

WORK SESSION
2023 Tax Levy and General Fund Budget
5:30 - 7:00 PM



AGENDA
CHASKA CITY COUNCIL
CHASKA CITY HALL - COUNCIL CHAMBERS & ZOOM
Monday, August 15, 2022
7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Adopt Agenda
5. Visitor Presentation
 - 5.A. Brian Dahlke - Certificate of thanks for his years of service on the Planning Commission
 - 5.B. Growth Through Opportunity Program Recap
6. Approve Previous Meeting Minutes
 - 6.A. Approve the August 1, 2022 City Council Meeting Minutes
7. Consent Items
 - 7.A. Agreements related to a Metropolitan Council LHIA award for West Creek Apartments
 - 7.B. City Administrator Annual Review
 - 7.C. Bond Sale Reimbursement
 - 7.D. Adopt Resolution No. 2022-106 Approving the Alternate Urban Areawide Review (AUAR) Order and Scoping Document for CloudHQ/City of Chaska/PC #2022-52

8. Action Items

- 8.A. PUBLIC HEARING: Adopt Resolution No. 2022-99 Approving the Drainage & Utility Easement Vacation on Outlot B of Pioneer Vista/AV Development/PC #2022-50
- 8.B. Adopt Resolution No. 2022-105 Approving the Concept Plan for CloudHQ/CloudHQ/PC #2022-41
- 8.C. Adopt Resolution No. 2022-100 and Ordinance No. 1020 Approving the Preliminary Site & Building Plan and Zoning Ordinance Amendment (ZOA) for Hazeltine Plaza Apartments/Trident Development/PC #2022-48
 - 8.C.i. Adopt Ordinance No. 1020 Approving the Zoning Ordinance Amendment (ZOA) to PCD-15
- 8.D. Adopt Ordinance No. 1019 Approving the Zoning Ordinance Amendment (ZOA) to Section 15.16 Planned Development Districts/City of Chaska/PC #2022-51
- 8.E. Adopt Resolutions for Items Related to the Downtown Chaska Highway 41/Highway 61 Project
 - 8.E.i. Adopt Resolution 2022-102 Awarding the Bid for the Downtown Chaska TH 41/CSAH 61 Project and Execute Contract Documents
 - 8.E.ii. Adopt Resolution 2022-103 Approving a Cooperative Agreement with the Minnesota Department of Transportation for the Downtown Chaska TH 41/CSAH 61 Project
 - 8.E.iii. Adopt Resolution 2022-104 Approving a Joint Powers Agreement with Carver County

9. Bills

- 9.A. Accounts Payable Claims Roster 8-15-2022

10. Other Business

- 10.A. City Administrator's Report
 - 10.A.i. Biweekly 8-15-2022
- 10.B. Financial Reports

11. Other Meeting Minutes

- 11.A. Human Rights Commission Minutes - 05/26/2022

11.B. Human Rights Commission Minutes - 06/23/2022

12. Adjourn

**- MINUTES -
CHASKA CITY COUNCIL
AUGUST 1, 2022**

1. Call to Order

The meeting was called to order by Mayor Windschitl at 5:34 pm.

2. Roll Call

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

Absent: None.

Also Present: Matt Podhradsky, City Administrator; Kevin Wright, Communication Director; Elise Durbin, Assistant Administrator; Jacob Saufley City Attorney.

3. CLOSED SESSION

Motion by Huang, second by Hubbard to enter into the closed session.

Motion carried.

4. OPEN SESSION

Motion by Hatfield, second by Grau to reconvene the Regular City Council Session.

Motion carried.

Motion by Hubbard, second by Hatfield to recess the Regular City Council Session.

Motion carried.

Motion by Huang, second by Hubbard to reconvene the Regular City Council Session.

Motion carried.

5. Pledge of Allegiance

6. Adopt the Agenda

Motion by Councilmember Hatfield, second by Councilmember Grau to adopt the agenda as presented.

Motion carried.

7. Proclamation

7.A. Chaska Area Fishing with Friends Veterans Celebration

Mayor Windschitl read a Proclamation in Recognition of Chaska Area Fishing with Friends Veterans Celebration.

8. Visitor Presentation

8.A. WeCab – Executive Director, Stephanie Alexander

Ms. Alexander and former Victoria Mayor Mary Hershberger Thun. Ms. Hershberger Thun recognized the City of Chaska as being the first city to donate to WeCab. Ms. Alexander provided background on this program and stated they are always needing volunteers for the program. She stated if anyone would like to volunteer they can call 1-844-743-3932 and choose #3, from there you will be prompted to complete an application.

8.B. Chaska PD – Presentation

Police Chief Seibert provided a presentation on the police statistics and data available.

9. Minutes

9.A. Approve the July 18, 2022, City Council Meeting Minutes

Motion by Councilmember Hatfield, second by Councilmember Huang to approve the minutes of July 18, 2022, City Council meeting.

Motion carried.

10. Consent Agenda

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

A. Southwest Christian High School Special Assessment Agreement

Motion authorizing the Mayor and City Administrator to execute the Special Assessment Agreement with Southwest Christian High School.

B. Approve Temporary On-Sale Liquor License - Guardian Angels Church

Motion to Motion to approve Temporary On-Sale Intoxicating License TW.22.05 for Guardian Angels Church, allowing them to serve intoxicating beverages at the AngelFest Celebration, effective September 24, 2022.

C. Amending 2022 Fund Budgets

Motion to adopt Resolution No. 2022-96 Amending 2022 Fund Budgets.

D. Temporary On-Sale Intoxicating License – Crown of Glory Lutheran Church

Motion to Motion to approve Motion to approve the Temporary On-Sale Intoxicating License TW 22-06 for Crown of Glory Lutheran Church, that allows them to serve intoxicating beverages at their fundraising event, on October 14, 2022.

E. Chaska Miracle League Application

Motion for approval to submit application to The Miracle League for membership.

Motion carried.

11. Action Items

11.A. Adopt Resolution 2022-95, Approving the Drainage & Utility Easement Vacation over Hazeltine Plaza Plat/City of Chaska/PC #2022-47

City Administrator Podhradsky introduced and provided background on this item.

Mayor Windschitl opened the public hearing at 8:10 p.m.

No one wished to address the Council.

Mayor Windschitl closed the public hearing at 8:11 p.m.

Motion by Councilmember Huang, second by Councilmember Hubbard to adopt Resolution No. 2022-95 approving the Drainage & Utility Easement Vacation over Hazeltine Plaza Plat/City of Chaska/PC #2022-47.

Motion carried.

11.B. Adopt Resolution 2022-97 Authorizing the Statewide Public Works Mutual Aid Pact
City Administrator Podhradsky introduced this item.

Police Chief Seibert provided a presentation and background on this item.

Mayor Windschitl stated he isn't sure this would be beneficial to the City if another unrest occurs and it happens in more places than in Chaska.

City Administrator Podhradsky stated the cities involved in this are suburbs so there is no concern that a major city like Minneapolis would use all the resources should the fence be used.

Councilmember Hubbard asked if the Board is comprised of members from several agencies.

Police Chief Seibert stated the Board will consist of; (2) Police, (1) Fire, (1) Public Works, and (1) Emergency Management members.

Councilmember Huang asked what other cities are involved with this program.

Police Chief Seibert listed the many cities that are considering being involved with this program.

City Administrator Podhradsky stated from a funding standpoint this will act as an insurance policy of sorts and in the future create a strong argument for why the State should invest in these programs as well.

Mayor Windschitl clarified that whoever buys in will have protection for their building only.

Police Chief Seibert stated the amount of police it would take to protect the City Hall should not be underestimated.

Councilmember Hatfield asked if the fence is insured.

Police Chief Seibert stated the Fence Board would provide insurance for the fence should it become damaged at some point.

Councilmember Grau stated it will be important to know whoever has the power to make the call on what buildings get protection, if and when the fence is needed because there will be backlash no matter what the outcome is of action taken.

Motion by Councilmember Huang, second by Councilmember Grau to adopt Resolution No. 2022-97 Authorizing the Statewide Public Works Mutual Aid Pact.

Motion carried.

11.C. Adopt Resolution 2022-98 Authorizing the Fence Consortium Joint Powers Agreement

City Administrator Podhradsky introduced this item and City Planner Hanson provided a presentation on this item.

Motion by Councilmember Hatfield, second by Councilmember Hubbard to adopt Resolution 2022-98 Authorizing the Fence Consortium Joint Powers Agreement.

Motion carried.

12. Bills

12.A. Accounts Payable Council Roster 8-1-2022

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

13. Other Business

13.A. City Administrator's Report

Councilmember Hubbard:

- Stated the Community Center Task Force met this past week
- Reminded everyone that Night to Unite is tomorrow
- Stated the Chaska Community Centers Fall Guide is out for registration as of today
- Noted the Park Facilities Party is coming up for Ward 2 on August 10th from 5:30-7:30pm

Councilmember Huang:

- Stated River City Days had a great turnout
- Noted Picnic with the Police that was on July 21st was great
- Stated he is looking forward to Night to Unite tomorrow
- Stated the Park Facilities Party for Ward 4 is on August 17th from 6:30-8:00pm at McKnight Park
- Noted Touch-a-Truck is on August 18th from 5:00-7:30pm
- Stated Art in the Park is coming up on August 28th from 11am-5pm at Fireman's Park

Councilmember Grau:

- Stated the Park Facilities Party for his Ward is August 11th from 5:30-7:00pm at Veterans Park
- Stated he is impressed with the Community involvement on the Community Task Force Committee
- Stated he saw a lot of vendors at the Chaska City Days which was great

Councilmember Hatfield:

- Stated Wednesdays are the Farmer's Market
- Noted the Shoulder to Shoulder event is on August 13th

- Noted there is a Food Distribution on August 18th
- Stated Ward 3 has the Park Facilities Party on August 14th

City Administrator Podhradsky:

- He will be staffing the booth for the Facilities HOA Picnic from 5:30-7:00pm on Thursday and noted there are prizes for people who come to the booth

Mayor Windschitl:

- Stated he got a nice letter from Chaska Hawks for the Baseball fields thanking them for the support
- Stated Pete Brewers who was Assistant Fire Chief passed away recently sending thoughts to his family, the funeral is this Thursday
- Noted on August 15th Congressman Phillips is having a Vietnams Pinning Ceremony
- Stated filings are open on Tuesday to fill vacant seats for City Council
- The next meeting is August 15th and a Work Session is on August 29th

14. Adjourn to Closed Session

Motion by Councilmember Hubbard second by Councilmember Huang to enter into a closed section.

Motion carried.

Motion by Huang, second by Hubbard to reconvene to the Regular City Council Session.

Motion carried.

15. ADJOURN

Motion by Hatfield, second by Huang to adjourn the meeting at 10:35 p.m.

Motion carried.

REQUEST FOR ACTION CHASKA CITY COUNCIL 8/15/2022

Subject: **Agreements related to a Metropolitan Council LHIA award for West Creek Apartments**

Prepared By: Elise Durbin, Assistant City Administrator

In May 2022, the City Council approved final plans for the West Creek Apartments project—a 19-unit apartment building for young adults coming out of homelessness.

In affordable housing projects such as this, it is not usual for multiple funding sources to be brought together to make it financially viable. In this case, funding from Minnesota Housing, as well as the Metropolitan Council was applied for by the developer in 2020. The city was informed in early 2021 that a \$500,000 Local Housing Incentives Account (LHIA) award was made to the project by the Metropolitan Council.

As with all Metropolitan Council grants, the grants are made to the cities, rather than to developers. So, in the case of West Creek Apartments, the \$500,000 LHIA grant agreement, included as an attachment) is between the City and the Metropolitan Council. In order for the developer to receive the funds, since they are constructing the project, a subrecipient agreement has been drafted and included as an attachment for council review as well.

Approval of these two agreements will allow the developer and city to access the LHIA award funds from the Metropolitan Council for purposes of construction of this project.

CITY COUNCIL ACTION REQUESTED

Staff recommends the City Council make a motion approving and executing:

- The LHIA agreement between the Metropolitan Council and the City of Chaska
- The Subrecipient funding agreement between the City of Chaska and the Community Asset Development Group for the LHIA grant funds

LOCAL HOUSING INCENTIVES ACCOUNT

GRANTEE: City of Chaska		GRANT NO. SG-15674
PROJECT: West Creek Apartments		
GRANT AMOUNT: \$ 500,000	FUNDING CYCLE: 2020	
COUNCIL ACTION: January 13, 2021	EXPIRATION DATE: December 31, 2023	
COUNCIL AUTHORIZED AGENT: Samuel Johnson Samuel.Johnson@metc.state.mn.us		

METROPOLITAN LIVABLE COMMUNITIES ACT GRANT AGREEMENT

THIS GRANT AGREEMENT (“Agreement”) is made and entered into by the Metropolitan Council (“Council”) and the Municipality or Development Authority identified above as “Grantee.”

WHEREAS, Minnesota Statutes section 473.251 creates the Metropolitan Livable Communities Fund, the uses of which fund must be consistent with and promote the purposes of the Metropolitan Livable Communities Act (“LCA”) and the policies of the Council’s Metropolitan Development Guide; and

WHEREAS, Minnesota Statutes sections 473.251 and 473.254 establish within the Metropolitan Livable Communities Fund a Local Housing Incentives Account and require the Council to annually distribute funds in the account to Participating Municipalities that have not met their affordable and life-cycle housing goals and are actively funding projects designed to help meet the goals, or to Development Authorities for projects located in Participating Municipalities; and

WHEREAS, the Grantee is a Municipality that has negotiated affordable and life-cycle housing goals pursuant to Minnesota Statutes section 473.254, subdivision 2 and has elected to participate in the Local Housing Incentives Account program, or is a Development Authority; and

WHEREAS, the Grantee seeks funding in connection with an application for Local Housing Incentives Account funds submitted in response to a Request for Proposals issued by the Metropolitan Housing Implementation Group for the “Funding Cycle” identified above and will use the grant funds made available under this Agreement to help fund the “Project” identified in the application; and

WHEREAS, the Council awarded Local Housing Incentives Account grant program funds to the Grantee subject to any terms, conditions, and clarifications stated in its Council Action, and with the understanding that the Project identified in the application will proceed to completion in a timely manner, all grant funds will be expended prior to the “Expiration Date” identified above and Project construction will have “commenced” before the Expiration Date.

LOCAL HOUSING INCENTIVES ACCOUNT

NOW THEREFORE, in reliance on the above statements and in consideration of the mutual promises and covenants contained in this Agreement, the Grantee and the Council agree as follows:

I. DEFINITIONS

1.01. Definition of Terms. The terms defined in this section have the meanings given them in this section unless otherwise provided or indicated by the context.

- (a) **Commenced.** For the purposes of Sections 2.09 and 5.03, “commenced” means significant physical improvements have occurred in furtherance of the Project (*e.g.*, a foundation is being constructed or other tangible work on a structure has been initiated). In the absence of significant physical improvements, visible staking, engineering, land surveying, soil testing, cleanup site investigation, or pollution cleanup activities are not evidence of Project commencement for the purposes of this Agreement.
- (b) **Council Action.** “Council Action” means the action or decision of the governing body of the Metropolitan Council, on the meeting date identified at Page 1 of this Agreement, by which the Grantee was awarded Local Housing Incentives Account funds.
- (c) **Development Authority.** “Development Authority” means a housing and redevelopment authority, economic development authority, or port authority.
- (d) **Metropolitan Area.** “Metropolitan Area” means the seven-county metropolitan area as defined by Minnesota Statutes section 473.121, subdivision 2.
- (e) **Municipality.** “Municipality” means a statutory or home rule charter city or town in the Metropolitan Area.
- (f) **Participating Municipality.** “Participating Municipality” means a Municipality electing to participate in the Local Housing Incentives Account program under Minnesota Statutes section 473.254.
- (g) **Project.** Unless clearly indicated otherwise by the context of a specific provision of this Agreement, “Project” means the development or redevelopment project identified in the application for Local Housing Incentives Account funds for which grant funds were requested. Grant-funded activities typically are components of the Project.

II. GRANT FUNDS

2.01. Source of Funds. The grant funds made available to the Grantee under this Agreement are from the Local Housing Incentives Account of the Metropolitan Livable Communities Fund. The grant funds are derived from property taxes authorized by Minnesota Statutes sections 473.249, 473.253 and 473.254, subdivision 5 and are not from federal sources.

2.02 Total Grant Amount. The Council will grant to the Grantee the “Grant Amount” identified at Page 1 of this Agreement. Notwithstanding any other provision of this Agreement, the Grantee understands and agrees that any reduction or termination of Local Housing incentives Account funds made available to the Council, or any reduction or termination of the dollar-for-dollar match amount required under Section 2.03, may result in a like reduction in the Grant Amount made available to the Grantee.

LOCAL HOUSING INCENTIVES ACCOUNT

2.03. Match Requirement. Pursuant to Minnesota Statutes section 473.254, subdivision 6, the Grantee shall match on a dollar-for-dollar basis the total Grant Amount received from the Council under Section 2.02. The source and amount of the dollar-for-dollar match are identified in the Project Summary attached to and incorporated into this Agreement as Attachment A. With prior approval of the Council's grant administrator the Grantee may change the source of the required match without a formal amendment to this Agreement, provided the change of match source is memorialized in a revised Project Summary.

2.04. Authorized Use of Grant Funds. The Grant Amount made available to the Grantee under this Agreement shall be used only for the purposes and Project activities described in the application for Local Housing Incentives Account funds. A Project summary that identifies eligible uses of the grant funds as approved by the Council is attached to and incorporated into this Agreement as Attachment A. Grant funds must be used for purposes consistent with Minnesota Statutes section 473.25(a), in a Participating Municipality.

2.05. Ineligible Uses. Grant funds must be used for costs directly associated with the specific proposed Project activities and shall not be used for "soft costs" such as: administrative overhead; travel expenses; legal fees; insurance; bonds; permits, licenses, or authorization fees; costs associated with preparing other grant proposals; operating expenses; planning costs, including comprehensive planning costs; and prorated lease and salary costs. Grant funds may not be used for costs of Project activities that occurred prior to the grant award. A detailed list of ineligible and eligible costs is available from the Council's Livable Communities program office. Grant funds also shall not be used by the Grantee or others to supplant or replace: (a) grant or loan funds obtained for the Project from other sources; (b) Grantee contributions to the Project, including financial assistance, real property or other resources of the Grantee; or (c) funding or budgetary commitments made by the Grantee or others prior to the Council Action, unless specifically authorized by the Council. The Council shall bear no responsibility for cost overruns which may be incurred by the Grantee or others in the implementation or performance of the Project activities. The Grantee agrees to comply with any "business subsidy" requirements of Minnesota Statutes sections 116J.993 to 116J.995 that apply to the Grantee's expenditures or uses of the grant funds.

2.06. Loans for Low-Income Housing Tax Credit Projects. If consistent with the application and the Project activities described or identified in Attachment A, or if requested in writing by the Grantee, the Grantee may structure the grant assistance to the Project as a loan so the Project Owner can take advantage of federal and state low-income housing tax credit programs. The Grantee may use the grant funds as a loan for a low-income housing tax credit Project, subject to the terms and conditions stated in Sections 2.04 and 2.05 and the following additional terms and conditions:

- (a) The Grantee covenants and represents to the Council that the Project is a rental housing project that received or will receive an award of low-income housing tax credits under Section 42 of the Internal Revenue Code of 1986, as amended, and the low-income housing tax credit program administered by the Minnesota Housing Finance Agency or a program administered by the Minneapolis/Saint Paul Housing Finance Board or another designated housing credit agency that sub-allocates low-income housing tax credits in the Metropolitan Area.
- (b) The Grantee will execute a loan agreement with the Project Owner. Prior to disbursing any grant funds for the Project, the Grantee will provide to the Council a copy of the loan agreement between the Grantee and the Project Owner.

LOCAL HOUSING INCENTIVES ACCOUNT

- (c) The Grantee will submit annual written reports to the Council that certify: (1) the grant funds continue to be used for the Project for which the grant funds were awarded; and (2) the Project is a “qualified low-income housing project” under Section 42 of the Internal Revenue Code of 1986, as amended. This annual reporting requirement is in addition to the reporting requirements stated in Section 4.03. Notwithstanding the Expiration Date identified at Page 1 of this Agreement and referenced in Section 5.01, the Grantee will submit the annual certification reports during the initial “compliance period” and any “extended use period,” or until such time as the Council terminates this annual reporting requirement by written notice to the Grantee.
- (d) The grant funds made available to the Grantee and disbursed to the Project Owner by the Grantee in the form of a loan may be used only for the grant-eligible activities and Project components for which the Grantee was awarded the grant funds. For the purposes of this Agreement, the term “Project Owner” means the current Project Owner and any Project Owner successor(s).
- (e) Pursuant to Section 2.05, the grant funds made available to the Grantee and disbursed to the Project Owner in the form of a loan shall not be used by the Grantee, the Project Owner or others to supplant or replace: (1) grant or loan funds obtained for the Project from other sources; or (2) Grantee contributions to the Project, including financial assistance, real property or other resources of the Grantee; or (3) funding or budgetary commitments made by the Grantee or others prior to the Council Action, unless specifically authorized by the Council. The Council will not make the grant funds available to the Grantee in a lump sum payment but will disburse the grant funds to the Grantee on a reimbursement basis pursuant to Section 2.11.
- (f) By executing this Agreement, the Grantee: (1) acknowledges that the Council expects the loan will be repaid so the grant funds may be used to help fund other activities consistent with the requirements of the Metropolitan Livable Communities Act; (2) covenants, represents and warrants to the Council that the Grantee’s loan to the Project Owner will meet all applicable low-income housing tax credit program requirements under Section 42 of the Internal Revenue Code of 1986, as amended (the “Code”), and the low-income housing tax credit program administered by the Minnesota Housing Finance Agency or a program administered by the Minneapolis/Saint Paul Housing Finance Board or another designated housing credit agency that sub-allocates low-income housing tax credits in the metropolitan area; and (3) agrees to administer its loan to the Project Owner consistent with federal and state low-income housing tax credit program requirements.
- (g) The Grantee will, at its own expense, use diligent efforts to recover loan proceeds: (1) when the Project Owner becomes obligated to repay the Grantee’s loan or defaults on the Grantee’s loan; (2) when the initial thirty-year “compliance period” expires, unless the Council agrees in writing that the Grantee may make the grant funds available as a loan to the Project Owner for an “extended use period”; and (3) if noncompliance with low-income housing tax credit program requirements or some other event triggers the Project Owner’s repayment obligations under its loan agreement with the Grantee. The Grantee must repay to the Council all loan repayment amounts the Grantee receives from the Project Owner. The Grantee shall not be obligated to repay the grant funds to the Council except to the extent the Project Owner repays its loan to the Grantee, provided the Grantee has exercised the reasonable degree of diligence and used administrative and legal remedies a reasonable and prudent housing

LOCAL HOUSING INCENTIVES ACCOUNT

finance agency would use to obtain payment on a loan, taking into consideration (if applicable) the subordinated nature of the loan. At its discretion, the Council may: (1) permit the Grantee to use the loan repayment from the Project Owner to continue supporting affordable housing components of the Project; or (2) require the Grantee to remit the grant funds to the Council.

- (h) If the Grantee earns any interest or other income from its loan agreement with the Project Owner, the Grantee will: (1) use the interest earnings or income only for the purposes of implementing the Project activities for which the grant was awarded; or (2) remit the interest earnings or income to the Council. The Grantee is not obligated to earn any interest or other income from its loan agreement with the Project Owner, except to the extent required by any applicable law.

2.07. Revolving or Deferred Loans. If consistent with the application and the Project summary or if requested in writing by the Grantee, the Grantee may use the grant funds to make deferred loans (loans made without interest or periodic payments), revolving loans (loans made with interest and periodic payments) or otherwise make the grant funds available on a “revolving” basis for the purposes of implementing the Project activities described or identified in Attachment A. The Grantee will submit annual written reports to the Council that report on the uses of the grant funds. The Council will determine the form and content of the report. This annual reporting requirement is in addition to the reporting requirements stated in Section 4.03. Notwithstanding the Expiration Date identified at Page 1 of this Agreement and referenced in Section 5.01, the Grantee will submit the annual reports until the deferred or revolving loan programs terminate, or until the Council terminates this annual reporting requirement by written notice to the Grantee. At its discretion, the Council may: (1) permit the Grantee to use loan repayments to continue supporting affordable housing components of the Project; or (2) require the Grantee to remit the grant funds to the Council.

2.08. Restrictions on Grants and Loans by Subrecipients. The Grantee shall not permit any subgrantee or subrecipient to use the grant funds for grants or loans to any subgrantee or subrecipient at any tier unless the Grantee obtains the prior written consent of the Council. The requirements of this Section 2.08 shall be included in all subgrant and subrecipient agreements.

2.09. Project Commencement and Changes. The Project for which grant funds were requested must be “commenced” prior to the Expiration Date. The Grantee must promptly inform the Council in writing of any significant changes to the Project for which the grant funds were awarded, as well as any potential changes to the grant-funded activities described or identified in Attachment A. Failure to inform the Council of any significant changes to the Project or significant changes to grant-funded components of the Project, and use of grant funds for ineligible or unauthorized purposes, will jeopardize the Grantee’s eligibility for future LCA awards. Grant funds will not be disbursed prior to Council approval of significant changes to either the Project or grant-funded activities described or identified in Attachment A.

2.09 Budget Variance. The Grantee may reallocate up to twenty percent (20%) of the Grant Amount among the grant-funded activities, provided: (a) the grant funds may be used only for Project activities for which the Council awarded the grant funds; (b) the reallocation does not significantly change the Project deliverables; and (c) the Grantee receives written permission from Council staff prior to reallocating any grant funds. Council staff may administratively approve budget reallocation requests that exceed twenty percent (20%) of the Grant Amount only if the

LOCAL HOUSING INCENTIVES ACCOUNT

reallocation does not significantly change the Project deliverables. Notwithstanding the aggregate or net effect of any variances, the Council's obligation to provide grant funds under this Agreement shall not exceed the Grant Amount identified at Page 1 of this Agreement.

2.10. Loss of Grant Funds. The Grantee agrees to remit to the Council in a prompt manner: any unspent grant funds, including any grant funds that are not expended prior to the Expiration Date identified at Page 1 of this Agreement; any grant funds that are not used for the authorized purposes; any grant funds that are not matched on a dollar-for-dollar basis as required by Section 2.03; and any interest earnings described in Section 2.12 that are not used for the purposes of implementing the grant-funded Project activities described or identified in Attachment A. For the purposes of this Agreement, grant funds are "expended" prior to the Expiration Date if the Grantee pays or is obligated to pay for expenses of eligible grant-funded Project activities that occurred prior to the Expiration Date and the eligible expenses were incurred prior to the Expiration Date. Unspent or unused grant funds and other funds remitted to the Council shall revert to the Council's Local Housing Incentives Account for distribution through application processes in future Funding Cycles or as otherwise permitted by law.

2.11. Payment Request Forms, Documentation, and Disbursements. The Council will disburse grant funds in response to payment requests submitted by the Grantee through the Council's online grant management system and reviewed and approved by the Council's authorized agent. Payment requests shall be made using payment request forms, the form and content of which will be determined by the Council. Payment request and other reporting forms will be provided to the Grantee by the Council. The Council will disburse grant funds on a reimbursement basis or a "cost incurred" basis. To obtain reimbursement under this Agreement, the Grantee shall provide the Council with evidence that the eligible grant-funded Project activities (or a portion thereof) for which reimbursement has been requested have been satisfactorily completed. The Grantee shall describe the grant-eligible activities for which reimbursement is requested and shall provide sufficient documentation of grant-eligible expenditures, invoices and payment documents, and such other information as the Council reasonably requests. The Council will make the final determination whether the expenditures are eligible for reimbursement under this Agreement, and verify the total amount requested from the Council. Reimbursement of any costs does not constitute a waiver by the Council of any Grantee noncompliance with this Agreement. Payment requests must include the following documentation:

Consultant/contractor invoices showing the time period covered by the invoice; the specific grant-funded Project activities conducted or completed during the authorized time period within which eligible costs may be incurred; and documentation supporting expenses including subcontractor and consultant invoices showing unit rates, quantities, and a description of the good or services provided. Subcontractor markups shall not exceed ten percent (10%).

The Council shall disburse grant funds for all grant-eligible expenditures within thirty-five (35) days of the receipt of satisfactory documentation from the Grantee. **NOTWITHSTANDING THE PROVISIONS OF THIS SECTION 2.11, THE COUNCIL WILL NOT DISBURSE ANY GRANT FUNDS TO THE GRANTEE UNLESS THE GOVERNING BODY OF THE GRANTEE HAS ADOPTED A FAIR HOUSING POLICY AS REQUIRED BY SECTION 3.04.**

LOCAL HOUSING INCENTIVES ACCOUNT

2.12. Interest Earnings. If the Grantee earns any interest or other income from the grant funds received from the Council under this Agreement, the Grantee will use the interest earnings or income only for the purposes of implementing the Project activities described or identified in Attachment A.

2.13. Effect of Grant. Issuance of this grant neither implies any Council responsibility for contamination, if any, at the Project site nor imposes any obligation on the Council to participate in any pollution cleanup of the Project site if such cleanup is undertaken or required.

2.14. Resale Limitations. The Grantee must impose resale limitations regarding the disposition of any equity realized by the purchasers of “affordable” units if grant funds received from the Council under this Agreement are used for homeownership affordability gap financing in the Project described or identified in Attachment A. The intent of this resale limitation is to protect the public investment in the Project and ensure that a proportion of the affordability gap provided by the public investment in the form of grant funds received from the Council is recaptured for reuse in conjunction with other affordable housing efforts and does not become a windfall for any purchaser who might sell the home prior to expiration of a predetermined resale limitation period. If a purchaser sells the “affordable” home prior to expiration of the resale limitation time period, an equitable proportion of the affordability gap filled by grant funds received from the Council under this Agreement must be recaptured by the Grantee within twenty-four (24) months of the triggering resale event and applied to a similar affordable housing project within the Participating Municipality or returned to the Council. Unless otherwise agreed to by the Council and the Grantee, the length of the resale limitation time period and the proportion of the affordability gap to be recovered will be consistent with resale limitation time periods and repayment schedules stated in the Project application. These resale limitations do not apply when the grant funds are used for homeownership value gap financing.

III. AFFORDABILITY; AFFIRMATIVE FAIR HOUSING

3.01 Affordability Term. If the Project for which the grant funds were awarded includes affordable housing units, the Grantee shall, through written instruments or otherwise, ensure the affordable units will remain affordable for a minimum period of fifteen (15) years. The Grantee’s obligation under this section may be satisfied if other Project funding sources (*e.g.*, the Minnesota Housing Finance Agency or the U.S. Department of Housing and Urban Development (“HUD”) or state or federal laws (*e.g.*, low-income housing tax credit programs) require an affordability term of at least fifteen (15) years. For the purposes of this section, “affordable housing unit” means a unit that is affordable to households at 80 percent (80%) or less of the Area Median Income (“AMI”), as established by HUD, unless the Grantee’s application stated an affordability standard lower than 80 percent (80%) of AMI, in which case the Grantee’s lower affordability standard shall apply. The affordability requirements of this section shall survive the expiration or termination of this Agreement. If the affordable housing units are made available for homeownership then they are subject to the resale limitations specified in section 2.14 and the affordability requirements of this section only apply if Council funds pay more than half of the housing unit’s affordability gap stated in the Project application.

3.02 Affirmative Fair Housing Marketing Plans. If the Project for which the grant funds were awarded is a housing project or includes housing units (whether market rate or affordable), the Grantee shall, through written instruments or otherwise, ensure the Project owner (and any subsequent owner(s)) adopts and implements an affirmative fair housing marketing plan for all

LOCAL HOUSING INCENTIVES ACCOUNT

Project housing units. For the purposes of this section, “affirmative fair housing marketing plan” means an affirmative fair housing marketing plan that substantially conforms to affirmative fair housing marketing plans published by the U.S. Department of Housing and Urban Development (“HUD”) or sample affirmative fair housing marketing plans published by the Minnesota Housing Finance Agency. The affirmative fair housing marketing plan requirement under this section shall continue for the minimum affordability term specified in Section 3.01 and shall survive the expiration or termination of this Agreement.

3.03 Section 8 Housing Choice Vouchers. If the Project is a housing project, or includes housing units (whether market rate or affordable) and the Grantee stated in its application that the Project housing units would be made available to households participating in the federal Housing Choice Voucher program, the Grantee shall, through written instruments or otherwise, ensure the Project owner (and any subsequent owner(s)) adopts and implements a policy under which the Project owner will not refuse to lease Project units to households or individuals participating in the Housing Choice Voucher program because those households or individuals are Housing Choice Voucher program participants. The Housing Choice Voucher requirement under this section shall continue for the minimum affordability term specified in Section 3.01 and shall survive the expiration or termination of this Agreement.

3.04. Fair Housing Policy. If the Project will include a housing component, the governing body of the Grantee must have adopted a Fair Housing Policy. For the purposes of this section, the term “Fair Housing Policy” means a written statement regarding the Grantee’s commitment to fair housing that substantively includes at least the following elements: a purpose statement; procedures for responding to fair housing concerns and complaints; and a designated individual or staff position responsible for fair housing issues. A best practices guide, as well as a copy of a model local fair housing policy is available at: <https://metro council.org/Handbook/Files/Resources/Best-Practices/Fair-Housing-Policy-Guide.aspx>.

IV. ACCOUNTING, AUDIT, AND REPORT REQUIREMENTS

4.01. Accounting and Records. The Grantee agrees to establish and maintain accurate and complete accounts and records relating to the receipt and expenditure of all grant funds received from the Council. Notwithstanding the expiration and termination provisions of Sections 5.01 and 5.02, such accounts and records shall be kept and maintained by the Grantee for a period of six (6) years following the completion of the Project activities described or identified in Attachment A or six (6) years following the expenditure of the grant funds, whichever occurs earlier. For all expenditures of grant funds received pursuant to this Agreement, the Grantee will keep proper financial records and other appropriate documentation sufficient to evidence the nature and expenditure of the dollar-for-dollar match funds required under Section 2.03. Accounting methods shall be in accordance with generally accepted accounting principles.

4.02. Audits. The above accounts and records of the Grantee shall be audited in the same manner as all other accounts and records of the Grantee are audited and may be audited or inspected on the Grantee’s premises or otherwise by individuals or organizations designated and authorized by the Council at any time, following reasonable notification to the Grantee, for a period of six (6) years following the completion of the Project activities or six (6) years following the expenditure of the grant funds, whichever occurs earlier. Pursuant to Minnesota Statutes section 16C.05, subdivision 5, the books, records, documents and accounting procedures and practices of the

LOCAL HOUSING INCENTIVES ACCOUNT

Grantee that are relevant to this Agreement are subject to examination by the Council and either the Legislative Auditor or the State Auditor, as appropriate, for a minimum of six (6) years.

4.03. Reporting and Continuing Requirements. The Grantee will report to the Council on a semi-annual basis by January 31 (for the period of July 1 through December 31) and July 31 (for the period January 1 through June 30) of each calendar year during the term of this Agreement. The Grantee reports shall describe the status of the Project activities described or identified in Attachments A. The report shall also describe the Project spending for the current reporting period and projected spending for the future reporting periods. The Grantee also must complete and submit to the Council a Final Report before the final disbursement of grant funds will be approved. The form and content of the semi-annual status reports and the Final Report will be determined by the Council. These reporting requirements and the reporting requirements of Sections 2.06 and 2.07 shall survive the expiration or termination of this Agreement.

4.04. Environmental Site Assessment. The Grantee represents that a Phase I Environmental Site Assessment or other environmental review has been or will be carried out, if such environmental assessment or review is appropriate for the scope and nature of the Project activities funded by this grant, and that any environmental issues have been or will be adequately addressed.

V. AGREEMENT TERM

5.01. Term. This Agreement is effective upon execution of the Agreement by the Council. Unless terminated pursuant to Section 5.02, this Agreement expires on the “Expiration Date” identified at Page 1 of this Agreement. **ALL GRANT FUNDS NOT EXPENDED BY THE GRANTEE PRIOR TO THE EXPIRATION DATE SHALL REVERT TO THE COUNCIL.**

5.02. Termination. This Agreement may be terminated by the Council for cause at any time upon fourteen (14) calendar days’ written notice to the Grantee. Cause shall mean a material breach of this Agreement and any amendments of this Agreement. If this Agreement is terminated prior to the Expiration Date, the Grantee shall receive payment on a pro rata basis for eligible Project activities described or identified in Attachment A that have been completed prior to the termination. Termination of this Agreement does not alter the Council’s authority to recover grant funds on the basis of a later audit or other review, and does not alter the Grantee’s obligation to return any grant funds due to the Council as a result of later audits or corrections. If the Council determines the Grantee has failed to comply with the terms and conditions of this Agreement and the applicable provisions of the Metropolitan Livable Communities Act, the Council may take any action to protect the Council’s interests and may refuse to disburse additional grant funds and may require the Grantee to return all or part of the grant funds already disbursed.

5.03. Amendments and Extension. The Council and the Grantee may amend this Agreement by mutual agreement. Amendments or an extension of this Agreement shall be effective only on the execution of written amendments signed by authorized representatives of the Council and the Grantee. If the Grantee needs a change to the Project, additional time within which to complete grant-funded activities and commence the Project, a change in the budget, or a change in the grant-funded activities the Grantee must submit to the Council **AT LEAST NINETY (90) CALENDAR DAYS PRIOR TO THE EXPIRATION DATE**, a complete, written amendment request. All requirements must be met for a request to be considered complete. **THE EXPIRATION DATE MAY BE EXTENDED, BUT THE PERIOD OF ANY EXTENSION(S) SHALL NOT EXCEED TWO**

LOCAL HOUSING INCENTIVES ACCOUNT

(2) YEARS BEYOND THE ORIGINAL EXPIRATION DATE IDENTIFIED AT PAGE 1 OF THIS AGREEMENT.

VI. GENERAL PROVISIONS

6.01. Equal Opportunity. The Grantee agrees it will not discriminate against any employee or applicant for employment because of race, color, creed, religion, national origin, sex, marital status, status with regard to public assistance, membership or activity in a local civil rights commission, disability, sexual orientation, or age and will take affirmative action to insure applicants and employees are treated equally with respect to all aspects of employment, rates of pay and other forms of compensation, and selection for training.

6.02. Conflict of Interest. The members, officers, and employees of the Grantee shall comply with all applicable state statutory and regulatory conflict of interest laws and provisions.

6.03. Liability. Subject to the limitations provided in Minnesota Statutes chapter 466, to the fullest extent permitted by law, the Grantee shall defend, indemnify, and hold harmless the Council and its members, employees, and agents from and against all claims, damages, losses, and expenses, including but not limited to attorneys' fees, arising out of or resulting from the conduct or implementation of the Project activities funded by this grant, except to the extent the claims, damages, losses and expenses arise from the Council's own negligence. Claims included in this indemnification include, without limitation, any claims asserted pursuant to the Minnesota Environmental Response and Liability Act (MERLA), Minnesota Statutes chapter 115B, the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) as amended, United States Code, Title 42, sections 9601 *et seq.*, and the federal Resource Conservation and Recovery Act of 1976 (RCRA) as amended, United States Code, title 42, sections 6901 *et seq.* This obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which otherwise would exist between the Council and the Grantee. The provisions of this section shall survive the expiration or termination of this Agreement. This indemnification shall not be construed as a waiver on the part of either the Grantee or the Council of any immunities or limits on liability provided by Minnesota Statutes chapter 466, or other applicable state or federal law.

6.04. Acknowledgments and Signage. The Grantee will acknowledge the financial assistance provided by the Council in promotional materials, press releases, reports, and publications relating to the Project. The acknowledgment will contain the following or comparable language:

Financing for this project was provided by the Metropolitan Council Metropolitan Livable Communities Fund.

Until the Project is completed, the Grantee shall ensure the above acknowledgment language, or alternative language approved by the Council's authorized agent, is included on all signs (if any) located at Project or construction sites that identify Project funding partners or entities providing financial support for the Project. The acknowledgment and signage should refer to the "Metropolitan Council" (not "Met Council" or "Metro Council").

6.05. Permits, Bonds, and Approvals. The Council assumes no responsibility for obtaining any applicable local, state, or federal licenses, permits, bonds, authorizations, or approvals necessary to perform or complete the Project activities described or identified in Attachment A. The Grantee and its developer(s), if any, must comply with all applicable licensing, permitting, bonding,

LOCAL HOUSING INCENTIVES ACCOUNT

authorization, and approval requirements of federal, state, and local governmental and regulatory agencies, including conservation districts.

6.06. Subgrantees, Contractors and Subcontractors. The Grantee shall include in any subgrant, contract, or subcontract for Project activities appropriate provisions to ensure subgrantee, contractor, and subcontractor compliance with all applicable state and federal laws and this Agreement. Along with such provisions, the Grantee shall require that contractors and subcontractors performing work covered by this Agreement comply with all applicable state and federal Occupational Safety and Health Act regulations. The Grantee's subgrant agreement(s) shall expressly include the affordability and affirmative fair housing marketing plan requirements of Sections 3.01 and 3.02.

6.07. Stormwater Discharge and Water Management Plan Requirements. If any grant funds are used for urban site redevelopment, the Grantee shall at such redevelopment site meet or require to be met all applicable requirements of:

- (a) Federal and state laws relating to stormwater discharges including, without limitation, any applicable requirements of Code of Federal Regulations, title 40, parts 122 and 123; and
- (b) The Council's *2040 Water Resources Policy Plan* and the local water management plan for the jurisdiction within which the redevelopment site is located.

6.08. Authorized Agent. Payment request forms, written reports, and correspondence submitted to the Council pursuant to this Agreement shall be directed to:

Metropolitan Council
Attn: LCA Grants Administration
390 Robert Street North
Saint Paul, Minnesota 55101-1805

6.09. Non-Assignment. Minnesota Statutes section 473.254, subdivision 6 requires the Council to distribute the grant funds to eligible "municipalities" or "development authorities" for projects in municipalities participating in the Local Housing Incentives Account program. Accordingly, this Agreement is not assignable and shall not be assigned by the Grantee.

6.10. Authorization to Reproduce Images. The Grantee certifies that the Grantee: (a) is the owner of any renderings, images, perspectives, sections, diagrams, photographs, or other copyrightable materials (collectively, "copyrightable materials") that are in the Grantee's application or are submitted to the Council as part of the grant application review process or after grant award, or that the Grantee is fully authorized to grant permissions regarding the copyrightable materials; and (b) the copyrightable materials do not infringe upon the copyrights of others. The Grantee agrees the Council has a nonexclusive royalty-free license and all necessary permissions to reproduce and publish the copyrightable materials for noncommercial purposes, including but not limited to press releases, presentations, reports, and on the internet. The Grantee also agrees the Grantee will not hold the Council responsible for the unauthorized use of the copyrightable materials by third parties.

6.11. Warranty of Legal Capacity. The individuals signing this Agreement on behalf of the Grantee and on behalf of the Council represent and warrant on the Grantee's and the Council's behalf respectively that the individuals are duly authorized to execute this Agreement on the

LOCAL HOUSING INCENTIVES ACCOUNT

Grantee's and the Council's behalf respectively and that this Agreement constitutes the Grantee's and the Council's valid, binding, and enforceable agreements.

6.12. Counterparts. This Agreement may be executed in counterpart, each of which counterpart constitutes an original, but both of which together constitute one instrument.

6.13. Electronic Signatures. The electronic signatures of the Council's and the Grantee's authorized representatives shall be valid as an original signature of the authorized representatives and shall be effective to bind the Council and the Grantee under this Agreement. This Agreement containing, or to which there is affixed, an electronic signature shall be deemed to: (a) be "written" or "in writing"; (b) have been signed; and (c) constitute a record established and maintained in the ordinary course of business and an original written record when printed from electronic files. "Electronic signature" also means a manually signed original signature that is then transmitted by any electronic means, including without limitation a faxed version of an original signature or an electronically scanned and transmitted version (*e.g.*, via PDF) of an original signature. The Council's or the Grantee's failure to produce the original signature of any electronically transmitted signature shall not affect the enforceability of this Agreement.

LOCAL HOUSING INCENTIVES ACCOUNT

IN WITNESS WHEREOF, the Grantee and the Council have caused this Agreement to be executed by their duly authorized representatives. This Agreement is effective on the date of final execution by the Council.

CITY OF CHASKA

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

Approved as to form:

METROPOLITAN COUNCIL

By: _____

LisaBeth Barajas, Director
Community Development Division

Date: _____

ATTACHMENT A

PROJECT SUMMARY

This attachment comprises this page and the succeeding page(s) which contain(s) a summary of the Project identified in the application for Local Housing Incentives Account grant funds submitted in response to a Request for Proposals issued by the Metropolitan Housing Implementation Group for the Funding Cycle identified at Page 1 of this Agreement. The summary reflects the proposed Project for which the Grantee was awarded grant funds by the Council Action, and may reflect changes in Project funding sources, changes in funding amounts, or minor changes in the proposed Project that occurred subsequent to application submission. The application is incorporated into this Agreement by reference and is made a part of this Agreement as follows. If the application or any provision in the application conflicts with or is inconsistent with the Council Action, other provisions of this Agreement, or the Project summary contained in this Attachment A, the terms, descriptions, and dollar amounts reflected in the Council Action or contained in this Agreement and the Project summary shall prevail. For the purposes of resolving conflicts or inconsistencies, the order of precedence is: (1) the Council Action; (2) this Agreement; (3) the Project summary; and (4) the grant application.

Project Summary

Grant # SG-15674
Type: Local Housing Incentives Account
Applicant: City of Chaska
Project Name: West Creek Apartments
Project Location: 401 North Hickory Street, Chaska, MN
Council District: District 4 – Deb Barber

Project Detail	
Project Overview	West Creek Apartments will be a newly constructed, 18-unit supportive housing development for unaccompanied homeless youth ages 18-29. The Community Asset Foundation has partnered with Launch Ministry to provide supportive services at West Creek. Launch Ministry serves struggling and homeless youth throughout Carver and Scott Counties. This will be the first project of its kind in Carver County.
Populations Served	7 units will be set aside for high priority homeless youth 4 units will be set aside for youth with disabilities 7 units will serve homeless youth that do not qualify as high priority homeless or for supportive housing
Total housing units	18, all affordable
Affordability	All at/below 30% AMI
Anticipated # bedrooms	18 Efficiencies
Est. total development cost	\$5,746,987
Est. private funds leveraged	\$1,500,000
Est. public funds leveraged	\$675,000
Funding	
\$500,000	LHIA
\$500,000	1:1 Grantee Match: City of Chaska
Use of Funds	
Acquisition and construction costs	

**SUB-RECIPIENT FUNDING AGREEMENT BETWEEN
THE CITY OF CHASKA AND
THE COMMUNITY ASSET FOUNDATION
FOR THE METROPOLITAN COUNCIL
METROPOLITAN LIVABLE COMMUNITIES FUND LOCAL HOUSING
INCENTIVES GRANT PROGRAM**

(West Creek Apartments)

THIS AGREEMENT, is entered into this _____ day of _____, 2022, by and between the CITY OF CHASKA, a Minnesota municipal corporation (the "City"), and Community Asset Foundation, a Minnesota non-profit corporation (the "Grantee").

WHEREAS, in cooperation with Grantee, the City applied to and received approval for funds in the amount of \$500,000 from the Metropolitan Council ("Council") under its Metropolitan Livable Communities Fund, Local Housing Incentives grant program (the "Housing Grant"); and

WHEREAS, the City desires to award matching proceeds of the Housing Grant in the amount of \$500,000 (the "Subgrant") to Grantee, to assist the Grantee with the overall goal of constructing an 18 unit supportive housing development for unaccompanied homeless youth in Chaska (the "Housing Program").

NOW, THEREFORE, for good and valuable consideration evidenced by the benefits and burdens contained herein and deemed by the parties to be sufficient, the parties agree to the following terms:

1. **AWARD.** The City awards the Subgrant to Grantee for the Housing Program as described in Grant Agreement No. SG-15674 between the City and the Council attached to this Agreement as **Exhibit A** (the "Grant Agreement") which is incorporated into and made an integral part of this Agreement (the Subgrant, Housing Program, and Grant Agreement are collectively referred to as the "Project"). The Subgrant must be used exclusively to pay or reimburse only the expenses authorized under the Grant Agreement. Administration costs incurred by the Grantee are not eligible for reimbursement via this Agreement. Notwithstanding anything to the contrary, the Grantee understands and agrees that any reduction or termination of the Grant Agreement may result in a like reduction or termination of the Subgrant, and that any material change in the timeline or scope of the Project as it is described in the Grant Agreement must be approved in writing by the City and the Council, the approval of which may be withheld by either or both, respectively, in its sole and independent discretion.
2. **PERFORMANCE.** The Grantee must comply with all requirements applicable to the City in the Grant Agreement. Grantee shall make reasonable progress on the Project. Grantee shall comply with all governmental approvals related to the Project and shall construct and operate the Housing Program in the same manner as shown in Grantees application materials for the Project and in compliance with all Project approvals. Grantee shall comply with each and every provision of this Agreement. Grantee's failure to perform any of the above shall constitute a default under this Agreement. If the City finds that there has been a default with the provisions of this Agreement, the City may take action to protect its interests, including refusal to disburse additional funds and/or requiring the return of all or part of the funds already disbursed. If action to correct the default is not taken by the Grantee within 60 calendar days (or such longer period specified by the City) after written Notice by the City, the City may terminate this Agreement. The Grantee shall pay the costs incurred by the City, including staff and attorneys, regarding any actions taken as a result of a default under this Agreement.
3. **TIME OF PERFORMANCE.** Grantee must start the Project upon execution of this Agreement and complete the Project on or before December 31, 2023. The City is not obligated to pay for any Project costs incurred after the expiration or any earlier termination, whichever occurs first.

4. **CONDITIONS PRECEDENT TO DISBURSEMENT.** The following requirements are conditions precedent to the City's disbursement of any of the Subgrant proceeds. The Grantee must:
- A. have provided evidence satisfactory to the City showing that Grantee has title in fee simple and site control of the property acquired.
 - B. have provided the City with evidence of compliance with the insurance requirements of Section 7(E) herein.
 - C. have provided to the City such evidence of compliance with all of the provisions of this Agreement as the City may reasonably request.
 - D. demonstrate compliance with Section 3.01 of the Grant Agreement to the City and Grantee shall maintain full compliance as required by the Grant Agreement.
 - E. demonstrate compliance with Section 3.02 of the Grant Agreement to the City and Grantee shall maintain full compliance as required by the Grant Agreement.
5. **DISBURSEMENT.** It is expressly agreed and understood that the total amount to be paid by the City under this Agreement will not exceed \$500,000. The City will make disbursements only upon receipt of a written disbursement request in the form provided by the Council (the "Disbursement Request") from Grantee acceptable to the City and the Council. Payment requests may be made no more than once per month and must be accompanied by supporting invoices that relate to Project costs as well as a description of the costs and activities for which the disbursement is sought. The City will, upon its approval of the Disbursement Request, forward the Disbursement Request to the Council for approval. Upon Council approval of the Disbursement Request and disbursement of the approved amounts of Housing Grant funds to the City, the City will disburse the approved amount of Housing Grant and Subgrant funds in accordance with the information provided in the Disbursement Request. Payment or Disbursement Requests must include the following documentation and Grantee shall ensure compliance with the same:

Consultant/contractor/subcontractor invoices showing the time period covered by the invoice; the specific grant-funded Project activities conducted or completed during the authorized time period within which eligible costs may be incurred; and documentation supporting expenses including subcontractor and consultant invoices showing unit rates, quantities, and a description of the goods or services provided. Subcontractor markups shall not exceed ten percent (10%).

6. **NOTICES.** All Notices must be delivered by certified mail, return receipt requested. Communication and details concerning this Agreement must be directed to the following representatives:

City: City of Chaska
Attn: Elise Durbin, Admin. Dept.
1 City Hall Plaza
Chaska, MN 55318
Phone: (952) 448-9200

Grantee: Community Asset Foundation
Attn: Dave Pokorney
1110 Yellow Brick Road
Chaska, MN 55318
Phone: (612) 703-5709

7. **GENERAL CONDITIONS.**

- A. **General Compliance.** The Grantee agrees to comply with all applicable federal, state, and local laws and regulations governing the Project and funds provided under this Agreement.
- B. **Contracts and Subcontracts.**
1. *Selection Process.* The Grantee must undertake to ensure that all contracts and subcontracts let in the performance of this Agreement are awarded on a fair and open competition basis. Executed copies of all contracts and subcontracts along with documentation concerning the selection process must be forwarded to the City upon request.
 2. *Monitoring.* The City may monitor contracted and subcontracted services on a regular basis to ensure contract compliance. Results of monitoring efforts may be summarized in written reports and provided to the Grantee. The Grantee must provide documented evidence of follow-up actions taken to correct areas of noncompliance noted in the monitoring reports.
 3. *OSHA.* Grantee must require that contractors performing work being paid with the Subgrant funds be in compliance with all applicable OSHA regulations and ensure the such compliance throughout the Project.
 4. *Workers' Compensation Insurance.* Grantee shall require that all contractors and subcontractors have, and at all times maintain, Workers' Compensation Insurance as required by Minnesota law.
- C. **Anti-discrimination.** The Grantee agrees during the life of this Agreement not to discriminate against any employee or applicant for employment because of race, color, creed, or national origin. The Grantee must include a similar provision in all contracts and subcontracts entered into for the performance of this Agreement and the Project. This Agreement may be terminated by the City, and all money due or to become due under the Agreement may be forfeited, for a second or subsequent violation of the terms or conditions of this paragraph.
- D. **Equal Opportunity.** The Grantee recognizes the City is an equal opportunity employer and agrees during the life of this Agreement to take affirmative action to provide equal employment opportunities without regard to race, color, sex, creed, national origin, religion, disability, age, marital status, sexual preference, or status with regard to public assistance.
- E. **Independent Contractor.** Nothing contained in this Agreement is intended to, or may be construed in any manner, as creating or establishing the relationship of employer/employee between the parties. The Grantee will at all times remain an independent contractor with respect to the services to be performed under this Agreement. The Grantee represents that it has, or will secure at its own expense, all personnel required in performing services under this Agreement. Any and all claims that may or might arise under the Workers' Compensation Act of the State of Minnesota or other employment laws on behalf of Grantee's personnel, shall in no way be the responsibility of the City. The Grantee agrees to carry Workers' Compensation Insurance as required by Minnesota Statutes, Section 176.181, subd. 2; except that Grantee is excluded from the foregoing clause if Grantee is excluded by Minnesota Statutes, Section 176.041 from the requirement to provide workers' compensation insurance.
- F. **Environmental Site Assessment.** The Grantee represents that a Phase I Environmental Site Assessment or other environmental review has been or will be carried out, if such environmental assessment or review is appropriate for the scope and nature of the Project

activities funded by the Housing Grant, and that any environmental issues have been or will be adequately addressed by Grantee at Grantee's sole cost.

- G. Indemnification and Hold Harmless.** The Grantee must hold harmless, defend, and indemnify the City and the Council from any and all liability, claims, actions, suits, charges, damages, losses, costs, expenses, and judgments whatsoever, including reasonable attorney's fees and cost, and expert fees and costs, that arise directly or indirectly out of the Grantee's, its subgrantees' its contractors', or subcontractors' performance or nonperformance of any act or omission regarding the services or subject matter relating to the Project or called for in this Agreement. This clause may not be construed to bar any legal remedies Grantee may have for the City's or the Council's failure to fulfill its obligations pursuant to this Agreement.

Claims included in this indemnification include any claims asserted pursuant to the Minnesota Environmental Response and Liability Act (MERLA), Minnesota Statutes, Chapter 115B, the Federal Comprehensive Environmental Response Compensation and Liability Act of 1980 (CERCLA) as amended, United States Code, title 42, Sections 9601 et. seq., and the Federal Resource Conservation and Recovery Act of 1976 (RCRA) as amended, United States Code, title 42, Sections 6901 et. seq. This indemnification cannot be construed as a waiver on the part of either the City or the Council of any immunities or limits on liability provided by Minnesota Statutes Chapter 466 or other applicable state or federal law.

8. ADMINISTRATIVE REQUIREMENTS.

- A. Accounting Standards.** The Grantee agrees to maintain the necessary source documentation and enforce sufficient internal controls as dictated by generally accepted accounting practices to properly account for expenses incurred under this Agreement.
- B. Records.**
1. *Retention.* The Grantee must retain all records pertinent to expenditures incurred under this Agreement until conclusion of the latest of (a) six (6) years after the Grantee has completed the Project; (b) six (6) years after the Grantee has expended all proceeds of the Subgrant; (c) six (6) years after the resolution of all audit findings; or (d) six (6) years after the Grant Agreement termination or cancellation. Records for nonexpendable property acquired with funds under this Agreement must be retained for six (6) years after final disposition of such property.
 2. *Inspections.* All Grantee records with respect to any matters covered by this Agreement must be made available to the City, the Council or their designees at any time during normal business hours, as often as the City or the Council deems necessary, to audit, examine, and make excerpts or transcripts of all relevant data.
 3. *Audits.* Grantee shall provide the City with the reports required by Section 4.03 of the Grant Agreement. If requested by the City, the Grantee must have an annual financial compliance audit conducted in accordance with the City's requirements. The Grantee must submit two copies of such audit report to the City. Any deficiencies noted in such an audit report or an audit/monitoring report issued by the City or its designees must be fully resolved by the Grantee within a reasonable time period after a written request from the City. Failure of the Grantee to comply with the provisions of this paragraph will constitute a violation of this Agreement and may result in the withholding of future payments or the requirement for Grantee to return all or part of the funds already disbursed. Grantee further agrees that Pursuant to Minn. Stat. § 16C.05, subd. 5, the Grantee agrees that the City or any of its duly authorized representatives at any time during normal business hours and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and

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- procedures of the Grantee and involve transactions relating to this Agreement. Grantee agrees to maintain these records for a period of six years from the date of expiration nor earlier termination of this Agreement.
4. *Data Practices Act.* The Grantee must comply with the Minnesota Government Data Practices Act in Minnesota Statutes, Chapter 13.
5. *Close-Outs.* The Grantee's obligation to the City does not end until all close-out requirements are completed. Activities during this close-out period include: making final payments, disposing of program assets (e.g. the return of all: unused materials, equipment, unspent cash advances, program income balances, and receivable accounts to the City), determining the custodianship of records, and resolving audit findings.
- C. **Payments.** The City will pay to the Grantee funds available under this Agreement based upon information submitted by the Grantee and consistent with any approved budget and City policy concerning payments. Payments may be adjusted at the option of the City in accordance with advance funds and program income balances available in Grantee accounts.
- D. **Procurement.** The Grantee must maintain an inventory record of all nonexpendable personal property procured with funds provided under this Agreement. All unexpended program income shall revert to the City with thirty (30) days of the expiration or earlier termination of this Agreement.
9. **Liquidated Damages.** Grantee's failure to provide Notice as required by Section 10(A) shall result in liquidated damages of \$100 for each month, rounded up to the nearest full calendar month, that Notice was not given.
10. **MISCELLANEOUS.**
- A. **Assignability.** The Grantee may not assign or transfer any interest in this Agreement (whether by assignment or novation) without first providing Notice to the City and receiving prior written consent of the City and approval from the Council; provided, however, that claims for money due or to become due to the Grantee from the City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Notice of any such assignment or transfer must be furnished to the City not less than thirty (30) days before the assignment takes effect.
- B. **Religious Organization.** The Grantee agrees that funds provided under this Agreement will not be utilized for religious activities, to promote religious interests, or for the benefit of a religious organization.
- C. **Exhibits and Recitals.** The exhibits attached to this Agreement and the provisions contained in such exhibits are incorporated by reference as terms of the Agreement. Further, the provisions contained in the introductory paragraph and any recitals of this Agreement are also incorporated as terms of the Agreement.
- D. **No Agency, Partnership or Joint Venture.** This Agreement does not create any partnership, joint venture, association, or principal and agent relationship between City and Grantee.
- E. **Entire Agreement, Survival.** All preliminary negotiations are merged into and incorporated in this Agreement. This Agreement can only be modified or amended by another written agreement signed by both parties. The terms of this Agreement shall survive its expiration or earlier termination.
- F. **Governing Law, Waiver, Construction.** This Agreement will be governed by, and construed

in accordance with, the laws of the State of Minnesota and the Carver County District Court shall have jurisdiction to enforce this Agreement. No waiver of any default hereunder shall be implied from any omission by City to take any action on account of such default if such default persists or is repeated, and no express waiver shall affect any default other than the default specified in the express waiver and then only for the time and to the extent therein stated. Grantee and City have participated jointly in the negotiation and drafting of this Agreement and no presumption or burden of proof shall arise favoring or disfavoring any party. The words “include” and “including” shall mean include and including without limitation. The parties intend that each representation, warranty, and covenant contained in this Agreement to have independent significance. The captions used in this Agreement are for convenience only and do not constitute terms of the Agreement. Any portion of this Agreement that is found to be unlawful shall be severed from the Agreement and the remaining portions shall continue in full force.

- G. **Authority to Sign.** The persons signing this Agreement in their representative capacities represent and warrant that by signing this Agreement: It is their intent to bind their respective principals to the terms and conditions set forth herein; The persons signing in their representative capacity have been authorized to bind their respective principals to the terms stated herein; and It is the respective principals’ intent to be bound.
- H. **Counterparts.** This Agreement may be executed in two or more counterparts, each of which is deemed an original, but all of which taken together constitute one and the same agreement.

Counterpart signature pages to follow

This is a counterpart signature page executed by the City regarding the Agreement entered into between the City and Grantee on the date first printed above.

CITY OF CHASKA

By: _____
Mark Windschitl, Mayor

And: _____
Matt Podhradsky, City Administrator

This is a counterpart signature page executed by the Grantee regarding the Agreement entered into between the City and Grantee on the date first printed above.

Community Asset Foundation

By: _____

Dave Pokorney

Its: _____

Exhibit A

Metropolitan Livable Communities Grant Agreement

REQUEST FOR ACTION CHASKA CITY COUNCIL 8/15/2022

Subject: Consider City Administrator Performance Based Salary Adjustment

Prepared By: Elise Durbin, Assistant City Administrator

Background

The last performance review for the City Administrator was in April 2021. As a result of the review, City Council established a set of updated goals and adjusted his salary.

Update

The City Council met in a closed work session on August 1, 2022 to discuss Matt's performance over the last year, and also to discuss new goals for the upcoming year. In addition, the City Council was provided the following summary of the current compensation package for the City Administrator position.

Analysis

The current compensation package is:

2021 Salary	\$166,379.20
Personal Leave	31 days per year
Medical Insurance	100% paid by City
Car Allowance	\$500 per month
Cell Phone Allowance	\$80 per month

**All other benefits are consistent with the City's personnel policy*

Presently, the Administrator's salary falls within Zone B of the City's 2022 Pay Classification Plan. The 2022 Pay Classification was approved by City Council in December 2021. With that, the Salary Adjustment Rate Chart was updated and re-implemented, and a 1.1% Cost of Living Adjustment is also to be applied in addition to the performance increases.

As a result of the closed work session, Council directed staff to increase the City Administrator's pay by the 1.1% Cost of Living Adjustment, plus 3.5% performance adjustment. This increase will result in a 2022 salary of \$174,096.69. Additionally, Council directed staff to include an additional performance incentive of \$2000 which will not count toward the 2022 salary.

Goals

As part of the review discussion, the following 2022 goals were presented to the City Council. These goals will guide priorities for the City Administrator for the next year and will be evaluated at his next review.

1. Continue work to implement the City Square West redevelopment project, with the goal to complete putting together the anticipated funding needs of the project to allow it to move forward, including continuing work to include this project in the State's Bonding Bill process. Once these funding needs have been met, move forward to go through the steps needed to fully implement this plan based on its original vision.
2. Work to complete the work of the Community Center Master Plan Task Force to allow for a recommendation to come forward to the Council both identifying the community's vision for the facility moving into the future and identifying a funding/operation plan that will allow the CCC to be sustainable going into the future.
3. Assuming that the first phase of the Funding Plan for the City facilities is approved as part of the 2023 Budget project, work to complete the design and financing necessary to allow the Public Safety building to move forward toward "breaking ground" by late 2023/early 2024.
4. Continue work in the organization and the community in developing strategies to make this a welcoming/inclusive City for all, with the goal of making this a permanent cultural change within our organization.
5. Work to continue economic development efforts in SW Chaska, completing the final phases of trunk sewer installation that allow for C/I development of the Chaska Creek Corporate Center site, and the property on the west side of Highway 212 at County Road 44. Specifically work to try to complete work that allows the "Mega Data Center" to build on the north side of West Creek Corporate Center and to continue to promote uses in these industrial parks that meets our goal of creating a high density of high-quality jobs in our community.
6. Work with the Downtown Business community to implement the Highway 41/61 construction project in a way that achieves the overall goals of our downtown Master Plan, while also helping them to navigate during road closures in our Downtown Area.
7. Work with Developers to help complete the work necessary to allow the Costco development to move forward and be completed in 2023.

Conclusion

Based upon feedback received at the closed work session review on August 1, 2022, staff recommends that the City Council approve a 1.1% Cost of Living Adjustment and a 3.5% performance pay increase retroactive to January 1, 2022, a \$2000 performance incentive, and approve this year's goals for the City Administrator.

CITY COUNCIL ACTION REQUESTED

Motion to approve administrator goals for 2022 and adjust the City Administrator's annual salary with a 1.1% Cost of Living Adjustment and 3.5% performance increase retroactive to January 1, 2022, and a \$2000 performance incentive.

**REQUEST FOR ACTION
CHASKA CITY COUNCIL
08/15/2022**

Subject: Bond Sale Reimbursement

Prepared By: Noel Graczyk, Administrative Services Director

The City anticipates issuing bonded debt in 2022 in the form of a temporary Line Of Credit (LOC) to finance State, County, and City portions of the Minnesota Hwy. 41 and County Hwy. 61 reconstruction project. The City will also be issuing equipment certificates for equipment purchase as approved in the 2022 Budget or as anticipated in 2023.

Prior to issuance of any such bonded debt, the City must first comply with IRS regulations regarding reimbursement requirements. In accordance with IRS regulations, the City must declare its intent to reimburse itself prior to payment of any project expenditures or purchases. Projects as listed in the proposed reimbursement resolution will incur costs that may be reimbursed from a future bond sale and thus must be declared by the City for possible reimbursement.

The enclosed proposed resolution establishes compliance with IRS reimbursement regulations for the items as listed in Attachment A to the resolution. Staff recommends adoption of the resolution.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2022-101 relating to financing certain proposed projects and establishing compliance with reimbursement bond regulations under the Internal Revenue Code.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 08/15/2022 **RESOLUTION NO.** 2022-101

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

**RESOLUTION RELATING TO FINANCING OF CERTAIN PROPOSED PROJECTS; AND,
ESTABLISHING COMPLIANCE WITH REIMBURSEMENT BOND REGULATIONS
UNDER THE INTERNAL REVENUE CODE**

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

1. Recitals.

(a) The United States Department of Treasury has promulgated final regulations governing the use of proceeds of tax-exempt bonds, all or a portion of which are to be used to reimburse the City for project expenditures paid by the City prior to the date of issuance of such bonds. Those regulations (Treasury Regulations, Section 1.150-2) (the "Regulations") require that the City adopt a statement of official intent to reimburse an original expenditure not later than 60 days after payment of the original expenditure. The Regulations also generally require that the bonds be issued and the reimbursement allocation made from the proceeds of the bonds within 18 months (or three years, if the reimbursement bond issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) after the later of (i) the date the expenditure is paid, or (ii) the date the project is placed in service or abandoned, but (unless the issue qualifies for the "small issuer" exception from the arbitrage rebate requirement) in no event more than three years after the date the expenditure is paid. The Regulations generally permit reimbursement of capital expenditures and costs of issuance of the bonds.

(b.) The City desires to comply with requirements of the Regulations with respect to certain projects hereinafter identified.

2. Official Intent Declaration.

(a) The City proposes to undertake certain projects, which projects and the estimated costs thereof are generally described in Exhibit A hereto, which is hereby incorporated herein and made a part hereof (the "Projects").

(b) Other than (i) expenditures to be paid or reimbursed from sources other than the Bonds (as hereinafter defined), (ii) expenditures constituting preliminary expenditures within the meaning of Section 1.150-2(f)(2) of the Regulations, or (iii) expenditures in a "de minimus" amount (as defined in Section 1.150-2(f)(1) of the Regulations), no expenditures for the Projects have been paid by the City before the sixty (60) days before the date of adoption of this resolution.

(c) The City reasonably expects to reimburse the expenditures made for costs of the Projects out of the proceeds of debt in an estimated maximum aggregate principal amount of \$30,633,000 (the "Bonds") after the date of payment of all or a portion of the costs of the Projects. All reimbursed expenditures shall be capital expenditures, a cost of issuance of the Bonds or other expenditures eligible for reimbursement under Section 1.150-2(d)(3) of the Regulations.

3. Budgetary Matters. As of the date hereof, there are no City funds reserved, allocated on a long-term basis, or otherwise set aside (or reasonably expected to be reserved, allocated on a long-term basis, or otherwise set aside) to provide permanent financing for the expenditures related to the Projects, other than pursuant to the issuance of the Bonds. The statement of intent contained in this resolution, therefore, is determined to be consistent with the City's budgetary and financial circumstances as they exist or are reasonably foreseeable on the date hereof.

4. Reimbursement Allocations. The City's financial officer shall be responsible for making the "reimbursement allocations" described in the Regulations, being generally the transfer of the appropriate amount of proceeds of the Bonds to reimburse the source of temporary financing used by the City to make prior payment of the costs of the Projects. Each allocation shall be evidenced by an entry on the official books and records of the City maintained for the Bonds or the Projects and shall specifically identify the actual original expenditure being reimbursed.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August 2022.

Mark Windschitl, Mayor

Attest: _____
Denise Beebe, Deputy Clerk

EXHIBIT A

<u>PROJECTS:</u>	
<u>Minnesota Hwy. 41 and County Hwy. 61 Reconstruction Project.</u> City Project Code: 532-90180	\$25,300,000
<u>Equipment Purchases for 2022 and 2023</u> City Funds: 448, 601, 602, 606	\$5,333,000
Total All Projects	\$30,633,000

REQUEST FOR ACTION CHASKA CITY COUNCIL 08/15/2022

Subject: CloudHQ AUAR
Applicant: City of Chaska
Location: Kelzer Property – 2007 Schoolmaster Drive (~72 acres)
Case No.: 2022-52
Synopsis: A Resolution approving the Alternate Urban Areawide Review (AUAR) Order and Scoping Document for CloudHQ
Prepared By: Elizabeth Hanson
Staff Recommendation: Motion to adopt Resolution 2022-106

As the Responsible Governmental Unit (RGU), the City of Chaska has determined that an Alternative Urban Areawide Review (AUAR) is required for the proposed development of the site northwest of the intersection Highway 212 and Engler Blvd in Chaska (also known as the 72-acre Kelzer site at 2007 Schoolmaster Drive). The project is proposed by CloudHQ.

The CloudHQ development contains a building of approximately 1,400,000 square feet. Therefore, pursuant to Minnesota Rule 4410.4400, subpart 11A, a Mandatory Environmental Impact Statement (EIS) is required as the industrial project is greater than 450,000 square feet in size.

Minnesota Rule 4410.3600 allows for “alternative reviews” of Environmental Assessment Worksheets (EAW’s) and Environmental Impact Statements (EIS’s). The regular environmental review process is best suited for distinct projects with environmental impacts that do not overlap. The Alternative Urban Areawide Review (AUAR) process substitutes for any EAW or EIS required for specific qualifying projects, provided they comply with the review assumptions and mitigation measures. AUARs allow projects to be reviewed in multiple scenarios (or alternatives) in the event that a project/site may have different outcomes.

A hybrid of the EAW and EIS review processes, the AUAR uses a standard list of questions adapted from the EAW, providing a level of analysis for typical urban area impacts comparable to an EIS. A draft and final document is prepared and distributed in a manner similar to an EIS to ensure adequate review. State agencies and the Metropolitan Council can invoke an appeal process to the Environmental Quality Board.

The notice of availability of the Draft AUAR Order and Scoping Document was published in the Minnesota Environmental Quality Board’s EQB Monitor on June 7, 2022. The Scoping Document,

included as Attachment A, was available for review and comment as part of the AUAR process as described in Minnesota Rules, part 4410.3610, subpart 5a. The 30-day comment period began on June 7, 2022 and closed at 4:00 PM on July 7, 2022.

During the public comment period, comments were received from six government agencies and are included in Attachment B. Pursuant to Minnesota Rules, part 4410.3610, subpart 5a(C), the purpose of the comments on a Scoping Document for an AUAR is to suggest additional development scenarios and relevant issues to be analyzed in the review. Comments may suggest alternatives to the specific large project or projects proposed to be included in the review, including development at sites outside of the proposed geographic boundary. The comments must provide reasons why a suggested development scenario or alternative to a specific project is potentially environmentally superior to those identified in the RGU's draft order. Responses to the comments received are included in Attachment C.

Tonight we are requesting the City Council to approve the AUAR Order and Scoping Document as presented. If approved, the AUAR Order and Scoping Document will be published in the August 23, 2022 EQB Monitor, which will allow public comment for 30 days. Comments received will be incorporated into the Final AUAR. The Final AUAR will come back to the City Council (sometime in November) to be formally adopted.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution 2022-106, approving the AUAR Order and Scoping Document for CloudHQ (PC #2022-52).

CITY OF CHASKA
CARVER COUNTY, MINNESOTA
RESOLUTION

DATE AUGUST 15, 2022 **RESOLUTION NO.** 2022-106

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

A Resolution approving the AUAR Order and Scoping Document for CloudHQ/City of Chaska/PC #2022-52

WHEREAS, as the Responsible Governmental Unit (RGU), the City of Chaska has determined that an Alternative Urban Areawide Review (AUAR) is required for the proposed development of the site northwest of the intersection Highway 212 and Engler Blvd in Chaska (also known as the 72-acre Kelzer site at 2007 Schoolmaster Drive); and

WHEREAS, the project is proposed by CloudHQ; and

WHEREAS, the CloudHQ development contains a building of approximately 1,400,000 square feet; and

WHEREAS, therefore, pursuant to Minnesota Rule 4410.4400, subpart 11A, a Mandatory Environmental Impact Statement (EIS) is required as the industrial project is greater than 450,000 square feet in size; and

WHEREAS, the Alternative Urban Areawide Review (AUAR) process substitutes for any EAW or EIS required for specific qualifying projects, provided they comply with the review assumptions and mitigation measures; and

WHEREAS, the notice of availability of the Draft AUAR Order and Scoping Document was published in the Minnesota Environmental Quality Board's EQB Monitor on June 7, 2022; and

WHEREAS, the Scoping Document, included as Attachment A, was available for review and comment as part of the AUAR process as described in Minnesota Rules, part 4410.3610, subpart 5a; and

WHEREAS, the 30-day comment period began on June 7, 2022 and closed at 4:00 PM on July 7, 2022; and

WHEREAS, during the public comment period, comments were received from six government agencies and are included in Attachment B. Pursuant to Minnesota Rules, part 4410.3610, subpart 5a(C), the purpose of the comments on a Scoping Document for an AUAR is to suggest additional development scenarios and relevant issues to be analyzed in the review; and

WHEREAS, comments may suggest alternatives to the specific large project or projects proposed to be included in the review, including development at sites outside of the proposed geographic boundary; and

WHEREAS, the comments must provide reasons why a suggested development scenario or alternative to a specific project is potentially environmentally superior to those identified in the RGU’s draft order; and

WHEREAS, responses to the comments received are included in Attachment C; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota hereby approves the AUAR Order and Scoping Document for CloudHQ.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest _____
Deputy Clerk

FINAL AUAR ORDER

ALTERNATIVE URBAN AREAWIDE REVIEW

Kelzer Property Data Center

Location: Site northwest of the intersection of Highway 212 and Engler Blvd in Chaska

Responsible Governmental Unit (RGU): City of Chaska

	RGU	Proposer
Contact person(s)	City of Chaska Elizabeth Hanson	CloudHQ Brett Burnette
Title	City Planner	Development Manager
Address	1 City Hall Plaza	1212 New York Avenue NW, Suite 1000
City, State, ZIP	Chaska, MN 55318	Washington D.C. 20005
Phone	952-448-9200	571-447-7255
E-mail	EHanson@chaskamn.com	Bburnette@cloudhq.com

As the Responsible Governmental Unit (RGU), the City of Chaska has determined that an Alternative Urban Areawide Review (AUAR) is required for the proposed redevelopment of the site northwest of the intersection Highway 212 and Engler Blvd in Chaska. The project is proposed by CloudHQ. This document constitutes an order for review.

The notice of availability of the Draft AUAR Order and Scoping Document was published in the Minnesota Environmental Quality Board's *EQB Monitor* on June 7, 2022. The Scoping Document, included as Attachment A, was available for review and comment as part of the AUAR process as described in Minnesota Rules, part 4410.3610, subpart 5a. The 30-day comment period began on June 7, 2022 and closed at 4:00 PM on July 7, 2022.

During the public comment period, comments were received from six government agencies and are included in Attachment B.

Pursuant to Minnesota Rules, part 4410.3610, subpart 5a(C), the purpose of the comments on a Scoping Document for an AUAR is to suggest additional development scenarios and relevant issues to be analyzed in the review. Comments may suggest alternatives to the specific large project or projects proposed to be included in the review, including development at sites outside of the proposed geographic boundary. The comments must provide reasons why a suggested development scenario or alternative to a specific project is potentially environmentally superior to those identified in the RGU's draft order. Responses to the comments received are included in Attachment C.

The study area and development scenarios to be evaluated in the AUAR are described below.

AUAR Study Area

The AUAR study area encompasses approximately 72.3 acres, including 2 parcels, located northwest of the intersection Highway 212 and Engler Blvd, in Chaska, Carver County, Minnesota (see Figure 1).

Figure 1: AUAR Study Area



Development Scenarios

Two scenarios are proposed for evaluation in the AUAR as outlined in Table 1. Scenario 1 includes multiple buildings for a total of 500,00 square feet of proposed industrial development (see Figure 2). Scenario 2 includes up to 1.8 million square feet of proposed industrial development (see Figure 3).

Table 1: AUAR Development Scenarios

Component	Scenario 1	Scenario 2
Industrial (square feet)	500,000	1.8 million
Total Project Area (acres)	72.3 acres	72.3 acres

Figure 2: AUAR Scenario 1



Figure 3: AUAR Scenario 2



ATTACHMENT A

Kelzer Property AUAR

SCOPING DOCUMENT

JUNE 2022

PREPARED FOR:



City of Chaska

PREPARED BY:

Kimley»Horn



Table of Contents

1. Project Title	1
2. Proposer	1
3. RGU	1
4. Reason for Preparation	2
5. Project Location	2
6. Project Description.....	5
7. Cover Types	8
8. Permits and Approvals Required	10
9. Land Use	11
10. Geology, Soils, and Topography/Land Forms	16
11. Water Resources.....	20
12. Contamination/Hazardous Materials/Wastes	26
13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)	27
14. Historic Properties	29
15. Visual.....	30
16. Air.....	30
17. Noise	31
18. Transportation	32
19. Cumulative Potential Effects	35
20. Other Potential Environmental Effects	36

List of Tables

Table 1: Development Scenarios.....	5
Table 2: Anticipated Permits and Approvals.....	10
Table 3: Shoreland Overlay District Development Requirements	12
Table 4: Soil Types.....	17

List of Figures

Figure 1: USGS Map.....	3
Figure 2: AUAR Study Area.....	4
Figure 3: Development Scenario 1	6
Figure 4: Development Scenario 2	7
Figure 5: Cover Types	9
Figure 6: Existing Land Use	14
Figure 7: Existing Zoning Map	15
Figure 8: Soil Types.....	19
Figure 9: Water Resources.....	21
Figure 10. Traffic Intersections.....	34



Scoping Document

This EAW form is being used to delineate the issues and analyses to be reviewed in an Alternative Urban Areawide Review (AUAR). Where the AUAR guidance provided by the Minnesota Environmental Quality Board (EQB) indicates that an AUAR response should differ notably from what is required for an EAW, the guidance is noted in *italics*.

Note to reviewers: Comments must be submitted to the Responsible Governmental Unit (RGU) during the 30-day comment period following notice of the Scoping Document in the *EQB Monitor*.

1. PROJECT TITLE

Kelzer Property AUAR

2. PROPOSER

Proposer: CloudHQ

Contact Person: Brett Burnette

Title: Development Manager

Address: 1212 New York Avenue NW, Suite 1000

City, State, ZIP: Washington D.C. 20005

Phone: 571-447-7255

Email: Bburnette@cloudhq.com

3. RGU

RGU: City of Chaska

Contact Person: Elizabeth Hanson, AICP

Title: City Planner

Address: 1 City Hall Plaza

City, State, ZIP: Chaska, MN 55318

Phone: 952-448-9200

Email: EHanson@chaskamn.com



4. REASON FOR PREPARATION

AUAR Guidance: Not applicable to an AUAR.

5. PROJECT LOCATION

County: Carver

City/Township: Chaska

PLS Location (¼, ¼, Section, Township, Range): ¼ NW, ¼ SW, Section 31, Township 116N, Range 23W; ¼ NE, ¼ SW, Section 31, Township 116N, Range 23W; ¼ SW, ¼ NW, Section 31, Township 116N, Range 23W

Watershed (81 major watershed scale): Lower Minnesota River

Tax Parcel Number: 300311090 and 300311010

At a minimum, attach each of the following to the AUAR:

- **US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries** (see Figure 1)

Map depicting the boundaries of the AUAR and any subdistricts used in the AUAR analysis (see Figure 2 through Figure 4)

Cover type map as required for Item 7 (see Figure 5)

- **Land use and planning and zoning maps as required in conjunction with Item 9** (see Figure 6 and Figure 7)

Figure 1: USGS Map

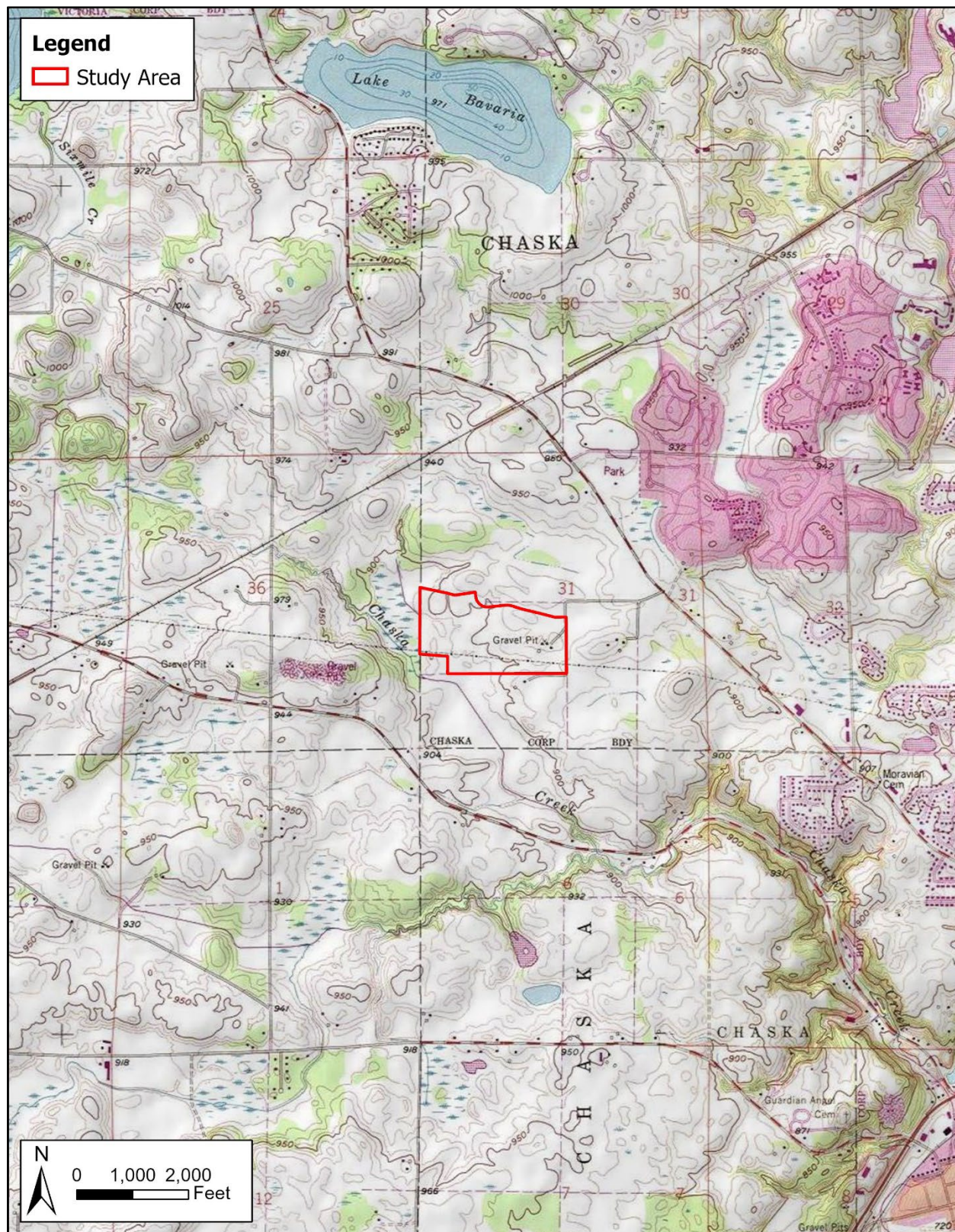


Figure 2: AUAR Study Area



6. PROJECT DESCRIPTION

AUAR Guidance: Instead of the information called for on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

- *Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area.*
- *Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More “arterial” types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary.*
- *Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

The AUAR study area encompasses an area totaling approximately 72.3 acres on two parcels in the City of Chaska, Carver County, Minnesota (shown on Figure 2). CloudHQ is proposing to redevelop the study area from existing agriculture to industrial uses.

Redevelopment of the study area would include new infrastructure, including water service, sewer, stormwater, streets, and utilities, and most of the new services would be extensions to existing infrastructure or upgrading existing systems to support the new land uses.

Two scenarios are proposed for evaluation in the AUAR as outlined in Table 1. Scenario 1 includes multiple buildings for a total of 500,00 square feet of proposed industrial development (see Figure 3). Scenario 2 includes up to 1.8 million square feet of proposed industrial development (see Figure 4). The proposed development within the AUAR study area is anticipated to start in 2023 and will be constructed over multiple phases over the next several years, depending on the market. A general development timeline and phasing will be discussed in the AUAR.

The intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts. Redevelopment of the study area would include new infrastructure, including water service, sewer, stormwater, streets, and utilities. All of these new services would be extensions to existing infrastructure or upgrading existing systems to support the new land development.

A more detailed discussion of infrastructure needs will be included in the AUAR.

Table 1: Development Scenarios

Component	Scenario 1	Scenario 2
Industrial (square feet)	500,00	1.8 million
Total Project Area (acres)	72.3 acres	72.3 acres



Figure 3: Development Scenario 1





Figure 4: Development Scenario 2





7. COVER TYPES

AUAR Guidance: The following information should be provided:

- *A cover type map, at least at the scale of a USGS topographic map, depicting:*
 - *Wetlands (identified by Circular 39 type)*
 - *Watercourses (rivers, streams, creeks, ditches)*
 - *Lakes (identify public waters status and shoreland management classification)*
 - *Woodlands (break down by classes where possible)*
 - *Grassland (identify native and old field)*
 - *Cropland*
 - *Current development*
- *An overlay map showing anticipated development in relation to the cover types. This map should also depict any “protection areas,” existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should be generally provided.*

The AUAR study area is approximately 72.3 acres of residential and rural land. Currently, the study area is largely being used for agricultural purposes. There are four existing residential buildings and structures within the study area. The AUAR will include an analysis of proposed and existing cover types within the study area that are shown on Figure 5 and were determined by reviewing 2021 aerial photography.

Figure 5: Cover Types





8. PERMITS AND APPROVALS REQUIRED

AUAR Guidance: A listing of major approvals (including any comprehensive plan amendments and zoning amendments) and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given for each major development scenario. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

Table 2: Anticipated Permits and Approvals

Unit of Government	Type of Application	Status
Federal		
US Army Corps of Engineers	Section 404 Permit	To be applied for, if applicable
State		
Minnesota Pollution Control Agency	Section 401 Water Quality Certification	To be applied for, if applicable
	National Pollutant Discharge Elimination System Stormwater Permit for Construction Activities	To be applied for, if applicable
	Sanitary Sewer Extension Permit	To be applied for, if applicable
	Construction Contingency Plan and Response Action Plan approval	To be applied for, if applicable
Minnesota Department of Natural Resources	Temporary Groundwater Appropriation Permit for Construction Dewatering	To be applied for, if applicable
Minnesota Department of Health	Water Main Installation Permit	To be applied for, if applicable
Regional		
Metropolitan Council	Sewer Connection/Extension Permit	To be applied for, if applicable
County		
Carver County	Building Permit	To be applied for, if applicable
	Application for Water Management Rules Conformance and Approval	To be applied for, if applicable
City		
City of Chaska	Preliminary/Final Plat	To be applied for, if applicable
	Land Use/Development Application	To be applied for, if applicable
	Building Permit	To be applied for, if applicable
	Demolition Permit	To be applied for, if applicable
	AUAR Approval	In process



9. LAND USE

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, and prime or unique farmlands.

The AUAR study area consists of two existing parcels. The larger parcel comprises the majority of the study area and is approximately 70.7 acres consisting of agricultural land and a roadway. The smaller parcel is approximately 1.6 acres and consists of a residence and associated outbuildings (see Figure 6). The residence is located in the east-central portion of the study area.

The study area is generally bounded by W Creek Lane to the south, Clover Meadow Drive to the east, Schoolmaster Drive to the north, and the Chaska city municipal boundary to the west. Residential land surrounds the property on the northern and eastern sides, with an industrial development to the south, and agricultural land and wooded areas to the west.

There are no existing parks or trails within or adjacent the study area. According to the Natural Resources Conservation Service (NRCS), 95.3 percent of the study area is considered prime farmland or prime farmland if drained (see Table 4).

ii. Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.

Chaska 2040 Comprehensive Plan

The study area is identified as business park 2040 future land use with anticipated phasing in 2021-2030¹.

Carver County 2040 Comprehensive Plan

The Carver County 2040 Comprehensive Plan² is an update of the 2030 Comprehensive Plan, which was adopted in the year 2010. This plan is used to guide the County's housing, transportation, county facilities, parks, and land use planning over the next 20 years. Chaska is classified as suburban edge community. Communities with the suburban edge classification includes areas managing rapid growth and change. These areas have significant amounts of land for future development. Primary concerns in suburban edge communities include protecting water supplies and preserving open space.

¹ Source: City of Chaska 2040 Comprehensive Plan. Available at: <https://chaskamn.com/DocumentCenter/View/2624/Appendix-A-Anticipated-Development-Phasing-2018-to-2040-PDF>

² Source: Carver County 2040 Comprehensive Plan. Available at: <https://www.co.carver.mn.us/home/showpublisheddocument/19425/637194393883230000>



iii. **Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.**

AUAR Guidance: Water-related land use management districts should be delineated on appropriate maps, and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Existing Zoning

The two parcels are currently zoned PID 07, Planned Industrial Development (see Figure 7). According to Chaska’s city code³, Planned Industrial Development districts are primarily intended for industrial and related uses of a generally “clean and quiet” nature can be developed and operated in a high-quality physical environment. Permitted uses include manufacturing, fabrication, and packaging of goods, wholesaling, research, office and administrative facilities, and retail commercial facilities.

Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the current City’s Comprehensive Plan.

Shoreland Overlay District

The City’s shoreland overlay district⁴ covers the Chaska Creek, which is located within 200 feet of the study area (see Figure 9). This overlay zoning district was established to preserve and enhance the quality of surface waters and the economic values of shoreland areas within the city and to comply with the requirements of state law regarding the management of shoreland areas. See Table 3 for the overlay zoning district requirements for development near Chaska Creek.

Table 3: Shoreland Overlay District Development Requirements

Requirement	
Lot area	20,000 square feet
Water frontage and lot width at building line	100 feet
Structure setback from Ordinary High Water Mark	75 feet
Structure setback from roads and highways	30 feet for municipal/private 50 feet for federal/state/county
Maximum lot area covered by impervious surface	30%
Sewage system setback from Ordinary High Water Mark	50 feet

³ Source: City of Chaska Zoning Code. Available at: [https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R - Rural](https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R_-_Rural)

⁴ Source: City of Chaska Zoning Code. Available at: [https://chaska.municipalcodeonline.com/book?type=zoning#name=15.24_Shoreland Management](https://chaska.municipalcodeonline.com/book?type=zoning#name=15.24_Shoreland_Management)



FEMA National Flood Hazard

According to the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (panel numbers 27019C0217D and 27019C0209D, effective 12/21/2018), the AUAR study area is located in an area of minimal flood hazard and not located within a FEMA 100-year floodplain.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

AUAR Guidance: The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

If development of the AUAR will interfere or change the use of any existing designated parks, recreation areas, or trails, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas, or trails to be developed in conjunction with development of the AUAR area.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1. The AUAR document should discuss the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 11, 18, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of any other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studied, with emphasis on any incompatible elements.

The AUAR will discuss the project's compatibility with nearby land uses, zoning, parks and trails, and other relevant plans. The AUAR will also include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1.

c. Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.

The proposed development scenarios are anticipated to be compatible with planned land use in the project vicinity. The AUAR will identify measures to mitigate any potential incompatibilities.

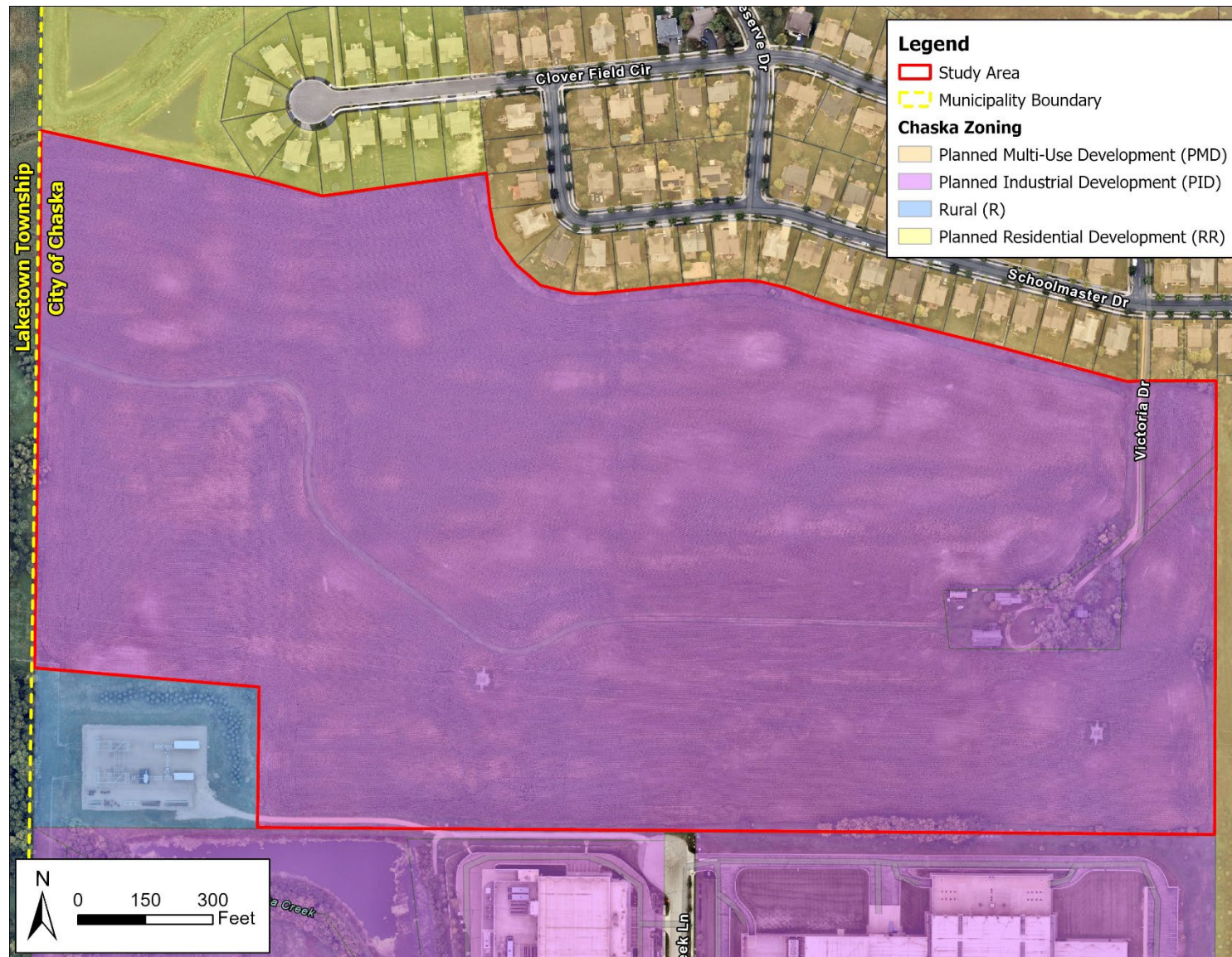


Figure 6: Existing Land Use





Figure 7: Existing Zoning Map





10. GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

- a. Geology – Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.**

AUAR Guidance: A map should be included to show any groundwater hazards identified.

Based on a geotechnical report completed for the study area in January 2022, the AUAR study area lies above Paleozoic bedrock. The bedrock formation generally lies within the lower Ordovician system, which consists of dolostone, sandy to silty dolostone, and sandstone, include the Shakopee formation, and Oneota dolomite of the Prairie du Chien Group. The depth to bedrock in the study area vicinity ranges from 100 feet to 200 feet below the existing grade.

Groundwater is present at approximately 4 to 12 feet below the existing grade. Based on the Geotechnical Report, the AUAR study area may be underlain by two types of groundwater: perched and a water table aquifer. Due to the results of the geotechnical report, additional testing including the installation of temporary groundwater monitoring wells at the study area is recommended. Test pit excavations should also be considered particularly in areas requiring over-excavation that will extend below observed groundwater levels. Test pits should also be considered in areas where the borings encountered sandy soils and higher groundwater elevations.

There are no known sinkholes, unconfined/shallow aquifers, or karst conditions located within the AUAR study area.

No further analysis for geology and soils will be included in the AUAR.⁵

- b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.**

AUAR Guidance: The number of acres to be graded and number of cubic yards of soil to be moved need not be given; instead, a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In

⁵ The following additional sources were consulted for this section: Carver County Geologic Atlas (geologic atlas), Minnesota Well Index, and the Carver County Soil Survey.

discussing mitigation measures, both the standard requirements of the local ordinances and any special measures that would be added for AUAR purposes should be included. A standard soils map for the area should be included.

According to the Natural Resources Conservation Service (NRCS) Web Soil, the area is comprised of 12 different soil types. Soil information is included in Table 4 and Figure 8.

Topography within the study area varies from 884 feet in elevation in the west and south portions of the site to 924 feet in elevation in the southeast portion of the site. The site generally drains from the north and northeast to the southwest, towards Chaska Creek. The AUAR will include a general discussion of the likely earthmoving needs for the development and identify measures to minimize erosion and identify short-term and long-term establishment and erosion control plans that account for seasonal changes and comply with permit conditions.

Any additional information provided by the developer will be utilized to supplement the information provided above.

Table 4: Soil Types

Map Unit Symbol	Soil Type	Farmland Classification	Acres within Study Area	Percent of Site
CW	Cordova-Webster complex	Prime farmland if drained	12.8	17.7%
EB	Estherville sandy loam, 2 to 6 percent slopes	Farmland of statewide importance	1.0	1.4%
EB2	Estherville sandy loam, 2 to 6 percent slopes, eroded	Farmland of statewide importance	15.4	21.3%
HC2	Estherville-Hawick sandy loams, 6 to 12 percent slopes, eroded	Not prime farmland	3.4	4.7%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	All areas are prime farmland	5.1	7.0%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	All areas are prime farmland	17.4	24.1%
KC2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	Farmland of statewide importance	0.9	1.2%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	Farmland of statewide importance	4.4	6.1%
PM	Klossner muck, 0 to 1 percent slopes	Farmland of statewide importance	7.3	10.1%
TB	Terril loam, 2 to 6 percent slopes	All areas are prime farmland	<0.1	<0.1%



Map Unit Symbol	Soil Type	Farmland Classification	Acres within Study Area	Percent of Site
WA	Wadena loam, 0 to 2 percent slopes	All areas are prime farmland	3.4	4.7%
WB	Wadena loam, 2 to 6 percent slopes	All areas are prime farmland	1.2	1.7%
Total			72.3	100%



Figure 8: Soil Types





11. WATER RESOURCES

AUAR Guidance: The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a “worst case scenario” or else prevent impacts through the provisions of the mitigation plan.

a. Describe surface water and groundwater features on or near the site below.

- i. **Surface Water – lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.**

There are no designated trout streams a mile of the study area.

In 2017, Kimley-Horn delineated aquatic resources within the AUAR study. In total, five wetlands totally approximately 2.42 acres, one channel, and one drainage swale were delineated. The AUAR will include a discussion of the findings of the wetland delineation and a summary of the wetland delineation report.

There are six DNR Public Water Basins within one mile of the AUAR study area. The AUAR will further investigate DNR Public Water Basins located in the vicinity of the AUAR study area.

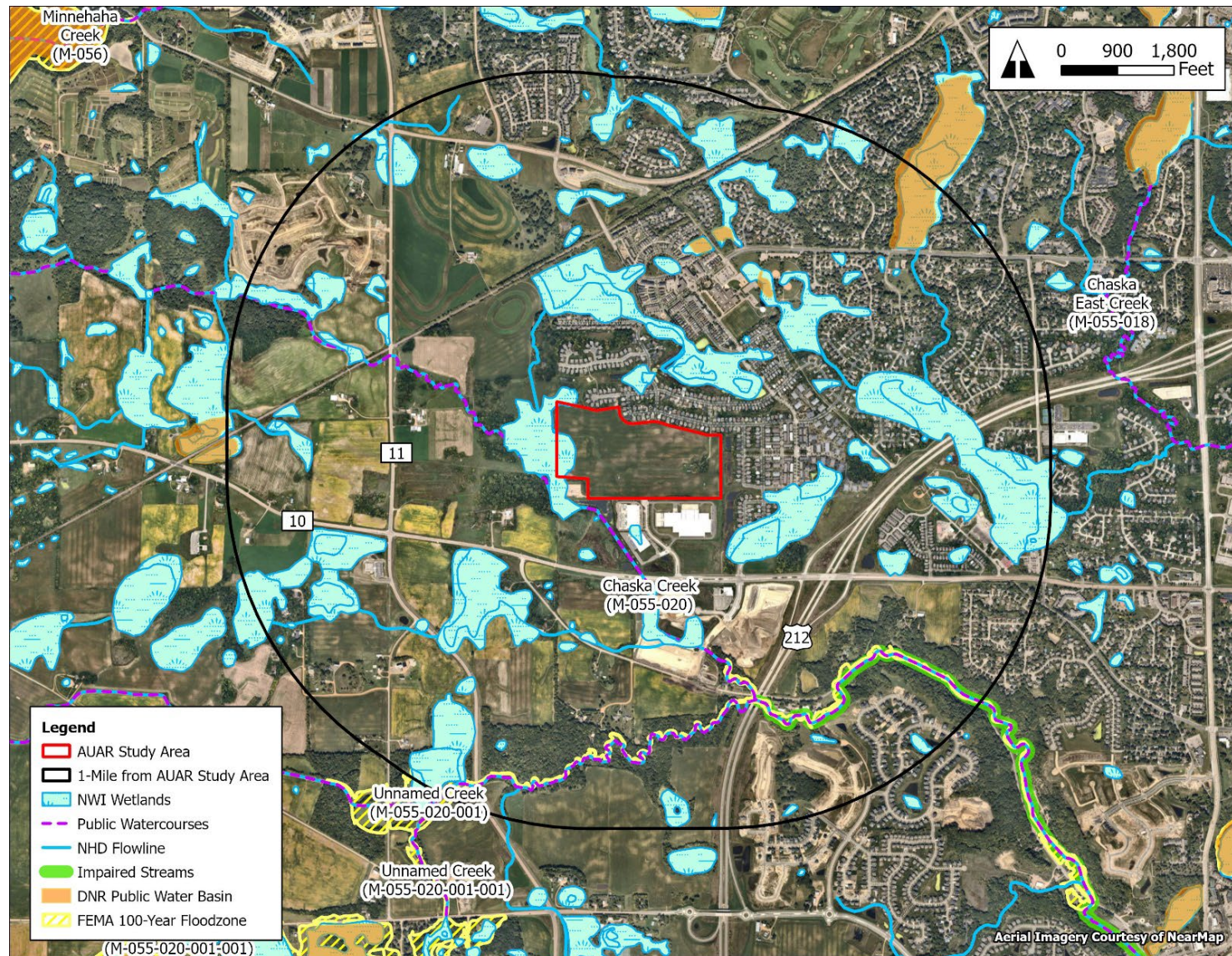
Chaska Creek extends approximately northwest-southeast and is located to the west and south of the study area. At the nearest point, Chaska Creek is located within 200 feet of the study area. Chaska Creek is identified within the Minnesota Pollution Control Agency’s (MPCA) Part 303d impaired waters list with fish bioassessments and benthic macroinvertebrate bioassessments impairments (see Figure 9).

The project site is located within the Lower Minnesota River Watershed.

Drainage from the project area flows south-southwest towards Chaska Creek, which is located to the south and west of the study area.



Figure 9: Water Resources





- ii. **Groundwater – aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.**

According to the Minnesota Department of Natural Resource (DNR) Minnesota Hydrology Atlas, the depth to groundwater within the AUAR study area is 0 to 20 feet below the surface.

Based on the Minnesota Department of Health’s Minnesota Well Index, there is one domestic well located within the AUAR study area:

- Use: Domestic, Minnesota Unique Well Number: 191327, Static Water Level: 120 feet, Depth: 260 feet, Date Completed: August 1983.

The AUAR study area is located within the Chaska South drinking water supply management area and majority of the study area is located within a wellhead protection area. The AUAR will further investigate drinking water supply management areas as well as wellhead protection areas located in the vicinity of the AUAR study area.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.

- i. **Wastewater – For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.**

AUAR Guidance: Observe the following points of guidance in an AUAR:

- *Only domestic wastewater should be considered in an AUAR—industrial wastewater would be coming from industrial uses that are excluded from review through an AUAR process*
- *Wastewater flows should be estimated by land use subareas of the AUAR area; the basis of flow estimates should be explained*
- *The major sewer system features should be shown on a map and the expected flows should be identified*
- *If not explained under Item 6, the expected staging of the sewer system construction should be described*
- *The relationship of the sewer system extension to the RGU’s comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed. For non-metro area AUARs, the AUAR must discuss the capacity of the RGU’s wastewater treatment system compared to the flows from the AUAR area; any necessary improvements should be described.*



- *If on-site systems will serve part of the AUAR, the guidance in the February 2000 edition of the EAW Guidelines on page 16 regarding item 18b under Residential development should be followed.*

- 1) **If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.**

The AUAR study area is located within the Metropolitan Urban Service Area. It is assumed that sanitary sewer service for the AUAR study area will be provided by existing City sanitary sewer connections in the area, which will be shown on a map. No land uses that would generate wastewater requiring pretreatment are anticipated in the AUAR study area.

The AUAR will evaluate the estimated wastewater flows for the proposed development scenarios, and the existing City sanitary sewer system will be evaluated to determine if there is adequate capacity to convey wastewater. Appropriate mitigation measures or system improvements will be identified, if needed.

- 2) **If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.**

No subsurface sewage treatment systems (SSTS) are anticipated within the AUAR study area for either development scenario.

- 3) **If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

No wastewater discharge to surface waters is anticipated for either development scenario.

- ii. **Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.**

AUAR Guidance: For an AUAR the following additional guidance should be followed in addition to that in EAW Guidelines:



- *It is expected that an AUAR will have a detailed analysis of stormwater issues*
- *A map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *The description of the stormwater systems would identify on-site and “regional” detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *If present in or adjoining the AUAR area, the following types of water bodies must be given special analyses:*
 - *Lakes: Within the Twin Cities metro area, a nutrient budget analysis must be prepared for any “priority lake” identified by the Metropolitan Council. Outside of the metro area, lakes needing a nutrient budget analysis must be determined by consultation with the MPCA and DNR staffs.*
 - *Trout streams: If stormwater discharges will enter or affect a trout stream, an evaluation of the impacts on the chemical composition and temperature regime of the stream and the consequent impacts on the trout population (and other species of concern) must be included.*

The existing impervious surface area within the study area totals approximately 0.4 acres. The total amount of impervious surface under the development scenarios will be documented in the AUAR.

The AUAR will address stormwater rates, water quality, and volumes for the AUAR study area, and any temporary and permanent stormwater run-off controls will be identified.

The National Pollution Discharge Elimination System (NPDES) permit requirements will be adhered to.

Based on the results of the climate trends analysis and flooding risk assessment, any additional volume and rate control needed for stormwater management will be discussed in the AUAR. Stormwater management strategies including any proposed green infrastructure will be documented in the AUAR.

- iii. Water Appropriation – Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for**



appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.

AUAR Guidance: If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Construction dewatering may be required for the development of the AUAR study area. No permanent dewatering is anticipated as no underground structures will be constructed adjacent to a waterbody.

The water supply for the study area will be obtained from the City of Chaska. Six ground water wells are the source of drinking water for the city. A preliminary review indicates that the existing infrastructure may need to be expanded to accommodate the anticipated development scenarios.

Handling of any construction dewatering discharge required will be addressed in the AUAR. The AUAR will also address the water demands for the site and the existing city water system capacity. Mitigation strategies or system improvements, if applicable, will be identified in the AUAR.

iv. Surface Waters

- 1) Wetlands – Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.**

In 2017, Kimley-Horn prepared a wetland delineation report which identified approximately 2.42 acres of wetland within AUAR study area. The AUAR will include a general discussion of the findings of this wetland delineation report.

The AUAR will address potential wetland impacts based on the proposed scenarios, and mitigation strategies will be identified, if applicable.

- 2) Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate**



environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.

AUAR Guidance: Water surface use need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Based on a review of aerial imagery, no other surface waters have been identified within the AUAR study area. No further analysis will be included in the AUAR.

12. CONTAMINATION/HAZARDOUS MATERIALS/WASTES

- a. Pre-project Site Conditions – Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.**

A Subsurface Environmental Investigation was completed for the study area in March 2022 which included collection of four soil samples and one soil/gas sample for chemical analysis. Exceedances of applicable exposure pathways were not identified within the soil and soil/gas samples collected from the AUAR study area.

- b. Project Related Generation/Storage of Solid Wastes – Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.**

AUAR Guidance: Generally, only the estimated total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included.

The AUAR will provide information on the estimated quantity of municipal solid waste to be generated during construction and operational phases of the development scenarios.

- c. Project Related Use/Storage of Hazardous Materials – Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate**



adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.

AUAR Guidance: Not required for an AUAR. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (e.g., gasoline tanks at service stations).

The AUAR will identify any potential future storage tank locations anticipated as part of the proposed development and if any existing storage tanks are anticipated to be used under the development scenarios.

- d. Project Related Generation/Storage of Hazardous Wastes – Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.**

AUAR Guidance: Not required for an AUAR.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURES)

- a. Describe fish and wildlife resources as well as habitats and vegetation on or near the site.**

AUAR Guidance: The description of fish and wildlife resources should be related to the habitat types depicted on the cover types map. Any differences in impacts between development scenarios should be highlighted in the discussion.

The majority of the land within the AUAR study area has been previously disturbed through farming and provides limited and low-quality habitat. Minimal wildlife habitat is located within the AUAR study area due to the prior extent of continued ground disturbance and minimal natural vegetation. Wildlife that can be found within the study area include birds and small mammals that have adapted to the highly disturbed environment. No native plant communities or areas of biodiversity significance have been identified within a mile of the AUAR study area; however, a calcareous fen, which is considered ecologically significant, was documented in the vicinity of the study area.

The AUAR will address the cover types for the existing conditions and the post-construction scenarios.

- b. Describe rare features such as state-listed (endangered, threatened, or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number (ERDB) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe results.**



AUAR Guidance: For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

Kimley-Horn conducted a review of the DNR Natural Heritage Information System (NHIS) in April 2022 per license agreement LA-1074 for the site and the surrounding area within a one-mile radius. This review of state-listed threatened, endangered, and special concern species identified no species of concern within the vicinity of the project.

However, the DNR NHIS review identified an overlap in the study area and a Rusty Patched Bumble Bee High Potential Zone.

A review of U.S. Fish and Wildlife Service (USFWS) federally listed threatened, endangered, and special concern species identified one federally listed species and one candidate species within this area: Northern Long-eared Bat and Monarch Butterfly. The results of the NHIS data will be provided to the DNR and a correspondence letter has been requested. This information and information on any potential impacts to wildlife habitat, federally listed species, and state-listed species will be provided in the AUAR.

Rusty Patched Bumble Bee

The rusty patched bumble bee (*Bombus affinis*) is listed as a federally threatened species by USFWS. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. Given that the study area has been disturbed for agricultural use and may utilize various agricultural pesticides, the potential for the rust patched bumble bee to utilize the study area is considered low.

Northern Long-Eared Bat

The northern long-eared bat (NLEB) (*Myotis septentrionalis*) was designated as a federally threatened species by the USFWS in April 2015 and is documented within Carver County. According to the DNR, in the southern part of the state NLEB may use attics, bridges, and buildings for hibernating. In summer, the species is often found within forested habitats, especially around wetlands. Summer roosts may include under loose tree bark, in buildings, behind signs or shutters, caves, mines, and quarry tunnels. The spread of white-nose syndrome across the eastern portion of the United States has become the major threat to the NELB, with some sites documenting up to 100% mortality. According to the DNR's *Townships Containing*



Documented NLEB Maternity Roost Trees and/or Hibernacula Entrances in Minnesota list, there are no known hibernacula or roost trees within or adjacent to the AUAR study area. Additionally, given that the study area has been disturbed for agricultural use and does not contain caves or large expanses of forested habitat, the potential for the NLEB to utilize the study area is considered low.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is designated as a candidate species for official listing by the USFWS and is located within Dakota County. According to the USFWS, there are many potential reasons for the butterfly's decline, including habitat loss at breeding and overwintering sites, disease, pesticides, logging at overwintering sites, and climate change. The study area has been disturbed for agricultural use and does not contain natural prairie vegetation; therefore, impacts to the monarch butterfly are not anticipated.

- c. **Discuss how the identified fish, wildlife, plant communities, rare features, and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.**

Invasive species will be controlled on site during construction, and turf grass and other ornamental landscape plants will be used on the site and may provide some additional habitat for songbirds, small mammals, and insects.

The AUAR will further investigate the potential for impacts to any federally listed species, state-listed species, or protected wildlife habitats.

- d. **Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.**

The AUAR will address any potential mitigation measures identified by the DNR to minimize and avoid adverse impacts to any protected species and wildlife habitats. Measures to minimize impacts to listed species that may be present on the site will also be included in the AUAR as appropriate.

14. HISTORIC PROPERTIES

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the Minnesota State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

AUAR Guidance: For an AUAR, contact with the State Historic Preservation Office and State Archeologist is required to determine whether there are areas of potential impacts to these



resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified.

A State Historic Preservation Office (SHPO) database search was requested in April 2022. The AUAR will discuss the results of this database review and any potential impacts to archaeological, historical, and/or architectural resources as well as any applicable mitigation strategies.

15. VISUAL

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

AUAR Guidance: Any impacts on scenic views and vistas present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity. EAW Guidelines contains a list of possible scenic resources.

If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

There are no scenic views or vistas on or near the AUAR study area. The AUAR will discuss any potential visual impacts of the proposed development scenarios on the surrounding area and any applicable mitigation strategies.

16. AIR

- a. Stationary Source Emissions – Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory criteria. Include a discussion of any methods used to assess the project’s effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.**

AUAR Guidance: This item is not applicable to an AUAR. Any stationary air emissions source large enough to merit environmental review requires individual review.

No further analysis will be included in the AUAR as stationary sources such as boilers or exhaust stacks are not proposed for either scenario.

- b. Vehicle Emissions – Describe the effect of the project’s traffic generation on air emissions. Discuss the project’s vehicle-related emissions effect on air quality. Identify measures (e.g., traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.**

AUAR Guidance: Although the MPCA no longer issues Indirect Source Permits, traffic-related air quality may still be an issue if the analysis in Item 18 indicates that development would cause or



worsen traffic congestion. The general guidance from the EAW form should still be followed. Questions about the details of air quality analysis should be directed to MPCA staff.

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a carbon monoxide (CO) impact above state standards. MnDOT has demonstrated that even the 10 highest traffic volume intersections in the Twin Cities do not experience CO impacts. Therefore, intersections with traffic volumes lower than these 10 highest intersections will not cause a CO impact above state standards. MnDOT's screening method demonstrates that intersections with total daily approaching traffic volumes below 82,300 vehicles per day will not have the potential for causing CO air pollution problems. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

No further air quality analysis is anticipated for the AUAR.

- c. Dust and Odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.**

AUAR Guidance: Dust and odors need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control ordinances in effect.

The AUAR will include discussion of dust control ordinances, including best management practices that would be applicable during demolition and construction within the AUAR study area.

17. NOISE

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area; 2) nearby sensitive receptors; 3) conformance to state noise standards; and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

AUAR Guidance: Construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any construction noise ordinances in effect.

If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 18.

Existing Noise

The AUAR study area is currently agricultural land. The existing noise sources at the site consist mainly of the surrounding roadways.

Traffic Generated Noise

A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting sound level will increase by about 10 dBA and be heard as twice as loud.

Traffic volumes in the project area are either on roadways that do not have receivers that are sensitive to noise, or the traffic levels attributable to the project are well below the amount that would generate a sound increase that could be noticeable.

The change in traffic noise levels is not anticipated to be readily perceptible.

Operational Noise

The MPCA regulates mechanical noise associated with building operation. All future development will be required to comply with these requirements.

Construction Noise

As stated in the AUAR guidelines, construction noise need not be addressed unless there is some unusual reason to do so. No unusual circumstances have been identified that would necessitate a detailed construction noise analysis. The city of Chaska municipal code regulates the hours of operation for construction equipment. Construction of the proposed project would comply with these requirements.

No further noise analysis is anticipated for the AUAR.

18. TRANSPORTATION

- a. Describe traffic-related aspects of project construction and operation. Include 1) existing and proposed additional parking spaces; 2) estimated total average daily traffic generated; 3) estimated maximum peak hour traffic generated and time of occurrence; 4) source of trip generation rates used in the estimates; and 5) availability of transit and/or other alternative transportation modes.**

The information listed above will be provided in the traffic and transportation analysis that will be included in the AUAR. Coordination will occur with the City of Chaska to determine analysis scenarios and trip generation for the traffic study. The trip generation will be calculated based on the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition.

Transit

Currently, there are no convenient alternative transportation routes serving the study area. It is not anticipated that there will be significant change in transit usage.



Bike and Pedestrian Infrastructure

There is currently no dedicated bike or pedestrian infrastructure serving the study area.

- b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project’s impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation’s Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance.**

AUAR Guidance: For AUAR reviews, a detailed traffic analysis will be needed, conforming to the MnDOT guidance as listed on the EAW form. The results of the traffic analysis must be used in the response to Items 16 and 17.

A traffic impact study will be completed as part of the AUAR because the trip generation is anticipated to exceed the 250-trip peak hour vehicle threshold. The traffic impact study will be summarized in the AUAR, including information on estimated traffic generation, traffic impacts, relevant information from relevant transportation plans and traffic studies, and potential improvements and mitigation measures. The AUAR will include intersection capacity analyses for intersections adjacent to the AUAR study area and will include the review of intersection operations at site access points. The following intersections will be included in the analysis and are shown in Figure 10:

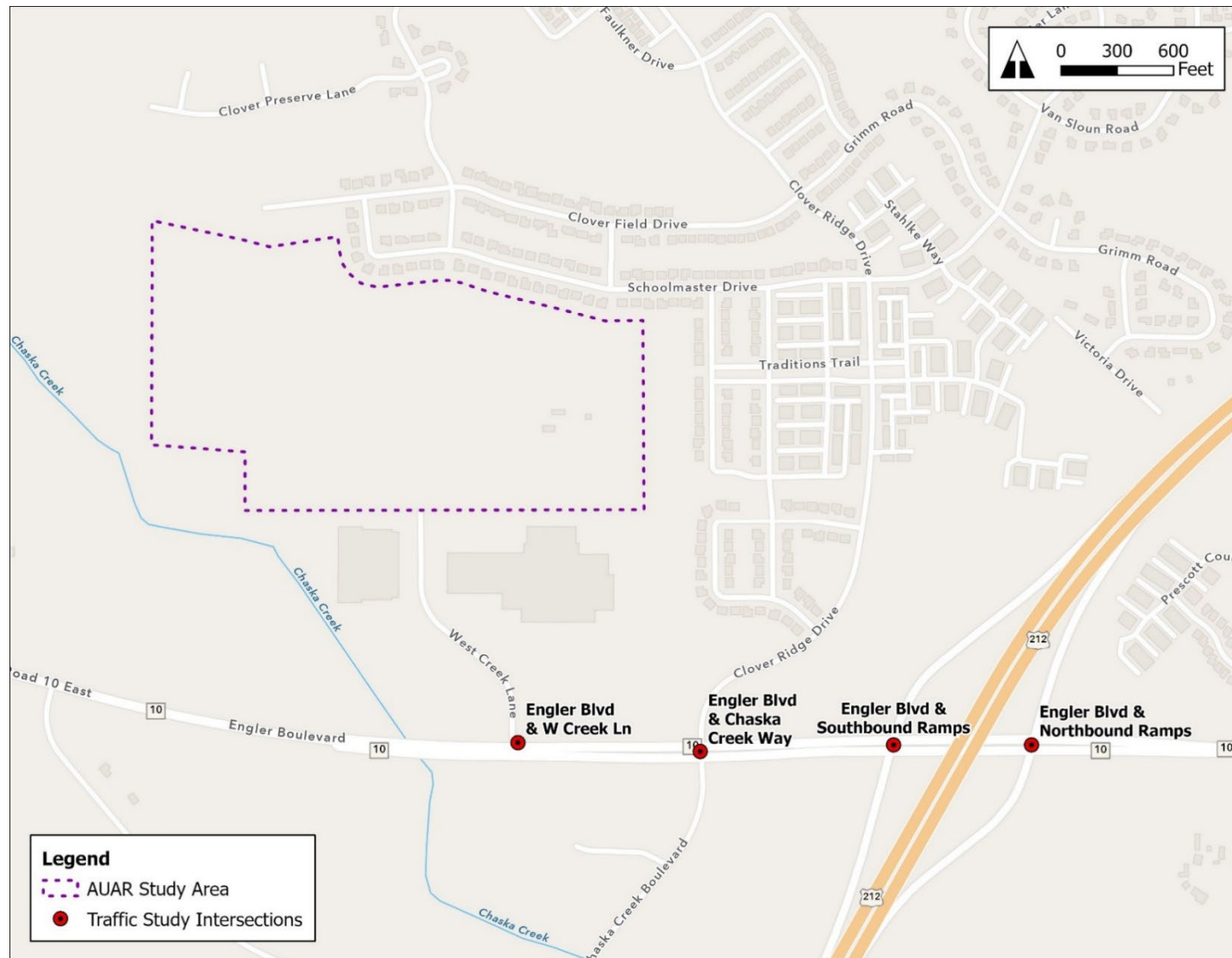
- Engler Boulevard & W Creek Lane
- Engler Boulevard & Chaska Creek Way
- Engler Boulevard & 212 Southbound Ramps
- Engler Boulevard & 212 Northbound Ramps

- c. Identify measures that will be taken to minimize or mitigate project related transportation effects.**

The AUAR will address any mitigation measures identified through the traffic analysis.



Figure 10. Traffic Intersections





19. CUMULATIVE POTENTIAL EFFECTS

AUAR Guidance: Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.

However, the total impact on the environment with respect to any of the items on the EAW form may also be influenced by past, present, and reasonably foreseeable future projects outside of the AUAR area. The cumulative potential effect descriptions may be provided as part of the responses to other appropriate EAW items, or in response to this item.

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Cumulative effects are defined as the “effect on the environment that results from the incremental effects of a project in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources, including future projects actually planned or for which a basis of expectation has been laid, regardless of what person undertakes the other projects or what jurisdictions have authority over the projects.”⁶ The geographic areas considered for cumulative effects are those areas adjacent to the AUAR study area, and the timeframe considered includes projects that would be constructed in the reasonably foreseeable future.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The expansion of the substation located southwest of the AUAR study area is anticipated as future development occurs in the area. The AUAR will identify any additional reasonably foreseeable projects that may interact with the environmental effects of either development scenario.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

The cumulative potential effects of the substation expansion and other nearby future projects identified above will be addressed in the AUAR.

⁶ Minnesota Rules, part 4410.0200, subpart 11a



20. OTHER POTENTIAL ENVIRONMENTAL EFFECTS

AUAR Guidance: If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss the how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

Additional Environmental Effects

Any other potential environmental effects will be addressed in the AUAR.

ATTACHMENT B

From: [Elizabeth Hanson](#)
To: [Kratz, David \(DOT\)](#)
Cc: [Schutt, Jake \(DOT\)](#); [Muhic, P Cameron \(DOT\)](#); [Sherman, Tod \(DOT\)](#); [Nate Kabat](#); [Bunge, Leila](#); [Sieh, Trisha](#)
Subject: RE: [EXTERNAL]RE: Kelzer Property Draft Order and Scoping EAW - Notice Of Availability
Date: Tuesday, June 14, 2022 9:39:26 AM

Thanks David; we will note that.

Elizabeth Hanson, AICP

City Planner
City of Chaska
952-448-9200

From: Kratz, David (DOT) <David.Kratz@state.mn.us>
Sent: Monday, June 13, 2022 5:14 PM
To: Elizabeth Hanson <EHanson@chaskamn.com>
Cc: Schutt, Jake (DOT) <Jake.Schutt@state.mn.us>; Muhic, P Cameron (DOT) <cameron.muhic@state.mn.us>; Sherman, Tod (DOT) <tod.sherman@state.mn.us>
Subject: [EXTERNAL]RE: Kelzer Property Draft Order and Scoping EAW - Notice Of Availability

Hi Elizabeth,

MnDOT has no comment to make on this scoping EAW. We will want to review the TIS once it is complete, since it will be evaluating impacts to the US 212 and Engler Blvd ramp intersections.

Best,

David

David Kratz | 651-234-7792
Senior Planner | MnDOT Metro District

From: Lind, Katherine (DOT) <Katherine.Lind@state.mn.us>
Sent: Thursday, June 9, 2022 9:15 AM
To: MN_DOT_MetroDevReviews <metrodevreviews.dot@state.mn.us>
Subject: FW: Kelzer Property Draft Order and Scoping EAW - Notice Of Availability

The attached Draft Alternative Urban Areawide Review (AUAR) Order and Scoping EAW has been forwarded for your District's possible review and comment.

This EAW form is being used to delineate the issues and analyses to be reviewed in an Alternative Urban Areawide Review (AUAR). The scoping document for an AUAR is to suggest additional development scenarios and relevant issues to be analyzed in the AUAR.

Comments may suggest alternatives to the specific large project or projects proposed to be included in the review. Comments must provide reasons why a suggested development scenario or alternative to a specific project is potentially environmentally superior to those ID'd in the RGU's draft order.

See the attached Draft AUAR Order & Scoping EAW.

Please note the comment period for this AUAR closes on: **July 7, 2022 at 4:00 pm**
(contact information is highlighted below and provided in the attached documents)

Katherine Lind

Environmental Review Specialist

Office: 651-366-4296

Katherine.Lind@state.mn.us

Minnesota Department of Transportation

Central Office | Office of Environmental Stewardship (OES)

395 John Ireland Blvd, Mail Stop 620

St Paul, MN 55155

From: Simmons, Koehl <Koehl.Simmons@kimley-horn.com>

Sent: Tuesday, June 7, 2022 1:18 PM

Cc: EHanson@chaskamn.com

Subject: Kelzer Property Draft Order and Scoping EAW - Notice Of Availability

This message may be from an external email source.

Do not select links or open attachments unless verified. Report all suspicious emails to Minnesota IT Services Security Operations Center.

Good Morning,

Please find the attached **Draft Order and Scoping EAW** for the **Kelzer Property located in the City of Chaska, Carver County, MN.**

As the designated Responsible Governmental Unit (RGU), the City of Chaska has prepared a Draft Order and Scoping EAW for the Kelzer Property project.

The AUAR study area encompasses approximately 72.3 acres, including 2 parcels, located northwest of the intersection Highway 212 and Engler Blvd, in Chaska, Carver County, Minnesota.

Copies of the Draft Order and Scoping EAW are being distributed to agencies on the current Minnesota Environmental Quality Board distribution list.

The 30-day comment period will begin on **June 7, 2022**. Written comments on the Draft Order and Scoping EAW will be accepted until **July 7, 2022 at 4:00 pm** and should be directed to:

Elizabeth Hanson
City Planner
City of Chaska
1 City Hall Plaza
Chaska, MN 55318
Email: EHanson@chaskamn.com

Thank you,

Koehl Simmons

Kimley-Horn | 767 Eustis Street, Suite 100, St. Paul, MN 55114

Direct: 612 474 4945 | www.kimley-horn.com

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CAUTION: This email originated from outside of the organization. Do not click links, open attachments, or respond unless you recognize the sender and know the content is safe.

This City of Chaska email and any attachments may contain confidential information. If the reader of this email is not the intended recipient, please delete this email and any attachments immediately and notify me. Thank you.

Division of Ecological and Water Resources
Region 3 Headquarters
1200 Warner Road
Saint Paul, MN 55106

Transmitted by Email

July 7, 2022

Elizabeth Hanson, AICP
City Planner
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

Dear Elizabeth Hanson,

Thank you for the opportunity to review the Kelzer Property Data Center Scoping Alternative Urban Areawide Review (SAUAR) located within the City of Chaska in Carver County. The DNR respectfully submits the following comments for your consideration:

1. Page 26, Groundwater. Unknown wells could occur on the site and should be sealed in accordance with the regulations of the Minnesota Department of Health.
2. Page 27, Wastewater. The receiving waterbody for wastewater effluent should be identified within the AUAR.
3. Page 28, Stormwater. Because the project area is located within a High Potential Zone for the federally endangered Rusty Patched Bumble Bee, we recommend that the proposed development use native seed mixes and plants in stormwater features and landscaping in order to provide pollinator habitat. The Board of Soil and Water Resources' [website](#) contains many great resources for choosing seed mixes and establishing native plants.
4. Page 28, Stormwater. The DNR recommends that stormwater features be used to irrigate the landscaping in the project area where infiltration is not feasible. The reuse of stormwater for irrigation would conserve valuable groundwater in an area where the municipal water supply is already at capacity. The reuse of stormwater would also reduce the volume of water and stormwater pollution flowing downstream into Chaska Creek, an impaired stream.
5. Page 28, Stormwater. The planned significant 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 local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. More information and resources can be found at this [website](#). Many winter

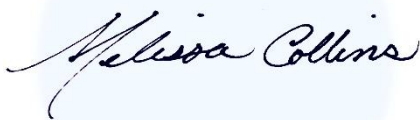
maintenance staff who have attended the Smart Salting training — both from cities and counties and from private companies — have used their knowledge to reduce salt use and save money for their organizations.

We encourage local governments to request that project proposers who wish to significantly increase impervious surfaces develop a chloride management plan that outlines what BMP's and strategies will be used to reduce chloride use within the project area. We also encourage cities, counties, and watershed to consider how they may participate in the [Statewide Chloride Management Plan](#) and provide public outreach to reduce the overuse of chloride. Here are some [educational resources](#) for residents as well as a [sample ordinance](#) regarding chloride use.

6. Page 29, Water Appropriation. A DNR Water Appropriation Permit is required if the water pumped exceeds 10,000 gallons in a day, or one million gallons in one year. The DNR General Permit for Temporary Appropriation, with its lower permit application fee and reduced time for review, may be used for the dewatering if the dewatering volume is less than 50 million gallons and the time of the appropriation is less than one year. Please note that Seminary Fen is located less than 3 miles to the east of the project area. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. Any DNR Water Appropriations Permit in the area will be examined for potential to impact the calcareous fen, which could require additional time.
7. Page 32, Rare Features. Given the presence of the federally endangered Rusty Patched Bumble Bee in the area, we strongly recommend incorporating native plants and seed mixes into development landscaping to the greatest degree possible. Please note that the Rusty Patched Bumble Bee is federally endangered and not threatened.
8. Page 35, Dust and Odors. Should water for dust control be taken from a lake, wetland, stream, or non-municipal well in volumes that exceed 10,000 gallons of water in a single day, or one million gallons per year, then a DNR Water Appropriation Permit will be required. Please do not use products containing chloride for dust control in areas that drain to Public Waters.

Thank you again for the opportunity to review this document. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Melissa Collins". The signature is written in a cursive style and is positioned above a light blue rectangular background.

Melissa Collins

Regional Environmental Assessment Ecologist | Ecological and Water Resources
Minnesota Department of Natural Resources

CC: Brett Burnette, CloudHQ

July 6, 2022

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

Re: Kelzer Property Scoping Environmental Assessment Worksheet

Dear Elizabeth Hanson:

Thank you for the opportunity to review and comment on the Scoping Environmental Assessment Worksheet (EAW) for the Kelzer Property project (Project) located in Chaska, Carver County, Minnesota. The Project consists of a new industrial development. Regarding matters for which the Minnesota Pollution Control Agency (MPCA) has regulatory responsibility and other interests, the MPCA staff has the following comments for your consideration.

Water Resources (Item 11)

- The scoping EAW does not provide many specifics regarding proposed stormwater management. The Alternative Urban Areawide Review (AUAR) should discuss that because the proposed Project can discharge stormwater to Chaska Creek, which has construction-related impairments, additional best management practice (BMP) requirements apply to the Project during construction. The Project proposer will need to ensure BMPs include completing stabilizing inactively disturbed soils within 7 days and providing temporary sediment ponds where 5 or more acres drain to a common location.
- The Scoping EAW does not specifically address permanent stormwater management plans. The AUAR should discuss that because the Project site is within a well head protection area, use of infiltration may be prohibited if the study area is within an Emergency Response Area (ERA) within a Drinking Water Supply Management Area classified as having a high or very high vulnerability as defined by the Minnesota Department of Health. If not, the Project must meet volume reduction requirements via infiltration unless infiltration is prohibited due to other onsite conditions. Regardless, the Project proposer is strongly encouraged to include a range of [green infrastructure practices](#) on the site to help meet stormwater volume reduction requirements. These practices can also help address climate sustainability, as well as providing other [benefits](#) to the site. Questions regarding Construction Stormwater Permit requirements should be directed to Roberta Getman at 507-206-2629 or Roberta.Getman@state.mn.us.

We appreciate the opportunity to review this 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 Scoping EAW, please contact me by email at Karen.kromar@state.mn.us or by telephone at 651-757-2508.

Sincerely,

Karen Kromar

This document has been electronically signed.

Karen Kromar
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:rs

cc: Dan Card, MPCA, St. Paul
Roberta Getman, MPCA, Rochester



July 7, 2022

Elizabeth Hanson, AICP, City Planner
City of Chaska
1 City Hall Plaza
Chaska, MN 55318

RE: City of Chaska – Kelzer Property Scoping EAW and Draft Alternative Urban Areawide Review (AUAR) Order

Metropolitan Council Review File No. 22773-1
Metropolitan Council District No. 4

Dear Elizabeth Hanson:

The Metropolitan Council received the Scoping EAW and Draft AUAR Order for the Kelzer Property project in the City of Chaska on June 7, 2022. The proposed study area is located northwest of the intersection of Highway 212 and Engler Boulevard. The Scoping AUAR proposes to evaluate two development scenarios on approximately 72.3 acres for industrial development.

Council staff reviewed the Scoping EAW to determine its adequacy and accuracy in addressing regional concerns, and its potential for significant environmental impact. The following comments are offered concerning specific items that should be incorporated into the AUAR document:

Item 9. Land Use (*Todd Graham, 651-602-1322*)

The City included a Transportation Analysis Zone (TAZ) allocation of the forecast in its 2040 Comprehensive Plan (Plan). The study area is a small part of TAZ #366 (western Chaska between County Road 10 and County Road 14). The City's Plan expects the Chaska portion of TAZ #366 to gain +82 households and +1,164 jobs during 2020-2040. If either of the scenarios are pursued and absorbed into the market by 2040, such development will add employment in this part of Chaska. Scenario #1 of the AUAR likely fits within this expectation. Should development of Scenario #2 proceed, the Metropolitan Council will consider a higher employment forecast in this zone. City staff can contact Council Research to discuss, if needed.

Item 9. Land Use (*Raya Esmaeili, 651-602-1616*)

The Scoping document states that the land use of this site is Business Park, consistent with both the scenarios to be addressed in the AUAR. However, as the Chaska 2040 Planned Land Use map shows (Figure 4.2 of the 2040 Plan), the northern and western part of the site include a contiguous area currently guided for a future land use of Agricultural. In order to accommodate either of the scenarios, the future land use of the site needs to be amended to Business Park.

Item 11. Water Resources – Surface Water (*Joe Mulcahy, 651-602-1104*)

According to the Scoping document, Chaska Creek is within 200 feet of the study area and is designated as impaired. The AUAR should include a map showing the delineated wetlands, channel, and drainage swale and indicate the routes and destinations for stormwater leaving the site. The AUAR should also include a detailed description of the stormwater management practices that will be used to minimize impacts to the creek and groundwater.

Item 11. Water Resources – Water Supply (*John Clark, 651-602-1452*)

- Water and contaminants entering the ground within the study area reach the City's municipal wells within 10 years. This indicates that any land use conversions and future activities at this locale can have an impact on the groundwater resources that the City relies on for its water supply. Limiting pollutants from entering the ground during construction and after development will be crucial for protecting the City's source water. This conversion will lower groundwater recharge within this property. Water quality may be improved if proper salt and contaminant management strategies are implemented. Aligning the site development with the City's wellhead protection plan and source water protection strategies could help to mitigate negative impacts to groundwater resources.
- Using treated groundwater from the City's municipal supply for industrial processing may be more inefficient and costly than the site's commercial entities applying for their own permit to access groundwater for processing. Doing so may lower the burden on the City's water supply and lessen the need and cost of municipal infrastructure expansion. The City should confirm whether current infrastructure and permits can meet the expected increase in demand and ensure that it aligns with the City's current local water supply plan. Any additional well infrastructure needed by the City will require permitting by the Minnesota Department of Health (MDH) and the Minnesota Department of Natural Resources (DNR) for water appropriation.
- The domestic well identified on site will need to be sealed. The MDH provides guidance and resources for sealing wells.
- A dewatering permit will likely be needed given the shallow groundwater measurements identified in the scoping document.
- Potential climate impacts are not identified in this scoping document. However, Council staff encourage the City and the developer to explore the potential impacts this development may have on greenhouse gas emissions, and identify potential mitigation and climate resiliency measures for the site. This site may be a good opportunity to use solar power and or green roof infrastructure. Landscaped areas could be planted as native prairie to lessen the site's water demands and increase pollinator habitat and carbon storage.

Item 18. Transportation – Transit (*Steve Mahowald, 612-349-7775*)

The Scoping document notes that there are currently no convenient alternative transportation routes serving the study area and it is not anticipated that there will be significant change in transit usage. However, if the proposed development becomes a significant generator of jobs and given its location just north of Stream Data Centers and with quick access from the Highway 212 corridor, the project team should reach out to SouthWest transit staff to ensure that development does not preclude the possibility of transit serving the site in the future.

The Council will not take formal action on the Scoping EAW and Draft AUAR Order. If you have any questions or need further information, please contact Raya Esmaeili, Principal Reviewer, at 651-602-1616 or via email at Raya.Esmaeili@metc.state.mn.us.

Sincerely,



Angela R. Torres, AICP, Senior Manager
Local Planning Assistance

CC: Tod Sherman, Development Reviews Coordinator, MnDOT - Metro Division
Deb Barber, Metropolitan Council District No. 4
Judy Sventek, Water Resources Manager
Raya Esmaeili, Sector Representative/ Principal Reviewer
Reviews Coordinator

N:\CommDev\LPA\Communities\Chaska\Letters\Chaska 2022 Kelzer Property Scoping EAW and Draf AUAR Order 22773-1.docx

July 8, 2022

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

RE: Kelzer Property AUAR – Scoping Document
T116 R31 S31, Chaska, Carver County
SHPO Number: 2022-1945

Dear Elizabeth Hanson:

Thank you for providing this office with a copy of the AUAR Scoping Document for the above-referenced project.

Based on our review of the project information, we conclude that there are **no properties** listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.

Please contact Kelly Gragg-Johnson, Environmental Review Program Specialist, at kelly.graggjohnson@state.mn.us if you have any questions regarding our review of this project.

Sincerely,



Sarah J. Beimers
Environmental Review Program Manager



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

06/13/2022

Regulatory File No. MVP-2017-02502-DCR

THIS IS NOT A PERMIT

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

Dear Mr./Ms. Hanson:

We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal.

File Number: MVP-2017-02502-DCR

Applicant: Corgan Associates, Inc

Project Name: Kelzer Property

Project Location: Section 36 of Township 116 N, Range 24 W, Carver County,
Minnesota (Latitude: 44.8109291841735; Longitude: -93.6369717895915)

Received Date: 06/07/2022

Project Manager: Daniel Reburn
(651) 290-5900
Daniel.C.Reburn@usace.army.mil

Additional information about the St. Paul District Regulatory Program can be found on our web site at <http://www.mvp.usace.army.mil/missions/regulatory>.

Please note that initiating work in waters of the United States prior to receiving Department of the Army authorization could constitute a violation of Federal law. If you have any questions, please contact the Project Manager.

Thank you.

U.S. Army Corps of Engineers
St. Paul District
Regulatory Branch

ATTACHMENT C

OVERVIEW

Pursuant to Minnesota Rules, part 4410.3610, subpart 5a(C), the purpose of the comments on a Scoping Document for an Alternative Urban Areawide Review (AUAR) is to suggest additional development scenarios and relevant issues to be analyzed in the review. Comments may suggest alternatives to the specific large project or projects proposed to be included in the review, including development at sites outside of the proposed geographic boundary. The comments must provide reasons why a suggested development scenario or alternative to a specific project is potentially environmentally superior to those identified in the Responsible Governmental Unit's (RGU's) draft order.

During the public comment period, comments were received from six government agencies. Responses to comments on the Scoping Document are included below. Copies of the comment letters are included in Attachment B.

1. MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT)

Comment	Response
MnDOT has no comment to make on this scoping EAW. We will want to review the TIS once it is complete, since it will be evaluating impacts to the US 212 and Engler Blvd ramp intersections.	Comment noted. Thank you for your review.

2. MINNESOTA DEPARTMENT OF NATURAL RESOURCES (DNR)

Comment	Response
Water Resources (Item 11)	
<i>Page 26, Groundwater.</i> Unknown wells could occur on the site and should be sealed in accordance with the regulations of the Minnesota Department of Health.	Potential unknown wells will be addressed in the AUAR.
<i>Page 27, Wastewater.</i> The receiving waterbody for wastewater effluent should be identified within the AUAR.	The AUAR will address wastewater management.
<i>Page 28, Stormwater.</i> Because the project area is located within a High Potential Zone for the federally endangered Rusty Patched Bumble Bee, we recommend that the proposed development use native seed mixes and plants in stormwater features and landscaping in order to provide pollinator habitat. The Board of Soils and Water Resources' website contains many great resources for choosing seed mixes and establishing native plants.	Thank you for the review. This information will be included in the AUAR.

Comment	Response
<i>Page 28, Stormwater.</i> DNR recommends that stormwater features be used to irrigate the landscaping in the project area where infiltration is not feasible. The reuse of stormwater for irrigation would conserve valuable groundwater in an area where the municipal water supply is already at capacity. The reuse of stormwater would also reduce the volume of water and stormwater pollution flowing downstream into Chaska Creek, an impaired stream.	Comment noted. Stormwater best management practices will be described in the AUAR.
<i>Page 28, Stormwater.</i> The planned significant 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 local business and city participation in the Smart Salting Training offered through the Minnesota Pollution Control Agency. There are a variety of classes available for road applicators, sidewalk applicators, and property managers. 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. We encourage local governments to request that project proposers who wish to significantly increase impervious surfaces develop a chloride management plan the outlines what BMP's and strategies will be used to reduce chloride use within the project area. We also encourage cities, counties, and watershed to consider how they may participate in the Statewide Chloride Management Plan and provide public outreach to reduce the overuse of chloride. Here are some educational resources for residents as well as a sample ordinance regarding chloride use.	Comment noted. The project proposer will implement a chloride management plan for the proposed development which will meet state and local requirements. Additionally, Chaska and Carver County winter maintenance staff are current on Smart Salting Certifications and the city does education on reducing salt use to the public.

Comment	Response
<i>Page 29, Water.</i> Permit is required if the water pumped exceeds 10,000 gallons in a day, or one million gallons in one year. The DNR General Permit for Temporary Appropriation, with its lower permit application fee and reduced time for review, may be used for the dewatering if the dewatering volume is less than 50 million gallons and the time of the appropriation is less than one year. Please note that Seminary Fen is located less than 3 miles to the east of the project area. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. Any DNR Water Appropriations Permit in the area will be examined for potential to impact the calcareous fen, which could require additional time.	The permit requirements will be noted in the AUAR.
<i>Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features) (Item 13)</i>	
<i>Page 34, Rare Features.</i> Given the federally endangered Rusty Patched Bumble Bee in the area, we strongly recommend incorporating native plants and seed mixes into development landscaping to the greatest degree possible. Please note that the Rusty Patched Bumble Bee is federally endangered and not threatened.	The change of status of the RPBB to Endangered from Threatened will be included in the AUAR. Potential impacts to state-listed threatened and endangered species and species of special concern will be addressed in the AUAR.
<i>Air (Item 16)</i>	
<i>Page 38, Dust and Odors.</i> Should water for dust control be taken from a lake, wetland, stream, or non-municipal well in volumes that exceed 10,000 gallons of water in a single day, or one million gallons per year, then a DNR Water Appropriation Permit will be required. Please do not use products containing chloride for dust control in areas that drain to Public Waters.	This request will be incorporated into the AUAR.

3. MINNESOTA POLLUTION CONTROL AGENCY (MPCA)

Comment	Response
Water Resources (Item 11)	
The scoping EAW does not provide many specifics regarding proposed stormwater management. The Alternative Urban Areawide Review (AUAR) should discuss that because the proposed Project can discharge stormwater to Chaska Creek, which has construction-related impairments, additional best management practice (BMP) requirements apply to the Project during construction. The Project proposer will need to ensure BMPs include completing stabilizing inactively disturbed soils within 7 days and providing temporary sediment ponds where 5 or more acres drain to a common location.	Stormwater during and after construction and erosion control BMPs will be addressed in the AUAR.
The Scoping EAW does not specifically address permanent stormwater management plans. The AUAR should discuss that because the Project site is within a well head protection area, use of infiltration may be prohibited if the study area is within an Emergency Response Area (ERA) within a Drinking Water Supply Management Area classified as having a high or very high vulnerability as defined by the Minnesota Department of Health. If not, the Project must meet volume reduction requirements via infiltration unless infiltration is prohibited due to other onsite conditions. Regardless, the Project proposer is strongly encouraged to include a range of green infrastructure practices on the site to help meet stormwater volume reduction requirements. These practices can also help address climate sustainability, as well as providing other benefits to the site. Questions regarding Construction Stormwater Permit requirements should be directed to Roberta Getman at 507-206-2629 or Roberta.Getman@state.mn.us.	Proposed stormwater management and best management practices will be addressed in the AUAR. Green infrastructure practices on site will be evaluated as site design progresses and as stormwater management strategies are finalized.

4. METROPOLITAN COUNCIL

Comment	Response
Land Use (Item 9)	
<i>(Todd Graham, 651-602-1322)</i> The City included a Transportation Analysis Zone (TAZ) allocation of the forecast in its 2040 Comprehensive Plan (Plan). The study area is a small part of TAZ #366 (western Chaska between County Road 10 and County Road 14). The City's Plan expects the Chaska portion of TAZ #366 to gain +82 households and +1,164 jobs during 2020-2040. If either of the scenarios are pursued and absorbed into the market by 2040, such development will add employment in this part of Chaska. Scenario #1 of the AUAR likely fits within this expectation. Should development of Scenario #2 proceed, the Metropolitan Council will consider a higher employment forecast in this zone. City staff can contact Council Research to discuss, if needed.	The City will coordinate with the Metropolitan Council regarding the TAZ forecasts for the area. If any modifications are needed, those will be coordinated with the Metropolitan Council directly.
<i>(Raya Esmaeili, 651-602-1616)</i> The Scoping document states that the land use of this site is Business Park, consistent with both the scenarios to be addressed in the AUAR. However, as the Chaska 2040 Planned Land Use map shows (Figure 4.2 of the 2040 Plan), the northern and western part of the site include a contiguous area currently guided for a future land use of Agricultural. In order to accommodate either of the scenarios, the future land use of the site needs to be amended to Business Park.	Any changes in future land use will be addressed in the AUAR.
Water Resources (Item 11)	
<i>Surface Water (Joe Mulcahy, 651-602-1104)</i> According to the Scoping document, Chaska Creek is within 200 feet of the study area and is designated as impaired. The AUAR should include a map showing the delineated wetlands, channel, and drainage swale and indicate the routes and destinations for stormwater leaving the site. The AUAR should also include a detailed description of the stormwater management practices that will be used to minimize impacts to the creek and groundwater.	Comment noted. A figure showing water resources will be included and proposed stormwater management will be addressed in the AUAR.

Comment	Response
Water Supply (<i>John Clark, 651-602-1452</i>) Water and contaminants entering the ground within the study area reach the City's municipal wells within 10 years. This indicates that any land use conversions and future activities at this locale can have an impact on the groundwater resources that the City relies on for its water supply. Limiting pollutants from entering the ground during construction and after development will be crucial for protecting the City's source water. This conversion will lower groundwater recharge within this property. Water quality may be improved if proper salt and contaminant management strategies are implemented. Aligning the site development with the City's wellhead protection plan and source water protection strategies could help to mitigate negative impacts to groundwater resources.	Water supply and groundwater resources will be addressed in the AUAR.
Using treated groundwater from the City's municipal supply for industrial processing may be more inefficient and costly than the site's commercial entities applying for their own permit to access groundwater for processing. Doing so may lower the burden on the City's water supply and lessen the need and cost of municipal infrastructure expansion. The City should confirm whether current infrastructure and permits can meet the expected increase in demand and ensure that it aligns with the City's current local water supply plan. Any additional well infrastructure needed by the City will require permitting by the Minnesota Department of Health (MDH) and the Minnesota Department of Natural Resources (DNR) for water appropriation.	Comment noted.
The domestic well identified on site will need to be sealed. The MDH provides guidance and resources for sealing wells.	Comment noted. This will be addressed in the AUAR.
Potential climate impacts are not identified in this scoping document. However, Council staff encourage the City and the developer to explore the potential impacts this development may have on greenhouse gas emissions, and identify potential mitigation and climate resiliency measures for the site. This site may be a good opportunity to use solar power and or green roof infrastructure. Landscaped areas could be planted as native prairie to lessen the site's water demands and increase pollinator habitat and carbon storage.	Comment noted. Potential climate resiliency measures on site will be evaluated as site design progresses.
A dewatering permit will likely be needed given the shallow groundwater measurements identified in the scoping document.	A dewatering permit be identified in the anticipated permits and approvals table in the AUAR.

Comment	Response
Transportation (Item 18)	
Transit (Steve Mahowald, 612-349-7775) The Scoping document notes that there are currently no convenient alternative transportation routes serving the study area and it is not anticipated that there will be significant change in transit usage. However, if the proposed development becomes a significant generator of jobs and given its location just north of Stream Data Centers and with quick access from the Highway 212 corridor, the project team should reach out to SouthWest transit staff to ensure that development does not preclude the possibility of transit serving the site in the future.	Comment noted. Thank you for your review.

5. MINNESOTA STATE HISTORIC PRESERVATION OFFICE

Comment	Response
Historic Resources (Item 14)	
Thank you for providing this office with a copy of the AUAR Scoping Document for the above-referenced project. Based on our review of the project information, we conclude that there are no properties listed in the National or State Registers of Historic Places, and no known or suspected archaeological properties in the area that will be affected by this project. Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR § 800. If this project is considered for federal financial assistance, or requires a federal permit or license, then review and consultation with our office will need to be initiated by the lead federal agency. Be advised that comments and recommendations provided by our office for this state-level review may differ from findings and determinations made by the federal agency as part of review and consultation under Section 106.	Comment noted. Thank you for your review.

6. U.S. ARMY CORPS OF ENGINEERS

Comment	Response
We have received your submittal described below. You may contact the Project Manager with questions regarding the evaluation process. The Project Manager may request additional information necessary to evaluate your submittal. File Number: MVP-2017-02502-DCR Applicant: Corgan Associates, Inc Project Name: Kelzer Property Project Location: Section 36 of Township 116 N, Range 24 W, Carver County, Minnesota (Latitude: 44.8109291841735; Longitude: -93.6369717895915) Received Date: 06/07/2022 Project Manager: Daniel Reburn (651) 290-5900 Daniel.C.Reburn@usace.army.mil	Comment noted. Thank you for your review.

Kelzer Property AUAR

DRAFT ALTERNATIVE URBAN AREAWIDE REVIEW



AUGUST 2022

PREPARED FOR:



PREPARED BY:

Kimley»Horn

Table of Contents

1. Project Title	1
2. Proposer	1
3. RGU	1
4. Reason for Preparation	2
5. Project Location	2
6. Project Description	5
7. Cover Types	8
8. Permits and Approvals Required	10
9. Land Use	11
10. Geology, Soils, and Topography/Land Forms	18
11. Water Resources	22
12. Contamination/Hazardous Materials/Wastes	31
13. Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources (Rare Features)	33
14. Historic Properties	36
15. Visual	37
16. Air	38
17. Noise	39
18. Transportation	40
19. Cumulative Potential Effects	46
20. Other Potential Environmental Effects	47
Mitigation Plan	47

List of Tables

Table 1: Anticipated Permits and Approvals	10
Table 2: Shoreland Overlay District Development Requirements	12
Table 3: Soil Types	19
Table 4: Wetland Delineation	30
Table 5: Trip Generation Forecasts	40
Table 6: Intersection LOS	43
Table 7: Mitigation Plan	47

List of Figures

Figure 1: USGS Map	3
Figure 2: AUAR Study Area	4
Figure 3: Development Scenario 1	6
Figure 4: Development Scenario 2	7
Figure 5: Cover Types	9
Figure 6: Existing Land Use	15



Figure 7: Existing Zoning Map 16

Figure 8: Future Land Use Map 17

Figure 9: Soil Types 21

Figure 10: Water Resources within One Mile 23

Figure 11: Water Resources within AUAR Study Area 24

Figure 12. Traffic Intersections 45

List of Appendices

- Appendix A: Wetland Delineation Report
- Appendix B: DNR Correspondence
- Appendix C: Historic Properties Supporting Information
- Appendix D: Traffic Study

Draft Alternative Urban Areawide Review

This Alternative Urban Areawide Review (AUAR) follows the format of an Environmental Assessment Worksheet (EAW) (July 2013 version). Where the AUAR guidance provided by the Minnesota Environmental Quality Board (EQB) indicates that an AUAR response should differ notably from what is required for an EAW, the guidance is noted in *italics*.

1. PROJECT TITLE

Kelzer Property AUAR

2. PROPOSER

Proposer: CloudHQ

Contact Person: Brett Burnette

Title: Development Manager

Address: 1212 New York Avenue NW, Suite 1000

City, State, ZIP: Washington D.C. 20005

Phone: 571-447-7255

Email: Bburnette@cloudhq.com

3. RGU

RGU: City of Chaska

Contact Person: Elizabeth Hanson, AICP; Nate Kabat

Title: City Planner

Address: 1 City Hall Plaza

City, State, ZIP: Chaska, MN 55318

Phone: 952-448-9200

Email: EHanson@chaskamn.com; nkabat@chaskamn.com

4. REASON FOR PREPARATION

AUAR Guidance: Not applicable to an AUAR.

5. PROJECT LOCATION

County: Carver

City/Township: Chaska

PLS Location (¼, ¼, Section, Township, Range): ¼ NW, ¼ SW, Section 31, Township 116N, Range 23W; ¼ NE, ¼ SW, Section 31, Township 116N, Range 23W; ¼ SW, ¼ NW, Section 31, Township 116N, Range 23W

Watershed (81 major watershed scale): Lower Minnesota River

Tax Parcel Number: 300311090 and 300311010

At a minimum, attach each of the following to the AUAR:

- **US Geological Survey 7.5 minute, 1:24,000 scale map indicating project boundaries** (see Figure 1)
- **Map depicting the boundaries of the AUAR and any subdistricts used in the AUAR analysis** (see Figure 2 through Figure 4)
- **Cover type map as required for Item 7** (see Figure 5)
- **Land use and planning and zoning maps as required in conjunction with Item 9** (see Figure 6 and Figure 7)

Figure 1: USGS Map

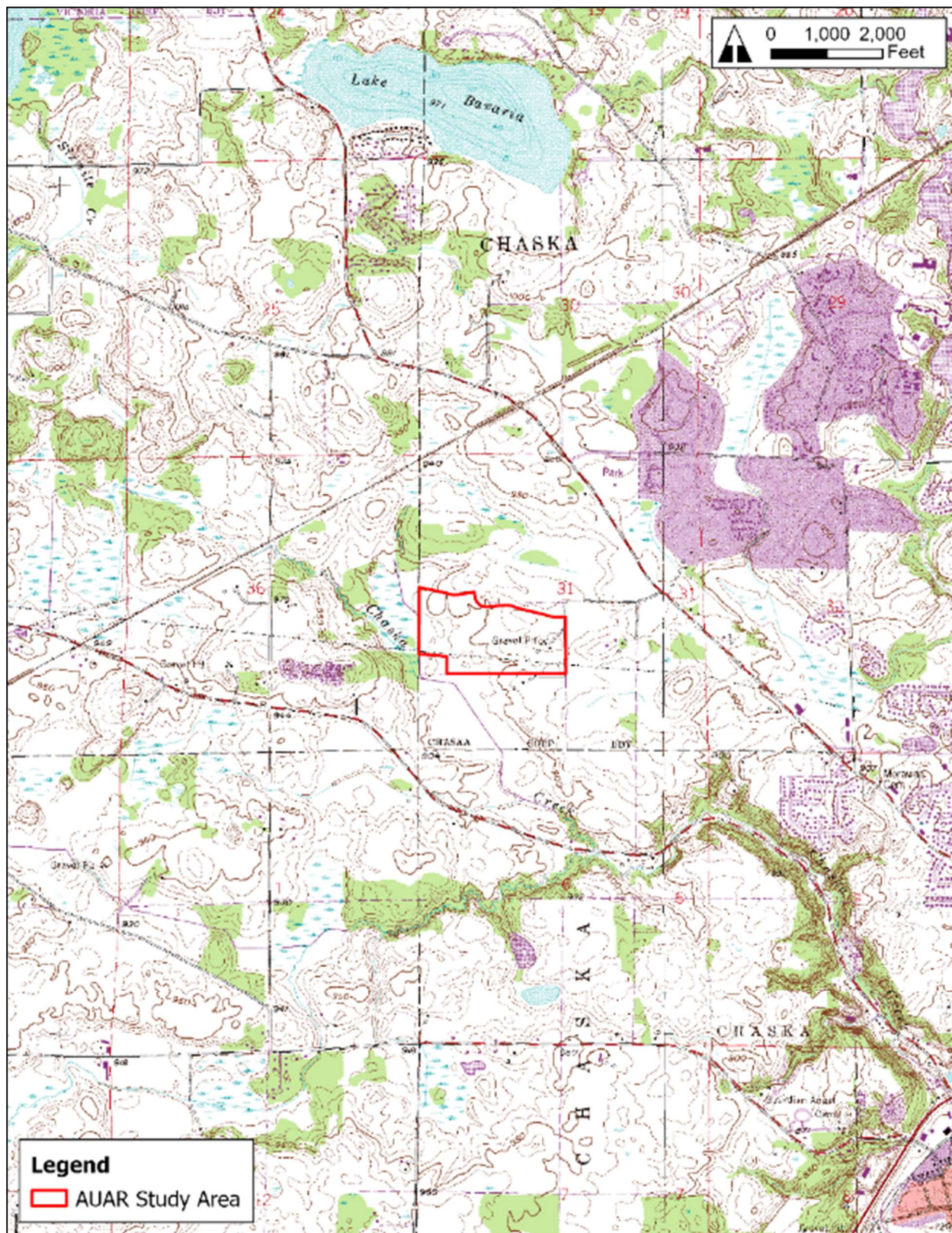
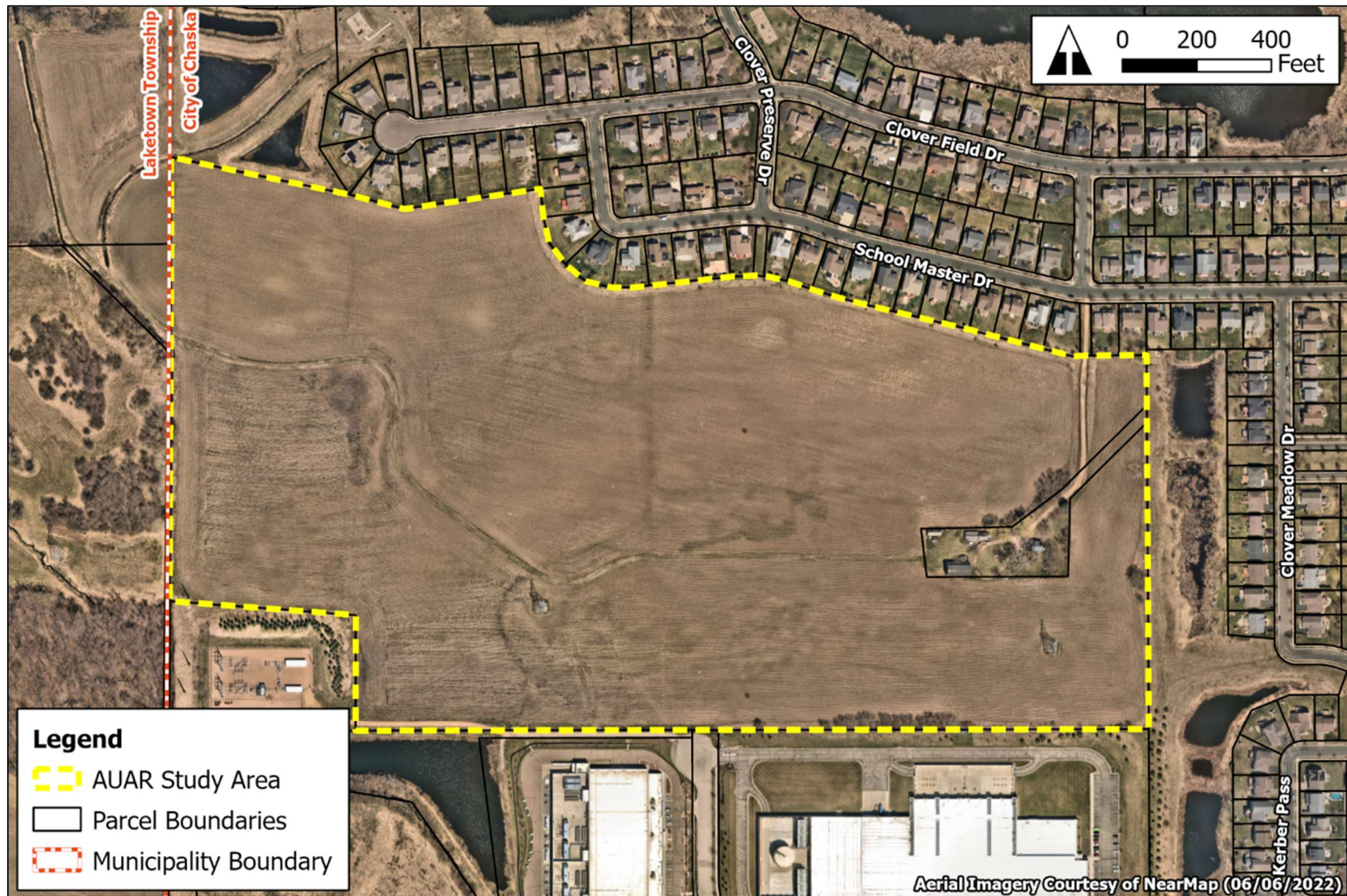


Figure 2: AUAR Study Area



6. PROJECT DESCRIPTION

AUAR Guidance: Instead of the information called for on the EAW form, the description section of an AUAR should include the following elements for each major development scenario included:

- *Anticipated types and intensity (density) of residential and commercial/warehouse/light industrial development throughout the AUAR area.*
- *Infrastructure planned to serve development (roads, sewers, water, stormwater system, etc.). Roadways intended primarily to serve as adjoining land uses within an AUAR area are normally expected to be reviewed as part of an AUAR. More “arterial” types of roadways that would cross an AUAR area are an optional inclusion in the AUAR analysis; if they are included, a more intensive level of review, generally including an analysis of alternative routes, is necessary.*
- *Information about the anticipated staging of various developments, to the extent known, and of the infrastructure, and how the infrastructure staging will influence the development schedule.*

The AUAR study area encompasses an area totaling approximately 72.3 acres on two parcels in the City of Chaska, Carver County, Minnesota (shown on Figure 2). The site is bounded by W Creek Lane to the south, Clover Meadow Drive to the east, Schoolmaster Drive to the north, and the Chaska city municipal boundary to the west. An existing substation is located southwest of the study area and one residence and associated outbuildings are located within the study area. CloudHQ is proposing to redevelop the study area from existing agriculture to industrial uses.

Development Scenarios

The intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts.

Two scenarios are evaluated in the AUAR as outlined in below and both include light industrial land uses.

- **Scenario 1:** Scenario 1 includes multiple buildings for a total of 500,000 square feet of proposed industrial development (see Figure 3).
- **Scenario 2:** Scenario 2 represents the density proposed by the developer and includes up to 1,800,000 million square feet of proposed industrial development (see Figure 4).

Scenario 1 and 2

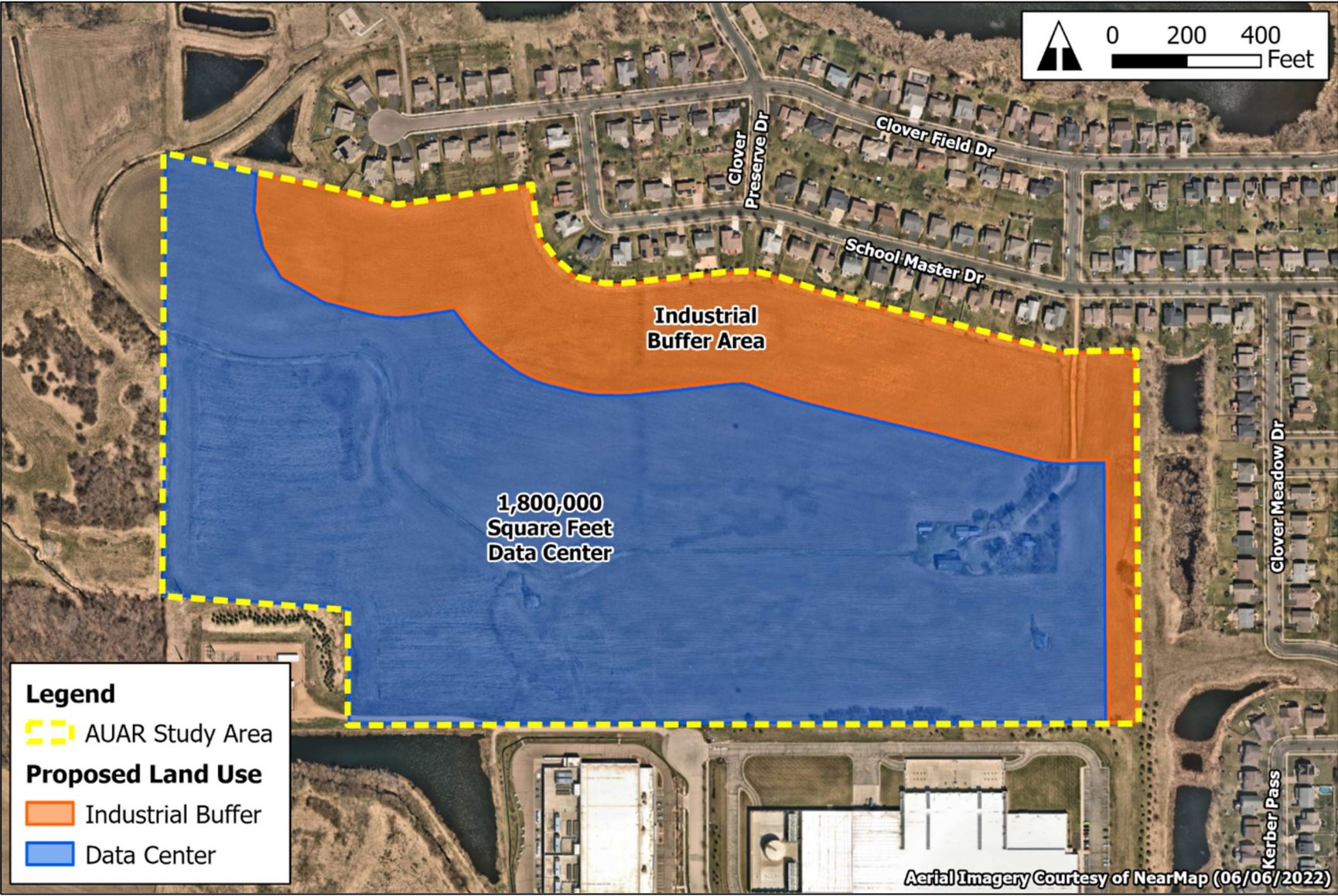
For both scenarios, the proposed development within the AUAR study area is anticipated to start in 2023 and will be constructed over multiple phases over the next several years, depending on the market. Access to the development would be provided via the existing CSAH 10 & West Creek Lane intersection. Redevelopment of the study area would include new infrastructure, including water service, sewer, stormwater, streets, and utilities, and most of the new services would be extensions to existing infrastructure or upgrading existing systems to support the new land uses.

Figure 3: Development Scenario 1





Figure 4: Development Scenario 2



7. COVER TYPES

AUAR Guidance: The following information should be provided:

- *A cover type map, at least at the scale of a USGS topographic map, depicting:*
 - *Wetlands (identified by Circular 39 type)*
 - *Watercourses (rivers, streams, creeks, ditches)*
 - *Lakes (identify public waters status and shoreland management classification)*
 - *Woodlands (break down by classes where possible)*
 - *Grassland (identify native and old field)*
 - *Cropland*
 - *Current development*
- *An overlay map showing anticipated development in relation to the cover types. This map should also depict any “protection areas,” existing or proposed, that will preserve sensitive cover types. Separate maps for each major development scenario should be generally provided.*

The AUAR study area is approximately 72.3 acres of residential and rural land. Currently, the study area is largely being used for agricultural purposes. There are four existing residential buildings and structures within the study area. Existing cover types within the site are shown on Figure 5 and were determined by reviewing 2021 aerial photography.

Figure 5: Cover Types



8. PERMITS AND APPROVALS REQUIRED

AUAR Guidance: A listing of major approvals (including any comprehensive plan amendments and zoning amendments) and public financial assistance and infrastructure likely to be required by the anticipated types of development projects should be given for each major development scenario. This list will help orient reviewers to the framework that will protect environmental resources. The list can also serve as a starting point for the development of the implementation aspects of the mitigation plan to be developed as part of the AUAR.

Table 1: Anticipated Permits and Approvals

Unit of Government	Type of Application	Status
Federal		
US Army Corps of Engineers	Section 404 Permit	To be applied for, if applicable
State		
Minnesota Pollution Control Agency	Section 401 Water Quality Certification	To be applied for, if applicable
	National Pollutant Discharge Elimination System Stormwater Permit for Construction Activities	To be applied for, if applicable
	Sanitary Sewer Extension Permit	To be applied for, if applicable
	Construction Contingency Plan and Response Action Plan approval	To be applied for, if applicable
	Notice of Intent of Demolition	To be applied for
Minnesota Department of Natural Resources	Temporary Groundwater Appropriation Permit for Construction Dewatering	To be applied for, if applicable
Minnesota Department of Health	Water Main Installation Permit	To be applied for, if applicable
Regional		
Metropolitan Council	Sewer Connection/Extension Permit	To be applied for, if applicable
	Transportation Analysis Zone Allocation Adjustment	To be applied for, if applicable
County		
Carver County	Building Permit	To be applied for, if applicable
	Application for Water Management Rules Conformance and Approval	To be applied for, if applicable
City		
City of Chaska	Preliminary/Final Plat	To be applied for, if applicable
	Rezoning Application	To be applied for, if applicable
	Land Use/Development Application	To be applied for, if applicable
	Building Permit	To be applied for, if applicable
	Demolition Permit	To be applied for, if applicable
	AUAR Approval	In process

9. LAND USE

a. Describe:

i. Existing land use of the site as well as areas adjacent to and near the site, including parks, trails, and prime or unique farmlands.

The AUAR study area consists of two existing parcels. The larger parcel comprises the majority of the study area and is approximately 70.7 acres consisting of agricultural land and an unpaved roadway. The smaller parcel is approximately 1.6 acres and consists of a residence and associated outbuildings, located in the east-central portion of the study area (see Figure 6).

The study area is generally bounded by W Creek Lane to the south, Clover Meadow Drive to the east, Schoolmaster Drive to the north, and the Chaska city municipal boundary to the west. Residential land surrounds the property on the northern and eastern sides, with an industrial development to the south, and agricultural land and wooded areas to the west.

There are no existing parks or trails within or adjacent the study area. According to the Natural Resources Conservation Service (NRCS), 95.3 percent of the study area is considered prime farmland or prime farmland if drained (see Table 3).

ii. Planned land use as identified in comprehensive plans (if available) and any other applicable plan for land use, water, or resource management by a local, regional, state, or federal agency.

Chaska 2040 Comprehensive Plan

The study area is identified as business park, open space, and residential 2040 future land use with anticipated phasing in 2021-2030¹. The business park land use is “guided for the integration of office and light industrial uses in order to create employment centers on large sites that provide a greater diversity of jobs, higher development densities and jobs per acre, higher quality site and architectural design, and increased tax revenues. Office, office-showroom-warehousing, research and development services, high-tech electronic manufacturing, medical, and lodging are typical business uses appropriate for this land use category”.²

Carver County 2040 Comprehensive Plan

The Carver County 2040 Comprehensive Plan³ is used to guide the County’s housing, transportation, county facilities, parks, and land use planning over the next 20 years. Chaska is classified as a suburban edge community in this plan, which includes areas

¹ Source: City of Chaska 2040 Comprehensive Plan. Available at: <https://chaskamn.com/DocumentCenter/View/2624/Appendix-A-Anticipated-Development-Phasing-2018-to-2040-PDF>

² Source: City of Chaska 2040 Comprehensive Plan. Available at: <https://www.chaskamn.gov/DocumentCenter/View/2618/Ch-4-Land-Use-PDF>

³ Source: Carver County 2040 Comprehensive Plan. Available at: <https://www.co.carver.mn.us/home/showpublisheddocument/19425/637194393883230000>

that are anticipated to have significant amounts of land for future development. Primary concerns in suburban edge communities include protecting water supplies and preserving open space.

iii. Zoning, including special districts or overlays such as shoreland, floodplain, wild and scenic rivers, critical area, agricultural preserves, etc.

AUAR Guidance: Water-related land use management districts should be delineated on appropriate maps, and the land use restrictions applicable in those districts should be described. If any variances or deviations from these restrictions within the AUAR area are envisioned, this should be discussed.

Existing Zoning

The two parcels are currently zoned PID 07, Planned Industrial Development (see Figure 7). According to Chaska's city code⁴, Planned Industrial Development districts are primarily intended for industrial and related uses of a generally "clean and quiet" nature can be developed and operated in a high-quality physical environment. Permitted uses include manufacturing, fabrication, and packaging of goods, wholesaling, research, office and administrative facilities, and retail commercial facilities.

The northern and western part of the site include a contiguous area currently guided for a future land use of open space/agricultural. Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the current City's Comprehensive Plan.

Shoreland Overlay District

The City's shoreland overlay district⁵ covers the Chaska Creek, which is located within 200 feet of the study area (see Figure 10). This overlay zoning district was established to preserve and enhance the quality of surface waters and the economic values of shoreland areas within the city and to comply with the requirements of state law regarding the management of shoreland areas. See Table 2 for the overlay zoning district requirements for development near Chaska Creek.

Table 2: Shoreland Overlay District Development Requirements

Requirement	
Lot area	20,000 square feet
Water frontage and lot width at building line	100 feet
Structure setback from Ordinary High Water Mark	75 feet

⁴ Source: City of Chaska Zoning Code. Available at:
[https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R - Rural](https://chaska.municipalcodeonline.com/book?type=zoning#name=15.12.020_R_-_Rural)

⁵ Source: City of Chaska Zoning Code. Available at:
https://chaska.municipalcodeonline.com/book?type=zoning#name=15.24_Shoreland_Management

Requirement	
Structure setback from roads and highways	30 feet for municipal/private 50 feet for federal/state/county
Maximum lot area covered by impervious surface	30%
Sewage system setback from Ordinary High Water Mark	50 feet

FEMA National Flood Hazard

According to the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Map (panel numbers 27019C0217D and 27019C0209D, effective 12/21/2018), the AUAR study area is located in an area of minimal flood hazard and not located within a FEMA 100-year floodplain.

b. Discuss the project's compatibility with nearby land uses, zoning, and plans listed in Item 9a above, concentrating on implications for environmental effects.

AUAR Guidance: The extent of conversion of existing farmlands anticipated in the AUAR should be described. If any farmland will be preserved by special protection programs, this should be discussed.

If development of the AUAR will interfere or change the use of any existing designated parks, recreation areas, or trails, this should be described in the AUAR. The RGU may also want to discuss under this item any proposed parks, recreation areas, or trails to be developed in conjunction with development of the AUAR area.

The AUAR must include a statement of certification from the RGU that its comprehensive plan complies with the requirements set out at Minnesota Rules, part 4410.3610, subpart 1. The AUAR document should discuss the proposed AUAR area development in the context of the comprehensive plan. If this has not been done as part of the responses to Items 6, 9, 11, 18, and others, it must be addressed here; a brief synopsis should be presented here if the material has been presented in detail under other items. Necessary amendments to comprehensive plan elements to allow for any of the development scenarios should be noted. If there are any management plans of any other local, state, or federal agencies applicable to the AUAR area, the document must discuss the compatibility of the plan with the various development scenarios studied, with emphasis on any incompatible elements.

Existing Zoning

Scenario 1 and Scenario 2

The proposed use is consistent with the intentions of the City of Chaska's PID 07, Planned Industrial Development zoning district. This zoning district is intended for industrial uses, consistent to what is proposed by both scenarios.



Existing Land Use

Scenario 1 and Scenario 2

Agricultural land is expected to transition to different land uses as the city develops. Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the Comprehensive Plan.

Chaska 2040 Comprehensive Plan

Scenario 1 and Scenario 2

Both scenarios propose land uses that are consistent with the Chaska 2040 Comprehensive Plan for business park. If the area designated as open space/agricultural is needed for business park uses, then a future land use change will be required. The City of Chaska has certified that the Comprehensive Plan complies with the requirements set forth in Minnesota Rules, part 4410.3610, subpart 1.

- c. **Identify measures incorporated into the proposed project to mitigate any potential incompatibility as discussed in Item 9b above.**

Existing Zoning

Scenario 1 and Scenario 2

Zoning ordinance amendment required to ensure development standards are consistent.

Figure 6: Existing Land Use

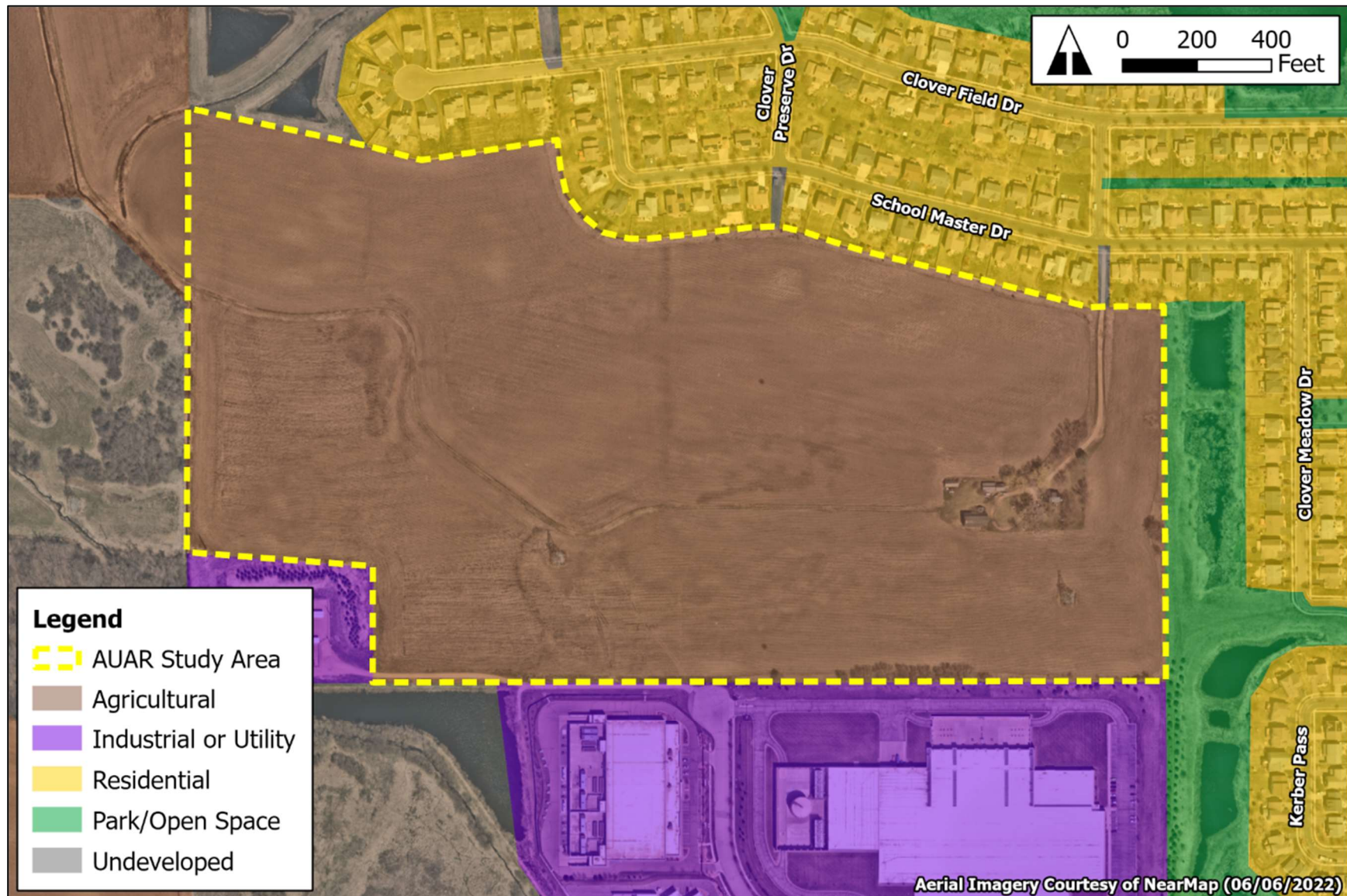


Figure 7: Existing Zoning Map

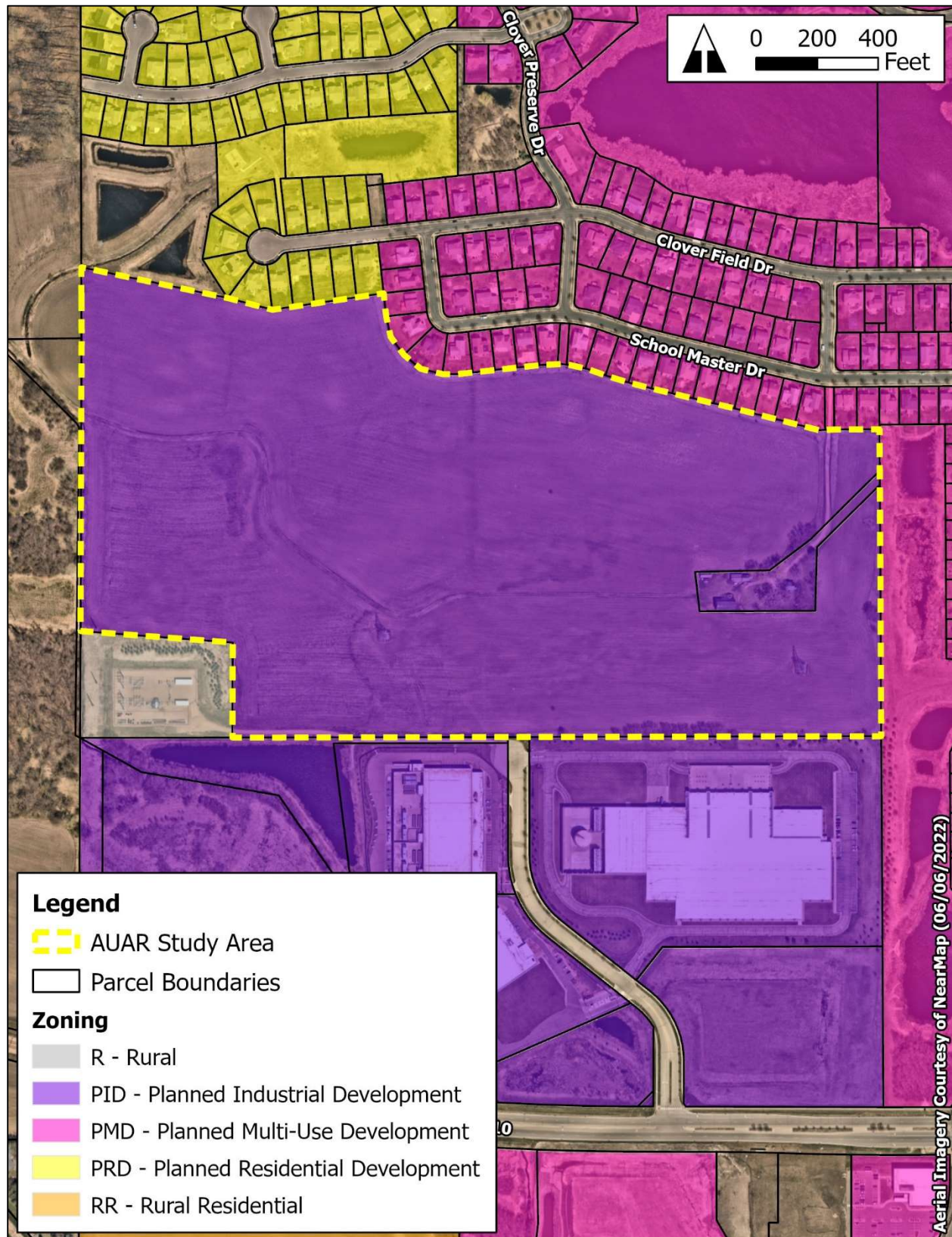
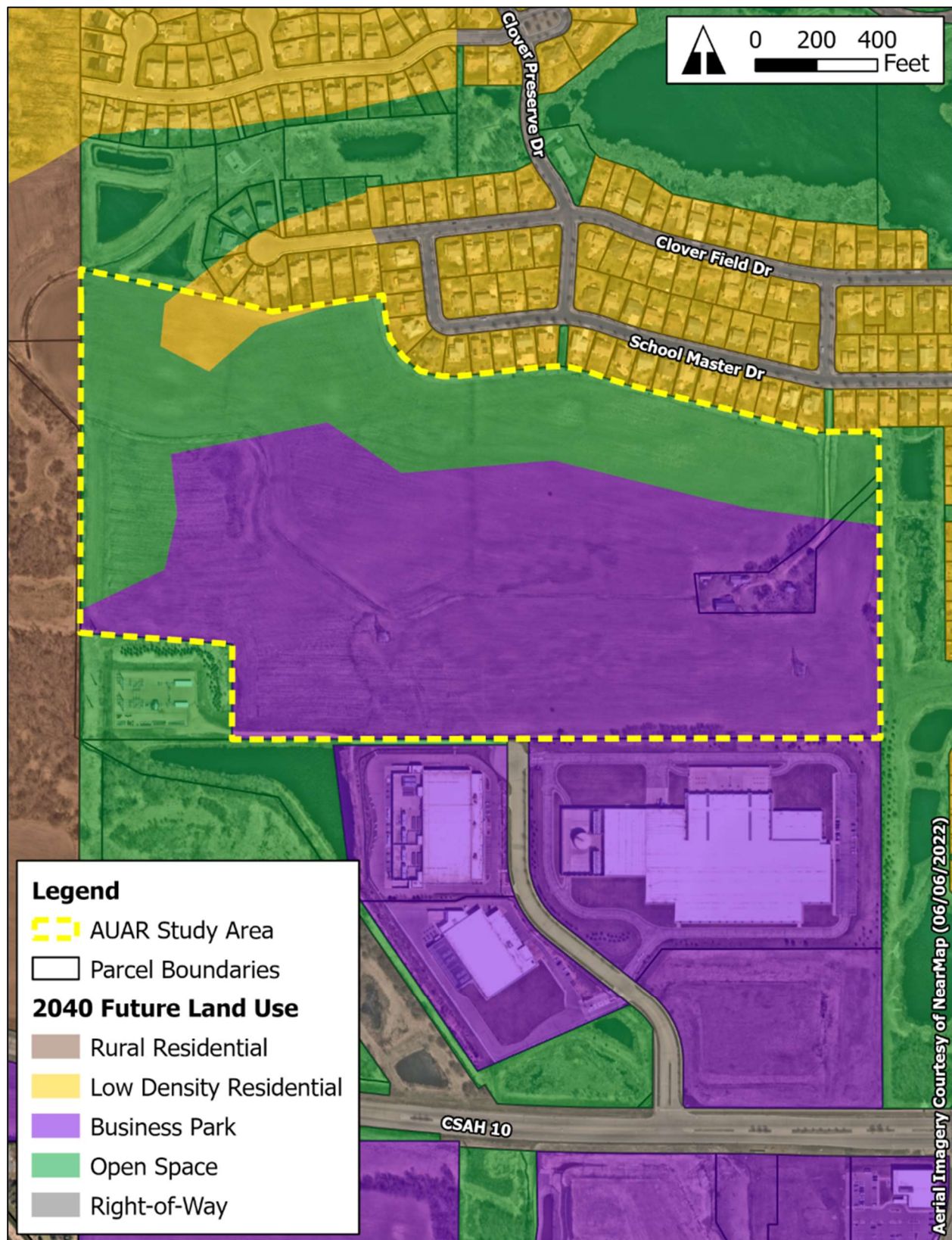


Figure 8: Future Land Use Map



10. GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

- a. Geology – Describe the geology underlying the project area and identify and map any susceptible geologic features such as sinkholes, shallow limestone formations, unconfined/shallow aquifers, or karst conditions. Discuss any limitations of these features for the project and any effects the project could have on these features. Identify any project designs or mitigation measures to address effects to geologic features.**

AUAR Guidance: A map should be included to show any groundwater hazards identified.

Based on a geotechnical report completed in January 2022, the AUAR study area lies above Paleozoic bedrock. The bedrock formation generally lies within the lower Ordovician system, which consists of dolostone, sandy to silty dolostone, and sandstone, include the Shakopee formation, and Oneota dolomite of the Prairie du Chien Group. The depth to bedrock in the study area vicinity ranges from 100 to 200 feet below the existing grade.

Groundwater is present at approximately 4 to 12 feet below the existing grade. Based on the geotechnical report, the AUAR study area may be underlain by two types of groundwater: perched and a water table aquifer. Additional testing including the installation of temporary groundwater monitoring wells at the study area is recommended. Test pit excavations should also be considered particularly in areas requiring over-excavation that will extend below observed groundwater levels. Test pits should also be considered in areas where the borings encountered sandy soils and higher groundwater elevations.

There are no known sinkholes, unconfined/shallow aquifers, or karst conditions located within the AUAR study area.⁶

- b. Soils and Topography – Describe the soils on the site, giving NRCS (SCS) classifications and descriptions, including limitations of soils. Describe topography, any special site conditions relating to erosion potential, soil stability, or other soil limitations, such as steep slopes or highly permeable soils. Provide estimated volume and acreage of soil excavation and/or grading. Discuss impacts from project activities (distinguish between construction and operational activities) related to soils and topography. Identify measures during and after project construction to address soil limitations including stabilization, soil corrections, or other measures. Erosion/sedimentation control related to stormwater runoff should be addressed in response to Item 11.b.ii.**

AUAR Guidance: The number of acres to be graded and number of cubic yards of soil to be moved need not be given; instead, a general discussion of the likely earthmoving needs for development of the area should be given, with an emphasis on unusual or problem areas. In discussing mitigation measures, both the standard requirements of the local ordinances and any

⁶ The following additional sources were consulted for this section: Carver County Geologic Atlas (geologic atlas), Minnesota Well Index, and the Carver County Soil Survey.

special measures that would be added for AUAR purposes should be included. A standard soils map for the area should be included.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, the area is comprised of 12 different soil types. Soil information is shown in Table 3 and Figure 9.

Topography within the AUAR study area varies from 884 feet in elevation in the west and south portions of the site to 924 feet in elevation in the southeast portion of the site. The site generally drains from the north and northeast to the southwest, towards Chaska Creek.

Table 3: Soil Types

Map Unit Symbol	Soil Type	Farmland Classification	Acres within Study Area	Percent of Site
CW	Cordova-Webster complex	Prime farmland if drained	12.8	17.7%
EB	Estherville sandy loam, 2 to 6 percent slopes	Farmland of statewide importance	1.0	1.4%
EB2	Estherville sandy loam, 2 to 6 percent slopes, eroded	Farmland of statewide importance	15.4	21.3%
HC2	Estherville-Hawick sandy loams, 6 to 12 percent slopes, eroded	Not prime farmland	3.4	4.7%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	All areas are prime farmland	5.1	7.0%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	All areas are prime farmland	17.4	24.1%
KC2	Lester-Kilkenny complex, 6 to 10 percent slopes, moderately eroded	Farmland of statewide importance	0.9	1.2%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	Farmland of statewide importance	4.4	6.1%
PM	Klossner muck, 0 to 1 percent slopes	Farmland of statewide importance	7.3	10.1%
TB	Terril loam, 2 to 6 percent slopes	All areas are prime farmland	<0.1	<0.1%
WA	Wadena loam, 0 to 2 percent slopes	All areas are prime farmland	3.4	4.7%
WB	Wadena loam, 2 to 6 percent slopes	All areas are prime farmland	1.2	1.7%
Total			72.3	100%

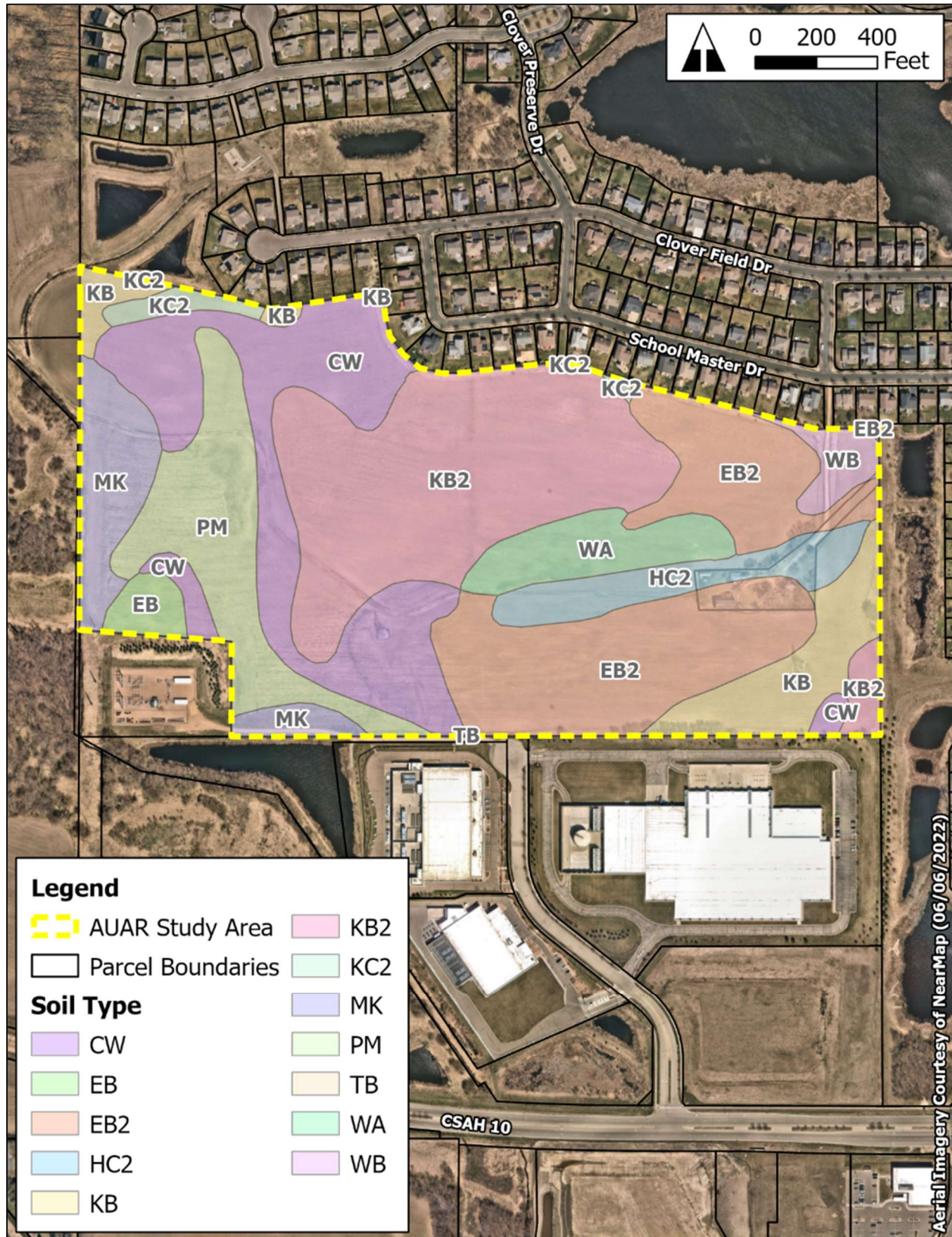


Scenario 1 and Scenario 2

Earthwork on-site is anticipated to generally balance and be kept on-site. The proposed development would require approximately 1,000,000 total cubic yards of excavation over 72.3 acres, beginning in spring 2023. Where appropriate, slope stabilization will be provided by means of vegetation establishment, erosion control blankets, or other standard methods of erosion and sediment control. The proposed development within the AUAR study area will require compliance with the City of Chaska's erosion and sediment control standards.

A National Pollutant Discharge Elimination System (NPDES) and Stormwater Pollution Prevention Program Construction Stormwater Permit (SWPPP) will be obtained prior to any earthwork or grading activities within the AUAR study area.

Figure 9: Soil Types



11. WATER RESOURCES

AUAR Guidance: The information called for on the EAW form should be supplied for any of the infrastructure associated with the AUAR development scenarios, and for any development expected to physically impact any water resources. Where it is uncertain whether water resources will be impacted depending on the exact design of future development, the AUAR should cover the possible impacts through a “worst case scenario” or else prevent impacts through the provisions of the mitigation plan.

a. Describe surface water and groundwater features on or near the site below.

- i. Surface Water – lakes, streams, wetlands, intermittent channels, and county/judicial ditches. Include any special designations such as public waters, trout stream/lake, wildlife lakes, migratory waterfowl feeding/resting lake, and outstanding resource value water. Include water quality impairments or special designations listed on the current MPCA 303d Impaired Waters List that are within one mile of the project. Include DNR Public Waters Inventory number(s), if any.**

In 2017, Kimley-Horn delineated aquatic resources within the AUAR study area using a routine Level 2 delineation method (see Appendix A for report). In total, five wetlands totally approximately 2.42 acres, one channel, and one drainage swale were delineated.

There are six DNR Public Water Basins within one mile of the AUAR study area (see Figure 10). Chaska Creek extends approximately northwest-southeast and is located to the west and south of the study area. At the nearest point, Chaska Creek is located within 200 feet of the study area. Chaska Creek is identified within the Minnesota Pollution Control Agency’s (MPCA) Part 303d impaired waters list with fish bioassessments and benthic macroinvertebrate bioassessments impairments (see Figure 10).

The project site is located within the Lower Minnesota River Watershed.

Drainage from the project area flows south-southwest towards Chaska Creek, which is located to the south and west of the study area.

There are no designated trout streams within a mile of the study area.

Figure 10: Water Resources within One Mile

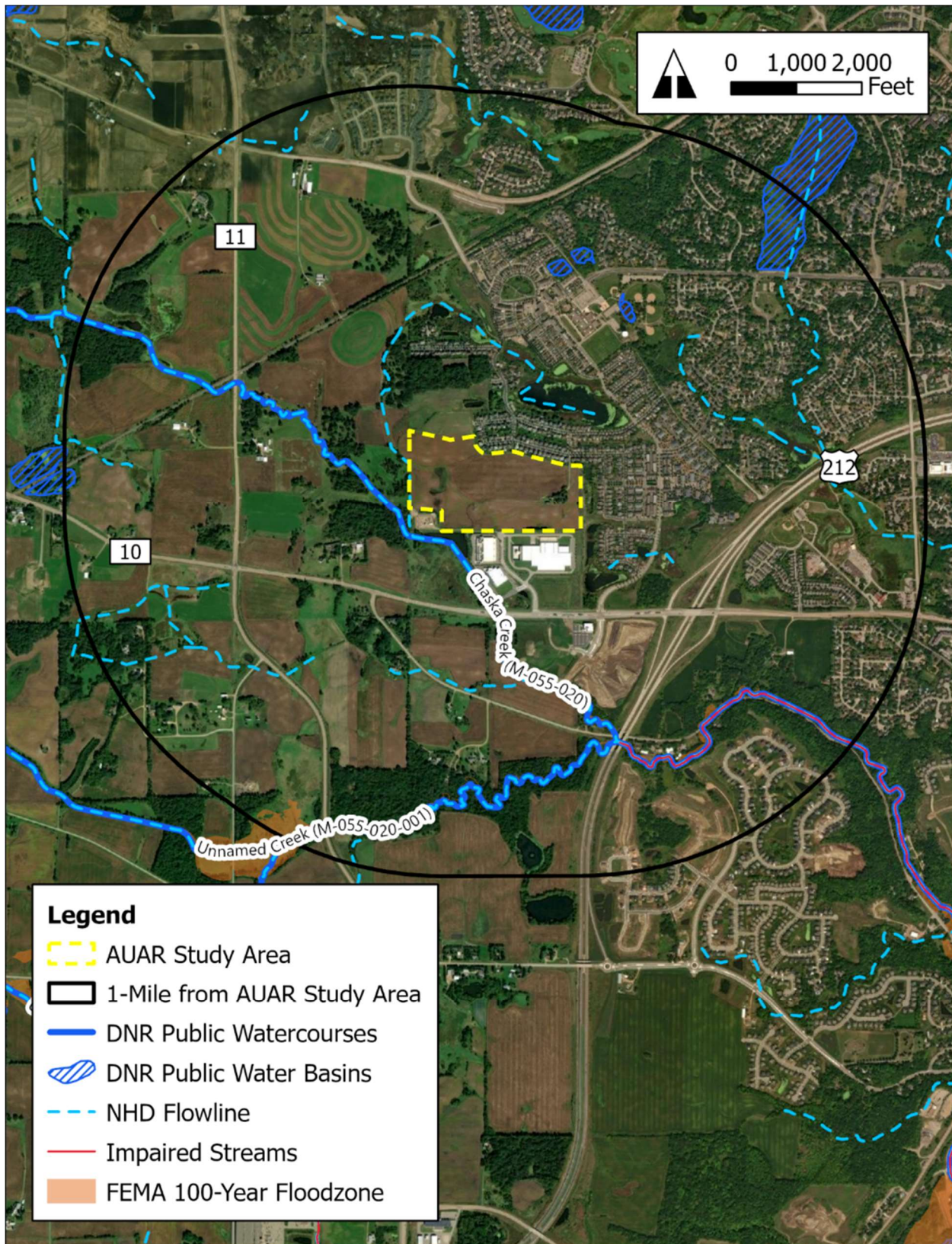


Figure 11: Water Resources within AUAR Study Area





- ii. **Groundwater – aquifers, springs, and seeps. Include 1) depth to groundwater; 2) if project is within a MDH well protection area; and 3) identification of any onsite and/or nearby wells, including unique numbers and well logs, if available. If there are no wells known on site or nearby, explain the methodology used to determine this.**

According to the Minnesota Department of Natural Resource (DNR) Minnesota Hydrology Atlas, the depth to groundwater within the AUAR study area is 0 to 20 feet below the surface.

Based on the Minnesota Department of Health's (MDH) Minnesota Well Index, there is one domestic well located within the AUAR study area:

- Use: Domestic, Minnesota Unique Well Number: 191327, Static Water Level: 120 feet, Depth: 260 feet, Date Completed: August 1983.

If any unknown wells are encountered within the study area, they will be sealed in accordance with MDH regulations.

The AUAR study area is located within the Chaska South drinking water supply management area and majority of the study area is located within a wellhead protection area.

b. Describe effects from project activities on water resources and measures to minimize or mitigate the effects below.

- i. **Wastewater – For each of the following, describe the sources, quantities, and composition of all sanitary, municipal/domestic, and industrial wastewaters projected or treated at the site.**

AUAR Guidance: Observe the following points of guidance in an AUAR:

- *Only domestic wastewater should be considered in an AUAR—industrial wastewater would be coming from industrial uses that are excluded from review through an AUAR process*
- *Wastewater flows should be estimated by land use subareas of the AUAR area; the basis of flow estimates should be explained*
- *The major sewer system features should be shown on a map and the expected flows should be identified*
- *If not explained under Item 6, the expected staging of the sewer system construction should be described*
- *The relationship of the sewer system extension to the RGU's comprehensive sewer plan and (for metro area AUARs) to Metropolitan Council regional systems plans, including MUSA expansions, should be discussed. For non-metro area AUARs, the AUAR must discuss the capacity of the RGU's wastewater treatment*

system compared to the flows from the AUAR area; any necessary improvements should be described.

- *If on-site systems will serve part of the AUAR, the guidance in the February 2000 edition of the EAW Guidelines on page 16 regarding item 18b under Residential development should be followed.*

- 1) If the wastewater discharge is to a publicly owned treatment facility, identify any pretreatment measures and the ability of the facility to handle the added water and waste loadings, including any effects on, or required expansion of, municipal wastewater infrastructure.**

Scenario 1 and Scenario 2

The AUAR study area is located within the Metropolitan Urban Service Area. It is assumed that sanitary sewer service for the AUAR study area will be provided by existing City sanitary sewer connections in the area. No land uses that would generate wastewater requiring pretreatment are anticipated in the AUAR study area.

Wastewater is proposed to be collected by an on-site conveyance system that will route wastewater towards the existing public conveyance system within West Creek Lane, south of the property. This wastewater ultimately ends up at the Blue Lake Wastewater Treatment Plant in Shakopee.

In Scenario 1 and Scenario 2, the estimated daily flow is approximately 41,100 gallons per day. Per the Metropolitan Council, the Blue Lake Wastewater Treatment Plant currently treats approximately 27 million gallons per day and has a capacity of 32 million gallons per day. The additional flow from the proposed development has already been planned for within the City of Chaska sewer system during development of the subdivision and modifications to the existing sanitary sewer system are not anticipated. Per the City of Chaska city engineer, the use over the site is consistent with the City's comprehensive plan with capacity in the system to serve what's proposed.

- 2) If the wastewater discharge is to a subsurface sewage treatment system (SSTS), describe the system used, the design flow, and suitability of site conditions for such a system.**

No subsurface sewage treatment systems (SSTS) are anticipated within the AUAR study area for either development scenario.

- 3) If the wastewater discharge is to surface water, identify the wastewater treatment methods, discharge points, and proposed effluent limitations to mitigation impacts. Discuss any effects to surface or groundwater from wastewater discharges.**

No wastewater discharge to surface waters is anticipated for either development scenario.

- ii. **Stormwater – Describe the quantity and quality of stormwater runoff at the site prior to and post construction. Include the routes and receiving water bodies for runoff from the site (major downstream water bodies as well as the immediate receiving waters). Discuss any environmental effects from stormwater discharges. Describe stormwater pollution prevention plans including temporary and permanent runoff controls and potential BMP site locations to manage or treat stormwater runoff. Identify specific erosion control, sedimentation control, or stabilization measures to address soil limitations during and after project construction.**

AUAR Guidance: For an AUAR the following additional guidance should be followed in addition to that in EAW Guidelines:

- *It is expected that an AUAR will have a detailed analysis of stormwater issues*
- *A map of the proposed stormwater management system and of the water bodies that will receive stormwater should be provided*
- *The description of the stormwater systems would identify on-site and “regional” detention ponding and also indicate whether the various ponds will be new water bodies or converted existing ponds or wetlands. Where on-site ponds will be used but have not yet been designed, the discussion should indicate the design standards that will be followed.*
- *If present in or adjoining the AUAR area, the following types of water bodies must be given special analyses:*
 - *Lakes: Within the Twin Cities metro area, a nutrient budget analysis must be prepared for any “priority lake” identified by the Metropolitan Council. Outside of the metro area, lakes needing a nutrient budget analysis must be determined by consultation with the MPCA and DNR staffs.*
 - *Trout streams: If stormwater discharges will enter or affect a trout stream, an evaluation of the impacts on the chemical composition and temperature regime of the stream and the consequent impacts on the trout population (and other species of concern) must be included.*

There is currently less than an acre of impervious surface area within the AUAR study area. The proposed impervious surface area after development will cover most of the parcels, excluding the industrial buffer area and ponding.

Environmental Effects

Stormwater runoff can cause a number of environmental problems. When untreated stormwater drains from manmade locations such as agricultural fields, impervious

surfaces, and construction sites, it can carry chloride or other pollutants and sediments that can harm aquatic ecosystems and wildlife. Currently, stormwater generally runs off the site to the south and southwest to Chaska Creek and is located to the west and south of the site at a rate consistent with the agricultural use. Chaska Creek outlets to the Minnesota River, approximately 3 miles downstream. The stormwater runoff carries sediment and organic agricultural particles from the site as it drains off-site.

During Construction

During construction, erosion and sediment control best management practices (BMPs) will be implemented to prevent impacts to aquatic ecosystems. The following design and construction standards will be adhered to during construction:

- Grading of infiltration basins will be accomplished using low-impact, earthmoving equipment to prevent compaction of the underlying soils.
- Infiltration basin excavation will be held 1 foot above the bottom of the excavation until the contributing drainage areas with exposed soils have been fully stabilized.
- Divert upland drainage areas to prevent runoff from entering the excavated basins or into the work areas.
- Care must be taken to avoid contamination of engineered soils with sediment, in-situ, or topsoil during and after installation. Materials will be segregated.
- Installation with dry soil conditions is critical to prevent smearing and compaction. Schedule work for periods of dry weather.
- Do not leave infiltration areas and/or perimeter slope exposed overnight. Secure the area from risk of precipitation and damages at the end of every work day. In the event of rain, take action to divert stormwater away from work area and temporarily cover all exposed soils with filter fabric or impermeable sheeting.
- In the event that the sediment is introduced into the BMP during or immediately following excavation, remove sediment prior to initiating the next step in the infiltration basin construction process.
- Excavate sediment built up during construction after stabilization of upstream areas and before placement of hydraulic soil stabilizer type special.
- Stockpiling of materials will not be allowed in proposed infiltration areas before or after they are constructed. Only specified equipment will be allowed inside of the orange construction fence for the sole purpose of constructing the infiltration basins.
- All infiltration basin construction activities will be completed during dry soil conditions.
- All infiltration areas will be protected during construction operations.

Scenario 1 and Scenario 2

In both the proposed scenarios runoff will still generally drain south-southwest from the study area, towards Chaska Creek.

In both scenarios, stormwater runoff from the newly constructed impervious areas of the development will be directed to on-site stormwater management BMPs to mitigate the impacts of the development on Chaska Creek and the downstream conveyance system. The proposed stormwater management BMPs will provide volume reduction and pollutant removals in accordance with the published guidelines of the City of Chaska, Carver County Water Management Organization, and MPCA requirements.

The existing impervious surface area within the study area totals approximately 0.4 acres. The total amount of impervious surface under the development scenarios will increase. Additional impervious surfaces coverage would increase the runoff rate; therefore, the proposed stormwater management BMPs on-site will be designed to detain runoff from the entire developed area of the site and discharge it at a rate less than the existing condition using outlet control devices. The design will also meet the City of Chaska rate control standard of 0.2 CFS/acre.

Additionally, to mitigate additional winter salt use associated with the planned increase impervious surfaces, the project proposer will implement a chloride management plan for the proposed development.

- iii. **Water Appropriation – Describe if the project proposes to appropriate surface or groundwater (including dewatering). Describe the source, quantity, duration, use, and purpose of the water use and if a DNR water appropriation permit is required. Describe any well abandonment. If connecting to an existing municipal water supply, identify the wells to be used as a water source and any effects on, or required expansion of, municipal water infrastructure. Discuss environmental effects from water appropriation, including an assessment of the water resources available for appropriation. Identify any measures to avoid, minimize, or mitigate environmental effects from the water appropriation.**

AUAR Guidance: If the area requires new water supply wells, specific information about that appropriation and its potential impacts on groundwater levels should be given; if groundwater levels would be affected, any impacts resulting on other resources should be addressed.

Scenario 1 and Scenario 2

Construction dewatering may be required for the development of the AUAR study area. No permanent dewatering is anticipated as no underground structures will be constructed adjacent to a waterbody. Construction activities associated with dewatering will include discharging into temporary sedimentation basins to reduce the rate of water discharged from the site, as well as discharging to temporary stormwater best

management practices. Any temporary dewatering will require a DNR Temporary Water Appropriations General Permit 1997-0005 if less than 50 million gallons per year and less than one year in duration. It is anticipated that the temporary dewatering would only occur during utility installation and potential construction of building footings.

The water supply for the study area will be obtained from the City of Chaska. Six ground water wells are the source of drinking water for the city. As the city grows, additional capacity for supply, treatment, and storage on the distribution system will be necessary to meet projected water demands through 2040.

iv. Surface Waters

1) Wetlands – Describe any anticipated physical effects or alterations to wetland features, such as draining, filling, permanent inundation, dredging, and vegetative removal. Discuss direct and indirect environmental effects from physical modification of wetlands, including the anticipated effects that any proposed wetland alterations may have to the host watershed. Identify measures to avoid (e.g., available alternatives that were considered), minimize, or mitigate environmental effects to wetlands. Discuss whether any required compensatory wetland mitigation for unavoidable wetland impacts will occur in the same minor or major watershed and identify those probable locations.

The AUAR study area is within a partially developed semirural area. Based on a review of the 2022 National Wetlands Inventory, wetlands were located within the AUAR study area. Due to the presence of wetlands within the AUAR study area, a wetland delineation report was prepared for all wetland boundaries within the AUAR study area.

In 2017, Kimley-Horn prepared a wetland delineation report which identified approximately 2.42 acres of wetland within AUAR study area, see Table 4 and Figure 11.

As a grading plan is created and development of the site begins, wetland impacts will be avoided and minimized to the extent practicable. The project would be required to comply with all federal, state, and local wetland requirements including wetland mitigation requirements. Impacts to some of these wetlands are anticipated, and the removal of these wetlands will require the purchase of wetland banking credits.

Table 4: Wetland Delineation

Wetland Type	Wetland Description	Wetland Size
Wetland A	Type 1 – Seasonally Flooded Basin	0.95 Acres
Wetland B	Type 1 – Seasonally Flooded Basin	0.19 Acres
Wetland C	Type 1 – Seasonally Flooded Basin	1.04 Acres
Wetland D	Type 1 – Seasonally Flooded Basin	0.11 Acres



Wetland E	Type 1 – Seasonally Flooded Basin	0.11 Acres
Channel	N/A	N/A
Drainage Swale	N/A	340 Feet*
Total		2.4 Acres

*Linear distance not included in total acreage

- 2) **Other surface waters – Describe any anticipated physical effects or alterations to surface water features (lakes, streams, ponds, intermittent channels, county/judicial ditches) such as draining, filling, permanent inundation, dredging, diking, stream diversion, impoundment, aquatic plant removal, and riparian alteration. Discuss direct and indirect environmental effects from physical modification of water features. Identify measures to avoid, minimize, or mitigate environmental effects to surface water features, including in-water Best Management Practices that are proposed to avoid or minimize turbidity/sedimentation while physically altering the water features. Discuss how the project will change the number or type of watercraft on any water body, including current and projected watercraft usage.**

AUAR Guidance: Water surface use need only be addressed if the AUAR area would include or adjoin recreational water bodies.

Based on a review of aerial imagery, no other surface waters have been identified within the AUAR study area.

12. CONTAMINATION/HAZARDOUS MATERIALS/WASTES

- a. **Pre-project Site Conditions – Describe existing contamination or potential environmental hazards on or in close proximity to the project site, such as soil or groundwater contamination, abandoned dumps, closed landfills, existing or abandoned storage tanks, and hazardous liquid or gas pipelines. Discuss any potential environmental effects from pre-project site conditions that would be caused or exacerbated by project construction and operation. Identify measures to avoid, minimize, or mitigate adverse effects from existing contamination or potential environmental hazards. Include development of a Contingency Plan or Response Action Plan.**

A Subsurface Environmental Investigation was completed for the AUAR study area in March 2022 which included collection of four soil four soil samples and one soil/gas sample for chemical analysis. Exceedances of applicable exposure pathways were not identified within the soil and soil/gas samples collected from the AUAR study area.

- b. **Project Related Generation/Storage of Solid Wastes – Describe solid wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from solid waste handling, storage, and disposal. Identify**

measures to avoid, minimize, or mitigate adverse effects from the generation/storage of solid waste including source reduction and recycling.

AUAR Guidance: Generally, only the estimated total quantity of municipal solid waste generated and information about any recycling or source separation programs of the RGU need to be included.

According to Carver County Ordinances Chapter 50, Carver County will ensure compliance with applicable laws, rules, and ordinances related to the management of solid and hazardous waste as required by Minnesota Statutes, Chapter 473.

Construction Generated Solid Waste

Scenario 1 and Scenario 2

Construction of the proposed development would generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would either be recycled or disposed of in the proper facilities in accordance with state regulations and guidelines.

Redevelopment of portions of the site may generate earth materials and debris during demolition activities. Demolition debris is inert material such as concrete, brick, bituminous, and rock. The solid wastes generated during demolition would be recycled or disposed of at a state-permitted landfill. For solid waste generated from the completed project, a source recycling/separation plan would be implemented, and wastes that cannot be recycled would be managed in accordance with state regulations and guidelines.

Operation Generated Solid Waste

Scenario 1 and Scenario 2

The proposed development would generate new demands on solid waste management and sanitation services provided in the project area. Based on the proposed area of 500,000 square feet to 1,800,000 square feet industrial space, it is estimated that the non-residential (commercial/industrial) waste stream will be between 7,500 and 27,000 tons per year.

- c. Project Related Use/Storage of Hazardous Materials – Describe chemicals/hazardous materials used/stored during construction and/or operation of the project including method of storage. Indicate the number, location, and size of any above or below ground tanks to store petroleum or other materials. Discuss potential environmental effects from accidental spills or releases of hazardous materials. Identify measures to avoid, minimize, or mitigate adverse effects from the use/storage of chemicals/hazardous materials including source reduction and recycling. Include development of a spill prevention plan.**

AUAR Guidance: Not required for an AUAR. Potential locations of storage tanks associated with commercial uses in the AUAR should be identified (e.g., gasoline tanks at service stations).

Not required for an AUAR.

- d. **Project Related Generation/Storage of Hazardous Wastes – Describe hazardous wastes generated/stored during construction and/or operation of the project. Indicate method of disposal. Discuss potential environmental effects from hazardous waste handling, storage, and disposal. Identify measures to avoid, minimize, or mitigate adverse effects from the generation/storage of hazardous wastes including source reduction and recycling.**

AUAR Guidance: Not required for an AUAR.

Not required for an AUAR.

13. FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES (RARE FEATURES)

- a. **Describe fish and wildlife resources as well as habitats and vegetation on or near the site.**

AUAR Guidance: The description of fish and wildlife resources should be related to the habitat types depicted on the cover types map. Any differences in impacts between development scenarios should be highlighted in the discussion.

The majority of the land within the AUAR study area has been previously disturbed through farming and provides limited and low-quality habitat. Minimal wildlife habitat is located within the AUAR study area due to the prior extent of continued ground disturbance and minimal natural vegetation. Wildlife that can be found within the study area include birds and small mammals that have adapted to the highly disturbed environment. No native plant communities or areas of biodiversity significance have been identified within a mile of the AUAR study area; however, a calcareous fen, which is considered ecologically significant, was documented in the vicinity of the study area.

- b. **Describe rare features such as state-listed (endangered, threatened, or special concern) species, native plant communities, Minnesota County Biological Survey Sites of Biodiversity Significance, and other sensitive ecological resources on or within close proximity to the site. Provide the license agreement number and/or correspondence number (ERDB) from which the data were obtained and attach the Natural Heritage letter from the DNR. Indicate if any additional habitat or species survey work has been conducted within the site and describe results.**

AUAR Guidance: For an AUAR, prior consultation with the DNR Division of Ecological Resources for information about reports of rare plant and animal species in the vicinity is required. Include the reference numbers called for on the EAW form in the AUAR and include the DNR's response letter. If such consultation indicates the need, an on-site habitat survey for rare species in the appropriate portions of the AUAR area is required. Areas of on-site surveys should be depicted on a map, as should any "protection zones" established as a result.

State-Listed Species

Kimley-Horn conducted a review of the DNR Natural Heritage Information System (NHIS) in April 2022 per license agreement LA-1074 for the site and the surrounding area within a one-mile

radius (see Appendix B). This review of state-listed threatened, endangered, and special concern species identified no species of concern within the vicinity of the project.

Federally Listed Species

A review of U.S. Fish and Wildlife Service (USFWS) federally listed threatened, endangered, and special concern species identified two federally listed species and one candidate species within this area: Rusty Patched Bumble Bee, Northern Long-eared Bat, and Monarch Butterfly. The results of the NHIS data were provided to the DNR and a correspondence letter has been requested.

Rusty Patched Bumble Bee

The Rusty Patched Bumble Bee (*Bombus affinis*) is listed as a federally endangered species by USFWS. According to the DNR, the AUAR study area is located in a Rusty Patched Bumble Bee High Potential Zone. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The Rusty Patched Bumble Bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. Given that the study area has been disturbed for agricultural use and may utilize various agricultural pesticides, the potential for the Rusty Patched Bumble Bee to have habitat within the study area is considered low.

Northern Long-Eared Bat

The Northern Long-Eared Bat (NLEB) (*Myotis septentrionalis*) was designated as a federally threatened species by the U.S. Fish and Wildlife Service (USFWS) in April 2015 and is documented within Carver County. According to the DNR, in the southern part of the state NLEB may use attics, bridges, and buildings for hibernating. In summer, the species is often found within forested habitats, especially around wetlands. Summer roosts may include under loose tree bark, in buildings, behind signs or shutters, caves, mines, and quarry tunnels. The spread of white-nose syndrome across the eastern portion of the United States has become the major threat to the NLEB, with some sites documenting up to 100% mortality. According to the DNR's *Townships Containing Documented NLEB Maternity Roost Trees and/or Hibernacula Entrances in Minnesota* list, there are no known hibernacula or roost trees within or adjacent to the AUAR study area. Additionally, given that the study area has been disturbed for agricultural use and does not contain caves or large expanses of forested habitat, the potential for the NLEB to utilize the study area is considered low.

Monarch Butterfly

The monarch butterfly (*Danaus plexippus*) is designated as a candidate species for official listing by the USFWS. According to the USFWS, there are many potential reasons for the butterfly's decline, including habitat loss at breeding and overwintering sites, disease, pesticides, logging at

overwintering sites, and climate change. The study area has been disturbed for agricultural use and does not contain natural prairie vegetation; therefore, impacts to the monarch butterfly are not anticipated.

- c. **Discuss how the identified fish, wildlife, plant communities, rare features, and ecosystems may be affected by the project. Include a discussion on introduction and spread of invasive species from the project construction and operation. Separately discuss effects to known threatened and endangered species.**

Scenario 1 and Scenario 2

The project would involve significant grading and ground disturbance within the project limits. The current site provides several acres of non-native wildlife habitat. It is possible one or more species utilizing the existing site may be relocated as a result of development. The following discusses how the scenarios may affect species or habitats identified above.

State-Listed Species

According to a 2022 NHIS review, no state-listed species have been identified within one mile of the site. Therefore, no adverse impacts are anticipated to any state-listed species.

Federally Listed Species

Rusty Patched Bumble Bee

The study area has been disturbed for agricultural use and does not contain natural prairie habitat; therefore, impacts to the RPBB are not anticipated. Additionally, the use of native species in seed mixes may be used to promote pollinator friendly habitat within the study area. This will be applied to as many features as possible including stormwater features and landscaping.

Northern Long-Eared Bat

The proposed development may require the removal of a limited number of trees. According to the USFWS, the NLEB uses forested areas for roosting and foresting during the spring, summer, and fall. Tree removal during these times of the year can create impacts to the NLEB.

Monarch Butterfly

The study area has been disturbed for agricultural use and does not contain natural prairie habitat; therefore, impacts to the monarch butterfly are not anticipated. Additionally, the use of native species in seed mixes may be used to promote pollinator friendly habitat within the study area.

Invasive Species

Invasive species are a major cause of biodiversity loss and are considered biological pollutants by the DNR. Invasive species can be moved on construction equipment, landscaping equipment, and other debris.

Stormwater

Stormwater run-off can cause a number of environmental problems. When stormwater drains off a site, it can carry pollutants and sediments that harm lakes, rivers, streams, and wetlands which in turn may harm wildlife.

- d. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to fish, wildlife, plant communities, and sensitive ecological resources.**

Scenario 1 and Scenario 2

Federally Listed Species

Northern Long-Eared Bat

Limiting tree clearing and trimming to specific times of the year can avoid potential impacts to the NLEB, tree clearing for the proposed development will be conducted during the winter months (between October 1st and March 31st).

Invasive Species

State requirements necessitate the control and spread of state listed noxious weeds and/or invasive weeds if encountered prior to construction. Disturbed areas would be reestablished using appropriate native and stabilization seed mixes. Methods to avoid spreading noxious weeds and/or invasive species will be incorporated into project specifications and/or SWPPP when developed. According to the DNR, some methods that can prevent the spread of invasive species during construction include:

- Inspecting construction equipment and removing any visible plant, seeds, mud, dirt clods, and animals when arriving and leaving a site.
- Using certified weed-free products such as weed-free seed or hay whenever possible.
- Using mulch, soil, gravel, etc., that is free of invasive species whenever possible.
- Inspecting soil and plant material during planting for signs of invasive species and removing or destroying the invasive species or the plant and associated soil if the invasive species cannot be separated out.

Stormwater

The proposed development scenarios include stormwater management and treatment of all stormwater run-off within the AUAR study area which will improve water quality and mitigate thermal impacts to the existing stream on the northern portion of the site through filtration/infiltration. In addition to improving water quality, these areas will allow for stormwater to support pollinators and other wildlife. See Item 11, Part ii. Stormwater.

14. HISTORIC PROPERTIES

Describe any historic structures, archeological sites, and/or traditional cultural properties on or in close proximity to the site. Include 1) historic designations; 2) known artifact areas; and 3) architectural features. Attach letter received from the Minnesota State Historic Preservation Office (SHPO). Discuss any anticipated effects to historic properties during project construction

and operation. Identify measures that will be taken to avoid, minimize, or mitigate adverse effects to historic properties.

AUAR Guidance: For an AUAR, contact with the State Historic Preservation Office and State Archeologist is required to determine whether there are areas of potential impacts to these resources. If any exist, an appropriate site survey of high probability areas is needed to address the issue in more detail. The mitigation plan must include mitigation for any impacts identified.

Scenario 1 and Scenario 2

A search of the Minnesota State Historic Preservation Office's Statewide Inventory Database was requested in April 2022 to identify known historic properties and archaeological sites in the project vicinity (see Appendix C). Within Sections 31, Township 116, Range 23, three archaeological records and three historic property records were identified.

No changes are proposed to these resources as part of the AUAR development scenarios. No adverse impacts to historic properties are anticipated.

15. VISUAL

Describe any scenic views or vistas on or near the project site. Describe any project related visual effects such as vapor plumes or glare from intense lights. Discuss the potential visual effects from the project. Identify any measures to avoid, minimize, or mitigate visual effects.

AUAR Guidance: Any impacts on scenic views and vistas present in the AUAR should be addressed. This would include both direct physical impacts and impacts on visual quality or integrity. EAW Guidelines contains a list of possible scenic resources.

If any non-routine visual impacts would occur from the anticipated development, this should be discussed here along with appropriate mitigation.

Scenario 1 and Scenario 2

There are no scenic views or vistas on or near the AUAR study area. Any development of agricultural land will have an impact on the visual look of a property.

Figure 3 and Figure 4 show the buffer area that must be included to adhere to the City of Chaska zoning code 15.12.200 that states: "In the event the C2, I, or I2 Districts are located adjacent to a residential district, a "buffer strip" shall be provided between structures in these districts and the adjacent residence district boundary lines. Additionally, such "buffer strips" shall measure ... 50 feet for I Districts. Such "buffer strips" shall be landscaped in an appropriate manner and shall contain additional man-made or natural screening."

Future development would conform with the city ordinances for building height, building form, landscape screening, and lighting. No significant visual impacts are anticipated.

16. AIR

- a. **Stationary Source Emissions – Describe the type, sources, quantities, and compositions of any emissions from stationary sources such as boilers or exhaust stacks. Include any hazardous air pollutants, criteria pollutants, and any greenhouse gases. Discuss effects to air quality including any sensitive receptors, human health, or applicable regulatory criteria. Include a discussion of any methods used to assess the project’s effect on air quality and the results of that assessment. Identify pollution control equipment and other measures that will be taken to avoid, minimize, or mitigate adverse effects from stationary source emissions.**

AUAR Guidance: This item is not applicable to an AUAR. Any stationary air emissions source large enough to merit environmental review requires individual review.

No boilers or exhaust stacks are not proposed for either scenario.

- b. **Vehicle Emissions – Describe the effect of the project’s traffic generation on air emissions. Discuss the project’s vehicle-related emissions effect on air quality. Identify measures (e.g., traffic operational improvements, diesel idling minimization plan) that will be taken to minimize or mitigate vehicle-related emissions.**

AUAR Guidance: Although the MPCA no longer issues Indirect Source Permits, traffic-related air quality may still be an issue if the analysis in Item 18 indicates that development would cause or worsen traffic congestion. The general guidance from the EAW form should still be followed. Questions about the details of air quality analysis should be directed to MPCA staff.

Scenario 1 and Scenario 2

The Minnesota Department of Transportation (MnDOT) has developed a screening method designed to identify intersections that will not cause a carbon monoxide (CO) impact above state standards. MnDOT has demonstrated that even the 10 highest traffic volume intersections in the Twin Cities do not experience CO impacts. Therefore, intersections with traffic volumes lower than these 10 highest intersections will not cause a CO impact above state standards. MnDOT’s screening method demonstrates that intersections with total daily approaching traffic volumes below 82,300 vehicles per day will not have the potential for causing CO air pollution problems. None of the intersections in the study area exceed the criteria that would lead to a violation of the air quality standards.

- c. **Dust and Odors – Describe sources, characteristics, duration, quantities, and intensity of dust and odors generated during project construction and operation. (Fugitive dust may be discussed under Item 16a). Discuss the effect of dust and odors in the vicinity of the project including nearby sensitive receptors and quality of life. Identify measures that will be taken to minimize or mitigate the effects of dust and odors.**

AUAR Guidance: Dust and odors need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any dust control ordinances in effect.

Scenario 1 and Scenario 2

The proposed development may generate temporary fugitive dust emissions during construction. Dust emissions can be controlled by sweeping, watering, or sprinkling as appropriate or as prevailing weather and soil conditions dictate. Dust emissions are not anticipated during operations as all ground surfaces will either be impervious or vegetated. If water is needed for dust control and is taken from public water sources and exceeds more than 10,000 gallons in a single day or 1 million gallons in a year then a DNR Water Appropriation permit will be required.

17. NOISE

Describe sources, characteristics, duration, quantities, and intensity of noise generated during project construction and operation. Discuss the effect of noise in the vicinity of the project including 1) existing noise levels/sources in the area; 2) nearby sensitive receptors; 3) conformance to state noise standards; and 4) quality of life. Identify measures that will be taken to minimize or mitigate the effects of noise.

AUAR Guidance: Construction noise need not be addressed in an AUAR, unless there is some unusual reason to do so. The RGU might want to discuss as part of the mitigation plan, however, any construction noise ordinances in effect.

If the area will include or adjoin major noise sources, a noise analysis is needed to determine if any noise levels in excess of standards would occur, and if so, to identify appropriate mitigation measures. With respect to traffic-generated noise, the noise analysis should be based on the traffic analysis of Item 18.

Existing Noise

The AUAR study area is currently agricultural land. The existing noise sources at the site consist mainly of the surrounding roadways and development.

Scenario 1 and Scenario 2

Traffic Generated Noise

A sound increase of 3 dBA is barely noticeable by the human ear, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is heard as twice as loud. For example, if the sound energy is doubled (i.e., the amount of traffic doubles), there is a 3 dBA increase in noise, which is just barely noticeable to most people. On the other hand, if traffic increases by a factor of 10, the resulting sound level will increase by about 10 dBA and be heard as twice as loud.

Traffic volumes in the project area are either on roadways that do not have receivers that are sensitive to noise, or the traffic levels attributable to the project are well below the amount that would generate a sound increase that could be noticeable.

The change in traffic noise levels is not anticipated to be readily perceptible.

Operational Noise

The MPCA regulates mechanical noise associated with building operation. All future development will be required to comply with these requirements. A noise study will be completed for the building operation.

Construction Noise

As stated in the AUAR guidelines, construction noise need not be addressed unless there is some unusual reason to do so. No unusual circumstances have been identified that would necessitate a detailed construction noise analysis. The City of Chaska municipal code regulates the hours of operation for construction equipment. Construction of the proposed project would comply with these requirements.

18. TRANSPORTATION

- a. Describe traffic-related aspects of project construction and operation. Include 1) existing and proposed additional parking spaces; 2) estimated total average daily traffic generated; 3) estimated maximum peak hour traffic generated and time of occurrence; 4) source of trip generation rates used in the estimates; and 5) availability of transit and/or other alternative transportation modes.**

Traffic Generation

It is estimated that Scenario 1 will generate 170 trips during the weekday a.m. peak hour, 170 trips during the weekday p.m. peak hour, and 1,685 daily trips. Scenario 2 is estimated to generate 200 trips during the weekday a.m. peak hour, 165 trips during the weekday p.m. peak hour, and 1,780 daily trips. Scenario 3 is estimated to generate 610 trips during the weekday a.m. peak hour, 610 trips during the weekday p.m. peak hour, and 6,065 daily trips. Trip generation estimates were based on land use codes 130 (Industrial Park) and 160 (Data Center) in the ITE Trip Generation Manual, 11th Edition. The trip generation for all scenarios is shown in Table 5. The full traffic study conducted for the AUAR can be found in Appendix D.

In order to identify worst case potential traffic impacts a third scenario, Scenario 3, was included in this traffic study. Scenario 3 represents the maximum density of industrial development allowed within the AUAR study area.

Table 5: Trip Generation Forecasts

Scenario	AM Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	
Scenario 1	170	140	30	170	35	135	1,685
Scenario 2	200	110	90	165	50	115	1,780
Scenario 3	610	495	115	610	135	475	6,065

Transit

Currently, there are no convenient alternative transportation routes serving the AUAR study area. It is not anticipated that there will be significant change in transit usage.

Bike and Pedestrian Infrastructure

There is currently a multiuse trail on the north side of Engler Boulevard that begins at West Creek Lane and continues to the east. In addition, there sidewalks on both sides of West Creek Lane that the site could connect to.

Parking

There are no parking spaces in the existing conditions. After redevelopment all parking spaces for the development will be new spaces. Scenario 1 proposes 180 parking spaces and Scenario 2 proposes 226 parking spaces. Minimum off-street parking requirements listed in Chapter 15 of the City of Chaska's Code of Ordinances, which requires one space per 2,000 feet of gross floor area, which would require 900 spaces. The number of spaces will be finalized as site plans progress.

- b. Discuss the effect on traffic congestion on affected roads and describe any traffic improvements necessary. The analysis must discuss the project's impact on the regional transportation system. If the peak hour traffic generated exceeds 250 vehicles or the total daily trips exceeds 2,500, a traffic impact study must be prepared as part of the EAW. Use the format and procedures described in the Minnesota Department of Transportation's Access Management Manual, Chapter 5 (available at: <http://www.dot.state.mn.us/accessmanagement/resources.html>) or a similar local guidance.**

AUAR Guidance: For AUAR reviews, a detailed traffic analysis will be needed, conforming to the MnDOT guidance as listed on the EAW form. The results of the traffic analysis must be used in the response to Items 16 and 17.

Scenarios 1, 2, & 3

A traffic impact study was completed in June 2022 based on the projected trip generation of the three proposed scenarios, the Kelzer Property Traffic Analysis. The results of this study can be found in Appendix D. Based on the detailed findings of this study; the area's transportation network is expected to support development within the AUAR study area with mitigation. The traffic impact study identified improvements that could be constructed to mitigate possible future traffic impacts associated with development within the AUAR study area. Metrics for traffic analysis include intersection delay as measured by Level of Service (LOS) and 95th percentile queue lengths.

The traffic impact study includes intersection capacity analyses for intersections adjacent to the AUAR study area along Engler Boulevard (CSAH 10), Trunk Highway (TH) 212, Clover Ridge Drive / Chaska Creek Way, and West Creek Lane (see locations identified on Figure 12). Access to the development would be provided via the existing CSAH 10 & West Creek Lane intersection.

Table 6 shows the LOS for the study area intersections in each analysis scenario. Short term mitigated conditions under No Build, Scenario 1, and Scenario 2 were not analyzed because 2025 conditions provided acceptable LOS without mitigation. Additionally, 2040 conditions under Scenario 1, Scenario 2, and Scenario 3 were not analyzed without mitigation because 2040 conditions required mitigation regardless under a no build condition and the two scenarios generate even more traffic. Figure 12 depicts the intersections included for the intersection capacity analysis in the traffic impact study.

It should be noted that in Horizon Year (2040) conditions, eastbound through movements along CSAH 10 are near capacity and therefore experience significant queues. Conditions along CSAH 10 should be monitored, if volumes exceed Horizon Year (2040) traffic projections significant roadway improvements may be needed to accommodate traffic demand. The majority of the growth through the horizon year is anticipated to be background growth, operational deficiencies along CSAH 10 would likely happen with or without the proposed development.

Table 6: Intersection LOS

Intersection	2022	2025				2025 Mitigated	2040	2040 Mitigated			
	Existing	No Build	Scenario 1	Scenario 2	Scenario 3	Scenario 3	No Build	No Build	Scenario 1	Scenario 2	Scenario 3
A.M. Peak Hour Intersection LOS											
CSAH 10 & TH 212 NB Ramps	B	B	B	B	B	B	B	B	B	C	C
CSAH 10 & TH 212 SB Ramps	A	A	B	B	B	B	C	C	C	C	C
CSAH 10 & Clover Ridge Drive	B	B	B	B	B	B	D	D	D	D	D
CSAH 10 & West Creek Lane*	B	C	C	E	F	A	F	B	B	C	D
P.M. Peak Hour Intersection LOS											
CSAH 10 & TH 212 NB Ramps	B	B	B	B	B	B	B	B	B	B	C
CSAH 10 & TH 212 SB Ramps	B	B	B	B	B	B	C	C	C	C	C
CSAH 10 & Clover Ridge Drive	A	A	A	A	A	A	B	B	B	B	B
CSAH 10 & West Creek Lane*	C	C	D	D	F	B	D	A	A	A	B

* Worst individual movement LOS reported as overall intersection delay for side street stop control intersections

c. Identify measures that will be taken to minimize or mitigate project related transportation effects.

The following provides a summary of mitigation improvements that were identified as part of the traffic analysis for the Kelzer Property Development.

No Build

Existing Year (2022) Conditions

- No Mitigation Necessary

Opening Year (2025) No-Build Conditions

- No Mitigation Necessary

Horizon Year (2040) No Build Conditions



- Installation of a traffic signal at the intersection of CSAH 10 & West Creek Lane (While this mitigation measure is currently not outlined in the Caver County Corridor Plan, it may be necessary to allow vehicles to safely turn from West Lake Drive.)

Scenario 1

Opening Year (2025) Build Scenario 1 Conditions

- No Mitigation Necessary

Horizon Year (2040) Build Scenario 1 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

Scenario 2

Opening Year (2025) Build Scenario 2 Conditions

- No Mitigation Necessary

Horizon Year (2040) Build Scenario 2 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

Scenario 3

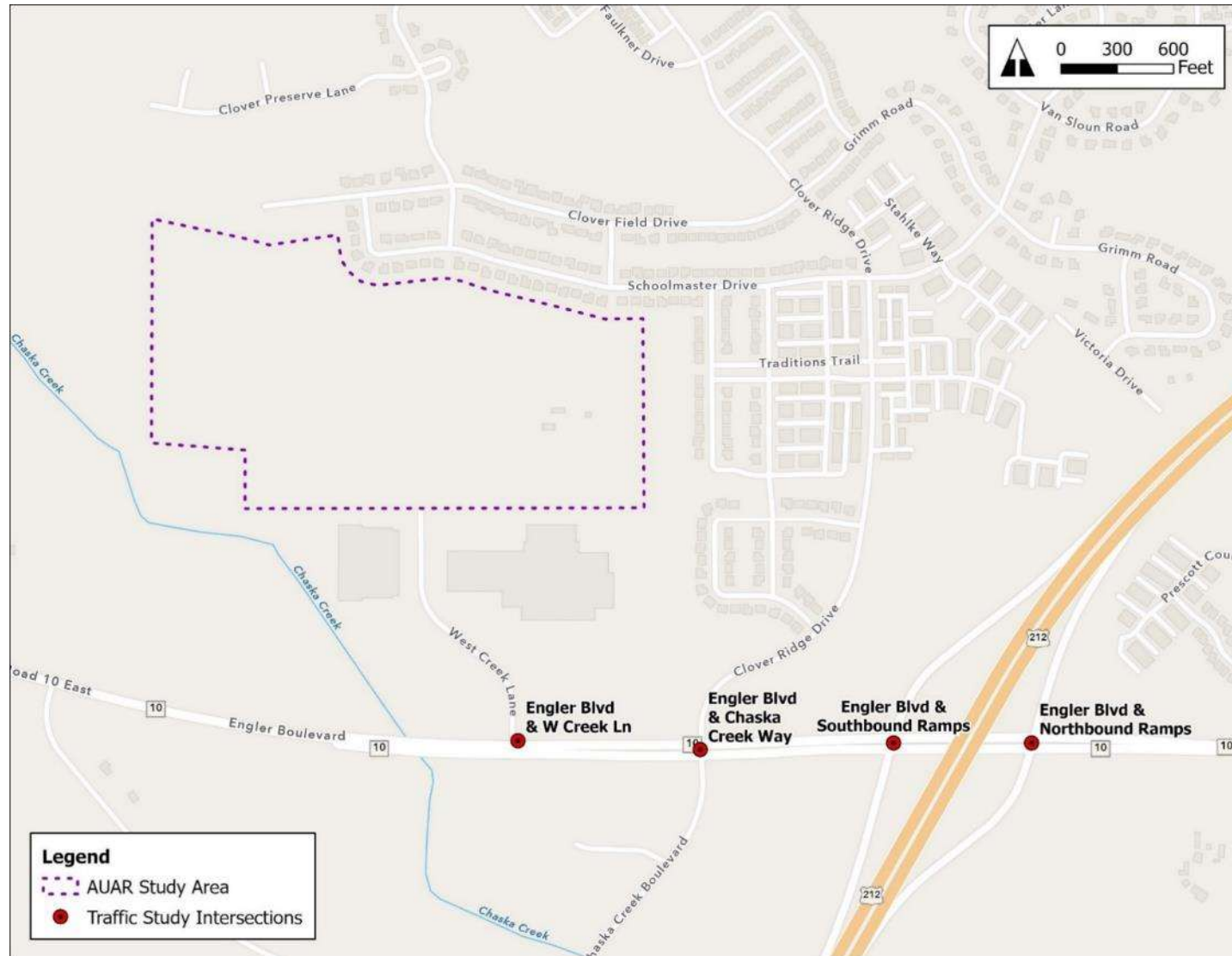
Opening Year (2025) Build Scenario 3 Conditions

- Installation of a traffic signal at the intersection of CSAH 10 & West Creek Lane (While this mitigation measure is currently not outlined in the Caver County Corridor Plan, it may be necessary to facilitate Scenario 3 levels of development.)

Horizon Year (2040) Build Scenario 1 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

Figure 12. Traffic Intersections



19. CUMULATIVE POTENTIAL EFFECTS

AUAR Guidance: Because the AUAR process by its nature is intended to deal with cumulative potential effects from all future developments within the AUAR area, it is presumed that the responses to all items on the EAW form automatically encompass the impacts from all anticipated developments within the AUAR area.

However, the total impact on the environment with respect to any of the items on the EAW form may also be influenced by past, present, and reasonably foreseeable future projects outside of the AUAR area. The cumulative potential effect descriptions may be provided as part of the responses to other appropriate EAW items, or in response to this item.

a. Describe the geographic scales and timeframes of the project related environmental effects that could combine with other environmental effects resulting in cumulative potential effects.

Cumulative effects are defined as the “effect on the environment that results from the incremental effects of a project in addition to other projects in the environmentally relevant area that might reasonably be expected to affect the same environmental resources, including future projects actually planned or for which a basis of expectation has been laid, regardless of what person undertakes the other projects or what jurisdictions have authority over the projects.”⁷ The geographic areas considered for cumulative effects are those areas adjacent to the AUAR study area, and the timeframe considered includes projects that would be constructed in the reasonably foreseeable future.

b. Describe any reasonably foreseeable future projects (for which a basis of expectation has been laid) that may interact with environmental effects of the proposed project within the geographic scales and timeframes identified above.

The following reasonably foreseeable future project may interact with environmental effects of the proposed development:

- Chaska Power and Minnesota Municipal Power Agency (MMPA) - an existing substation is located southwest of the AUAR study area. Chaska Power is planning to add an additional substation and is in the process of completing an environment review. Additionally, Chaska Power and MMPA will obtain any necessary permits or approvals for the expansion.

c. Discuss the nature of the cumulative potential effects and summarize any other available information relevant to determining whether there is potential for significant environmental effects due to these cumulative effects.

The expansion of the substation will positively impact any future development as it will provide additional electrical infrastructure to the area. Future private development projects may result in impacts to transportation and utilities. These impacts will be addressed via the regulatory

⁷ Minnesota Rules, part 4410.0200, subpart 11a

permitting and approval processes and will be individually mitigated to ensure minimal cumulative impacts occur.

20. OTHER POTENTIAL ENVIRONMENTAL EFFECTS

AUAR Guidance: If the project may cause any additional environmental effects not addressed by Items 1 to 19, describe the effects here, discuss how the environment will be affected, and identify measures that will be taken to minimize and mitigate these effects.

Additional Environmental Effects

There are no other potential environmental effects that have not been addressed in preceding sections.

MITIGATION PLAN

The Mitigation Plan is submitted as part of the AUAR to provide reviewers and regulators with an understanding of the actions that are advisable, recommended, or necessary to protect the environment and minimize potential impacts by the proposed development scenarios.

This Mitigation Plan is intended to satisfy the AUAR rules that require the preparation of a mitigation plan that specifies measures or procedures that will be used to avoid, minimize, or mitigate the potential impacts of development within the AUAR study area. Although mitigation strategies are discussed throughout the AUAR document, this plan will be formally adopted by the RGU as their action plan to prevent potentially significant environmental impacts.

The primary mechanism for mitigation of environmental impacts is the effective use of ordinances, rules, and regulations. The plan does not modify the regulatory agencies' responsibilities for implementing their respective regulatory programs nor create additional regulatory requirements. The plan specifies the legal and institutional arrangements that will assure that the adopted mitigation measures are implemented.

In addition to the anticipated permits and approvals listed in Table 1, the mitigation measures developed in the AUAR process are outlined in Table 7. There were no impacts or mitigation strategies identified in Item 9, Item 14, and Item 15; therefore, these areas are not included in the Mitigation Plan. The remaining AUAR items have identified regulatory requirements and/or mitigation measures that reduce the level of potential impact of development within the AUAR study area. The following mitigation summary applies to Scenario 1 and 2 unless otherwise specified.

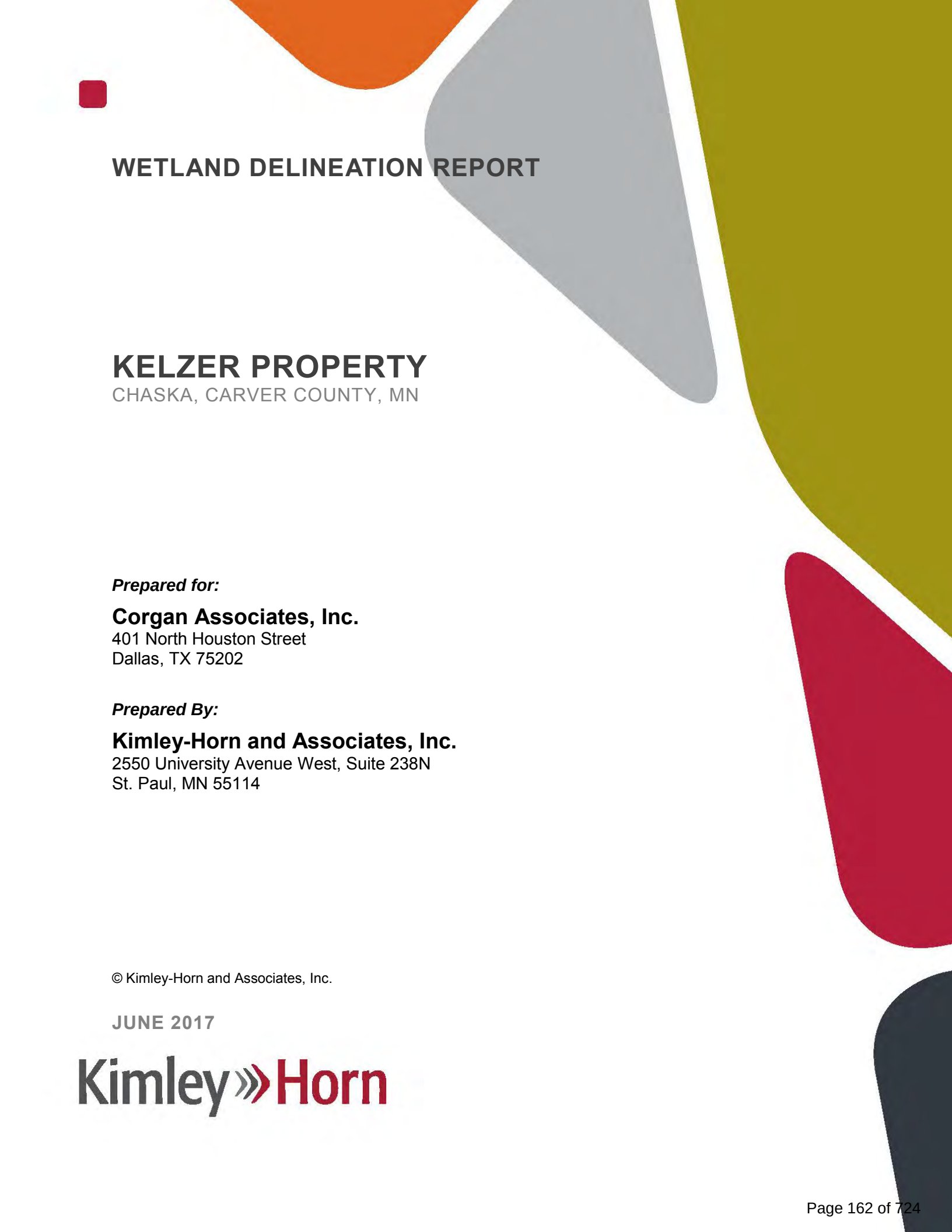
Table 7: Mitigation Plan

Resource Area	Mitigation
Land Use	<u>Scenario 1 and 2:</u> A zoning ordinance amendment may be required to ensure development standards are consistent.

Resource Area		Mitigation
Geology, Soils, and Topography		<u>Scenario 1 and 2:</u> Where required, slope stabilization will be provided by means of vegetation establishment, erosion control blankets, or other standard methods of erosion and sediment control. The proposed development within the AUAR study area will require compliance with the City of Chaska's erosion and sediment control standards.
		<u>Scenario 1 and 2:</u> A NPDES and SWPPP will be obtained prior to any earthwork or grading activities within the AUAR study area.
Water Resources	Wetlands	<u>Scenario 1 and 2:</u> As a grading plan is created and development of the site begins, wetland impacts will be avoided and minimized to the extent practicable.
		<u>Scenario 1 and 2:</u> If any wetland impacts are proposed as part of development within the AUAR study area the applicable WCA and/or U.S. Army Corps of Engineers approvals will be obtained. If required, mitigation will be provided at a 2:1 ratio, via purchase of credits from an approved wetland bank.
	Groundwater	<u>Scenario 1 and 2:</u> If any unknown wells are found within the AUAR study area, the wells will be sealed in accordance with the regulations of the MDH.
	Wastewater	<u>Scenario 1 and 2:</u> Obtain a permit from the Metropolitan Council and MPCA for a sewer extension and permit to connect.
	Stormwater	<u>Scenario 1 and 2:</u> To mitigate the impacts of the development on Chaska Creek and the downstream conveyance system, stormwater BMPs will be constructed in accordance with local requirements as the study area is developed.
		<u>Scenario 1 and 2:</u> During construction, erosion and sediment control BMPs will be implemented to prevent impacts to aquatic ecosystems.
		<u>Scenario 1 and Scenario 2:</u> Maintenance and monitoring of the stormwater management areas will be performed to ensure long term effectiveness of the facilities.
		<u>Scenario 1 and Scenario 2:</u> The project proposer will implement a chloride management plan for the proposed development.
	Water Appropriation	<u>Scenario 1 and 2:</u> A DNR temporary water appropriation permit will be obtained for any dewatering that will be needed for construction.

Resource Area	Mitigation
Contamination/ Hazardous Waste	<u>Scenario 1 and 2:</u> Development will generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would be either recycled or disposed in the proper facilities in accordance with state regulations and guidelines.
	<u>Scenario 1 and 2:</u> For solid waste generated from the completed project, a source recycling/separation plan would be implemented, and wastes that cannot be recycled would be managed in accordance with state regulations and guidelines.
Fish, Wildlife, Plant Communities, and Sensitive Ecological Resources	<u>Scenario 1 and 2:</u> State requirements necessitate the control and spread of state listed noxious weeds and/or invasive weeds if encountered prior to construction. Methods to avoid spreading noxious weeds and/or invasive species will be incorporated into project specifications and/or SWPPP when developed. Disturbed areas would be reestablished using appropriate native and stabilization seed mixes
	<u>Scenario 1 and 2:</u> Invasive species will be controlled during site construction. Additionally, appropriate measures will be taken to control the spread of invasive species will be controlled during construction and landscaping: • Inspecting construction equipment and removing any visible plant, seeds, mud, dirt clods, and animals when arriving and leaving a site. • Using certified weed-free products such as weed-free seed or hay whenever possible. • Using mulch, soil, gravel, etc., that is free of invasive species whenever possible. • Inspecting soil and plant material during planting for signs of invasive species and removing or destroying the invasive species or the plant and associated soil if the invasive species cannot be separated out.
	<u>Scenario 1 and 2:</u> Tree removal will be conducted during the winter months to avoid impacts to the NLEB.
Air	<u>Scenario 1 and 2:</u> Construction will generate temporary fugitive dust emissions during construction. These emissions will be controlled by sweeping, watering, sprinkling, as appropriate or as prevailing weather and soil conditions dictate.
Noise	<u>Scenario 1 and 2:</u> The MPCA regulates mechanical noise associated with building operation. All future development will be required to comply with these requirements.
	<u>Scenario 1 and 2:</u> Construction activities may result in temporarily elevated noise levels. The City of Chaska municipal code regulates the hours of operation for construction equipment. Construction of the proposed project would comply with these requirements.
	<u>Scenario 1 and 2:</u> A noise study will be completed for noise associated with building operation.
Transportation	<u>Scenario 1 and 2:</u> Installation of a traffic signal at the intersection of CSAH 10 & West Creek Lane when necessary.

APPENDIX A



WETLAND DELINEATION REPORT

KELZER PROPERTY

CHASKA, CARVER COUNTY, MN

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JUNE 2017

Kimley»Horn

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TABLE OF CONTENTS

1.0 Executive Summary	2
2.0 Site Location	3
3.0 Project Description	3
4.0 Purpose of the Delineation	3
5.0 Site Description	3
6.0 Preliminary Investigation	3
7.0 Field Investigation	4
8.0 Wetland Characteristics	4
9.0 Regulatory Requirements.....	7
10.0 Report Preparation.....	8
11.0 References.....	9

FIGURES

- Figure 1. Project Vicinity
- Figure 2. USGS 7.5 Minute Topographical Map
- Figure 4. Delineated Wetland Boundaries

APPENDICES

- Appendix A. National Wetlands Inventory
- Appendix B. Hydric Soils Information
- Appendix C. Precipitation Data
- Appendix D. MN DNR Public Waters Inventory
- Appendix E. Historic Aerials
- Appendix F. Field Data Sheets
- Appendix G. Site Photos

1.0 EXECUTIVE SUMMARY

Wetland Scientist Ashley Payne, CWD (#1259) with Kimley-Horn and Associates, Inc. (K-H) conducted a wetland investigation and field delineation for Kelzer Property located in Chaska, Carver County, Minnesota. A site investigation occurred on November 3, 2016 in which nine potential areas were identified that required further investigation during the growing season. The wetland investigation and delineation occurred on June 8, 2017. During the June 8, 2017 investigation, five wetlands, one channel, and one drainage swale were delineated.

FIELD INVESTIGATION AND DELINEATION RESULTS

The aquatic resources identified on site are described below:

- *Wetland A* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a depressional area that collects surface water run-off from the adjacent landscape. Wetland A is connected to a drainage swale (Drainage Swale 1) that extends north to a field access drive. Wetland A is approximately 0.96 acres.
- *Wetland B* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a depressional area that collects surface water run-off from the adjacent landscape. Wetland B is approximately 1.04 acres.
- *Wetland C* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area in proximity to Channel 1. Wetland C is approximately 0.11 acres.
- *Wetland D* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area located in proximity to Channel 1 and just south of Wetland C. Wetland D is approximately 0.11 acres.
- *Wetland E* is a farmed Type 1 – Seasonally Flooded Basin. This wetland is a small depressional area that collects surface water run-off from the adjacent landscape including the adjacent slopes of the electric substation. Wetland E is approximately 0.20 acres.
- *Channel 1* is channel that flows from north to south along the western edge of the project site. This channel did not meet wetland criteria; however, would be considered a waterway. Channel 1 was approximately 4 feet deep and 6 feet wide in some locations.
- *Drainage Swale 1*– The drainage swale identified during the delineation. This area conveys surface water run-off from northern sections of the property to Wetland A. The drainage swale varies from 12 to 18 inches in width and approximately 2 to 6 inches in depth. Drainage Swale 1 is approximately 220 feet in length.
- *Areas 1-4*: Four areas were investigated during the June 8th field review and none met criteria to be considered wetland; therefore, these areas were not formally delineated.

2.0 SITE LOCATION

The Kelzer Property is located at the terminus of West Creek Land off Engler Blvd (Highway 10) in Chaska, Carver County, Minnesota (**Figure 1**).

3.0 PROJECT DESCRIPTION

Corgan Associates, Inc. is proposing to develop the property. The project site is approximately 64 acres and is shown in **Figure 2**.

4.0 PURPOSE OF THE DELINEATION

The purpose of this delineation was to identify the extent of wetlands within the project site. This information will be used to facilitate project design and to determine if wetland impacts are avoidable and/or if minimization of impacts can result from design modifications.

5.0 SITE DESCRIPTION

The site is currently agricultural land with a farmstead located along the eastern side of the property. A transmission line dissects the property. The surrounding land uses include an electric substation, data centers, residential and some active farmland.

6.0 PRELIMINARY INVESTIGATION

Prior to field reconnaissance, potential wetland areas within the project sites were identified through a desktop review of NWI mapping, aerial photography (2016), Minnesota DNR PWI, site topography, the soil survey for Carver County, and a site review that occurred in November of 2016.

NWI mapping, updated by the Minnesota DNR, did not identified any wetlands within the project site (**Appendix A**).

According to the Natural Resources Conservation Service's (NRCS) *Web Soil Survey*, about 1/3 of the site has been mapped as having soil with a 100% hydric soil rating (Cordova-Webster Complex, Muskego and Houghton soils, and Klossner Muck). Other areas of the site were mapped with soils with a hydric rating from 1-8% respectively (Estherville sandy loam, Terril loam, and Wadena loam). Maps and information obtained from the NRCS online web survey are included in **Appendix B**.

The Carver County, Minnesota 7.5-minute topographic map (U.S. Geological Survey) did not identify any wetlands within the project site (**Figure 2**). The site is located in Section 31, Township 115N, Range 23W.

Precipitation data for the project site was obtained from an online data retrieval system, created and maintained by the Climatology Working Group at the University of Minnesota (available at <http://climate.umn.edu/doc/historical.htm>). This information was used to determine if the climatic/hydrologic conditions are typical for this time of year. Rainfall levels for the three months leading up to the June 8th field review were compared to historical data. The data shows wetter than normal precipitation conditions. The week prior to the field review had 0 inches of precipitation. This information is included in **Appendix C**.

The Minnesota DNR PWI was reviewed and no DNR public waters were identified within the project site. The inventory is included in **Appendix D**.

A site review was completed in November of 2016 to review the site for potential wetland areas. Nine areas were identified during the November site review that required additional investigation during the growing season.

Considering the farmed status of the area, a historic aerial review was also completed to assist in determining potential wetland areas that required additional review during the growing season. The historic aerial review is included in **Appendix E**.

7.0 FIELD INVESTIGATION

Wetland scientist Ashley Payne, CWD (#1259 with Kimley-Horn and Associates, Inc. conducted the routine level 2 wetland delineation, as outlined in the 1987 Corps of Engineers Wetlands Delineation Manual (USACE, 1987) along with the Midwest Regional Supplement Version 2.0 (USACE, 2010), for the project site on June 8th, 2017.

During the onsite delineation, vegetation, soils, and current hydrologic characteristics were evaluated at each potential wetland area within the project site. A transect, including at least one upland and one wetland sample point, was completed and documented for most of the areas identified to meet wetland criteria. A representative upland point was used for some of the wetland areas as the upland was similar throughout the site. Wetland boundaries were flagged with wetland delineation flags where one or more of the three criteria were no longer present. The sample point locations and wetland boundaries were surveyed with a Trimble GPS and are shown in **Figure 3**. The field data sheets are included in **Appendix F**. Site photos can be found in **Appendix G**.

8.0 WETLAND CHARACTERISTICS

A summary of the field investigation is below.

8.1 WETLAND A

Wetland A is Type 1 – Seasonally Flooded Basin wetland located along the southern edge of the site. This area was not identified on the NWI; however, was identified on the County soil survey as having hydric soil. Wetland A was identified as a potential wetland area during the November 2016 site review and on historic aerials as potential wetland.

The wetland boundary for Wetland A was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the adjacent slope and surrounding landscape. No drain tile inlets were identified during the field review. Wetland A is 0.96 acres in size.

Wetland A was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland A had soil saturation within 12 inches of the soil surface and surface soil cracks.

The sample point locations (SP-3, SP-4, SP-5, SP-6) along with the delineated boundary are depicted in **Figure 3**.

8.2 WETLAND B

Wetland B is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site. Wetland B was not identified on NWI; however, it was identified as having hydric soil on the County

soil survey. Wetland B was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland B was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the adjacent slope and surrounding landscape. No drain tile inlets were identified during the field review. Portions of Wetland B were reseeded with field corn prior to the June 8th field review. Wetland B is 1.04 acres in size.

Wetland B was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland B had surface soil cracks, and other secondary hydrology indicators.

No recorded sample points were completed for this area as this wetland had similar characteristics to Wetland A. Representative sample points for Wetland B are SP-3, SP-4, SP-5, and SP-6. The delineated boundaries are shown in **Figure 3**.

8.3 WETLAND C

Wetland C is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site. Wetland C is adjacent to Channel 1. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland C was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland C was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland C was reseeded prior to the June 8th field review. Wetland C is 0.11 acres in size.

Wetland C was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland C had surface soil cracks, and other secondary hydrology indicators.

Sample Point 7 (SP-7) was completed for the wetland area. The sample point location and delineated boundary is shown in **Figure 3**.

8.4 WETLAND D

Wetland D is a Type 1 – Seasonally Flooded Basin wetland located in the northwest corner of the project site just south of Wetland C. Wetland D is also adjacent to Channel 1. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland D was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland D was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland D was reseeded prior to the June 8th field review. Wetland D is 0.11 acres in size.

Wetland D was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland D had soil saturation, surface soil cracks, and other secondary hydrology indicators.

One sample point (SP-8) was completed for this wetland area. The sample point locations and delineated boundaries are shown **Figure 3**.

8.5 WETLAND E

Wetland E is a Type 1 – Seasonally Flooded Basin wetland located near the western edge of the property. This wetland area is north of the electric substation which is located just south of the project site. This area was not identified on NWI; however, it was identified as having hydric soil on the County soil survey. Wetland E was identified during the November 2016 site review and on the historic aerial review as an area requiring additional investigation.

The wetland boundary for Wetland E was based on the change in topography and farmed wetland characteristics of stressed/stunted crops/vegetation or no vegetation to normal crops/vegetation in the field. This wetland receives surface water runoff from the surrounding landscape. No drain tile inlets were identified during the field review. Wetland E is 0.20 acres in size.

Wetland D was sparsely vegetated with stunted or stressed field corn in some areas. No surface water was present at the time of delineation; however, some areas of Wetland D had surface soil cracks, and other secondary hydrology indicators.

Sample Point 9 (SP-9) was completed for the wetland area. The sample point location and delineated boundary is shown in **Figure 3**.

8.5 CHANNEL 1

Channel 1 was located along the western property boundary. Channel 1 had a varied width and depth. In some locations, the channel was approximately 6 feet wide and 4 feet deep. The channel did not meet wetland criteria; however, it appeared to have intermittent flow and an established bed and bank. The delineated channel is shown in **Figure 3**.

8.5 DRAINAGE SWALE 1

Drainage Swale 1 was connected to Wetland A and extended north to the field access drive. It appears the drainage swale conveys water from north to south on the site. This area did not meet wetland criteria; however, did have visible drainage patterns. This swale had a varied width and depth. On average the drainage swale was 15 inches wide with a depth of 0-6 inches and was approximately 220 feet in length.

The delineated drainage swale is shown in **Figure 3**.

8.5 ADDITIONAL AREAS REVIEWED

Three additional areas were reviewed during the field investigation on June 8th. These areas were identified during the November 2016 site review as areas requiring an additional site review during the growing season.

Area 1:

Area 1 was identified as an area to be reviewed during the growing season. During the field review on June 8th, no stressed or stunted vegetation was identified in this location; therefore, no further analysis was completed. Photos of the area are included in **Appendix G**. Area 1 is shown in **Figure 3**.

Area 2:

Area 2 was identified as an area to be reviewed during the growing season. During the field review on June 8th, no stressed or stunted vegetation was identified in this location; therefore, no further analysis was completed. Photos of the area are included in **Appendix G**. Area 2 is shown in **Figure 3**.

Area 3:

Area 3 was identified as an area to be reviewed during the growing season. During the field review on June 8th, some stressed vegetation was visible during the site review. Two sample points (SP-10 and SP-11) were completed in this area. Neither sample point met wetland criteria; therefore, this area was not delineated as wetland. Photos of the area are included in **Appendix G**. Area 3 is shown in **Figure 3**.

Area 4:

Area 4 was identified as an area to be reviewed during the growing season. During the field review on June 8th, some stressed vegetation was visible during the site review. Two sample points (SP-1 and SP-2) were completed in this area. Neither sample point met wetland criteria; therefore, this area was not delineated as wetland. Photos of the area are included in **Appendix G**. Area 4 is shown in **Figure 3**.

9.0 REGULATORY REQUIREMENTS

The following provides a general summary of the permit requirements that may pertain to the project. Any activity planned within areas identified as wetland must be coordinated with and approved by the appropriate agencies prior to commencement of such activities.

Agencies representing two levels of government in Minnesota regulate certain activities that affect lakes, rivers, streams, and wetlands are listed below:

- **Federal** – U.S. Army Corps of Engineers (USACE): Section 404 of the Clean Water Act.
- **Local** – Local Government Units (LGU) (including cities, counties, watershed management organizations, soil and water conservation districts, and townships): Wetland Conservation Act (WCA) Replacement Plan. The City of Chaska is the LGU in the project area.

The regulatory authority of the USACE generally covers Waters of the United States, including those that are subject to WCA. Generally, the USACE reviews delineations to determine concurrence with the delineated boundaries.

In Minnesota, a joint application process has been developed for projects with anticipated wetland impacts. Applications are coordinated between the USACE and the LGU.

10.0 REPORT PREPARATION

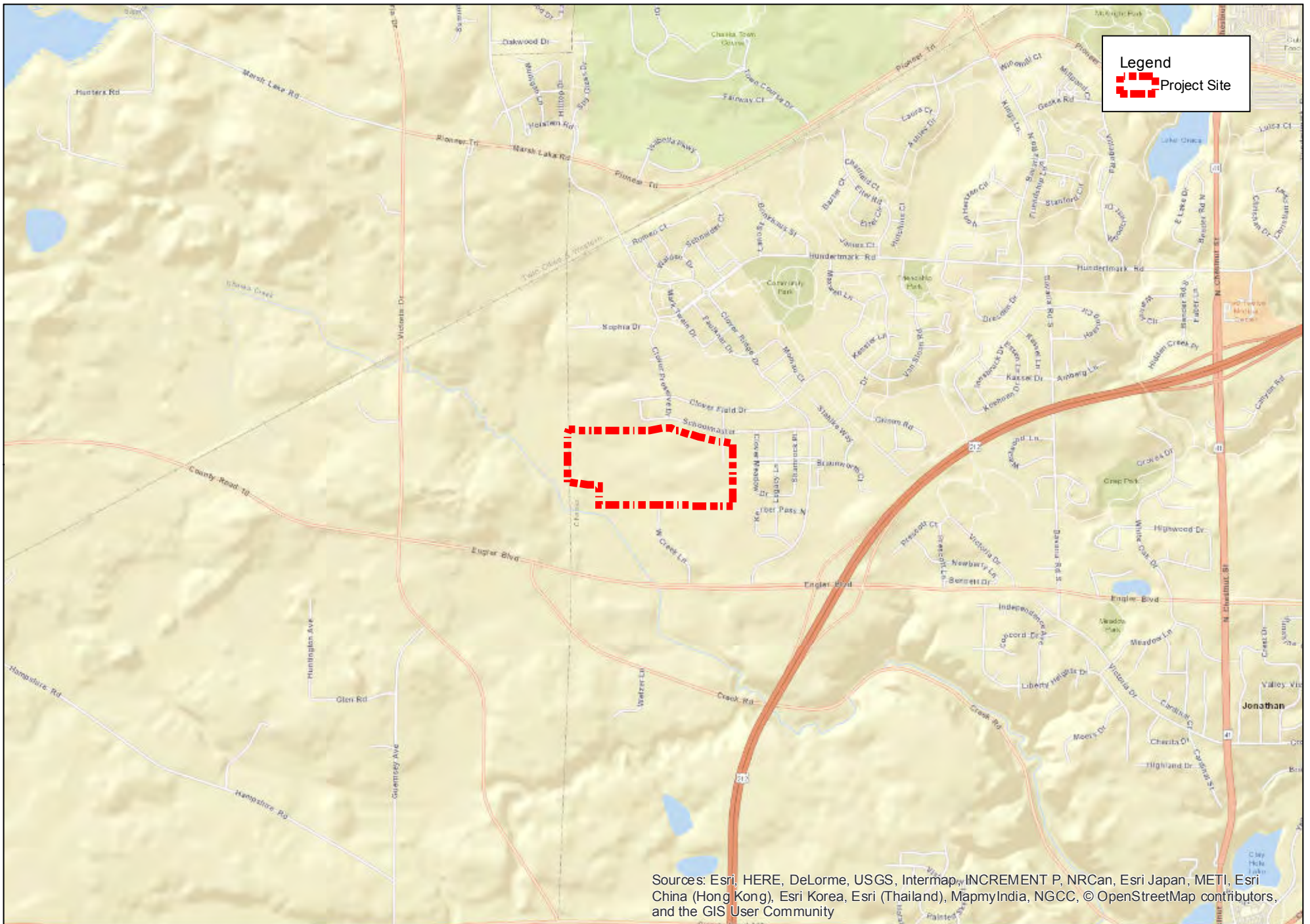
The procedures followed for this wetland delineation are in accordance with the *Corps of Engineers Wetlands Delineation Manual* (USACE 1987) and the *Midwest Regional Supplement* (Version 2.0) (USACE 2010).

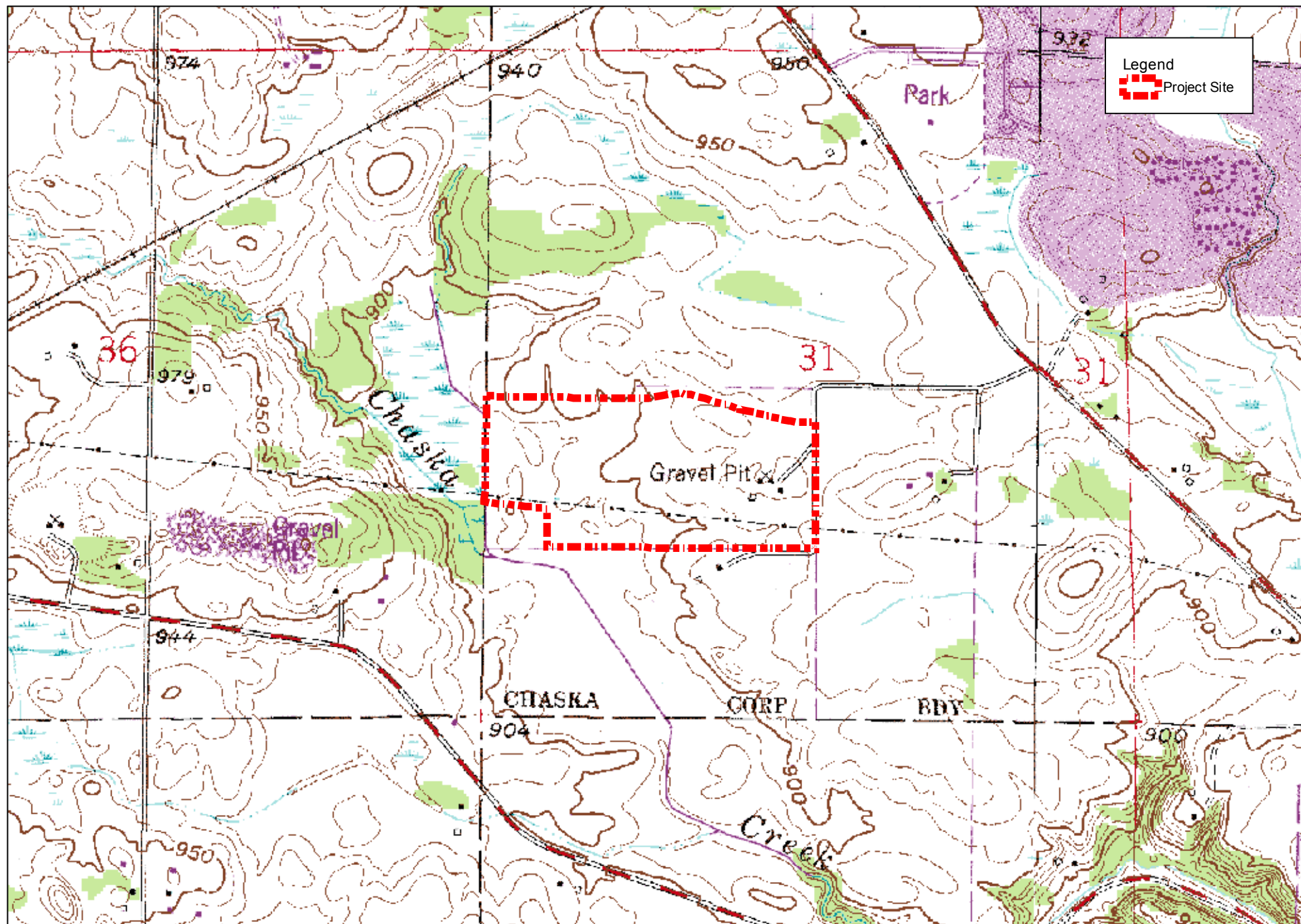
This report describes site conditions for a specific date-in-time, and is generally valid for a period of five years from the date of the final field investigation and delineation – June 8, 2017.

11.0 REFERENCES

- Climatology Working Group, University of Minnesota. *Historical Climate Data Retrieval: Daily or Monthly Temperature, Precipitation, Snow Data by Target Location*. Available at <http://climate.umn.edu/doc/historical.htm>, accessed June 2017.
- Minnesota Climatology Working Group. *Historical Climate Data Retrieval: Wetland Delineation Monthly Precipitation Data Retrieval from Gridded Database*. Available at <http://climate.umn.edu/doc/historical.htm>, accessed June 2017.
- Minnesota Board of Water and Soil Resources. Information regarding Minnesota wetland regulations (includes links to other regulatory websites). Available at <http://www.bwsr.state.mn.us/wetlands/index.html>, accessed October 2016.
- Minnesota Department of Natural Resources. *NWI Update for Southern Minnesota*. Available at <https://gisdata.mn.gov/dataset/water-nat-wetlands-inv-2009-2014> . downloaded March 2017.
- Minnesota Department of Natural Resources. *Public Waters Inventory Shapefiles*. Available at <https://gisdata.mn.gov/dataset/water-mn-public-waters>. Downloaded July 2016.
- Natural Resources Conservation Service, U.S. Department of Agriculture. *Web Soil Survey*. Available at <http://websoilsurvey.nrcs.usda.gov>. Accessed June 2017.
- U.S. Army Corps of Engineers. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. January 1987.
- U.S. Army Corps of Engineers. *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Regional Supplement (Version 2.0)*. August 2010.

Figures







APPENDIX A

National Wetland Inventory



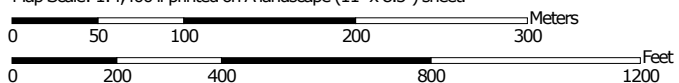
APPENDIX B

Hydric Soils Information

Hydric Rating by Map Unit—Carver County, Minnesota (project_site)



Map Scale: 1:4,400 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 15N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

11/29/2016
Page 1 of 5
Page 180 of 724

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Lines

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Soil Rating Points

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available

Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Carver County, Minnesota
Survey Area Data: Version 13, Sep 19, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 16, 2012—Apr 6, 2012

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Hydric Rating by Map Unit— Summary by Map Unit — Carver County, Minnesota (MN019)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
CW	Cordova-Webster complex	100	8.6	13.1%
EB	Estherville sandy loam, 2 to 6 percent slopes	1	1.1	1.6%
EB2	Estherville sandy loam, 2 to 6 percent slopes, eroded	5	15.3	23.4%
HC2	Estherville-Hawick sandy loams, 6 to 12 percent slopes, eroded	0	3.4	5.1%
KB	Kilkenny-Lester loams, 2 to 6 percent slopes	0	4.1	6.2%
KB2	Lester-Kilkenny loams, 2 to 6 percent slopes, eroded	0	17.3	26.4%
KC2	Lester-Kilkenny loams, 6 to 12 percent slopes, eroded	0	0.1	0.1%
MK	Muskego and Houghton soils, 0 to 1 percent slopes	100	4.3	6.5%
PM	Klossner muck, 0 to 1 percent slopes	100	6.9	10.5%
TB	Terril loam, 2 to 6 percent slopes	8	0.0	0.0%
WA	Wadena loam, 0 to 2 percent slopes	1	3.4	5.1%
WB	Wadena loam, 2 to 6 percent slopes	0	1.2	1.8%
Totals for Area of Interest			65.6	100.0%

APPENDIX C

Precipitation Data

Minnesota Climatology Working Group

State Climatology Office - DNR Division of Ecological and Water Resources

University of Minnesota

[home](#) | [current conditions](#) | [journal](#) | [past data](#) | [summaries](#) | [agriculture](#) | [other sites](#) | [about us](#) | [search](#) | 

Nearest Station Precipitation Data Retrieval

Minnesota's [precipitation data archive](#) is searched for data closest to a selected target location for each month. Values from the site closest to the target location are returned below after clicking the **retrieve monthly data** or **retrieve daily data** buttons. The precipitation data are made up of measured rainfall and the measured liquid content of snowfall.

Temperature, snowfall, and snow depth data from National Weather Service reporting stations are no longer retrieved from this application. To obtain those data, see our newest [data retrieval tool](#) (May 2014). National Weather Service precipitation data continue to be available from this application.

[Obtaining data for legal purposes](#)
[Guide for column headers in the data table](#)

target location: Scott-Jackson-Chaska 115N 23W S5 (latitude: 44.79834 longitude: 93.61205)

years: to

number of **missing days** allowed per month:

results:

Target: T115 R23 S5											
mon	year	cc	tttN	rrW	ss	nnnn	oooooooo	pre (inches)		dis	
Jan	2017	10	116N	23W	32	SWCD		.78		1 mi.	
Feb	2017	10	116N	23W	32	SWCD		.81		1 mi.	
Mar	2017	10	116N	23W	32	SWCD		.57		1 mi.	
Apr	2017	10	116N	23W	32	SWCD		4.69		1 mi.	
May	2017	10	116N	23W	32	SWCD		5.32		1 mi.	
Jun	2017	10	116N	23W	32	SWCD		3.63		1 mi.	
Jul	2017								999	mi.	
Aug	2017								999	mi.	
Sep	2017								999	mi.	
Oct	2017								999	mi.	
Nov	2017								999	mi.	
Dec	2017								999	mi.	

Where indicated: Missing values are shown as 'm'. Days on which precip accumulated in the gage are shown as '-'. 'TTTT RR SS' is the 'public land survey(PLS)' or 'legal' location of the observed data. Section values greater 36 are SECTIC 'TIC' locations plus 100. 'NWS ID' the National Weather Service Cooperative station number. Note that the 'PLS' will always be correct for precipitation data while the 'NWS ID' will always be correct for the temperature data. If no PLS info is supplied the the 'NWS ID' number applies to all shown data.

State Climatology Office - MnDNR - Ecological and Water Resources

May 8, 2017	.01				
May 9, 2017	.02				
May 10, 2017	.02				
May 11, 2017	0				
May 12, 2017	0				
May 13, 2017	0				
May 14, 2017	0				
May 15, 2017	.67				
May 16, 2017	.47				
May 17, 2017	2.30				
May 18, 2017	.01				
May 19, 2017	0				
May 20, 2017	1.50				
May 21, 2017	.02				
May 22, 2017	0				
May 23, 2017	.04				
May 24, 2017	0				
May 25, 2017	.02				
May 26, 2017	0				
May 27, 2017	0				
May 28, 2017	0				
May 29, 2017	0				
May 30, 2017	0				
May 31, 2017	0				
Jun 1, 2017	0	10 116N 23W 32 SWCD	3.63		1 mi.
Jun 2, 2017	0				
Jun 3, 2017	0				
Jun 4, 2017	0				
Jun 5, 2017	0				
Jun 6, 2017	0				
Jun 7, 2017	0				
Jun 8, 2017	0				
Jun 9, 2017	0				
Jun 10, 2017	0				
Jun 11, 2017	1.20				
Jun 12, 2017	.35				
Jun 13, 2017	.26				
Jun 14, 2017	0				
Jun 15, 2017	0				
Jun 16, 2017	0				
Jun 17, 2017	.15				
Jun 18, 2017	T				
Jun 19, 2017	.02				
Jun 20, 2017	.08				
Jun 21, 2017	0				
Jun 22, 2017	.38				
Jun 23, 2017	0				
Jun 24, 2017	.05				
Jun 25, 2017	.01				
Jun 26, 2017	0				
Jun 27, 2017	1.13				
Jun 28, 2017	m				
Jun 29, 2017	m				
Jun 30, 2017	m				
Jul 1, 2017	m	m			999 mi.
Jul 2, 2017	m				
Jul 3, 2017	m				
Jul 4, 2017	m				
Jul 5, 2017	m				
Jul 6, 2017	m				
Jul 7, 2017	m				
Jul 8, 2017	m				
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Jul 21, 2017	m				
Jul 22, 2017	m				
Jul 23, 2017	m				
Jul 24, 2017	m				
Jul 25, 2017	m				
Jul 26, 2017	m				
Jul 27, 2017	m				
Jul 28, 2017	m				

APPENDIX D

MN DNR Public Waters Inventory



APPENDIX E

Historic Aerials



Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



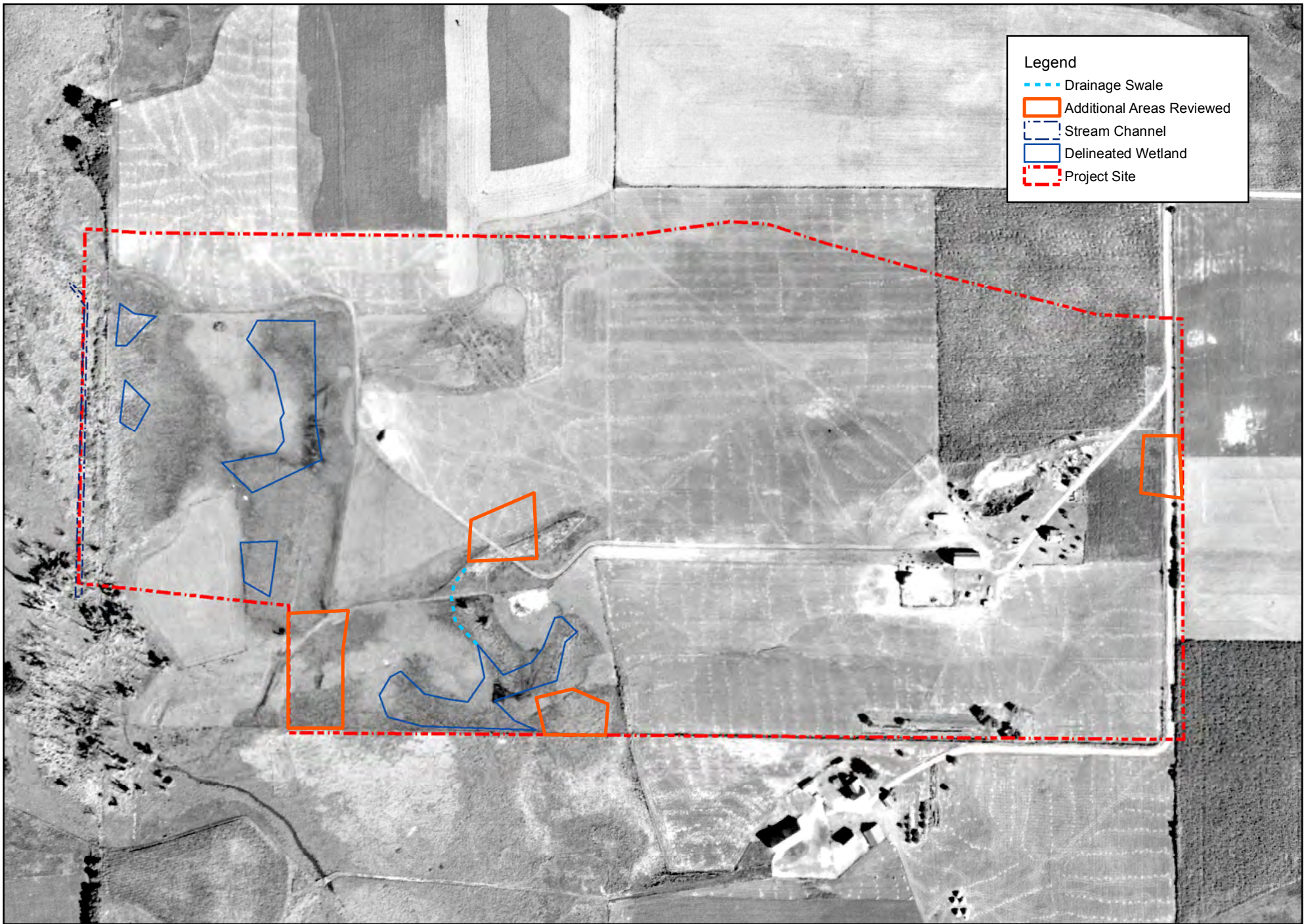
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- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



Legend

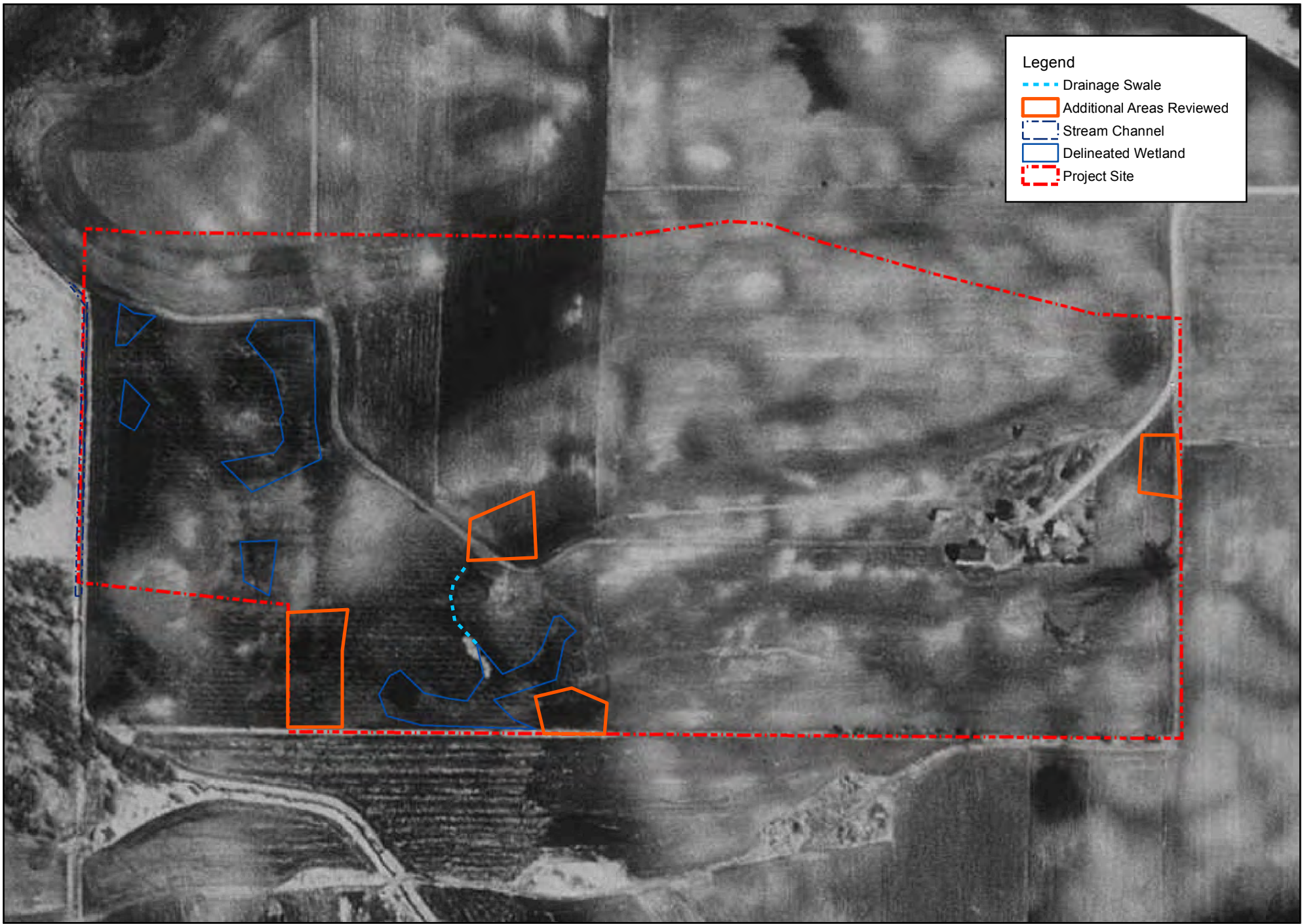
- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site





Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- - - Project Site



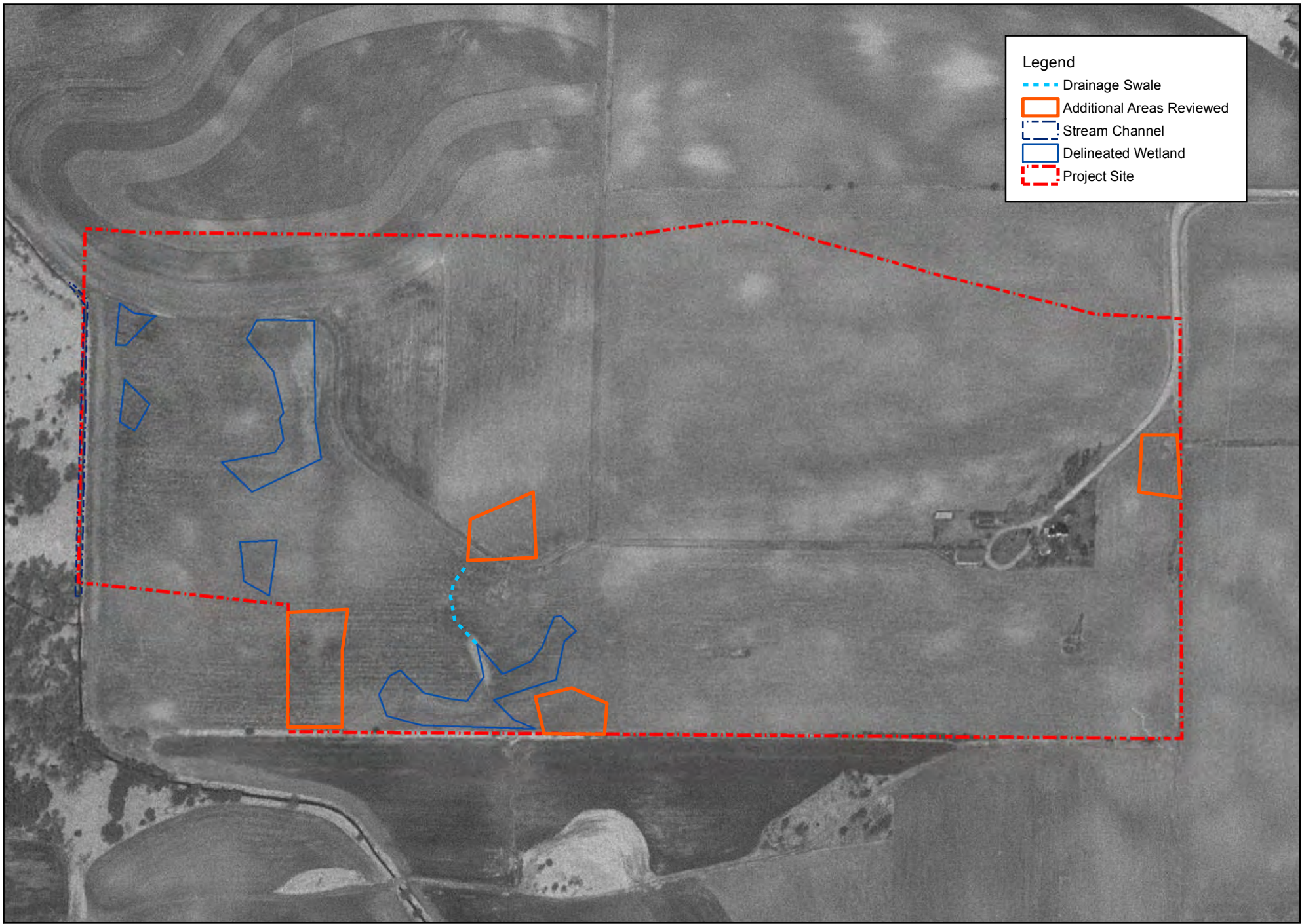
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- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



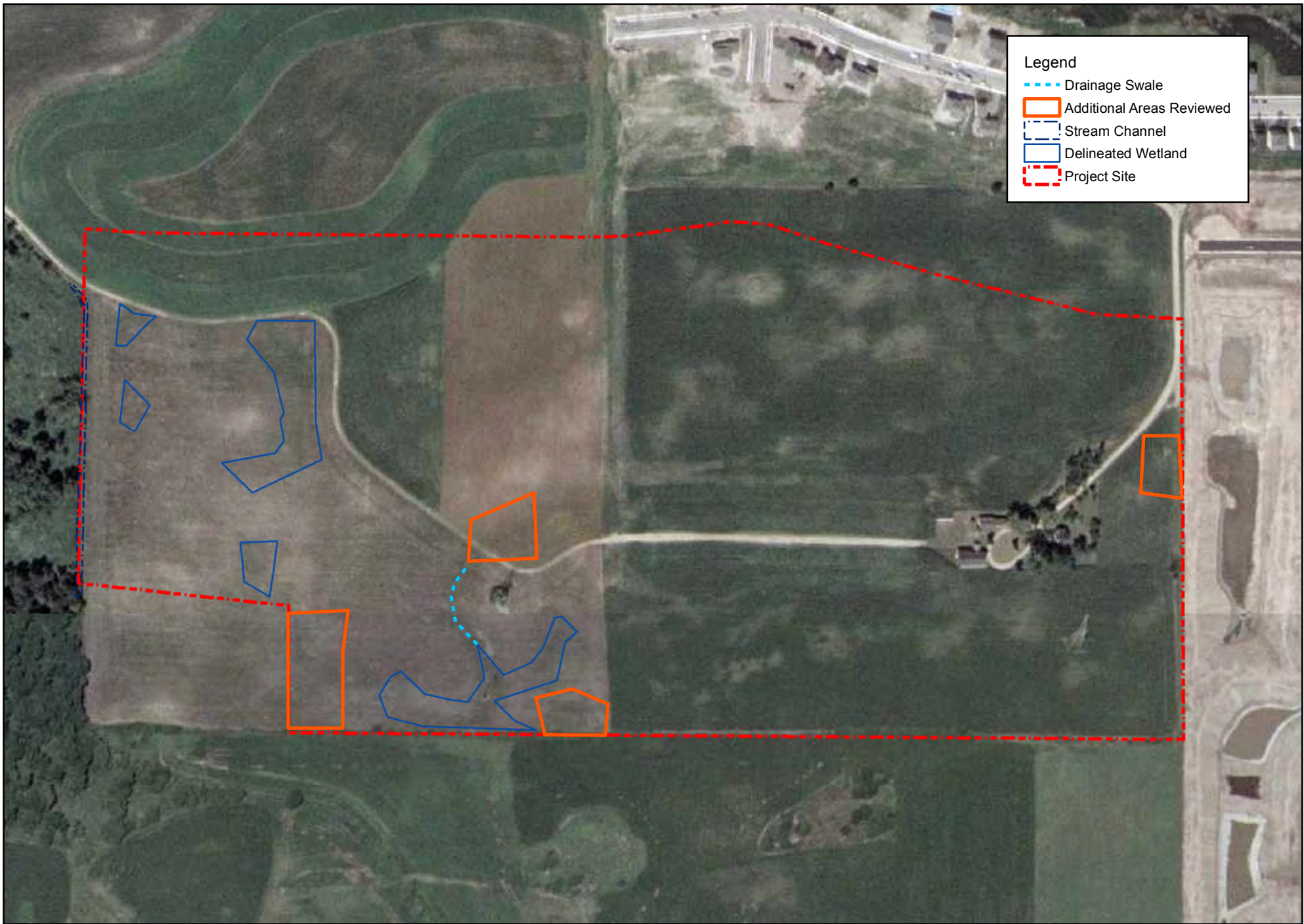
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- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



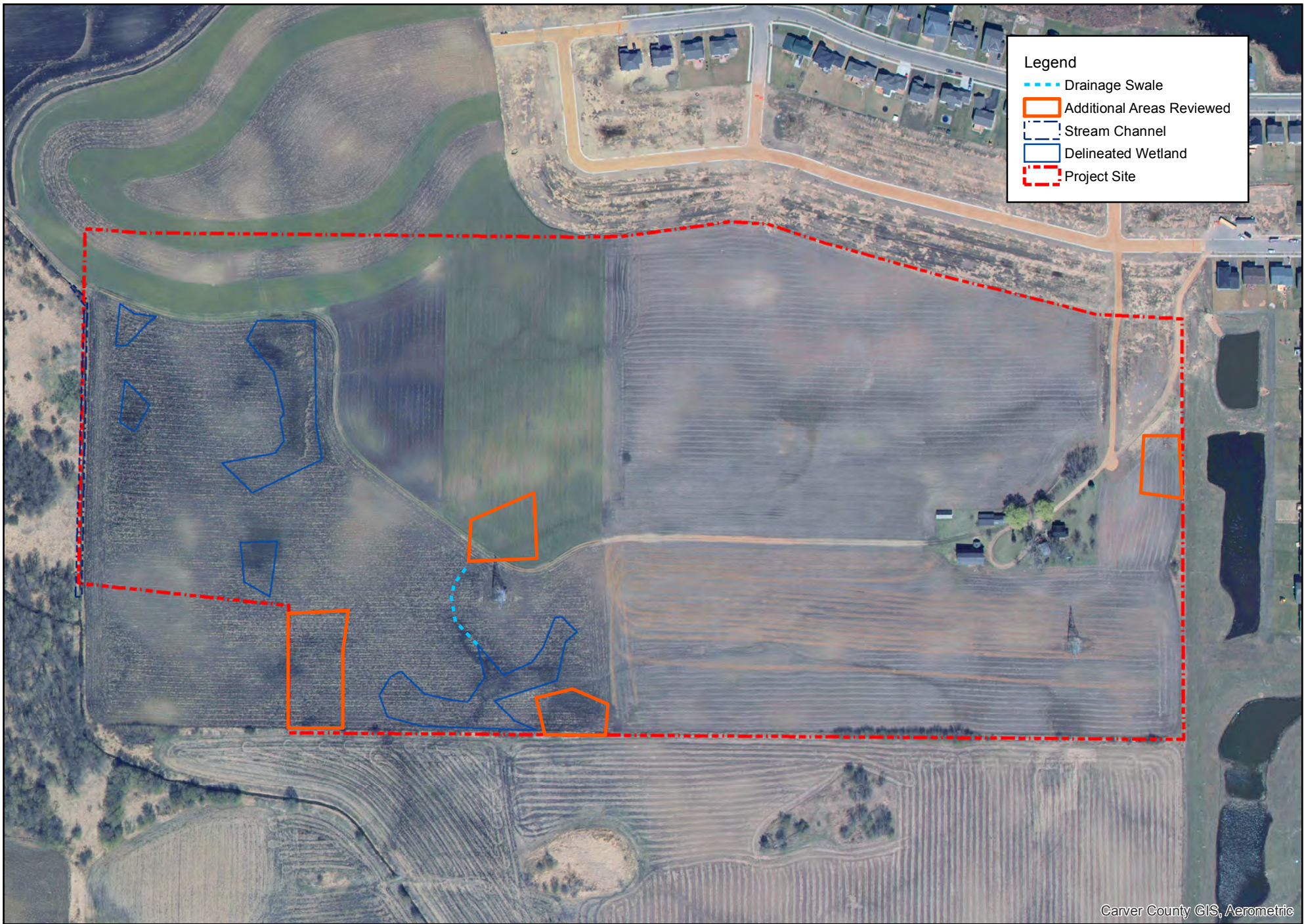
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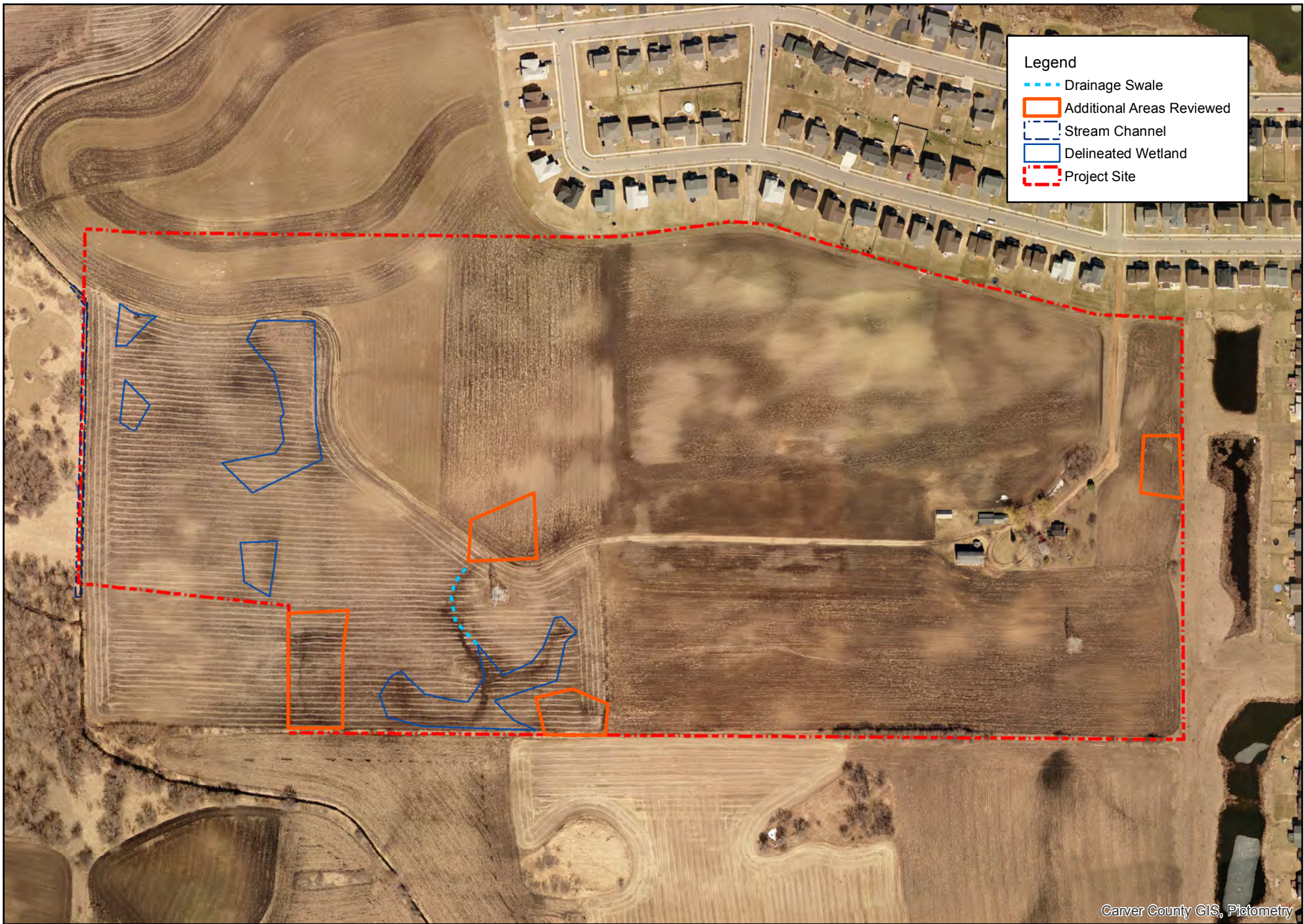
- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site



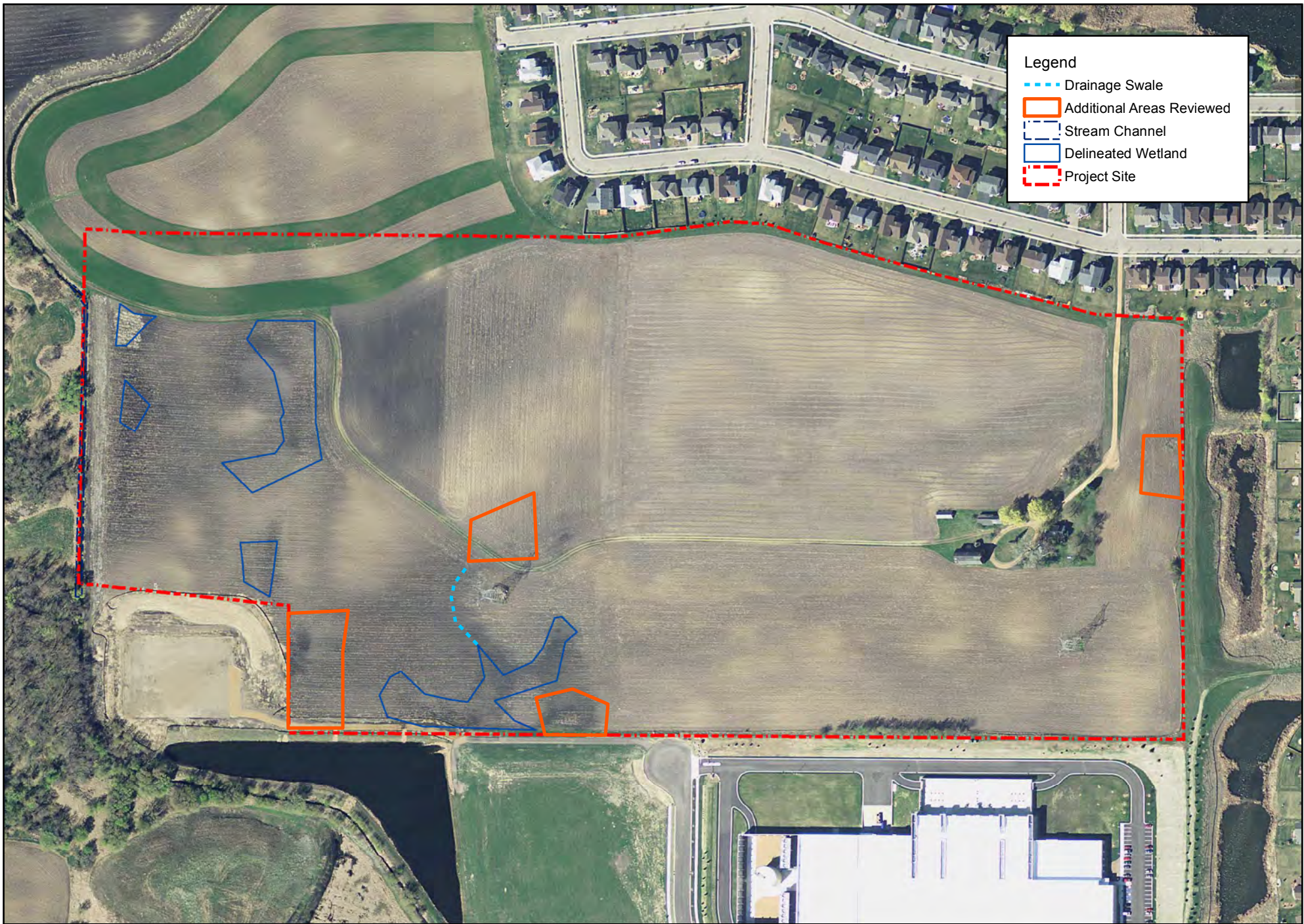
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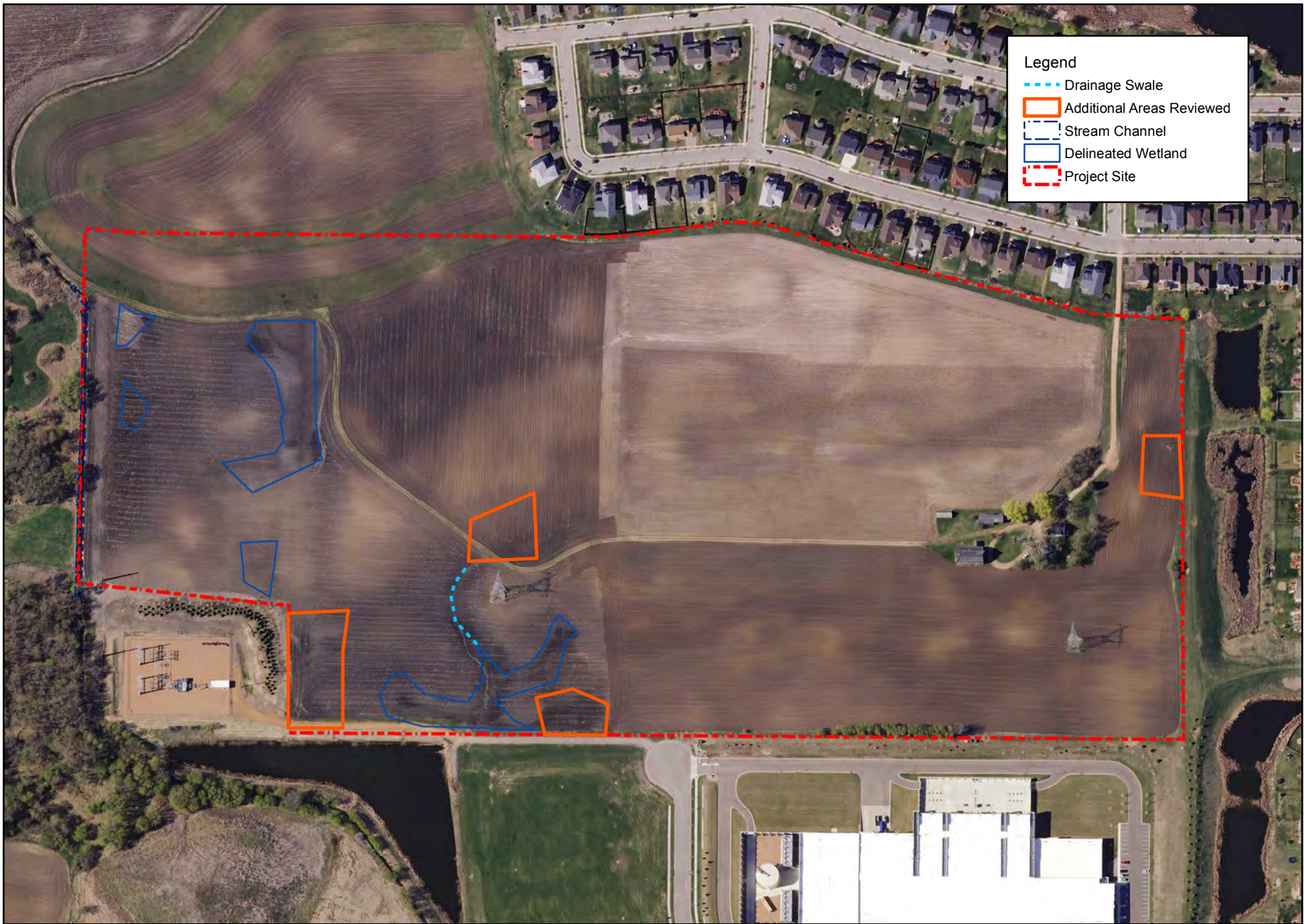
- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site

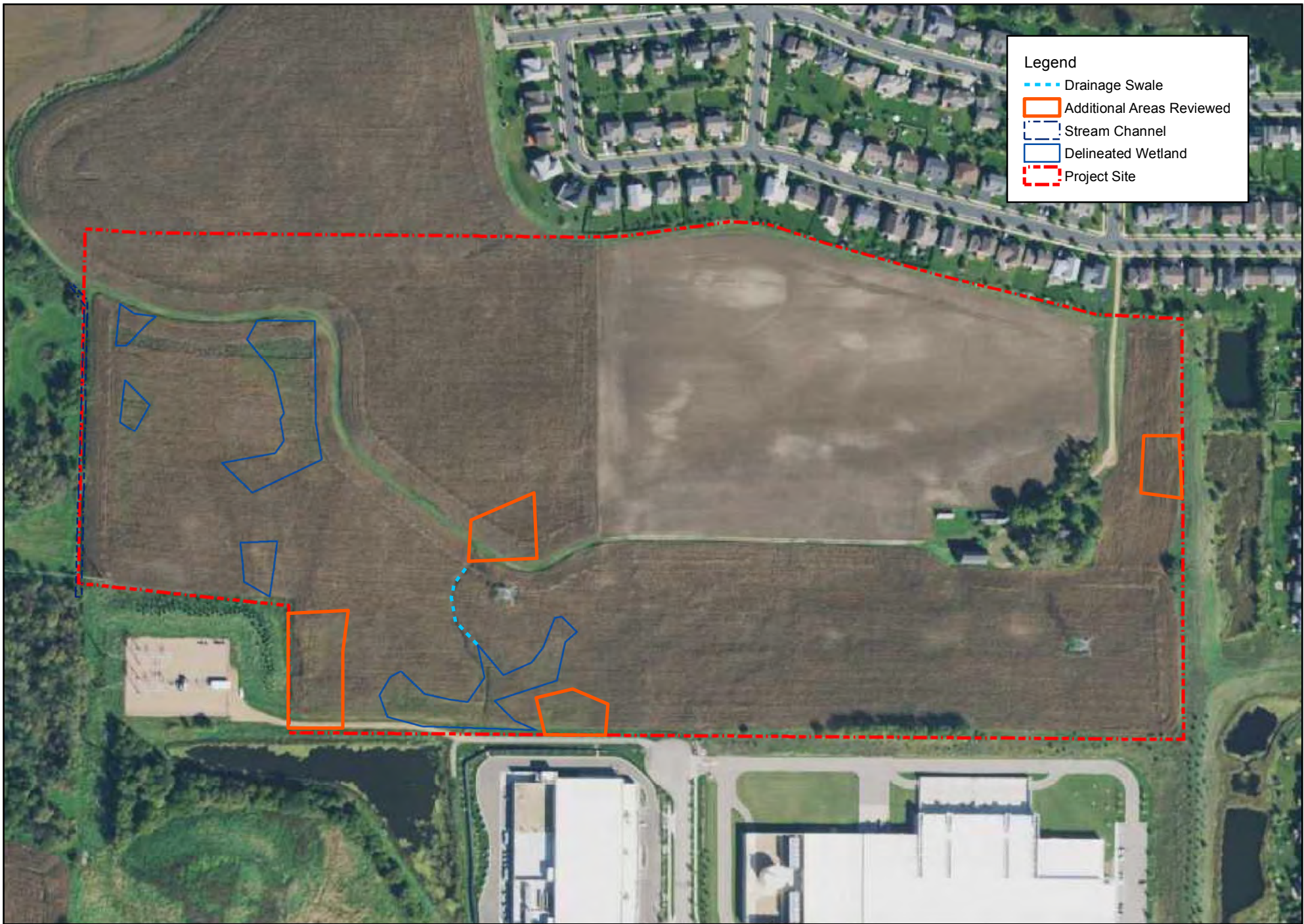














Legend

- Drainage Swale
- Additional Areas Reviewed
- Stream Channel
- Delineated Wetland
- Project Site

APPENDIX F

Field Data Sheets

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-1
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>3</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>30</u> x 5 = <u>150</u> Column totals <u>50</u> (A) <u>230</u> (B) Prevalence Index = B/A = <u>4.60</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>30</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Chenopodium album</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
4					
5					
6					
7					
8					
9					
10					
		<u>50</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>N</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 50% unvegetated. Little plant stress visible.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 2/1	100					si cl	
8-16	10YR 2/1	98	5YR 3/4	2			si cl	
16-20	10YR 2/1	95	5YR 3/4	5			si cl	high organic content

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

dry soil. No major surface soil cracks or stunted vegetation.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-2
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>3</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>33.33%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>35</u> x 4 = <u>140</u> UPL species <u>20</u> x 5 = <u>100</u> Column totals <u>75</u> (A) <u>280</u> (B) Prevalence Index = B/A = <u>3.73</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>20</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Carya illinoensis</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
3	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
4	<u>Abutilon theophrasti</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
5	<u>Chenopodium album</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
6					
7					
8					
9					
10					
		<u>75</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>N</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 25% unvegetated. Some crop stress visible.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-4	10YR 2/1	100					si lo	
4-10	10YR 2/1	98	5YR 3/4	2				
10-20	N 2/0	100					peat	dry organic soil
20-22	10YR 2/1	100					clay	with some organic material
22-26	10YR 4/1	98	5YR 3/4				sa cl	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

dry soil. Some surface soil cracks but no major stunted vegetation or soil saturation.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-3
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>50.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>35</u> x 4 = <u>140</u> UPL species <u>5</u> x 5 = <u>25</u> Column totals <u>60</u> (A) <u>205</u> (B) Prevalence Index = B/A = <u>3.42</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Abutilon theophrasti</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Carex sp.</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
3	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>N</u>	<u>FACU</u>	
4	<u>Chenopodium album</u>	<u>5</u>	<u>N</u>	<u>FACU</u>	
5	<u>Zea mays</u>	<u>5</u>	<u>N</u>	<u>UPL</u>	
6					
7					
8					
9					
10					
		<u>60</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - 40% unvegetated. Crop stress present

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-10	10YR 2/1	100					si lo	
10-16	10YR 2/1	98	5YR 3/4	2			si lo	
16-30	N/20	95	5YR 3/4	5			Peat/organic	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-4
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>4</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>20</u> (A) <u>80</u> (B) Prevalence Index = B/A = <u>4.00</u>
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Cirsium arvense</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Abutilon theophrasti</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Amaranthus retroflexus</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
4	<u>Chenopodium album</u>	<u>5</u>	<u>Y</u>	<u>FACU</u>	
5					
6					
7					
8					
9					
10					
		<u>20</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no corn present at sample point location - vegetation is assumed.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 4/1	100					si lo	
8-18	10YR 4/1	95	10YR 5/8	5			si lo	
18-24	10YR 4/1	65	10YR 5/8				si lo	high organic content
	10YR 2/1							

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|--|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☒ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators. Snail shells present at 18 inches.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-5
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): depression Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>1</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>50.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>20</u> x 2 = <u>40</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>30</u> (A) <u>80</u> (B) Prevalence Index = B/A = <u>2.67</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% <u>X</u> Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Carex sp.</u>	<u>20</u>	<u>Y</u>	<u>FACW</u>	
2	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
3					
4					
5					
6					
7					
8					
9					
10					
		<u>30</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no corn present at sample point location

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-18	10YR 2/1	100					si clo lo	
18-24	5YR 5/2	100					sa cl	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☒ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

soils are assumed based on lack of vegetation and soil saturation and water table present at this location.

HYDROLOGY**Wetland Hydrology Indicators:****Primary Indicators (minimum of one is required; check all that apply)**

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☒ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐ No ☒	Depth (inches): _____
Water table present?	Yes ☒ No ☐	Depth (inches): <u>18</u>
Saturation present? (includes capillary fringe)	Yes ☒ No ☐	Depth (inches): <u>0</u>

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators. Snail shells present at 18 inches.

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-6
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): hillslope Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Estherville sandy loam NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>N</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>50</u> x 5 = <u>250</u> Column totals <u>70</u> (A) <u>330</u> (B) Prevalence Index = B/A = <u>4.71</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>50</u>	<u>Y</u>	<u>UPL</u>	
2	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
3	<u>Chenopodium album</u>	<u>5</u>			
4					
5					
6					
7					
8					
9					
10					Hydrophytic vegetation present? <u>N</u>
		<u>75</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - no crop stress visible at this sample point

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-14	10YR 2/1	100					sa cl	gravel/rock present

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: 14

Depth (inches): rock/gravel

Hydric soil present? N

Remarks:

could not go deeper due to rock/gravel. Soils are not assumed hydric based on non-hydric map unit and lack of crop stress and hydrology indicators.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): <u> </u>
Water table present?	Yes ☐	No ☒	Depth (inches): <u> </u>
Saturation present?	Yes ☐	No ☒	Depth (inches): <u> </u>

(includes capillary fringe)

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-7
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Muskego and Houghton soils NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>2</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>20</u> x 4 = <u>80</u> UPL species <u>5</u> x 5 = <u>25</u> Column totals <u>25</u> (A) <u>105</u> (B) Prevalence Index = B/A = <u>4.20</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Amaranthus retroflexus</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	
2	<u>Zea mays</u>	<u>5</u>	<u>Y</u>	<u>UPL</u>	
3					
4					
5					
6					
7					
8					
9					
10					
		<u>25</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

Ag field - recently replanted area. Minimal vegetation present. Vegetation is assumed hydrophytic

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-24	10YR 2/1	95	7.5YR 5/6	5			si cl lo	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☒ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☒	No ☐	Depth (inches): <u>18</u>
Saturation present?	Yes ☒	No ☐	Depth (inches): <u>16</u>

(includes capillary fringe)

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

based on secondary indicators

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-8
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Muskego and Houghton soils NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>0</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>0</u> (A) <u>0</u> (B) Prevalence Index = B/A = _____
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
		<u>0</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

same amount of vegetation as SP-7. Crop Stress present with minimal field corn.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-4	10YR 3/1	100					mucky mineral soil	with organics
4-20	10YR 3/2	100					peat/organics	
20-24	10YR 2/1	100					si lo	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|--|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☒ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☒ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present? Yes ☐ No ☒ Depth (inches): _____

Water table present? Yes ☐ No ☐ Depth (inches): _____

Saturation present? Yes ☒ No ☐ Depth (inches): 10

(includes capillary fringe)

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-9
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Cordova-Webster Complex NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)
 Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances" present? No
 Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>Y</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>Y</u>	
Indicators of wetland hydrology present? <u>Y</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>1</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>10</u> x 4 = <u>40</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>10</u> (A) <u>40</u> (B) Prevalence Index = B/A = <u>4.00</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Amaranthus retroflexus</u>	<u>10</u>	<u>Y</u>	<u>FACU</u>	
2					
3					
4					
5					
6					
7					
8					
9					
10					
		<u>10</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)
 lack of field corn. Vegetation is assumed hydrophytic

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-8	10YR 2/1	98	10YR 4/6	2			cl lo	
8-16	10YR 2/1	68	10YR 4/6	2			cl lo	
	10YR 3/2	40					peat	
16-24	10YR 3/2	100					peat	

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☒ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? Y

Remarks:

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☒ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☒	No ☐	Depth (inches): <u>18</u>

Indicators of wetland hydrology present? Y

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-10
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>0</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>0</u> x 5 = <u>0</u> Column totals <u>0</u> (A) <u>0</u> (B) Prevalence Index = B/A = _____
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
		<u>0</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

lack of vegetation - some field corn but minimal cover.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-24	10YR 2/1	100					cl lo	
24-28	10 YR 2/1	100					cl lo	gravel present

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (**LRR K, L, R**)
- ☐ Dark Surface (S7) (**LRR K, L**)
- ☐ Iron-Manganese Masses (F12) (**LRR K, L, R**)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? N

Remarks:

no color change compared to other sample points taken in the field. Texture of soil did change, clay become compact after 24 inches.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site Kelzer Property City/County: Chaska Sampling Date: 06/8/2017
 Applicant/Owner: Corgan Associates, Inc. State: MN Sampling Point: SP-11
 Investigator(s): A. Payne Section, Township, Range: S 31, T115N, R23W
 Landform (hillslope, terrace, etc.): terrace Local relief (concave, convex, none): none
 Slope (%): _____ Lat: _____ Long: _____ Datum: _____
 Soil Map Unit Name Klossner Muck NWI Classification: none

Are climatic/hydrologic conditions of the site typical for this time of the year? N (If no, explain in remarks)

Are vegetation X, soil _____, or hydrology _____ significantly disturbed? Are "normal circumstances"

Are vegetation _____, soil _____, or hydrology _____ naturally problematic? present? No

SUMMARY OF FINDINGS

(If needed, explain any answers in remarks.)

Hydrophytic vegetation present? <u>Y</u>	Is the sampled area within a wetland? <u>N</u> If yes, optional wetland site ID: _____
Hydric soil present? <u>N</u>	
Indicators of wetland hydrology present? <u>N</u>	

Remarks: (Explain alternative procedures here or in a separate report.)

Ag field that is currently farmed and wetter than normal conditions

VEGETATION -- Use scientific names of plants.

Tree Stratum	(Plot size: <u>30</u>)	Absolute % Cover	Dominant Species	Indicator Status	Dominance Test Worksheet Number of Dominant Species that are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across all Strata: <u>1</u> (B) Percent of Dominant Species that are OBL, FACW, or FAC: <u>0.00%</u> (A/B)
1					
2					
3					
4					
5					Prevalence Index Worksheet Total % Cover of: OBL species <u>0</u> x 1 = <u>0</u> FACW species <u>0</u> x 2 = <u>0</u> FAC species <u>0</u> x 3 = <u>0</u> FACU species <u>0</u> x 4 = <u>0</u> UPL species <u>10</u> x 5 = <u>50</u> Column totals <u>10</u> (A) <u>50</u> (B) Prevalence Index = B/A = <u>5.00</u>
		<u>0</u>	= Total Cover		
Sapling/Shrub stratum	(Plot size: <u>15</u>)				
1					
2					
3					
4					
5					
		<u>0</u>	= Total Cover		
Herb stratum	(Plot size: <u>10</u>)				Hydrophytic Vegetation Indicators: _____ Rapid test for hydrophytic vegetation _____ Dominance test is >50% _____ Prevalence index is ≤3.0* _____ Morphological adaptations* (provide supporting data in Remarks or on a separate sheet) _____ Problematic hydrophytic vegetation* (explain) _____ *Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic
1	<u>Zea mays</u>	<u>10</u>	<u>Y</u>	<u>UPL</u>	
2					
3					
4					
5					
6					
7					
8					
9					
10					
		<u>10</u>	= Total Cover		
Woody vine stratum	(Plot size: <u>30</u>)				Hydrophytic vegetation present? <u>Y</u>
1					
2					
		<u>0</u>	= Total Cover		

Remarks: (Include photo numbers here or on a separate sheet)

lack of vegetation - some field corn but minimal cover.

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (Inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type*	Loc**		
0-15	10YR 2/1	100					cl lo	
15-20	10YR 2/1	90	10YR 6/3	10			sa cl lo	gravel present
20-24	10YR 6/3	90	Gley 1 7/5	5			sa cl lo	gravel present
	10YR 2/1	5						

*Type: C = Concentration, D = Depletion, RM = Reduced Matrix, MS = Masked Sand Grains. **Location: PL = Pore Lining, M = Matrix

Hydric Soil Indicators:

- | | |
|--|---|
| ☐ Histisol (A1) | ☐ Sandy Gleyed Matrix (S4) |
| ☐ Histic Epipedon (A2) | ☐ Sandy Redox (S5) |
| ☐ Black Histic (A3) | ☐ Stripped Matrix (S6) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Mucky Mineral (F1) |
| ☐ Stratified Layers (A5) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ 2 cm Muck (A10) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ 5 cm Mucky Peat or Peat (S3) | |

Indicators for Problematic Hydric Soils:

- ☐ Coast Prairie Redox (A16) (LRR K, L, R)
- ☐ Dark Surface (S7) (LRR K, L)
- ☐ Iron-Manganese Masses (F12) (LRR K, L, R)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (explain in remarks)

*Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric soil present? N

Remarks:

soil is not a depleted matrix; therefore not considered hydric soil.

HYDROLOGY**Wetland Hydrology Indicators:**Primary Indicators (minimum of one is required; check all that apply)

- | | |
|--|---|
| ☐ Surface Water (A1) | ☐ Aquatic Fauna (B13) |
| ☐ High Water Table (A2) | ☐ True Aquatic Plants (B14) |
| ☐ Saturation (A3) | ☐ Hydrogen Sulfide Odor (C1) |
| ☐ Water Marks (B1) | ☐ Oxidized Rhizospheres on Living Roots (C3) |
| ☐ Sediment Deposits (B2) | ☐ Presence of Reduced Iron (C4) |
| ☐ Drift Deposits (B3) | ☐ Recent Iron Reduction in Tilled Soils (C6) |
| ☐ Algal Mat or Crust (B4) | ☐ Thin Muck Surface (C7) |
| ☐ Iron Deposits (B5) | ☐ Gauge or Well Data (D9) |
| ☐ Inundation Visible on Aerial Imagery (B7) | ☐ Other (Explain in Remarks) |
| ☐ Sparsely Vegetated Concave Surface (B8) | |
| ☐ Water-Stained Leaves (B9) | |

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☒ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface water present?	Yes ☐	No ☒	Depth (inches): _____
Water table present?	Yes ☐	No ☒	Depth (inches): _____
Saturation present? (includes capillary fringe)	Yes ☐	No ☒	Depth (inches): _____

Indicators of wetland hydrology present? N

Describe recorded data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

APPENDIX G

Site Photos



Area 1 (photo facing south)



Area 2 (photo facing east)



Area 4 (photo facing east)



Wetland A (photo facing east)



Wetland A (photo facing west)



Wetland A (photo facing south)



Drainage Swal 1 (photo facing south)



Wetland B (photo facing south west)



Wetland B (photo facing west)



Wetland C and Representative Photo for Wetland D (photo facing north)



Channel 1 (photo facing north)

APPENDIX B



Formal Natural Heritage Review - Cover Page

See next page for results of review. A draft watermark means the project details have not been finalized and the results are not official.

Project Name: Cloud HQ

Project Proposer: Cloud HQ

Project Type: Development, Commercial/Institutional/Industrial

Project Type Activities: Tree Removal

TRS: T116 R23 S31

County(s): Carver

DNR Admin Region(s): Central

Reason Requested: State EAW

Project Description: Redevelopment of 2 parcels on approximately 73 acres.

Existing Land Uses: Agricultural and residential

Landcover / Habitat Impacted: Isolated trees, unmaintained crosses, and agricultural row crops

Waterbodies Affected: None

Groundwater Resources Affected: No permanent effects, temporary dewatering may be required

Previous Natural Heritage Review: No

Previous Habitat Assessments / Surveys: No

SUMMARY OF AUTOMATED RESULTS

Category	Results	Response By Category
Project Details	No Comments	No Further Review Required
Ecologically Significant Area	Comments	Protected Wetlands: Calcareous Fens
State-Listed Endangered or Threatened Species	No Comments	No Further Review Required
State-Listed Species of Special Concern	No Comments	No Further Review Required
Federally Listed Species	Comments	RPBB High Potential Zone



Minnesota Department of Natural Resources
Division of Ecological & Water Resources
500 Lafayette Road, Box 25
St. Paul, MN 55155-4025

April 28, 2022

Natural Heritage Review #: 2022-00289

Cassie Baumgartner
Kimley-Horn and Associates, Inc.
767 Eustis Street, Suite 100
St. Paul, MN 55114

RE: Automated Natural Heritage Review of the proposed Cloud HQ
See Cover Page for location and project details.

Dear Cassie Baumgartner,

As requested, the above project has been reviewed for potential effects to rare features. Based on this review, the following rare features may be adversely affected by the proposed project:

Project Type and/or Project Type Activity Comments

- The Natural Heritage Information System (NHIS) tracks bat roost trees and hibernacula plus some acoustic data, but this information is not exhaustive. Even if there are no bat records listed below, all seven of Minnesota's bats, including the federally threatened northern long-eared bat ([Myotis septentrionalis](#)), can be found throughout Minnesota. Tree removal can negatively impact bats by destroying roosting habitat, especially during the pup rearing season when females are forming maternity roosting colonies and the pups cannot yet fly. To minimize these impacts, the DNR recommends that tree removal be avoided during the months of June and July.

Ecologically Significant Area

- One or more calcareous fens have been documented in the vicinity of the proposed project. A calcareous fen is a rare and distinctive peat-accumulating wetland that is legally protected in Minnesota. Many of the unique characteristics of calcareous fens result from the upwelling of groundwater through calcareous substrates. Because of this dependence on groundwater hydrology, calcareous fens can be affected by nearby activities or even those several miles away. Calcareous fens are fragile and may be impacted by stormwater runoff, any activity within the fen, or any activity that affects groundwater hydrology including groundwater pumping, contamination, or discharge). For more information regarding calcareous fens, please see the [Calcareous Fen Fact Sheet](#). To minimize stormwater impacts, please refer to the Minnesota Pollution Control Agency's [General Principles for Erosion Prevention and Sediment Control](#) in the Minnesota Stormwater Manual. Please note that calcareous fens are "Special Waters" and a [buffer zone](#) may be required.

Depending on the distance to the calcareous fen(s), additional guidance may be provided below if

you indicated that potential project activities include wetland impacts or groundwater impacts. If you did not correctly identify wetland or groundwater impacts as part of your project, this impact analysis may be incorrect.

State-Listed Endangered or Threatened Species

No state-listed endangered or threatened species have been documented in the vicinity of the project.

State-Listed Species of Special Concern

No state-listed species of special concern have been documented in the vicinity of the project.

Federally Listed Species

- The area of interest overlaps with a Rusty Patched Bumble Bee High Potential Zone. The rusty patched bumble bee (*Bombus affinis*) is federally listed as endangered and is likely to be present in suitable habitat within High Potential Zones. From April through October this species uses underground nests in upland grasslands, shrublands, and forest edges, and forages where nectar and pollen are available. From October through April the species overwinters under tree litter in upland forests and woodlands. The rusty patched bumble bee may be impacted by a variety of land management activities including, but not limited to, prescribed fire, tree-removal, haying, grazing, herbicide use, pesticide use, land-clearing, soil disturbance or compaction, or use of non-native bees. The [USFWS RPBB guidance](#) provides guidance on avoiding impacts to rusty patched bumble bee and a key for determining if actions are likely to affect the species; the determination key can be found in the appendix. If applicable, the DNR also recommends reseeding disturbed soils with native species of grasses and forbs using [BWSR Seed Mixes](#) or [MnDOT Seed Mixes](#). Please visit the [USFWS Rusty Patched Bumble Bee Map](#) for the most current locations of High Potential Zones. To ensure compliance with federal law, please conduct a federal regulatory review using the U.S. Fish and Wildlife Service's online [Information for Planning and Consultation \(IPaC\) tool](#).

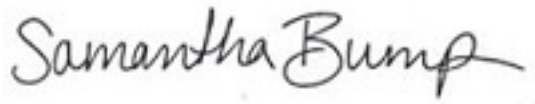
The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.

For environmental review purposes, the results of this Natural Heritage Review are valid for one year; the results are only valid for the project location and the project description provided on the cover page. If project details change or construction has not occurred within one year, please resubmit the project for review.

The Natural Heritage Review does not constitute project approval by the Department of Natural Resources. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. For information on the environmental review process or other natural resource concerns, you may contact your [DNR Regional Environmental Assessment Ecologist](#).

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources.

Sincerely,

A handwritten signature in black ink that reads "Samantha Bump". The signature is written in a cursive, flowing style.

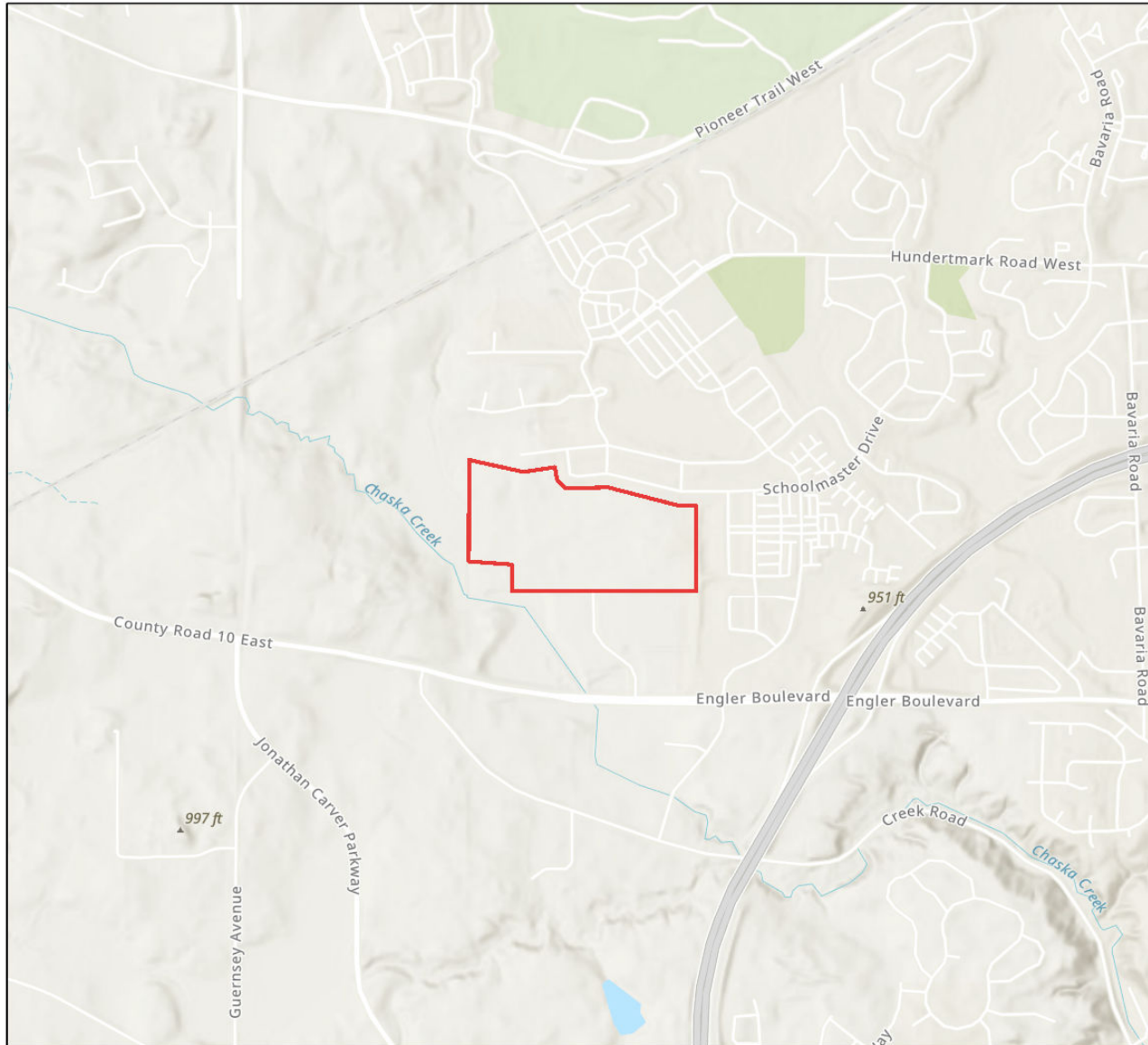
Samantha Bump
Natural Heritage Review Specialist
Samantha.Bump@state.mn.us

Links: USFWS Information for Planning and Consultation (IPaC) tool
[Information for Planning and Consultation \(IPaC\) tool](#)
DNR Regional Environmental Assessment Ecologist Contact Info
https://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html



Cloud HQ

USA Topo Basemap With Locator Map



0 0.130.25 0.5 0.75 1 Miles

 Project Boundary

Project Type: Development, Commercial/Institutional/Industrial

Project Size (acres): 72.31

County(s): Carver

TRS: T116 R23 S31

Metropolitan Council, MetroGIS, Three Rivers Park District, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



APPENDIX C

COUNTY	SITENUM	SITENAME	TOWNSHIP	RANGE	SECTION	XQUARTERS	ACRES	WORKTYPE	DESCRIPT	TRADITION	CONTEXT	ReportNum	Natreg	CEF	DOE
Carver															
	21CR0135	Engler Boulevard West	116	23	31	SE-SW-SE	0.1	1	SA						
	21CR0136	Chaska Investment Development	116	23	31	NW-SE-NW	0.8	1	AS						
	21CR0137	Schindler Farmstead	116	23	31	SW-NW-NE	2	1	SR,STR		RA-2	CR-00-02			

COUNTY	CITYTWP	PROPNAME	ADDRESS	TOWNSHIP	RANGE	SECTION	QUARTERS	USGS	REPORTNUM	NRHP	CEF	DOE	INVENTNUM
Carver	Chaska Twp.												
Hennepin		barn	off Co. Hwy. 11		116	23	31 SE-SE-NE	Shakopee					CR-CKT-001
	Eden Prairie												
Multiple		Pioneer Trail Corridor	Pioneer Trail		116	23	31	Eden Prairie	HE-94-04H				HE-EPC-084
	Baxter Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Benton Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Bird Island												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Buffalo Lake												
Multiple		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Camp Release Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Chanhassen												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Chaska												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Collins Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Cologne												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Dahlgren Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Danube												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Dawson												
Multiple		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Eden Prairie												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Edina												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Emmet Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Garfield Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Glencoe												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Glencoe Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Granite Falls												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Granite Falls Twp.												
Multiple		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Hamlin Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Hawk Creek Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Hector												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039
	Helen Twp.												
		Trunk Highway 212			116	23	31 SE-SE		XX-2020-1H				XX-ROD-039

Multiple	Mehurin Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Montevideo	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Norwood Young America	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Olivia	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Plato	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Preston Lake Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Renville	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Sacred Heart	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Sacred Heart Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Saratoga Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
Multiple	Sparta Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Stewart	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Stony Run Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Sumter Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
	Young America Twp.	Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039
		Trunk Highway 212	116	23	31 SE-SE	XX-2020-1H	XX-ROD-039

APPENDIX D



Appendix D

Traffic Impact Analysis

Kelzer Property

AUAR

CHASKA, MINNESOTA

JUNE 2022

Prepared For:

Prepared By:

Kimley»Horn

Contents

1.0 INTRODUCTION	3
2.0 EXISTING CONDITIONS.....	3
2.1 PHYSICAL CHARACTERISTICS.....	3
2.2 STUDY AREA	4
3.0 FUTURE CONDITIONS.....	4
3.1 FUTURE ROADWAY AND INTERSECTION IMPROVEMENTS.....	4
3.2 FUTURE TRAFFIC FORECASTING	4
4.0 PROPOSED DEVELOPMENT	6
4.1 SITE LOCATION	6
4.2 SITE CIRCULATION	6
4.3 FUTURE LAND USE	6
4.4 TRIP GENERATION.....	6
4.5 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT.....	7
4.6 TOTAL TRAFFIC FORECAST	8
5.0 INTERSECTION CAPACITY ANALYSIS.....	9
5.1 ANALYSIS SCENARIOS	9
5.2 LEVEL OF SERVICE OVERVIEW	9
5.3 EXISTING YEAR (2022) INTERSECTION ANALYSIS	10
5.4 OPENING YEAR (2025) NO-BUILD INTERSECTION ANALYSIS.....	11
5.5 OPENING YEAR (2025) BUILD SCENARIO 1 INTERSECTION ANALYSIS.....	13
5.6 OPENING YEAR (2025) BUILD SCENARIO 2 INTERSECTION ANALYSIS.....	14
5.7 OPENING YEAR (2025) BUILD SCENARIO 3 INTERSECTION ANALYSIS.....	16
5.8 HORIZON YEAR (2040) NO-BUILD INTERSECTION ANALYSIS.....	18
5.9 HORIZON YEAR (2040) BUILD SCENARIO 1 INTERSECTION ANALYSIS.....	20
5.10 HORIZON YEAR (2040) BUILD SCENARIO 2 INTERSECTION ANALYSIS.....	22
5.11 HORIZON YEAR (2040) BUILD SCENARIO 3 INTERSECTION ANALYSIS.....	24
5.12 SIGNAL WARRANT ANALYSIS.....	26
6.0 CONCLUSIONS AND RECOMMENDATIONS	27
6.1 PROJECT TRAFFIC DEVELOPMENT & STUDY AREA.....	27
6.2 EXISTING YEAR (2022) LEVEL OF SERVICE ANALYSIS SUMMARY	27

6.3 OPENING YEAR (2025) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY	28
6.4 OPENING YEAR (2025) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY	28
6.5 OPENING YEAR (2025) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY	28
6.6 OPENING YEAR (2025) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY	28
6.7 HORIZON YEAR (2040) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY	29
6.8 HORIZON YEAR (2040) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY	29
6.9 HORIZON YEAR (2040) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY	30
6.10 HORIZON YEAR (2040) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY	30
6.11 MITIGATION PLAN	30
APPENDICES	32

1.0 INTRODUCTION

Cloud HQ is proposing to develop an approximately 72-acre site located approximately $\frac{1}{4}$ of a mile north of CSAH 10 (Engler Boulevard) & West Creek Lane, in Chaska, MN. The existing site is currently undeveloped. **Exhibit 1 in Appendix A** shows the project location and study intersections.

The purpose of this study is to address traffic and transportation impacts of the proposed development on surrounding streets and intersections.

2.0 EXISTING CONDITIONS

2.1 PHYSICAL CHARACTERISTICS

Following provides a description of the public roadways within the study area:

Engler Boulevard (CSAH 10) is an east-west roadway that runs south of the proposed site. CSAH 10 is a 4-lane divided roadway with turn lanes provided at all intersections in the study area. Approximately 800 feet west of West Creek Lane, CSAH 10 tapers to a two-lane undivided roadway. CSAH 10 is classified a Minor Arterial in the Carver County Functional Classification Map with a posted speed limit of 55 miles per hour (mph) in the study area. According to the MnDOT Traffic Mapping Application, the existing Annual Average Daily Traffic (AADT) along CSAH 10 is approximately 12,200 vehicles per day (vpd) (2017) west of TH 212.

Clover Ridge Drive/Chaska Creek Way is a north-south roadway that runs east of the proposed site. Clover Ridge Drive is a two-lane undivided roadway north of CSAH 10 and Chaska Creek Way is a four-lane divided roadway south of CSAH 10. Turn lanes are provided at the intersection with CSAH 10. Clover Ridge Drive/Chaska Creek Way is classified as a Minor collector, north of CSAH 10 and a Future Major Collector south of CSAH 10 in the Chaska 2040 Comprehensive Plan. Chaska Creek Way is under construction to extend to Creek Road to the south. According to the MnDOT Traffic Mapping Application, the AADT along Clover Ridge Drive is approximately 4,650 vpd (2018) north of CSAH 10. There is no posted speed limit on Clover Ridge Drive, it was assumed to operate at 30 mph.

West Creek Lane generally runs north south and provides access to the proposed site. West Creek Lane is a two-lane undivided roadway with approximately 38-foot-wide cross section to accommodate truck traffic. West Creek Lane is classified as a local road in the Chaska 2040 Comprehensive Plan. There is no AADT or posted speed limit for West Creek Lane, the speed limit was assumed to be 30 mph.

Highway 212 (TH 212) is a highway that runs north south in the study area, east of the of the proposed development. It is expected that many site trips will utilize TH 212 to connect the site with the regional roadway network. TH 212 is a four-lane divided highway with grade separated interchanges at intersections with major roadways. TH 212 is classified as a Principal Arterial in the Functional Classification System Twin Cities Metropolitan Area Map provided by MnDOT. The AADT along TH 212 is 28,000 vpd (2019) north of CSAH 10 and 20,600 vpd (2019) south of CSAH 10. The posted speed limit on TH 212 is 65 mph.

The following is a list of the study intersections analyzed in this report and the intersection control type at each intersection:

- CSAH 10 & TH 212 Northbound Ramps – Signalized
- CSAH 10 & TH 212 Southbound Ramps – Signalized
- CSAH 10 & Clover Ridge Drive – Signalized
- CSAH 10 & West Creek Lane – Side Street Stop Control

Exhibit 2 provides the existing geometry and intersection control for the study intersections. The City of Chaska is in the construction process to extend Chaska Creek Way to Creek Road, this will not impact the geometry at the study intersections.

Weekday AM and PM peak period turning movement counts were collected Thursday June 2nd, 2022 at all study intersections in the study area. The turning movement counts are provided in **Appendix B. Exhibit 3** provides the existing volumes used in the analysis.

2.2 STUDY AREA

The land uses adjacent to the proposed development are single family residential to the north and east. Industrial to the south, and undeveloped to the west.

The study intersections include CSAH 10 & TH 212 Northbound Ramps, CSAH 10 & TH 212 Southbound Ramps, CSAH 10 & Clover Ridge Drive, and CSAH 10 & West Creek Lane.

3.0 FUTURE CONDITIONS

It is assumed that the 72-acre industrial development will be fully built out by the Opening Year (2025). Therefore, intersection turning movement volumes were projected for the Opening Year (2025) and Horizon Year (2040) based on the data collected in June 2022. The future volume forecast accounted for background growth in regional traffic volumes.

3.1 FUTURE ROADWAY AND INTERSECTION IMPROVEMENTS

The City of Chaska is currently extending Chaska Creek Way south to tie into Creek Road, approximately 1,800 feet south of CSAH 10. While this roadway improvement will not impact the geometry at any study intersection, this new roadway connection is anticipated to impact the traffic patterns at the intersection of CSAH 10 & Clover Ridge Drive. The Chaska Creek Way Extension is anticipated to be complete in 2022.

No modifications were made to traffic volumes at the study intersections as a result of the planned extension of Chaska Creek Way.

3.2 FUTURE TRAFFIC FORECASTING

Background growth was based on a review of historic AADT volumes and projected 2040 AADT volumes provided in the Chaska 2040 Comprehensive Plan. The 2040 Projections are generally consistent with projections from the Carver County 2040 Comprehensive Plan. Historic (2018) and projected (2040) AADT volumes for existing roadways within the study area are summarized in **Table 1**. Based on the data, this study assumed an average annual growth rate of 2.5 percent for the entire study network.

TABLE 1: AADT PROJECTION AND RESPECTIVE GROWTH RATE

Count Location	Chaska 2040 Comprehensive Plan		2040 Forecast Growth Rate
	2018 AADT	2040 AADT	
CSAH 10 – West of TH 212	11,600	19,400	2.4%
CSAH 10 – East of TH 212	8,000	14,600	2.8%
TH 212 – North of CSAH 10	25,500	41,000	2.2%
TH 212 – South of CSAH 10	19,400	25,100	1.2%

An annual growth rate of 2.5% was applied to all existing volumes to grow them to Opening Year (2025) and Horizon Year (2040) Conditions. The count location on CSAH 10, west of TH 212 is most indicative of the study area due to the location, so the annual growth rate reflects this.

Exhibit 4 shows the Opening Year (2025) No-Build peak hour traffic volumes based on the turning movement counts and the assumed growth rate. **Exhibit 5** shows the Horizon Year (2040) No-Build peak hour traffic volumes.

4.0 PROPOSED DEVELOPMENT

4.1 SITE LOCATION

The proposed development is in Chaska, Minnesota, and is adjacent to single family developments to the north and east, with industrial developments to the south and undeveloped to the west. The development is located approximately $\frac{1}{4}$ of a mile north of the intersection of CSAH 10 & West Creek Lane. The proposed site is currently undeveloped and zoned as Planned Industrial Development (PID) according to the City of Chaska Zoning Map. The project location is shown in **Exhibit 1**.

4.2 SITE CIRCULATION

Access to the development is proposed to be provided at one full access connection, via West Creek Lane. West Creek Lane is proposed to be extended and tie into the site to the north. All vehicles will access the site from the CSAH 10 & West Creek Lane intersection. The proposed site plans for development scenario 1 and 2 are attached in **Appendix C**. Scenario 3 would be the same total square footage as Scenario 2 except the land use would be industrial instead of data center.

4.3 FUTURE LAND USE

There are three potential development plans, Scenario 1 consists of 500,000 square feet of industrial park. Scenario 2 consists of 1,800,000 square feet of data center. Scenario 3 is the highest trip generator with 1,800,000 square feet of industrial park. The density of Scenario 3 is unlikely; however, it is being evaluated as a worst-case trip generation scenario. All three scenarios will have the same access from the intersection of CSAH 10 & West Creek Lane.

4.4 TRIP GENERATION

Proposed development traffic was based on the Institute of Transportation Engineers' (ITE) *Trip Generation*, 11th Edition. The manual provides peak hour trips rates/equations, inbound-outbound percentages, and truck percentages which were used to estimate the number of daily, peak hour, and truck trips that can be attributed to the proposed site. Based on a review of industrial land uses provided in the manual, Land Use Code (LUC) 130 (Industrial Park) and LUC 160 (Data Center) were determined to be the most appropriate fit for the two proposed development scenarios.

Table 2 provides a summary of trip generation for development Scenarios 1, 2, and 3. Based on the trip generation calculation, Scenario 1 development is anticipated to generate 170 total trips during the AM Peak Hour (140 entering and 30 exiting), 170 total trips during the PM Peak Hour (35 entering, 135 exiting), and 1,685 total daily trips. Scenario 2 is anticipated to generate 200 total trips during the AM Peak Hour (110 entering and 90 exiting), 165 total trips during the PM Peak Hour (50 entering, 115 exiting), and 1,780 total daily trips. Scenario 3 is anticipated to generate 610 total trips during the AM Peak Hour (495 entering and 115 exiting), 610 total trips during the PM Peak Hour (135 entering, 475 exiting), and 6,085 total daily trips.

TABLE 2: BUILD PHASE 1 TRIP GENERATION SUMMARY

Land Use Description	ITE Land Use Code (LUC)	Intensity/ Units	Vehicle Type	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Scenario 1										
Industrial Park	130	500,000 Square Feet	Passenger Vehicles	1,400	130	20	150	25	125	150
			Trucks	285	10	10	20	10	10	20
Total Rounded Trips				1,685	140	30	170	35	135	170
Scenario 2										
Data Center	160	1,800,000 Square Feet	Passenger Vehicles	1,780	110	90	200	50	115	165
Total Rounded Trips				1,780	110	90	200	50	115	165
Scenario 3										
Industrial Park	130	1,800,000 Square Feet	Passenger Vehicles	5,040	465	75	540	110	430	540
			Trucks	1,025	30	40	70	25	45	70
Total Rounded Trips				6,065	495	115	610	135	475	610

4.5 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Based on regional traffic patterns, development locations, and population hubs, the following global distribution was assumed for passenger vehicles utilizing the proposed development in Scenarios 1, 2, and 3:

- 75% to/from the north via TH 212
- 15% to/from the south via TH 212
- 10% to/from the west via CSAH 10

Exhibit 6 provides the passenger vehicle distribution.

The following global distribution was assumed for Scenario 1 and 3 truck trips:

- 80% to/from the north via TH 212
- 20% to/from the south via TH 212

Exhibit 7 provides the truck distribution for Scenario 1 and 3. Scenario 2 is not anticipated to generate a significant amount of truck trips, so a separate truck distribution was not applied.

Project trips were assigned to the roadway network based on the trip distribution and the likely travel patterns to and from the site. For the purposes of this analysis, there will be only one site access on West Creek Lane in all three scenarios.

The following lists the trip assignment for various development scenarios:

- **Exhibit 8** – Build Scenario 1 total trip assignment

- **Exhibit 9** – Build Scenarios 1 truck trip assignment
- **Exhibit 10** – Build Scenario 2 total trip assignment
- **Exhibit 11** – Build Scenario 3 total trip assignment
- **Exhibit 12** – Build Scenarios 3 truck trip assignment

4.6 TOTAL TRAFFIC FORECAST

Total traffic volumes were developed from a combination of existing turning movement counts, background growth, and the forecasted site traffic. The following provides the build volumes for Opening Year (2025) and Horizon Year (2040) under various build scenarios.

- **Exhibit 13** – Opening Year (2025) Build Scenario 1
- **Exhibit 14** – Opening Year (2025) Build Scenario 2
- **Exhibit 15** – Opening Year (2025) Build Scenario 3
- **Exhibit 16** – Horizon Year (2040) Build Scenario 1
- **Exhibit 17** – Horizon Year (2040) Build Scenario 2
- **Exhibit 18** – Horizon Year (2040) Build Scenario 3

5.0 INTERSECTION CAPACITY ANALYSIS

5.1 ANALYSIS SCENARIOS

An intersection capacity analysis was performed at the study intersections to quantify the delay and level of service at the study intersections during the AM and PM peak hours. The capacity analysis was performed using Synchro/SimTraffic traffic models and delays and level of service were evaluated for each of the following scenarios:

- Existing Year (2022)
- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3
- Horizon Year (2040) No-Build
- Horizon Year (2040) Build Scenario 1
- Horizon Year (2040) Build Scenario 2
- Horizon Year (2040) Build Scenario 3

5.2 LEVEL OF SERVICE OVERVIEW

Synchro/SimTraffic were used for the analysis. Level of Service (LOS) is a quantitative measure used by traffic engineers to describe the operations of an intersection. It ranges from A to F, with A being the best and F being the worst level of operation. LOS A conditions are characterized by minimal vehicle delay and free-flow conditions, while LOS F is characterized by long vehicle delay – usually when demand exceeds available roadway capacity. Although LOS E is defined as at-capacity, LOS D is generally the minimum acceptable level of operation at an intersection. **Table 3** provides the LOS grading criteria for unsignalized and signalized intersections.

TABLE 3: LEVEL OF SERVICE GRADING CRITERIA

Level of Service	Description	Average Control Delay (seconds/vehicle)	
		Unsignalized	Signalized
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.	0 – 10	0 – 10
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.	> 10 – 15	> 10 – 20
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.	> 15 – 25	> 20 – 35
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.	> 25 – 35	> 35 – 55
E	High control delay; average travel speed no more than 33 percent of free flow speed.	> 35 – 50	> 55 – 80
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.	> 50	> 80

For the purposes of this study, the worst individual movement delay was reported as the overall intersection delay at side street stop control intersections.

5.3 EXISTING YEAR (2022) INTERSECTION ANALYSIS

The Existing Year (2022) Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area. The traffic volumes shown in **Exhibit 3** were used in the Existing Year (2022) analysis. As previously discussed, these volumes were developed based on turning movement counts recorded in June 2022.

Table 4 provides a summary of the average delay (seconds per vehicle) and LOS under Existing Year (2022) conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix D**.

TABLE 4: EXISTING YEAR (2022) LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	13.1	B	2.4	A	-	-	11.8	B
		WB	-	-	22.2	C	10.0	A		
		NB	42.3	D	-	-	6.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	8.2	A	2.5	A	9.1	A
		WB	58.4	E	5.7	A	-	-		
		NB	-	-	-	-	-	-		
		SB	48.0	D	-	-	6.6	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	10.8	B	10.7	B	1.5	A	13.1	B
		WB	41.8	D	5.2	A	2.4	A		
		NB	52.7	D	-	-	8.5	A		
		SB	35.2	D	28.7	C	5.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	3.4	A	1.8	A	-	-	10.1	B
		WB	-	-	1.5	A	1.2	A		
		NB	-	-	-	-	-	-		
		SB	10.1	B	-	-	3.6	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	34.8	C	4.2	A	-	-	14.2	B
		WB	-	-	10.5	B	4.1	A		
		NB	38.6	D	-	-	7.3	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	14.0	B	4.4	A	12.5	B
		WB	48.9	D	6.9	A	-	-		
		NB	-	-	-	-	-	-		
		SB	25.9	C	-	-	9.6	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	41.4	D	5.1	A	1.5	A	9.1	A
		WB	40.8	D	8.3	A	3.9	A		
		NB	33.8	C	-	-	7.3	A		
		SB	32.5	C	-	-	8.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	0.8	A	-	-	15.9	C
		WB	-	-	2.3	A	1.7	A		
		NB	-	-	-	-	-	-		
		SB	15.9	C	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS C or better during the AM & PM peak hours. Under Existing Year (2022) Conditions, all intersection movements are anticipated to operate at LOS D or better, except for the westbound left turn movement at CSAH 10 & TH 212 Southbound Ramps which operates at LOS in the AM peak hour.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues are anticipated to be accommodated within their respective storage bays.

5.4 OPENING YEAR (2025) NO-BUILD INTERSECTION ANALYSIS

The Opening Year (2025) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area without the addition of the development traffic. The traffic volumes shown in **Exhibit 4** were used in the Opening Year (2025) No-Build analysis. As previously discussed, these volumes were developed based on turning movement counts collected in June 2022 and traffic projections from the Chaska 2040 Comprehensive Plan. Signal timings were not changed from Existing Year (2022) conditions.

Table 5 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) No-Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix E**.

TABLE 5: OPENING YEAR (2025) NO-BUILD LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.4	B	2.6	A	-	-	12.5	B
		WB	-	-	22.4	C	11.0	B		
		NB	43.9	D	-	-	7.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	8.8	A	2.3	A	9.7	A
		WB	62.1	E	5.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	62.1	E	-	-	6.9	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	11.7	B	10.3	B	1.6	A	13.0	B
		WB	45.0	D	5.5	A	2.3	A		
		NB	35.0	C	-	-	9.8	A		
		SB	38.0	D	28.8	C	7.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	2.7	A	1.9	A	-	-	15.3	C
		WB	-	-	1.6	A	1.8	A		
		NB	-	-	-	-	-	-		
		SB	15.3	C	-	-	3.7	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	38.8	D	4.4	A	-	-	16.0	B
		WB	-	-	11.9	B	5.0	A		
		NB	43.9	D	-	-	7.5	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	16.3	B	4.5	A	13.7	B
		WB	49.6	D	7.3	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.8	C	-	-	10.4	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	40.8	D	5.4	A	0.7	A	9.8	A
		WB	45.5	D	9.3	A	4.3	A		
		NB	30.4	C	-	-	8.4	A		
		SB	31.3	C	-	-	8.5	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	0.8	A	-	-	20.6	C
		WB	-	-	2.5	A	1.6	A		
		NB	-	-	-	-	-	-		
		SB	20.6	C	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS C or better during the AM & PM peak hours. Under Opening Year (2025) No-Build Conditions, all intersection movements are anticipated to operate at LOS D or better, except for the westbound left and southbound left turn movements at the intersection of CSAH 10 & TH 212 Southbound Ramps in the AM peak hour which operate at LOS E.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays.

5.5 OPENING YEAR (2025) BUILD SCENARIO 1 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 1 analysis was completed to develop an understanding of the impact of scenario 1 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 13** were used in the Opening Year (2025) Build Scenario 1 analysis. These volumes were calculated by adding the Scenario 1 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from existing year (2022) conditions.

Table 6 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 1 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix F**.

TABLE 6: OPENING YEAR (2025) BUILD SCENARIO 1 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.7	B	2.9	A	-	-	13.6	B
		WB	-	-	25.4	C	12.1	B		
		NB	41.9	D	-	-	7.9	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	11.7	B	3.2	A	11.2	B
		WB	54.5	D	6.3	A	-	-		
		NB	-	-	-	-	-	-		
		SB	43.3	D	-	-	7.3	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	13.5	B	10.6	B	2.4	A	12.7	B
		WB	46.2	D	6.1	A	2.9	A		
		NB	31.2	C	-	-	10.8	B		
		SB	35.8	D	26.6	C	5.8	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	4.0	A	2.1	A	-	-	22.1	C
		WB	-	-	1.9	A	1.6	A		
		NB	-	-	-	-	-	-		
		SB	22.1	C	-	-	3.8	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	40.0	D	4.4	A	-	-	18.2	B
		WB	-	-	13.1	B	5.3	A		
		NB	38.1	D	-	-	7.4	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	19.1	B	4.5	A	15.1	B
		WB	53.7	D	7.5	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.3	C	-	-	11.3	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.3	D	5.7	A	1.3	A	9.5	A
		WB	47.5	D	9.2	A	4.6	A		
		NB	35.4	D	-	-	8.3	A		
		SB	32.7	C	-	-	8.7	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	5.3	A	1.2	A	-	-	34.1	D
		WB	-	-	2.7	A	2.7	A		
		NB	-	-	-	-	-	-		
		SB	34.1	D	-	-	9.2	A		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours. Under Opening Year (2025) Build Scenario 1, all intersection movements are anticipated to operate at LOS D or better. It should be noted that the westbound left and southbound left turning movements went from LOS E under Opening Year (2025) No-Build conditions to LOS D under Opening Year (2025) Build Scenario 1 conditions because the movements are low volume left turns which have variable delay in synchro. It is not anticipated that a signal will be required at CSAH 10 & West Creek Lane (the site access), due to the anticipated trip generation and because all movements at site access 1 are expected to operate acceptably.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays.

5.6 OPENING YEAR (2025) BUILD SCENARIO 2 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 2 analysis was completed to develop an understanding of the impact of scenario 2 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 14** were used in the Opening Year (2025) Build Scenario 2 analysis. These volumes were calculated by adding the Scenario 2 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from Existing Year (2022) conditions.

Table 7 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 2 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix G**.

TABLE 7: OPENING YEAR (2025) BUILD SCENARIO 2 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	14.3	B	2.9	A	-	-	13.2	B
		WB	-	-	25.0	C	11.6	B		
		NB	42.0	D	-	-	8.3	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	11.3	B	3.0	A	11.0	B
		WB	51.7	D	6.1	A	-	-		
		NB	-	-	-	-	-	-		
		SB	47.9	D	-	-	7.2	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	10.8	B	11.8	B	1.5	A	12.9	B
		WB	46.5	D	5.5	A	2.8	A		
		NB	29.4	C	-	-	9.9	A		
		SB	33.7	C	22.8	C	6.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	2.8	A	2.4	A	-	-	43.4	E
		WB	-	-	1.9	A	1.5	A		
		NB	-	-	-	-	-	-		
		SB	43.4	E	-	-	5.1	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	32.2	C	4.8	A	-	-	16.4	B
		WB	-	-	14.3	B	5.2	A		
		NB	39.3	D	-	-	7.5	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	18.8	B	4.9	A	14.9	B
		WB	54.9	D	7.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.6	C	-	-	10.8	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	48.5	D	5.8	A	1.6	A	9.2	A
		WB	44.5	D	8.6	A	4.3	A		
		NB	36.8	D	-	-	7.9	A		
		SB	29.3	C	-	-	8.6	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	6.6	A	1.1	A	-	-	32.6	D
		WB	-	-	2.5	A	2.6	A		
		NB	-	-	-	-	-	-		
		SB	32.6	D	-	-	7.4	A		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS E due to a minor street left turn movement. Under Opening Year (2025) Build Scenario 2, all intersection movements are anticipated to operate at LOS D or better with the exception of the previously mentioned southbound left turn at CSAH 10 & West Creek Lane in the AM peak hour. It is not anticipated that a signal will be required at CSAH 10 & West Creek Lane (the site access), due to the anticipated trip generation and because no movements at the intersection of CSAH 10 & West Creek Lane are expected to operate with excessive delays.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. The 95th percentile

queue for the southbound left turn movement at the intersection of CSAH 10 & West Creek Lane is approximately 120 feet in the AM peak hour and approximately 110 feet in the PM peak hour.

5.7 OPENING YEAR (2025) BUILD SCENARIO 3 INTERSECTION ANALYSIS

The Opening Year (2025) Build Scenario 3 analysis was completed to develop an understanding of the impact of scenario 3 site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 15** were used in the Opening Year (2025) Build Scenario 2 analysis. These volumes were calculated by adding the Scenario 3 trips generated by the proposed site to the Opening Year (2025) No-Build volumes. Signal timings were not changed from Existing Year (2022) conditions.

Table 8 provides a summary of the average delay (seconds per vehicle) and LOS under Opening Year (2025) Build Scenario 3 for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix H**.

TABLE 8: OPENING YEAR (2025) BUILD SCENARIO 3 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right		Delay (sec/veh)	LOS
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	17.0	B	3.7	A	-	-	16.0	B
		WB	-	-	28.4	C	14.7	B		
		NB	35.4	D	-	-	8.2	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	18.2	B	3.8	A	15.4	B
		WB	48.6	D	7.4	A	-	-		
		NB	-	-	-	-	-	-		
		SB	45.7	D	-	-	11.4	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	16.0	B	12.6	B	1.7	A	13.5	B
		WB	57.5	E	9.1	A	3.8	A		
		NB	39.7	D	-	-	9.8	A		
		SB	32.1	C	34.5	C	9.2	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	9.8	A	2.6	A	-	-	57.2	F
		WB	-	-	2.9	A	4.8	A		
		NB	-	-	-	-	-	-		
		SB	57.2	F	-	-	5.0	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.9	C	4.8	A	-	-	18.9	B
		WB	-	-	15.1	B	6.9	A		
		NB	35.8	D	-	-	6.7	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	24.9	C	5.0	A	17.0	B
		WB	56.2	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	25.2	C	-	-	11.1	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.6	D	5.6	A	0.8	A	8.9	A
		WB	45.8	D	8.6	A	4.3	A		
		NB	38.7	D	-	-	8.0	A		
		SB	32.6	C	-	-	9.9	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	7.5	A	1.6	A	-	-	100+	F
		WB	-	-	2.6	A	2.9	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		

Note: delays in excess of 100 seconds per vehicle are reported as "100+"

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the minor street left turn movement. If development occurs at the density of Scenario 3, a traffic signal would be needed at CSAH 10 & West Creek Lake. The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays, except for the previously mentioned southbound approach at CSAH 10 & West Creek Lane which has an 800 foot 95th percentile queue.

Table 9 provides the Opening Year (2025) Build Scenario 3 Mitigated analysis results.

TABLE 9: OPENING YEAR (2025) BUILD SCENARIO 3 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	11.2	B	7.2	A	-	-	7.8	A
		WB	-	-	4.6	A	5.3	A		
		NB	-	-	-	-	-	-		
		SB	33.5	C	-	-	5.7	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	14.6	B	10.2	B	-	-	15.8	B
		WB	-	-	13.7	B	6.2	A		
		NB	-	-	-	-	-	-		
		SB	32.3	C	-	-	11.1	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane.

5.8 HORIZON YEAR (2040) NO-BUILD INTERSECTION ANALYSIS

The Horizon Year (2040) No-Build Condition analysis was completed to develop an understanding of the baseline operating conditions for the study area in the Horizon Year without the addition of the development traffic. The traffic volumes shown in **Exhibit 5** were used in the Horizon Year (2040) No-Build analysis. As previously discussed, these volumes were developed based on turning movement count collected in June 2022 and traffic projections from the Chaska 2040 Comprehensive Plan. Signal timing was optimized at the study intersections.

Table 10 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) No-Build Conditions for each movement at the study intersections during the AM peak hour and PM peak hour. The full SimTraffic reports are included in **Appendix I**.

TABLE 10: HORIZON YEAR (2040) NO-BUILD LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	24.6	C	4.5	A	-	-	18.8	B
		WB	-	-	28.6	C	15.3	B		
		NB	37.3	D	-	-	11.2	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	28.6	C	5.6	A	23.6	C
		WB	59.6	E	7.4	A	-	-		
		NB	-	-	-	-	-	-		
		SB	47.9	D	-	-	8.0	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	50.8	D	51.8	D	13.5	B	35.2	D
		WB	44.5	D	9.1	A	3.8	A		
		NB	35.0	C	-	-	16.5	B		
		SB	27.1	C	28.6	C	6.0	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	12.7	B	15.0	B	-	-	100+	F
		WB	-	-	2.3	A	2.0	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	4.5	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.5	C	8.3	A	-	-	18.4	B
		WB	-	-	19.5	B	8.0	A		
		NB	34.2	C	-	-	9.1	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	28.3	C	7.3	A	22.0	C
		WB	69.0	E	8.5	A	-	-		
		NB	-	-	-	-	-	-		
		SB	27.1	C	-	-	18.8	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	41.5	D	7.9	A	1.9	A	13.4	B
		WB	45.4	D	14.9	B	7.2	A		
		NB	33.7	C	-	-	10.8	B		
		SB	29.4	C	-	-	15.3	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	-	-	1.2	A	-	-	31.6	D
		WB	-	-	4.3	A	4.0	A		
		NB	-	-	-	-	-	-		
		SB	31.6	D	-	-	-	-		

Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F in the AM peak hour due to a minor street left turn movement. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Conditions along CSAH 10 should be monitored, and if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 11** provides the Horizon Year (2040) No-Build Mitigated analysis results.

TABLE 11: HORIZON YEAR (2040) NO-BUILD MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	8.9	A	13.2	B	-	-	10.6	B
		WB	-	-	4.6	A	2.4	A		
		NB	-	-	-	-	-	-		
		SB	16.4	B	-	-	5.8	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	-	-	2.6	A	-	-	5.0	A
		WB	-	-	6.2	A	4.8	A		
		NB	-	-	-	-	-	-		
		SB	50.7	D	-	-	-	-		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane.

5.9 HORIZON YEAR (2040) BUILD SCENARIO 1 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 1 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 16** were used in the Horizon Year (2040) Build Scenario 1 analysis. As previously discussed, these volumes were calculated by adding the Scenario 1 trips generated by the site to the Horizon Year (2040) No-Build volumes. The same geometry, intersection control, and signal timings were used as in the Horizon Year (2040) No-Build model.

Table 12 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 1 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix J**.

TABLE 12: HORIZON YEAR (2040) BUILD SCENARIO 1 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	25.6	C	4.5	A	-	-	19.3	B
		WB	-	-	28.6	C	15.2	B		
		NB	37.3	D	-	-	10.9	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	35.2	D	5.0	A	27.3	C
		WB	57.3	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	46.5	D	-	-	8.9	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	53.9	D	59.0	E	13.1	B	38.5	D
		WB	44.8	D	10.4	B	4.3	A		
		NB	30.0	C	-	-	15.2	B		
		SB	27.3	C	29.0	C	8.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	24.1	C	27.2	D	-	-	100+	F
		WB	-	-	2.8	A	2.8	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	33.6	C	8.2	A	-	-	19.4	B
		WB	-	-	20.0	B	7.5	A		
		NB	33.9	C	-	-	9.6	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	31.3	C	7.6	A	23.2	C
		WB	69.9	E	8.7	A	-	-		
		NB	-	-	-	-	-	-		
		SB	26.4	C	-	-	19.2	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.4	D	8.1	A	2.1	A	13.7	B
		WB	42.0	D	15.7	B	7.6	A		
		NB	31.9	C	-	-	13.0	B		
		SB	28.8	C	-	-	15.2	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	9.0	A	1.6	A	-	-	100+	F
		WB	-	-	4.5	A	4.6	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	84.2	F		

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours. Additionally, the eastbound through movement operates at LOS E at CSAH 10 & Clover Ridge Drive which is a result of the high eastbound volumes along CSAH 10, due to high anticipated growth rate along the study corridor.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection

of CSAH 10 and TH 212 Southbound Ramps. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 13** provides the Horizon Year (2040) Build Scenario 1 analysis results.

TABLE 13: HORIZON YEAR (2040) BUILD SCENARIO 1 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	13.9	B	26.3	C	-	-	19.4	B
		WB	-	-	6.0	A	3.8	A		
		NB	-	-	-	-	-	-		
		SB	32.6	C	-	-	5.1	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	11.3	B	4.7	A	-	-	9.2	A
		WB	-	-	9.1	A	5.9	A		
		NB	-	-	-	-	-	-		
		SB	43.7	D	-	-	13.3	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS B or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane.

5.10 HORIZON YEAR (2040) BUILD SCENARIO 2 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 2 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 17** were used in the Horizon Year (2040) Build Scenario 2 analysis. As previously discussed, these volumes were calculated by adding the Scenario 2 trips generated by the site to the Horizon Year (2040) No-Build volumes. The same geometry, intersection control, and signal timings were used as in the Horizon Year (2040) No-Build model.

Table 14 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 2 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix K**.

TABLE 14: HORIZON YEAR (2040) BUILD SCENARIO 2 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	26.4	C	4.3	A	-	-	20.3	C
		WB	-	-	30.3	C	16.9	B		
		NB	37.7	D	-	-	10.7	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	33.9	C	5.4	A	26.5	C
		WB	60.5	E	7.6	A	-	-		
		NB	-	-	-	-	-	-		
		SB	50.0	D	-	-	9.3	A		
CSAH 10 & Clover Ridge Drive	Signal	EB	50.7	D	56.2	E	13.9	B	37.3	D
		WB	38.9	D	9.7	A	4.3	A		
		NB	30.6	C	-	-	21.1	C		
		SB	30.2	C	22.8	C	6.4	A		
CSAH 10 & West Creek Lane	Side Street Stop	EB	18.4	C	29.1	D	-	-	100+	F
		WB	-	-	2.8	A	2.5	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	34.6	C	8.8	A	-	-	19.7	B
		WB	-	-	19.9	B	8.4	A		
		NB	33.0	C	-	-	8.6	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	34.2	C	8.3	A	24.5	C
		WB	73.3	E	8.9	A	-	-		
		NB	-	-	-	-	-	-		
		SB	24.8	C	-	-	19.3	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	42.4	D	8.8	A	2.3	A	13.8	B
		WB	45.2	D	15.5	B	7.9	A		
		NB	33.0	C	-	-	11.7	B		
		SB	28.4	C	-	-	15.3	B		
CSAH 10 & West Creek Lane	Side Street Stop	EB	10.6	B	1.6	A	-	-	100+	F
		WB	-	-	4.5	A	4.4	A		
		NB	-	-	-	-	-	-		
		SB	100+	F	-	-	100+	F		

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All individual movements are anticipated to operate at LOS D or better except for the westbound left at CSAH 10 & TH 212 Southbound Ramps, which operates at LOS E in both peak hours. Additionally, the eastbound through movement operates at LOS E at CSAH 10 & Clover Ridge Drive which is a result of the high eastbound volumes along CSAH 10, due to high anticipated growth rate along the study corridor. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 920 feet and 610 feet in the AM and PM peak hour, respectively.

Due to the excessive delays anticipated for the southbound approach at CSAH 10 & West Creek Lane, an analysis was conducted to analyze the intersection with signal control. **Table 15** provides the Horizon Year (2040) Build Scenario 2 analysis results.

TABLE 15: HORIZON YEAR (2040) BUILD SCENARIO 2 MITIGATED LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	17.8	B	31.8	C	-	-	23.9	C
		WB	-	-	6.6	A	3.5	A		
		NB	-	-	-	-	-	-		
		SB	42.0	D	-	-	5.9	A		
PM Peak Hour										
CSAH 10 & West Creek Lane	Signal	EB	17.6	B	4.4	A	-	-	9.3	A
		WB	-	-	9.4	A	6.3	A		
		NB	-	-	-	-	-	-		
		SB	47.3	D	-	-	18.8	B		

Based on the analysis, the LOS at CSAH 10 & West Creek Lane is anticipated to operate at LOS C or better in both peak hours. No queueing issues are anticipated at the intersection of CSAH 10 & West Creek Lane.

5.11 HORIZON YEAR (2040) BUILD SCENARIO 3 INTERSECTION ANALYSIS

The Horizon Year (2040) Build Scenario 3 analysis was completed to develop an understanding of the impact of site traffic on the operating conditions for the study area. The traffic volumes shown in **Exhibit 18** were used in the Horizon Year (2040) Build Scenario 3 analysis. As previously discussed, these volumes were calculated by adding the Scenario 3 trips generated by the site to the Horizon Year (2040) No-Build volumes. Signal timings were optimized and the intersection of CSAH 10 West Creek Lane was assumed to be signalized because it was needed with Opening Year (2025) Build Scenario 3 volumes.

Table 16 provides a summary of the average delay (seconds per vehicle) and LOS under Horizon Year (2040) Build Scenario 3 Conditions for each movement at the study intersections during the AM & PM peak hours. The full SimTraffic reports are included in **Appendix L**.

TABLE 16: HORIZON YEAR (2040) BUILD SCENARIO 3 LOS SUMMARY

Intersection	Control	Approach	Operations by Movement						Overall Intersection	
			Left		Through		Right			
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
AM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	25.2	C	4.7	A	-	-	20.4	C
		WB	-	-	30.5	C	17.8	B		
		NB	38.7	D	-	-	10.7	B		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	42.6	D	5.3	A	30.5	C
		WB	56.6	E	7.8	A	-	-		
		NB	-	-	-	-	-	-		
		SB	44.4	D	-	-	15.2	B		
CSAH 10 & Clover Ridge Drive	Signal	EB	63.4	E	68.2	E	18.7	B	39.8	D
		WB	43.2	D	11.9	B	4.7	A		
		NB	47.5	D	-	-	19.4	B		
		SB	28.7	C	23.5	C	12.2	B		
CSAH 10 & West Creek Lane	Signal	EB	65.5	E	62.2	E	-	-	37.9	D
		WB	-	-	5.3	A	7.1	A		
		NB	-	-	-	-	-	-		
		SB	38.4	D	-	-	5.2	A		
PM Peak Hour										
CSAH 10 & TH 212 Northbound Ramps	Signal	EB	32.7	C	7.3	A	-	-	21.9	C
		WB	-	-	25.3	C	9.6	A		
		NB	36.6	D	-	-	8.8	A		
		SB	-	-	-	-	-	-		
CSAH 10 & TH 212 Southbound Ramps	Signal	EB	-	-	37.1	D	10.6	B	31.9	C
		WB	59.7	E	14.0	B	-	-		
		NB	-	-	-	-	-	-		
		SB	38.7	D	-	-	34.9	C		
CSAH 10 & Clover Ridge Drive	Signal	EB	45.2	D	14.2	B	5.4	A	17.6	B
		WB	42.3	D	19.9	B	9.5	A		
		NB	40.7	D	-	-	15.3	B		
		SB	28.6	C	-	-	16.1	B		
CSAH 10 & West Creek Lane	Signal	EB	16.8	B	7.5	A	-	-	14.4	B
		WB	-	-	13.8	B	8.1	A		
		NB	-	-	-	-	-	-		
		SB	32.3	C	-	-	16.5	B		

All study intersections are expected to operate at LOS D or better during the AM and PM peak hours. All individual movements are anticipated to operate at LOS E or better. As in previous Horizon Year (2040) analysis there are substantial eastbound through delays on CSAH 10 due to anticipated background growth on the roadway. Conditions along CSAH 10 should be monitored, if projected volumes are reached along the corridor it may be necessary to expand capacity along CSAH 10.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps. Additionally, the southbound approach at CSAH 10 & TH 212 Southbound Ramps has a 95th percentiles queue of approximately 610 feet in the PM peak. This queue

is still about 1,100 feet from impacting operations along TH 212. This queue should be monitored as volumes grow.

5.12 SIGNAL WARRANT ANALYSIS

Guidelines from the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) and the MnDOT Metro Traffic Signal Justification Methodology were referenced for the signal warrant analyses completed at the CSAH 10 & West Creek Lane intersection. All minor right-turn volumes were excluded from the minor street approaches. The analysis was completed for the following scenarios:

- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3

The site traffic volumes for the development were added to the hourly intersection volumes at the CSAH 10 & West Creek Lane intersection based on the ITE Handbook daily traffic time of day distribution for general light industrial. General light industrial (ITE LUC 110) was used because industrial park and data centers do not have time of day distributions and it is anticipated that light industrial will have similar distribution to the two site uses. To determine whether traffic signals are warranted at the study intersections, the following warrants were considered relevant based on the site characteristics and were included in the analysis: Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour).

Table 17 shows the Opening & Horizon year No-Build, 2025 Build Scenario 1, 2025 Build Scenario 2, and 2025 Build Scenario 3 and which warrants are met for each volume scenario.

TABLE 17: SIGNAL WARRANT ANALYSIS SUMMARY

Scenario	Warrant 1A Hours Met	Warrant 1B Hours Met	Warrant 2 Hours Met	Warrant 3 Hours Met	Signal Warranted?
Opening Year (2025) No-Build	0	0	0	0	No
Horizon Year (2040) No-Build	0	0	0	0	No
Opening Year (2025) Build Scenario 1	1	9	5	3	Yes
Opening Year (2025) Build Scenario 2	1	9	6	3	Yes
Opening Year (2025) Build Scenario 3	10	12	12	10	Yes

As shown above, a traffic signal is not warranted in the No-Build volume alternatives due to the low volumes on West Creek Lane. In all three build scenarios, a traffic signal is warranted at the intersection. However, only under Build Scenario 3 is a signal recommended to be constructed in the Opening Year (2025). For Build Scenarios 1 and 2 the intersection is anticipated to operate acceptably in the Opening Year and therefore a signal is not recommended. Signal Warrant Justification sheets are included in **Appendix M**.

6.0 CONCLUSIONS AND RECOMMENDATIONS

A traffic analysis was performed to quantify the impacts of the proposed development on the adjacent roadway network and study intersections. The proposed site is located approximately $\frac{1}{4}$ of a mile north of the intersection of CSAH 10 and West Creek Lane, in Chaska, MN. No-Build, Build Scenario 1, Build Scenario 2, and Build Scenario 3 were analyzed in the Opening Year (2025) and Horizon Year (2040). An Existing Year (2022) analysis was also conducted.

6.1 PROJECT TRAFFIC DEVELOPMENT & STUDY AREA

Three development buildout scenarios were considered; Scenario 1 is anticipated to have 500,000 square feet of industrial development. Scenario 2 is anticipated to be an 1,800,000 square foot Data Center development. Scenario 3 is anticipated to be 1,800,000 square feet of industrial development. All three scenarios are expected to be fully built out by the Opening Year (2025). The same level of development was assumed for Opening Year (2025) and Horizon Year (2040).

Scenario 1 is anticipated to generate 170 trips during the AM peak hour and 170 trips during the PM peak hour, with 20 AM peak hour truck trips and 20 PM peak hour truck trips. Scenario 2 is anticipated to generate 200 trips during the AM peak hour and 165 trips during the PM peak hour. Scenario 3 is anticipated to generate 610 trips during the AM peak hour and 610 trips during the PM peak hour.

The study area intersections include CSAH 10 & TH 212 Northbound Ramps, CSAH 10 & TH 212 Southbound Ramps, CSAH 10 & Clover Ridge Drive, and CSAH 10 & West Creek Lane. A capacity analysis was performed for each of the following conditions to quantify background operations in the study area, as well as operating conditions with Scenario 1, Scenario 2, and Scenario 3 development:

- Existing Year (2022)
- Opening Year (2025) No-Build
- Opening Year (2025) Build Scenario 1
- Opening Year (2025) Build Scenario 2
- Opening Year (2025) Build Scenario 3
- Horizon Year (2040) No-Build
- Horizon Year (2040) Build Scenario 1
- Horizon Year (2040) Build Scenario 2
- Horizon Year (2040) Build Scenario 3

6.2 EXISTING YEAR (2022) LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Existing Year (2022) traffic conditions at the study intersections to determine baseline existing conditions. No improvements were incorporated into the traffic model. Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections.

6.3 OPENING YEAR (2025) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) No-Build traffic conditions at the study intersections to determine baseline conditions for the 2025 analysis year. No modifications were made to the traffic model geometry or signal timings.

Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections.

6.4 OPENING YEAR (2025) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) Build Scenario 1 at the study intersections to determine the impacts of scenario 1 development for the 2025 analysis year. The geometry and signal timings are the same as Opening Year (2025) No-Build conditions. Based on the analysis, all intersections are anticipated to operate at acceptable LOS and there are no queuing issues at the study intersections. It is not anticipated that a signal will be required at the intersection of CSAH 10 & West Creek Lane due to the anticipated trip generation and because all movements at CSAH 10 & West Creek Lane are expected to operate acceptably with side street stop control.

6.5 OPENING YEAR (2025) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was conducted for Opening Year (2025) Build Scenario 2 at the study intersections to determine the impacts of scenario 2 development for the 2025 analysis year. The geometry and signal timings are the same as Opening Year (2025) No-Build conditions. Based on the analysis, all study intersections are expected to operate at LOS D or better during the AM & PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS E due to a minor street left turn movement. There are no queuing issues at the study intersections. It is not anticipated that a signal will be necessary at the intersection of CSAH 10 & West Creek Lane due to the anticipated trip generation and because the delays are generally minor.

6.6 OPENING YEAR (2025) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Opening Year (2025) Build Scenario 3 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.7 HORIZON YEAR (2040) NO-BUILD LEVEL OF SERVICE ANALYSIS SUMMARY

Horizon Year (2040) No-Build traffic conditions were studied with and without mitigation at the study intersections to determine baseline mitigation needed to maintain acceptable LOS as the background traffic volumes grow. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Based on the unmitigated analysis, the intersection of CSAH 10 & West Creek Lane southbound approach is anticipated to have excessive delay for the southbound left movement because the anticipated background growth along CSAH 10 not allowing adequate gaps for minor street movements.

The 95th percentile queues were reviewed at the study intersections. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps.

In the mitigated analysis, the CSAH 10 & West Creek Lane intersection and movements operate at LOS D or better.

6.8 HORIZON YEAR (2040) BUILD SCENARIO 1 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 1 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 420 feet and 575 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.9 HORIZON YEAR (2040) BUILD SCENARIO 2 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 2 at the study intersections to determine the impact of site traffic. The first analysis assumed the base geometry (with optimized signal timings) and the mitigated analysis was similar to the base geometry, with the exception of the signalization of CSAH 10 & West Creek Lane.

Consistent with the Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours, except for the intersection of CSAH 10 & West Creek Lane which operates at LOS F due to the southbound approach lacking adequate gaps along CSAH 10. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 920 feet and 610 feet in the AM and PM peak hour, respectively.

In the mitigated analysis, all intersections operate at an acceptable LOS during the AM and PM peak hours. Additionally, all 95th percentile queues are expected to be within their respective storage capacity. However, in the AM peak hour there is anticipated eastbound mainline queueing along CSAH 10, similar to Horizon Year (2040) No-Build results.

6.10 HORIZON YEAR (2040) BUILD SCENARIO 3 LEVEL OF SERVICE ANALYSIS SUMMARY

A capacity analysis was performed for Horizon Year (2040) Build Scenario 3 at the study intersections to determine the impact of site traffic. The analysis assumed the base geometry (with optimized signal timings) except for the signalization of CSAH 10 & West Creek Lane.

Consistent with Mitigated Horizon Year (2040) No-Build analysis, all study intersections are expected to operate at LOS D or better during the AM and PM peak hours. All 95th percentile queues for the movements are anticipated to be accommodated within their respective storage bays. However, in the AM peak hour there is anticipated eastbound mainline queuing along CSAH 10, originating from the intersection of CSAH 10 and TH 212 Southbound Ramps, similar to Horizon Year (2040) No-Build results. Additionally, the southbound approach at CSAH 10 & West Creek Lane has 95th percentiles queues of 610 feet in the PM peak hour. This queue is still about 1,100 feet from the gore point but should be monitored as volumes grow.

6.11 MITIGATION PLAN

The following provides a summary of mitigation improvements that were identified as part of the traffic analysis for the proposed development.

Existing (2022) Conditions

- No Mitigation Necessary

Opening Year (2025) No-Build Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 1 Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 2 Conditions

- No Mitigation Necessary

Opening Year (2025) Build Scenario 3 Conditions

- Signalize intersection of CSAH 10 & West Creek Lane

Horizon Year (2040) No-Build Conditions

- Signalize intersection of CSAH 10 & West Creek Lane
- Signal timing modifications at the following intersections:
 - o CSAH 10 & TH 212 Northbound Ramps
 - o CSAH 10 & TH 212 Southbound Ramps
 - o CSAH 10 & Clover Ridge Drive
- Volumes should be monitored. If projected, Horizon Year (2040) traffic volumes are realized it may be necessary to expand CSAH 10 to accommodate high mainline volumes

Horizon Year (2040) Build Scenario 1 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

Horizon Year (2040) Build Scenario 2 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

Horizon Year (2040) Build Scenario 3 Conditions

- All Modifications from Horizon Year (2040) No-Build Conditions

APPENDICES

APPENDIX A: EXHIBITS

APPENDIX B: TURNING MOVEMENT COUNTS

APPENDIX C: SITE PLAN

APPENDIX D: EXISTING YEAR (2022) SIMTRAFFIC REPORT

APPENDIX E: OPENING YEAR (2025) NO-BUILD SIMTRAFFIC REPORT

APPENDIX F: OPENING YEAR (2025) BUILD SCENARIO 1 SIMTRAFFIC REPORT

APPENDIX G: OPENING YEAR (2025) BUILD SCENARIO 2 SIMTRAFFIC REPORT

APPENDIX H: OPENING YEAR (2025) BUILD SCENARIO 3 SIMTRAFFIC REPORT

APPENDIX I: HORIZON YEAR (2040) NO-BUILD SIMTRAFFIC REPORT

APPENDIX J: HORIZON YEAR (2040) BUILD SCENARIO 1 SIMTRAFFIC REPORT

APPENDIX K: HORIZON YEAR (2040) BUILD SCENARIO 2 SIMTRAFFIC REPORT

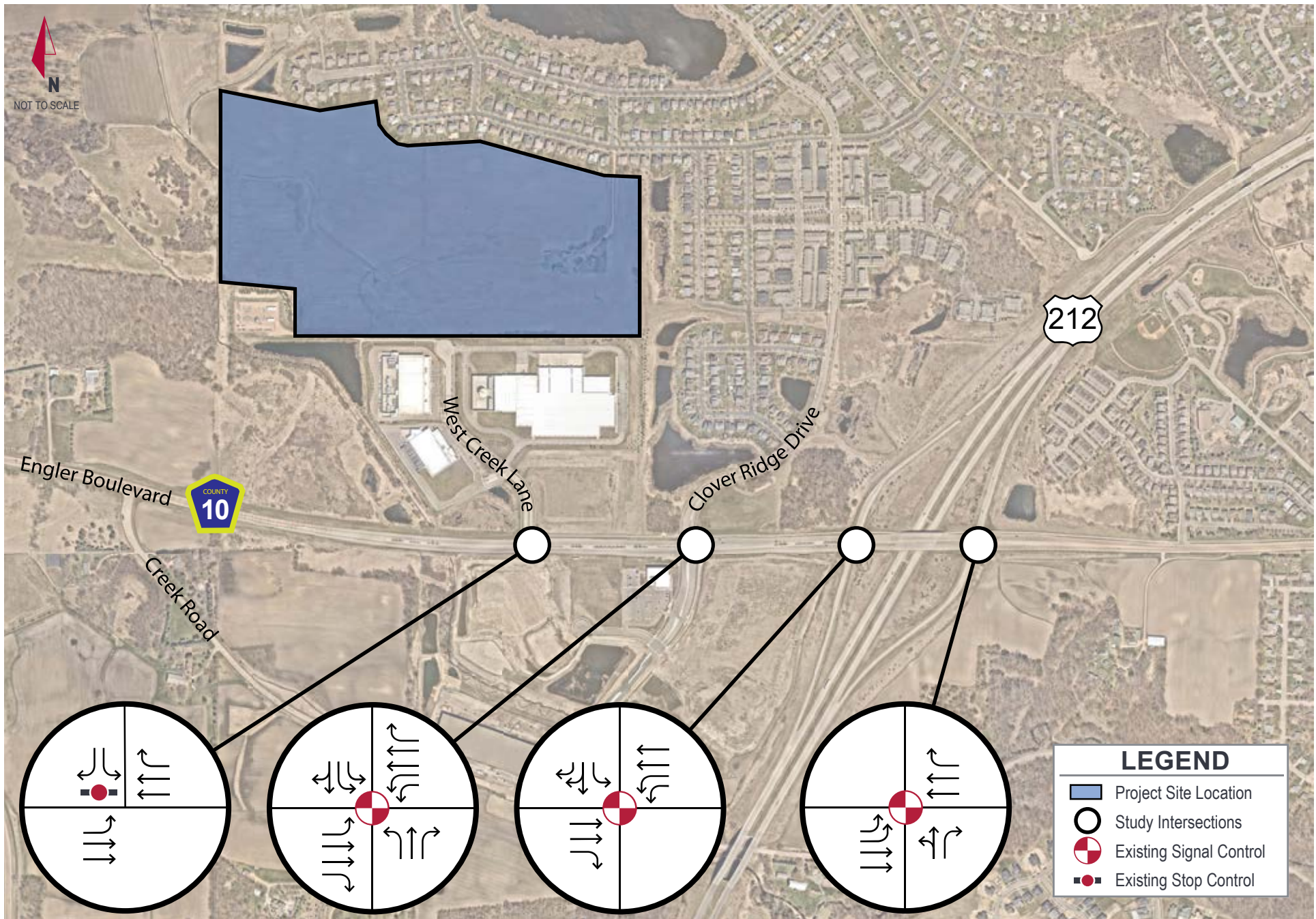
APPENDIX L: HORIZON YEAR (2040) BUILD SCENARIO 3 SIMTRAFFIC REPORT

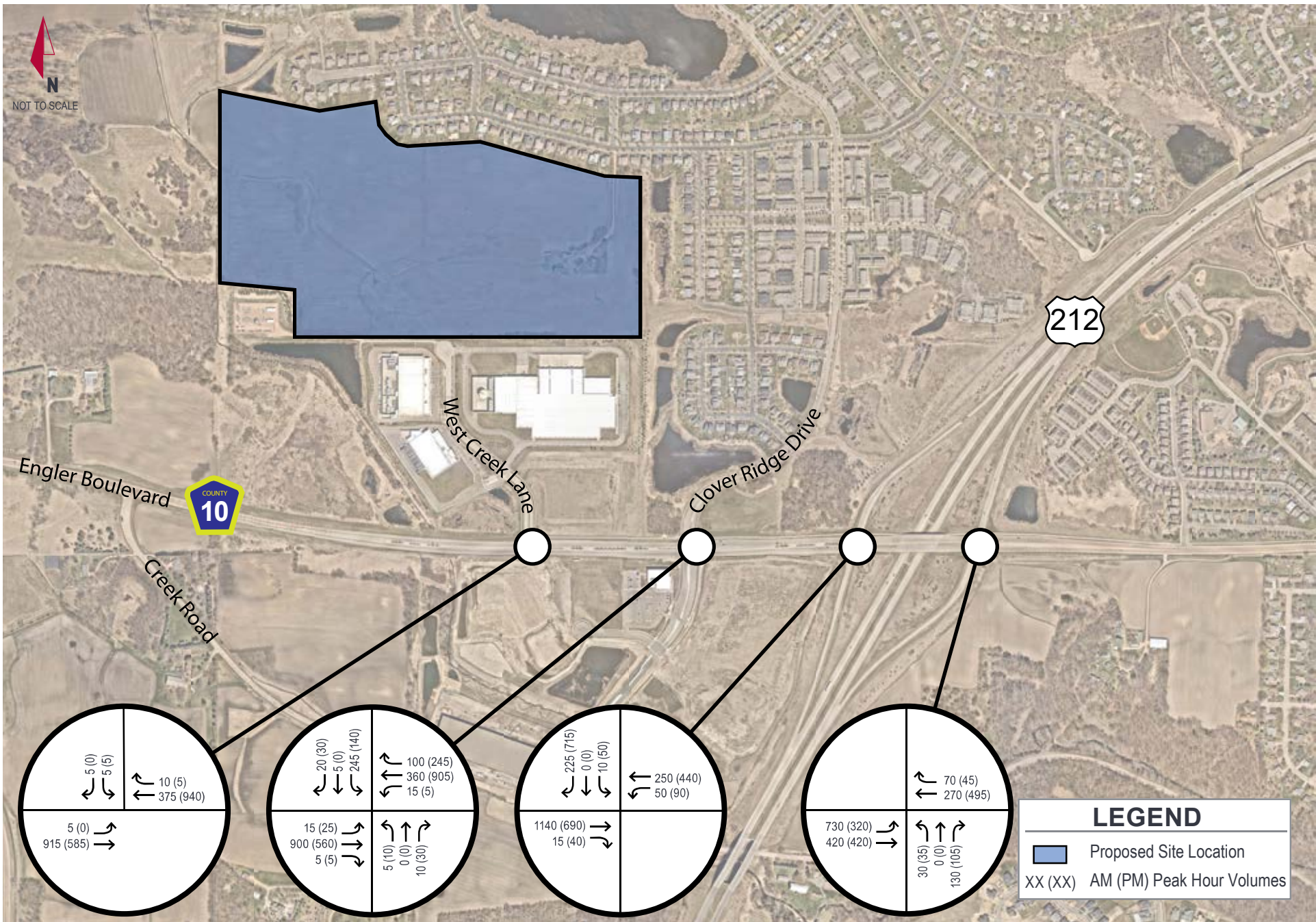
APPENDIX M: SIGNAL WARRANT ANALYSIS

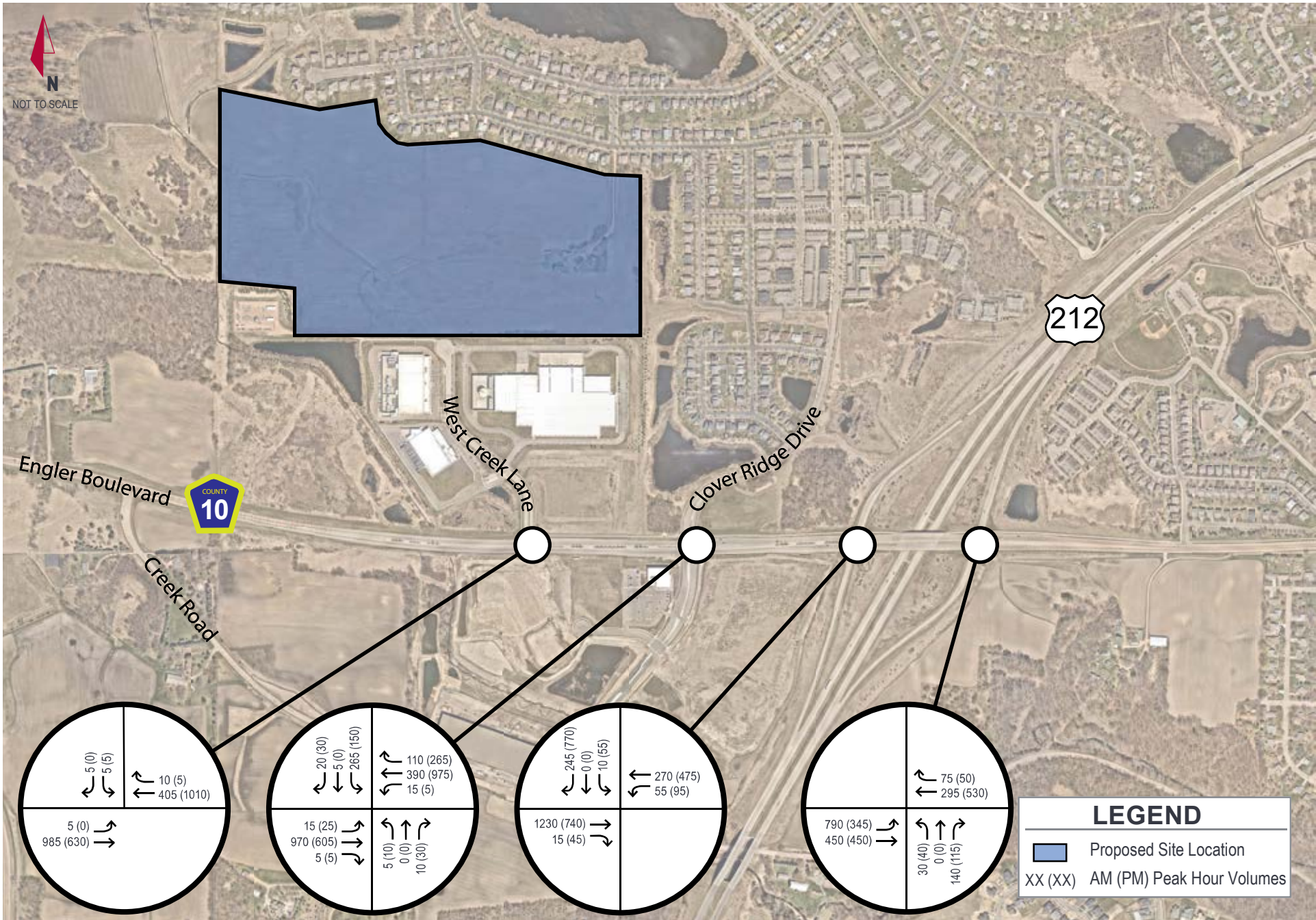
Appendix A:

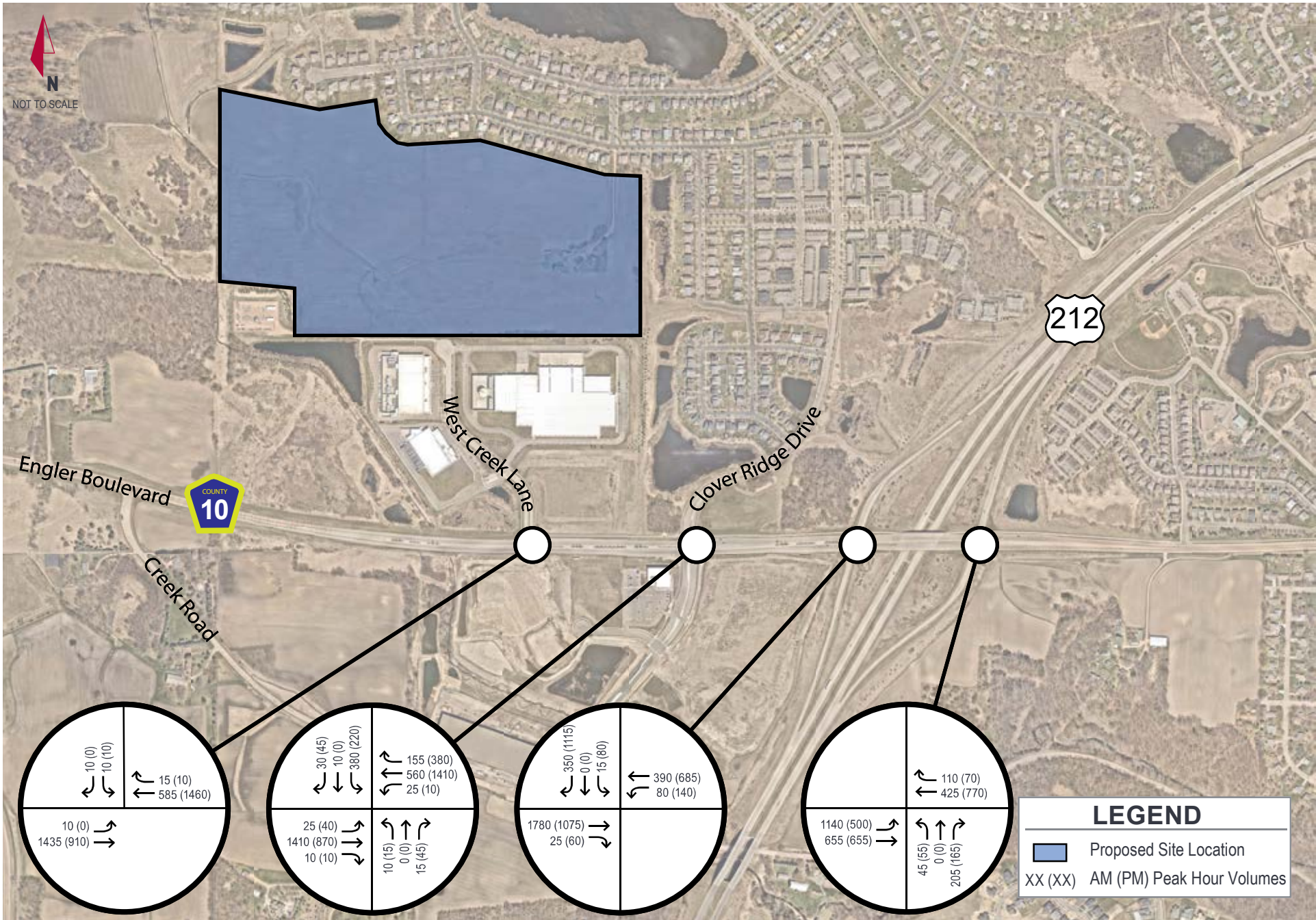
Exhibits

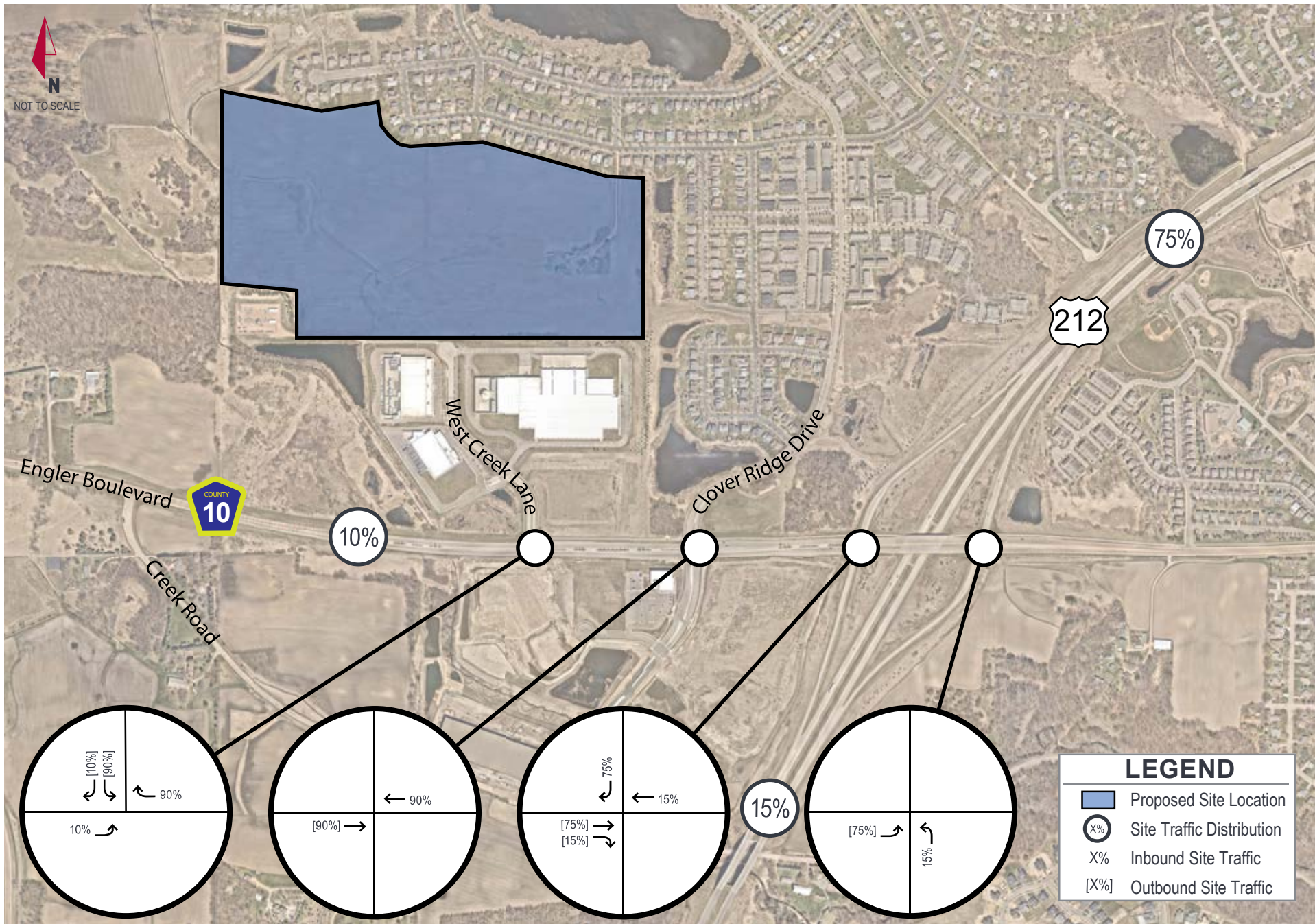


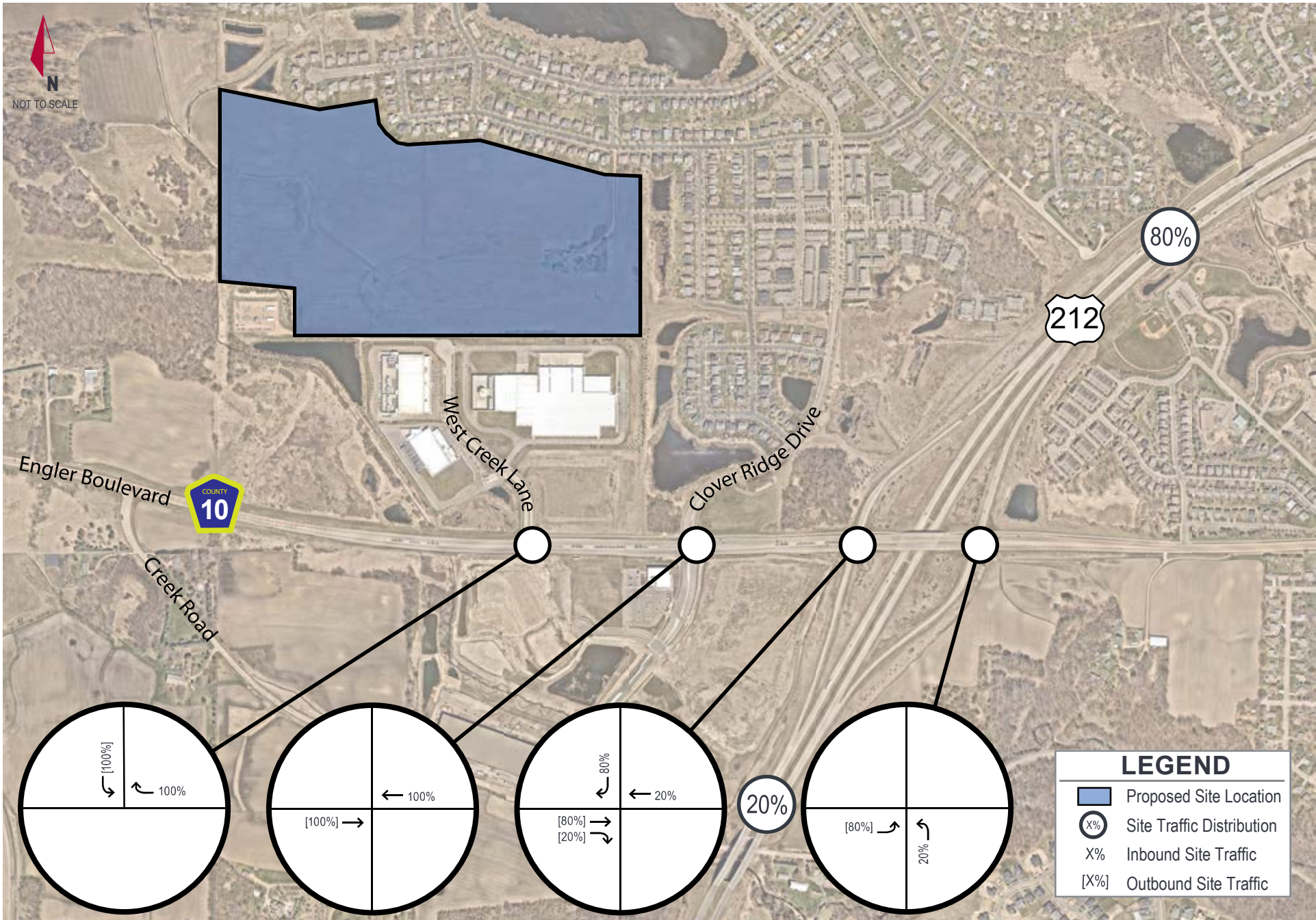


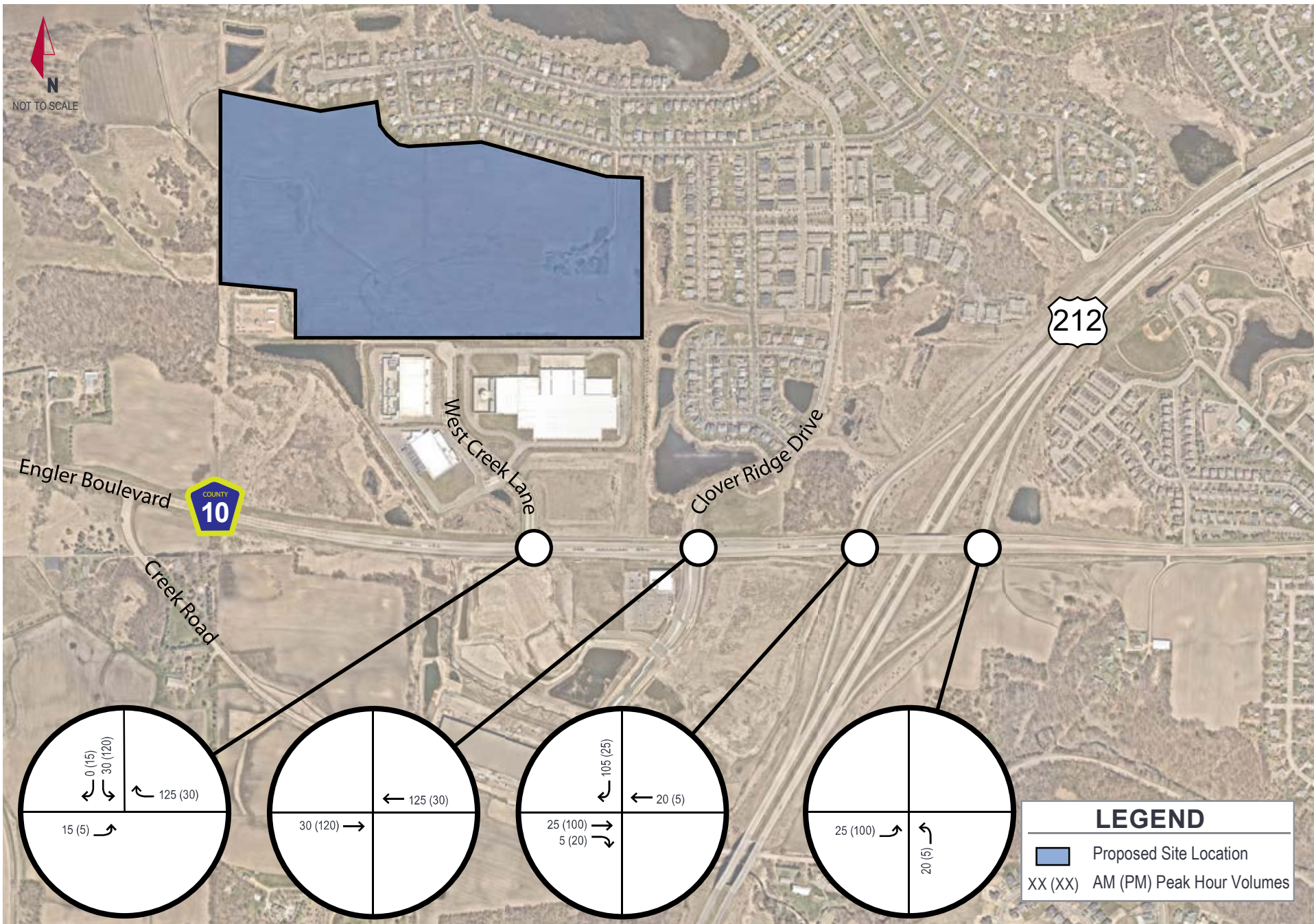


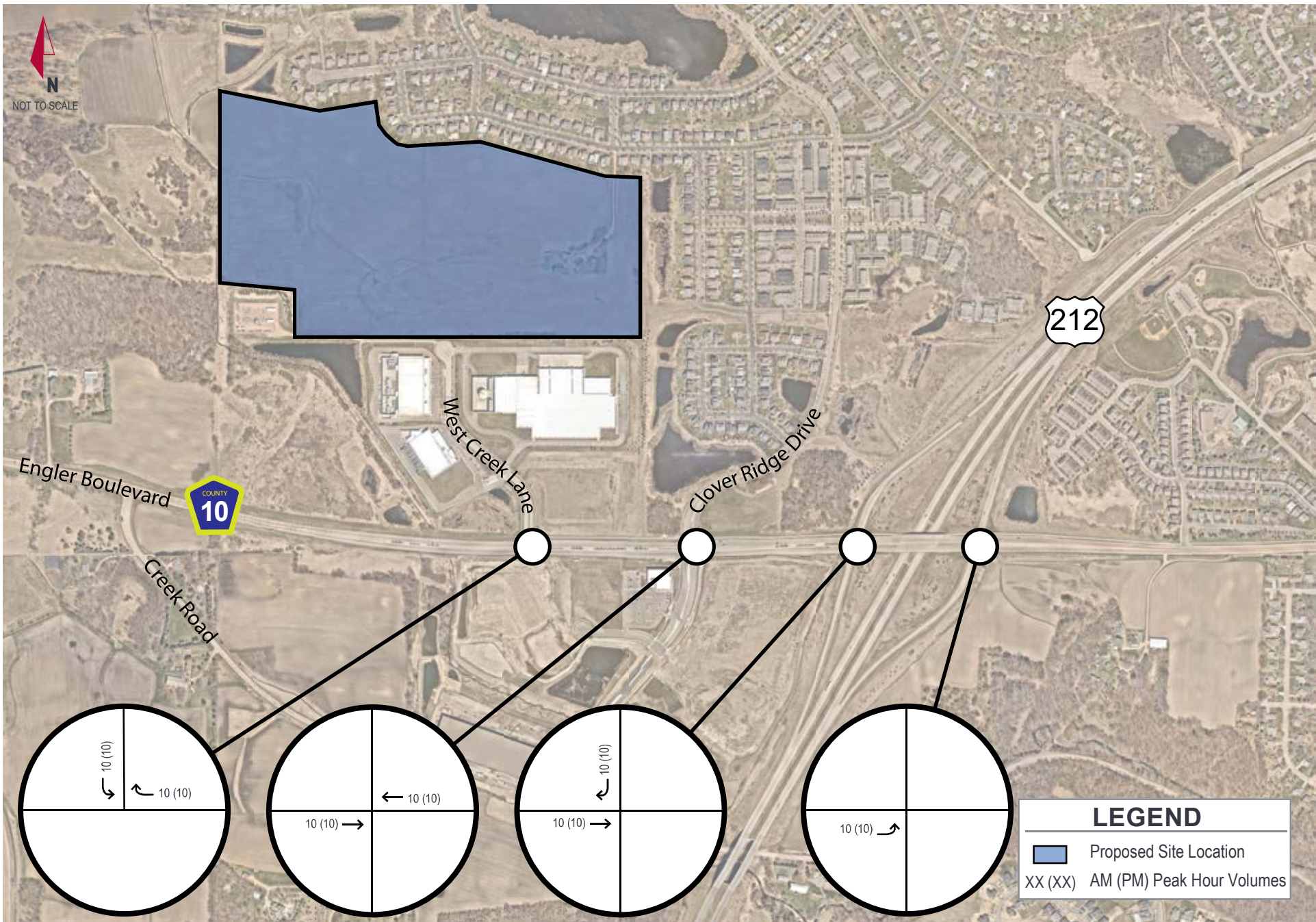


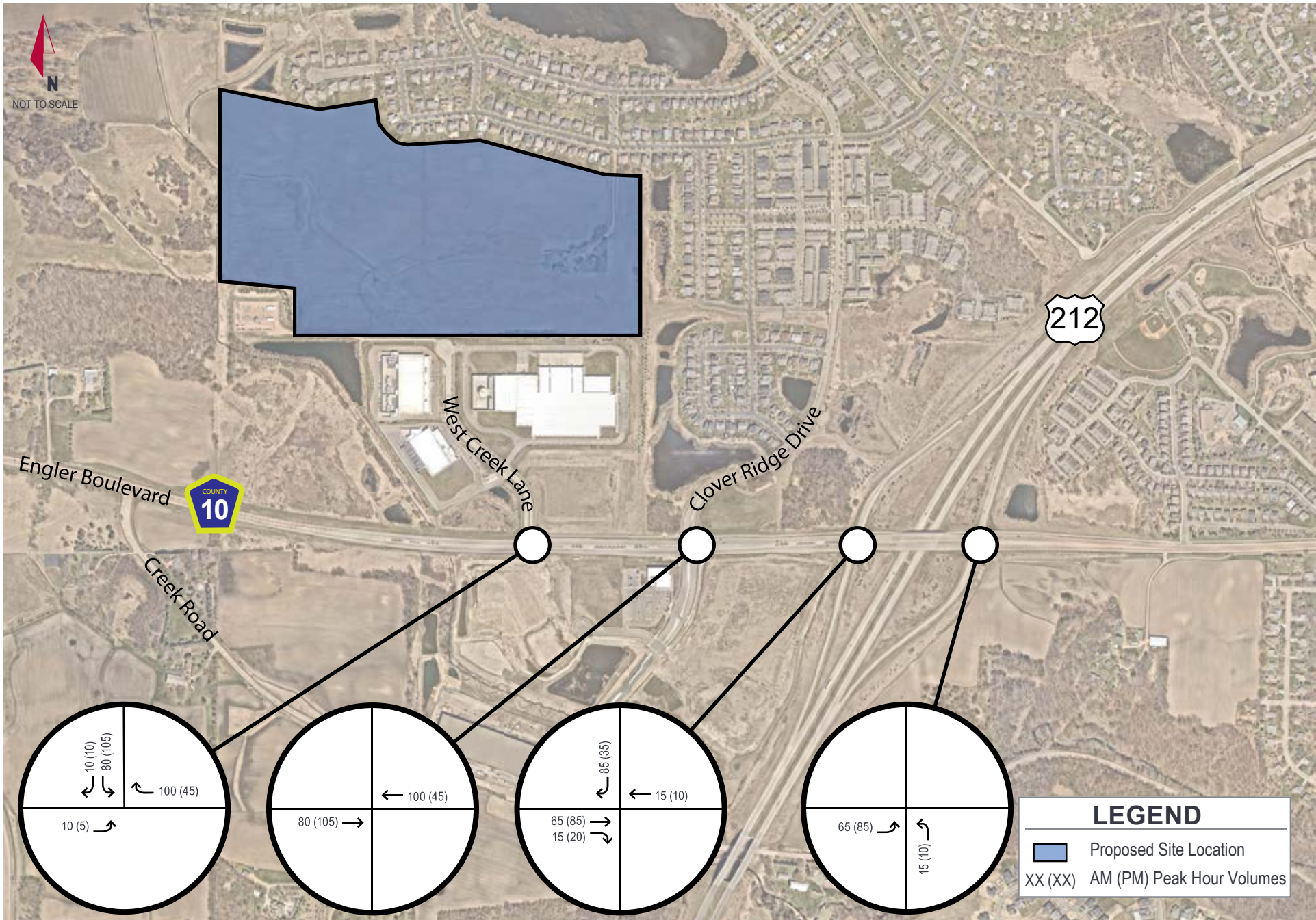


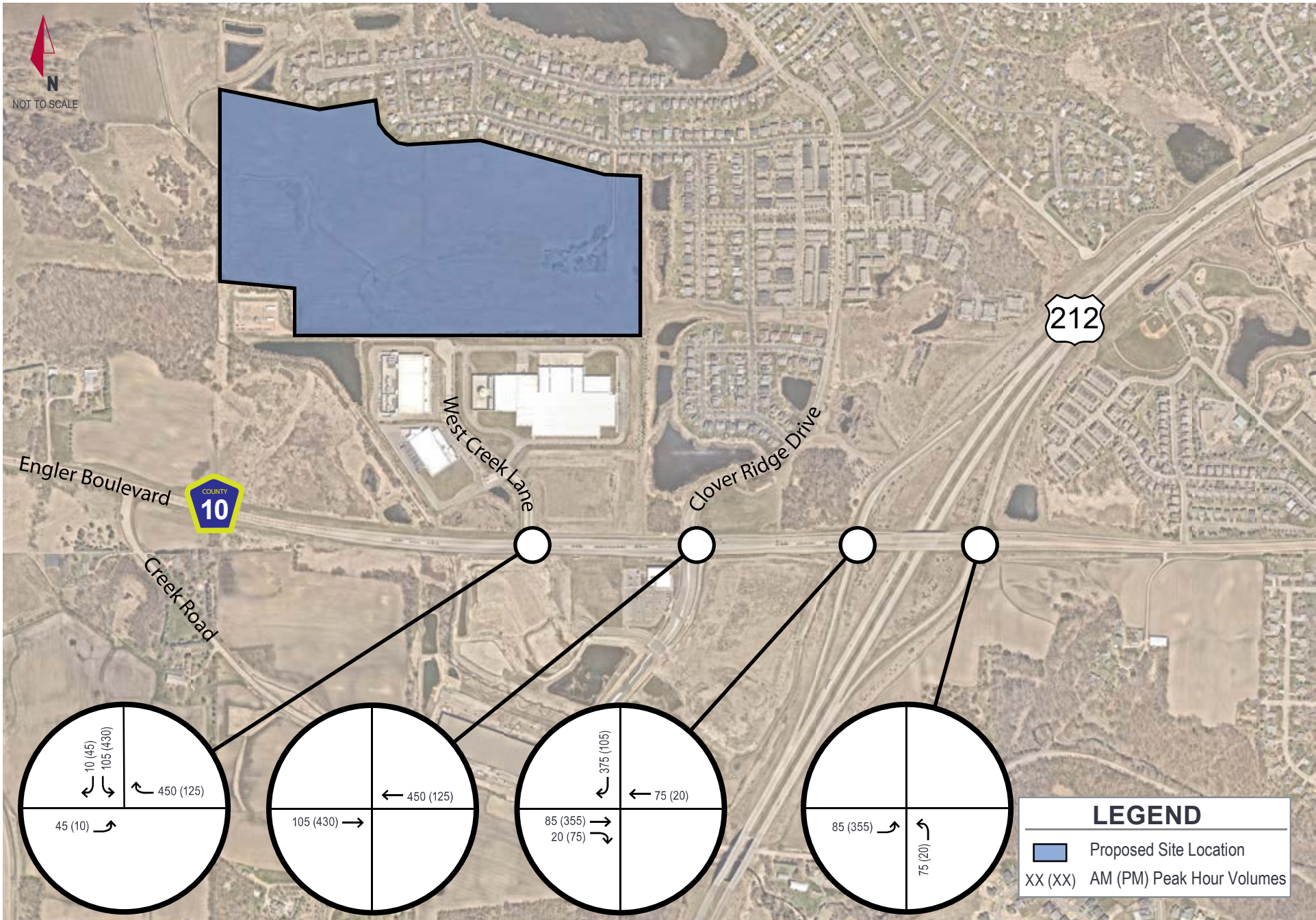


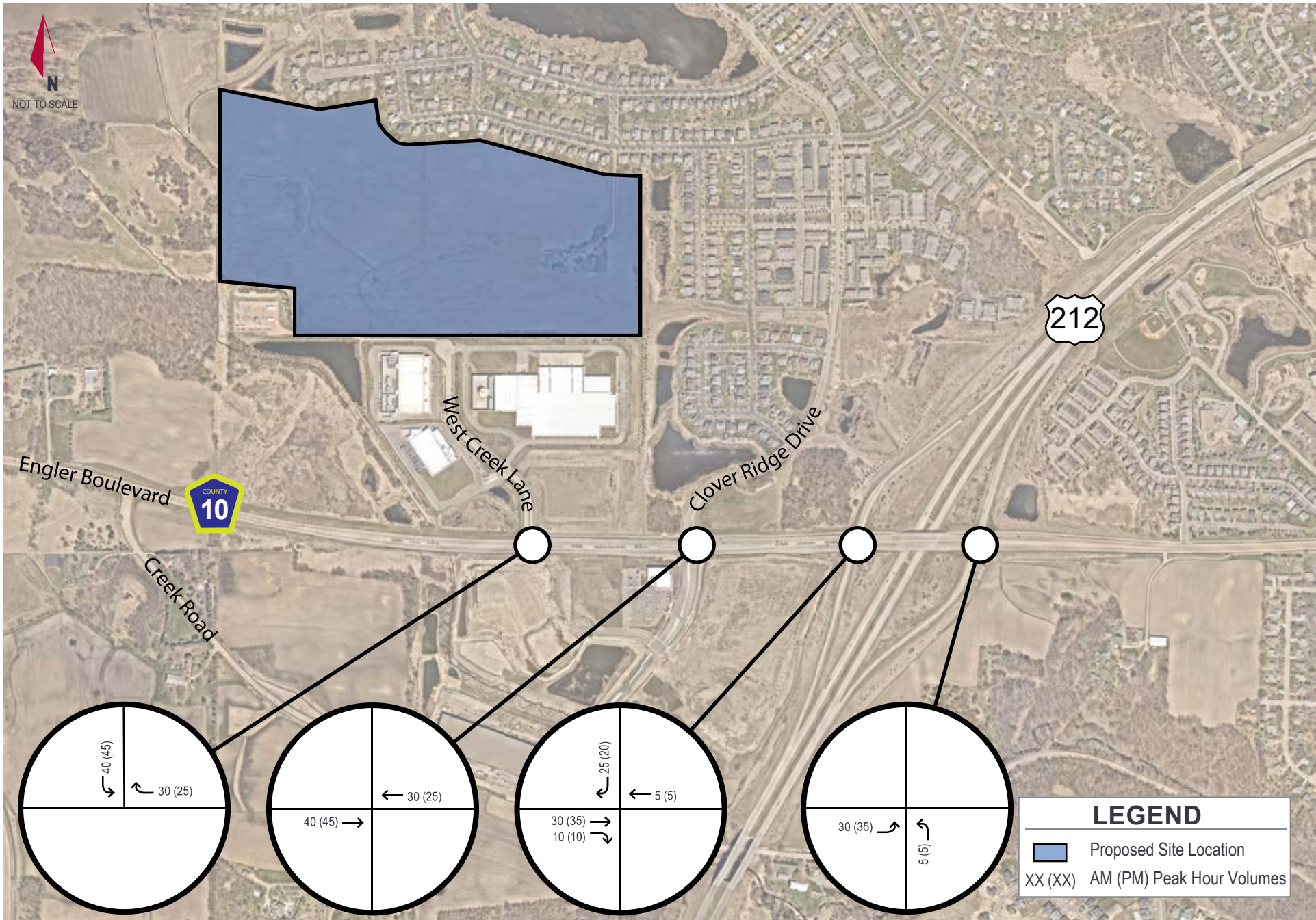


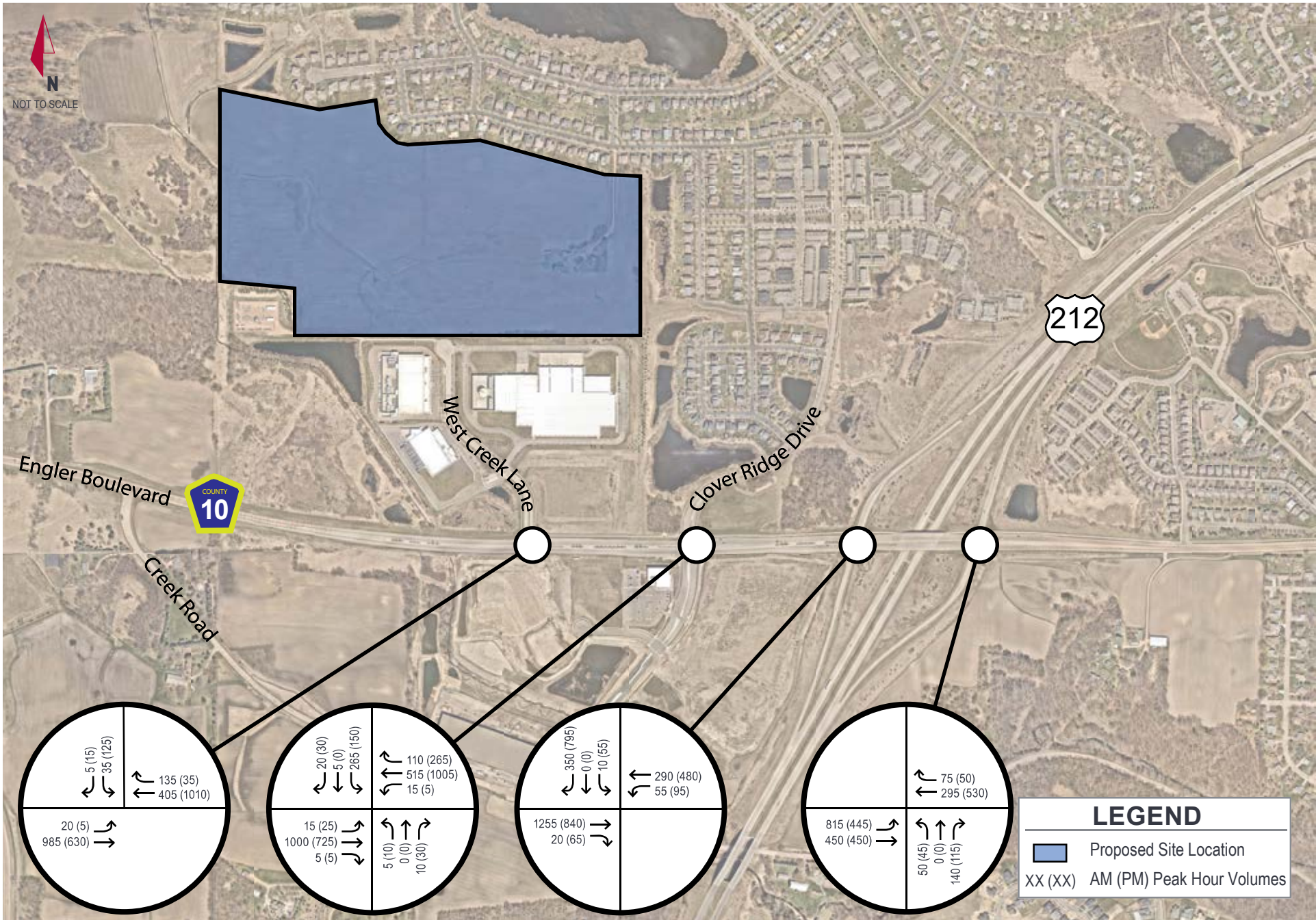


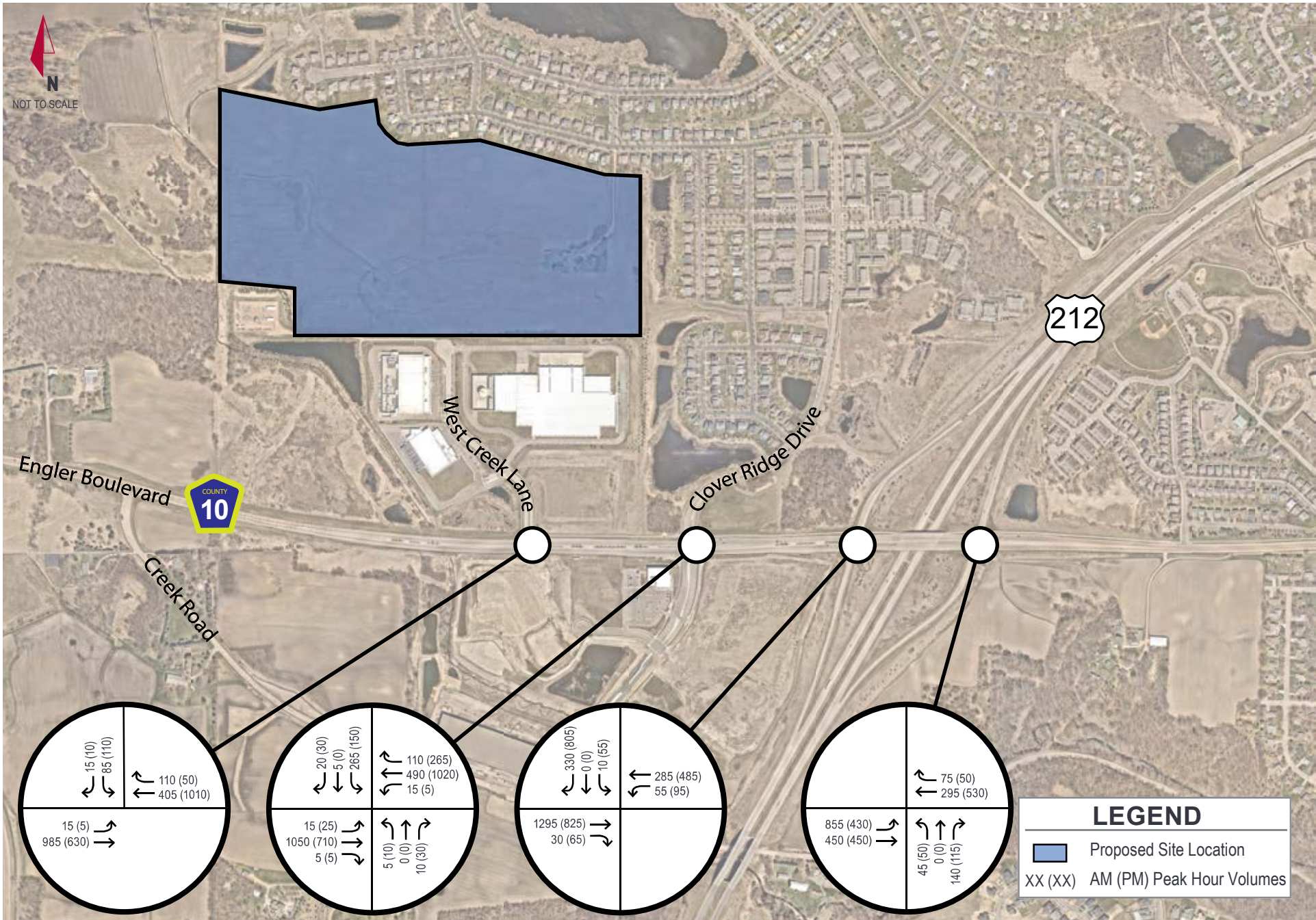


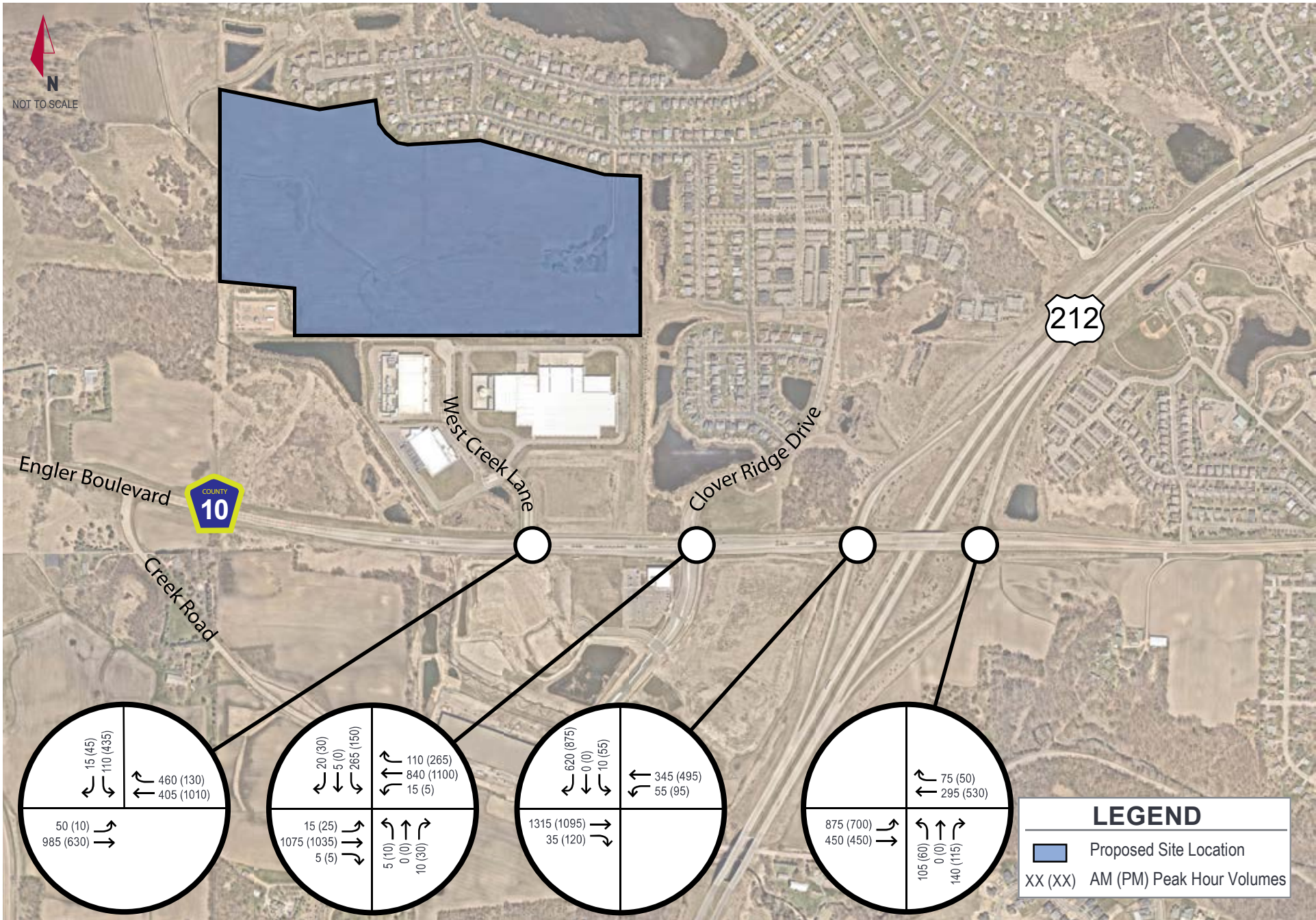


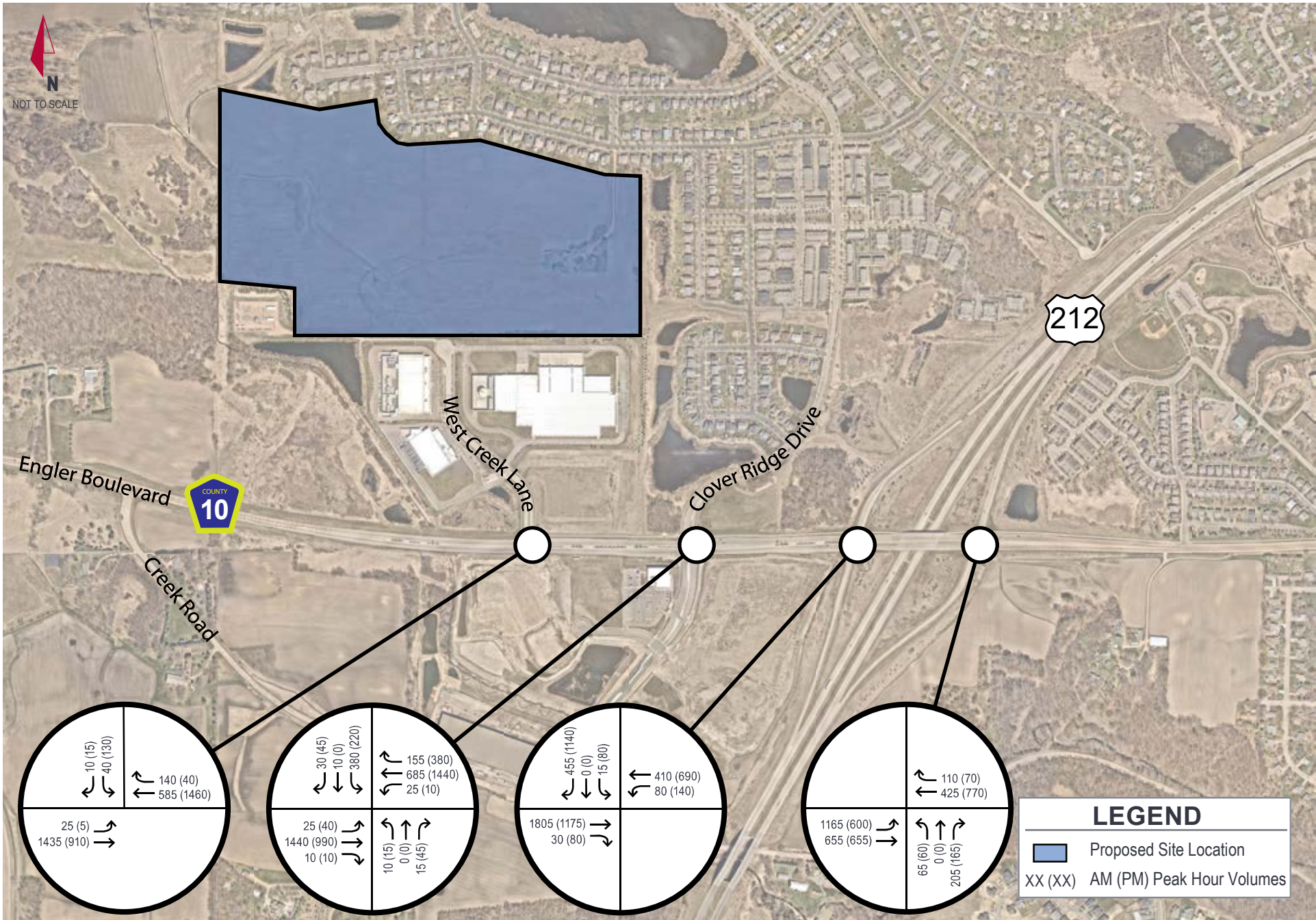


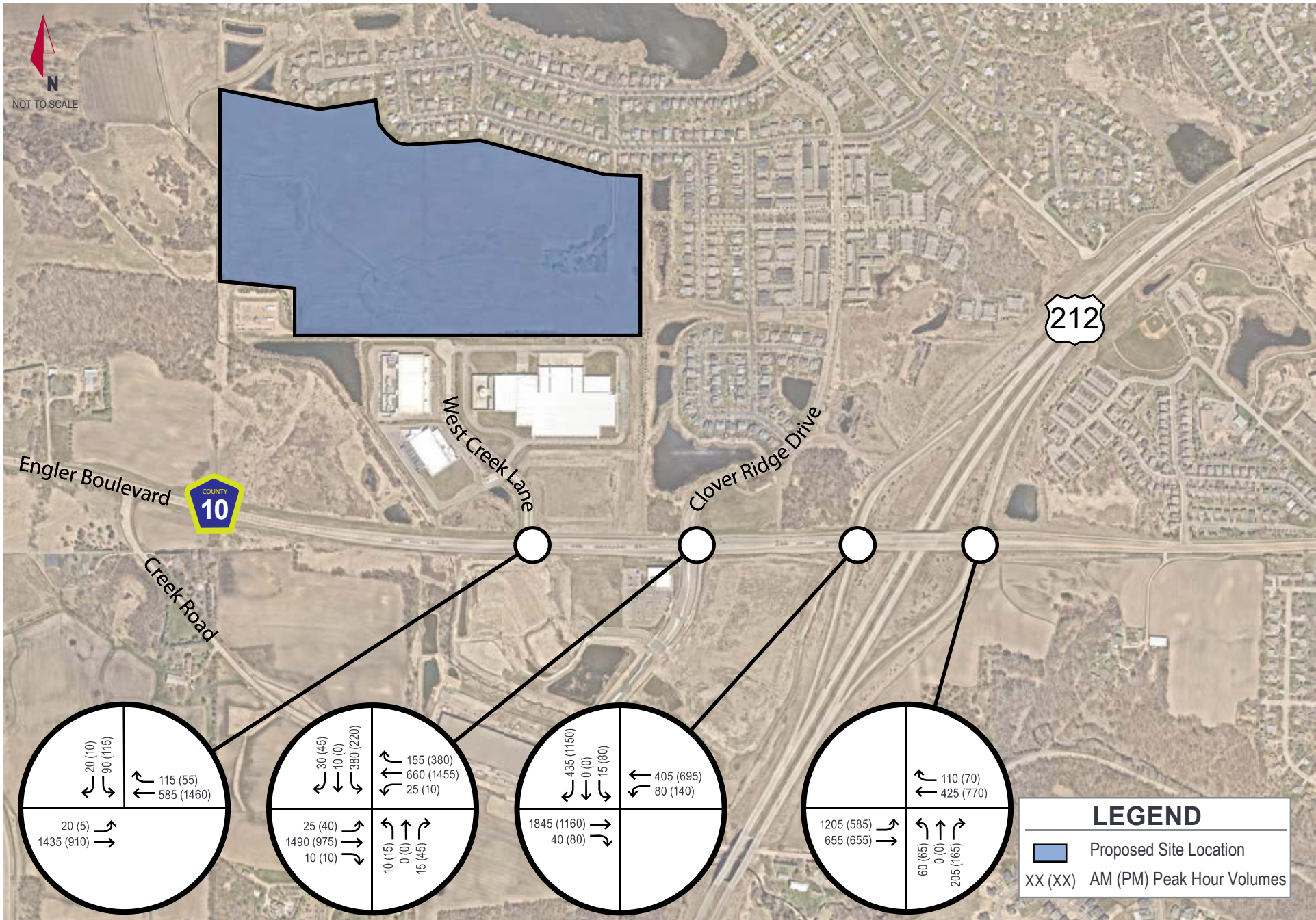


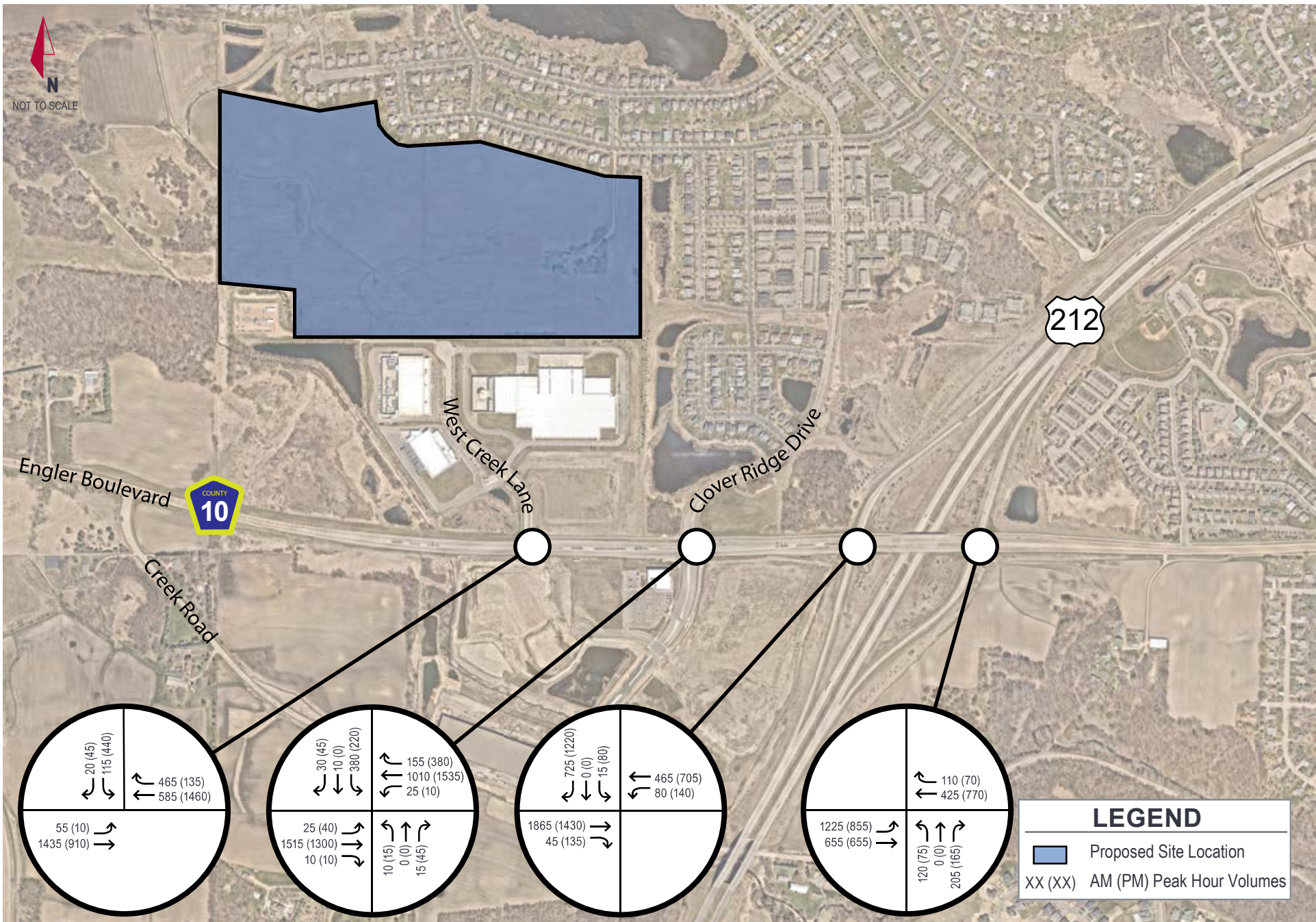












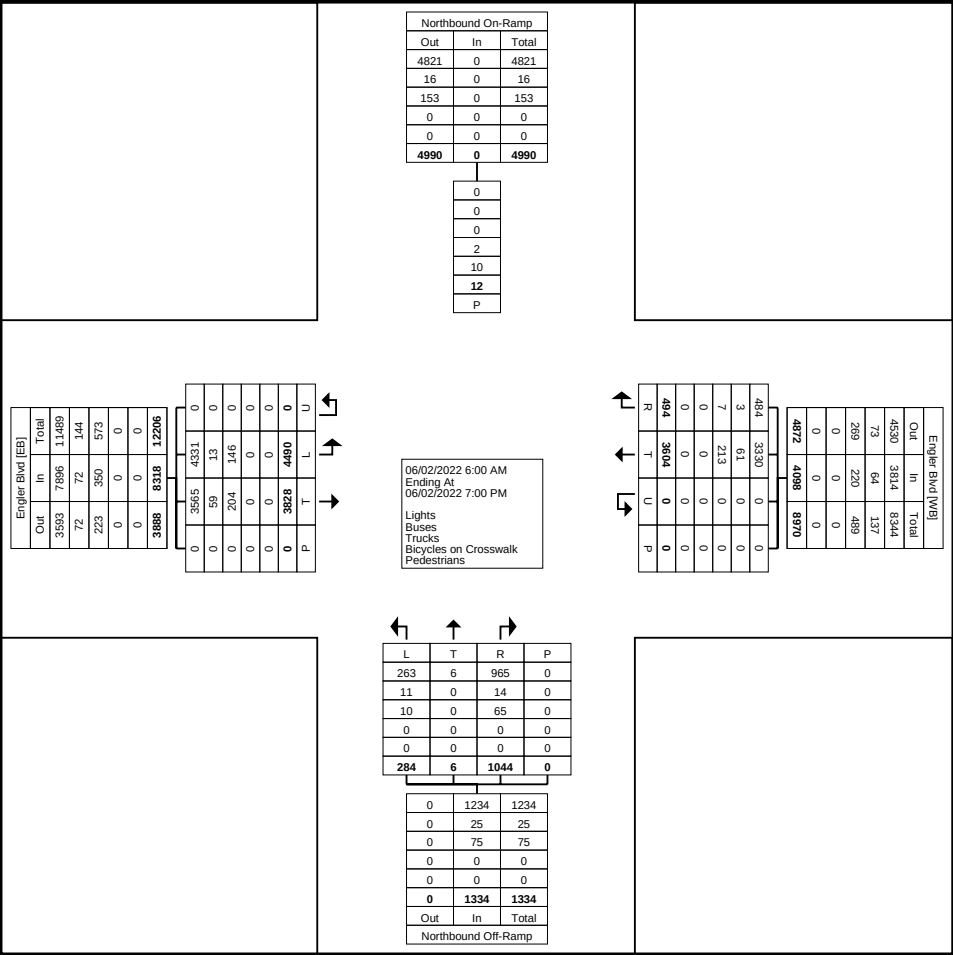
Appendix B:

Turning Movement Counts

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Northbound Off-Ramp Highway 212 Northbound					Northbound On-Ramp Highway 212 Southbound		Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
6:00 AM	87	43	0	0	130	18	11	0	0	29	0	0	11	0	11	1	0	170
6:15 AM	120	50	0	0	170	29	10	0	0	39	0	0	18	0	18	0	0	227
6:30 AM	123	57	0	0	180	48	28	0	0	76	2	0	25	0	27	0	0	283
6:45 AM	132	66	0	0	198	41	10	0	0	51	7	0	30	0	37	0	0	286
Hourly Total	462	216	0	0	678	136	59	0	0	195	9	0	84	0	93	1	0	966
7:00 AM	148	84	0	0	232	62	22	0	0	84	4	0	23	0	27	0	0	343
7:15 AM	174	83	0	0	257	74	21	0	0	95	6	0	27	0	33	0	0	385
7:30 AM	221	109	0	0	330	76	20	0	0	96	12	0	36	0	48	0	0	474
7:45 AM	175	117	0	0	292	58	15	0	0	73	4	0	31	0	35	0	0	400
Hourly Total	718	393	0	0	1111	270	78	0	0	348	26	0	117	0	143	0	0	1602
8:00 AM	145	110	0	0	255	58	14	0	0	72	5	0	36	0	41	0	0	368
8:15 AM	131	109	0	0	240	78	12	0	0	90	10	0	23	0	33	0	0	363
8:30 AM	140	60	0	0	200	76	14	0	0	90	5	1	21	0	27	0	0	317
8:45 AM	99	75	0	0	174	51	10	0	0	61	8	0	14	0	22	2	0	257
Hourly Total	515	354	0	0	869	263	50	0	0	313	28	1	94	0	123	2	0	1305
9:00 AM	85	55	0	0	140	46	10	0	0	56	2	0	35	0	37	0	0	233
9:15 AM	80	84	0	0	164	51	7	0	0	58	5	0	17	0	22	0	0	244
9:30 AM	75	54	0	0	129	52	12	0	0	64	3	0	18	0	21	0	0	214
9:45 AM	80	61	0	0	141	60	11	0	0	71	2	0	14	0	16	0	0	228
Hourly Total	320	254	0	0	574	209	40	0	0	249	12	0	84	0	96	0	0	919
10:00 AM	77	43	0	0	120	39	1	0	0	40	3	0	11	0	14	0	0	174
10:15 AM	74	50	0	0	124	44	7	0	0	51	3	0	9	0	12	0	0	187
10:30 AM	85	53	0	0	138	43	12	0	0	55	5	0	14	0	19	0	0	212
10:45 AM	55	64	0	0	119	49	4	0	0	53	9	0	16	0	25	0	0	197
Hourly Total	291	210	0	0	501	175	24	0	0	199	20	0	50	0	70	0	0	770
11:00 AM	56	40	0	0	96	57	5	0	0	62	2	0	8	0	10	0	0	168
11:15 AM	70	53	0	0	123	47	2	0	0	49	4	0	22	0	26	0	0	198
11:30 AM	75	58	0	0	133	49	6	0	0	55	4	0	23	0	27	1	0	215
11:45 AM	68	50	0	0	118	62	8	0	0	70	4	0	4	0	8	2	0	196
Hourly Total	269	201	0	0	470	215	21	0	0	236	14	0	57	0	71	3	0	777
12:00 PM	70	59	0	0	129	53	7	0	0	60	5	0	14	0	19	0	0	208
12:15 PM	61	60	0	0	121	56	12	0	0	68	3	1	15	0	19	0	0	208
12:30 PM	71	56	0	0	127	68	9	0	0	77	3	0	14	0	17	0	0	221
12:45 PM	72	67	0	0	139	66	11	0	0	77	2	0	13	0	15	1	0	231
Hourly Total	274	242	0	0	516	243	39	0	0	282	13	1	56	0	70	1	0	868
1:00 PM	54	39	0	0	93	56	14	0	0	70	3	2	9	0	14	0	0	177
1:15 PM	61	55	0	0	116	48	6	0	0	54	1	0	15	0	16	0	0	186
1:30 PM	63	55	0	0	118	61	7	0	0	68	3	0	11	0	14	0	0	200
1:45 PM	66	54	0	0	120	47	5	0	0	52	10	1	12	0	23	0	0	195

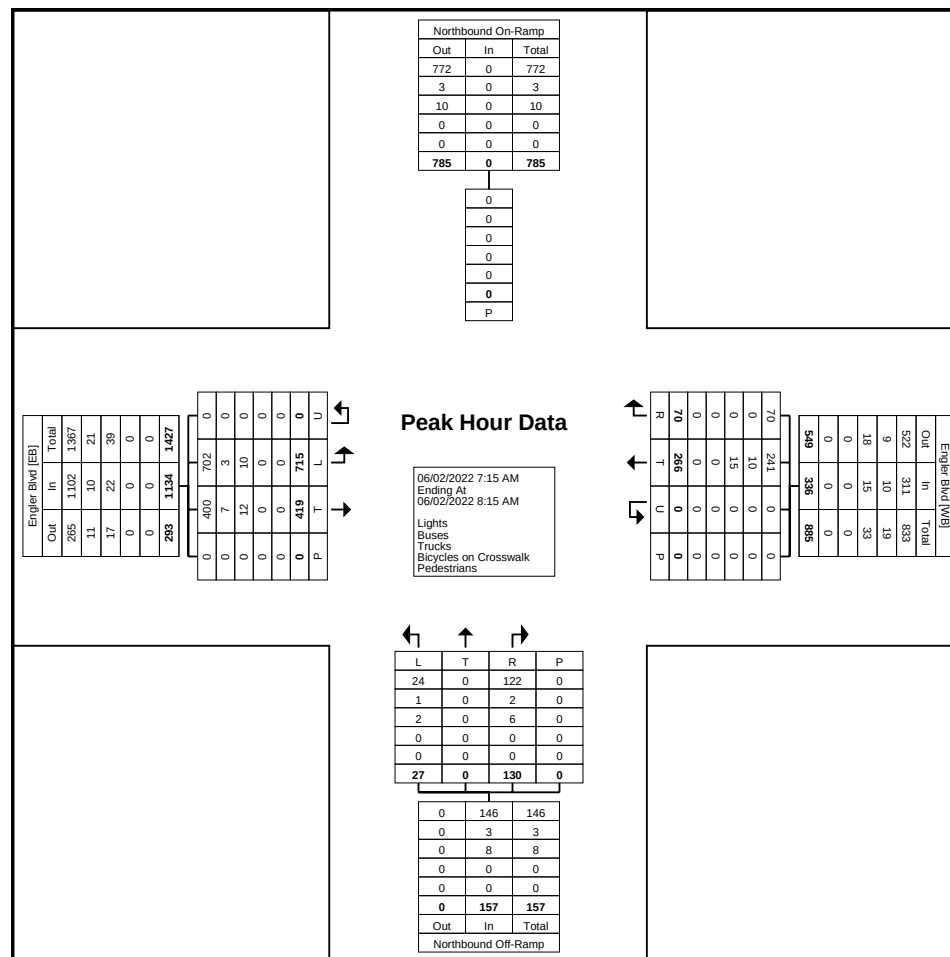
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2:00 PM	60	59	0	0	119	70	4	0	0	74	5	0	11	0	16	0	0	209
2:15 PM	61	76	0	0	137	69	8	0	0	77	4	0	14	0	18	0	0	232
2:30 PM	56	74	0	0	130	73	5	0	0	78	2	0	21	0	23	0	0	231
2:45 PM	60	78	0	0	138	76	5	0	0	81	8	1	14	0	23	1	0	242
Hourly Total	237	287	0	0	524	288	22	0	0	310	19	1	60	0	80	1	0	914
3:00 PM	69	76	0	0	145	99	5	0	0	104	8	0	32	0	40	0	0	289
3:15 PM	67	101	0	0	168	86	12	0	0	98	4	0	26	0	30	0	0	296
3:30 PM	91	86	0	0	177	132	5	0	0	137	5	0	16	0	21	0	0	335
3:45 PM	69	105	0	0	174	92	5	0	0	97	5	0	25	0	30	0	0	301
Hourly Total	296	368	0	0	664	409	27	0	0	436	22	0	99	0	121	0	0	1221
4:00 PM	87	86	0	0	173	112	11	0	0	123	9	0	19	0	28	0	0	324
4:15 PM	87	107	0	0	194	107	8	0	0	115	5	0	24	0	29	1	0	338
4:30 PM	96	111	0	0	207	105	7	0	0	112	9	0	22	0	31	0	0	350
4:45 PM	74	121	0	0	195	142	11	0	0	153	7	0	35	0	42	0	0	390
Hourly Total	344	425	0	0	769	466	37	0	0	503	30	0	100	0	130	1	0	1402
5:00 PM	82	96	0	0	178	127	15	0	0	142	7	0	23	0	30	0	0	350
5:15 PM	79	100	0	0	179	122	11	0	0	133	13	0	27	0	40	0	0	352
5:30 PM	80	89	0	0	169	99	9	0	0	108	14	0	40	0	54	0	0	331
5:45 PM	63	112	0	0	175	82	3	0	0	85	8	0	32	0	40	0	0	300
Hourly Total	304	397	0	0	701	430	38	0	0	468	42	0	122	0	164	0	0	1333
6:00 PM	58	88	0	0	146	90	6	0	0	96	3	0	18	0	21	3	0	263
6:15 PM	53	82	0	0	135	60	4	0	0	64	4	0	16	0	20	0	0	219
6:30 PM	54	58	0	0	112	65	7	0	0	72	9	0	20	0	29	0	0	213
6:45 PM	51	50	0	0	101	73	10	0	0	83	16	0	20	0	36	0	0	220
Hourly Total	216	278	0	0	494	288	27	0	0	315	32	0	74	0	106	3	0	915
Grand Total	4490	3828	0	0	8318	3604	494	0	0	4098	284	6	1044	0	1334	12	0	13750
Approach %	54.0	46.0	0.0	-	-	87.9	12.1	0.0	-	-	21.3	0.4	78.3	-	-	-	-	-
Total %	32.7	27.8	0.0	-	60.5	26.2	3.6	0.0	-	29.8	2.1	0.0	7.6	-	9.7	-	0.0	-
Lights	4331	3565	0	-	7896	3330	484	0	-	3814	263	6	965	-	1234	-	0	12944
% Lights	96.5	93.1	-	-	94.9	92.4	98.0	-	-	93.1	92.6	100.0	92.4	-	92.5	-	-	94.1
Buses	13	59	0	-	72	61	3	0	-	64	11	0	14	-	25	-	0	161
% Buses	0.3	1.5	-	-	0.9	1.7	0.6	-	-	1.6	3.9	0.0	1.3	-	1.9	-	-	1.2
Trucks	146	204	0	-	350	213	7	0	-	220	10	0	65	-	75	-	0	645
% Trucks	3.3	5.3	-	-	4.2	5.9	1.4	-	-	5.4	3.5	0.0	6.2	-	5.6	-	-	4.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3	-	-



Turning Movement Data Plot

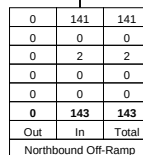
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Northbound Off-Ramp Highway 212 Northbound					Northbound On-Ramp Highway 212 Southbound		Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
7:15 AM	174	83	0	0	257	74	21	0	0	95	6	0	27	0	33	0	0	385
7:30 AM	221	109	0	0	330	76	20	0	0	96	12	0	36	0	48	0	0	474
7:45 AM	175	117	0	0	292	58	15	0	0	73	4	0	31	0	35	0	0	400
8:00 AM	145	110	0	0	255	58	14	0	0	72	5	0	36	0	41	0	0	368
Total	715	419	0	0	1134	266	70	0	0	336	27	0	130	0	157	0	0	1627
Approach %	63.1	36.9	0.0	-	-	79.2	20.8	0.0	-	-	17.2	0.0	82.8	-	-	-	-	-
Total %	43.9	25.8	0.0	-	69.7	16.3	4.3	0.0	-	20.7	1.7	0.0	8.0	-	9.6	-	0.0	-
PHF	0.809	0.895	0.000	-	0.859	0.875	0.833	0.000	-	0.875	0.563	0.000	0.903	-	0.818	-	0.000	0.858
Lights	702	400	0	-	1102	241	70	0	-	311	24	0	122	-	146	-	0	1559
% Lights	98.2	95.5	-	-	97.2	90.6	100.0	-	-	92.6	88.9	-	93.8	-	93.0	-	-	95.8
Buses	3	7	0	-	10	10	0	0	-	10	1	0	2	-	3	-	0	23
% Buses	0.4	1.7	-	-	0.9	3.8	0.0	-	-	3.0	3.7	-	1.5	-	1.9	-	-	1.4
Trucks	10	12	0	-	22	15	0	0	-	15	2	0	6	-	8	-	0	45
% Trucks	1.4	2.9	-	-	1.9	5.6	0.0	-	-	4.5	7.4	-	4.6	-	5.1	-	-	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd					Engler Blvd					Northbound Off-Ramp Highway 212					Northbound On-Ramp Highway 212		Int. Total
	Eastbound					Westbound					Northbound					Southbound		
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
4:30 PM	96	111	0	0	207	105	7	0	0	112	9	0	22	0	31	0	0	350
4:45 PM	74	121	0	0	195	142	11	0	0	153	7	0	35	0	42	0	0	390
5:00 PM	82	96	0	0	178	127	15	0	0	142	7	0	23	0	30	0	0	350
5:15 PM	79	100	0	0	179	122	11	0	0	133	13	0	27	0	40	0	0	352
Total	331	428	0	0	759	496	44	0	0	540	36	0	107	0	143	0	0	1442
Approach %	43.6	56.4	0.0	-	-	91.9	8.1	0.0	-	-	25.2	0.0	74.8	-	-	-	-	-
Total %	23.0	29.7	0.0	-	52.6	34.4	3.1	0.0	-	37.4	2.5	0.0	7.4	-	9.9	-	0.0	-
PHF	0.862	0.884	0.000	-	0.917	0.873	0.733	0.000	-	0.882	0.692	0.000	0.764	-	0.851	-	0.000	0.924
Lights	318	420	0	-	738	476	44	0	-	520	35	0	106	-	141	-	0	1399
% Lights	96.1	98.1	-	-	97.2	96.0	100.0	-	-	96.3	97.2	-	99.1	-	98.6	-	-	97.0
Buses	0	0	0	-	0	7	0	0	-	7	0	0	0	-	0	-	0	7
% Buses	0.0	0.0	-	-	0.0	1.4	0.0	-	-	1.3	0.0	-	0.0	-	0.0	-	-	0.5
Trucks	13	8	0	-	21	13	0	0	-	13	1	0	1	-	2	-	0	36
% Trucks	3.9	1.9	-	-	2.8	2.6	0.0	-	-	2.4	2.8	-	0.9	-	1.4	-	-	2.5
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

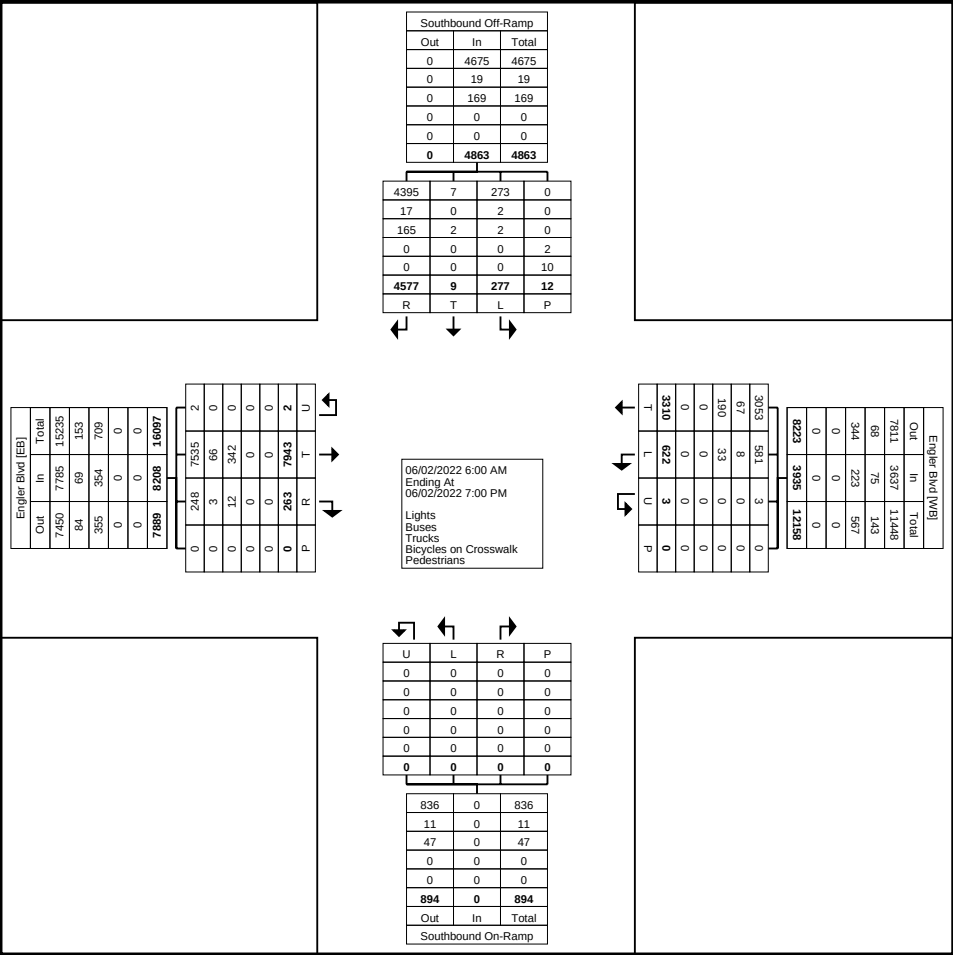


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:00 AM	132	2	0	0	134	1	18	0	0	19	0	0	0	0	0	0	0	33	1	33	186
6:15 AM	176	5	0	0	181	6	23	0	0	29	0	0	0	0	0	1	0	47	0	48	258
6:30 AM	181	9	0	0	190	7	42	0	0	49	0	0	0	0	0	0	0	57	0	57	296
6:45 AM	195	6	0	0	201	4	44	0	0	48	0	0	0	0	0	1	0	65	0	66	315
Hourly Total	684	22	0	0	706	18	127	0	0	145	0	0	0	0	0	2	0	202	1	204	1055
7:00 AM	241	4	0	0	245	13	56	0	0	69	0	0	0	0	0	1	0	60	0	61	375
7:15 AM	247	1	0	0	248	15	69	0	0	84	0	0	0	0	0	2	0	49	0	51	383
7:30 AM	321	4	0	0	325	13	73	0	0	86	0	0	0	0	0	4	0	58	0	62	473
7:45 AM	281	3	0	0	284	12	55	0	0	67	0	0	0	0	0	2	0	72	0	74	425
Hourly Total	1090	12	0	0	1102	53	253	0	0	306	0	0	0	0	0	9	0	239	0	248	1656
8:00 AM	259	0	0	0	259	7	56	0	0	63	0	0	0	0	0	2	0	44	0	46	368
8:15 AM	225	3	0	0	228	17	71	0	0	88	0	0	0	0	0	1	0	66	0	67	383
8:30 AM	191	0	0	0	191	13	69	0	0	82	0	0	0	0	0	1	1	65	0	67	340
8:45 AM	170	1	0	0	171	9	50	0	0	59	0	0	0	0	0	3	0	55	0	58	288
Hourly Total	845	4	0	0	849	46	246	0	0	292	0	0	0	0	0	7	1	230	0	238	1379
9:00 AM	143	0	0	0	143	8	41	0	0	49	0	0	0	0	0	3	0	44	2	47	239
9:15 AM	154	3	0	0	157	11	44	0	0	55	0	0	0	0	0	3	0	44	0	47	259
9:30 AM	126	1	0	0	127	11	43	0	0	54	0	0	0	0	0	2	2	66	0	70	251
9:45 AM	136	2	0	0	138	8	54	0	0	62	0	0	0	0	0	2	0	38	0	40	240
Hourly Total	559	6	0	0	565	38	182	0	0	220	0	0	0	0	0	10	2	192	2	204	989
10:00 AM	114	1	0	0	115	5	38	0	0	43	0	0	0	0	0	2	0	54	0	56	214
10:15 AM	117	5	0	0	122	6	40	0	0	46	0	0	0	0	0	4	0	48	0	52	220
10:30 AM	133	1	0	0	134	6	43	0	0	49	0	0	0	0	0	4	0	58	0	62	245
10:45 AM	112	3	0	0	115	10	47	0	0	57	0	0	0	0	0	5	0	45	0	50	222
Hourly Total	476	10	0	0	486	27	168	0	0	195	0	0	0	0	0	15	0	205	0	220	901
11:00 AM	92	5	0	0	97	10	51	0	0	61	0	0	0	0	0	2	0	56	0	58	216
11:15 AM	113	4	0	0	117	9	43	0	0	52	0	0	0	0	0	6	0	63	0	69	238
11:30 AM	132	4	0	0	136	12	45	0	0	57	0	0	0	0	0	4	0	60	1	64	257
11:45 AM	112	4	0	0	116	14	52	0	0	66	0	0	0	0	0	2	0	68	2	70	252
Hourly Total	449	17	0	0	466	45	191	0	0	236	0	0	0	0	0	14	0	247	3	261	963
12:00 PM	121	5	0	0	126	9	47	0	0	56	0	0	0	0	0	3	0	62	0	65	247
12:15 PM	116	2	0	0	118	9	50	1	0	60	0	0	0	0	0	6	0	65	0	71	249
12:30 PM	127	5	0	0	132	3	68	0	0	71	0	0	0	0	0	2	0	69	0	71	274
12:45 PM	129	1	0	0	130	9	62	0	0	71	0	0	0	0	0	8	0	70	1	78	279
Hourly Total	493	13	0	0	506	30	227	1	0	258	0	0	0	0	0	19	0	266	1	285	1049
1:00 PM	89	5	0	0	94	12	49	0	0	61	0	0	0	0	0	5	0	68	0	73	228
1:15 PM	108	0	1	0	109	6	46	0	0	52	0	0	0	0	0	8	0	73	0	81	242
1:30 PM	118	4	0	0	122	7	58	0	0	65	0	0	0	0	0	3	0	80	0	83	270
1:45 PM	119	6	0	0	125	8	49	0	0	57	0	0	0	0	0	3	0	93	0	96	278

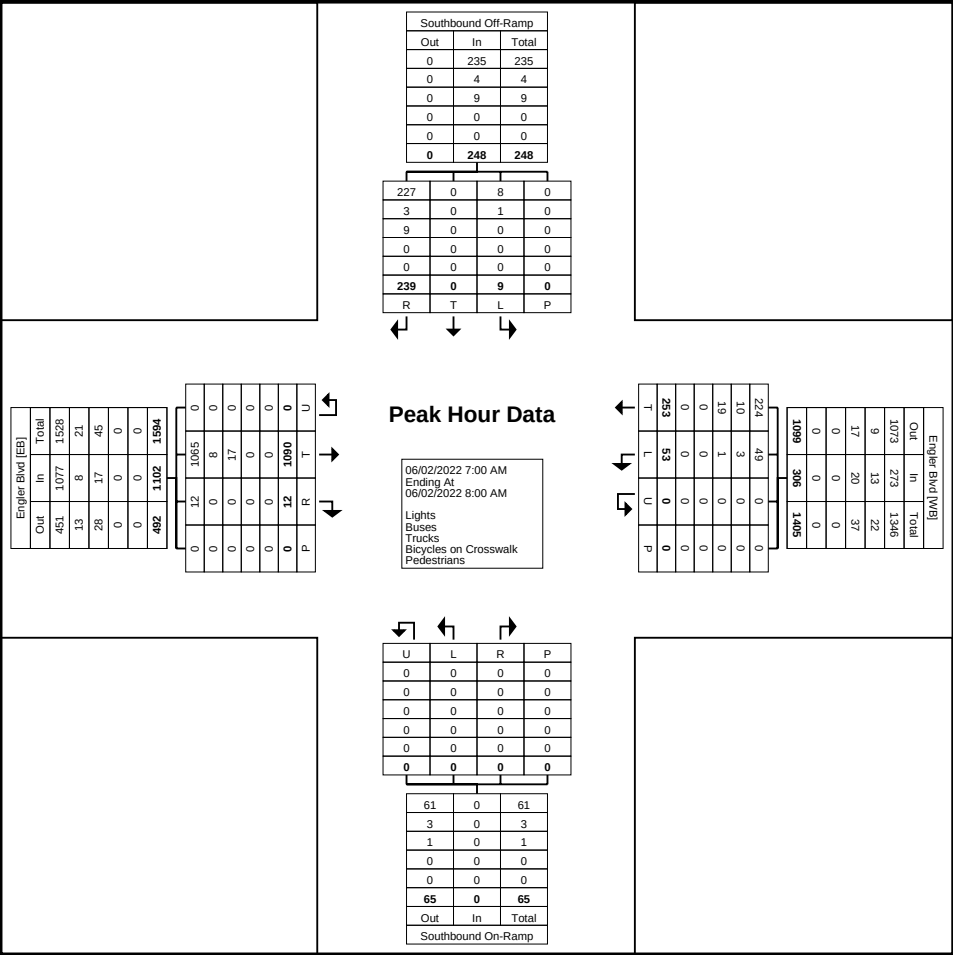
Hourly Total	434	15	1	0	450	33	202	0	0	235	0	0	0	0	0	19	0	314	0	333	1018
2:00 PM	112	4	0	0	116	11	65	0	0	76	0	0	0	0	0	6	0	94	0	100	292
2:15 PM	133	5	0	0	138	11	65	0	0	76	0	0	0	0	0	4	0	85	0	89	303
2:30 PM	115	11	0	0	126	11	64	0	0	75	0	0	0	0	0	7	0	106	1	113	314
2:45 PM	134	5	0	0	139	15	68	0	0	83	0	0	0	0	0	3	1	95	0	99	321
Hourly Total	494	25	0	0	519	48	262	0	0	310	0	0	0	0	0	20	1	380	1	401	1230
3:00 PM	141	12	0	0	153	22	90	0	0	112	0	0	0	0	0	8	1	114	0	123	388
3:15 PM	160	7	0	0	167	15	76	0	0	91	0	0	0	0	0	11	1	114	0	126	384
3:30 PM	160	8	0	0	168	26	113	0	0	139	0	0	0	0	0	6	0	115	0	121	428
3:45 PM	163	6	0	0	169	21	85	0	0	106	0	0	0	0	0	10	0	140	0	150	425
Hourly Total	624	33	0	0	657	84	364	0	0	448	0	0	0	0	0	35	2	483	0	520	1625
4:00 PM	163	8	0	0	171	14	106	0	0	120	0	0	0	0	0	6	0	138	0	144	435
4:15 PM	176	8	0	0	184	22	90	0	0	112	0	0	0	0	0	16	0	190	1	206	502
4:30 PM	179	9	0	0	188	22	98	1	0	121	0	0	0	0	0	15	0	181	0	196	505
4:45 PM	182	9	0	0	191	25	122	0	0	147	0	0	0	0	0	13	0	184	0	197	535
Hourly Total	700	34	0	0	734	83	416	1	0	500	0	0	0	0	0	50	0	693	1	743	1977
5:00 PM	161	12	0	0	173	24	109	0	0	133	0	0	0	0	0	8	0	178	0	186	492
5:15 PM	169	11	0	0	180	17	120	0	0	137	0	0	0	0	0	14	0	174	0	188	505
5:30 PM	158	12	0	0	170	24	88	0	0	112	0	0	0	0	0	13	1	167	0	181	463
5:45 PM	159	12	0	0	171	10	80	0	0	90	0	0	0	0	0	15	0	167	0	182	443
Hourly Total	647	47	0	0	694	75	397	0	0	472	0	0	0	0	0	50	1	686	0	737	1903
6:00 PM	130	3	0	0	133	9	82	0	0	91	0	0	0	0	0	8	1	132	3	141	365
6:15 PM	119	5	0	0	124	10	56	0	0	66	0	0	0	0	0	10	0	133	0	143	333
6:30 PM	106	10	0	0	116	13	60	1	0	74	0	0	0	0	0	6	1	101	0	108	298
6:45 PM	93	7	1	0	101	10	77	0	0	87	0	0	0	0	0	3	0	74	0	77	265
Hourly Total	448	25	1	0	474	42	275	1	0	318	0	0	0	0	0	27	2	440	3	469	1261
Grand Total	7943	263	2	0	8208	622	3310	3	0	3935	0	0	0	0	0	277	9	4577	12	4863	17006
Approach %	96.8	3.2	0.0	-	-	15.8	84.1	0.1	-	-	0.0	0.0	0.0	-	-	5.7	0.2	94.1	-	-	-
Total %	46.7	1.5	0.0	-	48.3	3.7	19.5	0.0	-	23.1	0.0	0.0	0.0	-	0.0	1.6	0.1	26.9	-	28.6	-
Lights	7535	248	2	-	7785	581	3053	3	-	3637	0	0	0	-	0	273	7	4395	-	4675	16097
% Lights	94.9	94.3	100.0	-	94.8	93.4	92.2	100.0	-	92.4	-	-	-	-	-	98.6	77.8	96.0	-	96.1	94.7
Buses	66	3	0	-	69	8	67	0	-	75	0	0	0	-	0	2	0	17	-	19	163
% Buses	0.8	1.1	0.0	-	0.8	1.3	2.0	0.0	-	1.9	-	-	-	-	-	0.7	0.0	0.4	-	0.4	1.0
Trucks	342	12	0	-	354	33	190	0	-	223	0	0	0	-	0	2	2	165	-	169	746
% Trucks	4.3	4.6	0.0	-	4.3	5.3	5.7	0.0	-	5.7	-	-	-	-	-	0.7	22.2	3.6	-	3.5	4.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.7	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83.3	-	-



Turning Movement Data Plot

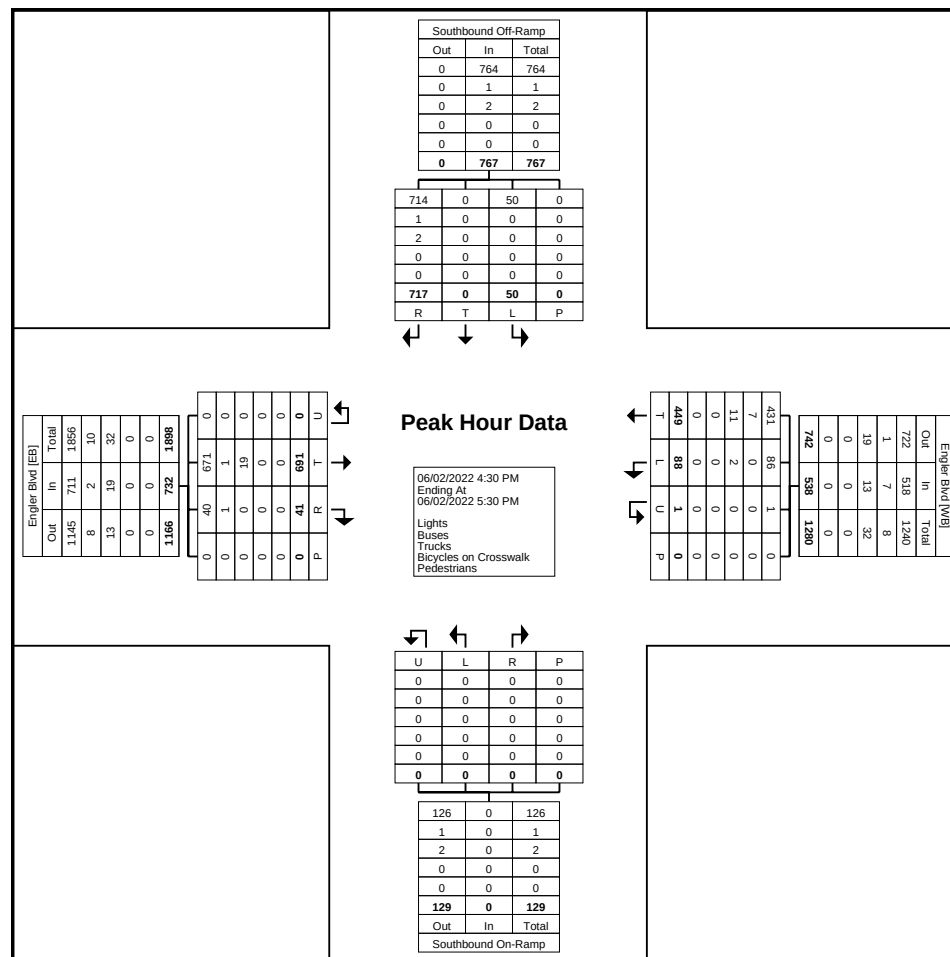
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
7:00 AM	241	4	0	0	245	13	56	0	0	69	0	0	0	0	0	1	0	60	0	61	375
7:15 AM	247	1	0	0	248	15	69	0	0	84	0	0	0	0	0	2	0	49	0	51	383
7:30 AM	321	4	0	0	325	13	73	0	0	86	0	0	0	0	0	4	0	58	0	62	473
7:45 AM	281	3	0	0	284	12	55	0	0	67	0	0	0	0	0	2	0	72	0	74	425
Total	1090	12	0	0	1102	53	253	0	0	306	0	0	0	0	0	9	0	239	0	248	1656
Approach %	98.9	1.1	0.0	-	-	17.3	82.7	0.0	-	-	0.0	0.0	0.0	-	-	3.6	0.0	96.4	-	-	-
Total %	65.8	0.7	0.0	-	66.5	3.2	15.3	0.0	-	18.5	0.0	0.0	0.0	-	0.0	0.5	0.0	14.4	-	15.0	-
PHF	0.849	0.750	0.000	-	0.848	0.883	0.866	0.000	-	0.890	0.000	0.000	0.000	-	0.000	0.563	0.000	0.830	-	0.838	0.875
Lights	1065	12	0	-	1077	49	224	0	-	273	0	0	0	-	0	8	0	227	-	235	1585
% Lights	97.7	100.0	-	-	97.7	92.5	88.5	-	-	89.2	-	-	-	-	-	88.9	-	95.0	-	94.8	95.7
Buses	8	0	0	-	8	3	10	0	-	13	0	0	0	-	0	1	0	3	-	4	25
% Buses	0.7	0.0	-	-	0.7	5.7	4.0	-	-	4.2	-	-	-	-	-	11.1	-	1.3	-	1.6	1.5
Trucks	17	0	0	-	17	1	19	0	-	20	0	0	0	-	0	0	0	9	-	9	46
% Trucks	1.6	0.0	-	-	1.5	1.9	7.5	-	-	6.5	-	-	-	-	-	0.0	-	3.8	-	3.6	2.8
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					Southbound On-Ramp Highway 212 Northbound					Southbound Off-Ramp Highway 212 Southbound					Int. Total
	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
4:30 PM	179	9	0	0	188	22	98	1	0	121	0	0	0	0	0	15	0	181	0	196	505
4:45 PM	182	9	0	0	191	25	122	0	0	147	0	0	0	0	0	13	0	184	0	197	535
5:00 PM	161	12	0	0	173	24	109	0	0	133	0	0	0	0	0	8	0	178	0	186	492
5:15 PM	169	11	0	0	180	17	120	0	0	137	0	0	0	0	0	14	0	174	0	188	505
Total	691	41	0	0	732	88	449	1	0	538	0	0	0	0	0	50	0	717	0	767	2037
Approach %	94.4	5.6	0.0	-	-	16.4	83.5	0.2	-	-	0.0	0.0	0.0	-	-	6.5	0.0	93.5	-	-	-
Total %	33.9	2.0	0.0	-	35.9	4.3	22.0	0.0	-	26.4	0.0	0.0	0.0	-	0.0	2.5	0.0	35.2	-	37.7	-
PHF	0.949	0.854	0.000	-	0.958	0.880	0.920	0.250	-	0.915	0.000	0.000	0.000	-	0.000	0.833	0.000	0.974	-	0.973	0.952
Lights	671	40	0	-	711	86	431	1	-	518	0	0	0	-	0	50	0	714	-	764	1993
% Lights	97.1	97.6	-	-	97.1	97.7	96.0	100.0	-	96.3	-	-	-	-	-	100.0	-	99.6	-	99.6	97.8
Buses	1	1	0	-	2	0	7	0	-	7	0	0	0	-	0	0	0	1	-	1	10
% Buses	0.1	2.4	-	-	0.3	0.0	1.6	0.0	-	1.3	-	-	-	-	-	0.0	-	0.1	-	0.1	0.5
Trucks	19	0	0	-	19	2	11	0	-	13	0	0	0	-	0	0	0	2	-	2	34
% Trucks	2.7	0.0	-	-	2.6	2.3	2.4	0.0	-	2.4	-	-	-	-	-	0.0	-	0.3	-	0.3	1.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



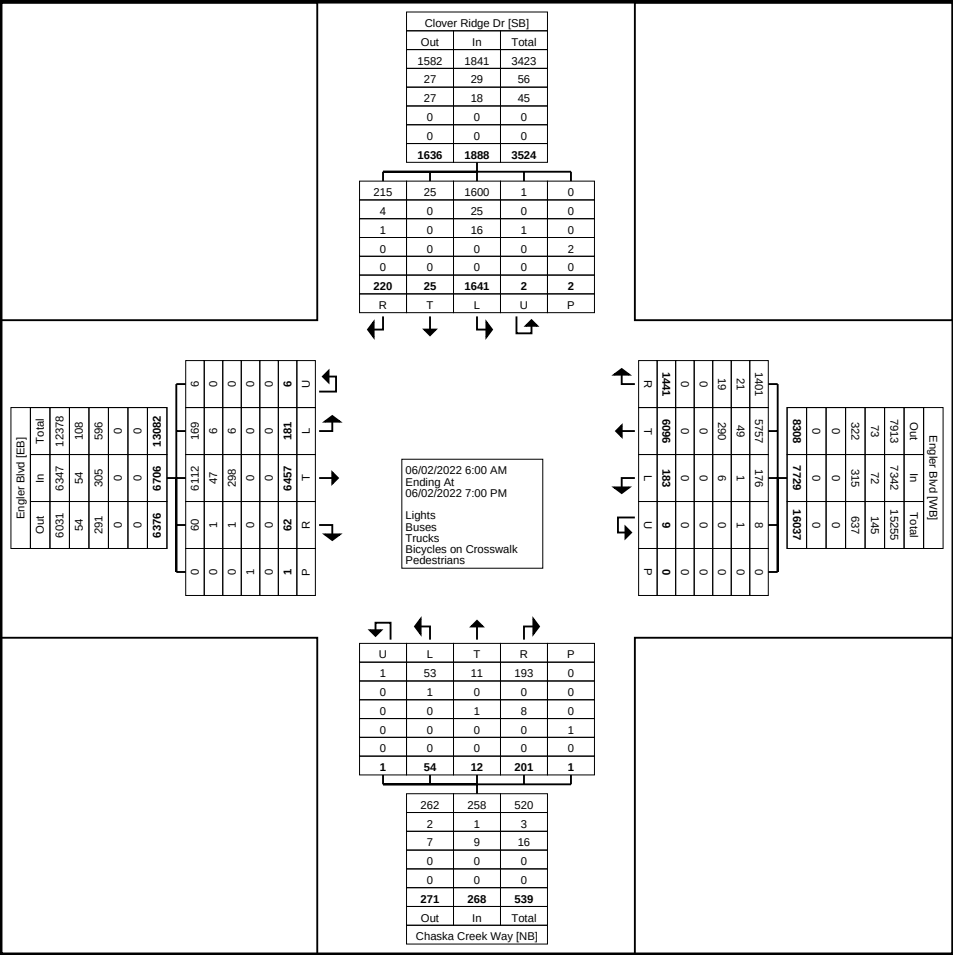
Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	0	116	0	0	0	116	2	44	4	0	0	50	0	0	1	0	0	1	21	0	3	0	0	24	191
6:15 AM	1	150	0	0	0	151	1	56	7	0	0	64	0	0	2	0	0	2	31	0	2	0	0	33	250
6:30 AM	2	160	0	0	0	162	3	89	6	0	0	98	0	0	0	1	0	1	33	0	6	0	0	39	300
6:45 AM	3	160	2	0	0	165	5	89	13	0	0	107	0	0	0	0	0	0	41	0	5	0	0	46	318
Hourly Total	6	586	2	0	0	594	11	278	30	0	0	319	0	0	3	1	0	4	126	0	16	0	0	142	1059
7:00 AM	5	201	0	0	0	206	3	90	22	0	0	115	0	1	0	0	0	1	52	0	3	0	0	55	377
7:15 AM	6	194	1	0	0	201	3	82	28	0	0	113	1	0	2	0	0	3	62	1	6	0	0	69	386
7:30 AM	5	247	0	1	0	253	1	96	30	1	0	128	0	0	0	0	0	0	82	0	6	1	0	89	470
7:45 AM	2	241	1	0	0	244	6	99	14	0	0	119	0	0	1	0	0	1	50	0	4	0	0	54	418
Hourly Total	18	883	2	1	0	904	13	367	94	1	0	475	1	1	3	0	0	5	246	1	19	1	0	267	1651
8:00 AM	2	215	1	1	0	219	4	79	17	0	0	100	1	0	3	0	0	4	51	2	2	0	1	55	378
8:15 AM	0	168	3	0	0	171	8	97	19	0	0	124	1	0	3	0	0	4	49	2	2	0	0	53	352
8:30 AM	1	154	3	0	0	158	7	102	24	0	0	133	0	0	4	0	0	4	36	1	3	0	0	40	335
8:45 AM	2	133	5	0	0	140	3	91	17	0	0	111	0	0	4	0	0	4	37	0	0	0	0	37	292
Hourly Total	5	670	12	1	0	688	22	369	77	0	0	468	2	0	14	0	0	16	173	5	7	0	1	185	1357
9:00 AM	2	133	0	0	0	135	3	77	12	0	0	92	1	0	4	0	0	5	20	0	4	0	0	24	256
9:15 AM	4	130	1	0	0	135	8	70	11	0	0	89	1	1	2	0	0	4	30	1	2	0	0	33	261
9:30 AM	1	113	1	0	0	115	2	94	11	0	0	107	0	0	4	0	0	4	16	0	8	0	0	24	250
9:45 AM	4	117	0	0	0	121	4	75	12	0	0	91	0	0	3	0	0	3	22	2	3	0	0	27	242
Hourly Total	11	493	2	0	0	506	17	316	46	0	0	379	2	1	13	0	0	16	88	3	17	0	0	108	1009
10:00 AM	1	99	1	0	0	101	7	75	7	0	0	89	4	0	5	0	0	9	13	2	1	0	0	16	215
10:15 AM	1	105	4	0	0	110	3	69	13	0	0	85	0	0	5	0	0	5	17	0	4	0	0	21	221
10:30 AM	2	108	1	0	0	111	3	80	20	0	0	103	1	1	4	0	0	6	19	0	2	0	0	21	241
10:45 AM	2	92	1	0	0	95	6	70	15	0	0	91	3	0	2	0	0	5	19	1	4	0	0	24	215
Hourly Total	6	404	7	0	0	417	19	294	55	0	0	368	8	1	16	0	0	25	68	3	11	0	0	82	892
11:00 AM	5	75	2	0	0	82	5	95	12	0	0	112	5	0	4	0	0	9	19	1	6	0	0	26	229
11:15 AM	3	91	1	0	0	95	1	79	20	0	0	100	1	1	4	0	0	6	22	1	3	1	0	27	228
11:30 AM	1	105	0	1	0	107	3	78	15	0	0	96	1	0	7	0	0	8	26	1	0	0	0	27	238
11:45 AM	2	82	0	0	0	84	6	84	30	0	0	120	2	0	7	0	0	9	23	1	4	0	0	28	241
Hourly Total	11	353	3	1	0	368	15	336	77	0	0	428	9	1	22	0	0	32	90	4	13	1	0	108	936
12:00 PM	3	98	2	0	0	103	7	80	22	0	0	109	1	0	7	0	0	8	21	0	1	0	0	22	242
12:15 PM	3	85	1	1	0	90	2	86	25	0	0	113	1	2	2	0	0	5	30	0	1	0	0	31	239
12:30 PM	3	95	3	1	0	102	2	109	20	0	0	131	3	0	7	0	0	10	31	0	4	0	0	35	278
12:45 PM	1	101	4	0	0	106	2	102	29	1	0	134	0	0	9	0	0	9	18	0	7	0	1	25	274
Hourly Total	10	379	10	2	0	401	13	377	96	1	0	487	5	2	25	0	0	32	100	0	13	0	1	113	1033
1:00 PM	1	80	3	0	0	84	5	86	22	0	0	113	0	0	4	0	0	4	18	0	2	0	0	20	221
1:15 PM	1	85	1	0	0	87	7	93	19	0	0	119	1	1	2	0	0	4	19	1	2	0	0	22	232
1:30 PM	3	82	1	0	0	86	8	104	21	0	0	133	1	0	6	0	0	7	32	0	4	0	0	36	262
1:45 PM	5	103	0	0	0	108	2	117	27	0	0	146	2	0	5	0	0	7	18	0	2	0	0	20	281

Hourly Total	10	350	5	0	0	365	22	400	89	0	0	511	4	1	17	0	0	22	87	1	10	0	0	98	996
2:00 PM	8	93	2	0	0	103	7	111	31	0	0	149	0	1	3	0	0	4	17	0	2	0	0	19	275
2:15 PM	9	117	0	0	1	126	5	125	23	0	0	153	1	0	5	0	1	6	27	0	4	0	0	31	316
2:30 PM	2	89	0	0	0	91	5	133	28	0	0	166	1	0	1	0	0	2	30	1	4	0	0	35	294
2:45 PM	6	101	2	0	0	109	4	125	33	0	0	162	3	1	6	0	0	10	27	1	4	0	0	32	313
Hourly Total	25	400	4	0	1	429	21	494	115	0	0	630	5	2	15	0	1	22	101	2	14	0	0	117	1198
3:00 PM	6	105	3	0	0	114	3	152	36	0	0	191	0	0	5	0	0	5	41	2	8	0	0	51	361
3:15 PM	3	130	0	0	0	133	4	162	29	0	0	195	1	0	6	0	0	7	31	0	4	0	0	35	370
3:30 PM	6	125	1	1	0	133	3	180	33	1	0	217	3	0	9	0	0	12	37	0	6	0	0	43	405
3:45 PM	7	131	0	0	0	138	3	178	42	0	0	223	2	0	7	0	0	9	33	1	10	0	0	44	414
Hourly Total	22	491	4	1	0	518	13	672	140	1	0	826	6	0	27	0	0	33	142	3	28	0	0	173	1550
4:00 PM	6	145	1	0	0	152	5	193	41	0	0	239	0	1	2	0	0	3	26	0	4	0	0	30	424
4:15 PM	2	143	0	0	0	145	3	212	46	0	0	261	2	1	4	0	0	7	36	0	5	0	0	41	454
4:30 PM	3	139	0	0	0	142	2	226	46	0	0	274	4	0	15	0	0	19	38	0	9	0	0	47	482
4:45 PM	3	154	1	0	0	158	1	227	41	0	0	269	2	0	7	0	0	9	39	0	4	0	0	43	479
Hourly Total	14	581	2	0	0	597	11	858	174	0	0	1043	8	2	28	0	0	38	139	0	22	0	0	161	1839
5:00 PM	7	128	1	0	0	136	1	209	80	2	0	292	2	1	7	0	0	10	34	0	8	0	0	42	480
5:15 PM	10	148	2	0	0	160	2	221	79	2	0	304	0	0	2	0	0	2	31	0	7	0	0	38	504
5:30 PM	6	121	0	0	0	127	1	192	50	1	0	244	1	0	3	0	0	4	47	0	9	0	0	56	431
5:45 PM	4	125	2	0	0	131	1	190	57	0	0	248	1	0	3	0	0	4	41	1	6	0	0	48	431
Hourly Total	27	522	5	0	0	554	5	812	266	5	0	1088	4	1	15	0	0	20	153	1	30	0	0	184	1846
6:00 PM	2	92	2	0	0	96	0	156	60	1	0	217	0	0	2	0	0	2	42	1	0	0	0	43	358
6:15 PM	2	91	2	0	0	95	0	151	33	0	0	184	0	0	1	0	0	1	26	0	5	0	0	31	311
6:30 PM	6	92	0	0	0	98	0	122	40	0	0	162	0	0	0	0	0	0	29	0	5	0	0	34	294
6:45 PM	6	70	0	0	0	76	1	94	49	0	0	144	0	0	0	0	0	0	31	1	10	0	0	42	262
Hourly Total	16	345	4	0	0	365	1	523	182	1	0	707	0	0	3	0	0	3	128	2	20	0	0	150	1225
Grand Total	181	6457	62	6	1	6706	183	6096	1441	9	0	7729	54	12	201	1	1	268	1641	25	220	2	2	1888	16591
Approach %	2.7	96.3	0.9	0.1	-	-	2.4	78.9	18.6	0.1	-	-	20.1	4.5	75.0	0.4	-	-	86.9	1.3	11.7	0.1	-	-	-
Total %	1.1	38.9	0.4	0.0	-	40.4	1.1	36.7	8.7	0.1	-	46.6	0.3	0.1	1.2	0.0	-	1.6	9.9	0.2	1.3	0.0	-	11.4	-
Lights	169	6112	60	6	-	6347	176	5757	1401	8	-	7342	53	11	193	1	-	258	1600	25	215	1	-	1841	15788
% Lights	93.4	94.7	96.8	100.0	-	94.6	96.2	94.4	97.2	88.9	-	95.0	98.1	91.7	96.0	100.0	-	96.3	97.5	100.0	97.7	50.0	-	97.5	95.2
Buses	6	47	1	0	-	54	1	49	21	1	-	72	1	0	0	0	-	1	25	0	4	0	-	29	156
% Buses	3.3	0.7	1.6	0.0	-	0.8	0.5	0.8	1.5	11.1	-	0.9	1.9	0.0	0.0	0.0	-	0.4	1.5	0.0	1.8	0.0	-	1.5	0.9
Trucks	6	298	1	0	-	305	6	290	19	0	-	315	0	1	8	0	-	9	16	0	1	1	-	18	647
% Trucks	3.3	4.6	1.6	0.0	-	4.5	3.3	4.8	1.3	0.0	-	4.1	0.0	8.3	4.0	0.0	-	3.4	1.0	0.0	0.5	50.0	-	1.0	3.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-

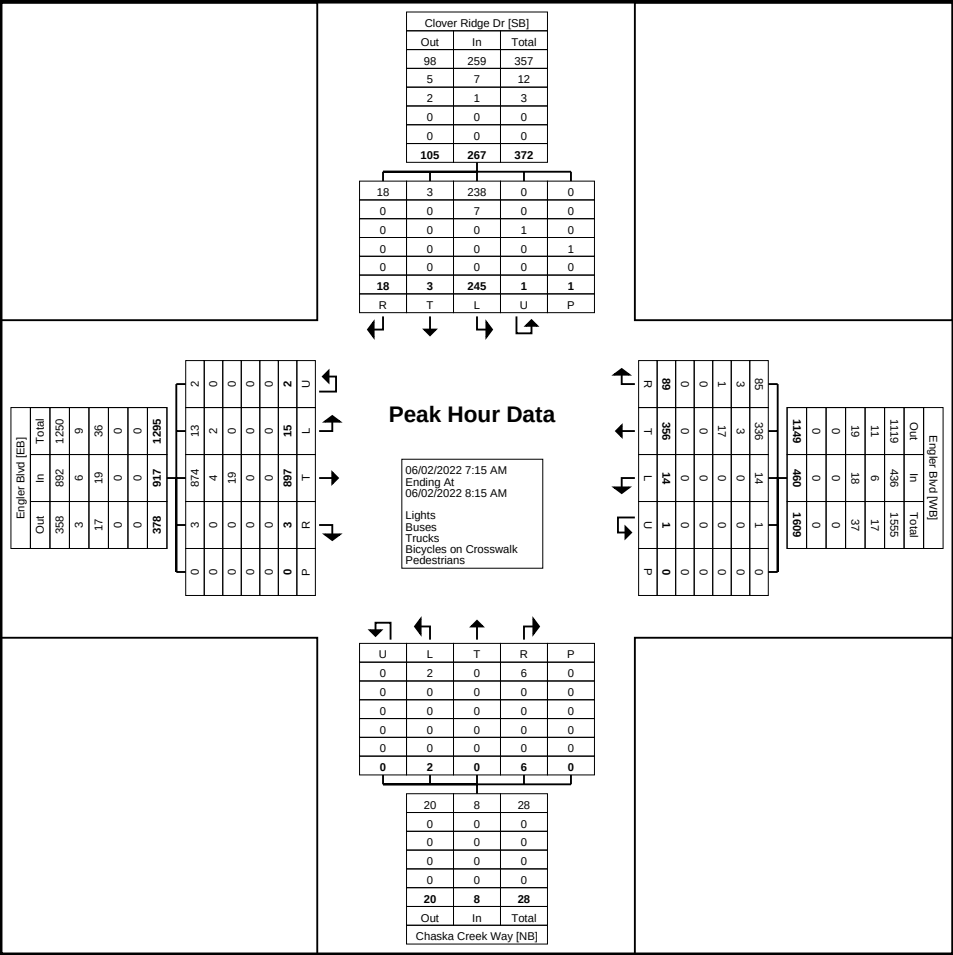
Count Name: Engler Boulevard & Clover Ridge
Drive/Chaska Creek Way
Site Code:
Start Date: 06/02/2022
Page No: 3



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

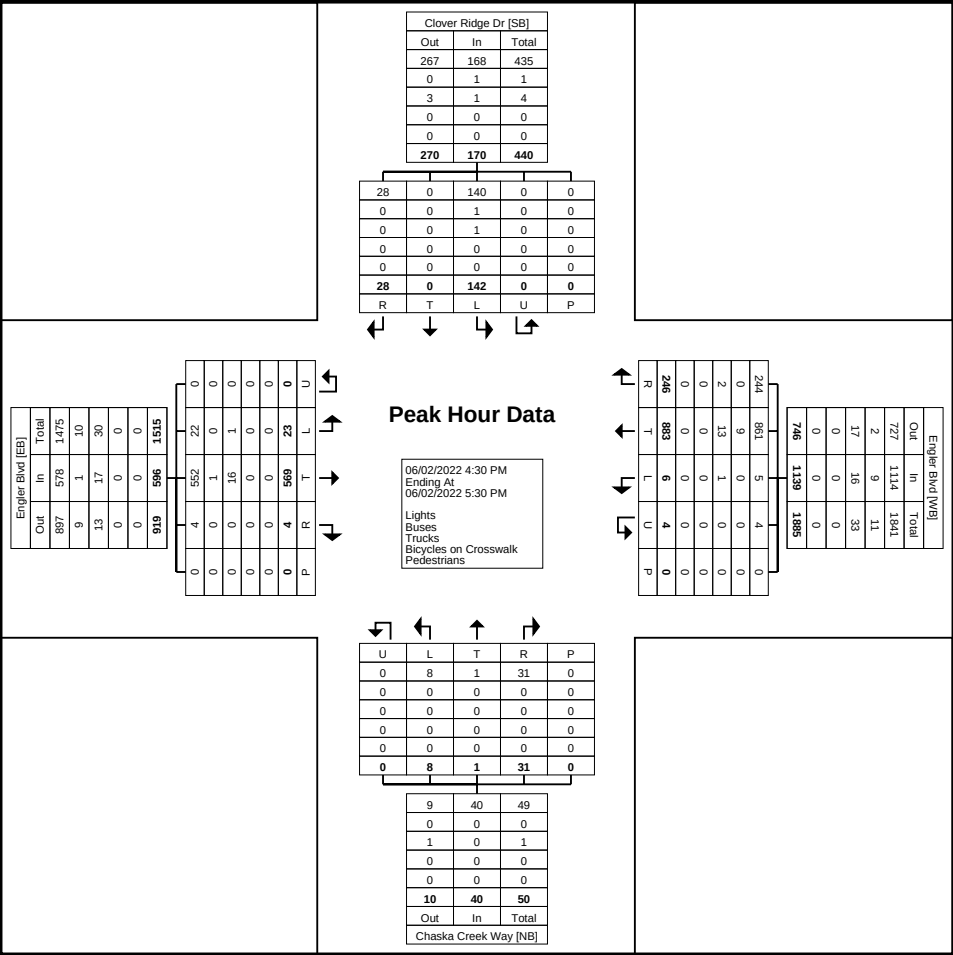
Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:15 AM	6	194	1	0	0	201	3	82	28	0	0	113	1	0	2	0	0	3	62	1	6	0	0	69	386
7:30 AM	5	247	0	1	0	253	1	96	30	1	0	128	0	0	0	0	0	0	82	0	6	1	0	89	470
7:45 AM	2	241	1	0	0	244	6	99	14	0	0	119	0	0	1	0	0	1	50	0	4	0	0	54	418
8:00 AM	2	215	1	1	0	219	4	79	17	0	0	100	1	0	3	0	0	4	51	2	2	0	1	55	378
Total	15	897	3	2	0	917	14	356	89	1	0	460	2	0	6	0	0	8	245	3	18	1	1	267	1652
Approach %	1.6	97.8	0.3	0.2	-	-	3.0	77.4	19.3	0.2	-	-	25.0	0.0	75.0	0.0	-	-	91.8	1.1	6.7	0.4	-	-	-
Total %	0.9	54.3	0.2	0.1	-	55.5	0.8	21.5	5.4	0.1	-	27.8	0.1	0.0	0.4	0.0	-	0.5	14.8	0.2	1.1	0.1	-	16.2	-
PHF	0.625	0.908	0.750	0.500	-	0.906	0.583	0.899	0.742	0.250	-	0.898	0.500	0.000	0.500	0.000	-	0.500	0.747	0.375	0.750	0.250	-	0.750	0.879
Lights	13	874	3	2	-	892	14	336	85	1	-	436	2	0	6	0	-	8	238	3	18	0	-	259	1595
% Lights	86.7	97.4	100.0	100.0	-	97.3	100.0	94.4	95.5	100.0	-	94.8	100.0	-	100.0	-	-	100.0	97.1	100.0	100.0	0.0	-	97.0	96.5
Buses	2	4	0	0	-	6	0	3	3	0	-	6	0	0	0	0	-	0	7	0	0	0	-	7	19
% Buses	13.3	0.4	0.0	0.0	-	0.7	0.0	0.8	3.4	0.0	-	1.3	0.0	-	0.0	-	-	0.0	2.9	0.0	0.0	0.0	-	2.6	1.2
Trucks	0	19	0	0	-	19	0	17	1	0	-	18	0	0	0	0	-	0	0	0	0	1	-	1	38
% Trucks	0.0	2.1	0.0	0.0	-	2.1	0.0	4.8	1.1	0.0	-	3.9	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	100.0	-	0.4	2.3
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Engler Blvd Eastbound						Engler Blvd Westbound						Chaska Creek Way Northbound						Clover Ridge Dr Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:30 PM	3	139	0	0	0	142	2	226	46	0	0	274	4	0	15	0	0	19	38	0	9	0	0	47	482
4:45 PM	3	154	1	0	0	158	1	227	41	0	0	269	2	0	7	0	0	9	39	0	4	0	0	43	479
5:00 PM	7	128	1	0	0	136	1	209	80	2	0	292	2	1	7	0	0	10	34	0	8	0	0	42	480
5:15 PM	10	148	2	0	0	160	2	221	79	2	0	304	0	0	2	0	0	2	31	0	7	0	0	38	504
Total	23	569	4	0	0	596	6	883	246	4	0	1139	8	1	31	0	0	40	142	0	28	0	0	170	1945
Approach %	3.9	95.5	0.7	0.0	-	-	0.5	77.5	21.6	0.4	-	-	20.0	2.5	77.5	0.0	-	-	83.5	0.0	16.5	0.0	-	-	-
Total %	1.2	29.3	0.2	0.0	-	30.6	0.3	45.4	12.6	0.2	-	58.6	0.4	0.1	1.6	0.0	-	2.1	7.3	0.0	1.4	0.0	-	8.7	-
PHF	0.575	0.924	0.500	0.000	-	0.931	0.750	0.972	0.769	0.500	-	0.937	0.500	0.250	0.517	0.000	-	0.526	0.910	0.000	0.778	0.000	-	0.904	0.965
Lights	22	552	4	0	-	578	5	861	244	4	-	1114	8	1	31	0	-	40	140	0	28	0	-	168	1900
% Lights	95.7	97.0	100.0	-	-	97.0	83.3	97.5	99.2	100.0	-	97.8	100.0	100.0	100.0	-	-	100.0	98.6	-	100.0	-	-	98.8	97.7
Buses	0	1	0	0	-	1	0	9	0	0	-	9	0	0	0	0	-	0	1	0	0	0	-	1	11
% Buses	0.0	0.2	0.0	-	-	0.2	0.0	1.0	0.0	0.0	-	0.8	0.0	0.0	0.0	-	-	0.0	0.7	-	0.0	-	-	0.6	0.6
Trucks	1	16	0	0	-	17	1	13	2	0	-	16	0	0	0	0	-	0	1	0	0	0	-	1	34
% Trucks	4.3	2.8	0.0	-	-	2.9	16.7	1.5	0.8	0.0	-	1.4	0.0	0.0	0.0	-	-	0.0	0.7	-	0.0	-	-	0.6	1.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

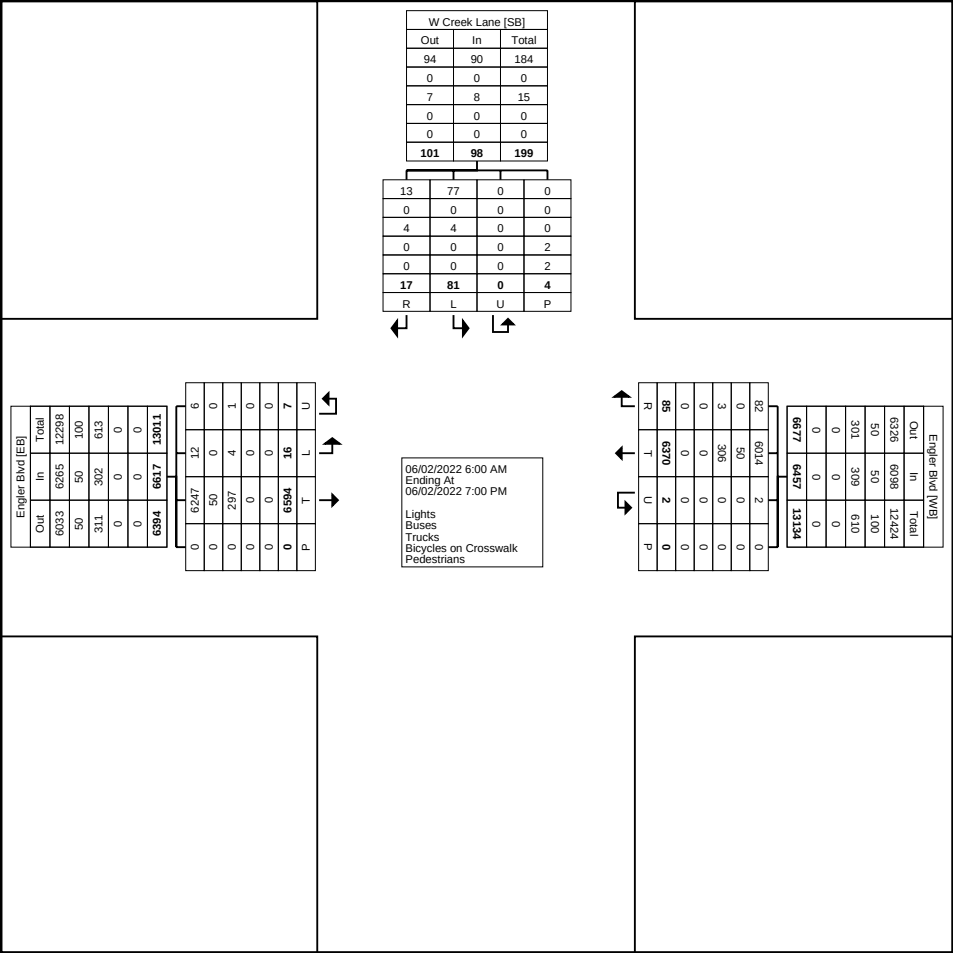


Turning Movement Peak Hour Data Plot (4:30 PM)

Turning Movement Data

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
6:00 AM	1	112	0	0	113	44	5	0	0	49	7	1	0	0	8	170
6:15 AM	0	157	0	0	157	58	0	0	0	58	0	0	0	0	0	215
6:30 AM	0	154	0	0	154	97	1	0	0	98	0	0	0	0	0	252
6:45 AM	0	164	0	0	164	89	4	0	0	93	1	0	0	0	1	258
Hourly Total	1	587	0	0	588	288	10	0	0	298	8	1	0	0	9	895
7:00 AM	0	204	0	0	204	94	1	0	0	95	3	0	0	0	3	302
7:15 AM	1	193	0	0	194	85	2	0	0	87	0	0	0	0	0	281
7:30 AM	2	257	0	0	259	101	3	0	0	104	1	0	0	0	1	364
7:45 AM	0	244	0	0	244	102	3	0	0	105	0	1	0	0	1	350
Hourly Total	3	898	0	0	901	382	9	0	0	391	4	1	0	0	5	1297
8:00 AM	1	220	0	0	221	84	1	0	0	85	2	0	0	1	2	308
8:15 AM	0	165	1	0	166	95	5	0	0	100	1	0	0	0	1	267
8:30 AM	0	164	0	0	164	106	1	0	0	107	0	0	0	0	0	271
8:45 AM	1	134	0	0	135	89	1	0	0	90	2	0	0	0	2	227
Hourly Total	2	683	1	0	686	374	8	0	0	382	5	0	0	1	5	1073
9:00 AM	0	134	0	0	134	77	4	0	0	81	1	0	0	0	1	216
9:15 AM	2	133	0	0	135	69	2	0	0	71	0	0	0	2	0	206
9:30 AM	0	119	0	0	119	101	1	0	0	102	0	1	0	0	1	222
9:45 AM	0	122	0	0	122	76	0	0	0	76	0	0	0	0	0	198
Hourly Total	2	508	0	0	510	323	7	0	0	330	1	1	0	2	2	842
10:00 AM	1	97	0	0	98	79	1	0	0	80	3	2	0	0	5	183
10:15 AM	0	108	0	0	108	75	1	0	0	76	1	0	0	0	1	185
10:30 AM	1	111	0	0	112	78	2	0	0	80	0	1	0	0	1	193
10:45 AM	0	96	0	0	96	75	5	0	0	80	4	0	0	0	4	180
Hourly Total	2	412	0	0	414	307	9	0	0	316	8	3	0	0	11	741
11:00 AM	1	79	0	0	80	104	5	0	0	109	6	0	0	0	6	195
11:15 AM	0	92	1	0	93	82	2	0	0	84	1	0	0	0	1	178
11:30 AM	0	109	1	0	110	82	3	0	0	85	0	0	0	0	0	195
11:45 AM	1	83	0	0	84	89	0	0	0	89	2	0	0	0	2	175
Hourly Total	2	363	2	0	367	357	10	0	0	367	9	0	0	0	9	743
12:00 PM	0	98	1	0	99	84	1	0	0	85	2	0	0	0	2	186
12:15 PM	0	95	0	0	95	87	1	0	0	88	1	0	0	0	1	184
12:30 PM	0	101	0	0	101	114	1	0	0	115	1	1	0	0	2	218
12:45 PM	0	94	0	0	94	108	1	0	0	109	0	0	0	1	0	203
Hourly Total	0	388	1	0	389	393	4	0	0	397	4	1	0	1	5	791
1:00 PM	0	88	0	0	88	88	0	0	0	88	0	0	0	0	0	176
1:15 PM	0	80	0	0	80	96	4	0	0	100	2	2	0	0	4	184
1:30 PM	0	85	0	0	85	106	4	0	0	110	1	0	0	0	1	196
1:45 PM	1	102	0	0	103	117	4	0	0	121	3	0	0	0	3	227
Hourly Total	1	355	0	0	356	407	12	0	0	419	6	2	0	0	8	783

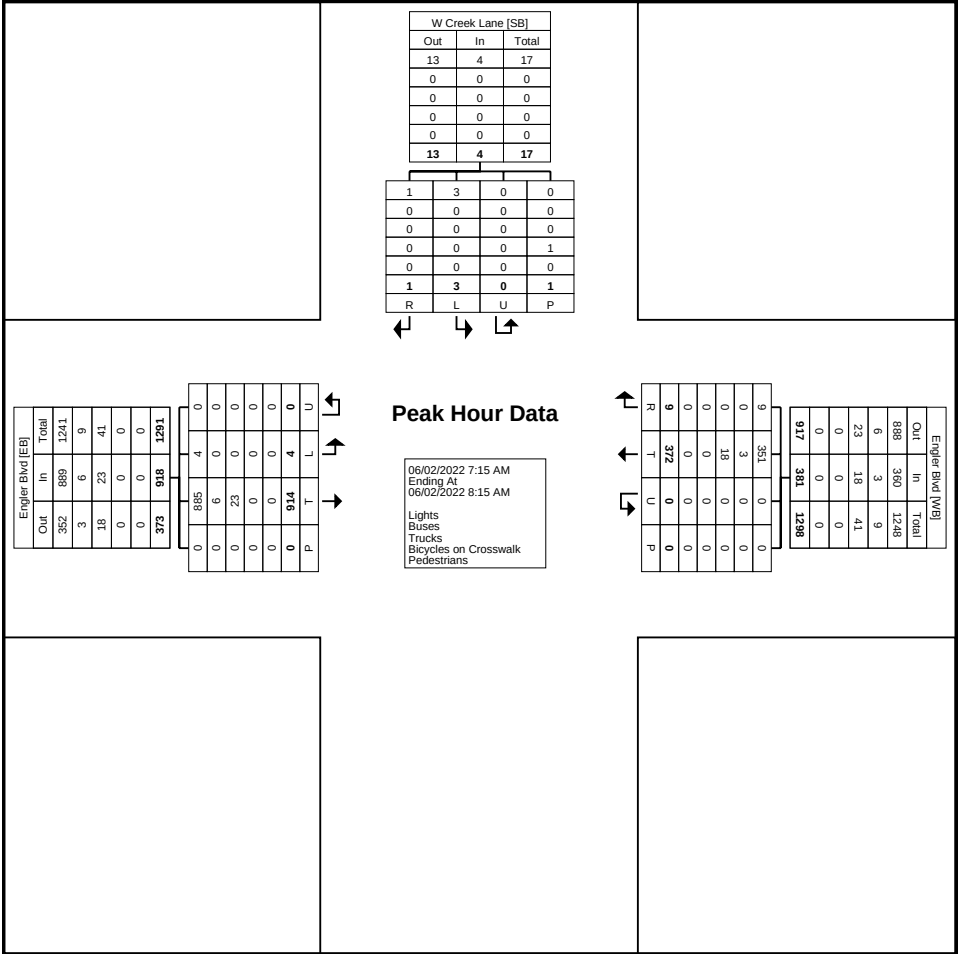
2:00 PM	0	109	0	0	109	115	0	1	0	116	3	2	0	0	5	230
2:15 PM	0	115	0	0	115	124	0	0	0	124	1	0	0	0	1	240
2:30 PM	0	94	0	0	94	145	1	0	0	146	1	0	0	0	1	241
2:45 PM	0	103	0	0	103	131	0	0	0	131	0	0	0	0	0	234
Hourly Total	0	421	0	0	421	515	1	1	0	517	5	2	0	0	7	945
3:00 PM	0	108	0	0	108	155	0	1	0	156	4	0	0	0	4	268
3:15 PM	0	136	0	0	136	175	1	0	0	176	0	0	0	0	0	312
3:30 PM	0	128	2	0	130	188	0	0	0	188	2	1	0	0	3	321
3:45 PM	1	130	0	0	131	194	1	0	0	195	5	1	0	0	6	332
Hourly Total	1	502	2	0	505	712	2	1	0	715	11	2	0	0	13	1233
4:00 PM	0	144	0	0	144	195	2	0	0	197	4	1	0	0	5	346
4:15 PM	0	152	0	0	152	230	1	0	0	231	2	3	0	0	5	388
4:30 PM	0	130	0	0	130	245	1	0	0	246	1	0	0	0	1	377
4:45 PM	0	156	0	0	156	241	1	0	0	242	0	0	0	0	0	398
Hourly Total	0	582	0	0	582	911	5	0	0	916	7	4	0	0	11	1509
5:00 PM	0	133	1	0	134	228	0	0	0	228	3	0	0	0	3	365
5:15 PM	1	156	0	0	157	227	1	0	0	228	1	0	0	0	1	386
5:30 PM	1	128	0	0	129	203	0	0	0	203	0	0	0	0	0	332
5:45 PM	0	123	0	0	123	201	1	0	0	202	1	0	0	0	1	326
Hourly Total	2	540	1	0	543	859	2	0	0	861	5	0	0	0	5	1409
6:00 PM	0	93	0	0	93	151	3	0	0	154	2	0	0	0	2	249
6:15 PM	0	91	0	0	91	156	1	0	0	157	3	0	0	0	3	251
6:30 PM	0	95	0	0	95	136	0	0	0	136	3	0	0	0	3	234
6:45 PM	0	76	0	0	76	99	2	0	0	101	0	0	0	0	0	177
Hourly Total	0	355	0	0	355	542	6	0	0	548	8	0	0	0	8	911
Grand Total	16	6594	7	0	6617	6370	85	2	0	6457	81	17	0	4	98	13172
Approach %	0.2	99.7	0.1	-	-	98.7	1.3	0.0	-	-	82.7	17.3	0.0	-	-	-
Total %	0.1	50.1	0.1	-	50.2	48.4	0.6	0.0	-	49.0	0.6	0.1	0.0	-	0.7	-
Lights	12	6247	6	-	6265	6014	82	2	-	6098	77	13	0	-	90	12453
% Lights	75.0	94.7	85.7	-	94.7	94.4	96.5	100.0	-	94.4	95.1	76.5	-	-	91.8	94.5
Buses	0	50	0	-	50	50	0	0	-	50	0	0	0	-	0	100
% Buses	0.0	0.8	0.0	-	0.8	0.8	0.0	0.0	-	0.8	0.0	0.0	-	-	0.0	0.8
Trucks	4	297	1	-	302	306	3	0	-	309	4	4	0	-	8	619
% Trucks	25.0	4.5	14.3	-	4.6	4.8	3.5	0.0	-	4.8	4.9	23.5	-	-	8.2	4.7
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

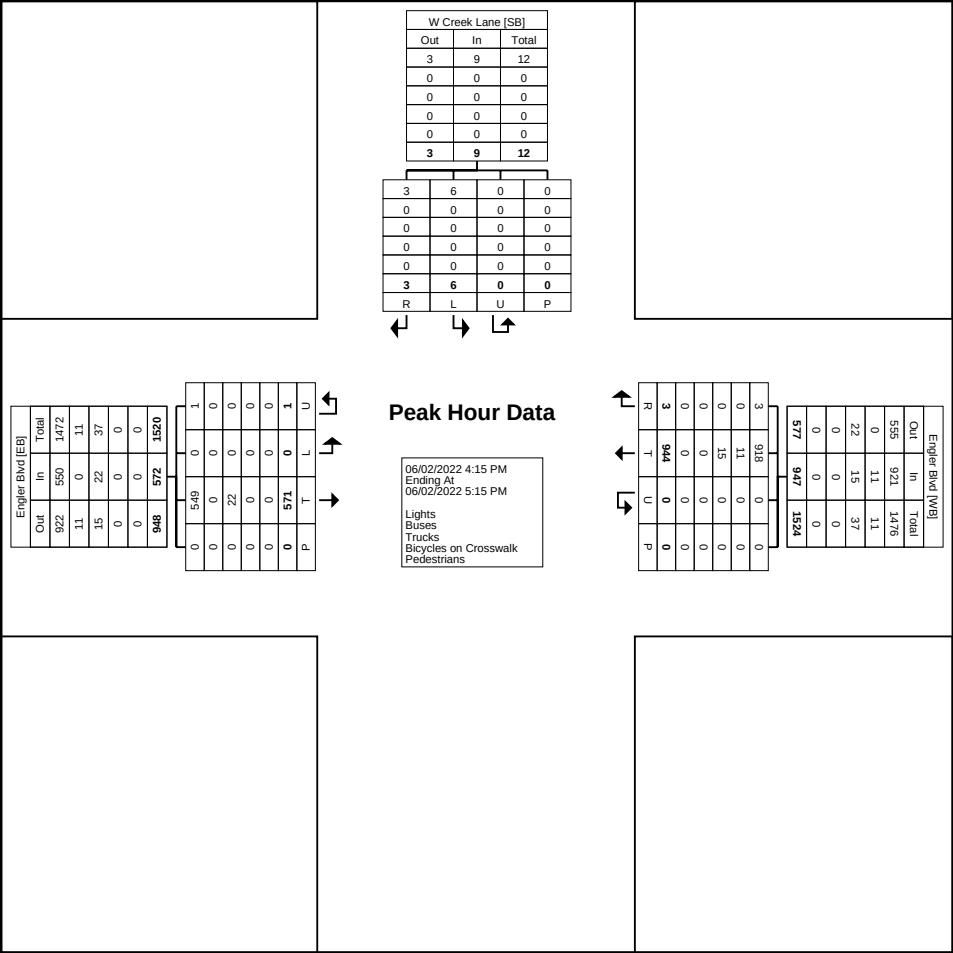
Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
7:15 AM	1	193	0	0	194	85	2	0	0	87	0	0	0	0	0	281
7:30 AM	2	257	0	0	259	101	3	0	0	104	1	0	0	0	1	364
7:45 AM	0	244	0	0	244	102	3	0	0	105	0	1	0	0	1	350
8:00 AM	1	220	0	0	221	84	1	0	0	85	2	0	0	1	2	308
Total	4	914	0	0	918	372	9	0	0	381	3	1	0	1	4	1303
Approach %	0.4	99.6	0.0	-	-	97.6	2.4	0.0	-	-	75.0	25.0	0.0	-	-	-
Total %	0.3	70.1	0.0	-	70.5	28.5	0.7	0.0	-	29.2	0.2	0.1	0.0	-	0.3	-
PHF	0.500	0.889	0.000	-	0.886	0.912	0.750	0.000	-	0.907	0.375	0.250	0.000	-	0.500	0.895
Lights	4	885	0	-	889	351	9	0	-	360	3	1	0	-	4	1253
% Lights	100.0	96.8	-	-	96.8	94.4	100.0	-	-	94.5	100.0	100.0	-	-	100.0	96.2
Buses	0	6	0	-	6	3	0	0	-	3	0	0	0	-	0	9
% Buses	0.0	0.7	-	-	0.7	0.8	0.0	-	-	0.8	0.0	0.0	-	-	0.0	0.7
Trucks	0	23	0	-	23	18	0	0	-	18	0	0	0	-	0	41
% Trucks	0.0	2.5	-	-	2.5	4.8	0.0	-	-	4.7	0.0	0.0	-	-	0.0	3.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-



Turning Movement Peak Hour Data Plot (7:15 AM)

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Engler Blvd Eastbound					Engler Blvd Westbound					W Creek Lane Southbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	
4:15 PM	0	152	0	0	152	230	1	0	0	231	2	3	0	0	5	388
4:30 PM	0	130	0	0	130	245	1	0	0	246	1	0	0	0	1	377
4:45 PM	0	156	0	0	156	241	1	0	0	242	0	0	0	0	0	398
5:00 PM	0	133	1	0	134	228	0	0	0	228	3	0	0	0	3	365
Total	0	571	1	0	572	944	3	0	0	947	6	3	0	0	9	1528
Approach %	0.0	99.8	0.2	-	-	99.7	0.3	0.0	-	-	66.7	33.3	0.0	-	-	-
Total %	0.0	37.4	0.1	-	37.4	61.8	0.2	0.0	-	62.0	0.4	0.2	0.0	-	0.6	-
PHF	0.000	0.915	0.250	-	0.917	0.963	0.750	0.000	-	0.962	0.500	0.250	0.000	-	0.450	0.960
Lights	0	549	1	-	550	918	3	0	-	921	6	3	0	-	9	1480
% Lights	-	96.1	100.0	-	96.2	97.2	100.0	-	-	97.3	100.0	100.0	-	-	100.0	96.9
Buses	0	0	0	-	0	11	0	0	-	11	0	0	0	-	0	11
% Buses	-	0.0	0.0	-	0.0	1.2	0.0	-	-	1.2	0.0	0.0	-	-	0.0	0.7
Trucks	0	22	0	-	22	15	0	0	-	15	0	0	0	-	0	37
% Trucks	-	3.9	0.0	-	3.8	1.6	0.0	-	-	1.6	0.0	0.0	-	-	0.0	2.4
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (4:15 PM)

Appendix C:

Site Plan



Figure 3: Development Scenario 1





Figure 4: Development Scenario 2



Appendix D:

Existing Year (2022) SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.5	2.3	0.4
Total Del/Veh (s)	13.1	2.4	22.2	10.0	42.3	6.8	11.8

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	1.1	0.2
Total Del/Veh (s)	8.2	2.5	58.4	5.7	48.0	6.6	9.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.2	0.1	2.7	0.6	0.5	0.4
Total Del/Veh (s)	10.8	10.7	1.5	41.8	5.2	2.4	52.7	8.5	35.2	28.7	5.4	13.1

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.8	0.3	0.0	0.0	0.1	4.4	0.2
Total Del/Veh (s)	3.4	1.8	1.5	1.2	10.1	3.6	1.8

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				30.5			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	141	160	43	36	161	128	103	94	96
Average Queue (ft)	77	96	4	4	74	42	28	28	42
95th Queue (ft)	135	158	24	22	138	100	65	71	73
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	214	121	25	122	45	67	50	67	78
Average Queue (ft)	64	32	2	43	3	6	10	39	36
95th Queue (ft)	170	92	11	101	21	33	35	62	66
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	46	236	167	16	15	45	87	78	52	42	32	193
Average Queue (ft)	8	123	62	1	1	12	23	20	10	8	7	93
95th Queue (ft)	32	210	132	10	7	33	58	60	33	30	27	165
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	143	42
Average Queue (ft)	59	10
95th Queue (ft)	117	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	20	22	17
Average Queue (ft)	1	4	2
95th Queue (ft)	11	17	12
Link Distance (ft)		774	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.6	0.4
Total Del/Veh (s)	34.8	4.2	10.5	4.1	38.6	7.3	14.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.7	1.5	0.6
Total Del/Veh (s)	14.0	4.4	48.9	6.9	25.9	9.6	12.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.4	0.2
Total Del/Veh (s)	41.4	5.1	1.5	40.8	8.3	3.9	33.8	7.3	32.5	8.2	9.1

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	2.3	1.7	15.9	1.7

Total Network Performance

Denied Del/Veh (s)			1.0	
Total Del/Veh (s)			29.7	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	236	253	47	60	166	138	45	73	75
Average Queue (ft)	75	97	13	9	63	38	12	28	35
95th Queue (ft)	175	191	41	39	138	91	34	63	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	182	198	47	115	85	105	82	158	134
Average Queue (ft)	80	88	12	54	17	26	29	79	65
95th Queue (ft)	152	163	38	101	58	74	68	127	109
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	79	95	122	21	44	158	174	62	37	50	80	92
Average Queue (ft)	20	38	44	2	6	61	73	24	7	15	36	42
95th Queue (ft)	56	81	95	12	28	122	142	49	25	35	67	79
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	74
Average Queue (ft)	16
95th Queue (ft)	44
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	22
Average Queue (ft)	4
95th Queue (ft)	17
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix E:

Opening Year (2025) No-Build SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.4	0.4	2.5	0.4
Total Del/Veh (s)	14.4	2.6	22.4	11.0	43.9	7.8	12.5

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	1.7	1.2	0.2
Total Del/Veh (s)	8.8	2.3	62.1	5.6	62.1	6.9	9.7

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	3.9	0.1	2.7	0.7	0.6	0.4
Total Del/Veh (s)	11.7	10.3	1.6	45.0	5.5	2.3	35.0	9.8	38.0	28.8	7.2	13.0

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.6	0.3	0.0	0.1	0.1	3.9	0.2
Total Del/Veh (s)	2.7	1.9	1.6	1.8	15.3	3.7	1.9

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				31.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	189	209	36	46	163	111	89	107	97
Average Queue (ft)	87	109	4	6	77	37	34	30	47
95th Queue (ft)	161	181	20	26	138	88	71	76	80
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	264	158	25	142	22	56	54	83	72
Average Queue (ft)	72	32	2	49	2	5	11	40	39
95th Queue (ft)	198	102	11	109	13	29	38	65	66
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	48	295	206	28	10	40	93	82	52	37	33	238
Average Queue (ft)	8	119	68	2	0	9	24	24	10	6	7	93
95th Queue (ft)	29	238	156	13	6	29	58	65	30	26	26	175
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	185	47
Average Queue (ft)	66	12
95th Queue (ft)	135	33
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	20	22	17
Average Queue (ft)	1	3	3
95th Queue (ft)	8	14	13
Link Distance (ft)		774	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.8	0.4
Total Del/Veh (s)	38.8	4.4	11.9	5.0	43.9	7.5	16.0

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	2.7	1.5	0.6
Total Del/Veh (s)	16.3	4.5	49.6	7.3	24.8	10.4	13.7

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.3	0.2
Total Del/Veh (s)	40.8	5.4	0.7	45.5	9.3	4.3	30.4	8.4	31.3	8.5	9.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	2.5	1.6	20.6	1.9

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.0	
Total Del/Veh (s)				32.4	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	256	277	64	73	157	135	54	76	87
Average Queue (ft)	88	110	15	9	79	48	13	34	39
95th Queue (ft)	199	215	45	41	150	115	39	69	68
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	213	224	52	127	84	110	111	167	159
Average Queue (ft)	93	100	14	62	17	27	34	84	72
95th Queue (ft)	177	191	40	117	58	74	76	143	129
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	66	120	120	15	35	169	196	56	38	45	98	116
Average Queue (ft)	23	41	43	1	6	73	84	26	9	16	39	48
95th Queue (ft)	55	94	96	6	23	135	152	50	30	41	80	94
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	59
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	21
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix F:

Opening Year (2025) Build Scenario 1 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.4	2.5	0.4
Total Del/Veh (s)	14.7	2.9	25.4	12.1	41.9	7.9	13.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.5	1.5	0.3
Total Del/Veh (s)	11.7	3.2	54.5	6.3	43.3	7.3	11.2

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.9	0.1	2.7	0.5	0.6	0.4
Total Del/Veh (s)	13.5	10.6	2.4	46.2	6.1	2.9	31.2	10.8	35.8	26.6	5.8	12.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.3	0.0	0.0	0.2	4.1	0.2
Total Del/Veh (s)	4.0	2.1	1.9	1.6	22.1	3.8	2.5

Total Network Performance

Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				33.5			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	221	228	24	36	167	132	81	90	96
Average Queue (ft)	86	105	3	5	76	53	28	45	45
95th Queue (ft)	173	191	18	25	141	113	63	84	77
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0								
Queuing Penalty (veh)	0								

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	394	169	20	121	44	64	58	82	108
Average Queue (ft)	116	50	3	44	4	12	13	48	49
95th Queue (ft)	281	130	15	94	23	45	41	76	85
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	57	288	239	23	15	41	80	119	46	38	41	226
Average Queue (ft)	11	126	65	2	1	9	27	34	12	4	7	102
95th Queue (ft)	39	234	159	15	7	29	65	83	33	22	30	179
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	197	38
Average Queue (ft)	64	10
95th Queue (ft)	140	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	32	9	61	18
Average Queue (ft)	6	0	20	3
95th Queue (ft)	24	5	51	14
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.4	2.8	0.4
Total Del/Veh (s)	40.0	4.4	13.1	5.3	38.1	7.4	18.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.6	1.6	0.6
Total Del/Veh (s)	19.1	4.5	53.7	7.5	24.3	11.3	15.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.7	0.3	0.2
Total Del/Veh (s)	42.3	5.7	1.3	47.5	9.2	4.6	35.4	8.3	32.7	8.7	9.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.0	0.1	0.0	0.1	0.2	4.0	0.1
Total Del/Veh (s)	5.3	1.2	2.7	2.7	34.1	9.2	4.2

Total Network Performance

Denied Del/Veh (s)											1.0
Total Del/Veh (s)											36.5

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	337	55	61	178	146	58	97	69
Average Queue (ft)	115	133	15	10	81	55	14	39	37
95th Queue (ft)	249	273	44	39	155	121	40	78	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	1							
Queuing Penalty (veh)	1	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	272	245	38	142	82	112	96	178	178
Average Queue (ft)	132	113	16	63	18	32	32	91	83
95th Queue (ft)	236	210	38	119	57	83	73	149	141
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	70	132	132	20	31	163	176	81	42	47	94	108
Average Queue (ft)	20	51	52	1	4	75	81	28	9	16	42	44
95th Queue (ft)	53	109	106	9	20	139	154	58	33	37	79	87
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	47
Average Queue (ft)	14
95th Queue (ft)	36
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	150	25
Average Queue (ft)	2	61	8
95th Queue (ft)	12	120	22
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 2

Appendix G:

Opening Year (2025) Build Scenario 2 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.6	0.4	2.5	0.4
Total Del/Veh (s)	14.3	2.9	25.0	11.6	42.0	8.3	13.2

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.3	1.4	0.2
Total Del/Veh (s)	11.3	3.0	51.7	6.1	47.9	7.2	11.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.1	4.2	0.1	2.7	0.9	0.5	0.4
Total Del/Veh (s)	10.8	11.8	1.5	46.5	5.5	2.8	29.4	9.9	33.7	22.8	6.2	12.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.3	0.3	0.0	0.0	0.2	4.0	0.3
Total Del/Veh (s)	2.8	2.4	1.9	1.5	43.4	5.1	4.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				34.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	183	200	48	50	155	138	67	111	109
Average Queue (ft)	84	99	4	7	78	53	29	39	45
95th Queue (ft)	163	182	22	28	140	107	60	86	81
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	340	238	42	135	37	65	58	85	94
Average Queue (ft)	108	48	4	49	3	9	11	47	45
95th Queue (ft)	254	152	23	110	20	39	39	73	78
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	50	306	289	26	18	40	80	116	53	29	36	206
Average Queue (ft)	8	144	86	2	1	10	23	32	12	4	8	94
95th Queue (ft)	32	259	192	13	7	30	58	85	33	20	29	158
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	164	30
Average Queue (ft)	57	10
95th Queue (ft)	122	27
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	26	4	160	22
Average Queue (ft)	5	0	54	6
95th Queue (ft)	21	3	118	21
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			2	
Queuing Penalty (veh)			0	

Network Summary

Network wide Queuing Penalty: 0

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.4	2.9	0.4
Total Del/Veh (s)	32.2	4.8	14.3	5.2	39.3	7.5	16.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.4	1.6	0.6
Total Del/Veh (s)	18.8	4.9	54.9	7.6	24.6	10.8	14.9

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	2.8	0.3	0.2
Total Del/Veh (s)	48.5	5.8	1.6	44.5	8.6	4.3	36.8	7.9	29.3	8.6	9.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.4	0.1	0.0	0.0	0.2	3.8	0.1
Total Del/Veh (s)	6.6	1.1	2.5	2.6	32.6	7.4	3.8

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.0			
Total Del/Veh (s)				34.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	290	301	67	76	175	142	43	97	83
Average Queue (ft)	94	114	18	12	84	59	14	39	38
95th Queue (ft)	209	231	49	45	154	118	37	82	66
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	276	292	56	142	94	114	96	161	168
Average Queue (ft)	120	119	17	64	20	33	37	83	79
95th Queue (ft)	233	230	42	119	65	86	75	130	132
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	67	140	141	20	24	170	195	66	38	64	99	101
Average Queue (ft)	16	53	52	1	4	69	80	28	9	16	39	48
95th Queue (ft)	46	113	109	10	18	135	153	55	29	41	77	90
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	45
Average Queue (ft)	14
95th Queue (ft)	35
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	145	17
Average Queue (ft)	2	53	4
95th Queue (ft)	14	112	16
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Network Summary

Network wide Queuing Penalty: 1

Appendix H:

Opening Year (2025) Build Scenario 3 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.4	0.3	2.4	0.4
Total Del/Veh (s)	17.0	3.7	28.4	14.7	35.4	8.2	16.0

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.8	2.1	0.6
Total Del/Veh (s)	18.2	3.8	48.6	7.4	45.7	11.4	15.4

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	3.9	0.1	2.7	0.5	0.6	0.3
Total Del/Veh (s)	16.0	12.6	1.7	57.5	9.1	3.8	39.7	9.8	32.1	34.5	9.2	13.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.2	0.3	0.0	0.1	0.2	3.9	0.3
Total Del/Veh (s)	9.8	2.6	2.9	4.8	57.2	5.0	6.5

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.2			
Total Del/Veh (s)				41.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	257	264	30	63	157	158	72	153	107
Average Queue (ft)	88	100	3	9	68	71	30	78	49
95th Queue (ft)	180	203	18	36	133	133	62	140	85
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	634	200	35	101	41	93	109	132	201
Average Queue (ft)	199	68	8	43	9	31	19	66	86
95th Queue (ft)	452	157	28	86	35	78	72	105	145
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	58	326	271	16	14	46	177	206	56	34	28	195
Average Queue (ft)	12	144	87	1	1	10	49	97	13	5	7	96
95th Queue (ft)	41	261	193	7	6	31	119	177	37	23	27	162
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		1	0					0				
Queuing Penalty (veh)		0	0					0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	134	30
Average Queue (ft)	57	10
95th Queue (ft)	106	29
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	65	33	213	22
Average Queue (ft)	20	5	75	8
95th Queue (ft)	51	22	149	22
Link Distance (ft)			774	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			4	
Queuing Penalty (veh)			1	

Network Summary

Network wide Queuing Penalty: 1

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.0	0.3	2.6	0.4
Total Del/Veh (s)	33.9	4.8	15.1	6.9	35.8	6.7	18.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.0	2.5	1.8	0.7
Total Del/Veh (s)	24.9	5.0	56.2	7.8	25.2	11.1	17.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	4.1	0.1	2.9	0.4	0.2
Total Del/Veh (s)	42.6	5.6	0.8	45.8	8.6	4.3	38.7	8.0	32.6	9.9	8.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.6	0.1	0.0	0.0	1045.7	1055.6	234.5
Total Del/Veh (s)	7.5	1.6	2.6	2.9	455.1	308.1	60.4

Total Network Performance

Denied Del/Veh (s)				175.0			
Total Del/Veh (s)				76.8			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	323	347	75	82	172	159	62	108	87
Average Queue (ft)	117	133	18	13	88	64	18	44	37
95th Queue (ft)	245	263	51	50	160	128	45	85	66
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	330	324	50	133	85	112	93	158	187
Average Queue (ft)	170	136	23	59	19	35	32	89	88
95th Queue (ft)	297	262	47	112	60	91	73	142	155
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	53	144	117	5	38	190	208	67	38	50	97	96
Average Queue (ft)	12	59	53	0	5	77	91	25	7	17	44	41
95th Queue (ft)	37	117	105	4	23	146	165	53	27	40	87	77
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)							0					
Queuing Penalty (veh)							0					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	34
Average Queue (ft)	11
95th Queue (ft)	30
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	35	4	819	250
Average Queue (ft)	6	0	793	145
95th Queue (ft)	24	3	810	348
Link Distance (ft)			773	
Upstream Blk Time (%)			100	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)	360	260		150
Storage Blk Time (%)			100	
Queuing Penalty (veh)			45	

Network Summary

Network wide Queuing Penalty: 47

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.5	0.4	2.5	0.4
Total Del/Veh (s)	18.3	3.5	29.1	13.9	36.3	8.2	16.5

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.6	2.0	0.5
Total Del/Veh (s)	18.7	3.5	50.0	7.6	41.5	11.3	15.6

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0	0.0	4.6	0.1	2.8	0.6	0.5	0.3
Total Del/Veh (s)	19.5	15.6	2.4	50.0	8.2	3.8	49.3	11.0	36.3	32.7	7.9	15.0

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.4	0.0	0.1	0.2	4.1	0.3
Total Del/Veh (s)	11.2	7.2	4.6	5.3	33.5	5.7	7.8

Total Network Performance

Denied Del/Veh (s)												1.2
Total Del/Veh (s)												44.2

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	250	269	41	54	162	161	88	182	126
Average Queue (ft)	102	118	3	10	68	68	31	74	48
95th Queue (ft)	199	223	21	35	131	130	69	132	90
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	672	240	43	106	52	80	109	125	199
Average Queue (ft)	216	67	6	40	12	29	15	64	89
95th Queue (ft)	529	164	25	90	42	72	61	99	151
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	58	480	378	20	28	53	122	192	62	29	28	224
Average Queue (ft)	11	173	99	1	1	10	45	81	15	5	7	102
95th Queue (ft)	38	361	252	9	11	33	100	155	41	21	27	177
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		3	1									
Queuing Penalty (veh)		0	0									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	144	38
Average Queue (ft)	56	11
95th Queue (ft)	111	30
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	63	174	154	92	77	126	152	18
Average Queue (ft)	22	80	38	19	15	35	68	6
95th Queue (ft)	51	160	110	62	53	84	128	19
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)							0	
Queuing Penalty (veh)							0	

Network Summary

Network wide Queuing Penalty: 1

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.1	0.3	2.7	0.3
Total Del/Veh (s)	33.9	5.0	16.2	7.1	35.1	7.3	19.8

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.5	1.9	0.7
Total Del/Veh (s)	53.7	11.1	58.0	7.0	24.8	12.4	29.8

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	3.9	0.1	2.7	0.4	0.2
Total Del/Veh (s)	43.7	9.3	3.7	47.6	9.4	4.8	30.0	13.4	33.0	10.3	10.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.5	0.1	0.0	0.1	0.6	3.3	0.2
Total Del/Veh (s)	14.6	10.2	13.7	6.2	32.3	11.1	15.8

Total Network Performance

Denied Del/Veh (s)				1.1			
Total Del/Veh (s)				60.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	327	75	79	192	168	59	110	79
Average Queue (ft)	136	146	17	14	96	67	16	43	37
95th Queue (ft)	249	265	50	51	167	133	43	91	63
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	717	699	325	146	77	97	102	194	189
Average Queue (ft)	365	323	85	65	13	30	35	101	102
95th Queue (ft)	719	702	345	122	48	78	76	165	167
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	2	2							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		10							
Queuing Penalty (veh)		12							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	72	234	190	17	4	28	196	220	84	43	54	110
Average Queue (ft)	19	85	73	1	0	4	78	95	28	9	19	49
95th Queue (ft)	54	184	156	9	2	19	153	179	58	32	43	95
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	100	50
Average Queue (ft)	39	14
95th Queue (ft)	78	38
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	37	157	138	258	273	71	417	247
Average Queue (ft)	7	77	69	112	125	25	217	27
95th Queue (ft)	27	138	130	221	242	56	346	113
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		22	
Queuing Penalty (veh)					0		10	

Network Summary

Network wide Queuing Penalty: 28

Appendix I:

Horizon Year (2040) No-Build SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.5	2.5	0.4
Total Del/Veh (s)	24.6	4.5	28.6	15.3	37.3	11.2	18.8

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	1.7	1.1	0.4
Total Del/Veh (s)	28.6	5.6	59.6	7.4	47.9	8.0	23.6

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.1	0.0	0.1	4.3	0.1	2.7	1.0	0.8	0.6
Total Del/Veh (s)	50.8	51.8	13.5	44.5	9.1	3.8	35.0	16.5	27.1	28.6	6.0	35.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.9	0.4	0.0	0.0	0.1	4.3	0.3
Total Del/Veh (s)	12.7	15.0	2.3	2.0	187.8	4.5	12.0

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.4			
Total Del/Veh (s)				73.8			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	261	282	92	84	234	185	110	128	190
Average Queue (ft)	152	167	21	21	120	80	42	38	63
95th Queue (ft)	230	258	65	63	204	161	82	91	117
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							0
Queuing Penalty (veh)		0							0

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	953	493	28	177	49	94	56	87	98
Average Queue (ft)	409	100	4	77	12	27	14	47	49
95th Queue (ft)	871	315	20	144	43	75	44	76	82
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	4	0							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	937	962	105	20	53	114	134	54	50	41	201
Average Queue (ft)	73	505	447	5	2	15	44	47	17	11	13	113
95th Queue (ft)	302	989	985	63	11	38	91	102	40	37	37	185
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		8	3									
Queuing Penalty (veh)		56	22									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		30	10									
Queuing Penalty (veh)		8	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	142	50
Average Queue (ft)	71	16
95th Queue (ft)	119	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	SB	SB
Directions Served	L	T	T	L	R
Maximum Queue (ft)	138	503	467	51	18
Average Queue (ft)	15	91	77	13	4
95th Queue (ft)	153	420	385	45	15
Link Distance (ft)		1986	1986	774	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	360			150	
Storage Blk Time (%)		7			
Queuing Penalty (veh)		1			

Network Summary

Network wide Queuing Penalty: 91

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.9	0.4	2.8	0.4
Total Del/Veh (s)	33.5	8.3	19.5	8.0	34.2	9.1	18.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	3.2	2.4	0.9
Total Del/Veh (s)	28.3	7.3	69.0	8.5	27.1	18.8	22.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	41.5	7.9	1.9	45.4	14.9	7.2	33.7	10.8	29.4	15.3	13.4

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	1.2	4.3	4.0	31.6	3.2

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.3	
Total Del/Veh (s)				45.4	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	242	276	105	120	226	216	65	128	120
Average Queue (ft)	84	89	46	45	131	106	22	39	52
95th Queue (ft)	170	184	93	100	209	188	54	84	94
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	1							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	392	398	53	197	103	138	159	253	259
Average Queue (ft)	191	201	18	95	19	42	46	155	155
95th Queue (ft)	351	350	44	168	66	94	100	231	233
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		1		0				0	0
Queuing Penalty (veh)		1		0				0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	103	153	166	28	30	56	302	315	138	60	59	120
Average Queue (ft)	31	71	71	3	1	8	127	141	47	12	22	52
95th Queue (ft)	75	134	139	15	15	32	244	257	115	39	47	101
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)							0	1				
Queuing Penalty (veh)							0	4				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	122	51
Average Queue (ft)	63	17
95th Queue (ft)	108	42
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	SB
Directions Served	L
Maximum Queue (ft)	35
Average Queue (ft)	7
95th Queue (ft)	24
Link Distance (ft)	773
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 7

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	3.2	0.5	2.4	0.4
Total Del/Veh (s)	24.8	4.6	28.8	15.0	36.7	11.5	19.0

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	1.8	1.2	0.3
Total Del/Veh (s)	28.5	4.5	55.7	7.4	50.2	8.2	23.3

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.1	0.0	0.0	4.1	0.1	2.6	0.8	0.9	0.6
Total Del/Veh (s)	34.2	46.0	14.8	41.3	8.2	3.8	32.1	19.2	28.2	32.0	7.6	31.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.4	0.0	0.0	0.1	4.2	0.3
Total Del/Veh (s)	8.9	13.2	4.6	2.4	16.4	5.8	10.6

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.4			
Total Del/Veh (s)				69.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	331	350	103	77	229	181	100	102	150
Average Queue (ft)	155	168	22	19	109	80	45	40	68
95th Queue (ft)	269	290	71	57	183	152	86	87	120
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	2							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	924	711	29	151	65	87	64	79	98
Average Queue (ft)	385	116	3	64	11	23	18	48	51
95th Queue (ft)	844	405	17	119	43	65	51	74	86
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	2								
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	848	817	182	26	61	97	114	66	47	37	222
Average Queue (ft)	53	458	389	9	2	17	40	44	20	9	11	115
95th Queue (ft)	243	895	862	90	12	45	84	99	48	34	35	191
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		5	2									
Queuing Penalty (veh)		36	11									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		26	10									
Queuing Penalty (veh)		7	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	132	53
Average Queue (ft)	69	16
95th Queue (ft)	119	43
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	27	377	350	119	125	23	27	18
Average Queue (ft)	5	104	75	23	23	1	7	5
95th Queue (ft)	21	351	304	77	85	9	24	17
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		5						
Queuing Penalty (veh)		1						

Network Summary

Network wide Queuing Penalty: 60

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.4	2.8	0.4
Total Del/Veh (s)	33.6	7.9	18.6	6.9	31.4	9.2	17.8

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	2.3	0.9
Total Del/Veh (s)	25.7	6.9	69.3	9.1	25.8	19.0	21.4

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	40.4	9.6	3.2	48.9	15.9	8.1	31.2	10.4	28.3	16.3	14.3

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.6	6.2	4.8	50.7	5.0

Total Network Performance

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)				1.3	
Total Del/Veh (s)				46.6	

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	196	216	103	107	249	212	68	102	123
Average Queue (ft)	86	94	47	44	133	104	21	37	53
95th Queue (ft)	152	166	96	95	215	191	49	80	91
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	377	355	41	220	114	136	110	272	256
Average Queue (ft)	173	183	13	97	25	51	47	153	153
95th Queue (ft)	300	294	36	172	78	108	90	234	235
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0		1				0	0
Queuing Penalty (veh)		0		2				1	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	108	190	193	29	50	300	306	146	42	47	106	101
Average Queue (ft)	33	74	81	2	10	136	146	48	12	22	53	56
95th Queue (ft)	77	148	159	12	34	244	252	104	35	42	96	96
Link Distance (ft)		922	922			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)						0	1					
Queuing Penalty (veh)						0	5					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	50
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	WB	WB	WB	SB
Directions Served	T	T	T	T	R	L
Maximum Queue (ft)	131	114	210	239	23	47
Average Queue (ft)	21	21	34	37	2	7
95th Queue (ft)	81	77	138	153	12	28
Link Distance (ft)	1986	1986	922	922		773
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					260	
Storage Blk Time (%)				0		
Queuing Penalty (veh)				0		

Network Summary

Network wide Queuing Penalty: 7

Appendix J:

Horizon Year (2040) Build Scenario 1 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.4	2.4	0.4
Total Del/Veh (s)	25.6	4.5	28.6	15.2	37.3	10.9	19.3

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.7	0.2	0.0	0.0	1.7	1.5	0.7
Total Del/Veh (s)	35.2	5.0	57.3	7.8	46.5	8.9	27.3

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.9	0.1	0.0	0.1	0.0	0.1	4.2	0.1	2.6	0.8	0.7	0.4
Total Del/Veh (s)	53.9	59.0	13.1	44.8	10.4	4.3	30.0	15.2	27.3	29.0	8.4	38.5

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.5	0.0	0.0	0.2	4.2	0.3
Total Del/Veh (s)	24.1	27.2	2.8	2.8	495.3	119.9	29.1

Total Network Performance

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)				1.5			
Total Del/Veh (s)				90.1			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	373	356	95	90	198	179	97	122	128
Average Queue (ft)	159	169	21	25	108	80	40	45	61
95th Queue (ft)	272	280	69	68	182	155	82	90	105
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	1	3							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	963	921	36	145	64	102	65	115	119
Average Queue (ft)	532	127	5	63	14	30	17	57	58
95th Queue (ft)	1014	454	23	124	46	78	50	91	97
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	6	0							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	942	954	336	20	54	134	166	68	46	37	229
Average Queue (ft)	82	562	495	22	2	15	52	68	21	12	11	121
95th Queue (ft)	322	1065	1047	157	13	42	107	138	50	37	34	194
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		12	4									
Queuing Penalty (veh)		88	31									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	12					0				
Queuing Penalty (veh)		9	1					0				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	172	75
Average Queue (ft)	70	18
95th Queue (ft)	134	50
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	250	730	721	5	407	157
Average Queue (ft)	44	189	178	0	156	17
95th Queue (ft)	276	777	748	5	422	106
Link Distance (ft)		1986	1986		774	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	360			260		150
Storage Blk Time (%)		16			39	
Queuing Penalty (veh)		4			4	

Network Summary

Network wide Queuing Penalty: 148

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.8	0.4	2.8	0.4
Total Del/Veh (s)	33.6	8.2	20.0	7.5	33.9	9.6	19.4

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.1	2.5	0.9
Total Del/Veh (s)	31.3	7.6	69.9	8.7	26.4	19.2	23.2

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0	4.1	0.1	2.8	0.6	0.2
Total Del/Veh (s)	42.4	8.1	2.1	42.0	15.7	7.6	31.9	13.0	28.8	15.2	13.7

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.7	0.2	0.0	0.1	0.3	4.0	0.1
Total Del/Veh (s)	9.0	1.6	4.5	4.6	266.4	84.2	18.5

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				57.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	172	182	123	104	246	216	59	136	125
Average Queue (ft)	102	104	47	46	135	108	20	44	51
95th Queue (ft)	151	162	95	93	214	193	47	94	92
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	379	401	147	180	101	122	112	264	256
Average Queue (ft)	215	210	25	90	19	45	43	157	159
95th Queue (ft)	347	350	98	162	65	95	88	230	239
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0						0	0
Queuing Penalty (veh)		0						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	74	178	178	17	5	55	325	371	244	46	61	133
Average Queue (ft)	29	74	78	2	0	9	143	152	49	13	22	56
95th Queue (ft)	64	146	151	12	5	35	263	276	139	37	48	102
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)							0	1				
Queuing Penalty (veh)							0	4				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	118	64
Average Queue (ft)	61	22
95th Queue (ft)	106	47
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	565	250
Average Queue (ft)	3	293	53
95th Queue (ft)	15	577	212
Link Distance (ft)		773	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		66	
Queuing Penalty (veh)		10	

Network Summary

Network wide Queuing Penalty: 15

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.5	2.4	0.4
Total Del/Veh (s)	25.1	4.7	30.5	16.5	36.3	11.3	19.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.0	0.1	0.0	1.7	1.5	0.5
Total Del/Veh (s)	34.4	5.4	53.2	7.8	45.4	9.0	26.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	1.9	0.0	0.2	0.0	0.1	4.0	0.1	2.6	0.9	0.8	1.4
Total Del/Veh (s)	57.3	56.9	21.5	41.4	10.6	4.3	32.3	18.8	27.6	30.2	8.2	37.2

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.5	0.0	0.0	0.1	3.9	0.3
Total Del/Veh (s)	13.9	26.3	6.0	3.8	32.6	5.1	19.4

Total Network Performance

Denied Del/Veh (s)				2.1			
Total Del/Veh (s)				82.3			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	339	328	86	76	214	201	108	122	154
Average Queue (ft)	153	164	24	23	112	84	42	48	66
95th Queue (ft)	253	268	69	61	182	159	83	98	115
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)		0							
Queuing Penalty (veh)		1							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	958	792	37	130	58	68	76	106	110
Average Queue (ft)	520	144	6	67	13	25	16	53	60
95th Queue (ft)	1010	508	26	119	42	62	50	84	94
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	8	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	924	941	181	15	49	140	162	52	34	45	246
Average Queue (ft)	87	540	472	8	1	14	56	71	21	11	13	119
95th Queue (ft)	331	1016	1000	89	8	37	108	136	43	33	37	196
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		8	3									
Queuing Penalty (veh)		61	23									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	11									
Queuing Penalty (veh)		9	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	182	51
Average Queue (ft)	73	17
95th Queue (ft)	137	42
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	259	661	653	137	149	62	84	22
Average Queue (ft)	30	202	159	30	33	14	22	4
95th Queue (ft)	206	641	610	93	100	46	55	16
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		12						
Queuing Penalty (veh)		3						

Network Summary

Network wide Queuing Penalty: 108

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.4	2.7	0.4
Total Del/Veh (s)	35.5	8.2	19.9	8.1	36.8	8.9	19.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.1	2.6	1.0
Total Del/Veh (s)	38.3	8.5	71.0	9.1	27.2	19.7	26.0

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	2.8	0.5	0.2
Total Del/Veh (s)	39.5	10.3	3.7	44.4	14.9	7.3	32.3	11.1	28.9	14.9	13.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.6	0.2	0.0	0.0	0.2	3.9	0.1
Total Del/Veh (s)	11.3	4.7	9.1	5.9	43.7	13.3	9.2

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				54.8			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	206	216	115	128	240	229	72	97	98
Average Queue (ft)	102	108	43	44	131	106	24	44	48
95th Queue (ft)	167	177	93	97	213	195	55	86	80
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	502	506	140	194	135	128	140	264	261
Average Queue (ft)	261	256	29	96	25	48	50	161	162
95th Queue (ft)	451	451	127	167	84	98	104	239	238
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		2						0	0
Queuing Penalty (veh)		1						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	77	229	227	29	11	43	274	272	89	30	68	111
Average Queue (ft)	30	90	92	3	1	7	136	139	41	9	23	55
95th Queue (ft)	67	181	183	16	7	30	237	237	74	30	51	100
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		0					0	0				
Queuing Penalty (veh)		0					0	2				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	116	55
Average Queue (ft)	53	18
95th Queue (ft)	98	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	26	154	171	268	283	31	176	29
Average Queue (ft)	3	48	47	78	88	6	78	6
95th Queue (ft)	18	109	118	211	225	24	143	20
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		2	
Queuing Penalty (veh)					0		0	

Network Summary

Network wide Queuing Penalty: 4

Appendix K:

Horizon Year (2040) Build Scenario 2 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.3	0.5	2.4	0.4
Total Del/Veh (s)	26.4	4.3	30.3	16.9	37.7	10.7	20.3

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	1.3	1.4	0.3
Total Del/Veh (s)	33.9	5.4	60.5	7.6	50.0	9.3	26.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.1	4.1	0.1	2.6	1.1	0.7	0.5
Total Del/Veh (s)	50.7	56.2	13.9	38.9	9.7	4.3	30.6	21.1	30.2	22.8	6.4	37.3

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.4	0.0	0.0	185.7	154.6	8.9
Total Del/Veh (s)	18.4	29.1	2.8	2.5	1016.2	582.2	60.6

Total Network Performance

Denied Del/Veh (s)				7.1			
Total Del/Veh (s)				109.9			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	376	384	85	97	215	215	104	120	134
Average Queue (ft)	164	180	18	18	114	87	43	51	62
95th Queue (ft)	282	309	59	57	192	178	82	104	107
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	2	3							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	969	792	35	132	51	91	71	108	141
Average Queue (ft)	519	119	4	68	12	25	16	55	60
95th Queue (ft)	1026	445	20	125	40	68	49	88	101
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	1	0							
Queuing Penalty (veh)	5	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	938	955	106	20	53	147	174	78	42	37	250
Average Queue (ft)	66	556	494	6	2	14	53	65	21	11	10	124
95th Queue (ft)	279	1049	1035	64	13	41	112	136	54	35	33	201
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		9	4									
Queuing Penalty (veh)		69	33									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		36	12									
Queuing Penalty (veh)		9	1									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	159	58
Average Queue (ft)	75	15
95th Queue (ft)	133	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	254	661	608	23	788	250
Average Queue (ft)	37	172	153	1	594	56
95th Queue (ft)	243	796	757	10	921	226
Link Distance (ft)		1986	1986		774	
Upstream Blk Time (%)					34	
Queuing Penalty (veh)					0	
Storage Bay Dist (ft)	360			260		150
Storage Blk Time (%)		13			97	
Queuing Penalty (veh)		3			19	

Network Summary

Network wide Queuing Penalty: 145

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.9	0.4	2.9	0.4
Total Del/Veh (s)	34.6	8.8	19.9	8.4	33.0	8.6	19.7

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.9	2.5	0.9
Total Del/Veh (s)	34.2	8.3	73.3	8.9	24.8	19.3	24.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	4.2	0.1	2.7	0.6	0.2
Total Del/Veh (s)	42.4	8.8	2.3	45.2	15.5	7.9	33.0	11.7	28.4	15.3	13.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.3	0.2	0.0	0.1	0.2	3.9	0.1
Total Del/Veh (s)	10.6	1.6	4.5	4.4	286.8	102.2	17.7

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				58.4			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	188	204	112	102	247	228	65	111	91
Average Queue (ft)	101	104	49	49	133	113	24	44	47
95th Queue (ft)	160	170	98	99	211	196	52	91	77
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	465	438	144	189	100	131	162	262	262
Average Queue (ft)	226	228	26	102	19	51	47	161	159
95th Queue (ft)	386	381	99	177	65	108	108	240	240
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		1		0				0	0
Queuing Penalty (veh)		1		0				0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	83	193	199	23	5	49	279	318	244	46	59	121
Average Queue (ft)	28	81	85	1	0	8	141	150	52	12	20	58
95th Queue (ft)	68	152	162	11	4	33	251	261	132	35	44	102
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								1				
Queuing Penalty (veh)								5				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	130	71
Average Queue (ft)	63	21
95th Queue (ft)	112	53
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	25	482	203
Average Queue (ft)	3	272	36
95th Queue (ft)	16	609	172
Link Distance (ft)		773	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	360		150
Storage Blk Time (%)		57	
Queuing Penalty (veh)		6	

Network Summary

Network wide Queuing Penalty: 12

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	3.2	0.6	2.4	0.4
Total Del/Veh (s)	26.0	4.5	28.3	15.5	35.0	11.2	19.6

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	1.8	1.4	0.3
Total Del/Veh (s)	31.3	5.5	57.6	7.4	47.8	9.0	24.8

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.5	0.0	0.2	0.0	0.1	4.0	0.1	2.7	0.8	0.8	0.7
Total Del/Veh (s)	67.2	66.2	16.1	44.5	9.7	4.0	31.7	24.5	27.0	23.9	8.1	42.6

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.1	0.5	0.0	0.0	0.2	3.9	0.3
Total Del/Veh (s)	17.8	31.8	6.6	3.5	42.0	5.9	23.9

Total Network Performance

Denied Del/Veh (s)												1.4
Total Del/Veh (s)												88.0

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	317	335	87	80	238	180	114	124	126
Average Queue (ft)	165	182	21	19	110	78	44	45	67
95th Queue (ft)	271	298	64	60	187	151	82	96	114
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	2							

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	979	652	35	142	76	78	75	102	121
Average Queue (ft)	465	130	5	63	14	24	15	54	57
95th Queue (ft)	956	471	24	118	54	65	50	86	97
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	0	0							
Queuing Penalty (veh)	4	1							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	946	966	105	29	49	134	148	63	46	50	212
Average Queue (ft)	69	658	570	7	3	17	54	60	21	10	14	120
95th Queue (ft)	293	1119	1093	65	16	42	108	123	48	36	41	189
Link Distance (ft)		916	916				948	948			881	
Upstream Blk Time (%)		10	3									
Queuing Penalty (veh)		72	24									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		43	14									
Queuing Penalty (veh)		11	2									

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	175	48
Average Queue (ft)	71	16
95th Queue (ft)	131	40
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	360	785	730	161	192	43	146	18
Average Queue (ft)	31	255	205	28	35	11	54	7
95th Queue (ft)	206	650	599	97	119	36	108	21
Link Distance (ft)		1986	1986	916	916		774	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)		18			0		2	
Queuing Penalty (veh)		3			0		0	

Network Summary

Network wide Queuing Penalty: 119

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	2.8	0.4	2.7	0.4
Total Del/Veh (s)	33.2	8.1	20.5	7.0	32.6	8.5	19.2

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.0	2.4	0.9
Total Del/Veh (s)	30.9	8.0	67.5	8.8	27.3	19.3	23.1

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.1	2.7	0.6	0.2
Total Del/Veh (s)	44.4	10.5	4.2	49.4	16.6	7.9	35.2	11.7	28.2	15.9	14.9

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.1	0.2	0.0	0.0	0.2	3.9	0.1
Total Del/Veh (s)	17.6	4.4	9.4	6.3	47.3	18.8	9.3

Total Network Performance

Denied Del/Veh (s)				1.3			
Total Del/Veh (s)				52.7			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	165	192	98	105	249	227	51	93	98
Average Queue (ft)	94	106	44	44	136	106	19	47	48
95th Queue (ft)	146	167	89	94	215	191	45	84	81
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	428	394	52	177	87	123	122	253	263
Average Queue (ft)	218	211	22	96	19	53	49	159	161
95th Queue (ft)	360	356	46	156	58	103	98	238	244
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0						0	0
Queuing Penalty (veh)		0						0	0

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	86	206	195	34	5	44	299	297	196	43	65	122
Average Queue (ft)	33	87	93	3	0	7	149	160	48	11	23	57
95th Queue (ft)	71	156	166	19	4	27	275	284	129	34	50	101
Link Distance (ft)		922	922				936	936			851	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)								2				
Queuing Penalty (veh)								9				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	115	57
Average Queue (ft)	57	19
95th Queue (ft)	100	43
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	26	114	120	254	286	35	178	25
Average Queue (ft)	3	47	45	76	87	6	76	4
95th Queue (ft)	17	100	99	208	229	27	149	17
Link Distance (ft)		1986	1986	922	922		773	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	360					260		150
Storage Blk Time (%)					0		2	
Queuing Penalty (veh)					0		0	

Network Summary

Network wide Queuing Penalty: 10

Appendix L:

Horizon Year (2040) Build Scenario 3 SimTraffic Report

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	3.3	0.6	2.4	0.4
Total Del/Veh (s)	25.2	4.7	30.5	17.8	38.7	10.7	20.4

2: TH 212 Southbound Ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	1.8	2.1	0.8
Total Del/Veh (s)	42.6	5.3	56.6	7.8	44.4	15.2	30.5

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	3.8	0.0	0.1	0.0	0.1	4.0	0.1	2.7	0.8	0.9	2.1
Total Del/Veh (s)	63.4	68.2	18.7	43.2	11.9	4.7	47.5	19.4	28.7	23.5	12.2	39.8

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	4.4	3.1	0.0	0.1	2.4	3.9	1.8
Total Del/Veh (s)	65.5	62.2	5.3	7.1	38.4	5.2	37.9

Total Network Performance

Denied Del/Veh (s)												4.0
Total Del/Veh (s)												99.2

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	224	249	71	72	215	195	103	196	143
Average Queue (ft)	137	158	20	22	107	100	44	84	62
95th Queue (ft)	198	226	58	57	186	173	88	152	110
Link Distance (ft)		698	698	698	1404	1404		1555	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)								0	
Queuing Penalty (veh)								0	

Intersection: 2: TH 212 Southbound Ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	898	828	38	161	43	77	147	162	219
Average Queue (ft)	667	221	9	69	10	28	33	87	112
95th Queue (ft)	1142	726	31	133	36	59	104	141	178
Link Distance (ft)	948	948			698	698		1948	
Upstream Blk Time (%)	2	0							
Queuing Penalty (veh)	16	3							
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	R	L
Maximum Queue (ft)	409	937	965	182	20	46	168	248	62	38	41	210
Average Queue (ft)	55	639	558	9	1	16	75	117	18	10	14	115
95th Queue (ft)	251	1119	1105	90	8	41	143	210	41	32	38	188
Link Distance (ft)		913	913				948	948			881	
Upstream Blk Time (%)		12	5									
Queuing Penalty (veh)		94	40									
Storage Bay Dist (ft)	310			310	370	370			240	280		375
Storage Blk Time (%)		45	16					0				
Queuing Penalty (veh)		11	2					1				

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	143	73
Average Queue (ft)	68	18
95th Queue (ft)	118	48
Link Distance (ft)		1329
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	375	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: CSAH 10 & West Creek Lane

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	483	1345	1326	91	89	124	118	113	25
Average Queue (ft)	99	425	379	17	17	48	43	32	6
95th Queue (ft)	405	1343	1305	60	63	100	91	77	20
Link Distance (ft)		1983	1983	913	913			774	
Upstream Blk Time (%)		4	2						
Queuing Penalty (veh)		0	0						
Storage Bay Dist (ft)	360					260	200		150
Storage Blk Time (%)		27							
Queuing Penalty (veh)		15							

Network Summary

Network wide Queuing Penalty: 181

1: TH 212 Northbound Ramps & CSAH 10 Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	2.7	0.5	2.7	0.3
Total Del/Veh (s)	32.7	7.3	25.3	9.6	36.6	8.8	21.9

2: TH 212 Southbound ramps & CSAH 10 Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	3.6	3.3	1.2
Total Del/Veh (s)	37.1	10.6	59.7	14.0	38.7	34.9	31.9

3: Chaska Creek Way/Clover Ridge Drive & CSAH 10 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	3.9	0.1	2.8	0.5	0.2
Total Del/Veh (s)	45.2	14.2	5.4	42.3	19.9	9.5	40.7	15.3	28.6	16.1	17.6

4: CSAH 10 & West Creek Lane Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	2.0	0.2	0.0	0.1	1.3	3.2	0.3
Total Del/Veh (s)	16.8	7.5	13.8	8.1	32.3	16.5	14.4

Total Network Performance

Denied Del/Veh (s)				1.6			
Total Del/Veh (s)				68.6			

Intersection: 1: TH 212 Northbound Ramps & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	T	T	R	LT	R
Maximum Queue (ft)	315	323	98	116	255	242	72	125	106
Average Queue (ft)	166	181	34	37	155	134	25	51	47
95th Queue (ft)	283	299	87	97	232	215	54	102	80
Link Distance (ft)		704	704	704	1464	1464		1441	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	355						415		275
Storage Blk Time (%)	0	0							
Queuing Penalty (veh)	0	0							

Intersection: 2: TH 212 Southbound ramps & CSAH 10

Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	TR	R
Maximum Queue (ft)	581	592	346	199	193	244	282	660	360
Average Queue (ft)	320	296	55	102	59	78	87	253	216
95th Queue (ft)	553	528	230	179	162	199	223	609	361
Link Distance (ft)	936	936			704	704		1438	
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)			410	255			285		285
Storage Blk Time (%)		4		0	0		0	8	9
Queuing Penalty (veh)		5		1	0		1	53	64

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	R	L	L
Maximum Queue (ft)	96	273	282	28	48	368	414	299	56	77	114	117
Average Queue (ft)	33	137	133	3	9	184	196	61	15	21	61	56
95th Queue (ft)	75	246	246	16	33	313	329	171	44	51	102	99
Link Distance (ft)		919	919			936	936			851		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	310			310	370			240	280		375	375
Storage Blk Time (%)		0	0			0	4					
Queuing Penalty (veh)		0	0			0	14					

Intersection: 3: Chaska Creek Way/Clover Ridge Drive & CSAH 10

Movement	SB
Directions Served	TR
Maximum Queue (ft)	79
Average Queue (ft)	22
95th Queue (ft)	55
Link Distance (ft)	1329
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: CSAH 10 & West Creek Lane

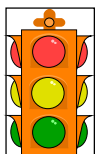
Movement	EB	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	R
Maximum Queue (ft)	27	161	152	318	338	134	199	232	97
Average Queue (ft)	6	75	67	127	139	26	107	130	16
95th Queue (ft)	24	136	130	274	286	88	173	199	58
Link Distance (ft)		1983	1983	919	919			773	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	360					260	200		150
Storage Blk Time (%)					1		0	5	
Queuing Penalty (veh)					2		0	13	

Network Summary

Network wide Queuing Penalty: 153

Appendix M:

Signal Warrant Analysis



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) No-Build Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	633	321	954	X	X	9							
7:00 - 8:00	970	421	1391	X	X	4							
8:00 - 9:00	738	412	1150	X	X	5							
9:00 - 10:00	549	356	905	X	X	1							
10:00 - 11:00	446	341	787	X	X	9							
11:00 - 12:00	393	395	788	X	X	10							
12:00 - 13:00	418	427	845	X	X	4							
13:00 - 14:00	383	451	834	X	X	6							
14:00 - 15:00	453	556	1009	X	X	5							
15:00 - 16:00	542	769	1311	X	X	12							
16:00 - 17:00	627	986	1613	X	X	8							
17:00 - 18:00	584	927	1511	X	X	5							
18:00 - 19:00	382	590	972	X	X	9							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	0	8	Not satisfied
Warrant 1b	0	8	Not satisfied
Warrant 2	0	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

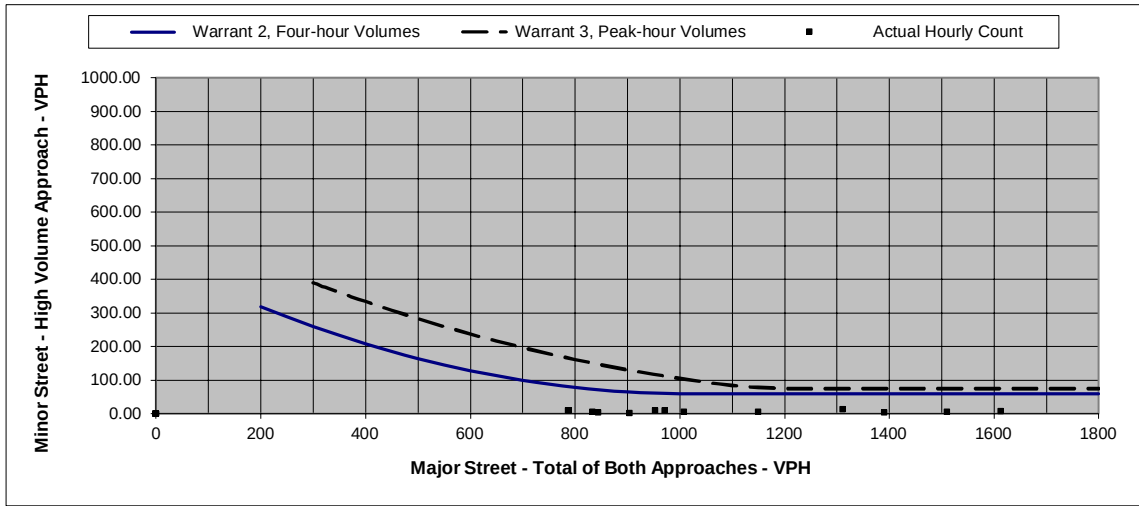
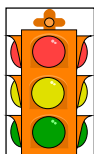


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 3 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	918	465	1383	X	X	12							
7:00 - 8:00	1406	610	2016	X	X	6							
8:00 - 9:00	1068	595	1663	X	X	8							
9:00 - 10:00	795	515	1310	X	X	2							
10:00 - 11:00	646	493	1139	X	X	12							
11:00 - 12:00	569	573	1142	X	X	14							
12:00 - 13:00	605	619	1224	X	X	6							
13:00 - 14:00	556	654	1210	X	X	9							
14:00 - 15:00	657	805	1462	X	X	8							
15:00 - 16:00	785	1113	1898	X	X	17							
16:00 - 17:00	908	1429	2337	X	X	11							
17:00 - 18:00	845	1343	2188	X	X	8							
18:00 - 19:00	554	854	1408	X	X	12							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	0	8	Not satisfied
Warrant 1b	0	8	Not satisfied
Warrant 2	0	4	Not satisfied
Warrant 3	0	1	Not satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

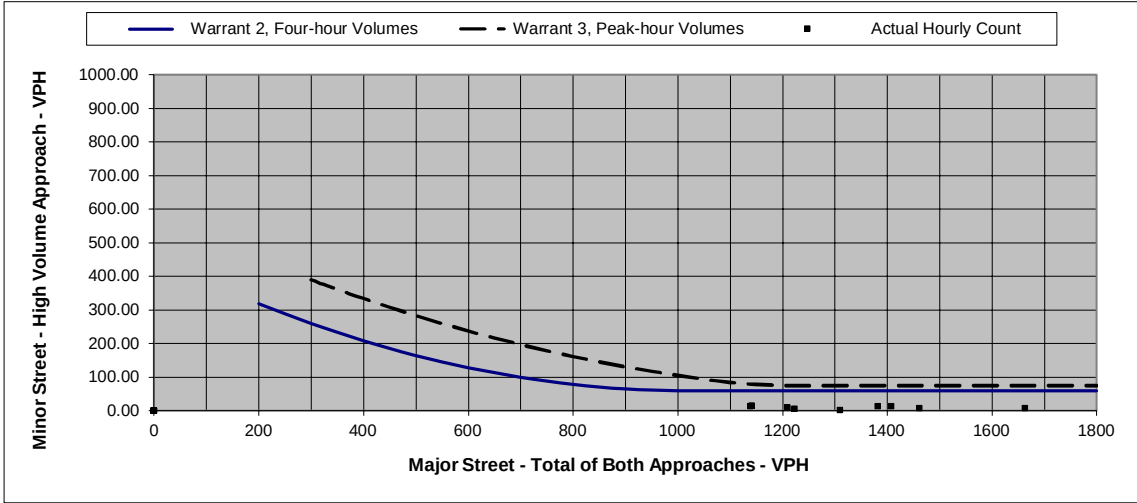
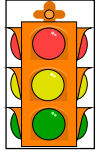


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 1 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	639	376	1015	X	X	14							
7:00 - 8:00	976	558	1534	X	X	21							
8:00 - 9:00	744	494	1238	X	X	40							
9:00 - 10:00	555	412	967	X	X	56		X					X
10:00 - 11:00	452	400	852	X	X	68		X					X
11:00 - 12:00	399	445	844	X	X	74		X					X
12:00 - 13:00	424	495	919	X	X	86		X					X
13:00 - 14:00	389	516	905	X	X	61		X					X
14:00 - 15:00	459	612	1071	X	X	73		X					X
15:00 - 16:00	548	815	1363	X	X	98		X					X
16:00 - 17:00	633	1018	1651	X	X	90		X					X
17:00 - 18:00	590	936	1526	X	X	132	X	X			X	X	X
18:00 - 19:00	388	591	979	X	X	27							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	1	8	Not satisfied
Warrant 1b	9	8	Satisfied
Warrant 2	5	4	Satisfied
Warrant 3	3	1	Satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

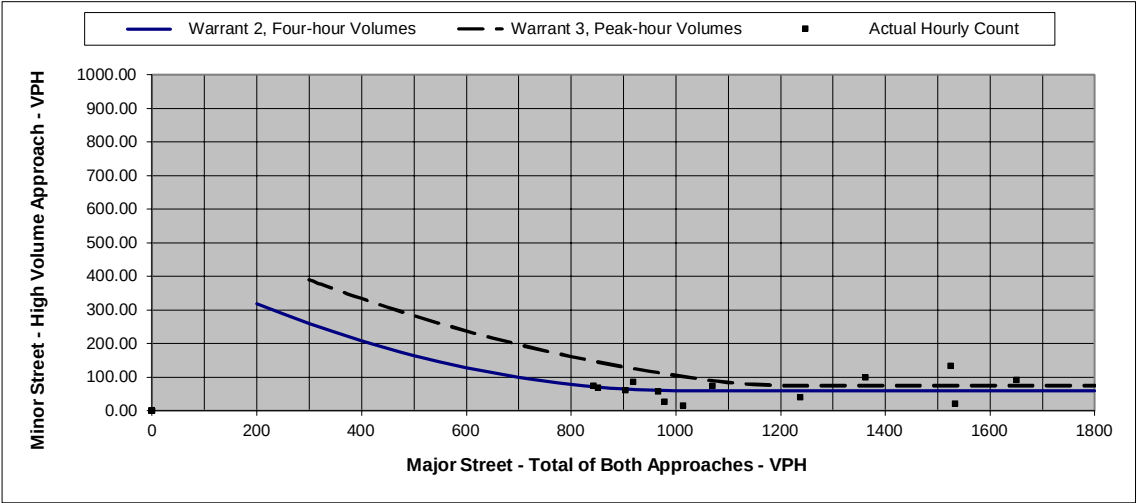
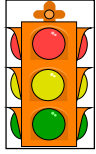


Figure 1. Four Hour and Peak Hour Warrant Analysis
 Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 2 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	639	379	1018	X	X	14							
7:00 - 8:00	976	566	1542	X	X	22							
8:00 - 9:00	744	498	1242	X	X	42							
9:00 - 10:00	555	415	970	X	X	60		X					X
10:00 - 11:00	452	403	855	X	X	71		X					X
11:00 - 12:00	399	447	846	X	X	78		X					X
12:00 - 13:00	424	499	923	X	X	91		X					X
13:00 - 14:00	389	519	908	X	X	65		X					X
14:00 - 15:00	459	615	1074	X	X	76		X					X
15:00 - 16:00	548	818	1366	X	X	103		X					X
16:00 - 17:00	633	1019	1652	X	X	95		X					X
17:00 - 18:00	590	937	1527	X	X	139	X	X			X	X	X
18:00 - 19:00	388	591	979	X	X	28							
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	1	8	Not satisfied
Warrant 1b	9	8	Satisfied
Warrant 2	6	4	Satisfied
Warrant 3	3	1	Satisfied
Warrant 7	0	8	Not satisfied

LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		

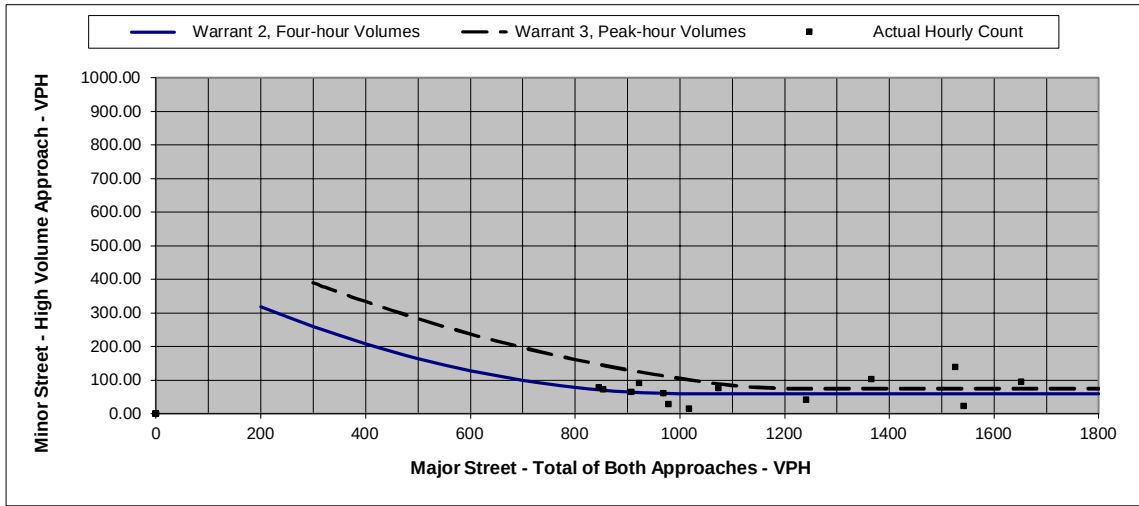
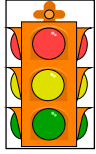


Figure 1. Four Hour and Peak Hour Warrant Analysis

Note: For data points outside the graph range, check the minor street volume against the lower thresholds



SIGNAL WARRANTS ANALYSIS

CSAH 10 & West Creek Lane
Opening Year (2025) Build Scenario 3 Conditions

LOCATION: Chaska
COUNTY: Carver
REF. POINT:
DATE: 6/13/2022
OPERATOR: KH

Speed	Approach Description	Lanes
55	Major App1: Eastbound CSAH 10	2
55	Major App3: Westbound CSAH 10	2
30	Minor App2: Southbound West Creek Lane	1
	Minor App4:	

0.70 FACTOR USED? yes
POPULATION < 10,000? no
EXISTING SIGNAL ? no

THRESHOLDS 1A/1B:													
	420		630		105		53		140		70		
MAJOR APP. 1	MAJOR APP. 3	TOTAL 1+3	MAJOR 1A	MAJOR 1B	MINOR APP. 2	MINOR 2 1A	MINOR 2 1B	MINOR APP. 4	MINOR 4 1A	MINOR 4 1B	MAJ & MIN 1A	MAJ & MIN 1B	
0:00 - 1:00		0											
1:00 - 2:00		0											
2:00 - 3:00		0											
3:00 - 4:00		0											
4:00 - 5:00		0											
5:00 - 6:00		0											
6:00 - 7:00	655	518	1173	X	X	28							
7:00 - 8:00	992	913	1905	X	X	66		X					X
8:00 - 9:00	760	707	1467	X	X	130	X	X			X	X	
9:00 - 10:00	571	556	1127	X	X	199	X	X			X	X	
10:00 - 11:00	468	552	1020	X	X	221	X	X			X	X	
11:00 - 12:00	415	573	988	X	X	241	X	X			X	X	
12:00 - 13:00	440	674	1114	X	X	300	X	X			X	X	
13:00 - 14:00	405	683	1088	X	X	204	X	X			X	X	
14:00 - 15:00	475	756	1231	X	X	247	X	X			X	X	
15:00 - 16:00	564	933	1497	X	X	322	X	X			X	X	
16:00 - 17:00	649	1099	1748	X	X	304	X	X			X	X	
17:00 - 18:00	606	959	1565	X	X	461	X	X			X	X	
18:00 - 19:00	404	593	997	X	X	74		X					X
19:00 - 20:00			0										
20:00 - 21:00			0										
21:00 - 22:00			0										
22:00 - 23:00			0										
23:00 - 24:00			0										

	Met (Hr)	Required (Hr)	
Warrant 1a	10	8	Satisfied
Warrant 1b	12	8	Satisfied
Warrant 2	12	4	Satisfied
Warrant 3	10	1	Satisfied
Warrant 7	0	8	Not satisfied

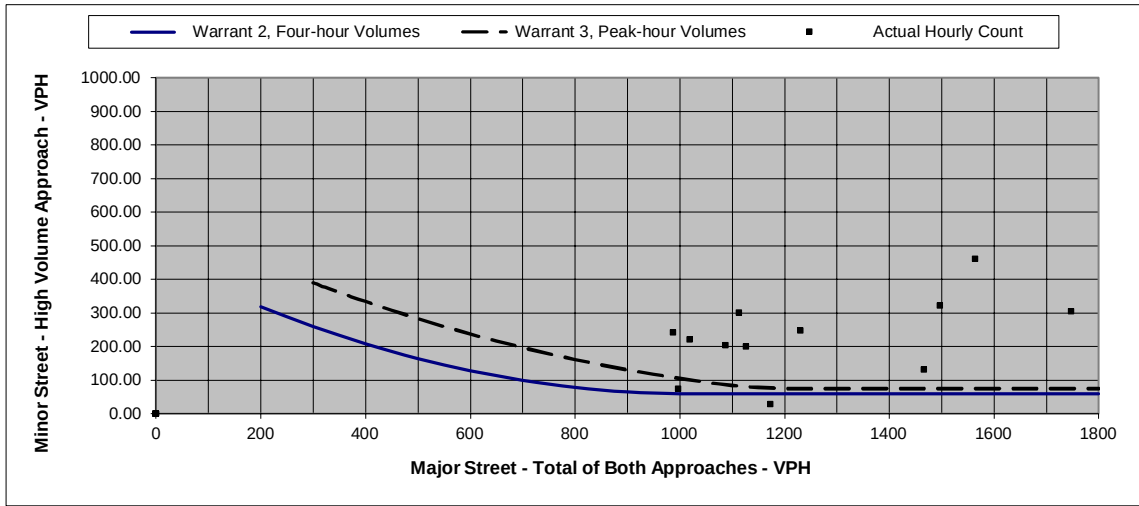
LOCATION: Chaska
 COUNTY: Carver

REF. POINT:
 DATE: 6/13/2022

OPERATOR: KH

0.70 FACTOR USED? yes
 POPULATION < 10,000? no
 EXISTING SIGNAL ? no

Speed	Approach Description		Lanes
55	Major App1:	Eastbound CSAH 10	2
55	Major App3:	Westbound CSAH 10	2
30	Minor App2:	Southbound West Creek Lane	1
	Minor App4:		



**REQUEST FOR ACTION
CHASKA CITY COUNCIL
08/15/2022**

Subject: PUBLIC HEARING: Drainage & Utility Easement Vacation on Outlot B of Pioneer Vista

Applicant: AV Development

Case File: 2022-50

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution

In 2020, the final plat for Pioneer Vista was approved. This plat included the townhome development by Lennar off of Emerson Court as well as outlots for ponding (Outlot A) and future development (Outlot B). Outlot B is located west of Clover Ridge Drive and contains future development land as well as existing stormwater ponds that were put in place with the construction of Clover Ridge Drive. A drainage and utility easement was put over the entirety of Outlot B due to the presence of these City-maintained ponds.

In June 2022, the Final Site & Building Plan and Final Plat for Clover Ridge Apartments was approved. This showed a proposal to develop Outlot B from the plat of Pioneer Vista. A vacation of the 2020 drainage & utility easement is being requested so that this project can move forward. The final plat for Clover Ridge Apartments contains a separate outlot that will cover the stormwater ponds and wetland areas, and will be deeded to the City of Chaska.

Attached is an Easement Vacation exhibit, that provides the location for the easement area being vacated.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-99 to approve the Drainage & Utility Easement Vacation within the Pioneer Vista plat (PC #2022-50).

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE AUGUST 15, 2022 **RESOLUTION NO.** 2022-99

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

**Resolution approving the Drainage & Utility Vacation on Outlot B of Pioneer
Vista/AV Development/PC #2022-50**

WHEREAS, in 2020, the final plat for Pioneer Vista was approved;

WHEREAS, this plat included the townhome development by Lennar off of Emerson Court as well as outlots for ponding (Outlot A) and future development (Outlot B); and

WHEREAS, Outlot B is located west of Clover Ridge Drive and contains future development land as well as existing stormwater ponds that were put in place with the construction of Clover Ridge Drive; and

WHEREAS, a drainage and utility easement was put over the entirety of Outlot B due to the presence of these City-maintained ponds; and

WHEREAS, in June 2022, the Final Site & Building Plan and Final Plat for Clover Ridge Apartments was approved; and

WHEREAS, this showed a proposal to develop Outlot B from the plat of Pioneer Vista; and

WHEREAS, a vacation of the 2020 drainage & utility easement is being requested so that this project can move forward; and

WHEREAS, the final plat for Clover Ridge Apartments contains a separate outlot that will cover the stormwater ponds and wetland areas, and will be deeded to the City of Chaska; and

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Chaska, Minnesota, hereby approves the Drainage & Utility Easement Vacation on Outlot B within the Pioneer Vista plat, subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Easement Vacation Exhibit, undated

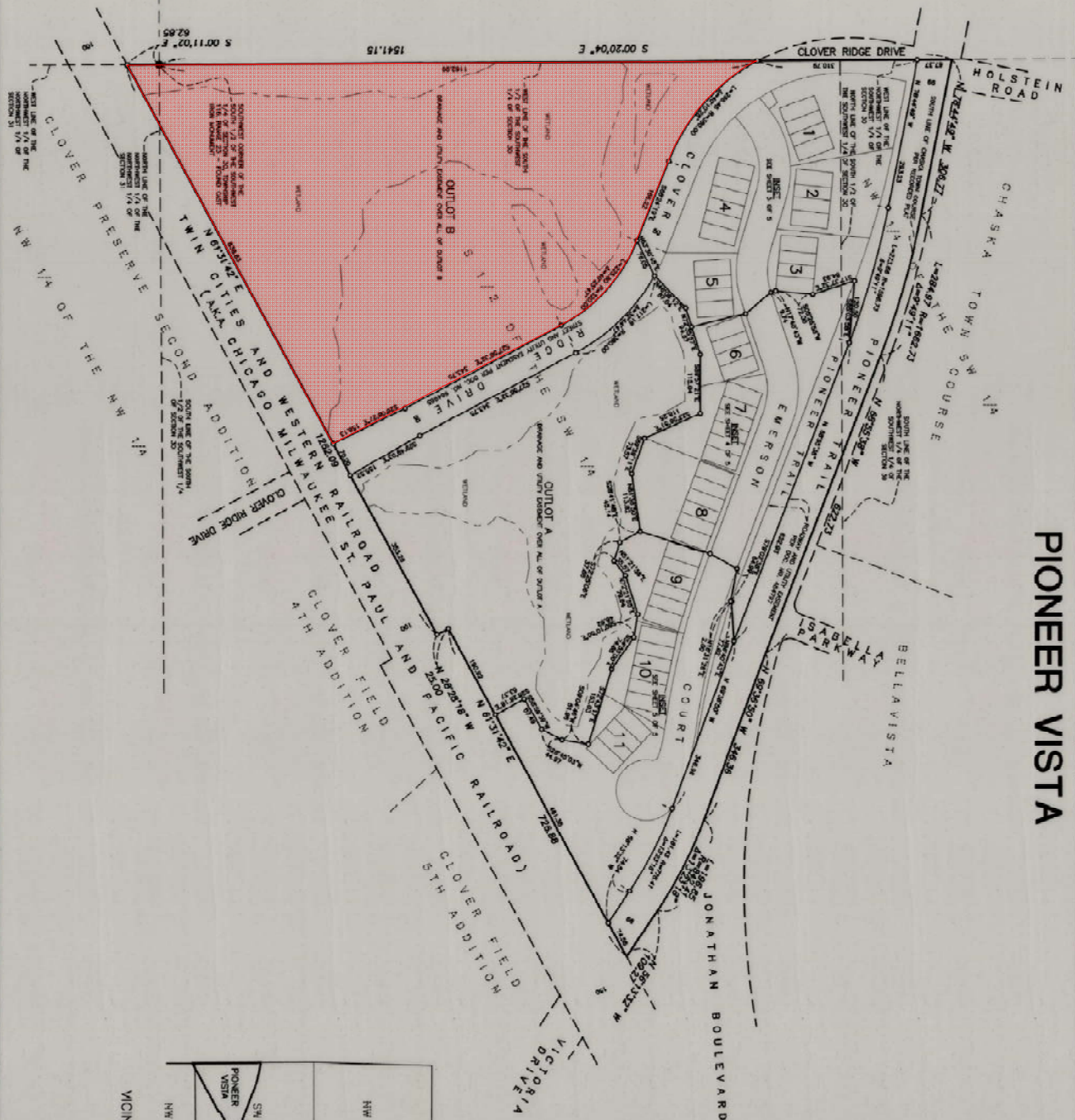
Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

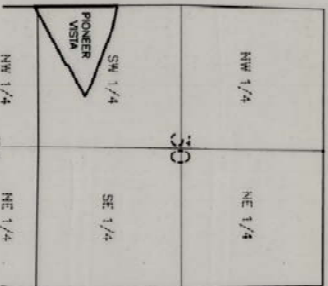
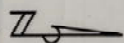
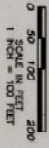
Attest: _____
Chaska Deputy Clerk

PIONEER VISTA

OFFICIAL PLAT



FOR THE PURPOSE OF THIS PLAT THE WEST LINE OF THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 30, T4N, R12E, S11W, IS THE CORNER OF THE SOUTHWEST 1/4 OF SECTION 31, T4N, R12E, S11W. COORDINATES (NAD 83) ARE AS FOLLOWS:



PLAT FILE NO. 2396
C.R. DOC. NO. A-717103

VAN NESTE SURVEYING
PROFESSIONAL SURVEYING SERVICES

REQUEST FOR ACTION CHASKA CITY COUNCIL 08/15/2022

Subject: CloudHQ – Concept Plan

Applicant: CloudHQ and Kimley-Horn & Associates, Inc.

Location: North of Engler Boulevard (CR 10), west of Clover Ridge Drive

Case No.: P.C. No. 2022-41

Synopsis: Requesting Concept Plan Approval for a data center in the West Creek Corporate Center

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Resolution No. 2022-105

BACKGROUND

In 2010, 2012, and 2016 the Preliminary and Final Plat were approved for West Creek Corporate Center 1st, 2nd, and 3rd Additions. Today three buildings have been constructed in the development, one 250,000 square foot data center (United Health Group) in the 1st Addition, one 115,000 square foot data center (Stream Data) in the 2nd Addition, and one 115,000 square foot data center (Stream Data 2) in the 3rd Addition.

In 2015 the Concept Plan for a data center use (Compass Data) and its remnant area were approved. In 2017 the Preliminary Site & Building Plan, Preliminary Plat and Rezoning (PID-7) were approved for the site. The preliminary plan showed 4 separate data center buildings. The overall project site area encompassed the Kelzer land to the north of the existing West Creek Corporate Center guided for Business Park in purple in the Comprehensive Plan exhibit to the right. This project did not move on to final approvals and was eventually abandoned.

This subject site is being looked at again for a different concept plan.

COMPREHENSIVE PLAN

The primary use of the Comprehensive Plan is to be a general policy document for future growth and development within the City. Comprehensive



Plan's are not binding, but rather guiding tools when development comes in. Chaska's Comprehensive Plan is intended to be flexible and responsive to changing conditions. It needs to be continually referenced, updated, and used as a guide. It functions as an overall course or path, and is intended to provide direction, rather than dictating specific activities or precise decision-making.

To that end, when development comes in, plans are looked at more closely and with more technical information to understand the raw details of a specific site (developability vs non-developability). The details that emerge from plans (i.e. wetland and wooded steep slope delineations) may differentiate from the layout/lines of the Comprehensive Plan. It is common, if not practical, that sites layouts, and lines, may change slightly from what the Comprehensive Plan shows based on what technical information reveals. Comprehensive Plans are not binding for that reason.

As it relates to this project, the Comprehensive Plan shows that the subject area is guided to be Business Park (purple) and Open Space (green). The applicant intends to maintain the Open Space that is shown on the north and east sides of the site to meet the 300-foot buffer requirements from adjacent residential. There is a small area of Open Space on the east side of the site that is shown to be included into the development's site plan. The developer will have to complete a more technical analysis (wetland delineation, etc) for their preliminary plan and understand if there's buildable area. If the technical analysis reveals buildable area, then this would be an example of technical data differentiating from the layout of the Comprehensive Plan.

Another example of this occurring in the City is the Oak Creek residential development just north of this site. The Comprehensive Plan shows Open Space where it was determined that buildable area existed. The plan was approved to show additional residential units in the buildable area that is defined as Open Space. The CloudHQ site will be looked at the same as they pursue preliminary.

PROJECT GOALS

The following are the proposed goals of the project:

- Large increase in workers coming to the area for an extended period of time will bring a significant benefit to local businesses such as hotels, restaurants, convenience stores and retail shops, as well as service providers.
- The building will create 75-100 permanent jobs in technical positions; 60-80 of these will be for skilled, high-earning professionals, with an average annual single employee salary greater than the local median household income.
- Provide a significant generation of tax revenue to the local jurisdictions.
- Provide a use that reduces the amount of traffic coming to the site for both regular vehicles and large trucks.

LAND USE/ZONING

The current site is zoned Planned Industrial District (PID-7), which is the same zoning as the data centers to the south. The West Creek Corporate Center to the south of this site was rezoned from Rural (R) to Planned Industrial District (PID-7) in 2007. The Kelzer site was rezoned to PID-7 in 2017 when the previous 4-building plan came through planning approvals.

The intent of the PID-7 district is to provide an area for offices and "Clean and Quiet" industrial and related uses that can be developed and operated in a high-quality physical environment, one which will be complementary to and compatible with the natural beauty found along West Chaska Creek and its adjacent residential developments, and one which will ensure the full use, benefit and prestige of a Planned Office/Industrial District of exemplary standards.

It is intended that development within PID-7 be characterized by relatively high employment levels, high quality jobs, and higher building to land ratios, all which support the objectives of increasing employment opportunities within the City and of strengthening the City's non-residential tax base.

Uses which involve "heavy" manufacturing or processing activities, which are predominantly storage or warehousing in nature, which emanate objectionable odors, or which require the outdoor storage of goods and materials are specifically discouraged from locating in the PID-7 District.

The permitted uses within the PID-7 district are: Office and administrative facilities; Light manufacturing, fabrication, compounding, processing, packaging, treatment, assembly and indoor storage of goods, products and materials; Scientific research, investigation, testing or experimentation; Data Centers; and Uses similar in nature to those listed above and which, in the opinion of the City Council will not be detrimental to the integrity and intent of the PID-7 District.

The use of a data center meets the aforementioned criteria and is therefore consistent with the zoning of Planned Industrial District No. 7.

EXISTING CONDITIONS

The site being looked at for the project is made up of two lots, which total approximately 72 acres in size. A homestead exists on the smaller parcel. The larger parcel contains agricultural land. A private driveway accesses this homestead off of Schoolmaster Drive between two single-family residences in Clover Ridge.

ADJACENT PROPERTIES

The site is bound on the north by residential; the east by residential and ponding; the south by a City-owned substation, West Creek Lane and existing data centers; and the west by rural residential properties.

CURRENT REQUEST

The request this evening is for Concept Plan for the construction of a new data center in the West Creek Corporate Center. An end user for this data center has not been formally identified. This building will be set up and designed similarly to the other data centers in West Creek Corporate Center, however, will be of much larger scale.

LAYOUT

Currently the subject site is the remaining portion of the West Creek Corporate Center guided for Business Park. It is comprised of two separate lots both owned by the Kelzer family (one contains the home site, the other contains farmland). The subject site as outlined above is approximately 72 acres in size.

The access to the site will be from West Creek Lane to the south. A cul de sac is proposed at the base of the access off of West Creek Lane, which will be public ROW. A private driveway will extend from this cul de sac to the security gate/booth. Like other data centers in the business park, public access to the site is discouraged due to the necessary security of a private data center, but improved landscaping and a high-quality building together will enhance the public perception of the facility. Past the security access the driveway will extend to the east and then north to provide full circulation around the building. The main parking lot is shown on the northwest side of the site, with additional parking on the east and west sides of the building.

Currently the applicant is showing one building totaling approximately 1,425,000 square feet.. An additional penthouse of approximately 180,000 square feet is proposed on top of the building. This area will house the necessary mechanical equipment to support this facility. An end user has not been formally identified.

PARKING

Based on the concept the site is proposing to incorporate 226 parking spaces. 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	80,000 sf	1ps/250sf Office	320 parking spaces
Data Center	1,346,000 sf	1ps/2,000sf Data Hall	673 parking spaces
		REQUIRED	993 parking spaces
		PROVIDED	226 parking spaces

According to the table above the applicant is insufficient in meeting parking for the site. The applicant will need to address that in their preliminary submittal with a detailed parking need analysis and proof of parking exhibit. Parking for the building is shown in several areas on the site; on the east, west and north sides of the building.

Though the amount of parking spaces may not seem adequate in relation to the overall building square footage, precedence in other data centers has shown that parking is minimal as these types of users don't bring in the typical traffic that other industrial/office users do. As a comparison, United Health Group's data center located south of the proposed Data Center, is 251,000 square feet and has 60 surface parking spaces with 30 additional "proof of parking" spaces.

Regardless, it will be important for the applicant to summarize their parking needs based on the use of the building during their preliminary submittal.

BUILDING ELEVATIONS

The building envelope (713,000 square foot footprint; total building square footage ~1,425,000 square feet) will consist of an integral neutral-colored architectural insulated precast panels with an admin/office component that will take advantage of daylighting through the use of

curtainwall glazing in select areas. The building will be constructed with high quality materials one would likely find in new office construction including steel and glass, expansive glazing at the building entrances, stainless steel panels, and metal cabling for the green wall.

The height of the buildings will range in size from 46 feet up to 72 feet. The applicant has provided a couple section drawings showing how the building heights compare to the berm height, proposed landscaping and adjacent residences. In sum, the site views from adjacent residences will be minimal as plantings start to grow in. It should be noted that the proposed height with the penthouse is twice the allowance that the zoning district allows (36 feet height maximum). Because of this the applicant will be required to amend the PID-7 zoning to incorporate standards that are in line with the proposal. This will need to happen at the preliminary phase.

The following is the Building Design/Materials requirements for industrial buildings:

"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"

Building Materials	
Class I	Glass (unknown)
Class II	Precast Concrete, Metal Panels (unknown)
Class III	unknown
CLASS I REQUIRED	30%; two different materials
CLASS II REQUIRED	30%; one material
PROVIDED	unknown

The applicant will have to show in their preliminary submittal how they meet the Building Design ordinance. Staff will have to review the architectural metal paneling proposed to see if it meets Class I requirements.

The applicant states that careful consideration has been given to placing the exterior mechanical equipment areas away from the adjacent residential properties, with the building oriented such that the equipment is located on the roof facing the south side of the structure. The exterior equipment will be fully enclosed with screen walls for the dual purpose of noise reduction and reducing visibility from adjacent properties, resulting in a similar curb appeal as the existing adjacent data center properties in the West Creek Corporate Center area. The applicant will be required to show these details in their preliminary submittal.

LANDSCAPE/SCREENING

The applicant will have to show in their preliminary submittal how they meet the landscape ordinance.

There are a couple areas on the site that staff needs further evaluation for landscaping and berming. These areas are the west edge and southeast edge of the site. The west edge is adjacent to rural residential. There are no homes on the adjacent lot west of the site, but it will be important that this edge is not forgotten when screening/landscaping the site. The other area, southeast edge of the site, also needs to be further evaluated to see if additional screening/landscaping should occur here. This edge also abuts existing residential. There is berming and landscaping in place from the United Health Group building, but it is not clear if that berm screens everything from this site. The transmission line easement that runs east-west essentially dissects this berm and the berm proposed on the CloudHQ site. It will be important to see if the existing and proposed berming/screening is adequate in the preliminary submittal. If it isn't, then additional screening will need to occur.

Section 15.28.120 of the Zoning Ordinance outlines requirements for Mechanical Screening, which states:

Equipment used for mechanical, processing, bulk storage tanks, or equipment used for suppressing noise, odors, and the like that protrudes from a side of a building or is located on the ground adjacent to a building shall be screened from public view as much as practical with materials matching the design of the building. Where miscellaneous exterior equipment cannot be fully screened with matching building materials, landscaping, berming may be used as additional screening.

With the mechanical area more oriented on the south side of the building, but still visible from West Creek Lane, it is important to understand the various heights of the equipment that will be installed in this area. As noted above under Building Elevations, the mechanical equipment proposed on the roof will be screened with screen walls. There are other tanks shown on the ground on the south side of the building. Staff would like to see a more detailed profile of these areas to understand the relationship of the equipment to the building and to ensure the Mechanical Screening requirements are met. Staff will be working with the applicant to ensure the equipment stays below the screen wall height or is screened appropriately from applicable viewsheds.

Buffer & Berm

A 300' buffer will be maintained from the existing residential properties to the edge of the parking/drive aisles. A tall landscaped berm (30 feet in height) will be constructed on the north and east sides of the property to screen the existing residential properties from the proposed data center building. A mix of trees, shrubs, and native grasses, of varying heights will fill the buffer area. The applicant will need to provide a detail of this berm during the preliminary approval to show how it will screen the building from various viewsheds.

The applicant will have to explain in their preliminary submittal the timing of installing the berm with the project. Staff would require that this berm is constructed prior to the building.

SETBACKS & DEVELOPMENT STANDARDS

Buildings and parking shall meet the following setbacks:

BUILDING SETBACKS	
Direction	Setback
Engler Boulevard (Co Rd 10)	150 feet from centerline
Local Public Streets	65 feet from centerline
Interior Property Lines	20 feet except that 30 feet shall be required when a side driveway is provided
From adjacent residential (principal) use	300 feet

PARKING SETBACKS	
Direction	Setback
Interior Property Lines	10 feet
Property Lines Abutting ROW	20 feet

PID-7 DEVELOPMENT STANDARDS	
Building Coverage	35 percent
Minimum Lot Size	4 acres
Minimum amount of open landscaped area on each lot not covered by loading and driving areas	30 percent of total lot
Maximum Building Height	36 feet

UTILITIES

Water is available to the site from the north at Schoolmaster Drive and sanitary sewer is available near the southern limits of the site. The latter will require a minor extension to provide service to the proposed development. The project's storm water design will need to meet the City's, Carver County Water Management's, and appropriate State and Federal requirements. Utilities within the site will all be private, with the exception of the trunk watermain.

Xcel Transmission Lines

The site is bifurcated by existing Xcel transmission lines that run east to west along the property. These lines are proposed to remain in their current location. The applicant will have to work with Xcel Energy with their plan.

STORMWATER & DRAINAGE

There are three separate ponding areas proposed on site; one on the northwest side, one on the east side, and one on the south side of the property. Runoff from the property will be managed on site using surface stormwater management basins to mitigate adverse impacts to

the neighboring properties and maintain or improve existing drainage patterns. This design work will include collection of stormwater runoff from the north side of the landscape berm adjacent to the neighboring residential properties to ensure that surface water from the residential back yards and berm is adequately carried downstream. Drainage from the berm on the north and east sides will be conveyed via a sloped swale to inlet that connects to the site's storm sewer and stormwater management network.

LIGHTING

The applicant will be required to provide a photometric plan and lighting specs during their preliminary submittal. All lighting will need to meet the City's lighting ordinance.

NOISE

Due to the proposal to include a significant amount of exterior mechanical equipment, staff will require that a noise analysis is completed in the preliminary submittal. The City follows State noise statutes and the applicant will have to show how they meet these requirements.

SUBSTATION NEEDS

There currently exists a substation (West Creek Substation) that abuts the southwest corner of the Kelzer site totaling 50MW. This substation is not built to the load requirements needed for this new data center. Because of this the applicant and the appropriate electric utility providers will be working towards a phased approach in enhancing the existing West Creek Substation and adding new substations near the CloudHQ site to get them to their needed capacity. It will be important that with the preliminary submittal the new substation areas and details are more defined so that Staff understands how the new data center can be supported.

This substation will require its own environmental review that will be undertaken by the appropriate utility agency in charge. In addition to that, the substation will require a Conditional Use Permit (CUP) with the City of Chaska in order to be constructed.

PLAT

The property will be platted, and will be coming in with a preliminary plat at the time of their preliminary site and building plan. A final plat will follow those approvals.

ZONING ORDINANCE AMENDMENT

The site is currently zoned Planned Industrial District (PID-7). There are development standards within such district, such as maximum height requirements (36 feet). The project will have to request an amendment to PID-7 in order to pursue the height they are proposing (72 feet). There may be other revisions, like parking requirements, that come with that.

AUAR

The site is required to go through an environmental review process due to the size and use of the building. The project team has begun an Alternative Urban Areawide Review (AUAR) of the property to fully assess the environmental impacts of the proposed data center construction, encompassing an area totaling approximately 72.3 acres on the two parcels that make up the project site. The intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts. The AUAR development and review process will occur over the next several months with an anticipated

conclusion in November 2022 and will include opportunities for the public to review and comment on the findings and conclusions throughout the approval process.

NEIGHBORHOOD MEETING

The CloudHQ team held a neighborhood meeting on Tuesday, February 15, 2022 to introduce their concept plan to neighboring properties. Comments pertained to timing of the project, construction of the berm, and noise.

DEADLINE FOR AGENCY ACTION

The City of Chaska received the complete application for this request on July 8, 2022. Pursuant to Minnesota State Statutes the City must act on this request by **Tuesday, September 6, 2022 (60 days)**, unless the City provides the petitioner with written reasons for an additional 60-day review period. The additional review period would extend to Saturday, November 5, 2022. The City may with the petitioner's consent extend the review period beyond the Saturday, November 5, 2022 date. Lastly, if the City denies the petitioners request "... it must state in writing the reasons for the denial at the time it denies the request."

PLANNING COMMISSION ACTION TAKEN 08/10/2022:

Motion to approve the Concept Plan for CloudHQ (PC #2022-41), subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative (pgs 1-4), prepared by Kimley-Horn, dated July 8, 2022
 - b. Existing Property Aerial Image, prepared by CloudHQ, undated
 - c. Proposed Chaska Site Plan, prepared by CloudHQ, undated
 - d. Site Influences, prepared by Kimley-Horn, undated
 - e. Architectural Façade Details, prepared by CloudHQ, undated
 - f. Ref. Rendering 1 – Main Façade & Entry, prepared by CloudHQ, undated
 - g. Ref. Rendering 2 – Side Façade, prepared by CloudHQ, undated
 - h. Render #1 – View from East, prepared by CloudHQ, undated
 - i. Site Section #1, prepared by CloudHQ, undated
 - j. Render #2 – View from North, prepared by CloudHQ, undated
 - k. Site Section #2, prepared by CloudHQ, undated
 - l. Render #3 – View from Northwest, prepared by CloudHQ, undated
 - m. Site Section #3, prepared by CloudHQ, undated
 - n. Alta/NSPS Land Title Survey (pgs 1-2), prepared by EFNEFN, undated
2. Adherence to the City Engineer's memo dated August 10, 2022.
3. Provision of proposed fencing to match existing fencing in development, and to be addressed at preliminary submittal.
4. Provision of a Lighting Plan that meets Sections 15.28.250 of the Zoning Ordinance.
5. Provision of specification sheets for all onsite lighting, including but not limited to wall lighting and parking lot lighting, and to be submitted at preliminary.
6. Installation of berm and its landscaping to be completed prior to or at same time of the building's site construction.
7. Provision to further evaluate landscaping and berming for the west edge and southeast edges of the site, and to be addressed at preliminary.
8. Provision of detailed profile of the mechanical areas, including ground and roof, to ensure compliance with Section 15.28.120.H. (Screening of Mechanical Equipment).

9. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of an acoustical analysis on the proposed exterior mechanical equipment.
12. Provision of a Conditional Use Permit (CUP) for the proposed substation and to be obtained prior to issuance of a building permit for the CloudHQ building.
13. Provision that City Council adopts Final AUAR prior to preliminary submittal.
14. Provision of a parking need analysis and proof of parking exhibit to be submitted at preliminary.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-105 approving the Concept Plan for CloudHQ (PC #2022-41).

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 08/15/2022 **RESOLUTION NO.** 2022-105

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

Resolution approving the Concept Plan for CloudHQ/CloudHQ and Kimley Horn & Associates, Inc./PC #2022-41

WHEREAS, the request this evening is for Concept Plan for the construction of a new data center in the West Creek Corporate Center; and

WHEREAS, the subject site as outlined above is approximately 72 acres in size; and

WHEREAS, the access to the site will be from West Creek Lane to the south; and

WHEREAS, a cul de sac is proposed at the base of the access off of West Creek Lane, which will be public ROW. A private driveway will extend from this cul de sac to the security gate/booth; and

WHEREAS, currently the applicant is showing one building totaling approximately 1,425,000 square feet; and

WHEREAS, an additional penthouse of approximately 180,000 square feet is proposed on top of the building, and this area will house the necessary mechanical equipment to support this facility; and

WHEREAS, based on the concept the site is proposing to incorporate 226 parking spaces; and

WHEREAS, the applicant will need to address that in their preliminary submittal with a detailed parking need analysis and proof of parking exhibit; and

WHEREAS, the building will be constructed with high quality materials one would likely find in new office construction including steel and glass, expansive glazing at the building entrances, stainless steel panels, and metal cabling for the green wall; and

WHEREAS, the height of the buildings will range in size from 46 feet up to 72 feet; and

WHEREAS, it should be noted that the proposed height with the penthouse is twice the allowance that the zoning district allows (36 feet height maximum); and

WHEREAS, because of this the applicant will be required to amend the PID-7 zoning to incorporate standards that are in line with the proposal; and

WHEREAS, the applicant will have to show in their preliminary submittal how they meet the Building Design ordinance; and

WHEREAS, staff will have to review the architectural metal paneling proposed to see if it meets Class I requirements; and

WHEREAS, the exterior equipment will be fully enclosed with screen walls for the dual purpose of noise reduction and reducing visibility from adjacent properties, resulting in a similar curb appeal as the existing adjacent data center properties in the West Creek Corporate Center area; and

WHEREAS, there are a couple areas on the site that staff needs further evaluation for landscaping and berming, and these areas are the west edge and southeast edge of the site; and

WHEREAS, the west edge is adjacent to rural residential, however there are no homes on the adjacent lot west of the site, but it will be important that this edge is not forgotten when screening/landscaping the site; and

WHEREAS, the other area, southeast edge of the site, also needs to be further evaluated to see if additional screening/landscaping should occur here; and

WHEREAS, a 300' buffer will be maintained from the existing residential properties to the edge of the parking/drive aisles; and

WHEREAS, a tall landscaped berm (30 feet in height) will be constructed on the north and east sides of the property to screen the existing residential properties from the proposed data center building; and

WHEREAS, a mix of trees, shrubs, and native grasses, of varying heights will fill the buffer area; and

WHEREAS, the applicant will need to provide a detail of this berm during the preliminary approval to show how it will screen the building from various viewsheds; and

WHEREAS, due to the proposal to include a significant amount of exterior mechanical equipment, staff will require that a noise analysis is completed in the preliminary submittal; and

WHEREAS, the site is currently zoned Planned Industrial District (PID-7), and there are development standards within such district, such as maximum height requirements (36 feet); and

WHEREAS, the project will have to request an amendment to PID-7 in order to pursue the height they are proposing (72 feet); and

WHEREAS, there may be other revisions, like parking requirements, that come with that; and

WHEREAS, the site is required to go through an environmental review process due to the size and use of the building; and

WHEREAS, the project team has begun an Alternative Urban Areawide Review (AUAR) of the property to fully assess the environmental impacts of the proposed data center construction, encompassing an area totaling approximately 72.3 acres on the two parcels that make up the project site; and

WHEREAS, the intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts; and

WHEREAS, the AUAR development and review process will occur over the next several months

with an anticipated conclusion in November 2022 and will include opportunities for the public to review and comment on the findings and conclusions throughout the approval process; and

WHEREAS, on August 10, 2022 the Planning Commission recommended approval to the City Council of the Concept Plan for CloudHQ (PC#2022-41); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Concept Plan for CloudHQ (PC#2022-41), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative (pgs 1-4), prepared by Kimley-Horn, dated July 8, 2022
 - b. Existing Property Aerial Image, prepared by CloudHQ, undated
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4. Provision of a Lighting Plan that meets Sections 15.28.250 of the Zoning Ordinance.
5. Provision of specification sheets for all onsite lighting, including but not limited to wall lighting and parking lot lighting, and to be submitted at preliminary.
6. Installation of berm and its landscaping to be completed prior to or at same time of the building's site construction.
7. Provision to further evaluate landscaping and berming for the west edge and southeast edges of the site, and to be addressed at preliminary.
8. Provision of detailed profile of the mechanical areas, including ground and roof, to ensure compliance with Section 15.28.120.H. (Screening of Mechanical Equipment).
9. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
10. Provision of a storm water management plan meeting City and Carver County WMO standards.
11. Provision of an acoustical analysis on the proposed exterior mechanical equipment.
12. Provision of a Conditional Use Permit (CUP) for the proposed substation and to be obtained prior to issuance of a building permit for the CloudHQ building.
13. Provision that City Council adopts Final AUAR prior to preliminary submittal.
14. Provision of a parking need analysis and proof of parking exhibit to be submitted at preliminary.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: August 10, 2022
Subject: Cloud HQ Data Center – Concept Plan

The planned development for the site proposes a new data center along with site amenities. From an overall sewer and water standpoint, the use over the site is consistent with the City's comprehensive plan with capacity in the system to serve what's proposed. As a part of the preliminary process, the cul-de-sac that exists at the end of West Creek Lane will need to be relocated and incorporated into the new site plan with public easement for City maintenance. Water main and gravity sewer stubs are located at the end of West Creek Lane for the development to connect onto. The developer will need to work with staff on extension of both utilities and providing a looped water connection between West Creek Lane and Schoolmaster Drive.

From a storm water perspective, it will be important for reviewing the overall system that can meet both the City and watershed requirements. A stormwater management plan will be needed with the overall campus. Several wetlands exist over the property that will also need to be coordinated with all agencies for review and acceptance. Aside from storm water plan meeting all agency standards, the grading and drainage plan will need to accommodate over land drainage and backyard drainage for the residential properties the site backs up to.



July 8, 2022

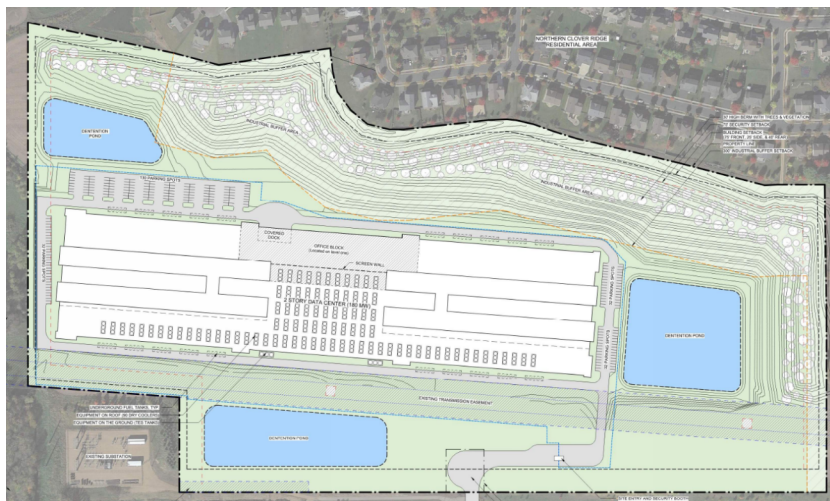
Mr. Nate Kabat
Community Development Director
City of Chaska
One City Hall Plaza
Chaska, MN 55318

RE: *Concept Site Plan Submittal Narrative*
 CloudHQ Data Center
 Kelzer Property – Chaska, MN

On behalf of CloudHQ, Kimley-Horn is requesting a Concept Plan Review from the City of Chaska. CloudHQ is a global data center provider that specializes in the design, development, and operation of best in class, carrier neutral, hyperscale data center facilities. We understand our customers' critical IT load power capacity needs are mission critical and ever-changing. That's why CloudHQ provides flexible, efficient, and resilient data center solutions for businesses of all sizes. We are excited for the opportunity to continue our development expansion plans in the City of Chaska.

Project Overview

The design of this data center building and the surrounding landscape are intended to help the building nestle into the site and conceal itself from neighboring views. The character of this building will be similar in nature to the recently constructed nearby data centers in the West Creek Corporate center area. The building envelope (713,000SF footprint) will consist of an integral neutral-colored architectural insulated precast panels with an admin/office component that will take advantage of daylighting through the use of curtainwall glazing in select areas. The building will be constructed with high quality materials you would likely find in new office construction including steel and glass, expansive glazing at the building entrances, stainless steel panels, and metal cabling for the green wall. The building will be built to a LEED standard, which highlights our commitment to sustainable development.



In addition to the design elements used to ensure this project will be a benefit to the community, there are many other aspects of this proposed project that will bring great value to the City of Chaska and other surrounding areas. Major benefits of data center projects are the increase in the property tax base and increase in jobs coupled with limited demand for public services such as schools, police, and fire and rescue. The proposed building will take 1.5-2.5 years for full construction and will employ approximately 1,000 construction workers during that time. Many of these are highly skilled, technical positions needed for Data Center construction.

The project will contribute to and reinforce the Chaska Mission Statement: to be the Best Small Town in Minnesota, and its stated Core Strategies of:

- Chaska's High Quality of Life is Enhanced: by furthering the high-technology infrastructure in Chaska and providing well-paying jobs.
- Taxpayers Perceive they are Getting Cost-Effective Service: by improving the power and fiber grids, while being a low-impact community member- benefit for closing water loop?
- Well-Planned and Orderly Community Development is a Priority: by aligning with the "Business Park" future land use and adjacent compatible data center campus uses, and by honoring and enhancing the planned 300' buffer from the single-family residential neighborhoods, to include a 30' berm and landscaping.
- A Sense of Community and Small-Town Values are Maintained, and a Commitment to Excellence: CloudHQ's values and excellent reputation align well with Chaska's commitment to excellence. Physically, CloudHQ's investment in a high-quality building combined with the way it is nestled into the Site are complimentary to Chaska's sense of small-town values.

Great care has been taken when making decisions around the building layout and positioning on site to ensure that both the visual and audial impacts of the data center building and its mechanical systems are minimized on the surrounding area. A 300' buffer will be maintained along the north and east property lines to separate the proposed development from the existing residential properties. Within the buffer, an approximately 30-ft high landscaped berm will be constructed to provide screening of the data center building to the north and east using a variety of species of trees, shrubs, and native grasses, with the goal of providing a visual separation from the second story of the adjacent residences. Multiple views from the surrounding neighborhood have been studied in order to ensure a diverse array of perspectives have been accommodated, and to demonstrate how views from abutting properties are mitigated.

Careful consideration has also been given to placing the exterior mechanical equipment areas away from the adjacent residential properties, with the building oriented such that the equipment is located on the roof facing the south side of the structure. The exterior equipment will be fully enclosed with screen walls for the dual purpose of noise reduction and reducing visibility from adjacent properties, resulting in a similar curb appeal as the existing adjacent data center properties in the West Creek Corporate Center area.

One of the primary reasons that the property is so attractive for a data center is the proximity to the overhead transmission lines that currently run through the site. These overhead lines run east-west across the south half of the property and lie within an existing transmission easement, all of which will be maintained in place; since no structures or increases in finished ground elevation is allowed within

the easement, the proposed building is sited adjacent and parallel to the north edge of the transmission easement to maximize the building land area. CloudHQ is working with Xcel Energy as well as Chaska Power to utilize the existing capacity within the overhead power lines and construct an additional substation in the immediate vicinity of the project site to fully support the proposed development. More specifically for the associated substation, CloudHQ is working diligently with Xcel Energy and Chaska Power to obtain full permanent power. A new planned 300MW substation needed to service our loads and improve the existing grid will likely be placed on an adjacent site to the west of our property on land that Xcel energy is working to acquire. Once the land is under control, Xcel Energy will work with the regional power regulators and the City to get the substation project approved, and will likely start construction on the new facility in 2023 to deliver in late 2024.

The majority of the 72-acre site will be disturbed during construction to support construction of the large building, berm, and ponding areas, and the project design plans will include a comprehensive grading and drainage plan to satisfy the stormwater management and erosion control requirements of the City of Chaska, Carver County Watershed Management Organization, and the State of Minnesota. Runoff from the property will be managed on site using surface stormwater management basins to mitigate adverse impacts to the neighboring properties and maintain or improve existing drainage patterns. This design work will include collection of stormwater runoff from the north side of the landscape berm adjacent to the neighboring residential properties to ensure that surface water from the residential back yards and berm is adequately carried downstream. Drainage from the berm on the north and east sides will be conveyed via a sloped swale to inlet that connects to the Site's storm sewer and stormwater management network.

The project team has begun an Alternative Urban Areawide Review (AUAR) of the property to fully assess the environmental impacts of the proposed data center construction, encompassing an area totaling approximately 72.3 acres on the two parcels that make up the project site. The intent of the AUAR is to recognize the worst-case potential impacts and identify mitigation measures that may be taken to compensate for those impacts. The AUAR development and review process will occur over the next several months with an anticipated conclusion in November 2022 and will include opportunities for the public to review and comment on the findings and conclusions throughout the approval process.

As a secured site located at the terminus of a West Creek Lane, the street will be extended to serve the site and the cul-de-sac will be relocated to the new terminus of the road. The proposed facility does not necessitate extensive pedestrian or bicycle facilities and will include a single secured access point for vehicles. Public access to the site is discouraged due to the necessary security of a private data center, but improved landscaping and a high-quality building together will enhance the public perception of the facility.

Please see the enclosed Site Forces Exhibit, Site Sections and Render Views, which identifies site features that influence the development and the design such as the potential wetlands, topography, proposed grading and berm, utility networks (including connecting the City's watermain networks), circulation and adjacent neighborhoods.

Project Goals

The large increase in workers coming to the area for an extended period of time will bring a significant financial benefit to local businesses such as hotels, restaurants, convenience stores and retail shops, as well as service providers. In addition, our building will create 75-100 permanent jobs in technical positions needed to run the facilities long term. 60-80 of these jobs will be for skilled, high-earning professionals, with an average annual single employee salary greater than the local median household income. These operating employees will include mechanical engineers, electrical engineers, computer engineers, security personnel, maintenance personnel, and real estate property managers. We anticipate that a significant number of these high-earning professionals will choose to live near the site, given the 24-hour nature of the facility.

The financial benefits of this project to the City are tremendous. The CloudHQ investment in this campus will be in excess of \$1 billion. Between utility taxes and real estate taxes, the project will provide several hundred million dollars of tax revenue to the local jurisdictions over the useful life of the building.

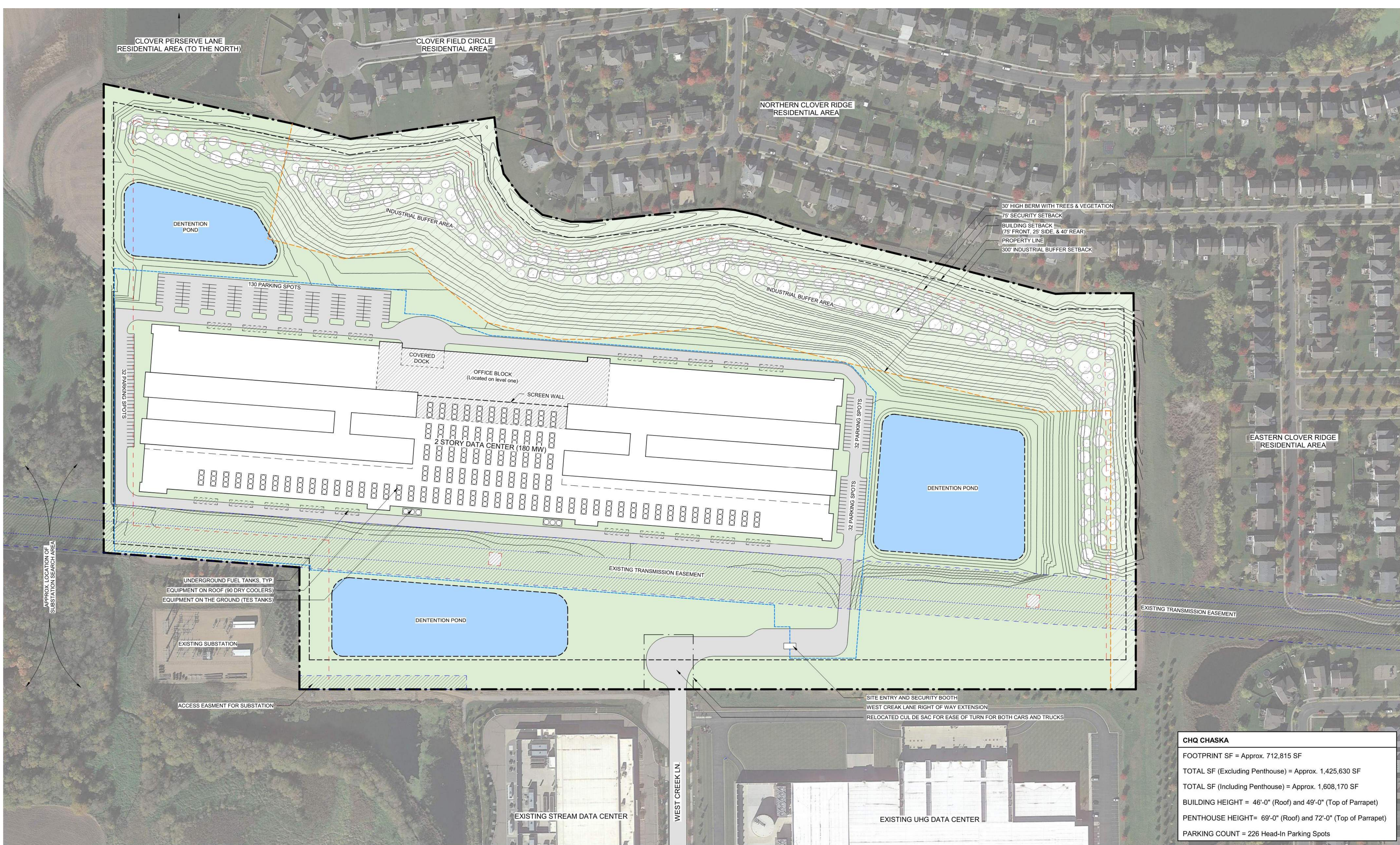
Another advantage of the project is the significantly reduced traffic to the site when compared to a warehouse/distribution type use which is the most likely alternative to a data center for this property. The proposed building will on average see about 75% fewer traffic trips than a distribution use, and much fewer trips from large trucks. Once operational, it is rare for comparable data center buildings to have more than 100 employees in them at any time after they become fully operational, leading to little impact to local traffic congestion.

Conclusion

With the extensive improvements proposed to this mostly vacant property, the substantial financial benefit to the City of Chaska and its residents, the minimal negative impacts to the surrounding community (particularly when compared to alternative uses,) and CloudHQ's strong reputation for developing high quality projects, we believe this project is an ideal fit for both CloudHQ and community.

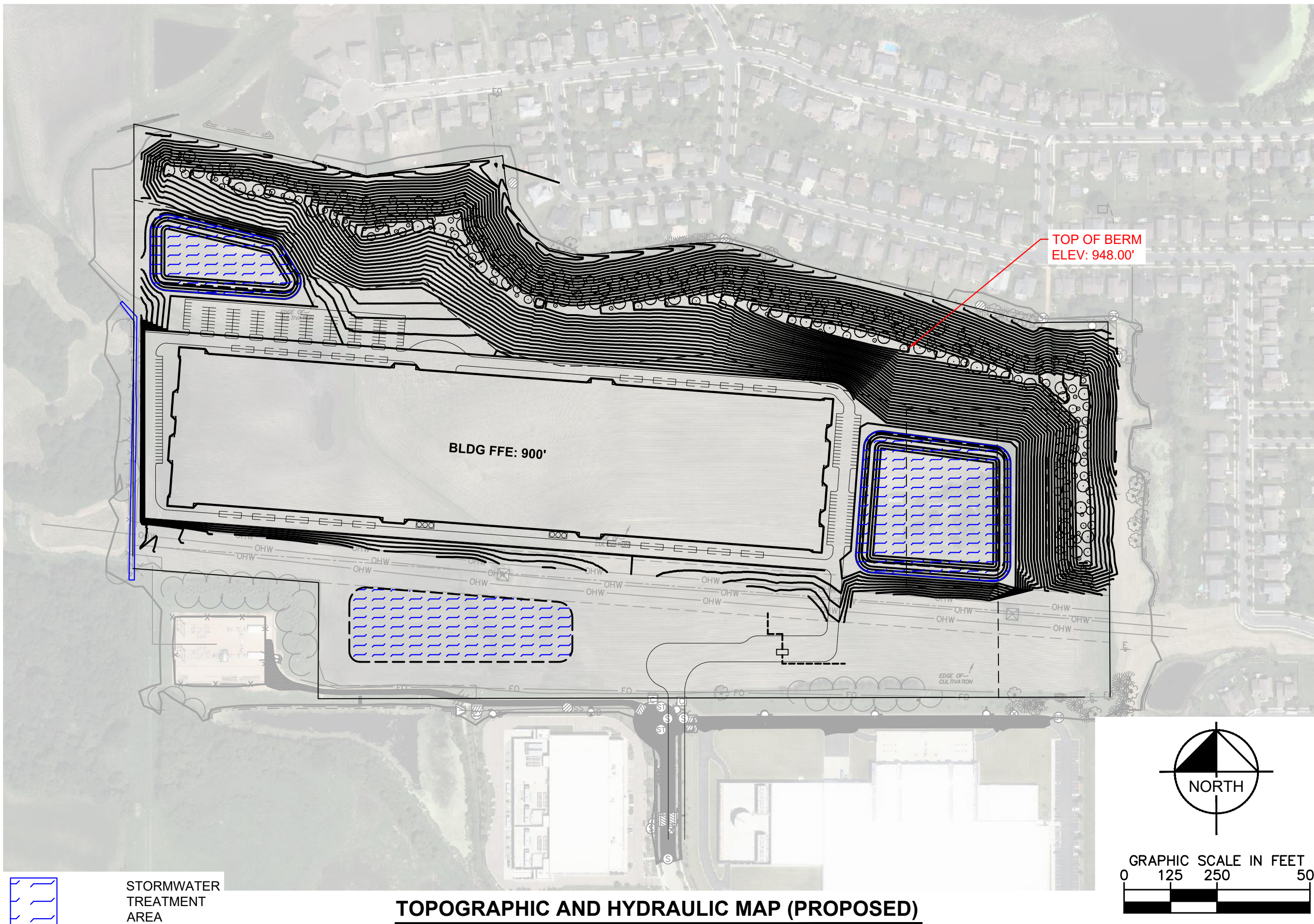
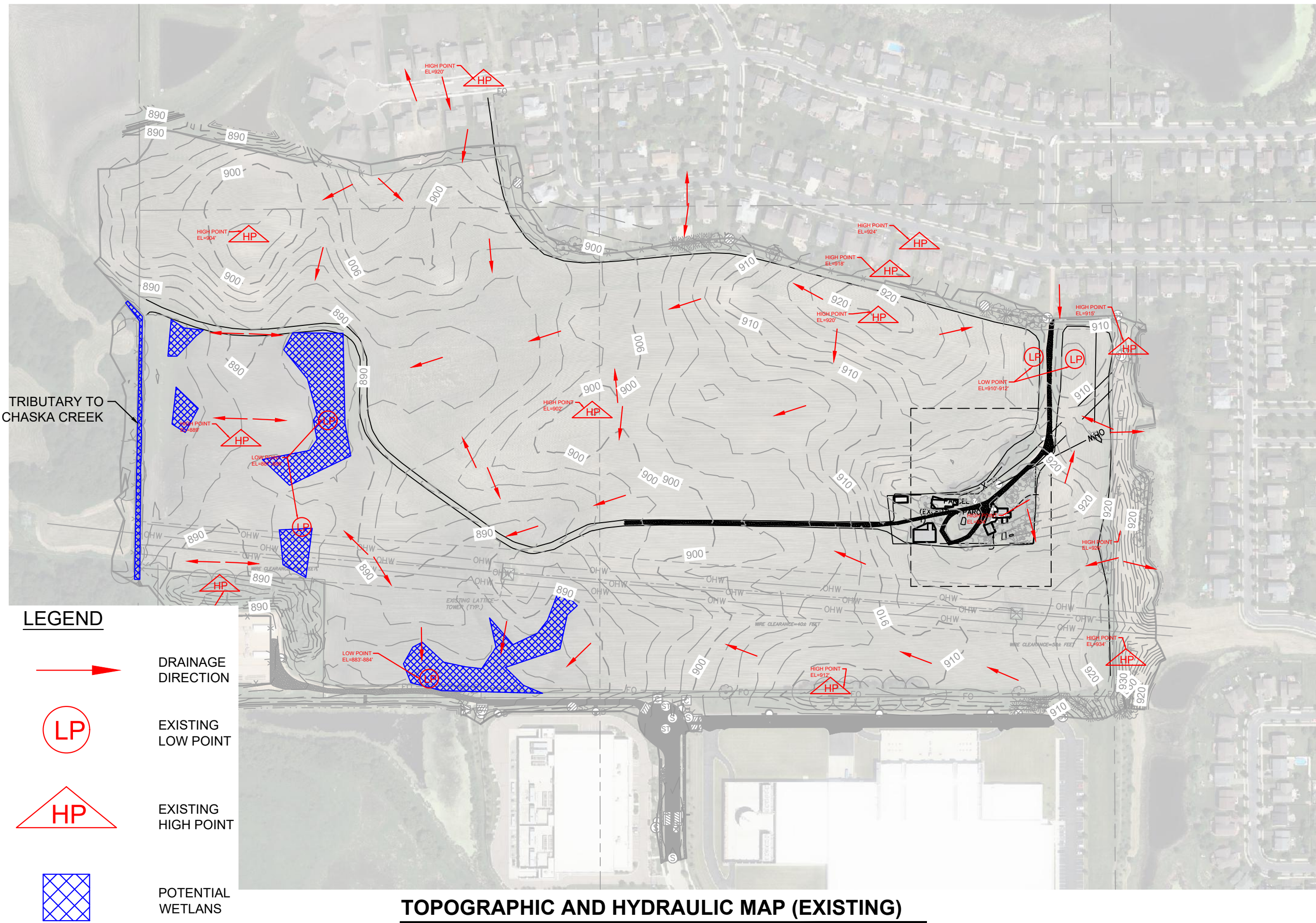
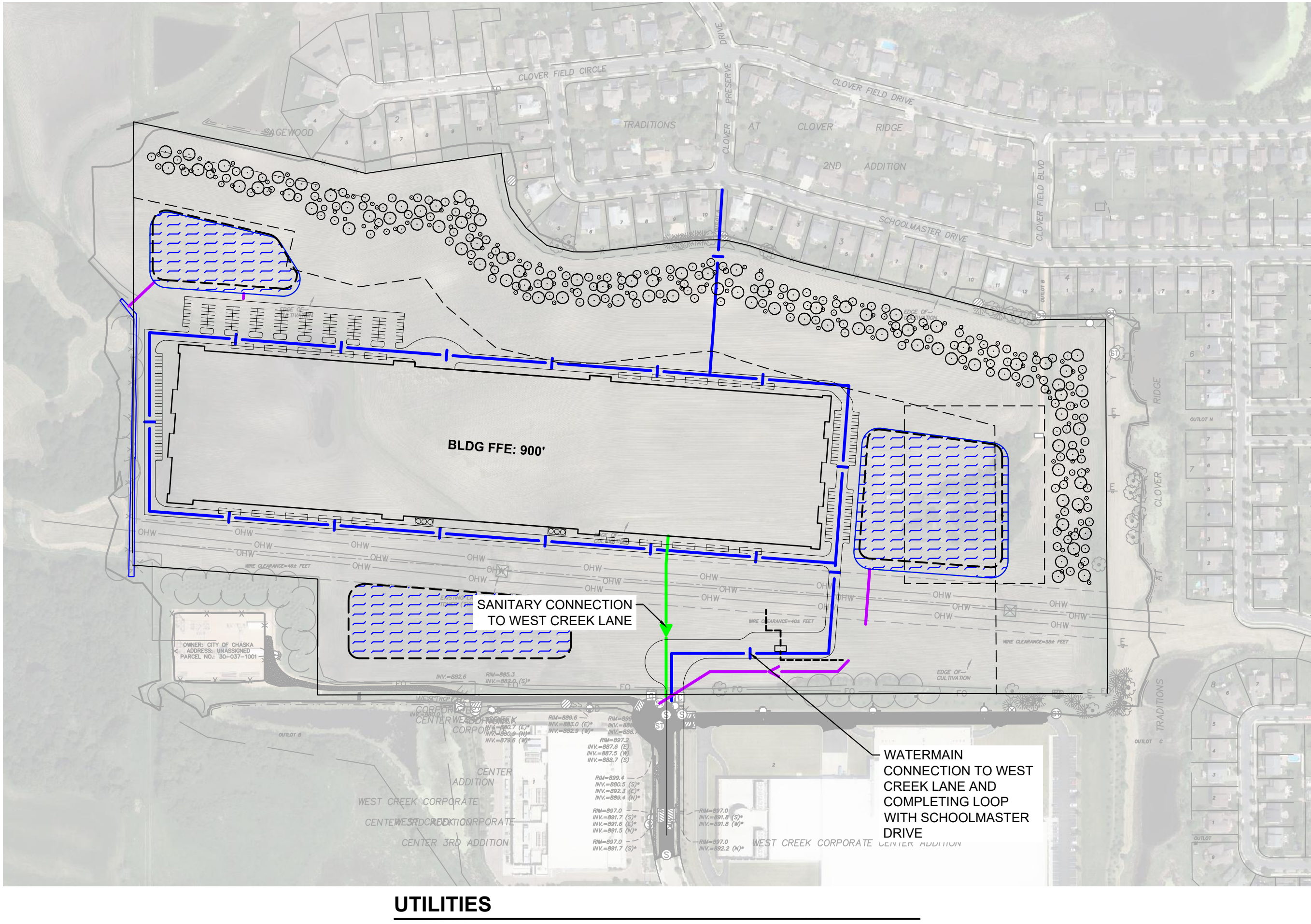
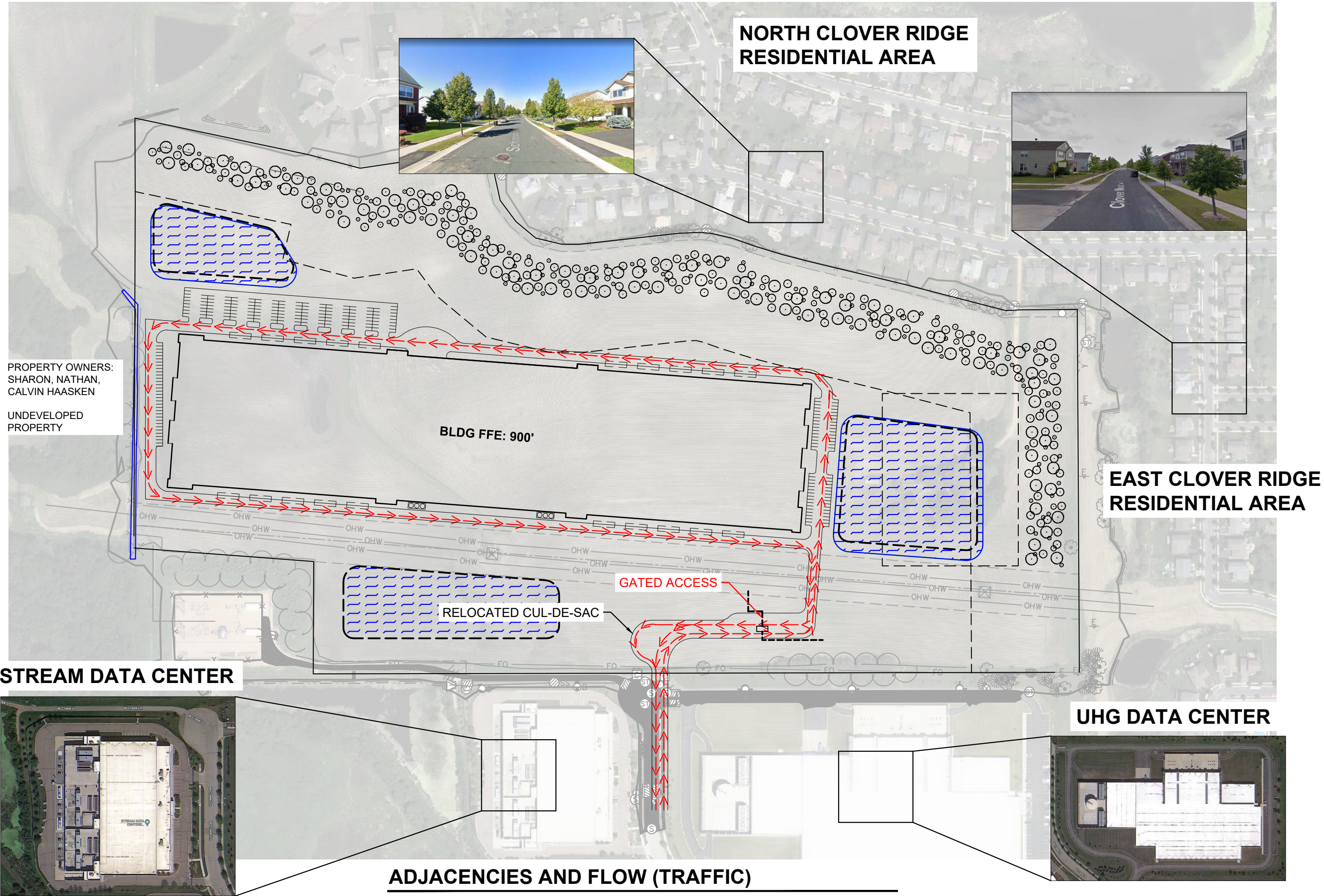


EXISTING PROPERTY AERIAL IMAGE



PROPOSED CHASKA SITE PLAN

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



Kimley»Horn

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PHONE: 651-445-4197
WWW.KIMLEY-HORN.COM

SITE INFLUENCES

**CHASKA DATA
CENTER
PREPARED FOR
CLOUD HQ**

EX-6



Green wall, cables with vines.



Stainless steel elements inset into the precast panel reveals.



White metal cladding canopy and glazing with white mullions.

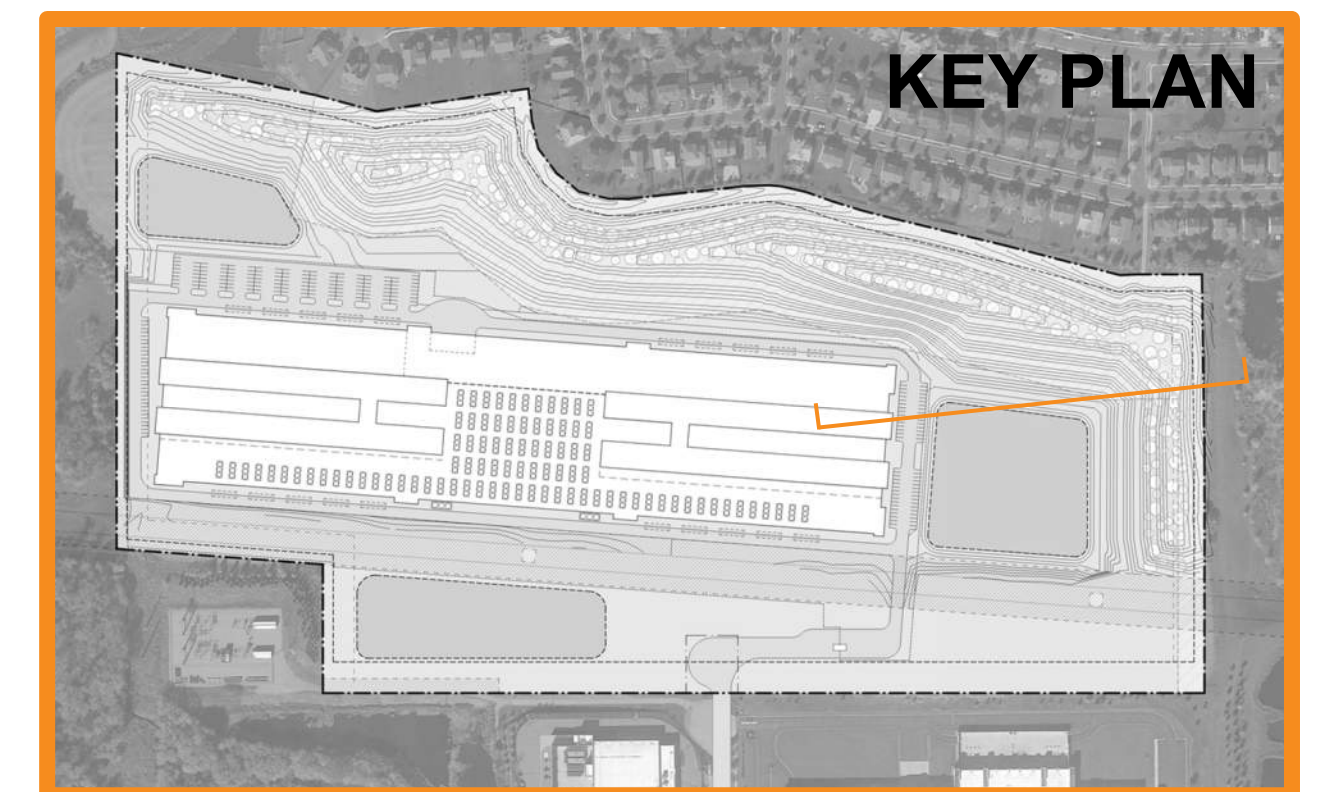
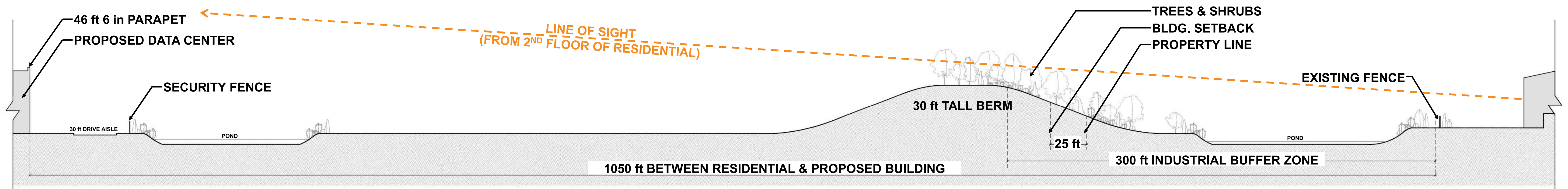
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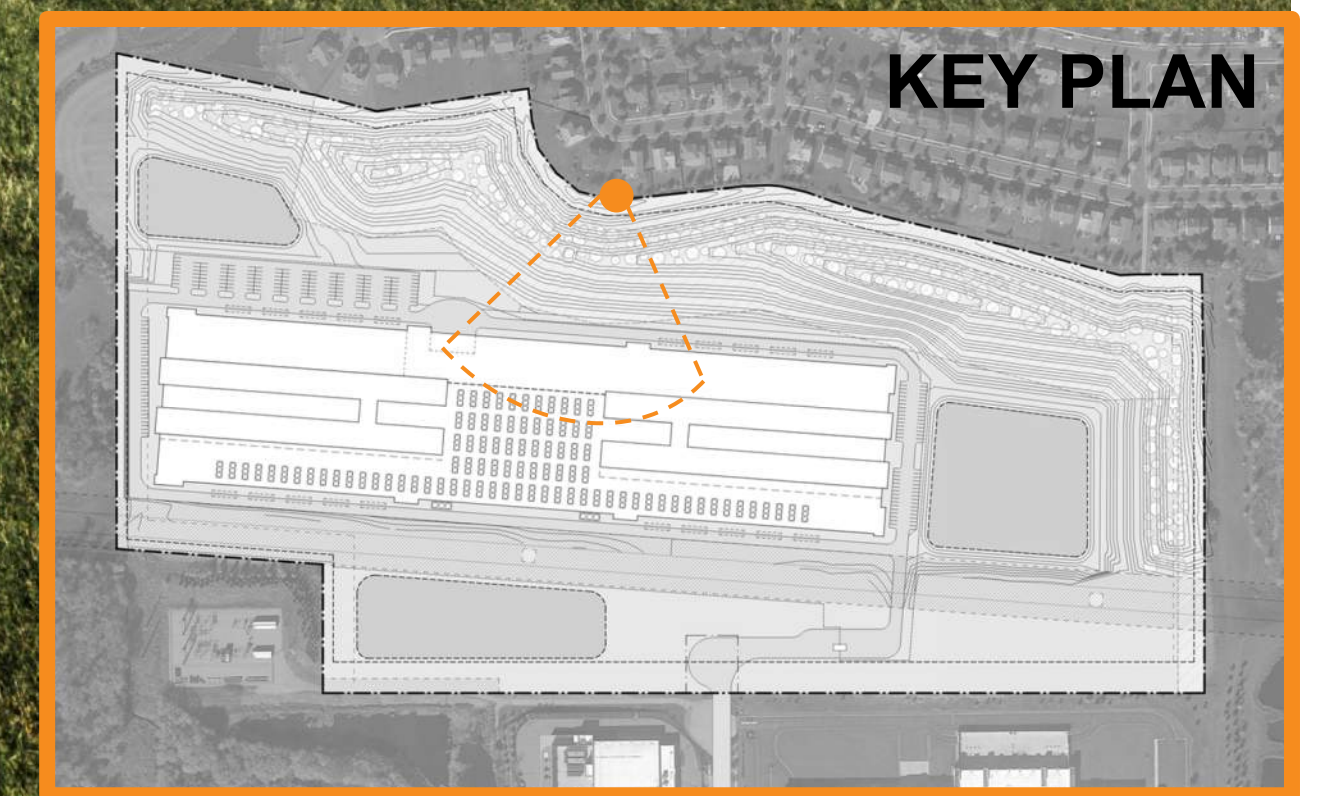
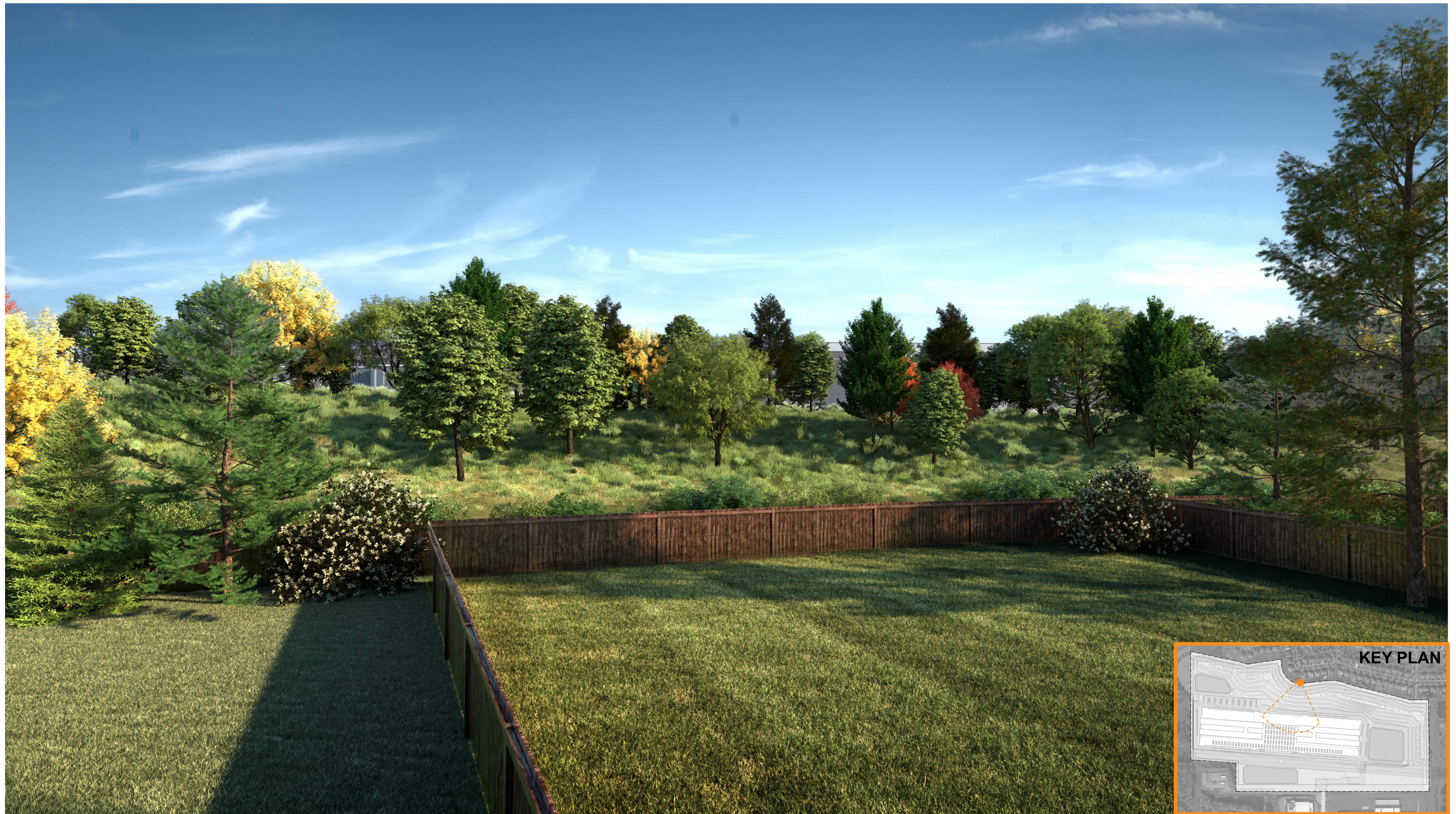




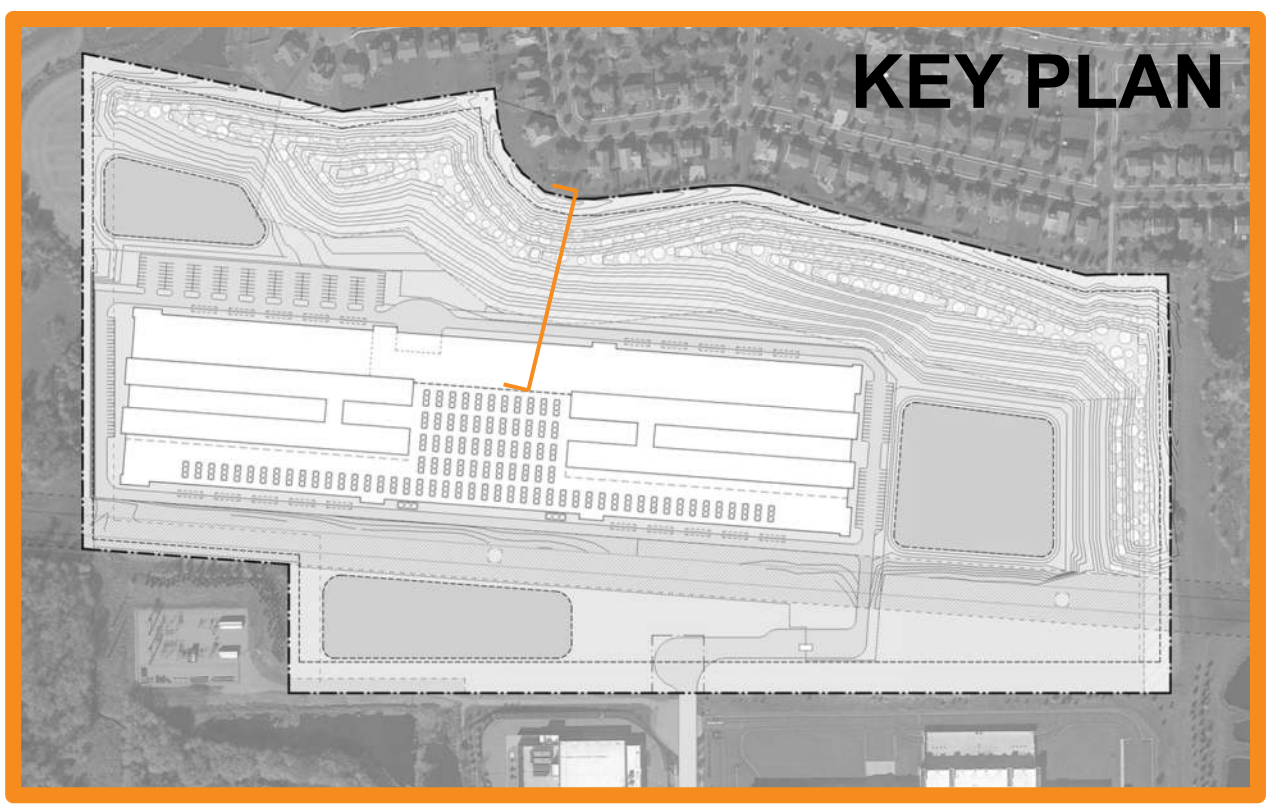
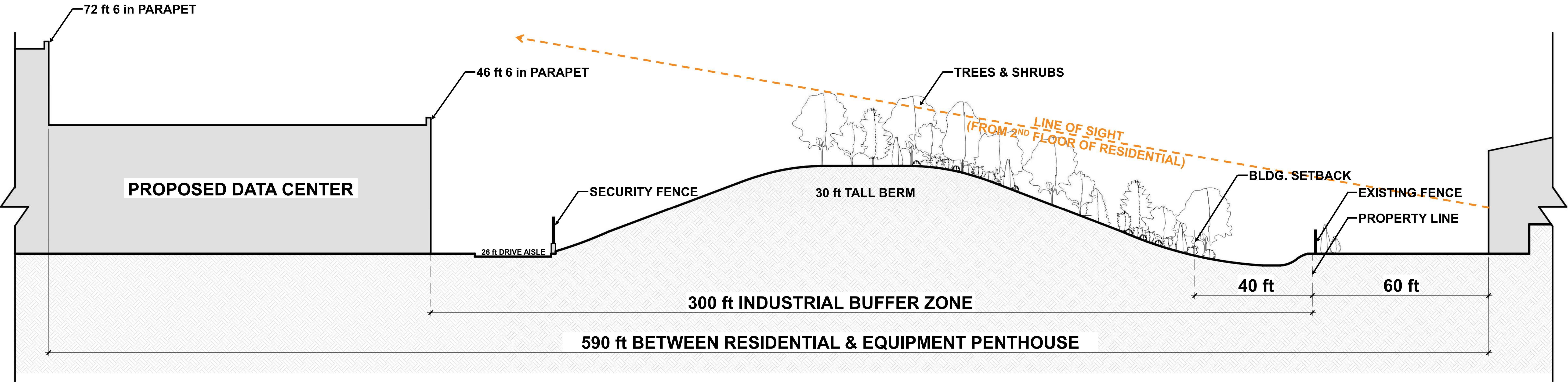
RENDER #1 – VIEW FROM EAST
(From Clover Meadow Drive Residences)



SITE SECTION #1

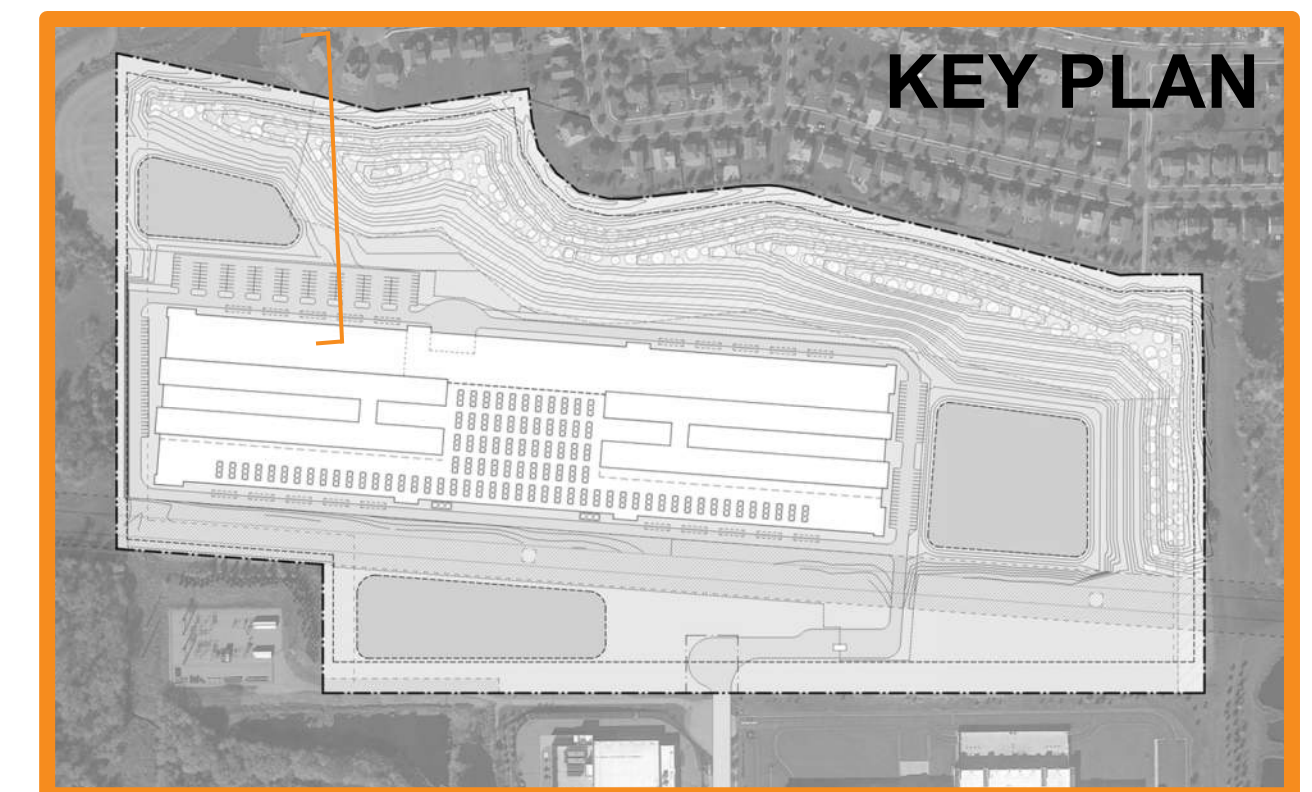
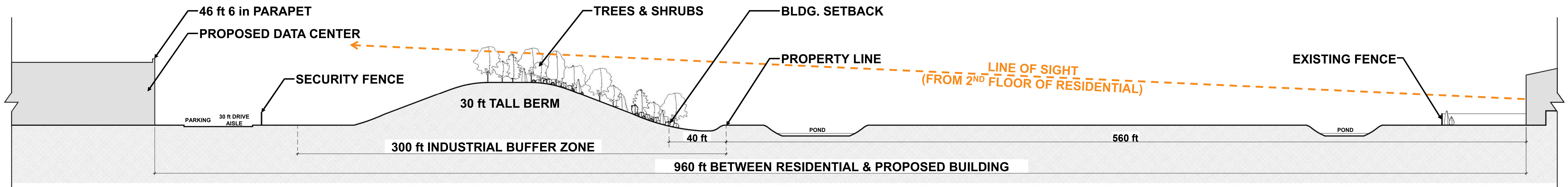


RENDER #2 – VIEW FROM NORTH
(From Schoolmaster Drive Residences)





RENDER #3 – VIEW FROM NORTHWEST
(From Clover Preserve Lane Residences)



SITE SECTION #3

ALTA/NSPS LAND TITLE SURVEY FOR:
Kimley-Horn & Associates

LEGAL DESCRIPTION:

Parcel 1:
The North Half of the Southwest Quarter and the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Except the following 11 exception parcels, to wit:

Exception Parcel 1 (Document No. A335323 – Also Parcel 2 herein):

That part of the Southwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, described as follows:

Commencing at the Northeast corner of said Southwest Quarter; thence on an assumed bearing of South 0 degrees 00 minutes 00 seconds East along the East line of said Southwest Quarter a distance of 455.23 feet to the point of beginning; thence continue South 0 degrees 00 minutes 00 seconds East, along said East line a distance of 46.23 feet; thence South 45 degrees 33 minutes 09 seconds West a distance of 290.93 feet; thence South 1 degrees 49 minutes 05 seconds West a distance of 209.63 feet; thence North 89 degrees 54 minutes 42 seconds West a distance of 379.50 feet; thence North 6 degrees 24 minutes 21 seconds West a distance of 130.54 feet; thence North 89 degrees 09 minutes 17 seconds East a distance of 244.44 feet; thence North 53 degrees 19 minutes 54 seconds East a distance of 166.06 feet; thence North 45 degrees 33 minutes 09 seconds East a distance of 323.30 feet to the point of beginning.

Exception Parcel 2:

Any portion thereof which lies within the plat of traditions at Clover Ridge 2nd Addition, according to the recorded plat thereof, Carver County, Minnesota.

Exception Parcel 3:

Any portion thereof which lies within the plat of Clover Preserve Second Addition, according to the recorded plat thereof, Carver County, Minnesota.

Exception Parcel 4 (Document No. A476596):

That part of the North 40.00 feet to the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 19, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 19.

Exception Parcel 5 (Document No. A476597):

That part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 18, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 18.

Exception Parcel 6 (Document No. A476598):

That part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 17, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 17.

Exception Parcel 7 (Document No. A476599):

That part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 16, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 16.

Exception Parcel 8 (Document No. A476600):

That part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 15, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 15.

Exception Parcel 9 (Document No. A476601):

That part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 14, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, and lying Westerly of the Southerly extension of the East line of said Lot 14.

Exception Parcel 10 (Document No. A556239):

That part of the West 500.00 feet of the North Half of the Southwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, described as follows:

Beginning at the Southwest corner of said North Half of the Southwest Quarter; thence Northerly along the West line of said North Half of the Southwest Quarter, 351.34 feet to the Southerly line of NSP Easement described in Book 57 of Deeds, Page 110, as filed in said Carver County; thence Southerly along said Southerly easement line 501.29 feet to the East line of said West 500.00 feet of the Southwest Quarter; thence Southerly along said East line 312.54 feet to the South line of said North Half of the Southwest Quarter; thence Westerly along said South line, 500.01 feet to the point of beginning.

Exception Parcel 11 (Document No. A667242):

The Southwest Quarter of the Northwest Quarter of Section 31, Township 116 North, Range 23 West, EXCEPT THEREFROM that part thereof which is part of Lots 2 and 3, Block 1, Clover Preserve Second Addition ALSO EXCEPT that part lying within the Plat of Traditions at Clover Preserve Second Addition ALSO EXCEPT that part lying within the Plat of Traditions at Clover Ridge 2nd Addition, ALSO EXCEPT that part of the North 40.00 feet of the Southwest Quarter of the Northwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, lying Easterly of the Southerly extension of the West line of Lot 19, Block 1, Clover Preserve Second Addition, and lying Westerly of the Southerly extension of the East line of Lot 14, Block 1, Clover Preserve Second Addition, according to the recorded plat thereof, said Carver County, ALSO EXCEPT that part of said Southwest Quarter of the Northwest Quarter lying Southerly of the following described line:

Commencing at the Southwest corner of said Southwest Quarter of the Northwest Quarter; thence on an assumed bearing of North 00 degrees 11 minutes 02 seconds West, along the West line of said Southwest Quarter of the Northwest Quarter, a distance of 232.84 feet to the point of beginning of the line to be described; thence South 78 degrees 08 minutes 40 seconds East a distance of 490.45 feet; thence South 75 degrees 17 minutes 59 seconds East a distance of 151.09 feet; thence North 81 degrees 31 minutes 20 seconds East a distance of 370.27 feet to the West line of Block 2, said plat of Traditions at Clover Ridge 2nd Addition and said line there terminating.

Carver County, Minnesota
Abstract Property

Parcel 2:

That part of the Southwest Quarter of Section 31, Township 116, Range 23, Carver County, Minnesota, described as follows:

Commencing at the Northeast corner of said Southwest Quarter a distance of 455.23 feet to the point of beginning; thence continue South 0 degrees 00 minutes 00 seconds East along the East line of said Southwest Quarter a distance of 46.23 feet to the point of beginning; thence continue South 0 degrees 00 minutes 00 seconds East, along said East line a distance of 46.23 feet; thence South 45 degrees 33 minutes 09 seconds West a distance of 290.93 feet; thence South 1 degrees 49 minutes 05 seconds West a distance of 209.63 feet; thence North 89 degrees 54 minutes 42 seconds West a distance of 379.50 feet; thence North 6 degrees 24 minutes 21 seconds West a distance of 130.54 feet; thence North 89 degrees 09 minutes 17 seconds East a distance of 244.44 feet; thence North 53 degrees 19 minutes 54 seconds East a distance of 166.06 feet; thence North 45 degrees 33 minutes 09 seconds East a distance of 323.30 feet to the point of beginning.

Carver County, Minnesota
Abstract Property

OPTIONAL TABLE A ITEMS:

- Monuments have been placed at all major corners of the surveyed property described hereon, unless already marked or referenced by existing monuments or witnesses in close proximity to the corner.
- The address of the property described hereon is Unassigned, Chaska, Minnesota 55318.
- The property described hereon lies within Flood Zone X per Federal Insurance Rate Map Nos. 27019C02170 & 27019C02090, both being dated December 21, 2018.
- The total area of the property described hereon is 3,148,279 square feet or 72.27454 acres.
- The contours depicted hereon are per elevation data collected while conducting the fieldwork. The contour interval is 1 foot.
- BENCHMARK: Top of Minnesota Department of Transportation Geodetic Monument "WALL" GSD Station #79703
Elevation = 918.96 feet. (NAVD 88)
- SITE BENCHMARK: Top of 5/8-inch Rebar with "EPN CONTROL" cap located on the westerly side of the existing gravel driveway near the northeast corner of the surveyed property. (See Sheet 2 of 2)
Elevation = 911.79 feet. (NAVD 88)
- No zoning report or letter was received from the insurer pursuant to Optional Table A Item 6(a), as set forth in the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys.
- 7a. Exterior building dimensions are depicted hereon. (See Sheet 2 of 2)
- 7b1. The exterior building footprint areas at ground level are depicted hereon. (See Sheet 2 of 2)
- Substantial features observed in the process of conducting the fieldwork are depicted hereon.
- Existing utilities, services and underground structures shown hereon were located either physically, from existing records made available to us, by resident testimony, or by locations provided by Gopher State One Call, per Ticket Nos. 213342065 & 213342066. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. Where additional or more detailed information is required, the client is advised that excavation may be necessary. Other utilities and services may be present and verification and location of all utilities and services should be obtained from the owners of the respective utilities prior to any design, planning or excavation.
List of utilities notified per Gopher State One Call Ticket No. 213342065 & 213342066.
ARVIG CITY OF CHASKA ELECTRIC
CITY OF CHASKA WATER/SEWER
COMCAST CENTURYLINK – CTCLQ
MDI CENTER POINT ENERGY
LEVEL 3 IS NOW CENTURYLINK
ZAYO BROADBAND
- The names of adjoining owners according to current tax records are depicted hereon.
- The intersection of West Creek Lane and Engler Boulevard is approximately 1,200 feet south of the surveyed property.
- As of the date of this survey there is no observable evidence of current earth moving work, building construction or building additions on the property described hereon.
- The plottable offsite easements or servitudes disclosed in documents provided to the surveyor are depicted hereon.

SURVEY ITEMS PER SCHEDULE B:

- ITEM 9: Terms and conditions of Easement dated December 13, 1946, filed December 29, 1949, in Book 47, Page 504, as Document No. 79196, as amended by Partial Release of Easement dated March 19, 2010, filed April 7, 2010, as Document No. 517445.
Said easement has been released and no longer affects the surveyed property.
- ITEM 10: Terms and conditions of Easement dated July 18, 1951, filed February 20, 1952, in Book 57 of Deeds, Page 110, as Document No. 82709.
Said easement affects the surveyed property and is depicted hereon.
- ITEM 11: Terms and conditions of Stipulation of Agreement and Settlement, Court Case No. C5-00-1904 dated September 10, 2002, filed September 26, 2002, as Document No. A335985.
Said terms and conditions affect the surveyed property. No plottable items to depict.
- ITEM 12: Terms and conditions of Easement Agreement dated January 16, 2003, filed January 24, 2003, as Document No. A338529.
Said easement is temporary in nature and expired on August 1, 2003.
- ITEM 13: Terms and conditions of Driveway Easement Agreement dated September 9, 2004, filed September 15, 2004, as Document No. A396839.
Said easement benefits the surveyed property and is depicted hereon. Said easement is over Outlot B, TRADITIONS AT CLOVER RIDGE SECOND ADDITION.
- ITEM 14: Terms and conditions of Buffer Easement Agreement dated September 9, 2004, filed September 15, 2004, as Document No. A396840.
Said buffer easement affects the surveyed property and is depicted hereon.
- ITEM 15: Terms and conditions of Tree Preservation Easement Agreement dated September 9, 2004, filed September 15, 2004, as Document No. A396841.
Said easement parcel 2 of the surveyed property and is depicted hereon.
- ITEM 16: Terms and conditions of Easement dated March 6, 2012, filed April 2, 2012, as Document No. A552434, as amended by Modification of Easement dated January 11, 2013, filed January 23, 2013, as Document No. A570273.
Said easement affects the surveyed property and is depicted hereon.
- ITEM 17: Terms and conditions of Permanent Easement for Roadway, Drainage and Utility Purposes dated April 17, 2012, filed June 6, 2012, as Document No. A556240.
Said easement for affects the surveyed property and is depicted hereon.

GENERAL SURVEY NOTES:

- The orientation of this bearing system is based on the Carver County coordinate grid (NAD 83-2011 ADJ).
- The legal description and easement information used in the preparation of this survey is based on the Commitment for Title Insurance prepared by Commercial Partners Title, a division of Chicago Title Insurance Company, Commitment No. 59236 dated October 17, 2021 at 8:00 AM.
- The surveyed property described as Parcel 1 has direct access to West Creek Lane, a public right of way. The surveyed property described as Parcel 2 has access to Schoolmaster Drive, a public right of way, via a driveway easement per Document No. A396839.
- This survey shows only those improvements visible during the field survey, some structures and improvements covered by ice and snow, or underground may not be shown.

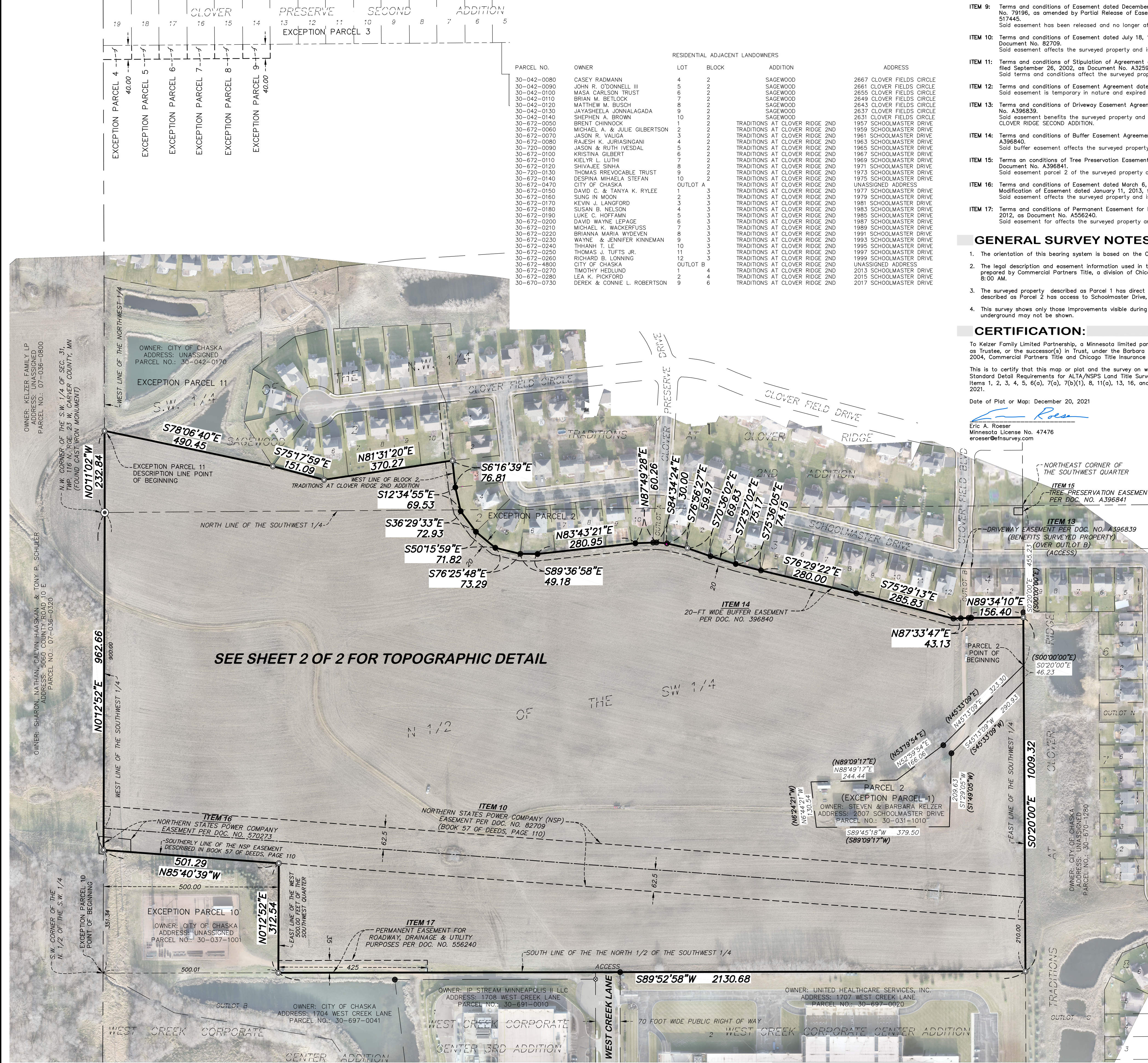
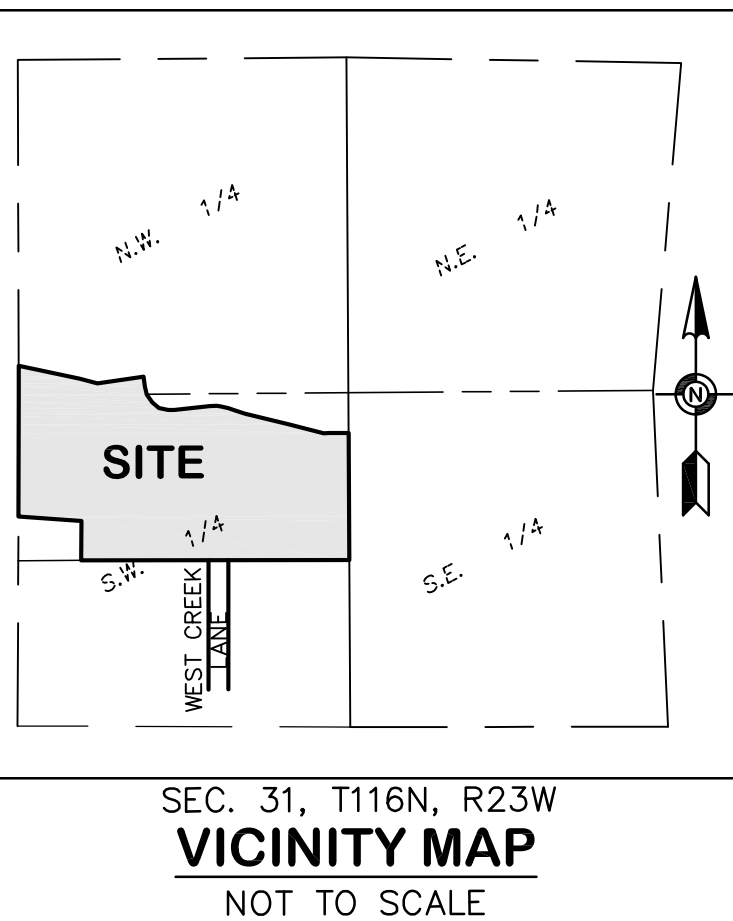
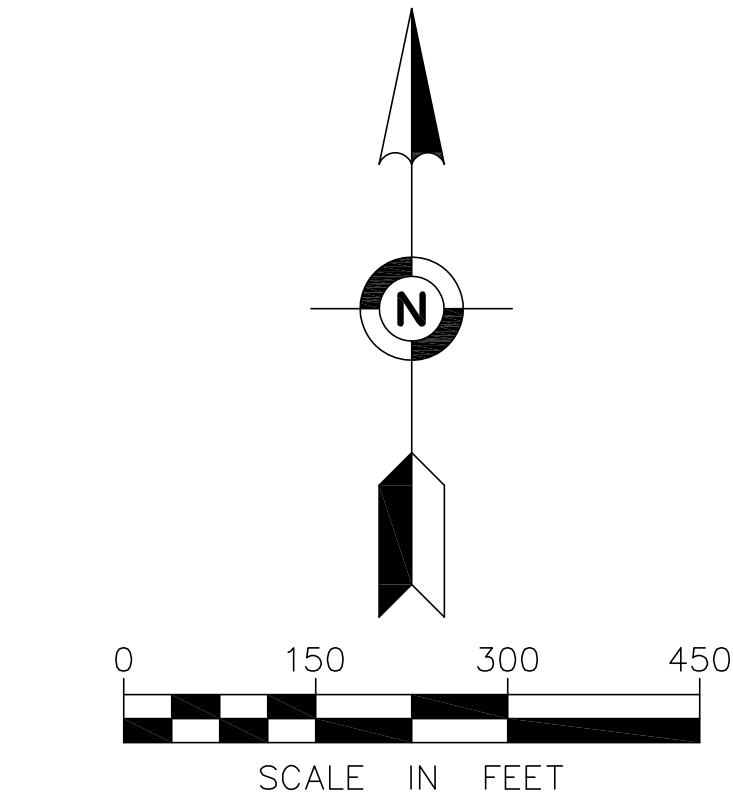
CERTIFICATION:

To Kelzer Family Limited Partnership, a Minnesota limited partnership, and Barbara Lee Kelzer, as Trustee, and Steven James Kelzer, as Trustee, or the successor(s) in Trust, under the Barbara Lee Kelzer Revocable Trust Agreement dated June 19, 2004, Commercial Partners Title and 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 2021 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, 5, 6(c), 7(c), 7(b)(1), 8, 11(c), 13, 16, and 18 of Table A thereof. The fieldwork was completed on December 17, 2021.

Date of Plat or Map: December 20, 2021

Eric A. Rosser
Minnesota License No. 47476
erossers@efnsurvey.com



FIELD BOOK	PAGE	FIELDWORK CHIEF:	NO.	DATE	REVISIONS
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		DRAWN BY:			
		LS			
		CHECKED BY:			
		CR			
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JOB NO. 37270					
FILE NO. 5970L					

ALTA/NSPS
LAND TITLE SURVEY

SURVEY FOR:

Kimley-Horn & Associates

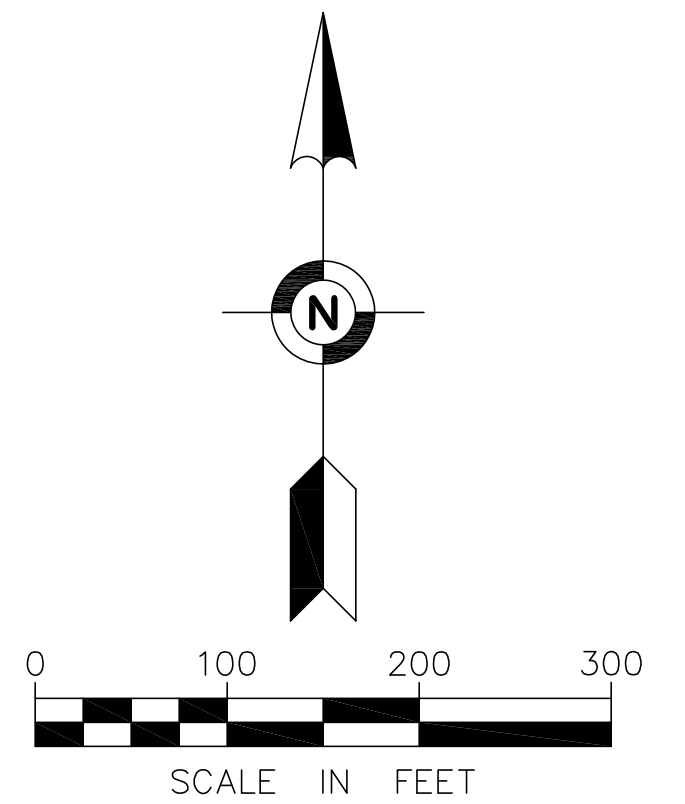
PROPERTY ADDRESS:

Unassigned Address
Chaska, Minnesota 55318



475 Old Highway 8 NW, Suite 200
New Brighton, Minnesota 55112
PHONE: (612) 466-3300
FAX: (612) 466-3383
WWW.EFNSURVEY.COM
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ALTA/NSPS LAND TITLE SURVEY FOR:
Kimley-Horn & Associates



- FOUND IRON MONUMENT
- ◎ SET IRON MONUMENT MARKED
- WITH LICENSE NUMBER 47476
- ⊗ FOUND PK NAIL

LEGEND

- | | |
|--|-----------------------------|
| | STORM MANHOLE |
| | CATCH BASIN |
| | DRAIN (INLET) |
| | FLARED END SECTION |
| | ROOF DRAIN (OUTLET) |
| | CULVERT |
| | GATE VALVE |
| | HYDRANT |
| | ELECTRIC BOX |
| | UTILITY POLE |
| | GUY WIRE |
| | ELECTRIC SIGN |
| | FIBER OPTIC SIGN |
| | SIGN |
| | MAILBOX |
| | CHAIN LINK FENCE |
| | SANITARY SEWER |
| | STORM SEWER |
| | WATERMAIN |
| | OVERHEAD WIRE |
| | UNDERGROUND FIBER OPTIC |
| | TREELINE |
| | EXISTING CONTOUR LINE |
| | TREE |
| | BITUMINOUS SURFACE |
| | CONCRETE SURFACE |
| | GRAVEL SURFACE |
| | INVERT INFORMATION PER PLAN |

FIELD BOOK	PAGE	FIELDWORK CHIEF:	REVISIONS		
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		LS			
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37270 - 2021.dwg					
JOB NO.	37270	CHECKED BY:			
FILE NO.	5970L	ER			

ALTA/NSPS LAND TITLE SURVEY

SURVEY FOR:

Kimley-Horn & Associates

PROPERTY ADDRESS:

**Unassigned Address
Chaska, Minnesota 55318**



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New Brighton, Minnesota 55112
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FAX: (612) 466-3383
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MEMORANDUM

To: Elizabeth Hanson, City Planner
Nate Kabat, Community Development Director

From: Jared Jones - Kimley-Horn and Associates, Inc.

Date: February 22, 2022

Subject: CloudHQ Proposed Chaska Data Center
Summary of Neighborhood Meeting

The CloudHQ project team held a neighborhood meeting at 6:00pm on Tuesday, February 15th in the White Oak Room at the Chaska Community Center. Notification of the meeting time and location was sent by mail approximately two weeks in advance to 143 neighboring properties from a list provided by the City of Chaska, including residences within 350-feet of the proposed development or within the anticipated viewshed. The presentation was made available to attend online via a Zoom meeting link provided in the notification mailing.

Project team members present at the meeting were Brett Burnette & Pete Hohm from CloudHQ, Cameron Lassiter and Gabe Clark from Corgan, and Jared Jones from Kimley-Horn.

The meeting was attended in person by the Kelzer family (current property owners) and their broker Richard Palmiter from CBRE. Attendees who joined the Zoom meeting online included Skip Nelson, Amy Tufts, Angel Carlson, Brian Betlock, John Prescher, and Michelle (no last name listed).

The meeting began at 6:00pm, concluded at 7:15pm, and was received positively by those in attendance. Attendees were provided with an email address where additional comments could be sent to the CloudHQ project team. A copy of the presentation is appended to this memo for reference.

Questions received from meeting attendees in the Zoom chat:

- *What will be the timing of the project approvals?*
 - Responded that permits are anticipated to be received during Q4 of 2022, with construction starting in 2023. The building shell should be complete in Q4 2023, and the customer is planning to be in operation in Q3-Q4 2023.

- *Will the berm be constructed before the building?*
 - Essentially yes – the team anticipates that mass grading operations to prepare the site and building pad will generate much of the needed soil material to construct the berm. However there will be some overlap with grading and building construction.
- *Can the project team provide a copy of the presentation materials?*
 - Yes, a PDF of the presentation will be made available.
- *Do we know the current DBA levels from the residential side from the existing data centers?*
 - Question was received after meeting concluded so an answer was not provided.



Notice for Community Meeting

Proposed CloudHQ Data Center

North of West Creek Lane Chaska, MN 55318

When:

6PM to 8PM on February 15th, 2022

In-Person Meeting Location:

Chaska Community Center
1661 Park Ridge Dr, Chaska, MN 55318

Online Option via Zoom:

Link: <https://cloudhq.zoom.us/j/81620670477?pwd=ZUN6ZkphcnR2eGk4bXVtYIBDQ2VKQT09>

Meeting ID: 816 2067 0477

Passcode: 718302

Dial-In Phone Number: (301) 715-8592

Meeting Agenda:

- CloudHQ Project Presentation
 - Company Introduction
 - Project Specifics (Conceptual site plan, Conceptual visuals, etc.)
- Open Project Discussion with Project Team
 - CloudHQ representatives will be present to answer any questions and field comments.
 - Corgan (architect) and Kimley-Horn (civil engineer) representatives will also be present to answer any questions or field comments.

Submit your Questions or Concerns:

- Email: chaska-info@cloudhq.com
- Questions or concerns will be responded to in a timely fashion.

Looking forward to meeting you in-person or virtually!

Sincerely,
CloudHQ Project Team

REQUEST FOR ACTION CHASKA CITY COUNCIL 08/15/2022

Subject: Hazeltine Plaza Apartments – Preliminary Site & Building Plan and Zoning Ordinance Amendment (ZOA)

Applicant: Trident Development, LLC, Roger Fink

Locations: Southwest corner of Hazeltine Blvd. and Hundertmark Rd. in Hazeltine Plaza

Case No.: PC No. 2022-48

Synopsis: The applicant is requesting approval of a preliminary site & building plan and zoning ordinance amendment (ZOA) that would allow them to locate an apartment complex on the vacant parcel (PID: 302190030) at the southwest corner of Hazeltine Blvd. and Hundertmark Rd. in Hazeltine Plaza.

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt resolution and ordinance

BACKGROUND

In September 2005, the City approved (Resolution # 05-92) the concept plan and rezoning for Hazeltine Plaza (PC 05-24), which included two retail buildings along the “main street” area at the northwest corner of the site (Lot 1, Block 1).

In June 2007, the City approved (Resolution # 07-52) the preliminary plat, and the preliminary site and building plans for Hazeltine Plaza (PC 07-12), which included the two retail buildings along the “main street” area at the northwest corner of the site (Lot 1, Block 1).

In July 2007, the City approved (Resolution # 07-59) the final plat, and the final site and building plan for Kohl’s located on Lot 4, Block 1 of the Hazeltine Plaza development (PC 07-12).

In March 2012, the City approved (Resolution # 12-08) the preliminary and final site and building plan for McDonald’s located on Lot 2, Block 1 of Hazeltine Plaza (PC 12-04).

In July 2012, the City approved (Resolution # 12-34) the preliminary and final site and building plan for Park Dental located on Lot 5, Block 1 of Hazeltine Plaza (PC 12-07).

In January 2018, the City approved (Resolution # 18-09) the concept plan to develop Lot 1, Block 1 of Hazeltine Plaza (PC 2018-01).

In March 2018, the City approved (Resolution # 18-27) the Preliminary Site Plan, Preliminary Plat and Zoning Ordinance Amendment to develop Lot 1, Block 1 of Hazeltine Plaza (PC 2018-03).

In May 2018, the City approved (Resolution # 18-63) the Final Site & Building Plan and Final Plat for ALDI, Chipotle and Starbucks in Hazeltine Plaza (PC 2018-16).

In March 2022, the City approved (Resolution #2022-29) the Concept Plan for Hazeltine Apartments (PC #2022-18). The Concept Plan showed a 4-story apartment for 116-128 units.

Goals

The Developer has described goals for this development as follows:

The proposed housing community will transform an underutilized retail lot into a high-quality housing option for citizens of Chaska. Residents will enjoy a sense of community among their neighbors, together with a close connection to one of Chaska's most significant amenities – Hazeltine Golf Course. The location of the proposed development will take advantage of the existing pedestrian connections to retail, employment and recreation destinations, creating a sense of neighborhood connection and walkability.

The proposed development will utilize existing public utilities, while increasing tax base. Contributions from this development, in the form of impact fees, will also serve to improve public parks and infrastructure.

The architectural design is intended to create a timeless façade and incorporating high quality exterior materials, including elements of "Chaska Brick" that will enhance the immediate neighborhood and reinforce community values.

The Developer has set the following principles to guide their development of the site:

- *Provide a quality rental housing option at a reasonable price.*
- *Assure the safety and security of residents and staff using the latest technology.*
- *Engage professional property management services to maintain quality appearance and quality resident base.*
- *Develop mechanisms to allow reciprocal cooperation with retail neighbors.*
- *Design resident amenities that take advantage of nearby golf courses.*
- *Direct the site plan design to meet or exceed the minimum open space and useable green space as specified in the PCD-15 district.*
- *Pursue a landscape plan that visually delineates the housing use, creating a sense of place.*

Existing Conditions

The site is 4.74 acres at the southwest corner of Hazeltine Blvd. and Hundertmark Rd. and comprises approximately the eastern third of the Hazeltine Plaza commercial development site. The subject property is zoned as Planned Commercial District (PCD-15) and is owned by Chaska Investment Limited Partnership. The intent of this district is to "create high-quality, pedestrian-friendly, lifestyle retail center that serves the day-to-day needs of Chaska residents for retail goods and services."

Presently, the site consists of paved parking at the northern half, a green space area intended for a commercial development pad, and includes two access points connecting Hazeltine Plaza

to Hundertmark Rd. The site is surrounded by a mix of uses including residential, recreational, and office/commercial. Hazeltine Plaza currently includes Kohl's as the primary anchor, Mc Donalds, Starbucks, Chipotle, Aldi's, and Park Dental as occupants of the commercial development. Hazeltine National Golf Course neighbors the site to the east, Hazeltine Shores townhomes is a residential rental development to the northeast, the City's newly renovated Loop executive golf course is to the north, and the Goodman Group office building is northwest of the site. The two neighboring golf courses provide an opportunity for the proposed apartments to create attractive views for units on the north and west sides. City trails currently exist along Hazeltine Blvd and Hundertmark Rd. adjacent to the site.

The parking lot of Hazeltine Plaza contains a Reciprocal Easement Agreement (REA) that is held by Kohl's. Kohl's has been advised of this proposed development and has expressed their consent to the project. A formal revision to the existing REA is being reviewed at this time.

CURRENT REQUEST

Trident Development proposes a Preliminary Site & Building Plan and Zoning Ordinance Amendment (ZOA) to develop, construct and operate a market-rate, rental housing community containing 112 dwelling units, contained within one (1) four-story apartment building. The preliminary plan contemplates maintaining the existing entrance drives from Hundertmark Road, by creating a drive-under/breezeway for vehicular and pedestrian traffic to travel from Hundertmark to the retail stores located west. The project will strive to create useable open space and pedestrian connections, as well as contemporary amenities for the residents. No retail uses are proposed within the apartment building.

Adjacent properties

Hazeltine Plaza currently includes Kohl's as the primary anchor, McDonalds, Starbucks, Chipotle, Aldi's, and Park Dental as occupants of the commercial development. Hazeltine National Golf Course neighbors the site to the east, Hazeltine Shores townhomes is a residential rental development to the northeast, the City's newly renovated Loop executive golf course is to the north, and the Goodman Group office building is northwest of the site. Chaska Commons is located to the south of the site, and is separated by a stormwater complex.

Use

The 2040 Comprehensive Plan guides this site for mixed residential, which is defined as follows:

Areas guided for the integration of more than one land use either vertically (e.g. multi-story buildings with residential and/or office uses above and commercial uses at street level) or horizontally as a planned development (e.g. planned mixed developments designed to integrate complementary land uses). Land uses allowed are residential, commercial, office, park, civic, and open space. Low, Medium, and High Density Residential uses are allowed. Density range allowed is three (3) to 40 dwelling units per net residential acre including local access streets. Residential uses should generally represent a minimum of 75 percent of the overall mixed use area rather than each property or development site. A lower residential percentage, in terms of acres, may be allowed where medium and high density residential is part of the development. The important natural resource systems and open spaces within the area must be identified, prioritized, and protected, using the Environmental Features Map (FIGURE 3.7) as the basis for open space preservation. Protected wildlife corridors should have a general width of 150 feet. Public access to these natural resource systems and open spaces is required.

The site is currently zoned PCD-15, and the current intent of the zoning district is as follows:

The intent of the PCD-15 district is to create a high-quality, pedestrian-friendly, lifestyle retail center that serves the day-to-day needs of Chaska residents for retail goods, and services.

While the proposed use is consistent with the Comprehensive Plan's land use guidance (23.6 dwelling units/acre), the request for a residential use is not consistent with the approved zoning (PCD-15) and thus would require a zoning ordinance amendment to make it viable, which is part of the request this evening.

The land use guidance for this site in the Comprehensive Plan is Mixed Residential and allows for the integration of more than one land use within a planned district. The proposal to include residential in this district would further support this goal and guidance by bringing in another use. The integration of residential, and more specifically high-density residential, typically provides increased expendable income that would benefit the existing businesses. Residents tend to patron businesses that are near to them, and due to the close proximity and proposed pedestrian connections this will be further enhanced. Staff believes the introduction of residential in this district will be complementary, help enhance, and bring vitality to the retail district, as well as carry out the goals of the Comprehensive Plan.

The PCD-15 zoning will be amended and the proposed intent is as follows:

The intent of the PCD-15 district is to create high-quality, pedestrian-friendly, lifestyle retail center that serves the day-to-day needs of the Chaska residents for retail goods, and services. The PCD-15 district also allows high-quality multi-family that is complementary and supportive to the vitality of the retail center.

Adherence With Section 15.16.020.E-F Planned Residential Development District Density and Development Standards

Although the property is located in the PCD-15 zoning district, PCD district regulations revert to the PRD district for residential uses regarding density and development standards (sections E & F of 15.16.020). Those standards and the project's proposal are defined below. It should be noted that the verbiage within the Planned Development District zoning code is being changed so that these standards are not restrictive standards, rather foundational and advisory to promote the flexibility that PDDs are predominantly based on.

- **Density.** *A PRD may provide for a variety of housing types, densities, and cost levels, but such variety shall not be considered a condition required for approval. The total number of housing units allowable in a development shall be as established or determined by:*
 1. *The area standards of the zoning district in which the proposed development is to be located;*
 2. *The density standards and criteria which are a part of the City's Comprehensive Plan; or*
 3. *The density specified by the Planning Commission and City Council based upon the particular development characteristics of each PRD proposal.*

- **Proposed:** 23.6 units/acre. This density is consistent with the Comprehensive Plan's guidance for this parcel which allows up to 3-40 units per acre.
- **Building Setbacks.** *Building setbacks from all property lines which form the perimeter of the total property in the PRD or from all exterior dedicated street right-of-way lines should be at least 30 feet or the height of the building, whichever is greater. The recommended minimum spacing between principal buildings should be 25 feet.*
 - **Proposed:** Building height is 43 feet; the nearest setback to the property line which forms the perimeter of the total property is 20 feet.
 - **Staff Analysis:** The project meets the building setbacks laid out in the PCD-15 district. The PCD-15 district defines a setback from the northernmost property line abutting Hazeltine Blvd to be 25 feet, the southernmost property line to be 30 feet, the east property line to be 100 feet from the centerline of Hundertmark Road. There is no interior property line setback required. The project proposes 20 feet from the west interior property line, 25 feet from the northern property line, 100 feet from the centerline of Hundertmark Road, and approximately 100 feet from the south property line. In sum, they meet the PCD-15 setbacks.

The project does not meet the advisory PRD setbacks. A 20 foot setback is proposed on the west property line that abuts the Hazeltine Plaza shopping center's parking. The apartment building shows a 25 foot setback on the northeast corner of the property. The building's setback starts to increase as you move west. The east side of the site the building will meet the Hundertmark Road setback of 100 feet from the centerline, and be located at least 48 feet from the nearest property line on the east edge.

The goals of the Comprehensive Plan guide this area for the integration of more than one land use. The introduction of multi-family residential helps achieve this in a district that is solely retail. The PCD-15's intent is to create a high-quality, pedestrian-friendly, lifestyle center. The setbacks defined within the PCD-15 district help reinforce this intent by setting buildings closer to each other and in close proximity to pedestrian connections. The apartment's proposal to maintain/meet the setbacks defined within the PCD-15 district would be consistent with the existing retail center and intent/character of the district to create a pedestrian-friendly area. Staff's analysis of the proposal is that the PCD-15 district standards and setbacks are more appropriate in establishing the requirements for the proposed apartment project.

- **Lot Coverage.** *The total ground area occupied by multi-family buildings in a PRD is recommended to not exceed 20 percent of the total site area. If the total project is to be staged over a period of time, open space should be provided so that the ground coverage of any one stage is recommended to not exceed 30 percent of the applicable site.*

- **Proposed: 18% (35,565 square foot building divided by 206,751 square foot total site area)**
- **Floor Area Ratio (FAR).** *A floor area ratio of 0.5 is recommended, but may be increased when consistent with the Comprehensive Plan. Floor area ratio in a PRD shall be determined by dividing the sum total of the building floor area by the gross area of the total site.*
 - **Proposed: 0.69 (142,260 square foot floor area divided by 206,751 square foot gross area of the total site area)**
 - **Staff Analysis:** The PCD-15 district does not define FAR requirements. The proposed FAR for the apartment project exceeds the advisory FAR regulation of 0.5 for PRDs. The Mixed Residential use in the Comprehensive Plan allows residential between the density three (3) to 40 dwelling units per net residential acre. The proposal is consistent with this at 23.6 units per acre. As noted above, the goals of the Comprehensive Plan guide this area for the integration of more than one land use. The introduction of multi-family residential helps achieve this in a district that is solely retail. The addition of residential, will also be a beneficial use to add to the district as it can bring in additional expendable income to the businesses.

In addition, the proposal meets the site design requirements for this type of use pertaining to parking, landscaping, usable open space, etc. In meeting the goals of the Comprehensive Plan, and site design requirements, the request to increase the FAR for this proposal is appropriate.

- **Common Open Space.** *400 square feet per multiple family unit, (walkup apartments, high rise apartments, etc.) (44,800 square feet required for 112 units)*
 - **Proposed: ~62,000 square feet (includes plazas/patios, tot lot, dog run, and common open space areas on the north and east sides)**

Setbacks & Development Standards

The required setbacks and development standards for the site are as follows:

BUILDING SETBACKS	
Direction	Setback
Hundertmark Road	100 feet from centerline
From southernmost property line	30 feet
From northernmost property line	25 feet

PARKING SETBACKS	
Direction	Setback
Hundertmark Road	10 feet from right-of-way
Hazeltine Boulevard	10 feet from right-of-way
Interior Property Lines	5 feet

PCD-15 DEVELOPMENT STANDARDS		
	Requirement	Proposed
Building Coverage	25 percent maximum	18 percent
Minimum amount of open landscaped area on each lot not covered by impervious surfaces	25 percent of total lot	39 percent

Zoning Ordinance Amendment (ZOA)

The zoning for this site, PCD-15, does not list residential as a permitted use. As such, the zoning is proposed to be amended to accommodate the multi-family use. The City's zoning code (Planned Commercial District 15.16.030) allows for Multi-Family use in PCDs.

The proposed apartment complex is in line with the Comprehensive Plan's land use guidance by integrating a complementary use to the district. The intent of the PCD-15 district is to, "create high-quality, pedestrian-friendly, lifestyle retail center that serves the day-to-day needs of Chaska residents for retail goods and services." The integration of multi-family residential will help enhance this intent by bringing in more pedestrians/residents to the retail area. The retail center will benefit from added incomes that are in close proximity. Additionally, the project will bring in more pedestrian connections that connect the retail center with the residential. Understanding the time and effort that has gone into pursuing the currently approved use over the past two decades, staff believes adding multi-family residential to the district would be a positive addition to this area that can align with the district's intent. This residential addition would bring enhanced vitality to the businesses in the retail center.

Hazeltine Plaza Housing Development Location/Design

The proposal is for one four-story, market-rate, rental housing apartment building containing 112 dwelling units. The property will offer a mix of studio (15), one-bedroom (53), two-bedroom (31), and three-bedroom (13) floor plans. The site plan proposes to maintain the existing entrance drives from Hundertmark Road, by creating a drive-under/breezeway above and across the northly access for vehicular and pedestrian traffic to travel from Hundertmark to the retail stores located west. No retail uses are proposed within the apartment building.

Pertaining to the proposed building height, the developer acknowledges that the current surrounding uses are of a variety of building heights and mass. The adjacent retail buildings are all 1-story (Kohl's reads as 2 stories at approximately 30 feet in height); however a number of nearby surrounding buildings including Lake Jonathan Flats (4 stories), Highland Shores apartments and condos (3-4 stories), Chaska Heights Senior Living (3 stories), and the Hazeltine Center/Goodman Group building (4-5 stories) provide a number of examples of similarly scaled buildings near this site. The developer proposes to incorporate a variation in roof line and exterior façade to soften the visual impact. Exterior materials consist of Chaska brick blend, limestone colored split faced block, LP Smartside lap siding, and board and batten. 4 inch window trim will also be incorporated.

Analysis

The location of the proposed building is appropriate in utilizing the connection to the surrounding golf courses and in relationship to the existing residential located to the northeast. This location will provide an amenity to the residents and optimize the views and connections to the golf courses, in addition to walkable access to the businesses at Hazeltine Plaza and Chaska Commons.

The design of the building uses a series of “bump-outs”, “insets” and contrasting colors to soften the massing and emulate traditional, timeless architecture. The buff-colored Chaska brick and flat roof elements compliment the Kohl’s department store and other retail buildings in Hazeltine Plaza. The black, oversized commercial style windows reflect the professional feel established by Hazeltine Plaza. The use of exterior details such as alternating widths of lap siding, board and batten panels and soldier course brick add additional visual interest to the building. In other words, the building is providing a 360-degree architectural design.

The City of Chaska has certain building design and material requirements for multi-family buildings. A portion of it is stated as follows:

“Multi-family buildings shall use at least three (3) Class I materials and shall be composed of at least eighty (80) percent Class I materials, and no more than five (5) percent Class III materials.”

Building Materials	
Class I	Glass, LP Smartside siding (68%)
Class II	Brick (utility), split-faced block (32%)
Class III	Not provided
CLASS I REQUIRED	80%; three different materials
CLASS III REQUIRED	Shall not exceed 5%
CLASS I PROVIDED	68%; two different materials
CLASS III PROVIDED	None

The applicant is not meeting the building design/materials requirements for Class I materials. With the proposal of Utility brick, vs modular, it brings the building’s Class I make up to 68% where 80% is required. The applicant is asking for flexibility from the brick requirement, which is stated in the below paragraph.

Applicant’s Request for Flexibility

The applicant is requesting flexibility to the Building Materials with regards to the brick. They would like to use Utility brick versus Modular brick to be calculated as Class I. The City’s code classifies Utility brick as Class II. They argue that the Utility brick is larger in scale to modular brick and is consistent with the Kohl’s building in the development. They also argue that on buildings of this size (4 stories) Utility brick looks far more appropriate in scale than the smaller, modular format. Utility brick is fabricated from the same durable Chaska buff

material as the smaller, modular brick but achieves a superior visual appearance when applied to larger structures. They state that the use of Utility brick will allow the applicant to incorporate a greater quantity of brick exterior rather than substituting other Class I materials, such as LP siding to meet the required percentages. See below images for the comparison between Utility application and Modular application.



(Utility Brick Application)



(Modular Brick Application)

Analysis

Staff would advise that the Building Design/Materials regulations be upheld for this apartment project. The City recently updated this portion of the code in 2014 with the distinguishment that modular brick was more qualitative than utility brick due to its finer dimensions (*typical modular dimensions are 2.5 inches tall, 8 inches long and 4 inches deep; typical utility dimensions are 4 inches tall, 12 inches long and 4 inches deep*). As such modular brick is considered a Class I material and utility brick is Class II. Recent multi-family projects have also been reviewed consistently in regards to the masonry proposed. Therefore, allowing flexibility from this section of the code would be inconsistent, and unfair, to the other multi-family projects recently approved. If the Council finds that the request for flexibility is acceptable then staff would recommend revisiting the Building Design/Materials ordinance versus pursuing a Variance application.

Parking/Access/Circulation

The site is currently paved for a parking lot. The parking lot that exists on this site was intended to serve additional commercial space originally planned to be built adjacent to Kohl's.

Hazeltine Plaza was originally planned with the intention that all parking would be shared among the commercial developments on the site. With this objective in mind, the expectation

has been that each development contributes its share of parking to ensure that the development can park itself as a whole. City requirements for retail parking are one parking space per 200 square feet. The Kohl's development was originally approved with 5.6 parking spaces per 1,000 square feet of retail, which exceeds the 1 space per 200 square feet requirement. Kohl's currently contains 444 spaces on its property; a 1 space per 200 square foot ratio would require 450 spaces. However, shared parking easements with the balance of the development results in ample parking.

The Aldi's/Starbuck's/Chipotle development was approved with 135 total spaces, which is five spaces lower than the 1 space per 200 square feet requirement but was found sufficient based on the cross-parking access with the surrounding development and based on staff observations of similar developments.

The site plan is proposing 233 parking stalls for the apartment site (102 surface; 131 underground). The make up of this is stated below:

Uses	Approx. Size	Code Req.	Est. Parking Req.
Multi-Family	112 Units	2ps/dwelling unit	224 parking spaces
		PROVIDED	233 parking spaces (102 surface, 131 underground)

According to this table the applicant is providing more parking spaces than required for multi-family residential.

Analysis

The above ground parking areas provide clear separation from the overall Hazeltine Plaza shopping center. The only exception area are the existing 23 stalls on the northwest side of the lot, which are from the existing shopping center's parking area. Although the parking areas are well defined from the overall shopping area it will still be important that the plan shows designated parking signage for these areas. The applicant will need to address this in their final submittal. With the north-south drive aisle and east-west drive aisle both providing connections to the overall shopping area it will be required that these provide the appropriate cross access easements over them.

The two access points onto Hundertmark Road will be maintained with this plan. The southern Hundertmark access is currently primarily used as a truck access to accommodate deliveries into Kohl's today. The apartment proposal shows two connection points to this access; one to access the underground parking and one that will provide access to the apartment's surface parking lot and main drive into Hazeltine Plaza.

The northern Hundertmark access is currently and primarily used by shopping center patrons as the primary access from Hundertmark, and a secondary access to the shopping center by volume as compared to the access onto Hazeltine Blvd. The project proposes to create a drive-under/breezeway across this access point. Attention to design and use has been given to this area of the building. The first floor areas adjacent to the breezeway will be common space and covered parking areas. The building exterior wall assembly will also achieve an

average 38 STC (Sound Transmission Class) rating and the overhead bridge construction is designed to achieve a 54 STC rating to mitigate noise sound to the dwelling units above.

There is a Reciprocal Easement Agreement (REA) in place for Hazeltine Plaza which requires the approval of Kohl's for any proposed development within Hazeltine Plaza and also provides Kohl's with approval authority for proposed changes to the access points to Hazeltine Plaza. The applicant has engaged with Kohl's and have received consent (attached in the packet). The developer will need to continue to coordinate with Kohl's on the impacts to the access and construction phasing.

The applicant has provided a traffic study for the proposed apartment use, which looked at traffic movements and parking. In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The proposed development will provide 233 parking spaces exceeding the traffic study's anticipated demand for 131 parking spaces. In other words, the roadway network serving the proposed development will function well with the proposed addition of the apartment development and site has more parking than forecast demand for spaces.

A truck turning analysis was included with this submittal. This analysis showed several scenarios for trucks accessing the loading dock for Kohl's. The analysis shows that turning movements/access are still adequate with the new apartment layout adjacent.

The applicant will need to complete a sight-line analysis to ensure adequate sightlines are provided for drivers and pedestrians at the primary access points. The applicant is working with staff to prepare this.

Signage

The existing pylon sign located at the northern access onto Hundertmark Road identifies the existing commercial establishments on the site. The site plan shows this sign remaining in its current location.

The applicant is also showing signage for the site in the form of a monument sign, which will be located in the landscape island near the front entrance of the apartment building.

Staff Recommendation/Analysis

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 should also be noted that the City's sign ordinance will dictate the amount and scale of signs on for the apartment building.

Landscaping, Screening & Tree Preservation

The table below indicates the landscaping requirements for this site:

LANDSCAPING REQUIREMENTS & PROPOSED		
	Required	Proposed
Overstory Trees	439 caliper inches	439 caliper inches (313 new; 126 existing)
Understory Trees	35	35
Shrubs	122	368

The landscape plan is sufficient in meeting the landscape ordinance. The existing trees on site that are being saved are evergreen trees near the loading dock area. These will be transplanted to the edge of the Kohl's building and loading dock area to provide a lush and mature buffer between the residential and commercial.

In addition to the existing evergreens, the applicant is proposing the inclusion of new coniferous trees around the edge of the green space adjacent to the loading dock and truck access areas. This edge will help provide additional buffering from the residential and commercial.

Parking areas of 25 stalls or more require planting islands that make up at least 10% of the parking area. Planting islands are being proposed in this development area and will consist of 17% of the pervious surface area.

As noted above evergreen trees will be saved and transplanted on site. 20 total evergreens will be saved which range in size from 6-8 inches in caliper. In addition to the evergreens, 25 deciduous trees will be saved on site. These are mainly situated at the east and north edges of the site. 25 total trees will be removed from the site.

Usable Open Space

The City Code requires multi-family residential building sites to provide "Usable Open Space," which is defined as "a portion of a lot which provides the purpose for outdoor recreation, scenic amenity, and/or shared exterior space for people to gather and use." A minimum of 15% of the gross site area shall be shared open area. The intent of the ordinance is to allow multi-family sites to provide adequate open areas and amenity facilities for their residents to enjoy outdoor spaces. The City Code calls for 0.71 acres (31,012 square feet) of usable open space for an ordinary 4.74-acre site. The proposal is showing 0.72 acres (32,142 square feet).

Usable open space is shown in four different areas on the site. One is a dog run area on the north side of the building. One is shown as a patio, tot lot and putting green directly west of the main entrance into the building. One is shown as a courtyard space with pedestrian connections, benches and a pergola, which is on the south side of the site. And one is shown as a rooftop deck on the northwest corner of the building.

Pedestrian Connections

A public trail currently exists on Hazeltine Boulevard and Hundertmark Road. These pedestrian connections will remain. Pedestrian connections are proposed from the apartment site into the

existing connections on Hazeltine Blvd and Hundertmark Road. Additional internal connections will happen on the site. Primarily connecting pedestrians to the parking areas and to the amenities. Pedestrian crossings between parking areas are further defined with concrete to create adequate and safe pedestrian crossings.

Lighting

The parking lot lighting proposed for this plan will be fully screened and face downward. Lighting will be designed to be consistent with the existing Hazeltine Plaza lighting.

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

Currently, the site drains to an existing pond located to the south of the site. The proposed development will keep the existing drainage patterns relatively the same as they are today. Details on this are being coordinated with the City Engineer. Stormwater needs to meet all City and County requirements.

Platting

The development is currently platted from the Hazeltine Plaza plat, so a re-platting is not being considered for this proposal.

Development Costs (Infrastructure Improvements)

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

- 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.

Staging

Construction is anticipated to start as soon as all approvals are obtained. Construction phasing and access will need to be coordinated with the City Engineer and existing businesses to ensure adequate access throughout construction for commercial patrons and deliveries.

Deadline for Agency Actions

The City of Chaska received the complete application for this request on Wednesday, July 20, 2022. Pursuant to Minnesota State Statutes the City must act on this request by **Sunday, September 18, 2022** (60 days), unless the City provides the petitioner with written reasons for an additional 60-day review period. The additional review period would extend to *Thursday, November 17, 2022*. The City may with the petitioners consent extend the review period beyond the Thursday, November 17, 2022. Lastly, if the City denies the petitioners request "... it must state in writing the reasons for the denial at the time it denies the request."

PLANNING COMMISSION ACTION TAKEN 08/10/2022:

Motion to recommend approval of the Hazeltine Plaza Housing Development – Preliminary Site & Building Plan (PC#2022-48), subject to the following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative (pgs 1-4), submitted by Trident Development, LLC, dated July 5, 2022 and revised August 1, 2022
 - b. Trip Generation Study (pgs 1-5), prepared by SSTS, dated July 19, 2022
 - c. Cover (pg C1), prepared by Carlson McCain, dated August 1, 2022
 - d. Existing Conditions Survey (pg C2), prepared by Carlson McCain, dated July 1, 2022
 - e. Removals Plan (pg C3), prepared by Carlson McCain, dated August 1, 2022
 - f. Site Plan (pg C4), prepared by Carlson McCain, dated August 1, 2022
 - g. Turning Analysis (Fire/Snow Storage) (pg C4.1), prepared by Carlson McCain, dated August 1, 2022
 - h. Turning Analysis (Loading Dock) (pg C4.2), prepared by Carlson McCain, dated August 1, 2022
 - i. Utility Plan (pg C5), prepared by Carlson McCain, dated August 1, 2022
 - j. Utility Plan (Storm Sewer) (pg C5.1), prepared by Carlson McCain, dated August 1, 2022
 - k. Grade Plan (pg C6), prepared by Carlson McCain, dated August 1, 2022
 - l. Stormwater Pollution Prevention Plan (pgs C7-C7.1), prepared by Carlson McCain, dated August 1, 2022
 - m. Details (pgs C8-C8.4), prepared by Carlson McCain, dated August 1, 2022
 - n. Landscape Plan (pgs L1-L5), prepared by Carlson McCain, dated August 1, 2022
 - o. Tree Preservation Plan (pg TP1), prepared by Carlson McCain, dated August 1, 2022
 - p. Photometric Plan, prepared by Berd Electric, dated August 4, 2022
 - q. Exterior Materials, prepared by KW Architects, dated July 20, 2022
 - r. Exterior Elevations (pgs 1-2), prepared by KW Architects, dated July 20, 2022
2. Compliance with the zoning PCD-15 (ord. nos. 802 and 946).
3. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
4. Compliance with section 15.28.120 Building Design/Materials for Multi-Family Residential, and to be addressed at final submittal.
5. Provision that if masonry is used that they are natural stone and/or full face modular brick in order to be considered Class I materials.
6. Provision of adequate sound proofing of the drive-under/breezeway to ensure noise does not conflict with residents.
7. Coordinate with the City Engineer to ensure that adequate sight-lines are preserved at all access points to Hundertmark Road.
8. Adherence to the following building setbacks as found in PCD-15:
 - a. Hundertmark Road: 100 feet from centerline
 - b. From southernmost property line: 30 feet
 - c. From northernmost property line: 25 feet
9. Adherence to the following parking setbacks as found in PCD-15:
 - a. Hundertmark Road: 10 feet from right-of-way
 - b. Hazeltine Boulevard: 10 feet from right-of-way
 - c. Interior Property Lines: 5 feet
10. Coordination with the City Engineer for the provision of public utilities to the site.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Provision of a construction traffic plan to be coordinated and approved by the City Engineer.
13. Provision of review and approval of Kohl's per the existing Reciprocal Easement Agreement.

Motion to recommend approval of the Zoning Ordinance Amendment (ZOA) to PCD-15 to allow for multi-family use.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Resolution No. 2022-100 approving the Hazeltine Plaza Housing Development – Preliminary Site & Building Plan (PC #2022-48).

Motion to adopt Ordinance No. 1020 approving the Zoning Ordinance Amendment (ZOA) to PCD-15.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 08/15/2022 **RESOLUTION NO.** 2022-100

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

**Resolution approving the Preliminary Site & Building Plan for Hazeltine Plaza
Apartments/Trident Development/PC #2022-48**

WHEREAS, trident Development proposes a Preliminary Site & Building Plan and Zoning Ordinance Amendment (ZOA) to develop, construct and operate a market-rate, rental housing community containing 112 dwelling units, contained within one (1) four-story apartment building; and

WHEREAS, while the proposed use is consistent with the Comprehensive Plan's land use guidance (23.6 dwelling units/acre), the request for a residential use is not consistent with the approved zoning (PCD-15) and thus would require a zoning ordinance amendment to make it viable, which is part of the request this evening; and

WHEREAS, the site plan proposes to maintain the existing entrance drives from Hundertmark Road, by creating a drive-under/breezeway above and across the northly access for vehicular and pedestrian traffic to travel from Hundertmark to the retail stores located west; and

WHEREAS, exterior materials consist of Chaska brick blend, limestone colored split faced block, LP Smartside lap siding, and board and batten. 4 inch window trim will also be incorporated; and

WHEREAS, the applicant is not meeting the building design/materials requirements for Class I materials. With the proposal of Utility brick, vs modular, it brings the building's Class I make up to 68% where 80% is required; and

WHEREAS, the applicant is requesting flexibility to the Building Materials with regards to the brick; and

WHEREAS, they argue that the Utility brick is larger in scale to modular brick and is consistent with the Kohl's building in the development; and

WHEREAS, they also argue that on buildings of this size (4 stories) Utility brick looks far more appropriate in scale than the smaller, modular format; and

WHEREAS, staff would advise that the Building Design/Materials regulations be upheld for this apartment project where modular brick is Class I and utility brick is Class II; and

WHEREAS, if the Council finds that the request for flexibility is acceptable then the applicant will have to apply for a Variance from the applicable section of the code; and

WHEREAS, the site plan is proposing 233 parking stalls for the apartment site (102 surface; 131 underground); and

WHEREAS, the building exterior wall assembly will also achieve an average 38 STC (Sound Transmission Class) rating and the overhead bridge construction is designed to achieve a 54 STC rating to mitigate noise sound to the dwelling units above; 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, the City Code calls for 0.71 acres (31,012 square feet) of usable open space for an ordinary 4.74-acre site, and the proposal is showing 0.72 acres (32,142 square feet); and

WHEREAS, usable open space is shown in four different areas on the site; one is a dog run area on the north side of the building; one is shown as a patio, tot lot and putting green directly west of the main entrance into the building; one is shown as a courtyard space with pedestrian connections, benches and a pergola, which is on the south side of the site; and one is shown as a rooftop deck on the northwest corner of the building; and

WHEREAS, on August 10, 2022 the Planning Commission recommended approval to the City Council of the Preliminary Site & Building Plan for Hazeltine Plaza Apartments (PC#2022-48); and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, hereby approves the Preliminary Site & Building Plan for Hazeltine Plaza Apartments (PC#2022-48), subject to the aforementioned stipulations and following conditions:

1. Approvals shall be based on the following graphic exhibits:
 - a. Narrative (pgs 1-4), submitted by Trident Development, LLC, dated July 5, 2022 and revised August 1, 2022
 - b. Trip Generation Study (pgs 1-5), prepared by SSTs, dated July 19, 2022
 - c. Cover (pg C1), prepared by Carlson McCain, dated August 1, 2022
 - d. Existing Conditions Survey (pg C2), prepared by Carlson McCain, dated July 1, 2022
 - e. Removals Plan (pg C3), prepared by Carlson McCain, dated August 1, 2022
 - f. Site Plan (pg C4), prepared by Carlson McCain, dated August 1, 2022
 - g. Turning Analysis (Fire/Snow Storage) (pg C4.1), prepared by Carlson McCain, dated August 1, 2022
 - h. Turning Analysis (Loading Dock) (pg C4.2), prepared by Carlson McCain, dated August 1, 2022
 - i. Utility Plan (pg C5), prepared by Carlson McCain, dated August 1, 2022
 - j. Utility Plan (Storm Sewer) (pg C5.1), prepared by Carlson McCain, dated August 1, 2022
 - k. Grade Plan (pg C6), prepared by Carlson McCain, dated August 1, 2022
 - l. Stormwater Pollution Prevention Plan (pgs C7-C7.1), prepared by Carlson McCain, dated August 1, 2022
 - m. Details (pgs C8-C8.4), prepared by Carlson McCain, dated August 1, 2022
 - n. Landscape Plan (pgs L1-L5), prepared by Carlson McCain, dated August 1, 2022
 - o. Tree Preservation Plan (pg TP1), prepared by Carlson McCain, dated August 1, 2022
 - p. Photometric Plan, prepared by Berd Electric, dated August 4, 2022
 - q. Site Plan Exhibit – 100' Setback, Signage & Sight Line Analysis (pg C4.3), prepared by Carlson McCain, dated August 1, 2022
 - r. Exterior Materials, prepared by KW Architects, dated July 20, 2022
 - s. Exterior Elevations (pgs 1-2), prepared by KW Architects, dated July 20, 2022
2. Compliance with the zoning PCD-15 (ord. nos. 802 and 946).
3. Compliance with applicable zoning requirements, in particular Chapter 15.28 (Special Regulations).
4. Compliance with section 15.28.120 Building Design/Materials for Multi-Family Residential, and to be addressed at final submittal.
5. Provision that if masonry is used that they are natural stone and/or full face modular brick in order to be considered Class I materials.

6. Provision of adequate sound proofing of the drive-under/breezeway to ensure noise does not conflict with residents.
7. Coordinate with the City Engineer to ensure that adequate sight-lines are preserved at all access points to Hundertmark Road.
8. Adherence to the following building setbacks as found in PCD-15:
 - a. Hundertmark Road: 100 feet from centerline
 - b. From southernmost property line: 30 feet
 - c. From northernmost property line: 25 feet
9. Adherence to the following parking setbacks as found in PCD-15:
 - a. Hundertmark Road: 10 feet from right-of-way
 - b. Hazeltine Boulevard: 10 feet from right-of-way
 - c. Interior Property Lines: 5 feet
10. Coordination with the City Engineer for the provision of public utilities to the site.
11. Provision of a storm water management plan meeting City and Carver County WMO standards.
12. Provision of a construction traffic plan to be coordinated and approved by the City Engineer.
13. Provision of review and approval of Kohl's per the existing Reciprocal Easement Agreement.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

ORDINANCE NO. 1020

AN ORDINANCE AMENDING SECTION 2, SECTION 3, AND SECTION 4 OF ORDINANCE
NO. 802 (ZONING ORDINANCE) OF THE CITY OF CHASKA

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

Section 2. The site & building plans for Hazeltine Plaza shall serve as the basis for guiding the development of the area. Said plans shall consist of the following graphic exhibits and subsequent revisions/amendments as may be approved by the City from time to time:

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- h. Preliminary Lighting Plan, Sheet #8, dated 05-08-07, prepared by Westwood Professional Services, Inc.
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- j. Exterior Colored Elevations, Sheet A1, dated 05-08-07, prepared by Architectural Consortium, LLC
- k. Exterior Elevations and Details of Kohl's Department Store, Sheet A3, dated 05-07-07, prepared by Schroeder & Holt
- l. Wetland Delineation Report for Hazeltine Plaza, dated May 2007, prepared by Westwood Professional Services, Inc.
- m. Simulated Photography of Hazeltine Plaza, submitted June 7, 2007 via e-mail by Kathy Anderson of Architectural Consortium, LLC
- n. Simulated Photography of Hazeltine Plaza, submitted on June 8, 2007, by Westwood Professional Services, Inc.
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Section 3. Intent. The intent of the PCD-15 district is to create high-quality, pedestrian-friendly, lifestyle retail center that serves the day-to-day needs of the Chaska residents for retail goods, and services. The PCD-15 district also allows high-quality multi-family that is complementary and supportive to the vitality of the retail center.

Section 4. Permitted Uses. Commercial establishments including, but not limited to, the following:

- a) Retail establishments such as grocery, hardware, drug, department store, clothing and furniture stores, sporting goods and eating and drinking places.
- b) Personal services such as laundry, barber, shoe repair shop and photography studio.
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- h) Lodging services such as hotel and motel.
- i) Business services such as printing and computer services.
- j) Multi-family residential

Section 7. Effective Date. This Ordinance shall be in full force and effect from and after its date of passage, adoption and publication according to law.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest: _____
Deputy Clerk

ORDINANCE NO. xxx

AN ORDINANCE AMENDING SECTION 2, SECTION 3, AND SECTION 4 OF ORDINANCE
NO. 802 (ZONING ORDINANCE) OF THE CITY OF CHASKA

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

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Section 7. Effective Date. This Ordinance shall be in full force and effect from and after its date of passage, adoption and publication according to law.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest: _____
Deputy Clerk



City of Chaska Memorandum

To: Planning Commission
From: Matt Clark, City Engineer
Date: August 10, 2022
Subject: Hazeltine Plaza Apartments – Prelim Site Plan

The planned development for the site proposes a new apartment building and parking lot along with site amenities. From an overall sewer and water standpoint, the use over the site is consistent with the City's comprehensive plan with capacity in the system to serve what's proposed. The storm water management plan, and grading plan must meet both the City and watershed requirements prior to grading occurring. Further, the wetland agency requirements remain outstanding for jurisdiction and boundaries. The wetland conservation act requirements must be met prior to final plat, site, and grading plan approvals.

The overarching traffic study was conducted to analyze what was considered with the original planned uses of the Hazeltine Plaza campus in terms of expected trips and layering in new proposed apartment building. The study concluded the campus plan that was approved planned for a larger number of trips and the apartment complex trip generation falls below what was previously considered. The study also evaluated travel patterns for the new apartment buildings to both the local and regional systems which favor using Hundertmark Road as the primary entrance and exit during peak times. Further, that existing accesses along Hundertmark are sufficient to support the plan.

To summarize the development has appropriate access to the surrounding road network with no concern of operations at any of the surrounding intersections. While traffic will increase with development, no improvements are recommended due to the surrounding roadways having sufficient capacity.



1200 25th Avenue South • St. Cloud, MN 56301
Phone: 320.258.4438 • 320.252.3603

July 5, 2022
REVISED August 1, 2022

Ms. Elizabeth Hansen, AICP
City Planner
City of Chaska
One City Hall Plaza
Chaska, MN 55318-1962
HAND-DELIVERED & E-MAILED

RE: REQUEST FOR BUILDING/SITE PLAN REVIEW AND AMENDMENT TO PCD-15
HAZELTINE PLAZA HOUSING DEVELOPMENT

Dear Ms. Hansen,

Trident Development, LLC is please to submit this request for 1) Building/Site Plan Review and 2) Rezoning/Amendment to the Planned Commercial District – 15 for the proposed Hazeltine Plaza apartment development. The following narrative is intended to provide information for our site plan, building plan and proposed amendment to the PCD-15 district.

BACKGROUND - The project site contains approximately 4.74 +/- acres and is the remaining vacant lot of Hazeltine Plaza, legally described as Lot 3, Block 1, Hazeltine Plaza, Carver County, MN. Currently, the subject property is governed by a Planned Commercial District (PCD-15) and is owned by Chaska Investment Limited Partnership. Trident Development, LLC has executed a contingent purchase agreement with the owner. The subject site is currently improved with asphalt surface parking and was originally designated as a future phase of retail expansion. The other lots in the Hazeltine Plaza Addition are occupied by retail tenants, most significantly, Kohl's Department Store. Kohl's has been advised of this proposed development and has expressed their consent to the concept. A formal revision to the exiting reciprocal easement agreement (REA) is being reviewed.

On March 21, 2022, City Council voted unanimously to approve the concept subject to meeting certain conditions. A response to each of the conditions are provided below.

PROJECT DESCRIPTION – Trident (or a related party) proposes to develop, construct and operate a market-rate, rental housing community containing 112 dwelling units, contained within one (1) four-story apartment building with underground parking. In addition to contemporary indoor and outdoor amenities, the property will offer an appropriate mix of studio (15), one-bedroom (53), two-bedroom (31), and three-bedroom (13) floor plans. All dwelling units will be furnished with stainless steel appliances, solid wood cabinetry, granite countertops, luxury vinyl plank flooring, LED lighting and window treatments. Unit heating and cooling is provided by individual 'magic-pak' gas-fired, HVAC equipment. Each unit comes complete with 9-foot ceilings, washer/dryer appliances, high-speed wifi and balcony/patio. All rental units are intended to be "market-rate" with no retail uses contemplated within the building.

This amenity-rich community includes roof-top patio and sky lounge, golf simulator, fitness room, bike racks and community room. The exterior amenities provide a putting green, a children's play area (tot lot) and fenced pet exercise area, furnished patio with fire pit and grill stations and walking paths. Plans will also include seven (7) electric car charging stations – three (3) outdoor and four (4) in the parking garage.

SITE PLAN - The site plan utilizes the existing platted lot within the Hazeltine Plaza Commercial Center and maintains the two (2) existing entrance drives from Hundertmark Road, by creating a drive-under/breezeway for vehicular and pedestrian traffic to access the retail stores located to the west. The site design observes a 100-foot building set back from the center line of Hundertmark Road Right of Way and 25 feet from Hazeltine Blvd. Surface parking stalls are 9' x 20' and internal drive aisles are 24 feet minimum width. Vehicular access to the underground parking is provided at the southern end of the building. Entrance to the at-grade parking garage is located on west side of the building. The project provides generously landscaped open space and safe pedestrian connections to existing sidewalks and trails. The plan creates a heavily landscaped private park, located conveniently next to the southern wing of the building, featuring walking paths and seating.

ARCHITECTURAL GOALS – In collaboration with the architectural design team, the exterior building design accomplishes the following goals: a) create a timeless façade befitting of the surrounding neighborhood, b) integrate a complimentary mix of highly durable, maintenance-free exterior materials, c) utilize variations in vertical plane, complimentary colors and building details to create visual interest.

The four-story structure utilizes a series of “bump-outs”, “insets” and contrasting colors to soften the massing and emulate traditional, timeless architecture. The buff-colored Chaska brick and flat roof elements compliment the Kohl’s department store and other retail buildings located west of the site. The black, over-sized commercial style windows reflect the professional feel established by the Hazeltine Office Park. The use of exterior details such as alternating widths of lap siding, board and batten panels and soldier coarse brick add additional visual interest. Color “3-D” elevations of all four sides of the building are provided in this submittal.

Exterior building materials consist of a complimentary blend of highly durable, maintenance-free materials. The current plan incorporates “Chaska Buff Blend” brick, Limestone colored split-faced block, “Tundra Gray” LP Smartside lap siding, “Abyss Black” LP Smartside Panels (board & batten) and 4” window trim colored to match.

TRAFFIC/PARKING – Off-street parking is provided by a combination of a) underground, b) covered, at-grade stalls and c) off-street/surface parking spaces. The plan proposes approximately 102 surface parking spaces, together with 100 parking spaces underground and an additional 31 parking spaces covered, at-grade. The combined total off-street parking is 233, an overall parking ratio of 2.08 spaces per unit, with 131 spaced covered. The plan preserves the customer access to the Kohl’s retail store, by maintaining the existing access drives on the east side of the site, through the use of a drive-under breezeway. Dwelling units are insulated from traffic noise by orienting the public/common area uses near the drive lane and the use of sound attenuation techniques in the exterior walls.

Further, a traffic and parking analysis was prepared by SSTS Traffic Solutions, dated July 1, 2022, with revision memo dated July 19, 2022. A copy of this report is included in this submittal. The traffic study concluded that the plan’s traffic circulation plan “will adequately serve the existing and future traffic demand.” This same study concluded that the off-street parking demand is calculated at 131 spaces, less than the 233 spaces provided.

Finally, the surface parking layout has been revised to successfully accomplish a) clear path of travel for retail customers entering from Hundertmark, b) a distinct, segregated parking lot for residents vs retail customers and c) safe pedestrian movement for entering/existing and walking to nearby retail.

UTILITIES - Public and private utilities necessary to serve this development are readily available and accessible in the street right-of-way or at the property line. No additional extension of public utility services is anticipated for this development.

NEIGHBORHOOD MEETING/HAZELTINE NATIONAL GC MEETING – An informational neighborhood meeting was held on March 7, 2022, to identify and address potential conflicts or concerns regarding the proposed development. Trident also met with members of the Hazeltine National Golf Course Board to share information and discuss concerns. The suggestions and ideas expressed at these meetings are incorporated into this plan including: a) creating a durable, timeless architectural façade complimenting the surrounding neighborhood, b) creating the appearance of commercial uses on the ground floor level, c) orienting the roof-top patio so as not to allow direct view of Hazeltine National, for security reasons.

On July 20, 2022, Trident Development connected with Chad Anvery of Hazeltine National by telephone to open a dialogue regarding the subject development. Mr. Anvery’s comments and concerns were very much in line with those expressed by the Board in the March meeting. The call was followed up by an email on July 20 to Mr. Anvery along with Mr. Hancherenko, Mr. Howell and Ms. Lockman of the Board containing updated drawings and building elevations. As of the date of this letter, no reply or feedback has been received.

CONDITIONS OF APPROVAL - At the March 21, 2022 meeting of the City Council, the concept plans for this project were approved subject to specific conditions. Below is an itemized list of such conditions and a response as to how the current plan addresses each:

1. Approval of an amendment to the zoning (PCD-15) to include multi-family as a permitted use.
 - a. RESPONSE: This application hereby requests approval of an amendment from Planning Commission and City Council based the enclosed submittals.
2. Compliance with the zoning PCD-15 (ord.nos.802 and 946)
 - a. RESPONSE: Compliant.
3. Compliance with section 9.11 Building Design/Materials for Multi-Family Residential
 - a. RESPONSE: Compliant, except for requested flexibility (see below)
4. Provide 360 degree architecture for all facades
 - a. RESPONSE: Compliant/Provided.
5. Provide material boards showing the proposed material selections.
 - a. RESPONSE: Compliant
6. Provide natural stone and/or full-face modular brick in order to be considered Class I materials.
 - a. RESPONSE: Compliance except for requested flexibility (see below)
7. Provide adequate sound proofing of the drive-under/breezeway to ensure no noise conflicts with residents.
 - a. RESPONSE: Compliant based on building floor plan orienting common spaces and non-residential uses adjacent to breezeway. Building exterior wall assembly achieves an average 38 STC rating and the overhead bridge construction is designed to achieve a 54 STC rating to mitigate noise sound to the dwelling units.
8. Coordinate with City Engineer to assure adequate sight lines are preserved.
 - a. RESPONSE: No obstruction to existing sight lines are proposed.
9. Provide a landscape plan meeting all applicable requirements of Chapter 9.6 of the Zoning Code. Compliant.
10. Provided adequate screening and landscaping along all edges of the subject property.
 - a. RESPONSE: Compliant. See landscape plan.
11. Adhere to the following building setbacks:
 - a. Hundertmark Road: 100 feet from center line. Complies.
 - b. Southern boundary: 30 feet. Complies.
 - c. Northern boundary: 25 feet. Complies.
12. Adhere to the following parking setbacks
 - a. Hundertmark Road: 10 feet from ROW. Complies.
 - b. Hazeltine Blvd: 10 feet from ROW. Complies.
 - c. Interior property lines: 5 feet. Complies.
13. Provide planting islands of minimum 10 feet wide
 - a. RESPONSE: Compliant.
14. Provide lighting specifications
 - a. RESPONSE: Compliant/Provided
15. Coordinate with City Engineer for providing public utilities
 - a. RESPONSE: Compliant.
16. Provide a storm water management plan meeting City and Carver County standards
 - a. RESPONSE: Compliant.
17. Provide a traffic circulation plan that encourages use of Hundertmark access, limits conflict points with main drive isles and provide safe pedestrian crossings.
 - a. RESPONSE: Compliant.
18. Provide a parking plan that discourages cross-access parking and ensures residential parking.
 - a. RESPONSE: Compliant.
19. Provide a construction traffic plan and obtain approval of City Engineer
 - a. RESPONSE: Construction traffic plan enclosed for review.
20. Provide a review and approval of Kohl's existing Reciprocal Easement Agreement
 - a. RESPONSE: Draft to be provided.
21. Provide a plan to relocate the existing pylon sign located north access to Hundertmark Rd.
 - a. RESPONSE: Based on site plan, no re-location is deemed necessary. See exhibits.
22. Provide a traffic impact study.
 - a. RESPONSE: Compliant.

REQUEST FOR FLEXIBILITY – Trident is requesting approval of flexibility in one specific area of the development standards.

Request #1. Approval of the use of utility brick as opposed to modular brick for the Class I Materials calculation. The utility brick is slightly larger compared to modular brick and is consistent with the brick format size used on the Kohl's Department Store and other neighboring properties. On buildings of this size (4-story) utility brick looks far more appropriate in scale than the smaller, modular format. Utility brick is fabricated from the same durable "Chaska buff" material as the smaller, modular brick, but achieves a superior visual appearance when applied to larger structures. The use of utility brick will allow us to incorporate a greater quantity of brick exterior rather than substituting other Class I materials, such as LP siding to meet the required percentages.

DEVELOPMENT TEAM – Trident Development, LLC is based in St. Cloud, MN and has considerable experience in development and construction of multi-story apartment housing. Trident Development was instrumental in the development of Chaska Heights Senior Living as well as Lake Jonathan Flats, both located on Hwy 41. Trident's team of real estate professionals have over 50 years of real estate experience. Trident will work closely its design professionals, Kaas-Wilson Architects and Carlson McCain, Inc. to assure quality, functionality and integration within the immediate neighborhood.

Enclosed herewith please find the following:

- A check to the City of Chaska in the amount of \$3,709.09 as application fees (based on 112 units and 4.75 acres) + \$1,529.00 processing fees for a total check of \$5,238.09.
- Three (3) 24"x36" prints of the Site Improvement Plan, Architectural Schematic Plans, Site Lighting Plan
- Five (5) 11"x 14" reduced prints of the materials described above.
- One (1) signed Land Use/Development Application Form
- One (1) flash drive containing electronic files of each of the submittal materials detailed above.

We thank you in advance for considering this application. Let us know if you require any additional information. Please feel free to contact me at (320) 258-4438 or (612) 242-6097 if there are any questions.

Regards,

Trident Development, LLC



Roger D. Fink
Sr. Vice President
Enclosures

C: Scott O'Brien, Trident Development, LLC
Nate Kabat, AICP, Community Development Director
Mike Benson, Chaska Investments, LP



N56 W17000 Ridgewood Drive, Menomonee Falls, WI 53051 • (262) 703-7000

March 29, 2022

Trident Development, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301
Attn: Roger Fink (rogerf@tridentdevelopmentmn.com)

FAILURE TO RESPOND IN THIRTY (30) DAYS SHALL CONSTITUTE YOUR APPROVAL

RE: Kohl's Store No. #1266 – Hazeltine Plaza Shopping Center at 1140 Hazeltine Blvd, Chaska, MN 55318 (the "Shopping Center")

Request for Approval of Multi-Family Apartment Development (the "Chaska Apartments")

Dear Sir or Madam:

In reference to the requested approval for the development of the Chaska Apartments, Kohl's agrees to approve of the Chaska Apartments identified in the Site Plan attached hereto as Exhibit A.

In exchange for Kohl's consent of the Chaska Apartments at the Shopping Center, Chaska Investment, Limited Partnership (Chaska Investment, L.P) agrees to cooperate with Kohl's, at no out-of-pocket cost to Chaska Investment, L.P., in Kohl's pursuit of additional or alternative signage in support of Kohl's partnership with Sephora, including but not limited to: (i) placement of Sephora branded signage on the exterior walls of the Kohl's Building; (ii) modification of Kohl's pylon sign panels to include the name and identification of Sephora; and (iii) if there should be an available panel position or any available space on existing Shopping Center signs or the addition of a new monument or pylon signs attaching a sign panel for Sephora. Additionally, Chaska Investment, L.P. agrees that the Sephora Work, as set forth in Exhibit B hereto, shall be deemed architecturally harmonious with the adjoining buildings.

This waiver is not intended to, and shall not be construed to, amend or modify the leases or operation documents. These mutual consents shall not be deemed to release any person or party from the liability for any of the obligations to be performed under the respective leases.

Thank you in advance for your timely consideration. If you have any additional questions, please do not hesitate to contact me at brett.uelner@kohls.com.

Rewarding the Everyday



N56 W17000 Ridgewood Drive, Menomonee Falls, WI 53051 • (262) 703-7000

Sincerely,

Name: Brett Uelner

Title: Associate Portfolio Management Analyst

Dated: 3/29/2022

AGREED AND ACCEPTED:

CHASKA INVESTMENT, L.P.

BY: PRIMAC CORPORATION - GENERAL PARTNER 2

By:

Name: MICHAEL D. BENSON

Title: PRESIDENT

Dated: 3-29-22

AGREED AND ACCEPTED

TRIDENT DEVELOPMENT, L.L.C

By:

Name: ROGER D FINK

Title: SR. VICE PRESIDENT

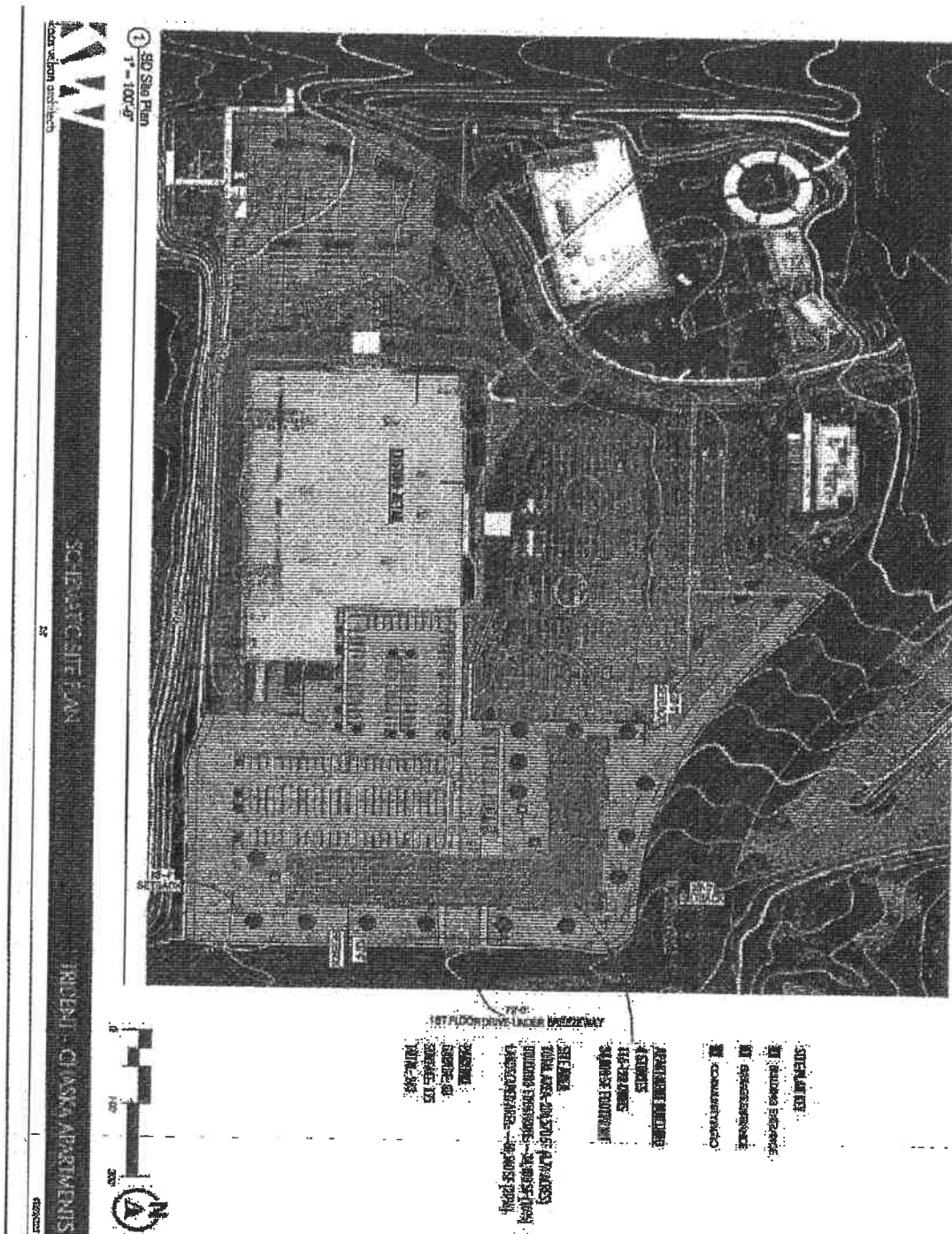
Dated: 3-30-22

Rewarding the Everyday

KOHL'S

N56 W17000 Ridgewood Drive, Menomonee Falls, WI 53051 • (262) 703-7000

EXHIBIT A



Rewarding the Everyday

KOHL'S

N56 W17000 Ridgewood Drive, Menomonee Falls, WI 53051 • (262) 703-7000

Exhibit B

(See Attached)

Rewarding the Everyday

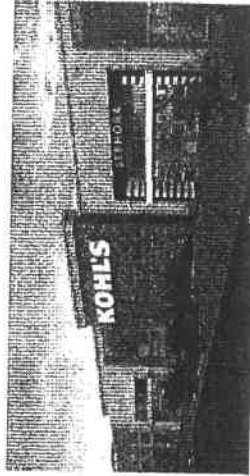
Kohl's + Sephora Branding

Exterior Architectural and Signage Approaches



Two-Front Entrance Storefront Architecture/Signage
Sites with dual front entrances

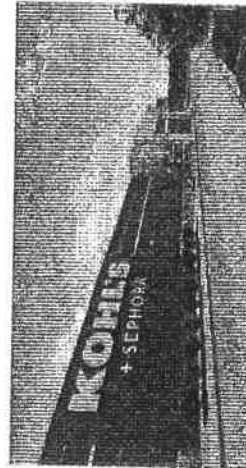
to receive Sephora-branded black-and-white striped paint scheme at one entry, plus new signage overhead.



Single Entrance

Storefront Signage

Sites with single entrances to receive new co-branded Kohl's + Sephora signage configuration



Site-Level Signage Concepts



Co-branded pylon and monument sign panel concepts

KOHL'S + SEPHORA

CONFIDENTIAL



July 19, 2022

**To: Roger Fink, Trident Development
Andy Brummer, Trident Development**

From: Vernon Swing, PE

Re: Trip Generation Study – Trident Chaska Apartments, Chaska, MN

Per your request, S² Traffic Solutions, LLC has conducted a trip generation study for the proposed Trident Chaska Apartments project in Chaska, MN. The proposed project is located in the southwest quadrant of the Hundertmark Rd E and Hazeltine Blvd intersection and is located just to the east of Kohls department store and other commercial uses withing the same overall development. The site as originally planned can be accessed directly via two existing driveways on Hundertmark Rd E on the east side of the property, and indirectly through the adjacent commercial development via two accesses along Hazeltine Blvd. The proposed project will include a 4-story residential building with 112 units, and will include 229 parking spaces, 131 within an internal garage, and 98 in a surface lot. (See attached site plan.)

This memorandum discusses the trip generation potential for the property as originally proposed with Commercial/Retail uses, as well as with the current site uses, and with the addition of the proposed use. Further discussion includes the distribution of the site traffic at the driveways and the parking demand.

Trip Generation and Distribution

The original design for the retail center included the 88,577 sf Kohls Department store as an anchor, a 46,000 sf retail strip adjacent to Kohls, two 14,000 sf retail/restaurant strips in the northwest corner of the site, and an 8,000 sf restaurant pad assumed to include two fast food restaurants. The trip generation potential for the original uses has been estimated using the methodology described by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 11th Edition. Table 1 summarizes the findings.

Table 1
Original Trip Generation

Land Use	ITE Code	AM Peak Hour		PM Peak Hour		Daily Trips
		Enter	Exit	Enter	Exit	
Kohls	875	33 Trips	18 Trips	87 Trips	86 Trips	2027 Trips
Strip Retail (46 K-SF)	822	65 Trips	44 Trips	152 Trips	151 Trips	2504 Trips
Strip Retail (28 K-SF)	822	40 Trips	26 Trips	82 Trips	83 Trips	1525 Trips
Fast Food no Drive Thru	933	60 Trips	73 Trips	67 Trips	66 Trips	1802 Trips
Fast Food w/Drive Thru	934	91 Trips	87 Trips	69 Trips	53 Trips	1870 Trips
TOTAL		577 Trips		926 Trips		9728 Trips

As shown in Table 1, the site was forecast to generate 329 entering and 248 exiting trips during the morning traffic peak, 457 entering and 439 exiting trips during the afternoon traffic peak hour, and 9,728 trips per day.

The trip generation for the site as currently developed including the 88,577 sf Kohls department store, the 20,500 sf Aldi's supermarket, the 7,200 sf dentist office, the 2,190 sf Chipotles, the 1,860 sf Starbucks and the 4,600 sf McDonalds was also estimated using the ITE's 11th Edition of Trip Generation. Table 2 summarizes the findings.

Table 2
Current Trip Generation

Land Use	ITE Code	AM Peak Hour		PM Peak Hour		Daily Trips
		Enter	Exit	Enter	Exit	
Kohls	875	33 Trips	18 Trips	87 Trips	86 Trips	2027 Trips
Dentist Office (7.3 K-SF)	720	17 Trips	5 Trips	8 Trips	20 Trips	259 Trips
Aldi's Supermarket	850	35 Trips	24 Trips	91 Trips	92 Trips	1924 Trips
Fast Food no Drive Thru (Chipotle)	933	55 Trips	40 Trips	37 Trips	36 Trips	991 Trips
Fast Food w/Drive Thru (McDs)	934	105 Trips	100 Trips	79 Trips	73 Trips	2150 Trips
Coffee Shop w/Drive Thru (SBuck)	937	82 Trips	78 Trips	36 Trips	37 Trips	992 Trips
TOTAL		592 Trips		682 Trips		8343 Trips

As shown in Table 2, today the site is forecast to generate 327 entering and 265 exiting trips during the morning traffic peak, 338 entering and 344 exiting trips during the afternoon traffic peak hour, and 8,343 trips per day. In other words, the site is currently generating 1,385 fewer trip per day than originally planned for, and during the critical PM Peak traffic hour it is generating 244 fewer trips than the original design anticipated.

The trip generation for the proposed Trident Chaska Apartment development has also been estimated based on the methodology in ITE's *Trip Generation*, 11th Edition. Table 1 summarizes the findings.

Table 1
Trip Generation

Land Use	ITE Code	AM Peak Hour		PM Peak Hour		Daily Trips
		Enter	Exit	Enter	Exit	
Mid Rise Apartments	221	9 Trips	32 Trips	27 Trips	17 Trips	508 Trips
TOTAL		41 Trips		44 Trips		508 Trips

As shown in Table 1, the site is estimated to generate 9 entering and 32 exiting trips during the morning traffic peak, 27 entering and 17 exiting trips during the afternoon traffic peak hour, and 508 trips per day. When added to the current trip generation the total site trip generation is 633 trips during the AM Peak, 726 Trips during the PM Peak, and 8,851 Trips per day. In other words site will generate 877 fewer trips per day than anticipated for the original use, and 200 fewer trips during the critical PM peak than designed for.

To determine the likely distribution of site generated traffic a travel time analysis was conducted. The results of the analysis suggest the site traffic will favor TH 212 versus TH 5 to access destinations to the east toward Minneapolis or St Paul. It is anticipated that the 70 percent of the forecast site traffic or 29

trips in the AM and 31 trips in the PM will generally ingress and egress the site from the two driveways on Hundertmark Rd E arriving from and destined to the south as this path results in a shorter travel time. The remaining 30 percent (12 trips in the AM and 13 trips in the PM) are expected to enter/exit from the western access on Hazeltine Blvd and visit the retail/restaurant facilities on site. Observations conducted at the existing driveways indicate that the traffic entering from Hundertmark Rd E is exclusively a left turn from northbound to westbound into the site and the traffic exiting is also exclusively turning right from eastbound to southbound out of the site. The traffic entering from Hazeltine Blvd will turn right, eastbound to southbound into the site and the traffic exiting will turn left northbound to westbound. The magnitude of the site generated traffic at the accesses will not effect the operations and no improvements are recommended to accommodate the additional site traffic associated with the development of the Trident Chaska Apartments.

The existing accesses to Hundertmark Rd E include one lane entering and one lane exiting, and the proposed site plan indicates the access driveways will remain one lane entering and one lane exiting. This configuration will adequately serve the existing and future traffic demand.

Parking Demand

The parking demand for the proposed Trident Chaska Apartments development utilized *Parking Generation*, 4th Edition, published by ITE, the Institute of Transportation Engineers. The ITE information for Land Use Code 221 associated with Mid-rise multi-family residential buildings indicates the number of parking spaces needed to address the demand associated with this land use can be estimated based on the number of dwelling units, the number of occupied dwelling units, or the number of bedrooms included with the project. The number of dwelling units is the most generic category since it includes units with one, two three or four bedrooms. The occupied dwelling units category can be useful if the number is known and the number of occupants is known, however, this information is unknown with the proposed project at this time. The last category, if the number of bedrooms is known, is the most accurate for estimating demand with new developments. In this case, there are 15 alcove units which are included as one-bedroom units for this analysis, 38 units identified as one-bedroom units, 15 one-bedroom plus den units which are included as two-bedroom units for this analysis, 31 units identified as two bedroom units, and 13 units identified as 3 bedroom units for a total of 184 bedrooms.

Also, parking demand statistics are available for different area types, whether suburban, dense urban or City Center. In this case suburban was chosen because the statistics are more conservative suggesting more residents will drive, and because the characteristics for the other two categories include robust transit options which reduce parking demand, which is not present in this case.

Once it has been determined whether to use dwelling units versus bedrooms, and it has been decided whether the site is suburban, dense urban or City Center the parking demand can be calculated. The parking demand calculation includes are two methods. The first method is based on a rate of parking demand per “unit” determined from a weighted average of collected data. The second method is based on a fitted curve equation generated to fit the collected data. ITE recommendations as to the appropriate method are as follows:

From ITE:

“When the data plot includes at least 20 points and when a fitted curve is provided the fitted curve equation should be used if the R square value is 0.75 or greater.

Coefficient of Determination (R squared)— the percent of the variance in the number of parked vehicles associated with the variance in the independent variable value. This value is presented for every fitted curve equation. If the R squared value is 0.75, then 75 percent of the variance in the number of parked vehicles is accounted for by the variance in the size of the independent variable. As the R squared value approaches 1.0 the better the fit; as the R squared value approaches zero, the worse the fit.”

In this case the fitted curve equation was chosen as the regression analysis indicates the R squared is 0.94 indicating this is the most accurate method for estimating demand (see attached sheet from ITE). The Parking Demand is calculated as follows, with P representing Parking Demand, and X representing the number of bedrooms:

$$\begin{aligned}P &= 0.82 (X) - 20.37 \\P &= 0.82 (184) - 20.37 \\P &= 131 \text{ Spaces}\end{aligned}$$

As mentioned earlier the proposed development is planning to provide 229 spaces exceeding the anticipated demand calculated at 131 spaces.

Conclusion

In conclusion, the proposed development has appropriate access to the site and to the surrounding roadway network. The proposed development will provide 229 parking spaces exceeding the anticipated demand for 131 parking spaces. In other words, the roadway network serving the proposed development will function well with the proposed addition of the Trident Chaska Apartment development and site has more parking than forecast demand for spaces.

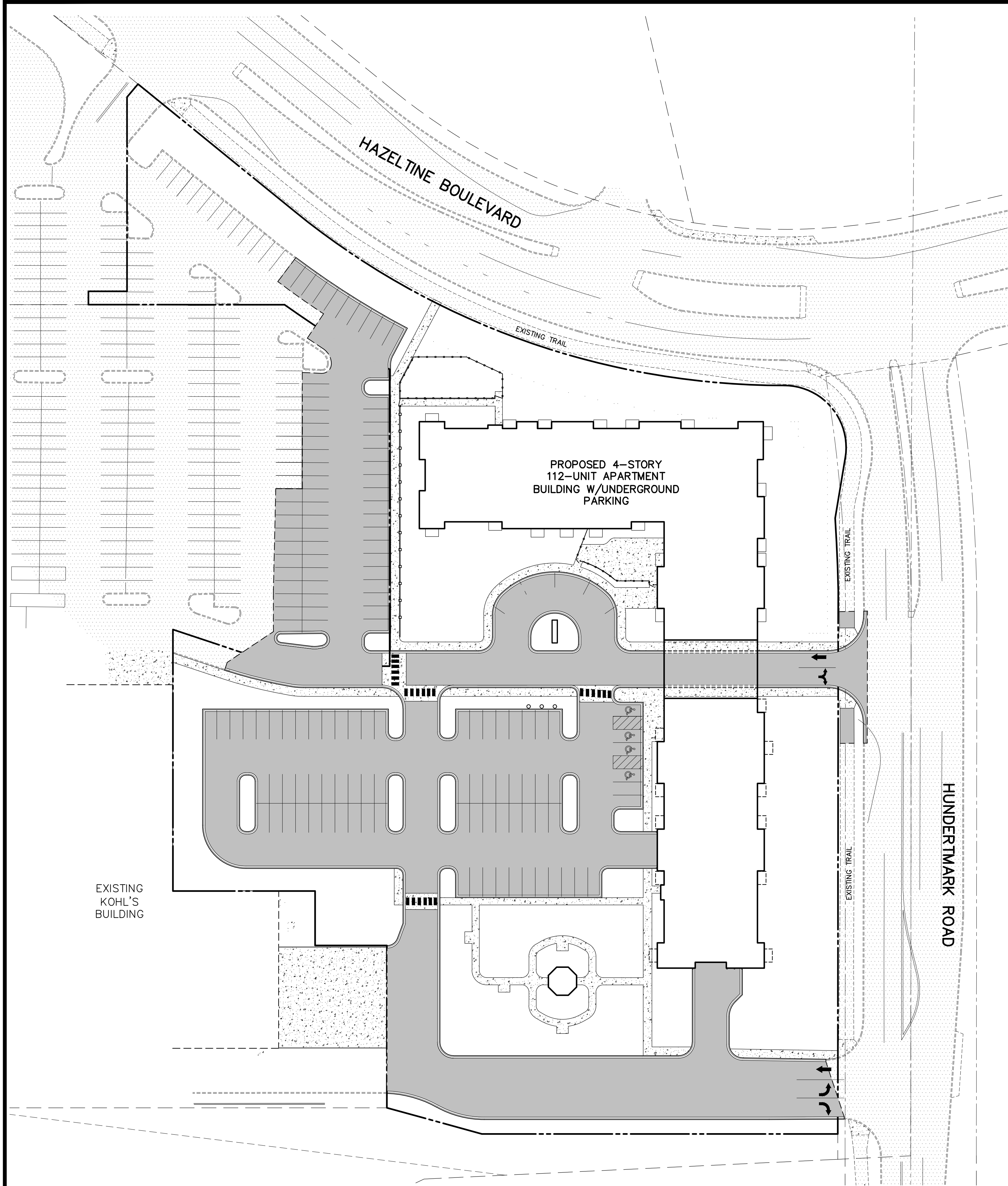
Please contact Vernon Swing at vswingtraffic@gmail.com or 612-968-4142 with any questions.

Attachment: Site Plan



Site Plan (from others)



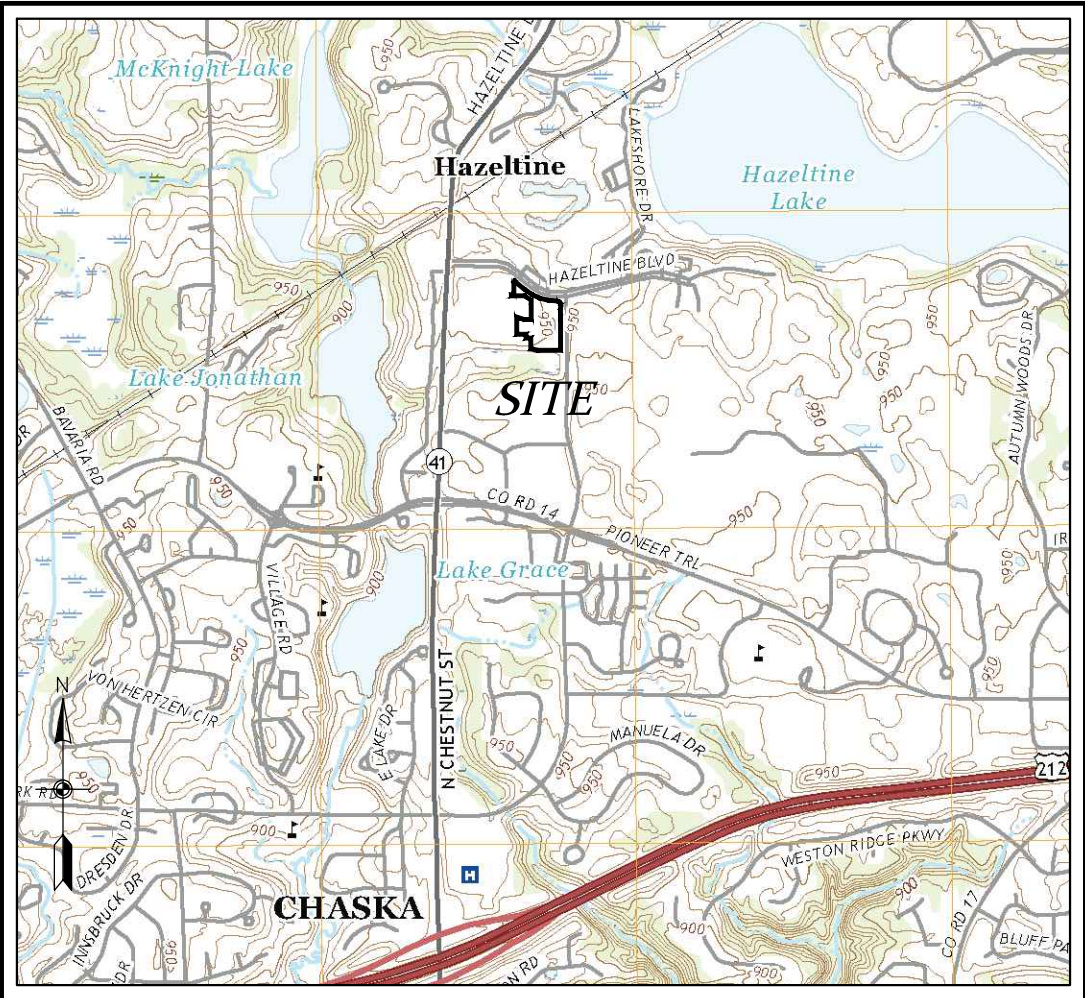


HAZELTINE APARTMENTS

~ SITE IMPROVEMENT PLANS ~

CHASKA, MINNESOTA

VICINITY MAP
NOT TO SCALE



PROJECT OWNER

TRIDENT DEVELOPMENT, LLC
ROGER FINK
3601 18TH STREET S #103
ST. CLOUD, MN 56301
320-258-4438

ARCHITECT

KAAS WILSON ARCHITECTS
GRIFFIN JAMESON
1301 AMERICAN BOULEVARD EAST, STE 100
BLOOMINGTON, MN 55425
612-879-6000

CIVIL ENGINEER

CARLSON MCCAIN, INC.
DAN WILKE
3890 PHEASANT RIDGE DRIVE NE #100
BLAINE, MINNESOTA 55449
763-489-7900

LANDSCAPE ARCHITECT

CARLSON MCCAIN, INC.
RYAN RUTTGER
3890 PHEASANT RIDGE DRIVE NE #100
BLAINE, MINNESOTA 55449
763-489-7900

SHEET INDEX

- C1. COVER
- C2. EXISTING CONDITIONS SURVEY
- C3. REMOVALS PLAN
- C4. SITE PLAN
- C4.1 TURNING ANALYSIS (FIRE)/SNOW STORAGE
- C4.2 TURNING ANALYSIS (LOADING DOCK)
- C5. UTILITY PLAN
- C5.1 UTILITY PLAN (STORM SEWER)
- C6. GRADE PLAN
- C7. STORMWATER POLLUTION PREVENTION PLAN
- C7.1. STORMWATER POLLUTION PREVENTION PLAN
- C8-C8.4. DETAILS
- L1. LANDSCAPE PLAN
- L2. LANDSCAPE PLAN
- L3. LANDSCAPE PLAN
- L4. LANDSCAPE PLAN
- L5. LANDSCAPE PLAN
- TP1. TREE PRESERVATION PLAN

0 20 40 80
(IN FEET)

BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.

ELEVATION = 955.35 FT. (NAVD 88)

CALL BEFORE YOU DIG

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**CARLSON
MCCAIN**

3890 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.489.7900 \ FAX 763.489.7958 \ CARLSONMCCAIN.COM

COVER SHEET

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

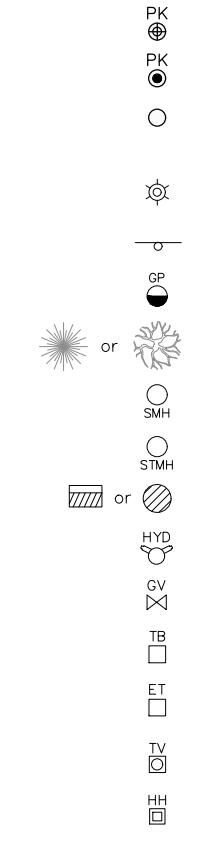
1. 07/20/22 Per City Comments
2. 08/01/22 Per City Comments

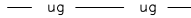
DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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 Engineer under the laws of the State of Minnesota

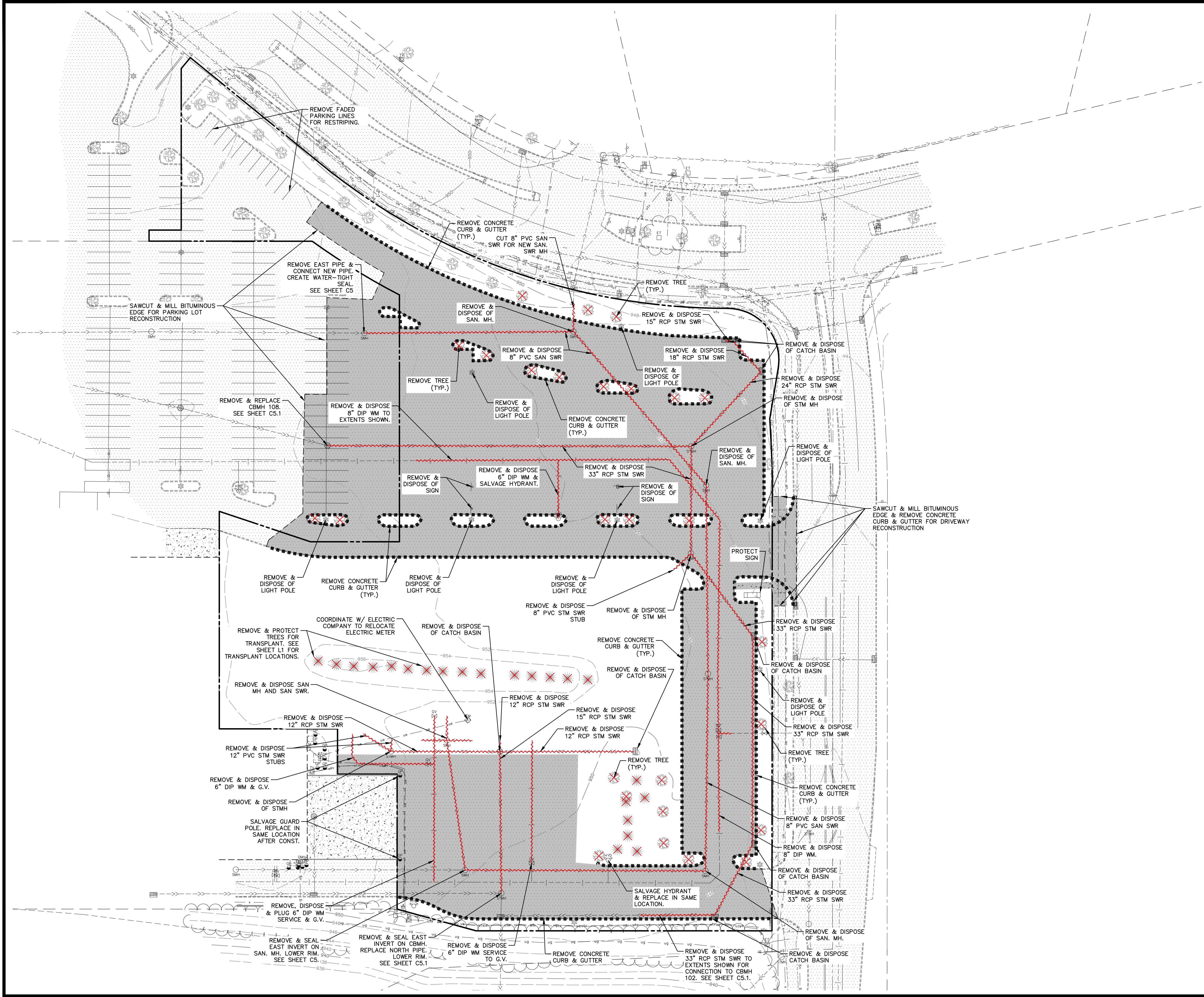
Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C1 of 8



- Denotes Found PK Nail		- Denotes Electric Meter
- Denotes Set PK Nail		- Denotes Gas Valve
- Denotes 5/8 inch by 14 inch rebar, marked with RLS 40361		- Denotes Gas Meter
- Denotes Light Pole		- Denotes Underground Telephone
- Denotes Miscellaneous Sign		- Denotes Underground Electric
- Denotes Guard Post		- Denotes Underground Gas
- Denotes Existing Tree		- Denotes Watermain
- Denotes Sanitary Manhole		- Denotes Sanitary Sewer
- Denotes Storm Manhole		- Denotes Storm Sewer
- Denotes Catch Basin		- Denotes Existing Fence as noted
- Denotes Fire Hydrant		- Denotes Concrete Surface
- Denotes Gate Valve		- Denotes Bituminous Surface
- Denotes Telephone Box		- Denotes Existing 2 Ft. Contour
- Denotes Electric Transformer		- Denotes Existing 10 Ft. Contour
- Denotes Television Box		
- Denotes Hand Hole		

2 of 8



LEGEND

EXISTING	REMOVAL
PROPERTY LINE	---
EASEMENT LINE	---
BITUMINOUS PAVEMENT	---
CONCRETE WALK	---
CURB LINE	---
SANITARY SEWER	---
WATER MAIN	---
STORM SEWER	---
UNDERGROUND TELEPHONE	---
UNDERGROUND GAS	---
UNDERGROUND ELECTRIC	---
FENCE	---
GAS VALVE	---
HYDRANT	---
SANITARY MANHOLE	---
STORM MANHOLE	---
GUARD POST	---
LIGHT POLE	---
GATE VALVE	---
SIGN	---
TELEPHONE BOX	---
ELECTRIC TRANSFORMER	---
TELEVISION BOX	---
HAND HOLE	---
ELECTRIC METER	---
GAS METER	---
10' CONTOUR	---
2' CONTOUR	---

REMOVALS PLAN NOTES

- EXISTING CONDITIONS BASED ON ALTA/NSPS LAND TITLE SURVEY PREPARED BY CARLSON MCCAIN, INC. IN APRIL OF 2022.
- ALL EXISTING UTILITY LOCATIONS SHOWN ARE APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND TYPES OF EXISTING UTILITIES AND TO NOTIFY THE OWNER AND ENGINEER IMMEDIATELY OF ANY DISCREPANCIES OR VARIATIONS FROM THE PLANS.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL EXISTING UTILITIES, APPURTENANCES AND STRUCTURES NOT INDICATED FOR REMOVAL. DAMAGE CAUSED BY DEMOLITION OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR TO REMOVE/RELOCATE EXISTING PRIVATE UTILITIES AS NECESSARY. THE CONTRACTOR SHALL COORDINATE THESE ACTIVITIES WITH THE UTILITY COMPANIES.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL THE REMOVALS SHOWN ON THE PLANS AND SHALL CONFORM/ADHERE TO ALL GOVERNING STATE AND LOCAL REGULATIONS. ALL PERMITS, APPLICATIONS AND FEES ARE THE RESPONSIBILITY OF THE CONTRACTOR.
- ALL SAWCUTS SHALL BE FULL-DEPTH CUTS.

0 20 40 80
(IN FEET)

BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.

ELEVATION = 955.35 FT. (NAVD 88)

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ENVIRONMENTAL

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TEL 763.488.7900 \ FAX 763.488.7958 \ CARLSONMCCAIN.COM

REMOVALS PLAN

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

1. 07/20/22 Per City Comments
2. 08/01/22 Per City Comments

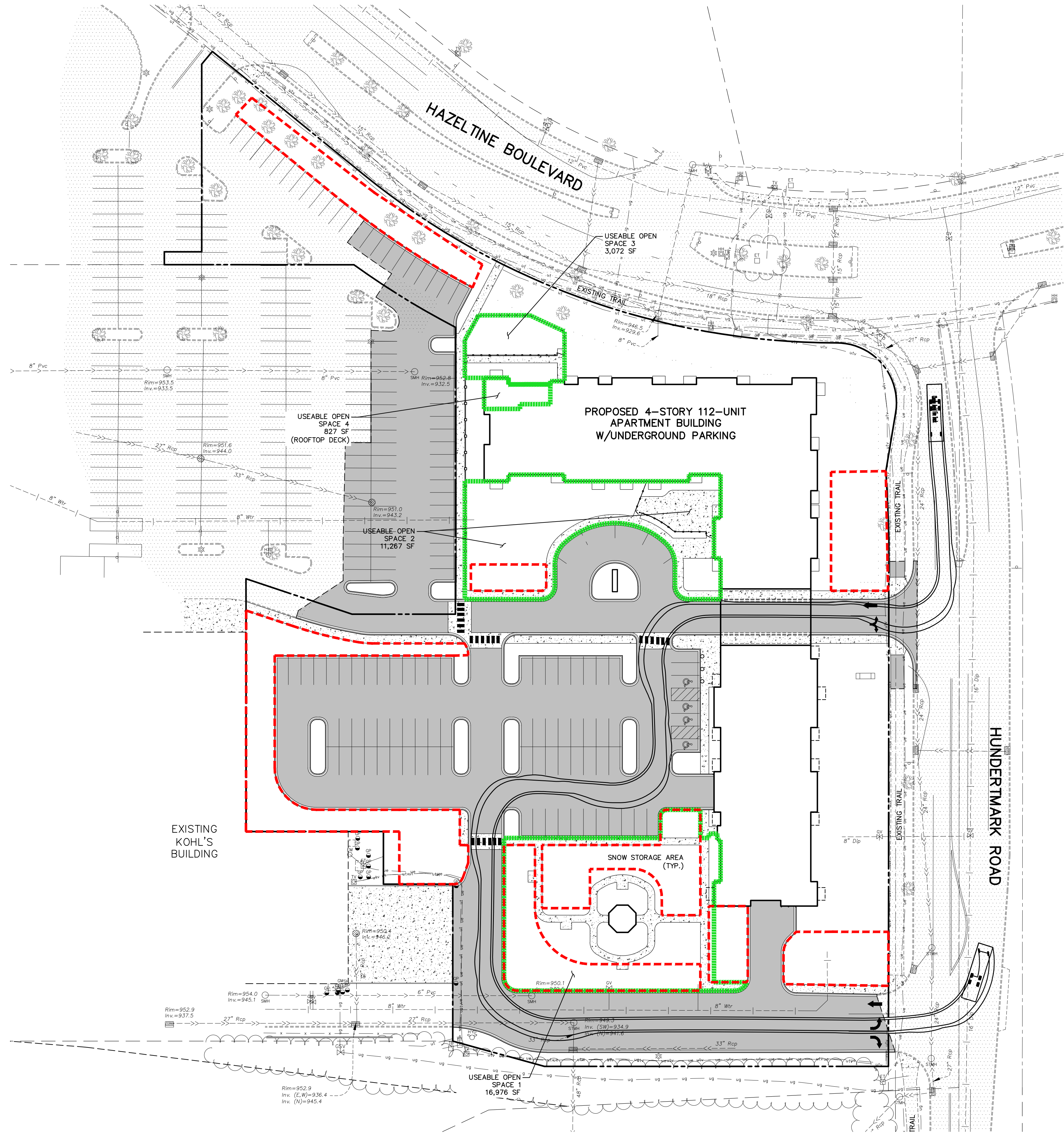
DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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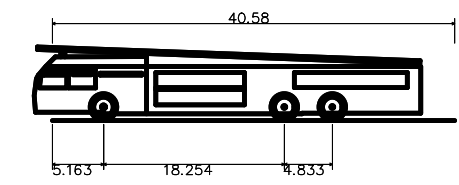
Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C3 of 8



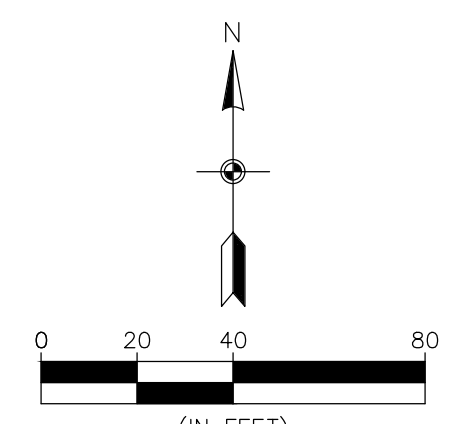


USEABLE OPEN SPACE CALCULATIONS	
TOTAL AREA:	206,751 SF
USEABLE OPEN SPACE 1:	16,976 SF
USEABLE OPEN SPACE 2:	11,267 SF
USEABLE OPEN SPACE 3:	3,072 SF
USEABLE OPEN SPACE 4:	827 SF
TOTAL USEABLE OPEN SPACE:	32,142 SF 16%



Chaska Aerial Fire Truck
Overall Length 40.58ft
Overall Width 10.50ft
Overall Body Height 7.40ft
Min Body Ground Clearance 0.65ft
Track Width 7.61ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 36.00°

LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	---
EASEMENT LINE	---
CURB LINE	---
BITUMINOUS PAVEMENT	---
CONCRETE WALK	---
SANITARY SEWER	---
WATER MAIN	---
STORM SEWER	---
UNDERGROUND GAS	---
UNDERGROUND ELECTRIC	---
UNDERGROUND TELEVISION	---
UNDERGROUND FIBER OPTIC	---
OVERHEAD ELECTRIC	---
MANHOLE	---
HYDRANT	---
GATE VALVE	---
UTILITY POLE	---
GUY WIRE	---
ELECTRIC TRANSFORMER	---
TELEPHONE BOX	---
TELEVISION BOX	---
HAND HOLE	---
LIGHT POLE	---
SIGN	---
FENCE LINE	---
SNOW STORAGE AREA	---



BENCHMARK
1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.
ELEVATION = 955.35 FT. (NAVD 88)

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TURNING ANALYSIS (FIRE)/SNOW STORAGE

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

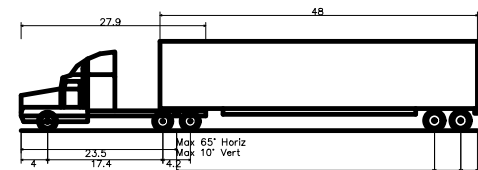
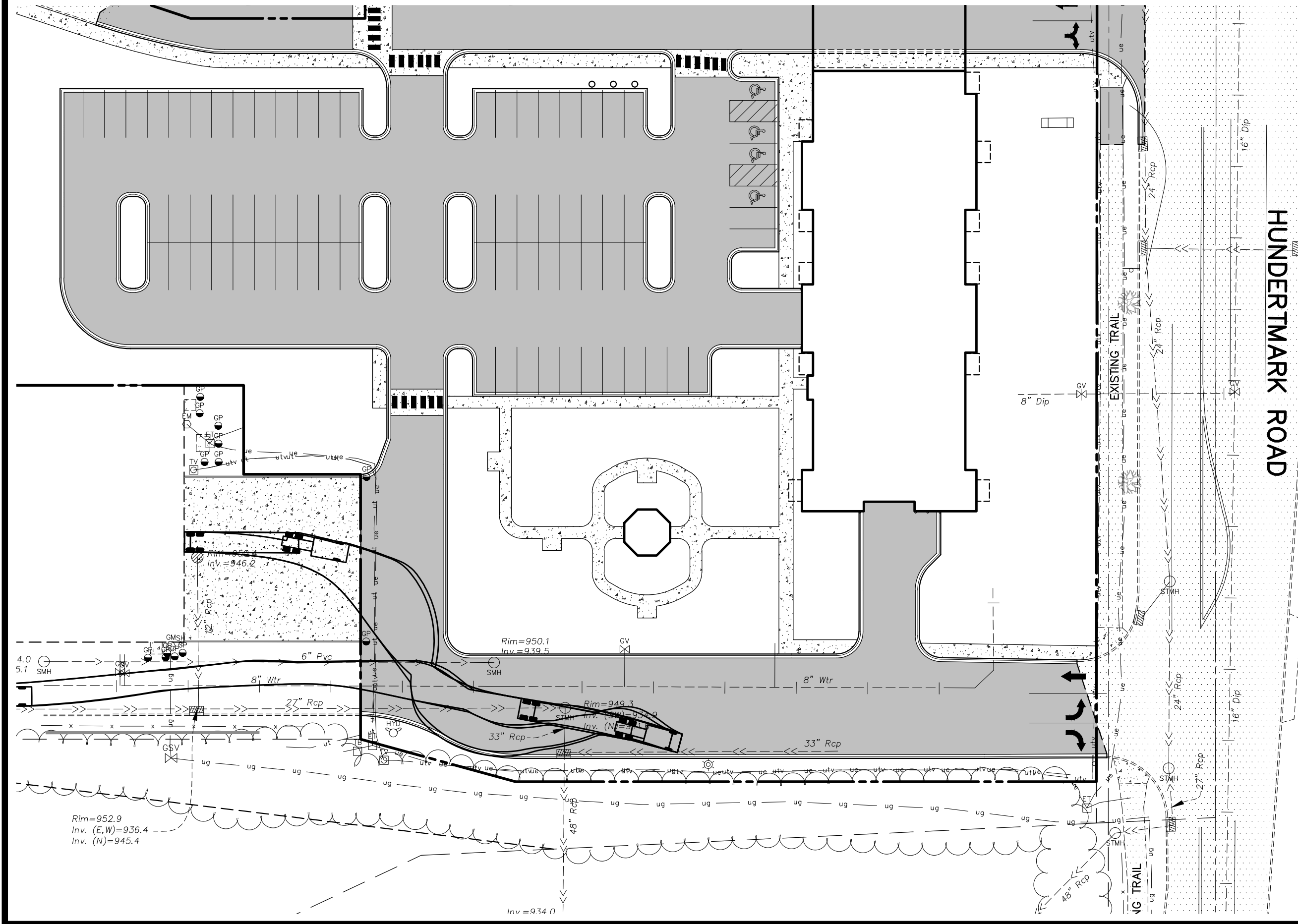
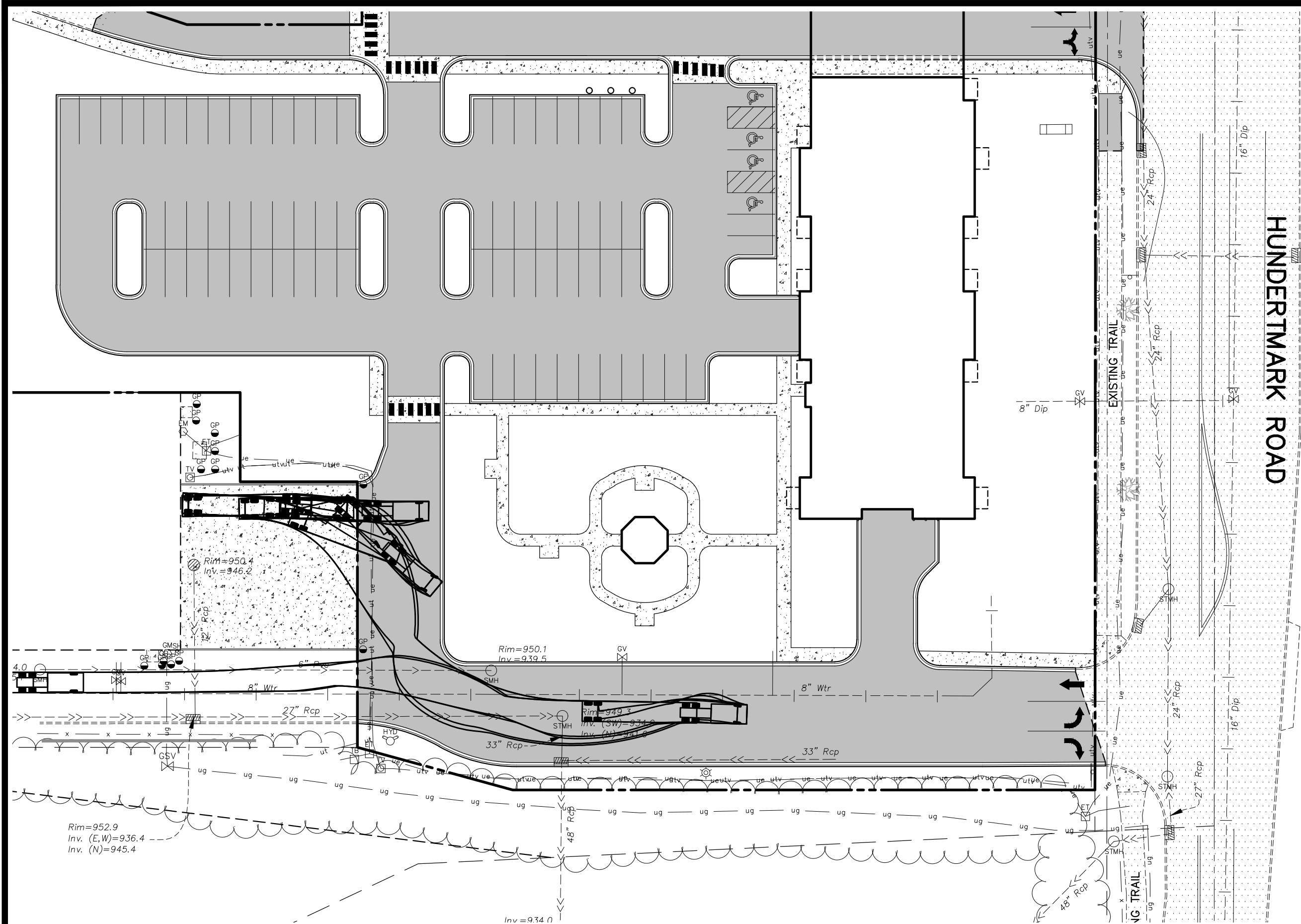
- REVISIONS
- 07/20/22 Per City Comments
 - 08/01/22 Per City Comments
 - 08/04/22 Useable Open Space Lines

DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

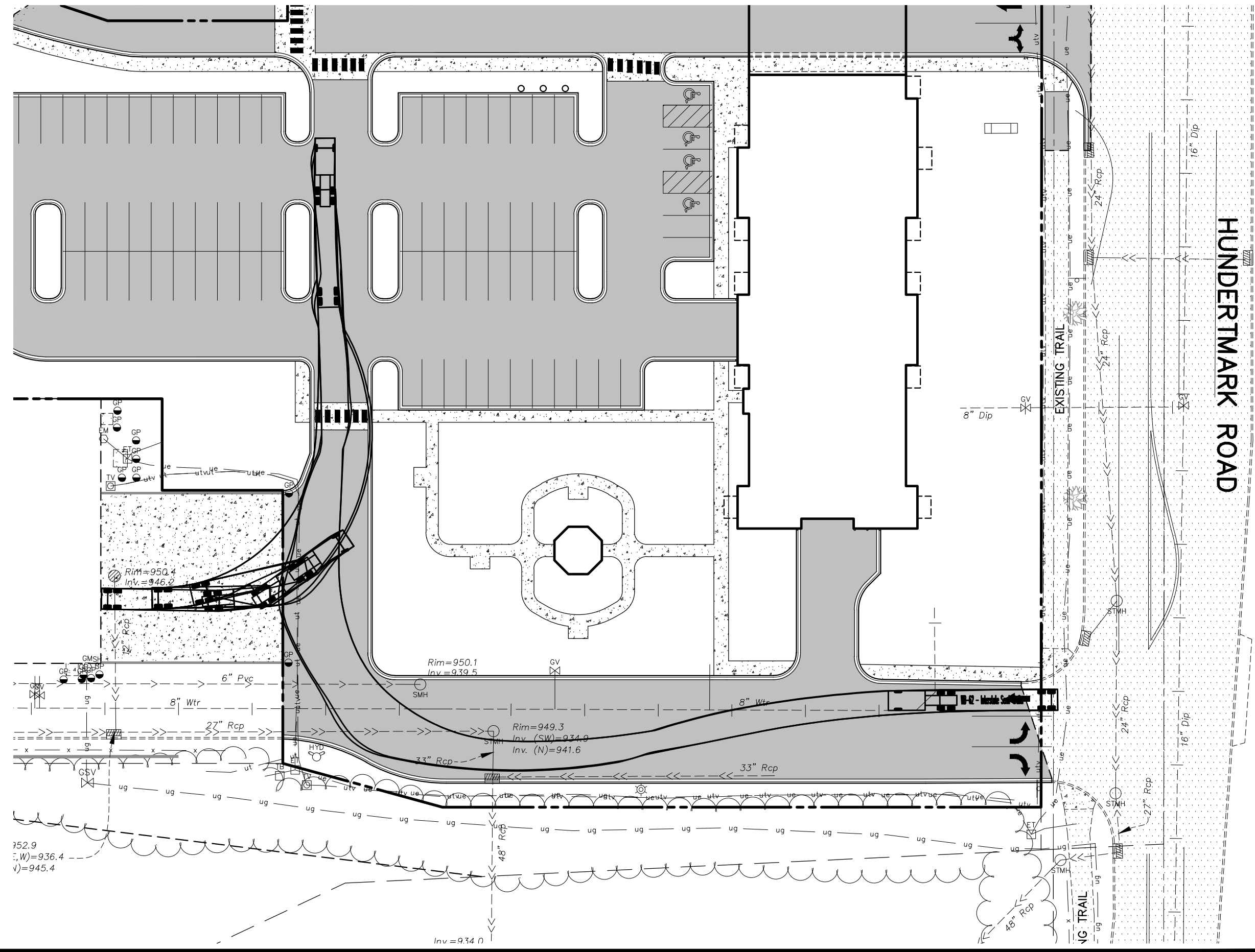
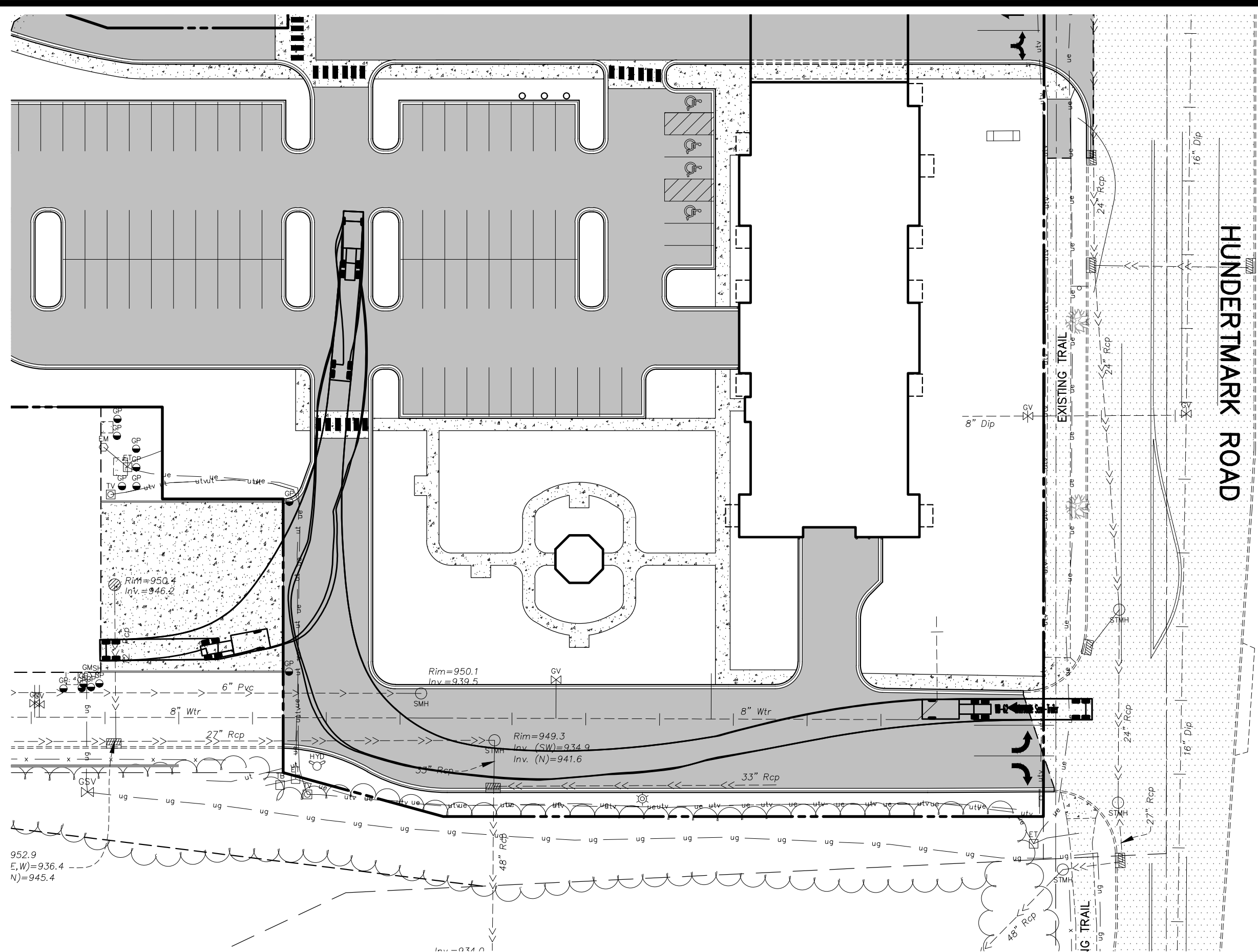
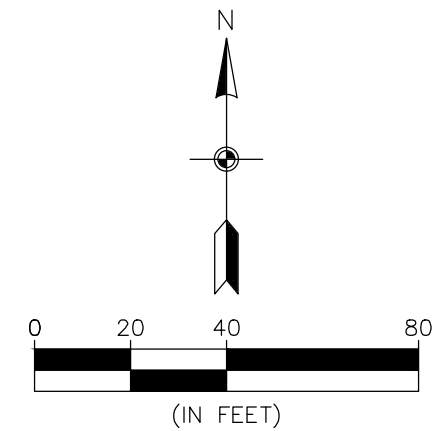
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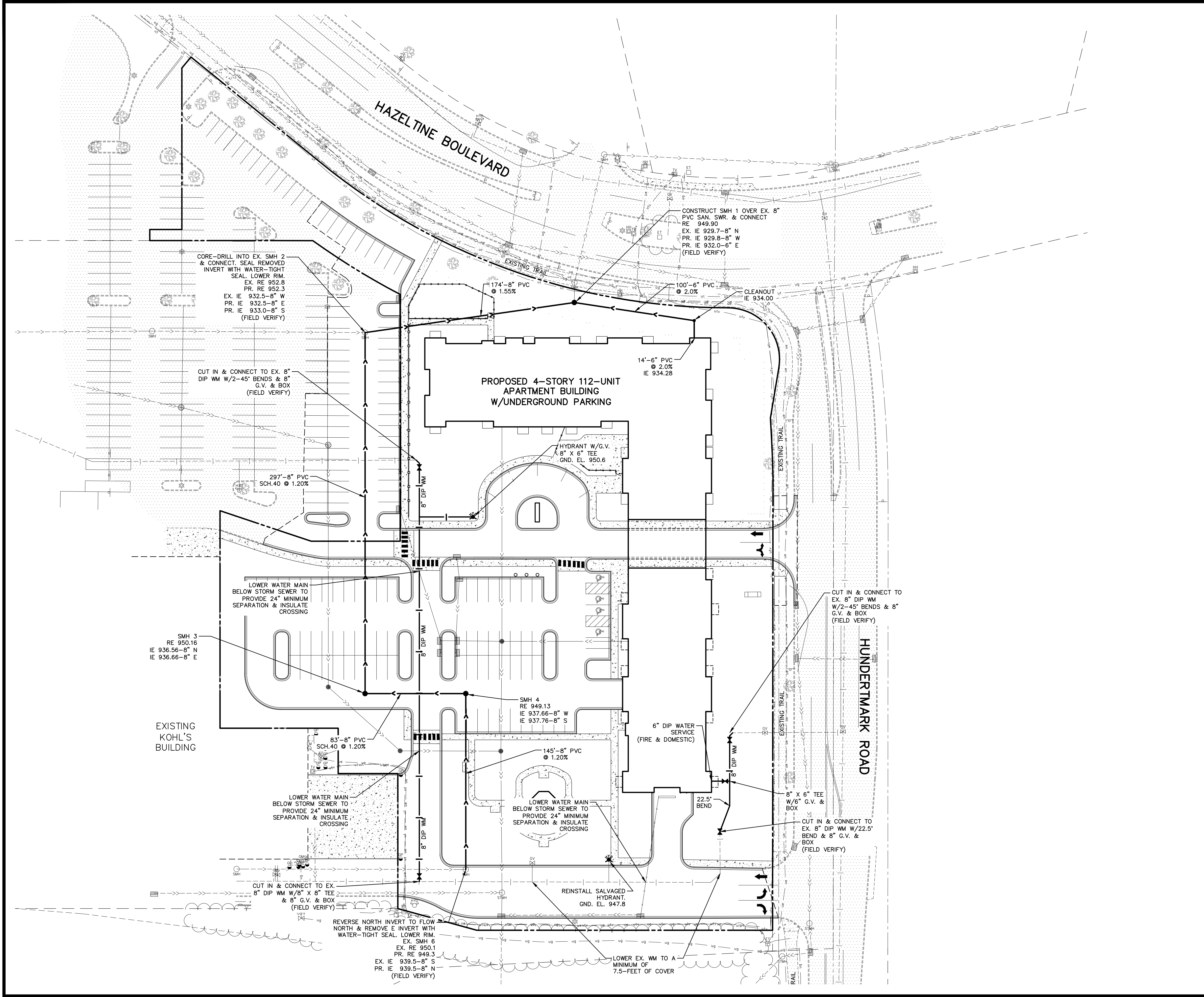
Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C4.1 of 8



WB-62 Interstate Semi-Trailer
Overall Length 83'00"
Overall Width 8'50"
Overall Height 13'50"
Min Body Height 8'35"
Min Body Ground Clearance 8'35"
Max Body Width 8'35"
Look-ahead Time 28'40"
Max Steering Angle (Virtual)





LEGEND		
EXISTING		PROPOSED
PROPERTY LINE	---	---
EASEMENT LINE	---	---
BITUMINOUS PAVEMENT	---	---
CONCRETE WALK	---	---
CURB LINE	---	---
SANITARY SEWER	---	---
WATER MAIN	---	---
STORM SEWER	---	---
UNDERGROUND TELEPHONE	---	---
UNDERGROUND GAS	---	---
UNDERGROUND ELECTRIC	---	---
FENCE	---	---
GAS VALVE	---	---
HYDRANT	---	---
SANITARY MANHOLE	---	---
STORM MANHOLE	---	---
GUARD POST	---	---
LIGHT POLE	---	---
GATE VALVE	---	---
SIGN	---	---
TELEPHONE BOX	---	---
ELECTRIC TRANSFORMER	---	---
TELEVISION BOX	---	---
HAND HOLE	---	---
ELECTRIC METER	---	---
GAS METER	---	---

- UTILITY PLAN NOTES**
- SANITARY SEWER, WATER MAIN AND STORM SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CITY OF CHASKA STANDARD DETAIL SPECIFICATIONS & THE MINNESOTA PLUMBING CODE.
 - A MINIMUM OF 7.5 FEET OF COVER SHALL BE REQUIRED FOR ALL WATER MAIN AND FORCE MAIN.
 - A MINIMUM OF 2.0 FEET VERTICAL SEPARATION SHALL BE REQUIRED FOR ALL UTILITY CROSSINGS.
 - ALL WATER MAIN WORK & TESTING SHALL BE COORDINATED WITH CITY OF CHASKA PUBLIC WORKS DEPARTMENT.
 - CATCH BASINS IN THE GUTTER LINE SHALL BE SUMPED 0.17' ELEVATIONS SHOWN ON THE PLANS REFLECT THE SUMPED ELEVATIONS.
 - ALL WATER MAIN MUST HAVE CONDUCTIVITY TEST, HYDROSTATIC TEST AND BACTERIA TEST BEFORE THE PROJECT IS COMPLETE AND TURNED ON.
 - SANITARY MANHOLE UMBRELLAS REQUIRED DURING CONSTRUCTION.

0 20 40 80
(IN FEET)

BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.

ELEVATION = 955.35 FT. (NAVD 88)

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UTILITY PLAN

HAZELTIME APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

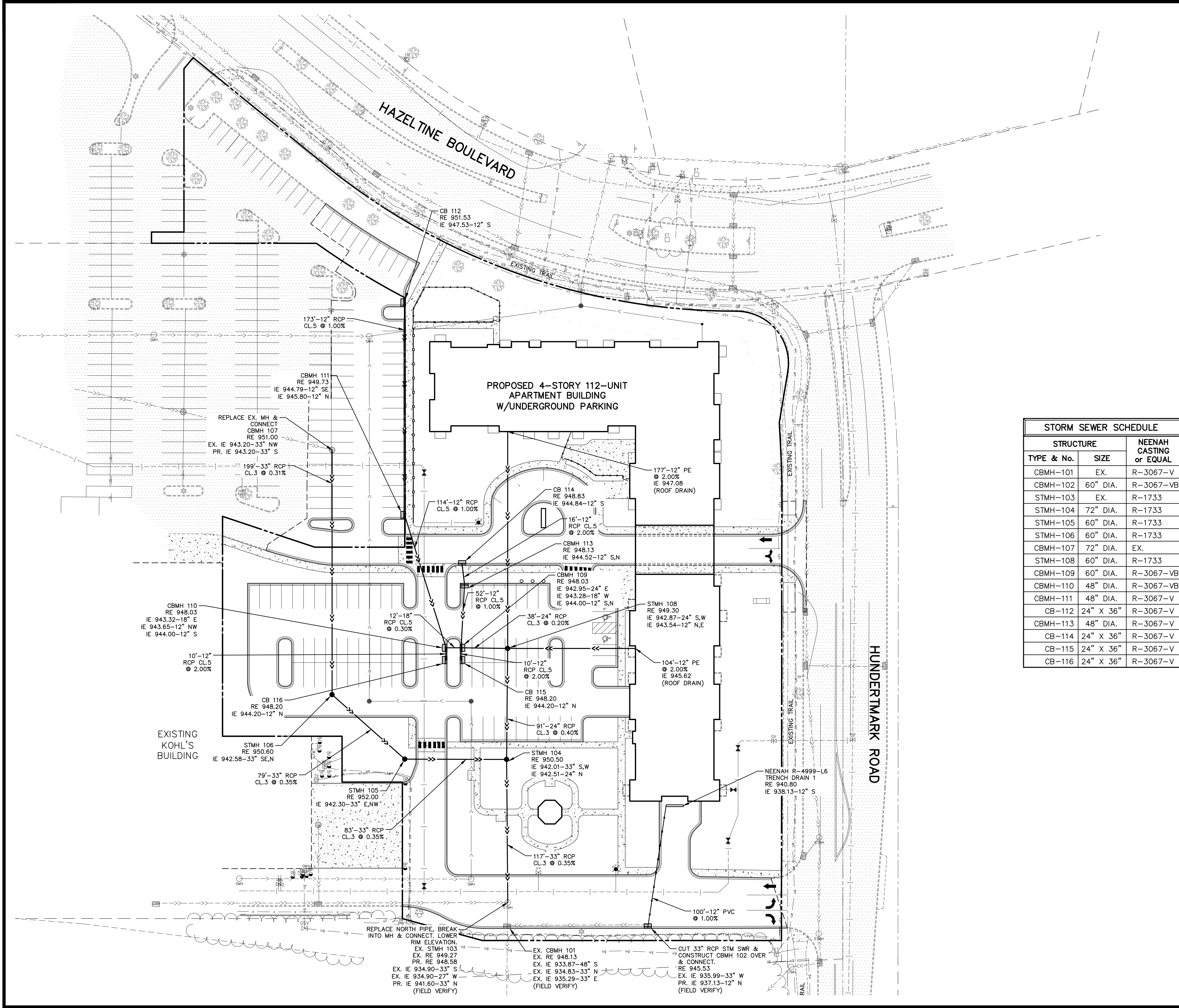
1. 07/20/22 Per City Comments
2. 08/01/22 Per City Comments

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DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C5 of 8



LEGEND		
EXISTING		PROPOSED
PROPERTY LINE	---	---
EASEMENT LINE	---	---
BITUMINOUS PAVEMENT	---	---
CONCRETE WALK	---	---
CURB LINE	---	---
SANITARY SEWER	---	---
WATER MAIN	---	---
STORM SEWER	---	---
UNDERGROUND TELEPHONE	---	---
UNDERGROUND GAS	---	---
UNDERGROUND ELECTRIC	---	---
FENCE	---	---
GAS VALVE	---	---
HYDRANT	---	---
SANITARY MANHOLE	---	---
STORM MANHOLE	---	---
GUARD POST	---	---
LIGHT POLE	---	---
GATE VALVE	---	---
SIGN	---	---
TELEPHONE BOX	---	---
ELECTRIC TRANSFORMER	---	---
TELEVISION BOX	---	---
HAND HOLE	---	---
ELECTRIC METER	---	---
GAS METER	---	---

STORM SEWER SCHEDULE		
STRUCTURE		
TYPE & No.	SIZE	NEENAH CASTING or EQUAL
CBMH-101	EX.	R-3067-V
CBMH-102	60" DIA.	R-3067-VB
STMH-103	EX.	R-1733
STMH-104	72" DIA.	R-1733
STMH-105	60" DIA.	R-1733
STMH-106	60" DIA.	R-1733
CBMH-107	72" DIA.	EX.
STMH-108	60" DIA.	R-1733
CBMH-109	60" DIA.	R-3067-VB
CBMH-110	48" DIA.	R-3067-VB
CBMH-111	48" DIA.	R-3067-V
CB-112	24" X 36"	R-3067-V
CBMH-113	48" DIA.	R-3067-V
CB-114	24" X 36"	R-3067-V
CB-115	24" X 36"	R-3067-V
CB-116	24" X 36"	R-3067-V

- UTILITY PLAN NOTES**
- SANITARY SEWER, WATER MAIN AND STORM SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE CITY OF CHASKA STANDARD DETAIL SPECIFICATIONS & THE MINNESOTA PLUMBING CODE.
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 - SANITARY MANHOLE UMBRELLAS REQUIRED DURING CONSTRUCTION.

0 20 40 80
(IN FEET)

BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.

ELEVATION = 955.35 FT. (NAVD 88)

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UTILITY PLAN (STORM SEWER)

HAZELTIME APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

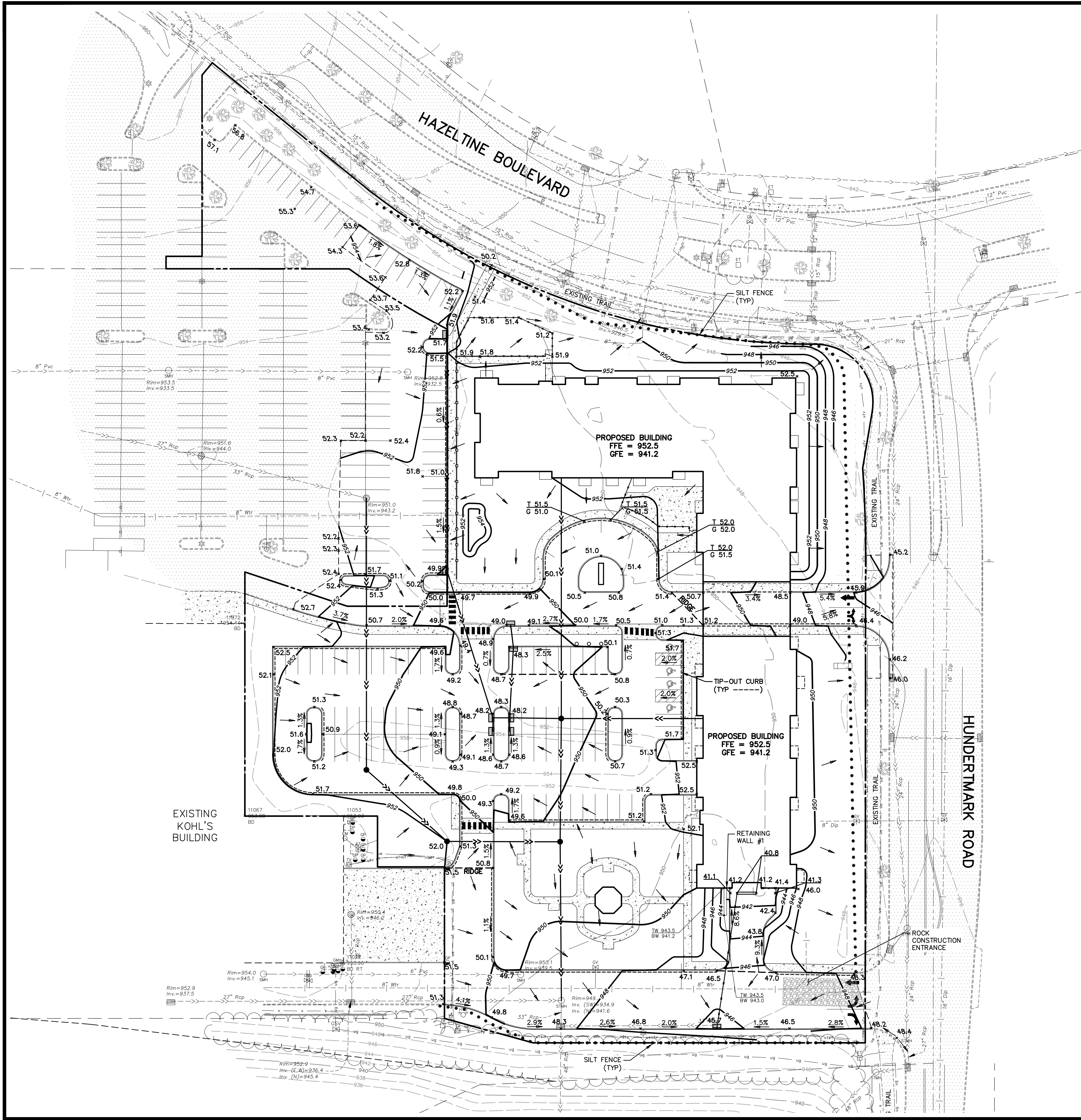
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2. 08/01/22 Per City Comments

DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C5.1 of 8



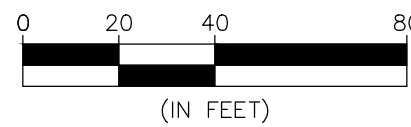
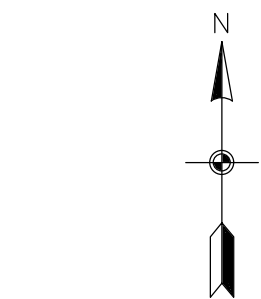
LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	---
EASEMENT LINE	---
BITUMINOUS PAVEMENT	---
CONCRETE WALK	---
CURB LINE	---
SANITARY SEWER	---
WATER MAIN	---
STORM SEWER	---
UNDERGROUND TELEPHONE	---
UNDERGROUND GAS	---
UNDERGROUND ELECTRIC	---
FENCE	---
GAS VALVE	---
HYDRANT	---
SANITARY MANHOLE	---
STORM MANHOLE	---
GUARD POST	---
LIGHT POLE	---
GATE VALVE	---
SIGN	---
TELEPHONE BOX	---
ELECTRIC TRANSFORMER	---
TELEVISION BOX	---
HAND HOLE	---
ELECTRIC METER	---
GAS METER	---
10 FT. CONTOUR	---
2 FT. CONTOUR	---
SPOT ELEVATION (CURB ELEVATIONS ARE TO GUTTER LINE)	---
TOP OF CURB ELEV.	---
GUTTER LINE ELEV.	---
SILT FENCE	---

GOVERNING SPECIFICATIONS

1. THE LATEST EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND THE CITY OF CHASKA SPECIFICATIONS.
2. THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD).
3. THE LATEST EDITION OF THE CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD SPECIFICATIONS.

GRADING NOTES

1. ROCK CONSTRUCTION ENTRANCE, SILT FENCE, AND EXISTING CATCH BASIN INLET PROTECTION SHALL BE INSTALLED PRIOR TO GRADING CONSTRUCTION, AND SHALL BE MAINTAINED UNTIL THE SITE HAS BEEN STABILIZED.
2. CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS AND ELEVATIONS OF EXISTING UTILITIES PRIOR TO THE START OF GRADING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF DISCREPANCIES OR VARIATIONS FROM THE PLAN.
3. CONTRACTOR SHALL STRIP, STOCKPILE AND RESPREAD SUFFICIENT TOPSOIL TO PROVIDE A MINIMUM OF 6" OF TOPSOIL OVER ALL DISTURBED AREAS THAT WILL BE SODDED, SEED, OR LANDSCAPED.
4. ALL DISTURBED AREAS MUST BE STABILIZED WITHIN 7 CALENDARS DAYS AFTER LAND-DISTURBING WORK HAS TEMPORARILY OR PERMANENTLY CEASED.
5. ALL SLOPES STEEPER THAN 3:1 SHALL HAVE MNDOT CAT.1 EROSION CONTROL BLANKET AND SEED, OR APPROVED EQUAL.
6. UPON COMPLETION OF THE SITE GRADING, A CERTIFICATION LETTER AND AS-BUILT SURVEY, FROM A REGISTERED ENGINEER OR LAND SURVEYOR SHALL BE PROVIDED TO THE CITY CERTIFYING THAT THE SITE GRADES ARE SHOWN.
7. ALL RETAINING WALLS 4 FEET AND HIGHER, OR SUPPORTING A SURCHARGE, REQUIRE A SEPARATE BUILDING PERMIT (STRUCTURAL ENGINEER (PE) REQUIRED).
8. ALL RETAINING WALLS SHOWN ON THE GRADING PLAN SHALL BE CONSTRUCTED DURING THE GRADING PHASE.



BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.
- ELEVATION = 955.35 FT. (NAVD 88)



GRADING, DRAINAGE, & EROSION CONTROL PLAN

HAZELTINE APARTMENTS

Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

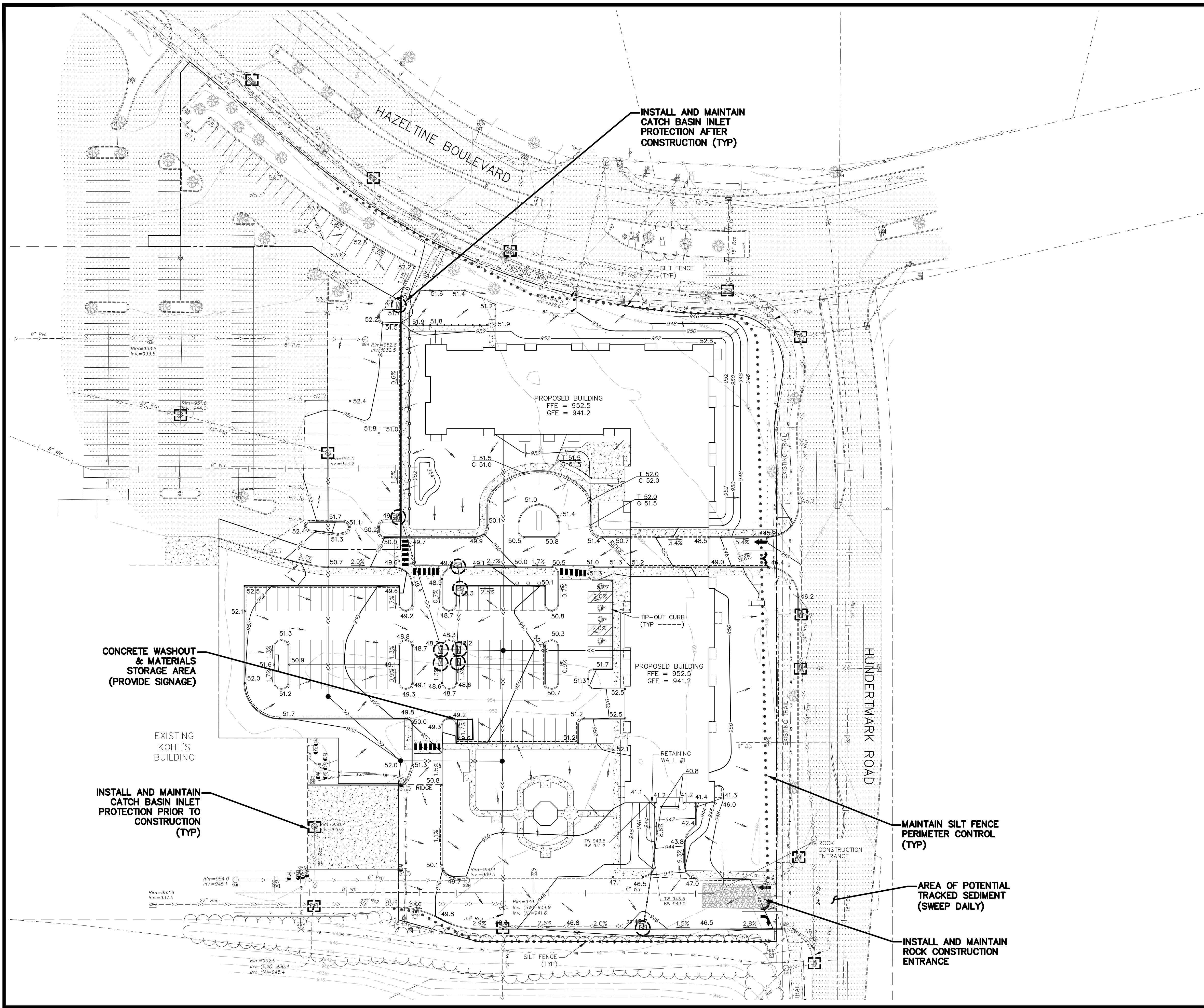
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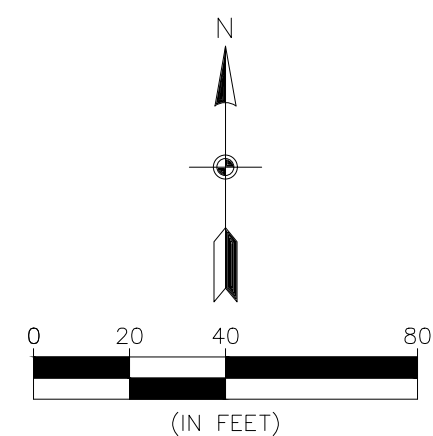
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Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C6 of 8



LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	---
EASEMENT LINE	---
BITUMINOUS PAVEMENT	---
CONCRETE WALK	---
CURB LINE	---
SANITARY SEWER	---
WATER MAIN	---
STORM SEWER	---
UNDERGROUND TELEPHONE	---
UNDERGROUND GAS	---
UNDERGROUND ELECTRIC	---
FENCE	---
GAS VALVE	---
HYDRANT	---
SANITARY MANHOLE	---
STORM MANHOLE	---
GUARD POST	---
LIGHT POLE	---
GATE VALVE	---
SIGN	---
TELEPHONE BOX	---
ELECTRIC TRANSFORMER	---
TELEVISION BOX	---
HAND HOLE	---
ELECTRIC METER	---
GAS METER	---
10 FT. CONTOUR	---
2 FT. CONTOUR	---
SPOT ELEVATION (CURB ELEVATIONS ARE TO GUTTER LINE)	---
TOP OF CURB ELEV.	---
GUTTER LINE ELEV.	---
SILT FENCE	---



BENCHMARK

1. TOP NUT OF HYDRANT APPROXIMATELY 56 FEET NORTH/NORTHEASTERLY OF THE NORTHEAST CORNER OF THE EXISTING KOHL'S BUILDING, AS SHOWN.

ELEVATION = 955.35 FT. (NAVD 88)



CARLSON MCCAIN

ENGINEERING
SURVEYING
ENVIRONMENTAL

3880 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.488.7900 \ FAX 763.488.7958 \ CARLSONMCCAIN.COM

STORMWATER POLLUTION PREVENTION PLAN

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS	
1. 07/20/22 Per City Comments	
2. 08/01/22 Per City Comments	

DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

GENERAL INFORMATION
MINNESOTA'S CONSTRUCTION STORMWATER PERMIT IS AN EXTENSION OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM STORMWATER PROGRAM, WHICH IS PART OF THE FEDERAL CLEAN WATER ACT. REGULATED PARTIES MUST DEVELOP A STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE SWPPP PROVIDES INFORMATION ON THE EXISTING AND PROPOSED SITE CONDITIONS, CONTROL MEASURES FOR STORMWATER POLLUTION PREVENTION BEFORE, DURING AND AFTER CONSTRUCTION, INSPECTION, MAINTENANCE AND INFORMATION RELATED TO THE PERMANENT STORMWATER MANAGEMENT SYSTEM. THE SWPPP SHALL BE KEPT ON SITE AT ALL TIMES DURING ACTIVE CONSTRUCTION.

PROJECT INFORMATION
PROJECT NAME: HAZELTINE APARTMENTS
PROJECT LOCATION: CHASKA, CARVER COUNTY, MINNESOTA
PROJECT OWNER: TRIDENT DEVELOPMENT, LLC.

SWPPP APPLICABILITY
THIS SWPPP IS FOR THE HAZELTINE APARTMENTS.

RESPONSIBLE PARTIES
THE OWNER MUST IDENTIFY A PERSON KNOWLEDGEABLE AND EXPERIENCED IN THE APPLICATION OF EROSION PREVENTION AND SEDIMENT CONTROL BMP'S WHO WILL OVERSEE THE IMPLEMENTATION OF THE SWPPP, AND THE INSTALLATION, INSPECTION AND MAINTENANCE OF THE EROSION PREVENTION AND SEDIMENT CONTROL BMP'S.

SWPPP DESIGN: AARON BRISKI, PE

TRAINING DOCUMENTATION: DESIGN OF CONSTRUCTION SWPPP, U OF M, 3/3/23

SITE MANAGER:

TRAINING DOCUMENTATION:

INSPECTION REPRESENTATIVE:

TRAINING DOCUMENTATION:

EXISTING SITE CONDITIONS
THE SITE IS LOCATED IN THE SOUTHWEST QUADRANT OF THE INTERSECTION OF HAZELTINE BOULEVARD AND HUNDERTMARK ROAD IN CHASKA, CARVER COUNTY, MINNESOTA. THE SITE IS A PART OF THE HAZELTINE PLAZA DEVELOPMENT, WHICH LAST RECEIVED MAJOR IMPROVEMENTS IN 2008. THE DEVELOPMENT INCLUDES MULTIPLE COMMERCIAL PROPERTIES, THE LARGEST OF WHICH IS A KOHL'S DEPARTMENT STORE LOCATED JUST WEST OF THE PROPOSED APARTMENT LOCATION. THE SITE IS BOUNDED ON THE NORTH BY HAZELTINE BOULEVARD, ON THE WEST BY N CHESTNUT STREET, ON THE SOUTH BY ANOTHER COMMERCIAL DEVELOPMENT, AND ON THE EAST BY HUNDERTMARK ROAD. THE PROPOSED APARTMENT LOCATION IS CURRENTLY MADE UP OF PARKING, DRIVE LANES, AND GREEN SPACE. ORIGINAL DEVELOPMENT PLANS FOR THE PROPOSED APARTMENT LOCATION INCLUDED 3 BUILDINGS ATTACHED TO THE EAST SIDE OF THE KOHL'S BUILDING, HOWEVER THOSE BUILDINGS WERE NEVER CONSTRUCTED.

THE PROPOSED SITE BOUNDARY CONSISTS OF 4.746 ACRES. THE EXISTING SITE CURRENTLY HAS APPROXIMATELY 2.592 ACRES OF IMPERVIOUS SURFACE ONSITE. THE EXISTING STORMWATER MANAGEMENT SYSTEM WAS DESIGNED ASSUMING THAT THE PROPOSED SITE BOUNDARY WOULD CONTAIN 4.070-ACRES OF IMPERVIOUS SURFACE.

THE SITE HAS A GENERALLY FLAT TOPOGRAPHY GENERALLY SLOPING TO THE SOUTH AND EAST, WITH SLOPES GENERALLY RANGING FROM 0.5% TO 10% OVER THE DEVELOPED AREA. ELEVATIONS AT THE SITE RANGE FROM 871 IN THE SOUTHEAST CORNER OF THE SITE, DOWN TO ABOUT 946 IN THE NORTHEAST CORNER OF THE SITE. STORMWATER FROM THE SITE DRAINS OVERLAND OR TO STORM SEWER TO THE SOUTH TO THE EXISTING REGIONAL STORMWATER POND CONSTRUCTED FOR THE DEVELOPMENT. THE POND OUTLETS TO A WETLAND WEST OF THE POND, WHICH OUTLETS TO A FILTRATION BASIN BUILT FOR THE DEVELOPMENT. THE FILTRATION BASIN OUTLETS TO A WETLAND LOCATED JUST SOUTH OF THE REGIONAL PONDING AREA.

PROPOSED SITE CONDITIONS
TRIDENT PLANS ON DEVELOPING THE SITE INTO A 4-STORY, 112-UNIT, APARTMENT BUILDING AND ASSOCIATED PARKING AND DRIVE AREAS. DURING CONSTRUCTION, APPROXIMATELY 4.6 ACRES WILL BE DISTURBED. AFTER THE SITE IS CONSTRUCTED, THE SITE WILL CONTAIN APPROXIMATELY 2.896 ACRES OF IMPERVIOUS SURFACE, WHICH IS A NET DECREASE IN IMPERVIOUS SURFACE OF APPROXIMATELY 1.174 ACRES, FROM THE ORIGINAL DESIGN FOR THE SITE.

STORMWATER FROM THE SITE WILL BE COLLECTED IN STORM SEWER AND ROUTED TO THE EXISTING REGIONAL STORMWATER POND, AS IT DOES IN EXISTING CONDITIONS.

SOIL INFORMATION
ACCORDING TO THE NRCS WEB SOIL SURVEY, THE ONSITE SOILS CONSIST PRIMARILY OF LOAM AND THE LESTER-KILKENNY COMPLEX. THESE SOILS ARE GENERALLY CLASSIFIED BY THE NRCS AS HYDROLOGIC SOIL GROUP "C".

WETLAND CONSIDERATIONS
THE REGIONAL PONDING AREA IS INDICATED AS A WETLAND BY THE USFWS WETLANDS MAPPER, HOWEVER THESE WETLANDS ARE MAN-MADE AND WILL NOT RECEIVE ANY ADDITIONAL RUNOFF THAN WAS ORIGINALLY PLANNED FOR THE DEVELOPMENT.

STORMWATER RECEIVING WATERS
ALL STORMWATER FROM THE APARTMENT SITE DRAINS TO STORM SEWER BEFORE DISCHARGING TO THE REGIONAL PONDING AREA SOUTH OF THE SITE, AND ULTIMATELY TO UPPER GRACE LAKE.

SPECIAL/IMPAIRED WATER CONSIDERATIONS
HAZELTINE LAKE IS AN IMPAIRED WATER AND IS LOCATED APPROXIMATELY 0.25 MILES NORTHEAST OF THE SITE. UPPER GRACE LAKE, GRACE LAKE, AND MCKNIGHT LAKE ARE IMPAIRED WATERS AND ARE LOCATED APPROXIMATELY 0.15 MILES WEST OF THE SITE. ADDITIONAL BMP'S INCLUDE: IMMEDIATE STABILIZATION OF EXPOSED SOIL AREAS, AND COMPLETE STABILIZATION WITHIN SEVEN (7) CALENDAR DAYS AFTER CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE TEMPORARILY OR PERMANENTLY CEASES, AND TEMPORARY SEDIMENTATION BASINS FOR COMMON DRAINAGE AREAS OF FIVE (5) ACRES OR MORE.

STORMWATER MANAGEMENT PLAN
THE MPCA REQUIRES SITES TO PROVIDE A WATER QUALITY VOLUME OF ONE INCH OF RUNOFF FROM NEWLY CREATED IMPERVIOUS SURFACES. THE CITY OF CHASKA REQUIRES THAT SITES REDUCE TP AND TSS RATES FROM EXISTING. SINCE THE PROPOSED SITE REDUCES IMPERVIOUS SURFACE AREA FROM WHAT THE EXISTING STORMWATER SYSTEM WAS ORIGINALLY DESIGNED FOR, WATER QUALITY REQUIREMENTS DO NOT APPLY.

THE EXISTING REGIONAL STORMWATER POND, WETLAND, AND FILTRATION BASIN WILL CONTINUE TO PROVIDE WATER QUALITY TREATMENT FOR THE SITE.

PRIOR TO START OF CONSTRUCTION
THE FOLLOWING STORMWATER POLLUTION PREVENTION MEASURES SHALL BE IMPLEMENTED PRIOR TO CONSTRUCTION. REFER TO GRADING AND EROSION CONTROL PLANS FOR LOCATIONS.

- SILT FENCE
SILT FENCE SHALL BE INSTALLED AT THE LIMIT OF GRADING ON ANY FILL SLOPE. ADDITIONAL SILT FENCE MAY BE REQUIRED IN CUT SLOPE AREAS. SILT FENCE SHALL ALSO BE INSTALLED AROUND ANY INFILTRATION/FILTRATION PRACTICE.
- ROCK CONSTRUCTION ENTRANCE
ROCK CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE FIELD ENTRANCES TO THE SITE.
- CATCH BASINS
ALL CATCH BASINS SHALL BE PROTECTED WITH INLET PROTECTION DEVICES APPROVED BY THE LOCAL GOVERNING UNIT. THESE SHALL INCLUDE, BUT ARE NOT LIMITED TO, WMCO PROTECTION DEVICES, INFRASAFE PROTECTION DEVICES, FILTER FABRIC, BIO ROLLS AND STRAW BALES.
- TEMPORARY SEDIMENTATION BASIN
WHERE FIVE (5) OR MORE ACRES OF DISTURBED SOIL DRAIN TO A COMMON LOCATION, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN MUST BE PROVIDED PRIOR TO RUNOFF LEAVING THE CONSTRUCTION SITE OR ENTERING SURFACE WATERS. THE TEMPORARY (OR PERMANENT) BASINS MUST BE CONSTRUCTED AND MADE OPERATIONAL CONCURRENT WITH THE START OF SOIL DISTURBANCE THAT IS UPGRADIENT OF THE AREA AND CONTRIBUTES RUNOFF TO THE BASIN. WHERE THE TEMPORARY SEDIMENT BASIN IS NOT ATTAINABLE DUE TO SITE LIMITATIONS, EQUIVALENT SEDIMENT CONTROLS SUCH AS SMALLER SEDIMENT BASINS, AND/OR SEDIMENT TRAPS, SILT FENCES, VEGETATIVE BUFFER STRIPS OR ANY APPROPRIATE COMBINATION OF MEASURES ARE REQUIRED FOR ALL DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA AND FOR THOSE SIDE SLOPE BOUNDARIES DEEMED APPROPRIATE AS DICTATED BY INDIVIDUAL SITE CONDITIONS. IN DETERMINING WHETHER INSTALLING A SEDIMENT BASIN IS ATTAINABLE, THE PERMITTEE(S) MUST CONSIDER PUBLIC SAFETY AND MAY CONSIDER FACTORS SUCH AS SITE SOILS, SLOPE AND AVAILABLE AREA ON SITE. THE BASIN MUST BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF PART III.C. OF THE MPCA CONSTRUCTION STORMWATER PERMIT.

DURING CONSTRUCTION
THE FOLLOWING STORMWATER POLLUTION PREVENTION MEASURES SHALL BE IMPLEMENTED DURING CONSTRUCTION. REFER TO GRADING AND EROSION CONTROL PLANS FOR LOCATIONS.

- PHASED GRADING
TO THE EXTENT POSSIBLE, GRADING SHALL BE PHASED TO MINIMIZE THE AMOUNT OF DISTURBED AREAS DURING SITE CONSTRUCTION.

- TRACKED SEDIMENT
ANY SEDIMENT TRACKED FROM THE SITE ONTO THE STREET SHALL BE REMOVED IMMEDIATELY UPON DETECTION. THE ROCK CONSTRUCTION ENTRANCE SHALL BE INSPECTED AND REPAIRED IF INUNDATED WITH SEDIMENT, IF ROCK CONSTRUCTION ENTRANCE IS NOT ADEQUATE TO PREVENT TRACKING, ADDITIONAL BMP'S WILL BE REQUIRED TO PREVENT TRACKING.
- STOCKPILES
STOCKPILES SHALL BE PLACED IN AN AREA THAT WILL MINIMIZE THE NEED FOR RELOCATION. IF A STOCKPILE WILL REMAIN IN PLACE FOR AN EXTENDED PERIOD OF TIME, STABILIZATION MEASURES SHALL BE IMPLEMENTED, INCLUDING BUT NOT LIMITED TO, SEEDING AND POLY COVERING. TEMPORARY STOCKPILES MUST HAVE SILT FENCE OR OTHER EFFECTIVE SEDIMENT CONTROLS AND CANNOT BE PLACED IN SURFACE WATERS, INCLUDING STORMWATER CONVEYANCES SUCH AS CURB AND GUTTER SYSTEMS, CONDUITS OR DITCHES.
- TOPSOIL
UPON GRADING COMPLETION, A MINIMUM OF 6 INCHES OF TOPSOIL SHALL BE PLACED OVER ALL DISTURBED AREAS, EXCLUDING PROPOSED STREETS AND PARKING AREAS.
- DECOMPACTION
SOIL COMPACTION FOR ALL NON-STRUCTURAL LANDSCAPED AREAS (INCLUDING LANDSCAPING ISLANDS) MUST NOT EXCEED 80% OF STANDARD PROCTOR DENSITY OR 200 PSI FOR A MINIMUM OF THE TOP 18 INCHES OF SOIL. COMPACTION SAMPLES ARE TO BE TAKEN AFTER FINAL GRADING OF THE SITE IS COMPLETE. COMPACTION SAMPLES ARE TO BE SUBMITTED AND APPROVED BY THE CITY OF SHAKOPEE'S BUILDING DEPARTMENT BEFORE INSTALLATION OF LANDSCAPING BEGINS. SAMPLES SHALL BE RANDOMLY TAKEN WITH EVEN COVERAGE OF ALL LANDSCAPED AREAS. SUBMIT SAMPLE RESULTS TO THE SHAKOPEE BUILDING DEPARTMENT - NBUSKA@SHAKOPEEMN.GOV. SOILS NOT MEETING THIS REQUIREMENT ARE REQUIRED TO BE SUBSOILED TO RELIEVE COMPACTION.
- RESTORATION
ALL DISTURBED AREAS NOT ACTIVELY WORKED SHALL BE RESTORED WITH SEED AND MULCH, EROSION CONTROL BLANKET AND/OR SOD WITHIN 7 DAYS.
- SLOPES
IN ORDER TO MAINTAIN SHEET FLOW AND MINIMIZE RILLS AND/OR GULLIES, THERE SHALL BE NO UNBROKEN SLOPE LENGTH OF GREATER THAN 75 FEET FOR SLOPES WITH A GRADE OF 3:1 OR STEEPER.
- DRAINAGE DITCHES
THE NORMAL WETTED PERIMETER OF ANY TEMPORARY OR PERMANENT DRAINAGE DITCH THAT DRAINS WATER FROM THE SITE, OR DIVERTS WATER AROUND THE SITE, MUST BE STABILIZED WITHIN 200 LINEAL FEET FROM THE PROPERTY EDGE, OR FROM THE POINT OF DISCHARGE TO ANY SURFACE WATER. STABILIZATION MUST BE COMPLETED WITHIN 24 HOURS OF CONNECTING TO A SURFACE WATER.
- PIPE OUTLETS
PIPE OUTLETS MUST BE PROVIDED WITH TEMPORARY OR PERMANENT ENERGY DISSIPATION WITHIN 24 HOURS OF CONNECTION TO A SURFACE WATER.
- CATCH BASINS
ALL CATCH BASINS SHALL BE PROTECTED WITH INLET PROTECTION DEVICES APPROVED BY THE LOCAL GOVERNING UNIT. THESE SHALL INCLUDE, BUT ARE NOT LIMITED TO, WMCO PROTECTION DEVICES, INFRASAFE PROTECTION DEVICES, FILTER FABRIC, BIO ROLLS AND STRAW BALES.
- DUST
CONSTRUCTION DUST SHALL BE CONTAINED TO THE EXTENT POSSIBLE. IF THE SITE BECOMES EXCESSIVELY DUSTY, APPROPRIATE MEASURES SHALL BE TAKEN TO REDUCE DUST BEING TRANSPORTED FROM THE SITE. DUST CONTROL MEASURES INCLUDE, BUT ARE NOT LIMITED TO, WATERING AND CALCIUM CHLORIDE APPLICATION.
- DEWATERING
DEWATERING ACTIVITIES SHALL BE CONDUCTED WITH AND APPROVED BY THE LOCAL GOVERNING UNIT. IF THERE WILL BE ANY DEWATERING OR BASIN DRAINING THAT MAY HAVE TURBID OR SEDIMENT LOADED DISCHARGE, THE WATER MUST BE DISCHARGED TO A TEMPORARY OR PERMANENT SEDIMENTATION BASIN ON THE PROJECT SITE WHENEVER POSSIBLE. APPROPRIATE BMP'S SHALL BE USED FOR EROSION AND SEDIMENT CONTROL AND ENERGY DISSIPATION.
- CONSTRUCTION MATERIALS AND DEBRIS
CONSTRUCTION MATERIALS SHALL BE STORED IN AN ORDERLY MANNER AND IN AN AREA THAT WILL MINIMIZE CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES. CONSTRUCTION DEBRIS SHALL BE CONTAINED IN DUMPSTERS AND REMOVED FROM THE SITE AS NECESSARY.
- CHEMICALS
CHEMICALS SHALL BE STORED IN A SAFE AREA IN SEALED CONTAINERS WITH THE ORIGINAL LABELING AND MATERIAL SAFETY DATA SHEETS AVAILABLE.
- SPILLS AND CONTAMINATION
IF FUEL, OIL OR A HAZARDOUS CHEMICAL IS SPILLED OR DETECTED DURING CONSTRUCTION ACTIVITIES, ALL APPROPRIATE AGENCIES SHALL BE IMMEDIATELY NOTIFIED, INCLUDING, BUT NOT LIMITED TO, THE MINNESOTA DUTY OFFICER AT 800-422-0798.
- CONCRETE WASHOUT AREA
CONCRETE WASHOUT IS PROHIBITED ONSITE.

POST CONSTRUCTION
WHEN THE SITE HAS BEEN COMPLETELY CONSTRUCTED, THE SITE MUST UNDERGO FINAL STABILIZATION. FINAL STABILIZATION OCCURS WHEN ALL OF THE GRADING, INFRASTRUCTURE AND BUILDING ACTIVITIES HAVE BEEN COMPLETED. TO ACHIEVE FINAL STABILIZATION, THE FOLLOWING MEASURES SHALL BE COMPLETED.

- ALL DISTURBED AREAS WITHOUT PERMANENT IMPERVIOUS SURFACES SHALL BE DECOMPACTED AND STABILIZED BY A UNIFORM PERENNIAL VEGETATIVE COVER. AREAS NOT REQUIRING SOD OR EROSION CONTROL BLANKET SHALL BE SEEDED AND MULCHED.
- SEDIMENT FROM CONVEYANCES AND TEMPORARY SEDIMENTATION BASINS THAT ARE TO BE USED AS PERMANENT WATER QUALITY MANAGEMENT BASINS SHALL BE CLEANED OUT. SEDIMENTATION BASINS SHALL BE SUFFICIENTLY CLEANED OUT TO RETURN THE BASIN TO DESIGN CAPACITY. SEDIMENT MUST BE STABILIZED TO PREVENT IT FROM BEING WASHED BACK INTO THE BASIN OR CONVEYANCES DISCHARGING OFF-SITE OR TO SURFACE WATERS.
- WHEN STABILIZED VEGETATION HAS BEEN ESTABLISHED OVER 70 PERCENT OF THE PERVIOUS SURFACE AREA, ALL SYNTHETIC TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED BY THE CONTRACTOR. THIS INCLUDES, BUT IS NOT LIMITED TO, SILT FENCE, TREE FENCE AND CATCH BASIN INLET PROTECTION DEVICES.

NOTICE OF TERMINATION
THE PERMITTEE(S) MUST SUBMIT A NOTICE OF TERMINATION (NOT) TO THE MPCA WITHIN 30 DAYS AFTER FINAL STABILIZATION IS COMPLETE, OR ANOTHER OWNER/OPERATOR (PERMITTEE) HAS ASSUMED CONTROL OVER ALL AREAS OF THE SITE THAT HAVE NOT UNDERGONE FINAL STABILIZATION.

INSPECTIONS & RECORD KEEPING
THE PERMITTEE MUST, AT A MINIMUM, INSPECT, MAINTAIN AND REPAIR ALL DISTURBED SURFACES AND ALL EROSION AND SEDIMENT CONTROL FACILITIES AND SOIL STABILIZATION MEASURES EVERY DAY WORK IS PERFORMED ON THE SITE AND AT LEAST WEEKLY UNTIL LAND-DISTURBING ACTIVITY HAS CEASED. THEREAFTER, THE PERMITTEE MUST PERFORM THESE RESPONSIBILITIES AT LEAST WEEKLY UNTIL VEGETATION COVER IS ESTABLISHED. THE PERMITTEE SHALL MAINTAIN A LOG OF THESE ACTIVITIES, WHICH MUST BE AVAILABLE FOR INSPECTION UPON REQUEST.

DURING THE COURSE OF CONSTRUCTION, IT MAY BE DETERMINED THAT ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES MAY BE NEEDED, OR CERTAIN MEASURES ARE NOT PRACTICAL TO INSTALL. IN THESE CASES, AN AMENDMENT TO THE SWPPP SHALL BE MADE, AND SUPPORTING REASONS SHALL BE DOCUMENTED IN THE SWPPP.

- RECORD NAME OF INSPECTOR AND DATE AND TIME OF INSPECTION.
- RECORD RAINFALL AMOUNT SINCE MOST RECENT INSPECTION.
- INSPECT ROCK CONSTRUCTION ENTRANCES FOR SEDIMENTATION. INSPECT ADJACENT STREETS FOR SEDIMENT TRACKING.
- INSPECT SITE FOR EXCESSIVE EROSION AND SEDIMENT ACCUMULATION.
 - INSPECT SILT FENCE AND OTHER TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES
 - INSPECT FLARED END SECTIONS FOR EROSION AND SEDIMENTATION
 - INSPECT PONDS, INFILTRATION BASINS, TEMPORARY SEDIMENTATION BASINS AND ALL OTHER BMP'S FOR EROSION AND SEDIMENTATION.
 - INSPECT SURFACE WATERS, INCLUDING DRAINAGE DITCHES AND CONVEYANCE SYSTEMS FOR EVIDENCE OF SEDIMENT BEING DEPOSITED BY EROSION.
- INSPECT SITE AND ADJACENT PROPERTIES FOR CONSTRUCTION DEBRIS, TRASH AND SPILLS.
- INSPECT STABILIZED AREAS FOR EROSION.
- RECORD RECOMMENDED REPAIRS, MAINTENANCE AND/OR REPLACEMENTS REQUIRED TO ENSURE EROSION AND SEDIMENTATION CONTROL MEASURES ARE SUFFICIENT.

- RECORD RECOMMENDED AMENDMENTS TO THE SWPPP.
- RECORD REPAIRS, MAINTENANCE AND/OR REPLACEMENTS THAT WERE COMPLETED SINCE THE LAST INSPECTION.

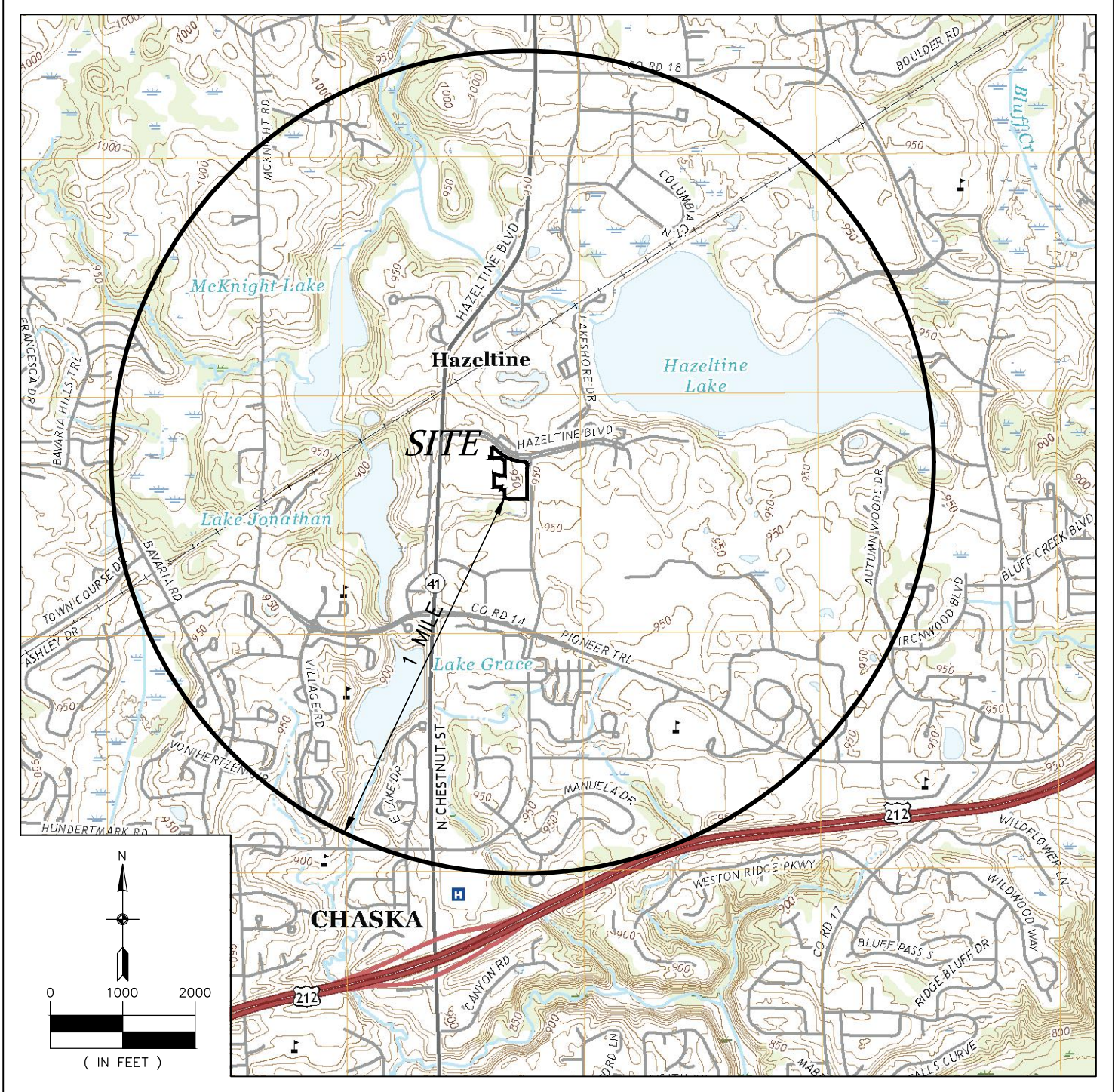
MAINTENANCE
THE OWNER/CONTRACTOR IS RESPONSIBLE FOR THE OPERATION, INSPECTION AND MAINTENANCE OF ALL STORMWATER POLLUTION PREVENTION MEASURES FOR THE DURATION OF THE PROJECT. THE FOLLOWING GUIDELINES SHALL BE USED TO DETERMINE NECESSARY REPAIRS, MAINTENANCE AND/OR REPLACEMENT OF THE EROSION AND SEDIMENTATION CONTROL MEASURES.

- ROCK CONSTRUCTION ENTRANCES SHALL BE REPAIRED OR REPLACED IF THE ROCK BECOMES INUNDATED WITH SEDIMENT AND/OR EXCESSIVE SEDIMENT IS BEING TRACKED FROM THE SITE. SEDIMENT TRACKED ONTO ADJACENT STREETS SHALL BE REMOVED. MEASURES SHALL BE TAKEN IMMEDIATELY UPON DISCOVERY.
- SILT FENCE SHALL BE REPAIRED OR REPLACED WHEN SEDIMENT REACHES 1/3 THE HEIGHT OF THE SILT FENCE, THE SILT FENCE IS DAMAGED AND/OR THE SILT FENCE BECOMES NONFUNCTIONAL. MEASURES SHALL BE TAKEN WITHIN 24 HOURS OF DISCOVERY.
- CATCH BASIN INLET PROTECTION DEVICES SHALL BE CLEANED WHEN SEDIMENT REACHES 1/2 THE HEIGHT OF THE SEDIMENT TRAP AND/OR REPAIRED OR REPLACED IF THE DEVICE BECOMES NONFUNCTIONAL. MEASURES SHALL BE TAKEN WITHIN 72 HOURS OF DISCOVERY.
- FLARED END SECTIONS SHALL BE CLEANED IF DEBRIS IS RESTRICTING FLOW OR IF SEDIMENT HAS ACCUMULATED AT THE OUTLET. IF A FLARED END SECTION BECOMES NONFUNCTIONAL OR DAMAGED, IT SHALL BE REPAIRED OR REPLACED. MEASURES SHALL BE TAKEN WITHIN 72 HOURS OF DISCOVERY.
- IF SEDIMENT IS OBSERVED OFF-SITE OR NEAR SURFACE WATERS, THE SOURCE OF SEDIMENT SHALL BE DETECTED AND ADDITIONAL MEASURES SHALL BE IMPLEMENTED. THE PERMITTEE(S) SHALL COORDINATE SEDIMENT RETRIEVAL FROM SURFACE WATERS WITH ALL APPROPRIATE AGENCIES. MEASURES SHALL BE TAKEN WITHIN 7 DAYS OF DISCOVERY.
- PONDS, INFILTRATION BASINS, TEMPORARY SEDIMENTATION BASINS AND ALL OTHER BMP'S SHALL BE CLEANED IF DEBRIS IS PRESENT AND/OR EXCESSIVE SEDIMENTATION HAS OCCURRED. TEMPORARY AND PERMANENT SEDIMENTATION BASINS MUST BE DRAINED AND THE SEDIMENT REMOVED WHEN SEDIMENT HAS FILLED THE BASIN TO 1/2 THE STORAGE VOLUME. NO SEDIMENT SHALL BE ALLOWED TO ACCUMULATE IN INFILTRATION BASINS. MEASURES SHALL BE TAKEN WITHIN 72 HOURS OF DISCOVERY.

QUANTITIES
THE FOLLOWING TABLE PROVIDES ESTIMATED QUANTITIES FOR STORMWATER POLLUTION PREVENTION THROUGHOUT THE PROJECT.

ITEM	UNIT	ESTIMATED QUANTITY
ROCK ENTRANCE	EA.	1
SILT FENCE/BIO-ROLLS	L.F.	1,150
INLET PROTECTION	EA.	23
TURF ESTABLISHMENT	AC.	1.7

SITE LOCATION MAP



ENGINEERING
SURVEYING
ENVIRONMENTAL

CARLSON
McCain

3880 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.486.7900 \ FAX 763.486.7958 \ CARLSONMCCAIN.COM

STORMWATER POLLUTION
PREVENTION PLAN

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

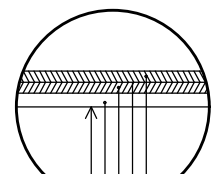
REVISIONS	
1. 07/20/22 Per City Comments	
2. 08/01/22 Per City Comments	
DRAWN BY:	DJW
DESIGNED BY:	DJW
ISSUE DATE:	07/05/22

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 Engineer under the laws of the State of Minnesota

Name: Dan J. Wilke, P.E.
Signature: Dan Wilke
Date: 07/05/22 License #: 53182

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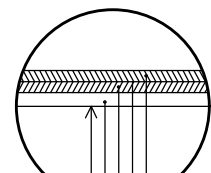
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MEDIUM DUTY PAVEMENT SECTION*

1.5" BITUMINOUS WEAR COURSE (SPWEA330C), MNDOT 2360
TACK COAT
2" BITUMINOUS BASE COURSE (SPNWA330C), MNDOT 2360
6" CLASS 5 AGGREGATE BASE, MNDOT 3138
APPROVED GRANULAR SUBGRADE

*MEDIUM DUTY PAVEMENT SECTION SHALL BE USED
FOR ALL PARKING AREAS ONSITE.



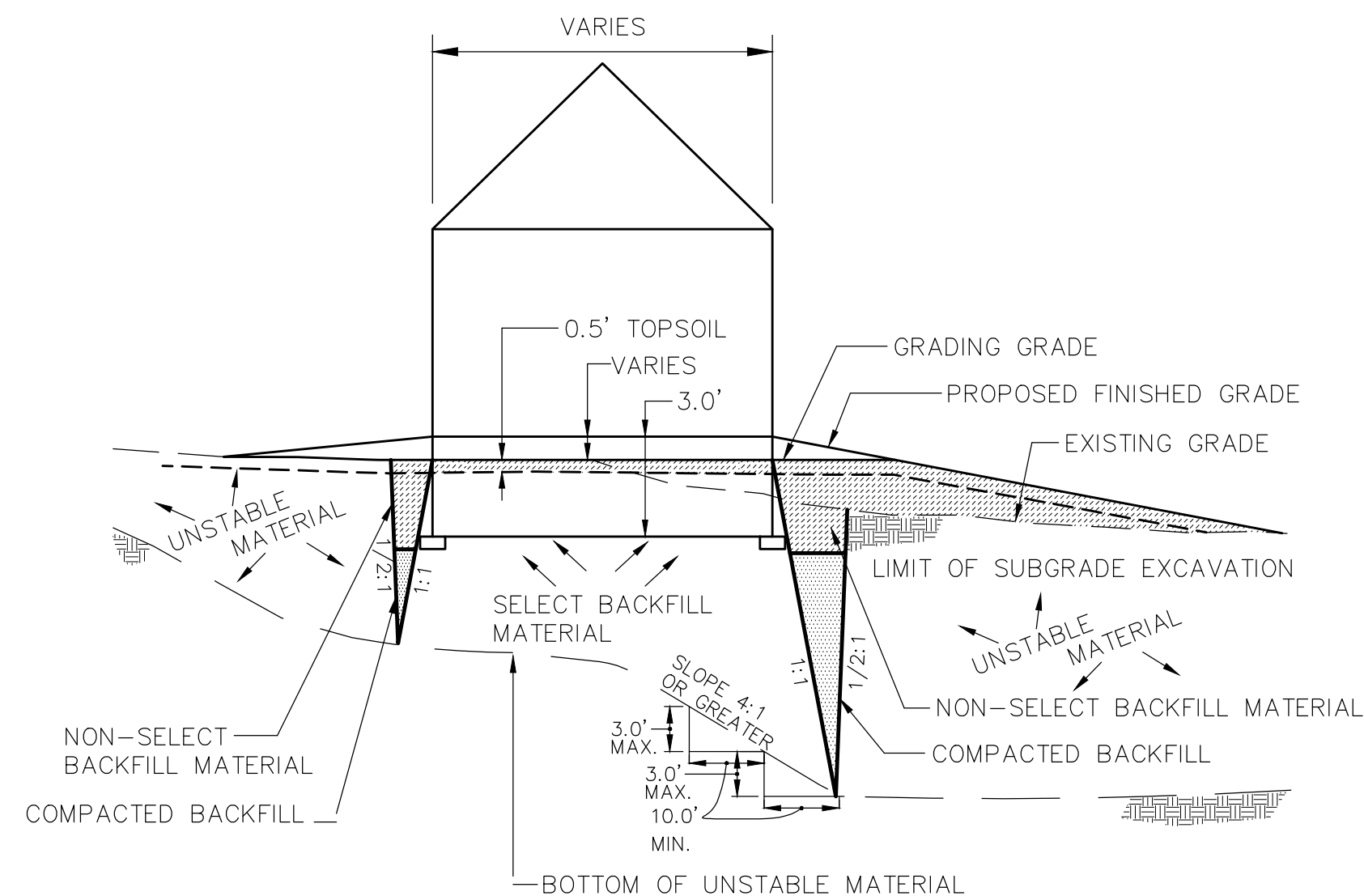
HEAVY DUTY PAVEMENT SECTION*

2" BITUMINOUS WEAR COURSE (SPWEA330C), MNDOT 2360
TACK COAT
2" BITUMINOUS BASE COURSE (SPNWA330C), MNDOT 2360
7" CLASS 5 AGGREGATE BASE, MNDOT 3138
APPROVED GRANULAR SUBGRADE

*HEAVY DUTY PAVEMENT SECTION SHALL BE USED
FOR ALL DRIVE LANES ONSITE.

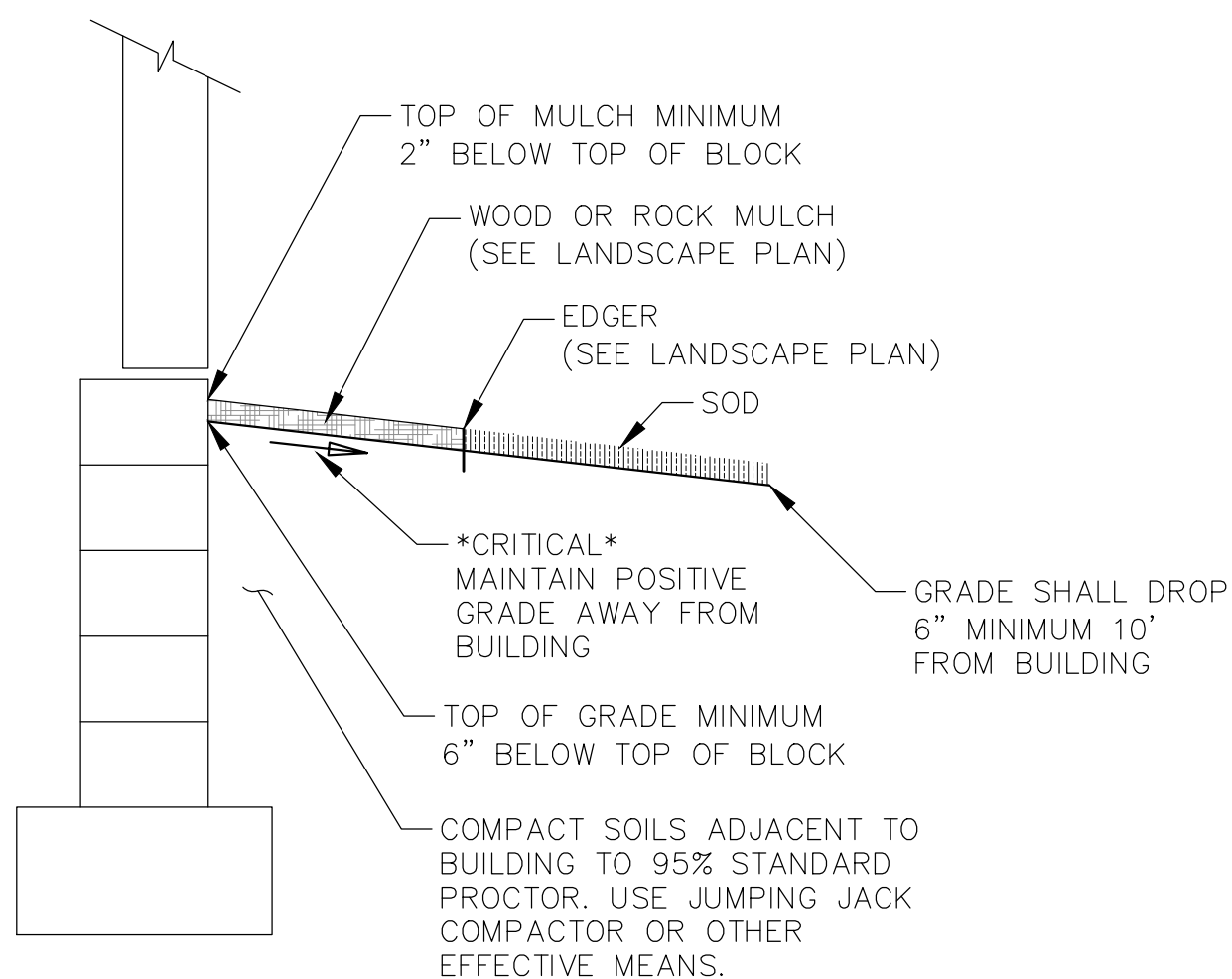
1 PAVEMENT SECTIONS

CB NO SCALE



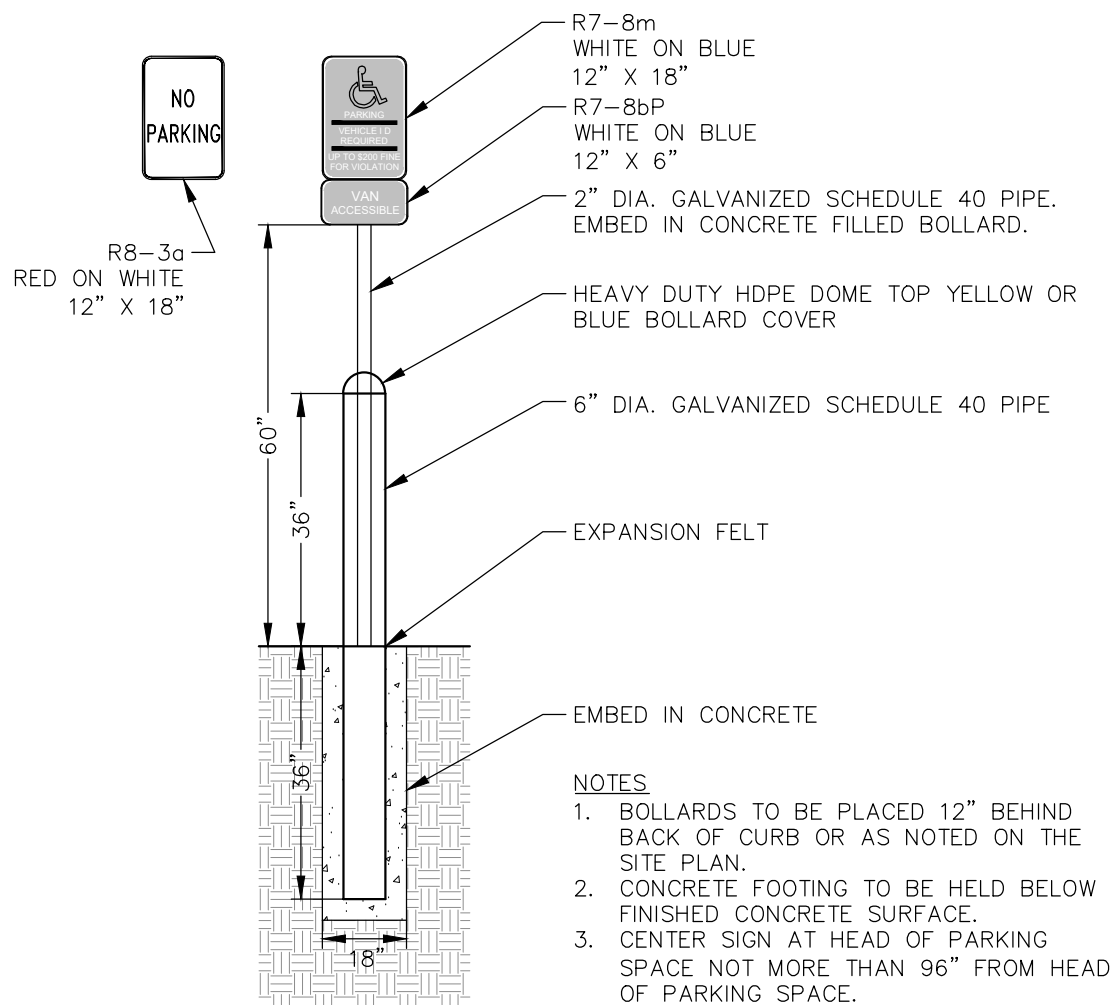
2 SUBGRADE CORRECTION

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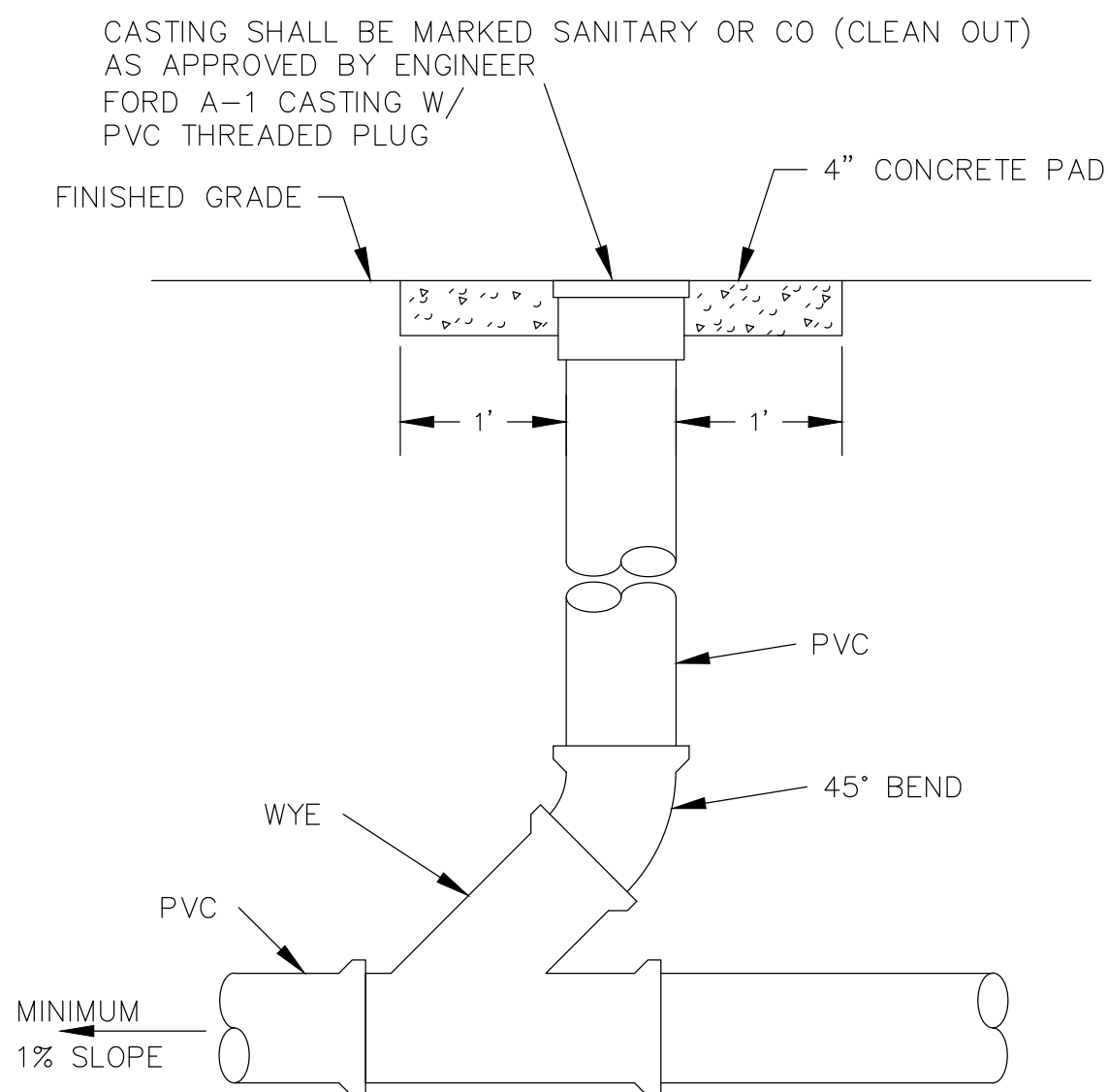
3 TYPICAL GRADING AT BUILDING

CB NO SCALE



4 SIGN ON BOLLARD

CB NO SCALE



NOTES:
- ALL JOINTS SHALL BE SOLVENT WELD EXCEPT AS NOTED.
- CLEAN OUTS ARE REQUIRED AT 100' SPACING AND AT CHANGE OF DIRECTION.
- ALL CLEAN OUTS SHALL BE EQUIPPED WITH A FROST SLEEVE.

5 STORM SEWER CLEAN OUT

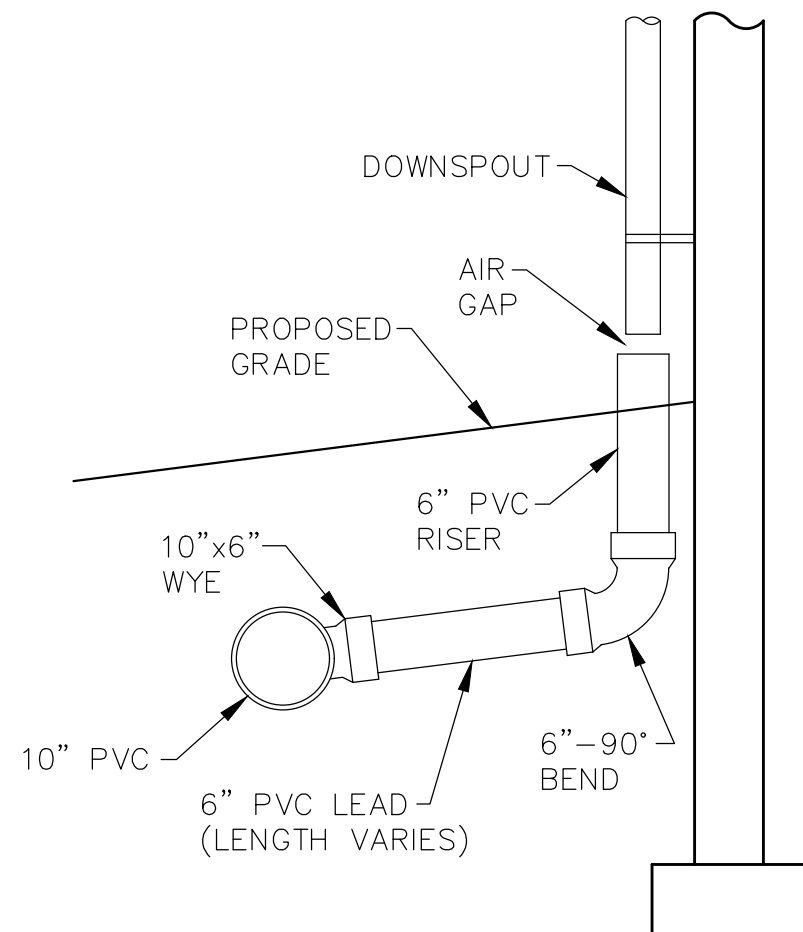
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- TURF ESTABLISHMENT SHALL APPLY TO ALL DISTURBED AREAS AND SHALL BE ACCORDING TO MNDOT STANDARD SPECIFICATIONS FOR CONSTRUCTION (LATEST EDITION) EXCEPT AS MODIFIED BELOW.
- TURF ESTABLISHMENT SHALL OCCUR AS SOON AS POSSIBLE BUT IN NO CASE MORE THAN 7 DAYS.
- SEED: MNDOT MIXTURE 25-141 AT 60 POUNDS PER ACRE.
- DORMANT SEED: SHALL BE APPLIED AT TWICE THE NORMAL RATE AFTER
- MULCH: TYPE 1 AT 2 TONS PER ACRE (DISK ANCHORED).
- FERTILIZER: TYPE 10-10-10 AT 200 POUNDS PER ACRE.

NOVEMBER 1ST.

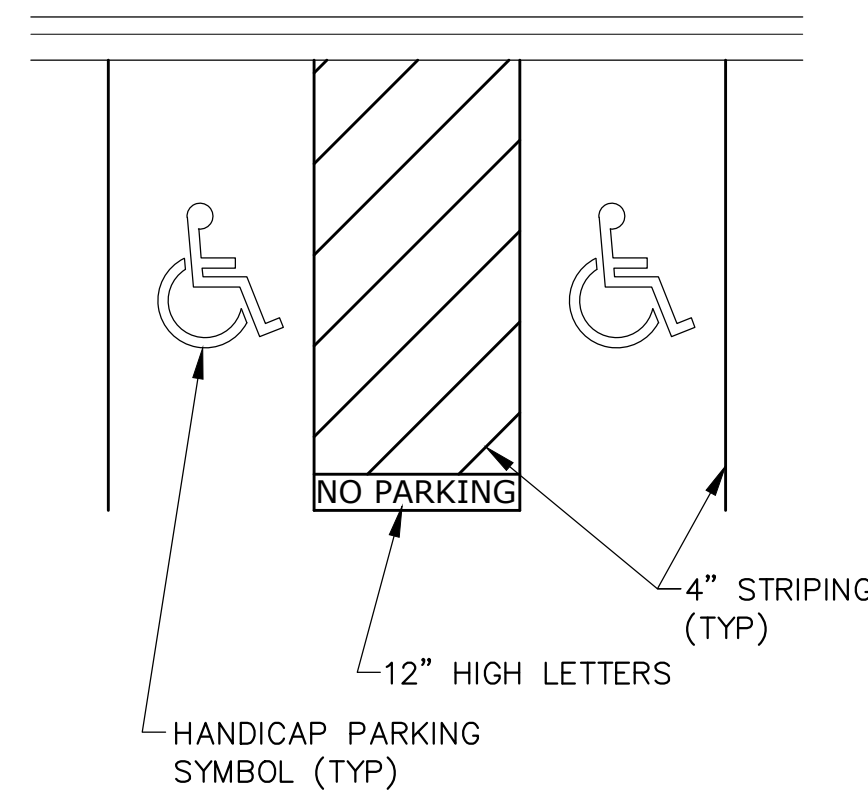
6 TURF ESTABLISHMENT

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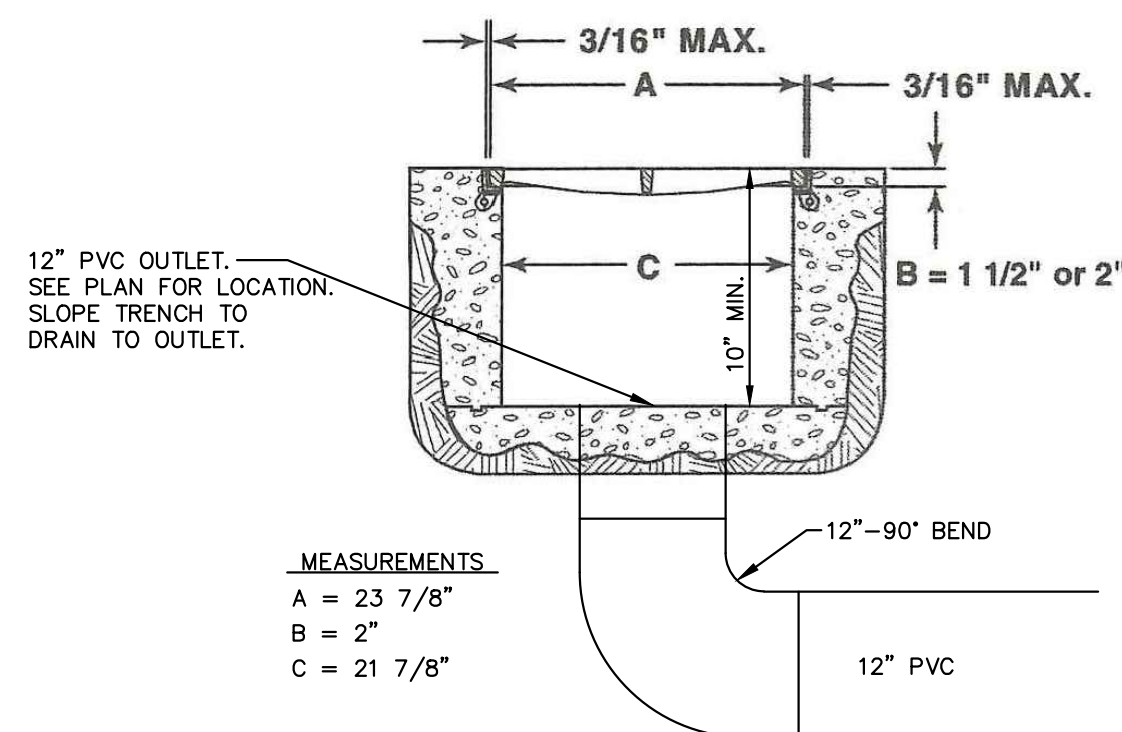
7 DOWNSPOUT CONNECTION

CB NO SCALE



8 HANDICAP PARKING STALL STRIPING

CB NO SCALE



9 R-4999-L6 DETAIL (PER MANUFACTURER'S SPEC.)

CB NO SCALE

DETAILS

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

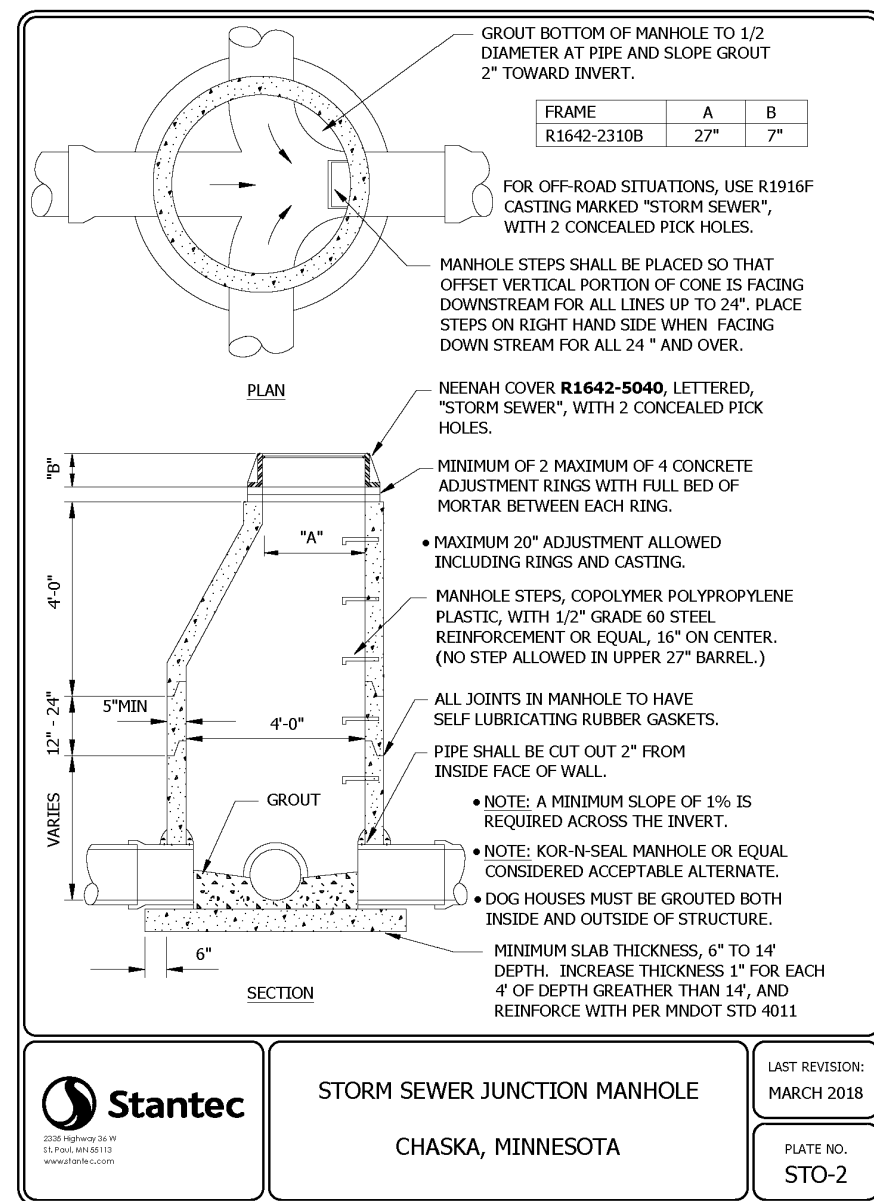
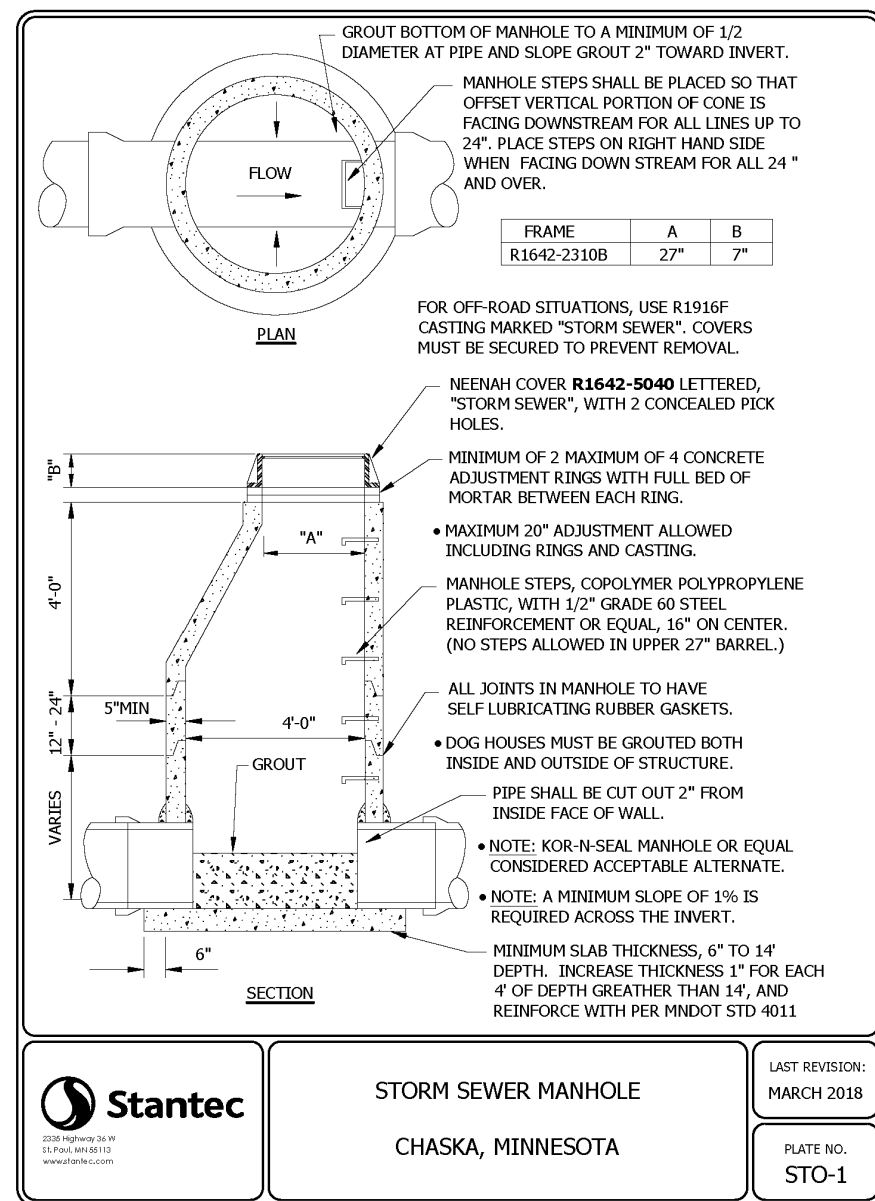
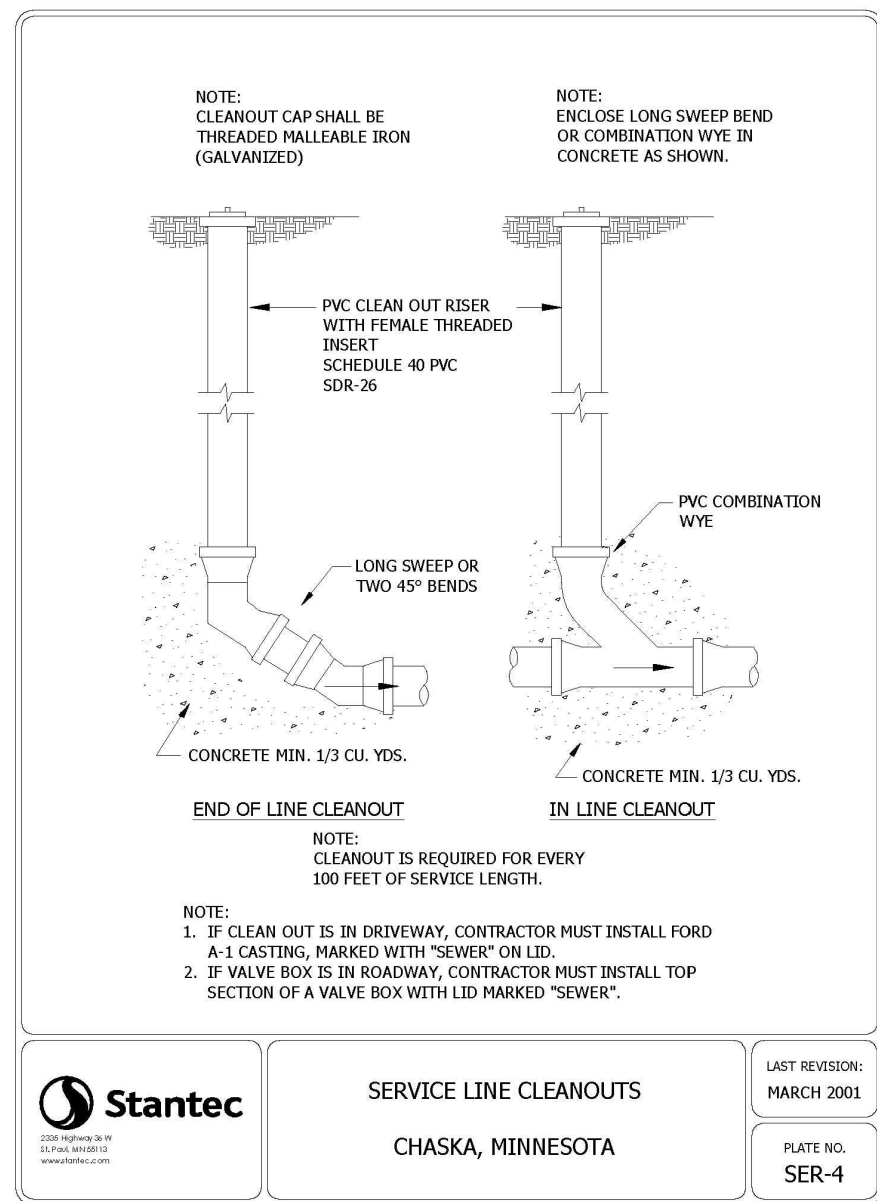
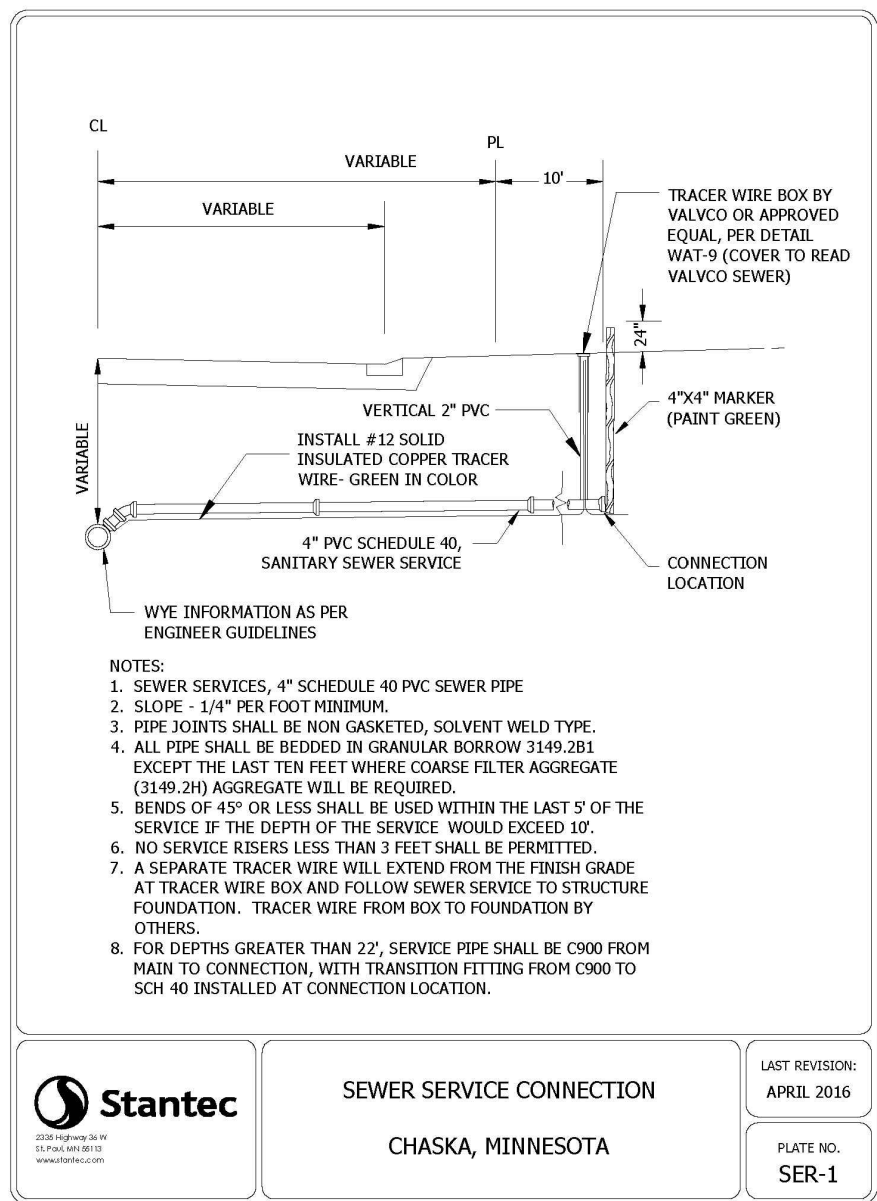
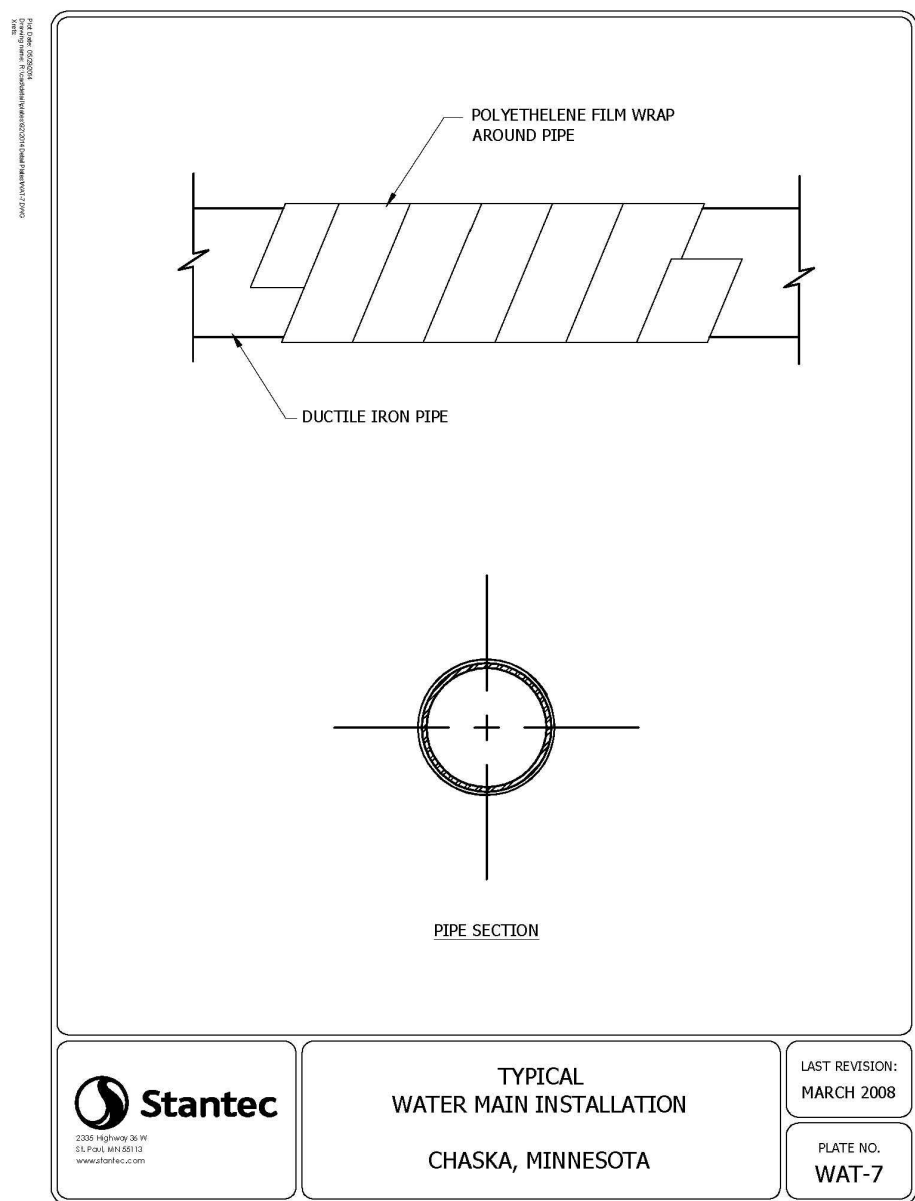
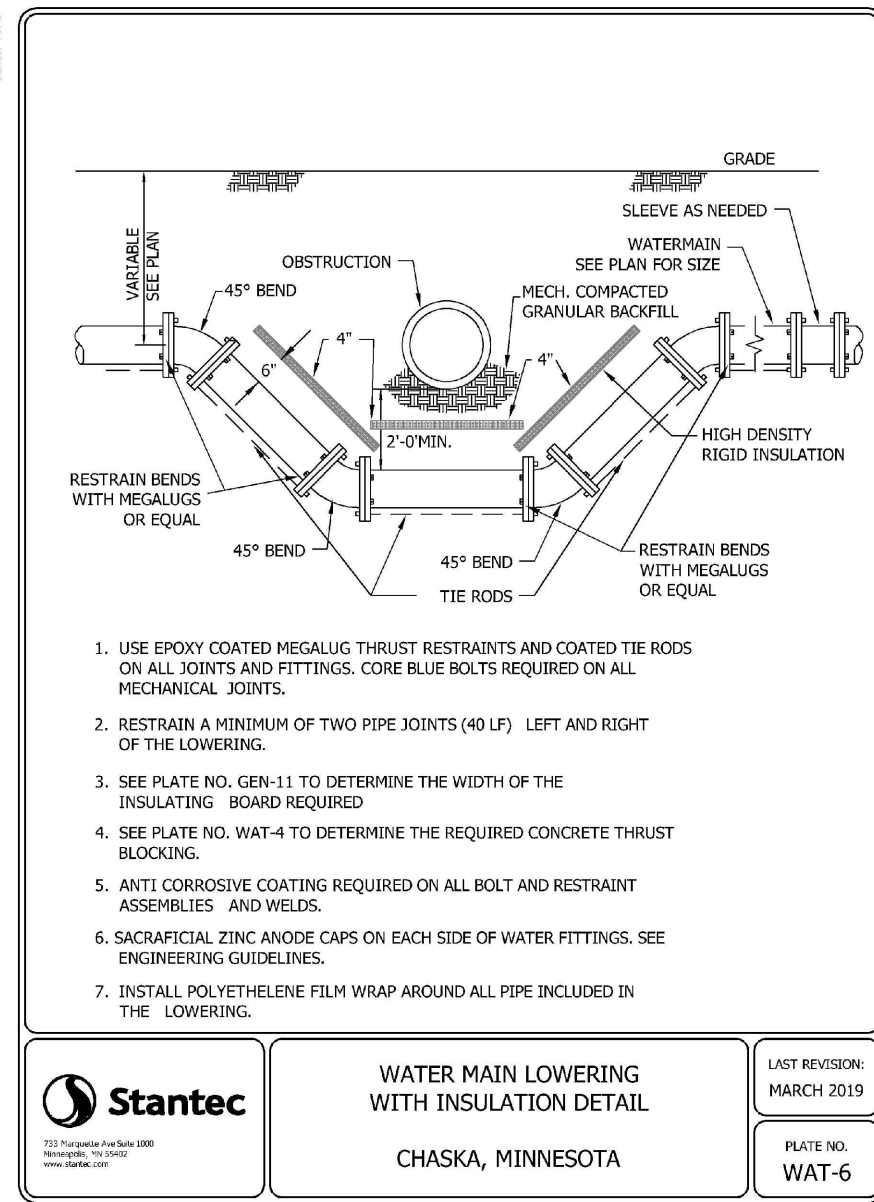
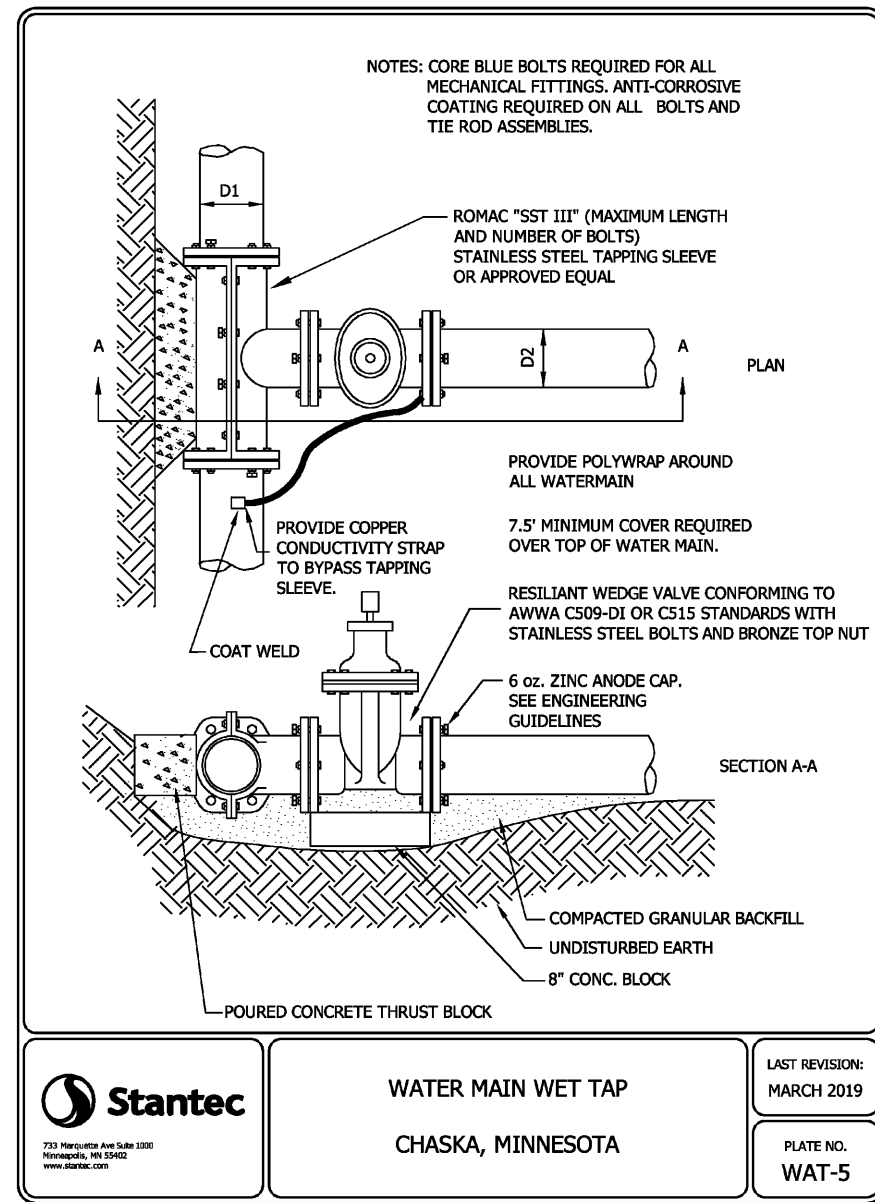
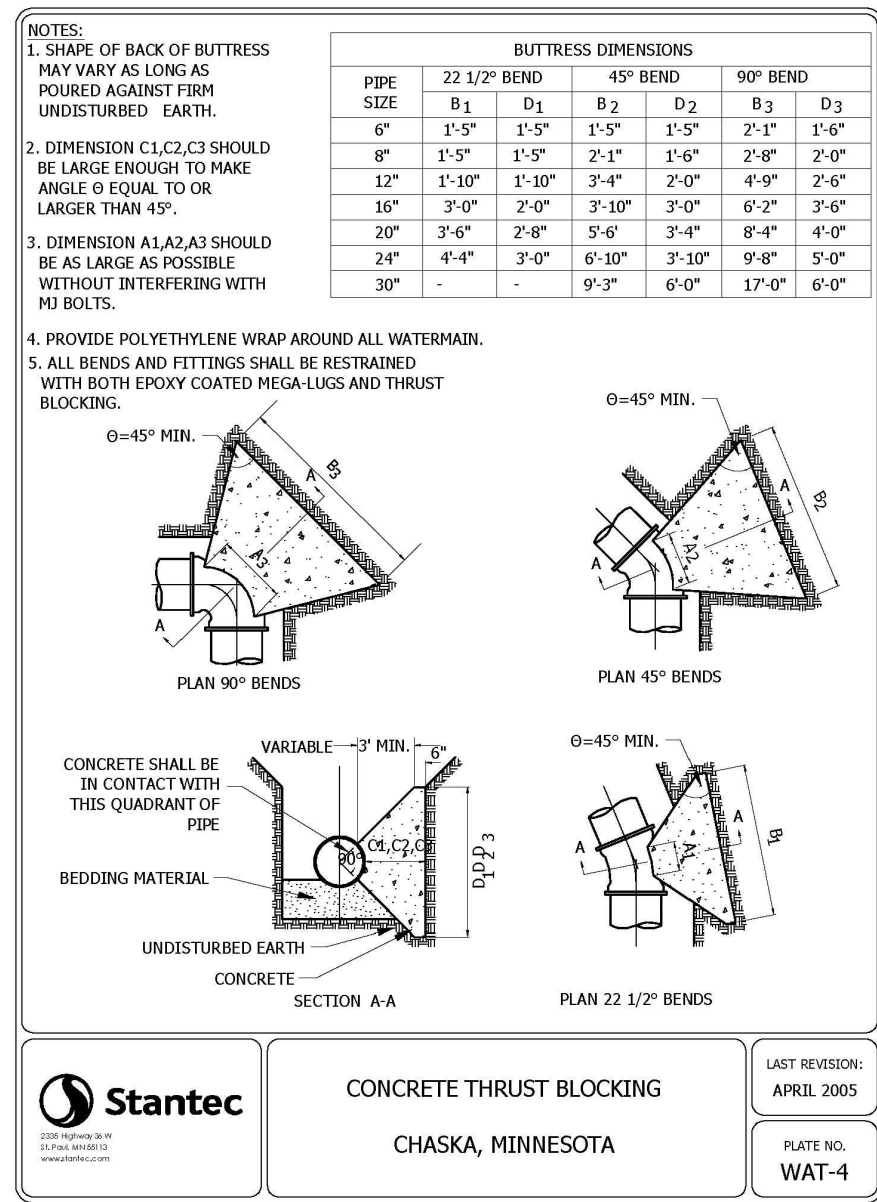
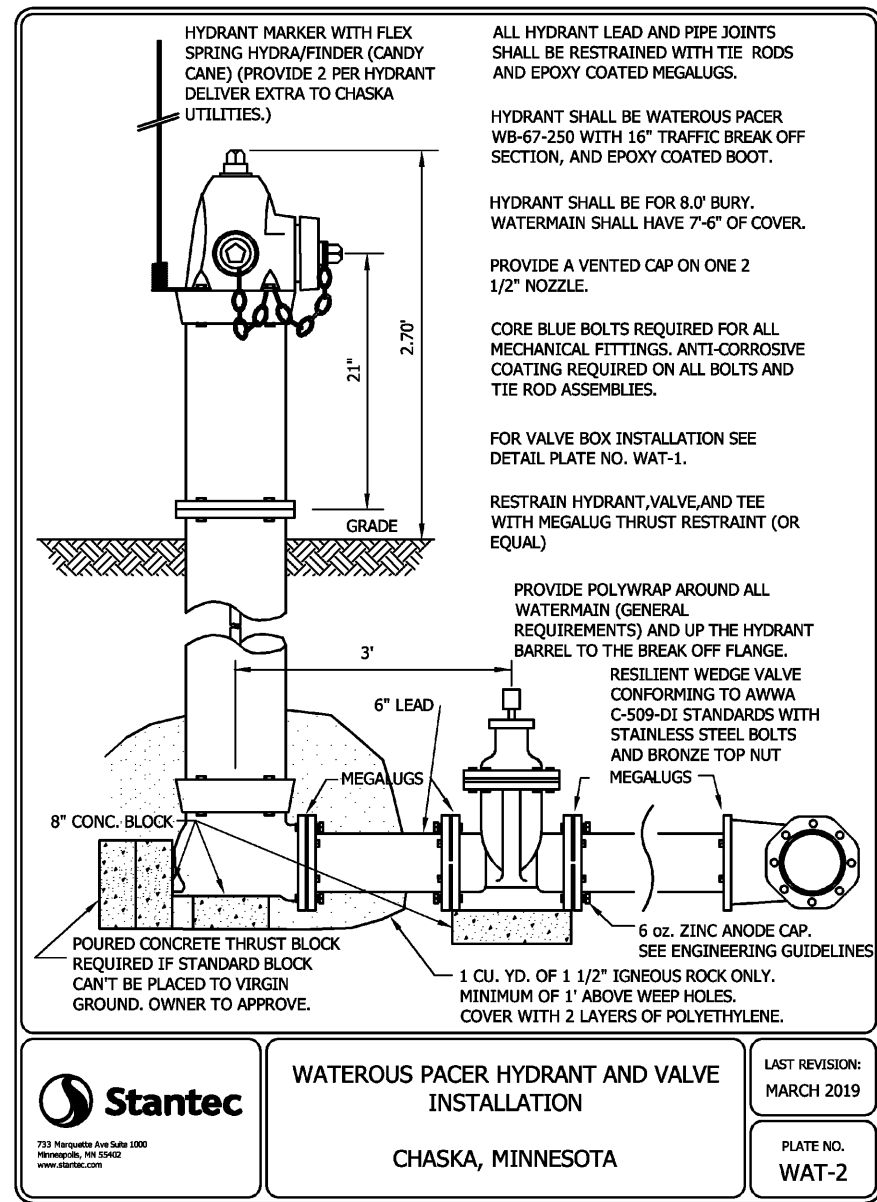
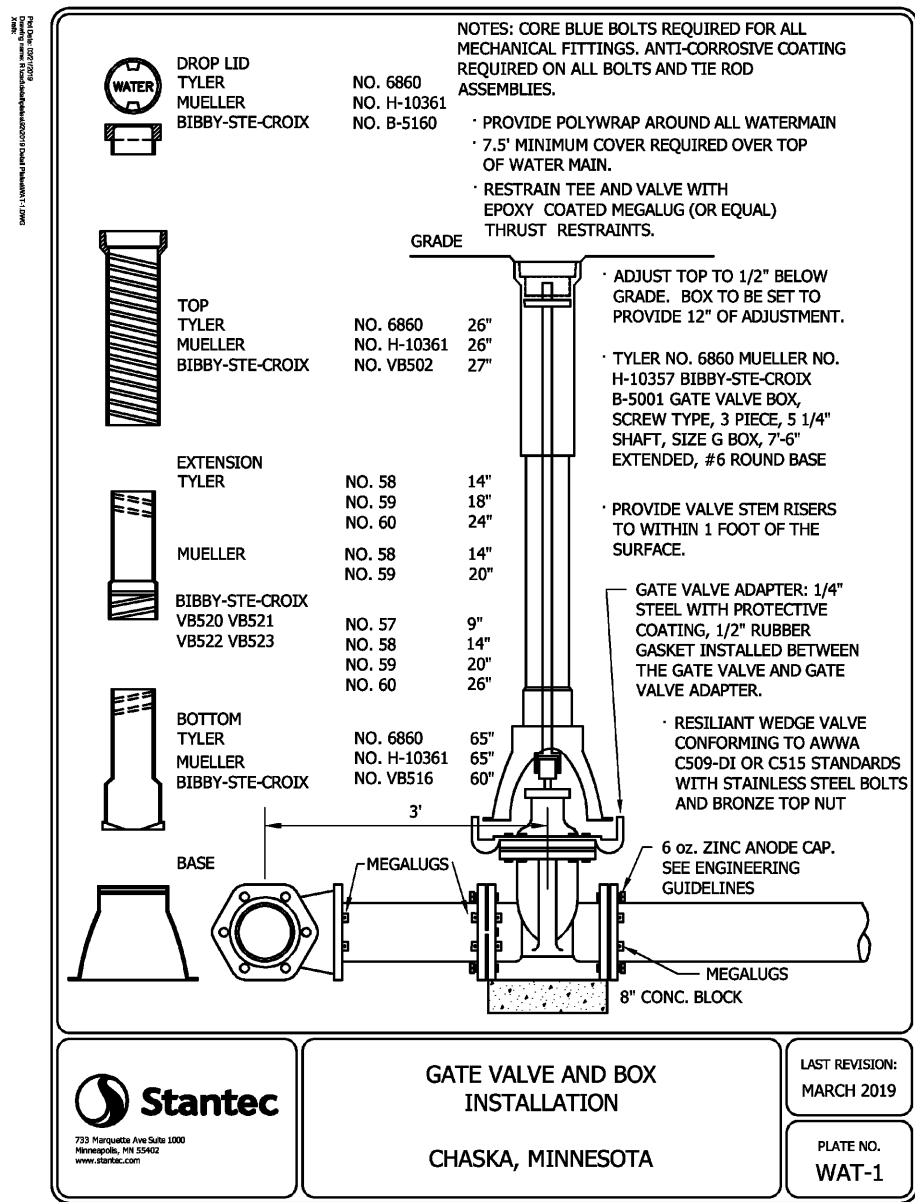
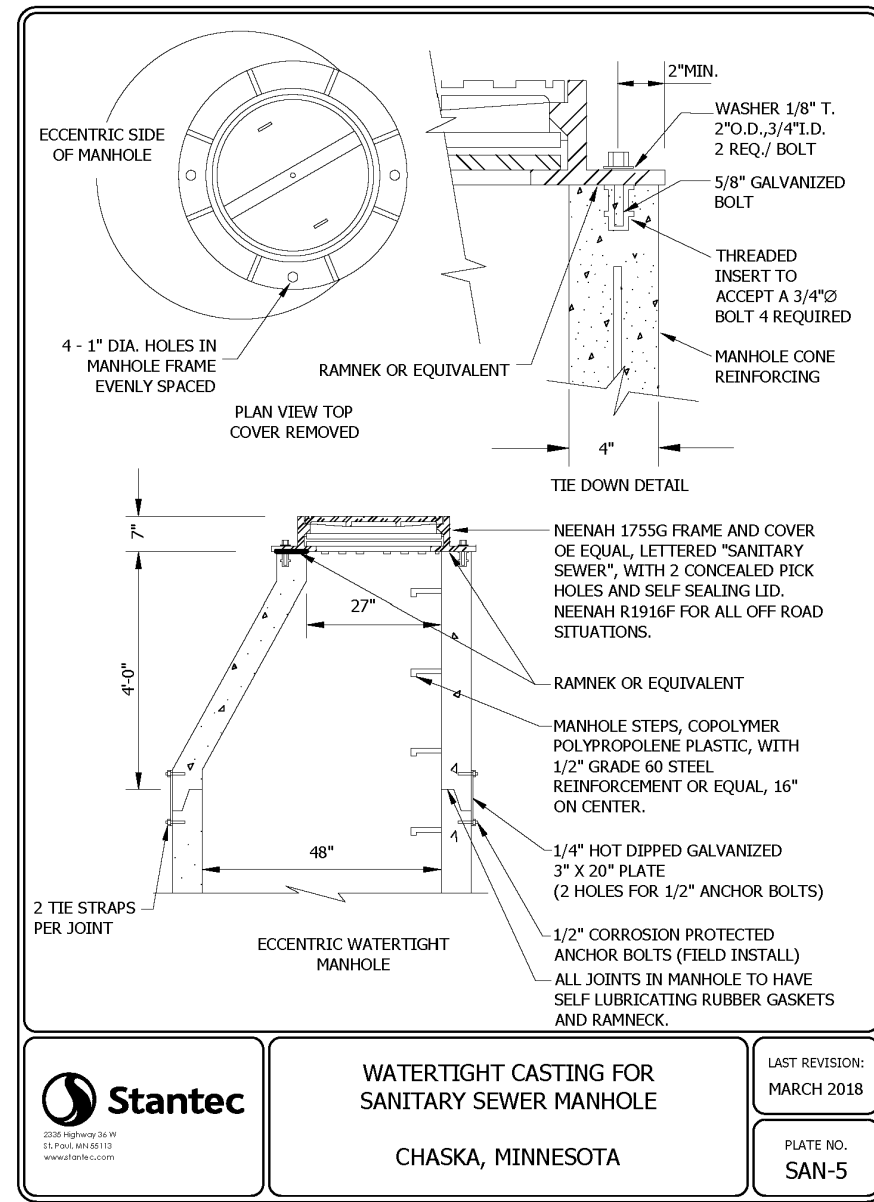
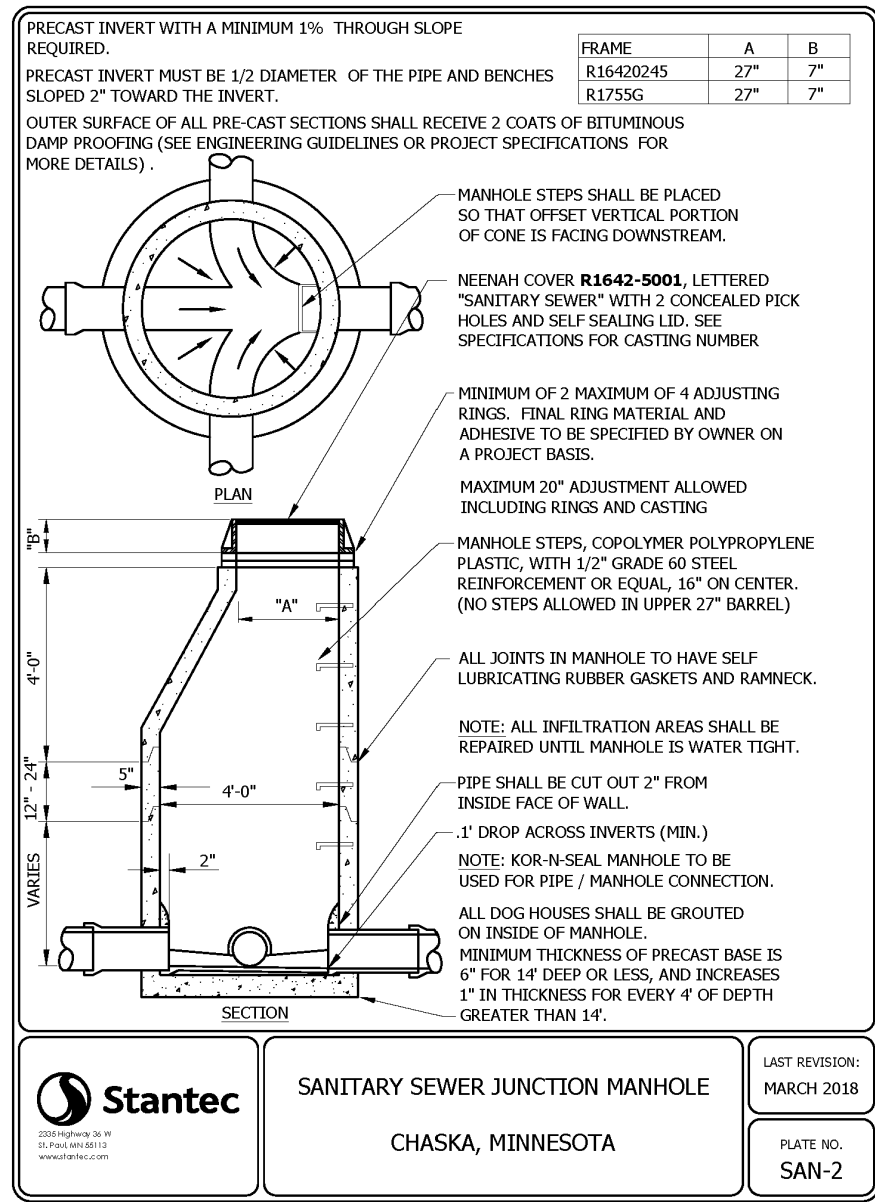
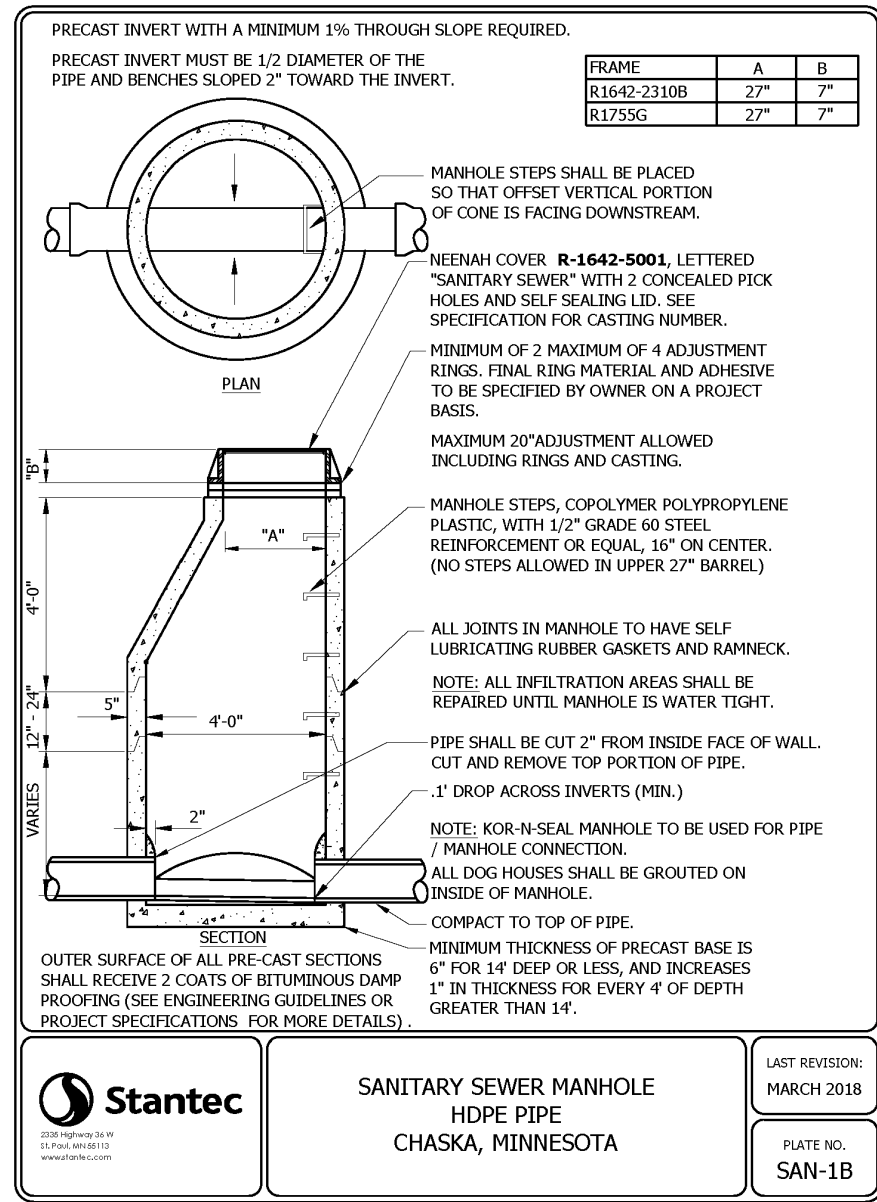
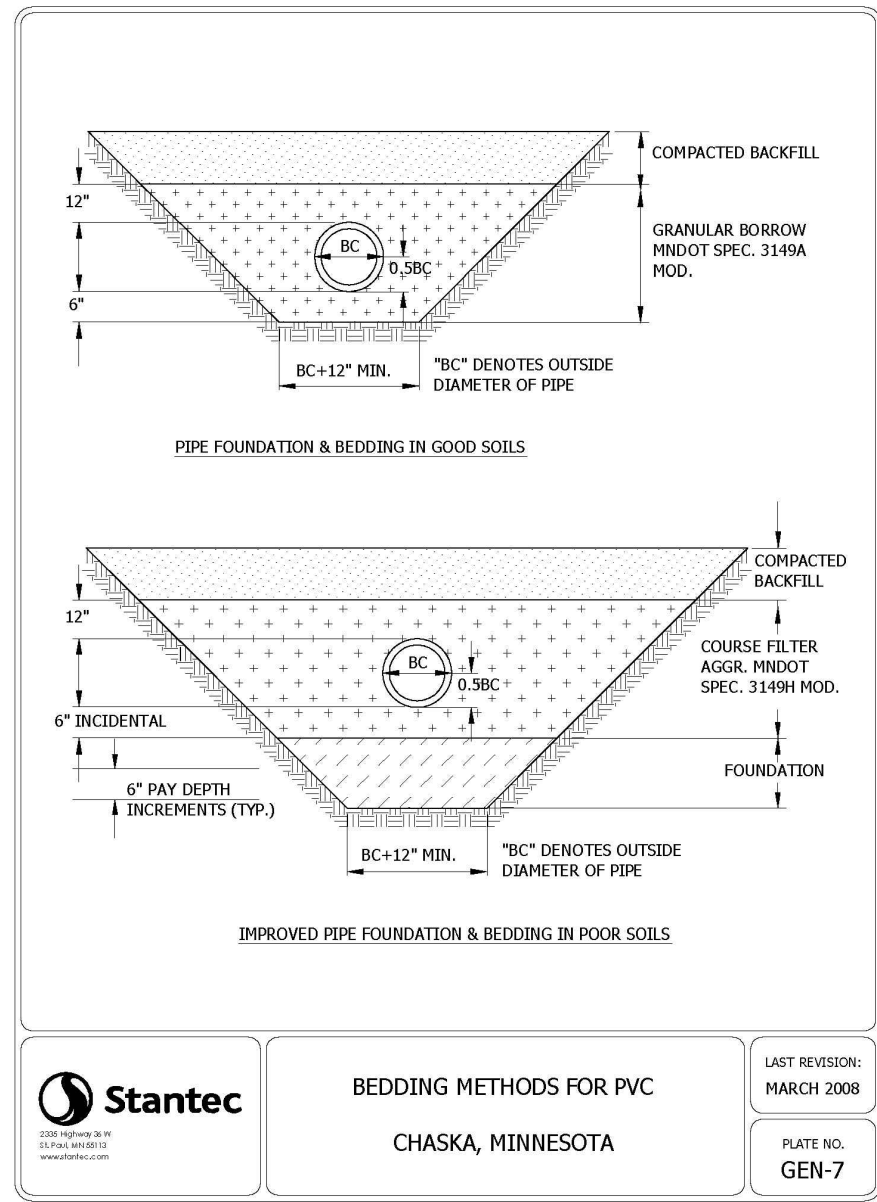
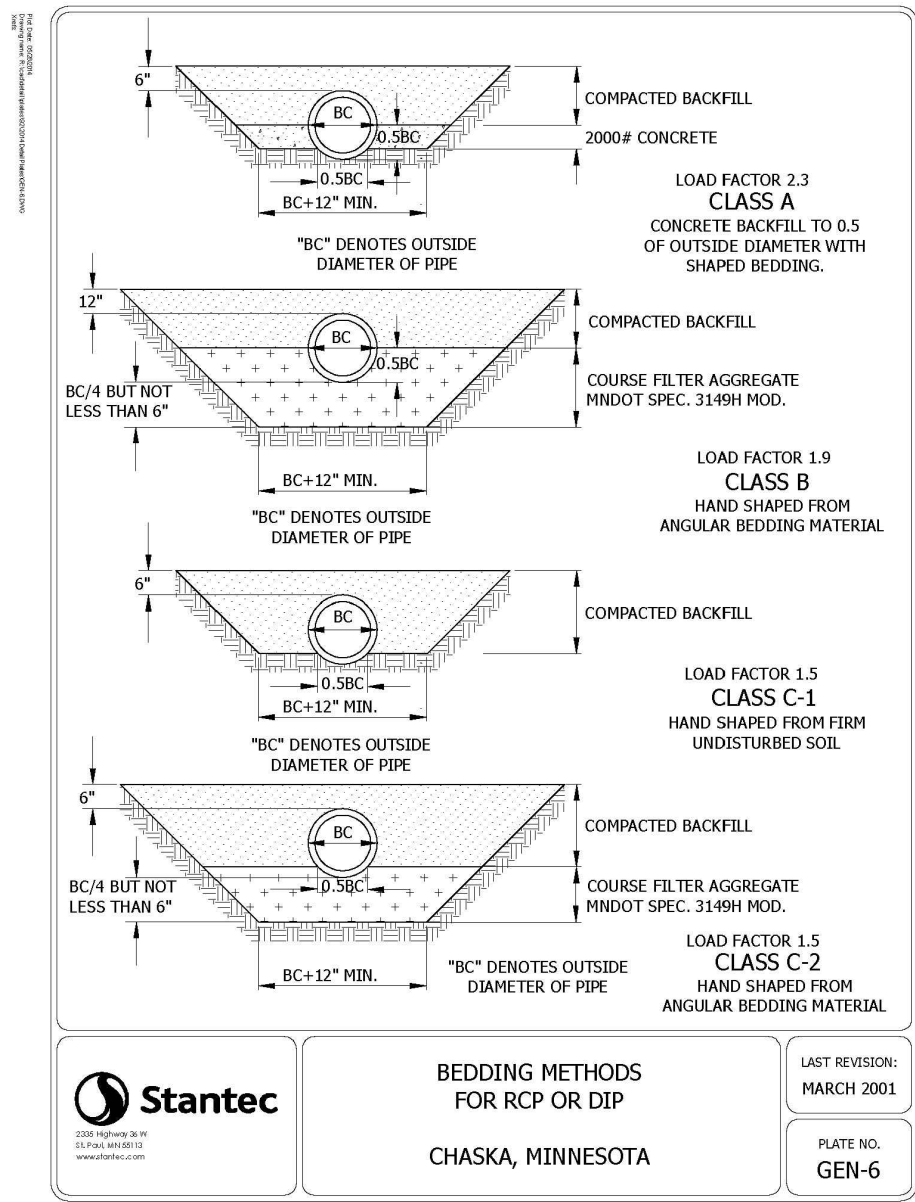
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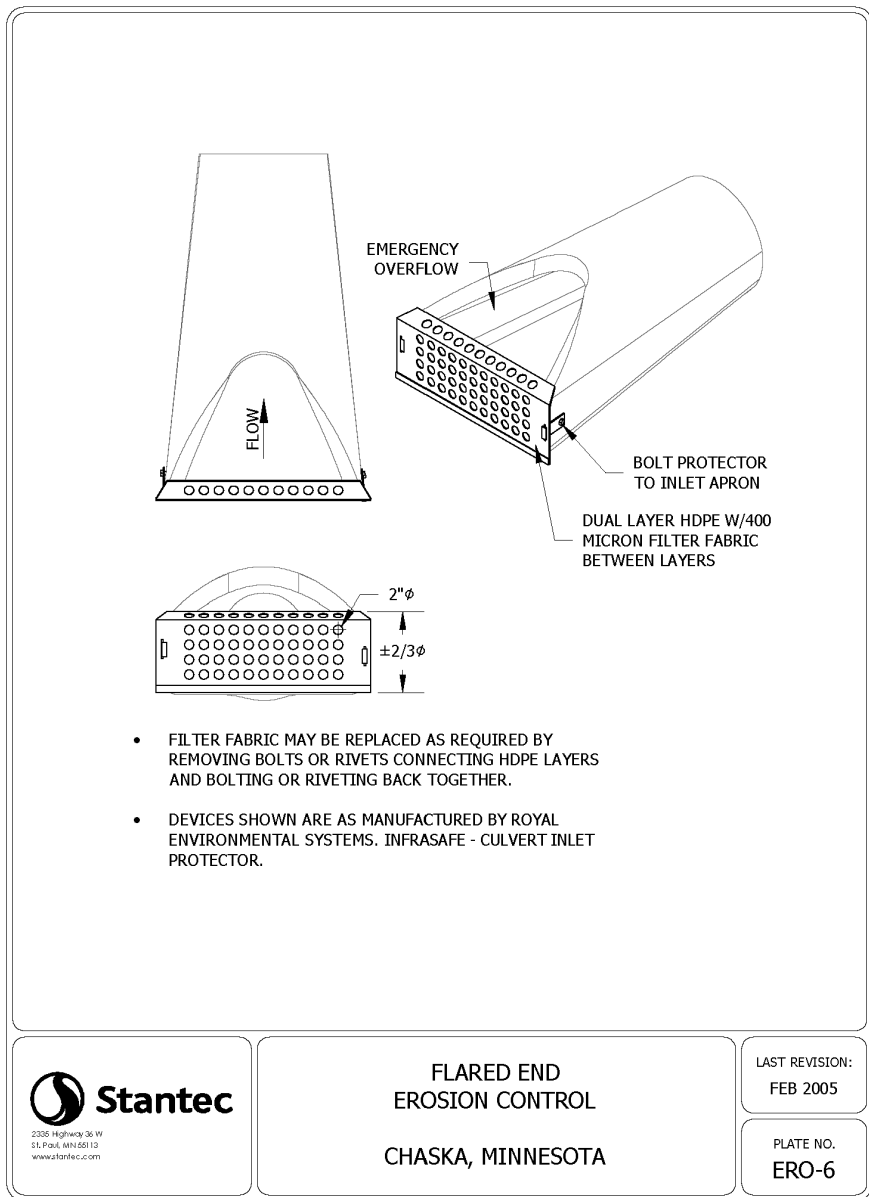
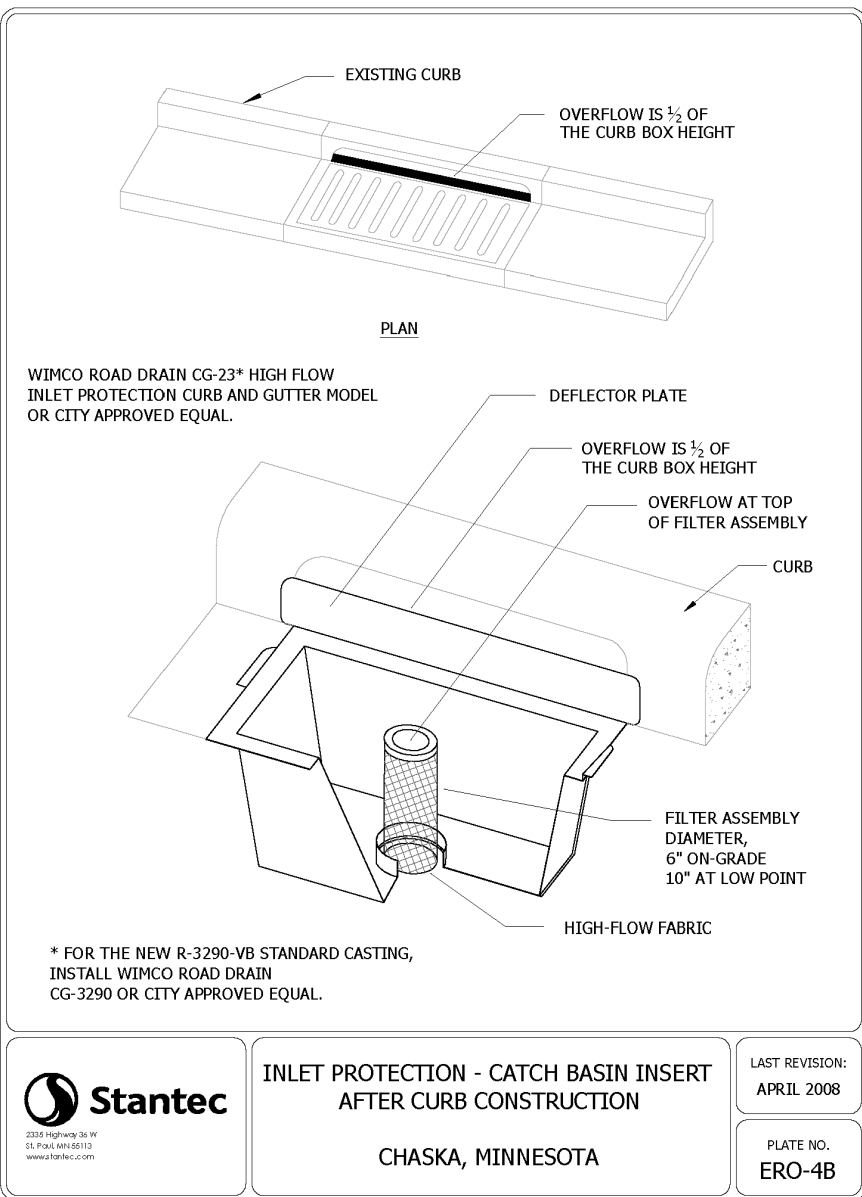
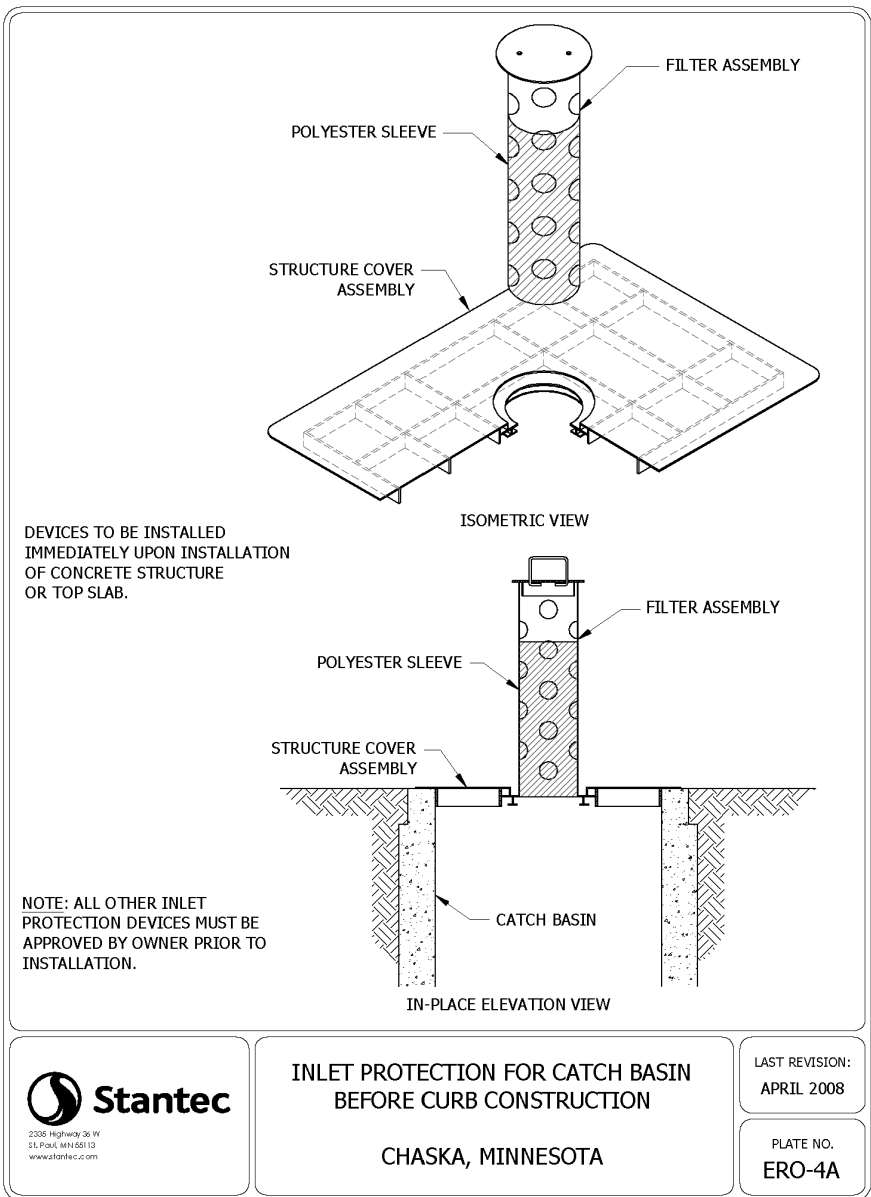
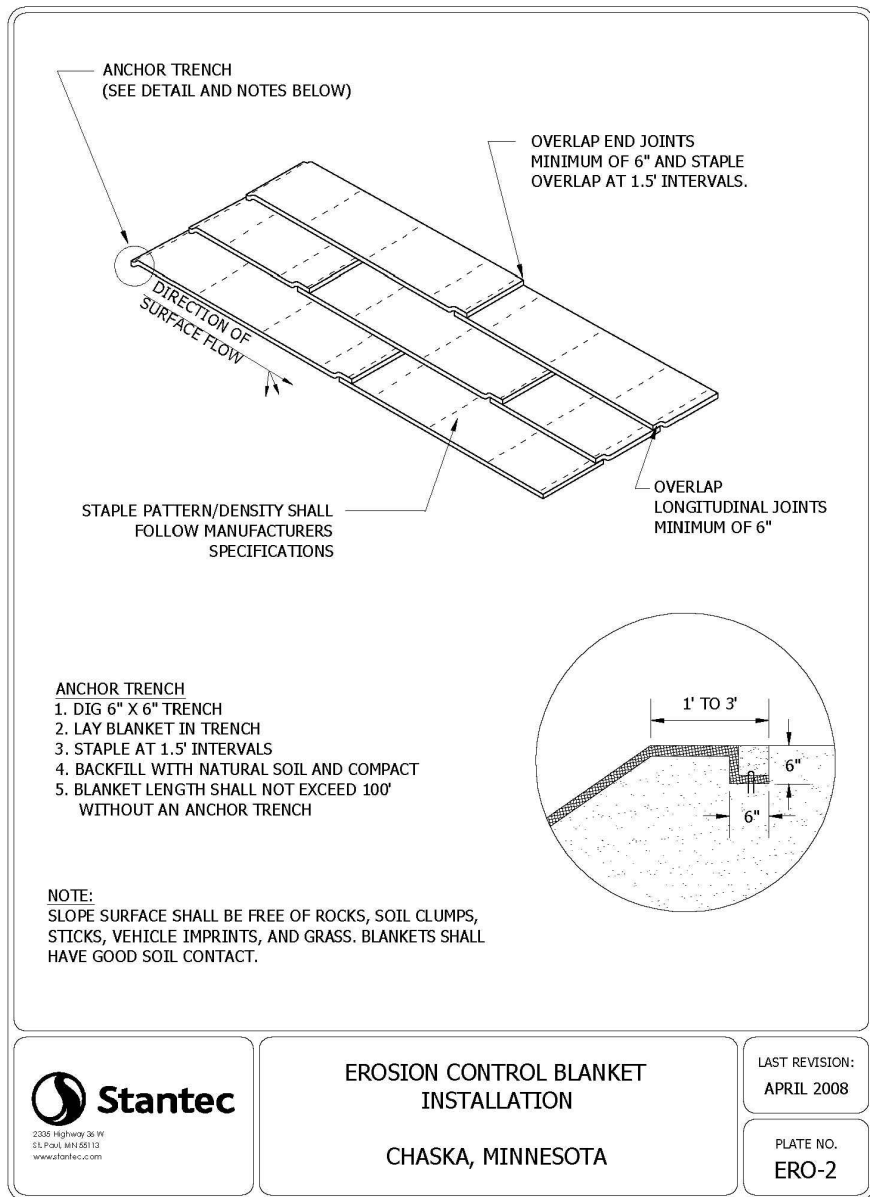
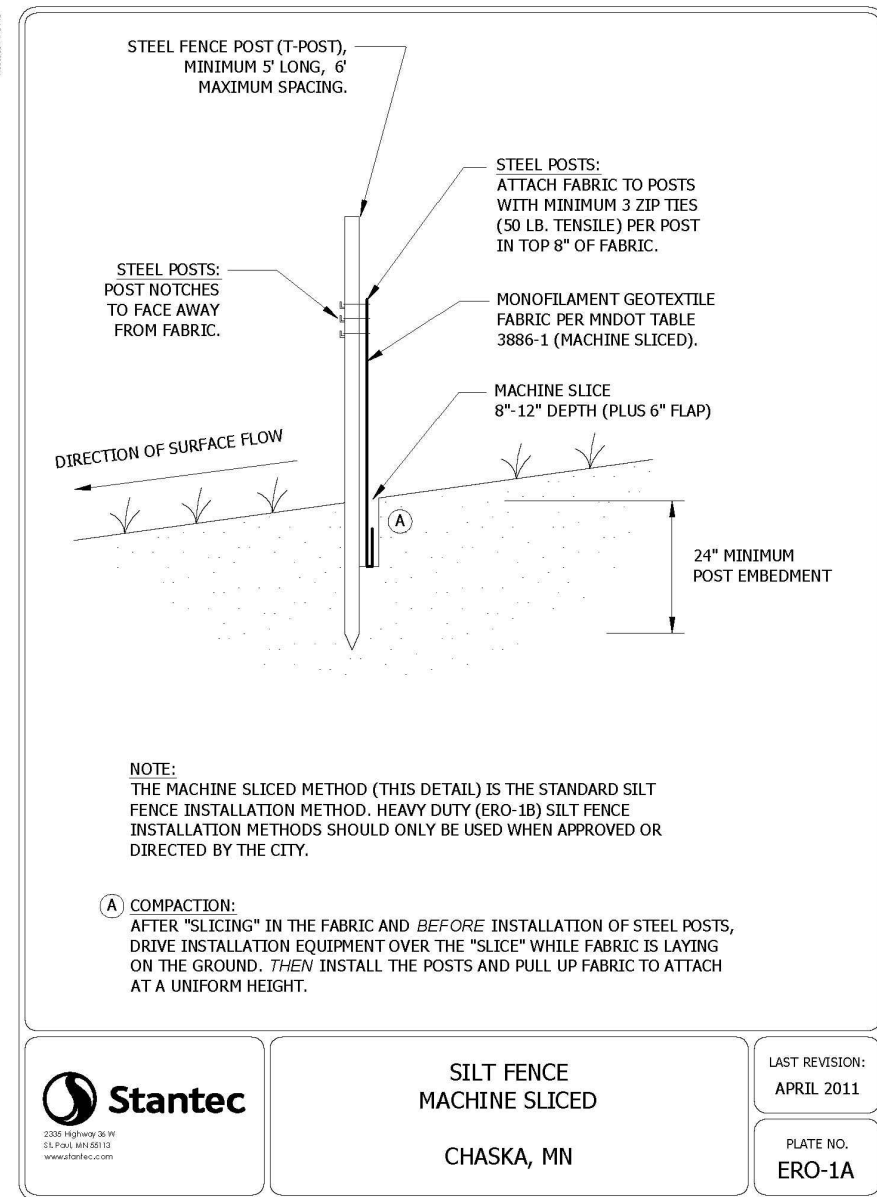
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- 08/01/22 Per City Comments

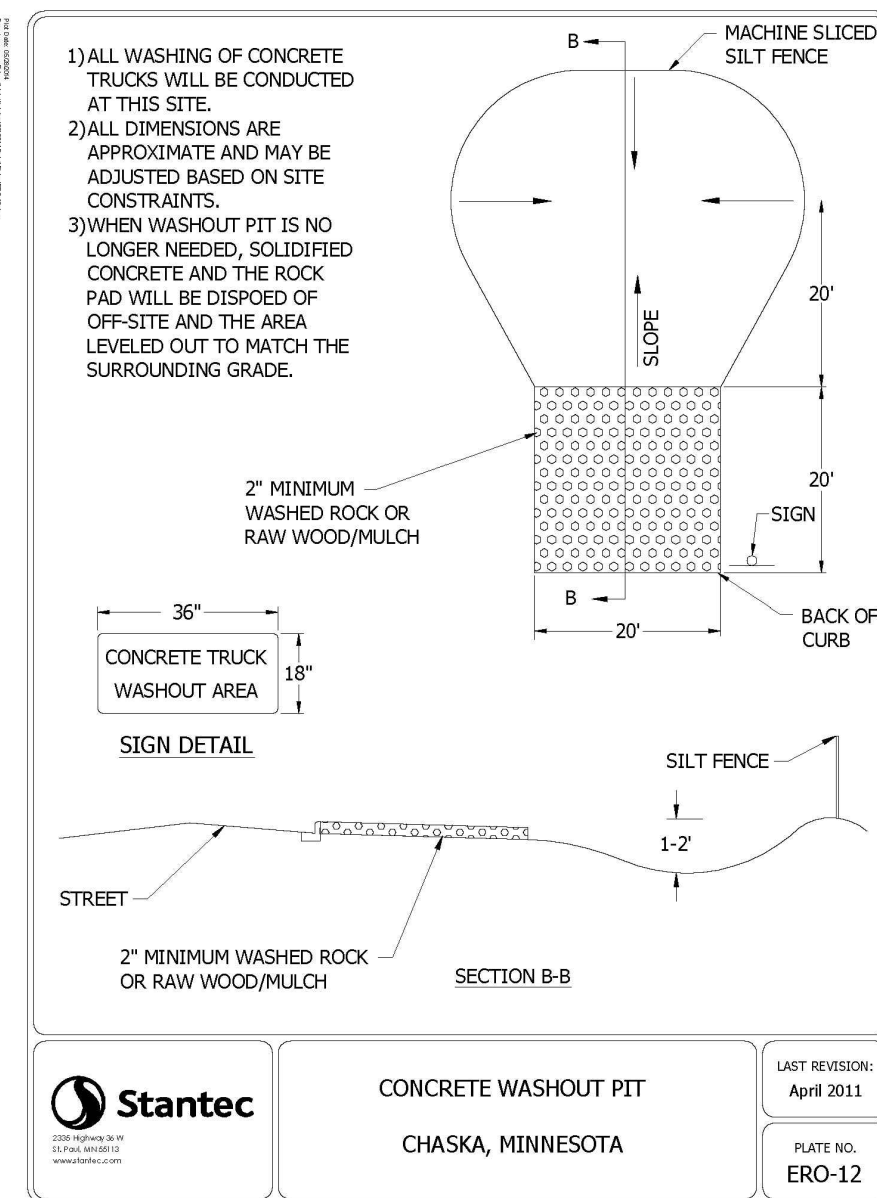
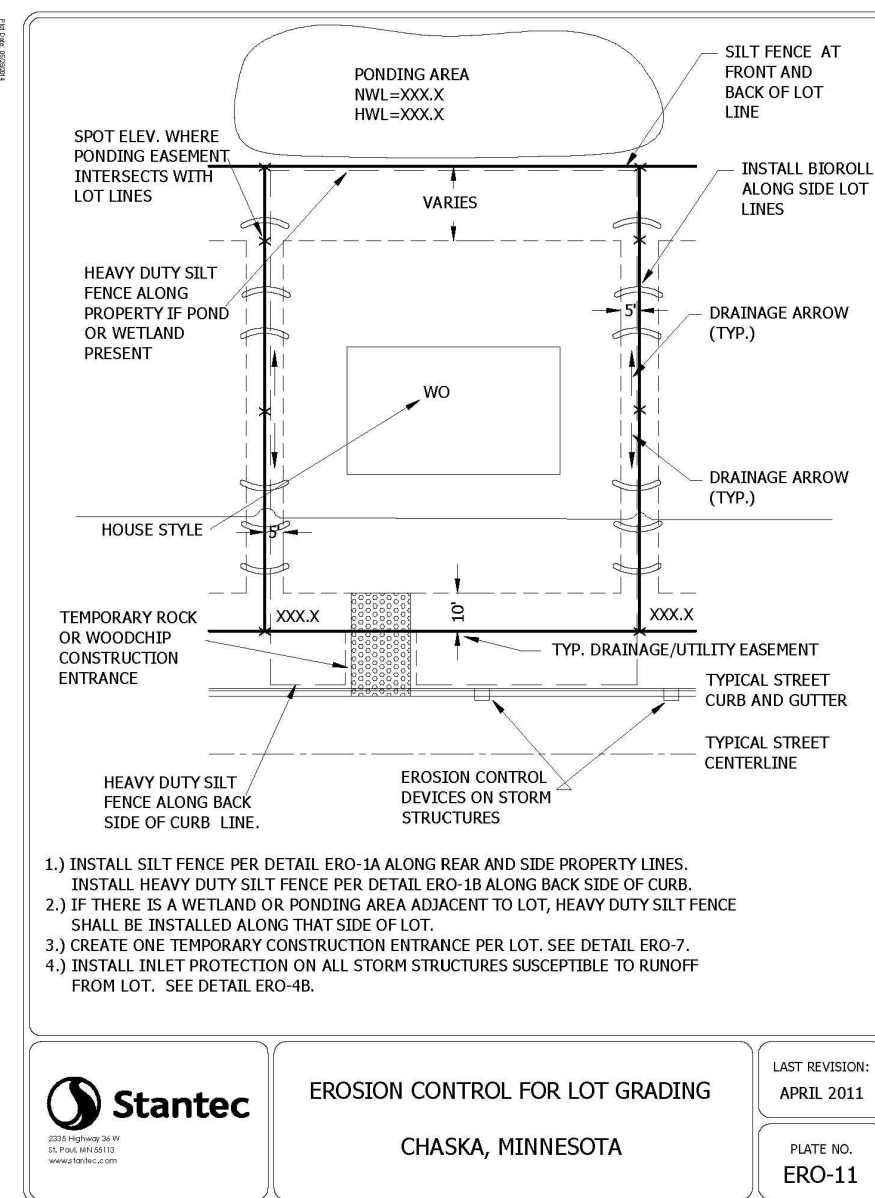
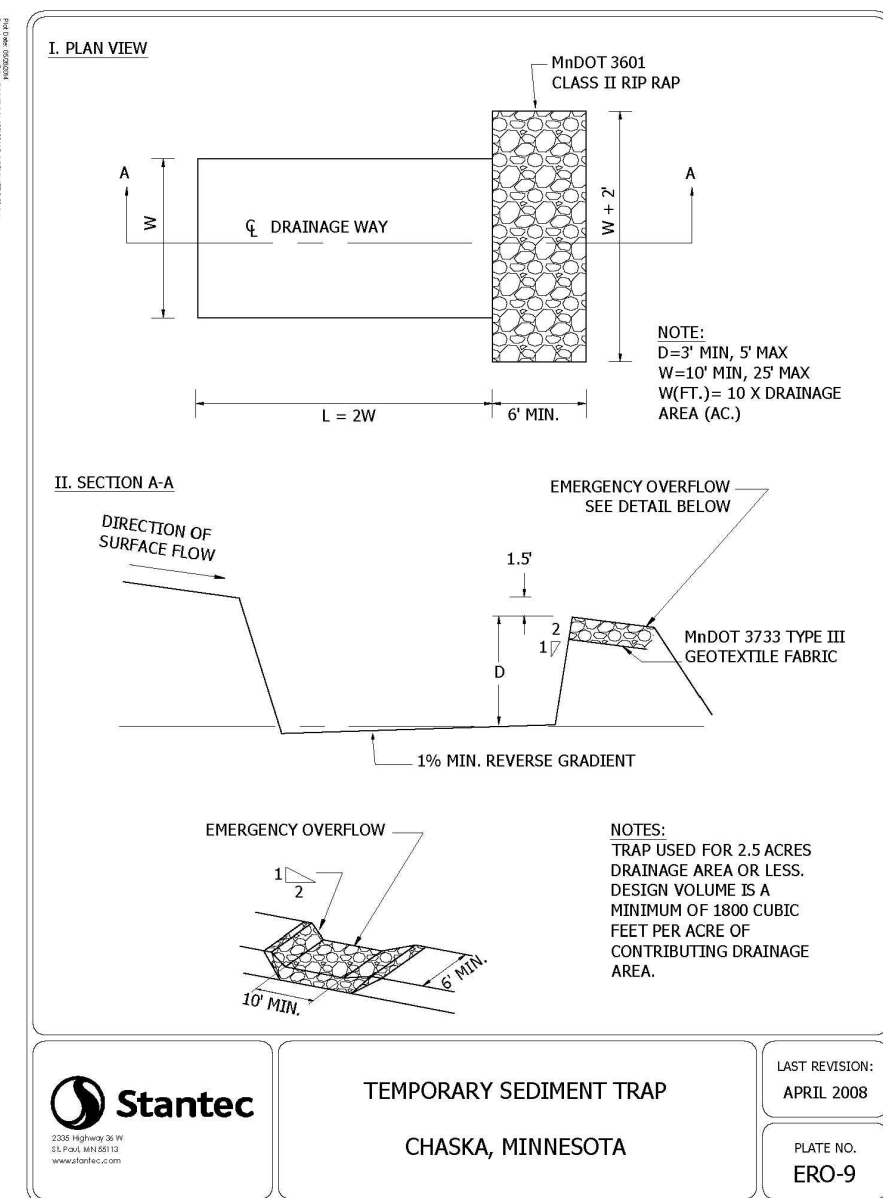
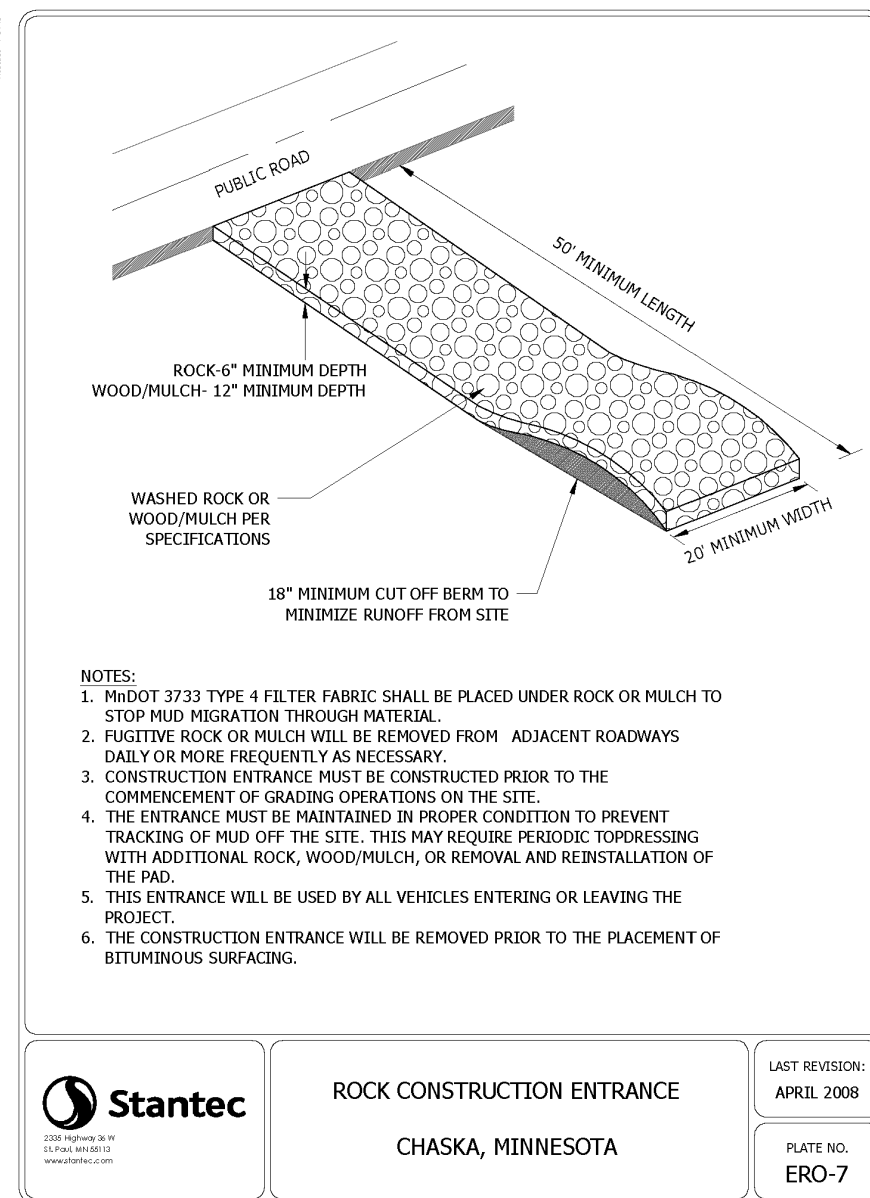
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DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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 Engineer under the laws of the State of Minnesota

Name: Dan J. Wilke, P.E.
Signature: Dan J. Wilke
Date: 07/05/22 License #: 53182







DETAILS

HAZELTINE APARTMENTS

Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

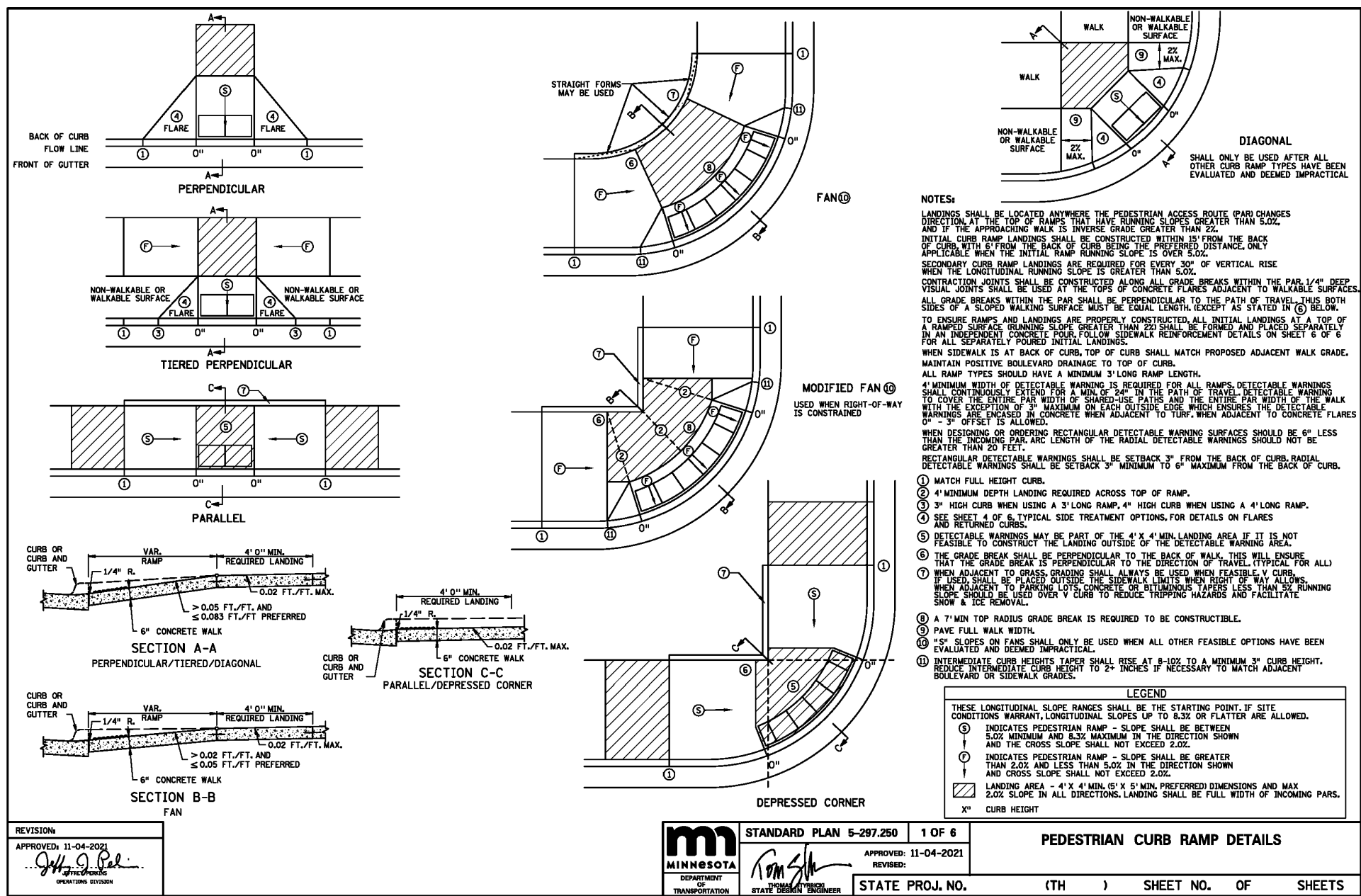
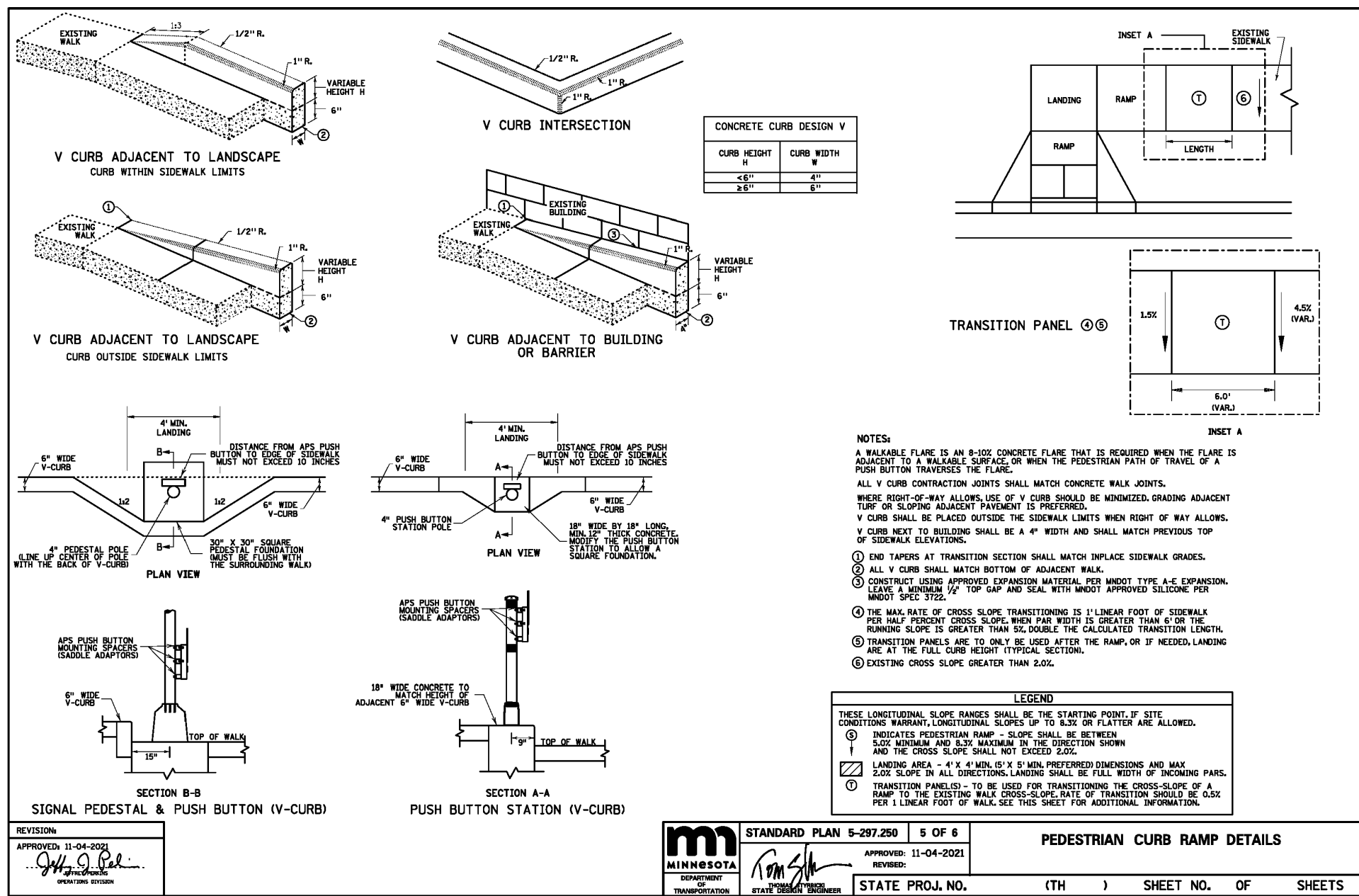
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2. 08/01/22 Per City Comments

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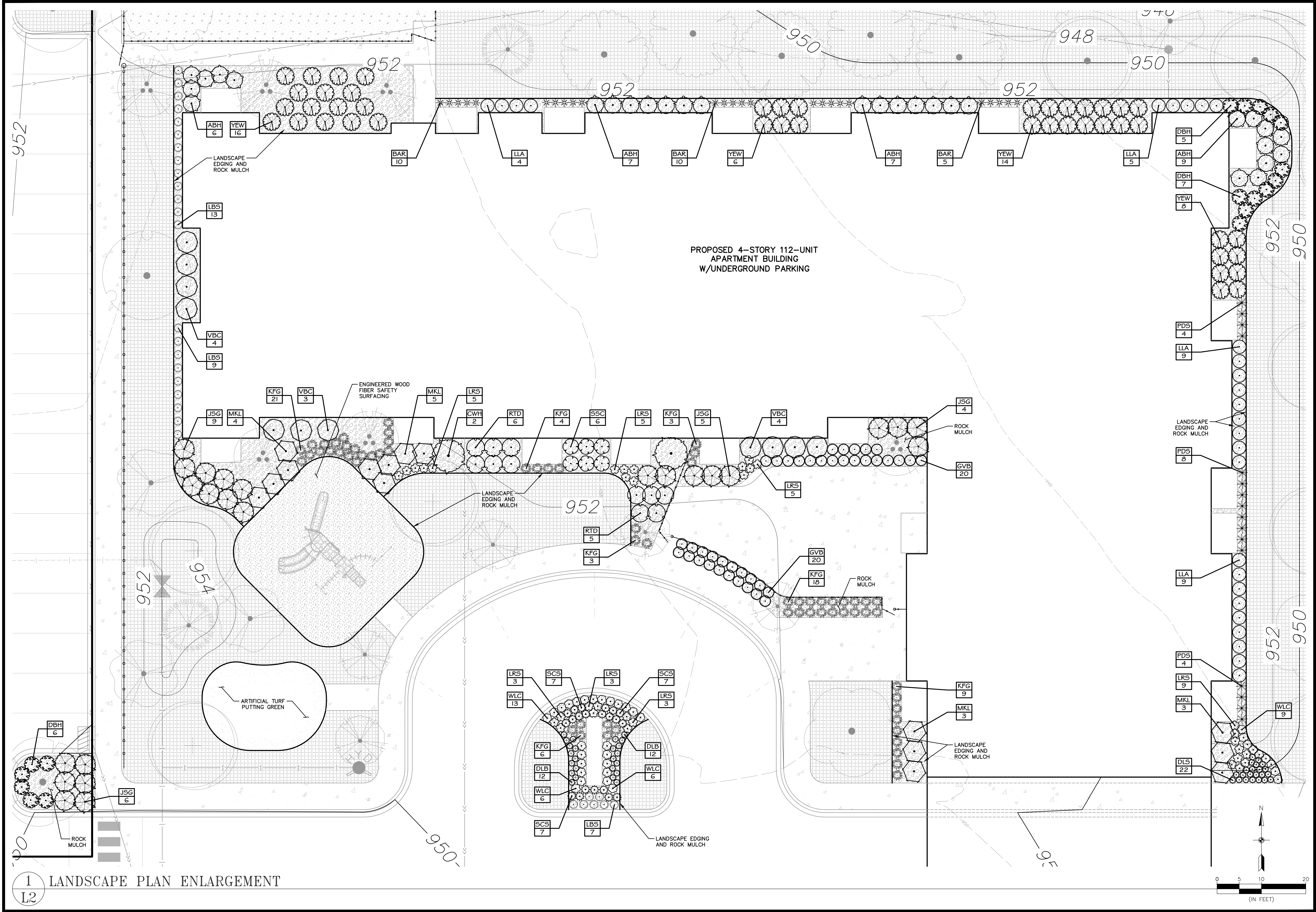
Name: Dan J. Wilke, P.E.
Signature: 
Date: 07/05/22 License #: 53182



C8.4 of 8



811
Know what's **below**.
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1 LANDSCAPE PLAN ENLARGEMENT
L2

LANDSCAPE PLAN

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

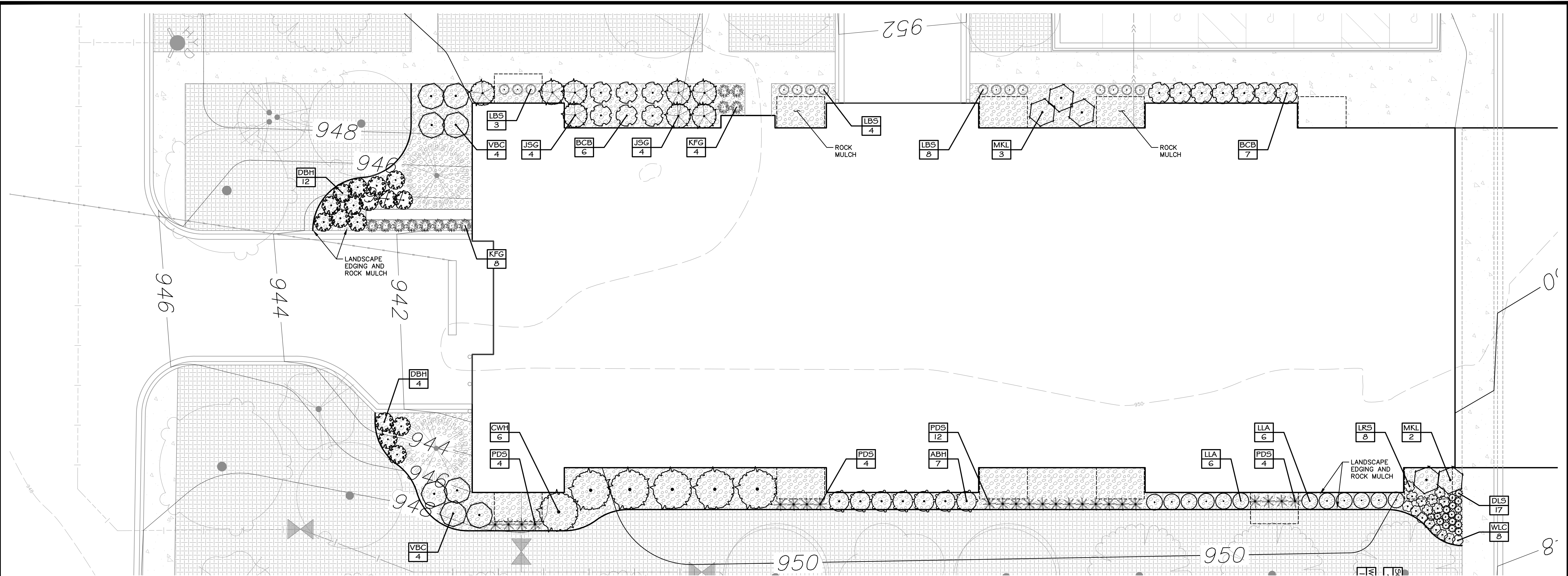
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DRAWN BY: RJR
DESIGNED BY: RJR
ISSUE DATE: 07/05/22

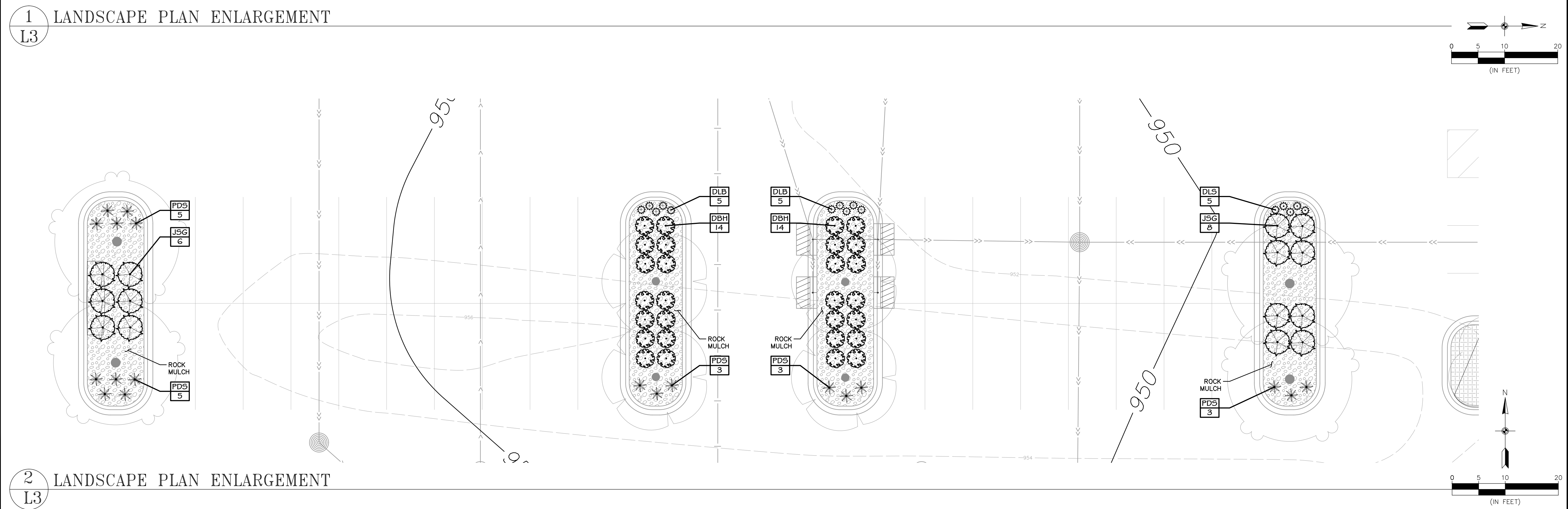
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Name: Ryan J. Ruttger, RLA
Signature: *[Signature]*
Date: 07/05/22 License #: 56346

L2 of 5



1 LANDSCAPE PLAN ENLARGEMENT



2 LANDSCAPE PLAN ENLARGEMENT

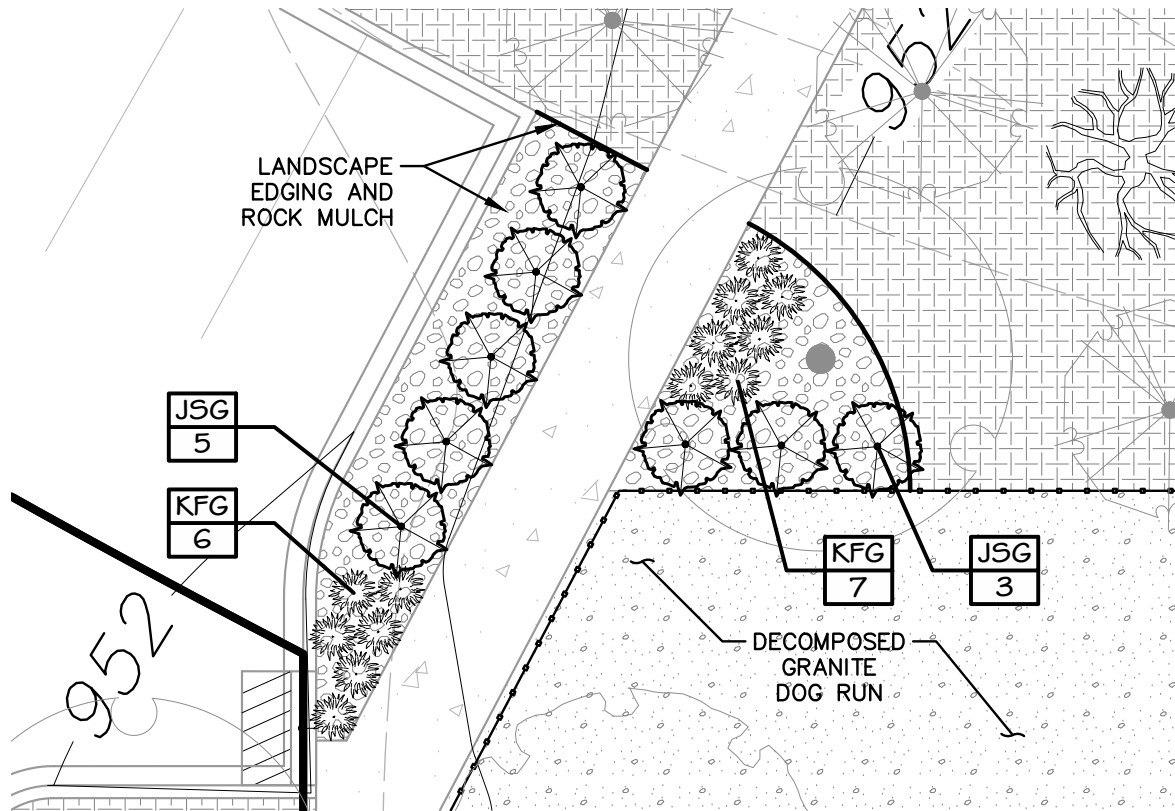
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1. 07/20/22 Per City Comments	
2. 08/01/22 Per City Comments	
DRAWN BY:	RJR
DESIGNED BY:	RJR
ISSUE DATE:	07/05/22

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.

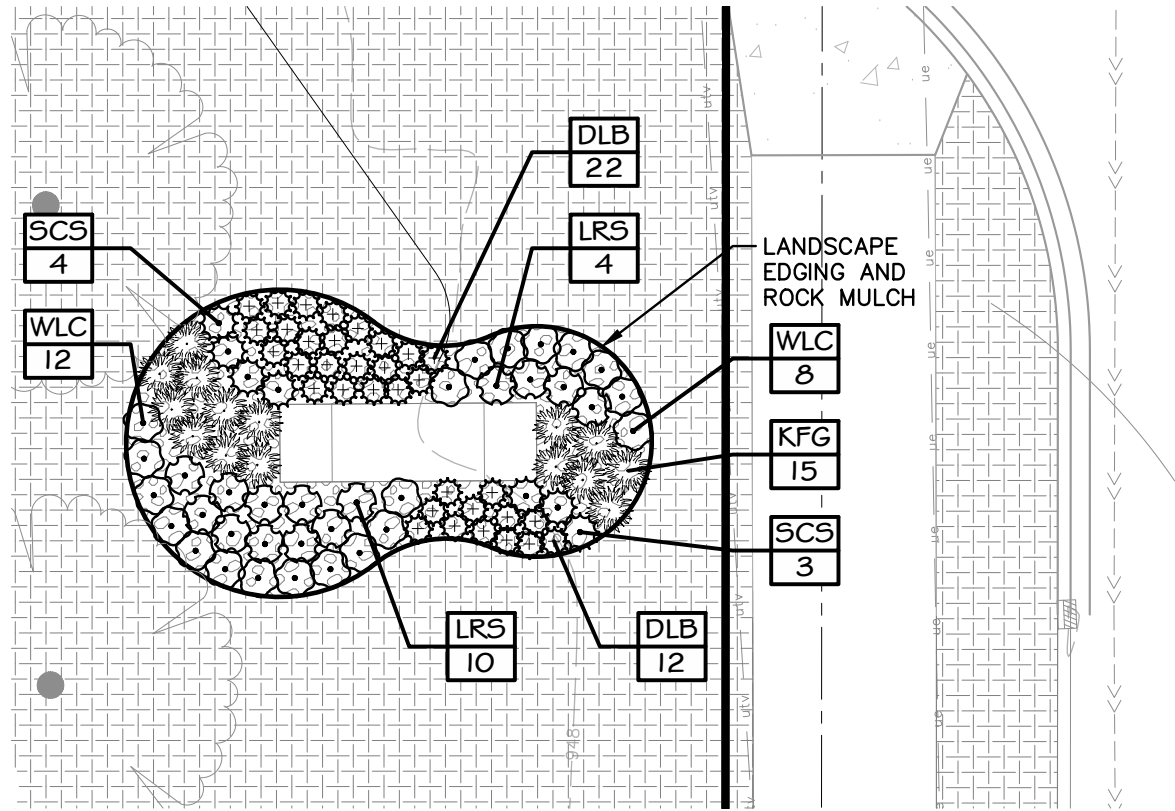
Name: Ryan J. Rutger, RLA
Signature: *[Signature]*
Date: 07/05/22 License #: 56346

LANDSCAPE SPECIFICATIONS

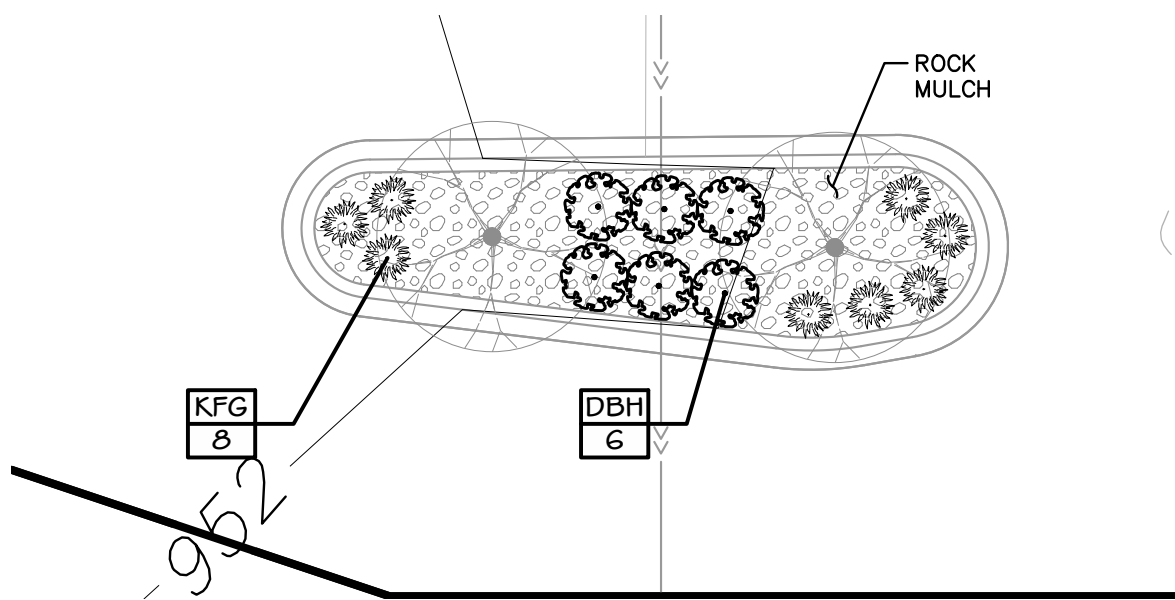
1. TREE PROTECTION. ALL TREES NOT SPECIFICALLY NOTED OR MARKED ON SITE FOR REMOVAL SHALL REMAIN PROTECTED AND UNDISTURBED DURING CONSTRUCTION. TREE PROTECTION SHALL EXTEND TO THE DRIP LINE, WITHIN WHICH NO CONSTRUCTION ACTIVITY, MATERIAL STORAGE, OR VEHICLE PARKING SHALL BE PERMITTED. TREE PROTECTION FENCING SHALL BE ERECTED PRIOR TO CONSTRUCTION START PER PLANS OR AS DIRECTED BY OWNER/LANDSCAPE ARCHITECT AND SHALL CONSIST OF 4' TALL HEAVY DUTY ORANGE CONSTRUCTION FENCING WITH 6" STEEL FENCE POSTS SPACED 6' O.C. MAX.
2. EROSION CONTROL. REFER TO CIVIL PLAN SHEETS FOR STORMWATER POLLUTION PREVENTION PLAN (SWPPP), AND TEMPORARY AND PERMANENT STORMWATER BMPs, INCLUDING SILT FENCE, BIO-ROLLS, INLET PROTECTION, EROSION CONTROL BLANKETING, DUST CONTROL, SWEEPING AND ROCK CONSTRUCTION ENTRANCE. ALL DISTURBED AREAS SHALL RECEIVE PERMANENT STABILIZATION IN ACCORDANCE WITH THE LANDSCAPE PLAN WITHIN 7 DAYS AFTER CONSTRUCTION ACTIVITY IN THE DISTURBED AREA HAS CEASED. IN THE EVENT PERMANENT STABILIZATION CANNOT BE IMPLEMENTED WITHIN 7 DAYS, TEMPORARY STABILIZATION BMPs MUST BE IMPLEMENTED WITHIN 7 DAYS USING.
3. CLEARING AND GRUBBING. CONTRACTOR SHALL BE RESPONSIBLE FOR CLEARING AND GRUBBING ALL AREAS INDICATED AS BEING DISTURBED OR OTHERWISE SHOWN ON PLANS. CLEARING AND GRUBBING SHALL INCLUDE REMOVAL AND DISPOSAL OF ALL TREES, STUMPS, BRUSH, GRASS, ROOTS AND OTHER ORGANIC MATERIAL AT AN APPROVED OFF-SITE DISPOSAL LOCATION.
4. SOIL PREPARATION. REFER TO GEOTECHNICAL REPORT FOR ANY REQUIRED SOIL CORRECTIONS, AMENDMENTS OR ADDITIONAL INFORMATION (IF APPLICABLE). EXISTING TOPSOIL SHALL BE STRIPPED FROM ALL DISTURBED AREAS AND STOCKPILED IN AN APPROVED LOCATION FOR RE-SPREAD. ALL AREAS WHERE SOIL HAS BEEN COMPACTED BY CONSTRUCTION ACTIVITY AND THAT ARE INDICATED TO BE SODDED, SEEDED OR PLANTING BED SHALL BE DE-COMPACTED TO A MINIMUM DEPTH OF 12 INCHES BY SOIL RIPPING, TILLING OR OTHER APPROVED SOIL LOOSENING METHOD.
5. TOPSOIL MATERIAL. ALL EXISTING, AMENDED OR IMPORTED TOPSOIL SHALL MEET THE REQUIREMENTS OF MNDOT TOPSOIL TYPE A. A MINIMUM 4 INCH DEPTH OF TOPSOIL SHALL BE PLACED ON ALL AREAS TO BE SODDED OR SEED. A MINIMUM 12 INCH DEPTH OF TOPSOIL SHALL BE PLACED WITHIN ALL PLANTING BED AREAS. ALL TOPSOIL SHALL BE FINE GRADED, RAKED AND DRAGGED TO PROVIDE A SMOOTH, UNIFORM SURFACE. TOPSOIL GRADES SHALL BE WITHIN .1 FEET OF INDICATED FINISHED GRADE AND SHALL BE TRUE TO GRADIENTS SHOWN ON PLANS. REFER TO CIVIL PLAN SHEETS FOR FILTRATION BASIN SOIL REQUIREMENTS.
6. SEEDING AND TURF ESTABLISHMENT. CONTRACTOR SHALL OBTAIN OWNER/LANDSCAPE ARCHITECT'S APPROVAL OF FINAL GRADES AND TOPSOIL PREP PRIOR TO SEEDING. APPLY 12-12-12 GRANULAR STARTER FERTILIZER AT A RATE OF 250 LBS PER ACRE PRIOR TO SEEDING. SEEDS SHALL BE SOWN IN 2 PERPENDICULAR PASSES, EACH PASS AT ONE-HALF THE INDICATED RATE, VIA BROADCAST SPREADER, DROP SEEDER OR DRILL SEEDER. FOLLOWING SEED APPLICATION, INSTALL TYPE 3N EROSION CONTROL BLANKET ON ALL SLOPES GREATER THAN 4:1. IN ALL OTHER AREAS, APPLY HYDROMULCH COVER (MUST BE A SEPARATE OPERATION FROM SEEDING) AT A TARGETED DRY WEIGHT RATE OF 3500 LBS PER ACRE. SOIL SHALL BE KEPT MOIST DURING ESTABLISHMENT WITH ADDITIONAL RE-SEEDING AS NECESSARY TO ACHIEVE A HEALTHY, UNIFORM STAND OF GRASS, FREE OF WEEDS AND WITH COVERAGE EXCEEDING 75% IN ANY 10'x10' AREA PRIOR TO FINAL ACCEPTANCE.
7. SODDING. CONTRACTOR SHALL OBTAIN OWNER/LANDSCAPE ARCHITECT'S APPROVAL OF FINAL GRADES AND TOPSOIL PREP PRIOR TO SODDING. APPLY 12-12-12 GRANULAR STARTER FERTILIZER AT A RATE OF 250 LBS PER ACRE PRIOR TO SODDING AND ROLL TOPSOIL TO CREATE A UNIFORM SURFACE FOR LAYING SOD. SOD SHALL NOT BE CUT MORE THAN 24-HOURS IN ADVANCE OF INSTALLATION. CONTRACTOR SHALL KEEP SOD MOIST FOR A MINIMUM OF 30 DAYS AND SHALL BE RESPONSIBLE FOR MAINTAINING THE SOD UNTIL FINAL ACCEPTANCE.
8. PLANT MATERIAL. ALL PLANTING STOCK SHALL CONFORM TO THE "AMERICAN STANDARD FOR NURSERY STOCK," ANSI-Z60, LATEST EDITION, OF THE AMERICAN ASSOCIATION OF NURSEYMEN, INC. AND SHALL CONSTITUTE MINIMUM QUALITY REQUIREMENTS. OWNER/LANDSCAPE ARCHITECT RESERVE THE RIGHT TO REJECT ANY PLANTS WHICH ARE DEEMED UNSATISFACTORY BEFORE, DURING, OR AFTER INSTALLATION. NO SUBSTITUTION OF PLANT MATERIAL SHALL BE ACCEPTED UNLESS APPROVED IN WRITING BY THE OWNER/LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. PLANT MATERIAL SUBSTITUTIONS. ALL REQUESTS FOR PLANT SUBSTITUTIONS SHALL BE MADE IN WRITING TO THE OWNER/LANDSCAPE ARCHITECT AND MUST BE APPROVED BY THE CITY.
10. PLANT INSTALLATION AND ESTABLISHMENT. REFER TO STANDARD PLANTING DETAILS. CONTRACTOR SHALL STAKE TREE LOCATIONS FOR APPROVAL. OWNER/LANDSCAPE ARCHITECT PRIOR TO PLANTING. ANY PLANT MATERIAL WHICH DIES, TURNS BROWN, OR DEFOLIATES (PRIOR TO TOTAL ACCEPTANCE OF THE WORK) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE.
11. MULCH MATERIAL. DOUBLE SHREDDED HARDWOOD MULCH OR ROCK MULCH AS INDICATED ON PLANS. ALL MULCH SHALL BE CLEAN AND FREE OF WEEDS, OR OTHER DELETERIOUS MATERIAL, AND SHALL BE INSTALLED OVER A NON-WOVEN GEOTEXTILE FABRIC (INCIDENTAL) OR OTHER APPROVED WEED BARRIER TO A MINIMUM SETTLED DEPTH OF 4". MULCH SHALL BE HELD BACK FROM PLANT STEMS/TRUNKS A MINIMUM OF 3". WOOD MULCH SHALL BE PLACED AROUND INDIVIDUAL TREES TO A 4' MINIMUM DIAMETER. MULCH SHALL BE INSTALLED WITHIN 48-HOURS OF PLANT INSTALLATION.
12. LANDSCAPE EDGING. INSTALL LANDSCAPE EDGING BETWEEN ALL MULCH AREAS AND TURF. EDGING SHALL BE COMMERCIAL GRADE BLACK POLYETHYLENE OR VINYL EDGING, 0.1 INCH THICK BY 5 INCHES DEEP, V-UPPED BOTTOM, HORIZONTALLY GROOVED, 1-INCH ROUND TOP, EXTRUDED IN STANDARD LENGTHS, WITH 9-INCH STEEL ANGLE STAKES.
13. IRRIGATION. DESIGN, FURNISH AND INSTALL A COMPLETE UNDERGROUND IRRIGATION SYSTEM FROM APPROVED POINT(S)-OF-CONNECTION WITHIN THE SITE COVERING ALL TURF AND PLANTING AREAS AS SHOWN ON THE LANDSCAPE PLAN. INCLUDES FLOW/PRESSURE TESTING, PLANS WITH DESIGN CALCULATIONS, AS-BUILT DRAWINGS, LABOR, MATERIALS, EQUIPMENT, AND SERVICES FOR THE TESTING, ADJUSTING, RETESTING AND READJUSTING AS REQUIRED TO PLACE THE SYSTEM IN AN APPROVED OPERATING CONDITION. THE IRRIGATION SYSTEM SHALL INCLUDE THE DESIGN AND INSTALLATION OF THE FOLLOWING: PIPING, METER AND BACKFLOW ASSEMBLY, SPRINKLER HEADS, CABINETS, VALVES AND VALVE BOXES, CONTROLLERS, CONTROL WIRING, FITTINGS, ELECTRICAL CONNECTIONS, QUICK-COUPERS, ALL OTHER NECESSARY ACCESSORIES, SYSTEM MANUALS, 1-YEAR MAINTENANCE PERIOD INCLUDING 1 FALL WINTERIZATION AND 1 SPRING START-UP. IRRIGATION PLANS TO BE PREPARED BY A QUALIFIED IRRIGATION DESIGNER AND SUBMITTED TO OWNER/LANDSCAPE ARCHITECT FOR APPROVAL.
14. MAINTENANCE. MAINTENANCE SHALL BEGIN IMMEDIATELY AFTER EACH PORTION OF THE WORK IS IN PLACE. PLANT MATERIAL SHALL BE PROTECTED AND MAINTAINED UNTIL THE INSTALLATION OF THE PLANTS IS COMPLETE. INSPECTION HAS BEEN MADE, AND PLANTINGS ARE ACCEPTED EXCLUSIVE OF THE GUARANTEE. MAINTENANCE SHALL INCLUDE MOWING, TRIMMING, WATERING, FERTILIZING, WEED AND PESTICIDE CONTROL, MULCHING, REMOVAL OF DEAD MATERIALS, RE-SETTING PLANTS TO PROPER GRADE AND KEEPING PLANTS IN A PLUMB POSITION. AFTER ACCEPTANCE, THE OWNER SHALL ASSUME MAINTENANCE RESPONSIBILITIES. HOWEVER, THE CONTRACTOR SHALL RETAIN RESPONSIBILITY FOR ALL PLANT MATERIAL THROUGH THE COMPLETION OF THE WARRANTY PERIOD.
15. WATERING. UPON ESTABLISHMENT OF SEED AND INSTALLATION OF PLANTS, CONTRACTOR SHALL MAINTAIN A WATERING SCHEDULE WHICH WILL THOROUGHLY WATER ALL PLANTS AND TURF AREAS A MINIMUM OF ONCE A WEEK. MORE FREQUENT WATERING MAY BE REQUIRED DURING PERIODS OF HOT, DRY WEATHER. CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS FOR WATER. IN THE ABSENCE OF PERMANENT IRRIGATION, TEMPORARY IRRIGATION, TREE WATERING BAGS, OR HAND-WATERING ARE ACCEPTABLE.
16. NATIVE PLANT ESTABLISHMENT. THIS PROJECT INCLUDES ONE OR MORE NATIVE PLANT SEED MIXES CONSISTING OF A VARIETY OF GRASSES, FORBES AND FLOWERING FORBS. BECAUSE THESE PLANTS TYPICALLY HAVE A LONGER GERMINATION PERIOD, A COVER CROP SPECIES IS REQUIRED TO PROVIDE TEMPORARY COVER AND STABILIZATION. MAINTENANCE OF THESE SEEDING AREAS IS CRITICAL DURING THE FIRST SEVERAL YEARS TO ESTABLISH A SUCCESSFUL NATIVE PLANT COMMUNITY. SEEDING AREAS SHALL BE MOWED / WEED-WHIPPED TO A HEIGHT OF 6-10 INCHES IN MID-JULY AND EARLY SEPTEMBER DURING THE FIRST 2-3 YEARS OF ESTABLISHMENT. IN ADDITION, ALL NON-NATIVE PLANTS / WEEDS SHALL BE SPOT SPRAYED NO LESS THAN 3 TIMES A YEAR WITH HERBICIDE BY A LICENSED APPLICATOR. RE-SEEDING AS NECESSARY SHALL OCCUR IN MAY. A NATIVE PLANT COMMUNITY SHALL BE CONSIDERED SUCCESSFULLY ESTABLISHED NO SOONER THAT 3 YEARS AFTER INITIAL SEEDING - ONCE THE COVER CROP HAS BEEN SUFFICIENTLY REPLACED BY NATIVE PLANTS AND THE AREA IS FREE OF ALL NON-NATIVE AND INVASIVE SPECIES. AT THIS TIME, MAINTENANCE CAN BE REDUCED TO MOWING / WEED-WHIPPING TO A HEIGHT OF 6-10 INCHES ONCE A YEAR IN EARLY SEPTEMBER AND SPOT SPRAYING OF HERBACIDE ONLY AS NEEDED.
17. FINAL ACCEPTANCE. UPON SUBSTANTIAL COMPLETION OF THE WORK, CONTRACTOR SHALL REQUEST FINAL ACCEPTANCE OF THE WORK IN WRITING BY THE OWNER/LANDSCAPE ARCHITECT. IF ANY WORK IS FOUND TO BE INCOMPLETE OR UNSATISFACTORY IN THE OPINION OF THE OWNER/LANDSCAPE ARCHITECT, A WRITTEN PUNCH LIST WILL BE PREPARED LISTING ALL ITEMS THAT REQUIRE COMPLETING OR CORRECTING BEFORE FINAL ACCEPTANCE.
18. WARRANTY. ALL PLANTS, MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE, UNLESS OTHERWISE SPECIFIED. THE GUARANTEE SHALL COVER THE FULL COST OF REPLACEMENT INCLUDING LABOR AND MATERIAL.



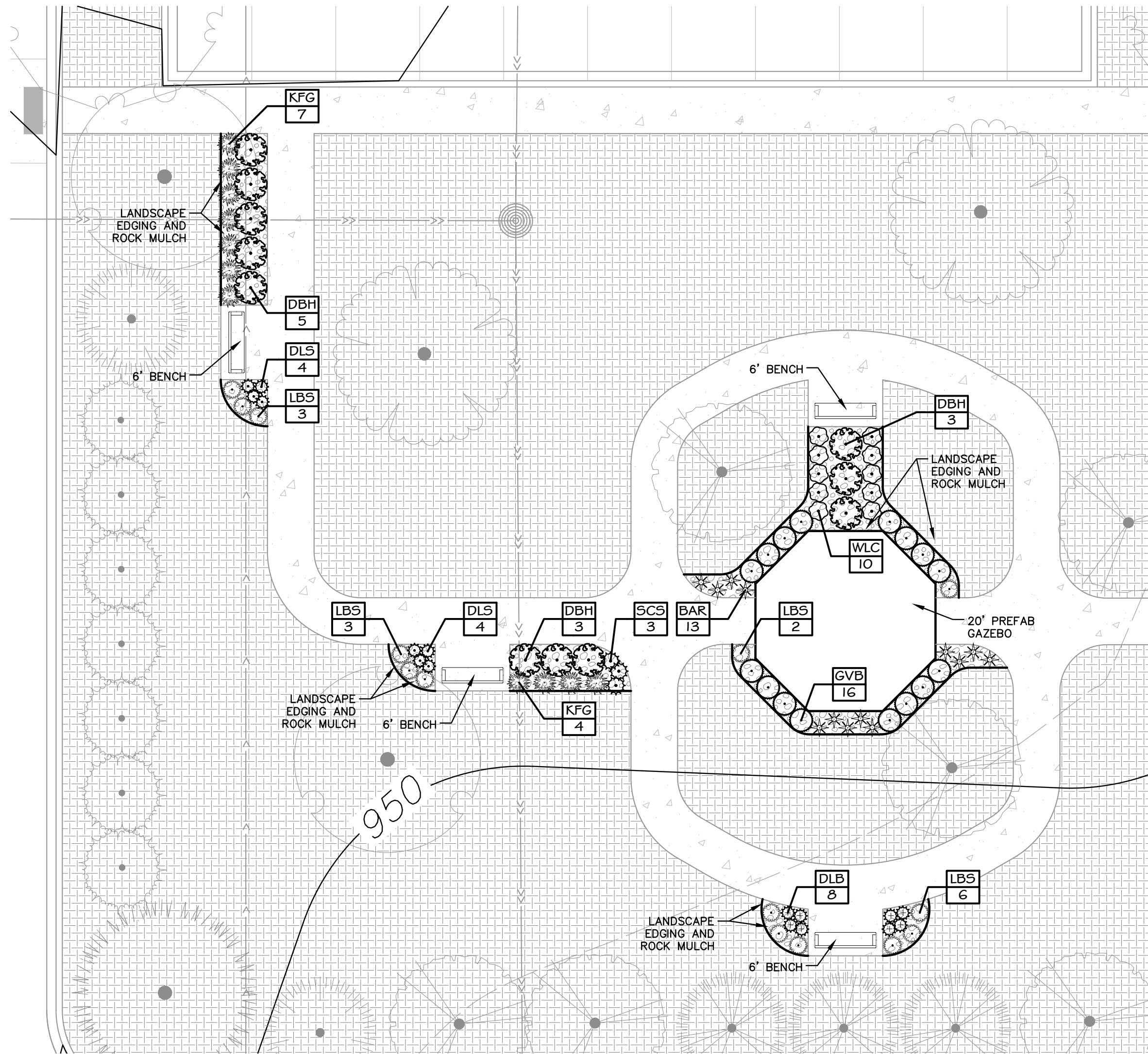
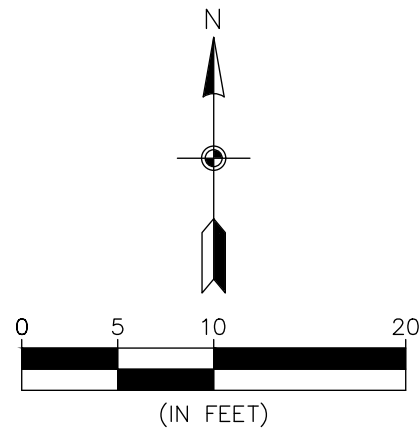
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L4



2 LANDSCAPE PLAN ENLARGEMENT
L4



3 LANDSCAPE PLAN ENLARGEMENT
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4 LANDSCAPE PLAN ENLARGEMENT
L4

LANDSCAPE PLAN

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

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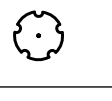
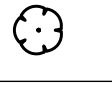
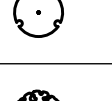
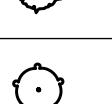
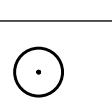
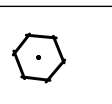
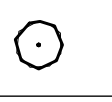
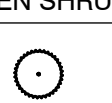
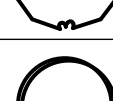
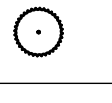
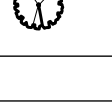
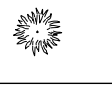
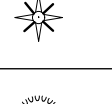
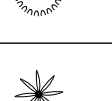
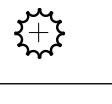
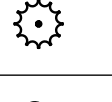
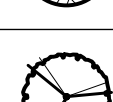
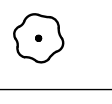
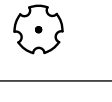
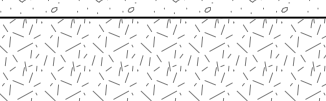
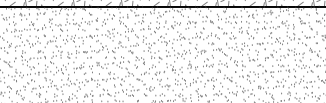
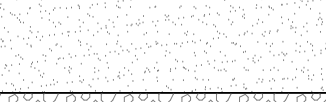
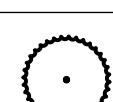
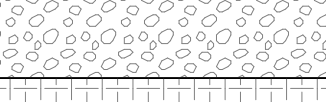
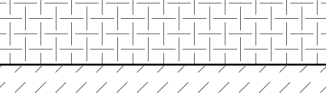
1. 07/20/22 Per City Comments
2. 08/01/22 Per City Comments

DRAWN BY: RJR
DESIGNED BY: RJR
ISSUE DATE: 07/05/22

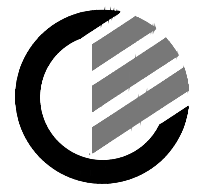
I hereby certify that this plan, specification or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Name: Ryan J. Rutgger, RLA
Signature:
Date: 07/05/22 License #: 56346

L4 of 5

PLANT SCHEDULE															
TREES		CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SHRUBS		CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
	RM	6	Acer rubrum `Autumn Radiance`	Autumn Radiance Red Maple	3.5" Cal.	B&B	        	BCB	13	Aronia melanocarpa `Autumn Magic`	Autumn Magic Black Chokeberry	#5 Cont.			
	FM	7	Acer x freemanii `Sienna`	Sienna Glen Maple	3.5" Cal.	B&B		SSC	6	Clethra alnifolia `Hummingbird`	Summersweet	#5 Cont.			
	HB	13	Celtis occidentalis	Common Hackberry	2.5" Cal.	B&B		RTD	11	Cornus sericea `Alleman`s Compact`	Dwarf Red Twig Dogwood	#5 Cont.			
	HL	15	Gleditsia triacanthos inermis `Harve`	Northern Acclaim Thornless Honey Locust	2.5" Cal.	B&B		DBH	79	Diervilla lonicera	Dwarf Bush Honeysuckle	#5 Cont.			
	KC	12	Gymnocladus dioica `Espresso`	Kentucky Coffeetree	2.5" Cal.	B&B		CWH	8	Hamamelis virginiana	Common Witch Hazel	#5 Cont.			
	WO	2	Quercus bicolor	Swamp White Oak	4" Cal.	B&B		ABH	36	Hydrangea arborescens `Annabelle`	Annabelle Hydrangea	#5 Cont.			
	HO	3	Quercus x macdanielii `Clemons` TM	Heritage Oak	2.5" Cal.	B&B		LLA	39	Rhododendron x `Lemon Lights`	Lemon Lights Azalea	#5 Cont.			
	BL	14	Tilia americana `Boulevard`	Boulevard Linden	2.5" Cal.	B&B		MKL	20	Syringa patula `Miss Kim`	Miss Kim Lilac	#5 Cont.			
	BL+	3	Tilia americana `Redmond`	Redmond Linden	3" Cal.	B&B		VBC	19	Viburnum trilobum `Bailey Compact` Red Fall Color	Bailey`s Compact American Cranberry Bush	#5 Cont.			
	AE	12	Ulmus americana `Jefferson`	Jefferson American Elm	2.5" Cal.	B&B	EVERGREEN SHRUBS								
								CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER		
								GVB	56	Buxus x `Green Velvet`	Green Velvet Boxwood	#5 Cont.			
								JSG	54	Juniperus chinensis `Sea Green`	Sea Green Juniper	#5 Cont.			
								YEW	44	Taxus x media `Tauntonii`	Tauton Yew	#5 Cont.			
CONIFEROUS TREES								CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER		
	BF	9	Abies balsamea	Balsam Fir	6' Ht.	B&B		KFG	123	Calamagrostis x acutiflora `Karl Foerster`	Feather Reed Grass	#2 Cont.			
	BH	5	Picea glauca densata	Black Hills Spruce	6' Ht.	B&B		BAR	38	Juncus inflexus `Blue Arrows`	Blue Arrows Rush	#2 Cont.			
	WP	5	Pinus strobus	White Pine	6' Ht.	B&B		LBS	58	Schizachyrium scoparium	Little Bluestem	#2 Cont.			
	WC	7	Thuja occidentalis	White Cedar	6' Ht.	B&B		PDS	59	Sporobolus heterolepis	Prairie Dropseed	#2 Cont.			
ORNAMENTAL TREES								CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER		
	SB	7	Amelanchier x grandiflora `Autumn Brilliance` Clump Form, Red Fall Color, 2" Cal Equivalent	Autumn Brilliance Serviceberry	8' Ht.	B&B		DLB	76	Hemerocallis x `Baja` Red Flowers	Baja Daylily	#1 Cont.			
	PD	4	Cornus alternifolia `Wstackman` Pale Yellow Flowers, Maroon Fall Color	Golden Shadows Pagoda Dogwood	2" Cal.	B&B		DLS	52	Hemerocallis x `Stella De Oro` Yellow / Gold Flowers	Stella De Oro Daylily	#1 Cont.			
	HT	7	Crataegus crus-galli `Inermis`	Thornless Hawthorn	2" Cal.	B&B		WLC	72	Nepeta x faassenii `Walkers Low`	Walkers Low Catmint	#1 Cont.			
	CA	9	Malus x `Prairiefire` Red Flowers	Prairiefire Crabapple	2" Cal.	B&B		LRS	55	Perovskia atriplicifolia `Little Spire`	Little Spire Russian Sage	#1 Cont.			
	JL	8	Syringa reticulata `Ivory Silk` White Flowers	Ivory Silk Japanese Tree Lilac	2" Cal.	B&B		SCS	31	Sedum spectabile `Autumn Joy`	Stonecrop	#1 Cont.			
TRANSPLANTED TREES							GROUND COVERS								
								DG	1,785 sf	Decomposed Granite Compacted, Non-Woven Geotextile Incidental	Decomposed Granite	4" Depth			
								EEWF	1,170 sf	Engineered Wood Fiber Mulch	Play Area Surfacing	12" Depth			
								PF	211 sf	Putting Fringe Refer to Architectural Specifications	Artificial Turf	---			
								PG	264 sf	Putting Green Refer to Architectural Specifications	Artificial Turf	---			
								ROCK	10,520 sf	Rock Mulch Non-Woven Geotextile Incidental	1.5" Trap Rock Mulch	4" Depth			
								SOD	61,027 sf	Turf Sod Bluegrass	Kentucky Bluegrass	sod			
								TI	5,699 sf	Type I - Native Seed Mix Refer to notes for acceptable seeding methods. Seeding Rate 50.0 lb/ac	MnDOT Seed Mix 35-221	seed			

ENGINEERING
SURVEYING
ENVIRONMENTAL

**CARLSON
McCain**

3880 PHEASANT RIDGE DRIVE NE, SUITE 100, BLAINE, MN 55449
TEL 763.488.7900 \ FAX 763.488.7958 \ CARLSONMCCAIN.COM

LANDSCAPE SCHEDULE

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

1. 07/20/22 Per City Comments

2. 08/01/22 Per City Comments

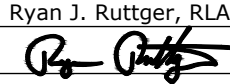
DRAWN BY: RJR

DESIGNED BY: RJR

ISSUE DATE: 07/05/22

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.

Name: Ryan J. Ruttger, RLA

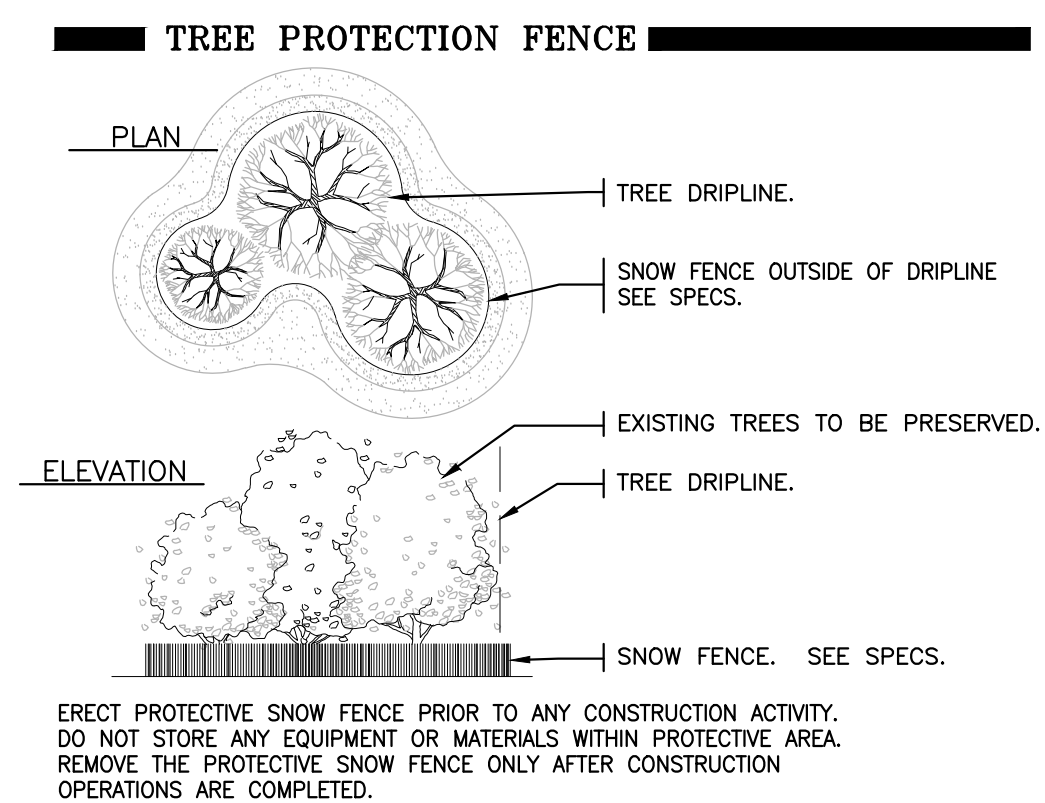
Signature: 

Date: 07/05/22 License #: 56346

L5

of

5



CALL BEFORE YOU DIG 	 Know what's below. Call before you dig.
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POWER & COMMUNICATION LEGEND

120V DUPLEX OUTLET

120V QUAD OUTLET

240 VOLT RECEPTACLE

DATA/COMMUNICATIONS OUTLET

TELEPHONE OUTLET

TELEVISION OUTLET

DATA/TV COMBO OUTLET

FLOOR OUTLET

JUNCTION BOX

PUSHBUTTON STATION

EMERGENCY E-STOP FOR GRILL OR FIREPIT

TIME CLOCK

TIMER FOR GRILL OR FIREPIT

BELOW COUNTER OUTLET

ABOVE COUNTER OUTLET

MOTOR CONNECTION

ELECTRICAL DISCONNECT

ELECTRICAL STARTER DISCONNECT

ELECTRICAL CONNECTION W/NON-FUSED DISCONNECT

ELECTRICAL CONNECTION W/WEATHER PROOF DISCONNECTS

PANELBOARD

THERMOSTAT MOUNTED AT 48" A.F.F.

SMOKE/CO ALARM

SMOKE ALARM

NITROGEN DIOXIDE DETECTOR

CARBON MONOXIDE DETECTOR

GROUND FAULT CIRCUIT INTERRUPTER

WEATHER PROOF COVER WITH GROUND FAULT CIRCUIT INTERRUPTER

RECESSED 2x4 FIXTURE

RECESSED 2x2 FIXTURE

INDICATES NIGHTLIGHT FIXTURE

INDICATES EMERGENCY FIXTURE

INDICATES EMERGENCY/NIGHTLIGHT FIXTURE

SURFACE MOUNT 1x4 FIXTURE

HIGH BAY 2x4 FIXTURE

SURFACE WALL MOUNTED FIXTURE

SURFACE CEILING MOUNT FIXTURE

RECESSED DOWNLIGHT OR DISC FIXTURE

SURFACE WALL MOUNTED FIXTURE

SURFACE MOUNTED FIXTURE

SURFACE MOUNTED PENDANT FIXTURE

OUTSIDE POLE-MOUNT LIGHT FIXTURE

EXTERIOR GROUND MOUNTED LIGHT FIXTURE

EMERGENCY LIGHTING FIXTURE

LED EXIT SIGN-SHADED AREA INDICATES ILLUMINATED FACE

LED EXIT/EMERGENCY SIGN-SHADED AREA INDICATES ILLUMINATED FACE

EXTERIOR EMERGENCY EGRESS LIGHT

SINGLE POLE SWITCH

2-POLE SWITCH

3-WAY SWITCH

4-WAY SWITCH

WALL MOUNTED SINGLE LEVEL OCCUPANCY SENSOR - SEE SCHEDULE

WALL MOUNTED DUAL LEVEL OCCUPANCY SENSOR - SEE SCHEDULE

CEILING MOUNTED OCCUPANCY SENSOR - SEE SCHEDULE

INDICATES FIXTURE TO REMAIN ON FOR SECURITY PURPOSES

INDICATES LIGHT FIXTURE SWITCH-LEGS

INDICATES PANEL AND CIRCUIT NUMBER

INDICATES LIGHT FIXTURE TYPE

INDICATES EXISTING FIXTURE

INDICATES RELOCATED FIXTURE

INDICATES FIXTURE CONTROLLED BY TIMECLOCK

INDICATES FIXTURE ON EMERGENCY OR STANDBY POWER

LIGHTING FIXTURE SCHEDULE

TYPE	LAMPS	WATTAGE	DESCRIPTION	NOTES
AA	LED	20	SMALL EXTERIOR WALL PACK	HUBBELL
BB	LED	30	MEDIUM EXTERIOR WALL PACK	HUBBELL
CC	LED	70	POLE MOUNT FIXTURE, TYPE II OPTICS, 25' POLE	A17
DD	LED	150	POLE MOUNT FIXTURE, TYPE V OPTICS, 25' POLE	A17

NOTES:

LIGHTING FIXTURE SCHEDULE				
TYPE	LAMPS	WATTAGE	DESCRIPTION	NOTES
AA	LED	20	SMALL EXTERIOR WALL PACK	HUBBELL
BB	LED	30	MEDIUM EXTERIOR WALL PACK	HUBBELL
CC	LED	70	POLE MOUNT FIXTURE, TYPE II OPTICS, 25' POLE	A17
DD	LED	150	POLE MOUNT FIXTURE, TYPE V OPTICS, 25' POLE	A17
NOTES:				

ANCHOR BOLTS WITH LOCK WASHERS PER MFG'S SPECS.

1" - 45° CHAMFER

CASWELD GROUND CONNECTIONS

5/8"x10" COPPER CLAD DRIVEN GROUND ROD AT EACH BASE. BOND TO REBAR, CONDUIT, AND ANCHOR BOLTS WITH MIN. 1#8 BONDING JAMPER.

STUB OUT 6" FROM EDGE OF BASE

KEEP REBAR 3" FROM EDGE OF FORM

PROVIDE 4#8 REBAR VERTICAL, #4 REBAR HORIZONTAL AT 16" O.C.

#4 VERTICAL REBAR (4 REQ'D)

CONDUIT - KEEP CONDUIT WITHIN 6" DIA.

3/4" CONDUIT SUB FOR GROUNDING WIRE

MIN. 24"

AS REQ'D VERIFY FIXTURE BASE SIZE = 23"

ANCHOR BOLTS PARALLEL TO SIDEWALK OR PAVEMENT

CONDUIT PITCH TO DRAIN

BOLT CIRCLE-VERIFY WITH ACTUAL POLE DIMENSIONS

#4 STEEL REBAR AT 16" O.C.

NOTE:

1.) USE MFG'S DIMENSIONS FOR EXACT ANCHOR BOLT AND COVER PLACEMENT.

2.) INSTALL IN-LINE FUSES IN EACH UNGROUNDED CONDUCTOR WITHIN POLE BASE HAND HOLE.

3.) TROWEL FINISH EXPOSED PORTION OF BASE TO REMOVE/COVER FORM MARKS.

2

E1.1

POLE BASE DETAIL

NOT TO SCALE

SITE NOTES

1. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR A COMPLETE AND FUNCTIONAL ELECTRICAL SYSTEM.

2. MATERIALS AND INSTALLATION SHALL COMPLY WITH CODES, UTILITY REQUIREMENTS, LAWS AND ORDINANCES OF FEDERAL, STATE, OSHA AND LOCAL GOVERNING BODIES HAVING JURISDICTION.

3. THE CONTRACTOR SHALL COMPLY WITH ALL CODES AND STANDARDS APPLICABLE TO THIS PROJECT THAT ARE LISTED BUT NOT LIMITED TO: NEC, NFPA, NEMA, ANSI, IES, IEEE, NFPA LIFE SAFETY 101, ASHRAE 90.1, IECC ENERGY CODE AND IBC BUILDING CODE.

4. PRIOR TO ANY DIGGING, TRENCHING, ETC. CONTACT ALL LOCAL UTILITY COMPANIES AND MUNICIPALITIES AND CONFIRM EXACT LOCATIONS OF ALL EXISTING UTILITIES.

5. MATERIALS AND EQUIPMENT SHALL BE LISTED AND/OR LABELED BY UL OR ANOTHER NATIONALLY RECOGNIZED TESTING LABORATORY.

6. ALL MATERIAL, EQUIPMENT, WRING DEVICES, ETC SHALL BE NEW, UNLESS SPECIFICALLY NOTED AS EXISTING TO BE REUSED.

7. ALL MATERIALS AND EQUIPMENT SHALL BE STORED, HANDLED, ERECTED, INSTALLED, CONNECTED, CLEANED, ADJUSTED, TESTED, CONDITIONED AND PLACED IN SERVICE IN ACCORDANCE WITH THE MANUFACTURERS DIRECTIONS AND RECOMMENDATIONS.

8. COORDINATE THE UTILITY COMPANY SERVICE FEEDS AND INSTALLATION.

9. ALL POLE FIXTURES TO BE LOCATED 4" AWAY FROM EDGE OF CURB.

10. ALL EXTERIOR LIGHT FIXTURES TO BE CONNECTED TO A COMMON EQUIPMENT GROUND. USE #8, TYPE THWN.

11. ALL CIRCUIT TO BE PLACED IN 1" CONDUITS UNLESS OTHERWISE NOTED. CIRCUIT TO USE COPPER WIRE, TYPE THWN.

12. THE CONTROLLING LIGHTING CONTACTORS SHALL BE MOUNTED INSIDE THE BUILDING WITH TIME-CLOCK CONTROL & REMOTE PHOTOCELLS LOCATED ON THE EXTERIOR SIDE OF THE BUILDING WALL. INSTALL PHOTOCELLS AT LOCATIONS WHERE BUILDING OR OTHER OBSTRUCTIONS WILL NOT INTERFERE WITH THEIR PROPER OPERATION. FINAL BRANCH CIRCUIT SUPPLY CONNECTIONS WILL BE PROVIDED BY THE BUILDING ELECTRICAL CONTRACTORS.

13. MIN. BURIAL DEPTH FOR THE LIGHTING CIRCUIT SHALL BE 24". A SLIGHT DECREASE IN DEPTH IS ALLOWED WITHIN 10' OF THE POLES.

14. VERIFY CONSTRUCTION AREAS ON OTHER SITE PLANS FOR POTENTIAL OBSTACLES AND CONSTRUCTION LIMITS.

ELECTRIC GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH NATIONAL, STATE AND LOCAL ELECTRICAL CODES.

2. ENERGY CODE WILL BE IN ACCORDANCE WITH ASHRAE 90.1 2010.

3. COORDINATE WORK WITH ALL OTHER TRADES.

4. EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

5. ALL WIRING SHALL BE INSTALLED IN APPROVED RACEWAYS.

6. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL BE INSTALLED AT ALL LOCATIONS.

7. ALL MEASUREMENTS TO TOP OF BOX. RECEPTACLES SHALL BE 20" A.F.F. SWITCHES SHALL BE 48" A.F.F.

8. GFI PROTECT ALL RECEPTACLES WITHIN 6' OF EVERY SINK.

9. DRAWINGS ONLY REPRESENT AN APPROXIMATE LOCATION OF ALL RECEPTACLES, SWITCHES, LIGHTS, TV/DATA JACKS, ELECTRICAL EQUIPMENT, ETC. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD AND MAY VARY FROM DRAWINGS DUE TO UNFORESEEN CIRCUMSTANCES.

10. PROVIDE GFCI PROTECTION FOR ALL AREAS LISTED UNDER NEC 210.8.

11. PROVIDE TAMPER RESISTANT RECEPTACLES IN ALL AREAS LISTED UNDER NEC 406.12.

The main electrical site plan shows a large building footprint with a central courtyard. The plan includes numerous electrical symbols and notes, such as "EXISTING TRAIL", "EXISTING TRAIL", and "EXISTING TRAIL". It also shows various electrical symbols and notes, such as "EXISTING TRAIL", "EXISTING TRAIL", and "EXISTING TRAIL".

1

E1.1

ELECTRICAL SITE PLAN

SCALE: 1" = 20'-0"

BERD?

ELECTRIC LLC

Phone: 262-566-9847

Fax: 262-566-0312

DATE: 8/4/22

AS SHOWN

DATE: 8/4/22

BY: [Signature]

CHECKED BY: [Signature]

JOB NO. ---

REVISION

DESCRIPTION

DATE

BY

HAZELTINE APARTMENTS

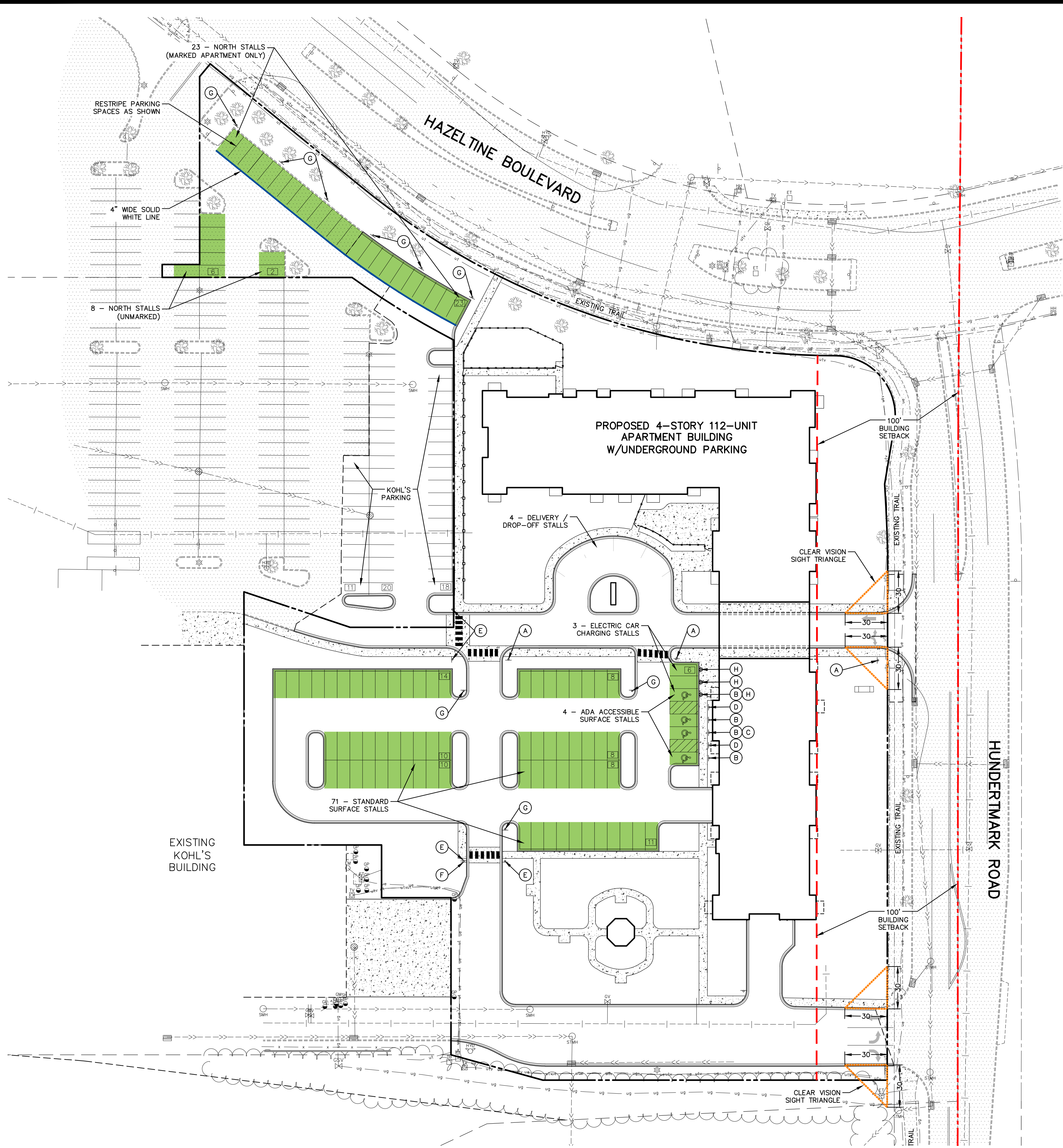
CHASKA, MN

ELECTRICAL SITE PLAN

DRAWING NO.

E1.1

Page 533 of 724



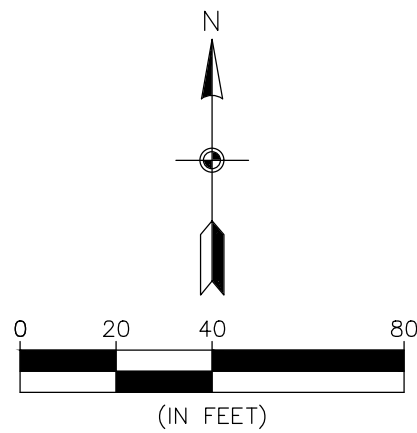
LEGEND	
EXISTING	PROPOSED
PROPERTY LINE	
EASEMENT LINE	
CURB LINE	
BITUMINOUS PAVEMENT	
CONCRETE WALK	
SANITARY SEWER	
WATER MAIN	
STORM SEWER	
UNDERGROUND GAS	
UNDERGROUND ELECTRIC	
UNDERGROUND TELEVISION	
UNDERGROUND FIBER OPTIC	
OVERHEAD ELECTRIC	
MANHOLE	
HYDRANT	
GATE VALVE	
UTILITY POLE	
GUY WIRE	
ELECTRIC TRANSFORMER	
TELEPHONE BOX	
TELEVISION BOX	
HAND HOLE	
LIGHT POLE	
SIGN	
FENCE LINE	

PARKING SUMMARY

~APARTMENT~	
STANDARD SURFACE STALLS	71
NORTH STANDARD SURFACE STALLS	31
ADA ACCESSIBLE SURFACE STALLS	4
UNDERGROUND STALLS	131
TOTAL STALLS	237
~KOHL'S (IMPACTED BY CONSTRUCTION)~	
STANDARD SURFACE STALLS	49
(REMOVE AND REPLACE - NO NET CHANGE)	

SIGN SCHEDULE (PER MMUTCD)

- Ⓐ STOP SIGN: R1-1 (24"x 24")
- Ⓑ HANDICAP PARKING SIGN ON BOLLARD: R7-8m (12"x 18")
- Ⓒ HANDICAP VAN PARKING SIGN ON BOLLARD: R7-8b (12"x 6")
- Ⓓ NO PARKING SIGN ON BOLLARD: R8-3 (12"x 12")
- Ⓔ STOP FOR PED SIGN: R1-5b (24"x 24")
- Ⓕ NO TRUCKS SIGN: R5-2 (24"x 24")
- Ⓖ PARKING BY PERMIT ONLY SIGN (18"x 18")
- Ⓗ ELECTRIC VEHICLE PARKING ONLY SIGN (12"x 18")



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Know what's below.
Call before you dig.

SITE PLAN EXHIBIT - 100' SETBACK,
SIGNAGE & SIGHT LINE ANALYSIS

HAZELTINE APARTMENTS
Chaska, Minnesota

TRIDENT DEVELOPMENT, LLC
3601 18th Street South, Suite 103
St. Cloud, MN 56301

REVISIONS

- 07/20/22 Per City Comments
- 08/01/22 Per City Comments

DRAWN BY: DJW
DESIGNED BY: DJW
ISSUE DATE: 07/05/22

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 Engineer under the laws of the State of Minnesota

Name: Dan J. Wilke, P.E.
Signature: *Dan Wilke*
Date: 07/05/22 License #: 53182

C4.3

of 8

HAZELTINE APARTMENTS - CHASKA, MN

07/05/2022



CONTENTS

COVER	0.0
PROJECT SUMMARY	0.1
ARCHITECTURAL SITE PLAN	2.0
FLOOR PLAN - LEVEL 1	3.0
FLOOR PLANS - LEVEL -1	3.1
FLOOR PLANS - LEVEL 2	3.2
FLOOR PLANS - LEVEL 3	3.3
FLOOR PLANS - LEVEL 4	3.4
EXTERIOR RENDERING	5.1
EXTERIOR RENDERING	5.2
EXTERIOR RENDERING	5.3
EXTERIOR RENDERING	5.4
EXTERIOR RENDERING	5.5
EXTERIOR RENDERING	5.6
EXTERIOR RENDERING	5.7
EXTERIOR RENDERING	5.8
EXTERIOR MATERIALS	6.0
EXTERIOR ELEVATIONS	6.1
EXTERIOR ELEVATIONS	6.2
PROJECT DATA	9.00



1 Site Location Aerial
1" = 300'-0"

EXISTING SITE PLAN KEY

- 1 KOHL'S - 1 STORY
- 2 HIGHLAND SHORES APTS - 3 STORIES
- 3 HIGHLAND SHORES CONDOS - 4 STORIES
- 4 CHASKA HEIGHTS SENIOR LIVING - 3 STORIES
- 5 HAZELTINE CENTER - 4-5 STORIES

SITE METRICS

PARCEL ID	302190030
ADDRESS	1130 HAZELTINE BLVD, CHASKA, MN 55318
PARCEL AREA	4.74 ACRES
ZONING	PCD - PLANNED COMMERCIAL DEVELOPMENT



EXISTING VIEW - HAZELTINE BLVD AND HUNDERTMARK RD



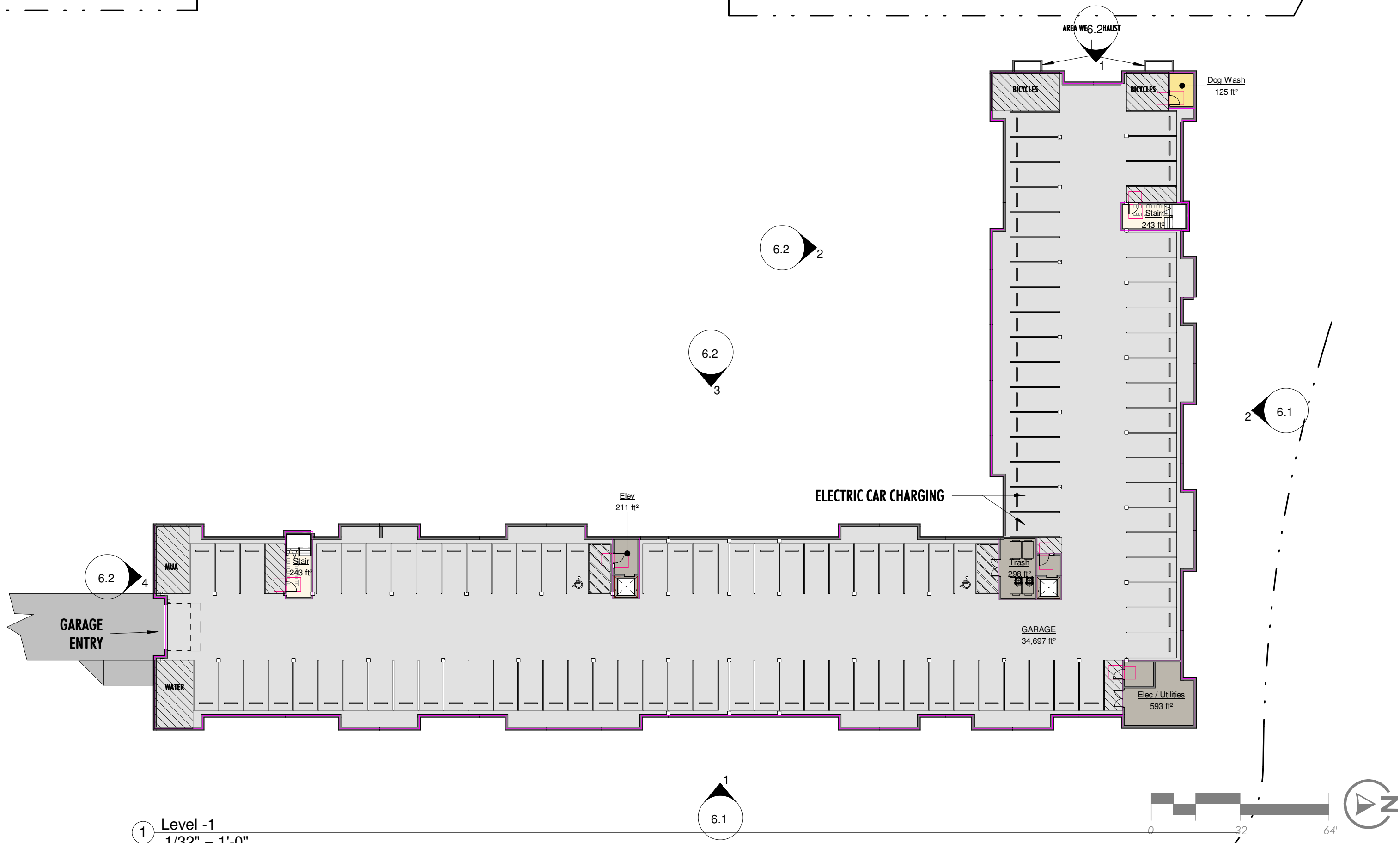
EXISTING VIEW - HUNDERTMARK RD EAST ENTRANCE



EXISTING VIEW - HUNDERTMARK RD SOUTH



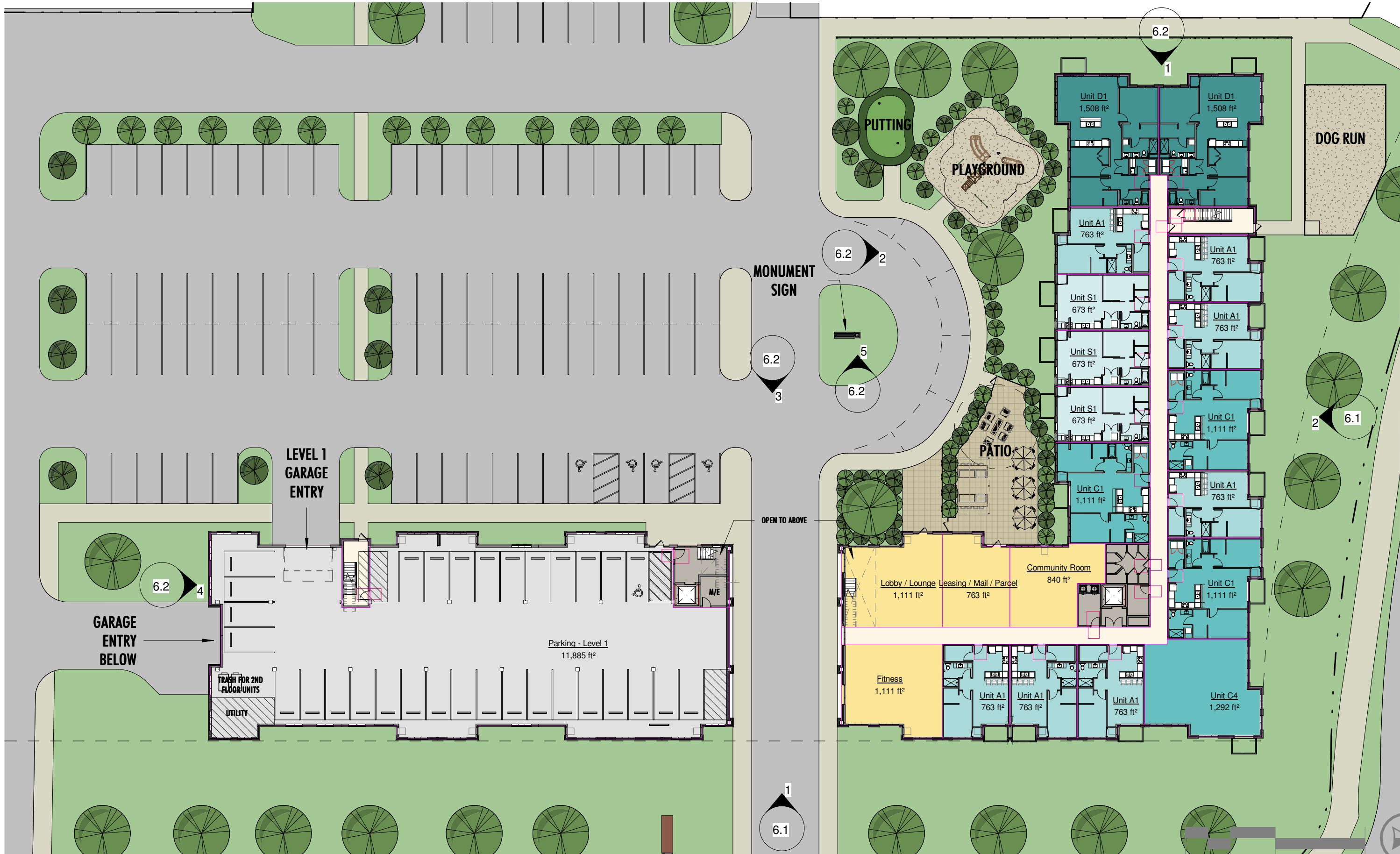
EXISTING VIEW - HAZELTINE BLVD NORTH ENTRANCE



1 Level -1
1/32" = 1'-0"

FLOOR PLANS - LEVEL -1

HAZELTINE APARTMENTS - CHASKA, MN



1 Level 1
1/32" = 1'-0"

FLOOR PLAN - LEVEL 1

HAZELTINE APARTMENTS - CHASKA, MN



① Level 2
1/32" = 1'-0"

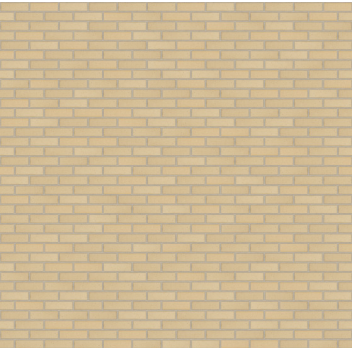
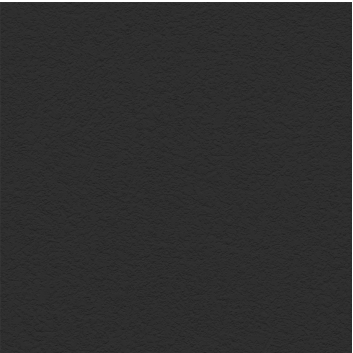
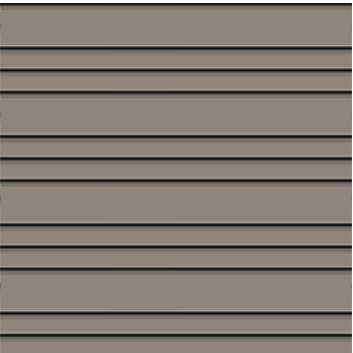
FLOOR PLANS - LEVEL 2

HAZELTINE APARTMENTS - CHASKA, MN



HAZELTINE APARTMENTS - CHASKA, MN

EXTERIOR MATERIALS

Material Mark	Description	Image
CLASS I		
4.1	Brick (Utility) - Color: Chaska Buff Blend	
7.1	LP Smartside Panel -Texture: Smooth - Color: Abyss Black	
7.2	LP Smartside Lap - Exposure: Alternating 4", 4", 8" pattern - Texture: Smooth - Color: Tundra Gray	
8.0	GLAZING	

EXTERIOR MATERIALS

Material Mark	Description	Image
CLASS II		
4.2	CMU (Split-Face) - Color: Limestone	

TOTAL BUILDING EXTERIOR MATERIAL AREAS

- CLASS I
- 4.1 - BRICK (UTILITY) - 13,310 SF (23%)
- 7.1 - LP SMARTSIDE PANEL SIDING - 9,728 SF (17%)
- 7.2 - LP SMARTSIDE LAP SIDING - 12,664 SF (22%)
- 8.0 - GLASS - 16,393 SF (29%)
- CLASS II
- 4.2 - SPLITFACE CONCRETE MASONRY - 5,047 SF (9%)

EAST ELEVATION MATERIAL AREAS
CLASS I
GLASS - 4,950 SF (28%)
BRICK (UTILITY) - 4,431 SF (26%)
LP SMARTSIDE LAP SIDING - 4,094 SF (24%)
LP SMARTSIDE PANEL SIDING - 2,430 SF (14%)
CLASS II
SPLITFACE CONCRETE MASONRY - 1,449 SF (8%)

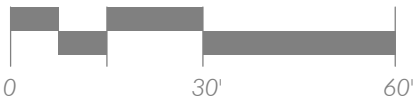


1 Elevation - East
1" = 30'-0"

NORTH ELEVATION MATERIAL AREAS
CLASS I
GLASS - 3,440 SF (30%)
BRICK (UTILITY) - 2,011 SF (18%)
LP SMARTSIDE LAP SIDING - 2,840 SF (25%)
LP SMARTSIDE PANEL SIDING - 2,190 SF (20%)
CLASS II
SPLITFACE CONCRETE MASONRY - 860 SF (7%)



2 Elevation - North
1" = 30'-0"



WEST END ELEVATION MATERIAL AREAS

CLASS I
GLASS - 958 SF (28%)
BRICK (UTILITY) - 1,110 SF (32%)
LP SMARTSIDE LAP SIDING - 0 SF (0%)
LP SMARTSIDE PANEL SIDING - 1,159 SF (34%)

CLASS II
SPLITFACE CONCRETE MASONRY - 220 SF (6%)



Truss Brg.

142'-8 7/8"

Level 4

133'-7 3/4"

Level 3

122'-5 7/8"

Level 2

111'-4"

Level 1

100'-0"



Truss Brg.

142'-8 7/8"

Level 4

133'-7 3/4"

Level 3

122'-5 7/8"

Level 2

111'-4"

Level 1

100'-0"

SOUTH ELEVATION MATERIAL AREAS

CLASS I
GLASS - 2,369 SF (30%)
BRICK (UTILITY) - 1,888 SF (24%)
LP SMARTSIDE LAP SIDING - 1,684 SF (22%)
LP SMARTSIDE PANEL SIDING - 1,439 SF (18%)

CLASS II
SPLITFACE CONCRETE MASONRY - 433 SF (6%)

① Elevation - West End
1" = 30'-0"

② Elevation - South
1" = 30'-0"

WEST ELEVATION MATERIAL AREAS

CLASS I
GLASS - 3,774 SF (28%)
BRICK (UTILITY) - 2,569 SF (19%)
LP SMARTSIDE LAP SIDING - 4,046 SF (30%)
LP SMARTSIDE PANEL SIDING - 1,697 SF (13%)

CLASS II
SPLITFACE CONCRETE MASONRY - 1,298 SF (10%)



Truss Brg.

142'-8 7/8"

Level 4

133'-7 3/4"

Level 3

122'-5 7/8"

Level 2

111'-4"

Level 1

100'-0"

③ Elevation - West
1" = 30'-0"

WEST ELEVATION MATERIAL AREAS

CLASS I
GLASS - 902 SF (24%)
BRICK (UTILITY) - 1,301 SF (34%)
LP SMARTSIDE LAP SIDING - 0 SF (0%)
LP SMARTSIDE PANEL SIDING - 813 SF (22%)

CLASS II
SPLITFACE CONCRETE MASONRY - 787 SF (20%)



Truss Brg.

142'-8 7/8"

Level 4

133'-7 3/4"

Level 3

122'-5 7/8"

Level 2

111'-4"

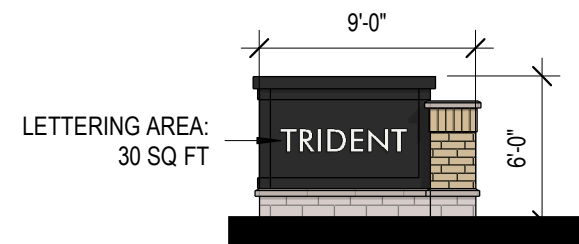
Level 1

100'-0"

Level -1

88'-8"

④ Elevation - South End
1" = 30'-0"



⑤ Elevation - Monument Sign
1/8" = 1'-0"

PLANNING METRICS

<u>Zoning</u>	
Current:	PCD - Planned Commercial Development
<u>Height</u>	
Proposed:	4 Stories / 48 Feet
<u>Density</u>	
Proposed:	128,000sqft gross occupied floor area / 206,751sqft gross site area = 0.619 F.A.R.

Lot Coverage
Building Footprint: 36,565 SF (18% of the lot)
Open green space: 79,314 SF (38% of the lot)

GROSS AREA - TOTAL	
<i>Level</i>	<i>Area</i>
Level 4	36,469 ft²
Level 3	36,565 ft²
Level 2	33,529 ft²
Level 1	34,005 ft²
Level -1	36,564 ft²
Grand total	177,132 ft²

PARKING		
<i>Level</i>	<i>Type</i>	<i>Count</i>
Level -1	Parking - Garage	100
Level 1	Parking - Garage	31
Level 1	Parking - Surface	96
		227

UNIT MIX - GROSS AREA				
Name	Count	Unit Gross Area	Total Area	%
		Main Floor		
0 BR (Alcove)				
Unit S1	15	673 ft²	10,100 ft²	13.4%
	15		10,100 ft²	13.4%

1BR				
Unit A1	38	763 ft²	28,989 ft²	33.9%
Unit A3	1	695 ft²	695 ft²	0.9%
		39	29,685 ft²	34.8%

1BR + Den				
Unit B1	6	876 ft²	5,257 ft²	5.4%
Unit B2	3	1,053 ft²	3,159 ft²	2.7%
Unit B3	2	840 ft²	1,679 ft²	1.8%
Unit B4	3	893 ft²	2,680 ft²	2.7%
		14	12,775 ft²	12.5%

2BR				
Unit C1	23	1,111 ft²	25,550 ft²	20.5%
Unit C2	4	1,160 ft²	4,640 ft²	3.6%
Unit C4	4	1,292 ft²	5,169 ft²	3.6%
		31	35,359 ft²	27.7%

3BR				
Unit D1	13	1,508 ft²	19,609 ft²	11.6%
		13	19,609 ft²	11.6%
Grand total	112		107,528 ft²	100.0%



CONCEPTUAL RENDERING - HUNDERTMARK ROAD SOUTHEAST VIEW



CONCEPTUAL RENDERING - BREEZEWAY VIEW



CONCEPTUAL RENDERING - HUNDERTMARK ROAD AND HAZELTINE BOULEVARD VIEW



CONCEPTUAL RENDERING - HAZELTINE BLVD VIEW



CONCEPTUAL RENDERING - ROOFTOP DECK VIEW



CONCEPTUAL RENDERING - SOUTHWEST AERIAL VIEW



CONCEPTUAL RENDERING - ENTRANCE COURTYARD VIEW



RENDERING - SE HUNDERTMARK (MODULAR BRICK)



RENDERING - NE HUNDERTMARK (MODULAR BRICK)

EAST ELEVATION MATERIAL AREAS
CLASS I
GLASS - 4,950 SF (28%)
BRICK (MODULAR) - 2,493 SF (15%)
LP SMARTSIDE LAP SIDING - 4,094 SF (24%)
LP SMARTSIDE PANEL SIDING - 4,368 SF (25%)
CLASS II
SPLITFACE CONCRETE MASONRY - 1,449 SF (8%)



Truss Brg.
142'-8 7/8"
Level 4
133'-7 3/4"
Level 3
122'-5 7/8"
Level 2
111'-4"
Level 1
100'-0"
Level -1
88'-8"

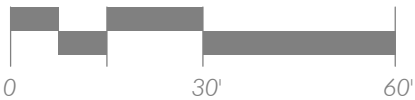
① Elevation - East
1" = 30'-0"

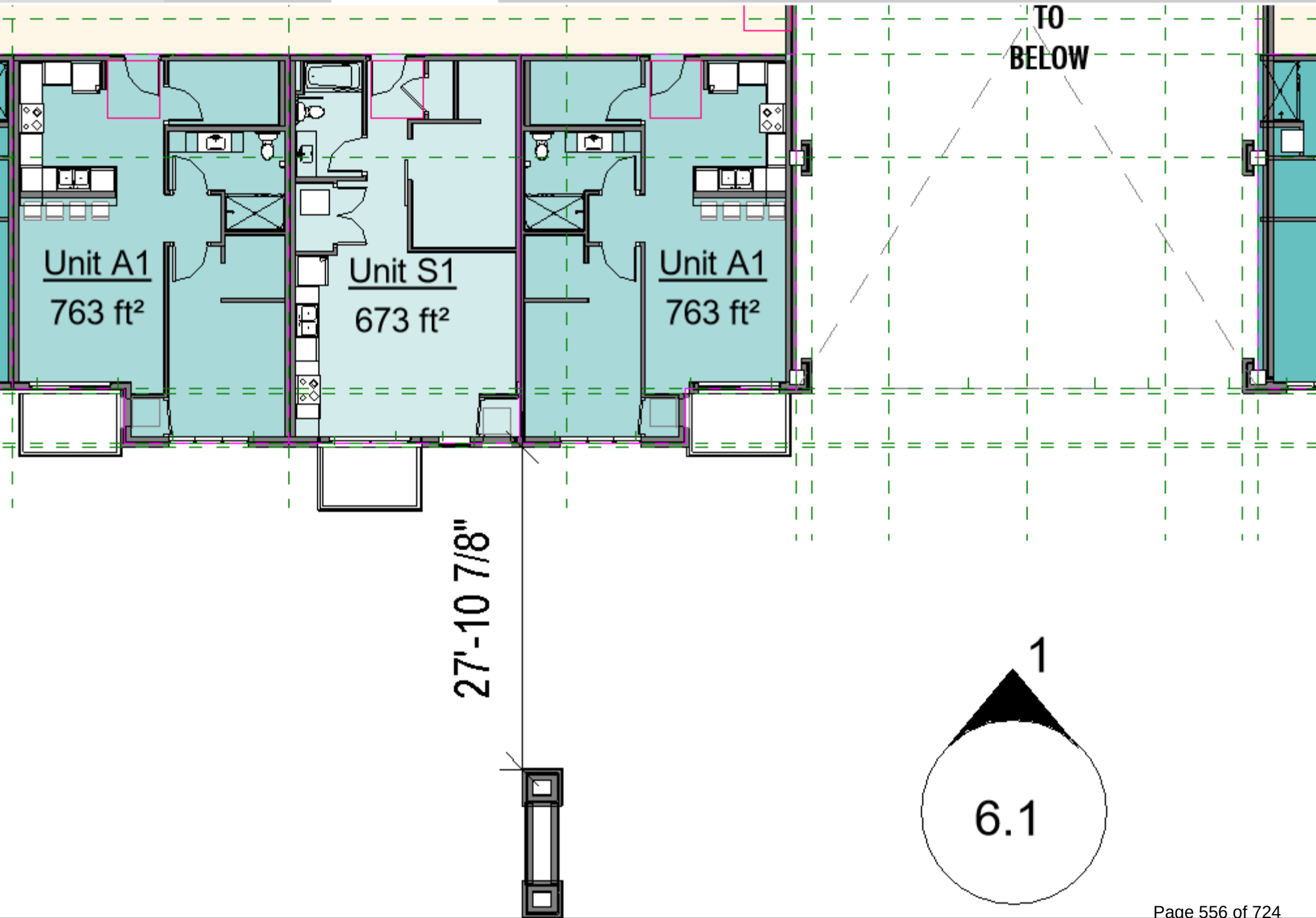
NORTH ELEVATION MATERIAL AREAS
CLASS I
GLASS - 3,440 SF (30%)
BRICK (MODULAR) - 1,455 SF (13%)
LP SMARTSIDE LAP SIDING - 2,840 SF (25%)
LP SMARTSIDE PANEL SIDING - 2,746 SF (25%)
CLASS II
SPLITFACE CONCRETE MASONRY - 860 SF (7%)



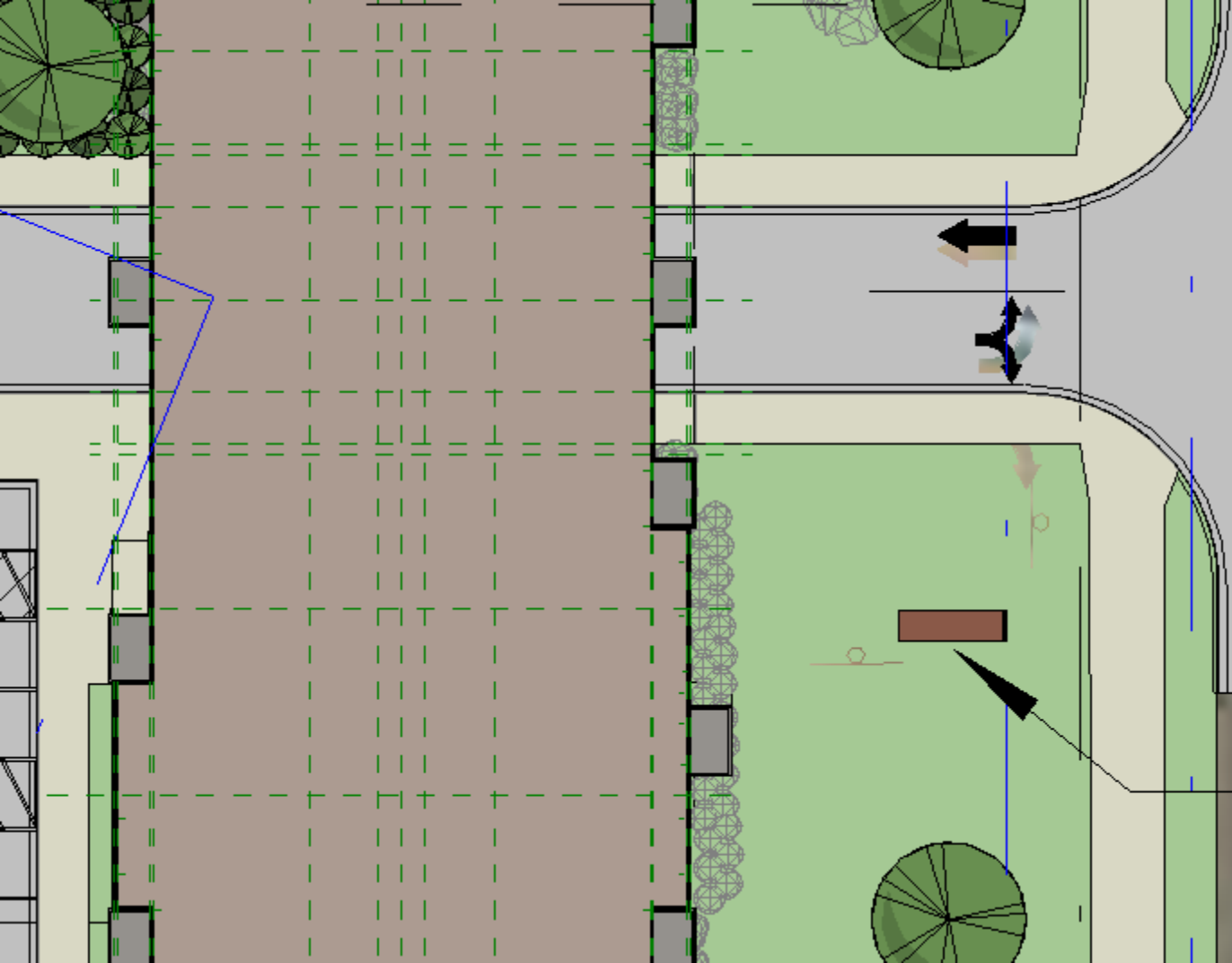
Truss Brg.
142'-8 7/8"
Level 4
133'-7 3/4"
Level 3
122'-5 7/8"
Level 2
111'-4"
Level 1
100'-0"
Level -1
88'-8"

② Elevation - North
1" = 30'-0"













OAKS STATION PLACE - MINNEAPOLIS, MN



PRAIRIE BLUFFS SENIOR LIVING - EDEN PRAIRIE, MN



LYRA - COON RAPIDS, MN



Hazeltine Apartments - Chaska, MN

Lighting Fixture Package

Date:	6/30/2022
Job #:	TBD

SITE LIGHTING				
Fixture Type	Qty	Vendor / Brand	Part #	Description
AA	4	hubbell	sg1-20-5k7-ft-unv-db	wall pack
BB	2	hubbell	sg1-30-5k7-ft-unv-db	wall pack
CC	2	rab	a17-2t70/ps4-11-25d2	pole light
DD	3	rab	a17-5t150/ps4-11-25d2	pole light

ORDERING INFORMATION - Stock Versions

Catalog Number	CCT/CRI	Wattage	Mounting Height	Voltage	Color	Lumens	LPW	Weight lbs. (kg)
SG1-20-PCU	5000K/70	21w	8-12ft	120-277V	Dark Bronze	2263	108	4.3 (2)
SG1-20-4K-PCU	4000K/70					2310	110	
SG1-30-PCU	5000K/70	29w	10-15ft			3270	113	
SG1-30-4K-PCU	4000K/70					3060	105	
Catalog Number	CCT/CRI	Wattage	Mounting Height	Voltage	Color	Lumens	LPW	Weight lbs. (kg)
SG2-50-PCU	5000K/70	51w	12-18ft	120-277V	Dark Bronze	5548	110	11 (5)
SG2-50-4K-PCU	4000K/70					5526	109	
SG2-80-PCU	5000K/70	80w	15-25ft			8061	101	
SG2-80-4K-PCU	4000K/70					8079	101	

PERFORMANCE DATA

Catalog number	# of LEDs	Drive Current	System Watts	5K (5000K nominal, 70 CRI)					4K (4000K nominal, 70 CRI)					3K (3000K nominal, 80 CRI)				
				Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G	Lumens	LPW ¹	B	U	G
SG1-20	2	250mA	21	2449	115	1	0	0	2310	110	1	0	0	2054	95	1	0	0
SG1-30		350mA	29	3332	117	2	0	0	3060	106	1	0	0	2913	100	1	0	0
SG2-50-UHV	3	350mA	44	4633	106	2	0	0	4609	105	2	0	0	3895	90	2	0	0
SG2-50	3	415mA	51	5548	109	2	0	0	5526	107	2	0	0	4700	92	2	0	0
SG2-80		650mA	80	7851	98	2	0	1	8079	103	2	0	1	6721	86	2	0	1

1. Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

ELECTRICAL DATA

Configurable Versions

Catalog number	# of Drivers	Input Voltage	Current (Amps)	System Power
SG1-20	1	120	0.18	21.0
		277	0.08	21.0
SG1-30	1	120	0.24	28.9
		277	0.10	28.9
SG2-50-UHV	1	347	0.13	43.5
		480	0.18	43.5
SG2-50	1	120	0.42	50.6
		277	0.18	50.6
SG2-80	1	120	0.68	79.8
		277	0.29	79.8

PROJECTED LUMEN MAINTENANCE

Ambient Temp.	OPERATING HOURS					
	0	25,000	50,000	TM-21-11 ¹ L96 60,000	100,000	L70 (hours)
25°C / 77°F	1.00	0.98	0.97	0.96	0.95	>791,000
40°C / 104°F	0.99	0.98	0.96	0.96	0.94	>635,000

1. Projected per IESNA TM-21-11 * (Nichia 219B, 700mA, 85°C Ts, 10,000hrs) Data references the extrapolated performance projections for the LNC-12LU-5K base model in a 40°C ambient, based on 10,000 hours of LED testing per IESNA LM-80-08.

LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0° C	32° F	1.02
10° C	50° F	1.01
20° C	68° F	1.00
25° C	77° F	1.00
30° C	86° F	1.00
40° C	104° F	0.99
50° C	122° F	0.96

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Wireless and Occupancy Controls



SiteSync™ Lighting Control delivers flexible control strategies for reducing power consumption and minimizing maintenance costs while delivering the right light levels with a simple and affordable wireless solution.



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OPTIONS AND ACCESSORIES

Catalog Number	Description	Weight lbs. (kg)
SG1-CS	Acrylic comfort lens for SG1	1 (.45)
SG2-CS	Acrylic comfort lens for SG2	1 (.45)
SG1-YOKE	SG1 Series Yoke/Floodlight mount kit, includes visor	2.0 (1.0)
SG1-KNUCKLE	SG1 Series Knuckle/Floodlight mount kit, includes visor	2.0 (1.0)
SG2-YOKE	SG2 Series Yoke/Floodlight mount kit, includes visor	2.0 (1.0)
SG2-KNUCKLE	SG2 Series Knuckle/Floodlight mount kit, includes visor	2.0 (1.0)
SCP-REMOTE*	Remote control for SCP option. Order at least one per project to program and control fixtures	1 (.45)
SG2-PMA-3-XX	3" Pole Mount adapter for SG2, both square and round, XX= finish	7 (3.5)
SG2-PMA-4-XX	4" Pole Mount adapter for SG2, both square and round, XX= finish	7 (3.5)
SG2-PMA-5-XX	5" Pole Mount adapter for SG2, both square and round, XX= finish	7 (3.5)
SG2-PMA-6-XX	6" Pole Mount adapter for SG2, both square and round, XX= finish	7 (3.5)
SG1-SPC	Vandal Resistant Lens (shield polycarbonate), SG1	3 (1.5)
SG2-SPC	Vandal Resistant Lens (shield polycarbonate), SG2	3 (1.5)
SG1-WCP	Universal Wall Cover Plate, Dark Bronze, SG1	10 (5)
SG2-WCP-H	Horizontal Mount Wall Cover Plate, Dark Bronze, SG2	10 (5)
SG2-WCP-V	Vertical Mount Wall Cover Plate, Dark Bronze, SG2	10 (5)
SG2XL-WCP-H	Horizontal Mount Wall Cover Plate, DB, SG2 with battery or sensor	10 (5)
SG2XL-WCP-V	Vertical Mount Wall Cover Plate, DB, SG2 with battery or sensor	10 (5)

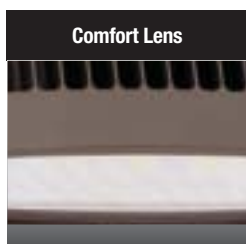
*Must order minimum of one remote control to program dimming settings, 0-10V fully adjustable dimming with automatic daylight calibration and different time delay settings, 120V or 277V only

Accessories and Services (Ordered Separately)

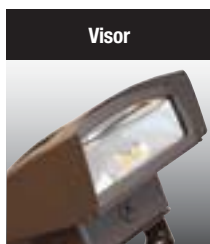
Catalog Number	Description
SWUSB*	SiteSync interface software loaded on USB flash drive for use with owner supplied PC (Windows based only). Includes SiteSync license, software and USB radio bridge node.
SWTAB*	Windows tablet and SiteSync interface software. Includes tablet with preloaded software, SiteSync license and USB radio bridge node.
SWBRG+	SiteSync USB radio bridge node only. Order if a replacement is required or if an extra bridge node is requested.

*When ordering SiteSync at least one of these two interface options must be ordered per project.

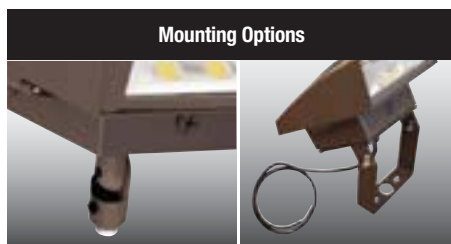
+ If needed, an additional Bridge Node can be ordered.



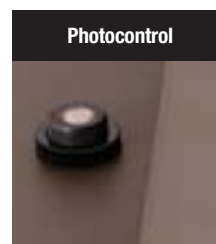
Comfort Lens



Visor



Mounting Options



Photocontrol



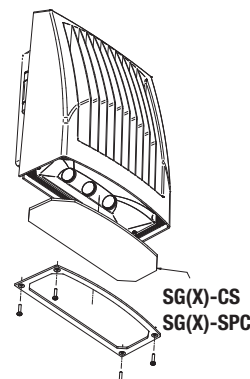
Hinged Housing Door

Acrylic comfort lens provides glare control, improved visual comfort and better uniformity

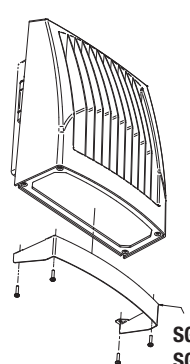
Visor accessory included Flood mounting accessories - 1/2" threaded knuckle with mounting accessory or yoke (includes grommet and 3' SO cord) kits

Photocontrol option available for energy-saving dusk-to-dawn operation

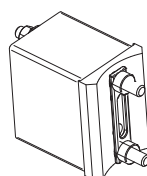
Side hinged for easy installation and wiring access, single screw secures housing closure



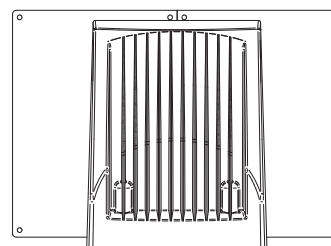
**SG(X)-CS
SG(X)-SPC**



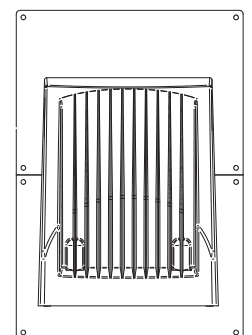
**SG(X)-Yoke
SG(X)-KNUCKLE**



SG(X)-PMA(X)-XX



SG(X)-WCP-H



SG(X)-WCP-V

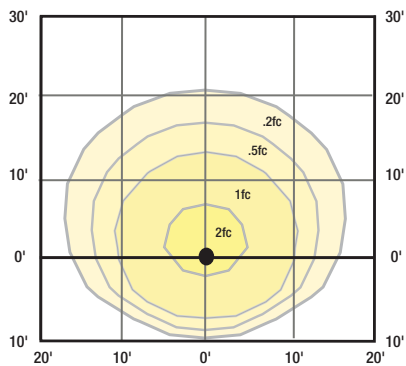


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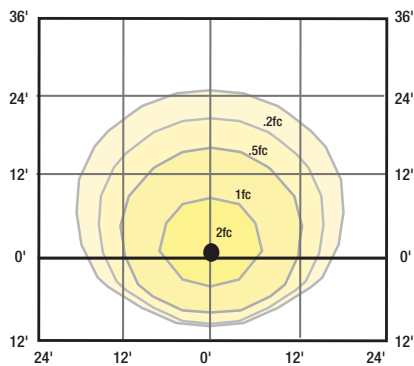
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PHOTOMETRICS



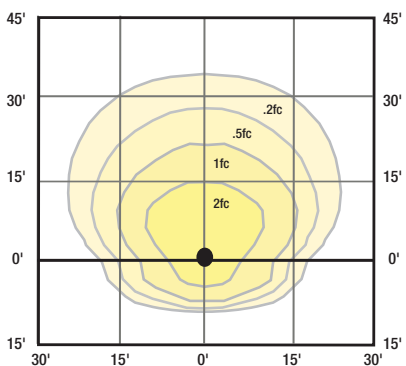
SG1-20

Mounting Height 10ft



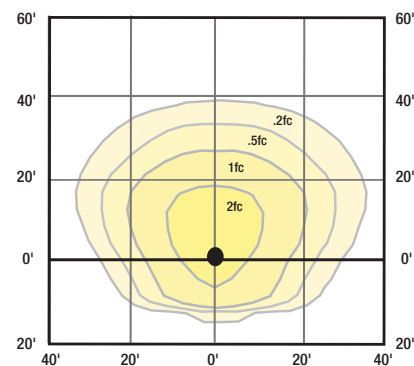
SG1-30

Mounting Height 12ft



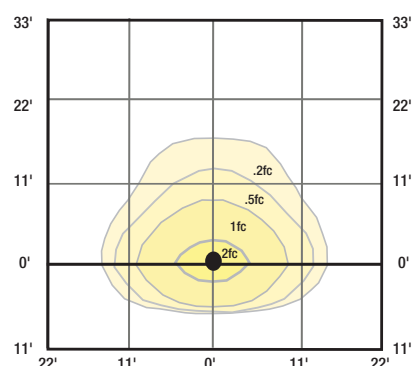
SG2-50

Mounting Height 15ft



SG2-80

Mounting Height 20ft



SG2 in E or EH Emergency mode

Mounting Height 11ft

Emergency Mode (EH)



Battery back up feature with side indicator.

Exceeds Life Safety Code average illuminance of 1.0 fc. at 12ft mounting height. Assumes open space with no obstructions.

Diagrams for illustration purposes only, please consult factory for application layout.

Battery backup units consume 6 watts when charging a dead battery and 2 watts during maintenance charging. EH (units with a heater) consume up to an additional 8 watts when charging if the battery temp is lower than 10°C



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A17-2T70



Color: Bronze

Weight: 10.8 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	0.70A
208V	0.40A
240V	0.35A
277V	0.30A
Input Watts	69.84W

LED Info

Watts	70W
Color Temp	5000K (Cool)
Color Accuracy	72 CRI
L70 Lifespan	100,000 Hours
Lumens	10,234
Efficacy	146.5 lm/W

Technical Specifications

Compliance

UL Listed:

Suitable for wet locations

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

DLC Listed:

This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.

DLC Product Code: PLDHB6T92Z4

Electrical

Driver:

Constant Current, Class 2, 120-277V, 50/60Hz, 120V: 0.70A, 208V: 0.40A, 240V: 0.35A, 277V: 0.30A

Dimming Driver:

Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:

3.24% at 120V, 13.52% at 277V

Power Factor:

99.6% at 120V, 91.7% at 277V

Surge Protection:

10kV

Performance

Lifespan:

100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Construction

IES Classification:

The Type III distribution is ideal for roadway, general parking and other area lighting applications where a larger pool of lighting is required. It is intended to be located near the side of the area, allowing the light to project outward and fill the area.

Cold Weather Starting:

Minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:

Suitable for use in up to 40°C (104°F)

Lens:

Polycarbonate lens

Housing:

Die-cast aluminum housing, lens frame and mounting arm

Technical Specifications (continued)

Construction

IP Rating:

Ingress protection rating of IP65 for dust and water

Vibration Rating:

3G vibration rating per ANSI C136.31

EPA:

- 1 Fixture: 0.46
- 2 Fixtures at 90°: 0.60
- 2 Fixtures at 180°: 0.93
- 3 Fixtures at 90°: 0.93
- 4 Fixtures at 90°: 0.93

EPA with Slipfitter & Adjustable Arm Mounting Accessories (Sold Separately)

- 1 Fixture: 0.66
- 2 Fixtures at 90°: 0.80
- 2 Fixtures at 180°: 1.32
- 3 Fixtures at 90°: 1.32
- 4 Fixtures at 90°: 1.32

Mounting:

Universal mounting arm compatible for hole spacing patterns from 1" to 5 1/2" center to center. Round Pole Adaptor plate included as a standard. Easy slide and lock to mount fixture with ease. Round pole diameter must be >4" to mount fixtures at 90° orientation.

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

LED Characteristics

LEDs:

Long-life, high-efficiency, surface-mount LEDs

Color Uniformity:

RAB's range of Correlated Color Temperature follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Other

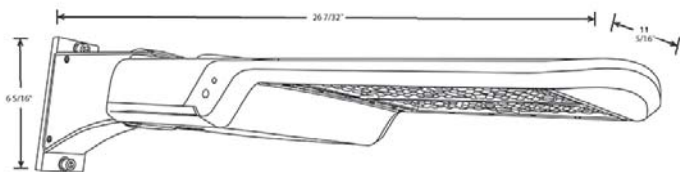
5 Yr Limited Warranty:

The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

- 0-10V Dimming, standard
- 100,000-hour LED lifespan
- 5-Year, Limited Warranty

Ordering Matrix

Family		Distribution	Wattage/Lumens	Mounting	Color Temp	Driver	Options
A17	-	2T	70				
		3T = Type III	70 = 70W/10,000LM	Blank = Universal Pole Mount	Blank = 5000K Cool	Blank = 120-277V, 0-10V	Blank = No Option
		4T = Type IV	100 = 100W/15,000LM	SF = Slipfitter (Factory installed	N = 4000K Neutral	Dimming	/3PRS = 3-pin Receptacle and
		5T = Type V	150 = 150W/22,500LM	SF available in 150W)		/480 = 480V, 0-10V	Shorting Cap
			200 = 200W/30,000LM			Dimming ¹	/7PRS = 7-pin Receptacle and
			240 = 240W/36,000LM				Shorting Cap
			300 = 300W/45,000LM				/MVS = Microwave Motion
			375 = 375W/51,800LM				Sensor
							/LC = Lightcloud® Controller

¹ 480V driver available standard on 150W and 300W and by special order on 100, 240 and 375W. Not available on 70W or 200W models.

Type II distribution available as special order

Wall mount and adjustable universal pole mount available as optional field-installed accessories



Color: Bronze

Weight: 13.2 lbs

Project:

Type:

Prepared By:

Date:

Driver Info

Type	Constant Current
120V	1.50A
208V	0.80A
240V	0.70A
277V	0.06A
Input Watts	148.49W

LED Info

Watts	150W
Color Temp	5000K (Cool)
Color Accuracy	70 CRI
L70 Lifespan	100,000 Hours
Lumens	20,022
Efficacy	134.8 lm/W

Technical Specifications

Compliance

UL Listed:

Suitable for wet locations

IESNA LM-79 & LM-80 Testing:

RAB LED luminaires and LED components have been tested by an independent laboratory in accordance with IESNA LM-79 and LM-80.

DLC Listed:

This product is listed by Design Lights Consortium (DLC) as an ultra-efficient premium product that qualifies for the highest tier of rebates from DLC Member Utilities. Designed to meet DLC 5.1 requirements.

DLC Product Code: PLNTYJ268FL7

Electrical

Driver:

Constant Current, Class 2, 120-277V, 50/60Hz, 120V: 1.50A, 208V: 0.70A, 240V: 0.70A, 277V: 0.60A

Dimming Driver:

Driver includes dimming control wiring for 0-10V dimming systems. Requires separate 0-10V DC dimming circuit. Dims down to 10%.

THD:

3.76% at 120V, 9.31% at 277V

Power Factor:

99.8% at 120V, 93% at 277V

Surge Protection:

10kV

Performance

Lifespan:

100,000-Hour LED lifespan based on IES LM-80 results and TM-21 calculations

Construction

IES Classification:

The Type V distribution produces light in a wide and uniform 360° pattern that is perfect for large outdoor areas such as parking lots, corporate parks and retail settings

Cold Weather Starting:

The minimum starting temperature is -40°C (-40°F)

Maximum Ambient Temperature:

Suitable for use in up to 40°C (104°F)

Lens:

Polycarbonate lens

Housing:

Die-cast aluminum housing, lens frame and mounting arm

Technical Specifications (continued)

Construction

IP Rating:

Ingress protection rating of IP65 for dust and water

Vibration Rating:

3G vibration rating per ANSI C136.31

EPA:

- 1 Fixture: 0.46
- 2 Fixtures at 90°: 0.60
- 2 Fixtures at 180°: 0.93
- 3 Fixtures at 90°: 0.93
- 4 Fixtures at 90°: 0.93

EPA with Slipfitter & Adjustable Arm Mounting Accessories (Sold Separately)

- 1 Fixture: 0.66
- 2 Fixtures at 90°: 0.80
- 2 Fixtures at 180°: 1.32
- 3 Fixtures at 90°: 1.32
- 4 Fixtures at 90°: 1.32

Mounting:

Universal mounting arm compatible for hole spacing patterns from 1" to 5 1/2" center to center. Round Pole Adaptor plate included as a standard. Easy slide and lock to mount fixture with ease. Round pole diameter must be >4" to mount fixtures at 90° orientation.

Finish:

Formulated for high durability and long-lasting color

Green Technology:

Mercury and UV free. RoHS-compliant components.

LED Characteristics

LEDs:

Long-life, high-efficiency, surface-mount LEDs

Color Uniformity:

RAB's range of Correlated Color Temperature follows the guidelines of the American National Standard for Specifications for the Chromaticity of Solid State Lighting (SSL) Products, ANSI C78.377-2017.

Other

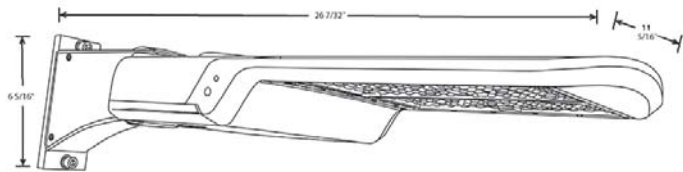
5 Yr Limited Warranty:

The RAB 5-year, limited warranty covers light output, driver performance and paint finish. RAB's warranty is subject to all terms and conditions found at rablighting.com/warranty.

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

- 0-10V Dimming, standard
- 100,000-hour LED lifespan
- 5-Year, Limited Warranty

Ordering Matrix

Family		Distribution	Wattage/Lumens	Mounting	Color Temp	Driver	Options
A17	-	5T	150				
		3T = Type III	70 = 70W/10,000LM	Blank = Universal Pole Mount	Blank = 5000K Cool	Blank = 120-277V, 0-10V	Blank = No Option
		4T = Type IV	100 = 100W/15,000LM	SF = Slipfitter (Factory installed	N = 4000K Neutral	Dimming	/3PRS = 3-pin Receptacle and
		5T = Type V	150 = 150W/22,500LM	SF available in 150W)		/480 = 480V, 0-10V	Shorting Cap
			200 = 200W/30,000LM			Dimming ¹	/7PRS = 7-pin Receptacle and
			240 = 240W/36,000LM				Shorting Cap
			300 = 300W/45,000LM				/MVS = Microwave Motion
			375 = 375W/51,800LM				Sensor
							/LC = Lightcloud® Controller

¹ 480V driver available standard on 150W and 300W and by special order on 100, 240 and 375W. Not available on 70W or 200W models.

Type II distribution available as special order

Wall mount and adjustable universal pole mount available as optional field-installed accessories



Square steel poles drilled for 2 Area Lights at 180°. Designed for ground mounting. Poles are stocked nationwide for quick shipment. Protective packaging ensures poles arrive at the job site good as new.

Color: Bronze Weight: 167.6 lbs

Project:

Type:

Prepared By:

Date:

Technical Specifications

Compliance

CSA Listed:

Suitable for wet locations

Construction

Shaft:

46,000 p.s.i. minimum yield.

Hand Holes:

Reinforced with grounding lug and removable cover

Base Plates:

36,000 p.s.i. minimum yield.

Shipping Protection:

All poles are shipped in individual corrugated cartons to prevent finish damage

Color:

Bronze powder coating

Height:

25 FT

Weight:

168 lbs

Gauge:

11

Wall Thickness:

1/8"

Shaft Size:

4"

Hand Hole Dimensions:

3" x 5"

Bolt Circle:

8 1/2"

Base Dimension:

8"

Technical Specifications (continued)

Construction

Anchor Bolt:

Galvanized anchor bolts and galvanized hardware and anchor bolt template. All bolts have a 3" hook.

Anchor Bolt Templates:

WARNING Template must be printed on 11" x 17" sheet for actual size. CHECK SCALE BEFORE USING. Templates shipped with anchor bolts and available [online](#).

Pre-Shipped Anchor Bolts:

Bolts can be pre-shipped upon request for additional freight charge

Max EPA's/Max Weights:

70MPH 4.3 ft./275 lb.
80MPH 1.7 ft./270 lb

Other

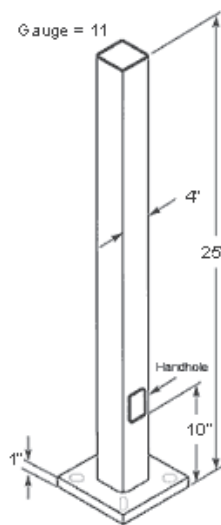
Terms of Sale:

Pole Terms of Sale is available [online](#).

Buy American Act Compliance:

RAB values USA manufacturing! Upon request, RAB may be able to manufacture this product to be compliant with the Buy American Act (BAA). Please contact customer service to request a quote for the product to be made BAA compliant.

Dimensions



Features

- Designed for ground mounting
- Heavy duty TGIC polyester coating
- Reinforced hand holes with grounding lug and removable cover for easy wiring access
- Pole caps, base covers & bolts are sold separately
- Custom manufactured for each application

REQUEST FOR ACTION CHASKA CITY COUNCIL 08/15/2022

Subject: Zoning Ordinance Amendment (ZOA) – Planned Development District (CMCO Chapter 15.16)

Applicant: City of Chaska

Case No.: 2022-51

Synopsis: The City is requesting to update the Zoning Code, relative to Planned Development Districts

Prepared By: Elizabeth Hanson

Staff Recommendation: Motion to adopt Ordinance Approving the Zoning Ordinance Amendment (ZOA)

BACKGROUND

In the recent months of 2022, the City reviewed and approved a couple applications for apartment buildings (i.e. Clover Ridge Apartments and The Gallery Apartments). During the planning review of these applications it became evident that the City's zoning code, particularly for a Planned Development District ("PDD"), contains some ambiguity and lacks the basic flexibility that is fundamentally associated with PDD-style zoning. The zoning code should be updated to provide such clarity and to reflect greater flexibility in developing PDDs that are consistent with the Comprehensive Plan. These updates also follow more closely to how the City has been historically processing PDD applications. Staff presents this Report and the attached ordinance to amend the zoning code to add clarity and flexibility to PDD applications in the City.

The primary purpose of utilizing Planned Development Districts (PDD) for guiding new development is to place emphasis upon a more flexible regulatory process as compared to the rigid development regulations common to traditional zoning districts. The Planned Development process provides for a joint planning/design effort by developers and the City rather than the City establishing maximum limits within which developers may perform.

The goal of the PDD process is to create a regulatory process include an opportunity to protect and preserve valuable natural resources and amenities, to assure a higher quality man-made environment, and to assure that the development of a complex unit of associated uses is planned as a single entity.

Initially, the PDD regulations were adopted into the zoning code prior to the establishment of Jonathan (approximately in the 1970's). The Jonathan neighborhoods, northern industrial parks, Clover Ridge, Chaska Commons are just some of the many projects that have been created from this zoning process. The results of such process create projects/developments

that are unique to community and provide amenities that are less common in standard zoning. For example, Clover Ridge was able to provide variety in the housing types, prices, land uses, and amenities so as to promote a more sustainable and inclusive neighborhood. Under regular zoning districts this type of development would not come to be.

The PDD code has received minor updates over time, but has been relatively unchanged since its inception. Only recently has the City understood that some of the language within the PDD zoning code is contradictory to the flexible regulatory process noted in the intent of the code, and how the City has historically been processing applications. This request to amend the PDD zoning code is to provide immediate revisions that bring the Code more in line with the City's process. These initial revisions will also avoid the need for variances for projects that intend to come through the City's application process. The City still intends to do a major review/audit of the entire zoning code, which is anticipated to be completed by the end of 2022 or early 2023.

CURRENT REQUEST

This request to amend the Planned Development Districts (PDD) portion of the zoning code (CMCO Chapter 15.16) is to revise certain areas that are not consistent with the intent of the code, and how the City has been historically practicing the code. The request will also alleviate the need for applicants to apply for various variances. The amendments are mainly within the Planned Residential Development District (PRD) and the Planned Commercial Development District (PCD). There are some minor verbiage amendments in the Planned Multi-Use Development section. Those amendments are further explained below.

15.16.020 PRD – Planned Residential Development District

The following changes are proposed within the PRD zoning section:

- Revise the "Intent" of the code to include more variety of housing types and density instead of solely single-family and lower density; also include the intent to achieve the goals of the Comprehensive Plan
- Revise the "Development Standards" so that the standards are more advisable and not restrictive; doing this allows the code to be more consistent with the intent of PDDs and PRDs
- Revise the "Building Setbacks, Lot Coverage, Floor Area Ratio (FAR) and Common Open Space" standards to say *should* instead of *shall*; this revision allows more flexibility when reviewing applications
- Incorporate sections on Usable Open Space and Off-Street Parking standards that emphasize recommended guidance of such regulations upon findings that they are being adequately addressed.

15.16.030 PCD – Planned Commercial Development District

The following changes are proposed within the PCD zoning section:

- Revise the "Development Standards" to provide flexibility to City regulatory approval process so that the standards are not restrictive and allow development to be consistent with the Comprehensive Plan.
- Revise the "Building Setbacks, Lot Coverage, and Floor Area Ratio (FAR)" standards to say *should* or *recommended* instead of *shall*; this revision allows more flexibility when reviewing applications.

- Incorporate sections on Usable Open Space and Off-Street Parking standards that emphasize recommended guidance of such regulations upon findings that they are being adequately addressed.

PLANNING COMMISSION ACTION TAKEN 08/10/2022:

Motion to recommend approval of the Zoning Ordinance Amendment that would modify Section 15.16 of the Zoning Ordinance to read as the attached draft Ordinance.

CITY COUNCIL ACTION REQUESTED

Motion to adopt Ordinance No. 1019 approving the Zoning Ordinance Amendment (ZOA) to modify Section 15.16 of the Zoning Ordinance.

ORDINANCE NO. 1019

AN ORDINANCE AMENDING SECTIONS 15.16.020, 15.16.030 and 15.16.050 (ZONING ORDINANCE) OF THE CITY OF CHASKA

THE CITY COUNCIL OF THE CITY OF CHASKA DO ORDAIN:

Section 1. Amendment "15.16.020 PRD – Planned Residential Development District" of the City of Chaska Zoning Code is hereby amended as follows:

15.16.020 PRD - Planned Residential Development District

- A. *Intent.* In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purposes of the Planned Residential Development District (PRD) are to allow greater variety in the types of residential environment available to the residents of Chaska, to respond to changes in housing choices and in new housing concepts, to encourage innovative design in the development of residential neighborhoods such as single-family housing, cluster housing, and multi-family housing, and to provide development standards that will achieve the goals of the Comprehensive Plan; the provision of privately controlled common open space ancillary to new housing developments, and to allow a more efficient allocation and maintenance of public facilities such as streets and utility lines serving new housing developments.
- B. *Application.* The provisions of this Section shall apply to all proposed housing developments within the City of Chaska except one and two family developments less than five (5) acres in size. Existing planned areas of the City shall be subject to the applicable regulations at the time of their approval; however, in the case of platted property developed or which may benefit from redevelopment, owners of such property may apply for PRD designation according to required PRD application procedures.
- C. *Permitted Uses.* The following uses are permitted generally in PRD Districts; however, individual PRD Districts may and usually will be more restrictive by limiting the type of dwellings permitted.
 - 1. *Dwelling Units.* Dwelling units in detached, semi-detached, attached, or multistoried structures, or combinations thereof, and supporting public, recreational, and commercial uses to serve area residents.
 - i. Schools, churches and similar public or semi-public uses shall only be permitted on sites less than 20 acres.
 - 2. *Accessory Uses.* Accessory uses as permitted in the R1 District.
- D. *Required Conditions.*
 - 1. *Principal Structures.* Two or more principal structures or uses will be developed.
 - 2. *Ownership.* The tract under consideration will be developed under single ownership or control.

- E. *Density*. A PRD may provide for a variety of housing types, densities, and cost levels, but such variety shall not be considered a condition required for approval. The total number of housing units allowable in a development shall be as established or determined by:
1. The area standards of the zoning district in which the proposed development is to be located;
 2. The density standards and criteria which are a part of the City's Comprehensive Plan; or
 3. The density specified by the Planning Commission and City Council based upon the particular development characteristics of each PRD proposal.

A PRD may provide for a greater number of housing units per acre than would otherwise be permitted by the regulations applicable to the site; however, the applicant shall show that such excess will not have an undue and adverse impact upon existing public facilities and upon the reasonable use and enjoyment of neighboring property.

In determining the reasonableness of an increase in the authorized housing units per acre, the Planning Commission shall recognize that increased density may be compensated for by the provision of additional physical amenities, by increased efficiency in public facilities and services, or by preservation of natural resources and amenities beyond ordinance requirement. Such compensation for higher density may be achieved by:

- a. The location, amount and proposed use of common open space;
- b. The location, design and type of housing units; and
- c. The physical characteristics of the site.

- F. *Development Standards*. The PRD District emphasizes a regulatory process rather than strict regulations with the intent of achieving the goals established by the Comprehensive Plan. These development standards are deemed advisory and should be considered for all PRD proposals. A PRD District may adopt development standards that are different than the development standards recommended below based upon findings that the proposed development standards will achieve the goals established by the Comprehensive Plan. Such recommended development standards are as follows:

1. *Building Setbacks*. Building setbacks from all property lines which form the perimeter of the total property in the PRD or from all exterior dedicated street right-of-way lines should be 30 feet or the height of the building, whichever is greater. The recommended minimum spacing between principal buildings should be 25 feet.
2. *Lot Coverage*. The total ground area occupied by multi-family buildings in a PRD is recommended to not exceed 20 percent of the total site area. If the total project is to be staged over a period of time, open space should be provided so that the ground coverage of any one stage is recommended to not exceed 30 percent of the applicable site.
3. *Floor Area Ratio (FAR)*. A floor area ratio of 0.5 is recommended, but may be increased when consistent with the goals of the Comprehensive Plan.

Floor area ratio in a PRD shall be determined by dividing the sum total of the building floor area by the gross area of the total site.

4. *Building / Site Design.*

- a. More than one building may be placed on one platted or recorded lot in any PRD. Areas for single family detached dwellings must comply with the City's Subdivision Ordinance in all respects not specifically noted in this Section as appropriate variances.
- b. A PRD which only involves one housing type, such as all detached or all attached units, shall not be considered as inconsistent with the stated purposes and objectives of this Section and shall not be the sole basis for denial or approval.
- c. Architectural style of buildings shall not solely be a basis for denial or approval of a plan; however, the overall appearance and compatibility of individual buildings to other site elements or to surrounding development will be primary considerations in the review stages of the Planning Commission and Council.

5. *Common Open Space.*

- a. Common open space should be provided within each PRD as recommended by the following schedule:
 - 1) 1,000 square feet of land per single family attached unit, (townhouses, quads, twin homes, etc.)
 - 2) 400 square feet per multiple family unit, (walkup apartments, high rise apartments, etc.)

In addition, 10 percent of the gross residential land within the PRD shall be dedicated for public use as parks or playgrounds or a cash equivalent as determined by the City Council.

- b. The City Council should not approve a PRD unless it meets the following standards applicable to common open space:
 - 1) The location, shape, size and character of the common space should be provided in a manner to meet the needs of the PRD and shall be consistent with the City's proposed parks and open space standards.
 - 2) Common open space shall be used for amenity or recreational purposes. The uses authorized for the common open space must be appropriate to the scale and character of the planned development, considering its size, density, expected population, topography, and the number and type of dwellings to be provided.
 - 3) Common open space should be suitably improved for its intended use, but common open space

containing natural features, existing trees and ground cover worthy of preservation may be left unimproved.

- c. All land shown on the Final Plan as common open space shall be conveyed to an organization for the ownership and maintenance of the common open space.

In any event, the common open space, after being approved on the Final Plan, shall be used thereafter for no other purposes than as specified on the Final Plan.

Exception to such use may be allowed if identified in a greenway agreement entered into by the City and the Developer prior to construction of the project.

6. *Usable Open Space*

- a. The requirements established by CZO 15.28.120 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that adequate usable open space will be provided.

7. *Off-Street Parking*

- a. The requirements established by CZO 15.28.030 (F)(1) shall be recommended guidance in PRD Districts and strict compliance shall not be required upon a finding that an adequate number of parking spaces will be provided.

Section 2. Amendment "15.16.030 PRD – Planned Commercial Development District" of the City of Chaska Zoning Code is hereby amended as follows:

15.16.030 PCD - Planned Commercial Development District

- A. *Intent.* In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purposes of the Planned Commercial Development (PCD) District are to provide for the development of predominantly retail/commercial uses, but including a wide range of complimentary uses, in a cohesive, and more intensely developed arrangement geared to include or to relate closely to consumer-oriented retail and service businesses, like a shopping center, that may be either community or regional in nature, and to provide development standards that will achieve the goals of the Comprehensive Plan.
- B. *Permitted Uses.* The following uses are permitted generally in PCD Districts; however, individual PCD Districts may be more restrictive than the general use.
 1. Commercial establishments including, but not limited to, the following:
 - a. Retail establishments such as grocery, hardware, drug, department store, clothing and furniture stores, eating and drinking places, auto dealers, and gas stations.

- b. Personal services such as laundry, barber, shoe repair shop, and photography studio.
 - c. Professional services such as medical and dental clinics, and attorneys' offices.
 - d. Finance, insurance, and real estate services.
 - e. Repair services such as jewelry and radio and television repair shops.
 - f. Entertainment and amusement services such as motion picture theater and bowling alley.
 - g. Lodging services such as hotel and motel.
 - h. Business services such as printing and computer services.
2. Public and semi-public facilities serving all or major portions of the City such as municipal offices, library, post office, fire station, and YMCA;
 3. Multi-family dwellings;
 4. Offices for administrative, executive, professional, research or similar organization, and laboratories having only limited contact with the general public;
 5. Accessory uses incidental to the foregoing principal uses such as off-street parking and loading areas, signs, storage of merchandise, wholesaling, and radio/TV and satellite dish antennas when incidental to a permitted use.

C. *Development Standards.* The PCD District emphasizes a regulatory process rather than strict regulations with the intent of achieving the goals established by the Comprehensive Plan. These development standards are deemed advisable and should be considered in all PCD proposals. A PCD District may adopt development standards that are different than the development standards recommended below based upon findings that the proposed development standards will achieve the goals established by the Comprehensive Plan. Such recommended development standards are as follows:

1. *Building Setback.* Recommended setbacks are as follows: (In addition to those established in CZO 15.28.100) PLANNED DEVELOPMENT DISTRICTS in CZO 15.16.010
 - a. From rights-of-way of freeways or limited access expressways:.....75 feet;
 - b. From other perimeter streets:..... 40 feet;
 - c. From interior public streets:..... 25 feet;
 - d. From adjoining residential uses or zoning districts:..... 75 feet;
 - e. Between principle detached structures:.....one-half the average heights of the two structures.
2. *Lot Coverage.* Buildings should not cover more than 40 percent of any lot or tract.
3. *Floor Area Ratio (FAR).* The recommended maximum floor area ratio for any single lot or tract should be 2.0 provided the entire PCD of which it is a part should not exceed 1.0.

4. *Landscaping.* All required yards or open space areas shall either be open landscaped and green areas or be left in a natural state. If any yards are to be landscaped, they shall be landscaped attractively with lawn, trees, shrubs, etc. Any areas left in a natural state shall be properly maintained in a slightly and well-kept condition. Yards adjoining any of the classes of Residence Districts should be landscaped with planting screens.
5. *Residential Development.* In addition to requirements of this Section, residential developments are recommended, but not required, to conform to CZO 15.16.020 paragraph E and CZO 15.16.020 paragraph F of the PRD District.
6. *Usable Open Space*
 - a. The requirements established by CZO 15.28.120 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that adequate usable open space will be provided.
7. *Off-Street Parking*
 - a. The requirements established by CZO 15.28.030 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that an adequate number of parking spaces will be provided.

Section 3. Amendment "15.16.050 PRD – Planned Multi-Use Development District" of the City of Chaska Zoning Code is hereby amended as follows:

15.16.050 PMD - Planned Multi-Use Development District

- A. *Intent.* In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purpose of the Planned Multi-Use Development (PMD) District is to provide for the development of a wide variety of complementary uses in a cohesive, and more intensely developed arrangement, but not necessarily geared predominantly to residential, commercial, or public use. Essentially, the PMD District allows any compatible combination of uses permitted in the PRD, PCD, and PID Districts. Type and intensity of development is controlled by the development standards of such districts and by the goals of the Comprehensive Plan.
- B. *Permitted Uses.* Any uses listed as Permitted Uses in the PRD, PCD, and PID Districts.
- C. *Development Standards.* In general, development standards set forth within the PRD, PCD, and PID Districts shall apply to the PMD District according to the specific use proposed. Where questions of applicability arise, relevant standards shall be established as a part of the application/review process.

Section 4. Effective Date. This Ordinance shall be in full force and effect from and after its date of passage, adoption and publication according to law.

Passed and adopted by the City Council of the City of Chaska, Minnesota,
this 15th day of August, 2022.

Mark Windschitl, Mayor

Attest: _____
Deputy Clerk

SECTION 1: AMENDMENT “15.16.020 PRD - Planned Residential Development District” of the City of Chaska Zoning Code is hereby *amended* as follows:

AMENDMENT

15.16.020 PRD - Planned Residential Development District

- A. *Intent*. In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purposes of the Planned Residential Development District (PRD) are to allow greater variety in the types of residential environment available to the residents of Chaska, to respond to changes in housing choices and in new housing concepts, to encourage innovative design in the development of residential single-family neighborhoods such as single-family housing, cluster housing, and multi-family housing, and to provide development standards that will achieve the goals of the Comprehensive Plan~~but not necessarily at higher densities~~; the provision of privately controlled common open space ancillary to new housing developments, and to allow a more efficient allocation and maintenance of public facilities such as streets and utility lines serving new housing developments.
- B. *Application*. The provisions of this Section shall apply to all proposed housing developments within the City of Chaska except one and two family developments less than five (5) acres in size. Existing planned areas of the City shall be subject to the applicable regulations at the time of their approval~~exempt from the provisions of this Section~~; however, in the case of platted property developed or which may benefit from redevelopment, owners of such property may apply for PRD designation according to required PRD application procedures.
- C. *Permitted Uses*. The following uses are permitted generally in PRD Districts; however, individual PRD Districts may and usually will be more restrictive by limiting the type of dwellings permitted.
1. *Dwelling Units*. Dwelling units in detached, semi-detached, attached, or multi-storied structures, or combinations thereof, and supporting public, recreational, and commercial uses to serve area residents.
- Schools, churches and similar public or semi-public uses shall only be permitted on sites less than 20 acres.
2. *Accessory Uses*. Accessory uses as permitted in the R1 District.
- D. *Required Conditions*.
1. *Principal Structures*. Two or more principal structures or uses will be developed.
 2. *Ownership*. The tract under consideration will be developed under single ownership or control.
- E. *Density*. A PRD may provide for a variety of housing types, densities, and cost levels, but such variety shall not be considered a condition required for approval. The total number of housing units allowable in a development shall be as established or

determined by:

1. The area standards of the zoning district in which the proposed development is to be located;
2. The density standards and criteria which are a part of the City's Comprehensive Plan; or
3. The density specified by the Planning Commission and City Council based upon the particular development characteristics of each PRD proposal.

A PRD may provide for a greater number of housing units per acre than would otherwise be permitted by the regulations applicable to the site; however, the applicant shall show that such excess will not have an undue and adverse impact upon existing public facilities and upon the reasonable use and enjoyment of neighboring property.

In determining the reasonableness of an increase in the authorized housing units per acre, the Planning Commission shall recognize that increased density may be compensated for by the provision of additional physical amenities, by increased efficiency in public facilities and services, or by preservation of natural resources and amenities beyond ordinance requirement. Such compensation for higher density may be achieved by:

- a. The location, amount and proposed use of common open space;
- b. The location, design and type of housing units; and
- c. The physical characteristics of the site.

F. *Development Standards.* ~~By definition, the PRD District emphasizes a regulatory process rather than strict regulations with the intent of achieving the goals established by the Comprehensive Plan. ; however, certain minimal~~ These development standards are deemed ~~necessary~~ advisory and ~~shall should be considered for apply to~~ all PRD proposals. A PRD District may adopt development standards that are different than the development standards recommended below based upon findings that the proposed development standards will achieve the goals established by the Comprehensive Plan. Such recommended development standards are as follows:

1. *Building Setbacks.* Building setbacks from all property lines which form the perimeter of the total property in the PRD or from all exterior dedicated street right-of-way lines ~~shall should~~ be ~~at least~~ 30 feet or the height of the building, whichever is greater. ~~The recommended m~~ Minimum spacing between principal buildings ~~shall should~~ be 25 feet.
2. *Lot Coverage.* The total ground area occupied by multi-family buildings in a PRD ~~shall is recommended to~~ not exceed 20 percent of the total site area ~~in the project~~. If the total project is to be staged over a period of time, open space ~~shall should~~ be provided so that the ground coverage of any one stage ~~shall is recommended to~~ not exceed 30 percent of the applicable site.
3. *Floor Area Ratio (FAR).* ~~There shall be a maximum~~ A floor area ratio of 0.5 ~~is recommended, but may be increased when consistent with the goals of the Comprehensive Plan.~~ Floor area ratio in a PRD shall be determined by dividing the sum total of the building floor area by the gross area of the total

site.

4. *Building / Site Design.*

- a. More than one building may be placed on one platted or recorded lot in any PRD. Areas for single family detached dwellings must comply with the City's Subdivision Ordinance in all respects not specifically noted in this Section as appropriate variances ~~or waivers~~.
- b. A PRD which only involves one housing type, such as all detached or all attached units, shall not be considered as inconsistent with the stated purposes and objectives of this Section and shall not be the sole basis for denial or approval.
- c. Architectural style of buildings shall not solely be a basis for denial or approval of a plan; however, the overall appearance and compatibility of individual buildings to other site elements or to surrounding development will be primary considerations in the review stages of the Planning Commission and Council.

5. Common Open Space

- a. Common open space ~~shall~~ should be provided within each PRD ~~according as recommended by to~~ the following schedule:
 - (1) 1,000 square feet of land per single family attached unit, (townhouses, quads, twin homes, etc.)
 - (2) 400 square feet per multiple family unit, (walkup apartments, high rise apartments, etc.)

In addition, 10 percent of the gross residential land within the PRD shall be dedicated for public use as parks or playgrounds or a cash equivalent as determined by the City Council.

- b. The City Council ~~shall~~ should not approve a PRD unless it meets the following standards applicable to common open space:
 - (1) The location, shape, size and character of the common space ~~shall~~ should be provided in a manner to meet the needs of the PRD and shall be consistent with the City's proposed parks and open space standards.
 - (2) Common open space shall be used for amenity or recreational purposes. The uses authorized for the common open space must be appropriate to the scale and character of the planned development, considering its size, density, expected population, topography, and the number and type of dwellings to be provided.
 - (3) Common open space ~~must~~ should be suitably improved for its intended use, but common open space containing natural features, existing trees and ground cover worthy of preservation may be left unimproved.
- c. All land shown on the Final Plan as common open space shall be conveyed to an organization for the ownership and maintenance of the common open space.

In any event, the common open space, after being approved on the Final Plan,

shall be used thereafter for no other purposes than as specified on the Final Plan.

Exception to such use may be allowed if identified in a greenway agreement entered into by the City and the Developer prior to construction of the project.

6. Usable Open Space

- a. The requirements established by CZO 15.28.120 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that adequate usable open space will be provided.

7. Off-Street Parking

- a. The requirements established by CZO 15.28.030 (F)(1) shall be recommended guidance in PRD Districts and strict compliance shall not be required upon a finding that an adequate number of parking spaces will be provided.

~~G. PRD Districts. The following PRD districts have been adopted by Chaska City Council and are as follows:~~
~~PRD-2~~

SECTION 2: AMENDMENT “15.16.030 PCD - Planned Commercial Development District” of the City of Chaska Zoning Code is hereby *amended* as follows:

A M E N D M E N T

15.16.030 PCD - Planned Commercial Development District

- A. *Intent.* In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purposes of the Planned Commercial Development (PCD) District are to provide for the development of predominantly retail/commercial uses, but including a wide range of complimentary uses, in a cohesive, ~~rather~~ and more intensely developed arrangement geared to include or to relate closely to consumer-oriented retail and service businesses, like a shopping center, that may be either community or regional ~~service~~ in nature, and to provide development standards that will achieve the goals of the Comprehensive Plan.
- B. *Permitted Uses.* The following uses are permitted generally in PCD Districts; however, individual PCD Districts may be more restrictive than the general use.
1. Commercial establishments including, but not limited to, the following:
 - a. Retail establishments such as grocery, hardware, drug, department store, clothing and furniture stores, eating and drinking places, auto dealers, and gas stations.
 - b. Personal services such as laundry, barber, shoe repair shop, and

- photography studio.
 - c. Professional services such as medical and dental clinics, and attorneys' offices.
 - d. Finance, insurance, and real estate services.
 - e. Repair services such as jewelry and radio and television repair shops.
 - f. Entertainment and amusement services such as motion picture theater and bowling alley.
 - g. Lodging services such as hotel and motel.
 - h. Business services such as printing and computer services.
 - 2. Public and semi-public facilities serving all or major portions of the City such as municipal offices, library, post office, fire station, and YMCA;
 - 3. Multiple-family dwellings;
 - 4. Offices for administrative, executive, professional, research or similar organization, and laboratories having only limited contact with the general public;
 - 5. Accessory uses incidental to the foregoing principal uses such as off-street parking and loading areas, signs, storage of merchandise, wholesaling, and radio/TV and satellite dish antennas when incidental to a permitted use.
- C. *Development Standards.* The PCD District emphasizes a regulatory process rather than strict regulations with the intent of achieving the goals established by the Comprehensive Plan. These development standards are deemed advisable and should be considered in all PCD proposals. A PCD District may adopt development standards that are different than the development standards recommended below based upon findings that the proposed development standards will achieve the goals established by the Comprehensive Plan. Such recommended development standards are as follows:
- 1. *Building Setback.* Recommended setbacks are as follows: (In addition to those established in CZO 15.28.100) PLANNED DEVELOPMENT DISTRICTS in CZO 15.16.010
 - a. From rights-of-way of freeways or limited access expressways:..... 75 feet;
 - b. From other perimeter streets:..... 40 feet;
 - c. From interior public streets:..... 25 feet;
 - d. From adjoining residential uses or zoning districts:..... 75 feet;
 - e. Between principle detached structures:.....one-half the average heights of the two structures.
 - 2. *Lot Coverage.* ~~Not~~ Buildings should not cover more than 40 percent of any lot or tract ~~shall be covered by buildings.~~
 - 3. *Floor Area Ratio (FAR).* The recommended m~~Maximum~~ floor area ratio for any single lot or tract ~~shall~~ should be 2.0 provided the entire PCD of which it

is a part ~~shall~~should not exceed 1.0.

4. *Landscaping*. All required yards or open space areas shall either be open landscaped and green areas or be left in a natural state. If any yards are to be landscaped, they shall be landscaped attractively with lawn, trees, shrubs, etc. Any areas left in a natural state shall be properly maintained in a sightly and well-kept condition. Yards adjoining any of the classes of Residence Districts ~~shall~~should be landscaped with planting screens.
5. *Residential Development*. In addition to requirements of this Section, residential developments ~~shall~~are recommended, but not required, to conform ~~be subject~~ to CZO 15.16.020 paragraph E and CZO 15.16.020 paragraph F of the PRD District:
6. Usable Open Space
 - a. The requirements established by CZO 15.28.120 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that adequate usable open space will be provided.
7. Off-Street Parking
 - a. The requirements established by CZO 15.28.030 (F)(1) shall be recommended guidance in PRD Districts and strict compliance therewith shall not be required upon a finding that an adequate number of parking spaces will be provided.

SECTION 3: AMENDMENT “15.16.050 PMD - Planned Multi-Use Development District” of the City of Chaska Zoning Code is hereby *amended* as follows:

AMENDMENT

15.16.050 PMD - Planned Multi-Use Development District

- A. *Intent*. In addition to the general purpose of Planned Development Districts as described in CZO 15.16.010 paragraph A, the purpose of the Planned Multi-Use Development (PMD) District is to provide for the development of a wide variety of complementary uses in a cohesive, ~~rather~~and more intensely developed arrangement, but not necessarily geared predominantly to ~~either~~ residential, commercial, or public use. Essentially, the PMD District allows any compatible combination of uses permitted in the PRD, PCD, and PID Districts. Type and intensity of development is controlled by the development standards of such districts and by the goals of the Comprehensive Plan.
- B. *Permitted Uses*. Any uses listed as Permitted Uses in the PRD, PCD, and PID Districts.
- C. *Development Standards*. In general, development standards set forth within the PRD, PCD, and PID Districts shall apply to the PMD District according to the specific use

proposed. Where questions of applicability arise, relevant standards shall be established as a part of the application/review process.

Concerns with Proposed Zoning Ordinance Changes, Wade Sorenson, 1456 Sophia Drive

Ultimately, I feel it is in the best interest of the city to **delay making these changes until the full audit is completed** and the city has a better understanding of all the changes that should be made to the current zoning ordinance. In addition, the city planning department's blatant disregard for the existing zoning laws should be further investigated and corrective actions should be required by the city.

Specific concerns for the proposed changes include:

- 1. There is no valid justification for immediate changes to current ordinance**
 - a. There is an ongoing effort to audit/analyze the gaps in the current zoning ordinance. Any changes made now may need to be changed again in a few months when the full set of changes are ready.
 - b. The city is rushing these changes in order to allow the new apartment building by Kohls to be built.
 - i. This is short-sighted and sets a negative precedence for the city – will we change our laws for any project that comes up?
 - ii. The city should simply work through the current variance process for the Kohls apartment building project. That would be the appropriate process.
 - iii. The developer looking to build the apartment building by Kohls is the same developer who once threatened to eliminate the Dairy Queen building if the Lake Jonathan Flats apartment complex wasn't approved.
- 2. These changes do not address any of the ambiguity of the current zoning ordinance.**
- 3. The city has added one other unrelated and significant change into the new ordinance. For the PRD Intent, section 15.16.020, they removed "but not necessarily at higher densities".**
 - a. This is a major change and it was not discussed in their narrative doc.
 - b. Why did the city exclude this item from its narrative doc and from its discussion with the Planning Commission?
 - c. This will allow the city to dramatically increase the densities of new developments even if they are not aligned with existing housing developments.
- 4. The proposed changes attempt to tightly anchor the PRD "Intent" in our city ordinances to the "goals" in the Comprehensive Plan.**
 - a. What "goals" in the Comp Plan does this refer to?
 - b. There are not specific PRD, PMD, or PCD "goals" in the Comp Plan so this is a completely undefined and ambiguous reference.
 - c. **The Comp Plan is a non-binding document**, so any changes to the comprehensive plan would essentially change our city zoning laws. A much stricter process would need to be utilized for changes to the Comp plan if the Comp Plan was directly driving our Zoning Ordinance.
- 5. These changes do not address the fundamental issue that caused the recent increase in variances.**
 - a. The core issue is how to correctly define "the site" and that is not addressed here.
 - b. The issue that caused the variances to be required on the last two apartment projects were due to the city expanding "the site" to include the wetland area.

- i. If the city didn't add the wetland into "the site" for those two apartments, then there would have been no need for an Open Space Variance.
- ii. For the Gallery Apartments, the city's choice to expand "the site" to be 24 acres (vs. the 5.7 as it truly was), is what caused the Open Space variance.
- iii. To put it another way, if the city had followed standard processes, there would have been no need for the Open Space Variance.
- iv. Given the ownership and property plat, the correct definition of "the site" for the Gallery Apartments would be the actual 5.7 acre site that Chase Real Estate is purchasing and developing. The city chose to make it 24 acres in order to claim that the building wasn't too big for the property.

6. The city has acknowledged that they have not been following the zoning ordinances for the last few years.

- a. Now, the city is attempting to change the law to follow their process rather than change their process to follow the law.**
- b. That should concern every resident in the city.**

The city is not hiding the fact that they have not been following the zoning laws for quite some time. And they are now asking the residents to cede more power from the zoning ordinance and give that power to the city staff to decide what is acceptable.

As such, there are a number of city-approved projects that likely violated city zoning laws. The planning department has failed to meet their civic obligation for years and they should not be rewarded by changing the zoning ordinance to give more power to the city staff.

Going forward, the correct approach would be for the City Council to enforce a more rigorous set of oversight constraints on the city planning department as the planning department has proven that they are unwilling to transparently follow city law.

And finally, please remember the overarching city goal (as stated in the Comprehensive Plan):

"maintain its unique, historic, small town image, and sense of community..."

2040 Comp Plan, Page 1-12

REQUEST FOR ACTION CHASKA CITY COUNCIL 8/15/2022

Subject: **Adopt Resolutions for Items Related to the Downtown Chaska Highway 41/Highway 61 Project**

Prepared By: Elise Durbin, Assistant City Administrator

The Highway 41/Highway 61 project in Downtown Chaska has been anticipated and planned for for several years. At work sessions held earlier in the year in April and June, the Council received updates on the project's status with the anticipation of going out to bid and commencing the project this summer.

PROJECT UPDATE

Bids

Earlier this summer, bids for the roadway project were received and opened on July 22, 2022. Bids were received from three contractors and a letter from Bolton & Menk regarding the bids is included as an attachment. The low bid of \$22,951,778.18 was received from S.M. Hentges & Sons Inc. The low bid is higher than the Engineer's Estimate by approximately \$3.1M.

City staff, along with MnDOT and Carver County have been working to fill the gap between the Engineer's Estimate and the low bid. Between the three agencies, additional sources have been identified in order to allow the project to proceed. The additional funds come from MnDOT, County Sales Tax dollars, and funds from both Carver County and the City. These sources are detailed out in the Cooperative Agreement with MnDOT as well as the Joint Powers Agreement with Carver County, both of which are attached.

Project Details and Business Engagement

In earlier conversations with the Council this year, details on the project were provided; however, there were some details that had not been worked out during those conversations. Since then, there has been resolution on these items.

- Highway median

The original drawing for the project showed a median extending eastbound on Highway 61 from Highway 41 to Yellow Brick Road. This median created significant impact to Chasers—allowing only a right in/right out situation for both of their entrances. This has now been resolved, and the median will be pulled back, which will allow the easterly most entrance to Chasers to be full access.

- Roadway Construction Phasing and Business Engagement

Since the June 6 Work Session on the Highway 41 phasing discussion, city staff in coordination with Bolton and Menk staff have been individually meeting with businesses throughout downtown as well as with the Chaska Downtown Business Alliance. These discussions focused on numerous things, including asking for feedback on the phasing options related to the Minnesota River bridge closure, as well as gathering data about deliveries, parking, peak times, and other operations questions that will be important during the construction. In these conversations, nearly every business opted for the phasing option that would allow the bridge to open sooner. This option particularly resonated with businesses who are not destination businesses, but rather rely on pass by traffic. While many businesses admitted that neither option was great, and that there would still be significant impacts to their business, they did appreciate the discussion to see if there was an alternative rather than keeping the bridge closed for the entire 2023 construction season.

Given this feedback, the project was bid where the Minnesota River bridge would be closed at the beginning of the 2023 construction season when work on Highway 41 starts, but would open up to local traffic at First Street once that work is completed (anticipated in June 2023). Local traffic will then be re-routed from First Street to Walnut Street and Pine Street while Highway 41 remains closed until the end of the project in fall 2023.

Engagement will continue throughout the roadway project, including:

- Open Houses, including one on Monday, August 22 from 5:00-7:00 p.m. at the Chaska Event Center. A postcard notice has been sent out to businesses and residents in Downtown Chaska.
- Attendance at monthly Chaska Downtown Business Alliance meetings
- An updated staging video that will be located on the [project website](#)
- Staff attendance at weekly construction meetings, from which information will be conveyed to impacted businesses
- Regular e-newsletters

Construction Schedule

With action by the City Council on August 15, and Carver County's expected review of their agreements related to the project on August 16, this will give the project the approvals needed to move forward into construction.

Given that the project is starting later than expected, meetings are underway with the contractor to discuss what is feasible to be completed this year. The contractor has indicated that the parking lots and paseo can get finished still this fall, but alternatives are being looked at as far as the Highway 61 portion that was also anticipated to be completed also this year. A number of factors will determine what ultimately gets done before it needs to be shut down for the winter; however, options are being discussed to make sure that the complete project is done by fall 2023.

As more is known about the construction schedule, the details will be communicated out to the public and businesses.

CITY COUNCIL ACTION REQUESTED

There are several actions requested of the Council:

1. Motion to adopt Resolution 2022-102, to award the bid for the Downtown Chaska TH 41/CSAH 61 Project and execute contract documents.
2. Motion to adopt Resolution 2022-103, approving a Cooperative Agreement with the Minnesota Department of Transportation for the Downtown Chaska TH 41/CSAH 61 Project.
3. Motion to adopt Resolution 2022-104, approving a Joint Powers Agreement with Carver County.



Real People. Real Solutions.

12224 Nicollet Avenue
Burnsville, MN 55337-1649

Ph: (952) 890-0509
Fax: (952) 890-8065
Bolton-Menk.com

July 22, 2022

City of Chaska
Attn: Matt Clark, City Engineer
One City Hall Plaza
Chaska, MN 55318

Re: Bid Results
TH 41/CSAH 61 Improvements in Historic Downtown Chaska
Chaska, Minnesota
BMI Project No. 0T4.123211

Dear Mr. Clark:

Three (3) bids were submitted for the Th 41/CSAH 61 Improvements in Historic Downtown Chaska project on July 22, 2022. The bids ranged from \$22,951,778.18 to \$28,953,543.34. The Engineer's Estimate for this project was \$19,868,625.03. The low bid price is from S. M. Hentges & Sons Inc.

The following is a bid summary:

<u>Contractor</u>	<u>Total Base Bid</u>
S. M. Hentges & Sons Inc	\$22,951,778.18
Eureka Construction Inc	\$25,013,410.31
Max Steininger Inc	\$28,953,543.34

The low bid is approx. \$3.1M higher than the Engineer's Estimate. Over the past year or so, the heavy construction industry has been experiencing higher material and labor costs due to higher-than-average inflation coupled with supply shortages. How contractors bid on jobs has become less predictable as we have seen much variability in bid unit prices on several other recently bid projects. MnDOT has authorized an additional \$1.4M towards the project. The remaining will be covered by Carver County and the City of Chaska per the Joint Powers Agreement for the project.

Based on the summary above, it is our recommendation that City Council awards the Project to the lowest bidder, S. M. Hentges & Sons Inc, on the Total Bid Schedules 1 & 2 in the amount of **\$22,951,778.18.**

Sincerely,

Bolton & Menk, Inc.

Tim Lamkin Jr, P.E.
Principal Engineer

**STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION
And
CITY OF CHASKA
COOPERATIVE CONSTRUCTION
AGREEMENT**

State Project Number (SP):	<u>1008-87</u>
Trunk Highway Number (TH):	<u>41=260</u>
State Project Number (SP):	<u>196-010-017</u>
State Project Number (SP):	<u>196-010-018</u>
State Project Number (SP):	<u>196-020-014</u>
State Project Number (SP):	<u>010-661-008</u>
Federal Project Number:	<u>NHFP-NHPP-STBG 0041(300)</u>
Lighting System Feed Point No.'s:	<u>A, B, C, D, E, & F</u>
Signal System I.D.'s:	<u>1736763, 1735307,</u>
	<u>4348436, 4344815</u>

Total Amount Encumbered FY 2022:**\$10,155,000.00***TED Funds***\$3,500,000.00***Federal Aid Funds***\$5,324,000.00***State Bond Match Funds***\$1,316,000.00***State Match Funds***\$15,000.00****Total Amount Encumbered FY 2024:****\$1,401,986.33***Federal Aid Funds***\$1,121,589.06***State Match Funds***\$280,397.27****Total State Obligation:****\$11,556,986.33****Receivable Amount from the City:****\$248,571.79**

This Agreement is between the State of Minnesota, acting through its Commissioner of Transportation ("State") and the City of Chaska acting through its City Council ("City").

Recitals

1. The City will perform grading, bituminous surfacing, ADA improvements, retaining walls, signals, lighting, TMS, pedestrian underpass (Bridge No. 10X23), Bridge No. 10012 construction and other associated construction upon, along, and adjacent to Trunk Highway No. 41 from 900 feet south of Minnesota River to 600 feet north of County State Aid Highway No. 61 and on County State Aid Highway No. 61 from Trunk Highway No. 41 to 400 feet east of Yellow Brick Road according to City-prepared plans, specifications, and special provisions designated by the City and State as State Project No. 1008-87 and No. 196-010-017 (TH 41=260) ("Project"); and

2. The City requests the State participate in the costs of the Trunk Highway No. 41 and associated parking lot construction and the State is willing to participate in the costs of said construction as set forth in this Agreement; and
3. The City requests the State participate in the costs of the right of way acquisition and design engineering for the parking lot construction, to replace the existing parking on TH 41; and
4. The City has applied for funding through Minnesota Statutes §174.12 Transportation Economic Development (“TED”) Program allowing State Trunk Highway funds to be used for up to 70 percent of the total project costs, based on MnDOT’s Cost Participation Policy. Additional State Road Construction (“SRC”) funds have been awarded to this project to pay for eligible Trunk Highway construction and construction engineering costs. The combination of TED and SRC funds cannot exceed 70 percent of the total project costs or the eligible trunk highway total project costs, whichever is less.
5. MnDOT Contract Number DCP Agreement 1048176 which has been executed between the City and the State, appoints the State as the City's agent to receive and disburse transportation related federal funds, and sets forth duties and responsibilities for letting, payment, and other procedures for a federally funded contract let by the City; and
6. The Federal-aid funds available to the State for the construction contract are capped upon the award of the construction contract and will be paid to the City through the State Aid Finance Office under the Delegated Contract Process on a reimbursable basis after expenses have been incurred; and
7. The City has received Federal-aid funds and will make those available to the State for the State portion of the contract. The Federal-aid funds will be paid to the City through the State Aid Finance Office under the Delegated Contract Process on a reimbursable basis after expenses have been incurred; and
8. The State Federal-aid funds will be paid to the City, up to a capped amount, under the Delegated Contract Process on a reimbursable basis after expenses have been incurred, as set forth in this Agreement; and
9. The State can only pay the City for the State participation construction after funds have been encumbered, which encumbrance must be preceded by the appropriation of such funds by the Minnesota Legislature; and
10. A portion of this Project funding has been determined to be eligible for the expenditure of Federal-aid and State match funds in fiscal year 2024. The State will seek the appropriation of funds, and encumber the funds, if available; and
11. The Catalog of Federal Domestic Assistance number or CFDA number is 20.205; and
12. Minnesota Statutes § 161.20, subdivision 2 authorizes the Commissioner of Transportation to make arrangements with and cooperate with any governmental authority for the purposes of constructing, maintaining, and improving the trunk highway system.

Agreement

1. Term of Agreement; Survival of Terms; Plans; Incorporation of Exhibits

- 1.1. *Effective Date.*** This Agreement will be effective on the date the State obtains all signatures required by Minnesota Statutes § 16C.05, subdivision 2.
- 1.2. *Expiration Date.*** This Agreement will expire when all obligations have been satisfactorily fulfilled.
- 1.3. *Survival of Terms.*** All clauses which impose obligations continuing in their nature and which must survive in order to give effect to their meaning will survive the expiration or termination of this Agreement, including, without limitation, the following clauses: 2.4. State Ownership of Improvements;

5. Maintenance by the City; 11. Liability; Worker Compensation Claims; Insurance; 14. State Audits; 15. Government Data Practices; 17. Governing Law; Jurisdiction; Venue; and 19. Force Majeure. The terms and conditions set forth in Article 7. Signal Systems and EVP Systems Operation and Maintenance will survive the expiration of this Agreement, but may be terminated by another Agreement between the parties.

- 1.4. **Plans, Specifications, and Special Provisions.** State-approved City plans, specifications, and special provisions designated by the City and State as State Project No. 1008-87 and No. 196-010-017 (TH 41=260) are on file in the office of the City's Engineer and incorporated into this Agreement by reference ("Project Plans").
- 1.5. **Duties of the City.** The City will perform all of its duties and obligations in MnDOT Contract Number 1048176, which is incorporated herein by reference, in the solicitation, letting, award, and administration of the construction of the Project.
- 1.6. **Exhibits.** The Schedule "I" and Exhibit A – Maintenance Responsibilities are attached and incorporated into this Agreement.

2. Right-of-Way Use

- 2.1. **Limited Right to Occupy.** The State grants to the City (and its contractors and consultants) the right to occupy Trunk Highway Right-of-Way as necessary to perform the work described in the Project Plans. This right is limited to the purpose of constructing the project, and administering such construction, and may be revoked by the State at any time, with or without cause. Cause for revoking this right of occupancy includes, but is not limited to, breaching the terms of this or any other agreement (relevant to this project) with the State, failing to provide adequate traffic control or other safety measures, failing to perform the construction properly and in a timely manner, and failing to observe applicable environmental laws or terms of applicable permits. The State will have no liability to the City (or its contractors or consultants) for revoking this right of occupancy.
- 2.2. **State Access; Suspension of Work; Remedial Measures.** The State's District Engineer or assigned representative retains the right to enter and inspect the Trunk Highway Right-of-Way (including the construction being performed on such right-of-way) at any time and without notice to the City or its contractor. If the State determines (in its sole discretion) that the construction is not being performed in a proper or timely manner, or that environmental laws (or the terms of permits) are not being complied with, or that traffic control or other necessary safety measures are not being properly implemented, then the State may notify and require the City (and its contractors and consultants) to suspend their operations until the City (and its contractors and consultants) take all necessary actions to rectify the situation to the satisfaction of the State. The State will have no liability to the City (or its contractors or consultants) for exercising or failing to exercise its rights under this provision.
- 2.3. **Traffic Control; Worker Safety.** While the City (and its contractors and consultants) are occupying the State's Right-of-Way, they must comply with the approved traffic control plan, and with applicable provisions of the Work Zone Field Handbook (<http://www.dot.state.mn.us/trafficeng/workzone/index.html>). All City, contractor, and consultant personnel occupying the State's Right-of-Way must be provided with required reflective clothing and hats.
- 2.4. **State Ownership of Improvements.** The State will retain ownership of its Trunk Highway Right-of-Way, including any improvements made to such right-of-way under this Agreement, unless otherwise noted. The warranties and guarantees made by the City's contractor with respect to such improvements (if any) will flow to the State. The City will assist the State, as necessary, to enforce such warranties and guarantees, and to obtain recovery from the City's consultants, and contractor (including its sureties) for

non-performance of contract work, for design errors and omissions, and for defects in materials and workmanship. Upon request of the State, the City will undertake such actions as are reasonably necessary to transfer or assign contract rights to the State and to permit subrogation by the State with respect to claims against the City's consultants and contractors.

- 2.5. *Utility Relocation.*** The State authorizes the City to issue Notices and Orders for utility relocation in accordance with Minnesota Statutes §161.45 and Minnesota Rules Part 8810.3100 through 8810.3600.

3. Contract Award and Construction

- 3.1. *Bids and Award.*** The City received bids and will award a construction contract to the lowest responsible bidder (or best value proposer), subject to concurrence by the State in that award, according to the Project Plans. The contract construction will be performed according to the Project Plans.
- 3.2. *Bid Documents Furnished by the City.*** The City will, within 7 days of opening bids for the construction contract, submit to the State's State Aid Agreements Engineer a copy of the low bid and an abstract of all bids together with the City's request for concurrence by the State in the award of the construction contract. The City will not award the construction contract until the State advises the City in writing of its concurrence.
- 3.3. *Rejection of Bids.*** The City may reject and the State may require the City to reject any or all bids for the construction contract. The party rejecting or requiring the rejection of bids must provide the other party written notice of that rejection or requirement for rejection no later than 30 days after opening bids. Upon the rejection of all bids, a party may request, in writing, that the bidding process be repeated. Upon the other party's written approval of such request, the City will repeat the bidding process in a reasonable period of time, without cost or expense to the State.
- 3.4. *Contract Terms.*** The City's contract with its construction contractor(s) must include the following terms:
- A.** A clause making the State of Minnesota, acting through its Commissioner of Transportation, an intended third-party beneficiary of the contract with respect to the portion of work performed on the State's Right-of-Way; and
 - B.** A clause requiring the State to be named as an additional insured on any insurance coverage which the contractor is required to provide; and
 - C.** A clause stating that any warranties provided by the contractor, for the work performed on the trunk highway, will flow to, and be enforceable by, the State as the owner of such improvements.
- 3.5. *Direction, Supervision and Inspection of Construction.*** The contract construction will be under the direction of the City; however, the City will utilize the services of a registered professional engineer, to be furnished by the State, to perform the construction engineering in connection with said contract construction. Provision of such services will not be deemed to make the State a principal or co principal with respect to liability regarding the contract construction. The City will give the State Aid Agreements at Roseville five days' notice of its intention to start the contract construction.
- 3.6. *Performance of Construction Engineering.*** The State will perform the construction and material inspection for the Project according to the Project Plans in the manner currently used by the State and according to the following:
- A.** The State will provide all labor, equipment, and materials necessary to perform the construction and material inspection for the contract.

- B. The State's engineer assigned to the contract construction will perform all inspection, control of materials, and associated documentation for the contract construction, except for City utility construction.
- C. At regular intervals after the City's contractor has started the construction, the State will prepare partial estimates of construction costs according to the terms of the construction contract. Immediately after the preparation of each partial estimate, the State's engineer assigned to the contract construction will submit the partial estimate to the City. The State will also prepare the final construction cost data for the contract construction and submit the final construction cost data to the City. The City will be responsible for making payments to the contractor based on the partial estimates and final cost certified by the State's engineer.
- D. City and State concurrence must be obtained before the State authorizes change orders that significantly increase their cost. The City will concur with, or object to, authorization of additional work within a reasonable amount of time of notification by the State that additional work is deemed necessary.
- E. All changes in the Project Plans and all addenda and change orders must be approved by the State District Engineer's authorized representative. All changes that result in increased costs to the City must be approved by the City in the manner provided for in its Charter and Ordinances enacted pursuant thereto.

3.7. Contaminated Soils and Groundwater within the State's Cost Participation Limits.

- A. **24 Hour Notification.** The City will notify the State District Engineer's authorized representative a minimum of 24 hours prior to the contractor beginning the excavation and removal of any contaminated soils that have been identified within the Project limits.
- B. **Immediate Notification.** The City will notify the State District Engineer's authorized representative immediately upon the contractor encountering contaminated soils and/or groundwater in areas that are within the Project limits. The City will confer with the State as to the handling, disposal, and any other issues related to contaminated materials found on State Right-of-Way or import of materials onto State Right-of-Way.
- C. **Environmental Consultant.** The City will provide for an Environmental Consultant to be on site to observe and document the excavation, handling and disposal of contaminated soils that have been identified within the Project limits. If the contractor encounters contaminated materials in areas not previously identified and upon notification by the City to the State, the City hired Environmental Consultant will be provided to collect and analyze soil and/or groundwater samples to determine contaminant levels, work with the landfill for disposal of the soil waste, and provide oversight of any soil and groundwater handling and disposal. The City will not allow the contractor to excavate any contaminated soil unless the Environmental Consultant is present.

3.8. Completion of Construction. The City will cause the contract construction to be started and completed according to the time schedule in the construction contract special provisions. The completion date for the contract construction may be extended, by an exchange of letters between the appropriate City official and the State District Engineer's authorized representative, for unavoidable delays encountered in the performance of the contract construction.

3.9. Plan Changes. All changes in the Project Plans and all addenda, change orders, supplemental agreements, and work orders entered into by the City and its contractor for contract construction must be approved in writing by the State District Engineer's authorized representative.

3.10. State Furnished Engineering Services. Upon written request from the City, the State may furnish specific engineering or technical services, pursuant to Minnesota Statutes § 161.39. Such services may be covered by other technical services agreements. The City will pay the State to reimburse the Trunk Highway Fund for the full cost and expense of furnishing such services, upon the State's requests for reimbursement. The costs and expenses will include the current State labor additives and overhead rates, subject to adjustment based on actual direct costs that have been verified by audit. Providing such services will not make the State a principal or co-principal with respect to liability regarding the contract construction.

3.11. Compliance with Laws, Ordinances, and Regulations.

- A. The City will comply and cause its contractor to comply with all Federal, State, and Local laws, and all applicable ordinances and regulations. With respect only to that portion of work performed on the State's Trunk Highway Right-of-Way, the City will not require the contractor to follow local ordinances or to obtain local permits.
- B. City treatment of all public, private, or cooperatively owned utility facilities which directly or indirectly serve the public and which occupy highway rights of way will conform to 23 CFR 645 "Utilities" which is incorporated into this Agreement by reference.

3.12. Construction Documents Furnished by the City. The City will keep records and accounts that enable it to provide the State, when requested, with the following:

- A. Copies of the City contractor's invoice(s) covering all contract construction.
- B. Copies of the endorsed and canceled City warrant(s) or check(s) paying for final contract construction, or computer documentation of the warrant(s) issued, certified by an appropriate City official that final construction contract payment has been made.
- C. Copies of all construction contract change orders, supplemental agreements, and work orders.
- D. A certification form, provided by the State, signed by the City's Engineer in charge of the contract construction attesting to the following:
 - i. Satisfactory performance and completion of all contract construction according to the Project Plans.
 - ii. Acceptance and approval of all materials furnished for the contract construction relative to compliance of those materials to the State's current "Standard Specifications for Construction".
 - iii. Full payment by the City to its contractor for all contract construction.
- E. Copies, certified by the City's Engineer, of material sampling reports and of material testing results for the materials furnished for the contract construction.
- F. A copy of the "As Built" plan sent to the State Aid Agreements Engineer.

4. Right-of-Way; Easements; Permits

- 4.1.** The City will obtain all rights-of-way, easements, construction permits, and any other permits and sanctions that may be required in connection with the local and trunk highway portions of the contract construction. Before payment by the State, the City will furnish the State with certified copies of the documents for rights-of-way and easements, construction permits, and other permits and sanctions required for State participation construction covered under this Agreement.

- 4.2. The City will convey to the State by quit claim deed, all newly acquired rights needed for the continuing operation and maintenance of the Trunk Highway, if any, upon completion of the Project, at no cost or expense to the State.
- 4.3. The City will comply with Minnesota Statutes § 216D.04, subdivision 1(a), for identification, notification, design meetings, and depiction of utilities affected by the contract construction.
- 4.4. The City will submit to the State's Utility Engineer an original permit application for all utilities owned by the City of Chaska to be constructed upon and within the Trunk Highway Right-of-Way. Applications for permits will be made on State form "Application for Utility Permit on Trunk Highway Right-of-Way" (Form 2525).
- 4.5. The City will submit to the Minnesota Pollution Control Agency the plans and specifications for the construction or reconstruction of its sanitary sewer facilities to be performed under the construction contract and obtain, under Minnesota Statutes § 115.07 or Minnesota Rules 7001.1030, subpart 2C, either a permit or written waiver from that agency for that construction or reconstruction. The City is advised that under Minnesota Rules 7001.1040, a written application for the permit or waiver must be submitted to the Minnesota Pollution Control Agency at least 180 days before the planned date of the sanitary sewer facility construction or reconstruction.
- 4.6. **Limited Use Permit.** The City will obtain, through the District's Right-of-Way Area Manager, a Limited Use Permit (LUP), currently LUP 1008-0051, to cover the City's liability responsibilities of the non-motorized trail to be constructed upon the State's Right-of-Way.

5. Maintenance by the City

Upon completion of the Project, the City will provide the following without cost or expense to the State:

- 5.1. **Storm Sewers.** Routine maintenance of any storm sewer facilities construction. Routine maintenance includes, but is not limited to, removal of sediment, debris, vegetation and ice from grates and catch basins, and any other maintenance activities necessary to preserve the facilities and to prevent conditions such as flooding, erosion, or sedimentation, this also includes informing the District Maintenance Engineer of any needed repairs. See exhibit A for further information.
- 5.2. **Municipal Utilities.** Maintenance of any municipal-owned utilities construction, without cost or expense to the State.
- 5.3. **Sidewalks.** Maintenance of any sidewalk construction, including stamped and colored concrete sidewalk (if any) and pedestrian ramps. Maintenance includes, but is not limited to, snow, ice and debris removal, patching, crack repair, panel replacement, cross street pedestrian crosswalk markings, vegetation control of boulevards (if any), and any other maintenance activities necessary to perpetuate the sidewalks in a safe, useable, and aesthetically acceptable condition.

The State will maintain crosswalk markings on the Trunk Highway.

- 5.4. **Non-Motorized Trail.** Maintenance of any non-motorized trail construction. Maintenance includes, but is not limited to, snow and ice control/removal, sweeping and debris removal, patching, crack repair, pavement replacement, vegetation control, signing, pavement markings, and any other maintenance activities necessary to perpetuate the non-motorized trail in a safe and usable condition. The Limited Use Permit, currently LUP 1008-0051, will address additional maintenance and liability responsibilities for the non-motorized trail.

- 5.5. Retaining Walls.** Maintenance and ownership of retaining walls A, B, C, and D at the trail box culvert. Maintenance includes graffiti removal and any other maintenance activities necessary to perpetuate the walls in a safe, usable, and aesthetically acceptable condition.
- 5.6. Lighting.** Maintenance and ownership of feed point A, B, C, D, E, and F lighting facilities construction. Maintenance of electrical lighting systems includes everything within the system, from the point of attachment to the power source or utility, to the last light on the feed point, including but not limited to re-lamping of lighting units or replacing of LED luminaires, repair or replacement of all damaged luminaire glassware, loose connections, luminaires when damaged or when ballasts fail, photoelectric control on luminaires, defective starter boards or drivers, damaged fuse holders, blown fuses, knocked down poles including wiring within the poles, damaged poles, pull boxes, underground wire, damaged foundations, equipment pad, installation of approved splices or replacement of wires, repair or extending of conduit, lighting cabinet maintenance including photoelectric cell, electrical distribution system, Gopher State One Call (GSOC) locates, and painting of poles and other equipment. The City will be responsible for the hook up cost and application to secure an adequate power supply to the service pad or pole and will pay all monthly electrical service expenses necessary to operate the lighting facility.
- 5.7. Trail Box Culvert (Bridge No. 10X23) under Trunk Highway No. 41.** The State will share ownership responsibilities with the City. The State will be listed as the owner in the NBIS (National Bridge Inspection Standards) database. The State will perform or contract bridge inspections and will invoice the City for 100 percent of the cost of these activities, including administrative costs. The City will be responsible for all major and minor maintenance (except those items identified below, which are the State's responsibility).
- A. City Responsibilities.** The City will be responsible for major and minor maintenance. Major maintenance includes all structural related maintenance, painting, overlays, rehabilitation of the bridge, and structurally supported signing on the bridge. Minor maintenance includes all non-structural maintenance activities on the bridge. The City will keep the trail and box culvert reasonably clear from ice, snow, litter, and debris and undertake proper and timely cleaning and ice and snow control measures when necessary; and keep the trail free and clear from ice, snow, litter and debris, in accordance with ADA standards. Ice, snow, litter, and debris removal will cover the entire box culvert width. The City will be responsible for pavement markings, guardrail on the local trail, graffiti removal that is visible from the local trail, and non-structurally supported signing. The City will be responsible for oversize, overweight and special use permits.
- Future replacement of the bridge will be in accordance with the Cost Participation Policy.
- B. State Responsibilities.** The State will perform or contract structural inspections of the bridge and invoice the City for the cost of those activities at the cost sharing percentage defined above.
- The State is responsible for maintenance of all non-ornamental fencing on the Trunk Highway Right of Way. The State will determine the safe load rating for the bridge. The State will provide emergency response for traffic hits and restitution from insurance companies or private parties who have damaged the bridge.
- The State retains its authority to administer, issue, and regulate access permits, sign advertising permits, drainage permits, flag installation, and permits to install utilities on Trunk Highway Right of Way.
- 5.8. Future Responsibilities.** Upon completion of the parking lots construction, the City will accept full and total responsibility and all obligations and liabilities arising out of or by reason of the use, operation, maintenance, repair, and reconstruction of the parking lots and all of the facilities constructed as part of this Agreement associated with the parking lots, without cost or expense to the State.

5.9. Additional Drainage. No party to this Agreement will drain any additional drainage volume into the storm sewer facilities constructed under the construction contract that was not included in the drainage for which the storm sewer facilities were designed, without first obtaining written permission to do so from the other party.

6. Pedestrian Crosswalk Flasher System (Signal System "E") Power, Ownership, Operation, Maintenance and Compliance

Power, ownership, operation, maintenance and compliance responsibilities will be as follows for the new Pedestrian Crosswalk Flasher System on Trunk Highway No. 41 at Walnut Street:

- 6.1. Power.** The City will be responsible for the hook-up cost and application to secure an adequate power supply to the service pad or pole and will pay all monthly service expenses necessary to operate the Pedestrian Crosswalk Flasher System.
- 6.2. Ownership, Operation and Maintenance.** Upon completion of this project, the City will own the Pedestrian Crosswalk Flasher System. The City will operate and maintain the Pedestrian Crosswalk Flasher System, perform all Gopher State One Call locating, and be responsible for future system replacement, all at the City's cost and expense. The maintenance includes, but is not limited to: snow, ice and debris removal of the pedestrian landings and ramps, associated signing, crosswalk pavement markings, and lighting without cost or expense to the State. The City will perform all system maintenance in a timely manner.
- 6.3. Compliance.** The City will also be responsible for replacement or upgrades to meet compliance of current and future ADA requirements without cost or expense to the State. If the City fails to comply with the maintenance terms or ADA requirements, or if a safety issue develops, the State may require the City to remove the Pedestrian Crosswalk Flasher System or the State may remove it at the City's cost.
- 6.4. Right-of-Way Access.** The City will submit to the State form "Application for Miscellaneous Work on Trunk Highway Right-of-Way" (Form 1723) in order to perform TH 41 pedestrian crosswalk marking maintenance as described in Article 7.2.

7. Signal Systems and EVP Systems Operation and Maintenance

Operation and maintenance responsibilities will be as follows for the Signal Systems and EVP Systems on TH 41 at 2nd Street (Signal System "A"), and on TH 41 at 4th Street (Signal System "B").

7.1. City Responsibilities.

- A. Power.** The City will be responsible for the hook-up cost and application to secure an adequate power supply to the service pad(s) or pole(s) and will pay all monthly electrical service expenses necessary to operate the Signal Systems, EVP Systems, and Interconnect.
- B. Minor Signal System Maintenance.** The City will provide for the following, without cost to the State.
 - i. Maintain the signal pole mounted LED luminaires, including replacing the luminaires when necessary. The LED luminaire must be replaced when it fails or when light levels drop below recommended AASHTO levels for the installation.
 - ii. Replace the Signal Systems LED indications. Replacing LED indications consists of replacing each LED indication when it reaches end of life per the MnDOT Traffic Engineering Manual or fails or no longer meets Institute of Traffic Engineers (ITE) standards for light output.
 - iii. Clean the Signal Systems controller cabinet and service cabinet exteriors.

- iv. Clean and paint the Signal Systems and luminaire mast arm extensions. Painting will be in accordance with MnDOT Standard Specification 2565.3U, unless approved by the State's District Traffic Engineer.
- v. Paint and maintain the cross street pedestrian crosswalk markings.

7.2. State Responsibilities.

- A. Interconnect; Timing; Other Maintenance.** The State will maintain the Interconnect and signing, and perform all other Signal System, APS, and signal pole luminaire circuit maintenance without cost to the City. All Signal System timing will be determined by the State, and no changes will be made without the State's approval.
- B.** As owner, perform Gopher State One Call Locating and be responsible for scheduling future Signal and EVP System replacement and relocation.
- C. EVP Systems Operation.** The EVP Systems will be installed, operated, maintained, and removed according to the following conditions and requirements:
 - i. All maintenance of the EVP Systems must be done by State forces.
 - ii. Emitter units may be installed only on authorized emergency vehicles, as defined in Minnesota Statutes § 169.011, Subdivision 3. Authorized emergency vehicles may use emitter units only when responding to an emergency. The City or County will provide the State's District Engineer or their designated representative a list of all vehicles with emitter units, if requested by the State.
 - iii. Malfunction of the EVP Systems must be reported to the State immediately.
 - iv. In the event the EVP Systems or its components are, in the opinion of the State, being misused or the conditions set forth in Paragraph ii. above are violated, and such misuse or violation continues after the City or County receives written notice from the State, the State may remove the EVP Systems. Upon removal of the EVP Systems pursuant to this Paragraph, all of its parts and components become the property of the State.
 - v. All timing of the EVP Systems will be determined by the State.

7.3. Right-of-Way Access. Each party authorizes the other party to enter upon their respective public right-of-way to perform the maintenance activities described in this Agreement.

7.4. Related Agreements. This Agreement will supersede and terminate the operation and maintenance terms of Agreement No. 95518, dated January 13, 2010, between the parties, for Signal System "A". This Agreement will supersede and terminate Agreement No. 97834R, dated December 1, 2010, between the parties, for Signal System "B". This Agreement will supersede and terminate the operation and maintenance terms of Agreement No. 80592R, dated November 28, 2000.

7.5. State Furnished Materials. The State will furnish a Gridsmart systems, ATC Cabinet 350, and PTZ cameras ("State Furnished Materials"), according to the Project Plans, to operate the traffic control signal systems covered under this Agreement.

8. State and City Cost; Payment by the City and State

8.1. City Cost. \$248,571.79 is the City's total estimated cost share for Construction Engineering, State Furnished Materials, and signal pole painting and is defined in the construction plan and the attached Schedule "I" and as described below:

- A. Construction Engineering. \$180,852.15** is the City's estimated cost share of construction engineering charge equal to 5 Percent of the Non-Trunk Highway 41 construction cost covered under this Agreement as tabulated on sheets No. 9 through No. 12 of the Schedule "I". The Schedule "I" was prepared using construction contract unit prices received by the City.
- B. State Furnished Materials.** The State will furnish a Gridsmart systems, ATC Cabinet 350, and PTZ cameras ("State Furnished Materials"), according to the Project Plans, to operate the traffic control signal systems covered under this Agreement. The City's lump sum share for State Furnished Materials is **\$53,319.65**, as shown in the Schedule "I".
- C. Signal Pole Painting.** The total cost for the signal pole painting is \$28,800.00, which is part of the Signal System item cost. The State participation is 50% for the Signal Systems. The City's lump sum share of for the signal pole painting is **\$14,400.00**, as shown in the Schedule "I".

8.2. Conditions of Payment. The City will pay the State the City's total estimated construction engineering cost share, as shown in the Schedule "I", after the following conditions have been met:

- A.** Execution of this Agreement and transmittal to the City, including a copy of the-Schedule "I".
- B.** The City's receipt of a written request from the State for the advancement of funds.

8.3. Acceptance of the City's Cost and Completed Construction. The computation by the State of the amount due from the City will be final, binding, and conclusive. Acceptance by the State of the completed contract construction will be final, binding, and conclusive upon the City as to the satisfactory completion of the contract construction.

8.4. Final Payment by the City. Upon completion of all contract construction and upon computation of the final amount due the State's contractor, the State will prepare a Final Schedule "I" and submit a copy to the City. The Final Schedule "I" will be based on final quantities, and include all City participation construction items and the construction engineering cost share covered under this Agreement. If the final cost of the City participation construction exceeds the amount of funds advanced by the City, the City will pay the difference to the State without interest. If the final cost of the City participation construction is less than the amount of funds advanced by the City, the State will refund the difference to the City without interest.

The State and the City waive claims for any payments or refunds less than \$5.00 according to Minnesota Statutes § 15.415.

8.5. State Cost. \$11,556,986.33 is the State's total estimated cost share for TH 41 and associated parking lot construction, right of way acquisition and design engineering for the parking lots and is defined in the construction plan and the attached Schedule "I" and is reflective of the Participation Distribution prepared by the Office of State Aid for Local Transportation.

- A. Fiscal Year 2022 - Federal-Aid and State Match Funds. \$5,324,000.00** is the Federal-aid funded portion and **\$1,331,000.00** is the State match to the Federal-aid funds of the State construction cost share and will be paid to the City through the State Aid Finance Office under the Delegated Contract Process (State Aid Manual, Chapter 5.3). The State Match to the Federal-aid funds will be paid using capped Bond funds of **\$1,316,000.00**, with the remainder paid using State Road Construction (SRC) funds up to the modified cap. The Federal-aid funds available for the State cost share will be capped and modified upon award of the construction contract.
- B. Fiscal Year 2024 - Federal-Aid and State Match Funds . \$1,211,589.06** is the Federal-aid funded portion and **\$280,397.27** is the State Match to the Federal-aid funds of the State construction cost share and will be paid to the City through the State Aid Finance Office under the Delegated Contract Process

(State Aid Manual, Chapter 5.3). The Federal-aid and State match funds available for the State cost share will be capped and modified upon award of the construction contract.

Request for reimbursement of the State FY24 Federal-aid and State match share of the State federally eligible costs can be made anytime after the work is completed, however payment will be made after the following conditions have been met:

(i) Legislative appropriation of funds for the State's road construction program. It is anticipated that payment by the State that depends on Legislative appropriation of funds will be made after July 1, 2023.

ii. Encumbrance by the State of the State's funded cost share, no earlier than July 1, 2023.

C. TED Funds. \$3,500,000.00 is the capped TED funded cost share of the right-of-way acquisition and design engineering for the TH 41 and the parking lots. The State will pay the City the TED funded portion of the Right-Of-Way acquisition and design engineering cost share after the following conditions have been met:

i. Encumbrance by the State of the State's full and complete TED funded cost share.

ii. Approval by the State's Land Management Director at St. Paul of certified documentation, submitted by the City, for all right-of-way and easement acquisitions required for the contract construction.

iii. Execution of this Agreement and transmittal to the City.

iv. The State's receipt of a written request from the City for the advancement of funds. The request will include documentation confirming that the City has paid the appropriate parties for the Right-Of-Way acquisition and documentation of design engineering costs for the parking lots and certification by the City that all necessary parties have executed the construction contract.

8.6. Reporting of Economic Benefits. The City will provide an annual report on the economic benefits that have materialized, including the increase in jobs, in tax base and property development. This report must be provided annually on January 1st of each year for a period of 5 years after the completion of construction. This report will be provided to the Transportation Economic Development Coordinator at MnDOT.

8.7. Limitations of State Payment; No State Payment to Contractor. The State's participation in the contract construction is limited to the State participation construction shown in Article 8, and the State's participation will not change except by a mutually agreed written amendment to this Agreement. The State's payment obligation extends only to the City. The City's contractor is not intended to be and will not be deemed to be a third party beneficiary of this Agreement. The City's contractor will have no right to receive payment from the State. The State will have no responsibility for claims asserted against the City by the City's contractor.

8.8. Construction Costs Exceeding Anticipated Encumbered Amount. Whenever it appears the cost of the State participation construction covered under this Agreement is about to exceed the anticipated amount of State funds to be encumbered, the City will notify the State District Engineer's authorized representative in writing prior to performance of the additional State participation construction. Notification will include an estimate in the amount of additional funds necessary to complete the State participation construction including construction engineering costs and the reason(s) why the anticipated amount of State funds to be encumbered will be exceeded. The State will, upon its approval of the additional State participation construction, program or encumber the necessary additional funds. That action will have the effect of amending this Agreement so as to include the State's share of the costs of the additional construction.

Should the City cause the performance of additional contract construction which would otherwise qualify for State participation construction covered under this Agreement, but the cost of which exceeds the anticipated amount of State funds to be encumbered, that additional contract construction is done at the City's own risk. The City will notify the State District Engineer's authorized representative in writing of the additional State participation construction. Notification will include an estimate in the amount of additional funds necessary to cover the additional State participation construction including construction engineering costs and the reason(s) why the anticipated amount of State funds to be encumbered was exceeded. If the State District Engineer's authorized representative approves the additional State participation construction, the City's claim for compensation along with a request for encumbrance of the necessary additional funds will be submitted to the State's Budget Section for review of compliance with Minnesota Statutes § 16A.15, subdivision 3, but no guarantee is made that the claim will be approved by the State's Budget Section. If the claim for compensation and the request for encumbrance of the necessary additional funds are approved by the State's Budget Section, that action will have the effect of amending this Agreement so as to include the State's share of the costs of the additional construction.

- 8.9. Final Payment by the State.** Upon completion of all contract construction, the State will prepare a Final Schedule "I" in conjunction with the Delegated Contract Process. The Final Schedule "I" will be based on final quantities, and include all State participation construction items and the construction engineering cost share covered under this Agreement. If the final cost of the State participation construction exceeds the amount of funds advanced by the State, the State will pay the difference to the City without interest up to a capped amount of **\$500,000.00**. If the final cost of the State participation construction is less than the amount of funds advanced by the State, the City will refund the difference to the State without interest.

The State and the City waive claims for any payments or refunds less than \$5.00 according to Minnesota Statutes § 15.415.

9. Authorized Representatives

Each party's Authorized Representative is responsible for administering this Agreement and is authorized to give and receive any notice or demand required or permitted by this Agreement.

- 9.1.** The State's Authorized Representative will be:

Name, Title: Malaki Ruranika, Cooperative Agreements Engineer (or successor)
 Address: 395 John Ireland Boulevard, Mailstop 682, St. Paul, MN 55155
 Telephone: (651) 366-4634
 E-Mail: malaki.ruranika@state.mn.us

- 9.2.** The City's Authorized Representative will be:

Name, Title: Matt Clark, City Engineer (or successor)
 Address: One City Hall Plaza, Chaska, MN 55318
 Telephone: (952) 227-7522
 E-Mail: mclark@chaskamn.com

10. Assignment; Amendments; Waiver; Contract Complete

- 10.1. Assignment.** No party may assign or transfer any rights or obligations under this Agreement without the prior consent of the other party and a written assignment agreement, executed and approved by the same parties who executed and approved this Agreement, or their successors in office.

10.2. Amendments. Any amendment to this Agreement must be in writing and will not be effective until it has been executed and approved by the same parties who executed and approved the original Agreement, or their successors in office.

10.3. Waiver. If a party fails to enforce any provision of this Agreement, that failure does not waive the provision or the party's right to subsequently enforce it.

10.4. Contract Complete. This Agreement contains all prior negotiations and agreements between the State and the City. No other understanding regarding this Agreement, whether written or oral, may be used to bind either party.

11. Liability; Worker Compensation Claims; Insurance

11.1. Each party is responsible for its own acts, omissions and the results thereof to the extent authorized by law and will not be responsible for the acts and omissions of others and the results thereof. Minnesota Statutes § 3.736 and other applicable law govern liability of the State. Minnesota Statutes Chapter 466 and other applicable law govern liability of the City. Notwithstanding the foregoing, the City will indemnify, hold harmless, and defend (to the extent permitted by the Minnesota Attorney General) the State against any claims, causes of actions, damages, costs (including reasonable attorneys fees), and expenses arising in connection with the project covered by this Agreement, regardless of whether such claims are asserted by the City's contractor(s) or consultant(s) or by a third party because of an act or omission by the City or its contractor(s) or consultant(s).

11.2. Each party is responsible for its own employees for any claims arising under the Workers Compensation Act.

11.3. The City may require its contractor to carry insurance to cover claims for damages asserted against the City/County's contractor.

12. Nondiscrimination

Provisions of Minnesota Statutes § 181.59 and of any applicable law relating to civil rights and discrimination are considered part of this Agreement.

13. Title VI/Non-discrimination Assurances

The City agrees to comply with all applicable US DOT Standard Title VI/Non-Discrimination Assurances contained in DOT Order No. 1050.2A, and in particular Appendices A and E, which can be found at: https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=11149035. The City will ensure the appendices and solicitation language within the assurances are inserted into contracts as required. The State may conduct a review of the City's compliance with this provision. The City must cooperate with the State throughout the review process by supplying all requested information and documentation to the State, making City staff and officials available for meetings as requested, and correcting any areas of non-compliance as determined by the State.

14. State Audits

Under Minnesota Statutes § 16C.05, subdivision 5, the City's books, records, documents, accounting procedures, and practices relevant to this Agreement are subject to examination by the State and the State Auditor or Legislative Auditor, as appropriate, for a minimum of six years from the end of this Agreement.

15. Government Data Practices

The City and State must comply with the Minnesota Government Data Practices Act, Minnesota Statutes Chapter 13, as it applies to all data provided under this Agreement, and as it applies to all data created,

collected, received, stored, used, maintained, or disseminated by the City under this Agreement. The civil remedies of Minnesota Statutes §13.08 apply to the release of the data referred to in this clause by either the City or the State.

16. Telecommunications Certification

By signing this agreement, the City certifies that, consistent with Section 889 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. 115-232 (Aug. 13, 2018), and 2 CFR 200.216, the City will not use funding covered by this agreement to procure or obtain, or to extend, renew, or enter into any contract to procure or obtain, any equipment, system, or service that uses “covered telecommunications equipment or services” (as that term is defined in Section 889 of the Act) as a substantial or essential component of any system or as critical technology as part of any system. The City will include this certification as a flow down clause in any contract related to this agreement.

17. Governing Law; Jurisdiction; Venue

Minnesota law governs the validity, interpretation and enforcement of this Agreement. Venue for all legal proceedings arising out of this Agreement, or its breach, must be in the appropriate state or federal court with competent jurisdiction in Ramsey County, Minnesota.

18. Termination; Suspension

18.1. *By Mutual Agreement.* This Agreement may be terminated by mutual agreement of the parties or by the State for insufficient funding as described below.

18.2. *Termination for Insufficient Funding.* The State may immediately terminate this Agreement if it does not obtain funding from the Minnesota Legislature, or other funding source; or if funding cannot be continued at a level sufficient to allow for the payment of the services covered here. Termination must be by written or fax notice to the Cit. The State is not obligated to pay for any services that are provided after notice and effective date of termination. However, the City will be entitled to payment, determined on a pro rata basis, for services satisfactorily performed to the extent that funds are available. The State will not be assessed any penalty if this Agreement is terminated because of the decision of the Minnesota Legislature, or other funding source, not to appropriate funds.

18.3. *Suspension.* In the event of a total or partial government shutdown, the State may suspend this Agreement and all work, activities, performance and payments authorized through this Agreement. Any work performed during a period of suspension will be considered unauthorized work and will be undertaken at the risk of non-payment.

19. Force Majeure

No party will be responsible to the other for a failure to perform under this Agreement (or a delay in performance), if such failure or delay is due to a force majeure event. A force majeure event is an event beyond a party's reasonable control, including but not limited to, unusually severe weather, fire, floods, other acts of God, labor disputes, acts of war or terrorism, or public health emergencies.

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STATE ENCUMBRANCE VERIFICATION

Individual certifies that funds have been encumbered as required by Minnesota Statutes § 16A.15 and 16C.05.

Signed: _____

Date: _____

SWIFT Purchase Order: 3000648208

CITY OF CHASKA

The undersigned certify that they have lawfully executed this contract on behalf of the Governmental Unit as required by applicable charter provisions, resolutions, or ordinances.

By: _____

Title: _____

Date: _____

By: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

Recommended for Approval:

By: _____
(District Engineer)

Date: _____

Approved:

By: _____
(State Design Engineer)

Date: _____

COMMISSIONER OF ADMINISTRATION

By: _____
(With Delegated Authority)

Date: _____

INCLUDE COPY OF RESOLUTION APPROVING THE AGREEMENT AND AUTHORIZING ITS EXECUTION.

CITY OF CHASKA

RESOLUTION

IT IS RESOLVED that the City of Chaska enter into MnDOT Agreement No. 1050525 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for payment by the State to the City of the State's share of the costs of the Trunk Highway No. 41 construction and other associated construction to be performed upon, along, and adjacent to Trunk Highway No. 41 from 900 feet south of Minnesota River to 600 feet north of County State Aid Highway No. 61 and on County State Aid Highway No. 61 from Trunk Highway No. 41 to 400 feet east of Yellow Brick Road within the corporate City limits under State Project No. 1008-87 (T.H. 41=260).

IT IS FURTHER RESOLVED that the Mayor and the _____
(Title)
are authorized to execute the Agreement and any amendments to the Agreement.

CERTIFICATION

I certify that the above Resolution is an accurate copy of the Resolution adopted by the Council of the City of Chaska at an authorized meeting held on the _____ day of _____, 2022, as shown by the minutes of the meeting in my possession.

Subscribed and sworn to me this
_____ day of _____, 2022

Notary Public _____

My Commission Expires _____

(Signature)

(Type or Print Name)

(Title)

SCHEDULE "I"
Agreement No. 1050525
City of Chaska

S.P. 1008-87 (T.H. 41=260), S.P. 196-010-017, S.P. 196-010-018, S.P. 196-020-014, S.P. 010-661-008

Preliminary: June 16, 2022

State Funds

Revised: August 4, 2022

NHFP-NHPP-STBG 0041(300)

grading, bituminous surfacing, ADA improvements, retaining walls, signals, lighting, TMS, pedestrian underpass (Bridge No. 10X23), Bridge No. 10012 construction performed under

City contract with SM Hentges & Sons, Inc

located on Trunk Highway No. 41 from 900 feet south of Minnesota River to 600 feet north of County State Aid Highway No. 61 and on

County State Aid Highway No. 61 from Trunk Highway No. 41 to 400 feet east of Yellow Brick Road

STATE COST PARTICIPATION					
	TOTALS	S.P. 1008-87 No Federal Aid	Federal Aid Match 20 Percent SRC	Federal Aid Match 20 Percent BOND	Federal Aid 80 Percent
From Sheet No. 2, TMS and Signal Construction Costs		0.00	15,000.00	76,267.11	365,068.43
From Sheet No. 7, Eligible State Construction Costs				1,214,320.35	4,857,281.41
From Sheet No. 8, Bridge 10012 Construction Costs		0.00		25,412.54	101,650.16
From Sheet No. 7, Eligible State Construction Costs (FY 24)			280,397.27		1,121,589.06
Construction Subtotals		\$0.00	\$295,397.27	\$1,316,000.00	\$6,445,589.07
Anticipated Total State Construction Costs	\$8,056,986.33				
(1) Right of Way and Design Engineering Costs (TED Funds)	\$3,500,000.00				
Total State Obligation	\$11,556,986.33				
Total Obligation Minus TED, Federal Aid, BOND Match, and SRC Match	\$0.00				
Encumbered FY22 Amount	\$10,155,000.00				
(2) Additional Encumbrance FY24 Amount	\$1,401,986.33				

(1) Amount of advance payment as described in Article 8 of the Agreement

(2) Dependent upon legislative approval

CITY COST PARTICIPATION	
From Sheet No. 12, Construction Engineering (5%)	180,852.15
From Sheet No. 13, State Furnished Materials	53,319.65
From Sheet No. 13, Pole Painting	14,400.00
Total City Cost	\$248,571.79

(1) 80% NHPP Federal, 20% (State BOND Capped, Remainder State SRC Capped); Remainder 100% State

1050525

(P) = PLAN QUANTITY

ITEM NUMBER	S.P. 1008-87 TMS and Signal Work Items	UNIT	QUANTITY	UNIT PRICE	COST (1)
2021.501	MOBILIZATION	LUMP SUM	0.02	2,127,022.00	42,540.44
2031.502	FIELD OFFICE	EACH	0.02	136,000.00	2,720.00
2031.502	FIELD LABORATORY	EACH	0.02	58,000.00	1,160.00
2550.502	OUTDOOR FIBER SPLICE ENCLOSURE	EACH	3.00	1,900.00	5,700.00
2550.502	BURIED CABLE SIGN	EACH	2.00	265.00	530.00
2550.503	2" RIGID STEEL CONDUIT	LIN FT	90.00	22.00	1,980.00
2550.503	1" NON-METALLIC CONDUIT	LIN FT	1,392.00	6.90	9,604.80
2550.503	1.5" NON-METALLIC CONDUIT	LIN FT	3,082.00	8.00	24,656.00
2550.601	FIBER OPTIC CABLE TESTING	LUMP SUM	1.00	7,100.00	7,100.00
2550.602	FIBER OPTIC PIGTAIL TERMINATION	EACH	3.00	1,790.00	5,370.00
2550.602	FIBER OPTIC CABLE SPLICING	EACH	4.00	1,800.00	7,200.00
2550.602	PULL VAULT	EACH	5.00	1,750.00	8,750.00
2550.603	ARMORED FIBER OPTIC PIGTAIL CABLE 6SM	LIN FT	957.00	1.50	1,435.50
2550.603	FIBER OPTIC TRUNK CABLE 36SM	LIN FT	4,088.00	2.60	10,628.80
2550.603	1.5" BORED CONDUIT	LIN FT	240.00	17.50	4,200.00
2563.601	TRAFFIC CONTROL	LUMP SUM	0.02	118,000.00	2,360.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM C	LUMP SUM	0.50	8,800.00	4,400.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM C	SYSTEM	0.50	315,000.00	157,500.00
2565.616	REVISE SIGNAL SYSTEM A	SYSTEM	0.50	145,000.00	72,500.00
2565.616	REVISE SIGNAL SYSTEM B	SYSTEM	0.50	172,000.00	86,000.00
				TOTAL	\$456,335.54
	(1) *80% State NHPP Federal	\$365,068.43	*Capped		
	*20% State BOND Match+	\$76,267.11	*Capped		
	*State SRC Match	\$15,000.00	*Capped		
	Remainder 100% State	\$0.00			

(P) = PLAN QUANTITY

ITEM NUMBER	S.P. 1008-87, S.P. 196-010-017 State Eligible Work Items	UNIT	QUANTITY	UNIT PRICE	COST (2)
2011.601	VIBRATION MONITORING	LUMP SUM	1.00	130,000.00	130,000.00
2011.601	AS BUILT	LUMP SUM	1.00	50,000.00	50,000.00
2016.601	CONTRACT MANAGEMENT	LUMP SUM	1.00	100,000.00	100,000.00
2021.501	MOBILIZATION	LUMP SUM	0.33	2,127,022.00	701,917.26
2031.502	FIELD OFFICE	EACH	0.33	136,000.00	44,880.00
2031.502	FIELD LABORATORY	EACH	0.33	58,000.00	19,140.00
2101.502	CLEARING	EACH	55.00	172.00	9,460.00
2101.502	GRUBBING	EACH	61.00	115.00	7,015.00
2102.503	PAVEMENT MARKING REMOVAL	LIN FT	200.00	5.00	1,000.00
2104.502	REMOVE CASTING	EACH	1.00	120.00	120.00
2104.502	REMOVE DRAINAGE STRUCTURE	EACH	74.00	425.00	31,450.00
2104.502	REMOVE DELINEATOR / MARKER	EACH	7.00	21.00	147.00
2104.502	REMOVE SIGN	EACH	65.00	26.00	1,690.00
2104.502	SALVAGE SIGN	EACH	1.00	26.00	26.00
2104.502	SALVAGE SIGN PANEL	EACH	14.00	26.00	364.00
2104.503	SAWING CONCRETE PAVEMENT	LIN FT	252.00	5.55	1,398.60
2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	140.00	4.90	686.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	1,590.00	2.00	3,180.00
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	4,385.00	25.00	109,625.00
2104.503	REMOVE CURB AND GUTTER	LIN FT	9,598.00	2.75	26,394.50
2104.503	REMOVE CONCRETE CURB	LIN FT	1,940.00	1.60	3,104.00
2104.503	REMOVE CONCRETE RETAINING WALL	LIN FT	24.00	44.00	1,056.00
2104.503	REMOVE STONE RETAINING WALL	LIN FT	84.00	36.00	3,024.00
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	471.00	6.80	3,202.80
2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	4,147.00	6.30	26,126.10
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	386.00	10.00	3,860.00
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	20,627.00	7.00	144,389.00
2104.518	REMOVE BITUMINOUS WALK	SQ FT	3,288.00	0.56	1,841.28
2104.518	REMOVE CONCRETE WALK	SQ FT	76,477.00	0.66	50,474.82
2104.618	SALVAGE BRICK PAVERS	SQ FT	1,287.00	3.75	4,826.25
2106.507	EXCAVATION - COMMON	CU YD	26,777.00	30.00	803,310.00
2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	17,013.00	26.00	442,338.00
2106.507	COMMON EMBANKMENT (CV)	CU YD	298.00	25.00	7,450.00
2106.607	EXCAVATION SPECIAL	CU YD	330.00	7.00	2,310.00

(P) = PLAN QUANTITY

ITEM NUMBER	S.P. 1008-87, S.P. 196-010-017 State Eligible Work Items	UNIT	QUANTITY	UNIT PRICE	COST (2)
2106.609	HAUL AND DISPOSE OF CONTAMINATED MATERIAL	TON	462.00	19.00	8,778.00
2108.504	GEOTEXTILE FABRIC TYPE 5	SQ YD	4,072.00	3.20	13,030.40
2123.51	COMMON LABORERS	HOURL	40.00	110.00	4,400.00
2211.507	AGGREGATE BASE (CV) CLASS 5	CU YD	1,236.00	33.00	40,788.00
2211.507	AGGREGATE BASE (CV) CLASS 6	CU YD	7,098.00	40.00	283,920.00
2231.604	BITUMINOUS PATCH SPECIAL	SQ YD	9.00	70.00	630.00
2232.504	MILL CONCRETE SURFACE (2.0")	SQ YD	100.00	61.00	6,100.00
2301.504	CONCRETE PAVEMENT 8.0"	SQ YD	468.00	115.00	53,820.00
2331.603	JOINT ADHESIVE	LIN FT	12,036.00	0.93	11,193.48
2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	612.00	105.00	64,260.00
2360.509	TYPE SP 9.5 NON WEARING COURSE MIXTURE (2,B)	TON	22.00	174.00	3,828.00
2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,B)	TON	3,225.00	82.00	264,450.00
2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)	TON	4,300.00	103.00	442,900.00
2360.609	POROUS PAVEMENT	TON	30.00	283.00	8,490.00
2401.518	RAISED MEDIAN CONCRETE (3S52)	SQ FT	900.00	17.00	15,300.00
2411.604	CONSTRUCT STONE RETAINING WALL	SQ YD	10.00	323.00	3,230.00
2502.503	4" PERF TP PIPE DRAIN	LIN FT	4,711.00	11.00	51,821.00
2502.503	4" PERF PVC PIPE DRAIN	LIN FT	266.00	11.00	2,926.00
2502.503	4" PERF PE PIPE DRAIN	LIN FT	1,510.00	7.40	11,174.00
2502.503	6" PERF PE PIPE DRAIN	LIN FT	82.00	9.70	795.40
2502.602	4" PVC PIPE DRAIN CLEANOUT	EACH	10.00	155.00	1,550.00
2502.602	6" PVC PIPE DRAIN CLEANOUT	EACH	5.00	240.00	1,200.00
2503.503	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	259.00	82.00	21,238.00
2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	2,648.00	89.00	235,672.00
2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	165.00	92.00	15,180.00
2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	903.00	122.00	110,166.00
2503.503	27" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	65.00	155.00	10,075.00
2503.503	30" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	1,402.00	170.00	238,340.00
2503.503	36" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	137.00	215.00	29,455.00
2503.503	36" SPAN RC PIPE - ARCH SEWER CL IIIA	LIN FT	165.00	213.00	35,145.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	15.00	1,200.00	18,000.00
2503.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	5.00	1,800.00	9,000.00
2503.603	TRENCH DRAIN	LIN FT	70.00	550.00	38,500.00
2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN N	EACH	30.00	2,200.00	66,000.00

(P) = PLAN QUANTITY

ITEM NUMBER	S.P. 1008-87, S.P. 196-010-017 State Eligible Work Items	UNIT	QUANTITY	UNIT PRICE	COST (2)
2506.502	CASTING ASSEMBLY	EACH	140.00	1,250.00	175,000.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	299.00	715.00	213,785.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	123.00	1,140.00	140,220.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT	88.00	1,350.00	118,800.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 84-4020	LIN FT	11.00	1,990.00	21,890.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 108-4020	LIN FT	6.00	3,650.00	21,900.00
2506.601	INFILTRATION/FILTRATION SYSTEM	LUMP SUM	1.00	30,300.00	30,300.00
2506.602	ADJUST FRAME AND RING CASTING	EACH	8.00	1,000.00	8,000.00
2506.602	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 1	EACH	14.00	2,900.00	40,600.00
2506.602	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 2	EACH	21.00	780.00	16,380.00
2521.518	4" CONCRETE WALK	SQ FT	11,343.00	8.40	95,281.20
2521.518	6" CONCRETE WALK	SQ FT	59,993.00	10.30	617,927.90
2521.518	7" CONCRETE WALK	SQ FT	8,290.00	14.00	116,060.00
2521.518	3" BITUMINOUS WALK	SQ FT	1,961.00	3.40	6,667.40
2521.602	DRILL AND GROUT REINFORCEMENT BAR (EPOXY COATED)	EACH	844.00	13.20	11,140.80
2521.618	SIDEWALK	SQ FT	300.00	14.00	4,200.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B412	LIN FT	333.00	39.00	12,987.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	8,739.00	23.00	200,997.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B424	LIN FT	422.00	28.00	11,816.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	63.00	26.00	1,638.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	4,390.00	27.00	118,530.00
2531.504	6" CONCRETE DRIVEWAY PAVEMENT	SQ YD	36.00	67.00	2,412.00
2531.504	7" CONCRETE DRIVEWAY PAVEMENT	SQ YD	9.00	79.00	711.00
2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SQ YD	473.00	123.00	58,179.00
2531.602	RECONSTRUCT PEDESTRIAN CURB RAMP	EACH	1.00	30,000.00	30,000.00
2531.603	CONCRETE SILL	LIN FT	10,860.00	7.25	78,735.00
2531.603	CONCRETE CURB DESIGN V	LIN FT	243.00	50.00	12,150.00
2531.618	TRUNCATED DOMES	SQ FT	1,070.00	56.00	59,920.00
2533.503	PORTABLE PRECAST CONCRETE BARRIER DESIGN 8337	LIN FT	150.00	21.00	3,150.00
2540.618	BRICK PAVERS	SQ FT	350.00	15.00	5,250.00
2540.618	INSTALL BRICK PAVERS	SQ FT	1,287.00	12.00	15,444.00
2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	0.80	21,000.00	16,800.00
2563.601	TRAFFIC CONTROL	LUMP SUM	0.33	118,000.00	38,940.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	0.80	11,000.00	8,800.00

(P) = PLAN QUANTITY

ITEM NUMBER	S.P. 1008-87, S.P. 196-010-017 State Eligible Work Items	UNIT	QUANTITY	UNIT PRICE	COST (2)
2563.602	TEMPORARY PEDESTRIAN RAMP	EACH	10.00	650.00	6,500.00
2563.602	VEHICLE SPEED FEEDBACK SIGN	EACH	1.00	10,600.00	10,600.00
2563.603	PEDESTRIAN CHANNELIZER	LIN FT	5,000.00	7.00	35,000.00
2563.613	PORTABLE CHANGEABLE MESSAGE SIGN	UDAY	56.00	125.00	7,000.00
2563.613	AUDIBLE MESSAGE DEVICE	UDAY	2,970.00	2.00	5,940.00
2563.618	TEMPORARY WALKWAY SURFACE	SQ FT	300.00	5.00	1,500.00
2564.602	INSTALL SIGN	EACH	15.00	450.00	6,750.00
2564.602	DELINEATOR/MARKER	EACH	1.00	150.00	150.00
2564.602	DELINEATOR/MARKER PANEL	EACH	11.00	85.00	935.00
2564.618	SIGN	SQ FT	569.00	63.00	35,847.00
2572.503	TEMPORARY FENCE	LIN FT	504.00	5.70	2,872.80
2572.503	CLEAN ROOT CUTTING	LIN FT	155.00	15.00	2,325.00
2573.501	STABILIZED CONSTRUCTION EXIT	LUMP SUM	1.00	8,000.00	8,000.00
2573.501	EROSION CONTROL SUPERVISOR	LUMP SUM	1.00	10,100.00	10,100.00
2573.502	STORM DRAIN INLET PROTECTION	EACH	126.00	120.00	15,120.00
2573.503	SILT FENCE, TYPE MS	LIN FT	704.00	2.00	1,408.00
2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	122.00	3.00	366.00
2574.505	SUBSOILING	ACRE	0.60	300.00	180.00
2574.505	SOIL BED PREPARATION	ACRE	0.60	400.00	240.00
2574.508	FERTILIZER TYPE 3	POUND	76.00	5.00	380.00
2575.504	ROLLED EROSION PREVENTION CATEGORY 25	SQ YD	984.00	2.45	2,410.80
2575.505	SEEDING	ACRE	0.60	4,840.00	2,904.00
2575.505	MOWING	ACRE	1.20	400.00	480.00
2575.505	WEED SPRAYING	ACRE	0.60	400.00	240.00
2575.506	WEED SPRAYING MIXTURE	GALLON	0.30	500.00	150.00
2575.508	SEED MIXTURE 25-131	POUND	44.00	6.00	264.00
2575.508	SEED MIXTURE 25-151	POUND	2.00	70.00	140.00
2575.508	HYDRAULIC REINFORCED FIBER MATRIX	POUND	49.00	100.00	4,900.00
2575.523	RAPID STABILIZATION METHOD 3	M GALLON	6.00	400.00	2,400.00
2582.503	4" SOLID LINE PAINT	LIN FT	2,675.00	1.25	3,343.75
2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	2,675.00	1.25	3,343.75
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	200.00	3.00	600.00
2582.503	6" SOLID LINE MULTI-COMPONENT GR IN (WR)	LIN FT	13,390.00	1.90	25,441.00
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT GR IN (WR)	LIN FT	1,660.00	2.50	4,150.00

1050525

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[illegible]

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[illegible]

ITEM NUMBER	S.P. 196-010-018, S.P. 010-661-008 City Construction Engineering Cost	UNIT	QUANTITY	UNIT PRICE	COST ()
	<i>CSAH 61 Roadway</i>				
2021.501	MOBILIZATION	LUMP SUM	0.12	2,127,022.00	255,242.64
2031.502	FIELD OFFICE	EACH	0.12	136,000.00	16,320.00
2031.502	FIELD LABORATORY	EACH	0.12	58,000.00	6,960.00
2101.502	GRUBBING	EACH	25.00	115.00	2,875.00
2104.502	REMOVE PIPE APRON	EACH	1.00	665.00	665.00
2104.502	REMOVE BOLLARDS	EACH	14.00	100.00	1,400.00
2104.502	REMOVE LIGHTING UNIT	EACH	3.00	500.00	1,500.00
2104.502	REMOVE CASTING	EACH	3.00	120.00	360.00
2104.502	REMOVE DRAINAGE STRUCTURE	EACH	15.00	425.00	6,375.00
2104.502	REMOVE DELINEATOR / MARKER	EACH	4.00	21.00	84.00
2104.502	REMOVE SIGN	EACH	12.00	26.00	312.00
2104.502	REMOVE LIGHT FOUNDATION	EACH	3.00	377.00	1,131.00
2104.502	REMOVE ENERGY ABSORBING TERMINAL	EACH	2.00	700.00	1,400.00
2104.502	SALVAGE SIGN	EACH	1.00	26.00	26.00
2104.502	SALVAGE SIGN PANEL	EACH	4.00	26.00	104.00
2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN FT	805.00	2.00	1,610.00
2104.503	REMOVE SEWER PIPE (STORM)	LIN FT	1,813.00	25.00	45,325.00
2104.503	REMOVE CURB AND GUTTER	LIN FT	2,077.00	2.75	5,711.75
2104.503	REMOVE CONCRETE CURB	LIN FT	385.00	1.60	616.00
2104.503	REMOVE RETAINING WALL	LIN FT	181.00	10.00	1,810.00
2104.503	REMOVE GUARDRAIL-PLATE BEAM	LIN FT	255.00	7.70	1,963.50
2104.503	REMOVE ORNAMENTAL RAILING	LIN FT	209.00	5.50	1,149.50
2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	17.00	6.80	115.60
2104.504	REMOVE CONCRETE PAVEMENT	SQ YD	2,222.00	6.30	13,998.60
2104.504	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	340.00	10.00	3,400.00
2104.504	REMOVE BITUMINOUS PAVEMENT	SQ YD	7,837.00	7.00	54,859.00
2104.518	REMOVE BITUMINOUS WALK	SQ FT	544.00	0.56	304.64
2104.518	REMOVE CONCRETE WALK	SQ FT	14,791.00	0.66	9,762.06
2106.507	EXCAVATION - COMMON	CU YD	6,790.00	30.00	203,700.00
2106.507	SELECT GRANULAR EMBANKMENT (CV)	CU YD	6,571.00	26.00	170,846.00
2106.507	COMMON EMBANKMENT (CV)	CU YD	264.00	25.00	6,600.00
2106.607	EXCAVATION SPECIAL	CU YD	2,220.00	7.00	15,540.00
2106.607	HAUL AND DISPOSE OF CONTAMINATED MATERIAL	CU YD	9,688.00	19.00	184,072.00
2123.51	COMMON LABORERS	HOURL	20.00	110.00	2,200.00

ITEM NUMBER	S.P. 196-010-018, S.P. 010-661-008 City Construction Engineering Cost	UNIT	QUANTITY	UNIT PRICE	COST ()
2211.507	AGGREGATE BASE (CV) CLASS 6	CU YD	3,306.00	40.00	132,240.00
2301.504	CONCRETE PAVEMENT 8.0"	SQ YD	32.00	115.00	3,680.00
2331.603	JOINT ADHESIVE	LIN FT	4,282.00	0.93	3,982.26
2360.509	TYPE SP 9.5 WEARING COURSE MIXTURE (2,B)	TON	276.00	105.00	28,980.00
2360.509	TYPE SP 12.5 NON WEARING COURSE MIXTURE (4,B)	TON	1,430.00	82.00	117,260.00
2360.509	TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)	TON	1,906.00	103.00	196,318.00
2411.604	MODULAR BLOCK RETAINING WALL	SQ YD	24.00	700.00	16,800.00
2502.503	4" PERF TP PIPE DRAIN	LIN FT	2,030.00	11.00	22,330.00
2521.518	4" CONCRETE WALK	SQ FT	6,255.00	8.40	52,542.00
2521.518	6" CONCRETE WALK	SQ FT	12,981.00	10.30	133,704.30
2521.518	3" BITUMINOUS WALK	SQ FT	511.00	3.40	1,737.40
2521.602	DRILL AND GROUT REINFORCEMENT BAR (EPOXY COATED)	EACH	166.00	13.20	2,191.20
2531.503	CONCRETE CURB AND GUTTER DESIGN B612	LIN FT	2,116.00	23.00	48,668.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B418	LIN FT	98.00	32.00	3,136.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B618	LIN FT	567.00	26.00	14,742.00
2531.503	CONCRETE CURB AND GUTTER DESIGN B624	LIN FT	2,103.00	27.00	56,781.00
2531.504	8" CONCRETE DRIVEWAY PAVEMENT	SQ YD	148.00	123.00	18,204.00
2531.603	CONCRETE SILL	LIN FT	2,562.00	7.25	18,574.50
2531.603	CONCRETE CURB DESIGN V	LIN FT	101.00	50.00	5,050.00
2531.618	TRUNCATED DOMES	SQ FT	251.00	56.00	14,056.00
2540.602	DUMPSTER ENCLOSURE	EACH	1.00	21,500.00	21,500.00
2545.501	LIGHTING SYSTEM "C"	LUMP SUM	0.60	339,000.00	203,400.00
2554.502	END TREATMENT - TANGENT TERMINAL	EACH	1.00	4,000.00	4,000.00
2554.503	TRAFFIC BARRIER DESIGN TYPE 31	LIN FT	38.00	40.00	1,520.00
2563.601	TRAFFIC CONTROL SUPERVISOR	LUMP SUM	0.10	21,000.00	2,100.00
2563.601	TRAFFIC CONTROL	LUMP SUM	0.12	118,000.00	14,160.00
2563.601	ALTERNATE PEDESTRIAN ROUTE	LUMP SUM	0.10	11,000.00	1,100.00
2564.602	INSTALL SIGN	EACH	1.00	450.00	450.00
2564.602	INSTALL SIGN PANEL	EACH	4.00	150.00	600.00
2564.618	DELINEATOR/MARKER	EACH	1.00	150.00	150.00
2564.618	DELINEATOR/MARKER PANEL	EACH	8.00	85.00	680.00
2564.618	SIGN	SQ FT	214.00	63.00	13,482.00
2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM D	LUMP SUM	1.00	7,000.00	7,000.00
2565.516	TRAFFIC CONTROL SIGNAL SYSTEM D	SYSTEM	1.00	270,000.00	270,000.00

ITEM NUMBER	S.P. 196-010-018, S.P. 010-661-008 City Construction Engineering Cost	UNIT	QUANTITY	UNIT PRICE	COST ()
2572.503	TEMPORARY FENCE	LIN FT	20.00	5.70	114.00
2572.503	CLEAN ROOT CUTTING	LIN FT	10.00	15.00	150.00
2573.502	STORM DRAIN INLET PROTECTION	EACH	35.00	120.00	4,200.00
2573.502	CULVERT END CONTROLS	EACH	1.00	200.00	200.00
2573.503	SILT FENCE, TYPE MS	LIN FT	856.00	2.00	1,712.00
2573.503	FLOTATION SILT CURTAIN TYPE MOVING WATER	LIN FT	22.00	25.00	550.00
2573.503	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	166.00	3.00	498.00
2574.505	SUBSOILING	ACRE	1.00	300.00	300.00
2574.505	SOIL BED PREPARATION	ACRE	1.00	400.00	400.00
2574.508	FERTILIZER TYPE 3	POUND	252.00	5.00	1,260.00
2574.508	FERTILIZER TYPE 4	POUND	15.00	5.00	75.00
2575.504	SODDING TYPE SALT TOLERANT	SQ YD	25.00	15.00	375.00
2575.504	ROLLED EROSION PREVENTION CATEGORY 25	SQ YD	3,969.00	2.45	9,724.05
2575.504	RAPID STABILIZATION METHOD 4	SQ YD	483.00	5.00	2,415.00
2575.505	SEEDING	ACRE	1.00	4,840.00	4,840.00
2575.505	MOWING	ACRE	2.00	400.00	800.00
2575.505	WEED SPRAYING	ACRE	0.60	400.00	240.00
2575.506	WEED SPRAYING MIXTURE	GALLON	0.30	500.00	150.00
2575.508	SEED MIXTURE 25-131	POUND	158.00	6.00	948.00
2575.508	SEED MIXTURE 35-241	POUND	4.00	60.00	240.00
2575.523	RAPID STABILIZATION METHOD 3	MGALLON	6.00	400.00	2,400.00
2582.503	4" SOLID LINE MULTI-COMPONENT	LIN FT	100.00	1.25	125.00
2582.503	4" DOUBLE SOLID LINE MULTI-COMPONENT	LIN FT	50.00	3.00	150.00
2582.503	4" SOLID LINE MULTI-COMPONENT GR IN (WR)	LIN FT	5,760.00	1.25	7,200.00
2582.503	4" BROKEN LINE MULTI-COMPONENT GR IN (WR)	LIN FT	370.00	1.25	462.50
2582.503	24" SOLID LINE PREF THERMO GR IN	LIN FT	40.00	30.00	1,200.00
2582.518	PAVT MSSG MULTI-COMPONENT	SQ FT	92.00	10.00	920.00
2582.518	PAVT MSSG PREF THERMO GR IN ESR	SQ FT	94.00	19.40	1,823.60
2582.518	CROSSWALK PREF THERMO GR IN ESR	SQ FT	1,820.00	15.00	27,300.00
	<i>CSAH 61 Storm Sewer</i>				
2021.501	MOBILIZATION	LUMP SUM	0.04	2,127,022.00	85,080.88
2031.502	FIELD OFFICE	EACH	0.04	136,000.00	5,440.00
2031.502	FIELD LABORATORY	EACH	0.04	58,000.00	2,320.00

ITEM NUMBER	S.P. 196-010-018, S.P. 010-661-008 City Construction Engineering Cost	UNIT	QUANTITY	UNIT PRICE	COST ()
2106.507	EXCAVATION - CHANNEL AND POND	CU YD	4,700.00	30.00	141,000.00
2501.502	15" RC PIPE APRON	EACH	1.00	2,300.00	2,300.00
2501.502	24" RC PIPE APRON	EACH	3.00	2,600.00	7,800.00
2501.502	65" SPAN RC PIPE-ARCH APRON	EACH	1.00	5,700.00	5,700.00
2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	282.00	89.00	25,098.00
2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN FT	255.00	92.00	23,460.00
2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	145.00	122.00	17,690.00
2503.503	30" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	336.00	170.00	57,120.00
2503.503	36" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	385.00	215.00	82,775.00
2503.503	42" RC PIPE SEWER DESIGN 3006 CLASS III	LIN FT	57.00	280.00	15,960.00
2503.503	65" SPAN RC PIPE - ARCH SEWER CL IIIA	LIN FT	763.00	480.00	366,240.00
2503.602	CONNECT TO EXISTING STORM SEWER	EACH	6.00	1,200.00	7,200.00
2506.502	CONSTRUCT DRAINAGE STRUCTURE DESIGN N	EACH	5.00	2,200.00	11,000.00
2506.502	CASTING ASSEMBLY	EACH	31.00	1,250.00	38,750.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020	LIN FT	56.00	715.00	40,040.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020	LIN FT	31.00	1,140.00	35,340.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 72-4020	LIN FT	4.00	1,350.00	5,400.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 96-4020	LIN FT	27.00	2,750.00	74,250.00
2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 108-4020	LIN FT	6.00	3,650.00	21,900.00
2506.602	RECONSTRUCT DRAINAGE STRUCTURE	EACH	3.00	1,800.00	5,400.00
2506.602	ADJUST FRAME AND RING CASTING	EACH	7.00	1,000.00	7,000.00
2511.504	GEOTEXTILE FILTER TYPE 7	SQ YD	48.00	10.00	480.00
2511.507	RANDOM RIPRAP CLASS III	CU YD	70.00	105.00	7,350.00
2563.601	TRAFFIC CONTROL	LUMP SUM	0.04	118,000.00	4,720.00
				TOTAL	\$3,617,042.98
	5%Construction Engineering	\$180,852.15			

ITEM NUMBER	S.P. 1008-87 State Furnished Materials and Painted Poles - Lump Sum	UNIT	QUANTITY	UNIT PRICE	COST ()
	<i>For Information Only</i>				
	Signal System A				
	Gridsmart		1.00	22,129.63	22,129.63
	PTZ Camera		1.00	4,635.17	4,635.17
	Signal System B				
	Gridsmart		1.00	22,129.63	22,129.63
	PTZ Camera		1.00	4,635.17	4,635.17
	Signal System C (County)				
	ATC Cabinet 350		1.00	35,729.60	35,729.60
	Autoscope x4		4.00	3,186.23	12,744.92
	PTZ Camera		1.00	4,635.17	4,635.17
				TOTAL	\$106,639.29
		50% STATE	\$53,319.65		
		50% CITY	\$53,319.65		
	Painted Poles				
	System A	LIN FT	227.00	36.00	8,172.00
	System B	LIN FT	247.00	36.00	8,892.00
	System C (County)	LIN FT	326.00	36.00	11,736.00
				TOTAL	\$28,800.00
	<i>City will be paying State's cost split since pole painting is part of signal system lump sum pay item</i>				
		50% STATE	\$14,400.00		
		50% CITY	\$14,400.00		

Plot Date: 05/06/2022 - PK2
Drawing Name: C:\p\sh\info\1\m8389\p12321.dwg
Author: cd123211
Title: ST. CASH 61 IMPROVEMENTS
Revision: 1
Description: ST. CASH 61 IMPROVEMENTS
Project: ST. CASH 61 IMPROVEMENTS
Sheet: 202 OF 359
Scale: 1"=50'
Date: 03-04-2022

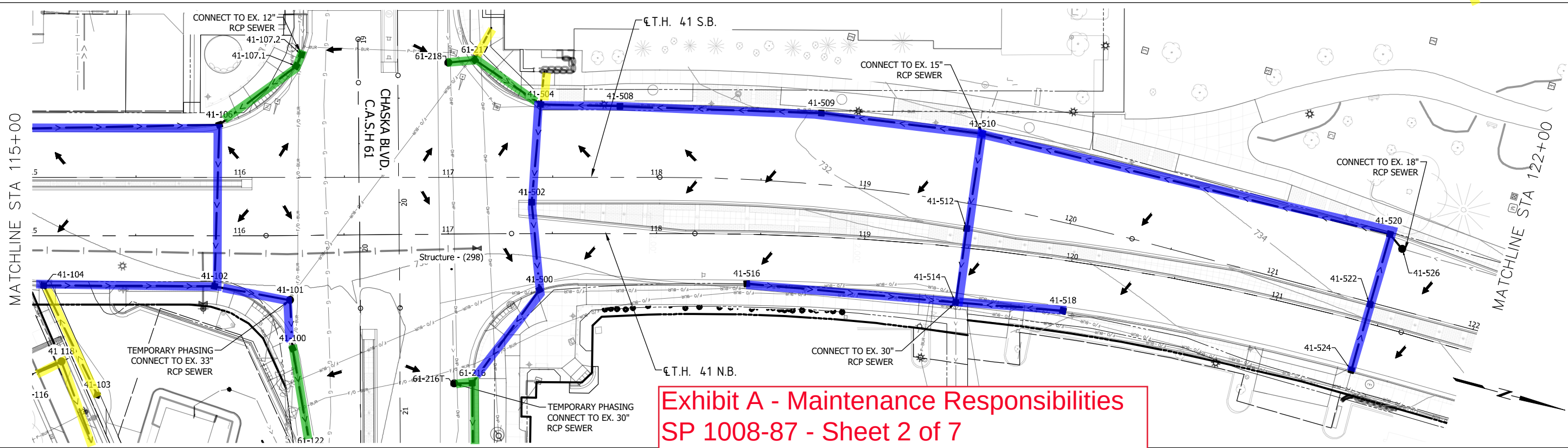
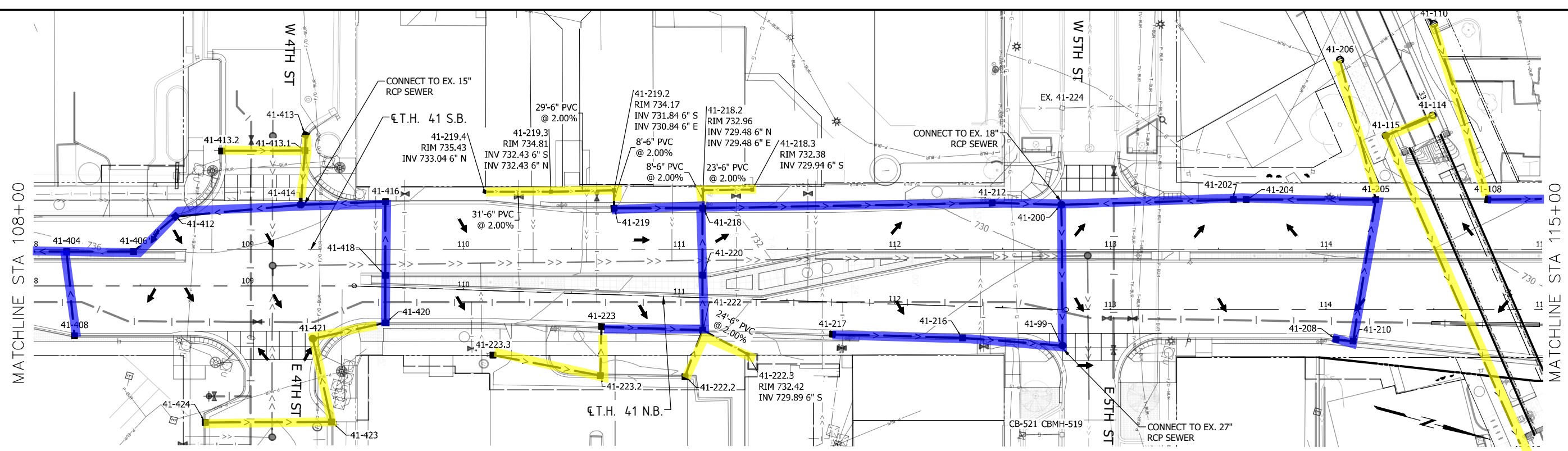


Exhibit A - Maintenance Responsibilities
SP 1008-87 - Sheet 2 of 7
Agreement # 1050525

■ - State
■ - City of Chaska
■ - Carver County

STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.
41-108	210	41-206	208	41-219	208	41-223.2	208
41-110	210	41-208	208	41-219.2	-	41-223.3	208
41-114	-	41-210	208	41-219.3	-	41-404	205
41-115	210	41-212	208	41-219.4	-	41-406	205
41-116	210	41-216	208	41-220	208	41-408	207
41-200	208	41-217	208	41-222	208	41-412	205
41-202	208	41-218	208	41-222.2	208	41-413	207
41-204	208	41-218.2	-	41-222.3	-	41-413.1	205
41-205	208	41-218.3	-	41-223	208	41-413.2	205

PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.
209	41-512	209	61-217	212
209	41-514	209	61-218	212
201	41-516	209		
209	41-518	209		
209	41-520	209		
209	41-522	209		
209	41-524	209		
209	41-526	209		
209	61-216	209		



733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

REV.	BY	DATE

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

ALAN OFFERMAN
U.C. NO. 52624
DATE 03-04-2022

DESIGNED
MRR
DRAWN
JLT/PJW
CHECKED
MRL

S.P. 1008-87 (TH 41), S.P. 196-010-017,
S.P. 196-010-018, S.P. 196-020-014, S.P. 010-661-008
T.H. 41 & C.S.A.H. 61 IMPROVEMENTS
DRAINAGE PLAN

SHEET
202
OF
359

[Blue Box] - State
[Yellow Box] - City of Chaska
[Green Box] - Carver County



STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.	STRUCTURE NO.	PROFILE SHT NO.
41-118	208	41-110	210	41-116	210	41-208	208	41-117	210	61-116	211	61-122	211	CB 526A	-	CBMH-511A	-
41-102	208	41-111	210	41-202	208	41-210	208	61-112	211	61-118	211	61-122A	-	CB-502	206	EX. 61-115	-
41-104	210	41-111A	-	41-204	208	EX. 41-112	210	61-113	211	61-120	211	61-206	211	CB-512	-	EX. 61-310	-
41-106	210	41-114	210	41-205	208	41-100	211	61-114	211	61-120A	211	61-207	212	CBMH-501	206	EX-CBMH-502	215
41-108	210	41-115	210	41-206	208	41-103	208	61-115	211	61-120B	211	61-212	212	CBMH-502A			



733 Marquette Avenue, Suite 1000
Minneapolis, MN 55402
www.stantec.com

REV.	BY	DATE

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

ALAN OFFERMAN
LIC. NO. 52624 DATE 03-04-2022

DESIGNED
MRR
DRAWN
JLT/PJW
CHECKED
MRL

S.P. 1008-87 (TH 41), S.P. 196-010-017,
S.P. 196-010-018, S.P. 196-020-014, S.P. 010-661-008

T.H. 41 & C.S.A.H. 61 IMPROVEMENTS

DRAINAGE PLAN

SHEET
203
OF
359

**JOINT POWERS AGREEMENT FOR CONSTRUCTION ON TRUNK HIGHWAY 41
AND COUNTY STATE AID HIGHWAY/COUNTY HIGHWAY 61**

THIS AGREEMENT FOR CONSTRUCTION ON TRUNK HIGHWAY 41 AND COUNTY STATE AID HIGHWAY/ COUNTY HIGHWAY 61, ("Agreement") shall be in effect from the date of execution and shall continue until the completion of the Project, by and between the City of Chaska ("City"), and the County of Carver ("County") (each sometimes hereinafter called "Party" and both sometimes collectively "Parties") the Parties being governmental and political subdivisions of the State of Minnesota.

WITNESSETH:

WHEREAS, each of the Parties has the authority to construct, maintain, repair, and improve public streets within their respective jurisdictions; and

WHEREAS, Trunk Highway (TH) 41 and County State Aid Highway (CSAH) 61 are duly dedicated public streets, located within the corporate limits of City; and

WHEREAS, the Parties desire to undertake a joint project involving bridge construction, grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, trail, storm sewer, water and sanitary sewer, traffic signals, lighting, landscaping, streetscaping and other incidentals, and to share the costs of such improvement as herein provided; and

WHEREAS, the authority of the Parties to enter into this Agreement is provided by Minnesota Statutes, Section 471.59.

NOW, THEREFORE, in consideration of the mutual promises and covenants of each to the other contained in this Agreement and other good and valuable consideration, receipt of which is hereby acknowledged, the Parties hereto do covenant and agree as follows:

ARTICLE I
THE AGREEMENT

Section 1.01. Purposes. The purpose of this Agreement is to define the rights and obligations of the City and the County with respect to the Project and the sharing of the costs of the Project.

Section 1.02. Cooperation. The City and the County shall cooperate and use their best efforts to ensure the most expeditious implementation of the various provisions of this Agreement. The Parties agree in good faith to undertake resolution of disputes, if any, in an equitable and timely manner. The Project will be open to inspection of duly authorized representatives of the Parties at any time during normal business hours and as often as reasonably deemed necessary.

Section 1.03. Relationship To Other Contracts. The City and the County acknowledge that Contract Documents will be entered into by the City on behalf of the Parties with respect to the Project, and that Change Orders or other documents may be entered into by the City on behalf of the Parties, with respect to the Project. This Agreement shall be construed so as to give the fullest effect

to its provisions, consistent with the provisions of the other contracts and documents referred to above.

Section 1.04. Term. The term of this Agreement shall be for a period commencing on the date hereof and terminating on the date the Project is completed, accepted by the Parties and all amounts owed by one Party to the other have been paid in full.

Section 1.05. Recitals. The above recitals are true and correct as of the date hereof and constitute a part of this Agreement.

Section 1.06 Enabling Authority. Minnesota Statutes, Section 471.59, authorizes two or more governmental units to jointly exercise any power common to the contracting Parties.

ARTICLE II **DEFINITIONS**

Section 2.01. Definitions. In this Agreement the following terms shall have the following meanings unless the context requires otherwise:

- (a) **Agreement:** this Agreement, as it may be amended, supplemented, or restated from time to time.
- (b) **Change Order:** a written order, change order or supplemental agreement to the Contractor approved in writing, which may be electronic, by both Parties hereto and signed by the County Representative on behalf of the Parties authorizing a change in the work included within the Contract Documents and/or an adjustment in the price and/or an adjustment in the construction schedule, issued after execution of the contract for the construction of the Project.
- (c) **City:** the City of Chaska.
- (d) **City Representative:** Matt Clark P.E., City Engineer.
- (e) **City/County Costs:** the direct and indirect costs of City and County employees performing services on behalf of the Project, and other incidentals.
- (f) **Concept and Design Phase Professional Services Costs:** the fees and costs for all professional services performed in concept and design phase activities for the Project.
- (g) **Construction Phase Professional Services Costs:** the fees and costs for all professional services performed in construction phase activities for the Project.
- (h) **Contract Documents:** drawings; Engineers Estimate; specifications; general and special conditions; addenda, if any; Change Orders; and the construction contract for the Project; approved by the Parties, or their respective representatives.
- (i) **Contractor:** the person or entity that is awarded the contract for the construction of

the Project.

- (j) **County:** Carver County.
- (k) **County Representative:** Lyndon Robjent, P.E., Carver County Engineer.
- (l) **Engineers Estimate:** the professional engineer's opinion of probable cost prior to the bidding of the Project, which encompasses all projected costs tabulated for each Party.
- (m) **Project:** bridge construction, grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, trail, storm sewer, water and sanitary sewer, traffic signals, lighting, landscaping, streetscaping and other incidentals.
- (n) **Project Costs:** all costs for and associated with the construction of the Project, excluding Concept and Design Phase Professional Services Costs, Construction Phase Professional Services Costs, and City/County Costs.
- (o) **Project Location:** TH 41 from the Minnesota River Bridge to Walnut Street and CSAH 61 from Trunk Highway 41 to the East Chaska Creek Bridge, as generally depicted in **Exhibit A**.
- (p) **Uncontrollable Circumstances:** the occurrence or non-occurrence of acts or events beyond the reasonable control of the Party relying thereon, and not the result of willful or negligent action or inaction of the Party claiming the event as an Uncontrollable Circumstance, that materially adversely affects the performance of the Party claiming the event as an Uncontrollable Circumstance including but not limited to the following:
 - (1) Acts of God, including, but not limited to floods, ice storms, blizzards, tornadoes, landslides, lighting and earthquakes (but not including reasonably anticipated weather conditions for the geographic area), riots insurrections, war or civil disorder affecting the performance of work, blockades, power or other utility failure, and fires or explosions.
 - (2) The adoption of or change in any federal, state, or local laws, rules, regulations, ordinances, permits, or licenses, or changes in the interpretation of such laws, rules, regulations, ordinances, permits, or licenses by a court or public agency having appropriate jurisdiction after the date of the execution of this Agreement.
 - (3) A suspension, termination, interruption, denial, or failure of renewal of any permit, license, consent, authorization, or approval essential to the construction of the Project.
 - (4) Orders and/or judgment of any federal, state, or local court, administrative

agency, or governmental body, provided, however, that the contesting in good faith by such Party of any such order and/or judgment shall not constitute or be construed to constitute a willful or negligent action or inaction of such Party.

- (5) Strikes or other such labor disputes shall not be considered an Uncontrollable Circumstance, unless such strike or labor dispute involves persons with whom the Parties have no employment relationship and the Parties, or either of them, cannot, using best efforts, obtain substitute performance.

ARTICLE III **ALLOCATION OF DUTIES**

Section 3.01. Concept and Design Phase Activities. Concept and design phase activities, including, but not limited to, field surveys, right of way plats, design, engineering, right of way acquisition, and other matters, shall be completed by the Parties as follows:

See attached **Exhibit B - Allocation of Duties.**

Section 3.02. Construction Phase Activities. Construction phase activities, including, but not limited to, the bid process, preparation of contract documents, awarding of contract, construction inspection and surveying and other matters, shall be completed by the Parties as follows:

See attached **Exhibit B - Allocation of Duties.**

Section 3.03. Contract Award. The Contract Documents shall be approved in writing, which may be electronic, by the Parties prior to the solicitation of bids. In accordance with the applicable provisions of Minnesota Statutes, City will cause bids to be received by it for the construction of the Project and, subject to approval by the County if the low responsible bidder is more than the Engineers Estimate for the County's cost share, shall award the contract for the construction of the Project to the lowest responsible bidder.

Section 3.04. Project Construction. Subject to Uncontrollable Circumstances, the Parties shall cause the Project to be constructed in accordance with the Contract Documents. The County shall have the right to review and approve of any proposed changes to the plans and specifications as they relate to County's cost participation prior to the work being performed.

Section 3.05. Maintenance Upon Project Completion and Final Acceptance. Highway maintenance shall be completed by the Parties, upon project completion and final acceptance of the Project, as follows:

The Parties agree to enter into a separate highway maintenance agreement for routine highway maintenance responsibilities on CSAH 61, as may be amended from time to time. The City will perform all maintenance responsibilities on all streets under the City jurisdiction and will enter into a separate highway maintenance agreement with the State of Minnesota for routine highway maintenance responsibilities on TH 41.

ARTICLE IV
PROJECT COST SHARING

Section 4.01. Allocation.

(a) The Project Costs for all items shall be divided between the City and County as follows:

See attached **Exhibit C-Project Cost Sharing**

(b) The Concept and Design Phase Professional Services Costs for all items shall be divided between the Parties as follows:

See attached **Exhibit C-Project Cost Sharing**

(c) The Construction Phase Professional Services Costs for all items shall be divided between the Parties as follows:

See attached **Exhibit C-Project Cost Sharing**

(d) All other costs including, but not limited to City/County Costs, shall be allocated between the Parties as follows:

See attached **Exhibit C-Project Cost Sharing**

Section 4.02. Payments to Contractor. The City shall make partial progress payments to the Contractor and, upon approval of both Parties hereto, the final payment to the Contractor in accordance with the Contract Documents. The designated County Representative shall have the right to approve of any Change Orders prepared by the City that affect the County's share of the construction cost.

The County further agrees that it will participate in the settlement of any claim from the City's contractor for the Project that involve delays attributable to unreasonable delays in approval by the County for plan or specification changes deemed necessary by the City Engineer or staff. The amount of the County's participation in any such claim shall be commensurate with the percentage of delay directly attributable to County's actions.

Section 4.03. Adjustments and Reconciliation. To the extent that the actual value of any item included in an invoice cannot be accurately determined at the time of submission of the invoice, such item shall be invoiced on an estimated basis and an adjustment shall be made to reflect the difference between such estimated amount and the actual amount of such item on the next invoice after determination of the actual amount.

Prior to final acceptance of the Project, the designated City representative shall provide County with a reconciliation of all costs for the Project and the respective contributions of the Parties for the review and approval of the Parties.

Section 4.04. Exclusive Responsibility. All aspects of application for State of Minnesota for State and Federal Funds and the grant thereof by the State, are the exclusive responsibility of the City, including but not limited to the investment, expenditure, and allocation of such funds. It is specifically agreed that any interest on the investment of any such funds is the sole property of the City, to use as the City shall see fit.

Section 4.05. Payment to County. The City agrees to reimburse the County for costs incurred, pursuant to Section 4.01. Unless previously deposited as provided herein, the City is responsible to pay these monies to the County within thirty (30) days of being invoiced for costs incurred or services performed. Costs will be invoiced at the completion of each Project phase and upon final acceptance of the Project by the Parties, unless an alternate schedule is mutually agreed upon in writing by the authorized representatives of the Parties.

Section 4.06. Payment to City. The County agrees to reimburse the City for costs incurred, pursuant to Section 4.01. Unless previously deposited as provided herein, the County is responsible to pay these monies to the City within thirty (30) days of being invoiced for costs incurred or services performed. Costs will be invoiced at the completion of each Project phase and upon final acceptance of the Project by the Parties, unless an alternate schedule is mutually agreed upon in writing by the authorized representatives of the Parties.

Upon execution of this joint powers agreement, the City can invoice the County to deposit with the City \$5,000,000 of the estimated County's share in the Project Costs to assist in cash flowing the Project, unless an alternative schedule is mutually agreed upon in writing by the authorized representatives of the Parties.

After an award by the City to the successful bidder on the Project, City can invoice the County to deposit with the City ninety-five (95) percent of the estimated County's share in the Project Costs minus any previous deposits made by the County to the City. The remaining portion of the County's share in Project Costs will be paid upon invoice and final acceptance of the Project by the Parties.

ARTICLE V **GENERAL PROVISIONS**

Section 5.01. Notices. All notices or communications required or permitted pursuant to this Agreement shall be either hand delivered or mailed to City and County, certified mail, return-receipt requested, at the following address:

City: Matt Clark, PE
City Engineer
City of Chaska
One City Hall Plaza
Chaska, MN 55318

County: Lyndon Robjent, PE
County Engineer

Carver County Public Works
11360 Hwy 212 West, Suite 1
Cologne, MN 55322

Either Party may change its address or authorized representative by written notice delivered to the other Party pursuant to this Section 5.01.

Section 5.02. Counterparts. This Agreement may be executed in more than one counterpart, each of which shall be deemed to be an original but all of which taken together shall be deemed a single instrument.

Section 5.03. Survival of Terms, Representations and Warranties. The representations, warranties, covenants, and agreements of the Parties under this Agreement, and the remedies of either Party for the breach of such representations, warranties, covenants, and agreements by the other Party shall survive the execution and termination of this Agreement. The terms of Sections 3.05, 5.14, 5.15, 5.16 and 5.17 shall survive the expiration, termination or withdrawal from this Agreement.

Section 5.04. Non-Assignability. Neither the City nor the County shall assign any interest in this Agreement nor shall transfer any interest in the same, whether by subcontract, assignment or novation, without the prior written consent of the other Party. Such consent shall not be unreasonably withheld.

Section 5.05. Alteration. It is understood and agreed that the entire Agreement between the Parties is contained herein and that this Agreement supersedes all oral agreements and negotiations between the Parties relating to the subject matter hereof. All items referred to in this Agreement are incorporated or attached and are deemed to be part of this Agreement. Any alteration, variation, modification or waiver of the provisions of the Agreement shall be valid only after it has been reduced to writing and duly signed by all Parties.

Section 5.06. Waiver. The waiver of any of the rights and/or remedies arising under the terms of this Agreement on any one occasion by any Party hereto shall not constitute a waiver or any rights and/or remedies in respect to any subsequent breach or default of the terms of this Agreement. The rights and remedies provided or referred to under the terms of this Agreement are cumulative and not mutually exclusive.

Section 5.07. Severability. The provisions of this Agreement are severable. If any paragraph, section, subdivision, sentence, clause or phrase of this Agreement is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of this Agreement.

Section 5.08. Interpretation According to Minnesota Law. The Laws of the State of Minnesota shall apply to this Agreement.

Section 5.09. Final Payment. Before final payment is made to the Contractor, the Contractor shall provide a certificate of compliance from the Commissioner of Revenue certifying that the Contractor and any out-of-state subcontractors have complied with the provisions of Minnesota

Statutes, Section 290.92.

Section 5.10. Headings. The headings to the various sections of this Agreement are inserted only for convenience of reference and are not intended, nor shall they be construed, to modify, define, limit, or expand the intent of the Parties as expressed in this Agreement.

Section 5.11. Further Actions. The Parties agree to execute such further documents and take such further actions as may reasonably be required or expedient to carry out the provisions and intentions of this Agreement, or any agreement or document relating hereto or entered into in connection herewith.

Section 5.12. Parties in Interest. This Agreement shall be binding upon and inure solely to the benefit of the Parties hereto and their permitted assigns, and nothing in this Agreement, express or implied, is intended to confer upon any other person any rights or remedies of any nature under or by reason of this Agreement.

Section 5.13. Employees. It is further agreed that any and all full-time employees of County and all other employees of said County engaged in the performance of any work or services required or provided for herein to be performed by the County shall be considered employees of County only and not of City and that any and all claims that may or might arise under Workman's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims made by any third Parties as a consequence of any act or omission on the part of County employees while so engaged on any of the work or services provided to be rendered herein shall be the sole obligation and responsibility of County.

It is further agreed that any and all full-time employees of City and all other employees of said City engaged in the performance of any work or services required or provided for herein to be performed by City shall be considered employees of City only and not of County and that any and all claims that may or might arise under Workman's Compensation Act of the State of Minnesota on behalf of said employees while so engaged and any and all claims made by any third Parties as a consequence of any act or omission on the part of said City employees which so engaged on any of the work or services to be rendered herein shall be the sole obligation and responsibility of City.

Section 5.14. Indemnification. The Parties' total liability under this Agreement shall be governed by Minn. Statutes, Section 471.59, Subd. 1a.

Each Party agrees that it will be responsible for the acts or omissions of its officials, agents, and employees, and the results thereof, in carrying out the terms of this Agreement, to the extent authorized by law and shall not be responsible for the acts/omissions of the other Party and the results thereof. For purposes of determining total liability for damages, the participating governmental units are considered to be a single governmental unit, the total liability of which shall not exceed the limits for a single governmental unit as provided in Minn. Statutes, Section 466.04, Subd. 1.

Each Party agrees to defend, hold harmless, and indemnify the other Party, its officials, agents, and employees, from any liability, loss, or damages the other Party may suffer or incur as the

result of demands, claims, judgments, or cost arising out of or caused by the indemnifying Party's negligence in the performance of its respective obligations under this Agreement. This provision shall not be construed nor operate as a waiver of any applicable limitation of liability, defenses, immunities, or exceptions by statute or common law.

To the full extent permitted by law, actions by the Parties pursuant to this Agreement are intended to be and shall be construed as a "cooperative activity" and it is the intent of the Parties that they shall be deemed a "single governmental unit" for the purposes of liability, all as set forth in Minnesota Statutes, Section 471.59, Subd. 1a(a); provided further that for purposes of that statute, each Party to this Agreement expressly declines responsibility for the acts or omissions of the other Party.

The Parties of this Agreement are not liable for the acts or omissions of the other participants to this Agreement except to the extent to which they have agreed in writing to be responsible for acts or omissions of the other Parties.

Section 5.15. Records – Availability and Access

- A. Pursuant to Minnesota Statutes, Section 16C.05, Subd. 5, the City agrees that the County, the State Auditor, or any of their duly authorized representatives at any time during normal business hours and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of the City and involve transactions relating to this Agreement.

City agrees to maintain these records for a period of six years from the date of termination of this Agreement.

- B. Pursuant to Minnesota Statutes, Section 16C.05, Subd. 5, the County agrees that the City, the State Auditor, or any of their duly authorized representatives at any time during normal business hours and as often as they may reasonably deem necessary, shall have access to and the right to examine, audit, excerpt, and transcribe any books, documents, papers, records, etc., which are pertinent to the accounting practices and procedures of the County and involve transactions relating to this Agreement.

County agrees to maintain these records for a period of six years from the date of termination of this Agreement.

Section 5.16. Data Practices. Each Party, its employees, agents, owners, partners, and subcontractors agree to abide by the provisions of the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13 and implementing regulations, if applicable, and all other applicable state and federal laws, rules, regulations and orders relating to data privacy or confidentiality, and as any of the same may be amended.

Section 5.17. Nondiscrimination. During the performance of this Agreement, the City and the County agree to the following: No person shall, on the grounds of race, color, religion, age, sex, disability, marital status, public assistance status, criminal record, creed or national origin

be excluded from full employment right in, participation in, be denied the benefits of or be otherwise subjected to discrimination under any and all applicable Federal and State laws against discrimination.

Section 5.18. Default and Withdrawal. Default in this Agreement may occur when a Party fails to perform any of the provisions of this Agreement or so fails to administer the work as to endanger the performance of the Agreement. Unless the Party's default is excused by the non-defaulting Party, the non-defaulting Party may, upon written notice to the defaulting Party representative listed herein, cancel this Agreement in its entirety as indicated below.

Any Party may withdraw from this Agreement with or without cause by providing thirty (30) days' prior written notice to the other Parties herein. Only the governing bodies of the Participating Parties have authority to act pursuant to this provision of the Agreement.

Each Party to this agreement reserves the right to withdraw from and cancel this agreement within 30 days from the opening of bids for the project in the event either or both Parties consider any or all bids unsatisfactory; the withdrawal from or cancellation of the agreement to be accomplished by either or both Parties within 30 days of opening of bids by serving a written notice thereof upon the other, unless this right is waived by both Parties in writing.

Section 5.19. Third Party. This Agreement does not create any rights, claims or benefits inuring to any person that is not a Party hereto nor create or establish any third Party beneficiary.

IN TESTIMONY WHEREOF, The Parties hereto have caused these presents to be executed.

City of Chaska, Minnesota

Mayor

Date:_____

Attest:

Administrator

Date:_____

Approved As To Form:

Attorney

Date:_____

County of Carver, Minnesota

County Board Chair

Date:_____

Attest:

County Administrator

Date:_____

Approved As To Form:

County Attorney

Date:_____

Highway 41 Project-Downtown Chaska (178834) & Highway 61 Project - Brickyard Clayhole (168813)



This map was created using a compilation of information and data from various City, County, State, and Federal offices. It is not a surveyed or legally recorded map and is intended to be used as a reference. Carver County is not responsible for any inaccuracies contained herein.

— Project Location

1 inch = 750 feet



Public Works Division
11360 Hwy 212, Suite 1
Cologne, MN 55322
(952) 466-5200
Created: 12/1/2020

Highway 41 Project - Downtown Chaska (178834) & Highway 61 Project - Brickyard Clayhole (168813)

Exhibit B - Allocation of Duties

Concept and Design Phase Activities

City will complete all design phase activities of the Project and procure necessary Design Phase Professional Services.

It is mutually agreed upon that County staff will need to be involved in giving direct input and direction to City's consultant for the design of CSAH 61 infrastructure improvements.

Construction Phase Activities

City will complete all construction phase activities of the Project and procure necessary Construction Phase Professional Services.

It is mutually agreed upon that County staff will need to be involved in giving direct input and direction to City's consultant for the construction of CSAH 61 infrastructure improvements.

**Highway 41 Project - Downtown Chaska (178834) & Highway 61 Project - Brickyard
Clayhole (168813)**

Exhibit C - Project Cost Sharing

The County and City agree that items not specifically covered by this agreement will be cost shared by the parties in accordance with the current version of the Carver County Cost Participation Policy, for a Conventional Project, which is attached hereto as Exhibit D. It is anticipated that a majority of the costs for the County State Aid Highway (CSAH) 61 portion of the Project will be reimbursed by the State of Minnesota Department of Transportation with County Turnback Funds. For the remaining costs not reimbursed by County Turnback Funds, County and City agree to cost share as follows:

Project Costs

The City agrees to pay for all costs related to the Trunk Highway (TH) 41 portion of the Project, including but not limited to the trail between Walnut Street North and Pine Street North and parking lot construction between 2nd Street East and 3rd Street East, and 4th Street East and 5th Street East, to replace displaced parking stalls along TH 41. The County and City agree that the federal and state funds secured by the City shall be utilized for the TH 41 portion of the Project.

The County is currently collecting County Transportation Sales Tax Funding and this Project is identified as an eligible project to utilize said funds. Said funds can be used for State Aid or Trunk Highway eligible costs on CSAH 61 and TH 41, respectively. County agrees to contribute a lump sum payment of \$3.7 million of County Transportation Sales Tax Funding for eligible costs not covered by other Federal, State and City funding sources for the TH 41 portion of the Project. The County also agrees to pay up to \$315,000 towards construction change orders for eligible costs not covered by other State and City funding sources for the TH 41 portion of the Project.

The County and City agree to cost share Project Costs for the CSAH 61 portion of the Project in accordance with the Carver County Cost Participation Policy, for a Conventional Project (**Exhibit D**), for the costs not reimbursed by County Turnback Funds, and augmented by the following:

1. The County and City agree to evenly split (50% County/50% City) all right of way acquisition costs that exceed the amount covered by County Turnback funds. Right of way acquisition includes all costs related to the acquisition of property except professional services.
2. The County and City agree to split acquisition costs of the parking lot north between 5th Street East and CSAH 61. The County's share of said parking lot acquisition shall be 50%, and not exceed \$340,000, and the City shall pay for the remaining acquisition costs. Right of way acquisition includes all costs related to the acquisition of property except professional services.

3. The County and City agree to evenly split (50% County/50% City) costs that are not reimbursed by County Turnback Funds for the new driveway connection from 3115 Chaska Boulevard (PID 300500010) to Walnut Street North.
4. The City agrees to pay for all City requested improvements that are included in the Project, that the County does not deem necessary to carry out the scope of the Project. The Engineers Estimate and any Change Orders will show such City requested improvement costs.
5. The City agrees to transfer property or grant easement rights to the County of City owned property adjacent to and along CSAH 61 needed for the Project at no cost to the County.
6. The City agrees to pay for all costs needed to remove the proposed median from CSAH 61 Station 28+00 to Station 29+45 from the construction contract and agrees to pay for all costs needed to construct the median when the area north of Chaser's Beverage Center is redeveloped. At that time the CSAH 61 access to the Chaser's Beverage Center parcel will be restricted to right in right out only.

Concept and Design Phase Professional Services Costs

The County and City agree to cost share Concept and Design Phase Professional Services Costs in accordance with the Carver County Cost Participation Policy (**Exhibit D**) and augmented by the following:

1. The County and City agree to evenly split (50% County/50% City) all right of way acquisition professional services costs for parcels adjacent to and related to the CSAH 61 construction work that exceed the amount covered by County Turnback funds.
2. All remaining professional services costs will be split in accordance with the Carver County Cost Participation Policy (**Exhibit D**) and will be considered the same as engineering services.

Construction Phase Professional Services Costs

The County and City agree to cost share Construction Phase Professional Services Costs in accordance with the Carver County Cost Participation Policy (**Exhibit D**) and augmented by the following:

1. The County and City agree to evenly split (50% County/50% City) all right of way acquisition professional services costs for parcels adjacent to and related to the CSAH 61 construction work that exceed the amount covered by County Turnback funds.
2. All remaining professional services costs will be split in accordance with the Carver County Cost Participation Policy (**Exhibit D**) and will be considered the same as engineering services.

Other Costs

The County and City agree to cost share Other Costs in accordance with the Carver County Cost Participation Policy (**Exhibit D**) and augmented by the following:

1. The County and City agree to not bill each other for direct and indirect internal staff costs for the Project. For purposes of this agreement, services performed by the city consultant (Stantec) acting on behalf of the City for the City's administration of the Project will be considered the same as City direct and indirect internal costs.

Placeholder for Exhibit C-1



Carver County

Division of Public Works

COST PARTICIPATION POLICY

Applicable to Cooperative Highway Projects between Carver County and Municipalities.

Adopted by the Carver County Board of Commissioners on February 17, 1998.

Amended by the Carver County Board of Commissioners on February 13, 2007, and March 19, 2013.

A. Construction Cost Share – Conventional Project (Projects programmed in the County 5-year CIP.)

Project Items	County Share	Municipality Share	Note
Right of Way	By Negotiation	By Negotiation	1
Retaining Wall in lieu of right of way	Same %age as R/W	Same %age as R/W	
Clearing and Grubbing	100%	0%	
Grading	100%	0%	2
Aggregate Base and Surfacing	100%	0%	3
Parking Lanes on 4-lane or 6-lane road	0%	100%	4
Storm Sewer and Ponds/Treatment Basins	%age of Contributing Flow	%age of Contributing Flow	5
Culverts	100%	0%	
Concrete Sidewalk	0%>5000 Population 50%<5000 Population	100%>5000 Population 50%<5000 Population	6
Concrete Curb and Gutter and Pedestrian Ramps	0%>5000 Population 50%<5000 Population	100%>5000 Population 50%<5000 Population	7
Concrete Median and Median Curb	100%	0%	8
Concrete Driveway Entrances (Apron)	100%	0%	9
Municipal Utility Adjustment or Construction	0%	100%	
Roundabouts	By Leg	By Leg	
Traffic Signals	By Leg	By Leg	10
Intersection Lighting	By Leg	By Leg	11
Street Lighting	0%	100%	12
Bridges	By Negotiation	By Negotiation	
Trails along county highway	0% Local 50% Linking & Regional 100% Destination	100% Local 50% Linking & Regional 0% Destination	13
Trail Underpass/Overpass	0% Local 50% Linking & Regional 100% Destination	100% Local 50% Linking & Regional 0% Destination	14
Landscaping	25% up to State Aid Limit	75%	15
Aesthetic Treatments	0%	100%	16
Highway Signs	100%	0%	
Electronic/Specialty Signs	By Negotiation	By Negotiation	
Noise Walls	By Negotiation	By Negotiation	17
Mobilization	Pro-rated by const. share	Pro-rated by const. share	
Erosion Control	Pro-rated by const. share	Pro-rated by const. share	
Traffic Control	Pro-rated by const. share	Pro-rated by const. share	
Engineering Services	Pro-rated by const. share	Pro-rated by const. share	
Other items	By Negotiation	By Negotiation	



Carver County

Division of Public Works

Conventional Project Notes

1. Fee title and permanent and temporary easements needed for projects on the existing county highway system or newly established or dedicated county highway system including the property needed for storm water treatment basins and wetland mitigation sites.
2. Includes grading and removal items. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
3. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
4. Includes grading, base and surfacing. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
5. Includes catch basins, manholes, storm sewer pipes, outlet structures, grit chambers, and water quality and rate control ponds/basins. The county share is based on the ratio of contributing flow from the right of way to the total contributing flow.
6. Existing sidewalk impacted by the highway construction will be replaced in kind by the county.
7. Existing curb and gutter and pedestrian ramps impacted by the highway construction will be replaced in kind by the county.
8. The county pays for standard median design which is plain concrete. If a municipality requests decorative median the municipality pays the additional cost above the cost of a standard median.
9. Concrete aprons are installed at locations determined by the county. Driveways beyond the apron are constructed in-kind.
10. Applies to new and replacement traffic signals. Includes all components that make up a permanent warranted traffic control signal system with steel poles and mast arms installed at an intersection of a county highway and public roadway at an approved location by the county. The county pays 0% of a signal system at a private access/road. The municipality pays 100% of the furnishing and maintenance of electrical power to the traffic signal. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
11. Designed to light an intersection for traffic safety purposes. Locations will be determined by the county.
12. Decorative type lighting along the roadway.
13. Applies to trails constructed with county road projects only. Stand alone trail projects are handled separately. Locations and descriptions are shown in the Carver County Comprehensive Plan and other related trail plans and policy documents. Applies to all costs associated with trail including but not limited to: grading, drainage, base, surfacing, pedestrian ramps, wetland mitigation due to trail impacts and additional right way needed for the trail. The county will only participate in trails constructed to meet State Aid Rules and Standards. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation. Townships are exempt from paying for trails.
14. Underpasses spanning 10 feet or more are considered bridges and will be added to the county bridge safety inspection program.
15. Landscaping items as approved by the county. State Aid limit is 5% of annual construction allotment.
16. Aesthetic items that do not serve a specific transportation use such as streetscaping, median plantings, decorative railing, ornamental fencing etc. All approved median plantings require irrigation.
17. Additional costs for decorative noise walls will be the responsibility of the requesting agency.



Carver County

Division of Public Works

B. Construction Cost Share – Development Driven Project (Projects not programmed in the County 5-year CIP)

Project Items	County Share	Municipality Share	Note
Right of Way	0%	100%	1
Retaining Wall in lieu of right of way	Same %age as R/W	Same %age as R/W	
Clearing and Grubbing	100%	0%	
Grading	100% for through lane and shoulder (up to 44' wide). 50% for additional through lanes and median. 100% for county rd. to county rd. turn lanes.	0% for through lane and shoulder (up to 44' wide). 50% for additional through lanes and median. 100% for city st. to county rd. turn lanes and county rd. to city st. turn lanes	2
Aggregate Base and Surfacing	Same as Grading	Same as Grading	
Parking Lanes on 4-lane or 6-lane road	0%	100%	3
Storm Sewer and Ponds/Treatment Basins	%age of Contributing Flow	%age of Contributing Flow	4
Culverts	100%	0%	
Concrete Sidewalk	0%	100%	
Concrete Curb and Gutter and Pedestrian Ramps	0%	100%	
Concrete Median and Median Curb	50%	50%	5
Concrete Driveway Entrances (Apron)	100%	0%	6
Municipal Utility Adjustment or Construction	0%	100%	
Roundabouts	By Leg if meets warrants by opening. By Leg up to 50% if meets warrants for design year. 0% if does not meet warrants for design year.	By Leg if meets warrants by opening. By Leg but no less than 50% if meets warrants for design year. 100% if does not meet warrants for design year.	
Traffic Signals	By Leg if meets warrants by opening. 50% of County Legs if meets warrants for design year. 0% if does not meet warrants for design year.	By Leg if meets warrants by opening. 100% of City legs plus 50% of County Legs if meets warrants for design year. 100% if does not meet warrants for design year.	7
Intersection Lighting	By Leg	By Leg	8
Street Lighting	0%	100%	9
Bridges	By Negotiation	By Negotiation	



Carver County

Division of Public Works

	0% Local 50% Linking & Regional 100% Destination	100% Local 50% Linking & Regional 0% Destination	
Trails along county highway			10
Pedestrian Underpass/Overpass	0%	100%	11
Landscaping	0%	100%	12
Aesthetic Treatments	0%	100%	13
Highway Signs	100%	0%	
Electronic/Specialty Signs	By Negotiation	By Negotiation	
Noise Walls	0%	100%	14
Mobilization	Pro-rated by const. share	Pro-rated by const. share	
Erosion Control	Pro-rated by const. share	Pro-rated by const. share	
Traffic Control	Pro-rated by const. share	Pro-rated by const. share	
Engineering Services	Pro-rated by const. share	Pro-rated by const. share	
Other items	By Negotiation	By Negotiation	

Development Driven Project Notes

1. Fee title and permanent and temporary easements needed for projects on the existing county highway system or newly established or dedicated county highway system including the property needed for storm water treatment basins and wetland mitigation sites. The cost share for right of way needed outside the boundaries of a development plat will be negotiated.
2. Includes grading and removal items. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
3. Includes grading, base and surfacing. Applies to county roads and work necessary to tie in existing public street approaches. Enhancements to public streets approaches are the responsibility of the municipality. New public or private street approaches are the responsibility of the municipality.
4. Includes catch basins, manholes, storm sewer pipes, outlet structures, grit chambers, and water quality and rate control ponds/basins. The county share is based on the ratio of contributing flow. County share is based on the contributing flow from the right of way less roadway surface areas that the municipality pays for. The municipality share is the contributing flow from outside the right of way plus roadway surface area the municipality pays for. Costs to replace elements of storm sewer systems will be shared at the same percentage as the original installation.
5. The county pays for standard median design which is plain concrete. If a municipality requests decorative median the municipality pays the additional cost above the cost of a standard median.
6. Concrete aprons are installed at locations determined by the county. Driveways beyond the apron are constructed in-kind.
7. Applies to new and replacement traffic signals. Includes all components that make up a permanent warranted traffic control signal system with steel poles and mast arms installed at an intersection of a county highway and public roadway at an approved location by the county. To meet signal warrants, the intersection must meet either the four hour or the eight hour vehicular volume warrant standard. The county pays 0% of a signal system at a private access/road. The municipality pays 100% of the furnishing and maintenance of electrical power to the traffic signal. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
8. Designed to light an intersection for traffic safety purposes. Locations will be determined by the county.
9. Decorative type lighting along the roadway.
10. Applies to trails constructed with county road projects only. Locations and descriptions are shown in the Carver County Comprehensive Plan and other related trail plans and policy documents. Costs associated with trail include grading, drainage, base, surfacing, pedestrian ramps, wetland mitigation due to trail impacts and additional right way needed for the trail. The county will only participate in trails constructed to meet State Aid Rules and Standards. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation.
11. Underpasses spanning 10 feet or more are considered bridges and will be added to the county bridge safety inspection program.
12. Landscaping items as approved by the county.
13. Aesthetic items that do not serve a specific transportation use such as streetscaping, median plantings, decorative railing, ornamental fencing etc. All approved median plantings require irrigation.
14. Additional costs for decorative noise walls will be the responsibility of the requesting agency.



Carver County

Division of Public Works

C. Maintenance - Maintenance of county highways constructed under this policy will be as follows unless specified differently in a separate maintenance agreement.

1. The county is responsible for maintenance of the county highway between curbs or between outside edges of shoulders. This includes but is not limited to snow and ice control, patching, crack sealing, seal coating, pavement rehabilitation, shouldering, striping and sign replacement. In addition, the county is responsible for routine maintenance outside the edge of shoulder and within the right of way of a rural county highway. The county may enter into agreements with municipalities to perform highway maintenance.
2. The municipality is responsible for maintenance of the boulevard, landscaped median, trees, shrubs, irrigation systems, sidewalk, retaining walls, steps, aesthetic treatments, and other urban appurtenances within the right-of-way of an urban county highway.
3. The county is responsible for maintenance of bridges and culverts on the county route.
4. The municipality is responsible for maintenance of its utilities and storm sewer systems including detention/treatment basins. Costs to replace elements of storm sewer systems will be shared at the same percentage as the original installation.
5. The county is responsible for maintaining roundabouts with the exception of island landscaping and aesthetic treatments which are the responsibility of the municipality.
6. Unless stipulated by special agreement, the county will own and is responsible for maintaining traffic signal systems (with the exception of the attached lighting) at county road intersections with local public roadways and private streets. The municipality is responsible for maintaining the signal lighting and the electrical power to the signal system. The cost to modify, update or completely reconstruct the signal system will be shared at the same percentage as the original installation.
7. The municipality is responsible for maintenance of intersection lighting at a county road and local road intersection. The county is responsible for maintenance of intersection lighting at a county road and county road intersection.
8. The municipality is responsible for the maintenance of street lights.
9. The municipality is responsible for maintaining trails within the county highway right-of-way. Costs for major rehabilitation or replacement will be shared at the same percentage as the original installation.
10. The municipality is responsible for maintaining pedestrian underpasses and overpasses.
11. The county is responsible for maintaining highway signs.
12. The county is responsible for maintaining electronic/specialty signs. The costs of maintenance will be shared at the same percentage as the original installation.
13. Maintenance of noise walls is the responsibility of the agency paying for the initial installation.

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 8/15/2022 **RESOLUTION NO.** 2022-102

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

**A Resolution Awarding the Bid for the Downtown Chaska TH 41/CSAH 61 Project to
S.M. Hentges & Sons Inc. in the Low Bid Amount of \$22,951,778.18**

WHEREAS, on April 18, 2022, the Chaska City Council adopted Resolution No. 2022-48, formally approving the construction documents, and authorizing the solicitation of public bids for the Downtown Chaska TH 41/CSAH 61 Project; and,

WHEREAS, pursuant to an advertisement for bids, for the Downtown Chaska TH 41/CSAH 61 Project, bids were opened and tabulated according to State Statute, and the following bids were received:

	Contractor	Total Base Bid
Low	S.M. Hentges & Sons Inc.	\$22,951,778.18
#2	Eureka Construction Inc	\$25,013,410.31
#3	Max Steininger Inc	\$28,953,543.34

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Chaska, Minnesota, does hereby award the bid for the Downtown Chaska TH 41/CSAH 61 Project to the low responsible bidder, S.M. Hentges & Sons Inc, in the amount of \$22,951,778.18;

FURTHER, BE IT RESOLVED, that the Mayor and the City Administrator are authorized to execute the contract documents for said improvement project.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August 2022.

Mark Windschitl, Mayor

Attest: _____

Chaska Deputy Clerk

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 8/15/2022 **RESOLUTION NO.** 2022-103

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

**A Resolution Approving a Cooperative Agreement with the Minnesota Department of
Transportation for the Downtown Chaska TH 41/CSAH 61 Project**

WHEREAS, the City of Chaska, Carver County and the Minnesota Department of Transportation (MnDOT) wish to reconstruct Trunk Highway 41 and CSAH 61 in Downtown Chaska; and,

WHEREAS, the City of Chaska and MnDOT have come to agreement on the roadway reconstruction plans and cost participation for the reconstruction related to the project.

NOW, THEREFORE, BE IT RESOLVED, that the City of Chaska enter into MnDOT Agreement No. 1050525 with the State of Minnesota, Department of Transportation for the following purposes:

To provide for payment by the State to the City of the State's share of the costs of the Trunk Highway No. 41 construction and other associated construction to be performed upon, along, and adjacent to Trunk Highway No. 41 from 900 feet south of Minnesota River to 600 feet north of County State Aid Highway No. 61 and on County State Aid Highway No. 61 from Trunk Highway No. 41 to 400 feet east of Yellow Brick Road within the corporate City limits under State Project No. 1008-87 (T.H. 41=260).

FURTHER, BE IT RESOLVED, that the Mayor and the City Administrator are authorized to execute the Agreement and any amendments to the Agreement.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August 2022.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

**CITY OF CHASKA
CARVER COUNTY, MINNESOTA**

RESOLUTION

DATE 8/15/2022 **RESOLUTION NO.** 2022-104

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

**A Resolution Approving a Joint Powers Agreement Between Carver County and the
City of Chaska for the Downtown Chaska TH 41/CSAH 61 Project**

WHEREAS, the City of Chaska proposes to enter into a Joint Powers Agreement with the County of Carver for the Downtown Chaska TH 41/CSAH 61 Project; and,

WHEREAS, the City of Chaska and County of Carver ("Parties") has the authority to construction, maintain, repair and improve public streets within their respective jurisdictions; and,

WHEREAS, Trunk Highway 41 and County State Aid Highway 61 are duly dedicated public streets, located within the corporate limits of the City; and,

WHEREAS, the Parties desire to undertake a joint project involving bridge construction, grading, aggregate base, pavement surfacing, curb & gutter, sidewalk, trail, storm sewer, water and sanitary sewer, traffic signals, lighting, landscaping, streetscaping and other incidentals, and to share the costs of such improvement as herein provided; and

WHEREAS, the authority of the Parties to enter into this Agreement is provided by Minnesota Statutes, Section 471.59;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Chaska, Minnesota, that said Joint Powers Agreement is approved, and Council further authorizes the Mayor and City Administrator to fully execute the agreement and any amendments to the Agreement.

Passed and adopted by the City Council of the City of Chaska, Minnesota, this 15th day of August 2022.

Mark Windschitl, Mayor

Attest: _____
Chaska Deputy Clerk

CLAIMS ROSTER REPORT

FOR COUNCIL MEETING:

August 15, 2022

Paid and Unpaid Invoices:

Check #'s 343416-343631

\$2,574,545.39

Paid Electronic Invoices:

Wire #'s 3349-3358

\$336,252.38

Amount for Approval-Council Meeting:

August 15, 2022

\$2,910,797.77

City of Chaska

VENDOR INVOICE LIST

Checks

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100006	SCOTT A HUTNICK									
103795	CHECK DATE: 08/04/2022	07/31/2022	080422	343420	450.00	450.00	08/15/2022	INV	PD	Ju1 Animal Control
107858	ABDO EICK AND MEYERS LLP									
460132	CHECK DATE: 08/16/2022	07/31/2022	081622	343433	4,075.26	4,075.26	09/02/2022	INV	PD	FINANCE TEMP-THORSTEN
103825	ACUSHNET COMPANY									
913847050	CHECK DATE: 08/16/2022	07/26/2022	081622	343434	100.27	100.27	08/25/2022	INV	PD	RESALE
913847051	CHECK DATE: 08/16/2022	07/26/2022	081622	343434	91.66	91.66	09/24/2022	INV	PD	RESALE
913855970	CHECK DATE: 08/16/2022	07/27/2022	081622	343434	176.89	176.89	08/26/2022	INV	PD	RESALE
913874954	CHECK DATE: 08/16/2022	07/29/2022	081622	343434	94.16	94.16	09/27/2022	INV	PD	RESALE
913886918	CHECK DATE: 08/16/2022	08/02/2022	081622	343434	91.66	91.66	10/01/2022	INV	PD	RESALE
913895292	CHECK DATE: 08/16/2022	08/02/2022	081622	343434	262.48	262.48	10/01/2022	INV	PD	RESALE
					817.12					
100036	ADAM'S PEST CONTROL INC									
3513137	CHECK DATE: 08/16/2022	07/21/2022	081622	343435	65.76	65.76	08/21/2022	INV	PD	OAK 19 PEST CONTROL
3513355	CHECK DATE: 08/16/2022	07/21/2022	081622	343435	16.35	16.35	08/21/2022	INV	PD	OAK 19 BIO-DRAIN SERVI
3513375	CHECK DATE: 08/16/2022	07/21/2022	081622	343435	63.20	63.20	08/21/2022	INV	PD	OAK 19 BUG LIGHT RENTA
					145.31					
106669	ADIDAS AMERICA INC									
6157369429	CHECK DATE: 08/16/2022	07/28/2022	081622	343436	77.50	77.50	09/26/2022	INV	PD	RESALE
108949	ADVANTAGE COLLECTION PROFESSIONALS LLC									

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 1

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
551920801 CHECK DATE: 08/16/2022		07/31/2022	081622	343437	7.50	7.50	08/31/2022	INV	PD	Ju1 Collection Commiss
100843 AH HERMEL CANDY & TOBACCO CO										
938664 CHECK DATE: 08/16/2022		08/04/2022	081622	343438	163.86	163.86	09/04/2022	INV	PD	WATER FOR FD
110328 ANTHEM SPORTS LLC										
345565 CHECK DATE: 08/16/2022		07/29/2022	081622	343439	1,257.69	1,257.69	08/29/2022	INV	PD	TURF MATS FOR BATTING
100119 SHAKOPEE VALLEY FORD										
332646FOW CHECK DATE: 08/16/2022		08/09/2022	081622	343440	731.20	731.20	09/09/2022	INV	PD	#1191 HEADLIGHT ASSY
332694FOW CHECK DATE: 08/16/2022		08/09/2022	081622	343440	195.80	195.80	09/09/2022	INV	PD	#1191 LIGHT CONTROL MO
109198 ARCHER MECHANICAL					927.00					
28364 CHECK DATE: 08/16/2022		08/08/2022	081622	343441	10,969.00	10,969.00	08/31/2022	INV	PD	Pool Heat Exchanger
106918 ARTHUR CLESEN INC										
371080 CHECK DATE: 08/16/2022		07/26/2022	081622	343442	97.43	97.43	08/26/2022	INV	PD	VALVE INSERTION TOOL
100146 ASPEN MILLS INC										
297694 CHECK DATE: 08/16/2022		07/27/2022	081622	343443	359.62	359.62	08/26/2022	INV	PD	DUTY UNIFORM-CODY
109892 BEACON ATHLETICS LLC										
0554873-IN CHECK DATE: 08/16/2022		07/22/2022	081622	343444	575.00	575.00	08/21/2022	INV	PD	HOME PLATES FOR BASEBA
105265 BEEBE, DENISE										
103947 CHECK DATE: 08/16/2022		07/27/2022	081622	343445	27.50	27.50	09/01/2022	INV	PD	ELECTION MILEAGE-JUDGE

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 2

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100188 BERRY COFFEE COMPANY										
911050		07/27/2022	081622	343446	115.88	115.88	08/27/2022	INV	PD	CCC coffee
CHECK DATE: 08/16/2022										
911051		07/27/2022	081622	343446	187.38	187.38	08/27/2022	INV	PD	Lodge coffee
CHECK DATE: 08/16/2022										
104834 BLACK CLOVER ENTERPRISES LLC										
BCE138565		07/31/2022	081622	343447	596.25	596.25	08/30/2022	INV	PD	RESALE
CHECK DATE: 08/16/2022										
100201 BCBSM INC										
220803361771		08/03/2022	080922	343423	176,564.44	176,564.44	08/22/2022	INV	PD	SEP EMP INS PREM-MEDIC
CHECK DATE: 08/09/2022										
110726 BODA, SUDHAKAR										
2012233.002		08/01/2022	081622	343448	6.75	6.75	09/01/2022	INV	PD	REFUND ACCOUNT CREDIT
CHECK DATE: 08/16/2022										
PAYEE: BODA, SUDHAKAR										
102279 BOLTON & MENK INC										
0293083		07/13/2022	081622	343449	437.50	437.50	08/15/2022	INV	PD	2022 FUNDING ASSISTANC
CHECK DATE: 08/16/2022										
0294132		07/26/2022	081622	343449	586,633.00	586,633.00	08/26/2022	INV	PD	TH 41 & CSAH 61 IMPROV
CHECK DATE: 08/16/2022										
100214 BORDER STATES INDUSTRIES INC										
924641312	220125	07/27/2022	081622	343450	279.71	279.71	08/25/2022	INV	PD	3 = ARRESTER UD ELBOW
CHECK DATE: 08/16/2022										
924676693	220129	08/02/2022	081622	343450	1,027.55	1,027.55	09/25/2022	INV	PD	5 = ARRESTOR/STDOFF UD
CHECK DATE: 08/16/2022										
924694762	220131	08/04/2022	081622	343450	107.91	107.91	09/25/2022	INV	PD	25 = CONNECT LUG MECH
CHECK DATE: 08/16/2022										
103810 TARA ALISON BRUESKE										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 3

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
0122		08/01/2022	081622	343451	400.00	400.00	08/19/2022	INV	PD	CONCERT 8/19-THE BRUES
CHECK DATE: 08/16/2022										
100254 BRYAN ROCK PRODUCTS INC										
54650		07/31/2022	081622	343452	257.35	257.35	08/30/2022	INV	PD	W/S STOCKPILE
CHECK DATE: 08/16/2022										
100275 CALLAWAY GOLF										
935274796		07/26/2022	081622	343453	475.20	475.20	11/23/2022	INV	PD	RESALE
CHECK DATE: 08/16/2022										
107145 CARRS TREE SERVICE INC										
22880 SW		07/12/2022	081622	343454	11,800.00	11,800.00	08/11/2022	INV	PD	HAZARD TREE REMOVAL FR
CHECK DATE: 08/16/2022										
100287 CARVER COUNTY PUB HLTH/PLAN & WTR										
PWM-22-010		08/03/2022	081622	343455	1,650.00	1,650.00	09/03/2022	INV	PD	IRRIGATION CONTROLLER
CHECK DATE: 08/16/2022										
100285 CARVER COUNTY										
103942		07/19/2022	081622	343456	17,479.34	17,479.34	08/19/2022	INV	PD	2ND QTR FINES & SURCHA
CHECK DATE: 08/16/2022										
100323 CDW GOVERNMENT INC										
B394742		07/12/2022	081622	343457	175.50	175.50	08/11/2022	INV	PD	DESKTOP EQUIP-C LINDAH
CHECK DATE: 08/16/2022										
BNS4844		07/20/2022	081622	343457	607.99	607.99	08/19/2022	INV	PD	IT NETWORK STORAGE DEV
CHECK DATE: 08/16/2022										
BP01352		07/21/2022	081622	343457	1,424.40	1,424.40	08/20/2022	INV	PD	IT NETWORK STORAGE HAR
CHECK DATE: 08/16/2022										
BQ00591		07/23/2022	081622	343457	90.76	90.76	08/22/2022	INV	PD	SFP'S IT INVENTORY
CHECK DATE: 08/16/2022										
BQ76840		07/26/2022	081622	343457	182.75	182.75	08/25/2022	INV	PD	REPLACEMENT MONITOR PD
CHECK DATE: 08/16/2022										
BS93096		07/29/2022	081622	343457	2,300.24	2,300.24	08/28/2022	INV	PD	SURFACE/EQUIP FOR ASST
CHECK DATE: 08/16/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvist

Page 4

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID	AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100332	CENTERPOINT ENERGY RESOURCES CORP				4,781.64						
105010300/JUL22		08/04/2022	081622	343458	4,108.47	4,108.47	09/01/2022	INV	PD	JUL	3210 CHASKA BLVD G
CHECK DATE: 08/16/2022											
100337	QWEST CORPORATION										
304132935		08/01/2022	081622	343460	501.13	501.13	08/31/2022	INV	PD	AUG	SIP PHONE BILL
CHECK DATE: 08/16/2022											
313692512/AUG22		08/01/2022	081622	343459	259.91	259.91	08/29/2022	INV	PD	AUG	TC CLUBHS LOC PHN
CHECK DATE: 08/16/2022											
313773369/AUG22		08/01/2022	081622	343459	111.17	111.17	08/29/2022	INV	PD	AUG	CCC BURGLAR ALARM
CHECK DATE: 08/16/2022											
100374	CHANHASSEN, CITY OF				872.21						
June 2022		08/02/2022	081622	343461	29.46	29.46	08/24/2022	INV	PD	JUN	HWY 41/82ND ST SIG
CHECK DATE: 08/16/2022											
103955	CHASKA AREA FISHING WITH FRIENDS										
103930		08/01/2022	081622	343462	760.00	760.00	09/01/2022	INV	PD		REIMBURSE FISHING CLIN
CHECK DATE: 08/16/2022											
100361	CHASKA HERALD										
1002381-2022		08/08/2022	081622	343463	55.00	55.00	08/19/2022	INV	PD		SUBSCRIPTION RENEWAL-P
CHECK DATE: 08/16/2022											
100368	CHASKA LAUNDRY CENTER										
2228		07/31/2022	081622	343464	263.87	263.87	08/20/2022	INV	PD		TOWELS-TC
CHECK DATE: 08/16/2022											
110717	CHASKA MORAVIAN CHURCH										
10000633		07/29/2022	081622	343465	32.94	32.94	08/29/2022	INV	PD		CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022											
110718	CHASKA MORAVIAN CHURCH										
10000644		07/29/2022	081622	343466	32.94	32.94	08/29/2022	INV	PD		CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022											

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 5

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110240 CINTAS CORPORATION NO 2										
4126234194		07/25/2022	081622	343467	95.61	95.61	08/25/2022	INV	PD	CCC Rug Rental Service
CHECK DATE:	08/16/2022									
4126915626		08/01/2022	081622	343467	95.61	95.61	09/01/2022	INV	PD	CCC Rug Rental Service
CHECK DATE:	08/16/2022									
					191.22					
109942 MANSFIELD TOP SERVICES INC										
32009010769		08/01/2022	081622	343468	3,325.00	3,325.00	08/31/2022	INV	PD	Aug Cur1/Event Cleanin
CHECK DATE:	08/16/2022									
42009004765		07/25/2022	081622	343468	350.00	350.00	08/24/2022	INV	PD	Jul Event Labor
CHECK DATE:	08/16/2022									
					3,675.00					
100418 CLEARSOFT INC										
1		07/29/2022	081622	343469	664.44	664.44	08/29/2022	INV	PD	Water Softener Salt-CC
CHECK DATE:	08/16/2022									
103645		07/27/2022	081622	343469	15,323.00	15,323.00	08/27/2022	INV	PD	new water softener sys
CHECK DATE:	08/16/2022									
154-339		08/01/2022	081622	343469	75.00	75.00	08/27/2022	INV	PD	AUG FD WATER SOFTENER
CHECK DATE:	08/16/2022									
					16,062.44					
100416 ROGER CLEVELAND GOLF CO INC										
7052971 NN		07/05/2022	081622	343470	-214.48	-214.48	08/31/2022	CRM	PD	RESALE CREDIT
CHECK DATE:	08/16/2022									
7085721 SO		07/28/2022	081622	343470	376.56	376.56	10/26/2022	INV	PD	RESALE
CHECK DATE:	08/16/2022									
7086332 NO		07/28/2022	081622	343470	-97.20	-97.20	12/31/2022	CRM	PD	RESALE CREDIT
CHECK DATE:	08/16/2022									
					64.88					
100419 CLOVER CONDOMINIUM ASSOCIATION										
498838-9	220002	08/15/2022	081622	343471	419.95	419.95	09/01/2022	INV	PD	SEP MONTHLY COMMUNITY
CHECK DATE:	08/16/2022									
109691 PRO-SHOPKEEPER COMPUTER SOFTWARE COMPANY										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 6

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
388568 CHECK DATE: 08/16/2022		08/01/2022	081622	343472	625.00	625.00	09/01/2022	INV	PD	AUG TC SOFTWARE
110722 COASTWISE FIREGUARD INC										
880 CHECK DATE: 08/16/2022		07/28/2022	081622	343473	1,140.87	1,140.87	08/28/2022	INV	PD	SPRINKLER REVIEW-212 M
106732 CODY, SARAH										
103946 CHECK DATE: 08/16/2022		07/24/2022	081622	343474	141.85	141.85	09/09/2022	INV	PD	CANDY FOR RIVER CITY D
105466 COMPUTER INTEGRATION TECHNOLOGIES INC										
332371 CHECK DATE: 08/16/2022		07/29/2022	081622	343475	245.30	245.30	08/29/2022	INV	PD	AUG CYBER SECURITY TRA
110239 COMPUTERSHARE TRUST COMPANY NA										
2121380 CHECK DATE: 08/16/2022		08/01/2022	081622	343476	525.00	525.00	08/31/2022	INV	PD	2012A PAYING AGENT FEE
107399 OCCUPATIONAL HEALTH CENTERS OF MN PC										
103588106 CHECK DATE: 08/16/2022		06/03/2022	081622	343477	76.00	76.00	08/10/2022	INV	PD	Drug Testing - New Off
107686 CONCENTRA HEALTH SERVICES INC										
15772483 CHECK DATE: 08/16/2022		06/21/2022	081622	343478	128.00	128.00	09/04/2022	INV	PD	DRUG TESTING
106301 CORE AND MAIN LP										
R228326 CHECK DATE: 08/16/2022	220128	07/18/2022	081622	343479	3,008.78	3,008.78	08/18/2022	INV	PD	INVENTORY-ANODE BAGS
R229080 CHECK DATE: 08/16/2022	220118	07/18/2022	081622	343479	164.50	164.50	08/18/2022	INV	PD	INVENTORY- 4" CLAY PVC
R247292 CHECK DATE: 08/16/2022	220127	07/21/2022	081622	343479	212.45	212.45	08/21/2022	INV	PD	INVENTORY - FLANGE KIT
R317354 CHECK DATE: 08/16/2022		07/29/2022	081622	343479	-467.10	-467.10	08/29/2022	CRM	PD	INVENTORY CREDIT - ANO

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinv1st

Page 7

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID	AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
R321431		08/02/2022	081622	343479	20.00	20.00	09/02/2022	INV	PD		GASKETS FOR CHECK VALV
CHECK DATE: 08/16/2022											
107485 CROWN COLLEGE					2,938.63						
32		08/08/2022	081622	343480	350.00	350.00	09/08/2022	INV	PD		FF EMT/EMR REFRESHER-E
CHECK DATE: 08/16/2022											
100479 CULLIGAN-METRO BROOKLYN PARK											
114-01594506-5	JUL22	07/31/2022	081622	343481	122.55	122.55	08/20/2022	INV	PD		COOLER RENT & WATER
CHECK DATE: 08/16/2022											
100490 DAKOTA SUPPLY GROUP											
53290150-1		07/20/2022	081622	343482	359,742.47	359,742.47	08/29/2022	INV	PD		MATERIALS FOR CREEK RD
CHECK DATE: 08/16/2022											
100508 DDK CONSTRUCTION INC											
4240 HARROW COVE		08/02/2022	081622	343483	2,500.00	2,500.00	09/02/2022	INV	PD		BUILDER DEPOSIT REFUND
CHECK DATE: 08/16/2022											
110720 DOOLEY, ASHLIE											
10009024		07/29/2022	081622	343484	241.98	241.98	08/29/2022	INV	PD		CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022											
105629 DICKS SANITATION SERVICE INC											
DT0004759211		07/31/2022	081622	343485	1,803.49	1,803.49	08/31/2022	INV	PD		Fire & Ice Waste Dispo
CHECK DATE: 08/16/2022											
DT0004760823		07/31/2022	081622	343485	237.99	237.99	08/30/2022	INV	PD		MSB
CHECK DATE: 08/16/2022											
DT0004760824		07/31/2022	081622	343485	198.84	198.84	08/30/2022	INV	PD		FIRE STATION
CHECK DATE: 08/16/2022											
DT0004760825		07/31/2022	081622	343485	625.75	625.75	08/30/2022	INV	PD		CITY HALL
CHECK DATE: 08/16/2022											
DT0004760826		07/31/2022	081622	343485	213.42	213.42	08/30/2022	INV	PD		ATHLETIC PARK
CHECK DATE: 08/16/2022											
DT0004760827		07/31/2022	081622	343485	147.42	147.42	08/30/2022	INV	PD		LION'S PARK
CHECK DATE: 08/16/2022											

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 8

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID	AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
DT0004760828 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	247.42	247.42	08/30/2022	INV	PD		VETERAN'S PARK
DT0004760829 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	147.42	147.42	08/30/2022	INV	PD		COMMUNITY PARK
DT0004760830 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	133.38	133.38	08/30/2022	INV	PD		MCKNIGHT PARK
DT0004760831 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	133.38	133.38	08/30/2022	INV	PD		SUNSET PARK
DT0004760832 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	727.82	727.82	08/30/2022	INV	PD		TOWN COURSE
DT0004760833 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	123.55	123.55	08/30/2022	INV	PD		PAR 30
DT0004760834 CHECK DATE: 08/16/2022		07/31/2022	081622	343485	239.66	239.66	08/30/2022	INV	PD		TOWN COURSE MAINTENANC
					4,979.54						
100577 EASY PICKER GOLF PRODUCTS INC											
0179987-IN CHECK DATE: 08/16/2022		07/25/2022	081622	343486	678.85	678.85	08/24/2022	INV	PD		WATER LINERS
110713 EKLUND, OLIVIA											
33668 CHECK DATE: 08/16/2022		07/29/2022	081622	343487	48.42	48.42	08/29/2022	INV	PD		CREDIT BALANCE REFUND-
102657 ENERGY MANAGEMENT SOLUTIONS INC											
10472 CHECK DATE: 08/16/2022		08/01/2022	081622	343488	7,327.00	7,327.00	09/01/2022	INV	PD		AUG RETAINING FEE
110568 KIRI ANN FAUL											
1225 CHECK DATE: 08/16/2022		08/04/2022	081622	343489	3,250.00	3,250.00	09/03/2022	INV	PD		PSYCH EVALS FOR NEW FF
100649 FEDERAL EXPRESS CORPORATION											
7-817-40007 CHECK DATE: 08/11/2022		07/13/2022	081122	343426	34.70	34.70	07/28/2022	INV	PD		UB SHIPPING 7/7 FROM U
110169 FELHABER LARSON FENLON AND VOGT PA											

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
691507		08/02/2022	081622	343490	11,522.00	11,522.00	09/02/2022	INV	PD	TH 41 Project-Property
CHECK DATE: 08/16/2022										
691508		08/02/2022	081622	343490	6,231.00	6,231.00	09/02/2022	INV	PD	Creek Rd Trunk Sewer E
CHECK DATE: 08/16/2022										
					17,753.00					
100653 FERGUSON ENTERPRISES INC										
0213428		07/12/2022	081622	343491	229.90	229.90	08/12/2022	INV	PD	FITTINGS FOR FILL VALV
CHECK DATE: 08/16/2022										
100658 FERGUSON WATERWORKS										
0497496	220119	07/13/2022	081622	343492	2,663.41	2,663.41	08/13/2022	INV	PD	INVENTORY-BOX EXTENSIO
CHECK DATE: 08/16/2022										
100655 FERRELLGAS 7780961										
1120007927		07/13/2022	081622	343631	47.19	47.19	08/13/2022	INV	PD	PROPANE
CHECK DATE: 08/16/2022										
106319 CHAD JEREMY FIGG										
Ju1 2022		08/01/2022	081622	343494	451.80	451.80	08/31/2022	INV	PD	Ju1 Tae Kwon Do
CHECK DATE: 08/16/2022										
109941 BRIDGETOWER OPCO LLC										
745489571		07/28/2022	081622	343495	145.90	145.90	08/28/2022	INV	PD	The Loop Clubhouse & M
CHECK DATE: 08/16/2022										
100672 BDG INC										
27854		08/03/2022	081622	343496	77.55	77.55	09/02/2022	INV	PD	SEALS FOR JETTER NOZZL
CHECK DATE: 08/16/2022										
100703 NORTH SECOND STREET STEEL SUPPLY INC										
515907		07/19/2022	081622	343497	972.20	972.20	08/19/2022	INV	PD	Repair emergency stair
CHECK DATE: 08/16/2022										
100737 GMH ASPHALT CORPORATION										
52492200-8		07/27/2022	081622	343498	58,741.64	58,741.64	08/27/2022	INV	PD	2021 DT RECONSTRUCTION
CHECK DATE: 08/16/2022										

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
106901 INFLECTION.COM INC										
CIT02939049		07/31/2022	081622	343499	270.00	270.00	08/30/2022	INV	PD	JUL BACKGROUND CHECKS
CHECK DATE: 08/16/2022										
101463 GOPHER STATE ONE CALL										
2070283		07/31/2022	081622	343500	930.15	930.15	08/30/2022	INV	PD	JULY LOCATES
CHECK DATE: 08/16/2022										
100763 GRACZYK, NOEL										
103684		07/26/2022	081622	343501	49.19	49.19	08/26/2022	INV	PD	MILEAGE-MMPA ANNUAL MT
CHECK DATE: 08/16/2022										
100759 WW GRAINGER INC										
9383475184		07/20/2022	081622	343502	94.94	94.94	08/19/2022	INV	PD	FAUCET REPLACEMENT PAR
CHECK DATE: 08/16/2022										
9389857286		07/26/2022	081622	343502	817.04	817.04	08/25/2022	INV	PD	EXHAUST FAN (LODGE)
CHECK DATE: 08/16/2022										
100785 HACH COMPANY					911.98					
13176459		08/03/2022	081622	343503	415.47	415.47	09/03/2022	INV	PD	WTP CHLORINE
CHECK DATE: 08/16/2022										
13178653		08/04/2022	081622	343503	574.56	574.56	09/04/2022	INV	PD	WTP CHEMICALS
CHECK DATE: 08/16/2022										
100807 HARTMAN COMPANIES INC					990.03					
11521		05/18/2022	081622	343504	23,006.00	23,006.00	07/28/2022	INV	PD	REFORESTATION OF 2021
CHECK DATE: 08/16/2022										
110725 HASSEN, ABDI										
2012232.002		08/01/2022	081622	343505	9.00	9.00	09/01/2022	INV	PD	REFUND FOR CASH PAYMEN
CHECK DATE: 08/16/2022										PAYEE: HASSEN, ABDI
100810 HAWKINS INC										
6246466		07/23/2022	081622	343506	9,219.42	9,219.42	09/06/2022	INV	PD	WTP CHEMICALS
CHECK DATE: 08/16/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 11

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
100829 THOMAS SCOTT HEISERMAN										
103889		08/01/2022	081622	343507	60.00	60.00	09/01/2022	INV	PD	entertainment -walk in
CHECK DATE: 08/16/2022										
100841 HERMANS LANDSCAPE SUPPLIES										
438931/1		07/26/2022	081622	343508	357.00	357.00	08/26/2022	INV	PD	BLACK DIRT FOR WASHOUT
CHECK DATE: 08/16/2022										
100848 HIGH TECH CLEANING INC										
17943		08/01/2022	081622	343509	3,294.00	3,294.00	09/01/2022	INV	PD	CITY HALL
CHECK DATE: 08/16/2022										
17944		08/01/2022	081622	343509	520.00	520.00	09/01/2022	INV	PD	COMMUNITY ROOM - CLOVE
CHECK DATE: 08/16/2022										
17945		08/01/2022	081622	343509	1,593.00	1,593.00	09/01/2022	INV	PD	FIRE STATION
CHECK DATE: 08/16/2022										
17946		08/01/2022	081622	343509	1,215.00	1,215.00	09/01/2022	INV	PD	HISTORY CENTER
CHECK DATE: 08/16/2022										
17947		08/01/2022	081622	343509	215.00	215.00	09/01/2022	INV	PD	IT DEPARTMENT
CHECK DATE: 08/16/2022										
17948		08/01/2022	081622	343509	2,100.00	2,100.00	09/01/2022	INV	PD	MSB
CHECK DATE: 08/16/2022										
17949		08/01/2022	081622	343509	185.00	185.00	09/01/2022	INV	PD	STANTEC WAREHOUSE
CHECK DATE: 08/16/2022										
17950		08/01/2022	081622	343509	665.00	665.00	09/01/2022	INV	PD	WTP
CHECK DATE: 08/16/2022										
					9,787.00					
100859 HOISINGTON KOEGLER GROUP INC										
019-047-4		07/13/2022	081622	343510	4,706.85	4,706.85	08/13/2022	INV	PD	SAVANNA PARK DESIGN FE
CHECK DATE: 08/16/2022										
022-029-3		08/08/2022	081622	343510	1,280.00	1,280.00	09/08/2022	INV	PD	JUL PLANNING SERVICES
CHECK DATE: 08/16/2022										
					5,986.85					
106151 HOLT TOUR AND CHARTER INC										
48236		07/21/2022	081622	343511	650.00	650.00	08/28/2022	INV	PD	transportation for Sr.

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 12

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID	AMOUNT DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 08/16/2022										
100878 HUEBSCH										
84176/JUL2022		07/31/2022	081622	343512	1,598.28	1,598.28	08/10/2022	INV	PD	JUL RUG/MAT SVC
CHECK DATE: 08/16/2022										
100879 PRAIRIE TECHNOLOGIES INC OF MN										
220489		07/18/2022	081622	343513	345.00	345.00	08/18/2022	INV	PD	REPAIR RTU #2 DAMPER C
CHECK DATE: 08/16/2022										
108162 HYDRO-DESIGNS INC										
0067905-IN		07/31/2022	081622	343514	680.96	680.96	08/30/2022	INV	PD	RPZ TESTING MGT JULY 2
CHECK DATE: 08/16/2022										
100889 INTERNATIONAL CITY MGMT ASSN RETIREMENT CORP										
2022/0729-ICMA		07/29/2022	080222-2	343416	5,361.61	5,361.61	07/29/2022	INV	PD	072922 Payroll - 457 &
CHECK DATE: 08/02/2022										
104751 IMPACT MAILING OF MINNESOTA INC										
201108		08/05/2022	081622	343515	9,304.51	9,304.51	08/31/2022	INV	PD	Jul Bills
CHECK DATE: 08/16/2022										
201118		07/26/2022	081622	343515	1,165.89	1,165.89	08/26/2022	INV	PD	Jul Reminders
CHECK DATE: 08/16/2022										
201119		07/26/2022	081622	343515	487.43	487.43	08/26/2022	INV	PD	Jul Disconnects
CHECK DATE: 08/16/2022										
201120		07/26/2022	081622	343515	637.83	637.83	08/26/2022	INV	PD	Jul Final Bills
CHECK DATE: 08/16/2022										
110528 INVOICE CLOUD INC					11,595.66					
3052-2022_7		07/31/2022	081622	343516	9,570.41	9,570.41	08/10/2022	INV	PD	Jul UB Payment Process
CHECK DATE: 08/16/2022										
108948 AUDRANN INC										
1376417		07/08/2022	081622	343517	288.10	288.10	08/22/2022	INV	PD	TEMP CONTROL FOR MAU #
CHECK DATE: 08/16/2022										
1376493		07/08/2022	081622	343517	247.17	247.17	08/22/2022	INV	PD	ZONE DAMPER FOR HISTOR

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 13

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
1379007	08/16/2022	07/26/2022	081622	343517	302.16	302.16	09/09/2022	INV	PD	FAN MOTOR FOR ST. FRAN
100972 JT SERVICES OF MINNESOTA					837.43					
JT22-209-05	220123	07/28/2022	081622	343518	23,085.00	23,085.00	08/27/2022	INV	PD	19 = FIXTURE LED 80W G
JT22-209-06	220124	07/28/2022	081622	343518	4,860.00	4,860.00	08/27/2022	INV	PD	4 = FIXTURE LED 80W GR
JT22-209-08	220121	07/28/2022	081622	343518	13,091.00	13,091.00	08/27/2022	INV	PD	19 = STREET LIGHT STD
JT22-209-09	220122	07/28/2022	081622	343518	2,756.00	2,756.00	08/27/2022	INV	PD	4 = STREET LIGHT STD 2
110015 KDR HOMES					43,792.00					
4018 SAVANNA CT	08/16/2022	08/02/2022	081622	343519	2,500.00	2,500.00	09/02/2022	INV	PD	BUILDER DEPOSIT REFUND
106203 PHILIP KITZE										
373	08/16/2022	08/03/2022	081622	343520	500.00	500.00	08/17/2022	INV	PD	CONCERT 8/17-THE RESON
107153 ARK SPORTS INC										
6078	08/16/2022	07/29/2022	081622	343521	750.00	750.00	08/31/2022	INV	PD	PVC for mounted Patch
101018 KRISS PREMIUM PRODUCTS INC										
179150	08/16/2022	07/18/2022	081622	343522	336.00	336.00	08/18/2022	INV	PD	Condensing Tower Chemi
179268	08/16/2022	07/26/2022	081622	343522	1,499.50	1,499.50	08/26/2022	INV	PD	COOLING CHEMICALS-CURL
102881 LANO EQUIPMENT INC					1,835.50					
03-926939	08/16/2022	07/19/2022	081622	343523	251.21	251.21	08/19/2022	INV	PD	PARTS FOR CHAINSAWS

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 14

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
03-926941 CHECK DATE: 08/16/2022		07/19/2022	081622	343523	520.76	520.76	08/19/2022	INV	PD	PARTS FOR CHAINSAWS
					771.97					
101043 LANO EQUIPMENT INC										
01-927598 CHECK DATE: 08/16/2022		07/21/2022	081622	343524	14.84	14.84	08/21/2022	INV	PD	BOLTS FOR CHOP SAW
01-929175 CHECK DATE: 08/16/2022		07/28/2022	081622	343524	375.00	375.00	08/28/2022	INV	PD	STUMP GRINDER RENTAL -
					389.84					
110719 LANO, ANTHONY										
10004864 CHECK DATE: 08/16/2022		07/29/2022	081622	343525	96.09	96.09	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
110714 LARSON, ALEX										
34234 CHECK DATE: 08/16/2022		07/29/2022	081622	343526	19.42	19.42	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
110732 LAWSON PRODUCTS INC										
9309803909 CHECK DATE: 08/16/2022		08/02/2022	081622	343527	50.09	50.09	09/02/2022	INV	PD	LUBRICANT FOR FIRE TRU
101057 LEAGUE OF MINNESOTA CITIES										
10002436/AUG22 CHECK DATE: 08/16/2022		08/04/2022	081622	343528	20,442.00	20,442.00	09/01/2022	INV	PD	WORKERS COMPENSATION I
101694 RUSSELL LEISTIKO										
20220610 CHECK DATE: 08/16/2022		06/25/2022	081622	343529	1,080.00	1,080.00	07/28/2022	INV	PD	JUNE STORM CLEANUP
110118 LOCKRIDGE GRINDAL HAUEN PLLP										
07615 CHECK DATE: 08/16/2022		07/01/2022	081622	343530	3,333.33	3,333.33	08/01/2022	INV	PD	Jul Lobbyist for City
103842 LOCAL GOVERNMENT INFORMATION SYSTEMS										
52478		08/01/2022	081622	343531	804.00	804.00	08/31/2022	INV	PD	AUG SA SUPPORT

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinv1st

Page 15

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
CHECK DATE: 08/16/2022										
105139 LUBE TECH AND PARTNERS LLC										
2976855		07/30/2022	081622	343532	364.29	364.29	08/29/2022	INV	PD	GREASE FORE EQUIP CART
CHECK DATE: 08/16/2022										
105710 MACQUEEN EMERGENCY GROUP										
P03068		08/05/2022	081622	343533	22,258.84	22,258.84	09/05/2022	INV	PD	FF TURNOUT GEAR (5)
CHECK DATE: 08/16/2022										
101124 MACQUEEN EQUIPMENT										
W10509		07/26/2022	081622	343534	2,809.26	2,809.26	08/26/2022	INV	PD	T20 SEWERLINE CAMERA R
CHECK DATE: 08/16/2022										
110107 CARRIE CORLEE GOETTLICHER										
71622-1		08/01/2022	081622	343535	1,255.00	1,255.00	09/01/2022	INV	PD	Fire & Ice Face Painte
CHECK DATE: 08/16/2022										
104521 MANGOLD GROUP LLC										
6104		07/31/2022	081622	343536	2,313.37	2,313.37	08/29/2022	INV	PD	JUL MT PLEASANT MAINTA
CHECK DATE: 08/16/2022										
110712 MCCAULEY, TIM M										
10009934		07/29/2022	081622	343537	182.31	182.31	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022										
101154 MCFOA										
103838		08/04/2022	081622	343538	40.00	40.00	08/04/2022	INV	PD	Region IV Meeting Regi
CHECK DATE: 08/16/2022										
106904 MCMASTER-CARR SUPPLY COMPANY										
82265763		07/29/2022	081622	343539	132.89	132.89	08/29/2022	INV	PD	BOLTS FOR PEDESTALS
CHECK DATE: 08/16/2022										
101183 METROPOLITAN COUNCIL										
JUL 2022 SAC		07/31/2022	081622	343540	145,148.85	145,148.85	08/31/2022	INV	PD	JUL SAC CHARGES
CHECK DATE: 08/16/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 16

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101182 METROPOLITAN COUNCIL										
0001143757		08/05/2022	081622	343541	256,023.00	256,023.00	09/01/2022	INV	PD	SEP SEWER SERVICES FOR
CHECK DATE: 08/16/2022										
101187 METRO SALES INC										
INV2089835		07/25/2022	081622	343542	122.00	122.00	08/24/2022	INV	PD	AUG FD COPIER
CHECK DATE: 08/16/2022										
INV2090158		07/25/2022	081622	343542	297.49	297.49	08/24/2022	INV	PD	QTRLY FD COPIER USAGE
CHECK DATE: 08/16/2022										
INV2090186		07/25/2022	081622	343542	838.57	838.57	08/24/2022	INV	PD	MSB RICOH COPIER
CHECK DATE: 08/16/2022										
INV2091096		07/25/2022	081622	343542	160.31	160.31	08/24/2022	INV	PD	TC COPIER CONTRACT-SEM
CHECK DATE: 08/16/2022										
INV2098990		08/05/2022	081622	343542	197.00	197.00	09/04/2022	INV	PD	Contract Invoice
CHECK DATE: 08/16/2022										
					1,615.37					
101196 MID COUNTY COOP #122622										
55046		08/04/2022	081122	343427	1,019.79	1,019.79	09/04/2022	INV	PD	201 GLS DIESEL-TC
CHECK DATE: 08/11/2022										
55047		08/04/2022	081122	343427	564.19	564.19	09/04/2022	INV	PD	87 GLS GAS-TC
CHECK DATE: 08/11/2022										
					1,583.98					
110716 MIDWEST REALTY SERVICES										
10000594		07/29/2022	081622	343543	3.30	3.30	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022										
105998 MILBANK WINWATER WORKS										
179931 01	220126	07/14/2022	081622	343544	2,692.93	2,692.93	08/14/2022	INV	PD	INVENTORY - 2" SSM MET
CHECK DATE: 08/16/2022										
101217 MINNESOTA CHILD SUPPORT PMT CTR										
PR072922001510208001		07/29/2022	080222-2	343417	184.58	184.58	07/29/2022	INV	PD	072922 Payroll - Child
CHECK DATE: 08/02/2022										

Report generated: 08/15/2022 10:32
 User: 8492mrob
 Program ID: apinvlst

Page 17

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101227 MINNESOTA ELEVATOR INC										
966204		06/01/2022	081622	343545	442.16	442.16	07/01/2022	INV	PD	Jun CCC Elevator Servi
CHECK DATE: 08/16/2022										
970982		07/01/2022	081622	343545	432.16	432.16	08/01/2022	INV	PD	Ju1 CCC Elevator Servi
CHECK DATE: 08/16/2022										
975700		08/01/2022	081622	343545	422.16	422.16	08/31/2022	INV	PD	Aug CCC Elevator Servi
CHECK DATE: 08/16/2022										
					1,296.48					
101236 MINNESOTA GOLF ASSOCIATION INC										
512491		07/25/2022	081622	343546	2,095.00	2,095.00	08/25/2022	INV	PD	MEMBERSHIP FEES
CHECK DATE: 08/16/2022										
100343 MINNESOTA VALLEY COMMUNITY BAND										
103926		07/08/2022	081622	343547	400.00	400.00	08/08/2022	INV	PD	CONCERT 8/5-MN VALLEY
CHECK DATE: 08/16/2022										
101276 MINNESOTA VALLEY ELECTRIC COOPERATIVE										
107050711/JUL22		07/27/2022	081122	343428	816.42	816.42	08/22/2022	INV	PD	JUL ST LITES-TOWN COUR
CHECK DATE: 08/11/2022										
121770311/JUL22		07/27/2022	081122	343428	25.34	25.34	08/22/2022	INV	PD	JUL 4255 CREEK RD
CHECK DATE: 08/11/2022										
					841.76					
106884 CHRISTOPHER J COLLINS										
1070		08/04/2022	081622	343548	1,353.00	1,353.00	09/04/2022	INV	PD	2022 Women's Softball
CHECK DATE: 08/16/2022										
1071		08/04/2022	081622	343548	1,353.00	1,353.00	09/04/2022	INV	PD	2022 Co-Rec Softball -
CHECK DATE: 08/16/2022										
					2,706.00					
105308 MINNESOTA VALLEY UTILITY SERVICES LLC										
1340		08/08/2022	081622	343549	2,255.84	2,255.84	09/07/2022	INV	PD	SUBSTATION MAINTENANCE
CHECK DATE: 08/16/2022										
101281 KRISTIE MITCHELL										
103816		08/08/2022	081622	343550	3,719.66	3,719.66	09/08/2022	INV	PD	Summer 2022 Learn to S
CHECK DATE: 08/16/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 18

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107755 STATE OF MINNESOTA										
103937		08/08/2022	081622	343551	100.00	100.00	09/14/2022	INV	PD	2022 PRESERVE MN CONF-
CHECK DATE: 08/16/2022										
101341 MINNESOTA DEPT OF LABOR & INDUSTRY										
JULY0190352022		07/31/2022	081622	343552	6,016.33	6,016.33	08/31/2022	INV	PD	JUL PERMIT SURCHARGES
CHECK DATE: 08/16/2022										
107078 MOBOTREX INC										
259719	220130	07/29/2022	081622	343553	212.00	212.00	08/28/2022	INV	PD	4 = LAMP TRAFFIC RED L
CHECK DATE: 08/16/2022										
105853 MOR GOLF AND UTILITY INC										
34055		08/01/2022	081622	343554	326.11	326.11	09/01/2022	INV	PD	CART REPAIR PARTS
CHECK DATE: 08/16/2022										
101324 MOTOROLA										
8281422666		07/21/2022	081622	343555	128,946.20	128,946.20	08/20/2022	INV	PD	25 FD RADIOS
CHECK DATE: 08/16/2022										
101364 SHELLY NAHAN										
103716		07/29/2022	081622	343556	410.00	410.00	08/01/2022	INV	PD	Babysitting 101 7/25/2
CHECK DATE: 08/16/2022										
101365 STAR GROUP LLC										
4472/JUL2022		07/31/2022	080922	343424	1,930.71	1,930.71	08/10/2022	INV	PD	JUL PARTS & SUPPLIES
CHECK DATE: 08/09/2022										
106198 NAVIANT INC										
00145545		08/02/2022	081622	343557	3,272.00	3,272.00	08/22/2022	INV	PD	JUL ONBASE HOSTING FEE
CHECK DATE: 08/16/2022										
105875 NETWORKFLEET INC										
OSV000002838492		08/01/2022	081122	343429	259.04	259.04	09/01/2022	INV	PD	Data Processing GPS
CHECK DATE: 08/11/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 19

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
110723 NGUYEN, AUDREY										
2012206.002		08/01/2022	081622	343558	200.00	200.00	08/31/2022	INV	PD	RFD F&I VENDOR FEE-MEC
CHECK DATE: 08/16/2022										PAYEE: NGUYEN, AUDREY
102654 NORTH AMERICAN SAFETY INC										
INV67392		07/28/2022	081622	343559	1,218.75	1,218.75	09/28/2022	INV	PD	28" REFLECTIVE CONES
CHECK DATE: 08/16/2022										
101470 O'REILLY AUTOMOTIVE STORES INC										
556275/JUL2022		07/28/2022	081122	343430	199.48	199.48	08/20/2022	INV	PD	JUL PARTS & SUPPLIES
CHECK DATE: 08/11/2022										
110570 ODP BUSINESS SOLUTIONS LLC										
255887308001-1		07/22/2022	081622	343560	39.19	39.19	08/27/2022	INV	PD	Folgers Coffee for bre
CHECK DATE: 08/16/2022										
255887308001-2		07/22/2022	081622	343560	3.89	3.89	08/27/2022	INV	PD	Scissors for workroom
CHECK DATE: 08/16/2022										
255887308001-3		07/22/2022	081622	343560	111.96	111.96	08/27/2022	INV	PD	Copy paper for the wor
CHECK DATE: 08/16/2022										
110727 JAMES OLSON					155.04					
140801		08/01/2022	081622	343561	450.00	450.00	09/01/2022	INV	PD	STRAW
CHECK DATE: 08/16/2022										
101465 ON SITE SANITATION INC										
0001367344		07/28/2022	081622	343562	3,361.00	3,361.00	08/28/2022	INV	PD	RIVER CITY DAYS
CHECK DATE: 08/16/2022										
0001374188		08/05/2022	081622	343562	232.00	232.00	09/04/2022	INV	PD	FLAGS AND HONOR CAR SH
CHECK DATE: 08/16/2022										
109018 OPENDOOR LABS INC					3,593.00					
33053-5		07/29/2022	081622	343563	18.21	18.21	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022										
110724 OSTLUND, ABBY										

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2012222.002 CHECK DATE: 08/16/2022		08/01/2022	081622	343564	30.00	30.00	09/01/2022	INV	PD	RFD YOUTH BASEBALL
101484 PAPCO INC										PAYEE: OSTLUND, ABBY
225722 CHECK DATE: 08/16/2022		07/19/2022	081622	343565	66.49	66.49	08/18/2022	INV	PD	Parts for Arena Autosc
101510 PERFORMANCE PLUS LLC										
122964 CHECK DATE: 08/16/2022		08/02/2022	081622	343566	566.00	566.00	09/01/2022	INV	PD	FF MEDICAL EXAM PRE-EM
110639 PERKINS + WILL INC										
0190536 CHECK DATE: 08/16/2022		08/02/2022	081622	343567	16,175.99	16,175.99	09/02/2022	INV	PD	CCC Master Plan thru J
104066 PINE PRODUCTS INC										
125094 CHECK DATE: 08/16/2022		08/01/2022	081622	343568	1,760.00	1,760.00	08/31/2022	INV	PD	LANDSCAPE MULCH FOR PA
101535 PITNEY BOWES INC										
1021153491 CHECK DATE: 08/16/2022		07/18/2022	081622	343569	62.02	62.02	08/17/2022	INV	PD	POSTAGE MACHINE INK PA
101539 PLAISTED COMPANIES INC										
54439 CHECK DATE: 08/16/2022		07/31/2022	081622	343570	4,347.95	4,347.95	08/31/2022	INV	PD	TOPDRESSING & BUNKER S
110730 EXCEPTIONAL EXAMPLE EXPERIENCES INC										
1126 CHECK DATE: 08/16/2022		05/16/2022	081622	343571	8,000.00	8,000.00	09/05/2022	INV	PD	EMPATHABLE EXPERIENCE
101557 POWER SYSTEM ENGINEERING INC										
9042688 CHECK DATE: 08/16/2022		08/04/2022	081622	343572	5,830.00	5,830.00	09/04/2022	INV	PD	ENGINEERING SERVICES "
9042689 CHECK DATE: 08/16/2022		08/04/2022	081622	343572	1,131.25	1,131.25	08/25/2022	INV	PD	CHASKA COORDINATION ST

Report generated: 08/15/2022 10:32
User: 8492mrob
Program ID: apinvlst

Page 21

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					6,961.25					
101564 PRAIRIE RESTORATIONS INC										
33719		07/27/2022	081622	343573	355.00	355.00	08/26/2022	INV	PD	WTP 2022 VEGETATION MG
CHECK DATE: 08/16/2022										
107855 STAPLES INC										
26541466-1		07/22/2022	081622	343574	56.30	56.30	08/21/2022	INV	PD	Scotch and shipping ta
CHECK DATE: 08/16/2022										
26541466-2		07/22/2022	081622	343574	45.99	45.99	08/21/2022	INV	PD	Folgers Coffee for Bre
CHECK DATE: 08/16/2022										
26602112-1		07/26/2022	081622	343574	71.04	71.04	08/25/2022	INV	PD	Name tags and laminate
CHECK DATE: 08/16/2022										
26602112-2		07/26/2022	081622	343574	10.55	10.55	08/25/2022	INV	PD	Beverage napkins for t
CHECK DATE: 08/16/2022										
26614960		07/27/2022	081622	343574	10.36	10.36	08/26/2022	INV	PD	White beverage napkins
CHECK DATE: 08/16/2022										
26634059-1		07/27/2022	081622	343574	23.37	23.37	08/26/2022	INV	PD	Paper clips and storag
CHECK DATE: 08/16/2022										
26634059-2		07/27/2022	081622	343574	13.68	13.68	08/26/2022	INV	PD	Sandwich and gallon st
CHECK DATE: 08/16/2022										
26691789		07/29/2022	081622	343574	20.28	20.28	08/28/2022	INV	PD	2 stamps for Finance T
CHECK DATE: 08/16/2022										
26825616		08/04/2022	081622	343574	11.79	11.79	09/03/2022	INV	PD	Scanned stamp for Fina
CHECK DATE: 08/16/2022										
					263.36					
101683 R & R PRODUCTS INC										
CD2698825		07/18/2022	081622	343575	218.88	218.88	08/17/2022	INV	PD	DIGITAL GAUGE
CHECK DATE: 08/16/2022										
101684 R & R SPECIALTIES OF WISCONSIN INC										
0076203-IN		07/29/2022	081622	343576	65.00	65.00	08/29/2022	INV	PD	Zamboni Blade Sharpeni
CHECK DATE: 08/16/2022										
110721 REH & JHH LLC										
10014638		07/29/2022	081622	343577	55.37	55.37	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101631 REINDERS INC										
3180895-00		07/29/2022	081622	343578	1,227.75	1,227.75	08/28/2022	INV	PD	HERBICIDE-THE LOOP
CHECK DATE: 08/16/2022										
101638 RURAL ELECTRIC SUPPLY COOPERATIVE										
869144-00		08/02/2022	081622	343579	2.03	2.03	09/02/2022	INV	PD	GROUND ROD CLAMP - MIS
CHECK DATE: 08/16/2022										
107697 RIVERS EDGE CONCRETE LLC										
C2530597		07/13/2022	081622	343580	769.50	769.50	08/13/2022	INV	PD	CURB REPAIR POUR - WHI
CHECK DATE: 08/16/2022										
101669 ROBERT HALF TECHNOLOGY										
60408822		07/25/2022	081622	343581	1,309.37	1,309.37	08/25/2022	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 08/16/2022										
60412475		07/25/2022	081622	343581	3,800.00	3,800.00	08/25/2022	INV	PD	PR TEMP-RADDATZ W/E 7/
CHECK DATE: 08/16/2022										
60450866		08/01/2022	081622	343581	1,388.80	1,388.80	09/01/2022	INV	PD	UB TEMP-WALKER W/E 7/2
CHECK DATE: 08/16/2022										
60454414		08/01/2022	081622	343581	3,752.50	3,752.50	09/01/2022	INV	PD	PR TEMP-RADDATZ W/E 7/
CHECK DATE: 08/16/2022										
60468141		08/02/2022	081622	343581	1,287.90	1,287.90	09/02/2022	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 08/16/2022										
60490552		08/08/2022	081622	343581	1,111.04	1,111.04	09/08/2022	INV	PD	UB TEMP-WALKER W/E 8/5
CHECK DATE: 08/16/2022										
60493421		08/08/2022	081622	343581	1,030.32	1,030.32	09/08/2022	INV	PD	BLDG INSP TEMP-KLEHR W
CHECK DATE: 08/16/2022										
60494334		08/08/2022	081622	343581	3,800.00	3,800.00	09/08/2022	INV	PD	PR TEMP-RADDATZ W/E 8/
CHECK DATE: 08/16/2022										
					17,479.93					
101673 ROCHESTER MIDLAND CORP										
INV00331074		07/25/2022	081622	343582	22.86	22.86	08/24/2022	INV	PD	CITY HALL
CHECK DATE: 08/16/2022										
101696 RYAN CONTRACTING CO										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 23

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
53290190-7 CHECK DATE: 08/16/2022		07/22/2022	081622	343583	82,184.45	82,184.45	08/22/2022	INV	PD	CLOVER RDG DR/FREY PRO
100574 SAFETY SIGNS										
0130301-IN CHECK DATE: 08/16/2022		07/27/2022	081622	343584	3,090.00	3,090.00	08/26/2022	INV	PD	SIGN POSTS
22002501 CHECK DATE: 08/16/2022		07/19/2022	081622	343585	1,030.10	1,030.10	08/19/2022	INV	PD	SAFETY SIGN RENTAL FOR
109896 SAFETYFIRST SPECIALTY CONTRACTING INC					4,120.10					
8197 CHECK DATE: 08/16/2022		07/26/2022	081622	343586	3,314.29	3,314.29	08/26/2022	INV	PD	WOOD FIBER FOR CITY PA
110709 SCHAFFER, DAWN										
2012198.002 CHECK DATE: 08/16/2022		07/28/2022	081622	343587	188.00	188.00	08/28/2022	INV	PD	CHILDCARE PMT REFUND PAYEE: SCHAFFER, DAWN
101738 SCHILLING SUPPLY COMPANY										
879633-01 CHECK DATE: 08/16/2022		07/26/2022	081622	343588	20.66	20.66	08/26/2022	INV	PD	Cleaning Supplies-CCC
882726-00 CHECK DATE: 08/16/2022		08/08/2022	081622	343588	1,933.83	1,933.83	09/08/2022	INV	PD	Cleaning Supplies-CCC
108102 SECURITAS ELECTRONIC SECURITY INC					1,954.49					
7001039405 CHECK DATE: 08/16/2022		07/19/2022	081622	343589	141.75	141.75	08/19/2022	INV	PD	BOUNTIFUL BSKT 8/1/202
7001039406 CHECK DATE: 08/16/2022		07/19/2022	081622	343589	193.20	193.20	08/19/2022	INV	PD	CITY HALL ELEVATOR 8/1
104416 KELBRO COMPANY					334.95					
2792730 CHECK DATE: 08/16/2022		07/25/2022	081622	343590	458.16	458.16	08/25/2022	INV	PD	OAK 19 ICE MACHINE SER
109947 SHELTERTECH CORPORATION										

Report generated: 08/15/2022 10:32
User: 8482mrob
Program ID: apinvlst

Page 24

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
12371-D		07/21/2022	081622	343591	6,980.00	6,980.00	08/21/2022	INV	PD	423 WALNUT ST WASTE RE
CHECK DATE: 08/16/2022										
104827 ROHN INDUSTRIES										
579339		07/11/2022	081622	343592	20.25	20.25	08/11/2022	INV	PD	Security Console
CHECK DATE: 08/16/2022										
104547 SITEONE LANDSCAPE SUPPLY HOLDING LLC										
121538166-001		07/19/2022	081622	343593	2,778.71	2,778.71	08/19/2022	INV	PD	IRRIGATION SUPPLIES FO
CHECK DATE: 08/16/2022										
121549805-001		07/19/2022	081622	343593	-462.40	-462.40	08/19/2022	CRM	PD	PRE-EMERGENT FOR CITY
CHECK DATE: 08/16/2022										
121552360-001		07/19/2022	081622	343593	408.00	408.00	08/19/2022	INV	PD	PRE-EMERGENT HERBICIDE
CHECK DATE: 08/16/2022										
121626935-001		07/21/2022	081622	343593	1,625.89	1,625.89	08/21/2022	INV	PD	IRRIGATION SUPPLIES FO
CHECK DATE: 08/16/2022										
121638040-001		07/27/2022	081622	343593	1,313.40	1,313.40	08/27/2022	INV	PD	SCHOOL & CITY IRRIGATI
CHECK DATE: 08/16/2022										
121863352-001		07/28/2022	081622	343593	474.85	474.85	08/28/2022	INV	PD	IRRIGATION SUPPLIES SC
CHECK DATE: 08/16/2022										
122219664-001		08/08/2022	081622	343593	288.83	288.83	09/15/2022	INV	PD	IRRIGATION PARTS FOR C
CHECK DATE: 08/16/2022										
106596 SIWEK LUMBER JORDAN INC					6,427.28					
56156		07/29/2022	081622	343594	431.98	431.98	08/28/2022	INV	PD	POSTS FOR SAND VOLLEYB
CHECK DATE: 08/16/2022										
109030 SMITH, AARON W										
163785		07/31/2022	081622	343595	285.24	285.24	08/31/2022	INV	PD	REPLACE LOST PAYROLL C
CHECK DATE: 08/16/2022										
163818		07/31/2022	081622	343595	34.21	34.21	08/31/2022	INV	PD	REPLACE LOST PAYROLL C
CHECK DATE: 08/16/2022										
					319.45					
101828 SOUTHWEST NEWS MEDIA										
2160436		05/05/2022	081122-2	343432	113.93	113.93	06/25/2022	INV	PD	2ND/PINE RETAINING WAL
CHECK DATE: 08/11/2022										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 25

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2160604 CHECK DATE: 08/11/2022		05/12/2022	081122-2	343432	95.56	95.56	06/25/2022	INV	PD	LIONS PARK SHELTER BID
2161133 CHECK DATE: 08/11/2022		05/26/2022	081122-2	343432	224.18	224.18	06/25/2022	INV	PD	ORD REZONE FORMACOA A
2161134 CHECK DATE: 08/11/2022		05/26/2022	081122-2	343432	66.15	66.15	06/25/2022	INV	PD	APT BLDG FINAL PLOT, P
2161135 CHECK DATE: 08/11/2022		05/26/2022	081122-2	343432	58.80	58.80	06/25/2022	INV	PD	CUP HIS HOUSE
2164531 CHECK DATE: 08/16/2022		07/07/2022	081622	343596	705.60	705.60	08/25/2022	INV	PD	2021 FINANCIAL STATEME
2164698 CHECK DATE: 08/16/2022		07/14/2022	081622	343596	683.55	683.55	08/25/2022	INV	PD	BIDS-41/61 IMPROVEMENT
2164699 CHECK DATE: 08/16/2022		07/14/2022	081622	343596	33.08	33.08	08/25/2022	INV	PD	EASEMENT VACATION-HAZE
2164700 CHECK DATE: 08/16/2022		07/14/2022	081622	343596	55.13	55.13	08/25/2022	INV	PD	FILING NOTICE FOR CAND
2164847 CHECK DATE: 08/16/2022		07/21/2022	081622	343596	25.73	25.73	08/25/2022	INV	PD	PUBLIC ACCURACY TESTIN
2165015 CHECK DATE: 08/16/2022		07/28/2022	081622	343596	260.93	260.93	08/25/2022	INV	PD	REZONE ORD 924-CLUB WE
2165016 CHECK DATE: 08/16/2022		07/28/2022	081622	343596	80.85	80.85	08/25/2022	INV	PD	BIDS-THE LOOP CLUBHOUS
2165017 CHECK DATE: 08/16/2022		07/28/2022	081622	343596	55.13	55.13	08/25/2022	INV	PD	ZONING ORD AMEND-PLANN
2165018 CHECK DATE: 08/16/2022		07/28/2022	081622	343596	58.80	58.80	08/25/2022	INV	PD	PRELIM-APT BLDG HAZELT
101847 SRF CONSULTING GROUP INC					2,517.42					
12504.00-36 CHECK DATE: 08/16/2022		07/31/2022	081622	343597	1,080.52	1,080.52	09/08/2022	INV	PD	TH 212 INTERCHANGE & C
101857 ST ANDREWS PRODUCT COMPANY										
20208 CHECK DATE: 08/16/2022		07/01/2022	081622	343598	235.43	235.43	09/02/2022	INV	PD	RESALE BAGGED TEES
110729 STABENOW, AMY										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 26

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
2012238.002 CHECK DATE: 08/16/2022		08/03/2022	081622	343599	115.00	115.00	09/03/2022	INV	PD	RFD ACCOUNT BALANCE
PAYEE: STABENOW, AMY										
101863 STAR TRIBUNE MEDIA INTERMEDIATE HOLDINGS										
I00432452-06142022 CHECK DATE: 08/16/2022		07/31/2022	081622	343600	850.00	850.00	08/31/2022	INV	PD	TOP WORKPLACES LUNCHEO
102984 STEVE'S CURLING SUPPLIES LLC										
33431 CHECK DATE: 08/16/2022		08/08/2022	081622	343601	754.70	754.70	09/08/2022	INV	PD	Curling supplies-resal
101888 STREICHERS										
I1580107 CHECK DATE: 08/16/2022		07/20/2022	081622	343602	242.00	242.00	08/20/2022	INV	PD	Alterations - Golf Exp
I1580334 CHECK DATE: 08/16/2022		07/21/2022	081622	343602	14.99	14.99	08/21/2022	INV	PD	Tab w/ silver finish-G
I1580389 CHECK DATE: 08/16/2022		07/21/2022	081622	343602	724.93	724.93	08/21/2022	INV	PD	Van Daalan-Initial Iss
I1580430 CHECK DATE: 08/16/2022		07/21/2022	081622	343602	107.98	107.98	08/21/2022	INV	PD	Badge - Golf Experienc
I1580787 CHECK DATE: 08/16/2022		07/25/2022	081622	343602	1,446.00	1,446.00	08/25/2022	INV	PD	Gibbons-Vest, dept cos
I1581211 CHECK DATE: 08/16/2022		07/26/2022	081622	343602	115.50	115.50	08/26/2022	INV	PD	Alterations - Golf Exp
I1581895 CHECK DATE: 08/16/2022		07/28/2022	081622	343602	54.95	54.95	08/28/2022	INV	PD	Silver collar insignia
I1581963 CHECK DATE: 08/16/2022		07/29/2022	081622	343602	1,476.00	1,476.00	08/29/2022	INV	PD	Van Daalen-Initial Iss
I1582268 CHECK DATE: 08/16/2022		08/01/2022	081622	343602	114.99	114.99	09/01/2022	INV	PD	Chief Badge-Golf Exper
I1582682 CHECK DATE: 08/16/2022		08/03/2022	081622	343602	18.98	18.98	09/03/2022	INV	PD	Cadet replacement hat
I1582689 CHECK DATE: 08/16/2022		08/03/2022	081622	343602	68.00	68.00	09/03/2022	INV	PD	Personius alterations-
I1582690 CHECK DATE: 08/16/2022		08/03/2022	081622	343602	71.00	71.00	09/03/2022	INV	PD	Alterations-Golf Exper

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 27

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
I1583053		08/04/2022	081622	343602	255.00	255.00	09/03/2022	INV	PD	Moore/George/Gibbons/P
CHECK DATE: 08/16/2022										
I1583054		08/04/2022	081622	343602	110.00	110.00	09/03/2022	INV	PD	Shirt alterations-Golf
CHECK DATE: 08/16/2022										
I1583058		08/04/2022	081622	343602	639.95	639.95	09/03/2022	INV	PD	Shirt alterations, Pat
CHECK DATE: 08/16/2022										
I1583107		08/05/2022	081622	343602	1,779.00	1,779.00	09/05/2022	INV	PD	Zachman-Initial Issue-
CHECK DATE: 08/16/2022										
110715 SWICK SERVICES					7,239.27					
10000196		07/29/2022	081622	343603	6.45	6.45	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
CHECK DATE: 08/16/2022										
101925 TALLMAN EQUIPMENT CO INC										
3326669		07/22/2022	081622	343604	158.10	158.10	08/21/2022	INV	PD	POWDER FOR RUBBER GLOV
CHECK DATE: 08/16/2022										
101949 Tervis Tumbler Company										
10272300		07/22/2022	081622	343605	2,884.42	2,884.42	08/21/2022	INV	PD	RESALE
CHECK DATE: 08/16/2022										
100757 THE GRAPHIC EDGE LLC										
1601277		08/05/2022	081622	343606	514.42	514.42	09/04/2022	INV	PD	Youth Soccer - T Shirt
CHECK DATE: 08/16/2022										
1604725		07/29/2022	081622	343606	299.39	299.39	08/28/2022	INV	PD	Softball League Shirts
CHECK DATE: 08/16/2022										
108013 WILLEM SEBASTIAN HARTONG					813.81					
103829		08/03/2022	081622	343607	600.00	600.00	08/23/2022	INV	PD	CONCERT 8/23-THE JOLLY
CHECK DATE: 08/16/2022										
104908 TIMESAVER OFF SITE SECRETARIAL INC										
M27490		07/29/2022	081622	343608	1,186.75	1,186.75	08/29/2022	INV	PD	Council, Planning, Par
CHECK DATE: 08/16/2022										
101966 TK ELEVATOR CORPORATION										

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 28

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
1000438044 CHECK DATE: 08/16/2022		06/07/2022	081622	343609	48,696.53	48,696.53	08/10/2022	INV	PD	CITY HALL ELEVATOR MOD
109723 TOPCON SOLUTIONS INC										
INV198974 CHECK DATE: 08/16/2022		04/28/2022	081622	343610	379.00	379.00	05/28/2022	INV	PD	BLUE BEAM LICENSE-M KU
105232 CLARK MACHTEMES										
102851 CHECK DATE: 08/04/2022		07/08/2022	080422	343421	600.00	600.00	08/08/2022	INV	PD	Concert 7/27-Traveled
101994 TRAVIS MATHEW LLC										
90869813 CHECK DATE: 08/16/2022		08/02/2022	081622	343611	1,073.43	1,073.43	09/01/2022	INV	PD	RESALE
106577 TWIN CITY HARDWARE COMPANY INC										
PSI2131510 CHECK DATE: 08/16/2022		07/19/2022	081622	343612	181.20	181.20	08/19/2022	INV	PD	BATHROOM DOOR PARTS
PSI2132938 CHECK DATE: 08/16/2022		07/27/2022	081622	343612	28.32	28.32	08/27/2022	INV	PD	DOOR LOCK PARTS
110063 TWIN CITY MECHANICAL INC					209.52					
00020164 CHECK DATE: 08/16/2022		07/22/2022	081622	343613	625.00	625.00	08/22/2022	INV	PD	FD ICE MACHINE SERVICE
110053 TX CHILD SUPPORT SDU										
PR0729220012725283 CHECK DATE: 08/02/2022		07/29/2022	080222-2	343418	147.69	147.69	07/29/2022	INV	PD	072922 Payroll - Child
102064 US BANK										
6501752 CHECK DATE: 08/09/2022		04/25/2022	080922	343425	1,600.00	1,600.00	05/25/2022	INV	PD	2015A EDA TRUSTEE FEE
6501753 CHECK DATE: 08/09/2022		04/25/2022	080922	343425	1,600.00	1,600.00	05/25/2022	INV	PD	2015B TRUSTEE FEE
6603759 CHECK DATE: 08/16/2022		07/25/2022	081622	343614	1,700.00	1,700.00	08/25/2022	INV	PD	2020B TRUSTEE FEES

Report generated: 08/15/2022 10:32
User: 8492mrob
Program ID: apinvlst

Page 29

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID	AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
					4,900.00						
107745	US BANK NATIONAL ASSOCIATION										
478123060		07/21/2022	080222-2	343419	439.53	439.53	08/15/2022	INV	PD		CCC COLOR COPIER LEASE
CHECK DATE: 08/02/2022											
104522	US FOODS INC										
5986256		08/01/2022	081622	343615	176.34	176.34	08/31/2022	INV	PD		JUN OAK 19 DISH MACHIN
CHECK DATE: 08/16/2022											
102061	USA BLUE BOOK										
986117		05/20/2022	081622	343616	921.23	921.23	08/02/2022	INV	PD		WTP WATER TESTING
CHECK DATE: 08/16/2022											
109994	USI INSURANCE SERVICES LLC										
4252136		07/27/2022	081622	343617	350.00	350.00	08/27/2022	INV	PD		HANDBOOK MAINT 8/1/22-
CHECK DATE: 08/16/2022											
102102	VERIZON WIRELESS										
9911826569		07/23/2022	080422	343422	579.22	579.22	08/15/2022	INV	PD		JUL CRADLEPOINTS
CHECK DATE: 08/04/2022											
102104	VESSCO INC										
088218		07/22/2022	081622	343618	334.65	334.65	08/22/2022	INV	PD		POT PERM CHAMBER
CHECK DATE: 08/16/2022											
110731	VIKING PAINTING LLC										
106540-001		08/04/2022	081622	343619	224,485.00	224,485.00	09/09/2022	INV	PD		HUNDERTMARK WATER TOWE
CHECK DATE: 08/16/2022											
102227	ONVOY LLC										
0009426220801		08/01/2022	081122	343431	406.03	406.03	08/25/2022	INV	PD		AUG EDU CTR INTERNET/E
CHECK DATE: 08/11/2022											
0009486220801		08/01/2022	081122	343431	1,015.08	1,015.08	08/25/2022	INV	PD		AUG CITY HALL ETHERNET
CHECK DATE: 08/11/2022											

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlst

Page 30

City of Chaska

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
102133	WAGNER PRESS & GRAPHICS				1,421.11					
35592	CHECK DATE: 08/16/2022	07/26/2022	081622	343620	99.00	99.00	08/15/2022	INV	PD	Business Cards-Kane-Za
110711	WARREN, JOHN									
10009260	CHECK DATE: 08/16/2022	07/29/2022	081622	343621	330.57	330.57	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
102146	WATER SPECIALTY OF MINNESOTA INC									
12748	CHECK DATE: 08/16/2022	08/04/2022	081622	343622	2,819.50	2,819.50	09/04/2022	INV	PD	Pool Chemicals
12749	CHECK DATE: 08/16/2022	08/04/2022	081622	343622	644.90	644.90	09/04/2022	INV	PD	Pool Chemicals (Firema
110710	WEILAND, ANGELA				3,464.40					
10004532	CHECK DATE: 08/16/2022	07/29/2022	081622	343623	76.53	76.53	08/29/2022	INV	PD	CREDIT BALANCE REFUND-
102166	WESCO DISTRIBUTION INC									
080675	220120 CHECK DATE: 08/16/2022	07/27/2022	081622	343624	858.28	858.28	08/27/2022	INV	PD	36 = CONNECT GEL #14-2
110728	WINGROVE, MARY JO									
2012201.002	CHECK DATE: 08/16/2022	07/29/2022	081622	343625	78.00	78.00	08/29/2022	INV	PD	WITHDRAWAL RFD-AOA REM PAYEE: WINGROVE, MARY JO
102189	WM MUELLER & SONS									
278876	CHECK DATE: 08/16/2022	07/28/2022	081622	343626	900.01	900.01	08/25/2022	INV	PD	CURB POUR RESTORATION
279068	CHECK DATE: 08/16/2022	08/02/2022	081622	343626	330.15	330.15	09/25/2022	INV	PD	POTHOLE PATCHING
279227	CHECK DATE: 08/16/2022	08/04/2022	081622	343626	196.23	196.23	09/25/2022	INV	PD	POTHOLE PATCHING
279284	CHECK DATE: 08/16/2022	08/05/2022	081622	343626	664.54	664.54	09/25/2022	INV	PD	BOLDT ST PIPE CROSSING

Report generated: 08/15/2022 10:32
 User: 8482mrob
 Program ID: apinvlist

Page 31

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
279350		08/08/2022	081622	343626	628.87	628.87	09/25/2022	INV	PD	BOLDT ST PATCHING
CHECK DATE: 08/16/2022										
					2,719.80					
102217 WW GOETSCH ASSOC INC										
108354		07/13/2022	081622	343627	2,324.14	2,324.14	08/15/2022	INV	PD	New pump for pool feat
CHECK DATE: 08/16/2022										
102220 XIGENT SOLUTIONS LLC										
84071		08/06/2022	081622	343628	6,715.00	6,715.00	09/10/2022	INV	PD	AUG RECOVERY SVC
CHECK DATE: 08/16/2022										
84072		08/06/2022	081622	343628	13,914.69	13,914.69	09/10/2022	INV	PD	AUG SUPPORT SVC
CHECK DATE: 08/16/2022										
84073		08/06/2022	081622	343628	1,778.44	1,778.44	09/10/2022	INV	PD	AUG VULNERABILITY SVC
CHECK DATE: 08/16/2022										
					22,408.13					
105150 ZAYO GROUP HOLDINGS INC										
2022080011266		08/01/2022	081622	343629	1,627.07	1,627.07	08/31/2022	INV	PD	AUG FIBER MAINTENANCE
CHECK DATE: 08/16/2022										
102231 ZIEGLER INC										
SI000184144		06/05/2022	081622	343630	309.96	309.96	07/28/2022	INV	PD	#127 WOOD CHIPPER REPA
CHECK DATE: 08/16/2022										
					309.96					
352 INVOICES					2,574,545.39					

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

VENDOR INVOICE LIST

Electronic Payments

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
107490	GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
103619		07/29/2022	080222-3	3356	3,385.10	3,385.10	08/02/2022	DIR	PD	072922 Payroll - HCSP
	CHECK DATE: 08/02/2022									
107744	GREAT-WEST LIFE & ANNUITY INSURANCE COMPANY									
103620		07/29/2022	080122	3354	450.00	450.00	08/01/2022	DIR	PD	072922 Payroll - MNDGP
	CHECK DATE: 08/01/2022									
101756	MII LIFE INCORPORATED									
40328277		08/09/2022	081022	3358	5,814.76	5,814.76	08/10/2022	DIR	PD	8/10/22 FSA REIMB-DAYC
	CHECK DATE: 08/10/2022									
100927	INTERNAL REVENUE SERVICE									
103614		07/29/2022	072922	3349	162,139.13	162,139.13	07/29/2022	DIR	PD	072922 Payroll - SS, M
	CHECK DATE: 07/29/2022									
101343	MINNESOTA DEPT OF REVENUE-PAYROLL WIRES									
103615		07/29/2022	080122	3352	31,997.36	31,997.36	08/01/2022	DIR	PD	072922 Payroll - MN St
	CHECK DATE: 08/01/2022									
101376	NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
103616		07/29/2022	072922	3350	15,347.43	15,347.43	07/29/2022	DIR	PD	072922 Payroll - 457 C
	CHECK DATE: 07/29/2022									
106955	NATIONWIDE RETIREMENT SOLUTIONS(USCM)									
103618		07/29/2022	072922	3351	5,782.58	5,782.58	07/29/2022	DIR	PD	072922 Payroll - Roth
	CHECK DATE: 07/29/2022									
107499	OLD NATIONAL BANK									
2022/08/01 DS		08/01/2022	080122-2	3355	1,782.50	1,782.50	08/01/2022	DIR	PD	ONB-DS PMT DUE 8/1/22-
	CHECK DATE: 08/01/2022									
101525	PITNEY BOWES POSTAGE									
2022/0804-PB		08/04/2022	080522	3357	1,200.00	1,200.00	08/05/2022	DIR	PD	8/4/22 REPLENISH POSTA
	CHECK DATE: 08/05/2022									

Report generated: 08/15/2022 10:40
 User: 8482mrob
 Program ID: apinvlist

Page 1

VENDOR INVOICE LIST

INVOICE	P.O.	INV DATE	CHECK RUN	CHECK #	INVOICE NET	PAID AMOUNT	DUE DATE	TYPE	STS	INVOICE DESCRIPTION
101506	PUBLIC EMPLOYEES RETIREMENT ASSOCIATION									
103617		07/29/2022	080122	3353	108,353.52	108,353.52	08/01/2022	DIR	PD	072922 Payroll - PERA
CHECK DATE: 08/01/2022					108,353.52					
10 INVOICES					336,252.38					

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

Biweekly Report
August 15, 2022
By
Matt Podhradsky

SUMMER COUNCIL MEETING/WORK SESSION SCHEDULE

Just as a reminder, below is a list of the upcoming Council meetings and Work Sessions:

August 15th: We will have a Work Session from 5:30-7 on Monday to start discussions on our General Fund Budget for 2023. This session will discuss the proposed 2023 budget and tax levy and will discuss how the continued implementation of the Staffing plan and the implementation of the new Building Plan will impact the upcoming levy. This will all be in preparation for establishing our preliminary tax levy at the second meeting in September. We will have a normal Council meeting to follow.

August 29th: We will have a Work Session from 5:30-7 to continue budget discussions. This Work Session will focus on more of the detailed expenditures in the budget along with discussing more the addition of our proposed Building plan. Staff did determine that we will need a Council meeting to follow for just some short items. This meeting should not take long.

September 5th: This is Labor Day, so we won't have a meeting on this night.

September 12th: We will only have a Work Session on this evening if there is a need to continue any discussions on the 2023 Preliminary Tax Levy and budget. There will be a regular meeting that night.

September 19th: We may have a Work Session from 5:45-7 that night to discuss the findings of our initial feasibility study for considering name rights on City facilities. As we get closer, I will let you know if we are ready to discuss. We will have a regular Council meeting that night where one of the items we need to address is the establishment of the Preliminary Tax Levy and Preliminary General Fund Budget for 2023.

If you have any questions about this schedule, or know you are not able to attend a specific meeting, just let me know.

BUILDING PROGRAM SUMMER EVENTS

As you are aware, we have continued to have public engagement events to help share the message/information on our proposed City Building Program over the past several weeks. That included booths at Fire and Ice, River City Days, the annual Senior Picnic, and postcards going out to every resident advertising these events and how our residents can access information on this program on our Web Page. In addition to this, we have had two of the Open House Park

Parties this past week, with two more to come over the next week. These Open Houses include:

Ward 3: Tuesday, August 16 at Lions Park from 5:30-7:30 pm

Ward 4: Wednesday, August 17 at McKnight Park from 6:30-8:00 pm

In addition, we will also have a boot at the Touch a Truck event next Thursday evening from 4:30-7 in the Community Center Parking lot.

Thank you to all that have worked at these events. We have had decent turnout at most events, with multiple people saying that they also saw the information we were trying to share through the mailings that went to each household in the community. General response that we have seen is that residents seem to understand the need exists in each of our facilities, and while they would prefer not to have to have taxes go up, understand the reasoning/need because of the needs identified in our facilities. We have also heard from several residents who feel that the new Library is an important component not to lose in this program.

If you have any questions on this, please feel free to contact me.

MMPA CONTRACT EXTENSION TO BE SOUGHT

As the Council is aware, to provide our wholesale electricity in our City the City of Chaska is part of a 12 Community Agency named the Minnesota Municipal Power Agency. This agency has been in-tact for over 30 years, and over that time has continued to plan and run generation facilities to meet not only our wholesale power needs, but to do it in a way that we are more competitive than other investor-owned utilities such as Xcel. Over these years, MMPA has done a great job of meeting both of those objectives, giving its member cities advantages in Economic Development and for providing our residents with affordable and reliable power.

One of the primary ways that MMPA meets these demands is in developing generation facilities to meet the anticipated needs of our growing communities. They have also been in the business of helping meet and/or exceed the requirements we have for Renewable Energy generation and use. To build these needed facilities, MMPA (just like Chaska does when it must expand its infrastructure) needs to sell debt to cover the initial costs building these facilities. Typically, the financing for these facilities is 30-years. For this debt to be feasible to sell, buyers of this debt need to know that the members of the agency will be around for the entirety of the debt as part of the agency, or there is no guarantee to them to be able to recoup the debt service payments on this debt.

Periodically, to address this need, the Agency needs to request from its members an extension of the years of contract with MMPA to make sure that the years we stay with the agency meets up with these debt service needs. Currently, we have a contract that goes out to 2050. With that being less than 30 years away, MMPA needs to have communities extend their contracts to allow debt to be sold to support necessary projects. The request that is currently being made is to extend to 2060 so that we have all members extending at least 30 years into the future.

Later in the fall, representatives from our Staff at MMPA will be visiting the Councils of each member community to request the extension and to answer any questions revolving around this request. This was also discussed at the Annual Meeting a couple of weeks ago for those of you

who attended. While I am not certain the exact date yet, I wanted to provide you with this background information should you have any questions/concerns before it comes back to Council.

Please just contact me if you have any questions on this item.

GROWTH THROUGH OPPORTUNITIES (GTO) PROGRAM

As the Council is aware, over the past summer, we have had two interns with us from the GTO program to be able to see and participate in work that we do across all our departments in the City. Mitchell and Jordan were both part of the program for over the past two months, and this time is now coming to an end after this week.

To end their time with us, we will be having them come in front of Council on Monday night with us sharing with them a video of the highlights of their time here at the City. All staff have really enjoyed our summer with both Mitchell and Jordan and look forward to having a similar program next summer with two new interns. This was truly as rewarding for our Staff and organization as I think it was for Mitchell and Jordan. I want to thank them for all the effort they put into the program, and hope that they found this a valuable experience.

If you have any questions on this, please let me know.

GUARDIAN ANGELS REDEVELOPMENT PLAN

I wanted to provide an update to Council on the status of the Guardian Angels redevelopment plan for this former School Site. As you are aware, when we first saw that come through the Planning process, there was a proposal to reuse the old School Building for apartments, construct a new apartment building on the east side of the block and to keep and reuse the gym. Based on concerns brought up during the planning process about their ability to park this entire project on-site, the developer did propose to change the project to 4 single family homes on the east side of the block, keeping the school reuse as apartments and the gym in place. Since the time this plan was seen by the City, Guardian Angels did decide to cancel their purchase agreement for this project and to explore other alternatives for the site. This next week Staff will be meeting with representatives from GA to see if we can come up with any ideas for them to move forward with to keep a project here moving forward, as their does seem to be consensus that saving the old school building should be a priority.

Should you get questions about this project, I wanted to make sure you know where it is at. I will give you an update on the status of this potential project after we have a clearer direction from the church. If you have any questions on this, please let me know.

SUMMER EVENTS

While summer is winding down, there are still several activities to do in the community including the following:

- Touch a Truck: Thursday August 18th from 4:30-7 at the CCC
- Farmer's Markets: Every Wednesday from 3-6 at City Square through September 7th
- Sensory Friendly Public Safety Event: Wednesday, August 31st from 1-4 at Chaska Fire

- Chaska Cares Golf Event (fundraiser for Miracle Field): Friday, September 9th all day at the Chaska Town Course

If you have any questions about these events, please let me know.

City of Chaska Memorandum

To: Administration, Mayor, and City Council

**From: Lisa Nelson
Controller**

Date: August 11, 2022

**RE: Financial Reports –
Year-To-Date (YTD) Ending June 30, 2022**

FINACIAL REPORTS

Enclosed are year-to-date financial reports as of June 30, 2022.

Each fund includes the adopted budget compared to YTD actuals, and the resulting variance. Also presented is the percentage of actual revenue or expenditures compared to the annual budget.

Each report also includes revenue and expenditures as of 06/30/21. This will allow you to compare each fund's activity to the prior year.

These draft reports include the following revenues and expenditures:

- YTD revenue receipted by the City.
- YTD revenue from invoices issued by the City.
- YTD payroll through June.
- YTD vendor payments that:
 - 1) were previously approved by the City Council, or
 - 2) are pending approval by the Council at the August 15th meeting.

These draft reports do not include the following revenues and expenditures/expenses:

- General investment earnings revenue (allocated at year-end)
- Depreciation expense (recorded at year-end)

GENERAL FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE PERIODS ENDING 06/30/2022 AND 06/30/2021

	2022				PERCENT OF BUDGET RECEIVED/ EXPENDED	2021 ACTUAL AS OF 6/30/2021
	BUDGETED AMOUNTS		ACTUAL AS OF 6/30/2022	VARIANCE WITH AMENDED BUDGET		
	ORIGINAL	AMENDED				
REVENUES:						
Property Taxes *	\$ 8,446,549	\$ 8,446,549	\$ 2,915,809	\$ (5,530,740)	35%	\$ 2,708,979
Franchise Fees (Cable TV & Gas)	753,000	753,000	192,530	(560,470)	26%	191,437
Licenses	190,730	190,730	166,329	(24,401)	87%	166,471
Permits:						
Building	1,035,098	1,035,098	917,048	(118,050)	89%	625,650
Other Permits	35,798	35,798	17,807	(17,991)	50%	16,636
Intergovernmental:						
Federal	-	-	-	-		28,761
State	574,277	574,277	129,163	(445,114)	22%	125,622
Regional, County, School & Local	163,170	163,170	14,160	(149,010)	9%	31,625
Charges For Services:						
General Government	149,300	149,300	126,116	(23,184)	84%	49,299
Public Safety	56,337	56,337	32,136	(24,201)	57%	34,157
Public Works	14,260	14,260	16,410	2,150	115%	61,056
Parks & Recreation	276,464	276,464	147,624	(128,840)	53%	105,025
Administrative Charges **	5,159,173	5,159,173	2,564,851	(2,594,322)	50%	4,656,135
Fines And Forfeitures	40,223	40,223	18,218	(22,005)	45%	18,943
Investment Earnings	22,000	22,000	(5,112)	(27,112)	-23%	(773)
Other Revenue	178,350	178,350	153,638	(24,712)	86%	102,182
TOTAL REVENUES	17,094,729	17,094,729	7,406,727	(9,688,002)	43%	8,921,205
EXPENDITURES:						
General Government:						
Mayor & Council	182,008	182,008	66,869	115,139	37%	60,903
Communications	52,008	52,008	17,427	34,581	34%	37,393
Administration	890,488	890,488	452,027	438,461	51%	377,328
Human Resources	462,916	462,916	243,589	219,327	53%	193,771
Elections	38,905	38,905	116	38,789	0%	-
Finance/Admin Services	1,760,400	1,760,400	838,826	921,574	48%	811,676
Information Services & Fiber Sys.	1,315,842	1,315,842	691,424	624,418	53%	590,197
Legal - City Attorney	100,000	100,000	113,957	(13,957)	114%	58,030
Community Development	380,392	380,392	240,545	139,847	63%	150,719
Engineering	547,244	547,244	231,999	315,245	42%	233,894
Government Buildings	203,720	203,720	148,096	55,624	73%	113,647
Facility Maintenance	681,240	681,240	249,417	431,823	37%	189,410
Total General Government	6,615,163	6,615,163	3,294,292	3,320,871	50%	2,816,968
Public Safety:						
Police	5,579,740	5,584,740	2,678,720	2,906,020	48%	2,400,608
Fire	2,280,515	2,280,515	985,620	1,294,895	43%	1,058,680
Building Inspections (Comm.Dev)	755,775	755,775	413,516	342,259	55%	386,689
Civil Defense	5,785	5,785	221	5,564	4%	2,660
COVID-19	-	-	-	-		7,726
Total Public Safety	8,621,815	8,626,815	4,078,077	4,548,738	47%	3,856,363
Public Works:						
Administration	427,833	427,833	196,741	231,092	46%	216,220
Streets & Alleys	1,934,186	1,934,186	617,442	1,316,744	32%	599,355
Snow Removal	267,799	267,799	182,158	85,641	68%	231,731
Signs	11,438	11,438	1,337	10,101	12%	2,596
Municipal Services/Building	236,164	236,164	96,565	139,599	41%	100,926
Tree Maintenance	40,843	40,843	21,478	19,365	53%	31,766
Total Public Works	2,918,263	2,918,263	1,115,721	1,802,542	38%	1,182,594
Parks & Recreation:						
Administration	691,010	691,010	352,952	338,058	51%	244,121
Community Events	62,100	62,100	16,693	45,407		-
Programs (Youth/Teen/Adult/Sr.)	421,068	421,168	128,755	292,413	31%	116,117
Beach/Firemen's Park	103,983	104,983	17,586	87,397	17%	23,943
Hockey & Skating Rinks	11,629	11,629	7,071	4,558	61%	535
Park Maintenance	1,186,745	1,186,745	618,277	568,468		590,988
Total Parks & Recreation	2,476,535	2,477,635	1,141,334	1,336,301	46%	975,704
Unallocated	734,553	378,453	5,384	373,069	1%	39,057
Debt Service	3,400	3,400	1,710	1,690		1,709
TOTAL EXPENDITURES	21,369,729	21,019,729	9,636,518	11,383,211	46%	8,872,395
OTHER FINANCING SOURCES (USES):						
Transfers In	4,630,000	4,630,000	1,807,397 ***	(2,822,603)	39%	1,877,550
Transfers Out	(355,000)	(705,000)	-	705,000		(280,000)
NET TRANSFERS	4,275,000	3,925,000	1,807,397	(2,117,603)		1,597,550
NET CHANGE IN FUND BALANCES	\$ -	\$ -	\$ (422,394)	\$ (422,394)		\$ 1,646,360

* Tax settlements are received from Carver County in June/July and December.

** Administrative charges are being allocated earlier in 2022 than they were in 2021.

*** Transfers include an estimate

MOUNT PLEASANT MAINTENANCE FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE PERIODS ENDING 6/30/2022 AND 6/30/2021

	2022			PERCENT	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	OF BUDGET RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
REVENUES:					
Property Taxes *	\$ 6,000	\$ 2,100	\$ (3,900)	35%	\$ 2,100
Charges For Services/Lot Sales	2,400	900	(1,500)	38%	2,600
Investment Earnings	300	-	(300)	0%	-
TOTAL REVENUES	8,700	3,000	(5,700)	34%	4,700
EXPENDITURES:					
Current:					
Public Works:					
Professional Services And Charges	8,500	4,673	3,827	55%	4,080
Capital Outlay	5,000	-	5,000	0%	-
TOTAL EXPENDITURES	13,500	4,673	8,827	35%	4,080
NET CHANGE IN FUND BALANCES	\$ (4,800)	\$ (1,673)	\$ 3,127		\$ 620

* Tax settlements are received from Carver County in June/July and December.

ECONOMIC DEVELOPMENT AUTHORITY (EDA) FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE PERIODS ENDING 06/30/22 AND 06/30/21

	2022			PERCENT OF BUDGET	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	% RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
REVENUES:					
Property Taxes *	\$ 182,989	\$ 58,254	\$ (124,735)	32%	\$ 60,000
Intergovernmental	-	-	-	0%	-
Charges For Services	172,500	86,250	(86,250)	50%	167,435
Special Assessments	40,000	-	(40,000)	0%	-
Investment Earnings (Charges)	(5,400)	-	5,400	0%	-
Leases/Rent	32,400	16,315	(16,085)	50%	16,050
Other Revenue	-	11,390	11,390		-
TOTAL REVENUES	422,489	172,209	(250,280)	41%	243,485
EXPENDITURES:					
Current:					
Administration:					
Professional Services	23,289	486	22,803	2%	499
Other Charges and Special Events	52,318	7,099	45,219	14%	9,812
Administrative Fees	266,300	133,150	133,150	50%	258,530
Economic Development Projects/Programs:					
Professional Services	-	29,279	(29,279)		38,190
Other Charges and Special Events	60,882	9,351	51,531	15%	-
Debt Service:					
Principal - Promissory Note	16,800	-	16,800	0%	6,771
Interest - Promissory Note	2,900	-	2,900	0%	1,629
TOTAL EXPENDITURES	422,489	179,365	243,124	42%	315,431
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	-	(7,156)	(7,156)		(71,946)
NET CHANGE IN FUND BALANCES	\$ -	\$ (7,156)	\$ (7,156)		\$ (71,946)

* Tax settlements are received from Carver County in June/July and December.

EQUIPMENT ACQUISITION FUND
REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE PERIODS ENDING 06/30/2022 AND 06/30/21

	2022			PERCENT	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	OF BUDGET RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
REVENUES:					
Property Taxes *	\$ 3,751,317	\$ 287,461	\$ (3,463,856)	8%	\$ 85,806
Intergovernmental	188,000	-	(188,000)		-
Charges For Services	30,500	5,336	(25,164)	17%	4,000
Interest Earnings	-	39,586	39,586		47,028
Leases (tower)	106,000	89,217	(16,783)	84%	88,630
Donations/Contributions	-	-	-		2,000
TOTAL REVENUES	4,075,817	421,600	(3,654,217)	10%	227,464
EXPENDITURES:					
Current:					
General Government	10,000	15,214	(5,214)		-
Public Safety	188,000	-	188,000		-
Public Works	-	4,697	(4,697)		-
Debt Service:					
Lease Payments	-	3,808	(3,808)		-
Issuance Costs & Fiscal Agent Fees	50,000	-	50,000		-
Capital Outlay:					
Furniture And Equipment					
Communications	36,500	-	36,500	0%	-
Admin. Services-Finance	13,000	-	13,000	0%	-
Admin. Services-Information Services	44,000	48,243	(4,243)	110%	37,961
Police	151,000	6,270	144,730	4%	11,273
Fire	265,000	41,289	223,711	16%	299,393
Building Inspections	52,000	-	52,000	0%	-
Public Works	220,000	177,724	42,276	81%	16,936
TOTAL EXPENDITURES	1,029,500	297,245	732,255	29%	365,563
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	3,046,317	124,355	(2,921,962)		(138,099)
OTHER FINANCING SOURCES (USES):					
Transfers In	28,000	-	(28,000)	0%	-
Transfers Out	(3,511,317)	-	3,511,317	0%	-
Bonds Issued	437,000	-	(437,000)	0%	-
Sale of Capital Assets	-	10,754	10,754		6,075
TOTAL OTHER FINANCING SOURCES (USES)	(3,046,317)	10,754	3,057,071		6,075
NET CHANGE IN FUND BALANCES	\$ -	\$ 135,109	\$ 135,109		\$ (132,024)

* Tax settlements are received from Carver County in June/July and December.

ELECTRIC FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIODS ENDING 6/30/2022 AND 6/30/2021

	2022			PERCENT OF BUDGET	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	RECEIVED / EXPENDED	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:					
Residential Sales	\$ 10,063,000	\$ 4,424,874	\$ (5,638,126)	44%	\$ 4,741,511
Senior Sales	598,000	258,925	(339,075)	43%	286,426
Commercial Sales	1,149,000	537,570	(611,430)	47%	557,687
Industrial Sales	28,718,000	14,562,106	(14,155,894)	51%	14,395,561
Intradepartmental	792,000	628,119	(163,881)	79%	526,378
Electric Service Charges	1,789,000	5,501,385	3,712,385	308%	2,448,357
Other Sales	183,000	195,006	12,006	107%	65,022
TOTAL OPERATING REVENUES	43,292,000	26,107,985	(17,184,015)	60%	23,020,942
OPERATING EXPENSES:					
Purchased Power	26,859,000	17,580,570	9,278,430	65%	14,796,225
Distribution:					
Personnel Services	1,871,498	824,784	1,046,714	44%	828,483
Supplies, Services & Other Charges	645,672	485,928	159,744	75%	345,482
Administration:					
Personnel Services	388,046	133,273	254,773	34%	96,475
Supplies, Services & Other Charges **	3,108,138	1,581,703	1,526,435	51%	2,953,021
Utility Billing:					
Personnel Services	345,507	157,037	188,470	45%	114,953
Supplies, Services & Other Charges	339,939	197,774	142,165	58%	128,648
Conservation Programs	675,973	201,053	474,920	30%	208,868
Capital Outlay	600,000	210,302	389,698	35%	415,366
TOTAL OPERATING EXPENSES	34,833,773	21,372,424	13,461,349	61%	19,887,521
OPERATING INCOME	8,458,227	4,735,561	(3,722,666)		3,133,421
NON-OPERATING REVENUES:					
Investment Earnings	16,700	(11,126)	(27,826)	-67%	(2,180)
Intergovernmental	-	96	96		69
TOTAL NON-OPERATING REVENUES	16,700	(11,030)	(27,730)		(2,111)
NON-OPERATING EXPENSES:					
Debt Service - Principal	526,479	-	526,479	0%	2,160,000
Debt Service - Interest	308,725	67,344	241,381	22%	129,244
Debt Service - Agent Fees	450	500	(50)		850
TOTAL NON-OPERATING EXPENSES	835,654	67,844	767,810	8%	2,290,094
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	7,639,273	4,656,687	(2,982,586)		841,216
CAPITAL CONTRIBUTIONS	-	254,722	254,722		-
TRANSFERS IN (OUT):					
Transfers In	-	-	-		31,097
Transfers (Out)	(6,906,000)	(3,577,397) *	3,328,603		(3,351,840)
TOTAL TRANSFERS IN (OUT)	(6,906,000)	(3,577,397)	3,328,603		(3,320,743)
CHANGE IN NET POSITION	\$ 733,273	\$ 1,334,012	\$ 600,739		\$ (2,479,527)

* Transfers include an estimate

** Administrative charges are being allocated earlier in 2022 than they were in 2021

WATER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIOD ENDED 6/30/2022 AND 6/30/2021

	2022				PERCENT OF BUDGET	2021
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:						
Residential Sales	\$ 1,767,000	\$ 1,767,000	\$ 711,997	\$ (1,055,003)	40%	\$ 826,347
Commercial Sales	1,191,000	1,191,000	499,669	(691,331)	42%	478,959
Industrial Sales	420,000	420,000	220,049	(199,951)	52%	207,190
Other Sales	493,040	493,040	386,020	(107,020)	78%	298,288
TOTAL OPERATING REVENUES	3,871,040	3,871,040	1,817,735	(2,053,305)	47%	1,810,784
OPERATING EXPENSES:						
Pumping	263,282	263,282	145,655	145,655	55%	294,090
Treatment	324,341	324,341	189,585	189,585	58%	170,840
Distribution:						
Personnel Services	515,846	535,846	228,751	307,095	43%	238,330
Supplies, Services & Other Charges	372,275	372,275	91,472	280,803	25%	159,876
Administration:						
Personnel Services	128,327	128,327	60,407	67,920	47%	57,999
Supplies, Services & Other Charges *	666,734	666,734	324,155	342,579	49%	621,138
Utility Billing:						
Personnel Services	74,036	74,036	34,740	39,296	47%	57,477
Supplies, Services & Other Charges	67,159	67,159	43,336	23,823	65%	32,295
Capital Outlay	692,500	692,500	294,319	398,181	43%	162,242
TOTAL OPERATING EXPENSES	3,104,500	3,124,500	1,412,420	1,794,937	45%	1,794,287
OPERATING INCOME	766,540	746,540	405,315	(258,368)	54%	16,497
NON-OPERATING REVENUES:						
Investment Earnings	13,300	13,300	(3,209)	(16,509)	-24%	(720)
Intergovernmental	-	-	399	399		7
Lease - Bountiful Basket	31,200	31,200	15,584	(15,616)	50%	15,314
TOTAL NON-OPERATING REVENUES	44,500	44,500	12,774	(31,726)	29%	14,601
NON-OPERATING EXPENSES:						
Debt Service - Principal	933,111	933,111	133,035	800,076	14%	95,439
Debt Service - Interest	154,944	154,944	42,778	112,166	28%	217,469
Issuance Costs & Fiscal Agent Fees	-	-	60	(60)		60
Old Water Treatment Plant/Bountiful Basket	1,911	1,911	1,303	608		617
TOTAL NON-OPERATING EXPENSES	1,089,966	1,089,966	177,176	912,790	16%	313,585
INCOME (LOSS) BEFORE TRANSFERS	(278,926)	(298,926)	240,913	622,696		(282,487)
TRANSFERS IN (OUT):						
Transfers In	465,000	465,000	-	(465,000)		-
Transfers (Out)	(117,000)	(117,000)	-	117,000		(22,182)
NET TRANSFERS IN (OUT)	348,000	348,000	-	(348,000)		(22,182)
CHANGE IN NET POSITION	\$ 69,074	\$ 49,074	\$ 240,913	\$ 274,696		\$ (304,669)

* Administrative charges are being allocated earlier in 2022 than they were in 2021.

SEWER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIODS ENDING 6/30/2022 AND 6/30/2021

	2022				PERCENT OF BUDGET RECEIVED/ EXPENDED	2021 ACTUAL AS OF 6/30/2021
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET		
OPERATING REVENUES:						
Residential Sales	\$ 1,824,800	\$ 1,824,800	\$ 807,763	\$ (1,017,037)	44%	\$ 794,476
Commercial Sales	1,143,800	1,143,800	609,161	(534,639)	53%	532,599
Industrial Sales	1,343,900	1,343,900	729,825	(614,075)	54%	610,291
Other Sales	859,950	859,950	655,999	(203,951)	76%	515,892
TOTAL OPERATING REVENUE	5,172,450	5,172,450	2,802,748	(2,369,702)	54%	2,453,258
OPERATING EXPENSES:						
Pumping	25,960	25,960	7,700	18,260	30%	6,455
Treatment	3,072,288	3,072,288	1,792,161	1,280,127	58%	1,582,769
Collection:						
Personnel Services	515,849	535,849	228,436	307,413	43%	238,079
Supplies, Services & Other Charges	217,804	217,804	64,619	153,185	30%	75,552
Administration:						
Personnel Services	128,325	128,325	60,408	67,917	47%	57,999
Supplies, Services & Other Charges *	652,495	652,495	320,616	331,879	49%	619,378
Utility Billing:						
Personnel Services	74,036	74,036	34,740	39,296	47%	57,477
Supplies, Services & Other Charges	62,532	62,532	42,774	19,758	68%	32,338
Capital Outlay	172,000	172,000	637	171,363	0%	14,938
TOTAL OPERATING EXPENSES	4,921,289	4,941,289	2,552,091	2,389,198	52%	2,684,985
OPERATING INCOME	251,161	231,161	250,657	19,496		(231,727)
NON-OPERATING REVENUES:						
Investment Earnings	6,700	6,700	-	(6,700)	0%	(115)
Intergovernmental	-	-	49	49		55
TOTAL NON-OPERATING REVENUES	6,700	6,700	49	(6,651)	1%	(60)
NON-OPERATING EXPENSES:						
Debt Service - Principal	254,441	254,441	249,141	5,300	98%	-
Debt Service - Interest	133,020	133,020	5,308	127,712	4%	60,010
Issuance Costs & Fiscal Agent Fees	-	-	265	(265)		265
TOTAL NON-OPERATING EXPENSES	387,461	387,461	254,714	132,747		60,275
INCOME (LOSS) BEFORE TRANSFERS	(129,600)	(149,600)	(4,008)	145,592		(292,062)
TRANSFERS IN (OUT):						
Transfers (Out)	(177,000)	(177,000)	-	177,000		(34,333)
CHANGE IN NET POSITION	\$ (306,600)	\$ (326,600)	\$ (4,008)	\$ 322,592		\$ (326,395)

* Administrative charges are being allocated earlier in 2022 than they were in 2021

CHASKA COMMUNITY CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIODS ENDING 06/30/2022 AND 06/30/2021

	2022				PERCENT OF BUDGET RECEIVED/ EXPENDED	2021 ACTUAL AS OF 6/30/2021
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET		
OPERATING REVENUES:						
Admissions	\$ 221,520	\$ 221,520	\$ 121,567	\$ (99,953)	55%	\$ 52,072
Memberships	1,108,031	1,108,031	505,819	(602,212)	46%	323,877
Rentals	1,166,615	1,516,845	644,059	(872,786)	42%	481,339
Charges for Services/Lessons	615,690	633,690	255,687	(378,003)	40%	83,767
Other Revenue	100,987	100,987	44,998	(55,989)	45%	9,422
TOTAL OPERATING REVENUE	\$ 3,212,843	\$ 3,581,073	\$ 1,572,130	\$ (2,008,943)	44%	\$ 950,477
OPERATING EXPENSES:						
Personnel Services	2,156,871	2,243,471	995,714	1,247,757	44%	925,800
Operating Supplies	182,481	235,481	147,260	88,221	63%	96,126
Professional Services	834,785	843,212	576,875	266,337	68%	468,756
Other Charges	739,709	739,709	180,378	559,331	24%	83,003
Capital Outly	-	-	211,721	(211,721)		170,120
TOTAL OPERATING EXPENSES	3,913,846	4,061,873	2,111,948	1,949,925	52%	1,743,805
OPERATING INCOME	(701,003)	(480,800)	(539,818)	(59,018)		(793,328)
NON-OPERATING REVENUES:						
Intergovernmental Revenue	-	-	-	-		40,000
Investment Earnings (Charges)	(11,400)	(11,400)	37	11,437	0%	7
TOTAL NON-OPERATING REVENUES	(11,400)	(11,400)	37	11,437	0%	40,007
NON-OPERATING EXPENSES:						
Debt Service - Principal	330,000	330,000	-	330,000	0%	-
Debt Service - Interest	135,000	135,000	63,833	71,167	47%	99,366
Issuance Costs & Fiscal Agent Fees	2,750	2,750	1,700	1,050	62%	1,700
TOTAL NON-OPERATING EXPENSES	467,750	467,750	65,533	402,217	14%	101,066
INCOME (LOSS) BEFORE TRANSFERS	(1,180,153)	(959,950)	(605,314)	354,636		(854,387)
TRANSFERS IN (OUT):						
Transfers In	820,000	820,000	470,000	(350,000)		477,000
CHANGE IN NET POSITION	\$ (360,153)	\$ (139,950)	\$ (135,314)	\$ 4,636		\$ (377,387)

CHASKA PAR 30 FUND / THE LOOP
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIOD ENDED 6/30/22 AND 6/30/21

	2022			2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:				
Green Fees	\$ -	\$ -	\$ -	\$ -
Cart Rental	-	-	-	-
Merchandise & Other Sales	-	-	-	-
TOTAL OPERATING REVENUES	-	-	-	-
OPERATING EXPENSES:				
Golf - Maintenance Dept:				
Personnel Services	-	-	-	-
Supplies, Services & Other Charges	-	980	(980)	2,538
Golf - Club House:				
Personnel Services	-	-	-	-
Supplies, Services & Other Charges	-	-	-	403
Capital Outlay - Golf Course Construction	-	158,272	(158,272)	760,115
TOTAL OPERATING EXPENSES	-	159,252	(159,252)	763,056
OPERATING INCOME	-	(159,252)	(159,252)	(763,056)
NON-OPERATING REVENUES:				
Investment Earnings (Charges)	-	322	322	76
Refunds/Reimbursements	-	-	-	59
TOTAL NON-OPERATING REVENUES	-	322	322	135
NON-OPERATING EXPENSES:				
Interest	-	53,187	(53,187)	-
INCOME (LOSS) BEFORE CONTRIBUTIONS AND TRANSFERS	-	(212,117)	(212,117)	(762,921)
CAPITAL CONTRIBUTIONS	-	-	-	-
CHANGE IN NET POSITION	\$ -	\$ (212,117)	\$ (212,117)	\$ (762,921)

Golf course is closed for construction

CHASKA TOWN COURSE FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIOD ENDED 6/30/22 AND 6/30/21

	2022				PERCENT OF BUDGET	2021
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:						
Green Fees	\$ 1,664,000	\$ 1,664,000	\$ 794,360	\$ (869,640)	48%	\$ 854,093
Driving Range	155,000	185,000	85,242	(99,758)	46%	91,900
Golf Rentals	437,000	437,000	155,530	(281,470)	36%	175,410
Merchandise	258,000	258,000	111,792	(146,208)	43%	143,216
Other Sales	209,000	209,000	104,619	(104,381)	50%	97,253
TOTAL OPERATING REVENUE	\$ 2,723,000	\$ 2,753,000	\$ 1,251,543	\$ (1,501,457)	45%	\$ 1,361,872
OPERATING EXPENSES:						
Golf - Maintenance Dept:						
Personnel Services	747,839	747,839	306,904	440,935	41%	282,403
Supplies, Services & Other Charges	284,515	352,515	177,748	174,767	50%	204,579
Golf - Club House:						
Personnel Services	556,312	556,312	239,456	316,856	43%	230,208
Supplies, Services & Other Charges	417,131	417,131	244,171	172,960	59%	189,453
Merchandise for Resale	175,155	175,155	185,230	(10,075)	106%	164,915
Capital Outlay	165,000	229,000	139,894	89,106	61%	40,535
TOTAL OPERATING EXPENSES	2,345,952	2,477,952	1,293,403	1,184,549	52%	1,112,093
OPERATING INCOME	377,048	275,048	(41,860)	(316,908)		249,779
NON-OPERATING REVENUES:						
Investment Earnings (Charges)	(2,600)	(2,600)	(1,028)	1,572		-
TOTAL NON-OPERATING REVENUES	(2,600)	(2,600)	(1,028)	1,572		-
NON-OPERATING EXPENSES:						
Debt Service - Principal	165,600	165,600	-	165,600	0%	-
Debt Service - Interest	38,600	38,600	26,027	12,573	67%	30,399
TOTAL NON-OPERATING EXPENSES	204,200	204,200	26,027	178,173	13%	30,399
INCOME (LOSS) BEFORE TRANSFERS	170,248	68,248	(68,915)	(137,163)		219,380
CHANGE IN NET POSITION	\$ 170,248	\$ 68,248	\$ (68,915)	\$ (137,163)		\$ 219,380

TURBINE GENERATOR FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIOD ENDED 6/30/22 AND 6/30/21

	2022			PERCENT	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	OF BUDGET RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:					
Lease Revenue	\$ 2,486,184	\$ 565,386	\$ (1,920,798)	23%	\$ 605,073
OPERATING EXPENSES:					
Professional Services	105,000	99,640	5,360	95%	97,307
Other Charges	229,020	57,255	171,765	25%	57,361
TOTAL OPERATING EXPENSES	334,020	156,895	177,125	47%	154,668
OPERATING INCOME	2,152,164	408,491	(1,743,673)		450,405
NON-OPERATING REVENUES:					
Investment Earnings	-	(1,007)	(1,007)		(159)
Interfund Loan Payments	104,219	-	(104,219)	0%	-
TOTAL NON-OPERATING REVENUES	104,219	(1,007)	(105,226)	-1%	(159)
NON-OPERATING EXPENSES:					
Debt Service - Principal	1,340,000	-	1,340,000	0%	-
Debt Service - Interest	737,500	368,750	368,750	50%	400,625
Issuance Costs & Fiscal Agent Fees	4,500		4,500	0%	-
TOTAL NON-OPERATING EXPENSES	2,082,000	368,750	1,713,250	18%	400,625
INCOME (LOSS) BEFORE TRANSFERS	174,383	38,734	(135,649)		49,621
CHANGE IN NET POSITION	\$ 174,383	\$ 38,734	\$ (135,649)		\$ 49,621

STORM WATER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIODS ENDING 06/30/22 AND 06/30/21

	2022			PERCENT	2021
	BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET	OF BUDGET RECEIVED/ EXPENDED	ACTUAL AS OF 6/30/2021
OPERATING REVENUES:					
Residential Sales	\$ 1,098,000	\$ 570,484	\$ (527,516)	52%	\$ 696,650
Industrial Sales	819,000	418,944	(400,056)	51%	524,334
All Other Receipts	14,385	2,128	(12,257)	15%	943
TOTAL OPERATING REVENUE	1,931,385	991,556	(939,829)	51%	1,221,927
OPERATING EXPENSES:					
Collections:					
Personnel Services	374,800	137,529	237,271	37%	47,569
Supplies, Services & Other Charges	305,577	196,834	108,743	64%	71,559
Administration:					
Personnel Services	196,022	88,430	107,592	45%	61,266
Supplies, Services & Other Charges	393,501	196,750	196,751	50%	389,984
Utility Billing:					
Supplies, Services & Other Charges	63,820	38,982	24,838	61%	33,044
Depreciation	30,000	-	30,000	0%	-
Capital Outlay	346,500	523,308	(176,808)	151%	55,642
TOTAL OPERATING EXPENSES	1,710,220	1,181,833	528,387	69%	659,064
OPERATING INCOME	221,165	(190,277)	(411,442)		562,863
NON-OPERATING REVENUES:					
Investment Earnings (Charges)	6,500	(2,850)	(9,350)	-44%	(370)
Intergovernmental	-	40,000	40,000		-
Refunds and Reimbursements	-	102,310	102,310		-
TOTAL NON-OPERATING REVENUES	6,500	139,460	132,960		(370)
NON-OPERATING EXPENSES:					
Debt Service - Principal	199,933	142,600	57,333	71%	115,999
Debt Service - Interest	83,987	10,812	73,175	13%	39,768
Issuance Costs & Fiscal Agent Fees	-	175	(175)		175
TOTAL NON-OPERATING EXPENSES	283,920	153,587	130,333	54%	155,942
INCOME (LOSS) BEFORE TRANSFERS	(56,255)	(204,404)	(148,149)		406,551
TRANSFERS IN (OUT):					
Transfers In	203,617	-	(203,617)	0%	-
Transfers (Out)	(246,000)	-	246,000	0%	(14,129)
NET TRANSFERS IN (OUT)	(42,383)	-	42,383		(14,129)
CHANGE IN NET POSITION	\$ (98,638)	\$ (204,404)	\$ (105,766)		\$ 392,422

CHASKA CURLING AND EVENT CENTER FUND
REVENUES, EXPENSES AND CHANGES IN NET POSITION
FOR THE PERIODS ENDING 06/30/2022 AND 06/30/2021

	2022				PERCENT OF BUDGET RECEIVED/ EXPENDED	2021 ACTUAL AS OF 6/30/2021
	ORIGINAL BUDGET	AMENDED BUDGET	ACTUAL AS OF 6/30/2022	VARIANCE WITH BUDGET		
OPERATING REVENUES:						
Memberships	\$ 143,600	\$ 143,600	\$ 71,067	\$ (72,533)	49%	\$ 58,161
Rentals	151,716	151,716	78,912	(72,804)	52%	28,372
Lessons	208,000	208,000	174,153	(33,847)	84%	37,713
Leagues	250,000	250,000	99,699	(150,301)	40%	77,060
Leases	378,000	378,000	192,093	(185,907)	51%	135,767
Other Revenue	69,484	69,484	21,130	(48,354)	30%	4,245
TOTAL OPERATING REVENUES	1,200,800	1,200,800	637,054	(563,746)	53%	341,318
OPERATING EXPENSES:						
Administration:						
Personnel Services	371,175	371,175	139,034	232,141	37%	156,825
Supplies, Services & Other Charges	378,665	378,665	220,945	157,720	58%	177,493
Event Center:						
Personnel Services	106,007	107,507	49,100	58,407	46%	44,463
Supplies, Services & Other Charges	13,092	13,092	5,887	7,205	45%	1,664
Curling Center:						
Personnel Services	246,273	259,273	111,667	147,606	43%	81,452
Supplies, Services & Other Charges	122,730	122,730	36,504	86,226	30%	17,624
Crooked Pint	63,330	63,330	22,341	40,989	35%	20,959
Capital Outlay	-	-	32,000	(32,000)		-
TOTAL OPERATING EXPENSES	1,301,272	1,315,772	617,478	698,294	47%	500,480
OPERATING INCOME	(100,472)	(114,972)	19,576	134,548		(159,162)
NON-OPERATING REVENUES:						
Investment Earnings (Charges)	(12,154)	(12,154)	221	12,375		44
TOTAL NON-OPERATING REVENUES	(12,154)	(12,154)	221	12,375		44
NON-OPERATING EXPENSES:						
Debt Service-Principal	1,050,000	1,050,000	1,050,000	-	100%	1,025,000
Debt Service-Interest	530,092	530,092	36,023	494,069	7%	230,122
Issuance Costs & Fiscal Agent Fees	1,600	1,600	1,600	-	100%	3,200
TOTAL NON-OPERATING EXPENSES	1,581,692	1,581,692	1,087,623	494,069	69%	1,258,322
INCOME (LOSS) BEFORE TRANSFERS	(1,694,318)	(1,708,818)	(1,067,826)	640,992		(1,417,440)
TRANSFERS IN (OUT):						
Transfers In	1,581,692	1,581,692	1,267,740	(313,952)	80%	1,260,000
CHANGE IN NET POSITION	\$ (112,626)	\$ (127,126)	\$ 199,914	\$ 327,040		\$ (157,440)



Minutes
CHASKA HUMAN RIGHTS COMMISSION
Thursday, May 26, 2022
6:30 PM

1. Roll Call

Present: Chair Carlson, Vice Chair Haga, Commissioners Hubbard, Welvaert, Kamen, Sandison, and City Staff Elise Durbin

Absent: Commissioners White and Zayic

2. Adopt Agenda

Motion: Vice Chair Haga

Second: Commissioner Sandison

Motion: Carried

3. Open Forum/Guest Presentation – no guests

4. Approve Minutes

4A. Adopt Meeting Minutes – April 28, 2022

Chair Carlson noted Commissioner White will join the committee to help with the MLK breakfast.

Motion: Commissioner Sandison

Second: Commissioner Welvaert

Motion: Carried

5. Treasurer's Report

5A. Treasurer's Report 2022

Durbin reported the \$1000.00 that had set aside for the Pride Picnic was added to show funds up to that amount were committed for the event.

Motion: Commissioner Hubbard

Second: Commissioner Kamen

Motion: Carried

6. Old Business

6A. Pride Celebration

Vice Chair Haga reported the Pride Celebration is June 12, 2022 from 3-6 p.m.

Vice Chair Haga stated the connection with the high school GSA program as well

as the partnership with Parks and Recreation department have been great resources. The supplies for the community art project and ice cream are ordered and the DJ is booked. There will also be face painting and henna tattoos. Vice Chair Haga said there will be a volunteer sign up for the celebration. The Parks and Recreation Department have created a website and City staff will promote it on all City channels.

Vice Chair Haga clarified confusion about payment and budget for the Pride Celebration but noted it will be under budget. Parks and Recreation will help with funding and are working on getting private donations.

Chair Carlson wondered if the Parks and Recreation Department will set up games. Vice Chair Haga stated yes, they are bringing chairs and tables, along with sidewalk chalk and games. Commissioner Welvaert inquired if the event will happen rain or shine. Vice Chair Haga stated there is not a rain date and the event will happen regardless of weather.

Chair Carlson inquired about outdoor lights. Durbin will get that answer in regard to lights.

6B. River City Days

Commissioners Hubbard and Sandison updated the Commission on River City Days and inquired about a budget of \$200 for the event. Vice Chair Haga questioned the dates. Chair Carlson stated it will be the last weekend in July. Motion to approve \$200.00 in the HRC budget for River City Days.

Motion: Commissioner Hubbard

Second: Commissioner Sandison

Motion: Carried

6C. Empathetic Response

6Ci. Empathetic Response

Durbin reported Commissioner Filmore resigned. Commissioner Kamen offered to create a statement on gun violence given the recent events in Texas.

Commissioner Welvaert wondered if it had to wait until next month's meeting for approval. Durbin stated when a response is prepared it can be sent out to all Human Rights Commission members and respond via email to Durbin.

Commissioner Kamen stated she will make a draft. The Commission discussed how and when the statement should be addressed and written. Commissioner Welvaert also mentioned keeping the original statement written for this meeting, but also write a separate message for this particular tragedy. The Commission agreed the original statement should be tabled until a later point in time.

Chair Carlson wondered if separate statements need to be approved by City Council. Durbin stated City staff will look at it and review it. Commissioner Sandison suggested keeping the statement general because details are still coming out.

6D. Strategic Plan

Vice Chair Haga has been focused on the Pride Celebration and will be coming back in July to update the Commission.

6E. Calendar/Programs

Commissioner Kamen will provide updates and look for suggestions at the July meeting.

6F. Website

Commissioner Sandison stated she is now the only member on this committee and is looking for some guidance. Once another member volunteers, she will schedule a meeting.

6G. MLK Human Rights Celebration

Chair Carlson noted Commissioner White volunteered to serve on this committee with Commissioner Welvaert. Commissioner Welvaert wondered how to meet with City staff and members of the Parks and Recreation Department to coordinate dates. Vice Chair Haga volunteered to help with this also.

6H. Green Card Voices

Chair Carlson noted Green Card Voices finished up this month and thanked everyone for their hard work on it. Commissioner Kamen and Durbin received great feedback from attendees.

Chair Carlson inquired how to keep the initiative moving forward. She talked with various organizations and residents to understand what the City of Chaska wants. She also suggested bringing in other organizations to a Human Rights Commission meeting to open up communication.

7. New Business

7A. 112% Kindness

Chair Carlson provided details about 112% Kindness in Commissioner White's absence. This is an organization that provides school supplies to those in need. It has increased its members and also its need for more supplies. Commissioner White wanted the Commission to consider promoting this request on the City's

social media accounts. Commissioner Welvaert wondered about dates of collection. Chair Carlson noted supplies would be needed by August 14, 2022, before the next school year starts. The list of needed supplies are on the website; www.112%kindness.weebly.com. Commissioner Sandison suggested having this website on the Human Rights Commission webpage.

Chair Carlson suggested bringing supplies to River City Days. Commissioner Hubbard inquired how students would get the supplies. Vice Chair Haga believed the school will pass them out at the beginning of the school year. Chair Carlson suggested communicating with Commissioner White about further details and putting this on the agenda for next month.

Chair Carlson provided the Commission with a positive experience with a stranger who expressed his appreciation for the work the Human Rights Commission is doing.

8. Next Meeting Date

8A. June Human Rights Commission Meeting – June 23, 2022

9. Adjourn

Motion: Commissioner Welvaert

Second: Commissioner Hubbard

Motion: Carried

Meeting adjourned at 7:28 p.m.



Minutes

CHASKA HUMAN RIGHTS COMMISSION

Thursday, June 23, 2022

6:30 PM

1. Roll Call

Present: Carlson, Hubbard (arrived at 6:32 p.m.), Welvaert, Haga, White, Zayic, Sandison, City Staff Durbin

Absent: Commissioner Kamen

2. Adopt Agenda

Motion: Commissioner Haga

Second: Commissioner Welvaert

Motion: Carried

3. Open Forum/Guest Presentation

3A. Guest Presentation – Mary Hernandez, Veva Garcia, and Yuni Montoya from Mi Casa had a change in schedule but will at the July meeting.

4. Approve Minutes

4A. Adopt Meeting Minutes – May 26, 2022

Motion: Commissioner Haga

Second: Commissioner Sandison

Motion: Carried

5. Treasurer's Report

5A. Treasurer's Report 2022

Durbin reported the Treasurer's Report shows a budget of \$200 for River City Days which was approved in May. Additionally, the amount of funds spent for the Pride Picnic are still being finalized and will be detailed at the July meeting; however, it is anticipated that approximately \$817.85 was spent of the \$1000 budget for the event. There is a total budget balance of approximately \$2500.00.

Motion: Commissioner Welvaert

Second: Commissioner Hubbard

Motion: Carried

6. Old Business

6A. Pride Celebration

Vice Chair Haga thanked everyone including the Parks and Recreation Department for the 2nd annual Pride Celebration. The Commission provided comments and feedback regarding their experiences. The Commission heard suggestions such as karaoke, marketing, providing handouts, bringing the adult LGBTQ community into the planning process, sound check the microphones, a possible promotional commercial, and a law enforcement presence.

Chair Carlson thanked Randy Stern for his help and attendance. Chair Carlson also highlighted partnering with the school regarding the native burial mounds. Vice Chair Haga suggested working on that for Indigenous People's month which she believes is in October or November.

6B. River City Days

Commissioner Hubbard stated they met Monday, and the Human Rights Commission will have a booth and supplies, including fans, and will give out freeze pops as an incentive to spin a wheel and answer questions about the City and the Human Rights Commission. The Commission discussed using a board and post-it notes to let community members write what Chaska means to them. Durbin will bring chairs and provide water for the booth. Commissioner Hubbard noted the booth will need people for two-hour shifts and to wear a shirt that signifies what the Human Rights Commission is all about. Chair Carlson noted she will bring an extension cord, fan, and the rest of the coloring pages to the booth.

6C. MLK Human Rights Celebration

Commissioner Welvaert stated a committee is formed, met earlier today, and concluded the priority is to find a speaker. The Commission can brainstorm suggestions, send those to Durbin, and she will compile a list for discussion.

6D. Green Card Voices

Commissioner Hubbard questioned if this will happen again next year. Chair Carlson noted it was a great event but would like to see the Human Rights Commission provide a local approach to this issue and changing the name to "The Immigrant Experience". The Commission discussed partnering with the history and community center, time of year for program, and creating an exhibit.

Chair Carlson and Commissioner White noted an exhibit they put together "Chaska's First Downtown: Second Street Over Time" opened Tuesday at the History Center and is open Tuesdays and Fridays from 1-4 p.m.

6E. Empathetic Response

There was nothing to report. Commissioner Sandison mentioned the spiraling comments that occurred on the Facebook page from the last response.

6F. Calendar/Programs

6Fi. Fall Event

Chair Carlson stated the importance of putting events in the forefront of people's minds. Vice Chair Haga would like to see Indigenous People's Day put on the calendar. Commissioner Hubbard suggested Women's History Month (March) go on the calendar and have the Human Rights Commission do something to celebrate.

6G. Website

Commissioner Zayic noted the Pride Celebration was not listed on the website.

6H. Strategic Plan

Vice Chair Haga will have more to report at the July meeting.

6I. T-Shirts and Name Tags

The Commission decided they will wear nametags and a t-shirt that represents what the Human Rights Commission stands for at River City Days and will continue to work on a new design. Chair Carlson noted the previous logo was put out to the community and created by a high school student. Vice Chair Haga questioned if there could be an incentive for the winning design. Council Member Hubbard suggested a monetary compensation for the winning design. Chair Carlson will contact Kevin Wright and bring it back to the Commission in July.

7. New Business:

7A. 112% Kindness

Commissioner White stated this project started in spring of 2020 and since then has gained many new members. Commissioner White noted the 3rd annual school supply drive will end on August 3rd. She also provided the website which provides different ways people can contribute or help. The website is 112%Kindness@webly.com. Vice Chair Haga questioned if people could drop off supplies at their River City Days booth. Commissioner White stated yes and there will also be a QR code people can scan at River City Days to promote this project.

8. Next Meeting Date

8A. July Human Rights Commission Meeting – July 28, 2022

9. Adjourn

Motion: Commissioner White

Second: Commissioner Welvaert

Motion: Carried

Meeting adjourned at 7:53 p.m.