED THOROUGHLY AND INSTALLED IN 6" LIFTS.
4. AREAS TO RECEIVE SOD OR SEED SHALL HAVE A 6" MINIMUM DEPTH OF TOPSOIL. TOPSOIL SHALL PROVIDE FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY CLUMPS, BRUSH WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONE LARGER THAN 1" IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
5. SOD SHALL BE HIGHLAND SOD, 30" X 100' ROLLS PREFERRED WHERE APPLICABLE, TO BE LAID PARALLEL WITH THE CONTOURS AND HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR DRAINAGE SWALES, THE SOD SHALL BE STAKED INTO THE GROUND. SCARIFY THE EXISTING GRADES WITH FIELD CULTIVATOR PRIOR TO PLACING OF TOPSOIL AND FINISH GRADING FOR SOD. IMMEDIATELY PRIOR TO PLACING SOD, CONTRACTOR SHALL APPLY 10-6-4 FERTILIZER AT THE RATE OF 10 POUNDS PER 1000 SQ. FT.
6. ALL AREAS SPECIFIED AS "SEED #1" TO BE SEEDED PER MNDOT RECOMMENDED APPLICATION RATES AND METHODS. "MNDOT 25-131" OR APPROVED EQUAL IS A BASIS OF DESIGN. CONTRACTOR IS RESPONSIBLE FOR ALL EROSION CONTROL NEEDS TO ESTABLISH VIGOROUS GROWTH PER MNDOT 2014 SEEDING MANUAL STANDARDS.
7. ALL AREAS SPECIFIED AS "SEED #2" TO BE SEEDED PER MNDOT RECOMMENDED APPLICATION RATES AND METHODS. "MNDOT 33-262" OR APPROVED EQUAL IS A BASIS OF DESIGN. CONTRACTOR IS RESPONSIBLE FOR ALL EROSION CONTROL NEEDS TO ESTABLISH VIGOROUS GROWTH PER MNDOT 2014 SEEDING MANUAL STANDARDS.

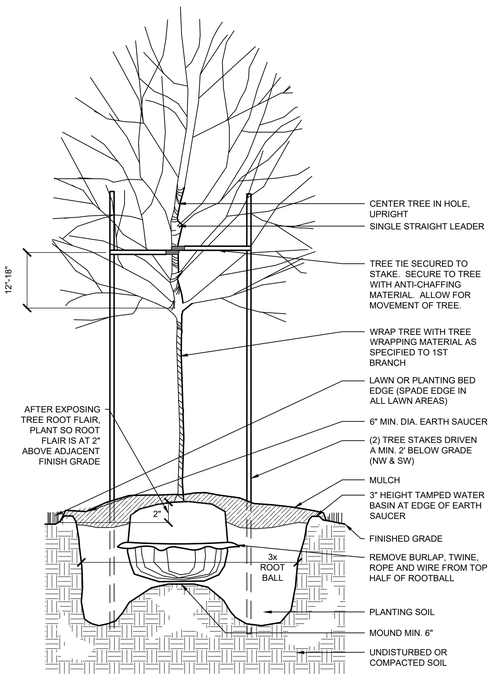


NOTE:
- KEEP MULCH APPX. 2" OFF PLANT TRUNK OR STEM
- SEE PLANT SCHEDULE FOR EACH PLANT'S APPROPRIATE O.C. SPACING

1 SHRUB BED SPACING (TYP.)
SCALE: N.T.S.

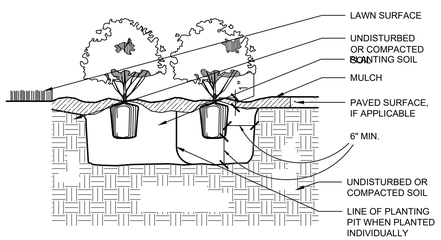


2 LANDSCAPE EDGER DETAIL
SCALE: N.T.S.

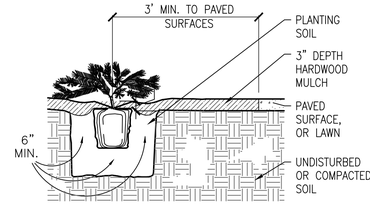


NOTE:
-3" DP. SHREDDED HARDWOOD MULCH SHALL BE USED IN ALL LANDSCAPE PLANTINGS AREAS AND UNDER TREES ISOLATED FROM PLANTING AREAS UNLESS IDENTIFIED OTHERWISE.

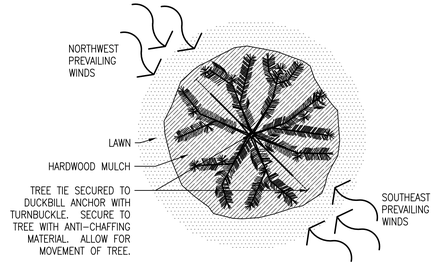
5 DECIDUOUS TREE PLANTING (TYP.)
SCALE: N.T.S.



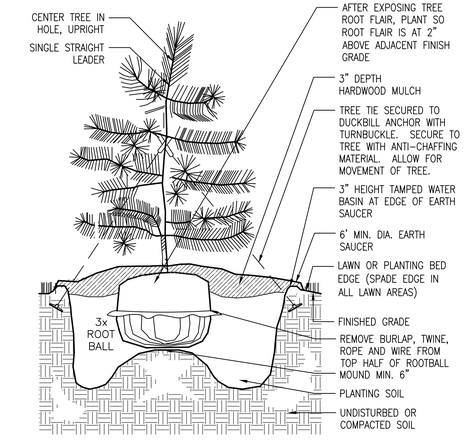
3 DECIDUOUS SHRUB PLANTING (TYP.)
SCALE: N.T.S.



4 EVERGREEN SHRUB PLANTING (TYP.)
SCALE: N.T.S.



PLAN VIEW OF TREE STAKING
NOT TO SCALE



NOTE:
-3" DP. SHREDDED HARDWOOD MULCH SHALL BE USED IN ALL LANDSCAPE PLANTINGS AREAS AND UNDER TREES ISOLATED FROM PLANTING AREAS UNLESS IDENTIFIED OTHERWISE.

6 EVERGREEN TREE PLANTING (TYP.)
SCALE: N.T.S.

HTG architects
www.htg-architects.com
Minneapolis Tampa Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET

REVISIONS

DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

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 LANDSCAPE ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

CURT H. CLAEYS, PLA

45613 REG. NO. — 04/29/2020 DATE

ANDERSON
13605 1st Ave N. #100
Plymouth, MN 55441
P 763.412.4000 | ae-mn.com

PLANTING DETAILS

DRAWN BY: JAF CHECKED BY: CHC

L2

15311

COPYRIGHT © BY HTG ARCHITECTS

ZONING INFORMATION:

REZONED: PID

BUILDING SETBACKS: SEE CIVIL: C2

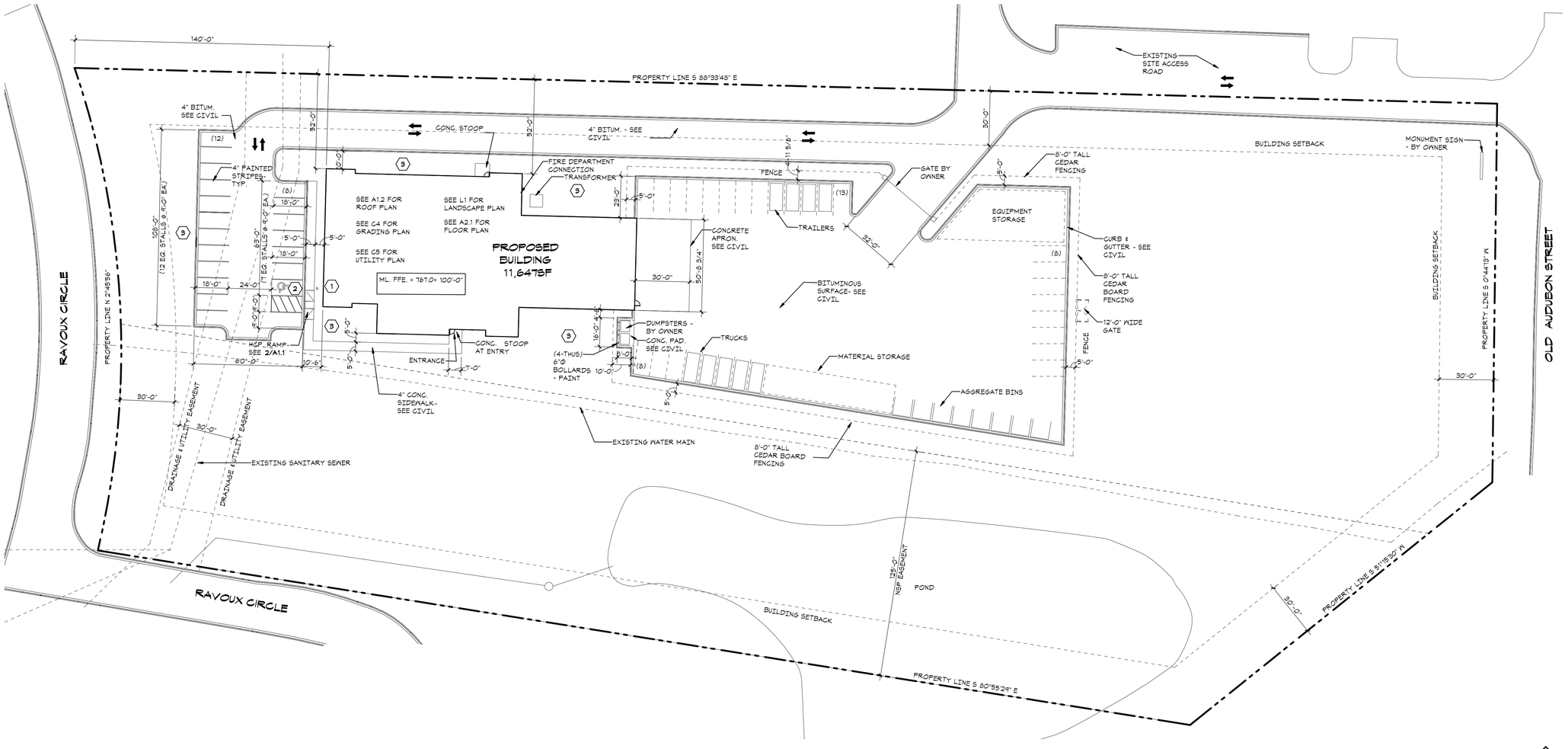
PARKING STALL: 9'x18'
PARKING REQUIREMENTS: OFFICE 1 STALL PER 250 SF
SHOP 1 STALL PER 350 SF

OFFICE: (EXCLUDES MECH RMS, TOILET RMS, HALLWAYS, CLOSETS, STORAGE) 7,574 SF
SHOP: 3,062 SF
TOTAL BLDG. 10,636 SF

OFFICE 1 STALL PER 250 SF = 30.29 STALLS
SHOP 1 STALL PER 350 SF = 8.74 STALLS
TOTAL = 39.03 or 40 STALLS

MAX NUMBER OF EMPLOYEES IN SHOP AT ONE TIME = 2
MAX NUMBER OF EMPLOYEES IN OFFICE AT ONE TIME = 15
TOTAL BLDG. EMPLOYEES = 17

PARKING PROVIDED
PROVIDED PARKING 20
PROOF OF PARKING 29
TOTAL PROVIDED 49



1 EX7 SITE PLAN
1" = 30'-0"

C:\Users\kjeal\Documents\Arch_191112_Central_R16_JKrumpelman@htg-architects.com.rvt
4/27/2020 9:16:42 AM

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

STRUCTURES INC.

NEW BUILDING
CHASKA, MINNESOTA

PERMIT SET		04/15/20
REVISIONS		
DATE	NO	

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 Architect under the laws of the State of Minnesota

Tom Moorse
#22894 04/15/20
Reg No. Date

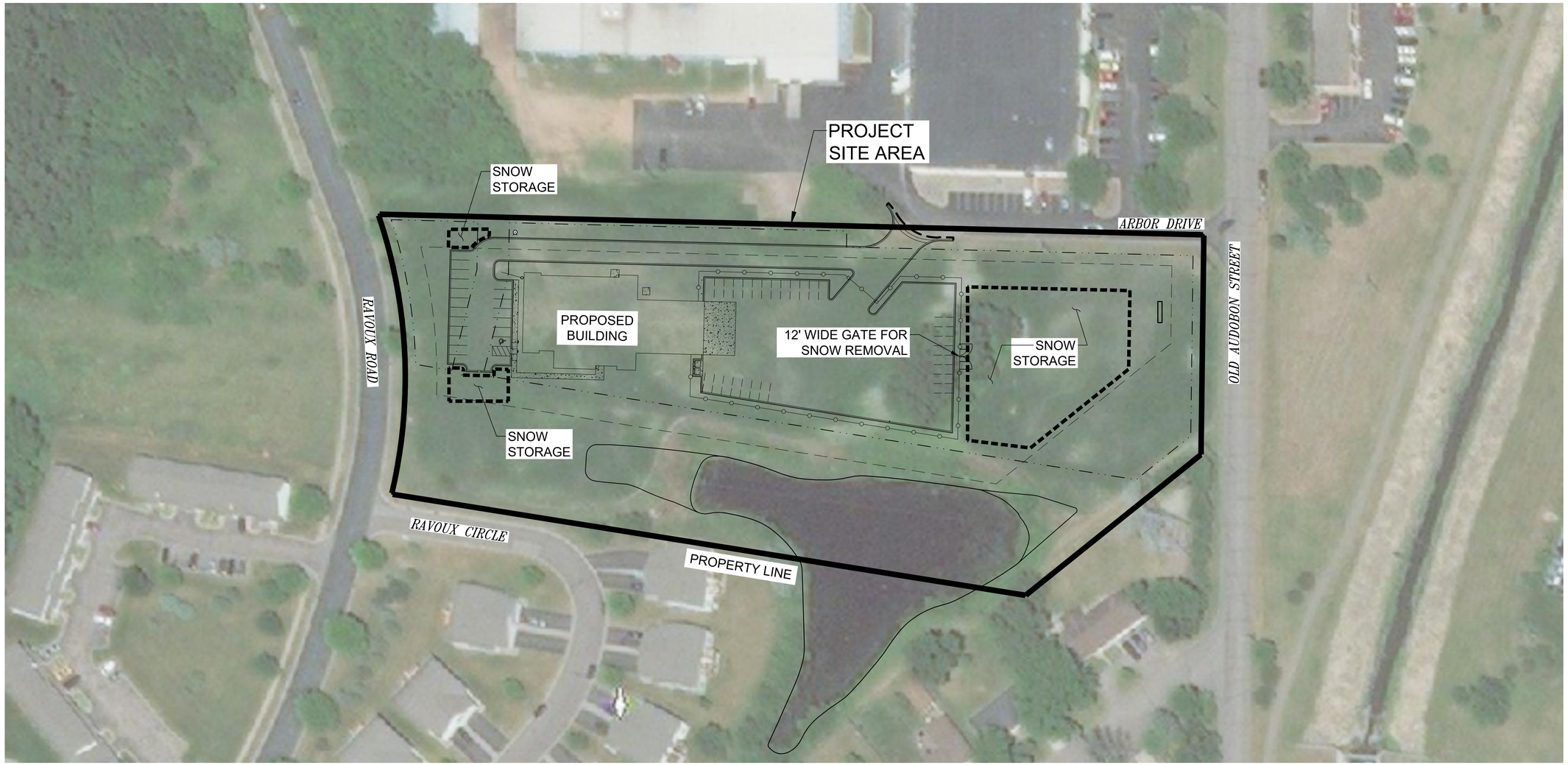
SITE PLAN

Drawn By: KMJ Checked By: JTK

EX7

191112

COPYRIGHT © HTG ARCHITECTS



N

0 50' 100'

HTG architects

www.htg-architects.com
Minneapolis Tampa
Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880
Fax: 952.278.8822

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET		
REVISIONS		
DATE	NO.	
4.15.20	1	PRICING SET
4.29.20	2	CONSTRUCTION SET

ANDERSON
13605 1st Avenue N. #100
Plymouth, MN 55441 | ae-mn.com
P 763.412.4000 | F 763.412.4090
Anderson Engineering of Minnesota, LLC

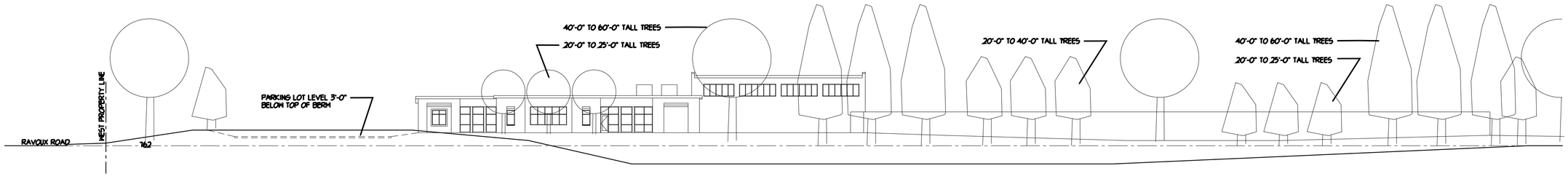
SNOW STORAGE
EXHIBIT

DRAWN BY: BJF CHECKED BY: GRJ

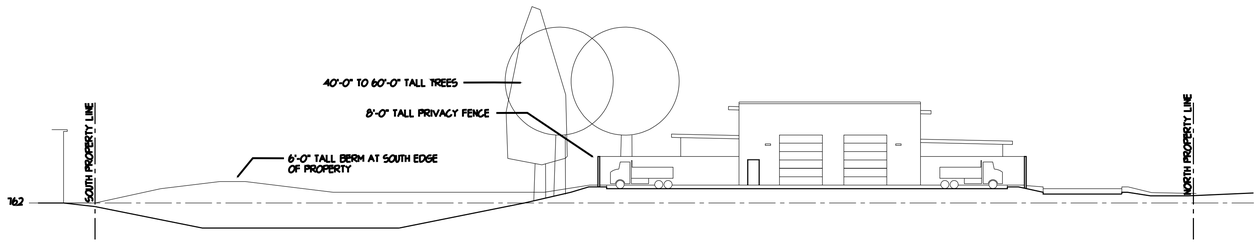
EX-A

(AE 15311)

COPYRIGHT © BY HTG ARCHITECTS



2 A0.0 SITE E-W SECTION CUT LOOKING NORTH
1"=20'-0"



1 A0.0 SITE N-S SECTION CUT LOOKING WEST
1"=20'-0"

HTG architects
www.htg-architects.com
Minneapolis Tampa Bismarck
9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

STRUCTURES INC.

NEW BUILDING

CHASKA, MINNESOTA

ISSUED SET	CITY SUBMITTAL	04/07/20
REVISIONS		
DATE	NO.	

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 ARCHITECT UNDER THE LAWS OF THE STATE OF MINNESOTA

REG. NO. DATE

SITE SECTIONS

site sections.dwg Apr 24, 2020 - 11:12am

DRAWN BY: RMQ CHECKED BY: JTK

A0.0

191112 SITE SECTIONS

COPYRIGHT © BY HTG ARCHITECTS

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Description	Arr. Watts	Lum. Lumens
○	21	DD	SINGLE	0.900	LCR6159FSE010MW- 4000K	14.9	1478
□	2	FF	SINGLE	0.900	RAYON T890LED-40-19-UNI12-40K-BZ	18.9	674
▭	2	JJ	SINGLE	0.900	LUMARK AXCL6A @ 18FT	56.43	7594
◇	4	SS	SINGLE	0.900	WAC DS-WD05-F35S-BZ	49.568	4893

Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	0.17	12.8	0.0	N.A.	N.A.
FRONT PARKING	Illuminance	Fc	0.09	0.6	0.0	N.A.	N.A.
LOT B	Illuminance	Fc	0.41	9.0	0.0	N.A.	N.A.

GENERAL NOTES:

A. PULSE PRODUCTS DOES NOT ASSUME RESPONSIBILITY FOR THE INTERPRETATION OF THIS CALCULATION OR COMPLAINCE TO THE LOCAL, STATE, OR FEDERAL LIGHTNG CODES OR ORDINANCES.

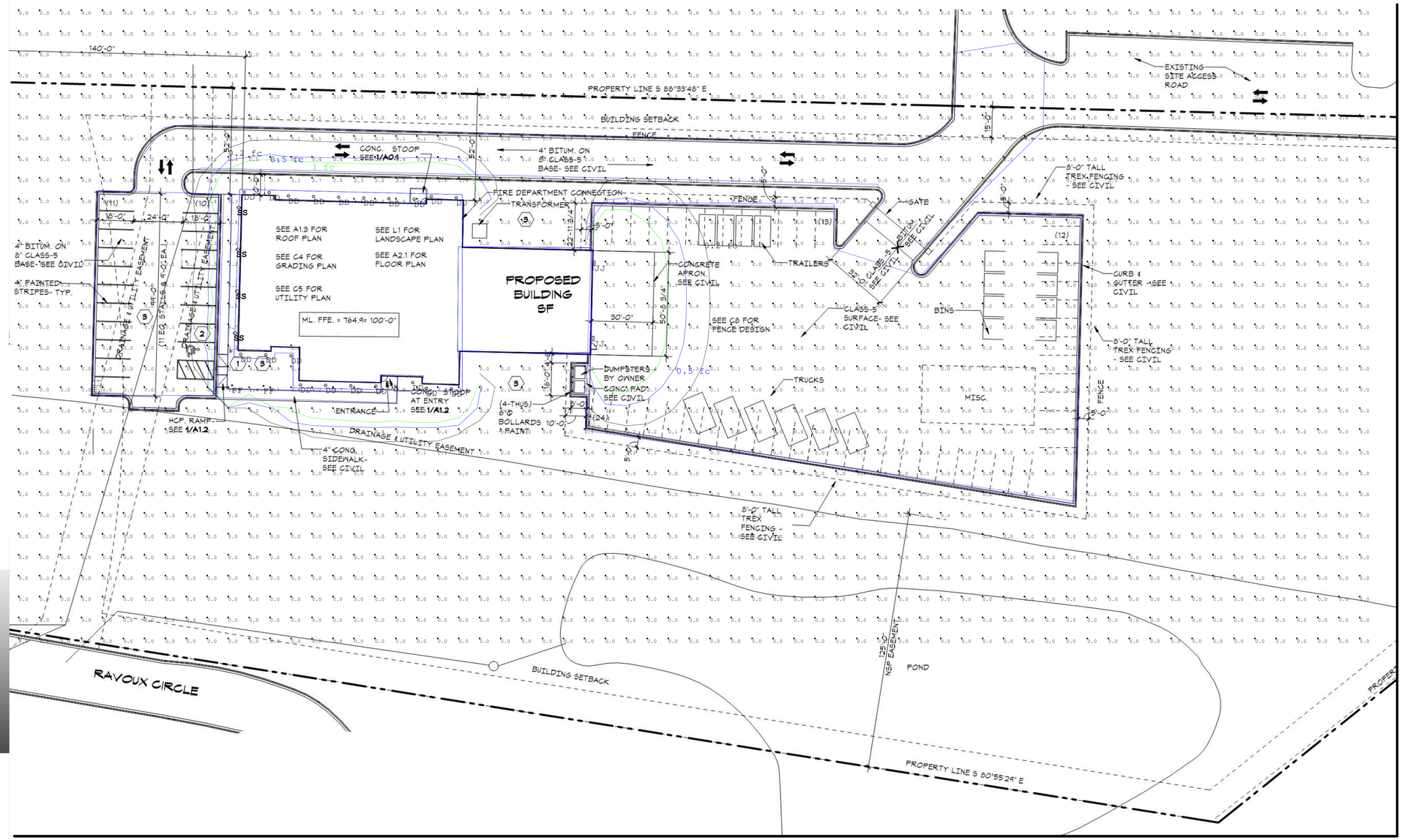
B. LIGHTING LAYOUT IS NOT INTENDED FOR CONSTRUCTION DOCUMENTS BUT ONLY TO ILLUSTRATE THE PERFORMANCE OF THE PRODUCT.

C. ALL READINGS/CALCULATIONS SHOWN ARE SHOWN ON WORKPLANE OR FLOOR DEPENDING ON SPACE ACTIVITY.









Plan View
Scale: 1 inch= 25 Ft.

PULSE never ordinary

#	Date	Comments

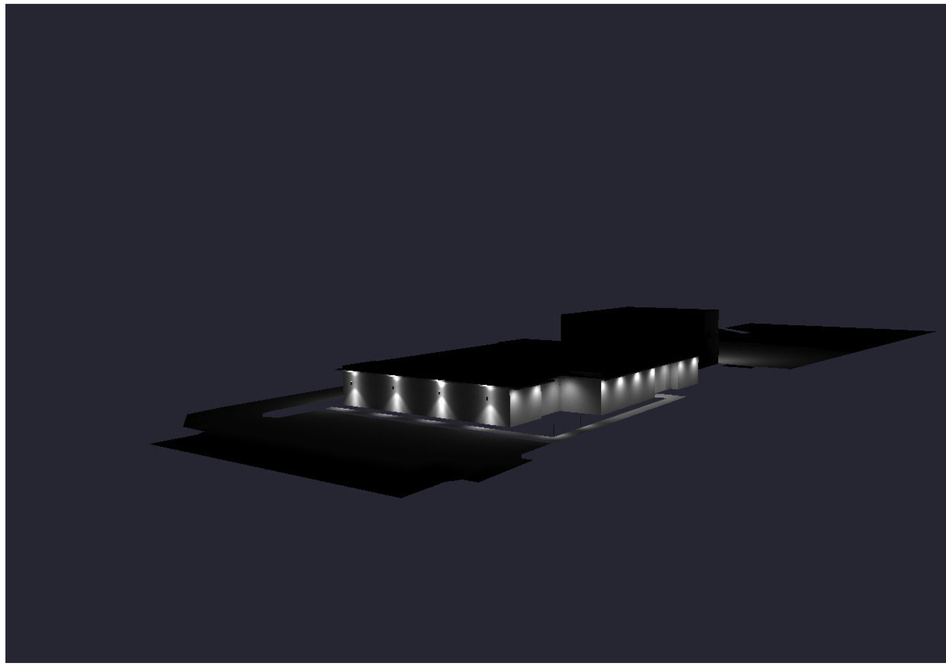
Revisions

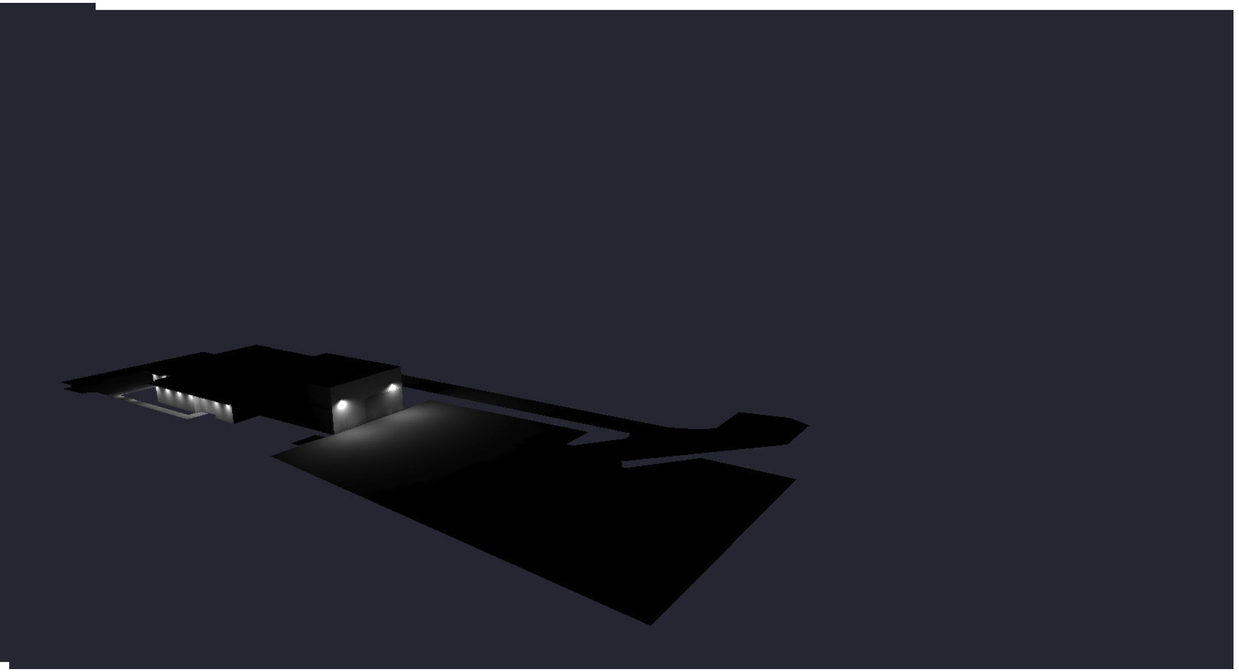
Drawn By: JILL BJORNBERG LC
Checked By: JILL
Date:4/7/2020
Scale: AS NOTED

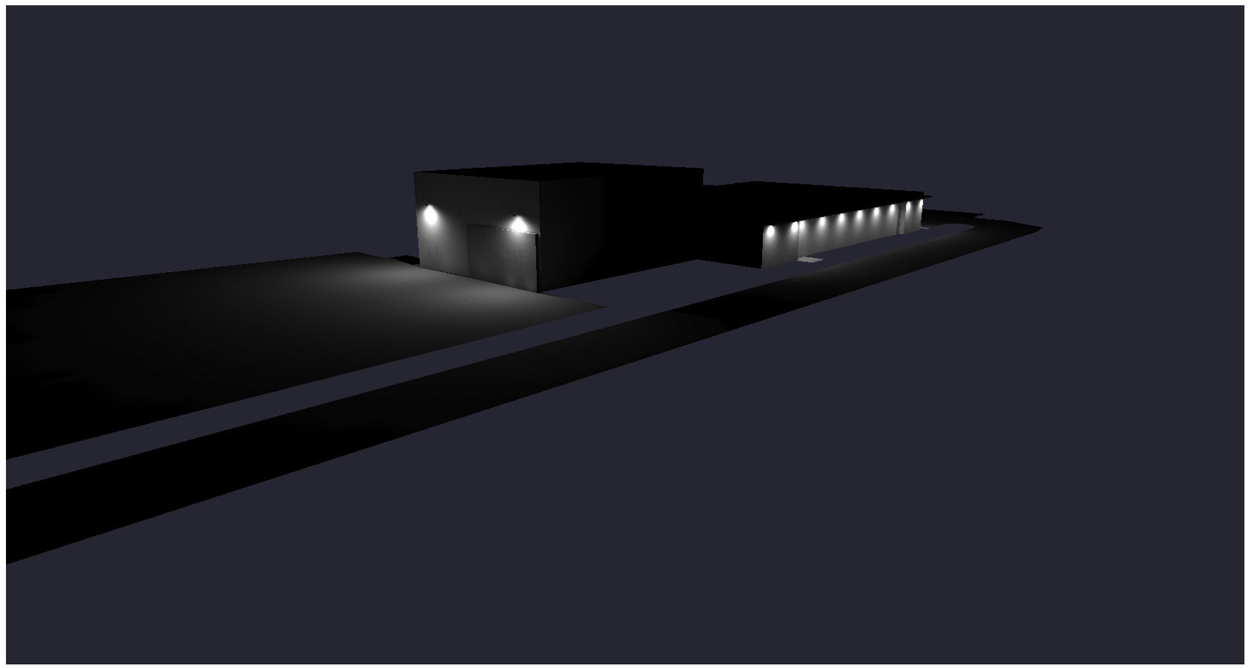
STRUCTURES INC

CHASKA, MN

PAGE 1 OF 1









WEST AND SOUTH ELEVATION VIEWED FROM SW CORNER

EX1

STRUCTURES INC.
CONSTRUCTION
04/07/20

HTG architects

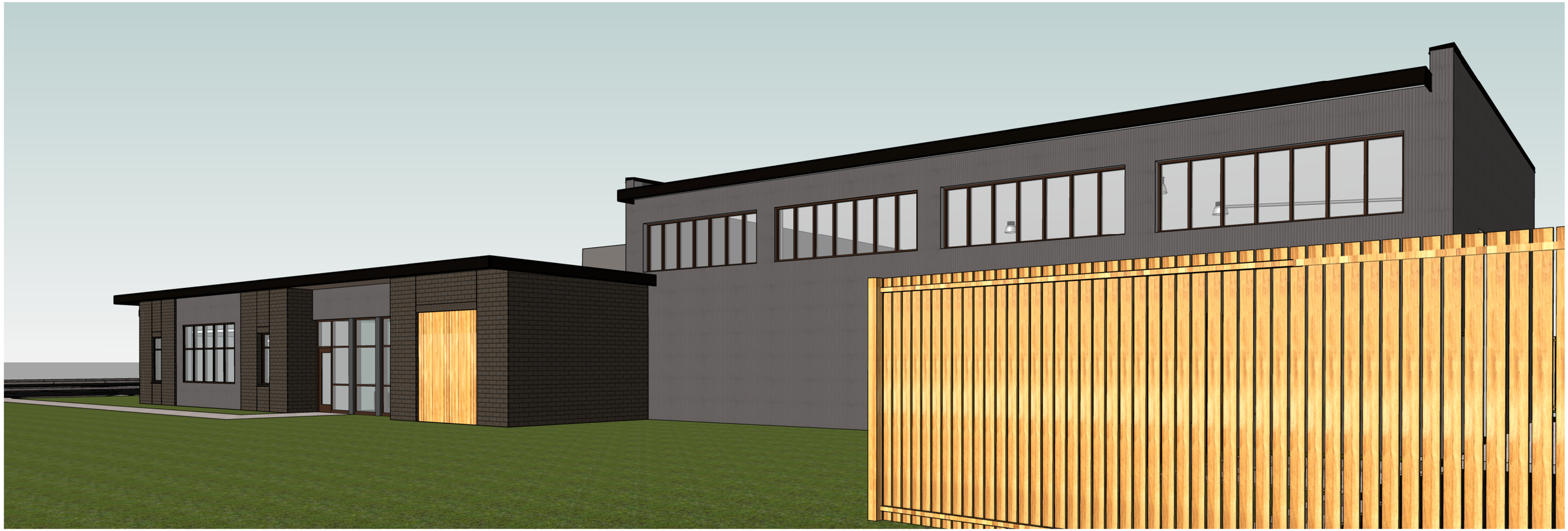


SOUTH ELEVATION VIEWED FROM SW CORNER

EX2

STRUCTURES INC.
CHASKA, MINNESOTA
04/06/20

HTG architects

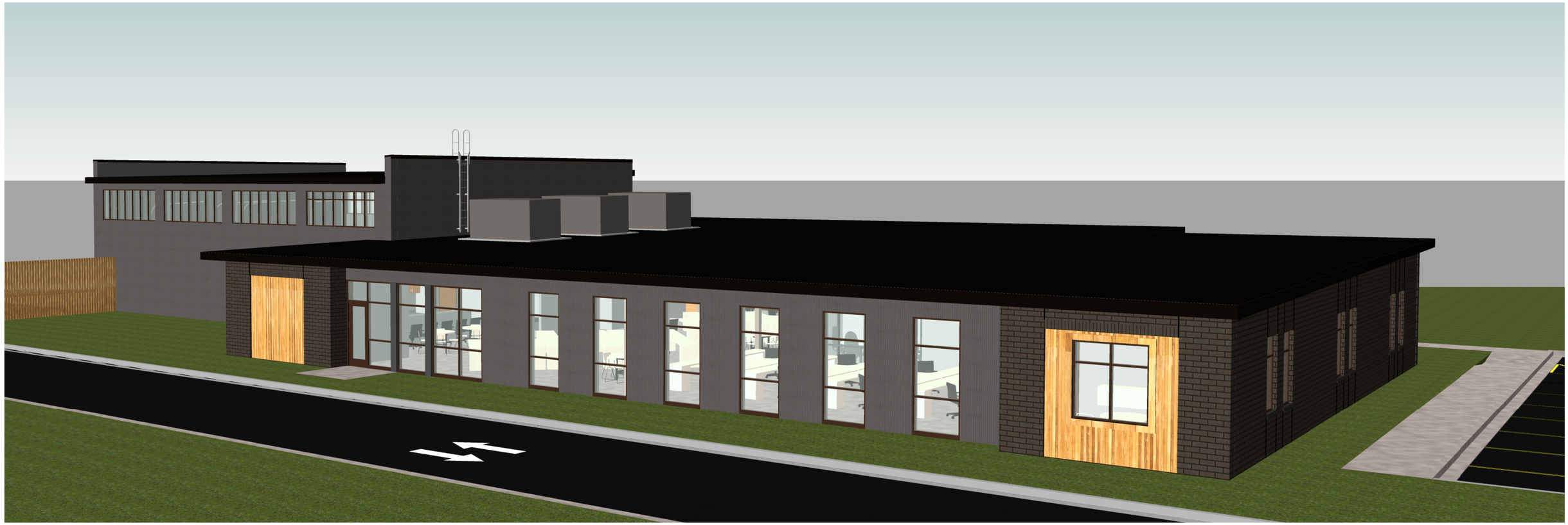


SOUTH ELEVATION VIEWED FROM SE CORNER

EX3

STRUCTURES INC.
CONSULTING ENGINEERS
04/07/20

HTG architects



NORTH ELEVATION VIEWED FROM NW CORNER

EX4

STRUCTURES INC.
CHASKA, MINNESOTA
04/07/20

HTG architects

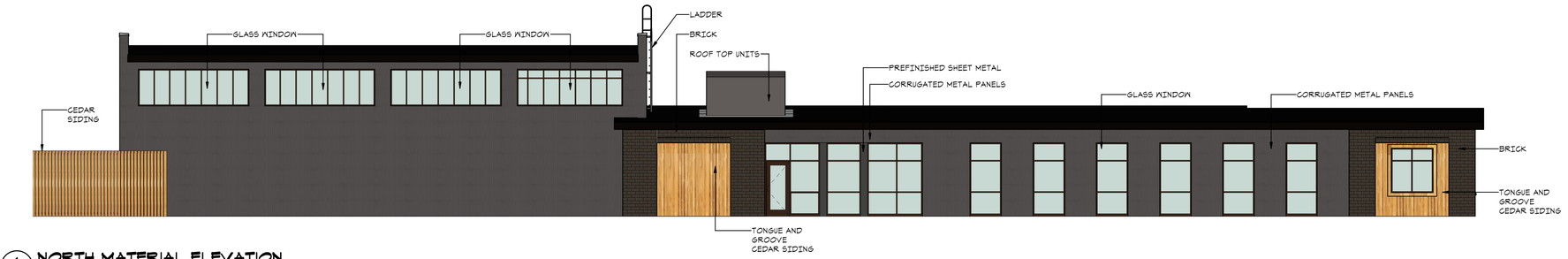


EAST AND NORTH ELEVATION VIEWED FROM NE CORNER

EX5

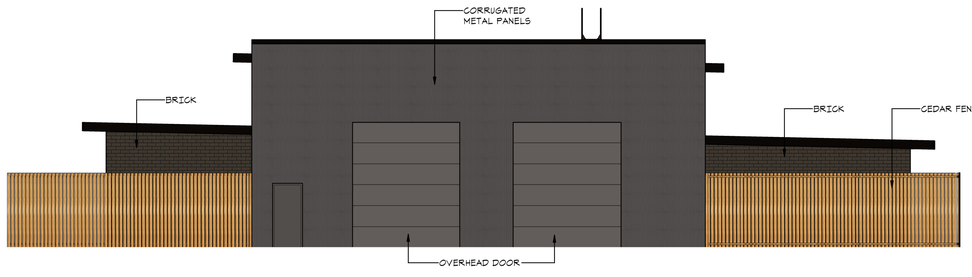
STRUCTURES INC.
CHARLOTTETOWN, PEI
04/07/20

HTG architects



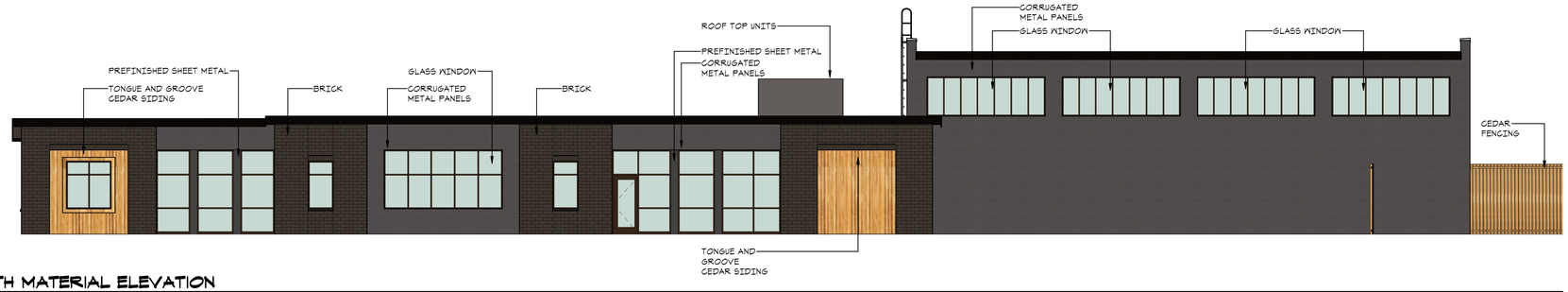
1 EX6 **NORTH MATERIAL ELEVATION**
1/8" = 1'-0"

BUILDING ELEVATION MATERIALS	
BRICK S.F.	200 S.F.
METAL S.F.	1,420 S.F.
GLASS S.F.	699 S.F.
WOOD S.F.	144 S.F.
GLASS 1	849 S.F.
BUILDING S.F.	2,463 S.F.
PERCENTAGE	57%



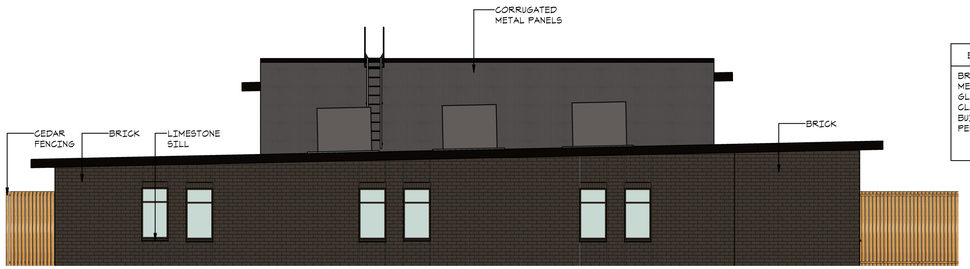
2 EX6 **EAST MATERIAL ELEVATION**
1/8" = 1'-0"

BUILDING ELEVATION MATERIALS	
BRICK S.F.	467 S.F.
METAL S.F.	765 S.F.
METAL DOORS	358 S.F.
GLASS 1	467 S.F.
BUILDING S.F.	1,620 S.F.
PERCENTAGE	29%



3 EX6 **SOUTH MATERIAL ELEVATION**
1/8" = 1'-0"

BUILDING ELEVATION MATERIALS	
BRICK S.F.	506 S.F.
METAL S.F.	1,320 S.F.
GLASS S.F.	762 S.F.
WOOD S.F.	186 S.F.
GLASS 1	1,268 S.F.
BUILDING S.F.	2,774 S.F.
PERCENTAGE	46%



4 EX6 **WEST MATERIAL ELEVATION**
1/8" = 1'-0"

BUILDING ELEVATION MATERIALS	
BRICK S.F.	978 S.F.
METAL S.F.	494 S.F.
GLASS S.F.	102 S.F.
GLASS 1	1,081 S.F.
BUILDING S.F.	1,575 S.F.
PERCENTAGE	67%



BRICK- KANSAS BRICK- CHARCOAL MODULAR



FENCE- CEDAR BOARD FENCING



TONGUE AND GROOVE CEDAR SIDING - CLEAR COAT



ALUMINUM STOREFRONT- DARK BRONZE



CORRUGATED METAL PANEL- GRAPHITE



LIMESTONE WINDOW SILLS

TOTAL BUILDING ELEVATION MATERIALS	
BRICK S.F.	2,152 S.F.
METAL S.F.	4,029 S.F.
GLASS S.F.	1,563 S.F.
WOOD S.F.	330 S.F.
METAL DOORS	358 S.F.
GLASS 1	3,715 S.F.
BUILDING S.F.	8,432 S.F.
PERCENTAGE	44%

EX6

MATERIAL ELEVATIONS

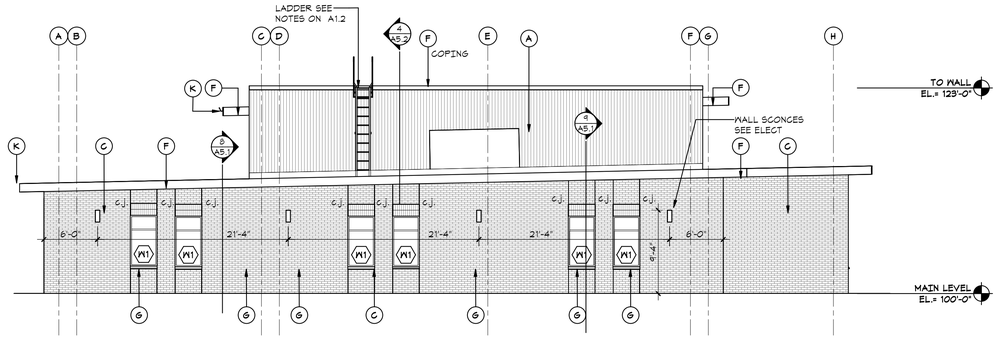
1/8" = 1'-0"

STRUCTURES INC.
CHASKA, MINNESOTA
04/07/20

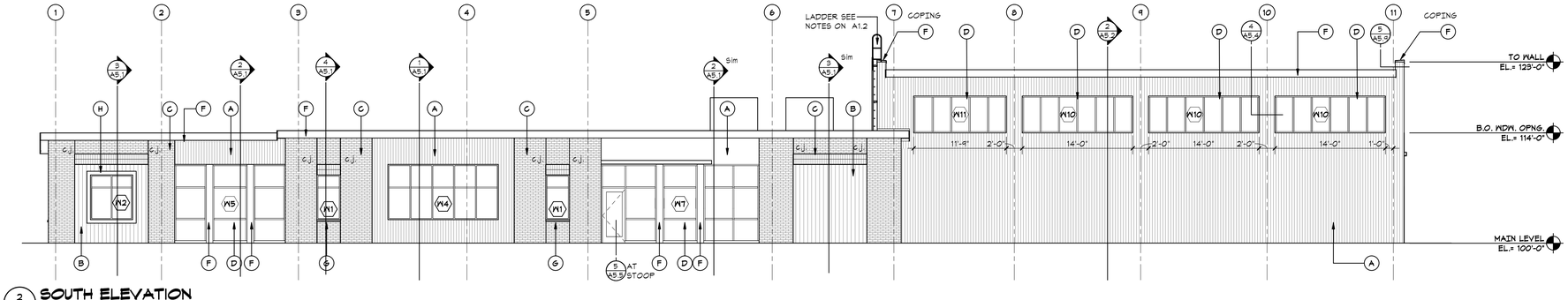
HTG architects

ELEVATION KEY

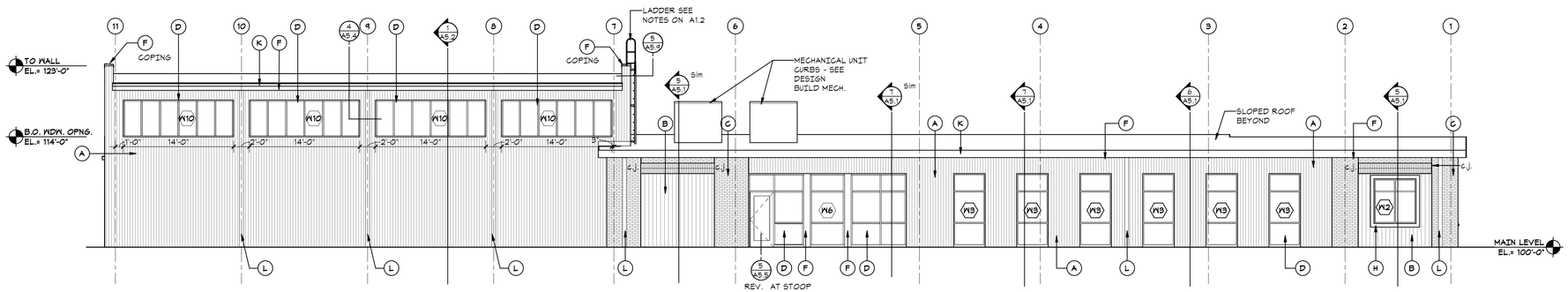
- (A) 1 1/2" CORRUGATED METAL PANELS PAC-CLAD 7.2 PANEL
  COLOR: PAC-CLAD GRAPHITE
- (B) 1 X8 ROUGH SAWN TONGUE AND GROOVE CEDAR SIDING
  CLEAR COAT
- (C) KANSAS BRICK AND TILE CO.
  COLOR: 500 CHARCOAL MODULER
- (D) ALUMINUM STOREFRONT SYSTEM
  COLOR: MATCH CORRUGATED METAL PANELS
- (E) OVERHEAD DOOR
  12'-0" WIDE X 14'-0" TALL
  COLOR: MATCH CORRUGATED METAL PANELS
- (F) PREFINISHED SHEET METAL CLADDING
  COLOR: MATCH CORRUGATED METAL PANELS
- (G) LIMESTONE SILL
- (H) 1 X 6 ROUGH SAWN CEDAR TRIM
  CLEAR COAT
- (J) 1" FLUSH METAL PANELS @ SOFFIT
  COLOR: MATCH CORRUGATED METAL PANELS
- (K) PREFINISHED METAL GUTTER
  COLOR: MATCH CORRUGATED METAL PANELS
- (L) PREFINISHED METAL DOWNSPOUT IN / CONC. SPLASH BLOCK TYP.
  COLOR: MATCH CORRUGATED METAL PANELS



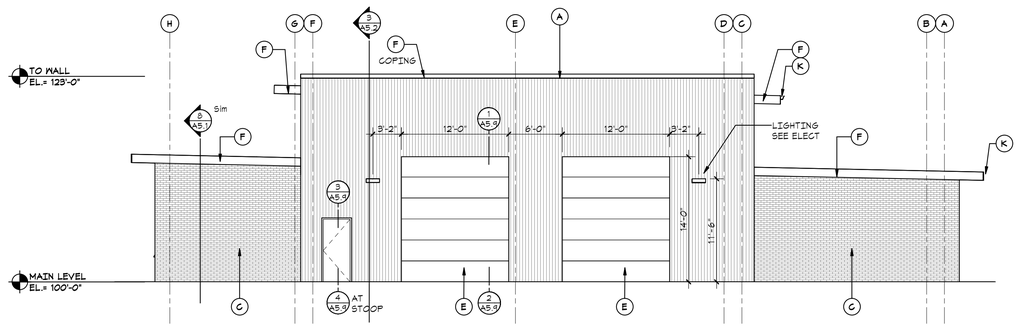
1 A3.1 **WEST ELEVATION**
1/8" = 1'-0"



2 A3.1 **SOUTH ELEVATION**
1/8" = 1'-0"



3 A3.1 **NORTH ELEVATION**
1/8" = 1'-0"



4 A3.1 **EAST ELEVATION**
1/8" = 1'-0"

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

STRUCTURES INC.

NEW BUILDING
CHASKA, MINNESOTA

PERMIT SET	04/15/20
REVISIONS	
DATE	NO.

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 Architect under the laws of the State of Minnesota

Tom Moorse
#22894 04/15/20
Reg No. Date

EXTERIOR ELEVATIONS

Drawn By: KMJ Checked By: JTK

A3.1

191112

COPYRIGHT © HTG ARCHITECTS

C:\Users\jtorDocuments\Arch_191112_Central_R16_JKrumpelmann@htg-architects.com.rvt
4/15/2020 4:21:28 PM



1 EX8 MAIN LEVEL FLOOR PLAN
1/8" = 1'-0"

C:\Users\kelsey\Documents\Arch_191112_Central_R16_KJarrett@htg-architects.com.rvt
4/7/2020 10:33:49 AM

HTG architects

www.htg-architects.com
Minneapolis Tampa Bismarck

9300 Hennepin Town Road
Minneapolis, MN 55347
Tel: 952.278.8880

PROJECT

STRUCTURES INC.

NEW BUILDING
CHASKA, MINNESOTA

CITY SUBMITTAL
REVISIONS
DATE NO

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 Architect under the laws of the State of Minnesota

Tom Moorse
#22894
Reg No. Date

MAIN LEVEL FLOOR PLAN

Drawn By: KMJ Checked By: JTK

EX8

Project Number

COPYRIGHT © HTG ARCHITECTS

Easement only Part of 30-1460020

Amendment to Easement Agreement

This agreement dated this 21 day of July, 1999 by and between Ermak Inc., a Minnesota corporation, whose principal address is 840 Arbor Drive, Chaska Minnesota 55218 (hereinafter referred to as "Ermak"), and Machine Products, Inc. , a Minnesota corporation, whose principal address is 880 Arbor Drive, Chaska Minnesota 55318 (hereinafter referred to as "Machine Products").

WHEREAS, Ermak is the fee owner of certain real property legally described on Exhibit A attached hereto (hereinafter referred to as the "Ermak Parcel A"); and

WHEREAS, Machine Products is the fee owner of certain real property legally described on Exhibit B attached hereto (hereinafter referred to as "Machine Products Parcel"); and

WHEREAS, on May 9, 1998, Ermak entered into an Easement Agreement with Resource Bank & Trust, a Minnesota banking association who is the predecessor in title to the Machine Products Parcel, granting Ermak a non-exclusive easement for driveway purposes over a portion of the Machine Products Parcel for the benefit of the Ermak Parcel A:

WHEREAS, Ermak is also the fee owner of certain real property legally describe an Exhibit C. attached hereto (hereinafter referred to as "Ermak Parcel B"); and

WHEREAS, Ermak and Machine Products Inc., as successor in interest to Resource Bank & Trust as fee owner of the Machine Product Parcel, wish to amend that certain easement agreement dated May 9, 1988 recorded with the County Recorder in for the County of Carver, State of Minnesota as Document No. 95869 on May 10, 1988, and filed with the office of the Registrar of Titles in the County of Carver as Document No. T56706, recorded on Certificate No. 18246 on May 10, 1988, (hereinafter referred to as the "Easement Agreement") to clarify the location of the easement area and to grant an easement to Machine Products for driveway purposes over a portion of Ermak Parcel B;

NOW THEREFORE, in consideration of one dollar and other good and valuable consideration, the receipt of which is hereby acknowledged, the parties agree to amend the Easement Agreement as follows:

1. Easement. Ermak hereby quitclaims and conveys to Machine Products Inc., its successors and assigns a nonexclusive easement for driveway purposes over and across a portion of Ermak Parcel B legally described as follows:

Torrens

Non Standard Filing
Pursuant to M.S. 507.093 4

The North 20 feet of the East 339 feet of Outlot A, East Carriage Homes, Carver County, Minnesota according to the recorded Plat thereof.

Machine Products, Inc. hereby quitclaims and conveys to Ermak, its successors and assigns, a non-exclusive easement for driveway purposes over and across a portion of the Machine Products Parcel legally described as follows:

The South 33 feet, and the West 32 feet of the South 60 feet, of the Machine Products Parcel.

Both easements shall be collectively referred to as the "Easements", and both are included and intended to be covered by the term Driveway Easement and all provisions intended to apply to the Driveway Easement contained in the original Easement Agreement. The Easements shall be subject to the terms and conditions contained in the Easement Agreement as modified herein.

The location of the driveway shall remain in its present location until modified in accordance with the written agreement of the parties. The driveway may be extended westerly across Ermak Parcel A and Ermak Parcel B at the sole discretion of Ermak, provided the cost and expense of creating any extension of the driveway is paid by Ermak or its successors or assigns.

2. Paragraph Number 3 of the Easement Agreement is amended to read as follows:

   "3. Costs and Expenses The cost and expense of maintaining, repairing, and operating the Easements and the driveway located thereon shall constitute a common expense which shall be shared equally by the owners of all the parcels which are benefited by either easement."

3. Except as expressly modified by this agreement, the terms of the original Easement Agreement shall remain in full force and effect, and the Easement Agreement as modified herein, shall be binding on the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused this instrument to be executed as of the day and year first above written.

Ermak, Inc.

By: Jeffrey L. Erickson

Its: President

Machine Products, Inc.

By: Jeffrey L Erickson

Its: President

ACKNOWLEDGMENT

STATE OF MINNESOTA)
) ss.
COUNTY OF Carver)

The foregoing instrument was acknowledged before me this 4th day of ~~July,~~ August 1999, by Jeffrey L. Erickson, the president, of Ermak Inc., a Minnesota corporation, on behalf of the corporations.

Notary Public
My commission expires _____

CATHERINE C. LINDTVEDT
NOTARY PUBLIC - MINNESOTA
My Comm. Expires Jan. 31, 2000

STATE OF MINNESOTA)
) ss.
COUNTY OF Carver)

The foregoing instrument was acknowledged before me this 4th day of ~~July,~~ August 1999, by Jeffrey L. Erickson, the president, of Machine Products Inc., a Minnesota corporation, on behalf of the corporations.

Notary Public
My commission expires _____

CATHERINE C. LINDTVEDT
NOTARY PUBLIC - MINNESOTA
My Comm. Expires Jan. 31, 2000

THIS INSTRUMENT WAS DRAFTED BY:

LONDON ANDERSON ANTOLAK & HOEFT
15 SOUTH FIFTH STREET SUITE 1200
MINNEAPOLIS MINNESOTA 55402-1063
Telephone (612) 338-4400

EXHIBIT "A"

LEGAL DESCRIPTION OF ERMAX PARCEL A

The North 260.75 feet of the Northeast Quarter of Section 4, Township 115, Range 23, Carver County, Minnesota, lying East of the West 1518.00 feet thereof and lying West of the East 339.00 feet thereof.

Subject to easements, restrictions and covenants of record, if any.

EXHIBIT "B"

LEGAL DESCRIPTION OF MACHINE PRODUCTS PARCEL

The land referred to is situated in the state of Minnesota, County of Carver, and is described as follows:

Parcel 1:

Tract A: Beginning at a point on the East line of Section four (4), Township One Hundred Fifteen (115), Range Twenty Three (23), Carver County, Minnesota, 19 feet south of the Northeast corner of said Section; thence west parallel with the North line of said Section a distance of 33 feet to a point, which said point is marked by a Judicial Landmark; thence continuing west parallel with the North line of said Section a distance of 208.75 feet to a point, which said point is marked by a Judicial Landmark; thence south parallel with said East Line 104.375 feet to a point, which point is marked by Judicial Landmark; thence east parallel with said North Line a distance of 208.75 feet to a point , which point is marked by a Judicial Landmark; thence continuing east parallel with said North Line a distance of 33 feet to said East Line; thence North along said East line 104.375 feet to the place of beginning.

Tract B: Beginning at a point on the East line of Section Four (4), Township One Hundred Fifteen (115), Range Twenty Three (23), Carver County, Minnesota, 123.375 feet south of the Northeast Corner of said Section; thence west parallel with the North Line of said Section a distance of 33 feet to a point, which said point is marked by a Judicial Landmark; thence continuing west parallel with the North Line of said Section a distance of 208.75 feet to a point, which said point is marked by a Judicial Landmark; thence south parallel with said East Line 104.375 feet to a point, which point is marked by a Judicial Landmark; thence east parallel with North Line a distance of 208.75 feet to a point, which point is marked by a Judicial Landmark; thence continuing east parallel with said North Line a distance of 33 feet to said East Line; thence north along said East Line 104.375 feet to the place of beginning.

Torrens Property
Certificate of Title No. 18614

EXHIBIT "B" CONTINUED

Parcel 2:

The East 339.00 feet of the North 260.75 feet of the Northeast Quarter of Section 4, Township 115, Range 23, according to the United States Government Survey thereof, Carver County, Minnesota, EXCEPT THAT PART THEREOF LEGALLY DESCRIBED AS FOLLOWS:

Tract A: Beginning at a point on the East line of Section Four (4), Township One Hundred Fifteen (115), Range Twenty Three (23), Carver County, Minnesota, 19 feet south of the Northeast corner of said Section; thence west parallel with the North line of said Section a distance of 33 feet to a point, which said point is marked by a Judicial Landmark; thence continuing west parallel with the North line of said Section a distance of 208.75 feet to a point, which said point is marked by Judicial Landmark; thence south parallel with said East Line 104.375 feet to a point, which point is marked by Judicial Landmark; thence east parallel with said North Line a distance of 208.75 feet to a point, which point is marked by a Judicial Landmark; thence continuing east parallel with said North Line a distance of 33 feet to said East Line; thence North along said East line 104.375 feet to the place of beginning.

Tract B: Beginning at a point on the East line of Section Four (4), Township One Hundred Fifteen (115), Range Twenty Three (23), Carver County, Minnesota, 123.375 feet south of the Northeast Corner of said section; thence west parallel with the North Line of said Section a distance of 33 feet to a point which said point is marked by a Judicial Landmark; thence continuing west parallel with the North Line of said Section a distance of 208.75 feet to a point, which said point is marked by a Judicial Landmark; thence south parallel with said East Line 104.375 feet to a point, which point is marked by a Judicial Landmark; thence east parallel with North Line a distance of 208.75 feet to a point, which point is marked by a Judicial Landmark; thence continuing east parallel with North Line a distance of 33 feet to said East Line; thence north along said East Line 104.375 feet to the place of beginning.

Abstract Property

EXHIBIT C

That part of Outlot A, EAST CREEK CARRIAGE HOMES, which lies northerly of a line described as follows:

Beginning at a point on said southeasterly line of Outlot A, distant 1521.29 feet northeasterly of said most southerly corner of Outlot A; thence north 81 degrees 03 minutes 35 seconds west 609.31 feet tot the easterly line of said Ravoux Street and said line there terminating.

Document No. A254930

OFFICE OF THE COUNTY RECORDER CARVER COUNTY, MINNESOTA

Filing Fee: $ 31.50 Check#: 36329

Certified filed and recorded on 08-09-1999 at 01:00 ☐ AM ☑ PM

08-09-99

Carl W. Hanson, Jr.
County Recorder

~~No delinquent taxes and transfer~~
Entered this 9th day
of August 19 99
Mark Rundgren
County Auditor
by Kay Lemke
Deputy

Document No. T 110046

OFFICE OF THE REGISTRAR OF TITLES CARVER COUNTY, MINNESOTA

Check # 36386 Fee: $ 31.50
Cert. # 18614 Vol. 56 Page 251

Certified and filed on 08-09-1999 at 01:00 ☐ AM ☒ PM

08-09-99

Carl W. Hanson, Jr.
Registrar of Titles

REQUEST FOR ACTION
CHASKA CITY COUNCIL
06/01/2020

Subject: **Pioneer Vista - Concept Plan**

Applicant: Lennar

Location: South of Pioneer Trail, East of Clover Ridge Drive, North of Twin Cities & Western Railroad

Case No.: 2020-08

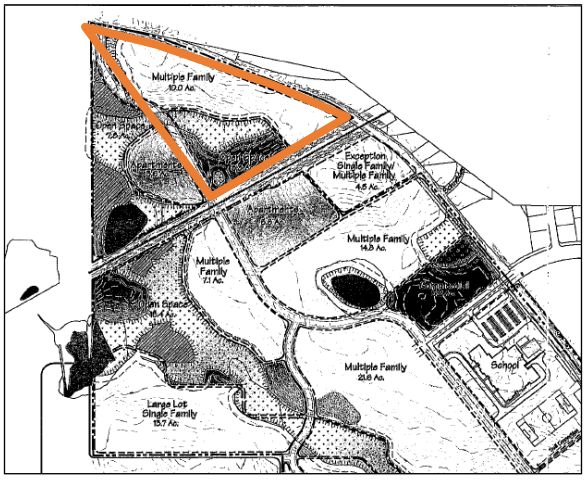
Synopsis: Applicant seeks to obtain approval of a 54 unit townhome development on approximately 17 acres of land just north of Clover Ridge

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

BACKGROUND

Back in 2000 when the Clover Ridge development was being planned, the property just north of the Twin Cities & Western railroad was also conceptually looked at for use as multi-family. See below.



No formal concept plan or land use applications were applied for, so tonight we are looking at a Concept Plan to develop this area.

Project Goals

The identified goals in creating this new neighborhood include the following:

- A concept plan that considers the wetlands, open space, landscape buffering on the property.
- Views of the neighborhood from the surrounding streets and within the neighborhood.
- Attractiveness of the homes.
- Quality of home construction.

Comprehensive Plan & Land Use
The Comprehensive Plan guides this area to be Medium Density Residential and Open Space. The proposal tonight is consistent with this guidance.

The parcel of land that this development encompasses is currently zoned Rural (R), which is. The area in question will be rezoned to a more appropriate zoning district, such as Planned Residential Development (PRD).

Adjacent properties
The site is bound on the south by the Twin Cities & Western railway and the Clover Ridge development; to the west by Clover Ridge Drive; the north by Pioneer Trail; and the east by single family residential in Clover Ridge.

Existing Conditions
The subject property is located on the western edge of Chaska. The site is 16.9 gross acres in size, 13.2 of which are developable, and is currently vacant open space which is thinly wooded and is not being utilized for agricultural purposes. One wetland has been delineated on the site which is 3.64 acres in size. There are some significant grades on the property so grading will be required to balance the site in preparation for home construction and stormwater management.

A tree survey has already been conducted on the property, which included the area west of Clover Ridge Drive. The survey shows that there are a number of eastern red cedars very small in caliper (1-2 inch caliper), plus a number of box elders and elms.

CURRENT PROPOSAL
The proposed Pioneer Vista community would consist of 54 row townhome units (4.1 units/acre net density) off of a private drive that stems from Clover Ridge Drive. The 54 units are dispersed across 11 separate buildings; ranging from 4 units per building up to 6 units. Each unit will be owner-occupied, thus resulting in their own lot.

The existing wetland is intended to remain undisturbed with appropriate buffers included with the development. Retention ponds and possibly infiltration basins will be created on site for purposes of stormwater treatment. An amenity or gather area of some type is proposed in the center of the neighborhood near the wetland and ponding area.

Layout
Access for the new neighborhood will be from Clover Ridge Drive approximately 400 feet south of Pioneer Trail. This will be the only access into the development, which will terminate into a cul de sac on the easterly side of the site. The road and townhomes are mainly situated on the north side of the site to avoid impacting the wetland on the south side. The centerline building setback from Pioneer Trail requires that most of the townhome buildings to be situated south of the private drive. There will only be three buildings on the north side of the private towards the entrance of the development.

The Concept Plan was designed to create a landscape buffer along Pioneer Trail and the northerly portion of Clover Ridge Drive so the public streetscape view will mostly be that of trees, shrubs, and grasses. Those travelling northbound on Clover Ridge Drive will have views

of the large open space and wetland area leading to views of landscaping at the rear perimeter of townhome buildings, as well as moderate views of the rear townhome elevations all of which will have a deck or porch. Due to the curvature of the internal private street of Pioneer Vista many of the townhome buildings are offset and angled from one another which creates visual variation and interest from the public view. Lennar's anti-monotony code will offer additional variation through the use of multiple color packages so each building will be unique from the next.

36 of the 54 homes have been intentionally angled to the open space, wetlands, and ponds so that will be their main focal point. Other homes will have views of landscape buffering and partial views of Pioneer Trail or Clover Ridge Drive and open space or neighborhoods beyond. With each home having a patio, deck, or porch these residents will have both indoor and outdoor viewsheds. The development will be nearly 50% open space and wetlands.

Transportation/ROW/Parking

The Concept Plan proposes to provide for a private drive with connectivity to Clover Ridge Drive. Due to the site constraints (Pioneer Trail right-of-way setback, existing wetland, required wetland buffer) Lennar prefers the street be private which allows for reduced road width and right-of-way requirements, as well as reduced structure setbacks. The private drive that extends off of Clover Ridge Drive is located where there is a current driveway stub. The plan appears to show road widths (29 feet) that are consistent with private drive designs. Private drives can be smaller since City crews will not be maintaining these streets. However, it should be noted that if private drives are pursued then private utilities will also have to be installed.

Townhouse units are required to provide two spaces per unit, plus at least one space per two units in common lots for visitor parking use. A 54 unit townhome development would require 27 visitor parking spaces. The concept plan is currently showing 21 visitor parking spaces. The applicant will have to show in their preliminary submittal how they meet the visitor parking requirement.

Utilities

Sewer and water utilities are available. Water and sewer are stubbed to the access point on the west. The plan proposes to have a private street but public utilities (maintained by the City), as the homeowners associations from Lennar are not equipped or designed to oversee and handle maintenance of watermain and sanitary sewer. City staff is not supportive of this request as having to maintain public utilities under a private street poses a lot of maintenance concerns. The City would require that either public streets and public utilities, or private streets and private utilities are pursued. It cannot be a mix.

Stormwater

Stormwater ponding is proposed as a part of this proposal on the south side of the site. It will be required that the developer provides adequate maintenance access into these areas to be shown during their preliminary submittal. Stormwater ponding will have to meet all Carver County WMO and City standards.

Schedule

Land development work could begin in Summer 2020 with construction on model homes beginning late Fall 2020. Ideally Lennar would have a home ready for the Spring 2021 Parade

of Homes. The overall project will likely be developed in one or two phases. In most cases Lennar project sales at a rate of two homes per month. Therefore, based on the 54 homes the timeline for full occupancy would be approximately 24-30 months.

Setbacks
Namely, the front yard setback should be no less than 20 feet. The setback between townhome buildings shall be 20 feet.

In addition to these setbacks, there are other setbacks that may apply to this site. See below:

SETBACKS	
Direction	**Setback**
Pioneer Trail	125 feet from centerline
Clover Ridge	15 feet
Wooded Steep Slopes	50 feet building setback and 30 feet no grade/no mow setback
Wetlands	30 feet
Railway	50 feet

Architecture
Lennar will be the sole builder in this development. The Liberty townhomes are a two-story building consisting of four to six units per building. The Liberty series offers five floorplans each with 3 bedrooms, 2-3 bathrooms, front-loaded 2-car garage, and include a basement with option to finish. These townhomes have also been built, or are being built, in Lakeville, Rosemount, Woodbury, and Maple Grove. 54 units are proposed that will be built in 11 separate buildings ranging from 4-6 units per building. The base price range is $308,000-$316,000. Square footage will range from 1,720 square feet up to 1,830 square feet.

Lennar homes include varying amounts of stone on most facades and the siding materials consist of lap siding, shakes, or board and batten. Other architectural features available on selected facades include columns, gables, shutters, accentuated window trim and fascia, and decorative roof brackets and cornices. All Lennar townhome units are equipped with fire sprinklers. Lennar's design team will carefully plan the color packages of each building to avoid monotony and to ensure a visually appealing streetscape. Staff would also point out that 360-degree architecture shall be used on the facades seen from public view.

Trails & Sidewalks
There are no public trail installations proposed as a part of this development nor are there trails called out for this area in the Comprehensive Plan. Because of this the developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement. The adjacent regional trail system will be accessed via Clover Ridge Drive and Pioneer Trail. The developer has also indicated that they will explore trail opportunities along the wetlands and ponds within the development. Staff would encourage this as it could be a beneficial amenity for the residents.

The concept plan does not show the inclusion of sidewalks in the development along the roadway, which is typical with a private street.

Screening, Landscaping & Tree Preservation
Because this development abuts the Twin Cities and Western railway it will be important that the homes that back up to this use have adequate screening. Typically a mix of deciduous and coniferous trees with a level of berming is the best practice adjacent to railways. The applicant will have to show in their preliminary landscape plan how this screening will be achieved on the south side. In addition, it will be important to see how the north edge adjacent to Pioneer Trail will be addressed for screening as the development abuts a major roadway.

A detail plan will need to be provided for the landscaping proposed around the buildings. This will need to be provided in the preliminary submittal.

The applicant has already conducted and submitted a tree survey as a part of this proposal. As noted previously, the survey shows that there are a number of eastern red cedars very small in caliper (1-2 inch caliper), plus a number of box elders and elms. Per observation, there were no significant, valuable trees noted by staff in the areas impacted by development. The developer has indicated that there will be a level of preservation along the railroad corridor and wetland area. The developer will have to provide a tree preservation plan during their preliminary submittal.

Parkland & Amenities
A park is not planned for this development, nor does the Comprehensive Plan guide the area for a public park. The developer will be required to pay park dedication fees.

For multi-family residential developments (townhomes), it is required to show a level of gathering open space options that can be used by the residents. For townhomes, 1,000 square feet of common open gathering space per unit is required, which could include walking trails around the wetland area. The developer will have to show in their preliminary how they meet this requirement and how the amenity area will be programmed.

Development Costs (Infrastructure Improvements)
The City of Chaska has a number of area-wide development cost such as, but not limited to:

- Arterial Road Network
- Collector Roads
- 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.

PLANNING COMMISSION ACTION TAKEN 05/13/20:
Motion to recommend to City Council approval of the Pioneer Vista Concept Plan for a 54 unit townhome development on 17 acres of land, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-5), prepared by Lennar, dated February 21, 2020
    b. Existing Conditions, prepared by Westwood, dated February 26, 2020

c. Site Forces Exhibit, prepared by Westwood, dated February 26, 2020
d. Concept Sketch Plan, prepared by Westwood, dated February 26, 2020
e. Alta/NSPS Land Title Survey, prepared by Westwood, dated November 7, 2017
f. Topographical Survey, prepared by Westwood, dated November 7, 2017
g. Tree Inventory (pgs 1-2), prepared by Westwood, dated November 14, 2017
h. Home Plans (pgs 1-18), prepared by Lennar

2. Adherence with the City Engineer's Memo dated May 7, 2020.
3. Provision of at least 27 visitor parking spaces for 54 townhome units, to be shown on the preliminary plan.
4. Provision that private driveways are at least 22 feet in length.
5. Provision of a detail plan for the landscaping around the buildings and to be submitted at preliminary submittal.
6. Provision of adequate berming and landscaping along south edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.
7. Provision of adequate screening and landscaping along north edge abutting Pioneer Trail, to be addressed at Preliminary submittal.
8. Provision to further explore a trail system within the site around the wetland and connect to Clover Ridge Drive, and to be addressed at preliminary submittal.
9. Adherence to the following building setbacks:
    a. Front (house): 20 feet
    b. Between Buildings: 20 feet
    c. Clover Ridge Drive: 20 feet
    d. Pioneer Trail: 125 feet from centerline
    e. Railroad: 50 feet
10. Provision of 360 degree architecture be used on all facades seen from public view.
11. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
12. Preservation of wetlands and a 30 foot buffer.
13. Provision of a storm water management plan meeting City and Carver County WMO standards.
14. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
15. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.
16. Provision of an amenity detail provided at 1,000 square feet per unit, to be included at preliminary submittal.
17. Provision of a private street and private utility setup.
18. Provision of a construction traffic plan to be coordinated and approved by the City Engineer.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2020-42 approving the Concept Plan for Pioneer Vista (PC #2020-08).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA

RESOLUTION

DATE 06/01/2020 RESOLUTION NO. 2020-42

MOTION BY COUNCILMEMBER SECOND BY COUNCILMEMBER

Resolution approving the Concept Plan for Pioneer Vista/Lennar/PC #2020-08

WHEREAS, the proposed Pioneer Vista community would consist of 54 row townhome units (4.1 units/acre net density) off of a private drive that stems from Clover Ridge Drive; and

WHEREAS, the existing wetland is intended to remain undisturbed with appropriate buffers included with the development; and

WHEREAS, access for the new neighborhood will be from Clover Ridge Drive approximately 400 feet south of Pioneer Trail; and

WHEREAS, this will be the only access into the development, which will terminate into a cul de sac on the easterly side of the site; and

WHEREAS, the Concept Plan proposes to provide for a private drive with connectivity to Clover Ridge Drive; and

WHEREAS, due to the site constraints (Pioneer Trail right-of-way setback, existing wetland, required wetland buffer) Lennar prefers the street be private which allows for reduced road width and right-of-way requirements, as well as reduced structure setbacks; and

WHEREAS, private drives can be smaller since City crews will not be maintaining these streets, however, it should be noted that if private drives are pursued then private utilities will also have to be installed; and

WHEREAS, townhouse units are required to provide two spaces per unit, plus at least one space per two units in common lots for visitor parking use; and

WHEREAS, a 54 unit townhome development would require 27 visitor parking spaces; and

WHEREAS, the plan requests to have a private street but public utilities (maintained by the City), as the homeowners associations from Lennar are not equipped or designed to oversee and handle maintenance of watermain and sanitary sewer; and

WHEREAS, City staff is not supportive of this request as having to maintain public utilities under a private street poses a lot of maintenance concerns; and

WHEREAS, the City would require that either public streets and public utilities, or private streets and private utilities are pursued; and

WHEREAS, there are no public trail installations proposed as a part of this development nor are there trails called out for this area in the Comprehensive Plan, and because of this the developer will be required to pay trail fees, which will be wrapped into the Developer's Agreement; and

WHEREAS, because this development abuts the Twin Cities and Western railway it will be important that the homes that back up to this use have adequate screening; and

WHEREAS, it will be important to see how the north edge adjacent to Pioneer Trail will be addressed for screening as the development abuts a major roadway; and

WHEREAS, a park is not planned for this development, nor does the Comprehensive Plan guide the area for a public park, and the developer will be required to pay park dedication fees; and

WHEREAS,

WHEREAS, on May 13, 2020 the Planning Commission recommended approval to the City Council of the Concept Plan for Pioneer Vista (PC#2020-08); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Concept Plan for Pioneer Vista (PC#2020-08), subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
    a. Project Narrative (pgs 1-5), prepared by Lennar, dated February 21, 2020
    b. Existing Conditions, prepared by Westwood, dated February 26, 2020
    c. Site Forces Exhibit, prepared by Westwood, dated February 26, 2020
    d. Concept Sketch Plan, prepared by Westwood, dated February 26, 2020
    e. Alta/NSPS Land Title Survey, prepared by Westwood, dated November 7, 2017
    f. Topographical Survey, prepared by Westwood, dated November 7, 2017
    g. Tree Inventory (pgs 1-2), prepared by Westwood, dated November 14, 2017
    h. Home Plans (pgs 1-18), prepared by Lennar
2. Adherence with the City Engineer's Memo dated May 7, 2020.
3. Provision of at least 27 visitor parking spaces for 54 townhome units, to be shown on the preliminary plan.
4. Provision that private driveways are at least 22 feet in length.
5. Provision of a detail plan for the landscaping around the buildings and to be submitted at preliminary submittal.
6. Provision of adequate berming and landscaping along south edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.
7. Provision of adequate screening and landscaping along north edge abutting Pioneer Trail, to be addressed at Preliminary submittal.
8. Provision to further explore a trail system within the site around the wetland and connect to Clover Ridge Drive, and to be addressed at preliminary submittal.
9. Adherence to the following building setbacks:
    a. Front (house): 20 feet
    b. Between Buildings: 20 feet
    c. Clover Ridge Drive: 20 feet
    d. Pioneer Trail: 125 feet from centerline
    e. Railroad: 50 feet
10. Provision of 360 degree architecture be used on all facades seen from public view.
11. Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
12. Preservation of wetlands and a 30 foot buffer.
13. Provision of a storm water management plan meeting City and Carver County WMO standards.
14. Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.
15. Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.

16. Provision of an amenity detail provided at 1,000 square feet per unit, to be included at preliminary submittal.
17. Provision of a private street and private utility setup.
18. Provision of a construction traffic plan to be coordinated and approved by the City Engineer.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 1st day of June, 2020.

_____
Mark Windschitl, Mayor

Attest:_____
Chaska Deputy Clerk

City of Chaska
Memorandum

To: **Planning Commission**
From: **Matt Clark**
Date: **May 7, 2020**
Subject: **Pioneer Vista Concept Plan**

The proposed Pioneer Vista home development site abuts just south of Pioneer Trail and borders Clover Ridge Drive and accounts in total of nearly 17 acres of which approximately 13 acres is proposed for development. The existing drainage patterns over site slope to an existing wetland that is approximately 3.5 acres in size. The comprehensive plan identified the property as residential property with open space that would allow flexibility with development due to the terrain but also to preserve the wetland area that exists. The size and physical characteristics of the site will have a direct impact with every development component such as private streets to reduce roadway widths and structure setbacks. The premise of protecting the existing wetland will influence the site design features.

When Clover Ridge Drive was constructed in the mid 2000's the City worked closely with the landowner to preserve an access that would support a future development street extension. The Concept plan proposes a private street extension from the current intersection to serve as the entrance and exit for the housing development. Again, one design feature proposed involves private streets that do not require dedication of public right of way, thereby reducing structure setbacks. In such a situation, ownership and maintenance/upkeep of the streets, including curb and sidewalks, reverts to the homeowners association (HOA). Although a private street and cul-de-sac are proposed the development will need adhere to the City private design standards.

Gravity sanitary sewer and water main piping stubs are currently in place at the proposed intersection located along Clover Ridge Drive and are available to service the site. Although the City has instances where the utilities (sanitary sewer, water main and storm sewer) underlying private streets are public (municipal), Chaska has experienced problems maintaining utilities within these restricted corridors, as well as conflicts between street and utility work where maintenance responsibilities vary. Based on these experiences, the Developer needs to be aware the City has moved toward a private street/private utility setup.

Developing the grading plan that includes wetland protection and storm water is a work in progress. The concept plan shows that City and Watershed standards can be met. City and watershed storm water standards will require that ponds be sized to capture, store, and treat the development area as well as accommodate offsite drainage that passes through the property. A storm water management plan that meets all agency requirements will be required as is consistent with all City development.

ONE CITY HALL PLAZA/CHASKA, MN 55318-1962/PH: (952) 448-2851/ FX: (952) 448-9300

NARRATIVE: Lennar Townhome Community Concept Review
(working community name is Pioneer Vista)

U.S. Home Corp, dba Lennar, is pleased to submit this Concept Plan for City review for the proposed townhome community at Pioneer Trail and Clover Ridge Drive.

Developer/Builder
Lennar (Josh Metzer)
Josh.Metzer@Lennar.com
952-249-3068

Owner Representative
Chaska Investment Limited Partnership
mbenson@wallingfordproperties.net
952-835-4111 x 104

Lennar Core Values and Guiding Principles

Our commitment to Quality, Value, and Integrity is the underlying foundation upon which Lennar was built, and these three fundamental principles still guide us in caring for our customers, associates, shareholders, and community.

- Quality: Lennar continually maximizes the quality of its building efforts. Not only do we harness our national purchasing power to increase quality building materials while lowering costs to deliver greater value, but we observe internal quality assurance programs and external third-party inspection processes to guarantee the quality of every new home.
- Value: Lennar delivers unprecedented value through its industry-leading incentives. Our Everything's Included® approach gives buyers the new home features and finishes they want at the best possible value, while a personal myLennar account simplifies the homeownership experience with easy-to-access tools, resources, and rewards. Also, our family of companies can assist with mortgage, title, and insurance needs to ensure a smooth closing.
- Integrity: At Lennar, we are committed to doing the right thing for the right reason. We are dedicated to being an innovator in the industry, constantly focused on improving the quality of our homes and approaching each day with the highest level of integrity for our customers, associates, shareholders, trade partners, community, and environment.

Existing Conditions

(please see Existing Conditions exhibit)

The subject property is located on the western edge of Chaska and is bounded by Pioneer Trail on the north, Clover Ridge Drive on the west and south, and the Twin Cities and Western Railroad on the southeast. The site is 16.9 gross acres in size, 13.2 of which are developable, and is currently vacant open space which is thinly wooded and is not being utilized for agricultural purposes. One wetland has been delineated on the site which is 3.64 acres in size. There are some significant grades on the property so grading will be required to balance the site in preparation for home construction and stormwater management.

Development Overview

(please see Site Forces and Concept Sketch Plan exhibits)

- Homes: The proposed Pioneer Vista community would consist of 54 row townhomes (4.1 units/acre) from our Liberty series. Infrastructure: The townhomes will ideally be served by a private street and public utilities.
- Wetlands & Ponding: The existing wetland is intended to remain undisturbed with appropriate buffers included with the development. Retention ponds and possibly infiltration basins will be created on site for purposes of stormwater treatment.

- Landscaping: Trees will be planted around the perimeter of the development and amongst the townhome buildings as well as trees being preserved, where possible, along the railroad corridor to serve as a landscape buffer for new residents of Pioneer Vista and existing residents of neighboring developments.
- Amenity Area: We are proposing an amenity or gather area of some type in the center of the neighborhood near the wetland and ponding area.
- Developer/Builder: Lennar will act as both developer of the property and builder of the homes within Pioneer Vista.

Proposed Homes and Architecture

(please see exterior renderings, photos, and floorplans)

The Liberty townhomes are a two-story building consisting of four to six units per building. The Liberty series offers five floorplans each with 3 bedrooms, 2-3 bathrooms, front-loaded 2-car garage, and include a basement with option to finish. These townhomes have also been built, or are being built, in Lakeville, Rosemount, Woodbury, and Maple Grove.

- **2-Story Liberty Townhome (row-style basement townhome)**

Total Units:	54 (11 buildings, 4-6 units per building)
Base Price Range:	**$308,000 - $316,000
Square Footage:	1,720 - 1,830 (3 bedrooms, 2-3 baths, 2-car garage)
Bedroom:	3 bedrooms
Bathrooms:	2-3 bathrooms
Garage:	front-loaded two-car garage

***Pricing is estimated and subject to change based on current market conditions at time of sales.*

Lennar homes include varying amounts of stone on most facades and the siding materials consist of lap siding, shakes, or board and batten. Other architectural features available on selected facades include columns, gables, shutters, accentuated window trim and fascia, and decorative roof brackets and cornices. All Lennar townhome units are equipped with fire sprinklers. Architectural renderings of the townhomes are included with this submittal. Lennar's design team will carefully plan the color packages of each building to avoid monotony and to ensure a visually appealing streetscape.

Infrastructure

Pioneer Vista is located adjacent to existing residential development. As a result, all infrastructure is readily available and adequately sized to handle additional development. No trunk infrastructure will need to be constructed to serve this development. Watermain, sanitary sewer, and storm sewer are available in Clover Ridge Drive at our proposed community entrance.

An existing culvert carries stormwater from the existing wetland on the subject property westward under Clover Ridge Drive to a larger wetland. Stormwater will be treated in two ponds located on the north side and south side of the community. Street and townhome drainage will be collected by storm sewer and discharged into the City storm sewer system or into infiltration basins or retention ponds for treatment. The treated stormwater is then discharged into the local the wetland complex. Management of the development's stormwater runoff will be designed to meet City and County standards.

Access for the new neighborhood will be from Clover Ridge Drive approximately 400 feet south of Pioneer Trail. This will be the only access as we are proposing this as a cul-de-sac street. Clover Ridge Drive is designed to accommodate the daily traffic that will be generated by this new townhome community. Due to the site constraints (Pioneer Trail right-of-way setback, existing wetland, required wetland buffer) Lennar prefers the

street be private which allows for reduced road width and right-of-way requirements, as well as reduced structure setbacks. This would allow us to preserve the wetland without impacting it. We would also request the utilities be public (maintained by the City) because our homeowners associations are not equipped or designed to oversee and handle maintenance of watermain and sanitary sewer.

Open Space and Trails

The Pioneer Vista community will be nearly 50% open space and wetlands. With 36 of the 54 homes backing directly up to the open space and wetlands the natural environment will be a strong aesthetic of the neighborhood. The regional trail system will be accessed via Clover Ridge Drive and Pioneer Trail. We may also explore adding some trails within the development along the wetland and ponds.

Viewsheds

- Views from Pioneer Trail and Clover Ridge Drive: The Concept Plan was designed to create a landscape buffer along Pioneer Trail and the northerly portion of Clover Ridge Drive so the public streetscape view will mostly be that of trees, shrubs, and grasses. Those travelling northbound on Clover Ridge Drive will have views of the large open space and wetland area leading to views of landscaping at the rear perimeter of townhome buildings, as well as moderate views of the rear townhome elevations all of which will have a deck or porch. Due to the curvature of the internal private street of Pioneer Vista many of the townhome buildings are offset and angled from one another which creates visual variation and interest from the public view. Lennar's anti-monotony code will offer additional variation through the use of multiple color packages so each building will be unique from the next.

- Views from homes: As previously mentioned, 36 of the 54 homes have been intentionally angled to the open space, wetlands, and ponds so that will be their main focal point. Other homes will have views of landscape buffering and partial views of Pioneer Trail or Clover Ridge Drive and open space or neighborhoods beyond. With each home having a patio, deck, or porch these residents will have both indoor and outdoor viewsheds.

Amenities

As described above, there will likely be an amenity area or gathering space created at the center of the neighborhood adjacent to the wetland and ponding area. Potential amenities might include a grilling area, pergola seating space, wetland/open space lookout point, etc. We anticipate this area will be social gathering place for residents of Pioneer Vista.

Connectivity to Area Resources and Amenities

The subject property's proximity to the following area resources and amenities are a major part of what we believe will make this a quality and successful community:

- Downtown Chaska;
- Chaska Town Course and Hazeltine National Golf Club;
- Eastern Carver County Schools;
- Chaska Community Park and access to Chaska's vast recreational trail network;
- Wide variety of retail and dining establishments;
- Two Twelve Medical Center.

Description of Requests

Lennar will be requesting a rezoning of the subject property from R-Rural to PRD-Planned Residence Development in order to provide for greater flexibility and creativity in the homesite configuration which will result in an efficient use of land through the preservation of existing wetlands and open space. The PRD zoning will also match that of surrounding neighborhoods.

The Chaska Comprehensive Plan guides the subject property both Medium Density Residential and Open Space. The portion of the property guided Medium Density Residential will be developed as townhomes. The portion guided Open Space will remain open space. Therefore, our proposed plan is in conformance with the Chaska Comprehensive Plan.

Land uses surrounding the subject property include:

- North – single-family homes (Bella Vista), townhomes, Chaska Town Course;
- South/Southeast – single-family and townhomes (Clover Field);
- South/Southwest – vacant land guided for high density residential;
- West – vacant land zoned and guided for low density residential.

Chaska Core Strategies

The following is a summary of how Pioneer Vista contributes to and supports the City's core strategies.

- Chaska's High Quality of Life is Enhanced

Pioneer Vista will offer existing Chaska residents, or those looking to live in Chaska, the opportunity to purchase a new home within the City, particularly first time home buyers and empty nesters. This new neighborhood will provide new homeowners with access to golf courses, retail and dining, medical facilities, regional transportation, a quality school, City parks and trail system, and proximity to downtown Chaska. The new neighborhood will also include a large preserved wetland and open space area with trails. This development will establish a homeowners association which will facilitate and encourage the residents to maintain and strengthen their neighborhood.

- Taxpayers Perceive they are Getting Cost-Effective Service

As an infill development, all infrastructure is in place to serve the new homes. The City will receive a significant amount of infrastructure impact fees and park dedication fees, of which little will be expended with this development. In addition, the new homes will generate tax revenue, a significant increase from the current vacant status of the property. This will aid the City in providing cost-effective services to Chaska residents.

- Well-Planned and Orderly Community Development is a Priority

Development of this infill site is highly efficient and desirable from an infrastructure and orderly growth standpoint. It makes efficient use of the significant amount of public infrastructure immediately accessible in Clover Ridge Drive. The proposed townhome community with preserved open space is consistent with the Medium Density Residential and Open Space land use designations. The proximity of homes and the proposed amenity/gathering area will encourage and enhance community relations. And as mentioned, Lennar homes include quality materials including stone, vinyl, and LP in varying styles such as lap siding, shakes, and board and batten. The townhome buildings will be angled to create a pleasing coving effect and Lennar's anti-monotony code will offer additional variation through the use of multiple color packages.

- A Sense of Community and Small Town Values are Maintained

Adding new residents to this location is ideal from the standpoint of the broader community. These new residents will strengthen and add vibrancy to the nearby golf courses, restaurants, retail establishments, schools, and City parks and trail system. Downtown businesses are also likely to benefit from the addition of a new community within Chaska. The Pioneer Vista neighborhood will also form its own sense of community at the neighborhood level with the use of the community amenity area, trails, open space, and participation within the Pioneer Vista homeowners association.

- A Commitment to Excellence

  Excellence in Pioneer Vista will be evident in many ways:

  - A concept plan that considers the wetlands, open space, landscape buffering on the property.

- Views of the neighborhood from the surrounding streets and within the neighborhood.
- Attractiveness of the homes.
- Quality of home construction.

Schedule

Land development work could begin in Summer 2020 with construction on model homes beginning late Fall 2020. Ideally we would have a home ready for the Spring 2021 Parade of Homes. The overall project will likely be developed in one or two phases. In most cases we project sales at a rate of two homes per month. Therefore, based on the 54 homes the timeline for full occupancy would be approximately 24-30 months.

Lennar has a long standing history of building successful communities throughout the Twin Cities, including similar communities under development at Avonlea (Lakeville), Highlands of Falmoor Glen (Rosemount), Harvest Commons (Woodbury), and Rush Creek Commons (Maple Grove). We invite you to visit any of these communities and our website at https://www.lennar.com/new-homes/minnesota/minneapolis-st-paul. We look forward to working with the City of Chaska and thank the City for its support.

Regards,

Josh Metzer
Land Entitlement Manager
Lennar Minnesota

Dear Chair Dahlke and members of the Chaska Planning Commission,

Due to the site constraints (Pioneer Trail right-of-way setback, existing wetland, required wetland buffer) Lennar is proposing private streets which allow for reduced road width and right-of-way requirements, as well as reduced structure setbacks. This would allow us to preserve the wetland without impacting it. We also respectfully request sanitary sewer and water utilities be public (maintained by the City) for the following reasons:

- Serving townhome communities through private utilities is not standard practice for Lennar. We are actively building townhome communities in the Cities listed below and each one of them are developed on private streets with public sewer and water (maintained by the City).
  - Blaine
  - Cottage Grove
  - Dayton
  - Lakeville
  - Lino Lakes
  - Maple Grove
  - Medina
  - Prior Lake
  - Rogers
  - Rosemount
  - Victoria
  - Woodbury

- HOAs are not equipped with the expertise or organization to maintain sewer and water in the long term. We feel this would be setting up the HOA for failure.
- What happens in the scenario if within the first two or three years into the development of the community there is an issue with sanitary or water lines which requires repair or maintenance? The HOA will not yet have enough money in general fund to handle and respond to potential issues.
- Major fluctuations in home values can leave townhome HOA's susceptible to missed payments and foreclosures, as occurred in the mid 2000's. Sewer and Water are services that cannot be suspended, postponed, or shut off for lack of payment. Putting undo financial burden on an HOA is a major concern. If other developers have agreed to this condition they may be willing to kick the can down the road hoping there will not be future issues.
- If private utilities are required will the future townhome residents receive tax credits based on the long term maintenance for sewer & water?
- If private utilities are required Lennar be exempt from paying connection fees, or at most be required to pay just one connection fee since we would only be connecting to the public system at one location. Is this the intention?
- Through the years there have been a few Cities that have required utilities located under private streets be maintained as private utilities. Over time as issues have arisen these private utilities have eventually been permanently taken over by the municipality for permanent maintenance. History tells us HOAs are not equipped to maintain sewer and water utilities as they are a public health item that should be handled by the municipalities.
- The City would not ask the HOA to provide police or fire service. Public utilities should not be handled any different.

Lennar staff have extensive experience developing townhomes and working with management companies in the Twin Cities and the issues that can arise in townhome communities. We sincerely appreciate your consideration of this request.

Respectfully,

Josh Metzer
Land Entitlement Manager
Lennar

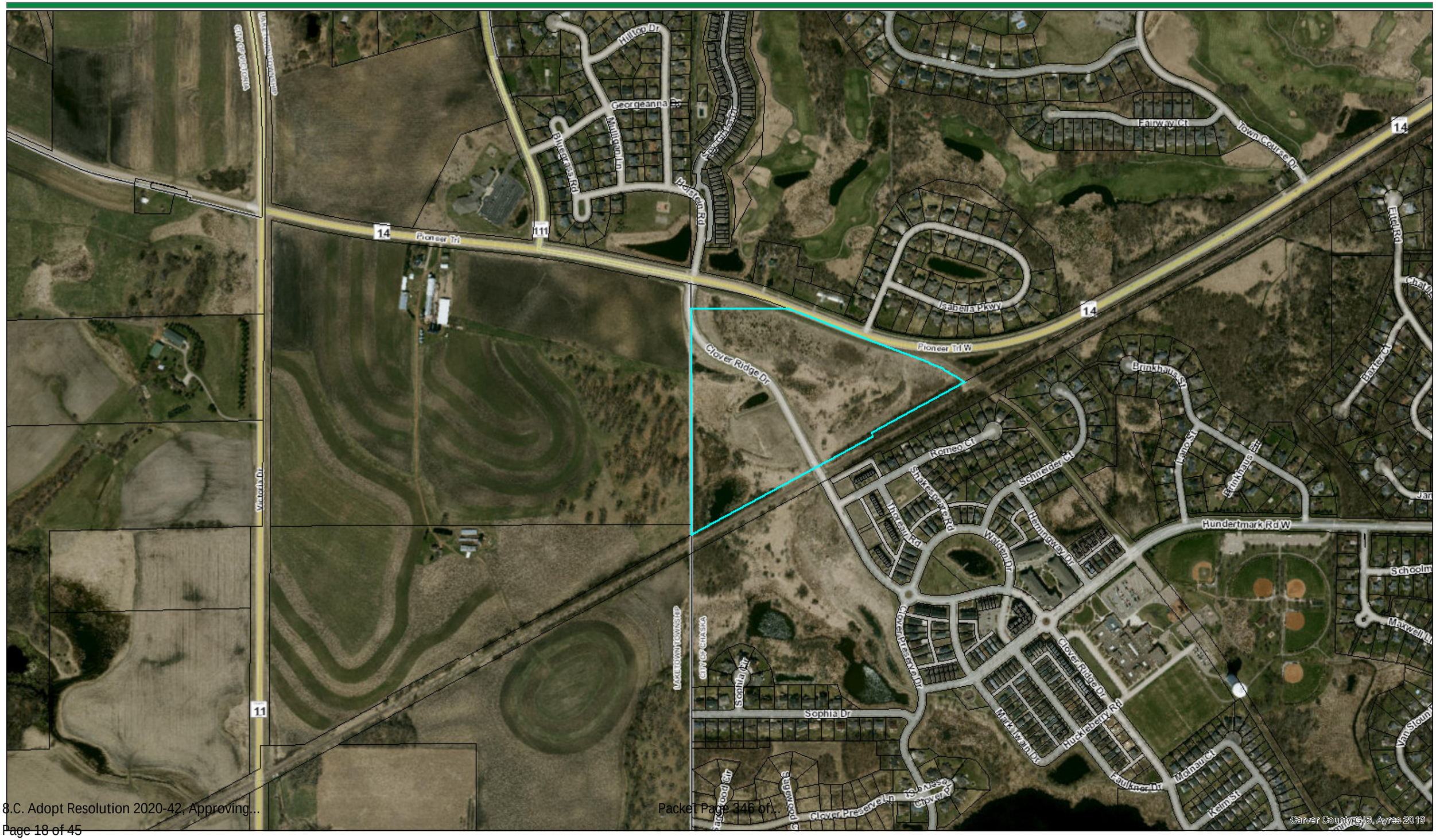
CITY OF CHASKA

Pioneer Vista - Aerial

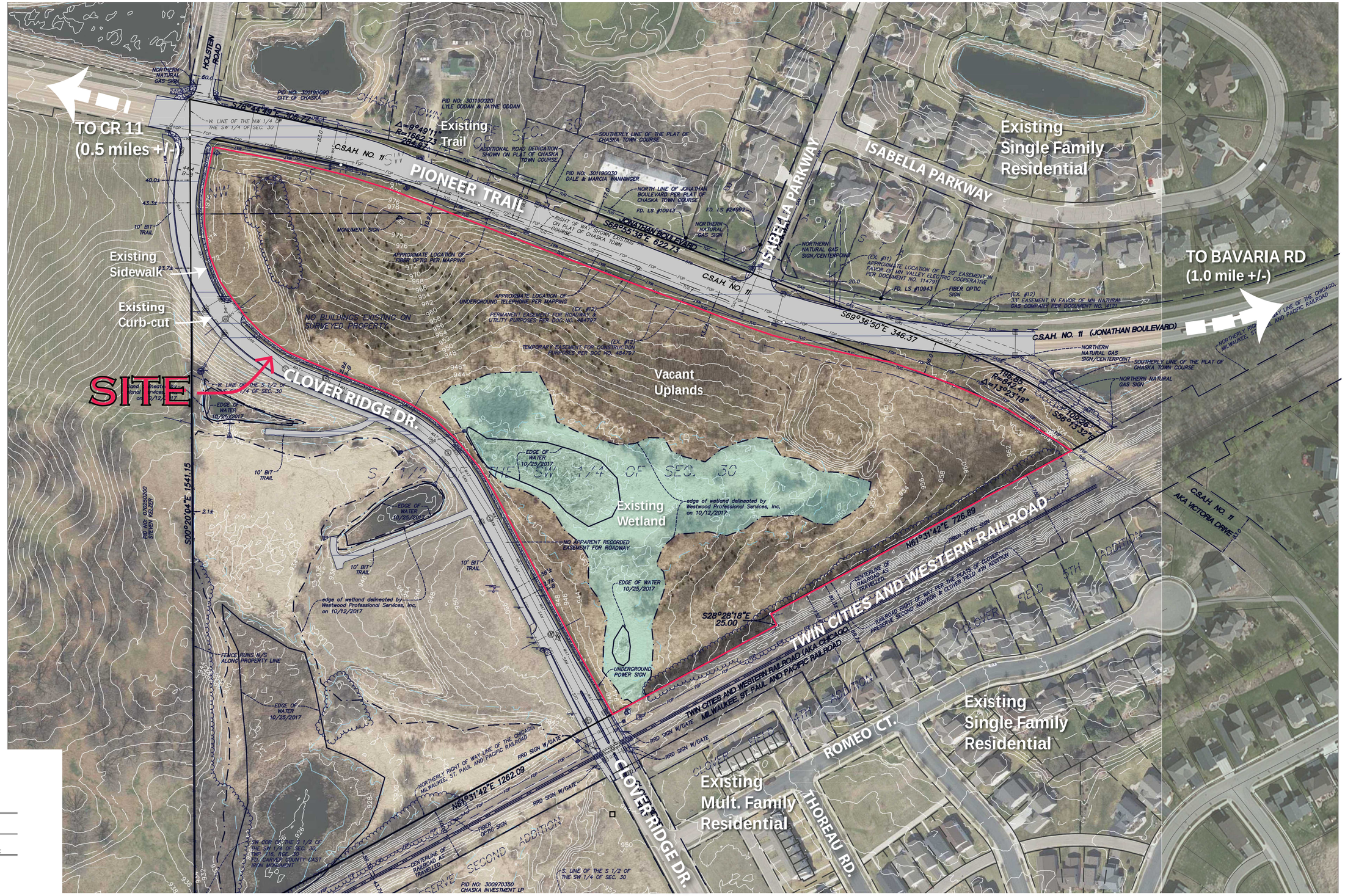
Date: 5/8/2020

0 0.0375 0.075 0.15 0.225 0.3 mi

N



Existing Conditions



Site Data

Gross Site Area:	**16.9 ac**
(As outlined)	
Existing Wetlands:	**3.7 ac**
Net Developable Area:	**13.2 ac**

Aerial photography from State of Minnesota;
Topography from State LIDAR

Westwood
Phone (952) 937-5150 12701 Whitewater Drive
Fax (952) 937-5822 Minnetonka, MN 55343
Westwood Professional Services, Inc.

LENNAR

2/26/2020 0026144

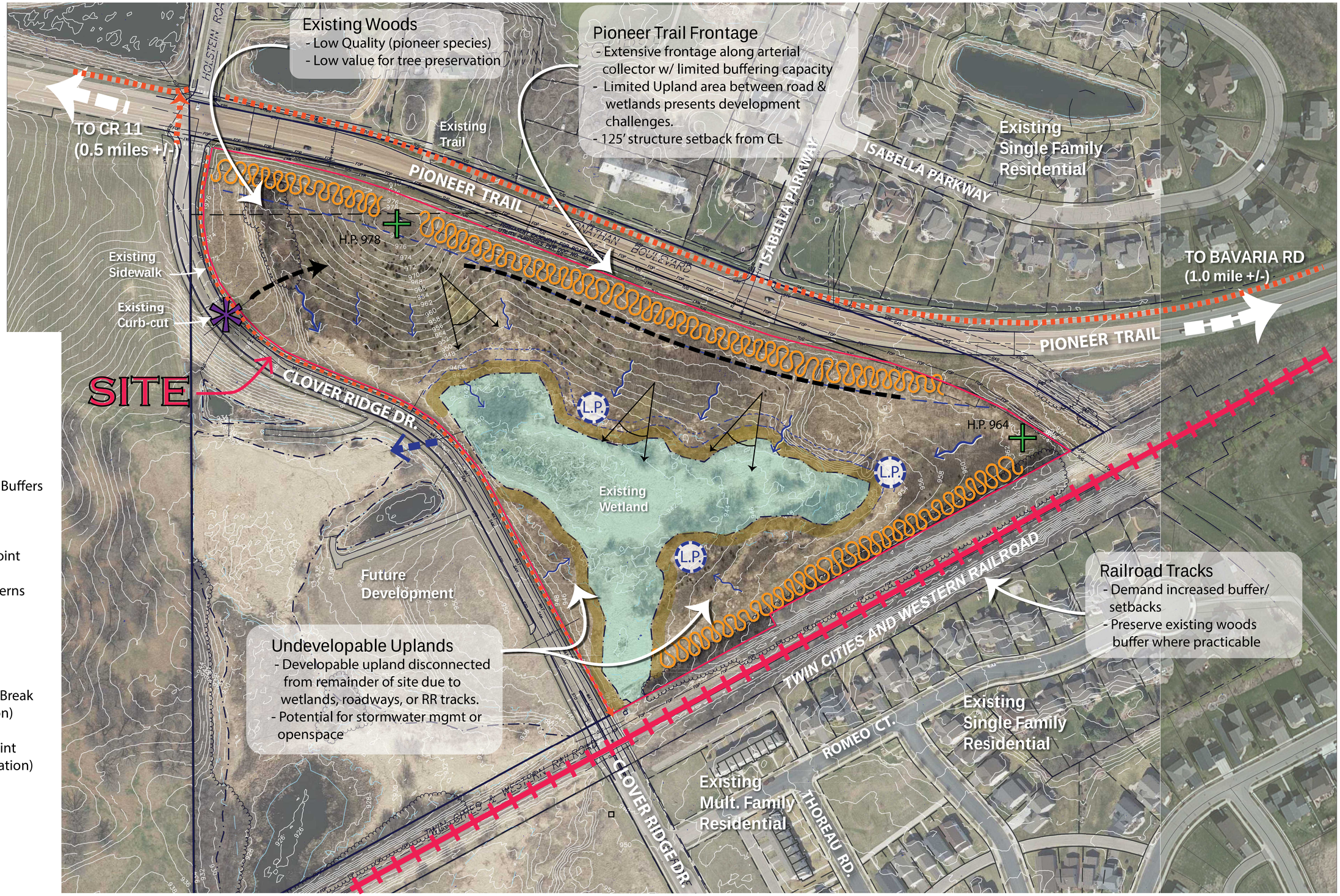
Pioneer Vista

Chaska, MN

0‘ 100‘ 200‘ 300‘

N

Site Forces



LEGEND

- Project Boundary
- Delineated Wetland & Buffers
- Potential Access Point
- Topographical High Point
- Existing Drainage Patterns
- Drainage Outlets
- Viewsheds
- Ridge Line / Drainage Break (Optimal Road Location)
- Topographical Low Point (Optimal Ponding Location)
- Railroad Tracks
- Buffer Demand
- Pedestrian Linkages

Westwood
Phone (952) 937-5150
Fax (952) 937-5822
12701 Whitewater Drive
Minnetonka, MN 55343
Westwood Professional Services, Inc.

LENNAR

2/26/2020

0026144

Pioneer Vista

Chaska, MN

0' 100' 200' 300'

N

Concept Sketch Plan



Concept Development Data

Existing Zoning:	**R- Rural**
Proposed Zoning:	**PRD**
Gross Site Area:	**16.9 ac.**
(Excludes CR 11 and Clover Ridge Drive R/W or easements)	
Existing Wetlands:	**3.7 ac**
Net Developable Area:	**13.2 ac**
Project Open Space:	**~6.8 ac**
(ponding & road buffers; excludes wetlands)	
Proposed Rowhomes:	**54 homes**
25' x 55' typical unit dimensions	
Net Density:	**4.1 un/ac**
54 units / 13.2 ac	

Aerial photography from State of Minnesota;
Topography from State LIDAR

Proposed PRD Multi-Family (TH) Development Standards

Front Setback from Exterior ROW:	*20' min. to Porch; 25' min. to primary bldg. face*
Building Setback to CR 11:	*125' to CL of CR 11*
Front Setback to Private Street B.O.C.	*22' min.*
Side Setback to Private Drive B.O.C.	*15' min. primary bldg to private drive*
Side Setbacks - Attached TH:	*20' min. (side to side)*
Bldg. Setback to Wetland Buffer:	*20' min.*
Private Street Widths:	*29' B -B in 30' Outlot*
Private Driveway Length:	*22' typ.*
Off-street Guest Parking required:	*27 stalls (0.5 stall/unit x 54 units)*

Westwood

Phone (952) 937-5150 12701 Whitewater Drive
Fax (952) 937-5822 Minnetonka, MN 55343
Westwood Professional Services, Inc.

LENNAR

2/26/2020 0026144

Pioneer Vista

Chaska, MN

0' 100' 200' 300'

N

©2017 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



PROPERTY DESCRIPTION

That part of the Northwest Quarter of the Southwest Quarter, and that part of the South Half of the Southwest Quarter of Section 30, and that part of the Northwest Quarter of the Northwest Quarter of Section 31, all in Township 116, Range 23, Carver County, Minnesota, which lies North of the northerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, and South of Chaska Town Course, according to the recorded plat thereof, Carver County, Minnesota.

GENERAL NOTES

1.) This survey was prepared using Carver County Abstract & Title Co., Inc. as issuing agent for Chicago Title Insurance Company, Title Commitment Number CA29978, having an effective date of September 27, 2017.

2.) Their is no address for the surveyed property. (Table A Item 2)

3.) The City of Chaska does not participate in the FEMA Flood Maps. (Table A Item 3)

4.) Subject property contains 1,492,060 Sq.Ft. or 34.253 acres. (Table A Item 4)

5.) Vertical Datum that was used on surveyed property is 1988NAVD in US Survey Feet. (Table A Item 5)

6.) No Zoning information provided by the client. (Table A Item 6 (a))

7.) The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities. (State One Call Ticket No. 173052453 & 173052452). (Table A Item 11)

8.) Bearings based on 1983NAD (1986adj) Carver County Coordinate System in US Survey Feet.

9.) No adjoiner deeds were provided by Title Company.

10.) Adjoining owners shown per Carver County parcel website

The following notes correspond to the numbering system of Schedule B of the above mentioned title commitment.

11.) Unconfined Easement for electric transmission purposes granted to Minnesota Valley Electric Cooperative as created in Easement, dated May 11, 1938, filed June 21, 1938, in Book 43 of Deeds on page 73. Released/Confined by Partial Releases files as Document Nos. 114791 and 320956. **LIES ON ADJACENT PROPERTY; AS SHOWN ON SURVEY**

12.) Easement for gas line purposes granted to Minnesota Natural Gas Company by Easement dated June 3, 1968, filed June 7, 1968, as Document No. 4121 in Book 94 of Deeds on pages 648-649. **LIES ON ADJACENT PROPERTY; AS SHOWN ON SURVEY.**

13.) Permanent Easement for Roadway and Utility Purposes dated May 21, 2009, as Document No. A484797 to City of Chaska. **LIES ON PROPERTY; AS SHOWN ON SURVEY**

14.) Subject to County Road No. 14 right of way over the Northerly 33 feet more or less, as disclosed on county maps. **IT APPEARS COUNTY ROAD NO. 11 RUNS ALONG THE NORTHEAST SIDE OF SUBJECT PROPERTY. SURVEYORS COULD NOT FIND ANY ROADS KNOWN AS COUNTY ROAD NO. 14 IN THIS AREA. THERE ARE MANY NAMES FOR THIS ROAD INCLUDING: VICTORIA DRIVE, PIONEER TRAIL, MARSH LAKE ROAD, JONATHAN BOULEVARD AND ALSO COUNTY ROAD NO. 11**

15.) Subject to Clover Ridge Drive right of way as disclosed on various county maps.

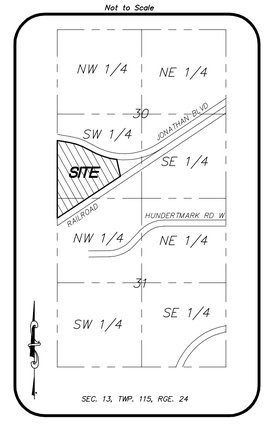
16.) Subject to the rights of the State of Minnesota an the Department of Natural Resources, if any, in an to the wetlands, as shown on available maps.

LEGEND

SANITARY MANHOLE	ELECTRIC METER	GAS METER	TELEPHONE BOX	BUSH/SHRUB	TELEPHONE OVERHEAD
SEWER CLEANOUT	ELECTRIC MANHOLE	STEEL/WOOD POST	TELEPHONE MANHOLE	WETLAND	TELEPHONE UNDERGROUND
STORM MANHOLE	ELECTRIC TOWER	SIGN-TRAFFIC/OTHER	CABLE TV BOX	TREE LINE	WATERMAIN
CATCH BASIN	GATE VALVE	SIGN-TRAFFIC/OTHER	TRAFFIC CONTROL BOX	CABLE TV	FENCE LINE
BEEHIVE CATCH BASIN	HYDRANT	MAIL BOX	HAND HOLE	GAS LINE	CURB & GUTTER
FLARED END SECTION	WATER METER	HANDICAPPED STALL	TRAFFIC LIGHT	POWER OVERHEAD	ACCESS CONTROL
POWER POLE	CURB STOP BOX	PERC TEST	STREET LIGHT	POWER UNDERGROUND	CONCRETE SURFACE
GUY WIRE	WATER MANHOLE	MONITORING WELL	CONIFEROUS TREE	SANITARY SEWER	BITUMINOUS SURFACE
ELECTRIC BOX	WELL	FIRE HOSE CONNECTION	DECIDUOUS TREE	STORM SEWER	GRAVEL SURFACE
CULVERT	SOIL BORING	FLOOD LIGHT	GAS VALVE	FIBER OPTIC	

Vicinity Map

Not to Scale



- Denotes Iron Monument Set
- Denotes Iron Monument Found
- Denotes Cast Iron Monument Found

CERTIFICATION

To Chaska Investment Limited Partnership and Carver County Abstract & Title Co., Inc., as issuing agent for Chicago Title Insurance Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 8, 11 and 13 of Table A thereof. The field work was completed on October 26, 2017.

November 7, 2017
Craig W. Morse — Date
Minnesota License No. 23021
craig.morse@westwoodps.com

0' 80' 160' 240'

Date: 11/7/2017 Sheet: 1 OF 1

0013251ATF01.dwg

Westwood
Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Toll Free (888) 937-5150 westwoodps.com
Westwood Professional Services, Inc.

Revisions:	
.	
.	
.	

Crew:	KJK
Checked:	CWM
Drawn:	SRS
Record Drawing by/date:	.

Prepared for:
Chaska Investment Limited Partnership
9531 West 78th Street, Suite 350
Eden Prairie, MN 55344

Bella Vista
Chaska, Minnesota

ALTA/NSPS Land Title Survey

©2017 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance



PROPERTY DESCRIPTION

That part of the Northwest Quarter of the Southwest Quarter, and that part of the South Half of the Southwest Quarter of Section 30, and that part of the Northwest Quarter of the Northwest Quarter of Section 31, all in Township 116, Range 23, Carver County, Minnesota, which lies North of the northerly right of way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad, and South of Chaska Town Course, according to the recorded plat thereof, Carver County, Minnesota.

LEGEND

SANITARY MANHOLE	ELECTRIC METER	GAS METER
SEWER CLEANOUT	ELECTRIC MANHOLE	STEEL/WOOD POST
STORM MANHOLE	ELECTRIC TOWER	SIGN–TRAFFIC/OTHER
CATCH BASIN	GATE VALVE	SIGN–TRAFFIC/OTHER
BEEHIVE CATCH BASIN	HYDRANT	MAIL BOX
FLARED END SECTION	WATER METER	HANDICAPPED STALL
POWER POLE	CURB STOP BOX	PERC TEST
GUY WIRE	WATER MANHOLE	MONITORING WELL
ELECTRIC BOX	WELL	FIRE HOSE CONNECTION
CULVERT	SOIL BORING	FLOOD LIGHT
TELEPHONE BOX	BUSH/SHRUB	TELEPHONE OVERHEAD
TELEPHONE MANHOLE	WETLAND	TELEPHONE UNDERGROUND
CABLE TV BOX	TREE LINE	WATERMAIN
TRAFFIC CONTROL BOX	CABLE TV	FENCE LINE
HAND HOLE	GAS LINE	CURB & GUTTER
TRAFFIC LIGHT	POWER OVERHEAD	ACCESS CONTROL
STREET LIGHT	POWER UNDERGROUND	CONCRETE SURFACE
CONIFEROUS TREE	SANITARY SEWER	BITUMINOUS SURFACE
DECIDUOUS TREE	STORM SEWER	GRAVEL SURFACE
GAS VALVE	FIBER OPTIC	

- Denotes Iron Monument Set
- Denotes Iron Monument Found
- Denotes Cast Iron Monument Found

0' 100' 200' 300'

Date: 11/7/2017 Sheet: 1 OF 1

0013251SKF01.dwg

Westwood

Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

Revisions:

Crew: .
Checked: CWM
Drawn: SRS
Record Drawing by/date:

Prepared for:
Chaska Investment Limited Partnership
9531 West 78th Street, Suite 350
Eden Prairie, MN 55344

Bella Vista

Chaska, Minnesota

Topographical Survey

©2017 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

HOLSTEIN ROAD

C.S.A.H. NO. 11

JONATHAN BOULEVARD

ISBELLA PARKWAY

C.S.A.H. NO. 11 (JONATHAN BOULEVARD)

C.S.A.H. NO. 11
AKA VICTORIA DRIVE

TWIN CITIES AND WESTERN RAILROAD (AKA CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

CLOVER RIDGE DRIVE

LEGEND

CONIFEROUS TREE

DECIDUOUS TREE

0' 80' 160' 240'

Date: 11/14/2017 Sheet: 1 OF 2

0013251TPP01.dwg

Westwood

Phone (952) 937-5150 7699 Anagram Drive
Fax (952) 937-5822 Eden Prairie, MN 55344
Toll Free (888) 937-5150 westwoodps.com

Westwood Professional Services, Inc.

Revisions:
-
-
-
-

Crew: -
Checked: RAH
Drawn: RAH
Record Drawing by/date: -

Prepared for:
Chaska Investment Limited Partnership
9531 West 78th Street, Suite 350
Eden Prairie, MN 55344

Bella Vista

Chaska, Minnesota

Tree Inventory

©2017 Westwood Professional Services, Inc.

Call 48 Hours before digging:
811 or call811.com
Common Ground Alliance

TAG#	SPECIES	DBH	MULTI-STEM	NORTHING	EASTING
5001	Box Elder	6		4963584.5	449272
5002	Box Elder	7		4963579.9	449273.3
5003	Box Elder	14	x	4963578.5	449273.5
5004	Box Elder	12	pd-2nd trunk 80%	4963578	449273.7
5005	American Elm	8		4963574	449278.1
5006	American Elm	8		4963573.8	449279.2
5007	American Elm	6		4963572.4	449281.5
5008	American Elm	6		4963570	449284
5009	American Elm	6		4963569.5	449281.6
5010	Box Elder	7	x	4963566.2	449284.6
5011	American Elm	12		4963563.9	449281.8
5012	Box Elder	6		4963564.5	449285
5013	American Elm	6		4963561.4	449286.5
5014	Box Elder	8		4963557.9	449281.5
5015	American Elm	8		4963551.4	449283.5
5016	Box Elder	9		4963547.2	449286.3
5017	Box Elder	10		4963545	449287.9
5018	Box Elder	9		4963542.5	449289.7
5019	Box Elder	10	x	4963539	449296.2
5020	Box Elder	8		4963533	449298.4
5021	Box Elder	9		4963531.2	449295.1
5022	Box Elder	8		4963529	449295.4
5023	Box Elder	7		4963528.2	449296.2
5024	Box Elder	18	pd-50%	4963511.9	449309.6
5025	Eastern Red Cedar	1		4963534	449308.7
5026	Eastern Red Cedar	1		4963534.4	449310.7
5027	Eastern Red Cedar	1		4963535.1	449311.1
5028	Eastern Red Cedar	1		4963535.5	449310.4
5029	Eastern Red Cedar	1		4963537.6	449310
5030	Eastern Red Cedar	1		4963551.7	449303.3
5031	American Elm	8		4963548.9	449296.8
5032	Eastern Red Cedar	1		4963558.9	449298.5
5033	American Elm	8		4963559.2	449295.3
5034	American Elm	6		4963575.8	449283.4
5035	American Elm	6		4963578.4	449280.7
5036	Box Elder	9	pd-Woodpecker damage	4963579.1	449283.8
5037	Box Elder	7	pd-Tree fell on it	4963581.5	449284.4
5038	Box Elder	8		4963585.5	449284.2
5039	Box Elder	8		4963587.4	449285
5040	Box Elder	9		4963589.6	449283.4
5041	Box Elder	9		4963592.3	449283.2
5042	Box Elder	12		4963595	449278
5043	Box Elder	8		4963598.1	449283.9
5044	Eastern Red Cedar	1		4963583.8	449299.6
5045	Eastern Red Cedar	1		4963584.2	449300.2
5046	Eastern Red Cedar	1		4963569.5	449308.2
5047	Eastern Red Cedar	1		4963564.3	449311
5048	Eastern Red Cedar	3		4963560.7	449313
5049	Eastern Red Cedar	1		4963558.2	449313.5
5050	Eastern Red Cedar	2		4963550.1	449316.9
5051	Eastern Red Cedar	1		4963549.4	449310.9
5052	Eastern Red Cedar	1		4963543.8	449312.6
5053	Eastern Red Cedar	2		4963539.5	449319
5054	Eastern Red Cedar	1		4963533.8	449322.4
5055	Eastern Red Cedar	2		4963528.5	449321.7
5056	Eastern Red Cedar	1		4963528.3	449321.8
5057	Eastern Red Cedar	2		4963526.8	449328.6
5058	Eastern Red Cedar	2		4963519	449325.6
5059	Eastern Red Cedar	2		4963515.2	449331.6
5060	Eastern Red Cedar	1		4963514.5	449332.4
5061	Eastern Red Cedar	1		4963507.7	449331.4
5062	Eastern Red Cedar	3		4963500.1	449337.6
5063	Eastern Red Cedar	2		4963500.2	449345.5
5064	Eastern Red Cedar	2		4963505.6	449349.6
5065	Eastern Red Cedar	1		4963506.2	449350.4
5066	Eastern Red Cedar	1		4963506.2	449350.6
5067	Eastern Red Cedar	1		4963505.8	449353.3
5068	Eastern Red Cedar	1		4963508.4	449355.9
5069	Eastern Red Cedar	1	x	4963511.4	449352.4
5070	Eastern Red Cedar	1		4963510	449350.4
5071	Eastern Red Cedar	1		4963509.4	449349.3
5072	Eastern Red Cedar	2		4963515.1	449350
5073	Eastern Red Cedar	2		4963517.6	449348.9
5074	Eastern Red Cedar	1		4963517.2	449345.8
5075	Eastern Red Cedar	1		4963521.2	449343.8
5076	Eastern Red Cedar	1	x	4963518	449336.2
5077	Eastern Red Cedar	1		4963517.6	449336.3
5078	Eastern Red Cedar	1		4963530.4	449343.2
5079	Eastern Red Cedar	1		4963532.4	449341.5
5080	Eastern Red Cedar	2		4963536	449339
5081	Eastern Red Cedar	2		4963540.5	449335.1
5082	Eastern Red Cedar	1		4963542.3	449335.5
5083	Eastern Red Cedar	1		4963548.2	449333.9
5084	Eastern Red Cedar	2		4963548.8	449334
5085	Eastern Red Cedar	2	x	4963549.3	449331
5086	Eastern Red Cedar	1		4963548.9	449328.6
5087	Eastern Red Cedar	1		4963555.3	449320.7
5088	Eastern Red Cedar	2		4963559.5	449318.2
5089	Eastern Red Cedar	1		4963558.7	449319.5
5090	Eastern Red Cedar	2		4963561.6	449318
5091	Eastern Red Cedar	1	bd-10%	4963567.2	449317.5
5092	Eastern Red Cedar	1		4963568.3	449315.2
5093	Eastern Red Cedar	1		4963572.9	449314.4
5094	Eastern Red Cedar	1		4963575.8	449320.1
5095	Eastern Red Cedar	1		4963574.4	449320.1
5096	Eastern Red Cedar	1		4963574	449320
5097	Eastern Red Cedar	1		4963571.7	449319.3
5098	Eastern Red Cedar	1		4963567.7	449320.5
5099	Eastern Red Cedar	1		4963565.7	449323.4
5100	Eastern Red Cedar	1		4963558	449322.6
5101	Eastern Red Cedar	1		4963566.7	449327.8
5102	Eastern Red Cedar	1		4963566.7	449328
5103	Eastern Red Cedar	1	bd-5%	4963575.6	449325.8
5104	Eastern Red Cedar	1	x	4963581.1	449326.6
5105	Eastern Red Cedar	1		4963574.5	449334.9
5106	Eastern Red Cedar	1		4963573.3	449337.2
5107	Eastern Red Cedar	1		4963572.4	449337.9
5108	Eastern Red Cedar	1		4963571	449340.2
5109	Eastern Red Cedar	1		4963569.5	449339.8
5110	Eastern Red Cedar	1		4963568.3	449340.2
5111	Eastern Red Cedar	1		4963563.4	449339.7
5112	Eastern Red Cedar	1		4963562.2	449332.4
5113	Eastern Red Cedar	1		4963560.3	449331.9

TAG#	SPECIES	DBH	MULTI-STEM	NORTHING	EASTING
5113	Eastern Red Cedar	1		4963560.3	449331.9
5114	Eastern Red Cedar	1		4963558.7	449329.9
5115	Eastern Red Cedar	1	x	4963559.2	449334.9
5116	Eastern Red Cedar	1		4963556.8	449334.9
5117	Eastern Red Cedar	1		4963554.1	449335.2
5118	Eastern Red Cedar	1		4963539.3	449340.6
5119	Eastern Red Cedar	1		4963537.8	449343.5
5120	Eastern Red Cedar	1		4963534.5	449349
5121	Eastern Red Cedar	1		4963530.4	449351.6
5122	Eastern Red Cedar	1		4963528.7	449350
5123	Eastern Red Cedar	2		4963526.8	449353.6
5124	Eastern Red Cedar	2		4963523.8	449358.7
5125	Eastern Red Cedar	2		4963518.7	449371.7
5126	Eastern Red Cedar	1		4963519.4	449371.7
5127	Eastern Red Cedar	2		4963512.4	449373.3
5128	Eastern Red Cedar	1		4963511.7	449374.5
5129	Eastern Red Cedar	1		4963506.8	449376.3
5130	Eastern Red Cedar	2		4963505.3	449368.3
5131	Eastern Red Cedar	2	bd-10%	4963500	449363.5
5132	Eastern Red Cedar	2		4963495	449362.8
5133	Eastern Red Cedar	1		4963497.5	449368.1
5134	Eastern Red Cedar	1		4963494.9	449369
5135	Eastern Red Cedar	2		4963498.5	449375.8
5136	Cottonwood	6		4963486.6	449402.4
5137	Cottonwood	9		4963487.1	449405.4
5138	Cottonwood	10		4963470.4	449396.4
5139	Slippery Elm	6		4963458.1	449429.8
5140	Box Elder	8		4963458.2	449421.1
5141	Box Elder	6		4963457.9	449412.9
5142	Black Willow	8		4963439.5	449401.3
5143	Box Elder	10		4963382.3	449478.6
5144	American Elm	11		4963378.7	449484.9
5145	Box Elder	7		4963372.9	449486.4
5146	Box Elder	6		4963345.9	449491.9
5147	Eastern Red Cedar	1		4963348.2	449509
5148	Eastern Red Cedar	2		4963354.9	449514
5149	Eastern Red Cedar	1		4963355.7	449513.8
5150	Eastern Red Cedar	1		4963358.5	449517.1
5151	Eastern Red Cedar	1		4963359.1	449519.9
5152	Eastern Red Cedar	1		4963362.4	449522.9
5153	Eastern Red Cedar	1		4963365.5	449521.4
5154	Eastern Red Cedar	2		4963362.5	449523.6
5155	Eastern Red Cedar	1		4963361.6	449524.9
5156	Eastern Red Cedar	2		4963361.8	449527.8
5157	Eastern Red Cedar	1		4963367.7	449526.3
5158	Eastern Red Cedar	2		4963369.8	449533
5159	Eastern Red Cedar	1		4963370.8	449535.2
5160	Eastern Red Cedar	1		4963359.9	449536.9
5161	Eastern Red Cedar	1		4963358	449536.5
5162	Eastern Red Cedar	2		4963375.2	449543.7
5163	Eastern Red Cedar	2		4963380.6	449542.7
5164	Eastern Red Cedar	2		4963379.6	449548.3
5165	Eastern Red Cedar	2		4963375.9	449548.9
5166	Eastern Red Cedar	1		4963382.3	449552.8
5167	Black Willow	11	x	4963395.7	449524.3
5168	Black Willow	19	x	4963402.5	449537.8
5169	Black Willow	16	x	4963403.2	449545.5
5170	Black Willow	12		4963403.8	449549.3
5171	Black Willow	8		4963406.8	449546.8
5172	Black Willow	10		4963406.4	449548.4
5173	Black Willow	12		4963403.2	449549.1
5174	Black Willow	14		4963403.9	449550.4
5175	Black Willow	10		4963402.9	449552.1
5176	Black Willow	14		4963406.5	449552.1
5177	Black Willow	16	x	4963411.9	449557.7
5178	Box Elder	12	x	4963422.3	449540.2
5179	Box Elder	7		4963424.7	449524.5
5180	Box Elder	6		4963431.2	449514.1
5181	Box Elder	6		4963432.1	449516.1
5182	Box Elder	6		4963432.6	449514.4
5183	Box Elder	8		4963435	449518.6
5184	Box Elder	8		4963434.2	449502.5
5185	Box Elder	12	x	4963432.1	449498
5186	Box Elder	12		4963436	449493.3
5187	Box Elder	12		4963438.6	449486.9
5188	Eastern Red Cedar	1		4963479.8	449483.2
5189	Eastern Red Cedar	1		4963483.1	449475.7
5190	Eastern Red Cedar	1		4963485.9	449471.9
5191	Eastern Red Cedar	2		4963489	449473
5192	Eastern Red Cedar	1		4963490.8	449467.3
5193	Eastern Red Cedar	1		4963485.4	449462
5194	Eastern Red Cedar	1		4963491.1	449452.7
5195	Eastern Red Cedar	1		4963489.9	449451.3
5196	Eastern Red Cedar	1		4963492.4	449450.6
5197	Eastern Red Cedar	1		4963496.9	449450.2
5198	Eastern Red Cedar	2		4963496.4	449452.4
5199	Eastern Red Cedar	2		4963501	449456.7
5200	Eastern Red Cedar	1		4963501.3	449456.7
5201	Eastern Red Cedar	1		4963506.6	449455.5
5202	Eastern Red Cedar	1		4963509	449454
5203	Eastern Red Cedar	1		4963507.7	449452.3
5204	Eastern Red Cedar	1		4963506.6	449447.9
5205	Eastern Red Cedar	1		4963508.2	449446.8
5206	Eastern Red Cedar	1		4963506.3	449445.6
5207	Eastern Red Cedar	1		4963506	449445
5208	Eastern Red Cedar	2		4963556	449344.5
5209	Eastern Red Cedar	1		4963560.5	449345.5
5210	Eastern Red Cedar	1		4963562	449345.1
5211	Eastern Red Cedar	1		4963562.1	449344.3
5212	Eastern Red Cedar	1		4963562.1	449343
5213	Eastern Red Cedar	1		4963571.4	449343.5
5214	Eastern Red Cedar	1		4963572.7	449342.3
5215	Eastern Red Cedar	1		4963574.1	449342.5
5216	Eastern Red Cedar	1		4963571.5	449354.9
5217	Eastern Red Cedar	1		4963570.5	449357.5
5218	Eastern Red Cedar	1		4963565.6	449355.2
5219	Eastern Red Cedar	1		4963564.4	449356.9
5220	Eastern Red Cedar	1		4963561.5	449358
5221	Eastern Red Cedar	2		4963561.2	449358.4
5222	Eastern Red Cedar	1		4963559.5	449360.1
5223	Eastern Red Cedar	1		4963561.3	449349
5224	Eastern Red Cedar	1		4963551.3	449354.1
5225	Eastern Red Cedar	2		4963549.2	449352.6
5226	Eastern Red Cedar	1		4963548.3	449351.1
5227	Eastern Red Cedar	1		4963548	449348.6

TAG#	SPECIES	DBH	MULTI-STEM	NORTHING	EASTING
5228	Eastern Red Cedar	1		4963546.9	449349.4
5229	Eastern Red Cedar	2		4963545.1	449350.2
5230	Eastern Red Cedar	1		4963546.4	449351
5231	Eastern Red Cedar	1		4963542.8	449350
5232	Eastern Red Cedar	2		4963544.9	449351.9
5233	Eastern Red Cedar	3		4963545.3	449353.3
5234	Eastern Red Cedar	1		4963545.2	449357.6
5235	Eastern Red Cedar	1		4963544.5	449355.9
5236	Eastern Red Cedar	1		4963543.3	449356.4
5237	Eastern Red Cedar	2		4963542.3	449357.3
5238	Eastern Red Cedar	1		4963539.5	449355.8
5239	Eastern Red Cedar	1		4963540.7	449353.6
5240	Eastern Red Cedar	1		4963538.6	449361.2
5241	Eastern Red Cedar	2		4963533.3	449361.4
5242	Eastern Red Cedar	1		4963526.2	449365.6
5243	Eastern Red Cedar	1		4963529.4	449367
5244	Eastern Red Cedar	1		4963530	449370.9
5245	Eastern Red Cedar	2		4963533.7	449370.8
5246	Eastern Red Cedar	1		4963535.3	449369.2
5247	Eastern Red Cedar	1		4963537	449369.3
5248	Eastern Red Cedar	2		4963544.2	449361
5249	Eastern Red Cedar	1		4963548.2	449361.3
5250	Eastern Red Cedar	1		4963549.1	449358.7
5251	Eastern Red Cedar	2		4963550.3	449359.9
5252	Eastern Red Cedar	1		4963567.6	449365.2
5253	Eastern Red Cedar	1		4963566.6	449366.6
5254	Eastern Red Cedar	1		4963567	449371.7
5255	Eastern Red Cedar	1		4963559.3	449368
5256	Eastern Red Cedar	1		4963566.9	449365.6
5257	Eastern Red Cedar	1		4963547.9	449365.8
5258	Eastern Red Cedar	1		4963546.9	449368.9
5259	Eastern Red Cedar	1		4963546.2	449369.4
5260	Eastern Red Cedar	1		4963545.9	449368.7
5261	Eastern Red Cedar	2		4963544.3	449368.6
5262	Eastern Red Cedar	1		4963544.2	449371.6
5263	Eastern Red Cedar	1		4963547.2	449371.2
5264	Eastern Red Cedar	1	x	4963547.2	449370.1
5265	Eastern Red Cedar	1		4963550.7	449372.4
5266	Eastern Red Cedar	1		4963552.9	449374.7
5267	Eastern Red Cedar	1		4963549.5	449381.4
5268	Eastern Red Cedar	1		4963549.2	449382.1
5269	Eastern Red Cedar	1		4963550.1	449382.9
5270	Eastern Red Cedar	1		4963551.8	449383.7
5271	Eastern Red Cedar	2		4963554	449388
5272	Eastern Red Cedar	1		4963554.6	449387.7
5273	Eastern Red Cedar	1		4963556.8	449387.4
5274	Eastern Red Cedar	1	pd-5%	4963561.9	449388.5
5275	Eastern Red Cedar	2		4963558.6	449395.2
5276	Eastern Red Cedar	2		4963548.6	449401.9
5277	Eastern Red Cedar	1		4963542.2	449403
5278	Eastern Red Cedar	1		4963540.8	449401.4
5279	Eastern Red Cedar	3		4963537.8	449399.7
5280	Eastern Red Cedar	2		4963540.5	449396.4
5281	Eastern Red Cedar	1		4963541.7	449396.8
5282	Eastern Red Cedar	2		4963532.9	449389.3
5283	Eastern Red Cedar	2		4963534	449386.3
5284	Eastern Red Cedar	1		4963535.8	449383.5
5285	Eastern Red Cedar	2		4963536.7	449385
5286	Eastern Red Cedar	1		4963541.1	449385.3
5287	Eastern Red Cedar	2		4963540.3	449385.4
5288	Eastern Red Cedar	1		4963540.3	449383.8
5289	Eastern Red Cedar	1		4963540.2	449381.4
5290	Eastern Red Cedar	2		4963542.1	449380.8
5291	Eastern Red Cedar	1	x	4963542.8	449378.3
5292	Eastern Red Cedar	1		4963543.7	449377.7
5293	Eastern Red Cedar	1		4963544.1	449377.4
5294	Eastern Red Cedar	1		4963546	449379.2
5295	Eastern Red Cedar	2	x	4963545.7	449377
5296	Eastern Red Cedar	1		4963546.6	449376.8
5297	Eastern Red Cedar	1		4963546.2	449374.4
5298	Eastern Red Cedar	1		4963546	449375
5299	Eastern Red Cedar	1		4963546.7	449375.2
5300	Eastern Red Cedar	1	x	4963545.8	449375
5301	Eastern Red Cedar	1		4963546.9	449373.9
5302	Eastern Red Cedar	1	x	4963547.3	449373.4
5303	Eastern Red Cedar	1		4963547.2	449372.7
5304	Eastern Red Cedar	1	x	4963546.2	449372.3
5305	Eastern Red Cedar	1	x	4963545.1	449372.5
5306	Eastern Red Cedar	1		4963545	449373.2
5307	Eastern Red Cedar	1		4963544.7	449374
5308	Eastern Red Cedar	1		4963542.7	449376.2
5309	Eastern Red Cedar	1		4963535	449380
5310	Eastern Red Cedar	2		4963533.7	449379.1
5311	Eastern Red Cedar	2		4963530	449387.3
5312	Eastern Red Cedar	2		4963525.2	449388.5
5313	Eastern Red Cedar	2		4963516.3	449384.1
5314	Eastern Red Cedar	2	x	4963515.4	449388
5315	Eastern Red Cedar	2		4963512.8	449391.5
5316	Eastern Red Cedar	2		4963507.2	449390.2
5317	Eastern Red Cedar	1	x	4963509.5	449394.5
5318	Eastern Red Cedar	2		4963509.4	449396.3
5319	Eastern Red Cedar	1		4963508.8	449396.2
5320	Eastern Red Cedar	2		4963511	449395.4
5321	Eastern Red Cedar	3		4963510.7	449398.6
5322	Eastern Red Cedar	3		4963510.3	449400.8
5323	Eastern Red Cedar	3		4963517	449400.6
5324	Eastern Red Cedar	1		4963517.7	449395.7
5325	Eastern Red Cedar	2		4963516.7	449395.4
5326	Eastern Red Cedar	1		4963519.5	449401.6
5327	Eastern Red Cedar	1	x	4963519.3	449403.1
5328	Eastern Red Cedar	2		4963512.3	449404.6
5329	Eastern Red Cedar	1		4963509.1	449404.4
5330	Eastern Red Cedar	1		4963503.6	449398.6
5331	Eastern Red Cedar	1		4963500.1	449401.6
5332	Eastern Red Cedar	1		4963501.6	449405.1
5333	Cottonwood	6		4963519.9	449413.1
5334	Black Willow	6		4963516.5	449416.1
5335	Eastern Red Cedar	1		4963533.9	449399.3
5336	Cottonwood	6		4963541.9	449415.2
5337	Cottonwood	6		4963536.4	449415.6
5338	Cottonwood	7		4963536	449419
5339	Cottonwood	6		4963538.3	449420.4
5340	Eastern Red Cedar	1		4963544.6	449420.4
5341	Eastern Red Cedar	1		4963547.8	449428.8

TAG#	SPECIES	DBH	MULTI-STEM	NORTHING	EASTING
5342	Eastern Red Cedar	1		4963535.2	449430.1
5343	Eastern Red Cedar	2		4963534.8	449430.5
5344	Eastern Red Cedar	1		4963534.3	449432.3
5345	Eastern Red Cedar	1		4963530.2	449441.7
5346	Eastern Red Cedar	1		4963534.8	449446.4
5347	Eastern Red Cedar	1		4963523.7	449443.1
5348	Eastern Red Cedar	1		4963522.8	449432.8
5349	Eastern Red Cedar	1		4963526.5	449432.8
5350	Eastern Red Cedar	2		4963530.4	449426.6
5351	Eastern Red Cedar	1		4963524.3	449432.1
5352	Eastern Red Cedar	3		4963520.6	449432.9
5353	Eastern Red Cedar	1		4963519.3	449434.9
5354	Eastern Red Cedar	1		4963519.4	449438.8
5355	Eastern Red Cedar	2		4963517	449441.2
5356	Eastern Red Cedar	1		4963517	449438.6
5357	Eastern Red Cedar	1		4963513.5	449439.9
5358	Eastern Red Cedar	2		4963515.9	449446.3
5359	Eastern Red Cedar	1		4963525.2	449395.7
5360	Eastern Red Cedar	1		4963523.4	449449.4
5361	Eastern Red Cedar	1		4963522.4	449456.4
5362	Eastern Red Cedar	2		4963525.6	449461.6
5363	Eastern Red Cedar	2		4963519.3	449462.6
5364	Eastern Red Cedar	2		4963513.8	449459.2
5365	Eastern Red Cedar	1		4963513.3	449453.8
5366	Eastern Red Cedar	2		4963514	449452.1
5367	Eastern Red Cedar	2		4963510.6	449458.2
5368	Eastern Red Cedar	2		4963514.2	449462.3
5369	Eastern Red Cedar	2		4963513.2	449476.8
5370	Eastern Red Cedar	2	x	4963510.2	449475.5
5371	Eastern Red Cedar	2		4963503.5	449476
5372	Eastern Red Cedar	2		4963502.4	449473
5373	Eastern Red Cedar	2	x	4963503.9	449473.2
5374	Eastern Red Cedar	2		4963501.7	449472.2
5375	Eastern Red Cedar	1		4963496.4	449476.6
5376	Eastern Red Cedar	2		4963495.2	449444.1
5377	Eastern Red Cedar	2		4963496.9	449442.8
5378	Eastern Red Cedar	1		4963499	449444.3
5379	Eastern Red Cedar	1		4963507	449438
5380	Box Elder	6		4963301.1	449505.7
5381	American Elm	9		4963316.2	449528.2
5382	Box Elder	10		4963315	449528.4
5383	Box Elder	6		4963321	449536.5
5384	Eastern Red Cedar	1		4963327.4	449541.8
5385	Box Elder	6		4963324.3	449542.7
5386	Ash	7		4963325.5	449549.1
5387	Ash	6		4963324.4	449548.9
5388	Ash	6		4963323.7	449551.8
5389	Ash	6		4963324.9	449552.5
5390	Ash	11		4963331.8	449555.2
5391	Box Elder	8		4963335.3	449563.7
5392	Ash	9		4963340.5	449571.4
5393	Eastern Red Cedar	1		4963377.7	449584.8
5394	Eastern Red Cedar	2	x	4963381.4	449589.7
5395	Eastern Red Cedar	1		4963389.2	449596.1
5396	Eastern Red Cedar	1		4963391.7	449602.6
5397	Eastern Red Cedar	1		4963379.4	449626
5398	Slippery Elm	6		4963372.4	449623.2
5399	Eastern Red Cedar	1		4963381.9	449632.2
5400	Eastern Red Cedar	1		4963384.6	449636.1
5401	Eastern Red Cedar	1		4963384.4	449636.5
5402	Eastern Red Cedar	2		4963396.5	449647.8
5403	American Elm	16		4963386.3	449648.7
5404	American Elm	10		4963384.8	449647.2
5405	Eastern Red Cedar	1		4963404.4	449661.8
5406	Eastern Red Cedar	1		4963408.6	449662.5
5407	Eastern Red Cedar	1		4963411.2	449665.3
5408	Eastern Red Cedar	1		4963415.8	449676.3
5409	Eastern Red Cedar	2		4963420.7	449683
5410	Eastern Red Cedar	1		4963420.7	449687
5411	Eastern Red Cedar	1		4963421.7	449688.8
5412	Ash	8		4963411.3	449695.6
5413	Ash	8		4963411.7	449696.6
5414	Ash	8		4963411.8	449697
5415	Eastern Red Cedar	1		4963425.9	449697.9
5416	American Elm	12		4963428.1	449729
5417	Box Elder	26	x	4963484.1	449239.1
5418	American Elm	13		4963482	449235.8
5419	American Elm	10		4963464.8	449237.5
5420	Box Elder	8		4963464.1	449234.7
5421	Black Willow	9		4963458	449267.4
5422	Black Willow	7		4963457.9	449276.5
5423	Black Willow	6		4963454.8	449284.3
5424	Box Elder	10		4963447.5	449276.8
6001	Box Elder	6		4963448.5	449280.3
6002	Box Elder	11		4963448.9	449282.6
6003	Box Elder	6		4963450.3	449283.5
6004	Box Elder	7		4963450.1	449284.2
6005	Box Elder	8		4963446.3	449285.8
6006	Box Elder	0		4963448.7	449286.2
6007	Box Elder	10		4963448.5

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Richmond EI



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate certainty. Square sizes may vary from home to home and may not accommodate all vehicles. Visit Lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26961) 12/19

EQUAL HOUSING OPPORTUNITY

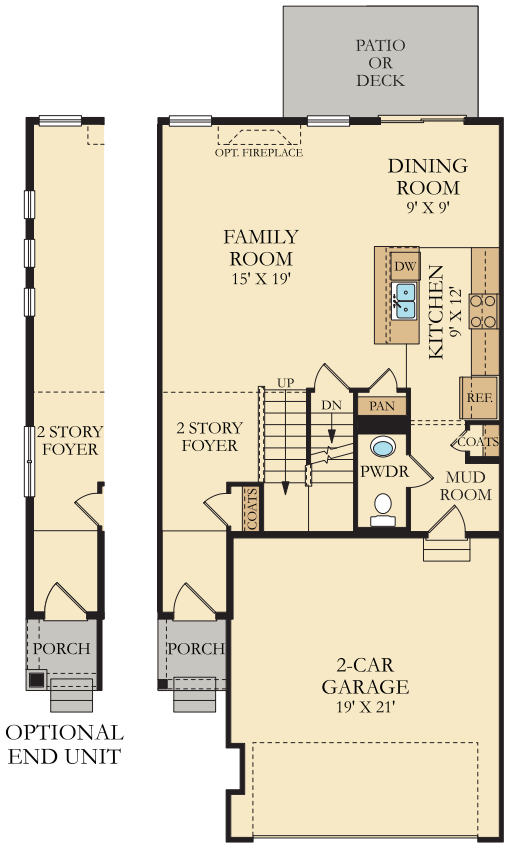
LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

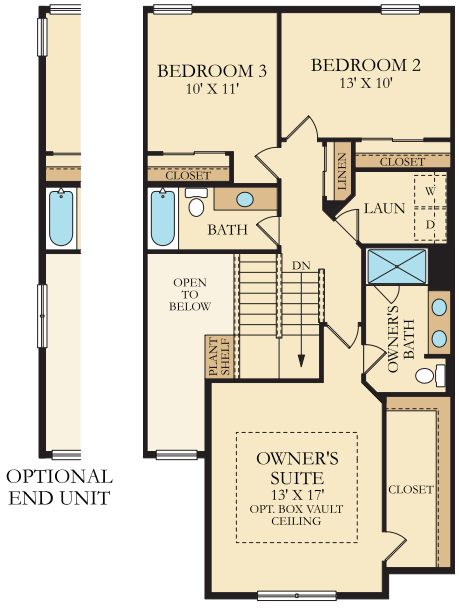
1,719 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 3 Bathrooms
- 2 Car Garage

The Richmond EI



Main Level



Upper Level

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

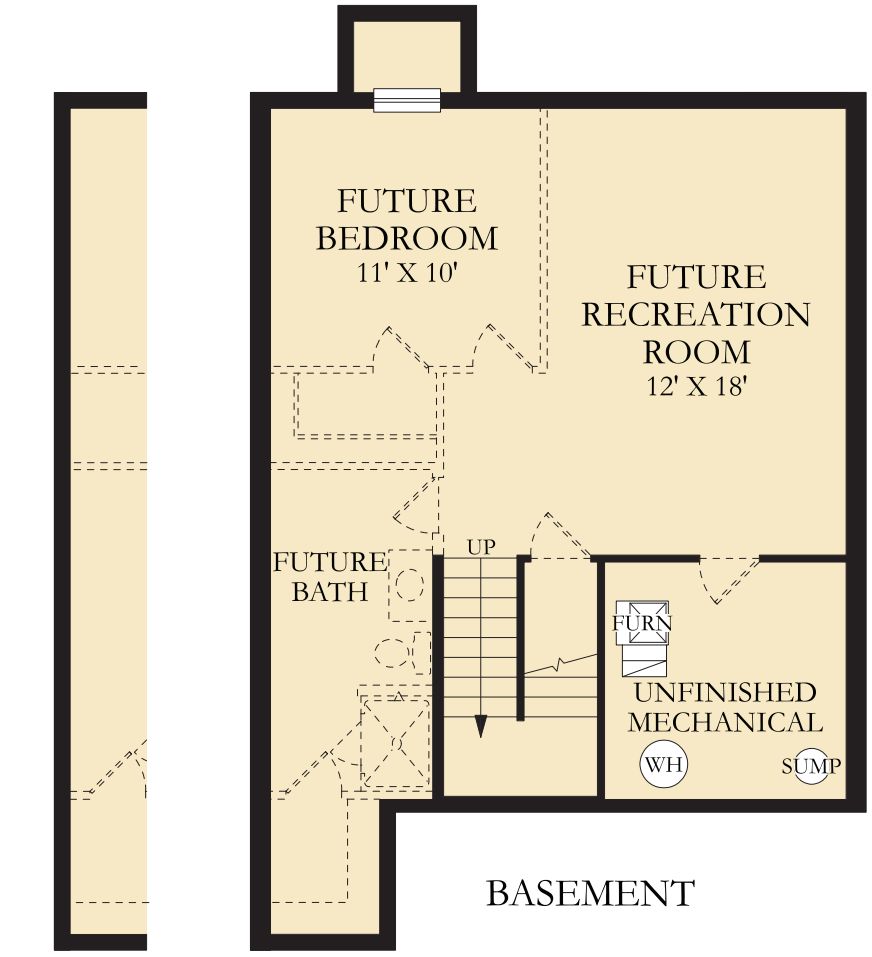
952-373-0485

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Richmond EI

Lower Level
678 sq. ft.



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM 952-373-0485

Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate, regarding the same, the actual or approximate all vehicles. Visit www.lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26961) 12/19

EQUAL HOUSING OPPORTUNITY

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The St. Croix EI



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate certainty. Square sizes may vary from home to home and may not accommodate all vehicles. Visit Lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26962) 12/19

EQUAL HOUSING OPPORTUNITY

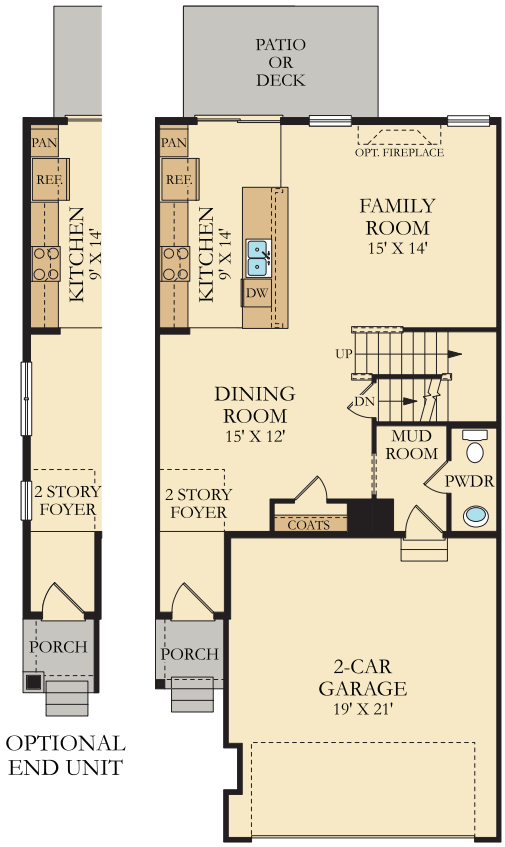
LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER

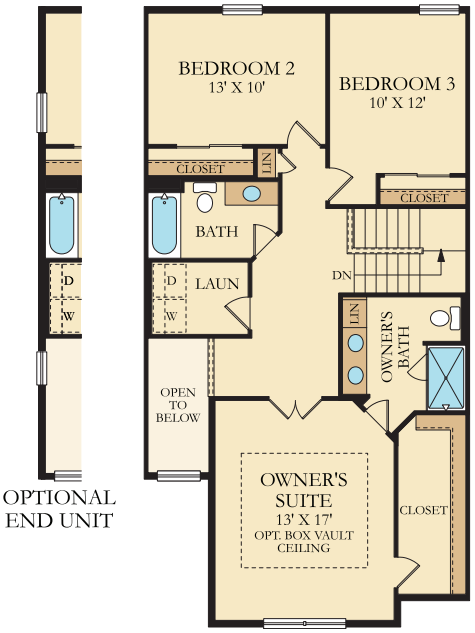
1,774 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 3 Bathrooms
- 2 Car Garage

The St. Croix EI



Main Level



Upper Level

EVERYTHING'S INCLUDED®

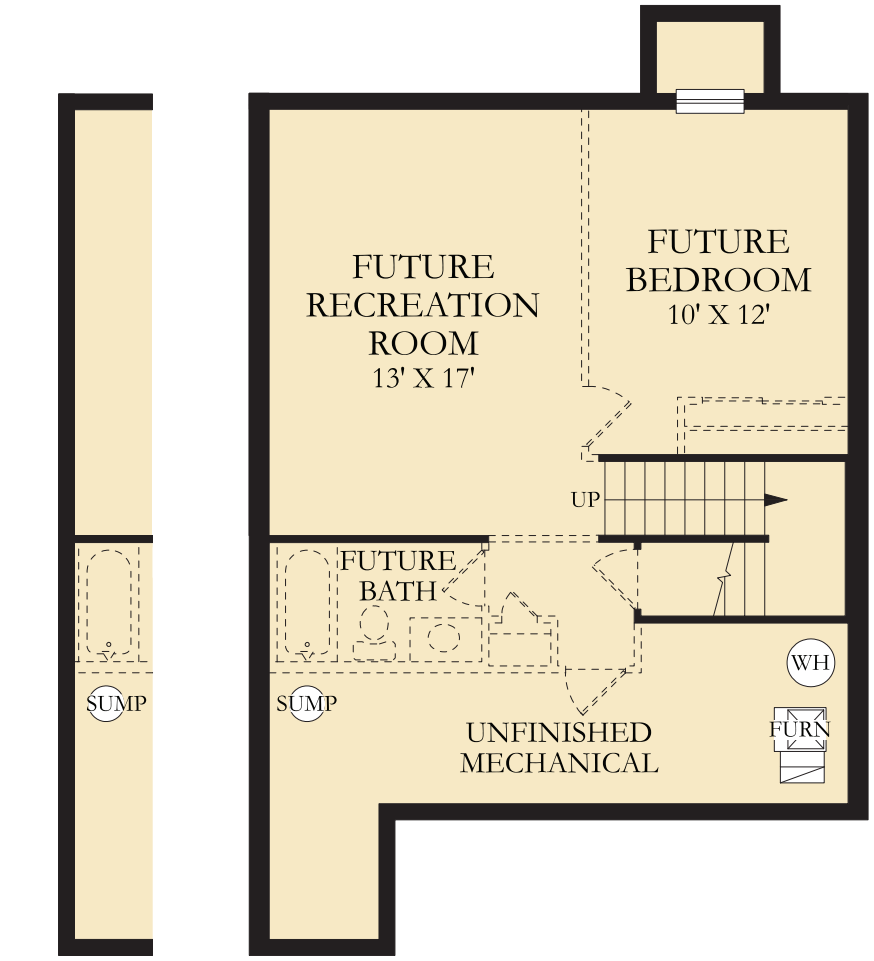
16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

The St. Croix EI

Lower Level
586 sq. ft.



OPTIONAL END UNIT

BASEMENT

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed as a guarantee or warranty of square footage. Prices may change daily and may not be available for all floor plans. Please see your New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, Lennar MN Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26962) 12/19

EQUAL HOUSING OPPORTUNITY

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

The Taylor EI



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

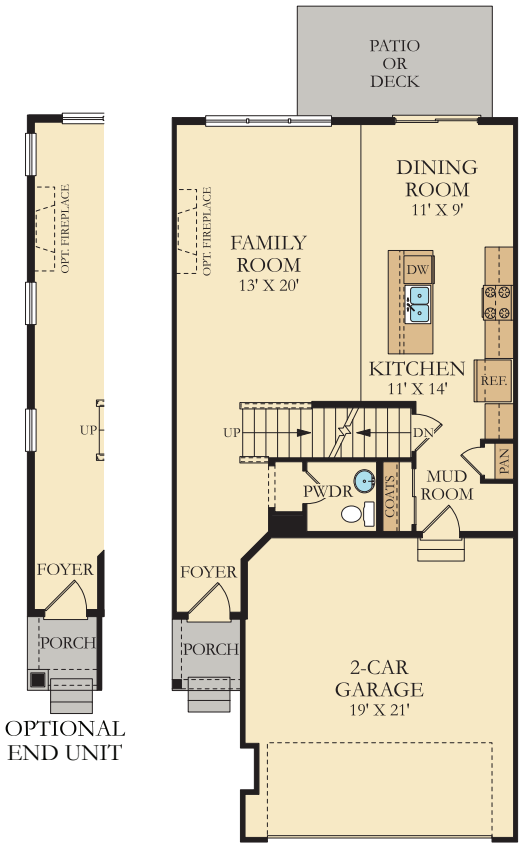
Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate certainty. Square sizes may vary from home to home and may not accommodate all vehicles. Visit Lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26963) 12/19

EQUAL HOUSING OPPORTUNITY

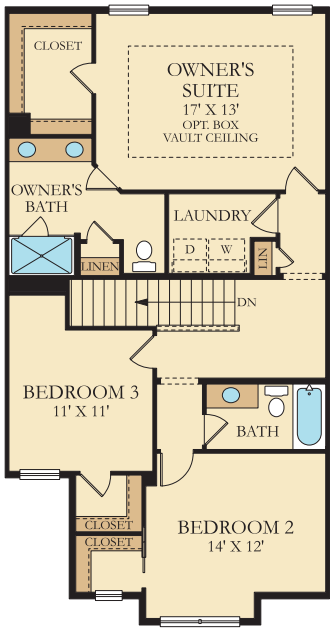
The Taylor EI

1,831 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 3 Bathrooms
- 2 Car Garage



Main Level



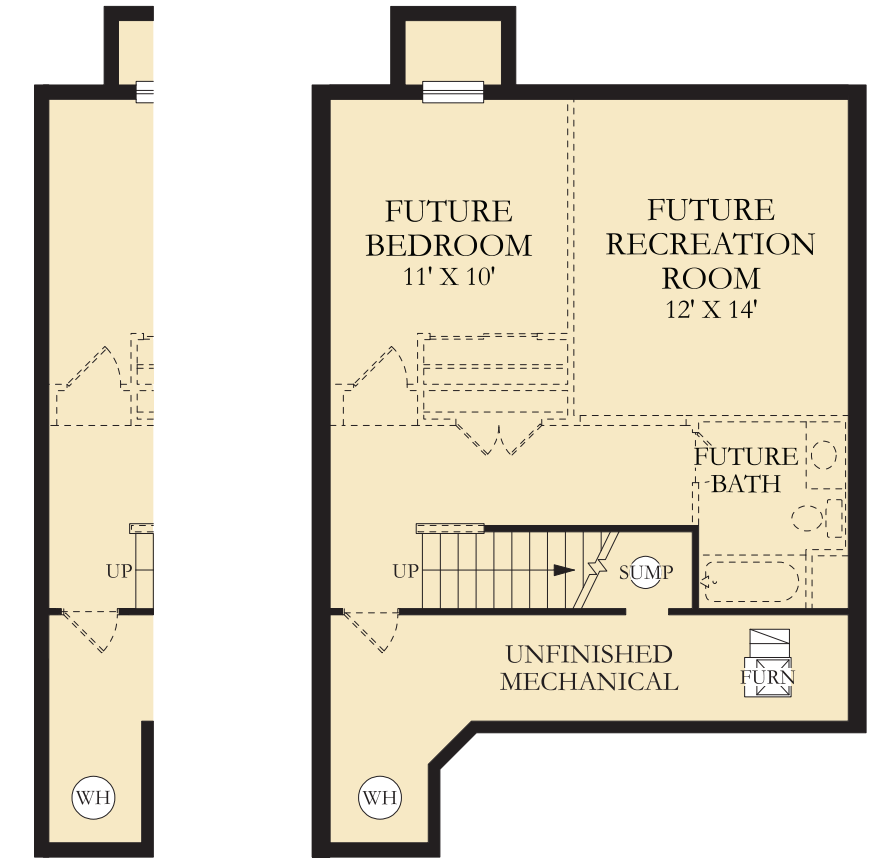
Upper Level

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

The Taylor EI

Lower Level
618 sq. ft.



OPTIONAL END UNIT

BASEMENT

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed as a representation of actual square footage. Model complex may not illustrate all vehicles that may be parked in garages. See a New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, ECCO #13 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (26963) 12/19

EQUAL HOUSING OPPORTUNITY

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

St. Clair EI



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

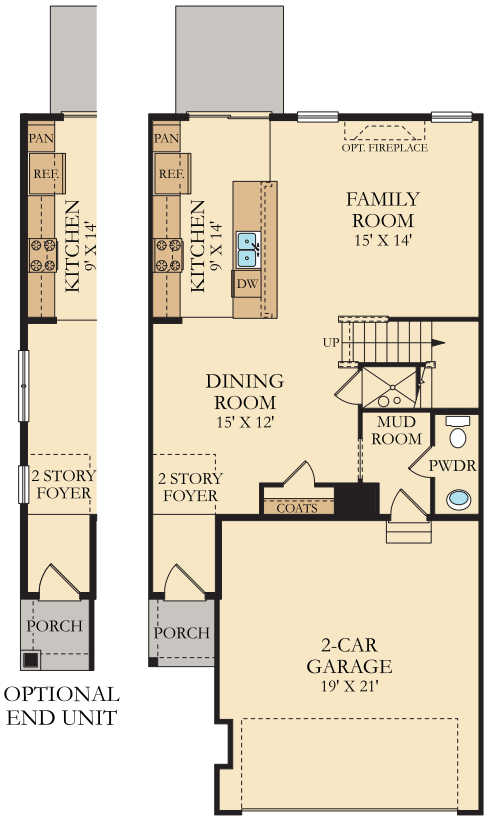
Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate certainty. Square sizes may vary from home to home and may not accommodate all vehicles. Visit Lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (29319) 08/05/19

EQUAL HOUSING OPPORTUNITY

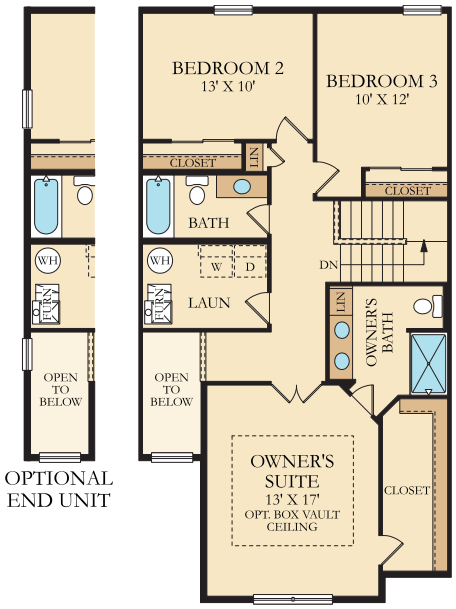
St. Clair EI

1,777 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 2.5 Bathrooms
- 2 Car Garage



Main Level



Upper Level

EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR®

13 YEARS TWIN CITIES #1 HOMEBUILDER†

Raleigh EI



EVERYTHING'S INCLUDED®

16305 36th Ave. N. Suite 600, Plymouth, MN 55446

LENNAR.COM

952-373-0485

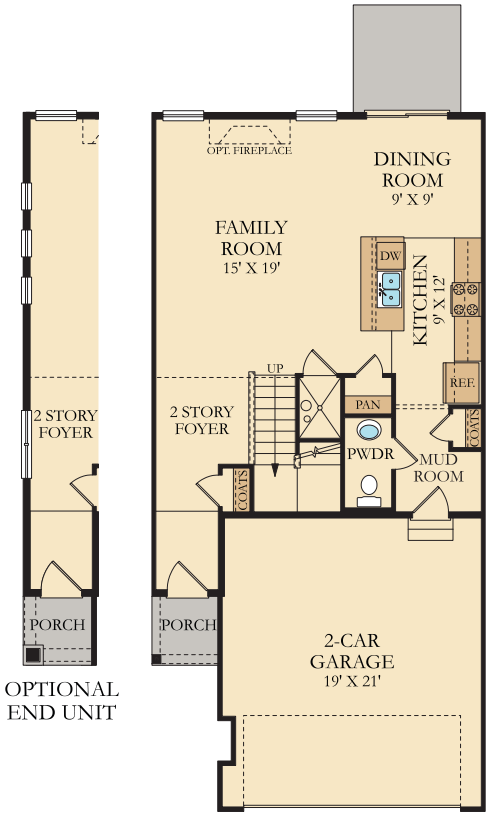
Elevations of a home may vary and we reserve the right to substitute and /or modify design and materials, in our sole opinion and without notice. Please see your New Home Consultant and home purchase agreement for actual features designated as an Everything's Included feature, additional information, disclosures, and disclaimers relating to your home and its features. Plans are artist's renderings and may contain options which are not standard on all models. Lennar reserves the right to make changes to plans and elevations without prior notice. Stated dimensions and square footage are approximate and should not be used as a representation of the home's precise or actual size. Any statement, verbal or written, regarding "under air" or "finished area" or any other description or modifier of the square footage size of any home is a shorthand description of the manner in which the square footage was estimated and should not be construed to indicate certainty. Square sizes may vary from home to home and may not accommodate all vehicles. Visit Lennar.com or see a Lennar New Home Consultant for further details and important legal disclaimers. This is not an offer in states where prior registration is required. Void where prohibited by law. †Twin Cities #1 Builder – 13 years awarded by The Builder's Association of the Twin Cities. Copyright © 2019 Lennar Corporation. All rights reserved. Lennar, the Lennar logo, Everything's Included and the Everything's Included logo are U.S. registered service marks or service marks of Lennar Corporation and/or its subsidiaries. U.S. Home Corporation d/b/a Lennar – Lennar Sales Corp. Seller's broker. U.S. Home Corporation, BC001413 Construction License. CalAtlantic Group, Inc. Seller's broker. CalAtlantic Group, Inc. BC736565, BC700385 Construction Licenses. (29320) 08/05/19

EQUAL HOUSING OPPORTUNITY

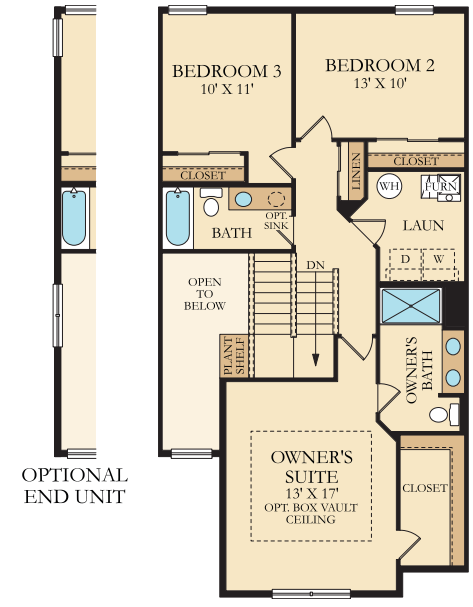
Raleigh EI

1,719 Sq. Ft.

- 2 Stories
- 3 Bedrooms
- 2.5 Bathrooms
- 2 Car Garage



Main Level



Upper Level

EVERYTHING'S INCLUDED®


Parade of Homes
446
Lennar
Construction Office
LENNAR
Closed
PROTECTED BY
J.Becher
SECURITY SYSTEMS
18391
18383
The Commons at Avonlea


Harvest Commons
LENNAR


4358
4356
LENNAR
Harvest Commons
The St. Croix
LENNAR
Harvest Commons
The Richmond
LENNAR
4356


LENNAR
Rush Creek
Commons
WELCOME HOME
CENTER
7268
7262


LENNAR
The Commons at Avonlea
WELCOME HOME CENTER
Construction Office
PROTECTED BY J.Becher

Elizabeth Hanson

From: Butler, Greg <GregButler@edinarealty.com>
Sent: Sunday, May 17, 2020 9:49 AM
To: Kevin Ringwald; Elizabeth Hanson
Subject: Pioneer Vista - Applicant Plans

Mr. Kevin Ringwald, Planning and Development Director
Ms. Liz Hanson, City Planner

Dear Mr. Ringwald and Ms. Hanson,

I participated remotely in the Planning Commission meeting Wednesday, May 13, 2020. Thanks for the opportunity to share my comments about the Applicant's Pioneer Vista Development. I've lived at 1355 Romeo Court since 2005 and have seen this area develop, for the most part, in a fashion that makes sense. Kudos to the Planning Commission!

I understand the delicate balance between development and the preservation or enhancement of wetlands to encourage wildlife, native grasses and trees. If this Parcel is to be developed, I would request the Commission achieve a balance in the Applicant's plan. Nothing in the May 13, 2020 Applicant's presentation or Commission's follow up discussion suggested a concern for development the *entire* Parcel.

I would like to bring to your attention that the *entire* Parcel (Ms. Hanson's 1st slide in her presentation) being discussed for 54 - row townhouses includes both Medium Density Residential and Open Space per the 2040 Comprehensive Plan (See Exhibit A). I would request that the Planning Commission engage with the Applicant to appropriately enhance the Open Space acreage when submitting their next proposal. It seems logical the Applicant would want to actively participate in this course of action to maintain their reputation, improve the marketability of this development, improve the quality of living for their home owners and improve the surrounding community. However, it will take the Planning Commission's initiative to work with the Applicant to develop the entire Parcel, not just the Medium Density Residential area. As a constituent, I would expect the Commission to deny the Applicant's plans if they are unwilling to enhance the Open Space area.

In addition to planting more trees, native grasses and wildflowers in the Open Space, the Commission should require the Applicant to:

- berm along the entire northern edge of the railroad (within the develooment) with sound deadening hardwood and evergreen trees;
- dredge the lowland making a pond to proliferate wildlife;
- install walking trails to connect to Jonathan Association trail system;
- establish a greenspace area with permanent picnic tables and shade trees; and
- install playground equipment.

If the Commission or Applicant seeks a model drive a short distance east on Clover Ridge Drive for three parks that have a good balance between nature and development.

I trust you will share this information with all Commissioners and require the Applicant to developed both the Medium Density Residential and Open Space areas in a fashion mentioned consistent with other Parks in the area.

Please acknowledge receipt of this email.

Thank you.

The Comprehensive 2040 Plan denotes this Parcel as a combination Medium Density Residential and Open Space.

Exhibit A:



Greg Butler
1355 Romeo Court
Chaska, MN 55318

ALERT! Edina Realty will never send you wiring information via email or request that you send us personal financial information by email. If you receive an email message like this concerning any transaction involving Edina Realty, **do not respond** to the email and **immediately contact your agent via phone.**

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING: **June 1, 2020**

Paid and Unpaid Invoices:
Check #'s 333340-333532 **$1,552,344.43**

Paid Electronic Invoices:
Wire #'s 2340-2359 **$2,589,647.86**

Amount for Approval-Council Meeting:
June 1, 2020 **$4,141,992.29**

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
103825 ACUSHNET COMPANY									
908875170		05/12/2020	060220	333359	116.78	06/11/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
908882222		05/15/2020	060220	333359	119.72	06/14/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
908889306		05/19/2020	060220	333359	116.78	06/18/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
					353.28				
100036 ADAM'S PEST CONTROL INC									
3127763		05/08/2020	060220	333360	154.90	06/08/2020	INV	PD	TC/OAK19 PEST CONTROL
CHECK DATE: 06/02/2020									
3132146		05/08/2020	060220	333360	15.00	06/08/2020	INV	PD	OAK 19 BIO-DRAIN SERVICE
CHECK DATE: 06/02/2020									
3133430		05/08/2020	060220	333360	57.71	06/08/2020	INV	PD	OAK 19 BUG LIGHT RENTAL
CHECK DATE: 06/02/2020									
					227.61				
108787 AMAZON.COM SALES INC									
13VQ-6P4V-GTTJ		05/20/2020	060220	333361	52.78	06/20/2020	INV	PD	LYNNE'S PRINTER TONER
CHECK DATE: 06/02/2020									
100101 AMERICAN PUBLIC WORKS ASSOCIATION									
695633-2020		05/04/2020	060220	333362	260.00	06/04/2020	INV	PD	MEMBERSHIP RENEWAL-CLARK
CHECK DATE: 06/02/2020									
108808 ANDERSON, TIM									
2008102.002		05/11/2020	060220	333484	14.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: ANDERSON, TIM			
100119 SHAKOPEE VALLEY FORD									
268293FOW		05/13/2020	060220	333363	285.92	06/14/2020	INV	PD	Squad 1162 Brake parts
CHECK DATE: 06/02/2020									
100122 ARAMARK REFRESHMENT SERVICES									
10083576		04/15/2020	051920	333340	106.60	05/15/2020	INV	PD	FILTER FOR COFFEE POT-MSB
CHECK DATE: 05/19/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
106918 ARTHUR CLESEN INC									
350930		05/07/2020	060220	333364	1,931.35	06/06/2020	INV	PD	IRRIGATION PARTS
CHECK DATE: 06/02/2020									
100146 ASPEN MILLS INC									
257070		05/20/2020	060220	333365	953.73	06/19/2020	INV	PD	FD DUTY TEES (65)
CHECK DATE: 06/02/2020									
100155 AUBURN MANOR									
JUN 2020	200001	05/19/2020	060220	333366	200.00	06/01/2020	INV	PD	JUN SENIOR CITIZEN DONATI
CHECK DATE: 06/02/2020									
101930 AXON ENTERPRISE INC									
SI-1657774		05/12/2020	060220	333367	41,100.00	06/11/2020	INV	PD	PD Safety Plan 7/Annual L
CHECK DATE: 06/02/2020									
100174 BAUER BUILT TIRE AND BATTERY									
180261320		05/07/2020	060220	333368	125.40	06/07/2020	INV	PD	#129 BOBCAT
CHECK DATE: 06/02/2020									
180261536		05/14/2020	060220	333368	213.34	06/15/2020	INV	PD	#710 VACTOR TIRES (2)
CHECK DATE: 06/02/2020									
180261544		05/14/2020	060220	333368	115.08	06/15/2020	INV	PD	TC MOWER PARTS
CHECK DATE: 06/02/2020									
					453.82				
108780 BECK, VICKI									
34186		05/14/2020	060220	333369	61.97	06/14/2020	INV	PD	METER DEPOSIT REFUND-110
CHECK DATE: 06/02/2020									
108782 BIG ASS HOLDING LLC									
791507		04/17/2020	060220	333370	6,076.84	06/12/2020	INV	PD	New Fan for pool area - C
CHECK DATE: 06/02/2020									
100201 BCBSM INC									
200501189620		05/01/2020	052820	333530	185,211.21	05/20/2020	INV	PD	JUN EMP INS PREM-MEDICAL
CHECK DATE: 05/28/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108791 BOERBON, TOMMY									
2007927.002		04/24/2020	060220	333485	20.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020									PAYEE: BOERBON, TOMMY
108785 BOERBOOM, AMANDA									
2008088.002		05/11/2020	060220	333486	429.42	06/13/2020	INV	PD	RFD-MEMBERSHIP CANCEL
CHECK DATE: 06/02/2020									PAYEE: BOERBOOM, AMANDA
102279 BOLTON & MENK INC									
0250470		05/14/2020	060220	333371	4,556.00	06/14/2020	INV	PD	2019 DT FUNDING
CHECK DATE: 06/02/2020									
100214 BORDER STATES INDUSTRIES INC									
919970443		05/14/2020	060220	333372	270.60	06/14/2020	INV	PD	MISC LINE HARDWARE (20) C
CHECK DATE: 06/02/2020									
100220 BOYER FORD TRUCKS INC									
30378D		05/07/2020	060220	333373	310.44	06/07/2020	INV	PD	#114 STREET (CHAMBER)
CHECK DATE: 06/02/2020									
100226 BRAUN INTERTEC CORPORATION									
B197239		12/17/2019	060220	333374	7,260.00	06/22/2020	INV	PD	2019 DT RECONSTRUCTION
CHECK DATE: 06/02/2020									
B199620		01/10/2020	060220	333374	1,746.00	06/22/2020	INV	PD	2019 DT RECONSTRUCTION
CHECK DATE: 06/02/2020									
B211845		05/14/2020	060220	333374	21,429.75	06/14/2020	INV	PD	CREEK RD SANITARY SEWER I
CHECK DATE: 06/02/2020									
B213017		05/26/2020	060220	333374	317.00	06/26/2020	INV	PD	LIONS PARK PAVILLION
CHECK DATE: 06/02/2020									
					30,752.75				
105528 BREAKAWAY ACADEMY INC									
2008115.002		05/12/2020	060220	333487	150.00	06/12/2020	INV	PD	RFD-BREAKAWAY GRADUATION
CHECK DATE: 06/02/2020									
100254 BRYAN ROCK PRODUCTS INC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
39904		03/31/2020	060220	333375	1,198.36	05/15/2020	INV	PD	GRAVEL FOR 82ND/MCKNIGHT
CHECK DATE: 06/02/2020									
108790 BUCHANAN, JULIE									
2007930.002		04/24/2020	060220	333488	25.43	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: BUCHANAN, JULIE			
108798 BUSHEY, TONYA									
2008092.002		05/11/2020	060220	333489	20.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE-WI
CHECK DATE: 06/02/2020						PAYEE: BUSHEY, TONYA			
100275 CALLAWAY GOLF									
931474607		05/18/2020	060220	333376	450.96	09/15/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
108827 CAMPBELL, JENNA									
2008128.002		05/22/2020	060220	333490	59.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: CAMPBELL, JENNA			
108828 CAMPBELL, JOSH									
2008127.002		05/22/2020	060220	333491	60.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: CAMPBELL, JOSH			
108823 CARLSON, HEATHER									
2008132.002		05/22/2020	060220	333492	20.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: CARLSON, HEATHER			
108788 CARLSON, LINDA									
80221500		05/18/2020	051920	333341	21,436.47	06/18/2020	INV	PD	CREDIT BALANCE REFUND-OVE
CHECK DATE: 05/19/2020						PAYEE: CARLSON, LINDA			
100323 CDW GOVERNMENT INC									
XNS5728		04/15/2020	051920	333342	25,000.05	05/20/2020	INV	PD	15 SURFACE PROS-COVID 19
CHECK DATE: 05/19/2020									
XPH0797		04/17/2020	051920	333342	258.80	05/27/2020	INV	PD	SURFACE PRO COVERS-COVID
CHECK DATE: 05/19/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					25,258.85				
100332 CENTERPOINT ENERGY RESOURCES CORP									
109045922/APR20 CHECK DATE: 05/22/2020		05/05/2020	052220	333350	2,851.62	06/02/2020	INV	PD	APR 1661 PARK RIDGE DR GA
109052076/APR20 CHECK DATE: 05/22/2020		05/05/2020	052220	333350	1,231.20	06/02/2020	INV	PD	APR 1611 PARK RIDGE DR GA
80000146268/APR20 CHECK DATE: 05/22/2020		05/12/2020	052220	333350	2,119.91	06/08/2020	INV	PD	APR GAS SVC
80000167843/APR20 CHECK DATE: 05/22/2020		05/12/2020	052220	333350	1,350.82	06/08/2020	INV	PD	APR GAS SVC
					7,553.55				
100333 CENTERPOINT ENERGY RESOURCES CORP									
80000167793/APR20 CHECK DATE: 05/22/2020		05/12/2020	052220	333351	79.64	06/08/2020	INV	PD	APR CITY PARKS GAS SVC
100337 QWEST CORPORATION									
313196254/MAY20 CHECK DATE: 06/02/2020		05/18/2020	060220	333377	580.70	06/15/2020	INV	PD	MAY CITY HALL LOC PHN SVC
313249294/MAY20 CHECK DATE: 05/22/2020		05/11/2020	052220	333352	53.49	06/08/2020	INV	PD	MAY TC MAINT LOC PHN SVC
313408124/MAY20 CHECK DATE: 05/22/2020		05/11/2020	052220	333352	124.22	06/08/2020	INV	PD	MAY TC MAINT LOC PHN SVC
313692512/MAY20 CHECK DATE: 05/19/2020		05/01/2020	051920	333343	252.92	05/29/2020	INV	PD	MAY TC CLUBHS LOC PHN SVC
313773369/MAY20 CHECK DATE: 05/19/2020		05/01/2020	051920	333343	82.79	05/29/2020	INV	PD	MAY CCC BURGLAR ALARM
314238800/MAY20 CHECK DATE: 06/02/2020		05/18/2020	060220	333377	72.36	06/15/2020	INV	PD	MAY LOCAL PHN SVC
					1,166.48				
106128 CHASKA ROTARY FOUNDATION INC									
1000 CHECK DATE: 06/02/2020		12/17/2019	060220	333378	500.00	06/18/2020	INV	PD	2019 TURKEY TROT SPONSORS
104831 PACIFIC RIM VENTURES INC									
1123343-00		05/11/2020	060220	333379	537.00	06/11/2020	INV	PD	RESALE

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 06/02/2020									
100428 COBRA GOLF INC									
G2038344		05/06/2020	060220	333380	223.31	06/06/2020	INV	PD	2020 DEMO/RENTAL
CHECK DATE: 06/02/2020									
108819 COLE PAPERS INC									
9834910		05/20/2020	060220	333381	30.58	06/20/2020	INV	PD	CLOROX BLEACH-COVID 19
CHECK DATE: 06/02/2020									
100436 COMCAST CORPORATION									
0036243/MAY20-TC		05/07/2020	052220	333353	247.47	06/01/2020	INV	PD	CLUBHOUSE CABLE
CHECK DATE: 05/22/2020									
0055482/MAY20		05/12/2020	051920	333345	6.75	06/06/2020	INV	PD	FD CABLE SUBSCRIPTION
CHECK DATE: 05/19/2020									
0318609May20Fitness		04/23/2020	051920	333344	301.87	05/18/2020	INV	PD	Fitness Cable TV 4/28-5/2
CHECK DATE: 05/19/2020									
78400		05/09/2020	052220	333353	76.38	06/03/2020	INV	PD	Cable PD
CHECK DATE: 05/22/2020									
					632.47				
100429 COORDINATED BUSINESS SYSTEMS LTD									
INV85734		05/06/2020	060220	333382	49.43	06/08/2020	INV	PD	Copier Contract HP Color
CHECK DATE: 06/02/2020									
INV86047		05/07/2020	060220	333384	255.78	05/17/2020	INV	PD	MAY PRINTER CONTRACT
CHECK DATE: 06/02/2020									
INV86567		05/08/2020	060220	333384	24.74	06/07/2020	INV	PD	APR FINANCE, ADMIN PRINTE
CHECK DATE: 06/02/2020									
INV86569		05/08/2020	060220	333383	29.10	06/08/2020	INV	PD	MAY TC COPIER CONTRACT
CHECK DATE: 06/02/2020									
INV87405		05/13/2020	060220	333382	27.62	06/19/2020	INV	PD	Contract HP M401N & M425D
CHECK DATE: 06/02/2020									
					386.67				
100479 CULLIGAN-METRO BROOKLYN PARK									
114-01594506-5 APR20		04/30/2020	051920	333346	74.63	05/20/2020	INV	PD	TC COOLER RENT & WATER
CHECK DATE: 05/19/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108800 DABIRAN, KIAN									
2008094.002		05/11/2020	060220	333493	26.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020									PAYEE: DABIRAN, KIAN
100490 DAKOTA SUPPLY GROUP INC									
S100143947.001	200103	05/14/2020	060220	333385	13,335.94	06/25/2020	INV	PD	(2000) COND UD ALUM 750 M
CHECK DATE: 06/02/2020									
100520 DEM CON COMPANIES LLC									
4314		04/30/2020	060220	333386	78.45	05/30/2020	INV	PD	CLEAN UP OF OLD CART PATH
CHECK DATE: 06/02/2020									
108801 DOWLING, MARGARET									
2008095.002		05/11/2020	060220	333494	20.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020									PAYEE: DOWLING, MARGARET
108826 DUSSAULT, KIRSTEN									
2008129.002		05/22/2020	060220	333495	37.26	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020									PAYEE: DUSSAULT, KIRSTEN
100625 EUREKA CONSTRUCTION INC									
20-002-FWO-004		05/22/2020	060220	333387	2,972.32	06/22/2020	INV	PD	WO# 638-REMOVED CONCRETE
CHECK DATE: 06/02/2020									
108792 FIEBELKORN, JAMES									
2008121.002		05/18/2020	060220	333496	80.54	06/18/2020	INV	PD	RFD-PARK RENTAL FEE
CHECK DATE: 06/02/2020									PAYEE: FIEBELKORN, JAMES
108812 FOSTER, ARABELLA									
2008106.002		05/11/2020	060220	333497	20.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020									PAYEE: FOSTER, ARABELLA
100693 FS3 INC									
66901	200106	05/20/2020	060220	333388	836.44	06/19/2020	INV	PD	(24) COND CPLR SHURLOK 3"
CHECK DATE: 06/02/2020									
CM 66818		05/18/2020	060220	333388	-246.38	05/18/2020	CRM	PD	CREDIT ON SHORTAGE ON REE

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 06/02/2020									
					590.06				
108582 WHITE NORTH PARTNERS LLC									
1129		05/21/2020	060220	333389	1,765.00	06/21/2020	INV	PD	2500 FACE MASKS-COVID 19
CHECK DATE: 06/02/2020									
102327 GBI HOMES									
2651-PARTIAL		05/26/2020	060220	333390	8,500.00	06/26/2020	INV	PD	BLDRS DEP REF-2651 EITEL
CHECK DATE: 06/02/2020									
100705 GCSAA									
151308		05/11/2020	060220	333391	205.00	06/21/2020	INV	PD	MEMBERSHIP RENEWAL-J HOLD
CHECK DATE: 06/02/2020									
161853		05/18/2020	060220	333391	400.00	06/18/2020	INV	PD	MEMBERSHIP RENEWAL-M MOER
CHECK DATE: 06/02/2020									
16903		05/07/2020	060220	333391	205.00	06/21/2020	INV	PD	MEMBERSHIP RENEWAL-D REIF
CHECK DATE: 06/02/2020									
					810.00				
108832 GEIGER, CINDY									
2008123.002		05/22/2020	060220	333498	56.57	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: GEIGER, CINDY			
100717 GENERAL PARTS LLC									
6173721		05/15/2020	060220	333392	241.25	06/15/2020	INV	PD	OAK 19 ICE MACHINE SERVIC
CHECK DATE: 06/02/2020									
104083 GERTEN GREENHOUSES & GARDEN CENTER INC									
16255/W		05/13/2020	060220	333393	8,696.35	06/13/2020	INV	PD	HANGING BASKETS FOR DOWNT
CHECK DATE: 06/02/2020									
108803 GIRARD, KAI									
2008098.002		05/11/2020	060220	333499	40.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: GIRARD, KAI			
100682 NBC UNIVERSAL LLC									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
INV00013327		05/19/2020	060220	333394	2,351.25	06/19/2020	INV	PD	TC ANNUAL SOFTWARE SUBSCR
CHECK DATE: 06/02/2020									
100752 GPSI LEASING II ACCORD LLC									
LEASE0020999		06/01/2020	060220	333395	5,120.00	06/30/2020	INV	PD	GPS LEASE
CHECK DATE: 06/02/2020									
100759 GRAINGER									
9520706830		05/01/2020	060220	333396	346.00	06/01/2020	INV	PD	Door Closer-CCC
CHECK DATE: 06/02/2020									
9525304953		05/07/2020	060220	333396	149.38	06/06/2020	INV	PD	CLIPS FOR WATER METER INS
CHECK DATE: 06/02/2020									
9532736502		05/14/2020	060220	333396	49.90	06/13/2020	INV	PD	Door Stops-CCC
CHECK DATE: 06/02/2020									
					545.28				
100760 GRAVALIN, KEVIN P									
78562		05/26/2020	060220	333397	357.00	06/26/2020	INV	PD	ELECTRIC FOR FD EQUIP AT
CHECK DATE: 06/02/2020									
100770 GREEN LIGHTS RECYCLING INC									
20-1722		02/14/2020	060220	333398	664.42	05/21/2020	INV	PD	RECYCLED LIGHT BULBS @ MS
CHECK DATE: 06/02/2020									
100785 HACH COMPANY									
11943107		05/01/2020	060220	333399	768.20	06/01/2020	INV	PD	WATER TESTING SUPPLIES
CHECK DATE: 06/02/2020									
108783 HAGENSTEIN, SKYE									
60112701		05/13/2020	051920	333347	252.58	06/13/2020	INV	PD	CREDIT BALANCE REFUND-OVE
CHECK DATE: 05/19/2020						PAYEE: HAGENSTEIN, SKYE & JOHN			
100810 HAWKINS INC									
4711249		05/05/2020	060220	333400	142.50	06/19/2020	INV	PD	WTP CHEMICALS
CHECK DATE: 06/02/2020									
108777 HEGSETH, PATRICK									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
34070		05/14/2020	060220	333401	51.19	06/14/2020	INV	PD	METER DEPOSIT REFUND-325
CHECK DATE: 06/02/2020									
107645 HENNING PROFESSIONAL SERVICES INC									
954-11		05/07/2020	060220	333402	77.50	06/07/2020	INV	PD	CITY SQUARE WEST
CHECK DATE: 06/02/2020									
955-11		05/07/2020	060220	333402	1,385.00	06/07/2020	INV	PD	CREEK ROAD
CHECK DATE: 06/02/2020									
					1,462.50				
100848 HIGH TECH CLEANING INC									
15738		05/01/2020	060220	333403	625.00	06/01/2020	INV	PD	WTP
CHECK DATE: 06/02/2020									
108789 HILL, NIKKI									
2007929.002		04/24/2020	060220	333500	12.40	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: HILL, NIKKI			
100859 HOISINGTON KOEGLER GROUP INC									
019-053-5		05/12/2020	060220	333404	942.50	06/12/2020	INV	PD	LION'S PARK PLANNING
CHECK DATE: 06/02/2020									
108811 HOPFENSPIRGER, ELIZABETH									
2008105.002		05/11/2020	060220	333501	42.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: HOPFENSPIRGER, ELIZABETH			
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP									
2020/0522-ICMA		05/22/2020	052220	333354	4,848.86	05/22/2020	INV	PD	P/R 05.22.20 457 & ROTH C
CHECK DATE: 05/22/2020									
104751 IMPACT MAILING OF MINNESOTA INC									
147430		05/21/2020	060220	333405	288.35	06/21/2020	INV	PD	May Final Bills
CHECK DATE: 06/02/2020									
108774 JUERGENSEN, ALEX									
33395		05/14/2020	060220	333406	125.83	06/14/2020	INV	PD	METER DEPOSIT REFUND-3282
CHECK DATE: 06/02/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108793 KAHMEYER, MELISSA									
2008120.002		05/18/2020	060220	333502	12.22	06/18/2020	INV	PD	RFD-FACILITY RENTAL FEE F
CHECK DATE: 06/02/2020						PAYEE: KAHMEYER, MELISSA			
100977 KARIAN/PETERSON POWERLINE CONTRACTING									
1922		04/06/2020	060220	333407	3,740.00	06/20/2020	INV	PD	WO#749 DWNTWN RECONST - O
CHECK DATE: 06/02/2020									
1923		04/20/2020	060220	333407	11,985.00	06/21/2020	INV	PD	WO# 749 DWNTWN RECONST -
CHECK DATE: 06/02/2020									
1924		04/27/2020	060220	333407	28,758.75	06/21/2020	INV	PD	JOINT WORK W/MVEC WO# 638
CHECK DATE: 06/02/2020									
					44,483.75				
108831 KARSCHNIA, STEVEN									
2008124.002		05/22/2020	060220	333503	20.50	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: KARSCHNIA, STEVEN			
108822 KAUFMANN, WILLIAM									
2008133.002		05/22/2020	060220	333504	20.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: KAUFMANN, WILLIAM			
102949 KENNEDY AND GRAVEN CHARTERED									
CH145-00019 MAR		04/30/2020	060220	333408	551.50	06/12/2020	INV	PD	TIF19 CHASKA HGTS NOTE RE
CHECK DATE: 06/02/2020									
CH145-00020 JAN-MAR		04/30/2020	060220	333408	2,185.00	06/12/2020	INV	PD	CITY SQUARE WEST
CHECK DATE: 06/02/2020									
CH145-0008 JAN-FEB		04/30/2020	060220	333408	702.50	06/12/2020	INV	PD	CHASKA CREEK MEDICAL OFFI
CHECK DATE: 06/02/2020									
					3,439.00				
108795 KENNEDY, BETH									
2008089.002		05/11/2020	060220	333505	67.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: KENNEDY, BETH			
107428 KIVA MANAGEMENT LLC									
00104083-6/20	200002	05/19/2020	060220	333409	317.50	06/02/2020	INV	PD	JUN COMMUNITY ROOM DUES
CHECK DATE: 06/02/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101002 KLM ENGINEERING INC									
7724		05/07/2020	060220	333410	3,000.00	06/07/2020	INV	PD	REMOTE HUNDERTMARK WATER
CHECK DATE: 06/02/2020									
7725		05/07/2020	060220	333410	3,000.00	06/07/2020	INV	PD	REMOTE INDUSTRIAL WATER T
CHECK DATE: 06/02/2020									
					6,000.00				
108784 KNUTSON, PATTI									
2008116.002		05/14/2020	060220	333506	80.54	06/14/2020	INV	PD	RFD-GRAD PARTY PARK RENTA
CHECK DATE: 06/02/2020						PAYEE: KNUTSON, PATTI			
102925 KORTERRA INC									
20080		05/01/2020	060220	333411	3,103.20	05/31/2020	INV	PD	KORWEB MAPPING SERVICES 4
CHECK DATE: 06/02/2020									
101056 LEAGUE OF MINNESOTA CITIES									
10003277-MAY20		05/08/2020	060220	333412	189,019.00	06/02/2020	INV	PD	PROPERTY/CASUALTY INSURAN
CHECK DATE: 06/02/2020									
101071 LENZEN CHEVROLET BUICK INC									
80887		05/14/2020	060220	333413	267.12	06/14/2020	INV	PD	Squad 1102 Oil coolant li
CHECK DATE: 06/02/2020									
108778 LERVICK, CRAIG									
34133		05/14/2020	060220	333414	75.64	06/14/2020	INV	PD	METER DEPOSIT REFUND-3000
CHECK DATE: 06/02/2020									
106117 LESETMOE, HEATHER									
30711-2020		05/14/2020	060220	333415	50.78	06/14/2020	INV	PD	METER DEPOSIT REFUND-220
CHECK DATE: 06/02/2020									
108815 LU, JAY									
10005484		05/20/2020	060220	333416	702.46	06/20/2020	INV	PD	CREDIT BALANCE REFUND-400
CHECK DATE: 06/02/2020									
108773 MACK, SHAWN									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
33378		05/14/2020	060220	333417	19.23	06/14/2020	INV	PD	METER DEPOSIT REFUND-3100
CHECK DATE: 06/02/2020									
103176 MANSFIELD OIL COMPANY									
21786487		05/15/2020	060220	333418	-2,133.61	06/14/2020	CRM	PD	WRONG FUEL DELIVERY CREDI
CHECK DATE: 06/02/2020									
21786488		05/15/2020	060220	333418	2,198.68	06/14/2020	INV	PD	WRONG DIESEL - ADJUSTMENT
CHECK DATE: 06/02/2020									
849657		05/19/2020	060220	333418	4,009.69	06/18/2020	INV	PD	DYED DIESEL ALL DEPARTMEN
CHECK DATE: 06/02/2020									
851630		05/18/2020	060220	333418	6,617.34	06/17/2020	INV	PD	UNLEADED FUEL ALL DEPTS
CHECK DATE: 06/02/2020									
					10,692.10				
101168 MELCHERT HUBERT SJODIN PLLP									
150887		05/07/2020	060220	333419	213.00	06/21/2020	INV	PD	COUNCIL MTG 4/20
CHECK DATE: 06/02/2020									
151038		05/08/2020	060220	333419	482.50	06/21/2020	INV	PD	GENERAL FUND LEGAL
CHECK DATE: 06/02/2020									
151039		05/08/2020	060220	333419	250.90	06/21/2020	INV	PD	ELECTRIC DEPT
CHECK DATE: 06/02/2020									
151301		05/21/2020	060220	333419	36.60	06/21/2020	INV	PD	CROOKED PINT LLC LEASE
CHECK DATE: 06/02/2020									
151305		05/21/2020	060220	333419	195.20	06/21/2020	INV	PD	MALKERSON SALES QUIET TIT
CHECK DATE: 06/02/2020									
151315		05/21/2020	060220	333419	1,022.90	06/21/2020	INV	PD	MISCELLANEOUS LEGAL
CHECK DATE: 06/02/2020									
151317		05/21/2020	060220	333419	192.85	06/21/2020	INV	PD	PAR 30 HAZELTINE SHORES
CHECK DATE: 06/02/2020									
					2,393.95				
108786 MERCIER, JOSIE									
2007928.002		04/24/2020	060220	333507	225.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: MERCIER, JOSIE			
101182 METROPOLITAN COUNCIL									
0001110641		05/19/2020	060220	333420	475.00	06/18/2020	INV	PD	WTP INDUSTRIAL DISCHARGE

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 06/02/2020									
105327 MICHEL MASONRY CONSTRUCTION INC									
78514		05/19/2020	060220	333421	2,711.50	06/19/2020	INV	PD	4TH & MAPLE ST TEMP ISLAN
CHECK DATE: 06/02/2020									
101196 MID COUNTY COOP #122622									
38975		05/06/2020	060220	333422	252.70	06/06/2020	INV	PD	164 GLS GAS-TC
CHECK DATE: 06/02/2020									
38976		05/06/2020	060220	333422	248.08	06/06/2020	INV	PD	150 GLS DIESEL-TC
CHECK DATE: 06/02/2020									
					500.78				
106002 FARMER UNION INDUSTRIES LLC									
PI.262485		05/11/2020	060220	333423	150.00	06/10/2020	INV	PD	GREASE TRAP SVC-OAK 19
CHECK DATE: 06/02/2020									
101204 MIDWEST PLAYSCAPES INC									
8726		05/04/2020	060220	333424	2,978.00	06/04/2020	INV	PD	ATHLETIC PARK PLANNED IMP
CHECK DATE: 06/02/2020									
101217 MINNESOTA CHILD SUPPORT PMT CTR									
PR0522200014172152		05/22/2020	052220	333356	195.66	05/22/2020	INV	PD	Payroll Child Support
CHECK DATE: 05/22/2020									
PR052220001510208001		05/22/2020	052220	333355	179.04	05/22/2020	INV	PD	Payroll Child Support
CHECK DATE: 05/22/2020									
					374.70				
101229 MINNESOTA DEPT OF EMPLOYMENT									
4	200033	05/19/2020	060220	333425	2,433.64	06/15/2020	INV	PD	FORMACOAT LLC LOAN REPAYM
CHECK DATE: 06/02/2020									
101275 MINNESOTA UI FUND									
1stQtr2020		04/08/2020	052820	333531	7,292.12	05/31/2020	INV	PD	1st QTR 2020 MNUI
CHECK DATE: 05/28/2020									
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107051510/MAY20		05/21/2020	060220	333426	33.29	06/16/2020	INV	PD	MAY 82ND ST & HWY 41 SIGN
CHECK DATE: 06/02/2020									
778320601/MAY20		05/21/2020	060220	333426	98.89	06/16/2020	INV	PD	MAY CHEVALLE LIFT STATION
CHECK DATE: 06/02/2020									
780272000/MAY20		05/21/2020	060220	333426	10.70	06/16/2020	INV	PD	MAY CHEVALLE IRRIGATION B
CHECK DATE: 06/02/2020									
					142.88				
101277 MINNESOTA VALLEY ELECTRIC COOPERATIVE									
1069094	200100	05/13/2020	060220	333427	6,614.24	06/13/2020	INV	PD	(1072) COND UD ALUM 750 M
CHECK DATE: 06/02/2020									
101134 MALLOY MONTAGUE KARNOWSKI RADOSEVICH & CO PA									
48183		05/14/2020	060220	333428	16,100.00	06/14/2020	INV	PD	2019 AUDIT THRU APR
CHECK DATE: 06/02/2020									
101351 MN DEPARTMENT OF TRANSPORTATION									
P00011506		05/20/2020	060220	333429	359.27	06/19/2020	INV	PD	INTERCHANGE-MATERIAL TEST
CHECK DATE: 06/02/2020									
101280 MINNESOTA PUBLIC GOLF ASSOCIATION									
2020		05/26/2020	060220	333430	100.00	06/26/2020	INV	PD	MEMBERSHIP DUES
CHECK DATE: 06/02/2020									
101356 MTI DISTRIBUTING INC #31380									
1248924-00		05/07/2020	060220	333431	370.00	06/07/2020	INV	PD	#247 LELY SPREADER REPAIR
CHECK DATE: 06/02/2020									
1249642-00		05/08/2020	060220	333431	1,081.18	06/08/2020	INV	PD	PARK MOWER BLADES
CHECK DATE: 06/02/2020									
1254125-00		05/06/2020	060220	333431	101.24	06/06/2020	INV	PD	#247 LELY FERTILIZER REPA
CHECK DATE: 06/02/2020									
1254212-00		05/07/2020	060220	333431	56.00	06/07/2020	INV	PD	PARK WORKMAN TRUCK REPAIR
CHECK DATE: 06/02/2020									
					1,608.42				
106657 MUNICIPAL ASSET MANAGEMENT INC									
0617734		05/01/2020	060220	333432	4,357.03	06/15/2020	INV	PD	CCC FITNESS EQUIP LEASE P
CHECK DATE: 06/02/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0617735		05/01/2020	060220	333432	151.05	06/14/2020	INV	PD	CCC SCIFIT PRO LEASE PMT
CHECK DATE: 06/02/2020									
					4,508.08				
101365 STAR GROUP LLC									
4472/APR2020		04/30/2020	052220	333357	1,856.74	05/10/2020	INV	PD	APR PARTS & SUPPLIES
CHECK DATE: 05/22/2020									
105875 NETWORKFLEET INC									
OSV000002109077		05/01/2020	060220	333433	263.20	06/01/2020	INV	PD	Data Processing - GPS
CHECK DATE: 06/02/2020									
108779 NEWMAN, AMY JO									
34142		05/14/2020	060220	333434	100.51	06/14/2020	INV	PD	METER DEPOSIT REFUND-325
CHECK DATE: 06/02/2020									
102654 NORTH AMERICAN SAFETY INC									
INV51055		05/20/2020	060220	333435	1,250.00	06/20/2020	INV	PD	SAFETY CONES
CHECK DATE: 06/02/2020									
104960 NORTHERN SALT INC									
19737		05/15/2020	060220	333436	8,409.50	06/14/2020	INV	PD	DUST COATING OF GRAVEL RO
CHECK DATE: 06/02/2020									
108770 NOTHWEHR, JILL									
10013357		05/14/2020	060220	333437	78.31	06/14/2020	INV	PD	METER DEPOSIT REFUND-1045
CHECK DATE: 06/02/2020									
108809 OCKENGA, ARAV									
2008103.002		05/11/2020	060220	333508	40.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: OCKENGA, ARAV			
101445 OFFICE DEPOT									
492669280001		05/14/2020	060220	333438	5.85	06/13/2020	INV	PD	Blank Blue Index Cards fo
CHECK DATE: 06/02/2020									
492675524001-1		05/14/2020	060220	333438	38.99	06/13/2020	INV	PD	3 hole punch paper for Ut
CHECK DATE: 06/02/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
492675524001-2		05/14/2020	060220	333438	34.99	06/13/2020	INV	PD	Copy paper for the workro
CHECK DATE: 06/02/2020									
492675524001-3		05/14/2020	060220	333438	11.44	06/13/2020	INV	PD	Correction tape for the w
CHECK DATE: 06/02/2020									
496938636001		05/20/2020	060220	333439	8.49	06/19/2020	INV	PD	Mouse pad for computer
CHECK DATE: 06/02/2020									
					99.76				
101465 ON SITE SANITATION INC									
0000920639		05/07/2020	060220	333440	166.07	06/06/2020	INV	PD	TOWN COURSE
CHECK DATE: 06/02/2020									
0000922451		05/13/2020	060220	333440	14.29	06/12/2020	INV	PD	PAR 30
CHECK DATE: 06/02/2020									
					180.36				
108797 OPROSKO, KEVIN									
2008091.002		05/11/2020	060220	333509	101.25	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: OPROSKO, KEVIN			
108825 PALMQUIST, TRAVIS									
2008130.002		05/22/2020	060220	333510	26.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: PALMQUIST, TRAVIS			
108824 PALMQUIST, ZACH									
2008131.002		05/22/2020	060220	333511	20.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: PALMQUIST, ZACH			
104066 PINE PRODUCTS INC									
108948		05/06/2020	060220	333441	1,900.00	06/05/2020	INV	PD	MULCH FOR LANDSCAPING ARE
CHECK DATE: 06/02/2020									
101530 PING INC									
15144215		05/12/2020	060220	333442	1,060.16	08/10/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
101557 POWER SYSTEM ENGINEERING INC									
9033124		04/09/2020	060220	333443	2,161.95	05/09/2020	INV	PD	GENERAL ENG FOR MARCH + I

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 06/02/2020									
9033552		05/15/2020	060220	333443	1,380.00	06/15/2020	INV	PD	MISC ENG FOR APRIL
CHECK DATE: 06/02/2020									
					3,541.95				
108805 PRAEGER, LAURA									
2008099.002		05/11/2020	060220	333512	45.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: PRAEGER, LAURA			
101571 PREMIUM WATERS INC									
417080-04-20		04/30/2020	051920	333348	21.38	05/31/2020	INV	PD	TC WATER
CHECK DATE: 05/19/2020									
101576 KENNETH F FORNER									
20205375		05/09/2020	060220	333444	268.00	06/09/2020	INV	PD	CART STICKERS-TC
CHECK DATE: 06/02/2020									
107855 STAPLES INC									
6772304		05/07/2020	060220	333446	749.99	06/06/2020	INV	PD	HP Printer for CCC office
CHECK DATE: 06/02/2020									
6774870		05/07/2020	060220	333446	309.96	06/06/2020	INV	PD	Printer ink for CCC offic
CHECK DATE: 06/02/2020									
6876230		05/12/2020	060220	333445	20.87	06/11/2020	INV	PD	OFFICE SUPPLIES-MSB PENS
CHECK DATE: 06/02/2020									
					1,080.82				
108771 RADEMACHER, NICOLE									
10013826		05/14/2020	060220	333447	100.70	06/14/2020	INV	PD	METER DEPOSIT REFUND-800
CHECK DATE: 06/02/2020									
108814 RAFFERTY, JENNIFER									
2008109.002		05/11/2020	060220	333513	31.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: RAFFERTY, JENNIFER			
108830 RAMIREZ, KRISTINE									
2008125.002		05/22/2020	060220	333514	29.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: RAMIREZ, KRISTINE			

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101631 REINDERS INC									
3069703-00		05/05/2020	060220	333448	6,895.00	06/04/2020	INV	PD	FERTILIZER AND SEED FOR D
CHECK DATE: 06/02/2020									
3162129-00		05/15/2020	060220	333448	14,061.92	06/14/2020	INV	PD	TC FERTILIZER & CHEMICALS
CHECK DATE: 06/02/2020									
3162910-00		05/13/2020	060220	333448	155.75	06/13/2020	INV	PD	FOAM CUP INSERTS-TC-COVID
CHECK DATE: 06/02/2020									
3162996-00		05/04/2020	060220	333448	240.98	06/04/2020	INV	PD	HERBICIDE
CHECK DATE: 06/02/2020									
3162996-01		05/04/2020	060220	333448	2,523.34	06/03/2020	INV	PD	HERBICIDE, TRACHER
CHECK DATE: 06/02/2020									
348878		08/05/2019	060220	333448	-400.00	06/21/2020	CRM	PD	ANDERSON REBATE FOR 2018
CHECK DATE: 06/02/2020									
350555		09/20/2019	060220	333448	-5,513.87	06/21/2020	CRM	PD	SYNGENTA EOP REBATE
CHECK DATE: 06/02/2020									
350827		12/09/2019	060220	333448	-219.42	06/21/2020	CRM	PD	SPORTS TURF GREEN TRUST R
CHECK DATE: 06/02/2020									
					17,743.70				
101652 RIES HEATING & A/C INC									
19677		05/14/2020	060220	333449	6,248.00	06/14/2020	INV	PD	FD BOILER PUMPS REPLACED
CHECK DATE: 06/02/2020									
101660 MINNESOTA STATE COLLEGES AND UNIVERSITIES									
673198		05/11/2020	060220	333450	80.00	06/11/2020	INV	PD	FF TRAINING-K LETTAU
CHECK DATE: 06/02/2020									
101673 ROCHESTER MIDLAND CORP									
INV00189460		05/05/2020	060220	333451	271.56	06/04/2020	INV	PD	VETERAN'S PARK SERVICES
CHECK DATE: 06/02/2020									
108810 RYDEEN, NATALIE									
2008104.002		05/11/2020	060220	333515	27.50	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: RYDEEN, NATALIE			
108776 SAFFERT, ABIGAIL									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
33440		05/14/2020	060220	333452	86.13	06/14/2020	INV	PD	METER DEPOSIT REFUND-133
CHECK DATE: 06/02/2020									
101703 SALVATION ARMY									
APR/20 HS		05/18/2020	060220	333453	136.00	06/18/2020	INV	PD	APR HEATSHARE CONTRIBUTIO
CHECK DATE: 06/02/2020									
101738 SCHILLING SUPPLY COMPANY									
773149-00		05/06/2020	060220	333454	1,586.89	06/06/2020	INV	PD	CCC DISINFECTANT AND N95
CHECK DATE: 06/02/2020									
775373-00		05/20/2020	060220	333454	142.65	06/20/2020	INV	PD	CCC Sanitizer COVID-19
CHECK DATE: 06/02/2020									
					1,729.54				
108799 SCHMIDT, BRYCE									
2008093.002		05/11/2020	060220	333516	26.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: SCHMIDT, BRYCE			
108821 SCHNAARE, MICHELE									
2008136.002		05/26/2020	060220	333517	150.00	06/26/2020	INV	PD	RFD-RETIREMENT PARTY PERM
CHECK DATE: 06/02/2020						PAYEE: SCHNAARE, MICHELE			
108102 SECURITAS ELECTRONIC SECURITY INC									
7000549594		04/16/2020	060220	333455	135.00	06/26/2020	INV	PD	BOUNTIFUL BSKT MONITORING
CHECK DATE: 06/02/2020									
7000549595		04/16/2020	060220	333455	183.99	06/26/2020	INV	PD	CITY HALL MONITORING 5/1-
CHECK DATE: 06/02/2020									
					318.99				
108794 SELKEN, CONNER									
2008083.002		05/08/2020	060220	333518	56.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: SELKEN, CONNER			
104416 KELBRO COMPANY									
2498518		05/15/2020	060220	333456	260.35	06/15/2020	INV	PD	ICE MACHINE RENTAL-OAK 19
CHECK DATE: 06/02/2020									
101775 THE SHERWIN-WILLIAMS COMPANY-CHANHASSEN									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
4457-2		05/15/2020	060220	333457	405.98	06/20/2020	INV	PD	BOARDWALK STAIN FOR FIREM
CHECK DATE: 06/02/2020									
5313-0		03/26/2020	060220	333458	483.95	04/20/2020	INV	PD	CCC PAINT
CHECK DATE: 06/02/2020									
5840-6		05/11/2020	060220	333458	226.58	06/20/2020	INV	PD	CCC Paint
CHECK DATE: 06/02/2020									
5945-3		05/13/2020	060220	333457	295.56	06/20/2020	INV	PD	PAINT FOR CLOVER RIDGE CO
CHECK DATE: 06/02/2020									
6180-6		05/18/2020	060220	333457	2,029.87	06/20/2020	INV	PD	BOARDWALK STAIN FOR FIREM
CHECK DATE: 06/02/2020									
6938-3		05/06/2020	060220	333458	1,057.58	06/06/2020	INV	PD	CCC Paint
CHECK DATE: 06/02/2020									
7189-2		05/12/2020	060220	333458	926.71	06/20/2020	INV	PD	CCC Paint
CHECK DATE: 06/02/2020									
7191-8		05/12/2020	060220	333457	827.28	06/20/2020	INV	PD	BOARDWALK STAIN FOR FIREM
CHECK DATE: 06/02/2020									
7246-0		05/14/2020	060220	333457	405.68	06/20/2020	INV	PD	BOARDWALK STAIN FOR FIREM
CHECK DATE: 06/02/2020									
7264-3		05/14/2020	060220	333458	208.00	06/20/2020	INV	PD	CCC Paint
CHECK DATE: 06/02/2020									
7676-8		05/22/2020	060220	333458	679.73	06/20/2020	INV	PD	CCC Paint
CHECK DATE: 06/02/2020									
					7,546.92				
104827 ROHN INDUSTRIES INC									
528681		05/18/2020	060220	333459	15.00	06/18/2020	INV	PD	MINIMUM SERVICE FEE
CHECK DATE: 06/02/2020									
105388 SHRED-IT US HOLDCO INC									
8129749382		05/15/2020	060220	333460	185.41	06/01/2020	INV	PD	Shredding-PD-Apr & May
CHECK DATE: 06/02/2020									
101790 SIGN SOURCE INC									
65141		05/15/2020	060220	333461	399.97	06/15/2020	INV	PD	TC COVID-19 SIGNS W/ UPDA
CHECK DATE: 06/02/2020									
108816 SILVA, VICTOR									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2008108.002		05/11/2020	060220	333519	26.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: SILVA, VICTOR			
104547 SITEONE LANDSCAPE SUPPLY HOLDING LLC									
99198385-001		05/04/2020	060220	333462	231.05	06/15/2020	INV	PD	HERBICIDE FOR PLANTING BE
CHECK DATE: 06/02/2020									
99249737-001		05/05/2020	060220	333462	106.12	06/15/2020	INV	PD	IRRIGATION SUPPLIES-PARKS
CHECK DATE: 06/02/2020									
99634240-001		05/15/2020	060220	333462	53.76	06/15/2020	INV	PD	IRRIGATION PARTS/SUPPLIES
CHECK DATE: 06/02/2020									
					390.93				
101803 SM HENTGES & SONS INC									
SP1017-108-9		05/08/2020	060220	333463	551,293.73	06/08/2020	INV	PD	TH 212 INTERCHANGE & CSAH
CHECK DATE: 06/02/2020									
108829 SPANNBAUER, ROBERT									
2008126.002		05/22/2020	060220	333520	53.00	06/22/2020	INV	PD	REFUND ACCOUNT BALANCE-AN
CHECK DATE: 06/02/2020						PAYEE: SPANNBAUER, ROBERT			
108218 SPRING CREEK OF CARVER ASSOCIATION									
2008084.002		05/08/2020	060220	333521	50.00	06/08/2020	INV	PD	RFD-RENTAL FEE
CHECK DATE: 06/02/2020						PAYEE: SPRING CREEK OF CARVER ASSOCIATI			
101847 SRF CONSULTING GROUP INC									
11971.01-1		04/30/2020	060220	333464	1,665.40	06/13/2020	INV	PD	COMPREHENSIVE TRAFFIC PLA
CHECK DATE: 06/02/2020									
101857 ST ANDREWS PRODUCT COMPANY									
0000874570		04/17/2020	060220	333465	296.31	05/17/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
108813 STEINHAGEN, SUSAN									
2008107.002		05/11/2020	060220	333522	22.34	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE-WI
CHECK DATE: 06/02/2020						PAYEE: STEINHAGEN, SUSAN			
108747 STERN, EMILY									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2008114.002		05/12/2020	060220	333523	1,000.00	06/12/2020	INV	PD	REF-PERMIT FEES
CHECK DATE: 06/02/2020						PAYEE: STERN, EMILY			
108804 STRITESKY, TYSON									
2008097.002		05/11/2020	060220	333524	45.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: STRITESKY, TYSON			
101892 STUART C IRBY CO									
S011747733.004	200101	05/11/2020	060220	333466	2,175.00	06/10/2020	INV	PD	(15) FUSE S&C SMU-20 125E
CHECK DATE: 06/02/2020									
S011815231.005		05/08/2020	060220	333466	65.28	06/07/2020	INV	PD	MISC LINE HARDWARE 1/2"X6
CHECK DATE: 06/02/2020									
					2,240.28				
108806 SWARTHOUT, MATT									
2008100.002		05/11/2020	060220	333525	26.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: SWARTHOUT, MATT			
101932 TAYLOR MADE GOLF CO INC									
34227362		05/21/2020	060220	333467	1,019.84	06/20/2020	INV	PD	DEMO/RENTALS
CHECK DATE: 06/02/2020									
107683 TCF NATIONAL BANK									
6520875		05/12/2020	052220	333358	284.93	06/03/2020	INV	PD	FD EQUIP LEASE PMT 12
CHECK DATE: 05/22/2020									
108775 THIELEN, SUSAN									
33402		05/14/2020	060220	333468	76.28	06/14/2020	INV	PD	METER DEPOSIT REFUND-3405
CHECK DATE: 06/02/2020									
104908 TIMESAVER OFF SITE SECRETARIAL INC									
M25622		05/14/2020	060220	333469	290.00	06/14/2020	INV	PD	COUNCIL, EDA 5/4 MINUTES
CHECK DATE: 06/02/2020									
108807 TISCHER, LARRY									
2008101.002		05/11/2020	060220	333526	149.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: TISCHER, LARRY			

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101994 TRAVIS MATHEW LLC									
90069209 CHECK DATE: 06/02/2020		03/17/2020	060220	333470	-40.00	03/17/2020	CRM	PD	CREDIT-SHORT SHIPPED 1 PA
90070235 CHECK DATE: 06/02/2020		05/18/2020	060220	333470	193.03	06/17/2020	INV	PD	RESALE
					153.03				
102028 TWIN CITY WATER CLINIC INC									
14410 CHECK DATE: 06/02/2020		05/02/2020	060220	333471	510.00	06/02/2020	INV	PD	APR WTP SAMPLES
102033 TYLER TECHNOLOGIES INC									
045-301908 CHECK DATE: 06/02/2020		05/07/2020	060220	333472	213,072.00	06/21/2020	INV	PD	2020 MUNIS SAAS, 2021 PRE
102064 US BANK									
5719393 CHECK DATE: 06/02/2020		04/24/2020	060220	333473	1,600.00	06/26/2020	INV	PD	2015A EDA AGENT FEES
5719394 CHECK DATE: 06/02/2020		04/24/2020	060220	333473	1,600.00	06/26/2020	INV	PD	2015B EDA AGENT FEES
					3,200.00				
104522 US FOODS INC									
4426629 CHECK DATE: 06/02/2020		04/21/2020	060220	333532	179.17	06/15/2020	INV	PD	DISHWASHER LEASE, SANITIZ
4464967 CHECK DATE: 06/02/2020		04/24/2020	060220	333532	271.05	06/15/2020	INV	PD	TP, SOAP, SANITIZER-TC
4697154 CHECK DATE: 06/02/2020		05/12/2020	060220	333532	281.51	06/11/2020	INV	PD	TOWELS, SOAP, SANITIZER
4837006 CHECK DATE: 06/02/2020		05/22/2020	060220	333532	25.56	06/22/2020	INV	PD	TC SANITIZER-COVID-19
5940176 CHECK DATE: 06/02/2020		04/27/2020	060220	333532	-149.57	06/18/2020	CRM	PD	DISHWASHER LEASE INCORREC
5982614 CHECK DATE: 06/02/2020		05/12/2020	060220	333532	149.57	06/12/2020	INV	PD	FEB DISHWASHER LEASE-OAK1
5982615		05/12/2020	060220	333532	149.57	06/12/2020	INV	PD	MAR DISHWASHER LEASE-OAK1

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 06/02/2020									
5982616		05/12/2020	060220	333532	149.57	06/12/2020	INV	PD	APR DISHWASHER LEASE-OAK1
CHECK DATE: 06/02/2020									
5982617		05/12/2020	060220	333532	149.57	06/12/2020	INV	PD	MAY DISHWASHER LEASE-OAK1
CHECK DATE: 06/02/2020									
5987370		05/14/2020	060220	333532	-149.57	06/14/2020	CRM	PD	CREDIT APR LEASE-COVID19
CHECK DATE: 06/02/2020									
					1,056.43				
104930 V H BLACKINTON & CO INC									
2996660		05/15/2020	060220	333475	12.00	06/14/2020	INV	PD	Kleber-Badge repair and r
CHECK DATE: 06/02/2020									
102104 VESSCO INC									
79954		05/01/2020	060220	333476	211.90	06/01/2020	INV	PD	PM KIT FOR WTP
CHECK DATE: 06/02/2020									
80051		05/12/2020	060220	333476	199.11	06/12/2020	INV	PD	CHLORINE ANALYZER PARTS
CHECK DATE: 06/02/2020									
					411.01				
102141 WASTE MANAGEMENT OF MINNESOTA INC									
7364805-1593-0		05/05/2020	051920	333349	539.71	06/04/2020	INV	PD	MAY CLUBHOUSE TRASH/RECYC
CHECK DATE: 05/19/2020									
7364810-1593-0		05/05/2020	051920	333349	302.84	06/04/2020	INV	PD	MAY TC MAINTENANCE
CHECK DATE: 05/19/2020									
					842.55				
102166 WESCO DISTRIBUTION INC									
183914	200105	05/22/2020	060220	333477	923.10	06/22/2020	INV	PD	(6) ELBW 750 MCM 600A
CHECK DATE: 06/02/2020									
108796 WHALEN, CASIE									
2008090.002		05/11/2020	060220	333527	33.00	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE-CA
CHECK DATE: 06/02/2020						PAYEE: WHALEN, CASIE			
108781 WILKERSON, TRAVIS									
34360		05/14/2020	060220	333478	52.21	06/14/2020	INV	PD	METER DEPOSIT REFUND-2915
CHECK DATE: 06/02/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
108802 WILLIS, LUKE									
2008096.002		05/11/2020	060220	333528	20.50	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: WILLIS, LUKE			
102192 WILSON SPORTING GOODS CO									
4530884533		05/11/2020	060220	333479	124.00	06/11/2020	INV	PD	RESALE
CHECK DATE: 06/02/2020									
108817 WINKELMAN, DARREN									
2008110.002		05/11/2020	060220	333529	20.50	06/13/2020	INV	PD	REFUND ACCOUNT BALANCE
CHECK DATE: 06/02/2020						PAYEE: WINKELMAN, DARREN			
102189 WM MUELLER & SONS									
253743		05/01/2020	060220	333480	352.64	06/25/2020	INV	PD	COLUMBIA COURT WM PATCH
CHECK DATE: 06/02/2020									
253954		05/06/2020	060220	333480	358.13	06/25/2020	INV	PD	POTHOLE PATCHING MIX AND
CHECK DATE: 06/02/2020									
254044		05/07/2020	060220	333480	216.00	06/25/2020	INV	PD	POTHOLE PATCHING
CHECK DATE: 06/02/2020									
					926.77				
102220 NORTHLAND SYSTEMS INC									
76591		06/24/2019	060220	333481	198.00	07/29/2019	INV	PD	SAS HARD DRIVES
CHECK DATE: 06/02/2020									
108772 YOST, KAYLA									
33243		05/14/2020	060220	333482	86.64	06/14/2020	INV	PD	METER DEPOSIT REFUND-110
CHECK DATE: 06/02/2020									
102231 ZIEGLER INC									
F2265902		05/06/2020	060220	333483	19,290.00	06/06/2020	INV	PD	WTP GEN EXTENDED SERVICE
CHECK DATE: 06/02/2020									
					19,290.00				

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
280 INVOICES					1,552,344.43				

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

Electronic Payments



INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
105243 ALERUS FINANCIAL									
C92824		05/05/2020	052020	2346	107.80	05/20/2020	DIR	PD	APR 2020 PARTICIPANT FEES
CHECK DATE: 05/20/2020									
100385 CHASKA FIRE DEPT RELIEF ASSN									
2020/04-CFDRA		05/22/2020	052220	2353	32,501.27	05/22/2020	DIR	PD	APR FIRE RELIEF ASSOC-CIT
CHECK DATE: 05/22/2020									
107490 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
78461		05/22/2020	052620	2356	1,379.77	05/26/2020	DIR	PD	052220 Payroll HCSP Contr
CHECK DATE: 05/26/2020									
107744 GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
78462		05/22/2020	052620	2357	200.00	05/26/2020	DIR	PD	052220 Payroll MNDCP Cont
CHECK DATE: 05/26/2020									
101756 MII LIFE INCORPORATED									
15473385		05/06/2020	052220	2352	297.00	05/22/2020	DIR	PD	MAY PARTICIPANT FEES-FSA
CHECK DATE: 05/22/2020									
39428168		05/12/2020	051420	2340	334.55	05/14/2020	DIR	PD	5/14/20 FSA REIMBURSEMENT
CHECK DATE: 05/14/2020									
39438745		05/19/2020	052120	2347	20.00	05/21/2020	DIR	PD	5/21/20 FSA REIMBURSEMENT
CHECK DATE: 05/21/2020									
					651.55				
100927 INTERNAL REVENUE SERVICE									
78455		05/22/2020	052220	2348	123,574.68	05/22/2020	DIR	PD	052220 Payroll FICA Feder
CHECK DATE: 05/22/2020									
101346 MINNESOTA COMMISSIONER OF REVENUE									
2020/0430-CC		04/30/2020	051920	2344	7,512.10	05/19/2020	DIR	PD	APR-20 CARVER CTY TRANSIT
CHECK DATE: 05/19/2020									
2020/0430-SLS/UB		04/30/2020	051920	2342	103,900.91	05/19/2020	DIR	PD	APR-20 GEN/UB SALES TAX
CHECK DATE: 05/19/2020									
2020/0430-USE		04/30/2020	051920	2343	543.89	05/19/2020	DIR	PD	APR-20 USE TAX
CHECK DATE: 05/19/2020									

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					111,956.90				
101343 MINNESOTA DEPT OF REVENUE-PAYROLL WIRES									
78456 CHECK DATE: 05/26/2020		05/22/2020	052620	2354	23,954.69	05/26/2020	DIR	PD	052220 Payroll MN State T
101249 MINNESOTA MUNICIPAL POWER AGENCY									
3259 CHECK DATE: 05/20/2020		05/04/2020	052020	2345	2,062,897.58	05/20/2020	DIR	PD	APR 2020 ELECTRIC SERVICE
101376 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
78457 CHECK DATE: 05/22/2020		05/22/2020	052220	2349	11,366.58	05/22/2020	DIR	PD	052220 Payroll 457 Contri
106955 NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
78460 CHECK DATE: 05/22/2020		05/22/2020	052220	2351	2,204.87	05/22/2020	DIR	PD	052220 Payroll ROTH Contr
107499 OLD NATIONAL BANK									
6314047-MAY20 CHECK DATE: 05/15/2020		05/15/2020	051520	2341	1,400.00	05/15/2020	DIR	PD	MAY EDA PROMISSORY NOTE-P
104668 OPTUM BANK INC									
78459 CHECK DATE: 05/26/2020		05/22/2020	052620	2355	14,349.64	05/26/2020	DIR	PD	052220 Payroll HSA Contri
101498 PCARD									
2020/0512-PC CHECK DATE: 05/27/2020		05/12/2020	052720	2359	35,166.16	05/27/2020	DIR	PD	MAY 2020 PCARD PURCHASES
101506 PUBLIC EMPLOYEES RETIREMENT ASSOCIATION									
78458 CHECK DATE: 05/22/2020		05/22/2020	052220	2350	91,389.75	05/22/2020	DIR	PD	052220 Payroll PERA Contr
102066 US BANK									
2020/06/01 DS CHECK DATE: 05/26/2020		05/26/2020	052620	2358	76,546.62	05/26/2020	DIR	PD	US BANK-DS PMT DUE 6/1/20

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					76,546.62				
20 INVOICES					2,589,647.86				

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

Biweekly Report
June 1, 2020
By
Matt Podhradsky

UPCOMING COUNCIL MEETING SCHEDULE

With us still being restricted to 10 or less people in a meeting, and us anticipating that we will be having agendas the next two meetings that may have a larger public participation, we are going to continue to plan for Zoom meetings for at least the first two meetings in June. We do have a 5th Monday in June. It is uncertain at this time whether we will need to have a meeting that night or not.

June 1st: We are planning on having a work session this evening from 5:45-7 to have the County give us an update on the status of the Arboretum Area Transportation Study (Highway 5 and 82nd Street). Following the Work Session, we will be having a Council Meeting, with the main agenda item for that night being the consideration of the Preliminary Plat/Zoning/Acceptance of the EAW for the Pinnacle Heights Neighborhood (this is the proposed Dell Webb Project on the Hammer's Property), which we expect could attract a number of residents to attend the meeting. This will be a Zoom meeting and we have notified the interested residents so that they are able to participate. We also plan to have our Emergency Management Director, Tim Wiebe, be present at the meeting to give an update to Council on our current EOC work.

June 15th: We do not currently have a work session scheduled for that night. I will let you know if this changes. If Pinnacle Heights moves forward at the June 1st meeting, we would anticipate that we would see the Final Plat come forward for consideration of approval that night. With this meeting likely having residents wanting to attend/participate, we feel that it would be best to keep this as a Zoom meeting on this night. We will let you know if this changes.

For all Zoom meetings, please try to get logged on around 10 minutes prior to the meeting starting to make sure that we do not see any issues that we need to address. We will have IT help available during the meeting to help with unforeseen issues that may arise. Let me know if you have any questions about these upcoming meetings.

#Chaska Cares Initiative

The #Chaska Cares Initiative continues to move forward with the group continuing to plan events that are meant to address people's/businesses needs in the community and try to make sure we are finding ways to socially connect during this difficult time.

Currently, the four main initiatives that the group is working on include:

- High School Graduation Celebration: We are partnering with Chaska High School on Friday June 5th to have a community-wide recognition of our Chaska High

School Seniors. This event will include a "20 seconds to Unite" event at 5:45 pm where we are asking all residents to come out and make noise along with our public safety vehicles scattered around the community and our Civil Defense sirens going off. This will be followed by a "Chaska Hawk" parade that will go through the community from 6:15 to 8:30 pm. The route will be posted on our web site, and a live Facebook feed will give people an idea of where the parade is at, so they can know when it is getting close. We hope all in the community get involved and show our support of the seniors that night.

- The group is working to get out the vulnerable adult reporting form out to the public so we can keep tabs on the vulnerable adults in the community that may need special attention.
- The group is working to establish the Chaska Community Fund. The group is going through the process now of establishing a steering committee for the group and supporting this Fund with technical support to get established.
- The group is working on a public information campaign to encourage residents to continue being vigilant with precautions as businesses in the community continue to open up. The focus of the campaign will be to say we do things like wear masks in retail businesses, stay home when sick, wash hands frequently, etc.… because as a community we care.

In addition, with the opening of businesses and especially restaurants, we are reaching out and working with them to see how we can be of assistance to allow them to be successful in moving into a phase of having outdoor dining allowed. In some cases, we are working with them to allow them to move into some public right of way space to be able to spread dining opportunities, while at the same time being cognizant that we do not negatively impact other businesses. We have also been working with them on liquor licenses to make sure that they are covered in all areas, should they spread out past their property to make sure they have proper coverage for this. We will be meeting with these businesses at our EOC meeting on Monday.

A big thank you to the Chaska Cares Group for all the work that they have done! Please let me know if you have any questions.

Ernst House Redevelopment Update

Over the past month, staff have been in conversations with the Carver County CDA to discuss interest in the Ernst House redevelopment site. The concept would put the property into the Housing Land Trust, which would result in approximately four units of affordable owner-occupied housing on the site. The CDA would renovate the Ernst House into a single-family home and develop three new townhomes. Pursing this model opens the project to more funding resources, including state funding and the Chaska Housing Trust Fund. The CDA is interested in proceeding to prepare funding applications to state sources and would need City Council support to be successful in the form of a letter of intent for the redevelopment and a letter of support for pursuing funding. Staff are targeting the June 15th Council meeting for this discussion with Council.

Transition Housing Project Update

As most of the Council may remember, a little over a year ago, the City Council did approve the Concept Plan for two proposed apartment buildings on the property at the southwest corner of

County Road 61 and Hickory Street (aka Guyen Property). This proposal included the construction of a 26-unit market rate apartment building, along with a 16-unit apartment building immediately behind it that is meant to provide options for supporting young people in the community between the age of 18-29 find affordable housing if they are experiencing homelessness. The applicant for this project was Community Asset Foundation. At that same Council meeting the Council did approve a letter of support for the project that was utilized as part of the Grant Application Community Asset Foundation made to the State of Minnesota to seek funding for the project.

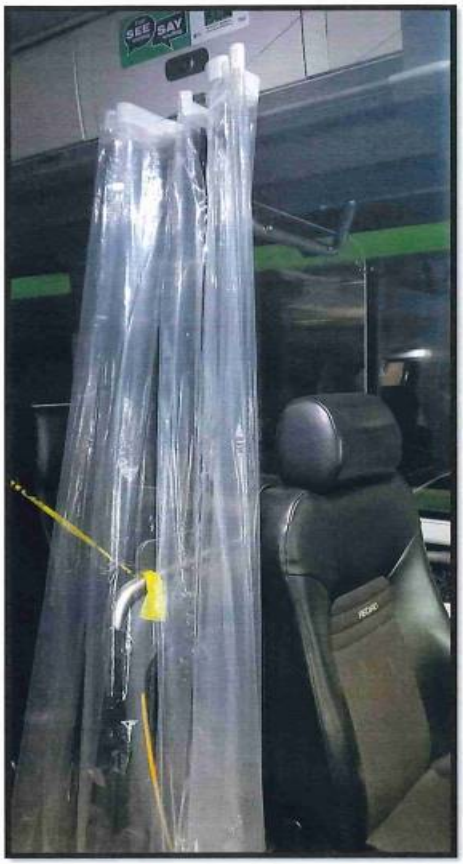
While this group did not ultimately receive funding through that grant cycle to move forward with the project, they are preparing to submit a subsequent application to the State in July to seek funding once again. To make this project financially feasible, the applicant will be applying to the State of Minnesota to be considered for State housing grant funds which are currently available. As part of that application process, Community Asset Foundation will once again be seeking to have a letter of support provided from the community. At the same time, the applicant would also like to request that the City provide Tax Increment assistance for the project, should it move forward. Currently the City of Chaska does have a policy for use of Tax Increment on Affordable Housing projects in the community which states that we will provide Tax Increment in the form of a Pay-As-You-Go Note, with the City rebating back to the project all by $500 of Tax Increment generated from the project on an annual basis. Our policy allows this for an 18-year period, with the dollars not being rebated going into our Chaska Housing Trust Fund to be used on other affordable housing projects in the City. We have utilized this program/policy on several projects in the community which have both supported these projects being able to move forward, while also allowing us to build up reserves in our Housing Trust Fund to support other projects.

The State of Minnesota has provided feedback to the applicants that having a commitment from the City to utilize our Affordable Housing TIF program would help them score better on their overall application for State funding.

To support this grant cycle, the applicant has made a request of the Council to consider this letter of support and commitment at our June 15th Council meeting. I wanted to be able to provide you this information now so that you have time to understand the request and ask questions that you may have. I will be prepared to discuss or answer any questions you may have about this request at our meeting on Monday.

Samples of some changes on buses



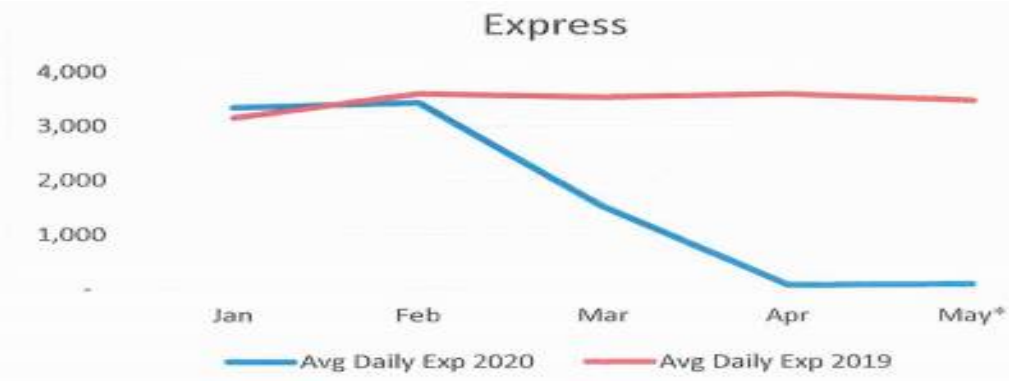




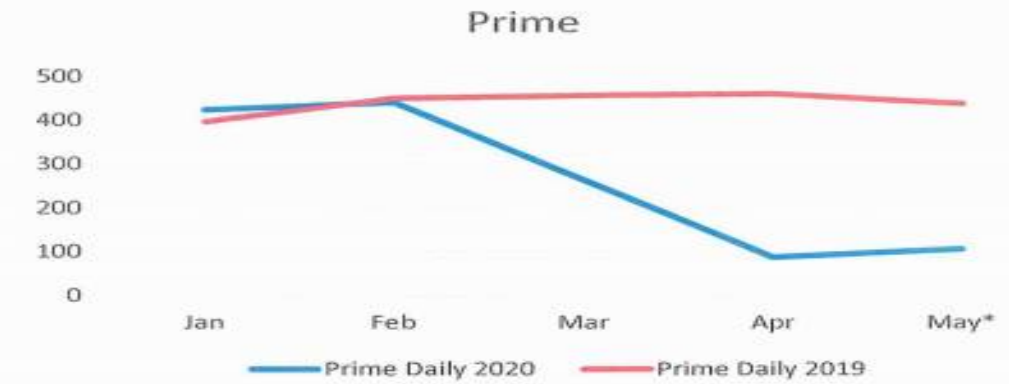





SW
SOUTHWEST TRANSIT



	Jan	Feb	Mar	Apr	May*
Avg Daily Exp 2020	3,341	3,434	1,501	67	73
Avg Daily Exp 2019	3,152	3,597	3,526	3,590	3,464



	Jan	Feb	Mar	Apr	May*
Prime Daily 2020	423	440	263	87	105
Prime Daily 2019	396	449	455	459	436

CHASKA PLANNING COMMISSION
MINUTES
MAY 13, 2020

1. Call to Order
Chairperson Dahlke called the meeting to order at 7:00 pm.

Chairperson Dahlke read aloud a statement explaining that due to the COVID-19 pandemic the Chaska Planning Commission met via electronic means. He explained how the public can still be involved in the meeting and discussions.

2. Roll Call
Roll call was taken. Members present: Commissioners Brass, Cross, Lacey, Olson, Rylee, Sailer, Bowe, and Urbanski and Chairperson Dahlke

Members absent: None

Also present: Kevin Ringwald, Community Development Director; Kevin Wright, Communications Manager; and, Liz Hanson, City Planner.

3. Adopt the Agenda
Motion by Commissioner Sailer, second by Commissioner Bowe, to adopt the agenda as presented.
Roll Call Vote: Ayes - all.

4. Visitor Presentation
None.

5. Minutes
Motion by Commissioner Lacey, second by Commissioner Brass, to approve the Minutes of the April 8, 2020, Planning Commission meeting.
Roll Call Vote: Ayes - all.

6. Consent Items
Motion by Commissioner Olson, second by Commissioner Brass, to approve the Consent Agenda as follows:

6.A. Motion to recommend to City Council approval of a Final Plat for Harvest West 2nd Addition/Tradition Development (PC #2020-10), subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. Cover Sheet, submitted by Alliant Engineering, dated April 1, 2020
    b. Details (pgs 2-3), submitted by Alliant Engineering, dated April 1, 2020
    c. Site Plan (pg 4), submitted by Alliant Engineering, dated April 1, 2020
    d. Updated Grading Plan (pg 5), submitted by Alliant Engineering, dated April 1, 2020
    e. Erosion and Sediment Control Plan (pgs 6-8), submitted by Alliant Engineering, dated April 1, 2020

f. Erosion and Sediment Control Notes (pg 9), submitted by Alliant Engineering, dated April 1, 2020
g. Street and Storm Sewer Plan (pg 10), submitted by Alliant Engineering, dated May 22, 2019
h. Street and Storm Sewer Plan and Profiles (pgs 11-14), submitted by Alliant Engineering, dated April 1, 2020
i. Intersection Details (pg 15), submitted by Alliant Engineering, dated April 1, 2020
j. Sanitary Sewer and Watermain Plan (pg 16), submitted by Alliant Engineering, dated April 1, 2020
k. Sanitary Sewer and Watermain Plan and Profiles (pgs 17-20), submitted by Alliant Engineering, dated April 1, 2020
l. Landscape Plan (pgs 21-24), submitted by Alliant Engineering, dated April 1, 2020
m. Harvest West Second Addition Final Plat (pgs 1-5), submitted by Alliant Engineering, undated

2. Adherence with the City Engineer's Memo dated May 5, 2020.
3. Provision of a 60 feet Right of Way width for all local streets.
4. Adherence to the City's Boulevard Tree Policy and local street section design.
5. Provision of sidewalks on both sides of all local streets.
6. Adherence to the following building setbacks:
    a. Cottage Lots (Detached Townhomes):
        i. Front: 20 feet
        ii. Rear: 30 feet
        iii. Side: 5 feet
        iv. Side (corner): 20 feet
    b. Village Lots (Single-Family):
        i. Front (house): 23 feet
        ii. Front (porch): 15 feet
        iii. Side: 5 feet
        iv. Side (corner): 23 feet
    c. Highway 212: 225 feet from the centerline (from centerline of adjacent travel lane) of TH 212 or 50 feet from right of way (whichever is greater)
    d. Savanna Way: 100 feet from the centerline
    e. County Road 44: 125 feet from the centerline
    f. Wetlands: 30 feet
    g. Public Park: 40 feet (only applicable to rear setbacks)
7. Prior to final plat recording, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.
8. Preservation of the wooded steep slopes, including 30-foot buffer and a 50-foot setback from that wooded steep slope.
9. 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.
10. Provision that screening on Savanna Way and County Road 44 will be provided in the form of landscaping and berming, and consistent with the screening on the east side of Savanna Way.
11. Provision that adequate screening is provided along the edges of Highway 212 via berming, and landscaping.
12. Provision of a storm water management plan meeting City and Carver County WMO standards.
13. Provision to continue working with the Parks and Recreation Director on the program

necessities of the public park.
14. Provision that parkland credit will not be given for the stormwater pond, wooded steep slopes, and wetland areas.
15. Adherence with Section 9.28 Anti-Monotony and Design Requirements in the Zoning Ordinance for both the cottage and village lots.
16. Provision to adhere to MnDOT's memo (pgs 1-7) dated June 6, 2018.
17. Provision to dedicate right of way (ROW) for County Road 44 consistent with CSAH 44 corridor design.

Roll Call Vote: Ayes - all.

7. Action Items:
7.A. Recommend approval of the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc./Anderson Development/ (PC#2020-11).

City Planner Liz Hanson presented the item to the Commission and noted that staff is recommending approval.

Commissioner Rylee asked about the air conditioning units for the building and asked if they would be screened.

City Planner Hanson stated that the applicant can answer specifics about the air conditioning units but noted that they will need to have some type of screening.

Commissioner Rylee noted that he was struck by the scale between the shop facility and the office facility and asked if the landscape plan reflects that scale, so it is proportional.

City Planner Hanson stated that the Commission could provide this information to the developer as a comment. She stated that the level of species that are proposed from the storage yard will provide a nice, mature delineation around the edge.

Commissioner Rylee stated that the architecture of the building in relation to the adjacent neighborhood seems rather stark. He stated that if the goal is to blend between an industrial and a residential area, in his opinion, this style does not accomplish that goal.

Commissioner Cross stated that she feels the plainness is a good thing in this situation because of the condition of the industrial buildings to the north. She stated that she feels this has a more tidy feel than the loading dock.

Chair Dahlke opened the public hearing for comment at 7:36 p.m.

Kelly Jo Robinson stated that she and her father live next door to this property and will be sharing the pond. She asked if there would be any sound dampening for the HVAC units.

City Planner Hanson asked the applicants, Jeremy Banken or Chad Johnson to answer this question.

Jeremy Banken, Anderson Development, stated that the HVAC units will be screened and noted that they will be 200-250 feet away from the townhomes.

Bruce Dorn asked if there will be exhaust fans running in the shop during the evening hours.

Mr. Banken stated that there will not be fans running during the evening hours.

Ms. Robinson asked about how this project will affect the pond and the watershed.

Mr. Banken noted that they have sent in over 100 pages to the City on how they will manage this pond and noted that the City has mandated that it be over-sized.

Mr. Dorn stated that the original plans called for not having a hard surface for the yard.

Mr. Banken stated that they still do not want to put in a hard surface for the yard, but noted that the pond has been over-sized to account for additional hard cover.

There being no additional comments, Chair Dahlke closed the public hearing at 7:40 p.m.

Commissioner Bowe stated that she likes that there is only one entrance and likes having the building pushed up to the other industrial buildings because it will create a better buffer for the residential area. She noted that she also appreciates all the landscaping that is being provided.

Commissioner Cross stated that she agrees with Commissioner Bowe and noted that this is a difficult site and she feels the pond will improve the site.

Chair Dahlke stated that he agrees and feels it is long overdue that something is done on this site. He stated that he assumes by the final approval stage there will be more details on the hard surface concerns that were raised.

Jeremy Banken, stated that the City is proposing 21 conditions and noted that they do have some concerns with a few of them. He stated that their first concern is condition #6 relating to what the City would like to see in the facade. He stated that they would like to leave the facade as currently presented.

Commissioner Brass stated that he likes the look of the building and feels it is a breath of fresh air. He stated that he is not opposed to removing #6, but he is not sure what was meant by the reference to "more articulation".

City Planner Hanson stated that #6 was intended to continue the materials used on the rest of the building to the west façade to break it up a bit.

Chair Dahlke stated that he agrees with Commissioner Brass and likes the look of the building.

Commissioner Sailer stated that he agrees and wonders if that condition was a holdover from when the building and parking was arranged differently and faced another street.

Commissioner Rylee noted that the west elevation will be the primary view from 4 residences.

Communications Manager Kevin Wright stated that the Commission has received a question about the view from the south, how the pond will be improved, and how it will affect the backyards of the residences in the area.

Mr. Johnson stated that they are planning a berm between this façade and Ravoux Road so the whole façade will not be visible from the road.

Community Development Director Ringwald noted that the Commission has received another question about the pond improvements and asked the developer to address their plans one more time.

Mr. Banken explained that the pond should have zero impact on their back yards.

Mr. Johnson stated that they would also like to discuss conditions #12 and #7. He stated that they feel condition #12 requiring irrigation of this field is excessive and explained their plans for low maintenance landscaping in this area.

Chair Dahlke clarified that Mr. Johnson was stating that they did not want to irrigate between the fence and Old Audubon Road.

Community Development Director Ringwald noted that requiring irrigation of yards is part of the City Code.

Mr. Johnson noted that they are not even using this area as a yard.

Commissioner Brass asked about the definition of "yard" within the City Code.

Community Development Director Ringwald explained that typically if it is a front yard or something similar. He noted that this situation is somewhat unusual and noted that low maintenance landscaping can be a bit ambiguous.

Commissioner Brass asked what they were planning for their low maintenance landscaping.

Mr. Johnson stated that he believes they are planning some sort of MNDot seed mixture and it would be mowed as needed. He stated that this lot is 5.5 acres and if they have to irrigate the entire lot, this deal will not be going anywhere. He stated that he believes their plans will be a large improvement for the area from what has been there in the past.

Commissioner Bowe asked about what the neighboring buildings have for yards and irrigation on their lots so the City can, at a minimum, be consistent.

City Planner Hanson stated that it is difficult to say what they currently have on site because most of it is pavement or gravel out there with open storage yards.

Commissioner Cross stated that the low maintenance grass is perfectly fine because of its location,

but there will be plants right around the fence. She noted that trickle irrigation for the plantings to keep them looking nice and screening the lots would probably be better than irrigating the lot and having to mow the area more often.

Mr. Johnson stated that their vision of this section of the lot is no different than what the City maintains across Old Audubon because it is not irrigated between there and the creek. He stated that the City has low maintenance grass in this area and simply mows it every few weeks. He noted that they are planning irrigation around the building and for the landscaped areas.

Commissioner Brass stated that he will side with the applicant on this issue because of the nature of Old Audubon Road and this location. He that he thinks a low maintenance grass for this portion of the lot does not seem unreasonable.

Commissioner Bowe stated that she concurred and is fine with the entire lot not needing to be irrigated.

Communications Manager Wright read aloud questions submitted by Advantage Coating: They would like to know how the road is being widened and noted that there has been no contact with them since the last meeting regarding using Arbor Drive.

Commissioner Brass asked if Arbor Drive was a private road.

City Planner Hanson noted that there are cross access easements that will have to be amended to include structures.

Mr. Johnson noted that they have not had any communication with Advantage Coating since about this time last year because they were waiting to make sure this was a viable project that would be approved by the City before they moved forward and drafted agreements. He moved on to discuss condition #7 and noted that they would like to see if there a way to have this area as recycled concrete surface rather than asphalt.

Commissioner Brass asked if this issue was another City Code issue that has a requirement for outside storage areas to be paved.

Community Development Director Ringwald stated that this was correct.

Mr. Johnson stated that with the recycled concrete surface, the trees and shrubbery and fencing, dust should be a non-issue.

Commissioner Brass asked the applicant what they will be storing on the lot.

Mr. Johnson explained that they have work trucks and trailers as well as equipment such as excavators, front end loaders and skid steers. He stated that there will also be trucks coming in fully loaded with blocks and rocks. He explained that he believed that asphalt would not last long in this situation.

Commissioner Cross stated that with poor soils, no matter what is put on the top, something will

move because of the peat in this area. She stated that having it to be able to readjust it and having it be a more gravel like material would probably be wiser. She noted that in her opinion, the City cannot expect to treat a building on lousy soils the same as one that is not.

Communications Manager Wright noted that there were a few more questions that have come in: Have there have been any tests done on Arbor Drive in order to ensure they can handle the trucks?

Mr. Johnson stated that they have not conducted any testing on Arbor Drive.

Commissioner Brass asked if the City would have on file the specification and tonnage that Arbor Drive was originally built to.

Community Development Director Ringwald stated that the City would probably not have this information.

Commissioner Brass stated that he is also not opposed to this suggestion by the applicant to use the recycled concrete material rather than asphalt in this area, but would like a professional or engineering opinion on this issue.

Community Development Director Ringwald suggested that if this change is made that there be something included in the conditions regarding dust control.

Commissioner Rylee stated that he thinks it is important to address the questions from Advantage Coating regarding the ability of Arbor Drive to handle the trucks. He stated that because this will be a shared roadway, he asked how they would share responsibility for the road.

Community Development Director Ringwald stated that he thinks there are things that can be added to the conditions relative to Arbor Drive is for them to bring back an agreement with final approval, so the City knows there is agreement. He stated that it does appear the applicant may cause more wear and tear to the roadway, so perhaps the agreement will need to reflect that.

Commissioner Brass reiterated that he would support omitting condition #6 and changing #7 to allow recycled concrete material if they also submit an engineer's report to confirm what the applicant has claimed about the use of materials in the storage area. He stated that he would also add a last condition regarding an agreement with the neighbor on the shared driveway of Arbor Drive.

Mr. Dorn stated that he agrees that paving the storage area would be difficult and it won't last. He stated that he would like assurance that there will be a schedule for dust control and would like to see sodium chloride put on the surface at least a few times per year.

Amy Ann asked if the wastewater from this site will be going into the pond and expressed concerns about the wildlife such as frogs and turtles being safe.

Commissioner Brass asked if Ms. Ann was referring to wastewater or runoff.

Ms. Ann stated that she meant runoff.

Commissioner Rylee stated that there will be a requirement for an NPDES permit which will have a stormwater pollution and erosion control measures. He explained that he would like to keep Condition #6 because he thinks it is good to keep the articulation on the west because of the view from Ravoux Road.

Commissioner Urbanski stated that he has worked with crushed concrete quite a bit and after the first year is gets packed in pretty well and the dust issues are minimal.

Commissioner Brass noted that the Commission had also discussed removing Condition #12.

Motion by Commissioner Brass, second by Commissioner Sailer, to recommend to City Council approval of the Preliminary Site & Building Plan and Preliminary Plat for Structures, Inc. (PC#2020-11) subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Narrative – Preliminary Plat/Preliminary Site Plan Review, submitted by Structures**
    b. **Yard Equipment and Noise Summary, submitted by Structures**
    c. **Response to Request for Additional Information, submitted by Structures, dated April 24, 2020**
    d. **MnDOT Standard Non Native (Turf) Seed Mixture**
    e. **Storage Detail Images (A1), submitted by HTG Architects**
    f. **Poor Soils Exhibit (B1), submitted by Anderson, dated April 29, 2020**
    g. **Existing Conditions Survey (pg C1), submitted by HTG Architects, dated April 29, 2020**
    h. **Preliminary Plat (pg C2), submitted by HTG Architects, dated April 29, 2020**
    i. **Demolition Plan (pg C3), submitted by HTG Architects, dated April 29, 2020**
    j. **Grading & Drainage Plan (pg C4), submitted by HTG Architects, dated April 29, 2020**
    k. **Utility & Paving Plan (pg C5), submitted by HTG Architects, dated April 29, 2020**
    l. **Sediment & Erosion Control Plan (pg C6), submitted by HTG Architects, dated April 29, 2020**
    m. **SWPPP 1 (pg C7), submitted by HTG Architects, dated April 29, 2020**
    n. **SWPPP 2 (pg C8), submitted by HTG Architects, dated April 29, 2020**
    o. **Civil Details – 1-3 (pg C9-C11), submitted by HTG Architects, dated April 29, 2020**
    p. **Planting Plan & Details (pgs L1 & L2), submitted by HTG Architects, dated April 29, 2020**
    q. **Site Plan (pg EX7), submitted by HTG Architects, dated April 15, 2020**
    r. **Snow Storage Exhibit (pg EX-A), submitted by HTG Architects, dated April 29, 2020**
    s. **Site Sections (pg A0.0), submitted by HTG Architects, dated April 7, 2020**
    t. **Photometric Plan (pgs 1-2), submitted by Pulse, dated April 7, 2020**
    u. **Renderings (pgs 1-5), submitted by HTG Architects, dated April 7, 2020**
    v. **Material Elevations (pg EX6), submitted by HTG Architects, dated April 7, 2020**
    w. **Exterior Elevations (pg A3.1), submitted by HTG Architects, dated April 15, 2020**
    x. **Main Level Floor Plan (pg EX8), submitted by HTG Architects, dated April 7, 2020**
2. **Adherence with the Engineers Memo dated May 5, 2020.**
3. **Provision that vehicle access on Ravoux Road is prohibited.**
4. **Compliance with section 9.11 Building Design/Materials and Site Design for all three buildings.**
5. **Provision that full modular face brick will be used on any brick applications in order to be classified as a Class I material.**

6. **Provision of an engineers memo proposing that crushed concrete is an acceptable ground cover in the storage yard and will have adequate dust control methods applied, to be submitted at final submittal.**
7. **Provision that exterior storage will not exceed 8 feet in height.**
8. **Provision that additional coniferous trees are added on the south side of the parking lot, and to be revised on the landscape plan for final submittal.**
9. **Provision that overstory tree on SW corner of Ravoux Road and Ravoux Circle be placed south of transmission easement between west property line and Ravoux Road, and to be revised on the landscape plan for final submittal.**
10. **Provision that the boulevard trees on the west property line are moved to be between the curb of Ravoux Road and the west property line, and to be revised on the landscape plan for final submittal.**
11. **Provision that the 18 feet high wall lighting on the west façade be lowered at least four feet.**
12. **Provision that all mechanical equipment will be fully screened from view.**
13. **Provision of a City-owned outlot or Drainage & Utility easement over the southern pond, to be shown on the final plat.**
14. **Provision of a Drainage & Utility easement over the City's northern distribution line, to be shown on the final plans and plat and approved by the Electric Director.**
15. **Coordination with the City Engineer for the provision of public utilities to the site.**
16. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
17. **Provision of a wetland delineation report be submitted.**
18. **Compliance with applicable zoning requirements, in particular Chapter 9 (General Requirements).**
19. **Any and all building signage shall be submitted separately, comply with zoning ordinance Section 10, and shall require approval by staff prior to installation.**
20. **Provision of a final maintenance agreement for Arbor Drive signed by all applicable parties, to be submitted at final submittal.**

Roll Call Vote: Brass, Bowe, Lacey, Cross, Olson, Sailer, Urbanski, and Dahlke – Aye. Rylee – Nay. Motion carried 8-1.

7.B. Recommend Approval of the Concept Plan for Pioneer Vista/Lennar/ PC#2020-08
City Planner Liz Hanson presented item to the Commission and noted that staff is recommending approval.

Commissioner Sailer asked about what is depicted in the upper right hand corner of the concept plan.

Community Development Director Ringwald noted that this is depicting the old Victory Drive.

Commissioner Rylee asked if Lennar would be able to take the fill out in order to facilitate their grading plan. He stated that he is skeptical about the cul de sac fitting without a retaining wall based on the existing fill.

Community Development Director Ringwald stated that level of detail will be dug into more thoroughly as part of the Preliminary Plat phase.

Commissioner Cross stated that the home structures look the same even though there are some size and color changes. She stated that she hopes they have something planned in order to vary the face of the townhomes.

Josh Metzer, Lennar, stated that they are excited to be exploring this opportunity in Chaska. He stated that he hopes to start working on engineering details within the next week or so.

Community Development Director Ringwald asked Mr. Metzer to give a little more detail on the units including price point and the demographics of the typical buyer.

Mr. Metzer stated that they are looking to target the homes in the low $300,000s for their price point, but noted that they can vary. He noted that these units are unique because they have a main level, a second story, as well as a basement level. He stated that the target market for the homes is usually single people or younger families. He noted that because it is a townhome community, the look will be more standard, but there are a few options for people to choose from. He stated that they have other communities in the area and noted that he could send City Planner Hanson details on those communities so the Commission could see what those look like. He explained that the Commission is welcome to come and see the units, but because of the COVID-19 pandemic their visitors centers are only open by appointment.

Jeremy Landkammer Ely, 1368 Romeo Court, stated that he is present on behalf of the Board of Directors of the Jonathan Association and asked the Commission to refer to a letter dated March 13, 2019 where they formally requested that all developments in this area are included in the Jonathan Association.

City Planner Hanson stated that this letter had not yet been shared with the developer since the City just received a copy today but noted that she is happy to share it so they can begin communications with each other.

Mr. Landkammer Ely asked for more details on what can be expected from the homes in terms of the City's anti-monotony code.

Mr. Metzer stated that they have about 100 different color packages, but don't use them all in every project. He noted that usually there will be about 11 to choose from, but noted that there are more than just gray and white options. He offered to share additional pictures with City Planner Hanson for the Commission to see.

Mr. Landkammer Ely asked about landscaping and noted that his backyard will overlook this development area. He stated that he would like the Commission to require landscaping along

the entire railroad area in consideration for the homeowners that have backyards facing Romeo Court.

City Planner Hanson thanked Mr. Landkammer Ely for his input and noted that the landscaping plan will have more detailed information at the Preliminary Plat phase.

Greg Butler, 1355 Romeo Court, asked if there was any communication to the surrounding communities before tonight's meeting. He noted that a neighbor of his that lives a few houses down received 2 communications and he did not receive anything.

City Planner Hanson stated that per State Statute, the City is required to notify properties within 350 feet of the subject property.

Mr. Butler asked if there have been any environmental impact studies completed yet for this project.

City Planner Hanson stated that it is too early in the process for that kind of study and noted that they are usually triggered by a larger development. She stated that she suspects that this project would not fall into the category of triggering the need for an environmental study.

Mr. Butler asked if any traffic studies have been completed.

City Planner Hanson stated that at concept level the Commission only looks at conceptual plans and those types of technical documents come later in the process but noted that she is unsure if that will be requested for the preliminary plat.

Mr. Butler stated that based on previous apartments built into this area, he has concerns about parking in the area for residents as well as guests. He stated that he echoes Commissioner Cross's comments that these homes come across as cookie cutter and would like to see more creativity in their design. He stated that City Planner Hanson mentioned that Clover Ridge was originally designed for multi-family uses. He asked if, at that time, whether Pioneer Trail extension was in the mix and if the Clover Ridge Road connecting Pioneer Trail existed. He expressed his concern about squishing this many townhomes into a small area and questioned if it may be better used as a green space or something other than townhomes.

Lance Radziej, 1360 Romeo Court, stated that he would also like to see a full landscaping plan. He noted that he is surprised by the plans because this does not seem to be much of a mixed density development. He stated that his preference would be to see more mixed density. He expressed concerns about parking. He noted that he has lived in this area for a few years and there are already a lot of ponds in this area and shared his concerns for bringing in mosquitos, black flies and ticks. He stated that the plans show that they will be adding a few more ponds, which is a concern for him.

Jenny Killian, 1358 Romeo Court, noted that currently there are large trees that block the railroad track and explained that she would like to see those stay. She stated that they may actually be on the railroad property, but wanted to make sure to share her opinion on them staying. She asked if anyone had spoken to Clover Ridge Elementary to ensure that if a large number of

children move in with this development that the District will be able to support them. She asked if the only entrance will be on Clover Ridge Drive or if it will also be on Pioneer Trail.

Rick Waller, stated that he found a document on-line called the City of Chaska Land Use Plan and he feels this development is in violation of the principles that are expressed in this document. He read aloud a portion of the document.

Commissioner Olson asked what can be done regarding the anti-monotony besides the color changes because the backside is so visible.

City Planner Hanson noted that the one of the conditions requires 360 degree architecture specifically for buildings that have high exposure to public view. She gave a few examples of siding and wrapping features that can help with these concerns. She stated that this project wouldn't have a requirement to create differences between each unit but the City can carry the articulation requirement through the entire building.

Commissioner Olson stated that because this is most likely the first of many multi-family developments going up in the area, he asked how a traffic study would take that information into consideration.

City Planner Hanson stated that the City Engineer will have to weigh in on that in terms of how to best apply this information.

Commissioner Brass stated that he assumes a curb cut on Pioneer Trail will not be happening.

City Planner Hanson stated that it is up to the developer on whether to pursue that or not, but noted that Carver County would be the one deciding what would happen. She noted that from initial accounts, they would have to make a lot of improvements to the roadway in order to accommodate this development.

Commissioner Brass asked if the 2040 Comprehensive Plan has been adopted yet.

City Planner Hanson stated that it had not yet been officially adopted.

Commissioner Brass stated that the 2040 Comprehensive Plan is out for public review and noted that this land is zoned medium density residential and does fall within the current guidelines of what is proposed in the area.

City Planner Hanson stated that she believes that Mr. Waller was referencing the green belt area.

Commissioner Rylee stated that regarding mosquito control, his understanding is that part of the tax base contributes to the mosquito control district which is part of their maintenance.

Community Development Director Ringwald confirmed that residents of the metro area pay taxes and that a portion of them is used for mosquito control.

Commissioner Rylee stated that the developer is allocating 27 guest parking spaces and asked if there was any ordinance that drives that number.

City Planner Hanson stated that this value is called out in the parking code which requires 1 parking space per 2 dwelling units. She noted that this calculation has worked quite well for other townhomes to have adequate guest parking.

Community Development Director Ringwald noted that the unit parking is almost doubled for this proposal.

Commissioner Rylee stated that the large trees along the railroad already provide significant screening and asked the developer if those trees will be disturbed.

Mr. Metzer agreed that they will try to save as many of those trees as they can, but noted that they do not yet have a grading plan. He stated there are roughly 50 trees throughout the wetland area that will not be removed. He noted that it is very important to them to provide landscape buffers.

Commissioner Rylee stated that the concern raised about the potential issues for Clover Ridge Elementary are a recognized concern.

Community Development Director Ringwald noted that the City meets quite regularly with the school district and briefs them on both long range and short range plans. He stated that they are shown the development plans so they can make plans and have seen this from a long range plan perspective. He noted that they have known this parcel of land has been guided towards medium density since about 2000.

Commissioner Rylee stated that he supports the Jonathan Association as well as the philosophy that an adjacent development should be included in the association.

Chair Dahlke stated that he agrees with Commissioner Rylee regarding the Jonathan Association and asked who decides if they work together.

Community Development Director Ringwald explained that the City can facilitate the discussion but it is a value discussion on whether both sides would like this development to become part of Jonathan Association. He reiterated that it is a really a business decision between the applicant and Jonathan Association.

Mr. Landkammer Ely reiterated that the Jonathan Association Board is absolutely interested in pursuing a relationship with this development or any future developers for this area.

Motion by Commissioner Rylee, second by Commissioner Olson, to recommend to City Council approval of the Motion to recommend approval to the City Council of the Concept Plan for a 54 unit townhome development on 17 acres of land, (PC#2020-08), subject to the following conditions:

1. **Approvals shall be based on the following graphic exhibits:**
    a. **Project Narrative (pgs 1-5), prepared by Lennar, dated February 21, 2020**
    b. **Existing Conditions, prepared by Westwood, dated February 26, 2020**

c. **Site Forces Exhibit, prepared by Westwood, dated February 26, 2020**
d. **Concept Sketch Plan, prepared by Westwood, dated February 26, 2020**
e. **Alta/NSPS Land Title Survey, prepared by Westwood, dated November 7, 2017**
f. **Topographical Survey, prepared by Westwood, dated November 7, 2017**
g. **Tree Inventory (pgs 1-2), prepared by Westwood, dated November 14, 2017**
h. **Home Plans (pgs 1-18), prepared by Lennar**

2. **Adherence with the City Engineer's Memo dated May 7, 2020.**
3. **Provision of at least 27 visitor parking spaces for 54 townhome units, to be shown on the preliminary plan.**
4. **Provision that private driveways are at least 22 feet in length.**
5. **Provision of a detail plan for the landscaping around the buildings and to be submitted at preliminary submittal.**
6. **Provision of adequate berming and landscaping along south edge abutting the Twin Cities & Western railway to be addressed at Preliminary submittal.**
7. **Provision of adequate screening and landscaping along north edge abutting Pioneer Trail, to be addressed at Preliminary submittal.**
8. **Provision to further explore a trail system within the site around the wetland and connect to Clover Ridge Drive, and to be addressed at preliminary submittal.**
9. **Adherence to the following building setbacks:**
    a. **Front (house): 20 feet**
    b. **Between Buildings: 20 feet**
    c. **Clover Ridge Drive: 20 feet**
    d. **Pioneer Trail: 125 feet from centerline**
    e. **Railroad: 50 feet**
10. **Provision of 360 degree architecture be used on all facades seen from public view.**
11. **Prior to final plat approval, developer shall enter into an agreement with the City for the provision of necessary infrastructure and associated development costs.**
12. **Preservation of wetlands and a 30 foot buffer.**
13. **Provision of a storm water management plan meeting City and Carver County WMO standards.**
14. **Provision of a wetland delineation report to be completed and provided at time of preliminary submittal.**
15. **Provision that adequate maintenance accesses are provided for the stormwater ponds, and to be shown on the plans at preliminary submittal.**
16. **Provision of an amenity detail provided at 1,000 square feet per unit, to be included at preliminary submittal.**
17. **Provision of a private street and private utility setup.**
18. **Provision of a construction traffic plan to be coordinated and approved by the City Engineer.**

Roll Call Vote: Ayes – all. Motion Carried.

8.Other Business

8.A. Receive Other Meeting Minutes

8 A.i. Receive the Minutes of the April 20th 2020, City Council Meetings.
8 A i.i. Receive the Minutes of the April 20th, 2020 EDA Meeting.
8 A.i.i.i. Receive the Minutes of the March 9th Park Board Meeting.

Commissioner Sailer

- Noted the construction on County Road 44 has been moving along well

Chairperson Dahlke

- Expressed his appreciation to City Planner Hanson and Community Development Director Ringwald for helping the Commission get through these odd circumstances in conducting the meeting.

Commissioner Bowe

- Commended staff for how well the technology has worked and provided an opportunity for the public to participate in tonight's meeting

Commissioner Lacey

- Expressed his appreciation to Communications Manager Wright for his work to help this meeting run smoothly

9. Adjourn

Motion by Commissioner Cross, second by Commissioner Bowe to adjourn the meeting at 9:34 pm.
Roll Call Vote: Ayes – all. Motion carried.